



# AGENDA

REGULAR MEETING OF  
THE MAYOR'S COMMITTEE  
ON DISABILITY  
JANUARY 20, 2022  
10:00 AM  
ATTEND VIRTUALLY

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## SPECIAL PROCEDURES FOR THE MAYOR'S COMMITTEE ON DISABILITY MEETING

**Attendance:** In response to the State's declaration of a Public Health Emergency, the Mayor's Proclamation of Emergency, and the ban on public gatherings in excess of those permitted in the current Public Health Order, the Mayor's Committee on Disability meeting will be conducted virtually.

**Internet:** To join the Zoom meeting on the internet using a computer, laptop, smartphone, or tablet, use the following link: <https://santafenm-gov.zoom.us/j/96829851244?pwd=ZUZ0cnBRU1pOMVh4YmR0c0c3VIRpQT09>.

**Passcode: 835049**

Attendees should use the "Raise Hand" function to be recognized by the Chair to speak at the appropriate time.

**Phone:** To join the Zoom meeting using a phone, use the following phone numbers and Webinar ID: **US: 1 (346) 248-7799 - Webinar ID: 968 2985 1244 - Passcode: 835049**

Phone attendees should press \*9 to use the "Raise Hand" function to be recognized by the Chair to speak at the appropriate time.

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. December 16, 2021 Meeting Minutes
5. **PUBLIC COMMENTS (15 MINUTES TOTAL)**
  - a. Public Comments from Website



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6. **PRESENTATIONS**

- a. None

7. **ACTION ITEMS: DISCUSSION**

- a. Noise Ordinance issues that require revision to current requirements (Pam Parfitt)
- b. Continuation reviewing 2019-2020 MCD Priorities and beginning process to update priorities for 2022 - (Kathlyne Gish)
- c. Mayor's Committee on Disability (MCD) webpage - review and update content - (Kathlyne Gish)
- d. Discussion for best method to request representation for the Open Meetings Act (OMA) needs of the MCD not being addressed by the current situation without legal attendance - (Kathlyne Gish)

8. **OLD BUSINESS**

- A. MCD Sub-Committee Reports
- B. Update on Crisis Response Team – News Article (Kathlyne Gish)
- C. E-mails regarding MCD priority updates (Kathlyne Gish)

9. **MATTERS FROM STAFF**

- a. A link to the video recording of this meeting will be added to the Meeting Minutes for this meeting.

10. **MATTERS FROM THE COMMITTEE**

11. **NEXT MEETING: Thursday, February 17, 2022**



City of Santa Fe

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## 12. ADJOURN

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# MINUTES

REGULAR MEETING OF  
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ON DISABILITY  
DECEMBER 16, 2021  
10:00 AM  
VIRTUAL MEETING

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1. **CALL TO ORDER**

10:05 AM

2. **ROLL CALL**

**Members Present:**

Member Aurore Bleck  
Member Hope Reed  
Member Kendra Garcia  
Member Kathlyne Gish  
Member Pam Parfitt  
Member Meriam Jawhar  
Member Jose "Eli" Fresquez

**Members Excused:**

Member Victor Hughes  
Member Angelique Montoya-Chavez

**Others Attending:**

Jeff Norris, Assistant Legislative Liaison  
Tom Graham, ADA Coordinator

3. **APPROVAL OF AGENDA**

**MOTION:** Member Reed moved, seconded by Member Bleck, to approve the agenda as presented.

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

**For:** Member Bleck, Member Reed, Member Garcia, Member Gish, Member Parfitt, Member Jawhar, Member Fresquez

**Against:** None

**Abstain:** None

4. **APPROVAL OF MINUTES**



# MINUTES

REGULAR MEETING OF  
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VIRTUAL MEETING

- a. November 18, 2021 Meeting Minutes

**MOTION:** Member Garcia moved, seconded by Member Reed, to approve the minutes as amended (corrected 1 letter of 1 word in Section 7b, 2<sup>nd</sup> paragraph).

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

**For:** Member Bleck, Member Reed, Member Garcia, Member Gish, Member Parfitt, Member Jawhar, Member Fresquez

**Against:** None

**Abstain:** None

## 5. PUBLIC COMMENTS (15 MINUTES TOTAL)

- a. Public Comments from Website  
No Public Comments were received on the website.
- b. All Public Attendees should sign in on chat for the record to be able to reflect their attendance at this meeting and if you wish to speak, please raise your virtual hand and you will be recognized and allowed to speak.  
Public Attendees for this meeting were:

Gina Marie Opalescent

Kristy Brusso

Gina Maria Opalescent of 6332 Entrada De Milagro #311 in Santa Fe stated that she is a wheelchair user and finds it difficult to pump gas at gas stations. She said that in Santa Fe, there are no phone numbers listed at the pumps for a person with a mobility disability to call for assistance.

While this is not a Title II issue where the City has jurisdiction, Member Reed mentioned that she thought the Governor's Commission on Disability (GCD) had enacted some sort of statute or ordinance requiring that gas stations provide this service. She suggested that Mr. Graham reach out to



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the GCD about this. Mr. Graham contacted the GCD to ask about this and informed them of the need voiced by Ms. Opalescent.

Member Fresquez mentioned that the U.S. Department of Justice (DOJ) provides technical assistance for this Title III issue. He provided the website [www.ada.gov/gasserve.htm](http://www.ada.gov/gasserve.htm), which states:

The Americans with Disabilities Act (ADA) requires self-serve gas stations to provide equal access to their customers with disabilities. If necessary to provide access, gas stations must:

- Provide refueling assistance upon the request of an individual with a disability. A service station or convenience store is not required to provide such service at any time that it is operating on a remote control basis with a single employee, but is encouraged to do so, if feasible.
- Let patrons know (e.g., through appropriate signs) that customers with disabilities can obtain refueling assistance by either honking or otherwise signaling an employee.
- Provide the refueling assistance without any charge beyond the self-serve price.

## 6. PRESENTATIONS

- a. None

## 7. ACTION ITEMS: DISCUSSION

- a. Continuation reviewing 2019-2020 MCD Priorities and beginning process to update priorities for 2022 - (Kathlyne Gish)

Chair Gish presented a list of subcommittees for identification of name and purpose as well as who is responsible as the Chair of each subcommittee. Then the MCD priorities list can be associated with the subcommittee in order to organize who would be focusing on the items and ultimately make them actionable as a subcommittee. The 2020 Action list was determined to be included in the 2020 Priorities list and thus in determining the current priorities, revisions were discussed and made to this list during the meeting (which is included attached to these minutes). Chair Gish requested any new items wished to be added or removed to the 2022-20223 MCD Priorities list should be Emailed to her for the next meeting discussion. Mr. Graham will send the revised list as discussed during the meeting to the MCD members in advance of the next meeting, so they have ample time to review and suggest desired changes for the next meeting discussion in January.



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- b. Mayor's Committee on Disability (MCD) webpage - review and update content - (Kathlyne Gish)

Chair Gish and the MCD discussed the need to update the webpage with new people friendly language and better explanation of what the MCD really does. Member Fresquez discussed the Web Content Accessibility Guidelines that should be included with the update. Chair Gish requested the members to think about the webpage and bring their suggestions to the next meeting for what to add and how to make the page and the MCD more inviting and accessible to the public. This item will be added to the January agenda for further discussion and finalization.

- c. Discussion for best method to request representation for the Open Meetings Act (OMA) needs of the MCD not being addressed by the current situation without legal attendance - (Kathlyne Gish)

Chair Gish reached out to the State's Attorney General's (AG) Office to see if they would be interested in providing a training to the MCD, but she received no response, yet. Member Fresquez volunteered to reach out to the the AG Office to follow up on their availability and willingness to train the MCD.

Chair Gish expressed the need for a stenographer to provide detailed minutes or a transcript of the meetings for them to be accessible. Member Fresquez suggested requesting a reasonable accommodation to the ADA Coordinator (Mr. Graham). Chair Gish will put together the request based on the language provided by Member Fresquez during the meeting.

## 8. OLD BUSINESS

- a. MCD Sub-Committee Reports

Member Parfitt expressed the urgency of making herself accessible to the community as the Chair of her subcommittee to address the common need to speak about concerns over the Noise Ordinance not being enforced and the damage produced and needs to the community. She requested adding an item to the January agenda for discussing Noise Ordinance issues in certain parts of town. Chair Gish mentioned the effect on Behavioral Health impacts. Member Parfitt to include Ordinance language and suggestions for solutions with the packet for next month.



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Member Reed discussed the plan review and the construction update of the New Public Restrooms on Water Street. Also mentioned was the sidewalk review of Harrison Street project and some obstacles that may be encountered during construction.

Chair Gish discussed the dissemination of updates and information pertaining to subcommittee projects. She or Mr. Graham will only be able to pass information along to the subcommittee Chair in order to avoid a rolling quorum.

Mr. Graham provided update to letter sent regarding AFN Communication Kits, stating that he was contacted by Brian Williams, Director of Emergency Management and Safety, who discussed the value and needs for the City. He was currently in process of determining how many kits were needed and where they would be housed if purchased. Mr. Graham also provided Mr. Williams with the contact information of Mr. DeAzevedo from the State Department of Health for any further questions. Member Fresquez expressed his frustration with a delayed response from the Mayor or City officials who should be addressing the MCD on such an important issue. Mr. Graham suggested that Member Fresquez reach out to the parties on behalf of the subcommittee that he chairs to follow up in official capacity for the MCD.

Chair Gish shared positive reply Email from the Police Chief, Paul Joye stating:

I think Chief Moya would be better apt to answer this regarding an EMS response preference. As far as placement though, my thought would be either on the top or bottom left (driver's side) corner of the rear windshield, or bottom left (driver's side) corner of the front windshield, near the area of the VIN number of the vehicle. This should ideally allow for the placement not to be obstructive for the driver's view of the roadway.

· Once a standardized placement decision has been made, I think roll call training needs to be conducted for all first responders, so they can be aware of what to look for, and what it means."

## 9. MATTERS FROM STAFF

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[https://santafenm.gov.zoom.us/rec/share/8HN7uWkN0JaCH3lDo4740JLp4esr5Z\\_OnE7cY5pZ1anfRXUXiWbCNA3ZSNRjcr0g.lzExTM5l88Kok9Zo](https://santafenm.gov.zoom.us/rec/share/8HN7uWkN0JaCH3lDo4740JLp4esr5Z_OnE7cY5pZ1anfRXUXiWbCNA3ZSNRjcr0g.lzExTM5l88Kok9Zo)

Passcode: gX5=%S9V

## 10. MATTERS FROM THE COMMITTEE

Member Bleck and Chair Gish announced that they received her COVID-19 booster shot from the Drive-through at the County Fairgrounds. The process was very well organized. Mr. Graham got his from Albertsons and Member Fresquez got his from Walmart. They both experienced quick in and out with their experiences.

Member Fresquez announced that Desert Sage is providing vaccines for children ages 5-12 and is mostly accessible. A very good experience and “hats off to the City of Santa Fe for hosting it for our kids”.

Member Fresquez also provided a “heads up” that the New Mexico Children’s, Youth and Families Department and the Department of Health and a few other State and non-profit agencies are considering doing another Town Hall specific to children with disabilities and vaccines, providing information and dispelling misinformation. Updates will be forthcoming concerning the timing.

## 11. NEXT MEETING: January 20 2022

## 12. ADJOURN

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Meeting adjourned at 12:05 PM

Liaison

Chair

Subcommittee list:

Core Advisory Group (CAG) (Eli)

Dave McQuarie Memorial Subcommittee (Hope)

Hearing Education Subcommittee (Pam)

Housing Subcommittee (Kathlyne)

Integrated Pest Management Subcommittee (??)

Plan Review Subcommittee (Hope)

Post-Traumatic Stress Subcommittee (Victor)

Transportation Subcommittee (Aurore)

Other – Unknown:

Parks –

# 2019 Priorities

## Mayor's Committee on Disability

- ❖ **Recruit and hire a new ADA Coordinator:** The MCD is very pleased to have Dave Chapman assigned to support the Committee and serve as the temporary ADA Coordinator, but it is unfair to have any employee try to fulfill the requirements for two jobs. *done!*
- ❖ **Housing Subcommittee**
  - **Housing discrimination:** Landlords currently do not have to accept all legitimate types of income to evaluate potential tenants. This is particularly a problem for people who are disabled, veterans, and seniors. Other cities have fixed this with an ordinance.
  - **Housing affordability:** The housing shortage adversely affects all Santa Feans.
  - **Housing accessibility:** It's easier to incorporate accessibility features into new construction. Ensuring that new multi-unit housing has accessibility features and a certain number of wheelchair friendly units would help. Funds are currently available to help retrofit older housing so that people can adapt to health changes and/or age in place.
  - **Homelessness:** Persons with physical and mental health problems are disproportionately represented in the homeless population. Housing first can help put these folks on the road to getting better health care and an enormously improved quality of life.
- ❖ **Transportation Subcommittee**
  - **Inaccessible bus stop in front of Indian Hospital:** The last update was that the project to fix the bus stop was awaiting BIA approval of the land use.
  - **Sidewalk repair:** The stretch of Pacheco between the Ventana de Vida senior center and St. Michael's Drive has no existing sidewalk, thus impeding access to the local shopping. This is a high priority and expected to be addressed next after some work on Agua Fria, but the city has a huge prioritized list of sidewalk repairs that could benefit from a share of a gastax or other funding mechanism.
  - **24/7 public transportation:** This is needed for safety and medical reasons. Poor people and abuse victims are most vulnerable to transportation challenges. A poor person with a sick child might delay medical care because there is no transportation. City of Santa Fe activities and SFCC classes end at 10:00pm, but Transit has ended operations.
  - **Bus accessibility:** Older residents and those who can't stand long have difficulty using bus stops without benches.
  - **Help with transportation costs for paratransit users:** Economical bus passes are available to all Santa Feans, but for persons who must use paratransit for all transportation, there are no programs that would help income-qualified people with these expenses.

- Explore possible permanent dashboard display of disability parking placard for those with memory issues.

#### ❖ Post-Traumatic Stress Subcommittee

- The PTS Spectrum: The Subcommittee on Post-Traumatic Stress (PTS) wants to introduce a new framework—the PTS Spectrum—to facilitate a more civil, inclusive, and productive discourse around PTS issues. PTS is not considered a disorder in current parlance, and it's counterproductive to refer to it that way. PTS is a condition that exists on a spectrum. On one end of the spectrum exists a state of being that afflicts us all, by virtue of our births—PTS. On the other end of the spectrum exists a disabling state of being that afflicts some, by virtue of the intensity, frequency, and/or duration of exposure to trauma inducing events—disabling PTS. In between these two ends of the spectrum exists another state of being, where functionality may be impaired or limited, and aspects of personal and professional life may be adversely affected—problematic PTS.
- Susceptibility to problematic and disabling PTS: Certain populations in our community are more susceptible to problematic and disabling PTS by virtue of their circumstances. Populations highly susceptible to problematic and disabling PTS include, but are not limited to: food insecure; homeless; immigrant; incarcerated; LGBTQ+; minority; physically, sexually, and/or psychologically abused; substance abuse; unemployed; and veterans. The subcommittee on PTS will conduct research and gather data to better understand problematic and disabling PTS in these and other highly susceptible populations, and report our findings to the City of Santa Fe.
- Services available to those with problematic and disabling PTS: There are a multitude of local services available to those with problematic or disabling PTS; the Subcommittee will compile and maintain a comprehensive list of these services, conduct an assessment to determine the efficacy of these services in addressing problematic and disabling PTS, and research other effective treatment solutions not currently offered that would be of benefit to our community in order to reduce negative individual, social and economic consequences of problematic and disabling PTS in Santa Fe. These findings will be reported to the City.
- PTS Spectrum Public Hearing: The Subcommittee on PTS will organize a public hearing to introduce the PTS Spectrum framework, invite all relevant stakeholders to attend and offer comments, and report our findings to the City of Santa Fe.
- PTS Spectrum Research Funding. The Subcommittee on PTS will complete and submit a SBIR grant request to fund PTS Spectrum research operations.

#### ❖ Plan Review Subcommittee

- The MCD Plan Review Subcommittee has been reviewing city plans since 1985. The Subcommittee provides ADA accessibility review of public works project for new or remodeled public use projects such as; buildings, streets/sidewalks, parks, transportation stations/stops, and similar facilities. Through the use of required federal,

state, and local accessibility laws and codes, as well as existing guidelines and best practices, the Subcommittee seeks the best solution to serve the greatest number of people with disabilities. In addition, the Subcommittee is also available to provide accessibility recommendations to other entities upon their request.

❖ **Integrated Pest Management**


- o The City of Santa Fe can be a model city for the entire State of New Mexico by banning the use of pesticides and herbicides on all city owned and managed parks, recreation sites, road medians, and buildings.
- o This can be accomplished by hiring an Integrated Pest Management coordinator and strictly following the Integrated Pest Management Resolution adopted by the City Council in 2001.

# Mayor's Committee on Disability

## City of Santa Fe

November 26, 2019

To: Mayor Alan Webber, City Councilors, and City Manager

From: Mayor's Committee on Disability 

Subject: 2020 Priorities and Action List

Attached are a 2020 City Action List, which has projects that are within the purview of various city agencies, and a 2020 Priorities List, which incorporates additional projects that need to be further developed by the Committee.

The Committee hopes to coordinate its priority lists with the city budget cycle, and we welcome suggestions on the best timing to point out the needs of residents with disabilities.

### Attachments

cc: Regina Wheeler,

John Romero

Carol Johnson

Kyle Mason

Richard Thompson

John Munoz

Keith Wilson

Thomas Martinez

Kyra Ochoa

Alexandra Ladd

Michael Rodriguez

Greg Gurule

Greg Smith

# City of Santa Fe

## Mayor's Committee on Disability

### 2020 CITY ACTION LIST

#### ■ Public Safety

- ~~Safe relationships with authorities for community members with special needs, including alert systems such as window and door stickers and phone apps that can aid in communication with non-verbal residents~~
- ~~24/7 public transportation resources for residents without access to private transportation~~
- ~~Emergency evacuation plans for paratransit users and seniors~~
- ~~During Sheridan bus station revision, have an accessible route from the temporary bus station to the Plaza, clearly marked with signage in both directions~~
- ~~Have an accessible wheelchair route between Santa Fe Place and the new Southside bus station~~
- ~~Maintain pathways between parking lots and city property entrances~~

#### ■ Public Accommodation

- ~~New bus stop at Cerillos and Second Street (service to Indian Hospital)~~
- ~~Availability of hearing loops in all locations where the City Council meets and a new city ordinance that requires loop installation in new construction and remodels of public venues~~
- ~~Update play areas in city parks to allow wheelchair access (phase out and replace wood chips and add inclusive play equipment)~~
- ~~Add benches where possible to bus stops that serve the elderly and mobility challenged, such as outside of medical service providers~~
- ~~Transition housing for people coming out of jail~~
- ~~Assistance with transportation costs for income-qualified paratransit users (low cost and free bus transportation is already available for people able to use the bus)~~
- ~~Ongoing sidewalk improvements in all four districts, including sidewalks from Ventana de Vida along Pacheco to St. Michael's and Henry Lynch between Agua Fria and Rufina, and update of PROW list as projects are completed (20-year time frame unless more funding obtained)~~
- ~~Explain process and benefits of accepting housing vouchers on the City website and include PSA by Ms. Ochoa, who has had housing voucher tenants and had a good experience (other cities have examples we can examine)~~
- ~~Continue budgeting for spring labor force to control weeds to obviate need for toxic pesticides and enforce ordinances that require land owners to control weeds (with assistance to the elderly and poor as needed)~~
- ~~Fix pedestrian bridge and pathways in Fort Marcy Park to make them accessible to wheelchairs and scooters; install temporary signage with directions to accessible route until repairs done~~
- ~~Review the Transition Plan to see what outstanding upgrades are needed to public buildings~~

# City of Santa Fe

## Mayor's Committee on Disability

### 2020 PRIORITIES

- **Public Safety**

*Safety*

- Safe relationships with authorities for community members with special needs, including alert systems such as window and door stickers and phone apps that can aid in communication with non-verbal residents
- 24/7 public transportation resources for residents without access to private transportation
- Emergency evacuation plans for paratransit users and seniors
- During Sheridan bus station revision, have an accessible route from the temporary bus station to the Plaza, clearly marked with Signage in both directions
- Have an accessible wheelchair route between Santa Fe Place and the new Southside bus station
- "Captions Always On" ordinance for TV and information screens in public places *done!*
- Maintain pathways between parking lots and city property entrances

*ACCESS*

- **Public Accommodation**

*Restroom Access*

- New bus stop at Cerillos and Second Street (service to Indian Hospital)
- Availability of hearing loops in all locations where the City Council meets and a new city ordinance that requires loop installation in new construction and remodels of public venues
- Educational campaign to encourage installation of adult changing tables in public and commercial facilities. Ask Chamber of Commerce and City to recognize these efforts and produce a map/app of available facilities.
- Review of city construction and remodeling projects by plan Review Subcommittee for adherence to ADA guidelines
- Revision of the ordinance governing noise levels during outside events in the Plaza and public parks

*Parks*

- Update play areas in city parks to allow wheelchair access (phase out and replace wood chips and add inclusive play equipment)
- Add benches where possible to bus stops that serve the elderly and mobility challenged, such as outside of medical service providers
- Transition housing for people coming out of jail
- Assistance with transportation costs for income-qualified paratransit users (low-cost and free bus transportation is already available for people able to use the bus)

*access*

- Ongoing sidewalk improvements in all four districts, including sidewalks from Ventana de Vida along Pacheco to St. Michael's and Henry Lynch between Agua Fria and Rufina, and update of PROW list as projects are completed (20-year time frame unless more funding obtained)
- Encourage city policies that promote multi-unit housing construction with some accessible apartments and condos

- o Promote updated city ordinance that requires landlords to accept legitimate income sources from potential tenants (but the landlord still has discretion when someone has a bad history of on-time payment, etc.)
- o Explain process and benefits of accepting housing vouchers on the City website and include PSA by Ms. Ochoa, who has had housing-voucher tenants and had a good experience (other cities have examples we can examine)
- o Continue budgeting for spring labor force to control weeds to obviate need for toxic pesticides and enforce ordinances that require land owners to control weeds (with assistance to the elderly and poor as needed)
- o Fix pedestrian bridge and pathways in Fort Marcy Park to make them accessible to wheelchairs and scooters; install temporary Signage with directions to accessible route until repairs done
- o Review the Transition Plan to see what outstanding upgrades are needed to public buildings

*Parks*  
*Transition Plan*

■ **Culture of Kindness**

- o ✓ Business Brochure *done*
- o ✓ Best of Santa Fe categories
- o ~~o~~ Santa Fe Public Schools cartoon contest for website

■ **Information Sharing**

- o ~~o~~ Committee representative to participate on new Community Health Council *- need to ask?*
- o ✓ Local social services brochure, with PTS resources added
- o ✓ Educational and career development resources brochure

**Core Advisory Group (CAG) (Eli)**

- Purchase and implementation of AFN kits
- Emergency Preparedness – new alt response team – awareness o how they work w/ PWD
  - Disability access, functional needs, emergency preparedness, collaboration w city of sf emergency mgmt., first responders.
  - Effective emergency communication.
  - Access Mass Care – city sf emergency shelter, fam assistance centers.
  - emergency transportation
  - Whole community planning
  - Disability integrated recovery, mitigation, recovery

**Dave McQuarie Memorial Subcommittee (Hope)**

- Dave McQuarie Memorial Plaque in Santa Fe

**Hearing Education and Accessibility Subcommittee (Pam)**

- A focus will be centered on gathering data to show the need for enforcement of the current noise ordinance with an eye on an update in the future. And educating residents about how loud/sustained noise can cause hearing loss and what the safe and unsafe limits are, is our focus.

