



City of Santa Fe

AGENDA

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
FEBRUARY 08, 2024
5:30 PM
CITY HALL
COUNCIL CHAMBERS
200 LINCOLN AVENUE

PROCEDURES FOR BICYCLE AND PEDESTRIANS ADVISORY COMMITTEE MEETING

Written Public Comment: Members of the public may submit written comments on legislation by clicking on the comment bubble to the right of the meeting on the public portal at <https://santafe.primegov.com/public/portal> three hours prior to the start of the meeting.

The agenda and packet for the meeting will be posted at <https://santafe.primegov.com/public/portal>.

Join on Zoom: <https://santafenm-gov.zoom.us/j/89274743227>

Webinar ID: 892 7474 3227

1. **CALL TO ORDER**
2. **ROLL CALL**

3. **APPROVAL OF AGENDA**

4. **APPROVAL OF MINUTES**

- a. January 11, 2024

5. **COMMUNICATIONS FROM THE PUBLIC**

6. **COMMUNICATIONS FROM OTHER AGENCIES**

- a. Santa Fe Metropolitan Planning Organization (Leah Yngve, Senior Transportation Planner)
- b. Santa Fe Conservation Trust (Tim Rogers, Trails Manager)
- c. Bike Santa Fe (Jennifer Webber, President)
- d. Public Safety Committee (Khalil Spencer, BPAC Vice-Chair)

7. **DISCUSSION AND POSSIBLE ACTION ITEMS**

- a. CONSIDERATION OF RESOLUTION NO. 2024_____. (Councilor Michael Garica)
Calling on the City Manager to Designate Appropriate Entities and Departments Within the City to Ensure Safe and Accessible Use of Bicycle and Pedestrian Facilities by Establishing a Regular Inspection Schedule for Bicycle And Pedestrian Infrastructure and Developing and Maintaining a Geographic Information System Inventory for Recording the Physical Condition of Bicycle and Pedestrian Infrastructure; and Calling on the Mayor to Include the Ongoing Maintenance of Bicycle and Pedestrian Infrastructure in His Proposed Annual Budget. (Romella Glorioso-Moss, Projects Administrator; rsglorioso-moss@santafenm.gov; Regina Wheeler, Public Works Director: rawheeler@santafenm.gov)

Committee Review Schedule:

Governing Body (Introduced): 01/31/2024

Mayor's Committee on Disability: 02/07/2024

Bicycle and Pedestrian Advisory Committee: 02/08/2024

Public Works and Utilities Committee: 02/19/2024
Finance Committee: 02/26/2024
Governing Body: 02/28/2024

- b. Discussion on Possible Changes to Sidewalk Improvements and Maintenance Program (Erik Aaboe, BPAC Member)
- c. Promotion, Education and Programming (PEP) Subcommittee Activities (Judith Gabriele, PEP Chair)
- d. Discussion on Placement of Bikelanes on Streets with Parking (Dan Painter, Technical Review Subcommittee Chair)
- e. A Presentation on the “Manual on Uniform Traffic Control Devices, 11th Edition” (Erick Aune, SFMPO Director)
- f. BPAC Staff Liaison Report (Romella Glorioso-Moss)

8. SUBCOMMITTEE COMMUNICATIONS

- a. Policy, Planning and Law (Yolanda Eisenstein, Chair)
- b. Promotion, Education and Programming (Judith Gabriele, Chair)
- c. Technical Review (Dan Painter, Chair)

9. MATTERS FROM STAFF

10. MATTERS FROM THE COMMITTEE

11. MATTERS FROM THE CHAIR

12. NEXT MEETING: Thursday, March 14, 2024

13. ADJOURN

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6521, five (5) working days prior to meeting date.



MINUTES

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
JANUARY 11, 2024
5:30 PM
CITY HALL
COUNCIL CHAMBERS, 201
LINCOLN AVENUE
SANTA FE

1. CALL TO ORDER

The meeting was called to order by Chair Michael Garcia at 5:30 pm.

2. ROLL CALL

Members Present:

Chair Michael Garcia
Member Erik Aaboe
Member Angela Bordegaray (arrived at 5:35 pm)
Member Judith Gabriele (attending on-line)
Member Tony Gerlicz (attending on-line)
Member Steve Pilcher
Member Dan Painter (attending on-line)
Member Khal Spencer

Members Excused:

Member Yolanda Eisenstein
Member Ben Pingilley

Clerk Lucrecia Diaz

Others Attending:

Romella Glorioso-Moss, Staff Liaison

3. APPROVAL OF AGENDA

MOTION: Member Spencer moved, seconded by Member Pilcher, to approve the agenda as amended.

Due to inclement weather condition, Chair Garcia removed the following agenda items: 6.a through 6.d, 7.b, 7.c.2, 7.e, and 8.

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



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For: Member Aaboe, Member Bordegaray, Member Gabriele, Member Gerlicz, Member Pilcher, Member Painter, Member Spencer, Chair Garcia

Against: None

Abstain: None

4. APPROVAL OF MINUTES

a. December 14, 2023.

MOTION: Member Aaboe moved, seconded by Member Bordegaray, to approve the minutes as amended.

Member Aaboe added the location of the recording on Youtube and further for succeeding minutes the link should appear on the top of the minutes to relieve burden on the Clerk.

The YouTube link for this meeting is:

<https://www.youtube.com/watch?v=oWNCzZ3ocOE>

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

For: Member Aaboe, Member Bordegaray, Member Gabriele, Member Gerlicz, Member Pilcher, Member Painter, Member Spencer, Chair Garcia

Against: None

Abstain: None

5. COMMUNICATIONS FROM THE PUBLIC (maximum 2 minutes)



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6. **COMMUNICATIONS FROM OTHER AGENCIES (maximum 5 minutes)**

REMOVED

7. **DISCUSSION AND POSSIBLE ACTION ITEMS**

- a. Update on the Use of Capital Funding for Parking Improvements at Salvador Perez Center and to Commit to Design Bike Lane Retrofits on Alta Vista and Hospital Drive (Chair Michael Garcia)

Information only; no action.

- b. Discussion on Possible Changes to Sidewalk Improvements and Maintenance Program (Erik Aaboe, BPAC Member)

REMOVED

- c. Request for Approval of Promotion, Education and Programming (PEP) Subcommittee Activities (Judith Gabriele, PEP Chair)

1. League of American Bicyclists' Community Sparks Grant Application
2. BPAC website REMOVED

MOTION: Member Spencer moved, seconded by Member Bordegaray, that BPAC support the Bike Santa Fe's Community Sparks Grant Application to the League of American Bicyclists by offering a letter of support and collaborate with completing their application.

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

For: Member Aaboe, Member Bordegaray, Member Gabriele, Member Gerlicz, Member Pilcher, Member Painter, Member Spencer, Chair Garcia

Against: None



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Abstain: None

- d. Request for Approval of Phase 2 and 3 Wayfinding Project and Inclusion of Bike Route 66 into the Project (Tim Rogers, SFCT Trails Manager and Project Consultant)

MOTION: Member Bordegaray moved, seconded by Member Spencer, to approve Phase 2 & 3 of the Wayfinding Project and include Bike Route 66 to the project.

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

For: Member Aaboe, Member Bordegaray, Member Gabriele, Member Gerlicz, Member Pilcher, Member Painter, Member Spencer, Chair Garcia

Against: None

Abstain: None

- e. Discussion on Placement of Bikelanes on Streets with Parking (Dan Painter, Technical Review Subcommittee Chair)

REMOVED

8. **SUBCOMMITTEE REPORTS**
REMOVED

9. **MATTERS FROM STAFF**

The Maintenance Resolution is being reviewed by the City Attorney and scheduled for introduction on January 31st.



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10. **MATTERS FROM THE COMMITTEE**

11. **MATTERS FROM THE CHAIR**

Make sure that the Zoom meeting link is published/included on the Agenda so in case of a bad weather like this, the meeting can be moved 100% on line.

12. **NEXT MEETING: February 08, 2024**

13. **ADJOURN**

Romella Glorioso-Moss

Liaison

Chair




City of Santa Fe, New Mexico


Memorandum



Date: December 4, 2023

To: Governing Body, Finance Committee, Public Works and Utilities Committee, and Quality of Life Committee

From: Romella Glorioso-Moss, PhD, CPM, AICP, Capital Projects Manager 

Via: Regina Wheeler, Public Works Department Director 

RE: Resolution for Maintenance of Bicycle and Pedestrian Facilities

EXECUTIVE SUMMARY:

This Resolution adopts recommendations from the City of Santa Fe's ("City's") Bicycling and Pedestrian Advisory Committee ("BPAC") for the maintenance and installation of bicycle and pedestrian facilities in the city. If adopted, it would request the Mayor's budget include funding to enable the City to establish a regular inspection schedule for bicycle and pedestrian infrastructure. The funding would also support the development and maintenance of a Geographic Information System ("GIS") to record and create an inventory of the physical condition of current bicycle and pedestrian infrastructure. Additionally, the Resolution requests the funds for the inclusion of ongoing maintenance of bicycle and pedestrian infrastructure in the City's annual budget. Finally, the Resolution would require the City Manager, upon appropriation of adequate funds, to identify the appropriate departments within the City's government to implement policies and manage a budget ensuring that bicycle and pedestrian infrastructure is appropriately developed and maintained in order to serve as both transportation and recreation infrastructure.

BACKGROUND INFORMATION:

BPAC developed this Resolution after seeing unsafe conditions persist on bike lanes, trails and sidewalks in Santa Fe for years. Well-maintained bike lanes, trails and sidewalks are essential to mobility, accessibility, quality of life, community health and tourism in the city. Well-maintained facilities reduce hazards for all roadway users, support low carbon multimodal transportation options, and could reduce the number of tort claims and the related costs for the City.

Also, in August 2023, the Public Right of Way Accessibility Guidelines were adopted as a Federal Accessibility Standard. Cities are now required to meet the ADA accessibility standards for accessible pedestrian access routes, signals, crosswalks, transit stops, on-street parking, or potentially face enforcement action under the Accessibility Guidelines for Pedestrian Facilities in the Public Right of Way. Implementation of this Resolution would establish staffing and resources to demonstrate progress toward compliance with all federal, state, and local accessibility regulations, while also making Santa Fe safer and more accessible for all public right-of-way users. The Mayor's Committee on Disability strongly supports this Resolution, noting that it "will integrate several major aspects of ADA compliance into city infrastructure". Their letter of support is attached to this memo.

To perform the GIS inventory and provide consistent maintenance of sidewalks, crosswalks, bike lanes and trails as described in this Resolution, staff, equipment, software, services and construction funds would be required. The Complete Streets and Parks and Open Space Divisions of Public Works developed a conceptual work plan and budget shown on the attached table. That budget was used to generate the Fiscal Impact Report.

A one-time cost for this effort is estimated at \$860,000, and an annual, recurring cost is estimated to be \$2,200,000.

