



City of Santa Fe

AGENDA

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
OCTOBER 10, 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:

Meeting ID:

Passcode:

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

3. **APPROVAL OF AGENDA**

4. **APPROVAL OF MINUTES**

- a. Request for Approval of July 11, 2024 BPAC Minutes.
- b. Request for Approval of August 8, 2024 BPAC Minutes.

5. **COMMUNICATIONS FROM THE PUBLIC (maximum 2 minutes)**

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

- a. Safe Route to School Program (Ryan Harris, Coordinator)
- b. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, Director/
Leah Yngve, MSP, Senior Transportation Planner)
- c. Bike Santa Fe (Jennifer Webber/ Rebecca Smith, Board Members)
- d. Public Safety Committee (Steve Pilcher, BPAC Vice Chair)

7. **DISCUSSION AND POSSIBLE ACTION ITEMS**

- a. Introduction of New BPAC Member (Gary Schiffmiller, District 1)
- b. Presentation of Award Certificates (Chair Michael Garcia)
- c. Otowi Crossing Updates (Bill Adrian, Policy, Planning and Law
Subcommittee Member)
- d. Rabbit Road: Present Condition, Impact of NE/SE Connector Completion
on Safety (Khalil Spencer, former BPAC Vice Chair)
- e. Bishop's Lodge Road 90% Design Review (Dan Painter, Technical

Review Subcommittee Chair)
90% plan set available for download
from <https://wilsonco.egnyte.com/fl/qQpRYR1f4U>
Password: BLR_90_7_31City

- f. Buckman Road Full-Depth Reclamation or Rebuild 90% Design Review (Dan Painter, Technical Review Subcommittee Chair)
Link: <https://wilsonco.egnyte.com/fl/zJm5rKBnLr>
Password: Buckman_90_CoSF
- g. Target Zero New Mexico: NMDOT's Transformative Initiative. What's Next for Implementing BPAC Strategic Plan FY2023-2033? (Romella Glorioso-Moss, BPAC Staff Liaison)

8. SUBCOMMITTEE COMMUNICATIONS

- a. Policy, Planning and Law (Steve Pilcher, Chair)
- b. Promotion, Education and Communications (Judith Gabriele, Chair)
- c. Technical Review (Dan Painter, Chair)
 - Paseo Del Sol Extension 90% Design Review

9. MATTERS FROM STAFF

10. MATTERS FROM THE COMMITTEE

11. MATTERS FROM THE CHAIR

12. NEXT MEETING: Thursday, November 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
AUGUST 08, 2024
5:30 PM
CITY HALL
COUNCIL CHAMBERS, 201
LINCOLN AVENUE
SANTA FE

<https://www.youtube.com/live/vkVmavuo3QA?si=EWhciuwY5IYyu1y5>

1. CALL TO ORDER

The meeting was called to order by Chair Michael Garcia at 5:37 pm.

2. ROLL CALL

Members Present:

Chair Michael Garcia
Member Erik Aaboe
Member Angela Bordegaray
Member Yolanda Eisenstein
Member Steve Pilcher
Member Ben Pingilley

Members Excused:

Member Judith Gabriele
Member Tony Gerlicz
Member Dan Painter

Others Attending:

Romella Glorioso-Moss, Staff Liaison
Kathlyne Gish, Chair, Mayor's Committee on Disability

3. APPROVAL OF AGENDA

MOTION: Member Aaboe moved, seconded by Member Pilcher, to approve the Agenda as amended.
Staff requested to remove Items 4.a and 8.c.

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

For: Member Aaboe, Member Bordegaray, Member Eisenstein, Member Pilcher, Member Pingilley, Chair Garcia



MINUTES

Against: None

Abstain: None

4. APPROVAL OF MINUTES

- a. Request for Approval of July 11, 2024 BPAC minutes.

REMOVED FROM THE AGENDA

5. COMMUNICATIONS FROM THE PUBLIC (2 minutes maximum)

6. COMMUNICATIONS FROM OTHER AGENCIES (5 minutes maximum)

- a. Santa Fe Metropolitan Planning Organization (SFMPO), Erick Aune, AICP, SFMPO Officer and Leah Yngve, MPH, Sr. Transportation Planner
- b. Bike Santa Fe, Becky Smith or Dan Young, Board Members
- c. Safe Routes to School Program, Ryan Harris, Coordinator
- d. Public Safety Committee, Steve Pilcher, BPAC Vice Chair

7. DISCUSSION AND POSSIBLE ACTION ITEMS

- a. Request to Recommend to the Planning Commission and Governing Body to Adopt the "Traffic Impact Analysis Guidelines" by Reference in Chapter 13 of the Land Development Code (Erick Aune, SFMPO Director).

MOTION: Member Bordegaray moved, seconded by Member Aaboe, to recommend approval to the Planning Commission and Governing Body to adopt the "Traffic Impact Analysis Guidelines"



MINUTES

by Reference or Appendix to Chapter 14 – Land Development.

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

For: Member Aaboe, Member Bordegaray, Member Eisenstein,
Member Pilcher, Member Pingilley, Chair Garcia

Against: None

Abstain: None

- b. CONSIDERATION OF A RESOLUTION 2024-_____. (Mayor Alan Webber, Councilor Carol Romero-Wirth, and Councilor Michael Garcia) A Resolution Proposing a Ballot Question to be Submitted to the City of Santa Fe Voters During the November 5, 2024, General Election; Relating to the City Issuance of a General Obligation Bond in the Maximum Principal Amount of \$25,000,000 to be Repaid from Property Taxes to Construct, Design, Equip, and Improve Roads and Improve Roads and Streets Within the City. (Discussion Requested by Angela Bordegaray and Tony Gerlicz, BPAC Members)

MOTION: Member Bordegaray moved, seconded by Member Eisenstein, to recommend adoption by City Council.

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

For: Member Aaboe, Member Bordegaray, Member Eisenstein,
Member Pilcher, Member Pingilley, Chair Garcia

Against: None

Abstain: None



MINUTES

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
AUGUST 08, 2024
5:30 PM
CITY HALL
COUNCIL CHAMBERS, 201
LINCOLN AVENUE
SANTA FE

8. **SUBCOMMITTEE COMMUNICATIONS**

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

REMOVED FROM THE AGENDA

9. **MATTERS FROM THE STAFF**

10. **MATTERS FROM THE COMMITTEE**

11. **MATTERS FROM THE CHAIR**

12. **NEXT MEETING: September 12, 2024**

13. **ADJOURN: 7:15 PM**

Romella Glorioso-Moss

Liaison

Chair

Gary Schiffmiller

924 Osage Ave
Santa Fe, NM 87505
(505) 204-8978
schiffmiller@earthlink.net

10 June 2024

Ms. Romella Glorioso-Moss, BPAC Staff Liaison
City of Santa Fe

Dear Ms. Glorioso-Moss,

Thank you for the opportunity to apply to serve on the Bicycle and Pedestrian Advisory Committee for the City of Santa Fe to represent District 1. I have lived in this location (although the district boundaries have changed over time) for almost 34 years, and I've lived in Santa Fe for more than 40 years. I have been a frequent bicyclist and pedestrian all that time.

As detailed in my resume, I believe I have the experience and qualifications to be an effective member of the Committee. I can bring a wide perspective to the position, being a pedestrian, bicyclist, motorcyclist, and automobile driver. In recent years, I have taken an interest in traffic engineering and, although not an engineer, I will bring valuable insight from my various roles as a road user.

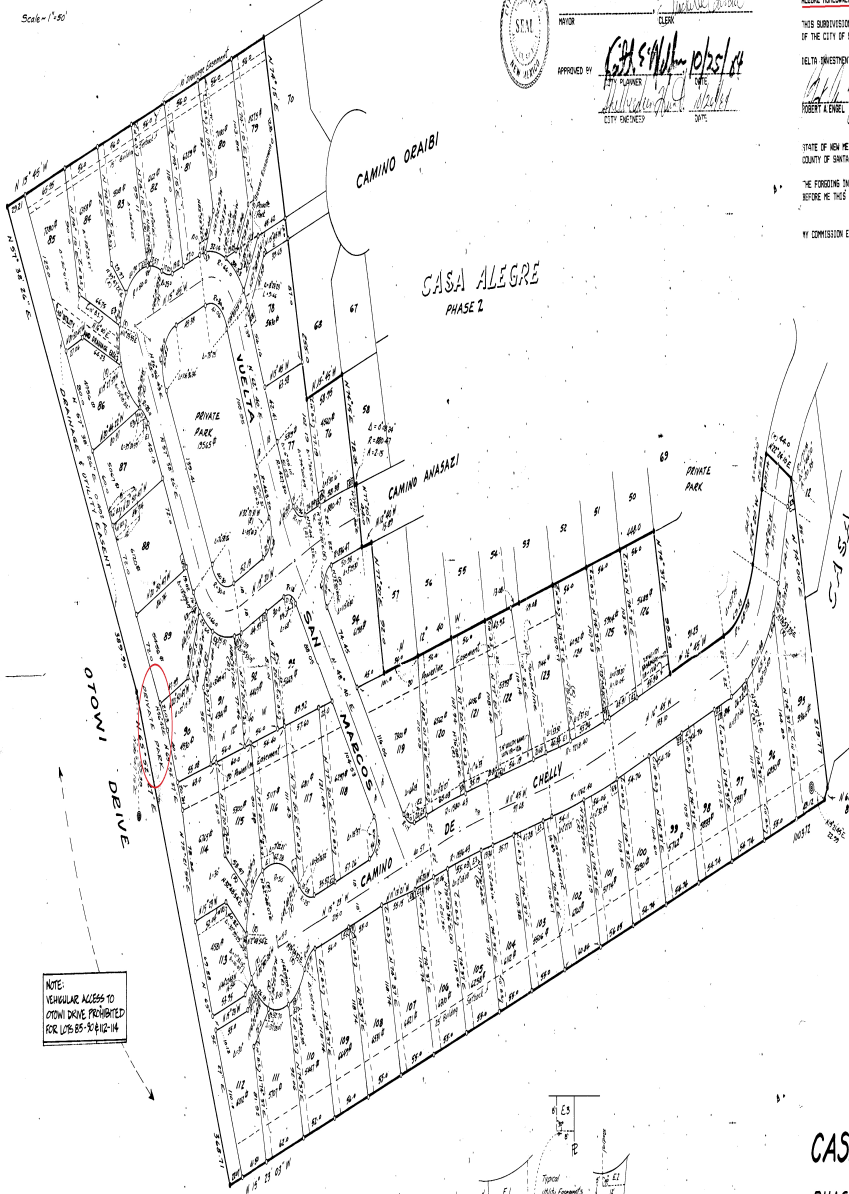
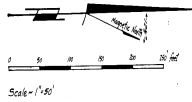
If there is any other information or clarification that may be needed, please don't hesitate to contact me.

Sincerely,
Gary Schiffmiller

Gary Schiffmiller

924 Osage Ave
Santa Fe, NM 87505
(505) 204-8978
schiffmiller@earthlink.net

- | | |
|----------------|--|
| 1959 – Present | Pedestrian |
| 1964 – Present | Bicyclist |
| 1996 – 2020 | Bicycle commuter: I commuted by bicycle while in graduate school at Arizona State University, Tempe, AZ. This included dropping off two children at two different day care facilities using a bicycle trailer; I commuted to work while employed by the New Mexico Environment Department at the South Capitol Complex |
| 2010 – Present | Bicycle educator: I am certified through the League of American Bicyclists as a League Certified Instructor (#2839). I teach classes to instruct bicyclists how to ride more safely and effectively in an urban environment |
| 2010 – 2023 | Founding Board member of Bike Santa Fe, a 501(c)(3) bicycle advocacy and education organization: I organized and held classes and events to promote bicycle education and advocacy; represented Bike Santa Fe at various events, meetings, and proceedings |
| 2020 – Present | Participated on the Law & Policy and Technical Review subcommittees for BPAC |
| 2022 – 2024 | Participated in the Safe Routes to School Program: I taught students from 1 st through 8 th grade on pedestrian and bicycle safety, and bicycle maintenance; I participated in “Bike School Bus” events, leading school children on bicycles and on foot to school as a group |



NOTE:
VEHICULAR ACCESS TO
OTOMI DRIVE PROHIBITED
FOR LOTS 85-91 & 112-114



**CASA ALEGRE UNIT 14
PHASE 3**

APPROVALS
 APPROVED BY THE CITY PLANNING COMMISSION AT THEIR MEETING OF
 APRIL 11, 1983
 CHAIRMAN: *[Signature]*
 SECRETARY: *[Signature]*
 APPROVED BY THE CITY COUNCIL OF SANTA FE, NEW MEXICO, AT THEIR
 MEETING OF APRIL 11, 1983
 MAYOR: *[Signature]*
 CLERK: *[Signature]*
 APPROVED BY: *[Signature]* DATE: 10/25/84
 CITY ENGINEER: *[Signature]* DATE: 10/25/84



DEDICATION AND AFFIDAVIT
 KNOWN ALL MEN BY THESE PRESENTS THAT DELTA INVESTMENTS, INC.
 IS THE OWNER OF THE CASA ALEGRE UNIT-
 14 SUBDIVISION, SITUATED IN SANTA FE COUNTY, NEW MEXICO, AND HAS
 CAUSED TO BE SUBDIVIDED THOSE LANDS SHOWN HEREON, TO BE NAMED
 AND KNOWN AS PUEBLO ALEGRE PHASE 3. THE SAID SUBDIVISION IS
 MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF
 THE UNDERSIGNED DONORS HEREON. THE PARCELS AND STREETS SHOWN
 HEREON ARE HEREBY DEDICATED TO THE USE OF THE PUBLIC FOREVER, THE
 PRIVATE PARKS SHOWN HEREON ARE HEREBY DEDICATED TO THE PUEBLO
 ALEGRE HOMEOWNERS ASSOCIATION.
 THIS SUBDIVISION LIES WITHIN THE PLANNING AND PLATTING JURISDICTION
 OF THE CITY OF SANTA FE, NEW MEXICO.
 DELTA INVESTMENTS, INC.
 ROBERT A. DANIEL, VICE PRESIDENT
 STATE OF NEW MEXICO)
 COUNTY OF SANTA FE) SS
 I, THE FOREGOING INSTRUMENT WAS SUBSCRIBED, SHOWN TO AND ACKNOWLEDGED
 BEFORE ME THIS 22nd DAY OF January, 1984.
 MY COMMISSION EXPIRES 22 October 1987. *[Signature]*
 NOTARY PUBLIC

30

UTILITIES
 MOUNTAIN BELL: *[Signature]* 10/21/84
 PUBLIC SERVICE CO.: *[Signature]* 10-21-84
 SANGRE DE CRISTO WATER CO.: *[Signature]* 10-21-84
 GAS CO. OF NEW MEXICO: *[Signature]* 10-21-84

SURVEYOR'S CERTIFICATE
 I HEREBY CERTIFY THAT THIS PLAT AND THE SURVEY UPON WHICH IT IS
 BASED WERE MADE UNDER MY PERSONAL SUPERVISION DURING THE
 MONTH OF OCTOBER, 1983 AND ARE CORRECT AND TRUE TO THE BEST OF MY
 KNOWLEDGE AND BELIEF.
 GARY E. DAMON, N.M.P.L.S. # 7014

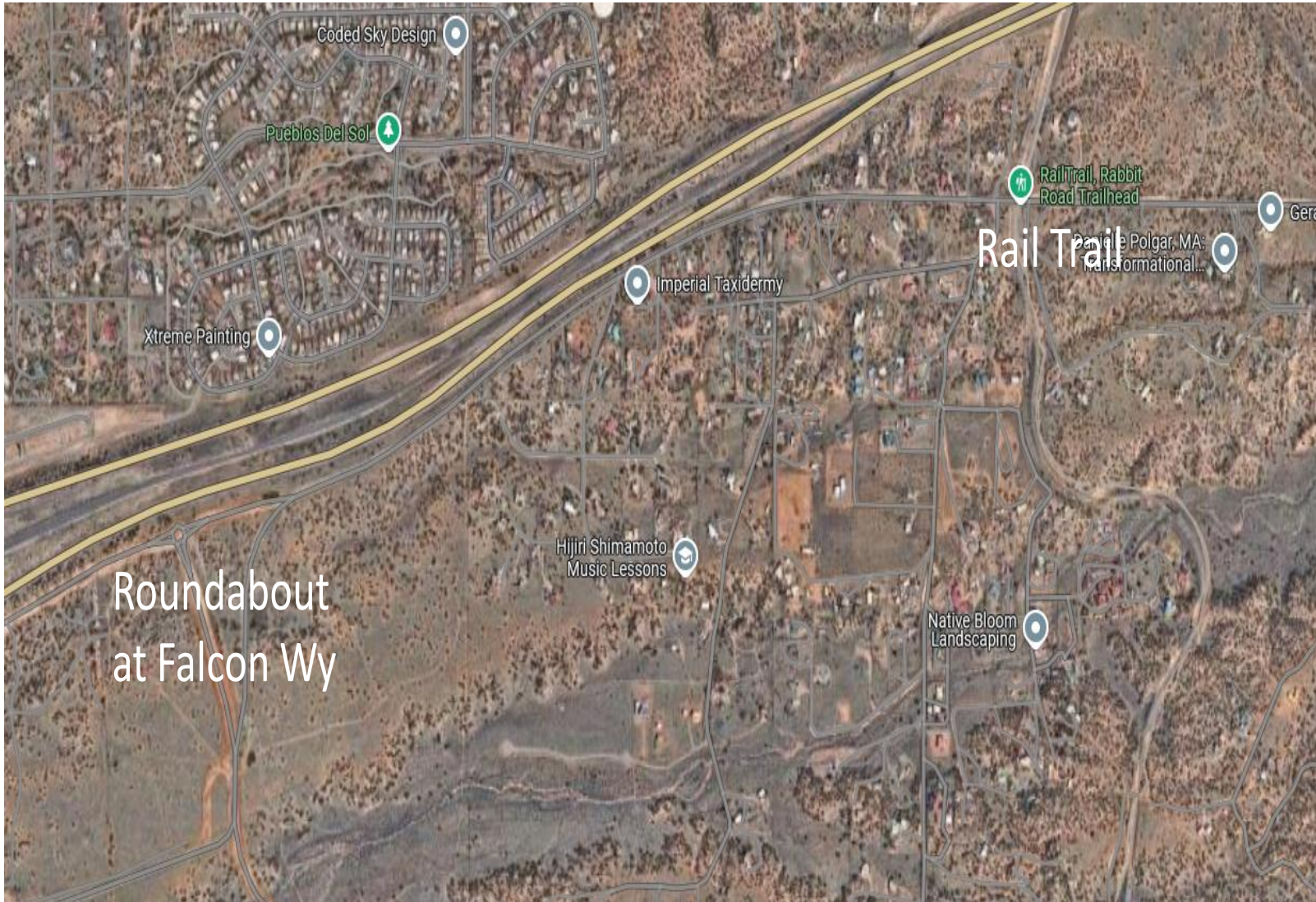
APPROVED OCTOBER 2, 1984 TO ADD UTILITY PARCELS 'E3' AND
 'E4' UTILITY PARCELS & CORRECT OF LOTS 112-114.