**Housing Subcommittee (Kathlyne)**

**Integrated Pest Management Subcommittee (??)**

**Plan Review Subcommittee (Hope)**

- Need interior plans for southside bus depot

**Post-Traumatic Stress Subcommittee (Victor)**

- Possible – contribute to the noise ordinance issues re PTS and symptoms/sensory awareness – noise can be very harmful for behavioral health .

**Transportation Subcommittee (Aurore)**

- Issue on corner of Cerrillos and Wagon Mound

**Vehicle Notification Subcommittee**

Vehicle Notification System

**PARKS/REC:**

- Fort Marcy Park: Bust stop has no map or guidance for bus riders to access park safely/indicate distance.
- Ragel Park: Petition for Ragel Park to be a fully accessible park.

## **GRAHAM, THOMAS M.**

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**From:** Pam Parfitt  
**Sent:** Monday, January 10, 2022 3:57 PM  
**To:** GRAHAM, THOMAS M.  
**Subject:** Re: Noise Ordinance update

Hello MCD members and staff

In the January packet for the MCD meeting on the 20th you will find the City's current noise ordinance. I have included introductory documents copied from the Department of Health and Human Services website which can help you make sense of the ordinance.

Most folks who want to have enforcement of the ordinance are concerned about road noise in their neighborhoods which adversely affects their sleep, nerves and overall health. In addition, I want to point out that common entertainment and activities promoted by the City are sources of hearing loss for folks who are both uninformed and/or must work in an environment with noise they cannot escape because it is tied to their livelihood. Here are some examples:

The summer Bandstand on the Plaza during July and August hires various types of entertainment for the enjoyment of all. In addition the Department of Tourism sets up venues all over town...pre COVID.. employing bands playing all types of music. In the current ordinance 10-2.4 #8 it says the sound pressure limit (dBA) is 100, but this is a level that is known to cause hearing loss after only minutes of exposure...check the enclosed charts. I believe this needs to be changed to 90 dBA and the ordinance enforced regarding warnings about hearing loss.

The City's contracts with musical groups say that the musical group itself has the final say over the sound level and can therefore, play as loud as they want. Even if the legal limit were reduced to a safer 90 dBA, the contracts themselves violate the ordinance. You can ask for earplugs, but there is no warning posted about the safety of the sound pressure levels on the Plaza.

During Fiesta the artisans sitting under the Portal at the Palace of the Governors are forced to sit for hours with the loudspeakers pointed directly at them. They can't wear earplugs and still talk to their customers.

I know that the Lensic will not allow sound pressure levels over 90 dBA at any of their productions. Rock concerts by definition can range between 100-120 dBA and appropriate signage needs to warn of hearing damage at the site and in advertising so patrons don't buy tickets without knowing the danger to their hearing. I went to a John Fogelson concert at the Opera a while back naively thinking I might hear something like Peter Paul and Mary, but was forced to leave due to the sound pressure level...no refund. The Opera ushers were all given ear plugs to protect their hearing but nothing was available for the public.

In my opinion we need noise ordinance enforcement and change on many levels for the sake of our overall health and to prevent hearing loss.

Thanks for your consideration in this matter.

Pam

U.S. Department of Health & Human Services (<https://www.hhs.gov/>)

National Institutes of Health (<https://www.nih.gov/>)

National Institute on Deafness and Other Communication Disorders (<https://www.nidcd.nih.gov/>)

(<https://www.nidcd.nih.gov/>)



(/)

A program of the National Institutes of Health

Search...

## COVID-19

Get the latest public health information from CDC (<https://www.cdc.gov/coronavirus/>)


Get the latest research information from NIH (<https://covid19.nih.gov/>) | Español  
(<https://salud.nih.gov/covid-19/>)


NIH staff guidance on coronavirus (NIH Only) (<https://employees.nih.gov/pages/coronavirus/>)

Home (/) > Have You Heard? (/have-you-heard) > Free Sound Level Meter App from CDC's  
National Institute for Occupational Safety and Health

# Free Sound Level Meter App from CDC's National Institute for Occupational Safety and Health

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Do you work in or near a noisy environment, such as a construction site, a popular restaurant, or a concert or sports venue? Ever wonder how loud the noise really is and if it could be damaging your hearing? There's an app for that!

The National Institute for Occupational Safety and Health (NIOSH), part of the Centers for Disease Control and Prevention (CDC), developed the NIOSH Sound Level Meter (SLM) app (<https://www.cdc.gov/niosh/topics/noise/app.html>) for iOS devices to help promote better hearing health and prevention efforts. You can download the free app (<https://apps.apple.com/us/app/niosh-slm/id1096545820>) on iTunes.



NIOSH estimates that 22 million workers in the United States are exposed to hazardous noise levels each year. The SLM app can help you prevent permanent hearing loss caused by noise—a problem that can occur immediately or over time.

NIOSH developed the app after its researchers found that most sound meter apps either weren't accurate enough or lacked features important for occupational noise measurement and monitoring. NIOSH then collaborated with an app developer, EA LAB, to create a new app for use at worksites. Although the app is designed for use at worksites, it also provides accurate noise measurement for everyday use, and can be downloaded and used by anyone in any location, including concerts, movie theaters, sports events, and even school cafeterias.

Using a mobile device's built-in microphone or an external microphone, the NIOSH SLM app measures occupational noise exposure the way professional measuring instruments do. For example, NIOSH SLM reports the sound level in different weighted decibels, including A-weighted decibels ([/have-you-heard/how-is-sound-measured](#)), which can give you a good idea of the level of sound that could harm your hearing. In addition, the app can save and share measurement data. NIOSH recommends using an external, calibrated microphone with any sound level app to increase accuracy.

The NIOSH SLM also includes information on preventing hearing loss, examples of noise levels and their risks to hearing, and a searchable database of devices to protect your hearing.

To see the app's features, watch this video (<https://www.youtube.com/watch?v=ZUoeDIYOAIQ>).

For more information, please visit:

- NIOSH Sound Level Meter (SLM) app (<https://www.cdc.gov/niosh/topics/noise/app.html>)
- Listen Up! Protect Your Hearing (infographic) ([/kids-preteens/listen-up-infographic](#))
- Where Is the Noise? ([/kids-preteens/where-is-the-noise](#))

**Last Updated Date:** May 22, 2019

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# How Does Noise Damage Your Hearing?

Sounds that are too loud for too long can damage your hearing permanently. This is called *noise-induced hearing loss* (NIHL). The louder the noise, the faster it can damage your hearing. If the noise is very loud, you could lose your ability to hear instantly. If the noise is not as loud but long-lasting, hearing damage can build slowly. NIHL can happen to anyone at any age, so it's important to start protecting your hearing—and your children's hearing—early.

Think of the many sounds at different volumes you hear in a day, a week, or a year. The effects of loud sounds add up over a lifetime. Because the damage from noise exposure is usually gradual, you might not notice it, or you might ignore the signs of hearing loss until they become more serious.

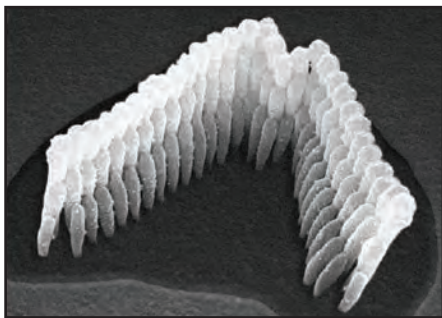
Over time, sounds may become distorted or muffled. You might find it difficult to understand people when they talk, or you might turn up the volume on the TV. The damage from NIHL can lead to hearing loss serious enough that you need to make sounds louder with devices like hearing aids, to help you hear, communicate, and participate fully in daily activities.

The good news is that you can prevent NIHL. By teaching children healthy hearing habits, you can help them keep their hearing too.

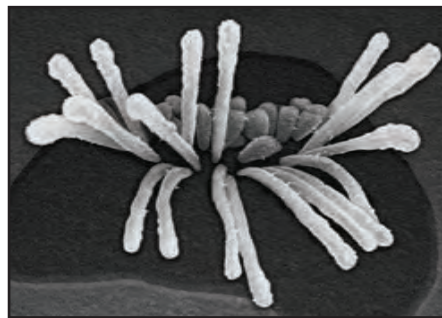
## How You Hear

You hear because of a series of steps in your ear that change sound into electrical signals. The auditory nerve carries these signals from your inner ear to your brain, which makes sense of the sounds you've heard.

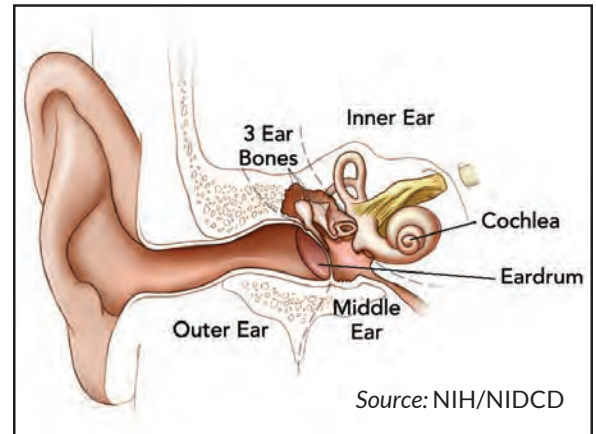
- The cochlea—a snail-shaped structure in your inner ear—is lined with sensory *hair cells*.
- On top of each hair cell is a wispy bundle of *stereocilia* (pronounced STARE-ee-oh-SILL-ee-ah), which sways with sound vibrations. Over time, sounds that are too loud can damage these hair cell bundles. When that happens, hair cells can't send information about sounds to the brain. In humans, the hair cell bundles cannot be fixed or replaced, so this damage leads to permanent hearing loss.



This wispy bundle of stereocilia sits on top of a hair cell in the ear. The hair cell bundle sways with sound vibrations.



Loud noise can damage the hair cell bundle, and then the hair cell can't respond to sounds.



## Causes and Signs of Noise-Induced Hearing Loss

There are three key factors that affect whether and by how much a sound will damage your hearing:

1. Decibel level: How loud the sound is.
2. Distance: How close you are to the source of the sound.
3. Time: The length of time you are exposed to the sound.

NIHL can result from a one-time exposure to a very loud noise, like a nearby explosion or a shotgun firing. You're more likely to lose your hearing gradually, however, from sounds that aren't as loud but that you're exposed to repeatedly for long periods.

Some examples of noisy activities that could damage your hearing are:

- Listening to loud music through headphones, at a concert, or while you're playing an instrument.
- Going to the movies in theaters or cranking up the volume on the TV at home.
- Going to sporting events attended by large, noisy crowds.
- Going to fireworks shows.
- Working with loud power tools.

Your hearing might return to normal a day or two after you've been exposed to loud noises. Recent research suggests, however, that your hearing can be permanently damaged even if you don't have noticeable hearing loss right away.

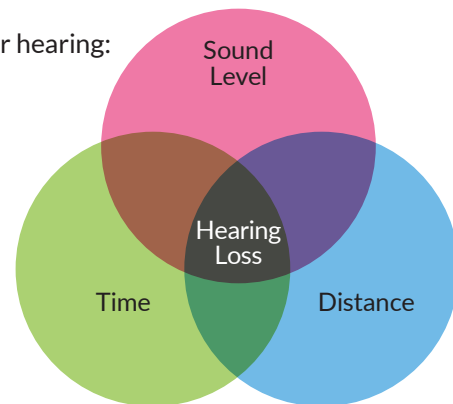
Because NIHL can build slowly over time, you might not notice the early signs of hearing loss. As your hearing gets worse, certain sounds—particularly speech—begin to sound muffled. As a result, you may:

- Ask others to repeat what they've said more often.
- Turn up the sound on the TV, music player, or other devices.
- Have ringing or buzzing in your ears (a condition called tinnitus).
- Have trouble hearing high-frequency speech sounds, like some consonants. For example, the sentence, "I asked Skip if he felt sick" might sound like a series of vowels: "I a \_\_\_ \_i\_ i\_ \_e \_el\_ \_i\_."

## How Can You Help Your Kids Protect Their Hearing?

Just as wearing sunscreen can protect you from sun damage, healthy hearing habits can help protect you from NIHL. When you talk to your kids about noise and hearing loss, remind them to:

- Lower the volume.
- Move away from the noise.
- Wear hearing protectors, such as earplugs or earmuffs.



*It's a Noisy Planet. Protect Their Hearing.*<sup>®</sup> is a national public education campaign designed to inform preteens, parents, and educators about the causes and prevention of noise-induced hearing loss. It is supported and administered by the National Institute on Deafness and Other Communication Disorders (NIDCD), part of the National Institutes of Health (NIH).

<https://www.noisyplanet.nidcd.nih.gov>.

For more information about your hearing and hearing loss, contact:

### NIDCD Information Clearinghouse

1 Communication Avenue, Bethesda, MD 20892-3456

Voice: (800) 241-1044

TTY: (800) 241-1055

Email: [NPIInfo@nidcd.nih.gov](mailto:NPIInfo@nidcd.nih.gov)

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NIH Publication No. 18-DC-8058

July 2018

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Loud noises happen where you might not expect them, from your home kitchen to the school cafeteria.

If the dishwasher is running, you might turn up the volume on a nearby TV to hear it better. Add a blender and a vacuum cleaner, and you might turn up the volume even more. All those noises can put you at risk for hearing loss if you're not careful.

## What sounds can damage your hearing?

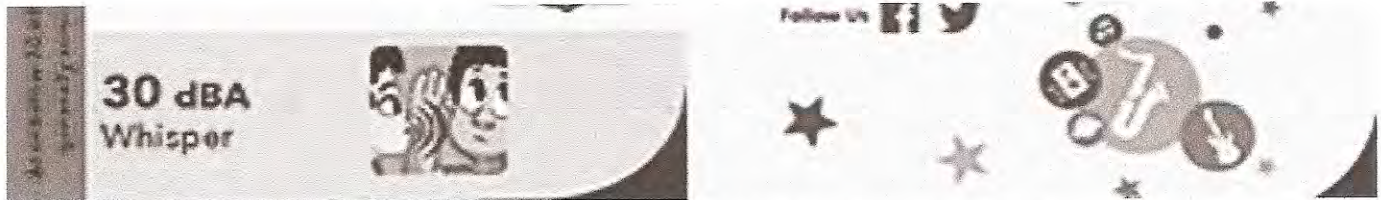
Sound is measured in units called decibels (dB), just as height is measured in feet or inches. Because people can't hear all frequencies, or pitches of sound, A-weighted decibels (/have-you-heard/how-is-sound-measured) (dBA) can be used to describe sound based on what human ears can actually hear.

Noise adds up over a lifetime. If you are often exposed to loud sounds, your risk for permanent damage grows over time. Even a single but long-lasting or extremely loud event can cause damage.

Sounds at or below 70 dBA are usually considered safe. Noises are more likely to damage your hearing if they are:

- 85 dBA and last a few hours.
- 100 dBA and last at least 14 minutes.
- 110 dBA and last at least 2 minutes.

Here are the decibel levels of common sounds:



(/sites/noisyplanet/files/ShareableImages/HowLoudTooLoudBookmark.pdf)

- Pin drop: 0 dBA
- Whisper: 30 dBA
- Normal conversation: 60-70 dBA
- Movie theater: 74-104 dBA
- Heavy city traffic, school cafeteria: 85 dBA
- Lawnmower or tractor: 80-100 dBA
- Motorcycle, dirt bike: 80-110 dBA
- Music player through headphones at maximum volume, concerts, and sporting events: 94-110 dBA
- Ambulance siren: 110-129 dBA
- Jet taking off: 140 dBA
- Fireworks show: 140-160 dBA

Hearing loss from too much noise may not be noticeable at first, but the damage can build over time, and it can't be fixed. Learn how to protect your hearing from noise (/kids-preteens/how-do-you-protect-your-hearing).

**Last Updated Date:** January 14, 2020

### Languages

- Español (/espanol/ninos-preadolescentes/donde-esta-el-ruido)

### Publications

# How Loud Is Too Loud?

Sound is measured in decibels (dB). Sounds at or above 85 dBA\* can cause hearing loss. The louder the sound, the quicker it can damage your hearing. \*dBA = A-weighted decibels

2 minutes at 110 dBA can damage your hearing.

14 minutes at 100 dBA can damage your hearing.

8 hours at 85 dBA can damage your hearing.

At or below 70 dBA, sounds are generally considered safe.

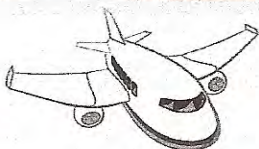
**140-160 dBA**

Fireworks show



**140 dBA**

Jet taking off



**110-129 dBA**

Ambulance sirens



**94-110 dBA**

Headphones, sporting events, and concerts



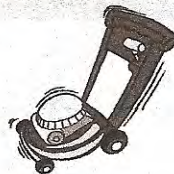
**80-110 dBA**

Motorcycle



**80-100 dBA**

Lawnmower or tractor



**74-104 dBA**

Movie theater



**60-70 dBA**

Normal conversation



**30 dBA**

Whisper



# Why Protect Your Hearing?

Noise-induced hearing loss:

- Can build over time.
- Is permanent.
- Is preventable.

# How to Protect Your Hearing:

- Lower the volume.
- Move away from the noise.
- Wear hearing protectors, such as earplugs or earmuffs.



A program of the National Institutes of Health

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Toll-free voice: (800) 241-1044

U.S. DEPARTMENT OF HEALTH AND HUMAN SERVICES  
National Institutes of Health  
National Institute on Deafness and Other Communication Disorders

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The extent of damage to your hearing caused by noise depends on:

1. Decibel level: How loud the sound is.



2. Distance: How close you are to the source of the sound.
3. Time: The length of time you are exposed to the sound.

## Factors Affecting Hearing Loss



## Decibel Level

The louder the sound, the more damage it can cause to your hearing, and the quicker this damage will occur. Sound is measured in units called decibels (dB), just as height is measured in feet or inches. Because people can't hear all frequencies, or pitches of sound, A-weighted decibels (/have-you-heard/how-is-sound-measured) (dBA) can be used to describe sound based on what human ears can actually hear.

Sounds at or below 70 dBA are generally considered safe. Any sound at or above 85 dBA is more likely to damage your hearing over time.

Researchers have found that people who are exposed over long periods of time to noise levels at 85 dBA or higher are at a much greater risk for hearing loss. That's why some workers are required to wear hearing protectors, such as earplugs or earmuffs, while they are on the job.



Many devices that children use today have noise levels much higher than 85 dBA. For example, music played through headphones at the highest volume is often 94-110 dBA. For reference, 110 dBA is more than 100 times as intense as 85 decibels!

Manufacturers are not required to limit the maximum sound output of music devices. Fortunately, many devices do have volume limiting controls, which allow you to set the maximum volume to a safe level.

## Distance

A sound gets louder as you move closer to the source and softer as you move away from it. If you are far away from the sound, the risk of damage to your hearing is much lower. At concerts, for instance, sitting away from the speakers will reduce your risk.

## Time

The impact of noise adds up over a lifetime. If you are exposed to loud sounds on a regular basis, your risk for permanent damage increases over time. Even a single but long-lasting loud event can cause damage. Sounds at or below 70 dBA are usually considered safe, even if they last a long time. Noises are more likely to damage your hearing if they are:

- 85 dBA and last a few hours.
- 100 dBA and last at least 14 minutes.
- 110 dBA and last at least 2 minutes.

## Tips for Safe Listening

- Lower the volume.  
Some music devices have the option for users to set volume control limits.
- Move away from the noise.  
Don't sit or stand right in front of concert speakers.
- Wear hearing protectors, such as earplugs or earmuffs.  
If you find yourself without access to hearing protection, cover your ears with your hands.



#### 10-1.13 - Receptacles on private property.

No person shall throw or deposit litter on any occupied or vacant private property within the city, whether owned by such person or not, except that the owner or person in control of private property may maintain authorized private receptacles in such a manner that litter will be prevented from being carried or deposited by the elements on any street, sidewalk or other public place or on any private property.

(Ord. #1959-19, § R; Code 1973, § 10-30; SFCC 1981, § 4-3-13)

#### 10-1.14 - Premises to be free from litter and refuse.

The owner or person in control of any private property shall maintain the premises free of litter and refuse; provided, that this subsection shall not prohibit the storage of litter and refuse in authorized private receptacles.