ATTACHMENTS:

Resolution 2024-

Fiscal Impact Report

Table of Maintenance Program Elements and Costs

Mayor's Committee on Disability Letter of Support

1 **CITY OF SANTA FE, NEW MEXICO**

2 **RESOLUTION NO. 2024-__**

3 **INTRODUCED BY:**

4
5
6 Councilor Michael Garcia
7
8
9

10 **A RESOLUTION**

11 **CALLING ON THE CITY MANAGER TO DESIGNATE APPROPRIATE ENTITIES**
12 **AND DEPARTMENTS WITHIN THE CITY TO ENSURE SAFE AND ACCESSIBLE**
13 **USE OF BICYCLE AND PEDESTRIAN FACILITIES BY ESTABLISHING A REGULAR**
14 **INSPECTION SCHEDULE FOR BICYCLE AND PEDESTRIAN INFRASTRUCTURE**
15 **AND DEVELOPING AND MAINTAINING A GEOGRAPHIC INFORMATION**
16 **SYSTEM INVENTORY FOR RECORDING THE PHYSICAL CONDITION OF**
17 **BICYCLE AND PEDESTRIAN INFRASTRUCTURE; AND CALLING ON THE MAYOR**
18 **TO INCLUDE THE ONGOING MAINTENANCE OF BICYCLE AND PEDESTRIAN**
19 **INFRASTRUCTURE IN HIS PROPOSED ANNUAL BUDGET.**

20
21 **WHEREAS**, the Bicycling and Pedestrian Advisory Committee (“BPAC”) is a City of
22 Santa Fe (“City”) advisory committee created in Resolution 2003-87, with the purpose, described
23 in Resolution 2021-8 as being “to provide input and advice that supports the ongoing development
24 and maintenance of a transportation infrastructure that makes bicycling and walking in the City of
25 Santa Fe safe, equitable, viable, and comfortable modes of transportation, commuting, and

1 recreation. This includes the responsibility to deliberate on City projects, plans, and policies that
2 impact both on road and off-road bicycle and pedestrian infrastructure, and to advise the Governing
3 Body on such matters”; and

4 **WHEREAS**, one of the duties and responsibilities of BPAC established by Resolution
5 2021-8 is to “assist in the prioritization of bicycle and pedestrian infrastructure projects to be
6 completed using city, state, and federal funds, through the development of the Santa Fe
7 Metropolitan Planning Organization (“SFMPO”) Bicycle Master Plan and the SFMPO Pedestrian
8 Master Plan”; and

9 **WHEREAS**, BPAC has also created the BPAC Strategic Plan FY 2023-2033; and

10 **WHEREAS**, page 68 of the current Santa Fe Bicycle Master Plan, which the Santa Fe
11 Metropolitan Planning Organization Transportation Policy Board approved in 2019, recommends
12 implementation of a “pro-active maintenance of on and off-road facilities” and it goes on to
13 recommend funding of that program in the annual operating budget; and

14 **WHEREAS**, the 2020-2045 Santa Fe Metropolitan Transportation Plan states: “Walkable,
15 bikeable, transit-oriented communities are likely to have populations that are more physically active
16 and have lower body weights; improved mobility for non-drivers; greater access to high-quality
17 retail food sources; lower rates of traffic injuries; and less air pollution. A commitment to the
18 availability and safety of alternative transportation modes will be critical to the future health of
19 Santa Fe residents”; and

20 **WHEREAS**, the 2020-2045 Santa Fe Metropolitan Transportation Plan states: “The
21 sidewalk inventory reveals where there are gaps within the network that impair connectivity and
22 may impact the public’s willingness to walk. Nearly 170 miles of gaps in the sidewalk and urban
23 trail network have been identified”; and

24 **WHEREAS**, in 2022, the City adopted a “Complete Streets” Policy via Resolution No.
25 2022-46, supporting Complete Streets design standards, which are intended to provide safer and

1 more equitable transportation improvements and reducing the impacts of climate change in the
2 Santa Fe Metropolitan Planning Area; and

3 **WHEREAS**, pavement markings delineating pedestrian crossings, bicycle roadway lanes,
4 travel transitions, sharrows, green lane markings and other delineators are essential elements of
5 transportation infrastructure with critical impacts on safety and mobility; and

6 **WHEREAS**, these pavement markings provide all road users with information they can
7 use to adjust driving, bicycling, and walking behavior or to make calculated decisions about
8 traveling, and the visibility of such pavement markings for all users can be the difference between
9 a safe trip and a disastrous collision; and

10 **WHEREAS**, wayfinding and signage programs for all roadway users support more
11 efficient and safer travel patterns, alert roadway users of the presence of other modes of
12 transportation, and foster a sense of community with shared interests; and

13 **WHEREAS**, annual and other routine maintenance of pavement markings and wayfinding
14 signage programs are critical to support a safe and effective transportation network and to meeting
15 the transportation goals of the City; and,

16 **WHEREAS**, the United States Public Rights-of-Way Access Advisory Committee
17 produced a report to the U.S. Access Board entitled “Final Report: Building a True Community,”
18 which informed the Architectural and Transportation Barriers Compliance Board’s final rule, 36
19 CFR Part 1190, which provides minimum guidelines for the accessibility of pedestrian facilities in
20 the public right-of-way, and which the Federal Register published in August of 2023; and

21 **WHEREAS**, the Architectural and Transportation Barriers Compliance Board in their
22 final rule, titled “Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way”
23 now requires municipalities to demonstrate actions toward compliance with the accessibility
24 standards in that rule; and

25 **WHEREAS**, on December 6, 2023, the Mayor’s Committee on Disability voted in support

1 of the implementation of this resolution; and

2 **WHEREAS**, on May 11, 2023, the BPAC made the following recommendations for
3 approval and implementation by the City:

4 1. Establish a regular inspection schedule to assess the condition of the City’s bicycle and
5 pedestrian infrastructure.

6 2. Develop and maintain a Geographic Information System (GIS) based inventory
7 of the physical condition of each element of the City’s bicycle and pedestrian
8 infrastructure.

9 3. Use the GIS-based inventory to prioritize maintenance and repairs and ensure
10 that infrastructure remains safe and functional, including but not limited to the
11 returning of infrastructure to its original condition (or better), especially after any
12 planned road or infrastructure maintenance impacts bike-ped infrastructure (e.g.,
13 roads with markings that are damaged when the road is patched or replaced, street
14 sweeping causes unsafe conditions in bike lanes, etc.). Criteria for maintenance
15 and repair actions may include, but are not limited to:

16 a. The condition of the infrastructure gathered from the
17 inventory list described above.

18 b. Equitable distribution of City resources to support bicycle and
19 pedestrian infrastructure throughout the city.

20 c. BPAC recommendations, public input, and constituent requests.

21 d. The importance of a piece of infrastructure to the connectivity of
22 a multi-modal transportation network.

23 4. Recommend to the Mayor that the Mayor’s proposed annual budget
24 include the ongoing maintenance of bicycle and pedestrian infrastructure,
25 including privately developed public infrastructure within the city limits.

FISCAL IMPACT REPORT

General Information:

(Check) **Bill:** _____ **Resolution:** X

Short Title(s): Bicycle and Pedestrian Facilities Maintenance

Sponsor(s): Councilor Michael Garcia

Reviewing Department(s): Public Works Department

Staff Completing FIR: Romella Glorioso-Moss **Date:** 1/23/2024 **Phone:** (505) 955-6623

Reviewed by City Attorney: *Erin McSherry*
Erin McSherry (Jan 25, 2024 17:13 MST) **Date:** Jan 25, 2024

Reviewed by Finance Director: *Emily K. Oster*
Emily K. Oster (Jan 25, 2024 22:16 MST) **Date:** Jan 25, 2024

Summary:

The resolution adopts the *Bicycling and Pedestrian Advisory Committee’s (BPAC’s)* recommendations for funding, inventory, and consistent maintenance of pedestrian and bicycle facilities, including cross walks, bike lanes, sidewalks and trails, requesting that the Mayor and future mayors include the funding in the proposed fiscal year 2025 budget. In addition, the Resolution directs the City Manager to implement the plan recommended by BPAC.

Departments Affected:

Public Works Department, Mayor’s Office, City Manager’s Office, Risk Management and Safety

Consequences of Not Enacting Legislation:

If the Resolution is not adopted, the Governing Body will not have taken a position on BPAC’s recommendations regarding crosswalk, bike lane, sidewalk, and trail maintenance. If no plan is funded or implemented, then maintenance would be intermittent, leaving the pedestrian and bicycle facilities in poor condition. Intermittent maintenance of the City’s bicycle and pedestrian use-systems can prevent non-driving public from accessing essential services, can slow adoption of low-carbon multimodal transportation options, and could result in more frequent accidents.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:

This Resolution is related to Resolution No. 2018-72 Installation and Maintenance of Safety Signage in the City for People on Bicycles and Resolution No. 2022-46, known as the “Complete Streets” Resolution.

Performance and Administrative Implications:

Improved infrastructure maintenance could result in fewer City work orders and risk expenses, improved roadway safety performance measures, and reduced carbon emissions.

Fiscal Implications:

See the attached table entitled “Table of Maintenance Program Elements and Costs” detailing a \$860K one-time cost to the City for software implementation, asset inventory and equipment, as well as a \$2.2M recurring cost. The “Expenditures” section of the FIR is an annual budget and shows costs from the “Table of Maintenance Program Elements and Costs,” which is the implementation framework developed by staff.

Fiscal Impact

_____ Check here if no fiscal impact

Expenditures

Expenditure Type	FYE 25__	FYE 26__	FYE 27__	Require BAR (Y/N)	Recurring (R) or Non-recurring (NR)	Fund	3-Year Total Cost
<u>Personnel and Benefits*</u>	<u>\$ 675K</u>	<u>\$ 675K</u>	<u>\$ 675K</u>	<u>N</u>	<u>R</u>	<u>100</u>	
<u>Capital Outlay</u>	<u>\$ 560K</u>	<u>\$</u>	<u>\$</u>	<u>N</u>	<u>NR</u>	<u>550</u>	
<u>Contractual/</u>	<u>\$1,365K</u>	<u>\$ 1,065K</u>	<u>\$ 1,065M</u>		<u>R</u>	<u>100</u>	
<u>Professional Services</u>							
<u>Operating</u>	<u>\$ 460K</u>	<u>\$ 460K</u>	<u>\$ 460K</u>		<u>R</u>	<u>100</u>	<u>\$</u>
<u>Total:</u>	<u>\$3,060K</u>	<u>\$ 2,200K</u>	<u>\$ 2,200K</u>				<u>\$7,460K</u>

* This includes all staff time associated with executing the job functions of the proposed legislation.

Expenditure Narrative:

Create staff positions, implement software, purchase equipment, lease equipment and engage professional services to consistently maintain bicycle and pedestrian infrastructure including sidewalks, crosswalks, trails and bike lanes. These costs are in addition to the current budget in Complete Streets and Parks and Open Space.

Revenue

Revenue Type	FYE 25	FYE 26	FYE 27	Recurring (R) or Non-recurring (NR)	Fund
General Fund	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u></u>	<u></u>
Special Revenue	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u></u>	<u></u>
CIP	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u></u>	<u></u>
Enterprise	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u></u>	<u></u>
Internal Service	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u></u>	<u></u>
Trust and Agency	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u></u>	<u></u>
Federal	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u></u>	<u></u>
Other	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u></u>	<u></u>
Total	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u></u>	<u></u>

Revenue Narrative:

No revenue is generated by this resolution; one of the goals of this initiative is to achieve a reduction in risk-related expenses.

