

1. **ENN NAME**

Bishop's Lodge Road Reconstruction Project

2 **PROJECT ADDRESS**

Bishop's Lodge Road between Artist Road and City limits

3 **DESCRIPTION**

The City of Santa Fe is in later stages of the engineering design for the reconstruction of Bishop's Lodge Road between Artist Road and the City limits just north of the Pedregal Place intersection. The purpose of this reconstruction is to address speeding, vehicular and pedestrian safety concerns, and any existing drainage issues. This project will add ADA compliant sidewalks, bike lanes, trail; rehabilitate the pavement; and improve storm water drainage system.

4 **APPLICANT**

Public Works – Complete Streets

5 **STAFF**

Romella Glorioso-Moss, [rsglorioso-moss@santafenm.gov](mailto:rsglorioso-moss@santafenm.gov), (505) 955-6623

6 **MEETING LOCATION**

City of Santa Fe Convention Center, 201 W. Marcy Street, Rooms: O'Keefe, Milagro, and Kearny

**Persons with disabilities in need of special accommodations, or the hearing impaired needing an interpreter, please contact the Land Use Department at 505-955-6820 or [gagurule@santafenm.gov](mailto:gagurule@santafenm.gov) 5 days prior to the meeting date.**

City of Santa Fe



# BISHOPS LODGE

## Road Reconstruction

Public Meeting #3  
June 17, 2024  
6:00 to 7:00

**WILSON**  
& COMPANY

discipline | intensity | collaboration | shared ownership | solutions

# Agenda

- Project Overview
  - Study Area
  - Project Purpose & Need
- Public Input
  - Public Meeting 1
  - Public Meeting 2
- Selected Alternatives
  - Roadway Segments
  - Alternatives Decision Matrix
  - Cross Section
  - Example Design Elements and Materials
- Next Steps
- Questions

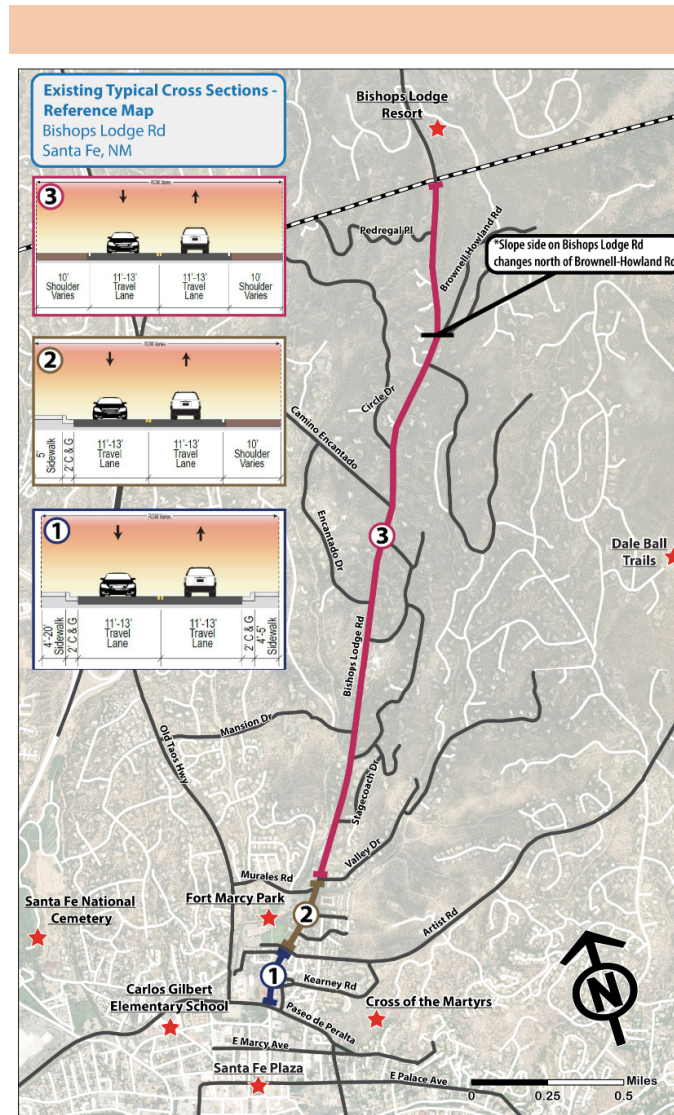


# Project Background



# Study Area

- Total Project Length = 2.8 miles
- Beginning of Study – North Side of Paseo De Peralta Intersection
  - *Design alternatives beginning at Artist Road*
- End of Study – Santa Fe City Limits Along Bishops Lodge Road



