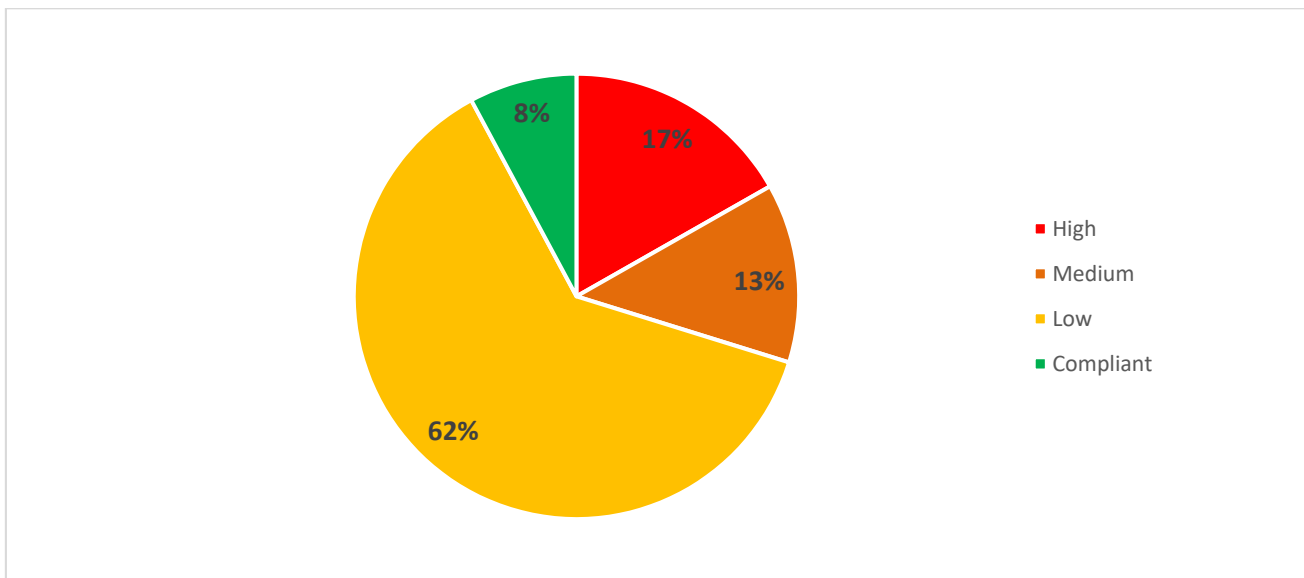


Table 2-15: Surface Obstruction Breakdown

Surface Obstructions	Count	Percentage	Distance	
			Feet	Miles
Grade Break	1,136	7.7%	19,321	3.7
Surface Gap	1,352	9.2%	18,477	3.5
Uneven Pavement	5,711	38.9%	146,661	27.8
Vertical Discontinuity	9,302	63.4%	107,083	20.3

Sidewalk Rating

For the purposes of this report, the study team developed a three-tier rating system for sidewalks in need of repair or modification to meet ADA guidelines. Sidewalks that were not ADA compliant were designated as either “High Priority,” “Medium Priority,” or “Low Priority.” This tiered system is meant to demonstrate the level of non-compliance for each sidewalk. Figure 2-40 provides the overall results of the sidewalk rating process. Additional information may be found in Appendix C.

Figure 2-40: Sidewalk Deficiency Rating

High Priority Deficiency

The high priority category represents sidewalks that do not meet ADA guidelines and are extremely difficult if not impossible to navigate with a mobility impairment. High priority sidewalks are those that are not continuous from crossing to crossing and have a width of less

than 36-inches. These attributes are discussed below. High priority sidewalks make up 16.8% of all sidewalks surveyed. The percentages of high priority sidewalks in each council district are provided in Table 2-16.