(Ord. #1959-19, § s; Code 1973, § 10-31; SFCC 1981, § 4-3-14)

#### 10-1.15 - Disposition of litter on vacant private property.

- A. The city manager is authorized to notify the owner of any open or vacant private property within the city, or the agent of the owner, to properly dispose of litter located on the owner's property. Such notice shall be by certified mail, addressed to the owner or agent at his last known address or by personal delivery.
- B. On the failure, neglect or refusal of any owner or agent so notified to properly dispose of the litter within five (5) days after receipt of written notice or within ten (10) days after the date of such notice in the event the same is returned to the post office, the city manager is authorized to pay for the disposing of such litter or to order its disposal by the city. The cost of removal shall be a lien on the property and shall remain in full force and effect for the amount due plus interest and costs. Such lien shall be enforced according to applicable state law.

(Ord. #1959-19, § U; Code 1973, § 10-33; SFCC 1981, § 4-3-15)

#### 10-1.16 - Declaration of nuisance and penalties.

The littering of private property, whether it be occupied, inhabited or vacant, by any means whatsoever by the property owner or any other person and the distribution of handbills, unless done pursuant to an exception or exceptions provided for in the ordinances of the city is a violation of city code and punishable as set forth in Section 1-3 SFCC 1987. In addition, such littering may be determined to be a nuisance and abated as set forth in Section 10-9 SFCC 1987.

(Ordained as Code 1973, § 10-34 by Ord. #1975-13; Ord. #1983-66, § 1; SFCC 1981; § 4-3-16; Ord. 2005-1, § 5)

#### 10-2 - NOISE.

##### 10-2.1 - Short title.

This section may be cited as the "Noise Ordinance".

(Ordained as Code 1973, § 31.2-1 by Ord. #1981-10, § 1; SFCC 1981, § 6-23-1)

#### 10-2.2 - Intent.

It is the intent of the governing body of the city of Santa Fe to ensure its citizens an environment free from such excessive sound as may jeopardize their health, welfare and safety, or degrade the quality of life.

(Ordained as Code 1973, § 31.2-2 by Ord. #1981-10, § 2; SFCC 1981, § 6-23-2)

#### 10-2.3 - Definitions.

All terminology used in this section and not defined below shall be in conformance with the American national standards institute publication, Acoustical Terminology, S1. 1-1960, revised 1971, or other American national standards institute publication. As used in this section:

*A-weighted sound pressure level* means the sound pressure level as measured with a sound level meter using the "A-weighting" network. The standard notation is db(A) or dBA.

*Ambient sound pressure level* means the sound pressure level of the all-encompassing noise associated with a given environment, usually a composite of sounds from many sources. It is also the "A-weighted" sound pressure level exceeded ninety percent (90%) of the time based on a measurement period which shall not be less than ten (10) minutes.

*Boom box* means a sound amplifier usually installed in motor vehicles or transported by hand or any other means of conveyance, which transmits excessive noise with a boom-like quality from recorded devices or live radio-transmitted sources and resulting in detectable reverberations.

*Continuous sound* means any sound which exists, essentially without interruption, for a period of ten (10) minutes or more.

*Decibel* means a logarithmic and dimensionless unit of measure often used in describing the amplitude of sound. Decibel is denoted as dB.

*Device* means any mechanism which is intended to produce, or which actually produces noise when operated or handled.

*Emergency vehicle* means a motor vehicle used in response to a public calamity or to protect persons or property from an imminent exposure to danger.

*Emergency work* means work made necessary to restore property to a safe condition following a public calamity, or work required to protect persons or property from an imminent exposure to danger.

*Equivalent sound level (Leq)* means a level of steady sound which in a stated time period and stated location, has the same A-weighted sound energy as the time varying sound. Leq shall be calculated using approved Federal Highway Administration noise projection models.

*Motor vehicle* means any vehicle which is self-propelled and every vehicle which is propelled by electric power obtained from batteries or from overhead trolley wires, but not operated on rails.

*Muffler* means an apparatus consisting of a series of chambers or baffle plates designed for the purpose of transmitting gases while reducing sound emanating from such apparatus.

*Noise* means any sound which is unwanted or which causes or tends to cause an adverse psychological or physiological effect on human beings.

*Noise disturbance* means any sound which annoys or disturbs reasonable persons with normal sensitivities, or which injures or endangers the public health, welfare or safety.

*Noise sensitive zone* means any land use, including but not limited to, dwellings, residentially zoned properties, schools, day cares, health care facilities, churches, recreational facilities, libraries or similar land use that may have a diminished use when subjected to excessive noise.

*Percentile sound pressure level* includes:

- A. *Tenth percentile noise level* which is the "A-weighted" sound pressure level that is exceeded ten percent (10%) of the time in any measurement period, such as the level that is exceeded for a total of over (1) minute in a ten-minute period, and is denoted L10; and
- B. *Ninetieth percentile noise level* which is the "A-weighted" sound pressure level that is exceeded ninety percent (90%) of the time in any measurement period, such as the level that is exceeded for a total of nine (9) minutes in a ten-minute period, and is denoted L90.

*Person* means any human being, firm, association, organization, partnership, business, trust, corporation, company, contractor, supplier, installer, user, owner or operator, including any municipal corporation or its officers or employees.

*Plainly audible noise* means any noise for which the information content of that noise is unambiguously transferred to the listener, such as but not limited to understanding or spoken speech, comprehension of whether a voice is raised or normal, or comprehension of musical rhythms.

*Property boundary* means an imaginary line exterior to any enclosed structure, at the ground surface, and its vertical extension, which separates the real property owned by one (1) person from that owned by another person.

*Public right-of-way* means any street, avenue, boulevard, highway or alley or similar place which is owned or controlled by a public governmental entity.

*Retarder* means any exhaust and/or engine device used as braking power, to slow down a motor vehicle's rate of speed.

*Sound* means a temporal and spatial oscillation in pressure, or other physical quantity, in a medium with interval forces that causes compression and rarefaction of that medium, and which propagates at finite speed to distant points.

*Sound level meter* means an instrument, including a microphone, amplifier, output meter and visual display and frequency weighting networks, that is sensitive to pressure fluctuations. The instrument reads sound pressure level when properly calibrated and is of Type II or better, as specified in American National Standards Institute publication, Specifications for Sound Level Meters, ANSI S1. 4-1971.

*Sound pressure* means the instantaneous difference between the actual pressure and the average or barometric pressure at a given point in space due to sound.

*Sound pressure level* means twenty (20) times the logarithm to the base ten (10) of the ratio of the root mean square to the reference pressure, which shall be twenty (20) micropascals, denoted pressure level (LP) or sound pressure level (SPL).

*Stationary noise source* means any device, fixed or movable, which is located or used on property other than a public right-of-way.

*Zone district* means those districts established by the city zoning ordinances.

(Ordained as Code 1973, § 31.2-23 by Ord. #1981-10, § 3; SFCC 1981, § 6-23-3; Ord. #1988-30, § 1; Ord. #1994-49, § 1; Ord. #2003-10, § 1)

#### 10-2.4 - Noises prohibited.

- A. In addition to the specific prohibitions outlined in paragraph B. below and subsections 10-2.5 and 10-2.9 of this Code, it is unlawful for any person to make, continue, or cause to be made or continued any noise disturbance within the city limits.
- B. The following are in violation of this section:
- (1) The sounding of any horn or signaling device on any truck, automobile, motorcycle, emergency vehicle or other vehicle on any street or public place within the city, except as a danger warning signal as provided in the state Motor Vehicle Code, or the sounding of any such signaling device for an unnecessary period of time.
  - (2) The sounding of any device or piece of equipment, including but not limited to a retarder, which helps slow a motor vehicle's rate of speed (braking power). When activated, a retarder creates noise through the motor vehicle's exhaust system.
  - (3) Using, operating or permitting the use or operation of any radio receiving set, musical instrument, television, phonograph, drum or other machine or device for the production or reproduction of sound, except as provided for in subparagraph (4) below:
    - (a) Which violates the zone district noise levels set out in subsection 10-2.5, or causes a noise disturbance;
    - (b) Between the hours of 9:00 p.m. and 7:00 a.m. the following day in such a manner as to be plainly audible at the property boundary of the source; or
      - 1) Is plainly audible at fifty feet (50') or fifteen (15) meters from such device when operated within a vehicle parked on a public right-of-way; or
      - 2) Is plainly audible through partitions common to two (2) occupants within a building or structure.
  - (4) Using or operating a loudspeaker or sound amplifying equipment in a fixed or movable position or mounted upon any sound vehicle in or upon any street, alley, sidewalk, park, place or public property for the purpose of commercial advertising, giving instructions, directions, talks, addresses, lectures, or transmitting music to any persons or assemblages of persons in a manner which violates subsection 10-2.5 or causes a noise disturbance, unless a permit is provided by subsection 10-2.8 has been obtained.
  - (5) Operating, or causing to be used or operated, any equipment used in construction, repair, alteration or demolition work on buildings, structures, streets, alleys or appurtenances thereto:

- (a) In residential or commercial zone areas between the hours of 9:00 p.m. and 7:00 a.m. the following day;
  - (b) In any other areas of the city where such operation exceeds the sound level limits for an industrial land use as set forth in subsection 10-2.5.
- (6) Operating or permitting to be operated any power equipment rated five (5) horsepower or less used for home or building repair or grounds maintenance, including but not limited to power saws, sanders, lawn mowers, garden equipment or snow removal equipment, in residential or commercial zoned areas:
- (a) Outdoors between the hours of 9:00 p.m. and 7:00 a.m. the following day; and
  - (b) Which emits a sound pressure level in excess of eighty (80) dBA measured at a distance of twenty-five feet (25') or seven and five-tenths (7.5) meters.
- (7) Operating or permitting to be operated any power equipment, except construction equipment used for construction activities, rated more than five (5) horsepower, including but not limited to chain saws, pavement breakers, log chippers and powered hand tools:
- (a) In residential or commercial zoned areas between the hours of 9:00 p.m. and 7:00 a.m. the following day; and
  - (b) In any other areas of the city, if such equipment emits a sound pressure level in excess of eighty-eight (88) dBA measured at a distance of twenty-five feet (25') or seven and five-tenths (7.5) meters.
- (8) Operating or permitting to be operated in any place of public entertainment any loudspeaker or other source of sound which produces, at a point that is normally occupied by a customer, maximum sound pressure levels of one hundred (100) dBA as read with the slow response on a sound level meter, unless a conspicuous and legible sign at least two hundred twenty-five (225) square inches in area is posted near each public entrance stating: "WARNING: SOUND LEVELS MAY CAUSE HEARING IMPAIRMENT". This provision shall not be construed to allow the operation of any loudspeaker or other source of sound in such a manner as to violate subsection 10-2.5.
- (9) Operating or permitting to be operated or used any truck, automobile, motorcycle or other motor vehicle which, by virtue of disrepair or manner or time of operation, violates subsection 10-2.5 or causes a noise disturbance.
- (10) Operating or causing or permitting to be operated any refuse compacting vehicle which creates a sound pressure level in excess of seventy-nine (79) dBA at twenty-five feet (25') or seven and five-tenths (7.5) meters from the vehicle.
- (11) Operating or causing or permitting to be operated any motor vehicle or any auxiliary equipment attached thereto in a manner which violates subsection 10-2.5 or causes a noise disturbance for a consecutive period longer than ten (10) minutes during which such vehicle is stationary in a residential zone.
- (12) Creating noise in excess of the residential standard as defined in subsection 10-2.5 within the vicinity of any school, hospital, institution of learning, court or other designated area where exceptional quiet is necessary, while the same is in use, provided conspicuous signs are displayed in the streets indicating a quiet zone.
- (13) Sounding, operating or permitting to sound or operate an electronically amplified signal from any burglar alarm, bell, chime or clock, including but not limited to bells, chimes or clocks in schools, house of religious worship or governmental buildings, which fail to meet the standards set forth in subsection 10-

2.5 for more than fifteen (15) minutes in any hour.

- (14) Operating a recreational vehicle or snowmobile in a manner which violates subsection 10-2.5 or causes a noise disturbance.
- (15) Playing, operating or permitting the playing or operation of any radio receiving set, musical instrument, tape recorder, cassette player, boom box or other electronic machine or device used for the production or reproduction of amplified sound whether located in a motor vehicle or transported by hand or any other means of conveyance and is being operated in any public street, alley or park, or in commercial or residential parking facilities and which is audible by any person from a distance of twenty-five feet (25') constitutes a public nuisance and is hereby prohibited. Words or phrases need not be discernible.

C. Violation of this section shall constitute a misdemeanor.

D. A first offense shall be punishable by a fine not to exceed two hundred dollars (\$200.00) with each subsequent offense punishable by a fine not to exceed five hundred dollars (\$500.00).

E. Each violation shall be a separate and distinct offense.

(Ordained as Code 1973, § 31.2-4 by Ord. #1981-10, § 4; SFCC 1981, § 6-23-4; Ord. #1988-30, § 2; Ord. #1994-49, § 2; Ord. No. 2003-10, § 2)

10-2.5 - Zone district noise levels; maximum; correction.

A. It is a violation of this section for any person to operate or permit to be operated any stationary source of sound in such a manner as to create a ninetieth percentile sound pressure level (L90) for a measurement period of ten (10) minutes or more unless otherwise provided in this section, which exceeds the limits set forth for the following receiving zones. The location for measuring exterior sound levels shall be at least one foot (1') inside the property line of the affected property and three to six feet (3' to 6') above ground level and at least four feet (4') from walls and other reflective surfaces.

Zone District	9:00 p.m. to 7:00 a.m.	7:00 a.m. to 9:00 p.m.
Residential	50 dBA	55 dBA
R-1, R-2, R-3, R-4, R-5, R-7, RC-5, RC-8, RM, RAC, AC, PRC, PRRC, HZ, Mobile Home Park		
Commercial	55 dBA	60 dBA
C-1, C-2, C-4, SC, BCD		
Industrial-Agricultural	70 dBA	75 dBA
I-1, I-2, IP		

When a noise source can be identified and its noise measured in more than one (1) land use category, the limits of the more restrictive use shall apply at the boundaries between different zones.

- B. It is a violation of this section for any person to operate, or permit to be operated, any stationary source of sound within any area of the city which creates a tenth percentile sound pressure level (L10) of ten (10) dBA greater than the levels set forth for the receiving zones in paragraph A of this subsection for any measurement period. Such measurement period shall not be less than ten (10) minutes.
- C. Notwithstanding the provisions of paragraph B of this subsection, it is a violation of this section for any person to operate or permit to be operated, any stationary source of sound within any area of the city which creates a tenth percentile sound pressure level (L10) greater than fifteen (15) dBA above the ambient sound pressure level (L90) of any measurement period. Such measurement period shall not be less than ten (10) minutes.

(Ordained as Code 1973, § 31.2-5 by Ord. #1981-10, § 5; SFCC 1981, § 6-23-5; Ord. #1988-30, § 3)

#### 10-2.6 - Sound level measurement.

Sound level measurements shall be made with a sound level meter using the "A-weighting" scale, in accordance with standards promulgated by the American national standards institute or other reasonable standards adopted and tested by the city of Santa Fe city manager or appointed designee.

(Ordained as Code 1973, § 31.2-6 by Ord. 1981-10, § 6; SFCC 1981, § 6-23-6; Ord. #1988-30, § 4)

#### 10-2.7 - Exemptions.

The following uses and activities shall be exempt from noise level regulations:

- A. Noise of safety signals, warning devices and emergency pressure relief valves;
- B. Noise resulting from any authorized emergency vehicle when responding to an emergency call or acting in time of emergency;
- C. Noise resulting from emergency work;
- D. Noise resulting from lawful fireworks and noisemakers used for a celebration of an official holiday; and
- E. Noise resulting from activities of temporary duration permitted by law for which a license or permit has been approved by the city manager or appointed designee in accordance with subsection 10-2.8 of this Code.
- F. Noise resulting from the use of a retarder in an emergency situation.

(Ordained as Code 1973, § 31.2-7 by Ord. #1981-10, § 7; SFCC 1981, § 6-23-7; Ord. #1988-30, § 5; Ord. #1994-49, § 3)

#### 10-2.8 - Permits.

- A. Application for a permit for relief from the noise restrictions in this section on the basis of undue hardship may be made to the city manager or appointed designee. The application shall be in writing and set forth the conditions as specified in paragraph A(1), (2) or (3) of this subsection entitling the appellant to the relief

requested. Any permit granted by the city manager or appointed designee shall contain all conditions upon which the permit has been granted, including, but not limited to the effective dates, any time of day, location, sound pressure level or equipment limitation. The relief requested may be granted upon good and sufficient showing:

- (1) That additional time is necessary for the applicant to alter or modify his activity or operation to comply with this section; or
- (2) That the activity, operation or noise source will be of temporary duration and cannot be done in a manner that would comply with this section; and
- (3) That no reasonable alternative is available to the applicant.

B. The city manager or appointed designee may prescribe reasonable conditions or requirements deemed necessary to minimize adverse effects upon a community or the surrounding neighborhood.

C. Any person denied a permit by the city manager or appointed designee shall have the right to appeal the denial to the governing body. The appeal shall not be entertained unless it is in the form of a verified petition, in writing, filed with the city manager within five (5) calendar days of the denial, setting forth the condition, as specified in paragraph A(1), (2) or (3) of this subsection entitling the appellant to the relief requested.

(Ordained as Code 1973, § 31.2-8 by Ord. #1981-10, § 8, SFCC 1981, § 6-23-8; Ord. #1988-30, § 6)

10-2.9 - Motor vehicle noise.

A. No persons shall drive, move, cause or knowingly permit to be driven or moved, a motor vehicle or combination of vehicles in a manner which exceeds the following noise limits for the category of motor vehicle shown below. Noise shall be measured at a distance of at least twenty-five feet (25') or seven and five-tenths (7.5) meters from the near side of the nearest lane being monitored and at a height of at least four feet (4') or one and two-tenths (1.2) meters above the immediate surrounding surface:

	Sound Pressure Level, dBA	
	Speed Limit 45 MPH or Less	Speed Limit Over 45 MPH
Motor vehicles with a manufacturer's gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) of 10,000 pounds or more, or any combination of vehicles towed by such motor vehicle	90	94
Any other motor vehicle or any combination of vehicles towed by any motor vehicle	77	81

B. This subsection applies to the total noise from a vehicle or combination of vehicles and shall not be

construed as limiting or precluding the enforcement of any other provisions of this section relating to motor vehicle mufflers for noise control.

- C. No person shall operate or cause to be operated any motor vehicle unless the exhaust system of such vehicle is:
- (1) Free from defects which affect sound reduction;
  - (2) Equipped with a muffler or other noise dissipative device;
  - (3) Not equipped with any cut-out, by-pass or similar device; and
  - (4) Not modified in a manner which will amplify or increase the noise emitted by the motor of such vehicle above that emitted by a muffler of the type originally installed on the vehicle.
- D. The procedures for enforcing the provisions of this subsection are as follows:
- (1) A violation of this subsection shall be cause for a complaint to be filed with the municipal court of the city; and
  - (2) The violator may decide to effect a repair or bring the vehicle into compliance prior to appearance in court. It will be the responsibility of the violator to arrange retesting of vehicle for compliance and, if it is found in compliance, the violator shall notify the court within twenty-four (24) hours of said compliance.
- E. In order to implement and enforce this subsection, and for the general purpose of noise abatement, a uniformed police officer shall have, in addition to any other authority vested in him, the power to stop a motor vehicle reasonably suspected of violating any provision of this subsection, and issue a notice of violation or abatement order which may require the motor vehicle to be inspected or tested as the enforcement officer may reasonably require.

(Ordained as Code 1973, § 31.2-9 by Ord. #1981-10, § 9; SFCC 1981, § 6-23-9; Ord. #1988-30, § 7)

#### 10-2.10 - New development; street or highway.

- A. Public or private projects shall be subject to a review process by the city manager or appointed designee in order to determine compliance with this section if such projects are likely to cause sounds in violation of this section.
- B. Plans for construction of a new street or highway systems or expansion of the capacity of an existing street or highway systems will not be approved where the proposed project, using the twenty (20) year traffic projections, will create equivalent hourly sound level (Leq) readings at critical locations within residential areas or noise sensitive zones above sixty-four (64) dBA Leq, unless the project includes such noise mitigation measures as are determined to be technically and economically feasible and reasonable. Critical locations for noise measurement shall be at any location on residential property where frequent human use occurs or at a point of four feet (4') from the exterior of the building structure on property, other than residential but classified as in a noise sensitive zone. The mitigation measures proposed for the project shall be deemed to be reasonable and feasible if so determined and approved by the city council. Such review by the council will be based upon information submitted on costs, barrier effectiveness and public acceptance of the proposed measures. Provisions of this section shall apply only to streets classified as collector, secondary arterial, and major arterial as defined in subsection 14-1.1, Chapter XIV, Land Development.

(Ordained as Code 1973, § 31.2-10 by Ord. #1981-10, § 10; SFCC 1981, § 6-23-10; Ord. #1988-30, § 8)

#### 10-2.11 - Contracts.

Any written agreement, purchase order, or instrument whereby the city is committed to the expenditure of funds in return for work, labor, services, supplies, equipment, materials or any combination of the foregoing, shall not be entered into unless such agreement, purchase order or instrument contains a provision that the contractor, contracting party, setter or other person agrees that all activity pursuant thereto will be performed, constructed, conducted or manufactured in accordance with the provisions of this section.

(Ordained as Code 1973, § 31.2-11 by Ord. #1981-10, § 11; SFCC 1981, § 6-23-11)

#### 10-2.12 - Enforcement responsibility.

The city manager or appointed designee shall have primary, but not exclusive, enforcement responsibility with appropriate law enforcement agencies as it relates to vehicular sources.

(Ordained as Code 1973, § 31.2-12 by Ord. #1981-10, § 12; SFCC 1981, § 6-23-12; Ord. #1988-30, § 9)

#### 10-2.13 - Method of enforcement.

Violation of this section in which the noise source is not self-propelled, or if self-propelled, not customarily used or designed for transportation upon a public right-of-way, shall be cause for summons and complaint to be issued forthwith; provided, however, that in lieu of summons and complaint, enforcement personnel may issue a twenty-four (24) hour notice, or other reasonable amount of time not to exceed five (5) days, signed by the city manager or duly authorized representative, in writing, which may be served personally or by certified mail to the last known address of the person to whom addressed, with return receipt requested, directed to the owner, occupant, person in charge of, or in control of the machine, device, building or other premises to abate the violation of this section. Failure to comply with the order so issued and served shall constitute a violation of this section.