# Project Purpose and Need

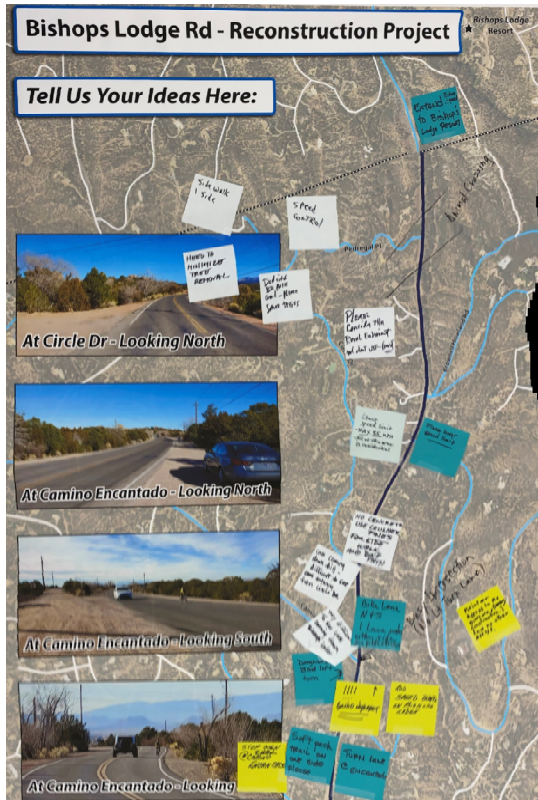
- Improve corridor safety
  - Reduce Speeding
  - Add Safety for Pedestrian and Vehicle Traffic
- Make the corridor ADA compliant
  - ADA ramps at intersections
  - ADA compliance on Pedestrian Trails
- Improve multimodal mobility
  - Add bike and pedestrian facilities and signage
- Improve drainage along corridor
  - Review and Design Drainage for Cross Culverts and Roadside Ditches



# Public Input



# Public Meeting I

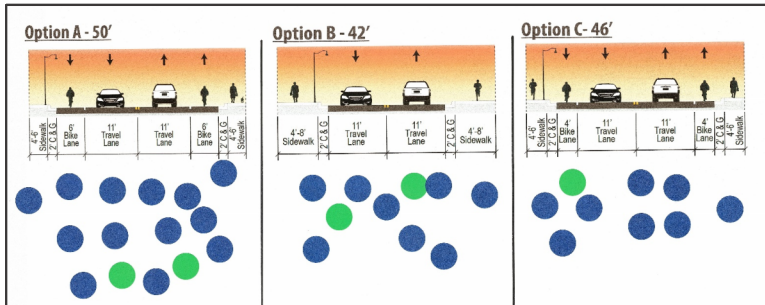


- June 22, 2022
- 60 attendees
- Public Comment was collected in the meeting on maps, comment forms, and via email.
- Major comments and Concerns
  - **Speeding** throughout the corridor
  - **Pedestrian** – sidewalks/trails and crosswalks
  - **Traffic and Safety** – Line of sight and signage issues
  - **Multi Modal** – Bike
  - Other Comments included adding **landscaping**, concerns of **noise** in the corridor, and concerns for **wildlife**



# Public Meeting 2

CORRIDOR SEGMENT TYPICAL SECTION COUNTS			
Urban Segment 1			
Option A	Option B	Option C	Total Count
15	10	9	34
Urban Segment 2			
Option A	Option B	Option C	Total Count
17	4	8	29
Rural Segment 3			
Option A	Option B	Option C	Total Count
19	6	1	26
Rural Segment 4			
Option A	Option B	Option C	Total Count
7	9	1	17



- September 29, 2022
- 50 attendees
- A voting exercise was conducted to determine preference of the **4 road segments** and **safety & accessibility Options**



SAFETY AND ACCESSIBILITY TECHNIQUE COUNTS						
Traffic Calming						
Roundabouts	Chicanes	Raised Medians	Raised Curb Extensions	Rumble Strips		Total Count
19	8	0	0	2		29
Pedestrian Amenities						
Pedestrian Island Refuge	ADA Improvements	Crosswalk Visibility Enhancements	Separated Sidewalks	HAWK Signal and Other Ped Signals	Pedestrian Lighting	Total Count
0	12	8	11	3	5	39
Bicycle Amenities						
Shared Lanes	Striped Bike Lane	Bike Lane with Striped Buffer	Separated Bike Lane	Shared Use Path		Total Count
0	0	1	18	6		25