LEGEND
 BOUNDARIES ARE DERIVED FROM SUBDIVISION PLAT 'CASA ALEGRE UNIT 14,
 PHASE 1, PREPARED BY GARY E. DAMON, N.M.P.L.S. # 7014, DATED
 APRIL, 1978.
 • DONTES POINT FOUND
 • DONTES POINT TO BE SET
 • DONTES CALCULATED POINT NOT SET
 • DONTES SHADY UTILITY PARCELS
 --- DONTES BUILDING SETBACK LINE
 --- DONTES UTILITY EASEMENT

555-2807
 10/25/84
 GARY E. DAMON, N.M.P.L.S. # 7014

4 of 12
 G. DAMON & ASSOCIATES
 PROFESSIONAL LAND SURVEYORS
 SANTA FE, NEW MEXICO
 JULY 1989

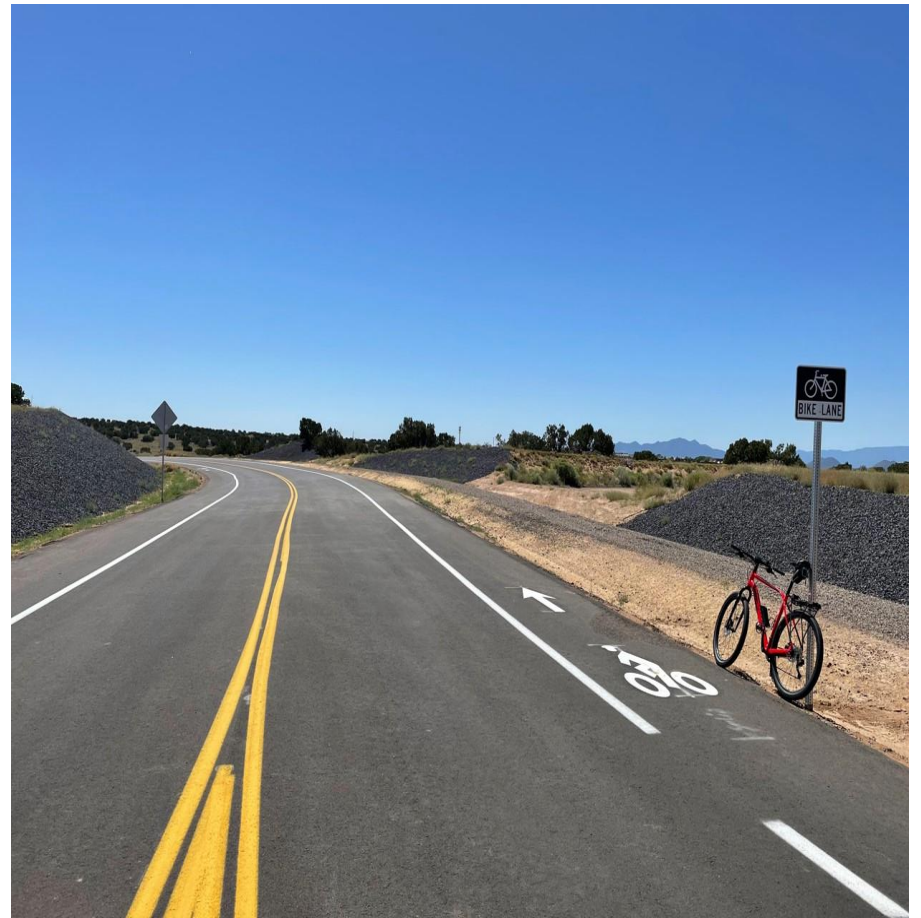
Rabbit Road: Present Condition, Impact of NE / SE Connector Completion on Safety



Overview

- Rabbit Road is the location of an important pedestrian-bicyclist crossing to the rural part of the rail trail
- It is also a popular bike route that will probably become more popular
- Proposed extensive housing development in the SFCC district will likely increase vehicle traffic substantially
- How will this affect bike-ped safety on Rabbit Road, and what can be done to keep vulnerable users safe?

Falcon Wy makes for a great ride, ergo more bicyclists on Rabbit-Falcon rides. Photos courtesy of Erik Aaboe



Concerns: Development

Development causing more traffic for future Rabbit Rd. cyclists

Concerns for people crossing Rabbit at Rail Trail.

Present “shoulders” (?) between Rail Trail and Falcon Wy are narrow, full of plant growth, not maintained.

Maintenance: According to Santa Fe County Public Works Roads Division (per Erik Aaboe) the stretch of Rabbit Road between the Falcon Way roundabout and the RR tracks is not currently the responsibility of either jurisdiction, SFCo or NMDOT.”

Who will fix this, as Rabbit/Falcon is likely to be a very popular bike route?

BUILDING SANTA FE

New roads will unlock growth south of I-25

By Kim Shanahan Aug 31, 2024 6



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00:00



03:46

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If you build it, they will come. Well, they finally did build it, and they definitely will come to build more. Get ready for the massive, decades-long infill of the expanding outskirts of town across Interstate 25 in the county.

The new area, opened by the long-awaited completion of roads and roundabouts that wrap around Santa Fe Community College on the south and then head north to a newly aligned Rabbit Road running



- Rabbit Road is a 4.2 mile long two-lane roadway located in Santa Fe County and adjacent to the I-25 corridor that begins at Old Pecos Trail and terminates at Richard's Ave. Posted Speed limit 40MPH.
- The paved width is approximately 34 feet wide with two 11 foot travel lanes and 6 foot shoulders.
- In 2023 approximately 4,162 vehicles passed a count station near the Rail Trail (Average Annual Daily Traffic). This number has been static for the past 10 years when Oshara Village and other developments occurred. Prior to that the AADT was approximately 1520.
- In 2003 Santa Fe County, by Resolution 2003-25 Changed the name of Old Agua Fria Road to Rabbit Road from St. Francis to Richards.



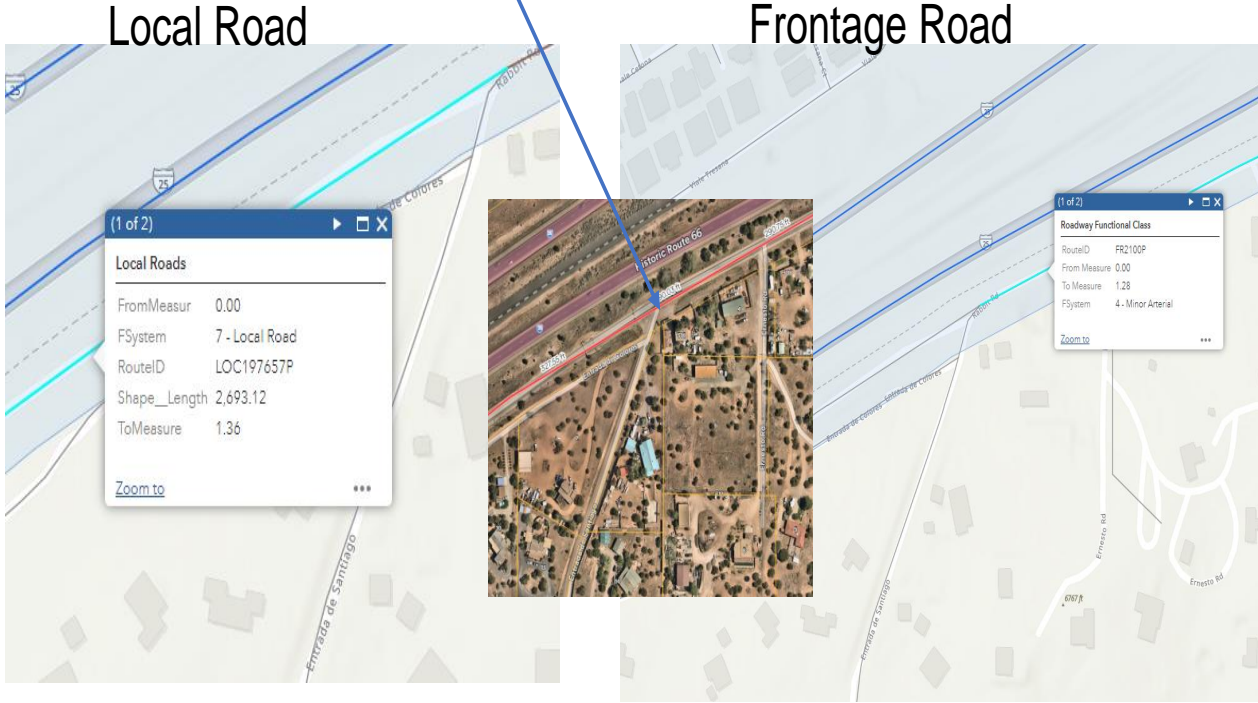
The NMDOT mapping system indicates the Rabbit Road is a NMDOT Frontage Road Facility (FR2100P–Minor Arteria Urban Two Lane) from Old Santa Fe trail west to Entrada de Santiago where it is then designated “Local Road.”



Susana Martinez
Governor

Tom Church
Cabinet Secretary

September 30, 2014



Traffic Advisory

Rabbit Road Pavement Preservation

Santa Fe—The New Mexico Department of Transportation (NMDOT) will begin the final stage of a pavement preservation project on Rabbit Road from the Waldorf School to the west end of Rabbit Road as it enters the Rancho Viejo property on October 2, 2014.

There will be intermittent one lane closures on Rabbit Road starting at 8:30 AM to 7:00 PM. This pavement preservation work is anticipated to be completed October 4, 2014, weather permitting.

Intermountain Slurry Seal is the contractor for this project.

Drivers are urged to proceed through the work zone with caution, observe traffic control signs and obey speed limits. Updates on this project will be posted on the New Mexico Department of Transportation's road advisory website, www.nmroads.com

###

For more information, contact Rosanne Rodriguez, NMDOT District Five Public Information Officer at 505-995-7704 or by email at rosanne.rodriguez@state.nm.us.

FR2101P	1.893	Rabbit Road South of Santa Fe; from Its junction with US 84/285 (Saint Francis Drive) by the south right-of-way fence at I-25 Exit 282; eastward to junction NM 466 (Old Pecos Trail).
	0	1.893
	District 5	Santa Fe
		Santa Fe, NM

Present Rail Trail Crossing on Rabbit

courtesy, Google Maps



Present condition of Rabbit Road shoulders

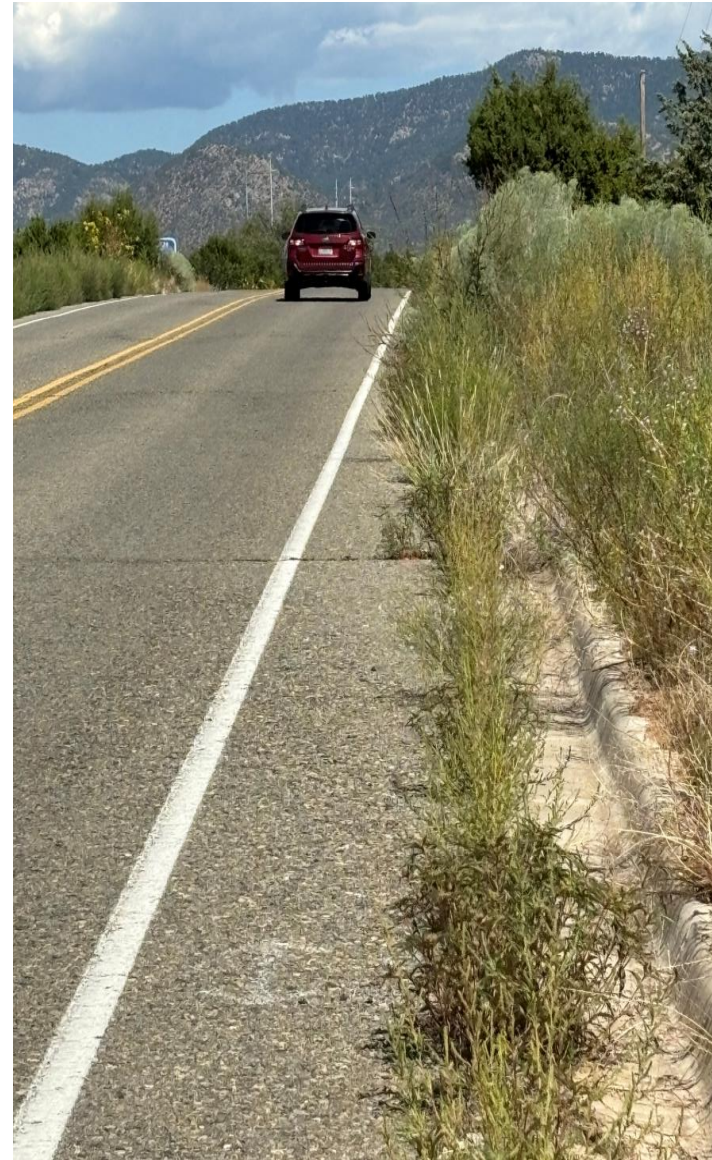
Looking East, uphill

Speed limit 40 mph

Parts infested with weeds,
sometimes over entire shoulder

Shoulder narrows to ~3' wide
where gutter pan installed

Hardly room to stop with the
BMW!!!



Development Plan (SFCo Board of County Commissioners and SF Extraterritorial Zoning Authority, 2000



THE SANTA FE COMMUNITY COLLEGE DISTRICT PLAN



Santa Fe County Board of County Commissioners, October 31, 2000

Santa Fe Extraterritorial Zoning Authority, November 1, 2000

Rabbit Road Crossing

What will traffic volume be in the future?

What will the speed limit be?

Will the crossing need safety improvements?

RR track proximity limits choices



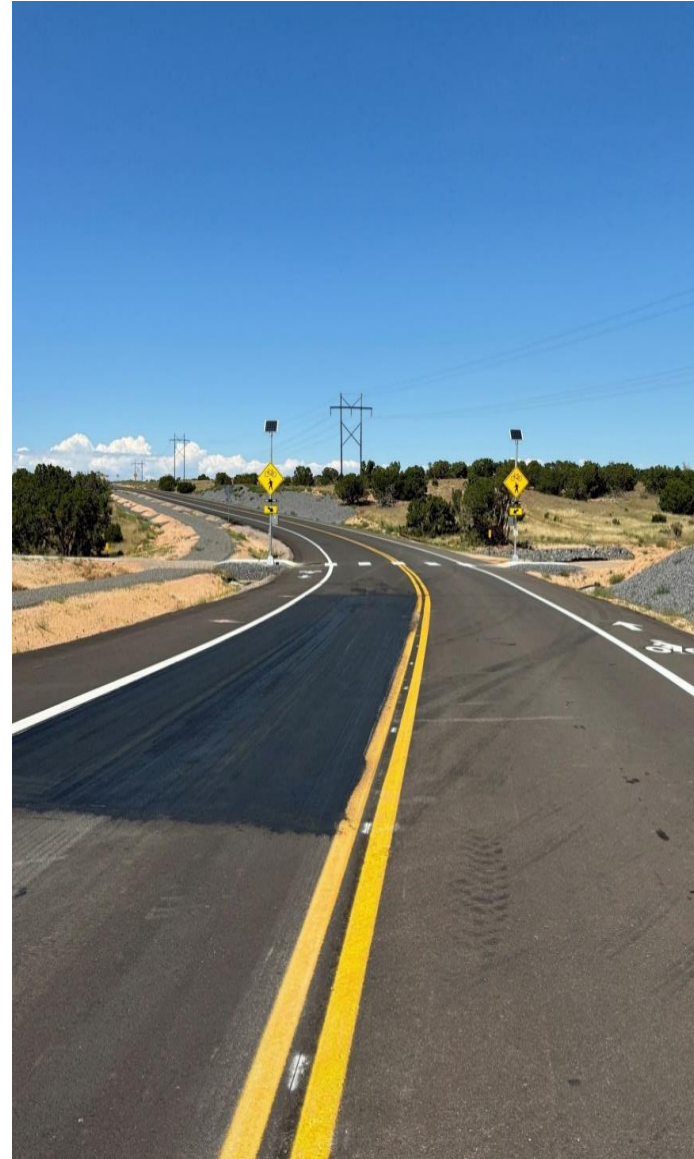
Adding safety at Rail-Trail?

Crossing on Falcon Way at
Spur Trail

New location of parking for
hikers, moved from Richards

Installing similar at Rail Trail
requires moving crosswalk 35-
40 feet East, away from the
railroad tracks (per Federal
Rail Bureau).—Erick Aune,
pers. Comm

Gated road directly east of
Rail Trail crossing



Rabbit Road: Present and Future

- Rabbit will be a major exit to I-25 and South SF from new SFCC area development.
- How much new development?
- Future vehicles per day and per hour?
- Speed limit?
- Road profile?
- Do we need wider shoulders/bike lanes than present, esp. if traffic volumes high or speed limit stays at 40 mph with more traffic?
- Does the Rail Trail crossing need safety treatment, and how to do it?
- Who will maintain the road?
- BPAC, MPO, NMDOT, who else needs to be involved?

A few more thoughts from the MPO

- A few thoughts...
- Short Term Low-Cost Restripe: 10' lanes Add 18" Bike Lane Buffer per AASHTO and label 5-foot bike lanes.
- Maintenance Agreement: Santa Fe County encouraged to enter into agreement with NMDOT for maintenance

- Long-Term
- Road Exchange Agreement where Santa Fe County assume full jurisdiction.

- These ideas would need to be vetted by County Public Works as there are no assumptions the County would either be interested or understand what agreements may be in place today.