(Ordained as Code 1973, § 31.2-13 by Ord. #1981-10, § 13; SFCC 1981, § 6-23-13)

#### 10-2.14 - Violations and penalties.

- A. Any person violating any provisions of this section shall be punished by a fine of not more than three hundred dollars (\$300.00) or by imprisonment not to exceed ninety (90) days, or by both such fine and imprisonment, except as provided in paragraph B of this subsection. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such.
- B. With regard to persons operating motor vehicles and violating this section, the person shall, for the first offense, be fined thirty dollars (\$30.00); however, if repairs are effected on the motor vehicle prior to court appearance and the vehicle passes a compliance test as prescribed by the city manager or appointed designee, the fine shall be waived.

(Ordained as Code 1973, § 31.2-14 by Ord. #1981-10, § 14; SFCC 1981, § 6-23-14; Ord. #1988-30, § 10)

#### 10-2.15 - Additional remedies.

Violations of subsections 10-2.4 through 10-2.10 SFCC 1987 are declared to be a nuisance and as such may be abated as set forth in Section 10-9 SFCC 1987.

(Ordained as Code 1973, § 31.2-15 by Ord. #1981-10, § 15; SFCC 1981, § 6-23-15; Ord. #2005-1, § 6)

#### 10-2.16 - Advertising; amplification.

##### A. *Advertising from Private Property; Use of Loudspeakers or Sound Amplifiers.*

(1) It is unlawful for any person to use, operate or permit to be played, used or operated any receiving set, musical instrument, phonograph, loudspeaker, sound amplifier or other machine or device for the producing or reproducing of sound which is cast on the public streets, from private property, for the purpose of commercial advertising or attracting the attention of the public to any building, structure, enterprise or activity.

(2) The governing body may, in its discretion, allow such operation.

B. *Special Use Permit Required.* All applicants for advertising by use of loudspeakers or sound amplifiers from private property are required to obtain a special use permit from the office of the city clerk after approval and prior to the event or activity. The administrative service charge for issuing the permit is twenty dollars (\$20.00). The city may, at its discretion, require:

(1) A one hundred dollar (\$100.00) deposit;

(2) A state tax number;

(3) A city business number; and

(4) An environmental improvement agency food and drink permit number.

(Code 1953, § 3-1; Code 1973, § 19-1; SFCC 1981, §§ 9-10-1, 9-10-2)

**State Law reference—** Authority of city to regulate noise and any practice which tends to annoy persons on the streets or public grounds, Sec. 3-18-17 NMSA 1978.

#### 10-3 - WEEDS.

##### 10-3.1 - Short title.

This section may be cited as the "Weed Ordinance".

(Ord. #1983-30, § 1; SFCC 1981, § 6-24-1)

##### 10-3.2 - Declaration of a nuisance.

Pursuant to Section 3-18-17 NMSA 1978, the governing body of the city of Santa Fe hereby declares the growth of weeds as defined and in and under the conditions prescribed by the Weed Ordinance, to be a nuisance.

(Ord. #1983-30, § 2; SFCC 1981, § 6-24-2)

##### 10-3.3 - Definitions.

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**Fwd: noise reduction in Santa Fe**

1 message

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**TOM ANDREWS** <andrewstl@comcast.net>  
To: Pam Parfitt <sfiddle@gmail.com>

Sun, Dec 26, 2021 at 10:49 AM

Pam,

Copy of initial conversation with City Staff member.

Tom

814 Fayette Street

Santa Fe, NM 87505

303-667-1179

----- Original Message -----

From: "OCHOA, KYRA R." <krochoa@santafenm.gov>  
To: "andrewstl@comcast.net" <andrewstl@comcast.net>  
Cc: "DIAZ, DANIEL R." <drdiaz@santafenm.gov>, "VILLARREAL, RENEE D." <rdvillarreal@santafenm.gov>  
Date: 09/17/2021 5:34 PM  
Subject: noise reduction in Santa Fe

Dear Mr. Andrews,

Thank you for your interest in reducing speeding and loud muffler noise in Santa Fe. I appreciate your time in talking with me this week to discuss your many good ideas, which align with things we are working on, too. When the proposed amendment to the noise ordinance to increase the fine is coming before Council, I will let you know, but you can let your Councilors know you support it now.

First regarding speed cameras, as we discussed, members of the City Council have heard an item for a proposed contract with American Traffic Solutions, Inc. (also known as Verra Mobility) that would provide the necessary equipment and services to support the Santa Fe Traffic Operations Program (STOP) using mobile speed vans. The Council members have voted to table this item, indefinitely, due to concerns about privacy and other issues. We are currently collecting additional community feedback and input on speeding in our community and working to address additional inquiries from council members about this program. If you would like to provide feedback on speeding in our community please send an email to your council member.

As we discussed, please report noise violations and speeding to our non-emergency number: (505) 428-3710. The more complaints one neighborhood reports, the better able we are to stand up special operations out of the Police Department as capacity allows.

Finally, regarding your interest in speed bumps, the city's traffic calming process is posted on our website and attached here for your convenience. Once you review the process outlined in the attached document and have decided that you would like to proceed with the process, please email Daniel Diaz, copied here, and Daniel will notify the traffic calming team. You should know that there are over 40 traffic calming requests in the queue, so the process will take some time to work through the queue.

Finally, one tool Albuquerque has at their disposal to control illegal mufflers that we do not is emissions testing (link), run by the Environmental Health Department (the Vehicle Pollution Management Division). You cannot pass an emissions test with a modified muffler. They also have a "Report a Smoking Vehicle", that allows constituents to report vehicles they suspect could not pass an emissions test. We are exploring doing something similar here for people to report loud cars they suspect have a modified muffler- "Report a modified muffler" then Police could issue the "fix-it ticket" and require the car owner to prove compliance.

All the best,

Kyra

Kyra Ochoa

Director

Community Health and Safety Department

City of Santa Fe

(505) 955-6603

(505) 490-5367 (cell)





City of Santa Fe

# TRAFFIC CALMING PROGRAM



Education  
Enforcement  
Engineering

Adopted October 11, 2000  
Revised April 14, 2004  
Revised August 14, 2013

Engineering Division  
PUBLIC WORKS DEPARTMENT



City of Santa Fe

# TRAFFIC CALMING PROGRAM

CITY OF SANTA FE  
PUBLIC WORKS DEPARTMENT  
Engineering Division  
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Santa Fe, New Mexico  
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(505) 955-6631  
[www.santafenm.gov](http://www.santafenm.gov)

Adopted by the Santa Fe Neighborhood Traffic Calming Task Force, August 29, 2000.

Adopted by the Santa Fe City Council, October 11, 2000.

Revised by the Traffic Calming Program Evaluation Task Force, September 29, 2003  
(9/29/03 Recommendations Report).

Revised Program Adopted by the Santa Fe City Council, April 14, 2004, per the  
approved Recommendations Report.

Revised by the Bicycle and Trails Advisory Committee (BTAC)

July 17,

Revised Program Adopted by the Santa Fe City Council, August 14, 2013

# CITY OF SANTA FE TRAFFIC CALMING PROGRAM

Revised August 14, 2013

## Acknowledgements

---

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## CITY OF SANTA FE TRAFFIC CALMING PROGRAM

Original Program Development, October 2000 & April 2004 Revisions

### Acknowledgements

---

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Department, Fire Marshall Ted Bolleter

City of Santa Fe Metropolitan Planning Organization

City of Santa Fe Public Utilities Department, Solid Waste Management Division

City of Santa Fe Public Works Department, Streets and Drainage Maintenance Division

Santa Fe Public Schools, Transportation Division

Santa Fe Trails

City of Santa Fe  
TRAFFIC CALMING PROGRAM

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# I. INTRODUCTION

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## Traffic Calming Program

The City of Santa Fe's original traffic calming program was developed in 2000, and has been in operation since March 2001. In the spring of 2003, the Santa Fe City Council requested an evaluation of the program's structure, goals, and traffic calming achievements up to that time. A citizen and staff task force was formed to evaluate the program, and through a six-month process, including nine public meetings, field trips and working sessions, they developed a report recommending changes to the program. The council reviewed this report, and adopted a set of amendments on April 14, , creating Santa Fe's Traffic Calming Program . All of the council-approved amendments are contained within this document. The task force Recommendations Report is available from City Traffic Engineering Division.

What is neighborhood traffic calming?

"Neighborhood traffic" is a general term referring to any traffic on local residential streets. As population and employment in the City of Santa Fe have grown over the years our streets have experienced increases in traffic, and neighborhood groups and residents have become increasingly concerned about the effects of traffic. As a result calming or managing traffic in residential areas has become a common goal of many residents.

On local residential streets, a vision is now being promoted that motorists should be guests and behave accordingly. These streets are not intended to carry large amounts of non-residential traffic. Adverse traffic conditions on these streets can greatly affect neighborhood livability. If traffic impacts occur on a regular basis, the quality of life in the neighborhood can deteriorate. To maintain a high quality of life, Santa Fe's local residential streets should be protected from the negative impacts of traffic. One of the main objectives of Traffic Calming Program is to enhance the pedestrian environment in neighborhoods, allowing for an increase in safe pedestrian activity.

Neighborhood traffic calming is the development of an approach to calm and manage traffic and improve neighborhood safety and livability for neighborhoods experiencing traffic impacts. To be successful, approaches will differ for each neighborhood in order to best solve the particular traffic impacts in that area. Any approach to neighborhood traffic calming must involve the public in the planning and design of the project. This allows residents to evaluate the options available to them, to discuss the benefits and trade-offs of project proposals in their neighborhood, and to be actively involved in the decision-making process.

In addition to local residential streets, collector and minor arterial streets in some neighborhoods may experience traffic impacts that can also be mitigated through neighborhood traffic calming techniques.

What are the three “E”s in dealing with neighborhood traffic?

Dealing comprehensively with neighborhood traffic issues requires the use of various techniques, which generally fall under the categories of Education, Engineering and Planning, and Enforcement. Education provides information to people about how they as motorists can help to ease traffic impacts through changes in behavior and attitudes, and informs them about neighborhood traffic management activities and opportunities. Engineering and planning encompasses both traditional traffic management measures as well as newer approaches, such as traffic calming, which, according to the Institute of Transportation Engineers, is the “combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.” Enforcement enlists the assistance of the Police Department to focus enforcement efforts in project areas. All three are important components in dealing effectively with neighborhood and community-wide traffic issues.

In , the task force’s Recommendations Report re-emphasized the need to promote enforcement and education solutions along with engineering approaches. The report outlined several specific steps to improve enforcement and education efforts, including increasing speeding fines and saturation patrols, lobbying for red-light camera legislation, developing a city-wide education program on speeding and reckless driving, and developing awareness activities, like speed radar display signs and a Santa Fe Pace Car Program. The City Council supported these recommendations and appropriated funds for several of these activities. Currently, several city departments are actively working on the implementation of these efforts.

How was the original Traffic Calming Program (TCP) established?

The 1999 City of Santa Fe General Plan supports the city’s efforts to develop traffic calming standards, and to “discourage speeding and cut-through traffic through neighborhoods by installing appropriate traffic control and calming measures, such as bulbuing sidewalks at intersections and narrower street widths, without limiting through streets.” (General Plan Policies 6-1-I-9, 6-1-I-11)

Prior to adoption of the General Plan, the City Council in February of 1998 adopted Resolution 1998-12 calling for the establishment of a Neighborhood Traffic Management Program in Santa Fe. The council recognized that traffic was negatively impacting both safety and quality-of-life in the neighborhoods. Residents had requested that the city use traffic calming measures to slow speeding traffic and divert non-local traffic from neighborhood streets in order to make the neighborhoods more livable, quieter, and pedestrian-oriented. The council wanted to address these concerns while continuing to protect the health, safety, and welfare of all Santa Fe’s citizens and visitors.

The council appointed a task force to study appropriate methods for the reduction of cut-through traffic, speeding traffic and other undesirable motoring behaviors in residential areas, and to develop a program for implementation of these methods. In October, 2000, the Santa Fe Traffic Calming Program (TCP) was approved by the City Council and initiated within the Traffic Engineering Division of the City Public Works Department.

As mentioned above, in April the City Council adopted revisions to the program, creating Traffic Calming Program.

How does Traffic Calming Program work?

The TCP provides tools that can deal with traffic that negatively impacts neighborhood livability. At the neighborhood's initiative, city staff studies the nature of the traffic concern in the proposed area and assesses the eligibility of the proposed project for the TCP. If the project is eligible, it is ranked with other eligible projects according to specific ranking criteria. For projects that are prioritized, residents and city staff then become involved in developing a neighborhood traffic calming plan that will address the traffic problems specific to the project street or area.

The TCP provides a framework for residents of a neighborhood to examine traffic patterns in their area and choose alternatives that can achieve community acceptance. The program attempts to find a balance between the many uses and needs of the residential neighborhood and helping residents to feel safe and secure in their neighborhood.

This program does not necessarily provide a simple solution for every neighborhood traffic concern. In some cases the traffic concerns are complicated and may have developed over a long period of time. There are other methods outside the TCP that Traffic Engineering Division and other city departments can use to address other traffic issues.

What projects are covered by Traffic Calming Program?

There are two types of projects in the TCP : Local Street Projects and Complex Traffic Calming Projects.

Local Street Projects deal with traffic problems on residential streets classified as "local" streets on the City of Santa Fe Functional Road Classification (FRC) Map (Appendix B). These small-scale projects cover an area limited to the properties adjacent to the targeted street. The planning and cost involved in a Local Street Project is usually less than what is required for more complex projects. These projects are funded through the recurring traffic calming budget of the City's Public Works Department.

Traffic Calming Program specifically allows for Local Street Projects to proceed more quickly than the timeline for complex projects outlined below. If a local street project does not encounter complications in the planning process, it may move to the neighborhood balloting process more quickly than complex projects that are occurring at the same time.

Complex Traffic Calming Projects are projects dealing with traffic impacts on residential streets classified as “collector” or “minor arterial” streets on the FRC map. These projects may deal with one or more streets, or, as treatment of these streets may cause diversion of traffic, an entire neighborhood. They may include emergency response routes or priority snow removal roads, and may look at other issues such as access points, enhancement of pedestrian facilities, and installation of more extensive physical modifications than those used in a Local Street Project.

The City of Santa Fe is committed to developing effective approaches to managing neighborhood traffic within the resources that are available. Neighborhood involvement is a key component in all aspects of the TCP .

How does a neighborhood start a Traffic Calming Program project?

Anyone residing or owning property within a neighborhood is eligible to apply for a TCP project for a local, collector, or minor arterial street(s) within that area.

- The first step is to schedule a pre-application meeting with a staff member from City Traffic Engineering Division to discuss the area in question and the TCP process, including the initial petition process that the applicant must complete. Staff provides a packet of TCP program information, including application and petition forms.
- The applicant circulates a petition in the identified project area to demonstrate that at least 30% of residents and property-owners support initiation of a traffic calming project. The applicant must obtain the necessary signatures, complete the application materials, and return everything to Traffic Engineering Division.
- The eligibility and ranking of the project is then studied by Traffic Engineering Division staff. Traffic studies are done to determine if the street or project area meet the minimum eligibility requirements for inclusion in the TCP . If a project is eligible, further studies are done to determine the priority ranking of the project in relation to other eligible projects that have been submitted to the TCP . Staff notifies the applicant about the status of the proposed project. If the project is ranked as a priority it moves into the plan development phase, which is outlined in the Procedures section of this document.

For more detailed information on how to start a TCP project see Section III. Application Requirements in this document.

## II. PROGRAM GOAL, OBJECTIVES AND POLICIES

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Program Goal: The goal of the Traffic Calming Program (TCP ) is to establish procedures and techniques to promote community and neighborhood livability by mitigating the negative aspects of automobile traffic in the city's neighborhoods.

### Objectives:

The overall objectives for the TCP are derived from existing city policy. They are:

- To improve neighborhood livability by mitigating the impact of vehicular traffic on residential neighborhoods.
- To promote safe and pleasant conditions for residents, motorists, bicyclists, pedestrians, and transit riders on residential streets.
- To manage vehicular traffic on neighborhood streets.
- To reduce the average speed of traffic on residential streets.
- To preserve and enhance pedestrian and bicycle access to neighborhood destinations.
- To solicit citizen participation in all phases of the program and in all traffic calming activities.
- To provide a process that will address neighborhood traffic calming requests and make efficient use of city resources by prioritizing projects.

### Policies:

The following policies are established as part of the TCP :

1. Streets eligible for the City of Santa Fe's Traffic Calming Program must be publicly dedicated and maintained streets located within the City of Santa Fe.
2. Principal arterials as designated on the City of Santa Fe Functional Road Classification (FRC) Map are not eligible for the TCP . Roads classified as locals, collectors or minor arterials are eligible for the program.
3. Through traffic shall be routed to major roadways such as principal and minor arterials as designated on the City of Santa Fe FRC Map.
4. Some traffic may be rerouted from one local residential street to another as a result of a traffic calming project. Traffic rerouting can occur due to the implementation of such devices as divertors, cul-de-sacs, or partial road closures. The amount of rerouted traffic that is acceptable will be defined on a project-by-project basis by the Citizen Traffic Committee for that project and city staff. Generally, adjacent local streets should not receive an increase of more than 250 vehicles per day or an

increase in traffic greater than 50%, whichever is less. If adjacent streets receive higher than acceptable levels of rerouted traffic, additional studies will be undertaken by staff in order to consider possible mitigation of those impacts.

5. To ensure that essential City services are not compromised, the following guidelines will be followed. Reasonable emergency vehicle access will be preserved, and the appropriate agencies will be asked to review proposed traffic calming plans and to comment in writing.
  - a. The Citizen Traffic Committee may invite a Fire Department staff member to explain the Department's criteria for access to the neighborhood. All TCP projects must meet the approval of the Fire Department.
  - b. Traffic calming devices shall not block access to a fire hydrant as determined by the Fire Department.
  - c. The newly revised City of Santa Fe Emergency Response Route Map, April (Appendix C), which was developed by the Santa Fe Fire Department, designates both Priority One and Priority Two Emergency Response Routes throughout the city. On Priority One routes neither speed humps (14 ft.) or speed tables (22 ft.) shall be used. Raised crosswalks may be used only with the express approval of the Fire Chief. Horizontal devices and raised intersections may be used. On Priority Two routes, speed humps (14 ft.) shall not be used, but all other devices may be used. The city and the Citizen Traffic Committee shall work to find other devices or techniques that can achieve the desired level of traffic management.
  - d. If a roadway segment is narrowed by a traffic calming device, it must leave travel width adequate for Fire and Solid Waste vehicle access.
  - e. A divertor at an intersection must allow for a forty foot turning radius.
  - f. If a road is closed and the resulting dead-end segment is more than 150 feet long, the closure must include a Fire Department approved turn-around.
  - g. If a project includes a street that is part of an operating regular service transit route, the use of traffic calming devices will be reviewed with the city's Transit Division and the Santa Fe Public School District Transit Department prior to approval.
  - h. All streets selected for traffic calming need to be evaluated to determine drainage impacts. Consideration shall also be given to streets designated on the City of Santa Fe Priority Snow Removal Roads Map (Appendix D). Traffic control devices on Priority One Snow Removal streets should be limited to medians and turn-bays. Traffic calming devices are allowed on Priority Two and Three Snow Removal streets, but horizontal devices should be emphasized when possible. These concerns will be reviewed with the Streets Maintenance Division prior to approval.

- i. If a street is a major conduit of storm water and its slope is steep enough that a traffic calming device would deflect storm water out of the public right of way, device(s) will be selected to minimize or eliminate this problem.
6. The Traffic Calming Program shall explore the use of visual effects, such as striping and landscaping, when feasible before turning to the use of vertical or horizontal traffic calming devices. Visual effects and traffic calming devices must be designed to current design standards and consider their effect on access and safety for all road users, i.e. pedestrians, bicyclists and motorists including emergency and public transportation services.
7. The city seeks to minimize the visual impact of signs, while meeting the overall objective of making the roads safe for drivers and others. Within the parameters established by the Manual on Uniform Traffic Control Devices (MUTCD), the city shall explore other options that might improve the aesthetic appeal.
8. Landscaping is an important aspect of traffic calming for both aesthetic reasons and as a reinforcement of the visual impact of traffic calming measures. Landscaping can be used as a traffic slowing technique on its own by creating a visual narrowing of the roadway.
9. The grade of the roadway should be considered in the design phase to determine if a tighter spacing of traffic calming devices may be needed to prevent vehicles from picking up speed between devices on the downgrade. Because of the high speeds attainable by bicycles on downgrades, horizontal devices should be used with special caution. These issues should be analyzed per safety and engineering standards, and then included as appropriate in staff's consideration of projects.
10. The variety of traffic calming devices that shall be employed shall meet objectives in accordance with sound engineering practices. City of Santa Fe Traffic Engineering Division directs the installation of all traffic control devices in compliance with applicable laws and the Manual on Uniform Traffic Control Devices.
11. Speed humps shall not be used on any street with more than one travel lane in each direction.
12. Reasonable automobile access will be maintained. Pedestrian, bicycle, and transit access will be enhanced where possible and practical.
13. Parking removal shall be considered on a project by project basis. It shall be balanced with other needs.