Work Plan to Implement Bike Ped Infrastructure Inventory and Maintenance

Result	Activity	One Time Activity	One Time Cost	Recurring Activity	Recurring Budget
GIS based inventory of sidewalks, bike lanes, trails, signs, signals, streetlights	Implement Asset Management Software. Survey and inventory assets. Implement workflow to keep current.	Software implementation and inventory	\$ 300,000	Asset Management Software for Trails, Sidewalks	100,000
		One Time Cost	\$ 300,000	Operating Cost	\$ 100,000
Maintain sidewalk condition and ADA Compliance	Inspect, issue NOVs, contract for and oversee sidewalk repairs.			Sidewalk maintenance: 3 staff - 1 Supervisor, 1 Inspector, 1 Project Specialist	\$ 250,000
				Sidewalk Repairs (public and private)	\$ 515,000
				Hearing Attorney Fees	\$ 100,000
		One Time Cost	\$ -	Operating Cost	\$ 865,000
Clear and repair trails and sidewalks in parks	Plow, sweep, shovel, weed, litter and ice control by City staff. Asphalt and concrete repairs by contractors.	2 ATV	\$ 80,000	4 Parks Maintenance & 1 Project Administrator	\$ 300,000
		1 Crew Pickup	\$ 80,000	Trail Repairs	\$ 300,000
		One Time Cost	\$ 160,000	Operating Cost	\$ 600,000
Keep bike lanes clear	Plows and sweepers run side by side and more frequently to clear vehicle and bike lanes. Additional hauling capacity for additional sweeping.	1 plow truck and dump truck	\$ 400,000	2 staff - 1 Senior Operator, 1 Operator	\$ 125,000
				Tipping fees and equip maintenance	\$ 100,000
				2 sweepers for bike lanes \$160,000/yr	\$ 160,000
		One Time Cost	\$ 400,000	Operating Cost	\$ 385,000
Maintain roadway markings.	Refresh stop bar, cross walk and bike lane markings			Crosswalk Materials	\$ 100,000
				Roadway striping services	\$ 150,000
				One Time Cost	\$ -
		One Time Budget	\$ 860,000	Total Recurring Budget	\$ 2,200,000
		One Time Capital	\$ 560,000	Annual Capital	\$ 815,000

Signature: Regina Wheeler
Regina Wheeler (Jan 26, 2024 10:05 MST)

Email: rawheeler@santafenm.gov

Signature:

Email: rsglorioso-moss@santafenm.gov

Date: December 14, 2023

To: Mayor Alan M. Webber, City Manager John Blair, City Attorney Erin McSherry, City Council, Regina Wheeler, Daniel X. Lopez, and To Whom It May Concern,

FROM: The Mayor's Committee on Disability



RE: Letter in Support of the Resolution for Maintenance and Installation of Bicycle/Pedestrian Facilities

The Mayor's Committee on Disability strongly supports the proposed Bicycle and Pedestrian Advisory Committee (BPAC) Resolution for "Maintenance and Installation of Bicycle/Pedestrian Facilities". This Resolution resolves and integrates into the city infrastructure the current federal Americans with Disabilities Act compliance mandates to maintain sidewalks, clear weeds and obstructions from pathways and sidewalks, maintain clear signage and safe access throughout the city. While it is not explicitly a disability related resolution, it is functionally a disability and ADA-integrative resolution.

For citizens of Santa Fe who are seniors or disabled, tourists, and guests to our city, this resolution achieves the following:

- Provides the infrastructure to comply with the Americans with Disabilities Act to maintain and upgrade inaccessible or obstructed sidewalks and pathways.
- Provides the resources to assure compliance with the Americans with Disabilities Act and mitigation of city liability in preventing injury by maintaining clear signage and markings.
- Provides safer alternative access where sidewalks have not yet been updated to ADA compliance, by assuring cleared and identified bike lanes, which are often used in Santa Fe by people with disabilities in areas of the city that are not yet compliant with ADA.
- Provides the resources and infrastructure to upgrade any of our currently non-ADA compliant sidewalks and trails.
- Provides that the infrastructure exists to assure that sidewalks, trails, and bike lanes are not obstructed by ice, snow, gravel, weeds, and other barriers for any time longer than the Americans with Disability Act required minimum timeframes.
- In addition to the above-mentioned direct infrastructure improvements, for people with disabilities in Santa Fe, this proposed Resolution, if passed, will increase safe access to community resources such as buses, shopping, participation in community events, medical care, food including grocery stores and foodbanks, employment opportunities, housing options, enjoyment of parks, and more.

The Mayor's Committee on Disability looks forward to a more collaborative partnership with the Bicycle and Pedestrian Advisory Committee going forward, and our committee supports the proposed Resolution, and the many city-wide improvements these proposed changes will provide all citizens, tourists, and guests to our community. Americans with Disability Act compliance is an obligation of the City of Santa Fe, and this resolution and funding will integrate several major aspects of ADA compliance into the city infrastructure.



January 31, 2024

TO: Santa Fe Governing Body
FROM: Bike Santa Fe Advocacy Committee Co-Chairs Becky Smith and Dan Young
RE: Support for Resolution to Ensure Safe and Accessible Use of Bicycle and Pedestrian Facilities

Bike Santa Fe's mission is to promote cycling as a healthy, safe, affordable, and environmentally-sound means of transportation and recreation that benefits all neighborhoods and residents of Santa Fe. As such, Bike Santa Fe is in strong support of the Resolution introduced at today's Governing Body meeting

"Calling on the City Manager to Designate Appropriate Entities and Departments Within the City to Ensure Safe and Accessible Use of Bicycle and Pedestrian Facilities by Establishing a Regular Inspection Schedule for Bicycle And Pedestrian Infrastructure and Developing and Maintaining a Geographic Information System Inventory for Recording the Physical Condition of Bicycle and Pedestrian Infrastructure; and Calling on the Mayor to Include the Ongoing Maintenance of Bicycle and Pedestrian Infrastructure in His Proposed Annual Budget."

We hear often from our members about the terrible condition of trails, bike lanes, and sidewalks. From months of icy conditions to weeds and unswept debris making lanes unpassable and forcing cyclists to ride among large, speeding cars, Santa Fe is a dangerous place to ride a bike. And it's no better for pedestrians. A January 26, 2024 story in the *Santa Fe New Mexican*, "Travelers Insurance plans to drop coverage for Santa Fe this summer", pointed out that 2023 settlements included "a woman awarded \$25,000 after falling on an icy city sidewalk and fracturing her wrist; a woman awarded \$30,000 after suffering "severe and disabling injuries" from falling on an uneven slab of concrete while walking on the Santa Fe River Trail; and a woman awarded \$75,000 after slipping on an icy city sidewalk and fracturing her ankle." That's a lot of injuries due to poor maintenance and upkeep; too many.

We applaud the Bicycle and Pedestrian Advisory Committee, BPAC, for developing this Resolution. We agree that unsafe conditions have persisted on bike lanes, trails and sidewalks in Santa Fe for years, and that well-maintained bike lanes, trails and sidewalks are essential to mobility, accessibility, quality of life, community health, and tourism in the city.

We will be following this Resolution as it makes its way through the process, urging support along the way. Thank you.

For Agenda Item 7.b

A) City of Santa Fe Chapter 14

- **23-1.6 - Sidewalk repairs; responsibility.**

A. No person owning or in charge or control of any lot or property within the city shall permit any footway or sidewalk contiguous thereto or running along the street line thereof to be out-of-repair, loose or broken or to be unsafe to pedestrians.

B. The person owning or in charge or control of any lot or property within the city where there exists a footway or sidewalk contiguous thereto or running along the street line thereof which is out-of-repair, loose or broken or is unsafe to pedestrians, shall immediately notify the public works department of the city of the aforesaid need for repair of the sidewalk and when the repairs shall be promptly completed. In the event the person owning or in charge or control of any lot or property within the city where a sidewalk repair is necessary fails to repair the same, then the public works department director shall require the person owning or in charge or control of any lot property within the city to make such repairs as are deemed necessary to repair the sidewalk in accordance with ADA standards, as provided in subsection [23-1.7](#) SFCC 1987.

(Code 1953, § 24-10; Code 1973, § 30-8; SFCC 1981, § 4-11-8; Ord. #1987-17, § 1; Ord. #2006-64, § 1)

State Law reference— Maintenance of Sidewalks, Sec. 3-49-4 NMSA 1978.

- **23-1.7 - Repair, improvement and construction of sidewalks.**

A. If the public works department director determines that it is necessary to repair, improve or construct a sidewalk fronting an individual tract or parcel of land, the public works department director shall prepare a notice of violation requiring that a sidewalk be repaired, improved or constructed in conformity with the existing sidewalk standards adopted by the municipality and ADA standards.

B. A copy of the notice of violation shall be served by certified mail; return receipt requested at the last known address of the owner or agent in charge of the tract or parcel of land which is contiguous to the sidewalk. If the owner, as shown by the real estate records of the county clerk or agent in charge of the building, structure or premise cannot be served as provided in this subsection, a copy of the notice of violation shall be posted on the building, structure or tract or parcel of land which is contiguous to the sidewalk and a copy of the notice of violation shall be published one (1) time in a newspaper of general circulation in the city of Santa Fe.

C. Within thirty (30) days of the receipt of a copy of the notice of violation or of the posting and publishing of a copy of the notice of violation, the owner or agent in charge of the building, structure or premise shall commence repairing, improving or constructing a sidewalk.

D. Within fifteen (15) days of the receipt of a copy of the notice of violation or of the posting and publishing of a copy of the notice of violation, the owner or agent in charge of the building, structure or premise may file a written appeal with the public works department director. The appeal shall include the following:

- (1) The factual basis for the appeal;
- (2) The legal basis for the appeal; and
- (3) The desired or requested action or outcome.

E. Appeals shall be heard by a hearing officer appointed by the city manager. The owner or agent shall be given notice of the hearing. The hearing officer shall take testimony from the city and the owner or agent, record the proceedings and prepare a written report and recommendation to the city manager. The city manager shall provide a written decision to the customer. Such decision shall be final.

F. The municipality may repair, improve or construct the sidewalk at the cost and expense of the owner or agent. If the owner or agent in charge of the tract or parcel of land which is contiguous to the sidewalk fails to commence repairing, improving or constructing the sidewalk:

(1) Within thirty (30) days of being served a copy of the notice of violation or of the posting and publishing of the notice of violation if no written objection is filed;

(2) Within five (5) days of the determination by the city manager that the notice of violation shall be enforced if no appeal is taken.

G. The reasonable cost of the repair, improvement or construction shall constitute a lien against the tract or parcel of land which is contiguous to the sidewalk. The lien shall be foreclosed in the manner provided in Sections 3-36-1 through 3-36-5 NMSA 1978.

H. If, within twenty (20) days of the receipt of the final determination of the city manager, the owner of the tract or parcel of land which is contiguous to the sidewalk fails to repair, improve or reconstruct the sidewalk as required in the notice of violation, the owner of the tract or parcel of land contiguous to the sidewalk is liable for any injury received by any person, which injury is proximately caused by the negligence of such owner pertaining to such faulty repair, construction or maintenance of the sidewalk, and the municipality is not liable.

(Code 1953, § 24-9; Code 1973, § 30-9; SFCC 1981, § 4-11-9; Ord. #2006-64, § 2)

State Law reference— Similar provisions, Sec. 3-49-4 NMSA 1978.

• **23-1.8 - Removal of snow and ice from sidewalks.**

A. The owners, agents or occupants of any property shall keep the sidewalks and gutters in front of and adjoining such property clean of snow and ice and after any fall of snow shall cause snow and ice to be immediately removed from the sidewalks and gutters fronting and adjoining their respective lots or parts of lots; provided that snow and ice not be placed in the street.

B. On the failure of any persons named above to remove snow and ice from the sidewalks and gutters, the proper city officials may cause such snow and ice to be immediately removed by laborers employed by the city; in such event, the costs and charges of removing the snow and ice shall become a lien and charge against the premises, to be paid on demand to the city clerk by the person failing to observe the provisions of paragraph A of this subsection.

C. In the event of any suit being brought by the city for the enforcement or collection of the lien and charges set out for snow removal, the person failing to observe the provisions of this subsection is liable for an attorney's fee to be paid into court for the benefit of counsel for the city in such action and such attorney's fee is a lien on the property, enforceable in the same manner as the above-mentioned charge.

(Code 1953, § 24-11; Ord. #1959-19, § 5; Code 1973, § 30-10; Ord. #1980-38, § 9; SFCC 1981, § 4-11-10)

State Law reference— Removal of snow and ice, Sec. 3-49-1 NMSA 1978.