Page Label	Category	Comments	Author	Status	Comments
[1] 1-2 VICINITY MAP	General	ADD NORTH ARROW TO PROJECT VICINITY MAP	Steven Harris	Accepted	Can update before 90% submittal
[1] 1-3 INDEX OF SHEETS	General	SERIES 5 5.1 TO 5-X RETAINING WALLS - GENERAL NOTES - CROSS SECTIONS - SCHEDULES	Steven Harris	Accepted	Can update before 90% submittal
[1] 1-3 INDEX OF SHEETS	General	SERIES 6 6.2 - TEMPORARY TRAFFIC CONTROL CROSS SECTIONS 6.3 - TEMPORARY TRAFFIC CONTROL PHASING SHEETS	Steven Harris	Accepted	
[1] 1-4 SUMMARY OF QUANTITIES	General	SPLIT ITEMS OUT BY CATEGORY (i.e. ROADWAY, CONSTRUCTION ENGINEERING, CONSTRUCTION SIGNING, ...)	Steven Harris	Accepted	Can update before 90% submittal
[1] 1-4 SUMMARY OF QUANTITIES	General	REMOVE UNUSED CATEGORIES	Steven Harris	Accepted	
[1] 1-4 SUMMARY OF QUANTITIES	General	Make Sure all Quantities go to total section	Steven Harris	Accepted	Can update before 90% submittal
[1] 2-1 ROADWAY DESIGN PARAMETERS	Roadway	UPDATE DESIGN DATA TABLE PER SHEET COMMENTS. ADD EMAX AND SPLIT OUT INFORMATION INTO SEPERAT COLUMNS.	Steven Harris	Accepted	Can update before 90% submittal
[1] 2-1 ROADWAY DESIGN PARAMETERS	Roadway	TRAFFIC DATA (SEPERATE SCHEDULES)	Steven Harris	Accepted	Can update before 90% submittal
[1] 2-1 ROADWAY DESIGN PARAMETERS	Roadway	ADD 2042 TRAFFIC PROJECTIONS	Steven Harris	Review Needed	Will Check future planning documents for traffic increases
[1] 2-1 ROADWAY DESIGN PARAMETERS	Roadway	DESIGN PERAMETERS HMA R-VALUE X.X INITIAL SERVEABILITY INDEX X.X TERMINAL SERVEABILITY INDEX X.X EASL 1,597,683 STRUCTURAL NUMBER X.XX	Steven Harris	Accepted	Need to review Geotech report additionally for information
[1] 2-1 ROADWAY DESIGN PARAMETERS	General	FOR CONTRACTOR'S INFORMATION ONLY	Steven Harris	Accepted	
[1] 2-2 EXISTING ROADWAY TYPICAL SECTIONS	General	SHOW SLOPES	Steven Harris	See Comment	Will add as applicable. Some areas connect to wall can adjust accordingly
[1] 2-2 EXISTING ROADWAY TYPICAL SECTIONS	Roadway	ADD EXISTING PAVEMENT SECTION(S)	Steven Harris	Accepted	
[1] 2-3 PROPOSED ROADWAY TYPICAL SECTIONS	Tie-In	IS THIS CORRECT? GENERALLY THERE IS SOME SORT OF SHALLOW DITCH BEFORE STEEPER BACKSLOPE DIRECTLY BEHIND THE SIDEWALK OR OR EDGE OF PAVEMENT IN A CUT SECTION.	Steven Harris	Accepted	We will plan to add cut/fill slopes details as you have noted. May be some adjustments as we see how these changes interact with the final grading
[1] 2-3 PROPOSED ROADWAY TYPICAL SECTIONS	Tie-In	SEE FILL SLOPE DETAIL	Steven Harris	Accepted	Details to be adjusted and detailed further
[1] 2-3 PROPOSED ROADWAY TYPICAL SECTIONS	Tie-In	SEE CUT SLOPE DETAIL	Steven Harris	Accepted	Details to be adjusted and detailed further
[1] 2-3 PROPOSED ROADWAY TYPICAL SECTIONS	Tie-In	SHOW ON ALL PROPOSED CROSS-SECTION AND REFERENCE THE SHEET NUMBER THAT THE DETAIL IS DRAWN	Steven Harris	Accepted	
[1] 2-3 PROPOSED ROADWAY TYPICAL SECTIONS	Roadway	THIS STEPDOWN IN THE BASE COURSE IS UNNESSASARY AND WILL COMPLICATE CONSTRUCTION. MAINTAIN SUBGRADE CROSS SLOPE FROM ROADWAY.	Steven Harris	Accepted	
[1] 2-3 PROPOSED ROADWAY TYPICAL SECTIONS	Tie-In	ADD A SLOPES DETAIL SHOWING THE RANGES FOR VERTICAL CUT AND FILL FOR BOTH URBAN AND RURAL SECTIONS	Steven Harris	Accepted	Similar to comment above we will look into this in more detail
[1] 2-4 PROPOSED ROADWAY TYPICAL SECTIONS	Tie-In	ADD CUT SLOPE DETAIL ON ONE SHEET AND REFERENCE FOR EACH SECTION AS NEEDED	Steven Harris		
[1] 2-4 PROPOSED ROADWAY TYPICAL SECTIONS	Roadway	Extend Pavement and Base in Rural Sections (No Curb & Gutter)	Steven Harris	Accepted	Taper needs to be added
[1] 2-4 PROPOSED ROADWAY TYPICAL SECTIONS	Drainage	We may want to talk about paving this ditch in the cut sections (Lt. and Rt. of the Invert).	Steven Harris	Accepted	Will probably depend on slopes (mostly longitudinal) Paving won't help side slope riling much but can help the ditch from degrading or having vertical wall cuts. Will depend on flow velocities.
[1] 2-5 PROPOSED ROADWAY TYPICAL SECTIONS	Tie-In	See Rural Section comments on Sheet 2-4)	Steven Harris	Accepted	
[1] 2-6 PROPOSED ROADWAY TYPICAL SECTIONS	Roadway	ADD GENARIC SIDE STREET AND DRIVEWAY TYPICAL SECTIONS (1 EACH), SHOWING A VARIABLE WIDTH. A SCHEDULE INCLUDED (not this sheet) WITH THE CROSS SECTIONS WOULD BE AN ACCEPTABLE APPROACH TO LISTING VARIABLE WIDTH BY STREET OR DRIVEWAY.	Steven Harris	Accepted	Can add a variable section with a schedule of side street widths.
[1] 2-6 PROPOSED ROADWAY TYPICAL SECTIONS	Roadway	Have we considered placing an driveway apron (+/- 10') at the turnouts to reduce tracking of mud and loose dirt onto the trail?	Steven Harris	See Comment	The way we have it quantified now the turnouts are generally paved to the ROW so there is an Asphalt Apron
[1] 2-7 SURFACING SCHEDULE	Roadway	THIS SHOULD BE DONE AT 60%	Steven Harris	Accepted	Will add for review before 90%
[1] 2-8 SURFACING SCHEDULE	Roadway	THIS SHOULD BE DONE AT 60%	Steven Harris	Accepted	Will add for review before 90%
[1] 2-9 ESTIMATED STRUCTURES QUANTITIES	Drainage	* THE REFERENCE TO TRUNKLINE AND LATERAL APPEAR TO BE RANDOM. SOME OF THE LATERALS HAVE TRUNKLINE ELEMENTS BUT ARE STILL LABLED AS LATERALS. I WOULD SUGGEST THAT YOU CONSIDER 1 DESIGNATION THAT DESCRIBES BOTH LIKE STORM DRAIN (SD).	Steven Harris	Accepted	Agree naming scheme will be adjusted
[1] 2-11 MISCELLANEOUS QUANTITIES	General	THIS SHOULD BE DONE AT 60% EVEN IF IT NEEDS TO BE UPDATED LATER	Steven Harris	Accepted	Will review schedules to add. I believe we buttoned a good portion of them up just after we submitted.
[1] 2-12 MISCELLANEOUS QUANTITIES	General	THIS SHOULD BE DONE AT 60%	Steven Harris	Accepted	Will review schedules to add. I believe we buttoned a good portion of them up just after we submitted.
[1] 2-14 DEMOLITION PLAN	General	REMOVE LINE WORK OUTSIDE OF MATCHLINES (ALL SHEETS)	Steven Harris	Accepted	

		THIS IS EXTREMELY CLUTTERED. THE EXISTING SURVEY FEATURES DETAILS/ PROPERTY OWNERS/ AND PRIVATE PROPERTY LINES HAVE VALUE, BUT I DON'T THINK THAT THEY NEED TO BE SHOWN IN EVERY SECTION OF THE PLANS. CAN WE TURN THEM OFF? ADDITIONALLY IT DOES NOT LOOK LIKE THE PROPERTY LINES HAVE BEEN RECONCILED WITH THE ROW. WE PROBABLY DON'T WANT PRIVAT PROPERTY SURVEY REFERANCES THAT HAS NOT BEEN VETTED WITH THE ROW. THE SIDE STREET ROW LINES AND STREET NAMES ARE HELPFUL AND SHOULD REMAIN.			Current plan will be to remove the property lines and address labels on the demo sheets but to generally leave the survey features. We will likely need to adjust the keyed notes locations to clean upon some of the clutter as well. I will review the property lines. I believe we have two references shown here when there is one that we got from survey that needs to be the only one shown. Side street names will remain but some of the overlaps need to be fixed.
[1] 2-14 DEMOLITION PLAN	General		Steven Harris	See Comment	
[1] 2-15 DEMOLITION PLAN	General	REMOVE LINE WORK OUTSIDE OF MATCHLINES (ALL SHEETS)	Steven Harris	Accepted	
[1] 2-16 DEMOLITION PLAN	General	REMOVE LINE WORK OUTSIDE OF MATCHLINES (ALL SHEETS)	Steven Harris	Accepted	
[1] 2-17 DEMOLITION PLAN	General	REMOVE LINE WORK OUTSIDE OF MATCHLINES	Steven Harris	Accepted	
[1] 2-23 EROSION CONTROL QUANTITIES	General	THIS SHOULD BE DONE AT 60%	Steven Harris	See Comment	Agree with note. I will review if we can get something together before 90 but I would like to get TCP stuff together first.
[1] 2-24 EROSION CONTROL PLAN	General	REMOVE LINE WORK OUTSIDE OF MATCHLINES (ALL SHEETS)	Steven Harris	Accepted	
[1] 2-24 EROSION CONTROL PLAN	General	THIS IS EXTREMELY CLUTTERED. THE EXISTING SURVEY FEATURES DETAILS/ PROPERTY OWNERS/ AND PRIVATE PROPERTY LINES HAVE VALUE, BUT I DON'T THINK THAT THEY NEED TO BE SHOWN IN EVERY SECTION OF THE PLANS. CAN WE TURN THEM OFF? ADDITIONALLY IT DOES NOT LOOK LIKE THE PROPERTY LINES HAVE BEEN RECONCILED WITH THE ROW. WE PROBABLY DON'T WANT PRIVAT PROPERTY SURVEY REFERANCES THAT HAS NOT BEEN VETTED WITH THE ROW. THE SIDE STREET ROW LINES AND STREET NAMES ARE HELPFUL AND SHOULD REMAIN.	Steven Harris	See Comment	Plan will be to remove survey, add storm drain lines and leave property lines.
[1] 2-35 MEDIAN DETAILS	General	FLIP STATIONING SO NORTH IS UP AND IT IS CONSISTANT WITH OTHER LAYOUT SHTS.	Steven Harris	Accepted	
[1] 2-35 MEDIAN DETAILS	General	REMOVE LINE WORK OUTSIDE OF MATCHLINES (ALL SHEETS)	Steven Harris	Accepted	
[1] 2-38 INTERSECTION DETAILS	Utilities	There is an existing manhole (approx. 2.5' Dia.) in the sidewalk/ADA ramp. Check to see if it should be relocated, adjusted, or if the sidewalk/ramp needs to be wider to accommodate it.	Steven Harris	See Comment	Likely needs to be adjusted. May need to look at adjusting the curb in area. Appears to be for fiber but we will have to review survey
[1] 2-38 INTERSECTION DETAILS	Drainage	Show existing road and DI line work for side streets	Steven Harris	Accepted	will add to base
[1] 2-38 INTERSECTION DETAILS	General	ROW ?	Steven Harris	See Comment	Will review property lines to confirm. May be discrepancy between lot line and roadway ROW line
[1] 2-38 INTERSECTION DETAILS	Drainage	THE EXISTING CURB DROP INLET APPEARS TO PROJECT INTO THE NEW CURB TURN RADIUS (CHECK FOR NEW VS EXISTING STRUCTURE CONFLICT).	Steven Harris	See Comment	Will add to drawing and adjust as needed to confirm if changes are needed.
[1] 2-39 INTERSECTION DETAILS	Drainage	THE EXISTING CURB DROP INLET MAY PROJECT INTO THE NEW CURB TURN RADIUS (CHECK FOR NEW VS EXISTING STRUCTURE CONFLICT).	Steven Harris	See Comment	Will add to drawing and adjust as needed to confirm if changes are needed.
[1] 2-39 INTERSECTION DETAILS	Tie-In	THIS IS A STEEP SIDE STREET GRADE. CHECK TIE-BACK FOR SIDE STREET	Steven Harris	Accepted	
[1] 2-39 INTERSECTION DETAILS	Trail	CHECK - INCLUDE 2% MAX FOR CROSSWALK AT ALL PED. CROSSINGS FOR SIDE STREET PROFILES.	Steven Harris	Accepted	
[1] 2-39 INTERSECTION DETAILS	Tie-In	PAVING TIE DOWNS TO A ROADWAY ARE TYPICALLY EASY TO CONSTRUCT IF THE JOINT IS PERPENDICULAR TO THE DIRECTION OF THE PAVING MACHINE AND THE LANES	Steven Harris	Accepted	Extent of paving/ milling will be reviewed
[1] 2-40 INTERSECTION DETAILS	Tie-In	TIE-BACK NOT DEFINED	Steven Harris	Accepted	
[1] 2-40 INTERSECTION DETAILS	Roadway	THIS IS A STEEP SIDE STREET GRADE. CHECK TIE-BACK FOR SIDE STREET	Steven Harris	Accepted	
[1] 2-40 INTERSECTION DETAILS	Trail	2% MAX	Steven Harris	Accepted	
[1] 2-40 INTERSECTION DETAILS	Trail	CHECK - INCLUDE 2% MAX FOR CROSSWALK AT ALL PED. CROSSINGS FOR SIDE STREET PROFILES (ALL UNSIGNALIZED CROSSWALKS)	Steven Harris	Accepted	
[1] 2-42 INTERSECTION DETAILS	Trail	VALVE BOX IN RAMP/TRAIL TRANSITION	Steven Harris	Accepted	Propose to extend ramp so it isn't in transition. May look at realigning ramp based on other comments
[1] 2-42 INTERSECTION DETAILS	Tie-In	TIE-BACK NOT DEFINED	Steven Harris	Accepted	
[1] 2-43 TURNOUT- DRIVEWAY DETAILS	Tie-In	SHOW TIE DOWN POINTS AND LIMITS OF EARTH WORK IF REQUIRED. (ALL INTERSECTION, DW, AND TO LAYOUTS)	Steven Harris	Accepted	Additional review needed at each drive pad. Information can be added
[1] 2-43 TURNOUT- DRIVEWAY DETAILS	Roadway	SHOW AND LABEL ROW AND EASEMENT (CME/TCP) LINES IF APPLICABLE (ALL DW LAYOUT)	Steven Harris	Accepted	
[1] 2-46 TURNOUT- DRIVEWAY DETAILS	Roadway	IF YOU ARE GOING TO HAVE MAIN LINE AND CROSS STREET STATIONING REFERANCES FOR THE SIDE STREETS YOU NEED TO SPECIFY ONE OVER THE OTHER UNLESS REFERANCED.	Steven Harris	Accepted	
[1] 3-2 ROADWAY PLAN & PROFILE	Tie-In	SQUARE PAVEMENT TIE-BACKS TO SIDE STREET ALIGNMENT IF PRACTICAL	Steven Harris	Accepted	Generally accepted marked as review needed for me to further check each drive pad
[1] 3-2 ROADWAY PLAN & PROFILE	General	TEXT ON TEXT	Steven Harris	Accepted	to be fixed
[1] 3-2 ROADWAY PLAN & PROFILE	Utilities	THIS EXISTING AND PROPOSED MANHOLES ARE IN THE MIDDLE OF THE ADA RAMP. CAN WE HAVE ANY OPTIONS TO MOVE THIS OUT OF THE RAMP?	Steven Harris	Accepted	We can further review we likely need to check for the other manhole you noted here

[1] 3-2 ROADWAY PLAN & PROFILE	Drainage	THE EXISTING CURB DROP INLET APPEARS TO PROJECT INTO THE NEW CURB TURN RADIUS (CHECK FOR NEW VS EXISTING STRUCTURE CONFLICT). MAY NEED TO REMOVE AND REBUILD CDI	Steven Harris	See Comment	storm drain in area will be adjusted.
[1] 3-2 ROADWAY PLAN & PROFILE	General	(+/-)	Steven Harris	See Comment	Need clarification on this note? Maybe asking for station of edge of pavement?
[1] 3-2 ROADWAY PLAN & PROFILE	General	THIS IS EXTREMELY CLUTTERED. THE EXISTING SURVEY FEATURES DETAILS/ PROPERTY OWNERS/ AND PRIVATE PROPERTY LINES HAVE VALUE, BUT I DON'T THINK THAT THEY NEED TO BE SHOWN IN EVERY SECTION OF THE PLANS. CAN WE TURN THEM OFF? ADDITIONALLY IT DOES NOT LOOK LIKE THE PROPERTY LINES HAVE BEEN RECONCILED WITH THE ROW. WE PROBABLY DON'T WANT PRIVATE PROPERTY SURVEY REFERENCES THAT HAS NOT BEEN VETTED WITH THE ROW. THE SIDE STREET ROW LINES AND STREET NAMES ARE HELPFUL AND SHOULD REMAIN.	Steven Harris	See Comment	Plan will be to remove survey linework and confirm the parcel linework. May review survey linework and see if there are features that need to be shown on this sheet
[1] 3-2 ROADWAY PLAN & PROFILE	Drainage	MOVE PIPE DESCRIPTIONS AWAY FROM ROAD AND STRUCTURE LINE WORK	Steven Harris	Accepted	Will be removed from this sheet and added to SD PNP
[1] 3-2 ROADWAY PLAN & PROFILE	Drainage	IT IS DIFFICULT TO DISTINGISH PIPE LINEWORK FROM ROADWAY. I THINK THAT YOU NEED TO CREATE DRAINAGE P&P DETAIL SHEETS FOR THE MORE COMPLEX PIPE NETWORKS.	Steven Harris	Accepted	Drainage PNP sheets can be added
[1] 3-2 ROADWAY PLAN & PROFILE	Drainage	Name storm drain lines/features	Steven Harris	Accepted	
[1] 3-2 ROADWAY PLAN & PROFILE	Drainage	THE REFERENCE TO TRUNKLINE AND LATERAL APPEAR TO BE RANDOM. SOME OF THE LATERALS HAVE TRUNKLINE ELEMENTS. I WOULD SUGGEST THAT YOU CONSIDER 1 DESIGNATION THAT DESCRIBES BOTH LIKE STORM DRAIN (SD).	Steven Harris	Accepted	Naming scheme can be adjusted
[1] 3-2 ROADWAY PLAN & PROFILE	Drainage	ADD SD OUTFALL	Steven Harris	See Comment	Currently anticipate tying in to an existing outfall. Field review completed on day of meeting review of survey needed to confirm if there is a storm drain line or sewer line here. current plan is to find a connection to an existing outfall if possible. Adjustments to existing Storm drain will be reviewed. New outfall may be required
[1] 3-2 ROADWAY PLAN & PROFILE	General	WHICH STREET NAME IS CORRECT?	Steven Harris	Accepted	Callecita
[1] 3-2 ROADWAY PLAN & PROFILE	Drainage	It looks like some of the curb drop inlets (CDI) are in conflict with driveways. The CDI should be upstream of the driveway cuts to catch the street drainage before it can go down the new ADA complaint drive pads.	Steven Harris	See Comment	They will be adjusted and conflicts will be reviewed
[1] 3-3 ROADWAY PLAN & PROFILE	Trail	IF WE ARE GOING TO HAVE A CROSS WALK HERE AT AN UNCONTROLLED INTERSECTION I BELIEVE THAT IT CALLS FOR A MAXIMUM 2% CROSS SLOPE. PLEASE CHECK FOR ADA/PROWAG COMPLIANCE. DO YOU NEED TO CONSIDER TWEAKING THE PROFILE GRADE HERE?	Steven Harris	Accepted	profile review will be completed. we will likely have to make a profile adjustment as you noted
[1] 3-3 ROADWAY PLAN & PROFILE	Drainage	Name storm drain or add separate sheet for storm PNP	Steven Harris	Accepted	
[1] 3-3 ROADWAY PLAN & PROFILE	Trail	REVIEW POTENTIAL TRAIL ADJUSTMENT	Steven Harris	Accepted	
3-4 ROADWAY PLAN & PROFILE	Trail	REVIEW POTENTIAL TRAIL ADJUSTMENT	Steven Harris	Accepted	
3-5 ROADWAY PLAN & PROFILE	Trail	REVIEW POTENTIAL TRAIL ADJUSTMENT	Steven Harris	Accepted	
[1] 3-17 RETAINING WALL PLAN & PROFILE	Structural	STRUCTURE DETAIL SHEETS (5 SERIES) FOR THE RETAINING WALLS NEED TO BE ADDED TO THE PLANS AND SHOULD INCLUDE THE TYPICAL RETAINING WALL CROSS SECTION DETAILS, CONCRETE AND REBAR SCHEDULES & TABLES, AND BUILD NOTES.	Steven Harris	Accepted	These will be moved to series 5 and additional information can be added
[1] 3-18 RETAINING WALL PLAN & PROFILE	Structural	CHECK TO SEE IF THIS IS THE PROFILE AT THE FACE OF THE WALL. THE CULVERT PIPES EXTEND ABOUT 10' BEYOND THE FACE.	Steven Harris	Accepted	This should be the pipe height and profile at the face of the wall. Can be confirmed. Drainage structures can be reviewed with walls to confirm how they will interact
[1] 3-18 RETAINING WALL PLAN & PROFILE	Drainage	THE DRAINAGE STRUCTURE PROFILE SURFACE ELEVATION ABOVE THE PIPE DOES NOT MATCH THE FINISHED GRADE (FG) @ BOTTOM OF WALL AT MULTIPLE LOCATIONS	Steven Harris	Accepted	Drainage structures need to be adjusted based on the wall locations. May be need to remove additional existing culvert to make connections work better.
[1] 3-22 RETAINING WALL PLAN & PROFILE	Roadway	Top of wall and FG labels need to be switched	Steven Harris	Accepted	
[1] 4-1 DRIVEWAY PROFILES	General	ROW CL and TCP labels needed ALL PROFILES	Steven Harris	Accepted	