14. The program shall be implemented according to city codes and related policies within applicable resources. The procedures outlined in this document shall be used.
15. A survey of the residents and property-owners in the project area may be conducted by city staff after the evaluation period to determine if some aspect of the installation no longer meets the needs of a neighborhood. If 75% of the people surveyed agree that a device or devices no longer meet the needs of the neighborhood, staff will review the performance of these devices and will estimate the cost of mitigating, revising or removing these devices.
16. If a project meets criteria to be considered for traffic calming and is ranked on the priority list, but is unfunded, a neighborhood association may elect to provide funds for the design and construction of such devices upon approval of Traffic Engineering Division in accordance with city policies and these procedures.
17. Special events are not eligible for the funding and installation of traffic calming devices via this program.
18. After a project is implemented, if tests indicate hazards which had not been foreseen, the installation may be revised or removed at any time at the discretion of Traffic Engineering Division. The City will not forward a survey in this situation, although notice will be provided to residents in the project area.
19. While narrowing horizontal devices such as curb extensions, bulbouts, chokers and neckdowns are intended to lower vehicular operating speed, reduce pedestrian crossing distance and improve visibility between motorists and pedestrians, it is recognized these devices should not extend into the travel path of a bicyclist and should be highly visible. Current design guidelines including AASHTO A Policy on Geometric Design of Highways & Streets, AASHTO Guide for the Development of Bicycle Facilities, the Manual of Uniform Traffic Control Devices, and other Traffic Engineering Division guidelines, standards, and state of the practice methods shall be used in keeping with the "complete streets" concept to ensure a harmonious design beneficial to all users. See the Santa Fe MPO's 2012 Santa Fe Bikeways & Trails Map (Appendix D) for more information regarding on street bike routes and multiuse trail connections to streets.

### III. APPLICATION PROCESS

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Anyone residing or owning property within a neighborhood is eligible to apply for a TCP project for a local, collector, or minor arterial street within that area. This section describes the steps involved in the application process.

- Attend a pre-application meeting with a staff member from City Traffic Engineering.

The prospective applicant should call Traffic Engineering to set up an appointment. Staff and the applicant will review the street or area in question and discuss the TCP process, including the initial petition process and application forms that the applicant must complete. Staff and the applicant will discuss the type, location and degree of the applicant's traffic concerns and discuss possible solutions. If a preliminary review indicates a potential hazard to the public exists or the issue is not related to speeding or cut-through traffic, staff may address the issue separately as it may not fall under the umbrella of the TCP . However, if the situation could fall under the TCP , the staff member will determine whether the potential project would be a Local Street Project or Complex Traffic Calming Project, and will identify a formal "project" or "affected" area for the project, which shall serve as the petition area. Staff will then provide the applicant with a packet of TCP program information, including application and petition forms.

- Circulate the petition in the project area. Submit completed application.

It is the responsibility of the applicant to circulate a petition to demonstrate that at least 30% of residents and property-owners in the identified petition area are in favor of initiating a traffic calming study. The petition signatures must be obtained within a three month period. Having this level of support is necessary for further study of neighborhood traffic calming in the area. The applicant is also responsible for notifying the contact persons of the registered residential association<sup>1</sup> in their area that they are preparing an application for a TCP project. The applicant must obtain the necessary petition signatures and complete the application materials and return them to Traffic Engineering Division. If the material is incomplete or an insufficient number of signatures are submitted the materials will be returned to the applicant for revision. The date a complete package is submitted will be considered as the date of application for the program and the time when the project is carried to the next step.

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<sup>1</sup> Registered residential association contact information is available from the City of Santa Fe Planning Division.

- City Traffic Engineering Division staff evaluate the application for the eligibility and ranking of the potential project in the TCP .

City staff will evaluate the potential eligibility and ranking of the project according to the procedures outlined in this document. Preliminary traffic studies are done to determine if the street or project area meet the minimum eligibility requirements for inclusion in the TCP . If a project is eligible, further studies are done to determine the priority ranking of the project in relation to other eligible projects that have been submitted to the TCP .

## IV. PROCEDURES

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The procedures for the City of Santa Fe Traffic Calming Program (TCP ) include four components: Eligibility and Ranking; Plan Development; Plan Approval, Appeals and Implementation; and Project Evaluation. These components are outlined below.

### Eligibility And Ranking

Upon receiving a complete application package including the required petition of support, staff evaluates the eligibility of the proposed project. The eligibility is determined according to the following point system.

The projected increase in traffic volume that has been defined by a city-approved traffic impact analysis as part of a city-approved future development shall be added to the current measured volume of traffic on the street when the street is being analyzed for the TCP . These projected volumes shall be added only when a final development plan has been approved by the governing body, or other formal approval by the city has been granted that allows the development to be constructed.

#### Eligibility Criteria – Local Street Projects

The first type of TCP project is the Local Street Project. This type of project focuses on the treatment of a neighborhood street that is experiencing traffic problems. The street must be designated as a local street on the Functional Road Classification (FRC) Map of the City of Santa Fe. Generally a Local Street Project should consist of treatment of a single local street. If the basic criteria discussed above are met then the proposed street is studied and scored based on the criteria described in Table 1.

Table 1 – Eligibility Criteria for Local Street Projects

Eligibility Criteria	Points	Basis for Point Assignment
Volumes	0 to 40	Measure of Vehicles Per Day (vpd): 0-500 vpd = 0 pts.; 501-750 vpd = 10 pts.; 751-1000 vpd = 20 pts.; 1001-1500 vpd = 30 pts.; 1501-2000 vpd = 35 pts.; over 2001 vpd = 40 pts.
Cut-through traffic	0 to 25	Measure of Percent by which cut-through traffic exceeds local traffic (%): 0-25% = 0; 26-50% = 5 pts.; 51%-100% = 15 pts.; above 100% = 25 pts.
Speeds	0 to 35	Measure of Miles Per Hour by which the 85 <sup>th</sup> percentile speed exceeds the posted speed limit (mph): 0-5 mph = 0 pts.; 6-10 mph = 15 pts.; 11-15 mph = 30 pts.; over 15 mph = 35 pts.
Total Points Possible	100	

The street must receive a minimum score of 40 points in order to be eligible for a Local Street Project.

## Eligibility Criteria – Complex Traffic Calming Projects

The second type of TCP project is the Complex Traffic Calming Project. These projects consist of traffic management on collector and minor arterial streets or, in some cases, on local streets that because of other factors are placed into the complex street category. For example, the study and treatment of several local streets that form a neighborhood street system would be categorized as a complex project. Complex Traffic Calming Projects may consider streets that are emergency response routes or priority snow removal roads (as designated on the city's Emergency Response Route and Snow Removal Roads Maps contained in the appendices of this document), or which result in a significant diversion of traffic, and will look at a variety of possible treatments for the street. Because treatment of collectors and minor arterials may cause diversion of traffic onto surrounding streets, the project will entail a more detailed study of the street network throughout the neighborhood. The complex project may look at other issues along the street such as access points, enhancement of pedestrian facilities, median treatments, and others.

Following are the basic criteria for a Complex Traffic Calming Project:

- The street must be designated as a collector or minor arterial street on the Functional Road Classification Map of the City of Santa Fe, or, if classified as a local street, it must meet the special conditions described above, such as designation as an emergency response route or priority snow removal road.
  - A minor arterial street must have a minimum volume of 2,000 vehicles per day.
  - A collector street must have a minimum volume of 1,000 vehicles per day.
  - Local streets moved into the Complex Traffic Calming Project track will be treated as collector streets in the scoring and ranking process.
  - Fire Department rules about limitation of vertical devices on Priority One Emergency Response Routes shall be primary. However, for a street that is not a Priority One ERR, if it is a 25 mph minor arterial or collector street that has over 5,000 vpd and has an asphalt road width of at least 30 ft (or 32 ft if there is no sidewalk) it shall not have speed tables or speed humps as a general rule. Horizontal devices - such as chicanes (with a minimum 8 ft. deflection), circles or narrowings - may be considered, subject to bicycle safety considerations contained in this policy. Raised crosswalks could be used in specific crossing locations such as trail, park or school crossings. Any exceptions to this policy will be determined by the traffic engineer.

If these basic criteria are met, then the proposed street is studied and scored according to the criteria in Table 2.

Table 2 – Eligibility Criteria for Complex Traffic Calming Projects

Eligibility Criteria	Points	Basis for Point Assignment
For Minor Arterials only: Volumes	0 to 40	Measure of Vehicles Per Day (vpd): 0-2,000 vpd = 0 pts.; 2,001-4,000 vpd = 10 pts.; 4,001-6,000 vpd = 20 pts.; 6,001-10,000 = 30 pts.; over 10,000 vpd = 40 pts.
	OR	
For Collectors only: Volumes	0 to 40	Measure of Vehicles Per Day (vpd): 0-1,000 vpd = 0 pts.; 1,001-2,000 vpd = 10 pts.; 2,001-3,000 vpd = 20 pts.; 3,001-5,000 = 30 pts.; over 5,000 vpd = 40 pts.
	AND	
Speeds	0 to 40	Measure of Miles Per Hour by which the 85 <sup>th</sup> percentile speed exceeds the posted speed limit (mph): 0-5 mph = 0 pts.; 6-10 mph = 20 pts.; 11-15 mph = 30 pts.; over 15 mph = 40 pts.
Adjacent Residential Zoning	0 to 20	Percentage of land adjacent to the street which is residentially zoned (%): 0-50% = 0 pts.; 51%-75% = 10 pts.; above 75% = 20 pts.
Total Eligibility Points Possible	100	

A street must receive a minimum score of 60 points in order to be eligible for a Complex Traffic Calming Project.

#### Ranking Criteria for All TCP Projects

Once a street is determined to be eligible for the TCP, it is ranked along with other eligible projects of its same type to determine the priority ranking of projects for the funding that is available. In addition to the points awarded to each project in the determination of eligibility, all projects can be awarded additional points in any of the categories listed in Table 3.<sup>2</sup>

Table 3 – Ranking Criteria for All TCP Projects

Ranking Criteria	Points	Basis for Point Assignment
Sidewalks	0 to 15	Points assigned for lack of existing continuous sidewalk along street: Existing on both sides = 0 pts.; Existing on one side = 5 pts.; Existing on no sides = 10 pts.; no sidewalks and no shoulder = 15 pts.
Pedestrian Facilities	0 to 15	5 points are assigned for each existing pedestrian facility along street, designated elementary school crossings and/or areas with observed pedestrian usage (Maximum 15 points).
Density of Adjacent Residential Zoning	0 to 10	Points assigned for density of adjacent residential zoning as follows: Majority of units less than R5 = 0 points; Majority of units at R5 = 5 points; Majority of units greater than R5 = 10 points. Tie of 2 categories results in 5 points.
Total Ranking Points Possible	40	

<sup>2</sup> Analysis of accident rates could be useful in determining the ranking of Complex Traffic Calming Projects, although the accident rate information currently available is not adequate for such analysis. Accident information will be reviewed in the Plan Development phase of all TCP projects.

A project is able to receive a maximum of 100 points in the eligibility phase and a maximum of 40 points in the ranking phase for a possible total of 140 points. Based upon the points assigned to each project through these two phases, the projects are ranked.

If more than one project of the same type receives the same number of eligibility and ranking points, those projects shall be prioritized according to the date that they were deemed eligible for the TCP .

If an eligible project is not sufficiently prioritized to receive funding in the year in which it is determined eligible, then ten additional points are added to its overall score in each subsequent year until it is prioritized for funding. A project can remain on the eligibility list for a maximum of four years awaiting prioritization for funding. After that it would be dropped from the TCP .

## Plan Development

Local Street Projects that are prioritized move directly into the plan development process. Complex Traffic Calming Projects, however, often require identification of additional resources for their planning and implementation. When resources are identified for a priority Complex Traffic Calming Project, that project moves into the plan development process.

A Neighborhood Traffic Calming Plan for both types of projects consists of the following components:

- The assessment of the traffic-related problems and needs in the project area.
- The identification of the goals and objectives of the community in solving those problems.
- The development of alternative plans and solutions to be considered.
- The selection of the preferred plan solution.

If a project includes significant diversion of traffic because of the construction of physical barriers, the project area will be expanded to include a larger “affected area” for the project. What is considered a significant volume of traffic will be decided by the Citizen Traffic Committee with Traffic Engineering Division staff assistance. The affected area is also defined by the Citizen Traffic Committee and Traffic Engineering Division staff. The City Traffic Engineer shall make the final determination of the appropriate voting area for each traffic calming project.

### Plan Development – Local Street Projects

- An initial open house is held in the neighborhood to discuss traffic-related concerns in the project area and possible solutions. Notice is given to property-owners and residents in the project area; to residents and businesses throughout the larger neighborhood; and to any other groups or institutions in the immediate area, including schools, churches and neighborhood associations. Notification of the initial meeting for

the project shall include large signs posted on the project street and newspaper advertisements to broaden the scope of people who are notified of the meeting.

- At this time, a Citizen Traffic Committee is formed for the project that will work with Traffic Engineering Division staff throughout the planning and implementation of the project.
- Next, staff and the Citizen Traffic Committee develop plan alternatives based on the studies that have been completed, the information that has been gathered from the neighborhood, and on sound engineering practices. The plan alternatives undergo review by several city departments.
- When the plan alternatives have been reviewed by the city, and revised as appropriate by the Citizen Traffic Committee and staff, a second community meeting is held for the community to review the alternatives and to decide upon a preferred plan.

#### Plan Development – Complex Traffic Calming Projects

- Because of the complex nature of the project, Traffic Engineering Division staff complete a series of traffic studies and analyses in the project area that goes beyond the studies done in the eligibility and ranking phase. This may include hydrological surveying of the area to determine any stormwater drainage issues on the site.
- An open house is then held in the neighborhood to present the information gathered and to discuss traffic-related concerns in the project area and possible solutions. Notice is given to property-owners and residents in the project area; to residents and businesses throughout the larger neighborhood; and to any other groups or institutions in the immediate area, including schools, churches, and neighborhood associations. Notification of the initial meeting for the project shall include large signs posted on the project street and newspaper advertisements to broaden the scope of people who are notified of the meeting. Complex projects may continue to have this type of notification for all project meetings.
- At this time, a Citizen Traffic Committee is formed for the project that will work with Traffic Engineering Division staff throughout the planning and implementation of the project.
- Staff and the Citizen Traffic Committee then develop plan alternatives based on the studies that have been completed, the information that has been gathered from the neighborhood, and on sound engineering practices. The plan alternatives undergo review by several city departments.
- When the plan alternatives have been reviewed by the city, and revised as appropriate by the Citizen Traffic Committee and staff, a second community meeting is held for review and comment on the proposed alternatives.

- Staff and the Citizen Traffic Committee further refine the plan alternatives. The revised plan alternatives may undergo additional review by various city departments depending on the nature of any changes to the plan alternatives.
- When the plan alternatives have been reviewed by the city, and revised as appropriate by the Citizen Traffic Committee and staff, a third public meeting is held for the community to review the alternatives and to decide upon a preferred plan.

The development of a plan for a Complex Traffic Calming Project may require hiring a consultant to assist with planning, design and implementation of the project. The complex project may require additional activities to involve the public throughout the larger area, additional traffic measurement and analyses, the development of iterative conceptual plans, the surveying of residents and businesses in the project area to measure support, and other activities related to the development of final plans and implementation.

## Plan Approval, Appeals & Implementation

### Plan Approval for All TCP Projects

A survey process is used as part of all TCP projects to measure the support of the traffic calming plan by project area residents and property owners. A description of the preferred traffic calming plan alternative and a survey are mailed to all residents and property owners in the project area.

The project area is defined by staff at the initiation of each project. For Local Street Projects the project area usually contains those properties along the subject street, and properties on all cross streets at a distance of one block (up to a max. of 500 ft.) from the subject street. For Complex Traffic Calming Projects the project area may include properties along the subject street(s) and along adjacent streets impacted by the project.

The City Traffic Engineer shall make the final determination of the appropriate voting area for each traffic calming project.

Each resident household and each property owner is allowed one response to the survey. A response time for the surveys to be returned is determined by Traffic Engineering Division staff and the Citizen Traffic Committee. The response time shall fall between three to six weeks from the date the survey is mailed. Final plan approval is contingent upon Traffic Engineering Division receiving back at least 67% of all of the surveys distributed showing support for the preferred plan alternative. This is required for Traffic Engineering Division to move ahead to plan implementation.

Although they do not receive a survey, the residential associations and City Council members in the area are notified about the preferred traffic calming plan alternative.

## Appeals

A person residing or owning property within the ballot area may appeal the approval of a traffic calming plan to the Public Works Committee of the governing body. The appeal must be submitted to Traffic Engineering Division within 30 calendar days of the date of the letter from the City notifying ballot area residents of the approval. The decision of the Public Works Committee may be appealed by a person within the ballot area to the governing body. This appeal must be submitted to Traffic Engineering Division within 30 calendar days of the decision of the Public Works Committee. Notification of pending appeals and the results of all appeals shall be sent by the city to persons within the ballot area.

The purpose of the appeals process is to allow the discussion of the traffic calming plan to occur at the Public Works Committee and governing body levels, if issues related to the plan could not be resolved through the planning process. The appellant should indicate in their appeal the reason(s) that they believe that the decision that they are appealing is incorrect or inappropriate.

Similarly, a person residing or owning property within the ballot area may appeal the decision of residents to remove traffic calming devices. This appeal of the removal of traffic calming devices will also proceed to Public Works Committee and then to the governing body, if further appeal is desired. This appeal process also requires the appeal to be submitted within 30 days of notification, and requires statement of reasons for the appeal, as in the process outlined above.

### Implementation – Local Street Projects

- If the survey process demonstrates adequate support for the preferred plan alternative, staff will proceed with implementation of the traffic calming plan.
- Plan approval by the city governing body is not required for implementation of Local Street Projects. However, all applicable policies and rules of the city must be followed in implementing the preferred plan.
- Implementation of a Local Street Project consists of installation of permanent devices on the subject street.
- Prior to installation, traffic studies will occur on streets in and around the project area to determine “before” conditions in the area, which will be compared to studies taken later in the evaluation phase.

### Implementation – Complex Traffic Calming Projects

- If the survey process demonstrates adequate support for the preferred plan alternative for a Complex Traffic Calming Project, approval of the project by the city governing body may still be required to secure funding needed for implementation of the project. In addition, all applicable policies and rules of the city must be followed in implementing the solution.

- Approval is for either test installation (temporary devices) or final installation (permanent devices) in the project area depending on the process outlined in the traffic calming plan.
- Prior to installation, traffic studies will occur on streets in and around the project area to determine “before” conditions in the area, which will be compared to studies taken later in the evaluation phase.

## Project Evaluation

For all projects, an evaluation of the traffic devices is to be performed six months to twelve months after installation. This evaluation will include appropriate studies, such as volume, speed, etc., on the subject street(s) to determine the effectiveness of the devices. A post-construction survey to all people within the ballot area shall occur three to six months after the complete installation of the project. The intent of the survey is to measure the level of satisfaction with the general design of the project, specific devices, perception of speed reduction, pedestrian safety, etc.

An important aspect of the evaluation of all TCP projects is related to the impact of unintended, rerouted traffic onto other neighborhood streets. It is important not to divert traffic from one local street to another. TCP Policy #4 states that “the amount of rerouted traffic that is acceptable will be defined on a project-by-project basis by the Citizen Traffic Committee for that project and city staff. Generally, adjacent local streets should not receive an increase of more than 250 vehicles per day or an increase in traffic greater than 50%, whichever is less.”

For all TCP projects, studies will be undertaken in and around the project area in the Project Evaluation phase to measure any impacts on the surrounding area. If staff determines that “after” conditions on other streets in the area show a high level of traffic diversion as a result of the traffic calming project, the city will explore methods for addressing those diversion problems. TCP Policy #4 states that “If adjacent streets receive higher than acceptable levels of rerouted traffic, additional studies will be undertaken by staff in order to consider possible mitigation of those impacts.”

### Project Evaluation – Local Street Projects

- A survey of the residents and property-owners in the project area may be conducted by city staff after the evaluation period to determine if some aspect of the installation no longer meets the needs of a neighborhood. If 75% of the people surveyed agree that a device or devices no longer meet the needs of the neighborhood, staff will review the performance of these devices and will estimate the cost of mitigating, revising or removing these devices.

### Project Evaluation – Complex Traffic Calming Projects

- Temporary traffic calming devices may be used to determine if permanent installation is warranted or if some adjustment to the temporary devices is needed.

- A public meeting may be held to discuss the effectiveness of the temporary devices with local citizens in order to determine public response to the devices. If this seems to indicate that the devices are meeting the goals of the neighborhood, as outlined in the traffic calming plan, some or all of the devices may be installed permanently.
- However, if this seems to indicate that the devices installed no longer meet the needs of the neighborhood, an additional survey process may occur. As above, this survey will be of residents and property-owners who were surveyed for initial approval of the traffic calming plan. If 75% of the people surveyed agree that a device or devices no longer meet the needs of the neighborhood, staff will review the performance of these devices and will estimate the cost of mitigating, revising or removing these devices.

## V. TECHNIQUES

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This section provides a “tool box” of traffic management and traffic calming techniques that are available for consideration and use.

### Choose the Right Tools

Any job is made easier by using the right tools. In the management and calming of traffic, strategies and solutions are based on two fundamental ideas:

- Identification of the nature and extent of the traffic-related issues. This is important whether the situation is on a single street (comprising a Local Street Project) or relates to a larger neighborhood area (comprising a Complex Traffic Calming Project).
- Selection and implementation of cost-effective measures to solve the identified concerns utilizing input from the affected neighborhood. This should be done based on the use of sound engineering principles and the consideration of aesthetics.

Experience from other communities around the country has indicated that it is important to use a variety of traffic management techniques, and that the tools selected should be tailored to fit each situation.

### Aesthetics

Aesthetics should be considered in the process of developing traffic management solutions. To be successful, traffic management and calming measures should achieve a balance between aesthetics and the objective of calming traffic as no program will succeed if it is not based on community support. It is the intent of this program to develop solutions where safety, speed control and aesthetics are mutually supportive.

### Selection of Tools

Almost all traffic management techniques (tools) have some effect on both traffic volume and speed. However, it is evident that some tools used to calm traffic can have a greater or lesser effect than others in controlling either volume or speed. Also, some tools are more effective and desirable on local neighborhood streets and less desirable for complex traffic management applications on collectors, minor arterials, or emergency response routes.

Emphasis in this program will be given to the selection of tools which are self-enforcing – that is, those which are physical traffic management measures. These tools are designed to affect driver perception of the street or neighborhood and are designed to directly influence motorist behavior. Unlike traditional methods of traffic management, such as the use of stop signs or speed limit signs, physical traffic calming measures rely on physically modifying driver behavior in a neighborhood.