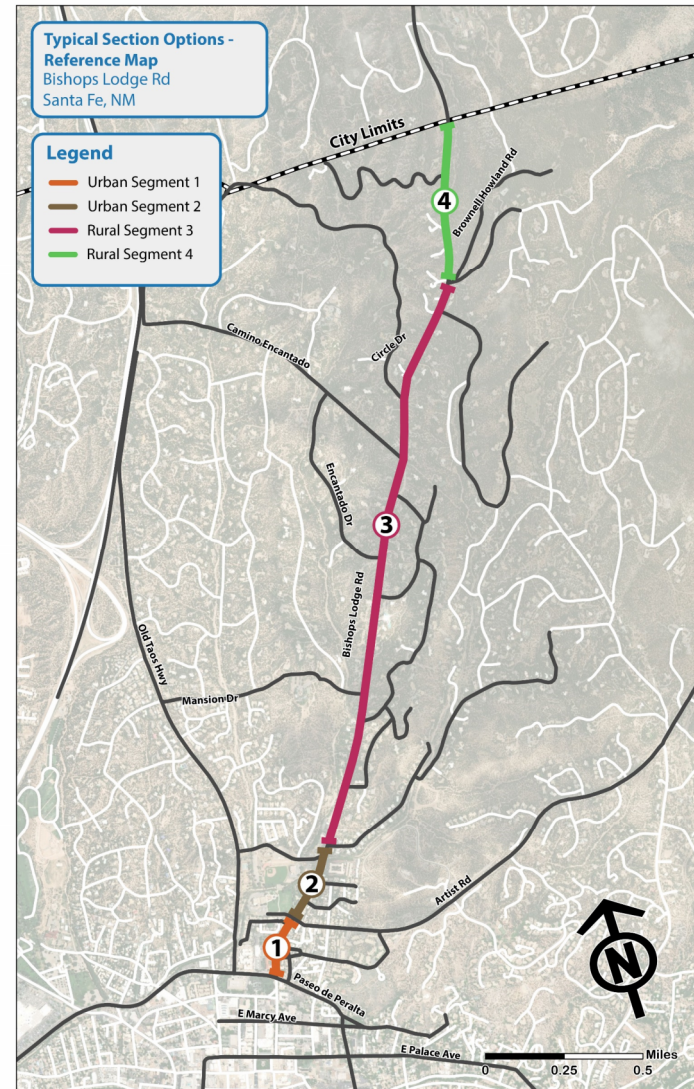
# Selected Alternatives



# Roadway Segments

- Segment 1 (*No build*)
- **Segment 2**
- **Segment 3**
- **Segment 4**

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# Alternatives Decision Matrix: Segment <sup>HH0</sup> — No Build

		Corridor Segment 1							
		No-Build		Option A		Option B		Option C	
Evaluation Criteria	Maximum Score	Evaluation	Score	Evaluation	Score	Evaluation	Score	Evaluation	Score
Multimodal Options	10	<ul style="list-style-type: none"> <li>Existing Sidewalk Widths</li> <li>No Bike Lanes</li> <li>No ADA Improvements</li> </ul>	4	<ul style="list-style-type: none"> <li>Reduced width Sidewalk</li> <li>6' Bike Lanes (Opportunity for Buffer)</li> <li>ADA Improvements</li> </ul>	10	<ul style="list-style-type: none"> <li>Wider Sidewalk</li> <li>No Bike Lanes</li> <li>Shared Use Lanes</li> <li>ADA improvements</li> </ul>	6	<ul style="list-style-type: none"> <li>Wider Sidewalk</li> <li>4' Bike Lanes</li> <li>ADA Improvements</li> </ul>	8
Safety	5	<ul style="list-style-type: none"> <li>No safety benefits</li> <li>No Major Safety Concerns in Existing Condition</li> </ul>	3	<ul style="list-style-type: none"> <li>Reduced Primary Lane Width to assist with traffic calming</li> <li>Bike traffic is separated from car traffic</li> <li>New pavement</li> </ul>	5	<ul style="list-style-type: none"> <li>Reduced Primary Lane Width to assist with traffic calming</li> <li>Bike traffic with car traffic</li> <li>New pavement</li> </ul>	4	<ul style="list-style-type: none"> <li>Reduced Primary Lane Width to assist with traffic calming</li> <li>Bike traffic is separated from car traffic</li> <li>New pavement</li> </ul>	4
Right of Way Issues	10	<ul style="list-style-type: none"> <li>Existing ROW to Remain</li> </ul>	10	<ul style="list-style-type: none"> <li>ROW Issues Typical (Assumed Prescriptive ROW to Existing walls)</li> <li>Many areas were existing historical walls will need to be rebuilt and adjusted to fit section</li> </ul>	2	<ul style="list-style-type: none"> <li>ROW Issues can be avoided</li> </ul>	8	<ul style="list-style-type: none"> <li>ROW Issues Typical (Less Than Option 1)</li> <li>Many areas were existing historical walls will need to be rebuilt and adjusted to fit section</li> </ul>	5
Environmental Impacts	5	<ul style="list-style-type: none"> <li>Existing footprint to Remain</li> </ul>	5	<ul style="list-style-type: none"> <li>Large footprint would affect existing features (may be historically or culturally significant)</li> </ul>	1	<ul style="list-style-type: none"> <li>Existing footprint can remain</li> </ul>	5	<ul style="list-style-type: none"> <li>Large footprint would affect existing features (may be historically or culturally significant)</li> </ul>	2
Constructability	5	<ul style="list-style-type: none"> <li>No Construction needed</li> </ul>	5	<ul style="list-style-type: none"> <li>Difficult to adjust existing walls</li> <li>Flagging and/or lane closures or detour of traffic needed to reconstruct</li> </ul>	2	<ul style="list-style-type: none"> <li>Flagging and/or lane closures or detour of traffic needed to reconstruct.</li> </ul>	4	<ul style="list-style-type: none"> <li>Difficult to adjust existing walls</li> <li>Flagging and/or lane closures or detour of traffic needed to reconstruct</li> </ul>	2
Construction Cost	5	<ul style="list-style-type: none"> <li>No Construction Costs</li> </ul>	5	<ul style="list-style-type: none"> <li>\$900,000 for Surfacing and Roadway Improvements</li> </ul>	2	<ul style="list-style-type: none"> <li>\$800,000 for Surfacing and Roadway Improvements</li> </ul>	3	<ul style="list-style-type: none"> <li>\$850,000 for Surfacing and Roadway Improvements</li> </ul>	2
<b>Total Score</b>	<b>40</b>		<b>32</b>		<b>22</b>		<b>30</b>		<b>23</b>