		SECTION 18.PARAGRAPH M "Access Vertical Alignment: The vertical alignment of all access locations should be designed to minimize vehicle bounce and prevent high-centering of vehicles with a maximum clearance of 4 inches. The maximum grade for a driveway should be 10% for a low volume residential driveway and 8% for all other access locations. Steeper access drives require special Department approval. A level area (maximum 2% grade) 20 feet in length should be provided at each access to ensure proper sight distance from the access. The level area is measured from the highway edge of pavement or from the back of sidewalk, whichever is appropriate based on site-specific conditions. See the illustration on the following page. (1) Driveway Cuts: The maximum vertical curve, crest or sag, should have a maximum 4-inch vertical offset over a 10-foot chord length. A standard vertical curve should be designed for all driveway profiles that exceed 3.3%. Site runoff into state right-of-way shall be prohibited and access grades should reflect drainage considerations. (2) Driveway Drainage: Drainage should be considered in the design of driveway grades. Roadways with curb-and-gutter sections that convey storm water runoff within the roadway prism should use driveway pans or valley gutters to carry the runoff across the driveway opening." DOES NOT COMPLY WITH PARAGRAPH (1), THIS IS INTENDED TO HELP MITIGATE CARS FROM HIGH CENTERING ON THE DRIVEWAY TURNOUT. IF YOU CAN'T MEET THIS YOU WILL NEED A VARIANCE FOR EACH NON COMPLIANT VERTICAL CURVE.			
[1] 4-1 DRIVEWAY PROFILES	Roadway		Steven Harris	Accepted	Review of specific locations is needed to confirm where variances are necessary and where design adjustments can be made
[2] 4-2 DRIVEWAY PROFILES	Roadway	Driveways need to be reviewed for previous comment	Steven Harris	Accepted	
[3] 4-3 DRIVEWAY PROFILES	Roadway	Driveways need to be reviewed for previous comment	Steven Harris	Accepted	
[5] 4-5 TURNOUT PROFILES	Roadway	MAX 2% CROSS SLOPE AT TRAIL	Steven Harris	Accepted	Design adjustments to be made
[1] 6-1 SUGGESTED SEQUENCE OF CONSTRUCTION	Construction	See sheet for text adjustments	Steven Harris	Accepted	
[1] 6-1 SUGGESTED SEQUENCE OF CONSTRUCTION	Construction	YOU NEED TO DRAW UP THE CONSTRUCTION TYPICAL SECTIONS AND PHASE LAYOUTS BEFORE PREPARING THE TEXT FOR THE SUGGESTED SEQUENCE OF CONSTRUCTION. THE WIDTH REQUIREMENT CAN BE DECEIVING IF YOU DO NOT HAVE A FULL AND CLEAR PICTURE (SEE EXAMPLE BELOW - NOT SPECIFIC TO THIS PROJECT).	Steven Harris	Accepted	
[1] 6-1 SUGGESTED SEQUENCE OF CONSTRUCTION	Construction	I BELIEVE THAT THE GENERAL SEQUENCE OF CONSTRUCTION WILL REQUIRE THE RETAINING WALLS AND OUTSIDE EMBANKMENT TO BE CONSTRUCTED BEFORE THE TEMPORARY DETOUR PAVEMENT AND ROADWAY PAVEMENT FOR MOST OF THE PROJECT.	Steven Harris	Accepted	Agree the intent is to build retaining walls in phases with them before moving to further steps
[1] 6-1 SUGGESTED SEQUENCE OF CONSTRUCTION	Construction	BECAUSE OF THE SIGNIFICANT IMPACT OF THE RETAINING WALLS AND EARTHWORK YOU NEED TO INCLUDE THEM IN YOUR CONSTRUCTION TYPICAL SECTIONS AND CONSTRUCTION PHASING.	Steven Harris	Accepted	
[1] 6-1 SUGGESTED SEQUENCE OF CONSTRUCTION	General	USE 1 FONT SIZE AND FONT TYPE.	Steven Harris	Accepted	
[1] 6-1 SUGGESTED SEQUENCE OF CONSTRUCTION	Construction	THESE ARE STEPS IN THE PHASE, NOT THE HEADER. THE HEADERS SHOULD DESCRIBE THE WORK TO BE COMPLETED (i.e. CONSTRUCTION OF CENTER OF ROADWAY IMPROVEMENTS, STA. XX+XX TO STA. XX+XX).	Steven Harris	Accepted	
[1] 7-6 PERMANENT SIGNING & STRIPING PLAN	Striping and Signage	NO PERMANENT SIGNING INFORMATION PROVIDED. NO SIGNING AND STRIPING LABELS PROVIDED	Steven Harris	Accepted	signage information needs to be added
[1] 7-6 PERMANENT SIGNING & STRIPING PLAN	General	THIS IS EXTREMELY CLUTTERED. THE EXISTING SURVEY FEATURES DETAILS/ PROPERTY OWNERS/ AND PRIVATE PROPERTY LINES HAVE VALUE, BUT I DON'T THINK THAT THEY NEED TO BE SHOWN IN EVERY SECTION OF THE PLANS. CAN WE TURN THEM OFF? ADDITIONALLY IT DOES NOT LOOK LIKE THE PROPERTY LINES HAVE BEEN RECONCILED WITH THE ROW. WE PROBABLY DON'T WANT PRIVATE PROPERTY SURVEY REFERENCES THAT HAS NOT BEEN VETTED WITH THE ROW. THE MAIN LINE AND SIDE STREET ROW, LINES AND STREET NAMES ARE HELPFUL AND SHOULD REMAIN.	Steven Harris	Accepted	Survey information to be removed. May remove property information as well as it is less relevant on this sheet.
[1] 10-1 DRAINAGE STRUCTURES	Drainage	Show and reference connection to outfall pipe	Steven Harris	Accepted	
[1] 10-1 DRAINAGE STRUCTURES	Drainage	THE REFERENCE TO TRUNKLINE AND LATERAL APPEAR TO BE RANDOM. SOME OF THE LATERALS HAVE TRUNKLINE ELEMENTS. I WOULD SUGGEST THAT YOU CONSIDER 1 DESIGNATION THAT DESCRIBES BOTH LIKE STORM DRAIN (SD).	Steven Harris	Accepted	Naming scheme to be changed

[1] 10-2 DRAINAGE STRUCTURES	Drainage	REFORMAT AND CONSOLIDATE (STRUCTURE X-SECTION BUILD NOTES) MORE LIKE THIS: STA. 26+54.40 SD-02 EXISTING 1'-24" X 38" (IF APPLICABLE) REMOVE EXISTING ... (IF APPLICABLE) BUILD 1 - 24"X38" RCP PIPE WITH TYPE I DROP INLETS LT. (DI-03) AND RT. (DI-04) SERIAL DRAWINGS: 206-01, 623-14	Steven Harris	See Comment	This is more of a style thing the guidance document I had from the NMDOT in 2020 showed it the way I have it but wants you to coordinate it with the PDE. I can adjust it but have had it this way on the last few jobs we submitted to DOT
[1] 10-2 DRAINAGE STRUCTURES	Drainage	CL CONST. label on sections/ profiles	Steven Harris	Accepted	May depend if it is parallel to CL or not
[1] 10-3 DRAINAGE STRUCTURES	Drainage	TEXT OVER TEXT	Steven Harris	Accepted	
[1] 10-4 DRAINAGE STRUCTURES	Drainage	MOVE STATION AND STRUCTURE NUMBER TO HERE WITH SAME FONT SIZE AND TYPE AS BUILD NOTES STA. 61+69.76 DS-18	Steven Harris	Accepted	
Section 2 Median and ADA Ramp Plans	Roadway	On median plans and ADA curb ramp plans, label all roadway names.	Jeanne Wolfenbarger	Accepted	
General Comment	Roadway	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.	Jeanne Wolfenbarger	See Comment	Wilson's original cost estimate for signal infrastructure here was around 350,000\$. We will need to further loop the NMDOT in if signal improvements are proposed here. We have discussed adjusting the project limits to remove construction within the intersections. If we don't adjust project limits then NMDOT will need to be brought in for review. Conversations with the NMDOT have occurred about this intersection. Where we left last time was that signal improvements would not be required but reconstruction of the asphalt would be acceptable. If the city's stance is that signal improvements are required with repaving then we may need to coordinate a second meeting with the NMDOT if the city doesn't want the project extents changed to remove the intersection.
general Comment Section 3 and 2	Roadway	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.	Jeanne Wolfenbarger	See Comment	See comment above for artist intersection. Stop bar adjustments will be made based on the second part of this comment
general Comment Section 2 ADA ramps	Roadway	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.	Jeanne Wolfenbarger	See Comment	I believe the current layout generally matches ADA and NMDOT guidelines. On the curved radius if the landing length is over five feet the guidelines show a curved DWS or an angled DWS. The standards don't want the DWS to far from the edge of curb and they want the dws to extend the entire length of the curb. the standard does however reflect that the domes should be perpendicular to the path of travel still.
general Comment Section 2 ADA ramps	Roadway	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.	Jeanne Wolfenbarger	See Comment	Further review of each curb ramp is being completed to confirm that ADA standards are met at each curb ramp. Ramp slopes will be targeted for 7% and ramp lengths will be adjusted. When necessary ramp lengths will be extended to 15' and grade adjustments will be made once this maximum length is reached. Similar to Jeanne Comment 103
general Comment Section 2 median details	Roadway	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.	Jeanne Wolfenbarger	Accepted	Turning templates will be completed to reduce curb radius' along the corridor. This data can be shared with the city if needed.
Sheet 2-35	Roadway	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.	Jeanne Wolfenbarger	See Comment	Based on the traffic count at this intersection the left turn bay was warranted based on the ASHTO guide to geometric design
Section 2 erosion control plan	Roadway	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.	Jeanne Wolfenbarger	See Comment	For a majority of the trail this will be provided. There will be some areas where grading concerns will take precedence.
Section 2 ADA ramp details	Roadway	Provide details for any fire hydrant and other utility relocations while showing dimensions for meeting minimum PROWAG standards.	Jeanne Wolfenbarger	Accepted	Additional review of locations with potential obstructions will be completed and dimensioning can be added to the plan set.
Section 2 median details	Roadway	Provide any details/specifications for median pavement and roadside ditches.	Jeanne Wolfenbarger	Accepted	Details will be added

NEW STYLE **CE-10** **NOTE: we are still working on this. Coordinate with PDE on format.**

REMOVE EXISTING 1 - 30"X65.07 RCP LT
 REMOVE EXISTING 1 - 30"X65.02 RCP RT
 206-03, 206-07
 BUILD 1 - 30"X78" COLLECTOR PIPE LT NORMAL
 WITH END SECTION, CLASS "A" TYPE I RCP RAP AT OUTSIDE END, AND 4:1 SLOPE BLANKET AT MEDIAN
 570-02, 511-11
 SEE SHEET 2-20
 206-03, 206-07
 BUILD 1 - 30"X90" COLLECTOR PIPE RT NORMAL
 WITH 4:1 SLOPE BLANKET AT MEDIAN AND END SECTION AT OUTSIDE END
 511-11, 570-02

Section 2 median details	Roadway	For very narrow medians such as on Typical Sections "D" and "L", this appears to be a road hazard, particularly at nighttime.	Jeanne Wolfenbarger	See Comment	Review of these medians with the turning radius can be completed. It is possible these will need to be moved. Extensions are unlikely where it may affect attached retaining walls. If impacts to the walls can be reduced extended widths will be reviewed.
Section 3 Plan and Profile sheets	Roadway	Label all beginning and end of road cross sections on the plan views for the road reconstruction.	Jeanne Wolfenbarger	Accepted	Style item labels can be added to the plan or profile.
general Comment	Roadway	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.)	Jeanne Wolfenbarger	Accepted	Handrails will be added to the plan set. They are anticipated in a majority of the areas that have retaining walls near the proposed side path.
Sheet 2-32	Roadway	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.	Jeanne Wolfenbarger	See Comment	The median at Morales is 6' (10' from edge of curb to edge of curb. There is a 2' gap between the DWS per ADA guidelines. Review of extending this can be done but the current width does meet ADA standards. Per Steve's comment earlier this location will need to be reviewed for cross slope compliance. With that additional review of widths can be completed
Section 2 turnout details	Roadway	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.	Jeanne Wolfenbarger	Accepted	Agree with the general comment. Areas that need variances vs areas that can be fixed are being identified
Section 10 general comment	Drainage	Show HGL, EGL, and pipe velocities on the storm drain profiles.	Jeanne Wolfenbarger	Accepted	
Section 10 general comment	Drainage	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. Were capacity calculations done for the culverts?	Jeanne Wolfenbarger	Accepted	Yes a preliminary drainage report was submitted at 30% with capacity calculations. Currently riprap pads are called out at each pipe adding locations to the plans will help clarify this.
Section 10 general comment	Drainage	Label any drainage right-of-way limits or easement limits on sheets at various culvert locations.	Jeanne Wolfenbarger	Accepted	Proposed easements will be added
Section 10 general comment	Drainage	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.	Jeanne Wolfenbarger	Accepted	Classes will be called out
Section 10 general comment	General	Fix text overlaps on storm drainage sheets.	Jeanne Wolfenbarger	Accepted	
Striping General Comment	Striping and Signage	Show all lane dimensioning on striping sheets.	Jeanne Wolfenbarger	Accepted	
Striping General Comment	Striping and Signage	There was discussion about lowering of the speed limit. Provide speed limit signs on the plans.	Jeanne Wolfenbarger	Accepted	
Striping General Comment	Striping and Signage	Provide signage for pedestrian crosswalks that are at uncontrolled intersections in accordance with current FHWA standards.	Jeanne Wolfenbarger	Accepted	
Striping General Comment	Striping and Signage	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.	Jeanne Wolfenbarger	Accepted	
Striping General Comment	Striping and Signage	Provide details for high visibility markings and median markings to indicate size of markings and spacing.	Jeanne Wolfenbarger	Accepted	
Striping General Comment	Striping and Signage	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.	Jeanne Wolfenbarger	Accepted	
TC sheet General Comment	Construction	How will traffic be maintained along Bishop's Lodge during construction? What is the traffic control phasing?	Jeanne Wolfenbarger	Accepted	
General Note	Roadway	Meet with Traffic Operations on any proposed lighting to make sure the signalized intersection and crosswalks are properly illuminated.	Jeanne Wolfenbarger	Accepted	
Sheet 2-3 (Typical Sections):	Roadway	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.	Mike Dalmolin	See Comment	This section is shown for a transition section (dashed line for bike lane) where the bike lane is beginning/ending) no location will be striped at 2.5ft and the XS will be updated accordingly. Based on the current traffic operations and discussion with the NMDOT the existing set up at Artist road will be needed. removal of turn lanes is not proposed based on current traffic operations. if we need to adjust the layout NMDOT will need to be involved in that process. discussion of shifting the project extents to start after this intersection are currently underway.
Sheets 2-32 through 2-37 (Median Details):	Roadway	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.	Mike Dalmolin	See Comment	No mid block crossings are on this job. Crossings at intersections will be lighted and plans will be adjusted accordingly.

Sheet 2 (Curb Ramp/Intersection Details):	Trail	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. 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.	Mike Dalmolin	Accepted	Further review of each curb ramp will be completed to confirm that ADA standards are met at each curb ramp. Ramp slopes will be targeted for 7% and ramp lengths will be adjusted. When necessary ramp lengths will be extended to 15' and grade adjustments will be made once this maximum length is reached.
Sheet 2-56 and 2-57 (Intersection of Artist)	Roadway	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.	Mike Dalmolin	See Comment	Review of improvements in this location need to be made. Initial discussions with the NMDOT approved repaving in the area but they didn't think signalization improvements would be needed/necessary. If signalization improvements are required we will need to address this with the NMDOT. Discussion with the city of the preferred approach is required.
Sheet 7 (Signing and Striping Plan) General:	Striping and Signage	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.	Mike Dalmolin	Accepted	Some overlap with Jeanne Comment 101 agree with changes.
Sheet 7-1 (General Notes):	Striping and Signage	1) Note #8 proposes to reset existing signs. With Section 2A.08 Maintaining Minimum Retro reflectivity of the MUTCD in mind, the engineer or contractor shall verify that these signs meet minimum retro reflectivity 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'.	Mike Dalmolin	Accepted	agree will adjust. Proposed adjustments will be made to replace all existing signs unless there are historic signs on the project that need to be reset and not replaced.
Sheet 7-6:	Roadway	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.	Mike Dalmolin	See Comment	Review of improvements in this location need to be made. Initial discussions with the NMDOT approved repaving in the area but they didn't think signalization improvements would be needed/necessary. If signalization improvements are required we will need to address this with the NMDOT. Discussion with the city of the preferred approach is required. review of operational analysis can be made however the NMDOT will have final say on adjustments and this intersection is impacted by special events and a traffic analysis was not preformed during these special events as adjustments to the layout of this intersection were not planned as this is an intersection on an NMDOT corridor.
Utility Plan Sheet NO: 11-2 (The entire Utility Plan Series):	Utilities	Utility Plan Sheet NO: 11-2 (The entire Utility Plan Series):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.	SERGIO VALORA SANDOVAL	Accepted	Print out didn't correctly update. However no updates were needed between the 30% and 60% sets. All roadway and sidewalk manholes will be called out for readjustment and for new collars based on city standards. Any details you feel may facilitate this would be appreciated.



Utility Plan Sheet NO: 11-2 (The entire Utility Plan Series):	Utilities	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.	SERGIO VALORA SANDOVAL	Accepted	Any details you feel may facilitate this would be appreciated. We will make a note to your standards and include them.
Sheet 1-6 Environmental Notes:	General	These should be requirements not recommendations, please change the wording below: Change to: "ANY AREA DISTURBED BY CONSTRUCTION ACTIVITIES SHALL BE RESEEDED..."	ZOE ISAACSON	Accepted	
Sheet 1-6 Environmental Notes:	General	These should be requirements not recommendations, please change the wording below: Change to: "APPROPRIATE EROSION CONTROL STRUCTURES SHALL BE PLACED PRIOR TO ANY CONSTRUCTION AND MAINTAINED..."	ZOE ISAACSON	Accepted	
DS-15:	Drainage	In general, please ensure that outfall protections are provided where appropriate:	ZOE ISAACSON	Accepted	
DS-19:	Drainage	DS-15: shows to flared end sections, should be cleaned up	ZOE ISAACSON	Accepted	
DS-19:	Drainage	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?	ZOE ISAACSON	Accepted	
DS-31:	Drainage	DS-31: Plan for a rundown and armoring?	ZOE ISAACSON	Accepted	
DS-33:	Drainage	DS-33: Same: plans for armoring?	ZOE ISAACSON	Accepted	
DS-36:	Drainage	DS-36: Same, plans for armoring or outfall protection?	ZOE ISAACSON	Accepted	
Page 2-3	Trail	Page 2-3 calls HMA trail with SP-3. SP-4 is a better surface for pedestrian use.	Kody Keelin	Accepted	
General Note	Trail	I have concerns with existing slopes next to the sidewalk eroding and creating silt, can a header curb be used as retention.	Kody Keelin	Accepted	Slopes to be adjusted. Can share general comments from Steve that show this with email.
Page 2-3	Roadway	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.	Kody Keelin	Accepted	
Page 2-5	Roadway	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?	Kody Keelin	See Comment	The selection was based on design speed being in the in between zone for mountable vs. vertical curb. Further discussion has led the team to consider vertical curb because of the buffer from the lane and the side of the road that the curb is one (traffic going up the hill.)
	Trail	The curb ramp at NE turnout Camino Santiago exceeds the maximum 8.3% running slope, plan shows 11.9% at 7'.	Kody Keelin	Accepted	Further review of each curb ramp will be completed to confirm that ADA standards are met at each curb ramp. Ramp slopes will be targeted for 7% and ramp lengths will be adjusted. When necessary ramp lengths will be extended to 15' and grade adjustments will be made once this maximum length is reached. Similar to Jeanne Comment 103
General Comment	Trail	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.	Kody Keelin	See Comment	Further review of each curb ramp is being completed to confirm that ADA standards are met at each curb ramp. Ramp slopes will be targeted for 7% and ramp lengths will be adjusted. When necessary ramp lengths will be extended to 15' and grade adjustments will be made once this maximum length is reached. Similar to Jeanne Comment 103
On Sheet 2-5	Roadway	On Sheet 2-5, why do the Typical Sections "G", "H" & "J" have mountable curbs adjacent to the trail?	BPAC	See Comment	The selection was based on design speed being in the in between zone for mountable vs. vertical curb. Further discussion has led the team to consider vertical curb because of the buffer from the lane and the side of the road that the curb is one (traffic going up the hill.)
On Sheets 2-4 & 2-5	Roadway	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.	BPAC	See Comment	Slope details will be adjusted based on other comments to help avoid sediment build up on the trail. Retaining wall or CWB can be used if necessary
General Comment	Utilities	Has any thought been given to undergrounding the utility lines (electric, cable...) that exist along BLR as part of this project?	BPAC	See Comment	Not a part of this project currently
Sheet 2-32	Roadway	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.	BPAC	See Comment	This is a City of Sant Fe Maintenance concern.