Table 2-16: High Priority Deficiency Sidewalk Segments by Council District

City Council District	Total Sidewalk Segments	High Priority Sidewalk Segments	High Priority Percentage
District 1	1,338	296	22.1%
District 2	1,240	320	25.8%
District 3	626	61	9.7%
District 4	1,482	109	7.4%
Totals	4,686	786	16.8%

Sidewalk Non-Continuous

When performing the field survey, sidewalk segments were drawn from intersection to intersection and occasionally to mid-block crossings. If the sidewalk segment did not connect from one street crossing to another it was noted as non-continuous. Of the 4,686 sidewalk segments that were surveyed, 672 were not continuous; this accounts for 14.3%. As Figure 2-41 illustrates, when a sidewalk abruptly ends before an intersection it is not a complete link and becomes non-functional.

Figure 2-41 Non-Continuous Sidewalk Ends Mid-Block



Sidewalk Width Less than 36 Inches

Sidewalks that are less than 36-inches in width are not only non-compliant (any sidewalk less than 48-inches in width is non-compliant) but are also non-functional for persons using mobility devices. As seen in Figure 2-43, this sidewalk along Canyon Road is less than 36-inches in width and is un-useable for a wheelchair user. Two percent of Santa Fe's sidewalks fall within this category. As Figure 2-42 shows, 71% of the city's sidewalks are 48-inches or greater in width.

Figure 2-42: Sidewalk Width

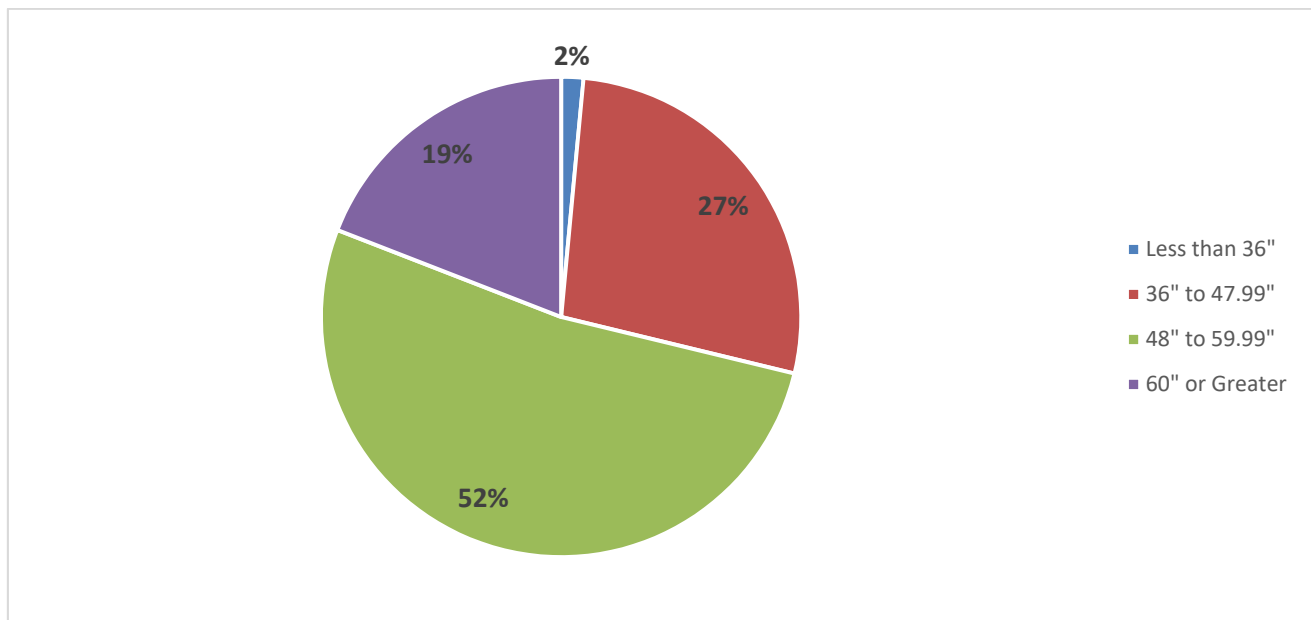


Figure 2-43: Less than 36-Inch-Wide Sidewalk



Medium Priority Deficiency

Medium priority deficiencies represent sidewalk segments that do not meet ten or more ADA compliance guidelines. Sidewalk deficiencies in this category include cross slopes, driveways, protrusions, running slopes and surface obstructions. Also included in this category are sidewalks that are less than 48-inches in length. Thirty-three percent of Santa Fe's sidewalk segments are medium priority. Table 2-17 provides a breakdown of medium priority sidewalks by council district.