## Slide 11

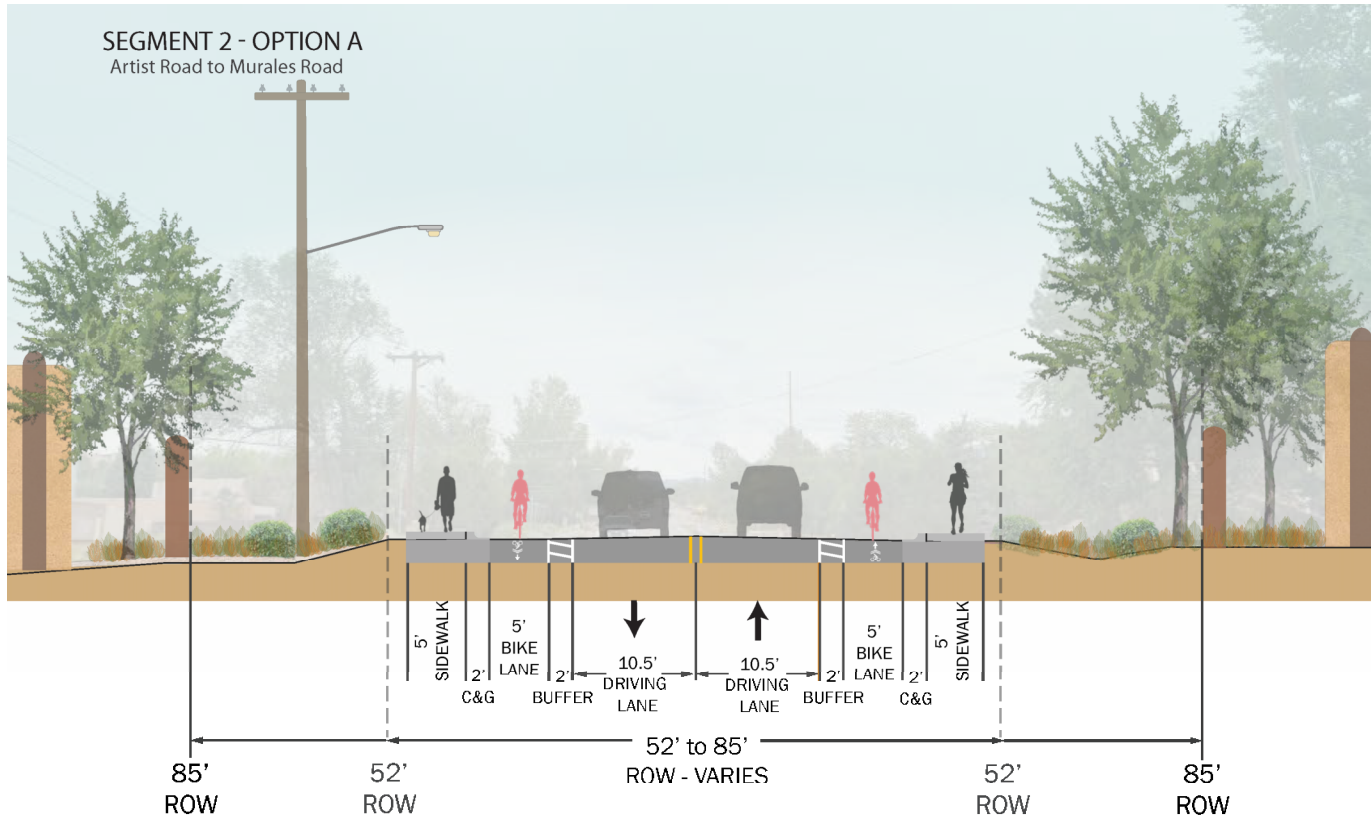
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**HHO** Not sure if you want all these matrices  
Haake, Hannah, 2024-05-21T22:10:49.627