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.

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.

General Comment	Roadway	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.	BPAC	See Comment	Radii will be reviewed. However, 25' is generally outside of the standards for firetrucks. Turning templates will be completed to adjust radii and where possible reductions will be made.
Sheet 2-35 & 2-36	Roadway	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.	BPAC	See Comment	Locations of the noses will be evaluated along with widths. Widths were generally selected to help reduce walls and the roadway footprint so they are unlikely to be adjusted where they are thin. Turning templates will be ran to help reduce potential conflicts.
General Comment	Roadway	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.	BPAC	Accepted	This has been revised on some side streets. Realignment may be feasible for one or two of the side streets but many of the others had grade or ROW issues. Review of these locations will be completed
Sheet 2-38	Trail	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	BPAC	See Comment	If this intersection becomes a part of the final plan We will likely adjust this unless there are conflicts that prevent it.
Sheet 2-38	Trail	On Sheet 2-38 make crosswalk at corners "E" & "F" (and "C" & "D") be similar to configuration at Callecita Pl.	BPAC	See Comment	Realignment of these curb ramps will be reviewed. However they are unlikely to match Callecita because of the side street sidewalks.
Sheet 2-39	Roadway	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.	BPAC	See Comment	Review of realignment with a shrinking of the road section can be made. The existing width would require ROW to realign
Sheet 2-41	Roadway	Realign both intersections on Sheet 2-41 to be perpendicular with BLR.	BPAC	See Comment	Circle drive will be further reviewed. Impacts of realigning Camino Encantado (utility ROW and the potential need for additional walls.) were major and realignment was not considered feasible.
Sheet 2-42	Roadway	On Sheet 2-42 reduce the radii on both sides of Brownell Howard intersection perhaps down to 15'.	BPAC	See Comment	review of all radii will be completed. However current radii is 25' and turning movements for large trucks will be evaluated for the changing of curb radii (firetrucks)
Sheet 2-51	Roadway	Some private driveways have large radii such as "CS" on Sheet 2-51 that should be looked at for reducing them.	BPAC	Accepted	
Sheet 2-52	Roadway	Why is there a crosswalk at the driveway TO-51 on Sheet 2-52?	BPAC	See Comment	This will be a named street and should be moved to the intersection detail sheets
Sheet 2-47	Roadway	Reduce the radius on driveway TO-59 on Sheet 2-47.	BPAC	See Comment	all turnouts on sheet 2-47 have an R=15 TO-59 has and R=15. Review of the radius will be completed but is unlikely to reduce the radius
2-58 through 2-61	Trail	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.	BPAC	Rejected	the DWS bulbs will have to be aligned with the direction of travel. NMDOT and ADA guidance has the DWS within 5' of the edge of curb to prevent entry in traffic and to reduce travel length. NMDOT sheets have to case for curved surfaces with over 5' landings and in each case the DWS is angled to the direction of travel, however the DWS bubbles are still required to be aligned with the direction of travel.
General Comment	Trail	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.	BPAC	See Comment	Adjustments will be made in these locations. Likely either graded drive pads or a connection of the two turnouts.
2-73	Trail	On Sheet 2-73 CR 37 is pretty extreme. This ramp should be more directional even if accommodating crossings in 3 directions.	BPAC	See Comment	Adjustments will be made in these locations. Likely either graded drive pads or a connection of the two turnouts.
2-103	Trail	On Sheet 2-103, CR 97 should be truncated on both ends to be more directional.	BPAC	See Comment	Review of this connection with ADA accessibility will be completed. the landing can likely be adjusted to better accommodate the DWS
General Question	Utilities	Will the utilities be buried in the ground?	Yolanda Einstein	See Comment	No plan to bury utilities that are not currently buried
General Question	Trail	I am still not exactly sure why we are building a ten-foot wide trail along this road 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.	Tim Rodgers	See Comment	The width of the trail was set at 10' based on previous plan reviews. This can be adjusted down to 8' or even 6' to be more of a sidewalk. While we are comfortable adjusting this the general concern is that this will not stop people who are uncomfortable on the road from riding a bike on the sidewalk it will only remove the space to do so in a safer manner.
General Question	Roadway	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.	Tim Rodgers	Accepted	As noted previously curb radius will be adjusted based turning templates of larger trucks.

General Question	Trail	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.	Tim Rodgers	See Comment	the frontage road has been reviewed and while a larger buffer for a portion of it is being recommended moving it to the other side of the frontage road is not preferred because of the additional crossing points and potential ROW issues.
General Question	Trail	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.	Tim Rodgers	See Comment	The trail will be ending near Brownell howland and some geometry changes to the road were needed to get a better vertical curve in the area. The trail will not be able to be removed further from the road based on this, however a 6' buffer is being added in general.
General Question	Trail	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.	Tim Rodgers	See Comment	Review of locations where the trail can be shifted without needing additional retaining walls was completed some of the clearance issues that the utility poles create may limit the extent of buffer that is feasible in this location. This and tie in needs will be balance to offset to trail as feasible.
General Question	General	Typo: Sheet 2-4 G2 typical section D lists "curb and gutter" instead of "bike buffer" on right side	Tim Rodgers	Accepted	
General Question	Roadway	Sheet 3-2 Transition between bike lane and sharrow 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.	Tim Rodgers	See Comment	With some of the other potential changes at Artist this comment may be removed but moving forward we will review these transitions to see if adjustments would be beneficial
General Question	General	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.	Tim Rodgers	See Comment	The west side sidewalk was planned to end before Murales but the crossing location south of Murales had conflicts with the CBC. (widening the median meant widening the CBC and the outfall location of the CBC is at a tough skew so widening the CBC had hydraulic impacts.) Due to this the sidewalk was extended to the north side of Murales to allow for a street crossing at that street with a median cut through. Sidewalk was ended at Murales based on there being no logical crossing locations further north. the sidewalk would have ended on the south corner if a crossing on that said made more sense.
General Update	Roadway	Brownell howland vertical amnd horizontal geometry. The vertical and horizontal geometry were adjusted to improve line of sight	Design Team	Accepted	
General Update	Roadway	We have recently adopted the IFC 2021 and comply with Chapter 33 "Fire Safety During Construction and Demolition" is a good chapter to be familiar with for the duration of the construction of the project.	GRIEGO, GERONIMO G	Accepted	
General Update	Roadway	Phasing of project due to special event season near Fort Marcey's Park, Magers Field, and Fire Station 1, 200 Murales Road as this is a primary response station for the city.	GRIEGO, GERONIMO G	Accepted	
General Update	Roadway	Improvements of Fire Hydrants in the area	GRIEGO, GERONIMO G	Accepted	
General Update	Roadway	Approaches to driveways need to be a minimum and 10% grade so that we can access driveways.	GRIEGO, GERONIMO G	See Comment	Review of existing driveways out of compliance with this may be needed to identify how slopes can be mitigated to some extent
General Update	Roadway	Turning radii for intersections meeting Appendix D of the international fire code 2021 edition and/or city standards for emergency access.	GRIEGO, GERONIMO G	Accepted	
General Update	Roadway	Maintenance of existing access and/or alternative access during construction	GRIEGO, GERONIMO G	Accepted	

WRITTEN COMMENT COUNT								1ST MEETING
TRAFFIC AND SAFETY	SPEEDING	PEDESTRIAN	MULTI-MODAL	WILDLIFE	NOISE	LANDSCAPING	OTHER	2ND MEETING
12	19	8	16	3	6	4	11	3RD MEETING
traffic calming	speed mitigation	would really like to see side walks on both sides	paved bike lanes	Wildlife corridor	Noise control	Trim foliage blocking vision of oncoming traffic. More support & response from the mayor & council.	drainage issues for properties below the road	
NO TRAFFIC CALMING - DISAPPOINTED DESIGN	Speeding	sidewalks on both sides of the road, Artist to Morales (or bridge)	install bike lanes	wild life crossings, Deer, Bears, etc.	please address the noise level	Beautification: The road is in shambles. The sides are washed out. There is no landscaping or medians. After a storm, there is erosion. I suggest medians and/or vegetation and some landscaping/hardscaping along the sides of the road.	Why are stop lights not considered? Some areas have no shoulder due to topography. What plans for those areas? How will drainage/arroyo be affected?	
My primary concern is about how traffic from Bishops Lodge Rd will be diverted during construction. Both Mansion Ridge Rd & Governor Dempsey Drive are unpaved, narrow, and poorly maintained. Putting large numbers of cars on these roads will create a significant hazard as both these roads are heavily used by walkers, runners, and bicyclists.	My major disappointment with the plan is inadequate vehicle speed reduction. Minimally, the speed limit should be set uniformly. Now from Artist Rd. It's 25mph, then 30, 35, and finally 45. Why not set the minimum to 25 and a single jump to a maximum limit of 35 mph?	Please prioritize safe walkways through the entire section. My family includes a person with severe disabilities that cannot safely access without these modifications. Safe access is a basic and overriding human right. Please ensure the safe access for all people.	a dedicated bike path would help, bikers will continue to use this route regardless if changes are made	consider wildlife if there is any and at the very least signs to be aware of animals	Within Santa Fe City Limits, there should be a noise ordinance to eliminate loud vehicle noise. Loud vehicles without mufflers race and speed up & down Bishops Lodge Road and Artist Road. It disturbs the peace and is dangerous. We have asked for patrols to no avail.	If possible: Beautify Fort Marcy sign seen from BLR	I live on BLR - 1218 - across from barranca St. my driveway now is only enough for one car. I am concerned of your widening on the road will take feet away from my driveway	
The examples you showed of chicanes look like bicycle death traps...please don't.	we suggest that the highest speed limit along this corridor be 35mph	Lack of sidewalks: We on Bishops Lodge Road are close to downtown and many of us walk the road. However, with a lack of a sidewalk or a shoulder, it is imperative to rectify this situation and build ADA compliant sidewalks.	bike lanes on both sides or just paved shoulders to benefit pedestrians as well.		limit noise especially big work trucks	Street trees for cooling	Between Scottish Rite & east side of Bishops Lodge to Artist Rd can't be changed. Can't move retaining wall on east side, moving closer to the Scottish Rite doesn't work either. The project needs to start at Artist or Morales not Paseo de Peralta.	
Please consider rumble strips at the striped buffer. Minimal noise for significant increased safety for motorists and bicyclists. Also, please continue striped buffer in segment 4.	50 mph must be reduced going north and downhill is too fast -> noise, danger to drivers, bicyclists, pedestrian, wildlife	A pedestrian walkway that is designed to accommodate walks and even wheelchairs would be helpful	Lack of bike lanes: As a cyclist, and with many cyclists throughout town using this road, it is concerning and dangerous that there is no shoulder and no bike lane. An improvement to the road must include bike lanes.		please address and reroute the 18-wheelers, dump trucks, and cement trucks		Reminder - Section I is historic & "historically contributing". Retaining wall on Fort Marcy side. 11 accidents in last 15 years.	
Pg. 22: Possible roundabouts (good idea) at Mansion Dr. and Murales Rd.	More tickets for speeders/loud cars/drag racers. More attention to speed limits w/ flashing speed signs.	please clean up side walks and color coat adobe walls	I live at 44 Big Toisue Canyon and bike into town for business and/or pleasure 4 times a week all year round. I am also a spokes person for Santa Fe seniors on bikes, a club that provides social rides three times a week for our 150-200 members. Bike lanes would be most appreciated all along the project area. BTW bike count seems low		From Valley Dr resident who was listening to cars drag racing Saturday night at 1:30am - GRRR		I own the property at 115 Circle Drive and have property frontage along Bishops Lodge Road in segment 3. I was not able to attend Public Meetings 1 or 2, and would request the opportunity to review the current design plans in the area near my property as soon as possible. My concerns are related to the back slopes and/or retaining structures along the west side of Bishops Lodge Road north of Circle Drive. Thank you, Kim Gabaldon (505) 231-2471 - mick1984@gmail.com	
Very disappointed there will not be ANY roundabouts. If they can squeeze tiny little roundabouts in Case Alegre & neighborhoods off of Cerrillos Rd, they can fit them here! I hate those little roundabouts but they DO work!	My main commute is that access from Marcy Park- 615 Bishops Lodge Rd. The speed is not being observed and it is problematic for all living on Bishops Lodge Rd including noise level. It is set at 25 mph but much more going both ways.	I have lived at 832 Bishops Lodge Road for nearly twelve years. We have raised two children in this house. As such, we have braved the lack of sidewalks, the lack of visibility, the speeding cars and the general degradation of the road for over a decade. Our children rode their bikes without a bike lane, walked to town without sidewalks and learned to drive among speeding cars. Having said this, I am thrilled that there is a plan to look at safety and accessibility of this popular road.	bike lanes are needed on entire corridor				Issue about access to Murales from Valley Drive - Rick Rosenthal 630-770-1401 - Thanks	
third lane for right turns, Coming in or going out? Is that possible?	police response to calls for street racing! "Speeding Tickets!"	please no sidewalks as we live in the city, it would ruin the look and feel of bishops lodge road. Preserve the "rural" feel.	Sect. 1: 4-5' bike lanes both sides and wide sidewalk Sect. 2: 5-6' bike lane both sides and sidewalk Sect. 3: Bike lanes both side at summit, landscaping up to Mansion ridge Sect. 4: Extend project to resort and beyond about 200 yards. No chicanes, no roundabouts whatsoever, extend sidewalks into Ft Marcy Park				Can you please email me a copy of the Power Point presentation?! I couldn't find it online. Thank you! - Idalia, IDALIALT@GMAIL.COM	
minimize travel lane width, max shoulder 5ft	Speed Humps and street cameras		Somehow retain the rural characteristics of the road. Keep lanes narrow. Traffic calming may be enough. Bicycle lane of some nature on uphill (east) side would be nice- not needed on west side, especially if traffic is slowed down. Keep road shoulders unpaved (can improve drainage). Do not expand segment 1 in any way (can shift west for sidewalk width on east.				Don't use concrete for side walks. Use DG asphalt and concrete. It is a huge carbon sink	

WRITTEN COMMENT COUNT								1ST MEETING
TRAFFIC AND SAFETY	SPEEDING	PEDESTRIAN	MULTI-MODAL	WILDLIFE	NOISE	LANDSCAPING	OTHER	2ND MEETING
12	19	8	16	3	6	4	11	3RD MEETING
Dangerous intersection at Morales and bishops lodge as well as valley rd.	Speeding: Many cars speed on this road and it has gotten worse. Any plan for this road must include some sort of means to slow traffic. I recommend speed bumps.		Please, no shared pedestrian/bike side paths. Bicycles belong on road in either traffic lane, marked bike lane (without & with buffers), or separated bike lane (in ascending order of preference). A bike lane in the NB lane to Alt BLR is ok, but it should switch to SB from Brownell/H to city boundary. And you should work with County to install SB bike lane from Bauer Road to city boundary. Love traffic circles, chicanes and other traffic calming devices. I bike this route from Tesuque 3-4 times a week. I also speak for the SF seniors on Bikes, a club of about 200 members.				Will the county continue the safety improvements through Tesuque?	
issue at circle drive	flashing speed signs based on residential limits and cut trees around existing speed signs		If we had bike path(s) and sidewalk(s) or walking trails we would regularly walk or bike to city events (including Zozobra and Wine & Chili) and we would walk or bike into town to support the local economy. We are also very sensitive to safety as we had a dog that was hit by a car and killed because of vehicle(s) traveling too fast				better response and communication from mayors office including council people. Be more available and open to suggestions	
Please do this project for safety sake and for quality of life!	Pg. 22 appears to show longest distance between roundabouts (Mansion to Murales) is highest speed area. Suggest we need additional physical speed impediments between possible roundabouts at Mansion & Murales. Speeds of 55-60 not uncommon.		We strongly support this project. Our family & neighbors live very close to Bishops Lodge (on Stagecoach Rd). We support Option A (bike paths & sidewalks) as much as possible to improve the safety and quality of life of all residents. We also strongly support roundabouts, signage & markings as well as and/or chicanes to slow down traffic. Thank you for this project!					
	pg. 4: The vehicle speeds on BLR near Stagecoach Dr. are much higher than the posted speed limit.		Thank you for your time, effort, and consideration of public opinion. I would urge you to prioritize safety of bicyclists & pedestrians. Injuries, perhaps fatal, are at risk and the first priority should be limiting those harms to Santa Feans. Additionally, being inclusive of our community members with disabilities is essential. Centering these people in your design will serve everyone. Lastly, permitting more bike lanes & walk lanes would reduce traffic & parking downtown which will benefit the whole community.					
	speeding and drag racing are the key issues for all residents. However it is addressed is great. What can the community do to help. The city has taken no stand and no reform to police to inhibit speeding. That is the danger		Glad to have bike lanes.					
	widen the road and do what ever you can to calm speeding but please no sidewalks		Happy about the bike lanes & sidewalks. Like the plastic bollards idea.					
	Speed is the biggest issue on the road from a safety stand point. People walking on sidewalks are immediately next to cars and trucks with speeds of 40-50 MPH. Someone is going to get killed!		Bike lanes and walking paths are a huge asset not only to Bishops Lodge Rd but for Santa Fe in general. Making Santa Fe a more walkable/bikable city is a huge plus for our health, the environment, families, etc...Thank you for doing this. We really appreciate it!					
	we have experienced dangerous situations because of speeding cars and trucks. A few months ago our dog was killed by a speeding car							
	high speed traffic going down hill on bishops lodge + cars turning left from Morales on to bishops lodge							
	Will be very grateful if existing speed limits are kept in place. Considering sewer, water, electrical burial at the same time (rather than trenching new roadway)							

COMMENT(S)	TRAFFIC / SAFETY	SPEEDING	PEDESTRIAN	MULTI-MODAL	WILDLIFE	NOISE	LANDSCAPING	OTHER
	EMAIL COMMENT COUNT							
	9	10	9	12	1	4	5	17
<p>Thank you for taking my call. I live at 1019 Bishops Lodge Road and Camino manana. Vehicle speed is set at 45 mph which is much too fast on this part of the road as there are no turn outs to individual driveways.</p> <p>It is my opinion that a round about at the intersection of Stage Coach and Camino Encantado would help make it safer for those traveling through and people who live and access Bishops Lodge. . The roundabouts are proven affordable way to slow traffic and make roads safe. It is my opinion that something should be put in place immediately to help reduce speed on the road to help avoid any further accidents.</p>	X	X						
<p>We are not able to join the meeting tonight, but just two questions when you have time.</p> <p>(1) For segment three the text says Option A the walking path is on the uphill side of the road (presumably the east side) but slide 16 shows it on the downhill side. I'm assuming the rendering is more of an example and the text is correct but is it possible to confirm?</p> <p>(2) At the prior public meetings people have raised the importance of burying utility lines during this project (you can even see this feedback in slide 7). This is important for fire safety and is consistent with the city's efforts for new construction. While this major undertaking is happening, it would be terrific to also bury the utility lines so there is not a future expensive project for the city. Do you know if that has been discussed and what the plans are?</p> <p>I realize the scope of the project is already sizable, but would urge the city to consider what additional utility work can be done at this time. As the risk of fire danger increases in New Mexico, it's critical we take active steps to reduce this risk whenever possible, including moving power lines underground. Just a few weeks ago the New York Times ran an extensive piece on the role of utility equipment in causing wildfires: https://www.nytimes.com/2024/03/22/business/energy-environment/electric-utilities-wildfires-climate-change.html. I know it's expensive, but surely the emotional (and financial) costs of the Hermit's Peak/Calf Canyon fires, as well as the current situation is Ruidoso make clear that failing to mitigate our risk is even more costly.</p>	X							X
<p>Thank you for the presentation on September 29th.</p> <p>To provide my bias, I live at 1011 Bishops Lodge Rd, about 1/2 of the way between Mansion Dr and Camino Encantado Dr, right in the middle of the incline. I apologize for the length of this commentary.</p> <p>A Roundabout at Bishops Lodge Rd at Camino Encantado is an excellent solution. I wonder if the property owner on the east side of Bishops Lodge Rd will see this favorably or have a nimby response.</p> <p>I will defer to the residents who live closer to Paseo de Peralta to comment on segments #1 and 2.</p> <p>The existing cross-section shown in the provided road reconstruction booklet on page 16 is misleading. Only in a few sections are there 10' shoulders on both sides. Drop-offs are on one side or the other, or both, for most of the length. If the new roadway avoids these drops whenever possible, the lane shifts introduced might result in further speed reduction. This will be offset by increased speed introduced by a smooth road surface.</p> <p>I favor option B for segments 3 and 4 with modifications to reduce road cross-section. Retaining the feel of rural living while being close to the city is essential. I support having southbound bikes sharing the road and not having a dedicated lane. As an avid cyclist, this is the safest solution, as maintaining 30 to 40mph speeds is not difficult on this stretch.</p> <p>Traffic management best practices guidelines are just that, guidelines. Modifying to meet local needs, such as preserving the country feel, this is the historic Old Spanish Trail, and usage should be considered. For segments 3 and 4 of Bishops Lodge Rd, this can be achieved by narrowing the Walking Trail and eliminating the Buffer zone between Bike Lane and Walking Trail. 6ft Bike Lane is sufficiently broad as an incline; most cyclists will be single file.</p> <p>Very few people will walk along the upgraded Bishops Lodge Rd. I will be one of the few people who will walk to town. Dog walkers and strollers will continue to use side roads. For this reason, a Walking Trail 10ft wide is excessive. When you look at high usage[1] Rails to Trails routes, they are often less than 10ft wide and shared with cyclists, rollerbladers, and walkers even in heavily populated areas such as the Schuylkill River Trail from Philadelphia to Valley Forge National Park. A narrower trail has the added benefit of being more intimate. 8ft wide Walking Trail should be more than adequate for segments 3 and 4. When compared to standard sidewalks, this provides 3ft additional width.</p>	X		X	X				