B) City of Ithaca, New York

<https://www.cityofithaca.org/219/Sidewalk-Policy>

Sidewalk Policy

City Sidewalk Policy

The new sidewalk policy went into effect January, 2014. This program moves away from burdening individual property owners with the entire cost of sidewalk installation and maintenance for sidewalks adjoining their property, towards the creation of 5 Sidewalk Improvement Districts (SID) funded by an annual sidewalk assessment fee.

The links below will take you to a presentation about the policy, a summary fact sheet, the official map of the Sidewalk Improvement Districts, and the adopted local law. There is also a link to Tompkins County's Image Mate site, where you can view the Sidewalk Improvement District assessment units assigned to your property by the County Department of Assessment. Using those units, and the formula contained in the fact sheet and/or local law linked below, you can calculate your property's SID assessment.

Questions can be forwarded to the Engineering Office.

View our [Interactive SID Map!](#)

Additional Information:

- [2024 Sidewalk Fees](#)
- [2024 Proposed Sidewalk Fees](#)
- [2024 Proposed Sidewalk Program Work Plan Presentation](#)
- [Sidewalk Program Legislation](#)
- [Sidewalk Program Fact Sheet \(PDF\)](#)
- [Sidewalk Improvement District Map \(PDF\)](#)
- [Tompkins County's Image Mate Site](#)
- [Sidewalk Work Credit System Information \(PDF\)](#)
- [Sidewalk Work Credit Application \(PDF\)](#)
- [Non-Developable Lot Status Application \(PDF\)](#)

For Agenda Item 7.c

Draft Suggestions for BPAC Webpage Promotion, Education and Programming Subcommittee January 2024

GENERAL COMMENTS/QUESTIONS:

- Need to be able to access the webpage easier when going through the city website
- How often do we update the website and how do we go about it?

HOME PAGE:

- The Santa Fe Bicycle and Pedestrian Advisory Committee is a citizen committee that advises the city on the ongoing development and maintenance of a transportation infrastructure that makes bicycling and walking in the City of Santa Fe safe, equitable, viable, and comfortable modes of transportation, commuting, and recreation.
- Hot Topics/What's new (e.g. E-bike ordinance, status of League of American Bicyclists certification status, updates on pedestrian and bicycling related construction projects, Bike Month activities, etc.)
- Meeting Schedule and how to access meetings (in person/YouTube/Zoom)
- Pictures of all kinds of constituents (age/racial/ethnic/ability diversity) using various modes of transportation (walking, biking, running, pushing a stroller, using a wheelchair, using a walker) on paths and trails

TABS:

1) About Us

- The Bicycle and Trail Advisory Committee (BTAC) was created on September 24, 2003 via Resolution No. 2003-87 and amended to the Bicycle and Pedestrian Advisory Committee (BPAC) in 2021 to ensure implementation of the city's plan and policies related to bicycle and pedestrian trails and to advise the Governing Body on such matters.
- BPAC consists of ten members, one of whom is a member of the City Council who serves as its Chair, along with nine members of the public, eight of whom are City residents - 2 from each district - and one County resident. Appointed by the Mayor for two-year staggered terms, they may serve for no longer than six consecutive years.
- BPAC has three subcommittees appointed by the Chair, with four BPAC members and three members of the public (members-at-large): 1) Policy, Planning and Law (PPL); 2) Promotion, Education and Programming (PEP); and 3) Technical Review (TR). Each subcommittee is chaired by a BPAC member.
- Member pictures and profiles and term limits

2) Meetings

Links to BPAC meeting minutes and associated documents (How far back should we go?)

3) Documents and Presentations

Links to important documents:

- Fiscal Year 2023- Fiscal Year 2033 strategic plan, including brief updates on periodic progress on plan (using symbols such as green dot, yellow dot, red dot?)
- Enabling resolutions (2003-87; 2021-?)
- E-bike ordinance (2023-4)

- Presentations to other entities (e.g. BPAC presentation to Governing Body, Public Works Committee, etc.)

4) Partners

Short descriptions of active partnerships and what these partners do and how we coordinate or collaborate with them (including how they are different from us?) and links to their websites (Must ensure that the websites that BPAC links to are current). *Is there any liability associated with linking to other organizations' websites?*

- MPO
- Bike Santa Fe
- Santa Fe Conservation Trust
- Mayor's Committee on Disability

5) Suggestions/Feedback

6) Pedestrian and Bicycling Resources

- Links to Trail maps
- List of bike shops and other bike organizations that aren't listed under active partners (e.g., SOBs, Fat Tire Society)?

7) Contact Us

Contact info for BPAC Chair and Chairs of Subcommittees

For Agenda Item 7.d

Youtube video from Montreal, Canada

<https://www.youtube.com/watch?v=C16SDtpKBg>

60% COMMENTS (BISHOP'S LODGE RD RECONSTRUCTION PROJECT)

Jeanne Wolfenbarger, Complete Streets Traffic Engineer

Roadway

1. On median plans and ADA curb ramp plans, label all roadway names. **Wilson to revise plans.**
2. For Artist's Road and Bishop's Lodge Road, identify all signal infrastructure. Due to road reconstruction, all signal infrastructure at this intersection shall be brought to current MUTCD and ADA standards. Coordinate with Traffic Operations; they have provided separate comments. **The Artist Rd/BLR intersection may or may not be included in the final plan set. The governing factors are cost and coordination with NMDOT. Should the intersection be included in the project then all necessary revisions to meet MUTCD, ADA and other applicable codes will be used to determine any necessary revisions.**
3. Investigate shortening crosswalk lengths for pedestrians at the Bishop's Lodge/Artist Road intersection by moving curb ramp locations; minimize tripping hazard between the two directional curb ramps at the corners. Label 4-foot minimum distance between stop bar and crosswalk as a general note or provide dimension for anything exceeding 4 feet. **Wilson to review.**
4. With respect to detectable warning surface locations, curb ramps along bike pathway shall be designed to direct pedestrians across the side streets if not directing them across Bishop's Lodge. **Wilson to review.**
5. Consider grade of road when designing length of all of the curb ramps at roadways and driveway locations when providing a maximum 8.33% slope. **Wilson to review.**
6. Provide turning template designs for roadway locations. At minimum, curb radius for the design vehicle shall be met, and nose of medians shall be out of the pathway of the vehicles. However, minimize curb radii to meet complete streets objectives for ease of travel for pedestrians and bicyclists. Any curb radii over 30 feet at the roadway intersections may be excessive. **Curb radii to be adjusted to 28'.**
7. What is the basis for the left turn bay length at Camino Encantada? While storage and deceleration lengths need to be taken into account, consider shortening the length to the minimum length necessary. This would help meet traffic calming objectives for the City. **The turn bay is warranted. Wilson to review length.**
8. Cross-Section Sheets: For erosion protection of the trail and other bicycle facilities, provide a 1 to 2-foot flat area adjacent to the edge of the asphalt surface before beginning the 3:1 slope. **Wilson to review and revise plans.**
9. Provide details for any fire hydrant and other utility relocations while showing dimensions for meeting minimum PROWAG standards. **All necessary details will be provided. The CoSF is considering including the replacement of the water mains in BLR as part of the project.**
10. Provide any details/specifications for median pavement and roadside ditches. **Wilson to review and revise plans.**
11. For very narrow medians such as on Typical Sections "D" and "L", this appears to be a road hazard, particularly at nighttime. **Median width is developed based upon available ROW and are utilized as traffic calming features. Wilson will review to determine if additional median can be provided.**

12. Label all beginning and end of road cross sections on the plan views for the road reconstruction. **Wilson to revise plans.**
13. Follow AASHTO standards for bikeways when selecting handrail locations at culverts and retaining wall locations. (Call out handrails on drainage profiles and road cross-sections as necessary.) **Wilson to review and revise plans.**
14. At Morales, provide a longer median protection for the crosswalk at the intersection. Based on dimensioning, it is well under 6 feet. Show ramp on the roadway construction plans along the east side of the road. **Wilson to review and revise plans.**

Driveways

1. Many of the driveways are too steep at slopes well over 15%. How do these compare to existing, and what can be done at these locations? 15% would be the desirable maximum slope. Also, provide vertical curves to prevent vehicles from bottoming out with sharp change in slopes. **Wilson to review and revise plans.**

Storm Drainage

1. Show HGL, EGL, and pipe velocities on the storm drain profiles. **Wilson to review and revise plans.**
2. For series of pipes at Station 35+00, what will be the erosion protection provided on the downstream end; same comment goes for other culvert locations. **Appropriate erosion control will be added where necessary.** Were capacity calculations done for the culverts? **Yes.**
3. Label any drainage right-of-way limits or easement limits on sheets at various culvert locations. **Wilson to review.**
4. Label class of pipes based on cover provided. For areas with minimal cover, make sure the bell of the pipe does not conflict with pavement section. **Wilson to review.**
5. Fix text overlaps on storm drainage sheets. **Wilson to review and revise plans.**

Signage and Striping

1. Show all lane dimensioning on striping sheets. **Wilson to review and revise plans.**
2. There was discussion about lowering of the speed limit. **The maximum speed limit is 35mph (lower in some areas).** Provide speed limit signs on the plans. **Wilson to review and revise plans.**
3. Provide signage for pedestrian crosswalks that are at uncontrolled intersections in accordance with current FHWA standards. **Wilson to review and revise plans.**
4. To prevent conflict with medians, provide signage at the noses of the medians that indicate to keep right (R4-7) along with object marker signage. **Wilson to review and revise plans.**
5. Provide details for high visibility markings and median markings to indicate size of markings and spacing. **Wilson to review and revise plans.**
6. Traffic Operations had made a comment on using engineering judgement on providing high visibility crosswalk markings. Consider frequency of use, amount of vehicular activity from side streets, and visibility of bicyclists. **This topic should be reviewed in more detail with the CoSF so that City standards can be incorporated.** **Wilson to review options with CoSF.**

Traffic Control/Lighting

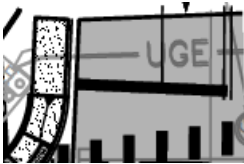
1. How will traffic be maintained along Bishop's Lodge during construction? What is the traffic control phasing? **As a general note the TCP needs to be more robust. This will likely require a meeting with Wilson and NV5 to develop a comprehensive plan that can be shared with city staff. Traffic control budget may need to be adjusted.**
2. Meet with Traffic Operations on any proposed lighting to make sure the signalized intersection and crosswalks are properly illuminated. **The overall corridor lighting needs to be reviewed with City staff so that the plans can appropriately reflect the final design determination. Wilson to provide an estimate for lighting only intersections and crossing versus lighting throughout the corridor.**

Mike Dalmolin, Complete Streets Traffic Operation's Engineer

1. Sheet 2-3 (Typical Sections): 1) In several sections, the minimum sidewalk width is proposed to be 4'. Given this is a complete rehabilitation project, will this meet PROWAG/ADA standards? Does any 4' section of sidewalk extend more than 200', thus requiring a passing space? 2) In section A, a 2.5' bike lane is proposed. The minimum width is 5' when curb is present. One alternative may be to consider whether a turn lane is warranted as you approach the intersection of Artist, thus narrowing the roadway section to increase the sidewalk and bike lane width. **The project will be designed to meet the PROWAG/ADA standards.**
2. Sheets 2-32 through 2-37 (Median Details): Per Section 1200-58 Pedestrian Facilities of the NMDOT Road Design, lighting should be installed at midblock crosswalks; please ensure all midblock crosswalks are properly illuminated. **See note for Traffic Control/Lighting note #2 above.**
3. Sheet 2 (Curb Ramp/Intersection Details): 1) The maximum length of the curb ramp appears to be 7' throughout many of the curb ramp designs. Some of the slopes exceed the maximum ADA standard of 8.3%, such as in the cases of CR6 and CR19. Please address. **Wilson to review and revise plans.** 2) Curb Radius design is excessive. Some intersections are proposed with a curb radius of 50 in the case of Encantado Dr! A transit bus typically only requires a curb radius of 20-30. Federal Highway states the turning radius should be 15' with the radius increased to about 25' or so only in cases where substantial volume of turning buses and/or trucks. The higher proposed radius of between 30' to 40' will result in higher turning speeds vehicles, endangering pedestrians. With the bicycle lane factored, the curb radius can be even tighter. **Radii to be adjusted to 28'.**
4. Sheet 2-56 and 2-57 (Intersection of Artist): The recently published Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way will trigger required pedestrian signal improvements at this intersection given this project will be considered an alteration/rehabilitation. 1) Push Buttons: Many of the existing push buttons at this intersection would not meet current PROWAG/ADA standards. A) Pedestrian push buttons must be located no greater than 5 feet from the side of a curb ramp run or the edge of the farthest associated crosswalk line from the center of the intersection (R307.4). B) Pedestrian push buttons must be located between 1.5 and 10 feet from the edge of the curb or pavement. C) Pedestrian push buttons need to be located 10 feet apart from each other. Even if closer together, they will need to be on separate poles. D) Buttons need to be located on a minimum of

a 4' by 4' surface with no more than 2% cross slope in any direction. 2) Accessible Pedestrian Signals (APS): New APS buttons are required to be installed. The signage/tactile arrow should point in the same direction as the associated crosswalk. See previous notes above on Artist/BLR intersection.