# Alternatives Decision Matrix: Segment 2 — Option A

		Corridor Segment 2							
		No-Build		Option A		Option B		Option C	
Evaluation Criteria	Maximum Score	Evaluation	Score	Evaluation	Score	Evaluation	Score	Evaluation	Score
Multimodal Options	10	<ul style="list-style-type: none"> <li>Existing Sidewalk Widths</li> <li>No Bike Lanes</li> <li>No ADA Improvements</li> <li>Sidewalk only on 1 side of road</li> </ul>	2	<ul style="list-style-type: none"> <li>Reduced width sidewalk</li> <li>6' Bike Lanes (5' with 3' buffer)</li> <li>ADA Improvements</li> </ul>	10	<ul style="list-style-type: none"> <li>Wider Sidewalk</li> <li>Shared Use Lanes</li> <li>ADA Improvements</li> </ul>	7	<ul style="list-style-type: none"> <li>Reduced width sidewalk</li> <li>6' Bike Lanes</li> <li>ADA improvements</li> </ul>	9
Safety	10	<ul style="list-style-type: none"> <li>No safety benefits</li> <li>Safety Concerns with Existing Speeding and Noise</li> </ul>	2	<ul style="list-style-type: none"> <li>Reduced Primary Lane Width to assist with traffic calming</li> <li>Bike traffic is separated from car traffic with Buffer</li> </ul>	10	<ul style="list-style-type: none"> <li>Reduced Primary Lane Width to assist with traffic calming</li> <li>Bike traffic shares lane with car traffic</li> </ul>	7	<ul style="list-style-type: none"> <li>Reduced Primary Lane Width to assist with traffic calming</li> <li>Bike traffic is separated from car traffic</li> </ul>	9
Right of Way Issues	5	<ul style="list-style-type: none"> <li>Existing ROW to Remain</li> </ul>	5	<ul style="list-style-type: none"> <li>Row Concerns noted in previous tables</li> <li>ROW Issues typically limited to impacts on yards</li> </ul>	3	<ul style="list-style-type: none"> <li>Row Concerns noted in previous tables</li> <li>ROW Issues typically limited to impacts on yards</li> <li>Impacts slightly reduced compared to Option A</li> </ul>	4	<ul style="list-style-type: none"> <li>Row Concerns noted in previous tables</li> <li>ROW Issues typically limited to impacts on yards</li> </ul>	3
Environmental Impacts	5	<ul style="list-style-type: none"> <li>Existing footprint to Remain</li> </ul>	5	<ul style="list-style-type: none"> <li>Minor widening of footprint</li> <li>No key environmental or historical impacts in current planned widening area</li> </ul>	3	<ul style="list-style-type: none"> <li>Existing footprint to Remain</li> </ul>	4	<ul style="list-style-type: none"> <li>Minor widening of footprint</li> <li>No key environmental or historical impacts in current planned widening area</li> </ul>	3
Constructability	5	<ul style="list-style-type: none"> <li>No Construction needed</li> </ul>	5	<ul style="list-style-type: none"> <li>Primary constructability includes traffic control issues during construction</li> <li>Extension of CBC at Murales will be needed</li> </ul>	3	<ul style="list-style-type: none"> <li>No major constructability issues</li> <li>Primary constructability includes traffic control issues during construction</li> </ul>	3	<ul style="list-style-type: none"> <li>Primary constructability includes traffic control issues during construction</li> <li>Extension of CBC at Murales will be needed</li> </ul>	3
Construction Cost	5	<ul style="list-style-type: none"> <li>No Construction Costs</li> </ul>	5	<ul style="list-style-type: none"> <li>\$1,400,000 for Surfacing and Roadway Improvements</li> </ul>	3	<ul style="list-style-type: none"> <li>\$1,350,000 for Surfacing and Roadway Improvements</li> </ul>	3	<ul style="list-style-type: none"> <li>\$1,350,000 for Surfacing and Roadway Improvements</li> </ul>	3
<b>Total Score</b>	<b>40</b>		<b>24</b>		<b>32</b>		<b>28</b>		<b>30</b>