### Diverting Traffic Intentionally to Other Streets

In selecting tools to be used on streets it is important to limit the potential detrimental effects of diverting excessive volumes of traffic from one local street to another, or from collector or minor arterial streets to local streets. The potential for the diversion of traffic is considered in the selection of tools for all neighborhood traffic calming projects.

Since neighborhood collectors, and in particular, minor arterials, are meant to serve as through streets, traffic calming projects for these situations are not primarily designed to decrease traffic volumes. Instead, emphasis is on reducing traffic speeds, enhancing pedestrian usage, and associated concerns.

### Choosing Other Minor Arterial Streets

For Complex Traffic Calming Projects, while it is not expected that the primary result will be to divert traffic away from the project street, some decrease in traffic volumes may occur as a result of the project. For example, some drivers may prefer not to use the traffic calmed street after the devices are installed. One outcome may be that drivers may choose to use other arterial streets instead. This is an appropriate use of these arterials and represents an objective of the program since they are intended to serve through traffic.

# Techniques for Local Street Projects

## Speed Control Measures

Speed control measures are of three types: vertical measures, which use the forces of vertical acceleration to discourage speeding; horizontal measures, which use the forces of lateral acceleration to discourage speeding; and narrowings, which use a psycho-perceptive sense of enclosure to discourage speeding. Tables 4, 5, and 6 below summarize the measures and their effects.

### Vertical Measures

Speed humps are rounded raised areas placed across the road (Figure 1). The standard speed hump used in the City of Santa Fe is 14 feet long and 3 inches high. Its design speed (speed at which the 85<sup>th</sup> percentile is estimated to be) is 18 to 23 mph. Usually these humps are constructed with a taper on each side to provide for drainage. In some locations it may be desirable to provide a space wide enough to accommodate bicycles but this may also encourage motorists to cross the hump with one wheel in the gutter and the other on the hump. Speed humps may be located on streets where gutters exist, but considerations must be given to pedestrians if sidewalks are not in place. If no curb and gutter is in place, then devices such as bollards may be placed on each side of the humps to discourage motorists from driving on the shoulders.

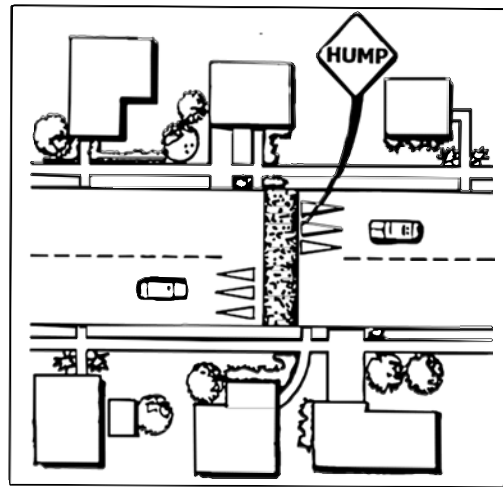


Figure 1 – Speed Hump

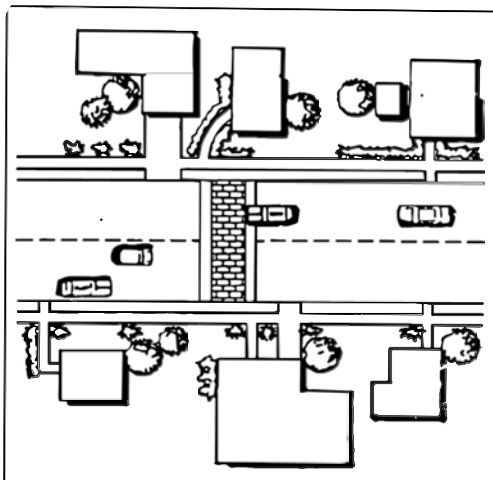


Figure 2 – Speed Table

Speed tables are flat-topped speed humps and can be constructed with brick or other textured materials on the flat section (Figure 2). These devices have the advantage of possibly being used to provide a pedestrian crossing and can be marked and placed at intersections or other pedestrian crossing locations. In this case they are called raised crosswalks. These devices are long enough for the entire wheelbase of a passenger car to rest on the top. The use of brick or other textured materials improves the appearance and tends to draw attention to them and may enhance safety and speed reductions. The standard speed table used in the city of Santa Fe is 22 feet long and 3 inches high. Its design speed is 25 to 30 mph.

In effect the device is less jarring than a speed hump and reduces higher operating speeds with out affecting the average driver. There is an alternate version of this device that may be used to calm traffic at an entire intersection called a raised intersection (Figure 3).

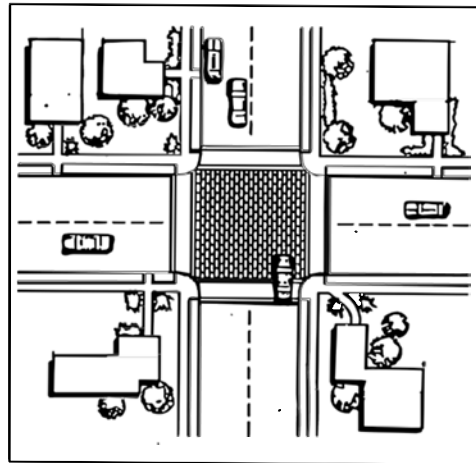


Figure 3 – Raised Intersection

Table 4 – Traffic Calming Tools for Local Street Projects  
Speed Control Measures – Vertical

Traffic Calming Device	Speed Reduction	Volume Reduction	Noise And Pollution	Emergency Vehicle Access	Maintenance	Access Restrictions	Safety
Speed Humps	Yes	Traffic diversion possible	Increase	Some problems	Street cleaning difficult	None	Unclear
Speed Tables	Yes	Possible	Some Increase	May be acceptable/ not acceptable on Priority One Emergency Response Routes	Street cleaning difficult	None	Improved Ped Safety
Raised Intersection	Yes	Possible	Small Increase	Acceptable	Street cleaning difficult	None	Improved Ped Safety

### Horizontal Measures

Horizontal measures achieve speed reduction by forcing drivers to drive around a device or to change direction, and by visually blocking long views of the road ahead.

Traffic circles are raised islands located at intersections around which traffic circulates (Figure 4). They are usually, though not always, circular in shape. A circle prevents drivers from speeding through an intersection by eliminating the straight through movement and forcing drivers to slow down to yield. Drivers must first turn to the right, then to the left as they pass the circle, and then back to the right again after clearing the circle. Large trucks can be accommodated by design modifications to the circle. Traffic circles are very effective in controlling vehicle speeds at an intersection – generally the design speed is 15 to 20 mph for passenger cars. At mid-block locations vehicles can speed up. The safety record is excellent as they generally reduce intersection-related accidents by up to 90 percent.

Chicanes are curb extensions that alternate from one side of the street to the other, forming S-shaped curves (Figures 5 and 6). They can prevent speeding by causing a change in direction of drivers and are speed control devices that are used in mid-block areas.

Chicanes should have adequate horizontal deflection to be effective. The horizontal deflection should be equal to the travel lane width on the project street. At a minimum, the horizontal deflection should equal eight feet. Also, chicanes must be designed to allow the safe passage of bicyclists through the chicane.

Lateral Shifts are curb extensions on otherwise straight streets that cause travel lanes to bend one way and then back to the other way to the original direction of travel (Figure 7). These devices can be used in conjunction with the creation of parking areas on streets. The design speed of this device is based on how much the street is bent and reductions in speeds can be quite significant.

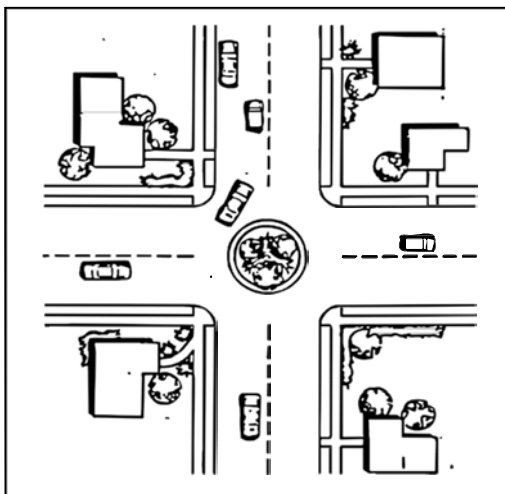


Figure 4 – Traffic Circle

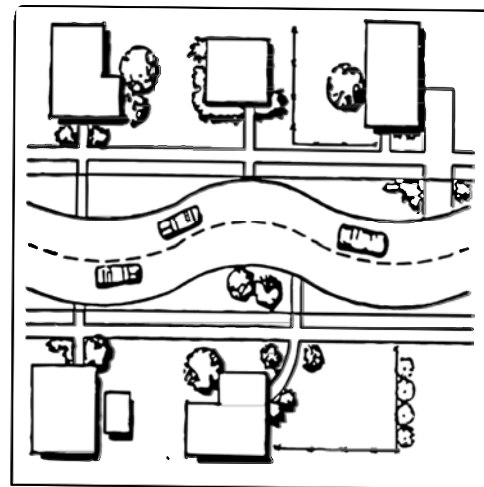


Figure 5 – Chicane

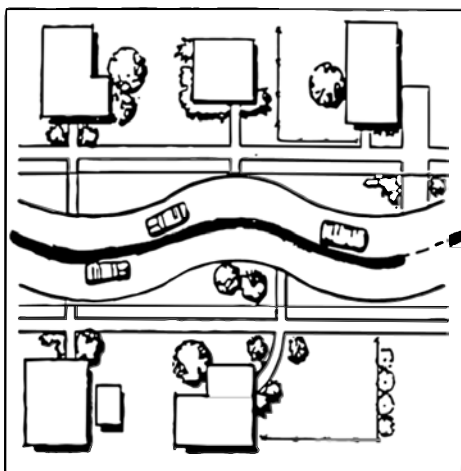


Figure 6 – Chicane with Center Island

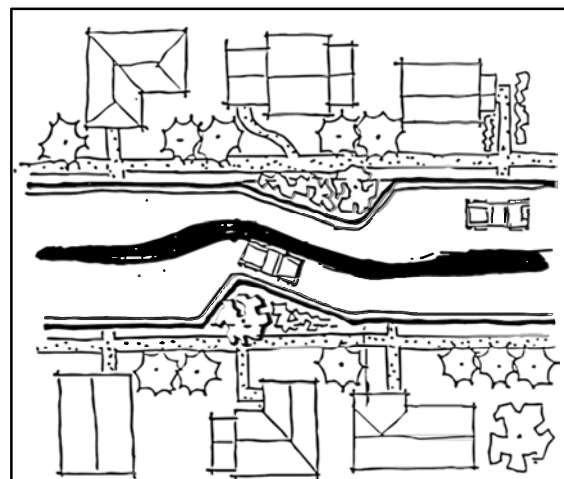


Figure 7 – Lateral Shift with Center Island

Table 5 – Traffic Calming for Local Street Projects  
Speed Control Measures – Horizontal

Traffic Calming Device	Speed Reduction	Volume Reduction	Noise And Pollution	Emergency Vehicle Access	Bicycle Safety	Maintenance	Access Restrictions	Safety
Traffic Circles	Yes, within intersection	Possible	Some increase	Some limitations	Possible Restrictions (see para.	Vandalism	None	Improved
Chicanes	Possible	Possible	Possible pollution increase	Possible problems	Possible Restrictions (see para.	None	None	Possible improvement
Chicanes w/Center Island	Yes	Possible	Possible pollution increase	Possible problems	Possible Restrictions (see para.	None	None	Possible improvement
Lateral Shifts w/Center Islands	Yes	Possible	Small increase	Possible problems	Possible Restrictions (see para. 19 under policies)	None	None	Possible improvement

### Narrowings

Narrowing is usually accomplished by placing vertical elements in the roadway, and is intended to draw attention to a constriction in the road and to have a visual affect on drivers. For example, the roadway could be narrowed, and plantings or street furniture could be placed in the right-of-way. Neckdowns (bulbouts) are curb extensions at intersections that reduce the roadway width (Figure 8). If coupled with crosswalks they are called safe crosses. The main objective of this device is to “pedestrian-ize” intersections by shortening the crossing distance and to reduce the speed of turning vehicles.

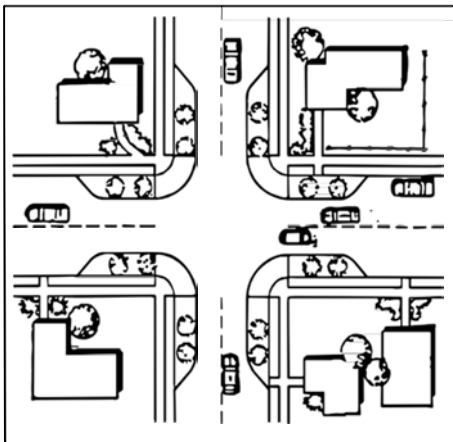


Figure 8 - Bulbouts

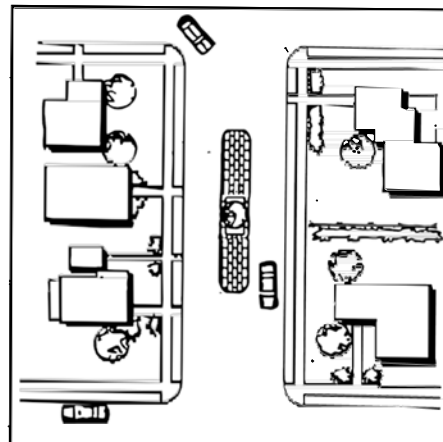


Figure 9 – Center Island Narrowings

Center island narrowings are raised islands located in the center of a street that narrow the travel lanes at that location (Figure 9). They can be attractively landscaped and are successful in providing a visual amenity and a neighborhood identity. If used at the entrance to a neighborhood and supplemented with textured pavement and monument signs they are called gateways (Figure 10). Centered islands have been effectively used on curves where speeding is a concern. They eliminate the possibility of drivers swinging wide to speed through curves. Like other narrowings, these devices can help to pedestrianize streets as they provide a refuge area for pedestrians in the center of the street.

Chokers are curb extensions at mid-block that narrow a street by widening the sidewalk or planting strip (Figures 11 and 12). Chokers should generally be placed to provide a minimum of two traffic lanes, since if only one lane is provided opposing traffic will compete for space or right of way.

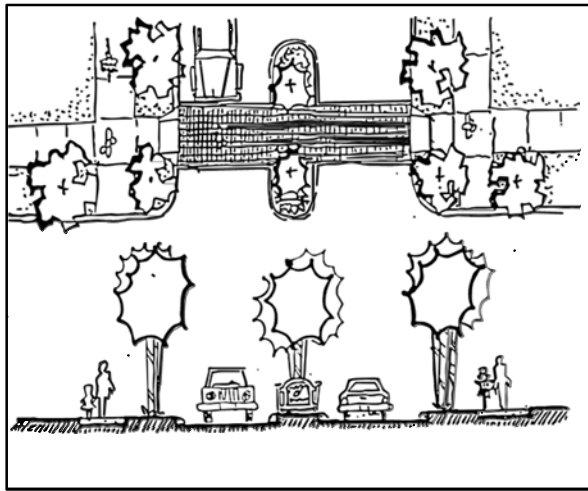


Figure 10 - Gateways

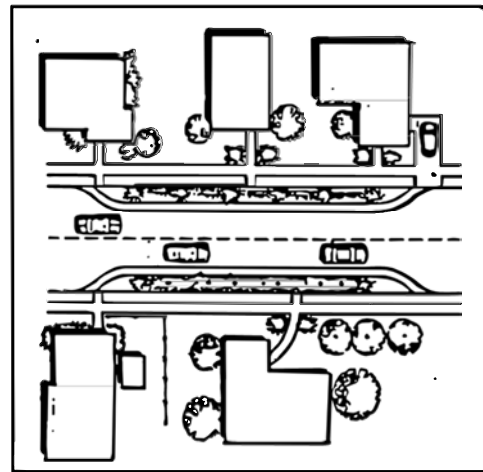


Figure 11 - Chokers

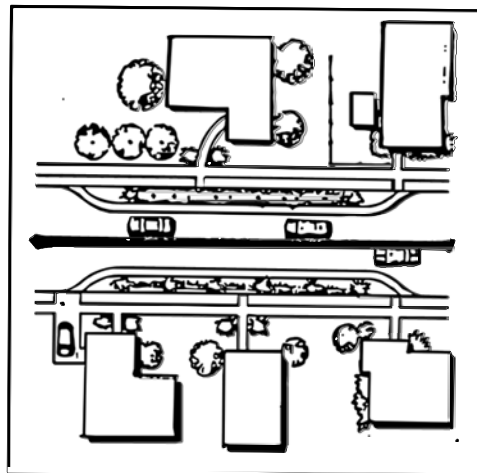


Figure 12 – Chokers with Center Island

Table 6 – Traffic Calming Tools for Local Street Projects  
Speed Control Measures – Narrowings

Traffic Calming Device	Speed Reduction	Volume Reduction	Noise And Pollution	Emergency Vehicle Access	Bicyclist Safety	Maintenance	Access Restrictions	Safety
Bulbouts	Yes, turning speeds reduced	No effect	No effect	Some limitation	Possible Restrictions (see para. 19 under "Policies")	None	None	Improved Ped Safety
Center Island Narrowings	Yes, possible on curves or turns	Not likely	No effect	Some limitation	Possible Restrictions (see para. 19 under "Policies")	None	None	Improved Ped Safety
Gateways	Possible	Mixed	No effect	Possible problems	Possible Restrictions (see para. 19 under "Policies")	None	None	Possible Improvement
		Results						
Chokers	Possible, minor	Possible	No effect	No effect	Possible Restrictions (see para. 19 under "Policies")	Trucks hit curbs	None	Improved Ped Safety

Volume Control Measures

Table 7, entitled Traffic Calming Tools of Local Street Projects, Volume Control Measures, summarizes the measures and their effects.

Full street closures are barriers placed across a street to close the street completely to through traffic, usually leaving sidewalks or bicycle paths open (Figures 13 and 14). The barriers may consist of landscaped islands, walls, side-by-side bollards, or any other obstructions that leave an opening smaller than the width of a passenger car. These devices are a possible solution for cut-through traffic but are very controversial. The main concerns are the effect of the closures on emergency response, street network connectivity and that parallel streets may receive diverted traffic. This device is considered as a last resort if all other devices have failed.

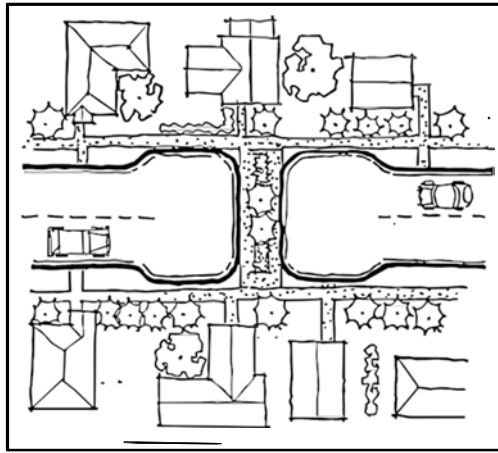


Figure 13 – Full Street Closure at Mid-Block

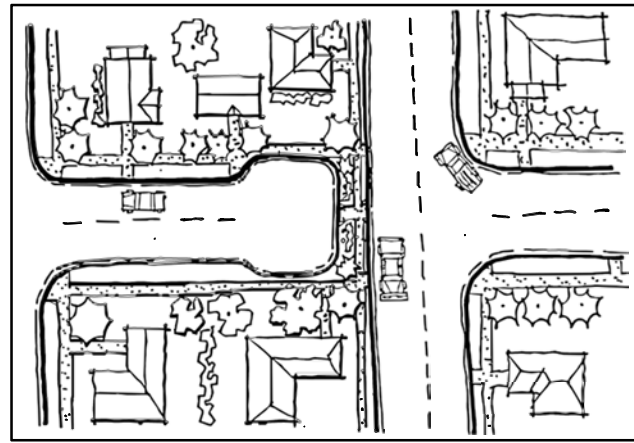


Figure 14 – Full Street Closure at Intersection

Half closures are barriers that block travel in one direction for a short distance on otherwise two-way streets (Figures 15 and 16). If used at an intersection (two are placed together) the result is a semi-diverter. These devices are typically used in gridded streets to make traffic more circuitous rather than direct.

Diagonal divertors are barriers placed diagonally across an intersection, blocking through movement (Figures 17 and 18). These are designed to create circuitous routes through neighborhoods. As with the full street closure, there are concerns with the effect of the closures on emergency response, street network connectivity and traffic diversion.