2. Sheet 7 (Signing and Striping Plan) General: 1) Please angle the stop bars perpendicular to the lane of travel. At the intersection of Artist, the SB direction does not appear to be. 2) Where crosswalks are striped, stop bars should be installed. 3) Recommend using high visibility crosswalks by judgement and not as a standard. Transverse lines should be considered for intersections with local roads. 4) Per Section 3B.20 of the MUTCD, the "Only" word pavement marking is optional in the case of turn lanes. This design proposes to install these only markings in all left-turn lanes but the City prefers these only be installed when engineering judgement believes they should be. Wilson to review and revise plans.



6. Sheet 7-1 (General Notes): 1) Note #8 proposes to reset existing signs. With Section 2A.08 Maintaining Minimum Retroreflectivity of the MUTCD in mind, the engineer or contractor shall verify that these signs meet minimum retroreflectivity standards prior approving being reutilized. 2) Note #12 states the contractor shall keep a minimum of a 2 foot lateral clearance for any sign installations. Please expand note that sign posts, if installed in the sidewalk, shall keep the minimum pedestrian clear width of 4'. Wilson to review and revise plans.
7. Sheet 7-6: 1) Please consider a brief operational analysis to consider the best lane geometry at the signal at Artist and Bishop's Lodge. On the Artist approaches, one side has a shared through/right and a dedicated left turn lane while the other direction has a dedicated right-turn lane and a shared through/left. 2) Given PROWAG will trigger pedestrian signal improvements, the curb ramp design / crosswalk striping should be designed to have the pedestrian crossing be parallel to the direction of vehicle travel and perpendicular to the travel of the pedestrian. 3) What is the appropriate pavement marking design for eastern approach on Bishop's Lodge where there is not length to provide a standard right-turn lane? I do not like an arrow installed if there are no lane markings. Should Artists/BLR intersection be included in the project, then these notes will be reviewed and incorporated by Wilson.

DEE BEIGESSNER, Land Use Department Engineer

See Sheets 3-2 and 3-3

SERGIO VALORA SANDOVAL, Wastewater Division Engineer Associate

Utility Plan Sheet NO: 11-2 (The entire Utility Plan Series): It appears that these are currently listed as only 30% submittal. We are particularly keen on receiving any insights, especially pertaining to potential manholes that might necessitate adjustments to the rim and or concrete collars post-roadway construction.

City of SF Standard Details for Manholes: If manholes are part of the plan, it is essential to ensure that the City of SF standard details are incorporated. This will not only align with regulatory requirements but also contribute to the overall coherence of the project. **Wilson to review and revise plans.**

ZOE ISAACSON, River and Watershed Manager

Sheet 1-6 Environmental Notes:

These should be requirements not recommendations, please change the wording below: **All notes provided by Z. Isaacson were reviewed and will be incorporated into the drawings by Wilson.**

FLORA:

~~IT IS RECOMMENDED THAT ANY AREA DISTURBED BY CONSTRUCTION ACTIVITIES BE RESEEDED WITH AN APPROPRIATE NATIVE SEED MIX.~~

Change to: "ANY AREA DISTURBED BY CONSTRUCTION ACTIVITIES SHALL BE RESEEDED..."

NOXIOUS WEEDS:

~~IT IS RECOMMENDED THAT THE CONTRACTOR CLEAN ALL EQUIPMENT PRIOR TO MOBILIZATION AND DEMOBILIZATION AND ANYTIME EQUIPMENT ENTERS OR IS REMOVED FROM THE AREA. ANY MATERIALS USED IN CONSTRUCTION SHOULD BE INSPECTED FOR NOXIOUS WEEDS, AND NOT USED IF ANY ARE FOUND. IT IS RECOMMENDED THAT AREAS DISTURBED BY CONSTRUCTION BE RESEEDED WITH A NATIVE SEED MIX.~~

Change to: "THE CONTRACTOR SHALL CLEAN ALL EQUIPMENT..."

SOILS:

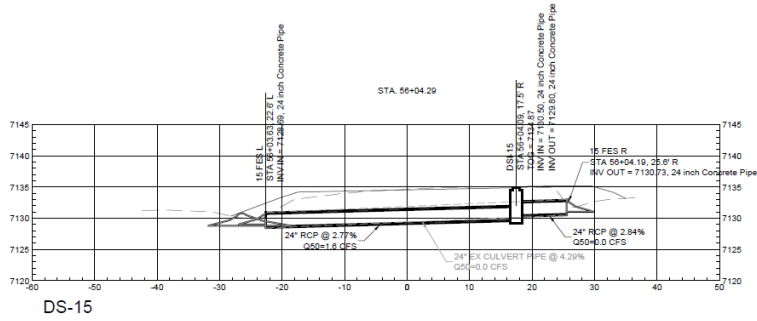
~~IT IS RECOMMENDED THAT APPROPRIATE EROSION CONTROL STRUCTURES BE PUT INTO PLACE PRIOR TO ANY CONSTRUCTION AND MAINTAINED, TO MINIMIZE SEDIMENT LEAVING THE PROJECT AREA. ANY AREA DISTURBED BY CONSTRUCTION ACTIVITIES SHOULD BE RESEEDED WITH AN APPROPRIATE WEED-FREE NATIVE SEED MIX.~~

Change to: "APPROPRIATE EROSION CONTROL STRUCTURES SHALL BE PLACED PRIOR TO ANY CONSTRUCTION AND MAINTAINED..."

In general, please ensure that outfall protections are provided where appropriate:

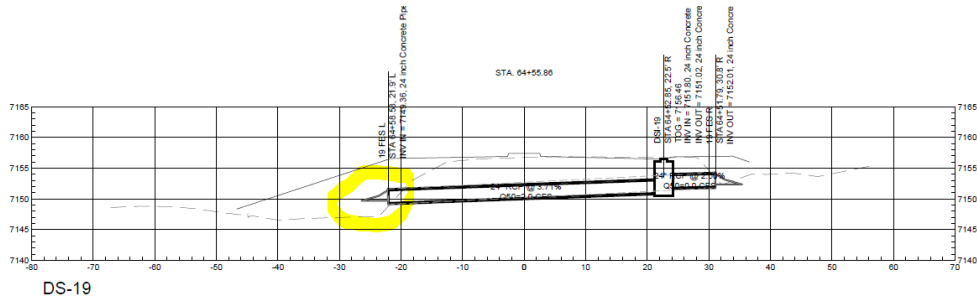
Sheet 10-5

DS-15: shows to flared end sections, should be cleaned up



- 602-02 BUILD 1 - 6'X10' OUTFALL RIPRAP PAD
- 570-02 BUILD 1 - 24" RCP FLARED END SECTION - 15 FES L
- 206-01 BUILD 1 - 24"X41' RCP SD PIPE - 15 FES L TO DSI-15
- 623-13 BUILD 1 - DROP INLET FOR TYPE "A" CURB TYPE II - DSI-15
- 206-01 BUILD 1 - 24"X8' RCP SD PIPE - DSI-15 TO 15 FES R
- 570-02 BUILD 1 - 24" RCP FLARED END SECTION - 15 FES R

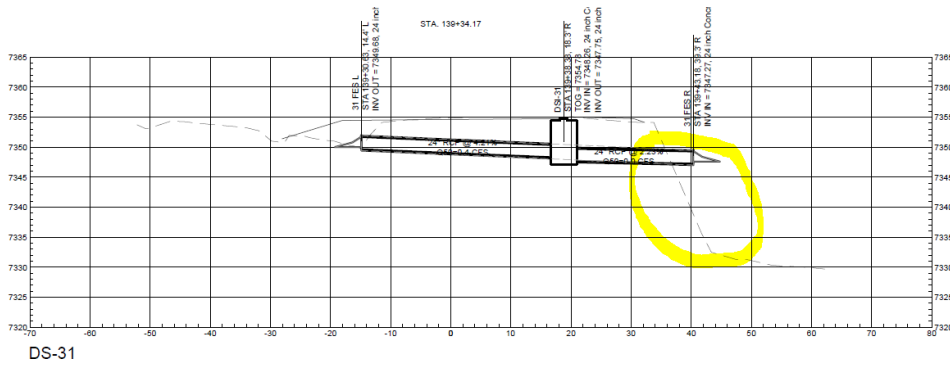
DS-19: Drawing is hard to read: outfall is above existing ground (~2'6") is there a plan to construct a rundown with armoring? Or, should the outfall be extended beyond the final grade to beyond -48?



- 602-02 BUILD 1 - 6'X10' OUTFALL RIPRAP PAD
- 570-02 BUILD 1 - 24" RCP FLARED END SECTION - 19 FES L
- 206-01 BUILD 1 - 24"X45' RCP SD PIPE - 19 FES L TO DSI-19
- 623-13 BUILD 1 - DROP INLET FOR TYPE "A" CURB TYPE II - DSI-19
- 206-01 BUILD 1 - 24"X9' RCP SD PIPE - DSI-19 TO 19 FES R
- 570-02 BUILD 1 - 24" RCP FLARED END SECTION - 19 FES R

Sheet 10-9

DS-31: Plan for a rundown and armoring?



570-02	BUILD 1 - 24" RCP FLARED END SECTION - 31 FES L
206-01	BUILD 1 - 24"X33' RCP SD PIPE - 31 FES L TO DSI-31 BUILD
623-13	1 - DROP INLET FOR TYPE "A" CURB TYPE II - DSI-31 BUILD
206-01	1 - 24"X22' RCP SD PIPE - DSI-31 TO 31 FES R BUILD 1 - 24"
570-02	RCP FLARED END SECTION - 31 FES R
602-02	BUILD 1 - 6'X10' OUTFALL RIPRAP PAD

DS-33: Same: plans for armoring?

Sheet 10-12:

DS-36: Same, plans for armoring or outfall protection?

Sheet 10-13:

DS-37: Will there be slope protection at the outfall?