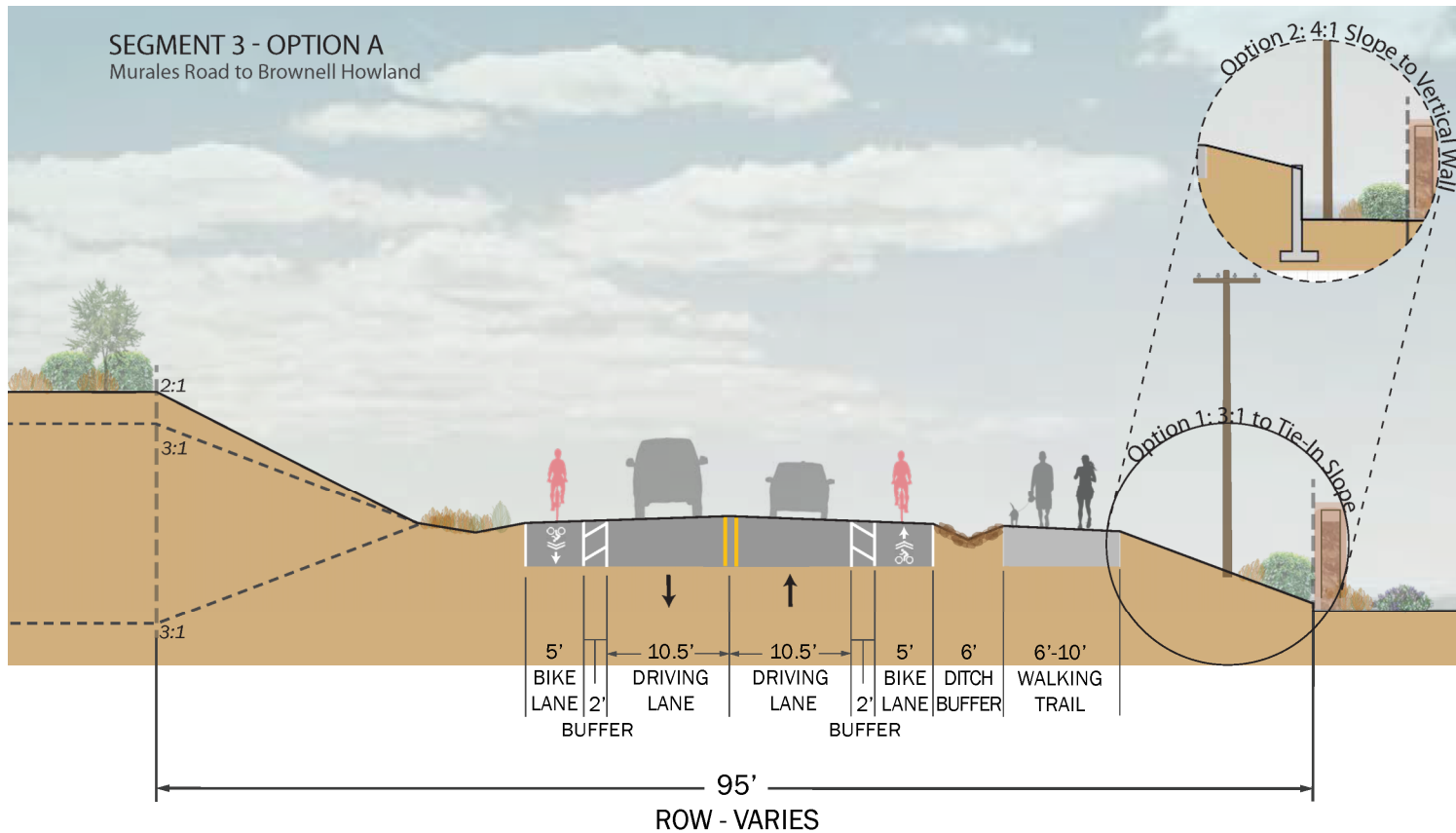
# Cross Section: Segment 2



# Alternatives Decision Matrix: Segment 3 — Option A

Corridor Segment 3									
Evaluation Criteria	Maximum Score	No-Build		Option A		Option B		Option C	
		Evaluation	Score	Evaluation	Score	Evaluation	Score	Evaluation	Score
Multimodal Options	10	<ul style="list-style-type: none"> <li>No existing sidewalks</li> <li>No Bike Lanes or shared use striping</li> <li>No ADA Improvements</li> <li>Limited shoulder space in many locations</li> </ul>	2	<ul style="list-style-type: none"> <li>Walking path on uphill side</li> <li>Bike lane with buffer from traffic on both sides</li> <li>ADA Improvements</li> <li>Extended shoulder and shared use striping on downhill side</li> </ul>	10	<ul style="list-style-type: none"> <li>Walking path on uphill side</li> <li>Bike lane on both sides</li> <li>ADA Improvements</li> <li>Extended shoulder and shared use striping on downhill side</li> </ul>	8	<ul style="list-style-type: none"> <li>Extended shoulder and shared use striping on each side</li> <li>No pedestrian facility</li> </ul>	6
Safety	10	<ul style="list-style-type: none"> <li>No safety benefits</li> <li>Safety Concerns with Existing Speeding and Noise</li> </ul>	2	<ul style="list-style-type: none"> <li>Reduced Primary Lane Width to assist with traffic calming</li> <li>Bike traffic is separated from car traffic with Buffer</li> <li>Shared use striping to be added on the downhill side</li> </ul>	10	<ul style="list-style-type: none"> <li>Reduced Primary Lane Width to assist with traffic calming</li> <li>Bike traffic is separated from car traffic</li> <li>Shared use striping to be added on the downhill side</li> </ul>	7	<ul style="list-style-type: none"> <li>Reduced Primary Lane Width to assist with traffic calming</li> <li>Shared striping to be added</li> <li>No pedestrian facilities</li> </ul>	4
Right of Way Issues	5	<ul style="list-style-type: none"> <li>Existing ROW to Remain</li> </ul>	5	<ul style="list-style-type: none"> <li>Row Concerns noted in previous tables</li> <li>ROW impacts will Primarily be takes of yards.</li> <li>Minor impacts to house that can be reduced with retaining walls</li> </ul>	3	<ul style="list-style-type: none"> <li>Row Concerns noted in previous tables</li> </ul>	3	<ul style="list-style-type: none"> <li>Row Concerns noted in previous tables</li> </ul>	4
Environmental Impacts	5	<ul style="list-style-type: none"> <li>Existing footprint to Remain</li> </ul>	5	<ul style="list-style-type: none"> <li>Widening footprint</li> <li>No key environmental or historical impacts in current planned widening area.</li> <li>Existing toe of slope will change in some areas.</li> </ul>	2	<ul style="list-style-type: none"> <li>Widening footprint</li> <li>No key environmental or historical impacts in current planned widening area.</li> <li>Existing toe of slope will change in some areas</li> </ul>	3	<ul style="list-style-type: none"> <li>Minor widening of footprint</li> <li>No key environmental or historical impacts in current planned widening area.</li> <li>Existing toe of slope will change in some areas</li> </ul>	4
Constructability	5	<ul style="list-style-type: none"> <li>No construction needed</li> </ul>	5	<ul style="list-style-type: none"> <li>Traffic Control will be difficult along these north sections temporary paving may be needed.</li> </ul>	2	<ul style="list-style-type: none"> <li>Traffic Control will be difficult along these north sections temporary paving may be needed.</li> </ul>	3	<ul style="list-style-type: none"> <li>Traffic Control will be difficult along these north sections temporary paving may be needed.</li> </ul>	3
Construction Cost	5	<ul style="list-style-type: none"> <li>No Construction Costs</li> </ul>	5	<ul style="list-style-type: none"> <li>\$3,900,000 for Surfacing and Roadway Improvements</li> </ul>	2	<ul style="list-style-type: none"> <li>\$3,900,000 for Surfacing and Roadway Improvements</li> </ul>	2	<ul style="list-style-type: none"> <li>\$2,500,000 for Surfacing and Roadway Improvements</li> </ul>	3
<b>Total Score</b>	<b>40</b>	<b>24</b>		<b>31</b>		<b>26</b>		<b>24</b>	