Table 2-17: Medium Priority Deficiency Sidewalk Segments by Council District

City Council District	Total Sidewalk Segments	Medium Priority Sidewalk Segments	Medium Priority Percentage
District 1	1,338	296	22.1%
District 2	1,240	180	14.5%
District 3	626	9	1.4%
District 4	1,482	125	8.4%
Totals	4,686	610	13.0%

Low Priority Deficiency

The low priority category for sidewalks includes segments which have a below average priority score. Sidewalks in this category typically feature fewer issues and are primarily functional. The low priority category averages the highest number of segments (62.4%). The low priority breakdown by Council District is shown in Table 2-18.

Table 2-18: Low Priority Deficiency Sidewalk Segments by Council District

City Council District	Total Sidewalk Segments	Low Priority Sidewalk Segments	Low Priority Percentage
District 1	1,338	685	51.2%
District 2	1,240	682	55.0%
District 3	626	451	72.0%
District 4	1,482	1105	74.6%
Totals	4,686	2,923	62.4%

Fully Compliant Sidewalks

Compliant sidewalks meet each of the ADA guidelines and provide a safe and accessible path for pedestrian travel. A total of 7.8% of sidewalks are compliant city-wide. As Table 2-19 shows, District 3 has the largest percentage (16.8%) of compliant sidewalks when compared to other Council Districts.

Table 2-19: Compliant Sidewalk Segments by Council District

City Council District	Total Sidewalk Segments	Compliant Sidewalk Segments	Percentage
District 1	1,338	61	4.6%
District 2	1,240	58	4.7%
District 3	626	105	16.8%
District 4	1,482	143	9.6%
Totals	4,686	367	7.8%

Sidewalk Results Overview

City Council District 1

District 1 contains slightly less high priority sidewalks than District 2; however, it does contain a higher percentage of high and medium priority combined (44.2%). Figure 2-44 provides the sidewalk priority breakdown for District 1. As shown in Figure 2-45, high priority sidewalks are predominately located along Alameda Street, Agua Fria Street, Alto Street, and select portions of Cerrillos Road. Medium priority sidewalks are mostly found in the neighborhood areas to the west and southwest of downtown with low priority sidewalks fairly dominate downtown. Compliant sidewalks are spread around the District with notable locations along Cerrillos Road, Gonzales Road, and the downtown area.