Kody Keelin, Complete Streets Project Administrator

1. Page 2-3 calls HMA trail with SP-3. SP-4 is a better surface for pedestrian use. **Wilson to incorporate comment.**
2. I have concerns with existing slopes next to the sidewalk eroding and creating silt, can a header curb be used as retention. **See previous notes on this topic.**
3. Proposed HAM pavement sections are show as SP-3, this needs to be changed to SP-4. The first lift is ok with SP-3 however the final lift shall be constructed of SP-4 HMA. **Wilson to incorporate comment.**
4. Road sections "F-G-H-J-K-L-M" shows mountable curb and gutter, what is the purpose of this type of curb and gutter? **The design speed is 40mph which requires mountable curb and gutter.**
5. The curb ramp at NE turnout Camino Santiago exceeds the maximum 8.3% running slope, plan shows 11.9% at 7'. **Wilson to review.**
6. Multiple curb ramps are shown exceeding the maximum allowed running slopes and cross slopes. Multiple curb ramp landing exceeds the maximum allowed 2% turning space. **Wilson to review.**

Water Utility Division

HUEY, BILL C. <bchuey@santafenm.gov>; MOYA, MICHAEL R. <mrmoaya@santafenm.gov>; DELMAR, JOHN P. <jpdelmar@santafenm.gov>; PETERSON, CLINTON D. <cdpeterson@santafenm.gov>

Hi Romella,

We reviewed the 60% plans and are considering replacing the majority of our existing water mains in Bishops Lodge Rd along this corridor while the roadway is being replaced. It doesn't look like there's any water main replacement accounted for in the plans currently, so this would be an addition to the project. We still need to discuss internally a bit more before we have the official green light to proceed with this replacement, but if we do proceed, I have a few questions. **Prior to the city review there was a separate meeting with Water Utility Division. CoSF to determine if the replacement of the water mains is to be incorporated into the scope of the project.**

1. Is the water main replacement design something that could easily be added into Wilson's design scope and then incorporated into the overall plan set?
2. It would be simplest and most cost-effective if the water main replacement can be done as part of the overall construction contract. That should be pretty simple if Wilson is able to incorporate the design into their overall plan set, but let me know if you see any concerns with that approach.
3. What is the remaining design schedule and target date for bid advertisement? Assuming Wilson can do it, the water main replacement design should be pretty straightforward since they already have the existing survey and proposed roadway plans – but we'd be playing catchup since the 60% roadway plans are already complete. We'd have to check with Wilson to see if it's feasible to complete the full water main design without impacting the overall schedule too much.

If you'd like, we can meet separately to discuss this addition and the potential impacts further. I see that you're out of office until the 20th – I'll be in on the 20th but out of office starting on the 21st through Christmas. If we can connect on the 20th that'd be great, otherwise it might have to wait until the following week.

BPAC Technical Review Committee

(Dan Painter, Chair, Erik Aaboe, Ben Pingilley, Gary Schiffmiller, Nathan Lemons)

1. On Sheet 2-5, why do the Typical Sections "G", "H" & "J" have mountable curbs adjacent to the trail? **See previous notes.**
2. On Sheets 2-4 & 2-5, Sections "F", "G", "H" & "J" need to include a retaining wall or some other treatment adjacent to the bike lane that will prevent materials from eroding off the slopes onto the bike lane. This treatment should be called out wherever the bike lane is adjacent to an uphill slope. **See previous notes.**
3. Has any thought been given to undergrounding the utility lines (electric, cable...) that exist along BLR as part of this project? **Yes.**

4. Sheet 2-32 and following show the wide medians as stamped concrete. The medians will be more ecologically designed if they are left as either bare soil/vegetation, rock or permeable asphalt cover to allow rain and melting snow to infiltrate the ground. **Per CoSF directions medians will have impermeable surface.**
5. All curb radii of intersecting streets should be no greater than 25' to reduce the possibility of vehicles entering BLR at high speeds and potentially colliding with bicycles in the bike lanes. **See previous notes regarding curb radii.**
6. The radii of median noses (C16) on Sheet 2-35 and C18 on Sheet 2-36 should be increased to reduce the potential of vehicles running over them. Perhaps the widths could be increased also. **See previous notes on this topic.**
7. Where right-of-way is available or obtainable, all intersecting streets should be aligned so that they are perpendicular (90 degrees) with BLR. This will increase safety by allowing drivers to comfortably look both directions before entering BLR. **This has been considered in the current design.**
8. On Sheet 2-38, the compound radii at Station 24.00 (Artist Rd.) should be eliminated and have crosswalk line up with opposite corner "A". To achieve this, pull in Corner B to match other three corners **See previous notes on Artists/BLR intersection.**
9. On Sheet 2-38 make crosswalk at corners "E" & "F" (and "C" & "D") be similar to configuration at Callecita Pl.
10. On Sheet 2-39 - the intersection of Williams Street needs to be realigned so that it is perpendicular to BLR like Camino Manana on Sheet 2-40. **Wilson to review.**
11. Realign both intersections on Sheet 2-41 to be perpendicular with BLR. **Wilson to review.**
12. On Sheet 2-42 reduce the radii on both sides of Brownell Howard intersection perhaps down to 15'. **Wilson to review.**
13. Some private driveways have large radii such as "CS" on Sheet 2-51 that should be looked at for reducing them. **Wilson to review.**
14. Why is there a crosswalk at the driveway TO-51 on Sheet 2-52? **Wilson to review.**
15. Reduce the radius on driveway TO-59 on Sheet 2-47. **Wilson to review.**
16. The curb ramps on Sheets 2-58 through 2-61 need to be shifted to be more directional to eliminate possible confusion which would lead to unintentional crossing of BLR by blind pedestrians. **Wilson to review.**
17. Curb ramps that completely wrap around a corner should be reduced to be more directional if permitted crossings of just the intersecting roadway and not BLR. **Wilson to review.**
18. On Sheet 2-73 CR 37 is pretty extreme. This ramp should be more directional even if accommodating crossings in 3 directions. **Wilson to review.**
19. On Sheet 2-103, CR 97 should be truncated on both ends to be more directional. **Wilson to review.**

Yolanda Eisenstein, Bishop's Lodge HOA Representative

Q. Will the utilities be buried in the ground? **Yes unless it's power for lighting which has yet to be review/designed.**

ADDED 12/18/2023

Tim Rogers, Trails Manager, Santa Fe Conservation Trust

I am still not exactly sure why we are building a ten-foot wide trail along this road while while we are failing to consider doing this on far more appropriate opportunities, such as Henry Lynch Rd. where a sidewalk as "trail" will create connectivity between other trails, the River Trail and the Acequia Trail.

The width of the trail was set at 10' based on previous plan reviews. This can be adjusted down to 8' if indicated by the CoSF.

That said this trail will be a nice pedestrian and (uphill) bicycle facility along Bishop's Lodge Rd. However this design will present several significant safety challenges for pedestrians and bicyclists because of its location directly along the curb, gutter and roadway. This means increased crossing distance and increased exposure to turning vehicles at all driveway and road crossings, because the ADA ramps are in fact part of the corners as opposed to set behind them. The corners are ample for fire engines, which contributes further to this deficiency and allows smaller vehicles to turn with more speed which is known to decrease pedestrian safety as well as comfort.

Fire engines and other traffic will be turning from and to a point on the road seven feet away from the curb and gutter (five foot bike lane plus two foot buffer). Has this been taken advantage of to minimize the curb radii of corners, in order to minimize crossing distance, minimize exposure, minimize speed of turning vehicles, and maximize pedestrian safety? The concept is "effective turning radius" and if we are interested in pedestrian safety we should employ it on every project with bike lanes or any kind of shoulder space between travel lane and curb. Wilson will review this comment when making adjustments to the radii as noted previously.

This facility could really be thought of as a super sidewalk. It will be great for getting along Bishop's Lodge Rd. It will not be a trail that trail users seek out per se nor will it be thought of as part of the "trail system" especially because it will not have any connectivity with any other trail. Being located directly on the curb, it will feel constantly like part of the road. It might feel more like a trail, and be more safe and comfortable at some conflict points, if it had separation from the road as AASHTO recommends (in line with City Code) for all sidewalks and sidepaths like this.

If we wanted to make this more like a trail, and avoid some of the compromises in safety and comfort outlined above, we would take advantage of all opportunities to separate it from the road. Or we could at least take advantage of one or two best opportunities where the City has ample right of way. For example **from Sta 96 - 103 the trail could follow the frontage road instead of the main road** to provide a far more enjoyable experience for pedestrians and cyclists. Wilson to review. (Note, regarding the "less maintenance" argument that is behind the City's unwillingness to provide sidewalk buffers as recommended by AASHTO and City Code, the City has to maintain both of these roads, so it really should not make a difference which one of them the trail is following) Same comment for 131-136, where at Brownell Holland the trail and crosswalk might be 30 ft off Bishop's Lodge Rd. instead of directly next to it. Wilson to review.

In any case, even if the trail is to remain along the main line, please create or allow for connectivity between the trail and these frontage roads so that walkers and bicyclists can have a chance to get away from the main road for a moment. Wilson to review.

If we were really interested in building a good trail rather than just a sidewalk we would not only be taking advantage of these opportunities but also looking at the power line easement to the east which is where a far higher-quality trail facility might be located, at least in some locations. I realize we are way past that point but that's how one plans and designs a good trail when there is time and interest to do so. **This point can be reviewed and discussed with City Staff.**

Typo: Sheet 2-4 G2 typical section D lists "curb and gutter" instead of "bike buffer" on right side. **Wilson to incorporate comment.**

Sheet 3-2 Transition between bike lane and sharrows occurs at identical spot in each direction. This is not taking into account that northbound cyclists need the bike lane far more than southbound. Cross section space should be provided to the northbound bike lane as close to Artist Rd. as possible, at the expense of the southbound bike lane (and buffers) until such point as you can fit both - There is no need to make the transitions to/from sharrows mirror each other, at the same location. **Wilson to review.**

Sheet 3-3 How was it decided that the west-side sidewalk should not extend past Murales? In general it may be appropriate, but it is ending directly before just about the most dense residential development along any part of this road. It seems like 714-732 Bishop's Lodge Rd. should be served by a sidewalk, if not the church beyond. The sidewalk was ended so as not to create a dead end. **The design intent was to have the sidewalk extend to a point that didn't require a mid block crossing. If the CoSF would like to see this extended and a mid block crossing added, then that can be accomplished.**

Tierra Contenta Phase 3A – 60% Design – City of Santa Fe Staff Comments and Design Team Responses and Decisions made by City Staff at 1-10-24 review meeting

Comments from Mike Dalmolin

1. I am more concerned over the photometric analysis and the lighting standards. When the development plan is submitted, I will need to see a photometric analysis and review the design files (such as AGi32) to demonstrate compliance with RP-8. The lighting standards to be met are the luminance standards for streets, illuminance for intersections (lighting levels should be 50% higher for intersections), as well as the horizontal and vertical illuminance on the sidewalk. In cases of curved sections of the street in the picture below, illuminance calculations are acceptable. [Design Team to Address with Street Light Submittal expected with 90% design.](#)
2. I will also carefully review the proposed pole locations. Street light pole locations should carefully consider multiple factors when deciding their placement. 1) Near crosswalks at intersections and midblock crossings, positive contract of pedestrians occurs best when the pole is 10-15 feet in front of crosswalk. 2) Relative to the curb, I would like poles to be located behind the sidewalk. Not only will this provide better lighting for any sidewalk, but it will also help improve the clear zone of these poles. I am copying Dee Beingsner, the City Land Use Engineer to make sure I have not said anything contrary to code. [Design Team to Address with Street Light Submittal expected with 90% design.](#)
3. What is the design vehicle? Per the definitions in NCHRP 672, the circle diameter of 120 firmly puts this design as a single lane roundabout. A typical design vehicle for this kind of roundabout, per NCHRP 672, is a B-40. Please provide us with the swept path analysis for review. [Design Vehicle is WB-40 which will use central island apron. Turning paths for the WB-40 will be added to the 90% submittal.](#)
4. Some of the typical design values are near minimums of thresholds in NCHRP, such as the circulatory width of 16 ft. To help us review the design better, please mark more design variables in the sheets in addition to circulatory width, such as entry width, entry curb radii, exit curb radii, angle between approaches, etc. [Additional geometry parameters will be added to the 90% submittal.](#)
5. The width of the pedestrian crosswalks should match the width of the sidewalk at 10'. [Plan will be revised. Further we will add signage to the 10' path noting it is a shared path and bikes are to yield.](#)
6. Are bicycle ramps being provided to give bicyclists the option to ride on the sidewalk? Based on guidance in NCHRP 672, the current design of a single-lane roundabout with low-design speeds seems well suited to have bicyclists use the roundabout to traverse the intersection. The bicycle ramp and crosswalk ramp should be separated by a minimum of 50 feet, per AAHSTO Guide for the Development of Bicycle Facilities. Please provide design details of bicycle ramp; please keep in mind the slope can be as much as 20%. The angle relative to the roadway appears 40% and within recommended angle. [50' separation between bicycle ramps and crosswalks are provided. Bicycle ramp details will be provided.](#)
7. The location of the pedestrian crossings at the roundabout appears to be located approximately 40 feet from the roundabout. The typical distance is 20' feet, per NCHRP 672. Further distances help provide queuing space for vehicles but also to allow them to gain speed, likely contributing to less yielding. Given this, please consider speed tables at the crosswalks. [Pedestrian crossings will be relocated to within 20' of roundabout.](#)