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	9	10	9	12	1	4	5	17
<p>We have owned the home at 1105 Bishops Lodge Road since 1997. There are two principal issues that we believe need to be addressed when considering improvements to Bishops Lodge Road.</p> <p>First and foremost is the high speed of cars coming around the blind curb at the top of the hill immediately north of Circle Drive. Our home is the driveway at the 50 mph northbound sign, and the speed limit for cars southbound on Bishops Lodge Road as they come around the blind curve is 50 mph. This is much too fast, especially since many of those cars are going at least 60 mph. We often find that in the time it takes to look both ways pulling out of our driveway to turn left, a speeding car has suddenly appeared from around the blind curve. It is a dangerous condition. The problem also exists for those pulling out of Camino Encantado onto Bishops Lodge Road in either direction. Despite the additional distance to Camino Encantado, at 50 mph, cars still come up on that intersection from the blind curve all too rapidly. The speed limit needs to be lowered, and a 3-way stop sign at the intersection of Bishops Lodge Road and Camino Encantado would be very helpful. Anything else (other than speed bumps) that could help impress upon drivers that they are in a residential area, not an open highway, and need to lower their speed, would be helpful. We do not find the speed limits lower down on Bishops Lodge Road at 35 mph to be too fast.</p> <p>Secondly, we often see both bicyclists and pedestrians on the gravel shoulder along Bishops Lodge Road, especially from Mansion Ridge Road south into downtown. A paved pedestrian walkway and a paved bicycle lane on the shoulders would significantly improve safety along the road and ease the passage for both. Perhaps a paved lane on the shoulder on one side could be reserved for pedestrians, and the should on the other for bicycles. The bicycle lanes need to be separated from the pedestrian walkway, and both need to be separated by barriers of some sort from motorized traffic for the safety of both bicyclists and pedestrians. The all too frequent practice of carving out bicycle lanes from traffic lanes without a separating barrier is a plainly bad design that is not safe for either.</p> <p>We are opposed to any widening of Bishops Lodge Road. While traffic has increased since the end of the pandemic lockdown, the volume still does not justify additional lanes, which would only encourage drivers to go faster and pass slower cars, and make the roadway feel less residential.</p>	X			X				X
<p>I need help finding the presentation on the City of Santa Fe Web Site. Could you direct me specifically to the location or send me a copy of the slide show?</p> <p>My major disappointment with the plan is inadequate vehicle speed reduction. Minimally, the speed limit should be set uniformly. Now from Artist Rd, it's 25mph, then 30, 35, and finally 45. Why not set the minimum to 25 and a single jump to a maximum limit of 35 mph? Luke also said the center line would stay the same. That's nonsense. Between Artist Rd and about 900 Bishops Lodge Rd, there is a large shoulder on the east side, more or less sufficient for the bike lane and walking path. Then, the shoulders disappear, and the retaining walls are necessary. Then, about 1000 Bishops Lodge Rd, the existing shoulder is on the west side. Further up it shifts to the east side. This lends itself to having the center line shift east and west. I believe road traffic designers refer to this as non-intersection chicanes. This may be included in the plan, but so subtle not shown in the presentation.</p> <p>Not coordinating with whoever designates a road as an official evacuation route seems an option not explored. In an emergency, driving to Tesque would be the last place I would go, as the road is too narrow, and traffic jams will hamper evacuation. 599 and 84 are the sensible exit routes from the northern and eastern side of Santa Fe.</p> <p>There must be a way to shorten the build time of just over 2 miles of road, which is 12 to 18 months.</p> <p>Thank you for including the neighborhood's thoughts in your planning. As currently designed, I would prefer the road to stay as is. I'm a cyclist and one of the few people who walk to town on occasion. For cycling, I descend at speed to Murales Road and cut over to Old Taos Highway. An effort by the city to inform and direct cyclists that route is an option. For a walking path, simply narrow the car lanes to free up space on the east side where the shoulder is narrow.</p>	X	X		X				X

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<p>We have owned the home at 1105 Bishops Lodge Road since 1997. There are two principal issues that we believe need to be addressed when considering improvements to Bishops Lodge Road.</p> <p>First and foremost is the high speed of cars coming around the blind curb at the top of the hill immediately north of Circle Drive. Our home is the driveway at the 50 mph northbound sign, and the speed limit for cars southbound on Bishops Lodge Road as they come around the blind curve is 50 mph. This is much too fast, especially since many of those cars are going at least 60 mph. We often find that in the time it takes to look both ways pulling out of our driveway to turn left, a speeding car has suddenly appeared from around the blind curve. It is a dangerous condition. The problem also exists for those pulling out of Camino Encantado onto Bishops Lodge Road in either direction. Despite the additional distance to Camino Encantado, at 50 mph, cars still come up on that intersection from the blind curve all too rapidly. The speed limit needs to be lowered, and a 3-way stop sign at the intersection of Bishops Lodge Road and Camino Encantado would be very helpful. Anything else (other than speed bumps) that could help impress upon drivers that they are in a residential area, not an open highway, and need to lower their speed, would be helpful. We do not find the speed limits lower down on Bishops Lodge Road at 35 mph to be too fast.</p> <p>Secondly, we often see both bicyclists and pedestrians on the gravel shoulder along Bishops Lodge Road, especially from Mansion Ridge Road south into downtown. A paved pedestrian walkway and a paved bicycle lane on the shoulders would significantly improve safety along the road and ease the passage for both. Perhaps a paved lane on the shoulder on one side could be reserved for pedestrians, and the should on the other for bicycles. The bicycle lanes need to be separated from the pedestrian walkway, and both need to be separated by barriers of some sort from motorized traffic for the safety of both bicyclists and pedestrians. The all too frequent practice of carving out bicycle lanes from traffic lanes without a separating barrier is a plainly bad design that is not safe for either.</p> <p>We are opposed to any widening of Bishops Lodge Road. While traffic has increased since the end of the pandemic lockdown, the volume still does not justify additional lanes, which would only encourage drivers to go faster and pass slower cars, and make the roadway feel less residential.</p>	X	X	X	X		X		
<p>My name is Kerri and I am a degreed engineer with decades of experience.</p> <p>I'm always up for solving problems with a win/win outcome.</p> <p>I believe I have a simple solution for some of the issues pertaining to Bishop's Lodge Road Reconstruction.</p> <p>I understand the main issues in question are:</p> <ol style="list-style-type: none"> 1. Speed limit enforcement 2. A Needed Bike path 3. Traffic accidents 4. Pedestrian accidents <p>I'd like to address the section of Bishop's Lodge road between Paseo de Peralta and Murales Road.</p> <p>Firstly, This section of Bishop's Lodge Road lies within the Historic District. Several of these structures are of SIGNIFICANT Historical interest. Sites of interest are:</p> <ol style="list-style-type: none"> 1. The Scottish Rite Building 2. Old Santa Fe Trail. <p>Historically significant homes. (20 listed to name a few)</p> <p>Homes on Magdalena Road are:</p> <p>311,321,323,325,327,329,331,333,335,337,225,339,343</p> <p>And Bishop's Lodge Road are:</p> <p>411,414,412,417,419,485,487</p>	X	X	X	X				X

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<p>Secondly, The removal and/or replacement of the following would have to take place:</p> <ol style="list-style-type: none"> 1. Several telephone poles 2. Water drains under and beside BLR 3. A significant number of large old beautiful trees <p>My solution is simple.</p> <p>This section of BLR can remain untouched.</p> <p>Instead, all commercial traffic and loud vehicles can be rerouted to Old Taos Trail. These vehicles can turn east on Murales then proceed north on BLR. This is a detour of less than 4 blocks.</p> <p>This section of Old Taos Highway has the advantage of the 10 foot Leeway on either side of the road to allow plenty of room for widening the road. This would all for:</p> <ol style="list-style-type: none"> 1. Not one but two bike lanes 2. Large commercial vehicles 3. No destruction of old trees 4. No telephone pole removals 5. No replacement of water drains <p>This solution would save the City of Santa Fe and the Historical District a significant amount of time and money.</p>								
<p>live in segment 2 although the issues listed involve us all.</p> <ol style="list-style-type: none"> 1. Speeding 2. Loud mufflers 3. Drag racing in early am hours 4. No posted flashing mph signs 5. Multiple speeds zones with short distances 6. No safe crossing areas, i.e. no marked cross walks to get east side to west side sidewalk which I believe is ADA 7. Better ADA ramps at intersections of Artist Rd 8. No speed bumps to reduce speed in these residential areas 9. Not enough enforcement of the laws by police/safety officers <p>That said, my suggestion-</p> <p>Segment 1: leave alone and untouched</p> <p>Segment 2:</p> <ol style="list-style-type: none"> 1. flashing speed zone signage/cameras 2. speed bumps- the fire department can access Murales to Old Taos Hwy and do not hav patients when leaving fire station so speed bumps, used in many cities, should not present a problem 3. crosswalks at strategic points to allow safe passage to the ADA sidewalk on the west side 4. signage for bicycle awareness 5. rerouting commercial vehicles by having them access from Paseo via Old Taos Hwy across Murales then North or Paseo to Artist Rd East. This could prevent road damage as well as reduce the noise pollution on this short segment of Bishops Lodge rd. 6. foliage removal from around speed signs <p>This leaving the small number 2 segment basically as it with the above changes.</p> <p>Segment 3-4: Speed limits currently are multiple, hidden by trees and confusing and certainly not adhered to leaving one unsure of the required zone speed.</p>	X	X	X	X		X	X	

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<p>My husband and I live at 824 Bishops Lodge Rd but did not receive last month's June 22 meeting until last Wednesday, several weeks after the meeting occurred. I hope you are still receiving comments on this project. Our are below:</p> <p>1. Safety- The two downhill runs into town create a dangerous speedway that has grown progressively worse over the past 12 years we have lived here. It's surprising there haven't been more and serious accidents. The speed limit isn't effective and doubt any ever will be due to the extended stretches downhill travel. We suggest a light or, at minimum, stop signs at both Camino Encantado and Mansion Dr. Intersections. This would force vehicular slow downs when entering Santa Fe. If this could be done now, even before improvements begin, even better. Each day brings heavier traffic and higher risk to all.</p> <p>2. Accessibility and equity- Currently, vehicles are the only means of safe transportation on the road. To increase transportation accessibility for all, we suggest adding pedestrian sidewalks and designated bikeways to the roadway to accommodate walkers, joggers, and bikers.</p> <p>We hope this isn't too late to consider our input. Please let us know the estimated timin of the project, both design and construction. Also please add us to any email or other types of notification lists that will be more immediate than the US mail.</p> <p>Doug- we attended last night, put our dots on our preferences and left before the q/a. Decided we weren't interested in hearing discussion on Spanish land grants, who pays for our public roads, or a historic wall!</p> <p>Just wanted you and your design team to know what an excellent job we think you're doing- your priorities mirror ours; and your suggestion of using roundabouts is perfect- we're in favor of as many as make sense, particularly one at Mansion and Encantado to slow down the incoming downhill traffic.</p> <p>There were two questions/concerns we had that I hope you can clear up here. First, is the road an NMDOT road only in the urban 1 & 2 designated zones as suggested last night, or is it (as we hope) a DOT all the way? Obviously that makes a huge difference in funding sources and project feasibility in zones 3/4.</p> <p>Second, it sounded as if "dangerous driving/speeding" decisions are being made only in comparison to the currently posted speed limits vs whether a certain speed is creating greater or lesser danger. Obviously drivers will be going closer to the speed limits in the urban zones because the two lights slow them down vs in zones 3/4 wher nothing slows them down other than the unenforced ineffective speed limit signs and a driver's desires. If drivers aren't slowed down in zones 3/4, we believe the road dangers will not be mitigated undermining the stated priority to make the road safer. Regardless of signage or any other improvements, we believe roundabouts at Mansion and Encantado, at a minimum, will have the biggest impact on safety for drivers, passengers, bikers, walkers and residents. Of course we'd love to have sidewalks and bike paths as well but if the traffic speed isn't controlled, it won't be safe for pedestrians.</p> <p>Thx for the great work your team is doing!</p> <p>Thank you for answering my questions- I'm relieved about potential funding sources. I do hope at least one or two roundabouts can be included on the downhill run. We drove up there and it appears (from eyeballing) that there's plenty of ROW but we also aren't familiar with how much space is needed- beautiful native-plants, landscaped roundabout at Mansion Dr could also act as a public highlight of the way/road to the NM Governor's mansion- maybe even have a beautiful gov-appropriate sculpture in the middle; and similarly at Encantado (or wherever it makes sense), the roundabout could highlight the history way to Tesuque. We love the context sensitive highway designs in NM using native art/symbols and colors that compliment the surrounding land.</p> <p>Anyway, we understand about cost; just hope the engineers have an appreciation of the speeding dangers in zones 3/4 that speed limit signs won't ever fix, in our opinions.</p>	X	X	X	X			X	X
<p>I wanted to provide some input even though I cannot make the public meeting. Cars traveling down Bishop's Lodge exceed the speed limit significantly and frequently. I walk my dog on this road every day. Someday, someone will be injured or killed by a speeding, out of control driver. Please re-design this road with speed mitigation in mind. I suggest speed bumps or frequent traffic circles. Please do something. If you have any question or want to speak personally, then please call. Thank you.</p>		X						
<p>The creative and originally proposed solutions, for speed and noise, were rejected, and the only answer was "they were discussed". There never was a reason presented, except for the prohibitive size of roundabouts, to explain the decision. I can only surmise that the State and or the City simply did not want an impediment to the speeding and noise.</p> <p>There was no discussion of stop signs, speed bumps, or other traditional features to slow down the racing traffic. What is so puzzling is that the road is only 2 miles long and, on either end, there are physical barriers to speed...with a narrow road in Tesuque and two stop lights in Santa Fe. It is duplicitous to hold community meetings and then ignores community input without an explanation. This is a failure of civic leadership.</p>		X				X		

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<p>I am a neighbor of Bishops Lodge road and interested in the project scope, budget and timeline.</p> <p>For instance, is this to take pedestrian and bike modes into consideration. Are turn lanes being considered for a few spots? How about drainage improvements?</p> <p>Landscape and street trees or lighting.</p> <p>Is the road being considered for a lower or faster speed?</p> <p>There is a stretch that currently supports some 'on street' parking, is that in jeopardy?</p> <p>There may be other infrastructure aspects I am leaving out, so please feel free pipe in with what is being looked at.</p> <p>Is this a City or state managed project?</p> <p>What was the source of the project money?</p> <p>What is the process and schedule for scope, design and construction?</p>		X	X	X			X	X
<p>I fully support the Bishops Lodge Road Reconstruction Project to encourage more foot and bike traffic to and from downtown that is safe. This is a project that would address environmental concerns, build community and encourage physical fitness.</p> <p>Bishops Lodge Road (BLR) is an established neighborhood of 4-6 decades with my own home having been built in 1967. Yet, it does not have a neighborhood feel because there is not a pedestrian corridor that invites residents out to connect to the sidewalk that ends at Murales Rd, to walk to a baseball game, the post office, an early morning run or sunset stroll. But I would like it to be. After 14 years at my current address, I would welcome building more community outside of my immediate neighbors.</p> <p>As a mother of two young children it is intimidating to walk along BLR where there is no sidewalk. Although I tried early on, pushing a stroller through the dirt on the shoulder was difficult as the wheels sunk. My children are now 9 and 5 years old and I lost almost a decade of going on walks with them as babies and infants from out our front door. Instead, I would load up the children and gear into our car and drive the short distance to Ft. Marcy Park, a practice we still do with regularity and regret but it is not worth the risk along side speeding cars with no defined and safe space for my family to walk or ride.</p> <p>Our 88 year old mother-in-law lives down the street from us, also on BLR. She has to cross to the west side because the shoulder is wider, walk up the road and then cross back over to our house. It would bring Betsy great joy to encounter fellow pedestrians to say hello to, to not feel alone and to further encourage her mobility.</p> <p>As a pet parent to two dogs, we do not live on a stretch of road that is conducive to comfortable and safe dog walks. We would welcome the opportunity to engage them more from right out the front door as well as encouraging our own fitness goals without having to take a car ride somewhere first.</p> <p>BLR is a construction thoroughfare with commercial vehicles and workers zooming up and down (with jake breaks) all day long. Yet we still have ample wildlife and a desire to connect more with our neighbors. I'd welcome a pedestrian safe way to stroll with my kids to the park and chat with my neighbors. The visual presence of pedestrians and cyclists will slow drivers down and create the look and feel of community that is so evident along Gonzales Road with its meandering sidewalk, always populated with all ages.</p> <p>I do not align a defined pedestrian path, that encourages travel by foot and social engagement, with big box McMansions and paving paradise. The purpose is to connect with paradise.</p>		X	X	X			X	X
<p>I have noticed that Public Works may have compromised known safety standards for bicycles in response to 'public requests':</p> <ul style="list-style-type: none"> - top priority is to provide a 4' "clear" paved striped shoulder separating from traffic lane where width is available and there is no streetside parking. Lane width can be narrowed to 10' to provide visual narrowing as a traffic calming measure. A good shoulder *may be* used by cyclists and pedestrians where there is insufficient width for a shoulder and a separate sidewalk; the the shoulder should never be sacrificed in lieu of a sidewalk or separate multi-use path. Streets/shoulders can be plowed and swept, sidewalks and multi-use paths are problematic to maintain, and speed differentials between bikes and peds should be avoided when possible. - bikes should NEVER be moved to sidewalks or shared paths off the street where there are many streets or driveways. This is the most dangerous type of intersection for cyclists; and instructions of this nature need to be marked, with a crosswalk, and a button activated 'stop' light if possible. - there are special cases in an around santa fe where adequate width is not available for shoulders on both sides, or sidewalks on both sides. There are some instances, where speed limit is <35 and or there is a significant grade where it may be best to provide a 4' shoulder on the 'climb side' of the street, and zero shoulder on the descent since cyclists can be moved mid-lane and expected to maintain reasonable speed with traffic downhill. - multi-use paths are to be considered 'recreational' and secondary to safe streets which are needed to provide door-to-door access to stores, jobs, and schools. Developers should NEVER be allowed to eliminate 4' shoulders on streets in lieu of separated trails or paths parallel... Trails and multi-use paths may be in addition to shoulders, but never allowed in place of shoulders. - if there is street-side parking, with curbing such that parked cars can open doors into the 'bike zone', then 'Sharrows' can and should be used to remind motorists and cyclists that the safest place for them to be is MID-LANE to prevent unsafe passing and/or cyclist/door accidents. 			X	X				X