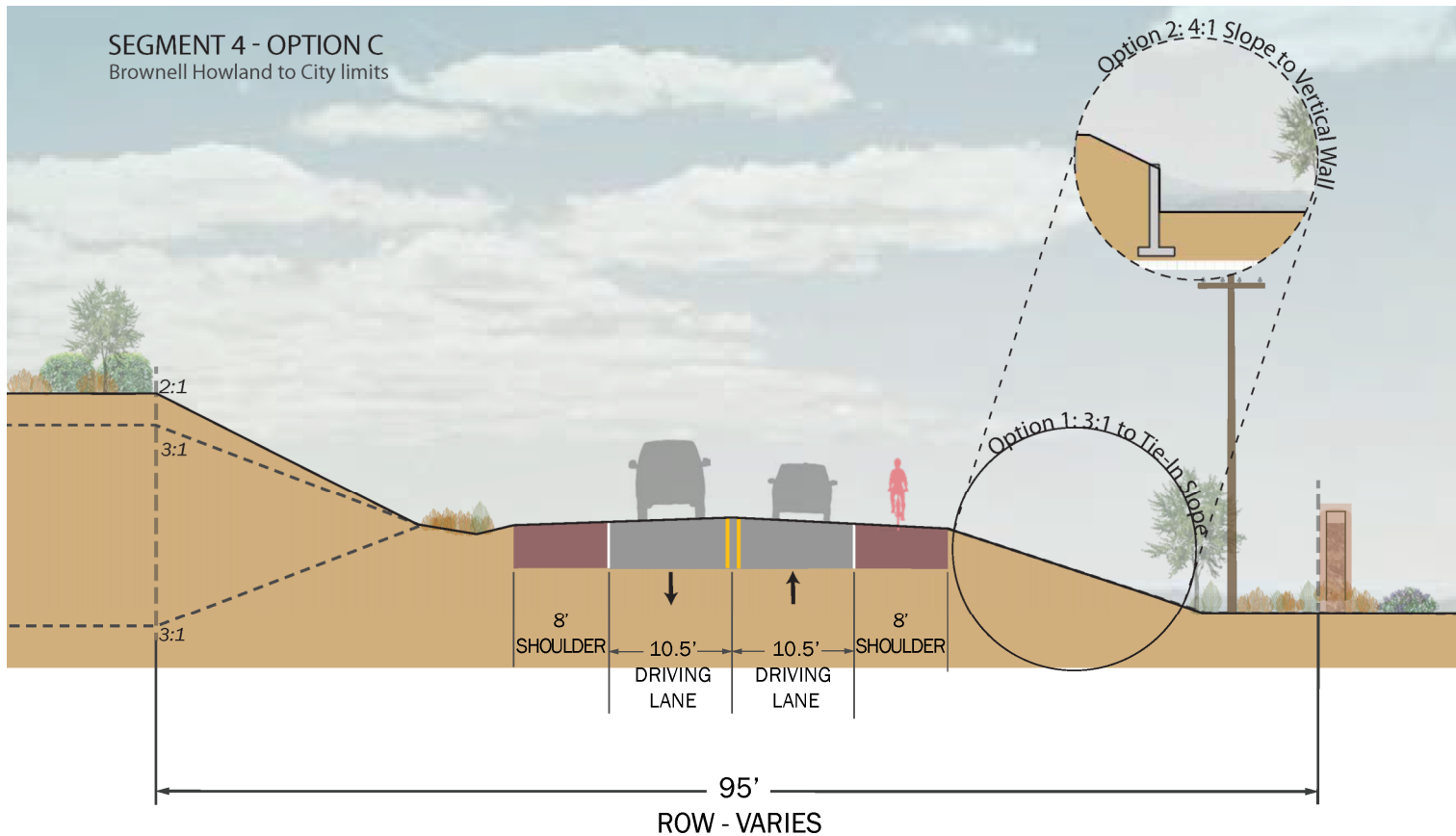
# Cross Section: Segment 3



# Alternatives Decision Matrix: Segment 4 – Option A

		Corridor Segment 4							
Evaluation Criteria	Maximum Score	No-Build		Option A		Option B		Option C	
		Evaluation	Score	Evaluation	Score	Evaluation	Score	Evaluation	Score
Multimodal Options	10	<ul style="list-style-type: none"> <li>No existing sidewalks</li> <li>No Bike Lanes or shared use striping</li> <li>No ADA Improvements</li> <li>Limited shoulder space in many locations</li> </ul>	2	<ul style="list-style-type: none"> <li>Walking path on uphill side</li> <li>Bike lane with buffer from traffic on both sides</li> <li>ADA Improvements</li> <li>Extended shoulder and shared use striping on downhill side</li> </ul>	10	<ul style="list-style-type: none"> <li>Walking path on uphill side</li> <li>Bike lane on uphill side</li> <li>ADA Improvements</li> <li>Extended shoulder and shared use striping on downhill side</li> </ul>	8	<ul style="list-style-type: none"> <li>Extended shoulder and shared use striping on each side</li> <li>No pedestrian facility</li> </ul>	6
Safety	10	<ul style="list-style-type: none"> <li>No safety benefits</li> <li>Safety Concerns with Existing Speeding and Noise</li> </ul>	2	<ul style="list-style-type: none"> <li>Reduced Primary Lane Width to assist with traffic calming</li> <li>Bike traffic is separated from car traffic with Buffer on uphill side</li> <li>Shared use striping to be added on the downhill side</li> </ul>	10	<ul style="list-style-type: none"> <li>Reduced Primary Lane Width to assist with traffic calming</li> <li>Bike traffic is separated from car traffic on the uphill side</li> <li>Shared use striping to be added on the downhill side</li> </ul>	7	<ul style="list-style-type: none"> <li>Reduced Primary Lane Width to assist with traffic calming</li> <li>Shared striping to be added</li> <li>No pedestrian facilities</li> </ul>	4
Right of Way Issues	5	<ul style="list-style-type: none"> <li>Existing ROW to Remain</li> </ul>	5	<ul style="list-style-type: none"> <li>ROW Concerns noted in previous tables</li> <li>ROW Issues contained to takes of portions of yard.</li> <li>ROW issues can likely be limited with retaining walls.</li> <li>ROW Issues continuous near existing wash on north end</li> </ul>	3	<ul style="list-style-type: none"> <li>ROW Concerns noted in previous tables</li> <li>ROW Issues contained to takes of portions of yard.</li> <li>ROW issues can likely be limited with retaining walls.</li> <li>ROW Issues continuous near existing wash on north end</li> </ul>	3	<ul style="list-style-type: none"> <li>ROW Concerns noted in previous tables</li> <li>ROW Issues contained to takes of portions of yard.</li> <li>ROW issues can likely be limited with retaining walls.</li> <li>ROW Issues continuous near existing wash on north end</li> </ul>	4