8. On Sheet 8A, the road plan for the arroyo crossing includes a pedestrian rail. Please provide design details in the next submission. (Note to check standards in AAHSTO Pedestrian Guide / PROWAG). [Rail detail will be provided with 90% submittal.](#)
9. The curb ramp walls in the splitter island should match the same angle as the receiving ramps which are perpendicular to the curb in the design. The other option is to have the crosswalk perpendicular to the centerline of the roadway. See Exhibit 6-66 image below. [Splitter island ramp walls will be modified to match angle of receiving ramp.](#)
10. Section (Sheet) 11 depicts a trail in the middle of the Cinto Norte Loop. Will trail lighting be provided? RP-43-22 is the standard to meet and will depend on the appropriate lighting zone. The city recently has standardized to a trail lighting pole if this shared-use path will be ours to maintain. See attached spec sheet. [Trail lighting will be added to the plans.](#)
11. The lighting designer should coordinate lighting design with landscape plan; per RP-8, trees should be modeled in photometric analysis. One approach may be to extend the arm length. [Design Team to Address with Street Light Submittal expected with 90% design.](#)

Comments by Jeanne Wolfenbarger

12. Meet AASHTO guidelines for minimum K value on all vertical curves. There are some concerns with smaller K values on Sheets 11D and 9F. [Verify design speed of 25 MPH on roadways and 20 MPH in traffic circle with City Staff. Design Enginuity to review and revise plans as necessary.](#)
13. Provide control sheet with the roadway stationing, benchmark information, and ties to benchmarks. On the individual plan sheets, label horizontal curvature of the stationing. Ensure AASHTO guidelines are met. [Design Enginuity to revise plans as necessary.](#)
14. On the plan sheets, label all roads, road names, and easements as applicable. [Design Enginuity to revise plans as necessary.](#)
15. On some of the minor roads, design contours to follow the specified slope of the roadway. Also label all roadway widths. (11 B,C,D,E). [Design Enginuity to review and revise plans as necessary.](#)
16. On plan sheets, show all station limits for cross-sections and transitioning sections. [Design Enginuity to revised plans as necessary.](#)
17. Further details that involve drainage details, headwall and guardrail details, and curb ramp details will need to be reviewed at 90% design stage. [Understood.](#)

Roundabouts:

18. A road grade through the roundabout is generally preferred to be 2% and not above 3% in grade. Approach grades should also be minimized to 2%. How can this be accomplished? [We designed for a 2% cross slope. Design Enginuity will analyze grade of travelled way and will adjust if exceeds 3%.](#)
19. Unless there is expected queuing at the roundabouts, it is preferable to place the crosswalks closer to the minimum distance of 20 feet from the roundabouts. This will encourage compliance with crosswalk use. [Design Enginuity to revised plans as necessary.](#)
20. At the roundabouts, because the maximum vertical slope of the bicycle ramps should be 20%, design the length of the ramp while taking into account the road grade. [Design Enginuity to review and revised plans as necessary.](#)
21. Include swept path analysis as part of a separate submittal. Label design vehicle for the roundabout design on the plan set. [Understood.](#)

22. Is there opportunity for water harvesting in the center of the roundabouts? That would have to be considered as part of the grading. Coordinate with Melissa McDonald and Zoe Isaacson. [No as the entire cross slope is generally away from the center of the island per AASHTO guidelines.](#)

Signage Striping/ Traffic Operations:

23. Signage and Striping – Utilize new MUTCD and FHWA guidelines for signage and striping of the roundabout and midblock crossings. Check against FHWA guidelines for appropriate countermeasures at midblock crossings. [Understood.](#)
24. Coordinate with Traffic Operations on appropriate lighting of the roundabout and all pedestrian crossings. [Understood](#)
25. Label speed limit on signage and striping plans. Also label design speed used for roadway geometry in different sections of the plan set. [Understood. Signage and Striping Plans to be part of 90% submittal.](#)
26. Include traffic signage for roadway curves as necessary. [Understood.](#)

Drainage Structures:

27. For the CMP and RCP connection, coordinate with Maintenance and Operations. Is it necessary to change pipe materials here? Could lean fill be provided around the low cover areas as an alternative? The bell of the RCP looks like it could encroach into the roadway section. [We will coordinate with Felipe Trujillo and review and revise as necessary.](#)
28. Include details and design of erosion protection at pond outlets and for culverts. Provide profiles for all culvert crossings and include guardrail if in accordance with the Roadside Design Guide criteria. [Understood.](#)
29. For 11B, the combination of road curvature with the culvert crossing could present a hazard. Follow Roadside Design Guide for grading design and applying clearances. [Sheet 11B is a trail plan. Design Engenuity to review and consider adding pedestrian railing where warranted.](#)
30. On the plan and profile sheets, include class of pipe for the RCPs and gauge of pipes for the CMPs. [Understood.](#)
31. Sheet 13H: for storm drain maintenance purposes, it is best to include manholes when changing direction or slope of the pipe. There are also no manholes for a long stretch of pipe. Coordinate with Streets Division for input. [We will coordinate with Felipe Trujillo and review and revise as necessary.](#)
32. Label Qs, Vs, HGL and EGL for storm drainage pipes on plan and profile sheets. [Qs will be added to all pipes and HGL and EGL will be added to the longer storm drains. Further the sizing of the rip rap pad at the end of the 72 inch culvert will be reviewed and revised as necessary.](#)

Landscaping:

33. How do the trees impact the sight distance lines? It is particularly important not to place plants or trees that would obstruct sight of pedestrians next to crosswalks and next to driveways. Also note placement of trees around curves. Include sight distance lines that meet AASHTO guidelines. [Sight distance lines will be added to intersections and curves. No driveways are permitted on the planned roadways other than those already shown.](#)

34. What is the height of the canopy for the trees at the roundabout? For tree information, it would be helpful to include this information to indicate that the trees will not obstruct sight distances where there are expected to be a lot of pedestrian movements and/or vehicular turning movements. [Height of trees in canopy will be added to landscape plans.](#)

Comments by Kody Keelin

35. The curb ramps shown for the future roadways are placed behind the stop bar and stop sign, this will create an obstruction for pedestrians crossing the road. The crossing is required to in front of the vehicle stopping, not behind. [Understood.](#)
36. Provide a detail of all curb ramps with slope percentages along with type of curb ramp that will be constructed at each location. [Understood.](#)
37. Provide a detail on all pedestrian roadway crossing showing compliance with section 403 of the 2010 ADA code. [Understood.](#)
38. Provide a detail on the type of drop inlets to be constructed. At 90% [Understood.](#)
39. Provide a stripping and signage detail. At 90% [Understood.](#)

Comments by BPAC Technical Review Subcommittee (Dan Painter, Chair; Members: Erik Aaboe, Ben Pingilley, Nathan Lemons and Gary Schiffmiller)

40. Provide a raised crosswalk across Paseo Del Sol between Tracts E and F. [Raised crosswalks on Paseo Del Sol are not permitted by the Fire Marshal.](#)
41. The on-street parking lanes are shown as 6 feet wide instead of 8 feet. Though this may accommodate most vehicles it eliminates adequate room for opening doors without conflicting with passing vehicles and bicycles. An 8-foot parking lane is preferable. This can be achieved without expanding the cross-section by reducing the planting area by a couple of feet. [This was discussed at the review meeting 1-10-24 and no changes to the street section will be made. Note that the distance between the curb and the bike lane is 9.5 feet.](#)
42. The section of sidewalk on Sheet 8B, north of the round-about, should be straightened out, away from the curb. There appears to be no logical reason for making this section so circuitous. [Reason was to achieve a 5% maximum grade.](#)
43. On Sheet 9A, guard rail and/or pedestrian railing need to be shown on top of the retaining wall along Paseo Del Sol from the intersection of Jaguar Drive to beginning of the median. It appears that the drop-off approaches 30 feet. [Pedestrian railing is shown in the street section and will be added to this sheet.](#)
44. On Sheet 9A the “existing path” to the east of the intersection with Jaguar Drive needs to be accommodated by either an underpass or a raised pedestrian crossing. [Raised crosswalks on Paseo Del Sol are not permitted by the Fire Marshal. An underpass would conflict with the existing sewer line. At the review meeting it was determined this modification will not be considered.](#)
45. A note needs to be added to the plan set that states that any section of a pedestrian/bike path that has an adjacent uphill slope will have either a depressed gutter or a retaining wall to prevent erosion materials from covering the path. [The existing design provides for sheets flow across the path. The addition of a bar ditch may require more maintenance then current design and would result in more scarring on the hillside that is difficult to stabilize. Additional retaining walls will be consider. Staff to get back to Design Team with their final recommendation as to whether current design is to be retained or a bar ditch will be added.](#)

46. Placing the bike lane on the traffic side of the parked cars sets up a situation where bicyclists can be "doored" by someone exiting a parked car unless the cyclist moves left into the traffic lane. Placing the bike lane on the sidewalk side of the parked cars, would create a truly protected bike lane. The parking lane would act as a barrier to protect bicyclists. This configuration would not require more space or add any additional costs than the current configuration. This technique is being employed by many cities. [No changes to be made per direction of City Staff.](#)

Comments by P. Fred Heerbrandt, PE, WW Division

47. The plans show a sewer main located along the center line of a paved walking trail. The landscape plans show significant plantings proposed along the walking trail. To minimize the chance of root intrusion in the sewer main, we ask that no plantings larger than shrubs be placed within the sewer easement area. [Understood.](#)
48. No drop structure detail is provided for the connection to existing MH ACI 3. [This manhole was installed with 2 drop structures when it was built. We can add the as built detail from the ACI plans that were provided to us to the plan set.](#)
49. No drop structure detail is provided for the connection to existing MH ACI 4. [This manhole was installed with 2 drop structures when it was built. We can add the as built detail from the ACI plans that were provided to us to the plan set.](#)
50. No drop structure detail is provided for the connection to existing MH ACI 6. [ACI 6 like ACI 2 will not be a drop structure. The new line is coming in at about 6" above the existing 36" sewer line.](#)
51. A terminal flushing station should be provided at the terminal end of the 2" low pressure main. An in-line flushing station can not clear the line between the station and the terminal end of the low pressure main. [This line is to be extended in the future and an in-line flushing station is warranted.](#)
52. A construction note should be added requiring hydrostatic pressure testing of the low pressure main. [Understood.](#)
53. Existing manholes that receive a new sewer main connection shall be rehabbed to bring to near new condition if deemed necessary by the Wastewater Management Division. [We respectfully request that the city investigate and identify what rehab will be necessary on manholes ASI 2 and 6. Note that potential costs could be extremely expensive on these 30-year manholes, and will need to be identified so that adequate funding is in place prior to work beginning.](#)
54. City of Santa Fe Wastewater Management Division standard detail drawings that are relevant should be added to the plan set. These detail drawings are available from the Division as AutoCAD dwg files or as pdf files. [Understood.](#)

Comments by Taylor Jurgens, P.E.