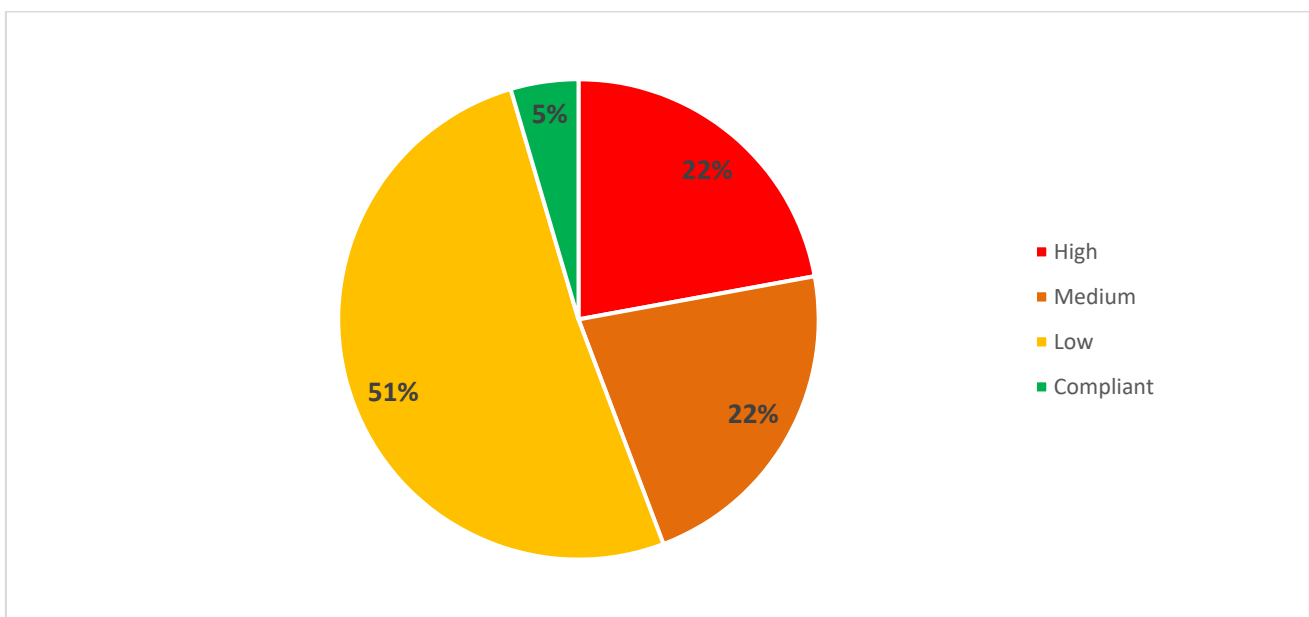
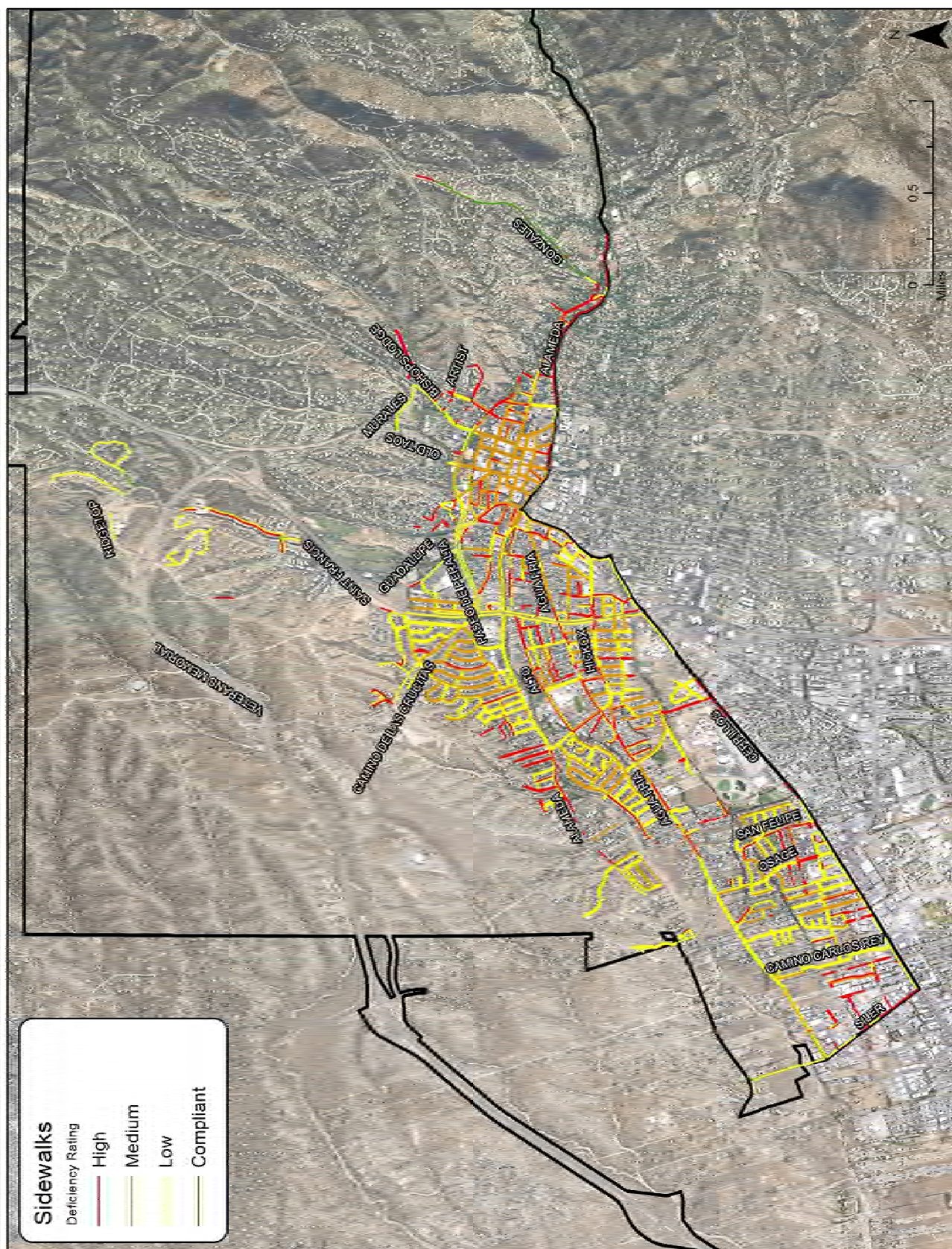
Figure 2-44: District 1 Sidewalk Deficiency Rating