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	EMAIL COMMENT COUNT							
	9	10	9	12	1	4	5	17
<p>I learned of this project last week from our neighborhood association. I'm sorry I was unable to attend the meeting on Thursday- I had to work. So my comments may be redundant, but I want to make them anyway, as they pertain to any rerouting of Bishop's Lodge commercial (or other) traffic through the Vista Encantada neighborhood.</p> <p>1. The roads themselves: They are all dirt. They are washboarded, rutted, potholed, and difficult to drive on even when yours is the only car on the road, as we naturally attempt to avoid the ruts, etc. and sometimes drive down the middle of the street. The streets are not very wide, certainly not made for 2-lane traffic, and most of them are curved, not straight. There are many dead ends. There are no throughfares here, except perhaps Encantado, the only paved street we have. Unfamiliar, fast drivers (in trucks?) will try to find faster ways of getting through the traffic that is sure to backup, and/or may have accidents.</p> <p>Once a year the city, re-gravels the roads which quickly results in piles of gravel along the sides. Trucks and faster traffic would make it flying gravel.</p> <p>Twice a year, the city grades the roads, but never very well, and the grading only lasts until the next rain, when the streets revert to washboarding, etc.</p> <p>During the winter, the streets are only plowed once or twice, no matter how deep the snow is or how icy it remains.</p> <p>2. The ecosystem: It is very delicate. We have a huge problem with erosion. Additional, heavy, traffic would obviously make this much worse. Native plants grow along the sides of the road, and would be in great danger of being crushed. One year the city decided to try to abate the dust by spraying something along the roads, which killed all the vegetation, including many trees.</p> <p>3. The dust: It's horrible. Ask anyone who lives on a dirt street. At regular neighborhood speeds (25-30 mph), it is bad. Frequently we drive (or walk) through dust clouds reaching 6 feet in the air or more. Dust covers landscaping as well as seeping inside our homes.</p> <p>4. Pedestrians and animals: We love to walk in the neighborhood. It's beautiful, and we are often reminded that we share it with toerh creatures- deer, coyotes, rabbits, roadrunners, bears, bobcats, mountain lions, raccoons, many birds, lizards, mice squirrels and (one year) javalinas. Many people run or walk with their dogs off leash. This would be a disaster waiting to happen. People are free here to walk, run or ride bicycles down the middle of the street if they choose. Opening any of our streets to commercial 2-way traffic would effectively mean opening all of them. It would be disastrous and ruin the quality of our experience- the reason we choose to live here.</p> <p>Many of our residents are older and don't hear so well. I fear they would just avoid walking in their neighborhood while the project is going on. We don't have many children here, but there are some, and many visiting grandchildren. Families often walk in groups which include multiple children and dogs.</p> <p>5. The noise: We do have some motorcycles and, obviously, delivery trucks, going through the neighborhood and the unusual noise is always jarring. I can't imagine what constant noise would be like.</p> <p>In short, I think the re-routing of ANY traffic through Vista Encantada is a very bad idea. Thank you for your consideration.</p>			X	X	X	X		X
<p>Just now got the notification of the meeting but I want to weigh in. I'm a cyclist and live off Valley Road so I ride Bishops Lodge Road all the time. It's an access road to many other destinations as well as pedestrian access for residents and visitors, there are always people walking or riding. The thing to keep in mind is the disconnect between how Santa Fe wants to project itself as a bike friendly and outdoor community and reality, it's not even close. It's hair raising riding and walking around Santa Fe, no shoulders, narrow roads, etc. People come here expecting an epic destination but it's not. What happened on the nice new pavement on the Ski basin road? Yeah let's drive all the cyclists into the traffic, make everybody happy, WTF. Seriously. Look at some other cities (Breckenridge for instance) that generate lots of money from cyclists, hikers, the outdoor community and anyone else just wanting to walk to dinner, shop, whatever. Santa Fe needs to get it's act together, there's so much potential.... and revenue to pay for it! My 2 cents...</p> <p>The road is an access for cyclists that have come to Santa Fe to ride the Winsor trail and since parking is limited at the trail head many will ride from town, also crazy as it sounds, people will ride from town through Tesuque to get to Pacheco Canyon Rd. It's also an access for road riders heading to Nambe or through Las Campanas to wherever - I might be riding 70 miles from my house.... Just pointing out the many ways the road is used. You're welcome to reach out to me if you have questions.</p>				X				

ROAD SECTION	TRAFFIC 15	SPEEDING 16	PEDESTRIAN 14	MULTI-MODAL 11	WILD LIFE 1	NOISE 1	LANDSCAPING 9	OTHER 13		
A		Speed control	Sidewalk on 1 side	Add bike bath to extension to Resort				Extend to Bishop's Lodge Resort		
B				Dedicated bike path			Minimize tree removal			
							Please save trees			
							Consider rural environment			
C		lower speed limit					Area is residential			
		Max 35 mph								
D	cars coming down hill. Difficult to see cars entering from circle drive						no concrete use crusher fines for side walk and bike path			
E	Very difficult to see cars coming down bishop Lodge	AOD speed bumps on Bishop Lodge	maintain access to my driveway during construction. I have no other access							
	Busy intersection with no turn lane at Camino Rd.									
	Dangerous left turn									
	Blind intersection									
F	Stop sign 4 way at Camino and Encanto	walking and biking danger	Soft pack Trail on one side please	walking and biking danger				significant stormwater drainage issues. Between Encanto and Camino. Eastside		
	Dangerous leaving drive way									
	turn lane at encantado									
G	Turn lane at mansion		Sidewalks!	bike trails			Landscaping and street trees	add sewer service		
			Sidewalks please	bike lanes + pedestrian walkway welcomed						
			support sidewalks							
H		slow down traffic	no sidewalks beyond Morales	bike lanes 5ft. wide both sides wherever they fit especially uphill	consider wildlife			previous major flood of sewer line flooded my house at 832		
		slow down traffic	pave sholder both sides to serve pedestrians					Heavy rains washed sides and slopes to BLR need to keep shoulders sloped		
		slow down traffic								
I	Traffic lights needed @ valley dr & murales road, coordinated	SPEED! SPEED! SPEED!	Wide sidewalks from downtown to Ft Marcy	Bike lanes, sidewalks, landscape/erosion control			Sidewalks at least to Mansion Drive, Trees**	Bury utilities when possible		
	There used to be a 30 mph sign. It was run over years ago and never replaced	Drag racing after light at Artist Rd going north. 100 mi/hr all the way Tesuque	Sidewalks at least to Mansion Drive, Trees**					Big trucks tear down my xfinity line at BLR and Callecita place		
	Line of site @ Morales & 4 way stop bishop lodge morales + Valley Rd	Slow ticket speeds, police presence needed						Flooding. Need drain on south side of Callecita Place. Floods BLR 100 Callecita Place		
		Speed humps						Drainage under valley		
J	reroute commercial trucks. This is the historical district	Speed + please don't urbanize	crosswalks: williams, callecito, murales	Slow down traffic, add bike lanes				Revamp of development happening in June		
	reroute industrial trucks, make this a reduced noise area, color coat adobe walls	Slow down traffic, add bike lanes	sidewalks on both sides artist rd to murales + crosswalks	noise + speed! Sidewalks both side? If able to retain trees				noise + speed! Sidewalks both side? If able to retain trees		
	is something planned to discourage lare truck traffic from residential streets adjacent to BLR?									

ROAD SECTION	TRAFFIC 15	SPEEDING 16	PEDESTRIAN 14	MULTI-MODAL 11	WILD LIFE 1	NOISE 1	LANDSCAPING 9	OTHER 13
K		Narrow lane perception, slow traffic	Rumble strips to protect walk trail	Look at city's goal - bike friendly - walk friendly			don't change character of road. Natural look is its charm.	Will road fit existing easement?
		Experience high speeds around kearney to artist rd, slow down traffic.	Look at city's goal - bike friendly - walk friendly	bike lane going north. Walkway trail, not sidewalk			Preserve old growth trees.	Will the road be widened? I have limited easement in front of my house

Frequently Asked Questions		
Comments and Questions	Similar Comments/ Questions	Responses
Traffic Calming/Speed		
The original Public meetings had many requests for traffic calming at different stretches along the corridor many people noted there were existing speeding issues along the corridor.	50	Traffic calming has been incorporated into this project in the form of reduced driving lane widths and added raised medians near intersections. These medians also add some curvature to the roadway section.
Please consider rumble strips at the striped buffer. Minimal noise for significant increased safety for motorists and bicyclists. Also, please continue striped buffer in segment 4.	2 (additional verbal comments at the public meetings)	A review of mitigation methods between the lane of traffic and the bicycle lane is ongoing. Currently, the addition of rumble strips is likely unless a separate option is feasible based on final discussions with the city on layout and maintenance of features placed between the bike lane and traffic lane.
There were many requests to install roundabouts at intersections as possible to help reduce speeding along the corridor. In addition there were comments that noted the potential to review mini roundabout options along the corridor.	15	Roundabouts were reviewed and evaluated during the corridor study and preliminary design phases. It was determined that: 1. The traffic Volumes did not warrant this intersection treatment. Some projects still utilize roundabouts for traffic calming in these scenarios but this is typically for a different classification of road. 2. Right-of-way limitations generally make any large roundabouts unfeasible without large property takes. In many cases, house removals would have been necessary or driveways would have been heavily impacted. 3. The Road is a main corridor for emergency vehicles and evacuation. Due to this, and issues that mini roundabouts can cause for emergency vehicles, roundabouts and mini roundabouts did not become a recommended alternative when evaluated at the intersections reviewed.
A request was made to review alternatives that would add an acceleration or deceleration lane for right turns onto and off of Bishop's Lodge road.	3	In general the width needed to add deceleration and acceleration lanes were not available in the existing ROW. With the exception of the left turn movement on NB Camino Encantado traffic counts did not warrant the addition of turning lanes along the corridor.
Requests to minimize travel lane width were requested by the community to help reduce travel speeds along the corridor.	2	Travel lanes were generally reduced to 10.5' The bike lanes and buffers are added. However, Shoulders, where planned, are currently planned to be 8' wide. To allow for cars to pull off the main roadway in emergency situations. Discussion on adding rumble strip so this isn't perceived as a widened travel lane being finalized. Future restriping of this section to be a bike lane may be considered if additional development continues in this area.

Comments and Questions	Similar Comments/ Questions	Responses
Some suggestions for adjusting speed limits along the corridor by the community were received at each of the public meetings.	7	A review of adjusting the speed limit has taken place. Currently, the nature of the road in the upper reaches did not lend to a greater reduction in speed. A review of the speed limit to the top of the hill will be completed with the changes in use to determine if a reduced speed limit is warranted. Currently, it is anticipated that the speed limit will not be reduced beyond 45 MPH (Currently 50MPH) in the northern sections of the corridor. Traffic calming measures are incorporated into the project and should have a positive effect on reducing speeds along the corridor
An example of a specific comment from a resident: 50 mph must be reduced going north and downhill is too fast too much noise, danger to drivers, bicyclists, pedestrain, wildlife.		
Community members noted on multiple occasions that increased enforcement of the existing speed limit along the corridor was need to help reduce speeding	5	Local law enforcement will and should be addressed independently of this project. Existing speed features on signage will be maintained and a review of locations that may benefit from similar signage will be completed
Many Residents asked if speed bumps could be added to the corridor. In addition one resident asked if speed camera were an option to add to this corridor.	5	Speed humps were not added due to the use of this corridor by emergency vehicles and the potential need for the corridor as an evacuation route. Speed cameras are currently not planned some discussion can start with the city but a review of current legal standards in the city of Santa Fe will need to be completed to identify if this is an acceptable project.
suggestion to add flashing speed signs based on residential limits and cut trees around existing speed signs	3	Vegetation management will be completed with this project. New sign installation will be made visible upon installalation. Addition of flashing lights on speed sign is not currently planned outside of the existing location. A review of current speeds will be completed to identify if a secondary location is warranted.
Will be very grateful if existing speed limits are kept in place. Considering sewer, water, electrical burial at the same time (rather than trenching new roadway)	2	Minor speed adjustments may be completed based on the geometry adjustments to the road. We are working on water line improvements. Sewer, gas, and electrical are not planned at this time. Some discussion has started with the sewer group but a review of the existing connections will be needed to confirm if other sewer improvements aren't needed for the additional connection.
Pedestrian		
Some requests were made for a sidewalk on each side of the road.	2	Currently due to ROW limitations a trail is only added on the East side of the road from Murales to Brownell Howland.
Please prioritize safe walkways throughout the entire section. My family includes a person with severe disabilities who cannot safely access without these modifications. Safe access is a basic and overriding human right. Please ensure the safe access for all people.	25	All added pedestrian elements will be designed to be ADA compliant.
Please no sidewalks as we live in the city, it would ruin the look and feel of bishops lodge road. Preserve the "rural" feel.	3	The sidewalk will be installed with asthetic considerations that will help to maintain the rural feel of the corridor. Based on public comment accessibility through this corridor was a large priority to the community along this corridor.

Comments and Questions	Similar Comments/ Questions	Responses
Multimodal		
A dedicated bike path would help, bikers will continue to use this route regardless if changes are made	25	Bike paths are planned on each side of the road up to Brownell Howland. After this a shoulder section can be utilized by bicyclists until the city limit.
bike lanes on both sides or just paved shoulders to benefit pedestrians as well.		
Wildlife corridor	8	Wildlife corridor review was not completed as a part of this project
Please do something to help reduce noise along the corridor	14	Speed reduction should help to reduce the noise level along this corridor. Enforcement or adjustments to noise ordinances would not be a part of this project but we will pass the comment along to the city.
Please address and reroute the 18-wheelers, dump trucks, and cement trucks	2	This corridor is classified as a minor arterial and is a main access point to the Tesuque community. Signage to try and reduce truck traffic would not be appropriate as this is a primary access point. Some local destination truck traffic is unavoidable
Add Landscaping to the corridor.	4	Landscaping is not a part of the current contract. However some aesthetic features are being reviewed near the pedestrian walkway to help maintain the rural nature of the roadway.
Beautification: The road is in shambles. The sides are washed out. There is no landscaping or medians. After a storm, there is erosion. I suggest medians and/or vegetation and some landscaping/hardscaping along the sides of the road.	4	Beautification methods as described in this comment are being reviewed. Hardscaping, medians, and other alternatives are being added. Erosion control methods are being included in the drainage design. Medians are being added where warranted at intersections.
Drainage issues for properties below the road	6	Roadside drainage is being addressed with this project. New sections will help convey flows to existing culvert crossings with less roadside drainage sheeting towards properties
Why were traffic lights not considered?	1	Traffic warrants for traffic lights after Artist road did not exist due to amount of traffic from side roads and the amount of turning traffic. Lights would have been considered if traffic volumes were sufficient
Why were four way stops not considered?	1	4-way stops were not warranted based on the traffic counts for this area. Because of this these intersection treatments could cause more safety issues than any potential reduction in speed.
I live on BLR - 1218 - across from barranca St. my driveway now is only enough for one care. I am concerned of your widening on the road will take feet away from my driveway	1	Review of driveway for access is underway. Right of way takes are not planned so if the driveway access isn't in city right of way it will be maintained. Some temporary construction permits may be needed to connect driveways to the new road section.
Don't use concrete for side walks. Use DG asphalt and concrete. It is a huge carbon sink	1	Currently the city does prefer a concrete trail based on the lifespan and reduction in maintenance. Asphalt has been considered and may be utilized as a value engineering option if pricing for concrete becomes a limitation on the project.
Will the county continue the safety improvements through Tesuque?	4 (additional verbal questions)	Some discussions have started with the County but currently funding has not been secured for the continued design.
Construction		

Comments and Questions	Similar Comments/ Questions	Responses
<p>My primary concern is about how traffic from Bishops Lodg Rd will be diverted during construction. Both Mansion Ridge Rd & Governer Dempsey Drive are unpaved, narrow, and poorly maintained. Putting large numbers of cars on these road will create a significant hazard as both these roads are heavily used by walkers, runners, and bicyclists.</p>	<p>2 (asked verbally as well.)</p>	<p>Additional review of these side roads and impacts by construction will be completed adjustments to the detour routes may be adjusted based on this review. However there will be some degree of inconvenience that is inherent to the construction process.</p>

BID NUMBER	ITEM SPECIFICATIONS		UNIT	QUANTITY	UNIT COST	TOTAL
	NUMBER	DESCRIPTION				
1	107000	ENVIRONMENTAL COMMITMENTS	LS	LS	\$ 7,000.00	\$ 7,000.00
2	201000	CLEARING AND GRUBBING	LS	LS	\$ 10,000.00	\$ 10,000.00
3	203000	UNCLASSIFIED EXCAVATION	C.Y.	12,540	\$ 17.50	\$ 219,450.00
4	301000	FULL DEPTH RECLAMATION	SY	19,190	\$ 23.00	\$ 441,370.00
5	407000	ASPHALT MATERIAL FOR TACK COAT	TON	12	\$ 595.00	\$ 7,140.00
6	414115	COLD MILLING (ASPHALT) 1 1/2"	S.Y.	4,100	\$ 2.00	\$ 8,200.00
7	423283	HMA SP-IV COMPLETE	TON	3,690	\$ 90.00	\$ 332,100.00
8	601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	LS	\$ 10,000.00	\$ 10,000.00
9	618000	TRAFFIC CONTROL MANAGEMENT	LS	LS	\$ 61,000.00	\$ 61,000.00
10	621000	MOBILIZATION	LS	LS	\$ 97,000.00	\$ 97,000.00
11	603262	COMPOSTED MULCH SOCKS	L.F.	200	\$ 4.50	\$ 900.00
12	632020	CLASS C SEEDING	ACRE	3	\$ 32,000.00	\$ 96,000.00
13	603281	SWPPP PLAN PREPARATION AND MAINTENANCE	LS	LS	\$ 25,000.00	\$ 25,000.00
14	701000	PANEL SIGNS	SQ. FT.	49	\$ 30.00	\$ 1,470.00
15	701100	STEEL POST AND BASE POST FOR ALUMINUM PANEL SIGNS	L.F.	131	\$ 20.00	\$ 2,620.00
16	702710	MOBILE TRAFFIC SYSTEM	EACH	1	\$ 80,000.00	\$ 80,000.00
17	702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	LS	LS	\$ 97,000.00	\$ 97,000.00
18	704000	RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	27,200	\$ 0.40	\$ 10,880.00
19	704099	TEMPORARY RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	150	\$ 0.25	\$ 37.50
20	704704	HOT THERMOPLASTIC PAVEMENT MARKINGS 24"	L.F.	30	\$ 12.23	\$ 366.90
21	721000	REMOVAL OF PAVEMENT MARKING	L.F.	150	\$ 0.70	\$ 105.00
22	801000	CONSTRUCTION STAKING BY THE CONTRACTOR	LS	LS	\$ 61,000.00	\$ 61,000.00
23	802000	POST CONSTRUCTION PLANS	LS	LS	\$ 10,000.00	\$ 10,000.00

Subtotal	\$	1,578,639.40
Contingency	10%	\$ 158,000.00
Construction admin	8%	\$ 127,000.00
Subtotal	\$	1,863,639.40
Tax	8.1875%	\$ 152,585.48
Total	\$	2,016,224.88