55. We have an internal meeting scheduled next week to discuss the possibility of extending reuse to this area from Swan Park. After that meeting, we should have a decision made on whether we want to extend reuse or not. [Please provide final decision on whether reuse lines will need to be added to the plans and require extent.](#)
56. After reviewing these plans, we are considering eliminating the 8" north/south line that runs through the open space tracts and instead extending a main east/west along Paseo del Sol in the interior of the loop road. Our thought is that this would make it easier for individual developments to complete loops through the interior tracts, since the area will likely get built out in a somewhat piecemeal fashion. There were also some concerns about landscaping/trees getting planted over our main if it runs through the open space areas. It might be beneficial to

schedule a meeting with you to discuss this option further before making the change to confirm we're all on the same page. [Design Enginuity concurs and will eliminate the north-south line and replace it with an east-west line between the two roundabouts.](#)

57. Sheet 16A: Will any irrigation meters be provided as part of the project. If so, please provide in plans. [Understood.](#)
58. Sheet 16B: Label pipe material. Use DI throughout. [Are you requesting DI to be used through the project or just across the arroyo? Throughout the project does not meet standard practice. The water division was not present at the review meeting. The Design Team will meet with them separately to get all questions addressed.](#)
59. Add right of way label, correct sewer pipe line size, add street name, correct water line extent, etc. [Please note that Taylor Jurgens provided several redline comments on the water sheets which are not listed here. We will work directly with Taylor to get any questions resolved and work on finalizing the water plans. At this point, there is a discrepancy between his comments and requirements of the fire marshal that we will need to resolve.](#)

Tim Rogers, Santa Fe Conservation Trust Trail Manager

60. Roundabouts (pdf pp 12-13) Why are we continuing to call these traffic circles? They are modern roundabouts. (Traffic circles are smaller and have stop signs.). [Agreed. Plans will be amended to reflect this.](#)
61. C. 90-100 ft. length of merge area for bikes on approach (and corresponding area on departure) is OK but could be better. **Please consider shortening the overall distance between bike lane merge/unmerge and roundabout.** Note that 90-100 ft is a typical distance for our local roundabouts, and much less than some of our "less well-designed" ones, but the roundabout at S. Meadows and Rufina for example reduces this to **50 ft which is far more comfortable for cyclists and motorists who are trying to share the road.**
In other words, most of our local roundabouts tend to merge the bicyclists too early and pick up bike lane on departure far later than necessary. The easiest solution may be to move the merge/divert points to closer to the crosswalks (this does not necessarily mean the bike lane escape and re-entry ramps have to be moved too – there could be some more distance between these points). [Merge length will be reduced to 80 feet.](#)
62. As far as I know, tactile warning strips are not appropriate on these bike lane escape and re-entry ramps. They can confuse pedestrians who have limited vision, and others, into thinking they are serving crosswalks, which they are not. [Agreed. Plans will be amended to remove tactile strips at bike ramps.](#)
63. Sidepath ("multi-modal trail") in cross section A (pdf pp 11-12). Per AASHTO, this sidepath should ideally have five-foot physical separation from roadway. Given the constraints of this "causeway" please consider providing a small buffer, e.g. stamped concrete or some comparable treatment of the asphalt, which could be accomplished by reducing the trail width by two feet to the AASHTO minimum acceptable 8 ft. (which may be more acceptable for a trail along a road that also has bike lanes). Thus the two feet closest to the roadway would not be considered part of the walking and bicycling area but would still be available for use, should (for example) two groups of people (with or without dogs) need to pass each other. [Plans will be modified to add 2 feet of stamped concrete next to curb. Further the curb will be reduced from 18" to 6" height.](#)
64. Parking on Paseo del Sol. I thought that parking had been eliminated from Paseo del Sol. This had also eliminated the debate between regular bike lane and bike lane behind parking, which is

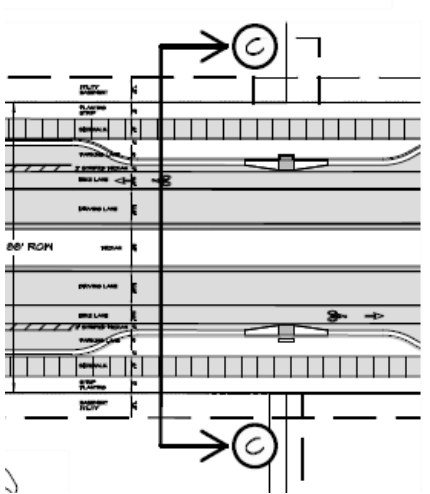
not supported by city code or AASHTO and is debatable as a “best practice” since it creates new conflicts with pedestrians and with right-side doors, and is very hard to keep clear of debris. Is there a particular purpose/logic for this parking? [This was discussed at the review meeting. No changes to the road section will be made.](#)

65. The parking on Paseo del Sol on approach to bike lane “escape ramps” before roundabouts may need to be pushed back a space or two to avoid direct conflict between cyclists heading from bike lane onto sidewalk and parked cars entering travel lane. Also see next comment regarding need to eliminate screening of crosswalks by parked cars. [One additional parking space will be removed prior to escape ramp. And the dashed, warning striping will be enlarged to 100 feet.](#)
66. Crosswalks Mid-Block Crossings will be needed at several locations. The Tierra Contenta Trail crossing near Jaguar Dr. and the roundabout at Herrera Dr. will be good cues for motorists to expect more such “uncontrolled” crosswalks at the new roundabouts and at additional, mid-block crossings that are needed:
 - a. The location of the new Community Trail on either side of the road (where Section A meets Section B ([See Sheet 8A](#))) calls for a well-marked mid-block crossing analogous to the one for the Tierra Contenta Trail. If not, trail users will simply use the median to travel along the trail or to take a left turn to or from the road. It is unrealistic to expect these trail users to cross Paseo del Sol anywhere else. [A mid block crossing will be added at this location. Design Enginuity to check sight distance.](#)
 - b. The connection between Tract E and Tract F both with 30 ft pedestrian easements calls for a marked mid-block crossing of Paseo del Sol. Pedestrians cannot be expected to use nearby unmarked crossings at road intersections. This location will not have the conflicts of intersection traffic, which is an added benefit. Marking this crosswalk and not the others (which remain legal crosswalks) will serve the function per AASHTO of indicating to pedestrians where a good place to cross the street is. Eliminating 1-2 parking spaces on approaches to this crosswalk will reduce screening by parked cars. [Sheet 9B indicates a crosswalk at this location. Several parking spaces have been eliminated. Existing design to remain. Design Enginuity to consider warranted countermeasures. All crosswalks to use thermoplastic.](#)
 - c. Marked crosswalks (and reduction of parking) should also be considered for Cinta del Norte and Cinta del Sur where these 30 ft pedestrian easements terminate. [Discussed at review meeting and these will not be designed at this time. When tract design plans are prepared, this issue should be reconsidered.](#)
 - d. A marked crosswalk needs to be considered on Paseo del Sol at east end of property where sidewalk ends on one side of road. The ADA ramps and median cut facilitate pedestrians to cross the road here, but given mid-block location, these crossings are illegal unless the crosswalk is marked. [Agreed. Plans to be revised.](#)
67. ADA ramps are needed for pedestrian access to and from legal (unmarked) crosswalks at all T intersections on Cinta del Sur and Cinta del Norte (pdf pp 20-21). There are currently ramps on the intersection side but not corresponding ramps on the non-intersection side of the road. [Agreed. These will be added.](#)
68. Sidewalk along Paseo del Sol through NMSD property. Please consider placing this sidewalk on the south side of Paseo del Sol rather than the north side. While there are local benefits to the north side (including uninterrupted access (for now) to schools and points north), here are some public benefits to placing the sidewalk on the south side:

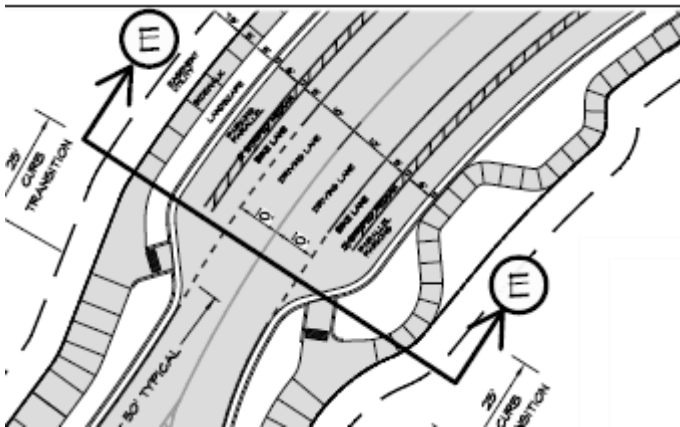
- a. To create an uninterrupted route from Herrera Dr. south-side sidewalk, including route south of existing roundabout, with direct connectivity to future formal or informal routes to and from the Arroyo Chamiso and a future Arroyo Chamiso Trail (including existing sewer line and other drainage routes), and to Tract D Open Space. In fact, located on the south side of Paseo del Sol, this sidewalk can even serve as “The Arroyo Chamiso Trail” for the time being. (Which may end up being a long time.)
 - b. It would appear that development of NMSD lot is less likely to occur to the south of the road and more likely to occur on the north, thus we can more confidently rely on developers to build the north-side sidewalk in the future. [Plans to be revised and sidewalk to be relocated to south side of roadway.](#)
69. Community Trail and Connector Trail (pdf page 27) ([sheet 11A](#))
- a. Thank you again for the considerable work to extend the “Connector Trail” up to east edge of property. Has there been any discussion with NMSD? Should we be pursuing additional support to continue this trail to the Nina Otero Community School crosswalk? [In discussions so far, NMSD does not want to consider this connection due to a desire not to encumber the tract.](#)
 - b. Is it logical to expect the “core” community trail to extend to the northeast as well, in the future? How would this happen and where would it go? Is this a location where we should be thinking about extending a natural-surface trail for the time being, or even for posterity? [This has not been considered and it is unknown if a path continuation is warranted. This is something that Tim will investigate.](#)
 - c. The connector trail will achieve the goal of an ADA-accessible connection to the east. It may be worth designing the connector to be the “Core Trail” rather than a subsidiary of it (i.e., eliminate the apparent “junction”). [The plans will be more clearly labeled as the core trail extends up the open space to the Tract 68 boundary. The connector trail label is to allow the Tract 68 developer to relocate the trail to fit the tract development plans.](#)
 - d. SFCT would be happy to assist the City and/or developers in the development of a natural-surface trail to the NE of this location. In any case, the proposed crossing of the drainage east of the “junction” via a culvert and some form of trail stub-out to NE would be worth preserving in this plan. [See b above.](#)

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- 70. 10’ multi-modal trail – concrete is preferred to asphalt. [Understood. A concrete alternative will be added to the plans and this will be treated as a bid alternative.](#)
- 71. Sheet 8B: Is there a midblock crossing near the (C) cross section? There should be ramps in the median if so. [No, there is no midblock crossing at this location. There is one in the between the two roundabouts and a median opening is provided.](#)



72. Why does the sidewalk curve towards the road and back near the (E) cross section. This was to maintain a 5% grade.



73. The drawing shows a landscape buffer around the roundabout, but the cross section (F) doesn't. Which is it? We support a buffer. There is a buffer around the roundabouts. Section F will be revised.