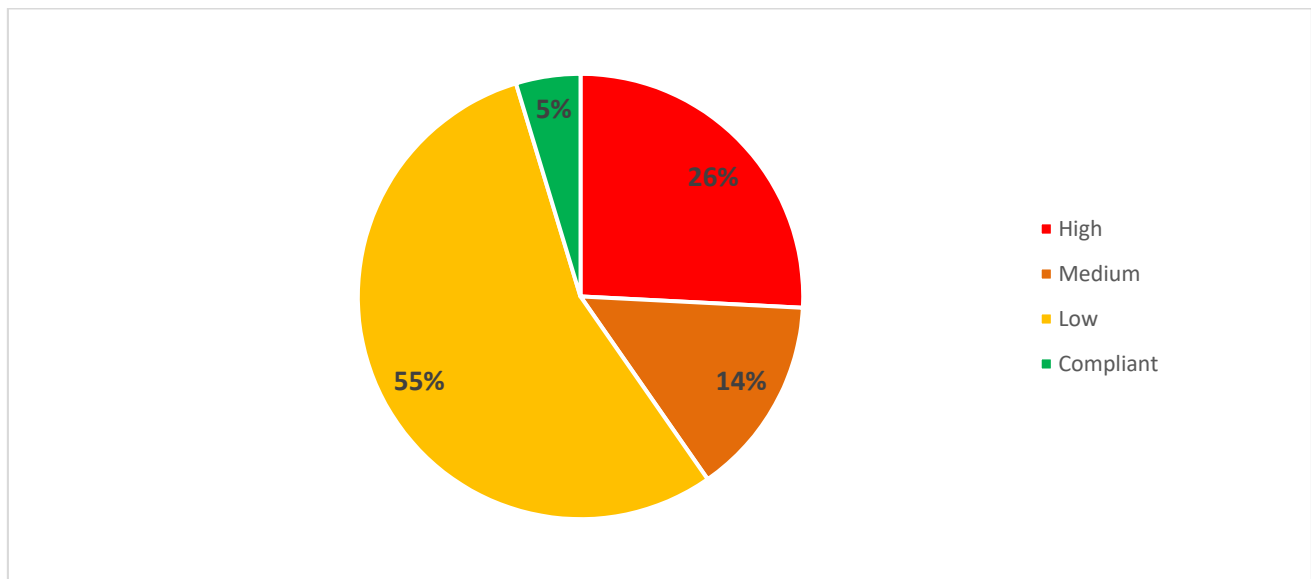
Figure 2-45: City Council District 1 Sidewalk Summary Map



City Council District 2

District 2 contains the highest percentage of high priority sidewalks with 25.8%. Figure 2-46 provides the breakdown of sidewalk priority levels. High priority sidewalks can be found along Canyon Road, the neighborhoods south of Paseo de Peralta and north of Cordova Road, and the neighborhood bound by Cerrillos Road, St. Michaels Drive, and the Rail Runner Train Tracks. Medium and low priority sidewalks are dispersed throughout the district. Compliant sidewalks are mostly found in the downtown area and along the St. Francis Drive corridor. Figure 2-47 displays the location of sidewalks within District 2 and their priority level.