Environmental Impacts	5	<ul style="list-style-type: none"> <li>Existing footprint to Remain</li> </ul>	5	<ul style="list-style-type: none"> <li>Widening footprint</li> <li>No key environmental or historical impacts in current planned widening area.</li> <li>Existing toe of slope will change in some areas.</li> </ul>	3	<ul style="list-style-type: none"> <li>Widening footprint</li> <li>No key environmental or historical impacts in current planned widening area.</li> <li>Existing toe of slope will change in some areas</li> </ul>	3	<ul style="list-style-type: none"> <li>Minor widening of footprint</li> <li>No key environmental or historical impacts in current planned widening area.</li> <li>Existing toe of slope will change in some areas</li> </ul>	4
Constructability	5	<ul style="list-style-type: none"> <li>No construction needed</li> </ul>	5	<ul style="list-style-type: none"> <li>Traffic Control will be difficult along these north sections temporary paving may be needed.</li> </ul>	3	<ul style="list-style-type: none"> <li>Traffic Control will be difficult along these north sections temporary paving may be needed.</li> </ul>	3	<ul style="list-style-type: none"> <li>Traffic Control will be difficult along these north sections temporary paving may be needed.</li> </ul>	3
Construction Cost	5	<ul style="list-style-type: none"> <li>No Construction Costs</li> </ul>	5	<ul style="list-style-type: none"> <li>\$3,900,000 for Surfacing and Roadway Improvements</li> </ul>	2	<ul style="list-style-type: none"> <li>\$3,900,000 for Surfacing and Roadway Improvements</li> </ul>	2	<ul style="list-style-type: none"> <li>\$2,500,000 for Surfacing and Roadway Improvements</li> </ul>	3
<b>Total Score</b>	<b>40</b>		<b>24</b>		<b>31</b>		<b>26</b>		<b>24</b>

# Cross Section: Segment 4



# Roadway Improvements



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**BISHOPS  
LODGE**  
Road Reconstruction

## Slide 18

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**HHO** Slide may be removed. Are there full roadway reconstruction images that are similar to the recommended design?

Haake, Hannah, 2024-05-15T17:57:43.185

# Materials for Roadside Ditch (Segment 3)



High Slope Areas: Colored patterned concrete  
(Examples Below)

Less Steep Areas: Large  
Rock Landscaped ditch



Border Stamps



Cheshire Cobble



Roman Cobble



Pavimento of Paris



# Next Steps HH0

- 90% Design
  - Submitted to City 07/15/24
- 100% Design
  - Proposed submittal September 2024
- City to utilize design and Estimate information to procure funding to construction project



## Slide 20

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**HHO** Luke to put in dates for next steps  
Haake, Hannah, 2024-05-21T20:26:13.525

# For Additional Information:

Please contact:  
Ania Pastuszewska  
Project Manager Consultant  
Email: [ania.pastu@nv5.com](mailto:ania.pastu@nv5.com)

Or

Luke Smith, PE  
Wilson and Company  
(505)-348-4153

Project Email – [Bishops.Lodge@wilsonco.com](mailto:Bishops.Lodge@wilsonco.com) LSO

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**BISHOPS  
LODGE**  
Road Reconstruction

## Slide 21

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**LSO**

Need to confirm this works

Smith, Luke, 2024-05-30T19:52:31.760

# Questions?

- Please don't forget to sign in and leave your comment sheets.

**WILSON**  
& COMPANY



**BISHOPS**  
**LODGE**  
Road Reconstruction

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