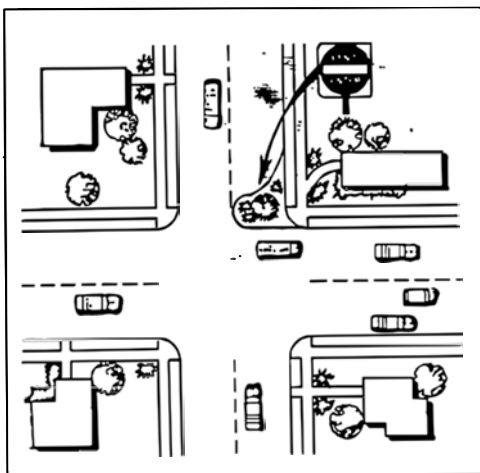


Figure 15 – Half Street Closure, One Side of Intersection

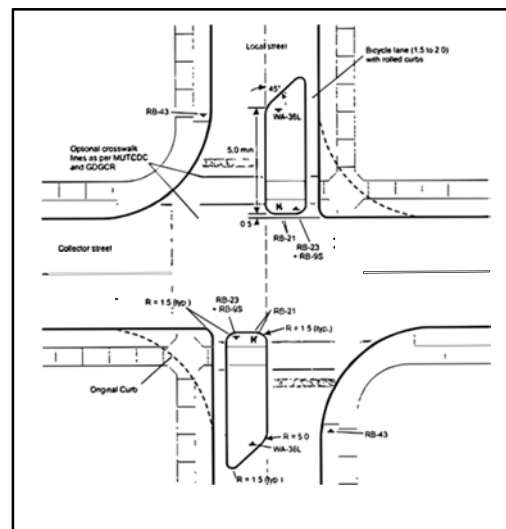


Figure 16 – Half Street Closure, Both Sides of Intersection with Bicycle Access (Canadian)

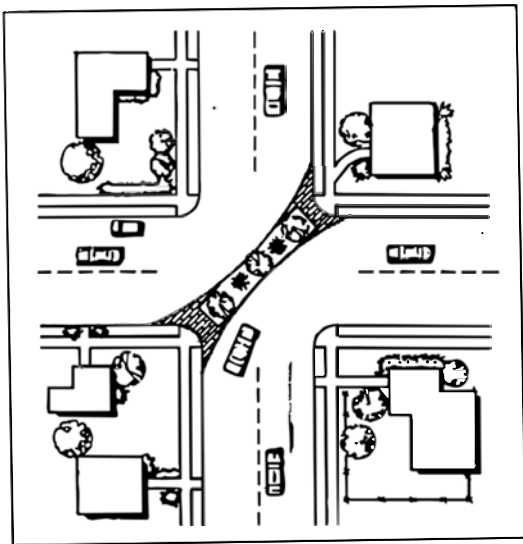


Figure 17 – Diagonal Diverter

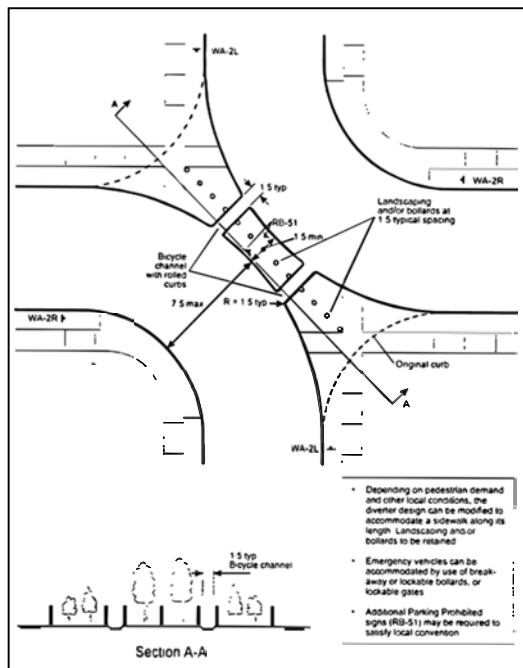


Figure 18 – Diagonal Diverter with Bicycle Access (Canadian)

Median barriers are raised islands located in the center of a street and continuing through an intersection so as to block through movements and left-hand turns at a cross street (Figures 19 and 20). Forced turn islands are raised islands that block certain movements on approaches to an intersection (Figure 21).

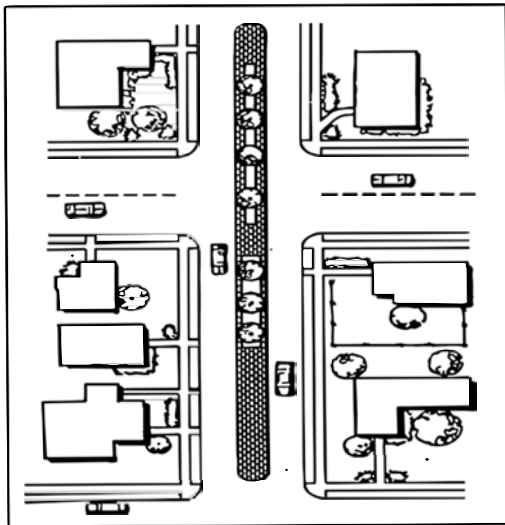


Figure 19 – Median Barrier

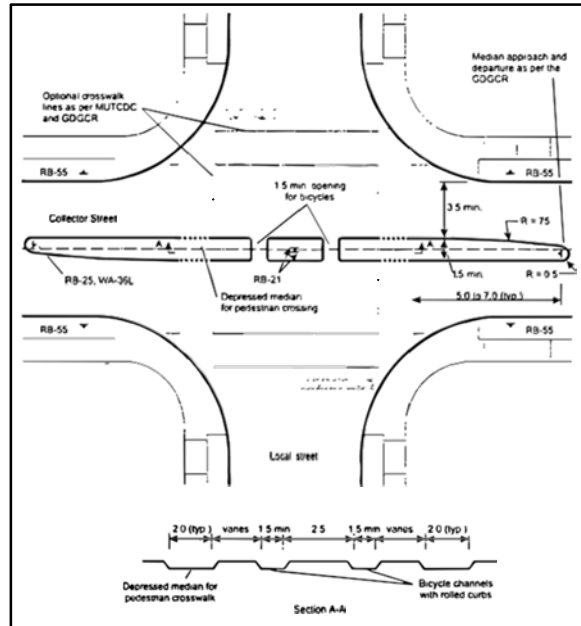


Figure 20 – Median Barrier with Bicycle and Pedestrian Access Improvements (Canadian)

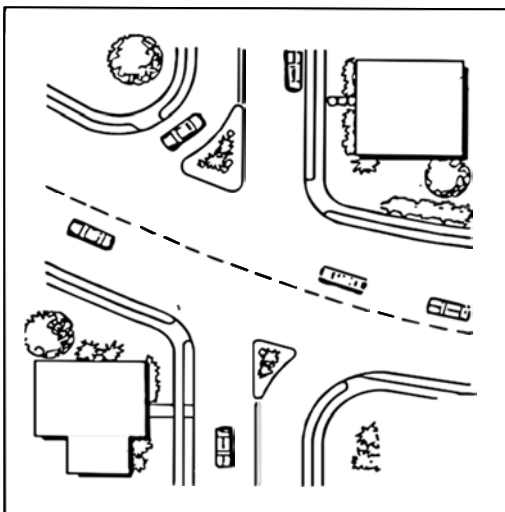


Figure 21 – Forced Turn Islands

These volume control devices should be used with caution and only after the situation has been thoroughly studied. In almost all cases, it is necessary to test these devices on a temporary basis in the field before final implementation. This is because of concerns with traffic being diverted from streets that are calmed to parallel streets that are not.

Table 7 – Traffic Calming Tools for Local Street Projects  
Volume Control Measures

Traffic Calming Device	Speed Reduction	Volume Reduction	Noise And Pollution	Emergency Vehicle Access	Bicycle Safety	Maintenance	Access Restrictions	Safety
Full Street Closures	Possible	Yes	Decrease	Possible problems	Consider accommodations for bicycle access	Possible problems, vandalism	All non-local traffic diverted to other streets	Possible, may shift accidents
Half Street Closures	Possible	Yes	Small increase	No effect	Consider accommodations for bicycle access	None	One direction, left/right turn only	Improved pedestrian safety, may shift accidents
Diagonal Diverters	Likely	Yes	Decrease	Possible problems	Consider accommodations for bicycle access	Vandalism	Through traffic eliminated	Possible improvement
Median Barriers	None	Yes	Decrease	Minor limitation	Consider accommodations for bicycle access	None	Right turn only	Improved
Forced Turn Islands	Possibly	Yes	Decrease	Possible limitation	No Restrictions	Vandalism	Right turns only	Improved

## Techniques for Complex Traffic Calming Projects

The traffic calming tools described for Local Street Projects were, for the most part, intended for local neighborhood streets that have primarily residential frontage and that are not designated as Emergency Response Routes. This section addresses all other streets that might be eligible for consideration as a Traffic Calming Project. This includes projects that might deal with complex traffic calming issues, such as treatment of a system of streets, emergency response routes, areas with complex access and pedestrian issues, or instances where significant diversion of traffic may occur.

Neighborhood collectors are intended to distribute traffic between more principal streets and local streets in the neighborhood. In other words, they are commonly called “through streets” – at least for a limited distance of generally at least ½ mile to no more than 1 mile in length. The streets may also serve multiple purposes, including carrying emergency response routes, buses, bicycles, and possibly trucks.

Minor arterials are meant to serve as through streets, and to interconnect with and augment the principal arterial system. Trips on these streets may be longer in nature than collectors, but are shorter than what should normally be carried on principal arterials.

Whether by design or as a result of growth, minor arterials and some collectors may carry a large number of vehicles through residential areas. When this occurs, the result can be a call by residents for traffic management or traffic calming to restore or improve their quality of life and mitigate the effects of unreasonable through traffic. These situations are more difficult to resolve and are typically controversial in nature.

Traffic calming of residential collectors and minor arterials has been relatively common in Europe for over a decade, but not very common in the United States. The tools discussed in this section are primarily drawn from European experiences and are based on the goal of enhancing the livability of neighborhoods with the primary objective of promoting pleasant conditions for users of neighborhoods, especially pedestrians. As indicated above, collectors and minor arterials do serve a function of carrying varying amounts of traffic. Based again on the European experience, the TCP program objective of reducing the average speeds of traffic on neighborhood streets will be of major importance.

As indicated above, devices selected cannot intentionally divert traffic away from project streets into inappropriate areas. For example, a complex street project should not divert traffic to an adjacent local neighborhood street, placing an unacceptable burden on that street. For Complex Traffic Calming Projects, while it is not expected that the primary result will be to intentionally divert traffic away from the project street, some decrease in traffic volumes will likely occur as a result of the project. For example, some drivers may prefer not to use the traffic calmed street after the devices are installed since higher speeds will not be possible.

### Selection of Appropriate Measures

Selection of traffic calming measures for complex street projects will be based on the type of street and its functional class. As indicated above, the consideration of functional class in selecting measures attempts to strike a balance between mobility and other objectives such as compatibility with land use, and pedestrian/bicycle friendliness. For sub collector streets, mobility (the design speed of the street) may not be as crucial as other objectives. For minor arterials, with multiple lanes in each direction, the reverse is true. For streets which are designated emergency response routes and transit routes, providing for mobility is a concern that needs to be addressed.

### General Considerations

The TCP program objective of reducing the average speeds of traffic on neighborhood streets will also be of major importance on collectors or minor arterials treated as a complex project. The primary measure used to determine the type of control and the spacing of devices will be the selection of an appropriate design speed. Table 8, entitled Santa Fe Speed/Priority of Classification of Roads for Traffic Calming, illustrates the design speed concept. For purposes of traffic calming, the design speed should be the same as the posted speed limit as this is what is appropriate based on the conditions of the street and environment.

Table 8 – Santa Fe Speed/Priority of Classification of Roads for Traffic Calming

Class	Type of Classification	Design Speed
Mixed Priority – Priority is shared between living and traffic functions	Collector	25 mph
	Minor Arterial	25 mph
Traffic Street – Major access and through routes, traffic function takes priority but vulnerable road users must be protected	Collector	30 mph
	Minor Arterial	30 mph

### Selection of Measures and Spacing

Once the design speed and the class of road are selected, traffic calming measures (sometimes called slow points) and the spacing of devices can be selected. Table 9 shows guidelines for the spacing of slow points.

Table 9 – Spacing of Traffic Calming Devices (Slow Points) for Different Speeds

Desired Speed (mph)	Distance between Slow Points
30	450
25	300
20	225

Examples of traffic calming measures are shown below. The measures used are primarily related to four categories of tools which are: pre-warnings, lateral shifts (discussed in the section for Local Street Projects), speed tables which can also be at intersections in the form of raised intersections (discussed in the section for Local Street Projects), and a technique called “reallocation of right of way”.

Pre-warning techniques include the use of gateways, traffic circles at intersections, and the use of appropriate street edge treatments. Table 10, entitled Traffic Calming Tools of Complex Street Projects, Pre-Warning Devices, summarizes the measures and under what circumstances they should be utilized.

Table 10 – Traffic Calming Tools for Complex Street Projects  
Pre-Warning Devices

Traffic Calming Device	Street Classification	Design Speed	
		25 mph	30 mph
Gateways	Collector Minor Arterial	Yes	Yes
Traffic Circles	Collector Minor Arterial	Yes	No
Street Edge Treatments	Collector Minor Arterial	Yes	Yes
Roundabouts	Minor Arterial	No	Yes

Gateways are devices that are used to signal to drivers that there is change in the environment ahead (both neighborhood and road). This can take the form of many things, including structures mounted in center islands, plantings, or a treatment that is distinctive but is safely placed. Again, pre-warnings have proven to be successful in providing warning for traffic calmed areas and have been shown to affect driver behavior as they proceed into the neighborhood.

Roundabouts (Figure 22) and traffic circles can serve as gateways or be placed intermittently at intersections as speed control measures. With landscaped center islands, they can introduce a change from a business area to neighborhood and serve as both physical and psychological dividers.

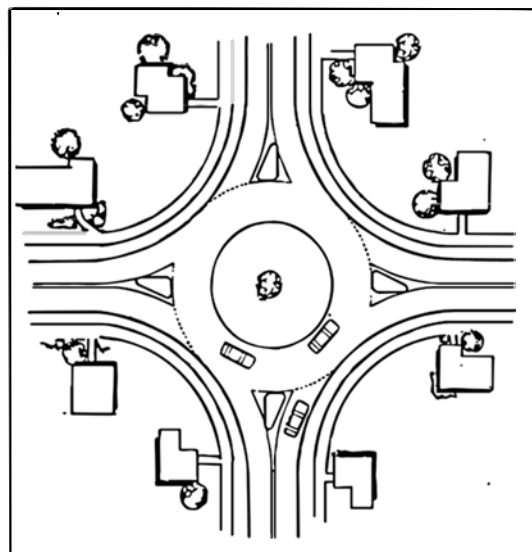


Figure 22 - Roundabout

Table 11, entitled Traffic Calming Tools of Complex Street Projects, Speed Tables and Lateral Shifts, summarizes these measures and when they should be utilized.

Table 11 – Traffic Calming Devices for Complex Street Projects  
Speed Tables and Lateral Shifts

Traffic Calming Device	Street Classification	Design Speed	
		25 mph	30 mph
Speed Table	Collector Minor Arterial (X)	Yes	Yes (X)
Raised Intersection	Collector Minor Arterial (X)	Yes	Yes (X)
Chicane	Collector Minor Arterial	Yes	Yes
Chicane w/Center Island	Collector Minor Arterial	Yes	Yes
Lateral Shifts w/Center Island	Collector	Yes	No
Chokers	Collector Minor Arterial (X)	Yes (X)	No

(X) – To be used in special cases with approval of Engineering Division.

### Reallocation of Right-of-Way

The technique of reallocation of right-of-way achieves speed control by redistributing space within the roadway right of way by giving motor vehicles lower priority and alternative modes a more equal or increased priority. Typically, this can include the reduction of pavement width to provide for easier pedestrian access at intersections or for a more pedestrian oriented street, the addition of bike lanes, the reduction of travel lane width, the addition of on-street parking (Figure 23), or the deflection of the roadway by a change in direction with possibly the addition of center islands. In the process of reallocation, one objective is to change the character of a road in ways that attempt to cause the motorist to drive more slowly and with greater alertness to potential conflicts.

Sometimes, the effects or changes are as much psychological as physical because the motorists perceive that the road is no longer exclusively motor vehicle oriented. Table 12, entitled Traffic Calming Tools of Complex Street Projects, Reallocation of Right of Way, summarizes these measures and under what circumstances they should be utilized.

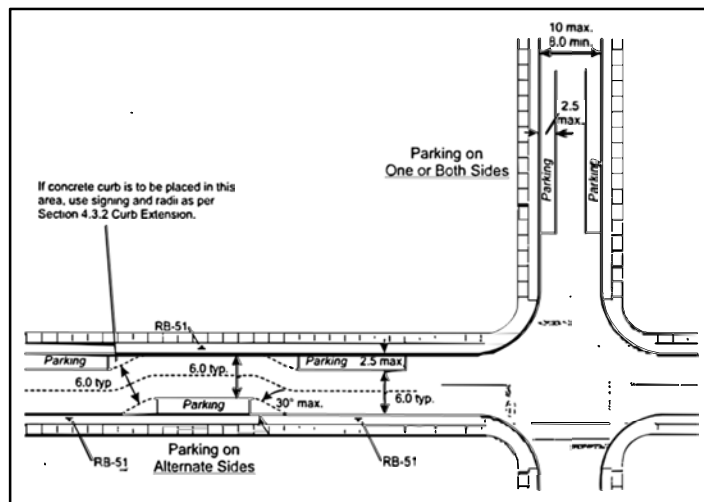


Figure 23 – Addition or Shift of On-Street Parking

Street edge treatments can be particularly important in higher classification streets such as minor arterials, where other treatments might not be appropriate. These treatments are intended to provide a safe and pleasant environment for pedestrians and can provide a calmer environment for drivers. This includes the use of trees, which change the character of a street, reduce noise, provide shade, and reduce the optical width of a street.

In some cases, the techniques described above can be combined in traffic calming plans (Figure 24). Physically and as well as psychologically, this combination can result in improved driver behavior.

It should be noted, however, that the use of bulbouts and other horizontal devices is subject to certain considerations for bicyclists which are described in paragraph 19 in section II above under the heading "Policies".

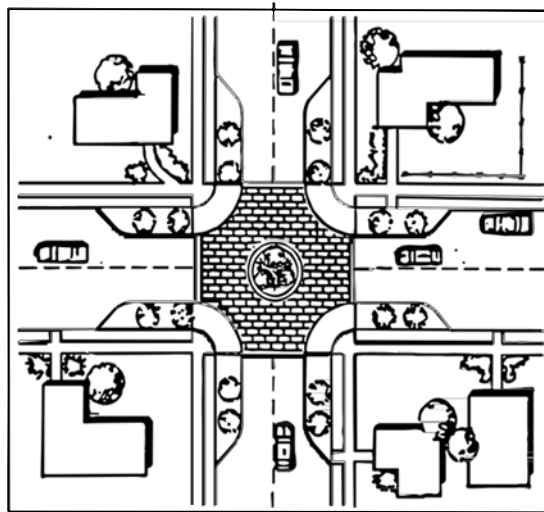


Figure 24 – Combined Measures: Bulbouts, Traffic Circle, Reduction of Lane Width, and Street Edge Treatments

Table 12 – Traffic Calming Devices for Complex Street Projects  
Reallocation of Right of Way

Traffic Calming Device	Street Classification	Design Speed	
		25 mph	30 mph
Bulbouts	Collector Minor Arterial	Yes	Yes
Center Island Narrowings	Collector Minor Arterial	Yes	Yes
Bike Lanes	Collector Minor Arterial	Yes	Yes
Reduction Lane Width	Collector Minor Arterial	Yes	Yes
Addition of Parking	Collector Minor Arterial	Yes	Yes (X)
Street Edge Treatments	Collector Minor Arterial	Yes	Yes

(X) – To be used in special cases with approval of Engineering Division.

## VI. APPLICATION FORMS

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TRAFFIC CALMING PROJECT APPLICATION FORM

PROJECT STREET(S)

Date of Application

Emergency Response Route? Y  N   
(see Map, Appendix C, Traffic Calming Program)

Functional Road Class? Local  Collector  Minor Arterial   
(see Map, Appendix B, Traffic Calming Program)

APPLICANT (include individual contact information)

Name
Neighborhood name (if applicable)
Address
Phone #s
Fax #
Email

DESCRIPTION OF PROJECT LOCATION

DESCRIPTION OF TRAFFIC ISSUE

Attach additional information or maps if necessary.

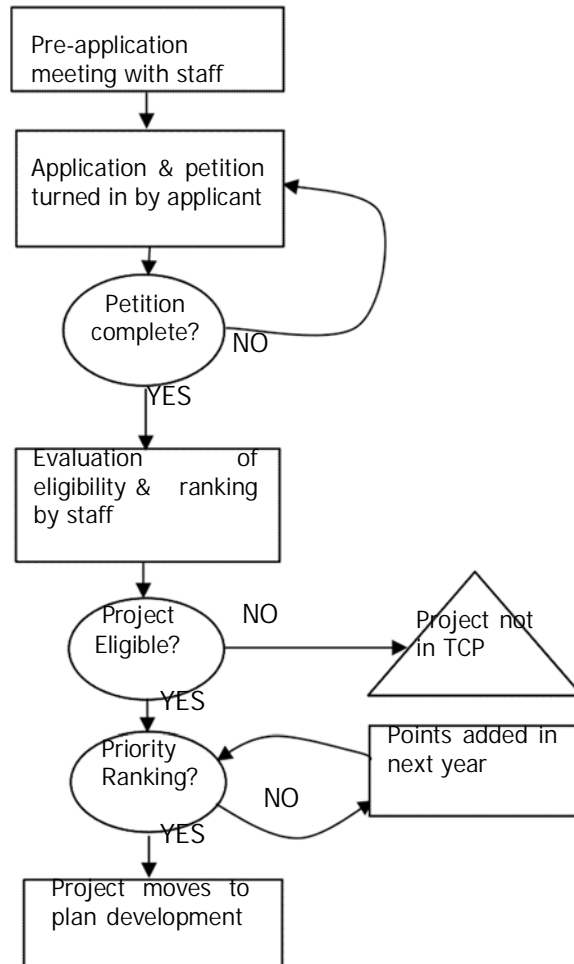
For Office Use	
Date Submitted:	Tk 1 <input type="checkbox"/> Tk 2 <input type="checkbox"/> Petition Included <input type="checkbox"/> Application Complete <input type="checkbox"/>
Project #	
Date Surveyed:	Eligibility:

How does a neighborhood start a Traffic Calming Program (TCP ) project?

Anyone living or owning property in a neighborhood can apply for a TCP project for a local, collector, or minor arterial streets within that area.

- First step: talk to City Traffic Engineering Division staff to discuss the project area and the TCP process, including the initial petition signatures that the applicant must gather.
- Second step: the applicant circulates a petition in the project area to show at least 30% of residents and property-owners support initiation of a traffic calming project. The applicant obtains the necessary signatures, completes the application, and turns everything in to Traffic Engineering Division.
- Third step: the eligibility and ranking of the project is determined by City Transportation Engineering staff. Traffic studies are done to determine if the project meets minimum eligibility requirements for inclusion in the program. If a project is eligible, more studies are done to determine the ranking of the project in relation to other eligible projects. If the project is ranked as a priority it moves into the plan development phase, which requires further involvement of neighborhood owners and residents.

For more detailed information on how to start a traffic calming project; eligibility and ranking criteria; the plan development process; citizen involvement; and many other topics please refer to the City's Traffic Calming Program manual.



For more information on the City of Santa Fe Traffic Calming Program, contact Engineering Division at 955-6631.