BID NUMBER	ITEM SPECIFICATIONS		UNIT	QUANTITY	UNIT COST	TOTAL
	NUMBER	DESCRIPTION				
1	107000	ENVIRONMENTAL COMMITMENTS	LS	LS	\$ 8,000.00	\$ 8,000.00
2	201000	CLEARING AND GRUBBING	LS	LS	\$ 10,000.00	\$ 10,000.00
3	203000	UNCLASSIFIED EXCAVATION	C.Y.	12,540	\$ 17.50	\$ 219,450.00
4	207000	SUBGRADE PREPARATION	S.Y.	19,190	\$ 6.00	\$ 115,140.00
5	303160	BASE COURSE 6"	S.Y.	5,340	\$ 68.00	\$ 363,120.00
6	407000	ASPHALT MATERIAL FOR TACK COAT	TON	7	\$ 595.00	\$ 4,165.00
7	408100	PRIME COAT MATERIAL	TON	33	\$ 745.00	\$ 24,585.00
8	414115	COLD MILLING (ASPHALT) 1 1/2"	S.Y.	4,100	\$ 2.00	\$ 8,200.00
9	423283	HMA SP-IV COMPLETE	TON	4,570	\$ 90.00	\$ 411,300.00
10	601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	LS	\$ 12,000.00	\$ 12,000.00
11	601110	REMOVAL OF SURFACING	S.Y.	17,380	\$ 9.70	\$ 168,586.00
12	618000	TRAFFIC CONTROL MANAGEMENT	LS	LS	\$ 76,000.00	\$ 76,000.00
13	621000	MOBILIZATION	LS	LS	\$ 121,000.00	\$ 121,000.00
14	603262	COMPOSTED MULCH SOCKS	L.F.	200	\$ 4.50	\$ 900.00
15	632020	CLASS C SEEDING	ACRE	3	\$ 32,000.00	\$ 96,000.00
16	603281	SWPPP PLAN PREPARATION AND MAINTENANCE	LS	LS	\$ 31,000.00	\$ 31,000.00
17	701000	PANEL SIGNS	SQ. FT.	49	\$ 30.00	\$ 1,470.00
18	701100	STEEL POST AND BASE POST FOR ALUMINUM PANEL SIGNS	L.F.	131	\$ 20.00	\$ 2,620.00
19	702710	MOBILE TRAFFIC SYSTEM	EACH	1	\$ 80,000.00	\$ 80,000.00
20	702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	LS	LS	\$ 121,000.00	\$ 121,000.00
21	704000	RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	27,200	\$ 0.40	\$ 10,880.00
22	704099	TEMPORARY RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	150	\$ 0.25	\$ 37.50
23	704704	HOT THERMOPLASTIC PAVEMENT MARKINGS 24"	L.F.	30	\$ 12.23	\$ 366.90
24	721000	REMOVAL OF PAVEMENT MARKING	L.F.	150	\$ 0.70	\$ 0.70
25	801000	CONSTRUCTION STAKING BY THE CONTRACTOR	LS	LS	\$ 76,000.00	\$ 76,000.00
26	802000	POST CONSTRUCTION PLANS	LS	LS	\$ 12,000.00	\$ 12,000.00

	Subtotal	\$ 1,973,821.10
Contingency	10%	\$ 198,000.00
Construction admin	8%	\$ 158,000.00
	Subtotal	\$ 2,329,821.10
Tax	8.1875%	\$ 190,754.10
	Total	\$ 2,520,575.20

**PASEO DEL SOL EXTENSION
90% DESIGN COMMENTS**

CITY

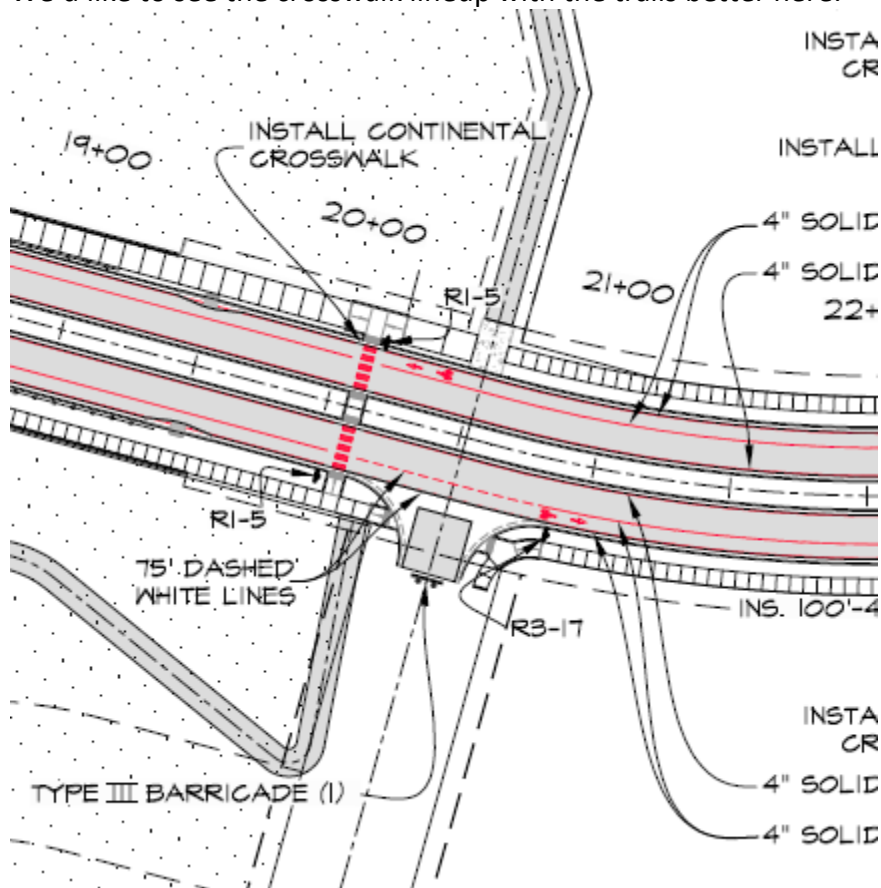
Jeanne Wolfenbarger, City Traffic Engineer

1. Provide a written response to all previous comments.
2. Provide stationing for all cross-sections on Page 7.
3. On the Plan and Profile Sheets, label all stationing transitions between cross-sections.
4. At the beginning of center medians, include an R4-7 sign.
5. For all left turn bays, eliminate "Only". We only use these with lane drops.
6. For all left turn bays that are under 100 feet, use just one left turn arrow.
7. 12B – For bike lane symbols, there are a couple too many for Paseo del Sol West headed west. (Usually, we want to place these at the downstream side of intersections, transition points, etc.)
8. For any midblock crossings, show and specify yield line markings and include advance warning signs. For actual trail crossings across a road, include stop signs before the roadway crossing.
9. For diagonal markings, specify all dimensioning, include detail, etc. Are there opportunities to narrow striped buffers to 18" at parking areas, to reduce diagonal markings?
10. Due to amount of curves provide sight distance lines per AASHTO standards to make sure landscaping is not blocking any clear sight distances. What is tree canopy height? (Critical areas are when approaching pedestrian crossings. Special concern is the approach to the roundabout at 9J.)
11. On culvert profiles in Section 25, specify distance for erosion control, depth, and slopes. How is the extent of the erosion protection determined?
12. For all curves on Section 11 for the trails, include advance signage.
13. Show/label all guardrail and/or handrail on planviews where used. (On Page 11C, with combination of sharp curves, steep grades, and culvert crossings, follow guidelines for safety alongside trails.)
14. For all curb ramps on plans, specify all dimensioning and ADA-compliant slopes.

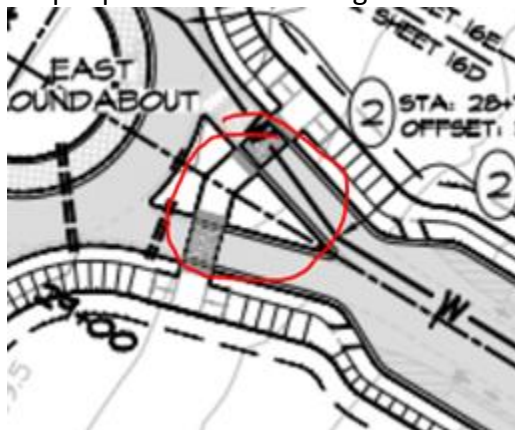
SFMPO

Leah Yngve, Sr. Transportation Planner

- We would like to have a discussion about the trails that are also being designed and built at the same time. This area is the feasible location for the Arroyo Chamiso Trail and if we can plan and design for that now, we should.
- We're not sure the R9-7 signs will be effective or are necessary on the roundabout designs
- We'd like to see the crosswalk lineup with the trails better here:



- The shape of these pedestrian islands with the point in the middle might make it harder for people on bikes to navigate. Can they be smoothed out?



BPAC

Dan Painter, Technical Review Subcommittee

I looked over the 90% plan set for Paseo del Sol and didn't see anything that I was expecting. Our requested for a ped underpass on the west end of the route where the exiting path will intersect with Paseo del Sol was ignored as was indicated at the last meeting on the 60% plan set. Also, the request for a raised ped crossing in the middle of the site on Paseo del Sol leading into the proposed park site was also ignored as also was indicated at the last meeting. So, the only thing I saw that caught my eye was the two design details for the community path, one being concrete and the "alternative" design employing asphalt. I would suggest that we request concrete as I think there will be less long-term issues with crumbling edges and separation in the joints.

RECEIVED LATE BUT STILL SUBMITTED TO THE CONSULTANT

Leroy Pacheco, PE

We are getting requests for traffic calming on the existing Paseo del Sol West and other primary roadway in this area due to speeding, noise and drag racing. Because this is an ERR#1, raised devices are not permitted (see attached). I anticipate the same types of requests will eventually come forward once this new section of Paseo del Sol W is built.

My only comment/question is if it's possible to consider a location(s) or two for Radar Speed Display signs as part of a proactive traffic calming effort - the design itself has traffic calming built into it - roundabouts, narrow lanes, etc. Installing radar speed display signs as part of the construction project saves city traffic operations/traffic calming time and money. Something to consider.

Tim Rogers, SFCT

Hello project team and partners - Thank you for including the 90% plans for this project in the latest packet for BPAC. I participated in this project through 60% design, and I appreciate the progress we made together through that point. I am attaching input on the 90% plans.

As mentioned at the 60% design meeting in January, and as followed up with design team and MPO in January and April (attached), it is essential that plans for the next phase of Tierra Contenta include the Arroyo de los Chamisos Trail through the property.

The alignment that we need for this major urban trail takes advantage of an existing sewer line with a community trail easement on it coming from the east and planned open space leading to the SWAN Park on the west side, but requires some design finesse to connect the two. If we miss this opportunity now, there will never be an Arroyo de los Chamisos Trail to the SWAN Park as envisioned under city and MPO trail planning for 30 years and under the more recent SWAN Park Master Plan.

Instead, the 90% plans include design of a paved trail to link part way from Paseo del Sol to the SWAN Park that is redundant (given existing paved Tierra Contenta Trail), is not supported in past trail planning, and would commit the City to continue the rest of a paved trail alignment to the SWAN Park that is not anticipated in SWAN Park or other city trail planning.

SFCT would be happy to work with the City and other partners to pursue natural-surface trails that are planned for this particular area, and we urge the City and partners to apply the level of effort required for a paved trail to the long-planned and desperately-needed Arroyo de los Chamisos Trail to the south.

Please include the Arroyo de los Chamisos Trail in the planning for this project.

More comments in attachments, thank you! - Tim

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 .

UPDATED 9-17-24

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. 90% street light plan and photometrics have been approved by Mike Dalmolin.](#)
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 Beingessner, 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. 90% streetlight plan and photometrics have been approved by Mike Dalmolin. Poles were placed on the outside of sidewalk where possible, but in many cases, the sidewalks are on the edge of road right of way and placing streetlights outside of sidewalk was not possible. Note that I have found locations where the streetlights have been shown outside of right of way, and therefore the street light plan will have to be corrected \(e.g. Sta 23+50 on TC Cinto North\).](#)
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. Turning paths were provided directly to Jeannie and not shown on the plan set.](#)
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. See Sheets 8B, 8C and 22.](#)
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. Done.](#)
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. See Sheet 14 for Bike Ramp Details.](#) [Max ramp slope is 15%. The ramp to roadway angle is 45 degrees \(Sheet 8B and 8C\).](#)

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.](#) [Done. See Sheets 8B and 8C.](#)
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.](#) [Done. See Sheet 28 which is NMDOT Pedestrian Railing.](#)
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.](#) [Done. See Sheets 8B and 8C.](#)
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.](#) [Trail lighting was removed from plans per direction given by staff.](#)
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.](#) [Street light plans were coordinated with lighting design. I do not believe that trees were modeled in the photometric analysis. Is this still required as I understand that the street light design has been approved?](#)

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.](#) [Roadways' design speed is 25 and roundabout is 15. Sheet 11D is a trail plan and K crest minimum is 7.5, which slightly exceeds the 20 mph standard. The horizontal curves on this trail will control speed. On all the roads the minimum crest K is 15.54 and sag curve K is 26.0 At 25 mph design speed, AASHTO recommends minimum crest K of 12 and sag K of 26.](#)
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.](#) [See Sheet 22 for all horizontal controls which road stationing shown. This work was not shown on the individual road sheets. AASHTO guidelines were met for all horizontal and vertical curbs per the design speeds. Note that we still need to tie to a x,y,z benchmark. I need a surveyor to help with that.](#)

14. On the plan sheets, label all roads, road names, and easements as applicable. [Design Enginuity to revise plans as necessary.](#) [This still needs to be done.](#) [I believe road names are labeled, but right of ways are not consistently labeled, nor other easements.](#)
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.](#) [The 11 sheets are trails.](#) [Trail sections are provided on each sheet showing trail widths.](#)
16. On plan sheets, show all station limits for cross-sections and transitioning sections. [Design Enginuity to revised plans as necessary.](#) [Still needs to be added to road plan sheets.](#)
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.](#) [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%.](#) [A 3% grade was provided across the west roundabout.](#) [The east roundabout has a 1% grade.](#)
19. Unless there is expected queuing at the roundabouts, it is preferrable 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.](#) [Plans modified to set crosswalks 20' from roundabouts.](#) [See sheets 8B and 8C.](#)
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.](#) [Maximum slope on bike ramps are 15%.](#)
21. Include swept path analysis as part of a separate submittal. Label design vehicle for the roundabout design on the plan set. [Understood.](#) [Done.](#) [Sent to Jeannie via email.](#)
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.](#) [Done.](#)
24. Coordinate with Traffic Operations on appropriate lighting of the roundabout and all pedestrian crossings. [Understood](#) [Done.](#)
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.](#) [Done.](#)
26. Include traffic signage for roadway curves as necessary. [Understood.](#) [Done.](#)

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. Done. Culvert section added. See sheet 25E.

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. Done but we will add NMDOT Sheet 602-02-01 also, which provides more details on rip rap installation at culvert outlets. Culvert cross sections are provided on the 25 Sheets.
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. In all cases the trails have 2 feet of flat area on both sides of the traveled way before any drop offs, so pedestrian railing isn't required. But railing may be necessary for bike use and will be reexamined.
30. On the plan and profile sheets, include class of pipe for the RCPs and gauge of pipes for the CMPs. Understood. Required cmp gauge is listed on Sheet 26A (16 gauge). I will add RCP class as I don't believe that is listed, but Sheet 28N dictates what is required.
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. Plans were modified to add 8-foot diameter manholes at bends. See sheet 25E.
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. This was not done. Do you want this for the 100-year, 24-hour peak flow? Note that pipes have been oversized to accommodate the 1000-year, 10 minute storm event peak flow assuming 100% runoff.

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. Sight triangle was added for the intersection on a curve (sheet 9G). Sight distance lines will be added for curves.
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. Need to verify that this has been added to 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. Done.](#)
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. Are the 24 sheets adequate? I will add slope to each ramp shown on these sheets.](#)
37. Provide a detail on all pedestrian roadway crossing showing compliance with section 403 of the 2010 ADA code. [Understood. See the 24 sheets.](#)
38. Provide a detail on the type of drop inlets to be constructed. At 90% [Understood. See Sheets 28F \(city curb drop inlet detail\), 28G \(MDI\)](#)
39. Provide a stripping and signage detail. At 90% [Understood. See 12 Sheets.](#)

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. The curving sidewalk was straighten out and a signage added noting the sidewalk does not meet ADA requirements.](#)
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. Guardrail and pedestrian railing are clearly indicated on Sheet 9A](#)
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. At staff's direction, bar ditches have been added along trails.](#)
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. Engineer to verify that landscape plans reflect this requirement.](#)
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. As built details from the ACI plans were added. See Sheet 280](#)
49. No drop structure detail is provided for the connection to existing MH ACI 4. [T 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. As built details from the ACI plans were added. See Sheet 280](#)
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. The low-pressure sewer line is to be designed in the future when Tract 57 Secondary Access is designed. There are no low-pressure plans for this phase of the project.](#)
52. A construction note should be added requiring hydrostatic pressure testing of the low pressure main. [Understood. No longer required as no low-pressure sewer lines will be installed in this phase of the project.](#)
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. We are still waiting to learn from the Wastewater Division which, if any, existing manholes require rehab.](#)
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. Done. See Sheets 28A-C.](#)

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. Reclaimed water line plans have been added to the plan set.](#)

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 Engenuity concurs and will eliminate the north-south line and replace it with an east-west line between the two roundabouts.](#) [Plans modified as requested.](#)
57. Sheet 16A: Will any irrigation meters be provided as part of the project. If so, please provide in plans. [Understood. 25 irrigation meters have been added to the plan set. This engineer asks that the Water Division allow for irrigation lines within a conduit to cross city water mains to save costs given that 25 irrigation meters require 25 back flow devices and 25 irrigation controls which seems excessive and wasteful.](#)
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. The pipe across the arroyo has been changed to ductile iron as are the 6" lines to the fire hydrants. All other water lines are C900 PVC.](#)
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. Additions requested and other comments by Taylor have been addressed in the 90% submittal.](#)

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.](#) [Done.](#)
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.](#) [Done.](#)
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.](#) [Done.](#)

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. Curb was reduced to 6” along Paseo del Sol across the large arroyo. A guard rail has been added between the roadway and the sidewalks on both sides of the road. Where the guardrail ends there will be a 2’ minimum separation between the back of curb and sidewalk which will just have gravel mulch. Is this adequate? Sidewalk widths are 10 feet and 6 feet.**
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. Done.**
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:
- 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. Done. We understand that advanced signage has been requested by Jeanne and will be added.**
 - 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**

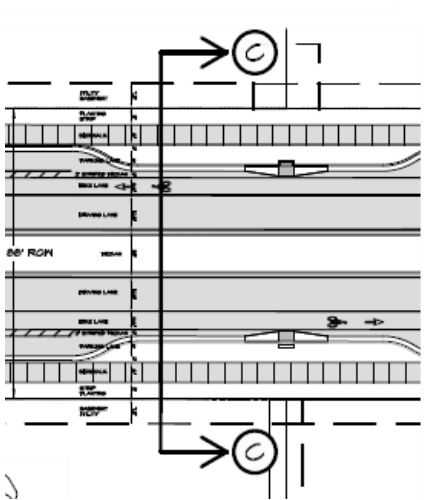
countermeasures. All crosswalks to use thermoplastic. Done. Jeannie has requested yield lines be added at the mid-block crossings.

- 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. Done.
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. Done.
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. Done.
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.

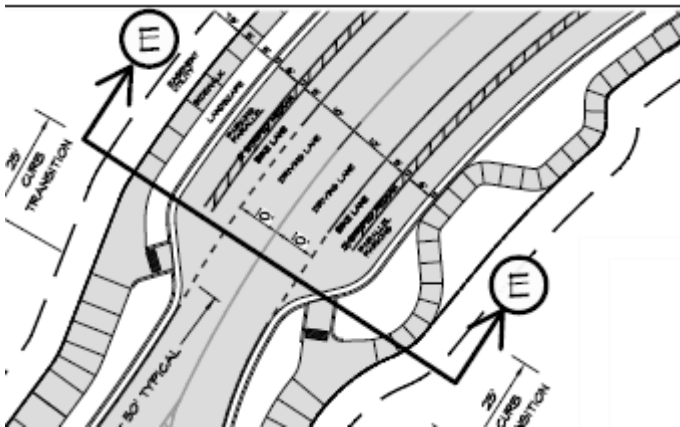
- d. SFCT would be happy to assist the City and/or developers in the development of a natural-surface trail to the NE of this location. In any case, the proposed crossing of the drainage east of the “junction” via a culvert and some form of trail stub-out to NE would be worth preserving in this plan. See b above.

Leah Yngve, SFMPO Senior Transportation Planner

- 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. Done.
- 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. Curving sidewalk has been straightened and a “not an accessible route” sign added.



- 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. Done.