Figure 2-46: District 2 Sidewalk Deficiency Rating



City Council District 3

District 3 has the highest percentage of compliant sidewalk (16.8%). As Figure 2-49 shows, the District also has the second highest percentage of low priority sidewalks (74.6%). Only 11.2% of District 3 sidewalks are in the high or medium priority categories. High priority sidewalks are predominately found along Airport Road and the neighborhood in the far eastern portion of the district. Medium and low priority sidewalks are evenly spread across the district. Compliant areas include the neighborhoods surrounding South Meadows Road and portions of Airport Road and Cerrillos Road. Figure 2-48 provides the location of sidewalks and their priority level in District 3.

Figure 2-48: City Council District 3 Sidewalk Summary Map

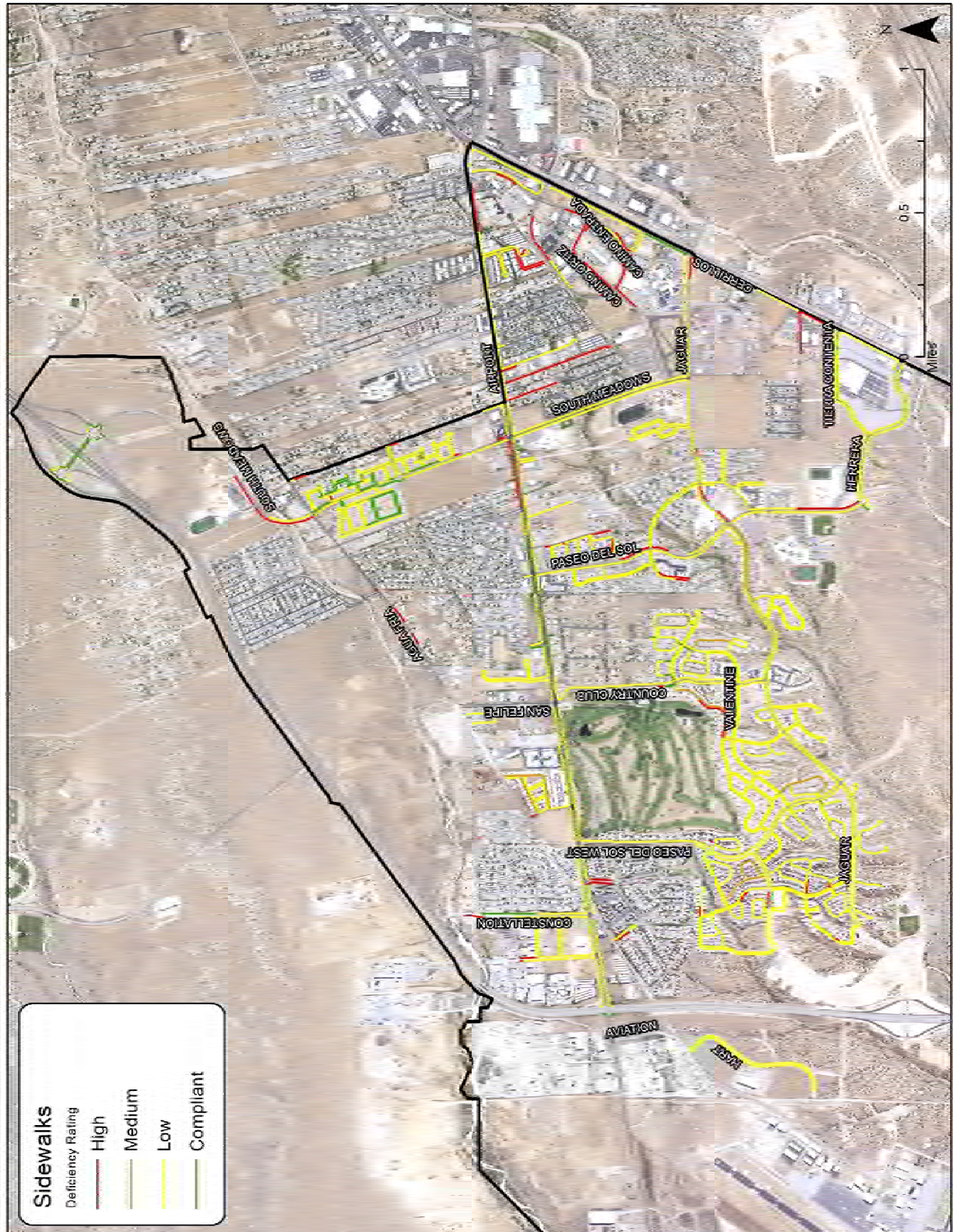
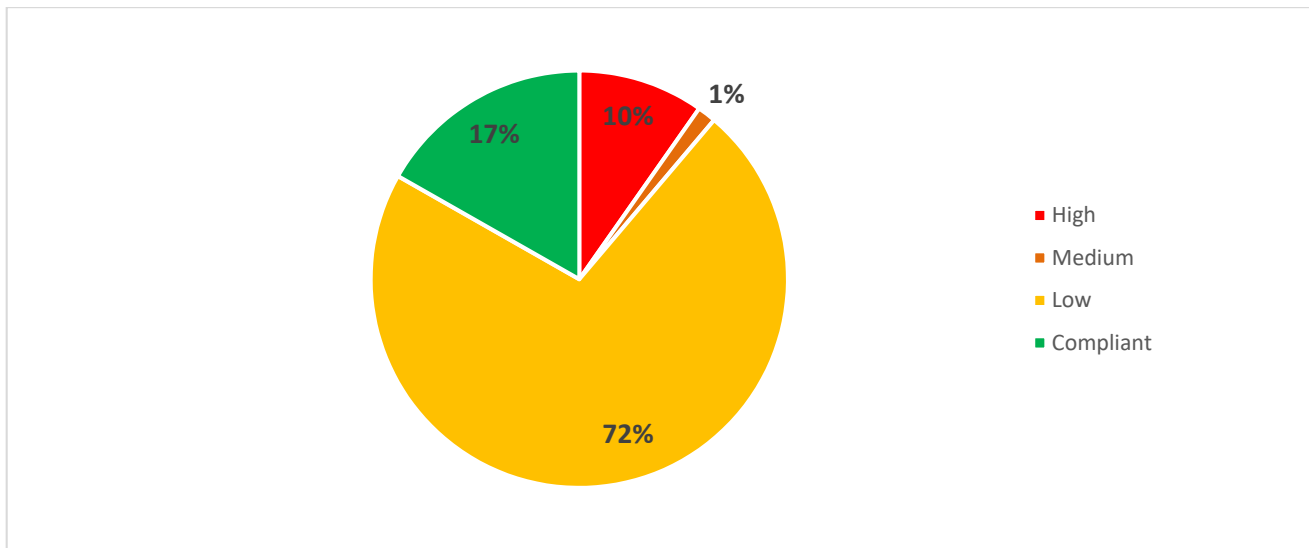


Figure 2-49: District 3 Sidewalk Deficiency Rating**City Council District 4**

The condition of sidewalks in District 4 is good overall. As shown in Figure 2-50, 9.6% of sidewalks are compliant with 74.6% falling into the low priority category. District 4 has the lowest number of high priority sidewalks (7.4%). As seen in Figure 2-51, high priority sidewalks are spread throughout the neighborhoods of the district with few clusters. Medium priority sidewalks are clustered in the neighborhoods of Alamosa Drive, Siringo Road, and Camino del Bosque. Compliant sidewalks may be found along Cerrillos Road, Rufina Street, and the newly developed areas in the southern portion of District 4.

Figure 2-50: District 4 Sidewalk Deficiency Rating