## CITY OF SANTA FE TRAFFIC CALMING PROGRAM

### PETITION TO SUPPORT TRAFFIC CALMING ON:

\_\_\_\_\_  
 We, the undersigned, who are residents of the proposed project area support the initiation of a study to look at the management and calming of traffic on \_\_\_\_\_  
 in the \_\_\_\_\_ neighborhood.

NAME		ADDRESS	PHONE & EMAIL	DATE
<u>(Signed)</u>	<u>(Printed)</u>			
1)				
2)				
3)				
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13)				
14)				
15)				
16)				

Petition Signatures collected by: \_\_\_\_\_ Date: \_\_\_\_\_

## II. APPENDICES

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Subcommittee list:

Core Advisory Group (CAG) (Eli)

Dave McQuarie Memorial Subcommittee (Hope)

Hearing Education Subcommittee (Pam)

Housing Subcommittee (Kathlyne)

Integrated Pest Management Subcommittee (??)

Plan Review Subcommittee (Hope)

Post-Traumatic Stress Subcommittee (Victor)

Transportation Subcommittee (Aurore)

Other – Unknown:

Parks –

# 2019 Priorities

## Mayor's Committee on Disability

- ❖ Recruit and hire a new ADA Coordinator: The MCD is very pleased to have Dave Chapman assigned to support the Committee and serve as the temporary ADA Coordinator, but it is unfair to have any employee try to fulfill the requirements for two jobs. *done!*
- ❖ Housing Subcommittee
  - Housing discrimination: Landlords currently do not have to accept all legitimate types of income to evaluate potential tenants. This is particularly a problem for people who are disabled, veterans, and seniors. Other cities have fixed this with an ordinance.
  - Housing affordability: The housing shortage adversely affects all Santa Feans.
  - Housing accessibility: It's easier to incorporate accessibility features into new construction. Ensuring that new multi-unit housing has accessibility features and a certain number of wheelchair friendly units would help. Funds are currently available to help retrofit older housing so that people can adapt to health changes and/or age in place.
  - Homelessness: Persons with physical and mental health problems are disproportionately represented in the homeless population. Housing first can help put these folks on the road to getting better health care and an enormously improved quality of life.
- ❖ Transportation Subcommittee
  - Inaccessible bus stop in front of Indian Hospital: The last update was that the project to fix the bus stop was awaiting BIA approval of the land use.
  - Sidewalk repair: The stretch of Pacheco between the Ventana de Vida senior center and St. Michael's Drive has no existing sidewalk, thus impeding access to the local shopping. This is a high priority and expected to be addressed next after some work on Agua Fria, but the city has a huge prioritized list of sidewalk repairs that could benefit from a share of a gastax or other funding mechanism.
  - 24/7 public transportation: This is needed for safety and medical reasons. Poor people and abuse victims are most vulnerable to transportation challenges. A poor person with a sick child might delay medical care because there is no transportation. City of Santa Fe activities and SFCC classes end at 10:00pm, but Transit has ended operations.
  - Bus accessibility: Older residents and those who can't stand long have difficulty using bus stops without benches.
  - Help with transportation costs for paratransit users: Economical bus passes are available to all Santa Feans, but for persons who must use paratransit for all transportation, there are no programs that would help income-qualified people with these expenses.

- Explore possible permanent dashboard display of disability parking placard for those with memory issues.

#### ❖ Post-Traumatic Stress Subcommittee

- The PTS Spectrum: The Subcommittee on Post-Traumatic Stress (PTS) wants to introduce a new framework—the PTS Spectrum—to facilitate a more civil, inclusive, and productive discourse around PTS issues. PTS is not considered a disorder in current parlance, and it's counterproductive to refer to it that way. PTS is a condition that exists on a spectrum. On one end of the spectrum exists a state of being that afflicts us all, by virtue of our births—PTS. On the other end of the spectrum exists a disabling state of being that afflicts some, by virtue of the intensity, frequency, and/or duration of exposure to trauma inducing events—disabling PTS. In between these two ends of the spectrum exists another state of being, where functionality may be impaired or limited, and aspects of personal and professional life may be adversely affected—problematic PTS.
- Susceptibility to problematic and disabling PTS: Certain populations in our community are more susceptible to problematic and disabling PTS by virtue of their circumstances. Populations highly susceptible to problematic and disabling PTS include, but are not limited to: food insecure; homeless; immigrant; incarcerated; LGBTQ+; minority; physically, sexually, and/or psychologically abused; substance abuse; unemployed; and veterans. The subcommittee on PTS will conduct research and gather data to better understand problematic and disabling PTS in these and other highly susceptible populations, and report our findings to the City of Santa Fe.
- Services available to those with problematic and disabling PTS: There are a multitude of local services available to those with problematic or disabling PTS; the Subcommittee will compile and maintain a comprehensive list of these services, conduct an assessment to determine the efficacy of these services in addressing problematic and disabling PTS, and research other effective treatment solutions not currently offered that would be of benefit to our community in order to reduce negative individual, social and economic consequences of problematic and disabling PTS in Santa Fe. These findings will be reported to the City.
- PTS Spectrum Public Hearing: The Subcommittee on PTS will organize a public hearing to introduce the PTS Spectrum framework, invite all relevant stakeholders to attend and offer comments, and report our findings to the City of Santa Fe.
- PTS Spectrum Research Funding. The Subcommittee on PTS will complete and submit a SBIR grant request to fund PTS Spectrum research operations.

#### ❖ Plan Review Subcommittee

- The MCD Plan Review Subcommittee has been reviewing city plans since 1985. The Subcommittee provides ADA accessibility review of public works project for new or remodeled public use projects such as; buildings, streets/sidewalks, parks, transportation stations/stops, and similar facilities. Through the use of required federal,

state, and local accessibility laws and codes, as well as existing guidelines and best practices, the Subcommittee seeks the best solution to serve the greatest number of people with disabilities. In addition, the Subcommittee is also available to provide accessibility recommendations to other entities upon their request.

❖ **Integrated Pest Management**


- o The City of Santa Fe can be a model city for the entire State of New Mexico by banning the use of pesticides and herbicides on all city owned and managed parks, recreation sites, road medians, and buildings.
- o This can be accomplished by hiring an Integrated Pest Management coordinator and strictly following the Integrated Pest Management Resolution adopted by the City Council in 2001.

# Mayor's Committee on Disability

## City of Santa Fe

November 26, 2019

To: Mayor Alan Webber, City Councilors, and City Manager

From: Mayor's Committee on Disability 

Subject: 2020 Priorities and Action List

Attached are a 2020 City Action List, which has projects that are within the purview of various city agencies, and a 2020 Priorities List, which incorporates additional projects that need to be further developed by the Committee.

The Committee hopes to coordinate its priority lists with the city budget cycle, and we welcome suggestions on the best timing to point out the needs of residents with disabilities.

### Attachments

cc: Regina Wheeler,

John Romero

Carol Johnson

Kyle Mason

Richard Thompson

John Munoz

Keith Wilson

Thomas Martinez

Kyra Ochoa

Alexandra Ladd

Michael Rodriguez

Greg Gurule

Greg Smith

# City of Santa Fe

## Mayor's Committee on Disability

### 2020 PRIORITIES

- **Public Safety**

*Safety*

- Safe relationships with authorities for community members with special needs, including alert systems such as window and door stickers and phone apps that can aid in communication with non-verbal residents
- 24/7 public transportation resources for residents without access to private transportation
- Emergency evacuation plans for paratransit users and seniors
- During Sheridan bus station revision, have an accessible route from the temporary bus station to the Plaza, clearly marked with Signage in both directions
- Have an accessible wheelchair route between Santa Fe Place and the new Southside bus station
- "Captions Always On" ordinance for TV and information screens in public places *done!*
- Maintain pathways between parking lots and city property entrances

*ACCESS*

- **Public Accommodation**

*Restroom Access*

- New bus stop at Cerillos and Second Street (service to Indian Hospital)
- Availability of hearing loops in all locations where the City Council meets and a new city ordinance that requires loop installation in new construction and remodels of public venues
- Educational campaign to encourage installation of adult changing tables in public and commercial facilities. Ask Chamber of Commerce and City to recognize these efforts and produce a map/app of available facilities.
- Review of city construction and remodeling projects by plan Review Subcommittee for adherence to ADA guidelines
- Revision of the ordinance governing noise levels during outside events in the Plaza and public parks
- Update play areas in city parks to allow wheelchair access (phase out and replace wood chips and add inclusive play equipment)
- Add benches where possible to bus stops that serve the elderly and mobility challenged, such as outside of medical service providers
- Transition housing for people coming out of jail
- Assistance with transportation costs for income-qualified paratransit users (low-cost and free bus transportation is already available for people able to use the bus)
- Ongoing sidewalk improvements in all four districts, including sidewalks from Ventana de Vida along Pacheco to St. Michael's and Henry Lynch between Agua Fria and Rufina, and update of PROW list as projects are completed (20-year time frame unless more funding obtained)
- Encourage city policies that promote multi-unit housing construction with some accessible apartments and condos

*Parks*

*access*

- o Promote updated city ordinance that requires landlords to accept legitimate income sources from potential tenants (but the landlord still has discretion when someone has a bad history of on-time payment, etc.)
- o Explain process and benefits of accepting housing vouchers on the City website and include PSA by Ms. Ochoa, who has had housing-voucher tenants and had a good experience (other cities have examples we can examine)
- o Continue budgeting for spring labor force to control weeds to obviate need for toxic pesticides and enforce ordinances that require land owners to control weeds (with assistance to the elderly and poor as needed)
- o Fix pedestrian bridge and pathways in Fort Marcy Park to make them accessible to wheelchairs and scooters; install temporary Signage with directions to accessible route until repairs done
- o Review the Transition Plan to see what outstanding upgrades are needed to public buildings

*Parks*  
*Transition Plan*

■ **Culture of Kindness**

- o ✓ Business Brochure *done*
- o ✓ Best of Santa Fe categories
- o ~~o~~ Santa Fe Public Schools cartoon contest for website

■ **Information Sharing**

- o ~~o~~ Committee representative to participate on new Community Health Council *- need to ask?*
- o ✓ Local social services brochure, with PTS resources added
- o ✓ Educational and career development resources brochure

**Core Advisory Group (CAG) (Eli)**

- Purchase and implementation of AFN kits
- Emergency Preparedness – new alt response team – awareness o how they work w/ PWD
  - Disability access, functional needs, emergency preparedness, collaboration w city of sf emergency mgmt., first responders.
  - Effective emergency communication.
  - Access Mass Care – city sf emergency shelter, fam assistance centers.
  - emergency transportation
  - Whole community planning
  - Disability integrated recovery, mitigation, recovery

**Dave McQuarie Memorial Subcommittee (Hope)**

- Dave McQuarie Memorial Plaque in Santa Fe

**Hearing Education and Accessibility Subcommittee (Pam)**

- A focus will be centered on gathering data to show the need for enforcement of the current noise ordinance with an eye on an update in the future. And educating residents about how loud/sustained noise can cause hearing loss and what the safe and unsafe limits are, is our focus.

**Housing Subcommittee (Kathlyne)**

**Integrated Pest Management Subcommittee (??)**

**Plan Review Subcommittee (Hope)**

- Need interior plans for southside bus depot
- Fort Marcy Park: Bust stop has no map or guidance for bus riders to access park safely/indicate distance.
- Ragel Park: Petition for Ragel Park to be a fully accessible park.
- Maintenance of City Streets, Sidewalks, and Crosswalks in accordance with ADA regulations (snow and ice removal)

**Post-Traumatic Stress Subcommittee (Victor)**

- Possible – contribute to the noise ordinance issues re PTS and symptoms/sensory awareness – noise can be very harmful for behavioral health .

**Transportation Subcommittee (Aurore)**

- Issue on corner of Cerrillos and Wagon Mound

**Vehicle Notification Subcommittee**

Vehicle Notification System

**Mayor's Committee General Business**

Update Website – MCD and Other Pages

Santa Fe Plaza Crosswalk one week after snowstorm on 1/01/2022

Photos here taken 1/08/2022 – 8 days after snowfall – Intersection of Washington Avenue and Palace Avenue



Santa Fe Plaza Crosswalk one week after snowstorm on 1/01/2022



Santa Fe Plaza Crosswalk one week after snowstorm on 1/01/2022  
Photo posted online 1/07/2022 – 7 days after snowfall

Crosswalk on the Plaza on San Francisco and  
Lincoln.



## Mayor's Committee on Disability

### Mayor's Committee on Disability

The Mayor's Committee on Disability's purpose is to work with and for people with and without disabilities to ensure access for all by eliminating physical and attitudinal barriers and improving participation in the Santa Fe community for the enrichment of all. As clarified in [City Resolution 2006-151](#) this advisory committee:

- Studies issues of disability in regards to City programs, including but not limited to, those in the areas of housing, human rights, employment, recreation, and transportation;
- Advises the Governing Body regarding City programs that provide services to persons with disabilities, including, without limitation, those in the areas of housing, human rights, employment, recreation, and transportation services and access;
- Recommends short-range and long-range priorities in those areas of housing, human rights, employment, recreation, and transportation services relating to persons with disabilities;
- Appoints subcommittees to review and comment on preliminary plans of City public works projects such as any new building, any building repair or remodeling that costs more than \$25,000, any new park or recreational facility, any improvement to a park or recreational facility that costs more than \$25,000, and any new pedestrian construction that costs more than \$10,000;
- Assists the City in community outreach and education and staff training regarding issues of disability; and
- Cooperates with other City boards and committees, including, without limitation, those in the areas of housing, human rights, employment, recreation, and transportation.

### Members

The nine members of the Mayor's Committee on Disability are appointed by the Mayor with the approval of the City Council. The Chair and Vice-Chair are elected by the members. The Chair appoints sub-committees and sub-committee chairs, as needed. The Committee is also served by one Citizen Advocate. Our members are:

- Aurore Bleck
- Hope Reed
- Kendra Garcia, Vice-Chair
- Eli Fresquez
- Kathlyne Gish, Chair
- Meriam Jawhar
- Victor Hughes
- Angelique Montoya-Chavez
- Pam J. Parfitt

### Meetings (see adopted 2022 schedule below)

The Committee's monthly meetings are open to the public and are currently held via Zoom Webinar on the third Thursday of each month from 10:00 a.m. to 12:00 noon. Meeting dates, agenda and information can be accessed at <https://santafe.primegov.com/public/portal>. There is always fifteen minutes of every meeting reserved for public comment. Individuals planning to make comments are encouraged to notify the ADA Coordinator by phone (505) 955-6654 or by email at: [tmgraham@santafenm.gov](mailto:tmgraham@santafenm.gov) in advance.

Mayor's Committee on Disability meeting minutes can be found at the following page by scrolling down to the archived Meetings and from the list of committees, selecting the Mayor's Committee on Disability and then clicking on the three dots to allow a download of the minutes for the specific meeting in pdf format:

<https://santafe.primegov.com/public/portal>

Mayor's Committee on Disability Meeting Schedule for 2022 (Dates are subject to change)

1 Thursday, January 20, 2022 10:00AM-12:00PM

2 Thursday, February 17, 2022 10:00AM-12:00PM

3 Thursday, March 17, 2022 10:00AM-12:00PM

4 Thursday, April 21, 2022 10:00AM-12:00PM

5 Thursday, May 19, 2022 10:00AM-12:00PM

6 Thursday, June 16, 2022 10:00AM-12:00PM

7. Thursday, July 21, 2022 10:00AM-12:00PM

8 Thursday, August 18, 2022 10:00AM-12:00PM

9. Thursday, September 15, 2022 10:00AM-12:00PM

10. Thursday, October 20, 2022 10:00AM-12:00PM

11. Thursday, November 17, 2022 10:00AM-12:00PM

12. Thursday, December 15, 2022 10:00AM-12:00PM

**CommUNITY Day at Santa Fe Plaza May 14, 2016**



(Guest Larry Lujan), Aurore Bleck, Mary McGinnis, Meriam Jawhar and Dave McQuarie

[https://www.santafenewmexican.com/news/local\\_news/city-preparing-to-expand-crisis-response-program/article\\_29d60fdc-61bf-11ec-a59d-9f31ab291115.html](https://www.santafenewmexican.com/news/local_news/city-preparing-to-expand-crisis-response-program/article_29d60fdc-61bf-11ec-a59d-9f31ab291115.html)

ALTERNATIVE RESPONSE UNIT

## City preparing to expand crisis response program

By Sean P. Thomas [stthomas@sfnewmexican.com](mailto:stthomas@sfnewmexican.com)

Dec 21, 2021



William Brunson, an EMS captain with Santa Fe's Alternative Response Unit, tries to coax Skyra Cobra from her tent in the parking lot of a nursery on St. Michael's Drive while working calls in July. The unit responds to low-threat 911 calls, easing the strain on police. Now the city plans to expand to a second unit.

Jim Weber/New Mexican file photo

The city of Santa Fe is hoping to place another Alternative Response Unit team on the streets to help address residents struggling with behavioral issues and mental health.

During Tuesday's Public Safety Committee meeting, incoming Santa Fe fire Chief Brian Moya said the city has just hired three more case managers and a new case manager supervisor, which will allow for the creation of another two- to three-person response unit within the next "few months."

The unit, which first hit the streets in May, includes a caseworker and a paramedic, but also can include a police officer. Though no officer currently is in the unit, it operates Monday through Friday from 8 a.m. to 5 p.m.

"The data is showing that it is working," Moya said. "I feel like I and Chief [Paul Joye of the Santa Fe Police Department] have a good enough working relationship. The fire and the police departments are trying to do one common thing, help the community, and that is what matters."

The unit specializes in de-escalation techniques and helps put individuals in touch with area service providers — alleviating the strain on police.

According to data from May 5 to Nov. 30, the unit has responded to 765 calls.

A total of 313 of those calls included an officer with the ARU.

The majority of the calls, 37 percent, were for disorderly conduct; welfare checks made up another 30 percent of calls.

Fire department Battalion Chief Andres Mercado told the committee he believed the unit was going a long way toward helping reduce the overall police department workload by taking the some of the calls that aren't fit for the department.

According to the data, calls for 244 police units, 26 fire engines and 21 ambulances were canceled because of the unit's responses.

Joye said the unit has helped improve personnel efficiency and he's received positive reports from his officers on patrol about its impact.

“I have seen really nothing but opportunity and positive things from ARU,” Joye said to the committee.

But committee chairman and City Councilor Chris Rivera, said he was concerned so many of the calls — more than 50 percent — were unattended by police officers.

He said he didn’t want the unit to become “just a fire department response unit” with occasional police assistance, which he said doesn’t really change how the city has responded before to similar calls.

“You never know what is going to happen,” he said. “With PD not responding with ARU on more than 50 percent of their calls, that concerns me. You never know when something is going to happen but it only takes one incident to derail a program.”

Community Health and Safety Director Kyra Ochoa said while safety cannot be compromised, the ARU has the ability to triage calls and work closely with police to see which calls are fit for the unit’s skill set.

She said the city can look at how the unit needs to evolve moving forward.

She added that while she is happy the unit has reduced strain on the police department, the main goal was to address whether the city was providing the appropriate public safety response to community members.

Still, Mercado said when the next Alternative Response Unit comes online, an officer will be embedded in the team for an undetermined period.

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**Sean Thomas**

Reporter

MCD - Emails re priorities requesting updates:

**Re: Roadways and Intersections**

In 2019-2021 The Mayor’s Committee on Disability identified several streets and intersections as priority areas to increase safer access to resources in Santa Fe. We have received no updates on any of the following roadways and intersections since 2020. We would appreciate an update and progress report identifying the current status and projected improvements (including estimates of dates of completion) of the following:

**1. The stretch of Pacheco between the Ventana de Vida senior center and St. Michael's Drive** has no existing sidewalk, thus impeding access to the local shopping. When will the sidewalk and safe access to food and local resources be completed?

**2. Henry Lynch between Agua Fria and Rufina Road** has no sidewalk and thus no safe access to the bus, food, or local resources for seniors or low-income families in the mobile home park who are living off of Henry Lynch Road, and no safe evacuation/access for elementary school children attending Agua Fria Elementary School.

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**Re: Transportation and bus stop related priorities**

In 2019-2021, The Mayor’s Committee on Disability identified several priory areas to better serve people with disabilities and seniors in Santa Fe. We have received no information on updates on any of the following transportation and bus stop related priorities since 2020. We would appreciate an update and progress report identifying the current status and projected improvements (including estimates of dates of completion) of the following:

**1. Second Street and Cerrillos Road Bus Stop**

Fixing/replacing the currently inaccessible bus stop at Cerillos and Second Street (service to Indian Hospital), the last update was that the project to fix the bus stop was awaiting BIA approval of the land use.

**2. Bus stop benches**

Adding benches where possible to bus stops that serve the elderly and people with disabilities, such as outside of medical service providers, and grocery stores. What plans exist to increase benches at bus stops, where none currently exist, and when?

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**RE: Public parks and recreation access**

In 2019-2021, The Mayor’s Committee on Disability identified several priory areas to better serve people with disabilities and seniors in Santa Fe. We have received no updates regarding plans for public parks and recreation access since 2020. We would appreciate an update and progress report identifying the current status and projected improvements (including estimates of dates of completion) of the following:

**Parks and Recreation:**

**1. Update play areas in city parks to be disability accessible/inclusive and provide equal access (phase out and replace wood chips and add inclusive play equipment). This includes plans for Ragle Park.**

**2. Fix pedestrian bridge and pathways in Fort Marcy Park to make them accessible to wheelchairs and scooters; install temporary Signage with directions to accessible route until repairs done.**

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MCD - Emails re priorities requesting updates:

**Re: Integrated Pest Management**

In 2019-2021, The Mayor's Committee on Disability identified several priority areas to better serve people with disabilities and seniors in Santa Fe. We have had no updates regarding plans for Integrated Pest Management since 2019. We would appreciate an update and progress report identifying the current status and projected improvements (including estimates of dates of completion) of the following:

1. Banning the use of pesticides and herbicides on all city owned and managed parks, recreation sites, road medians, and buildings.
2. Hiring an Integrated Pest Management coordinator and strictly following the Integrated Pest Management Resolution adopted by the City Council in 2001.