

City of Santa Fe



# BISHOPS LODGE

## Road Reconstruction

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

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discipline | intensity | collaboration | shared ownership | solutions

# Agenda

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



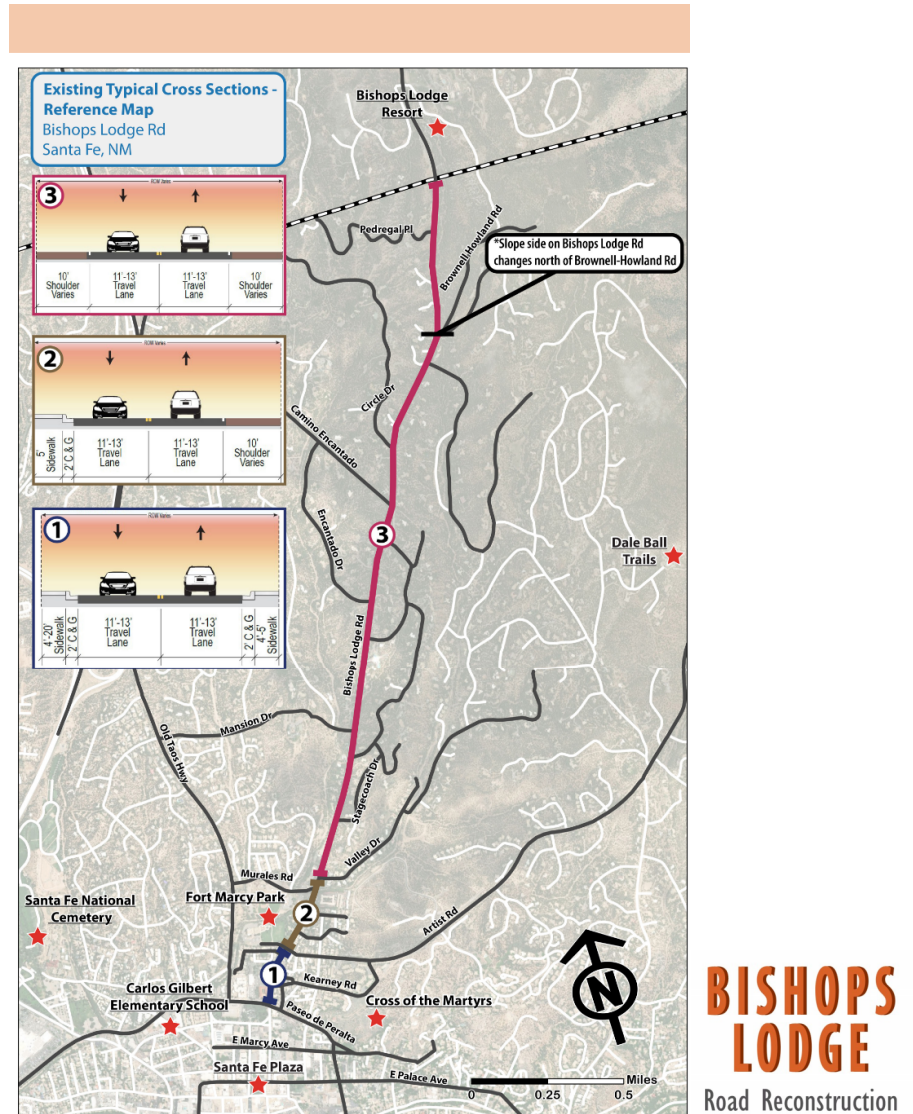
# Project Background



# Study Area

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

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# Project Purpose and Need

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



# Public Input



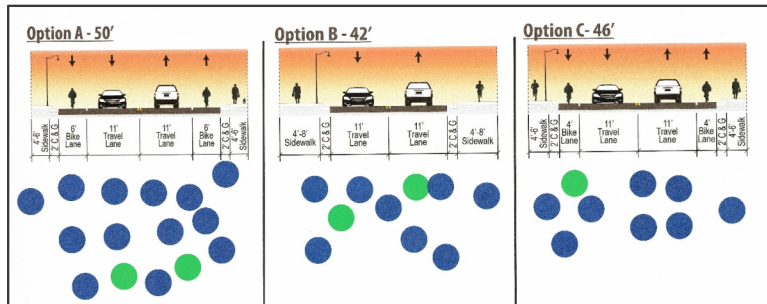
[illegible]

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



# Public Meeting 2

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



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



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

# Selected Alternatives

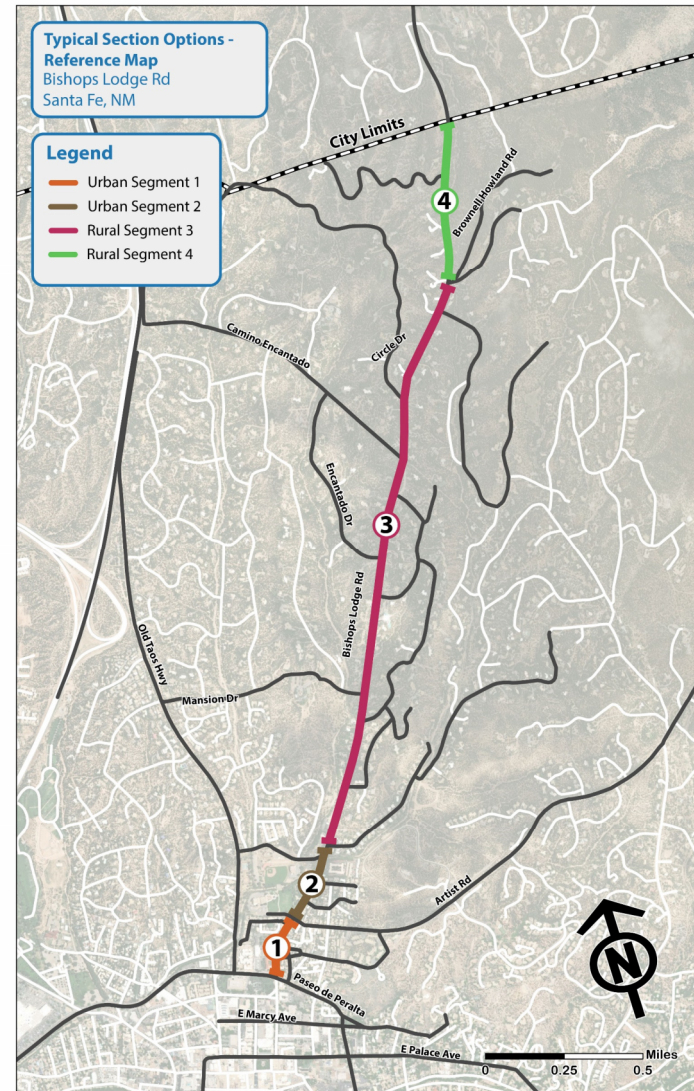




# Roadway Segments

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

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# Alternatives Decision Matrix: Segment HH0 — No Build

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



## Slide 11

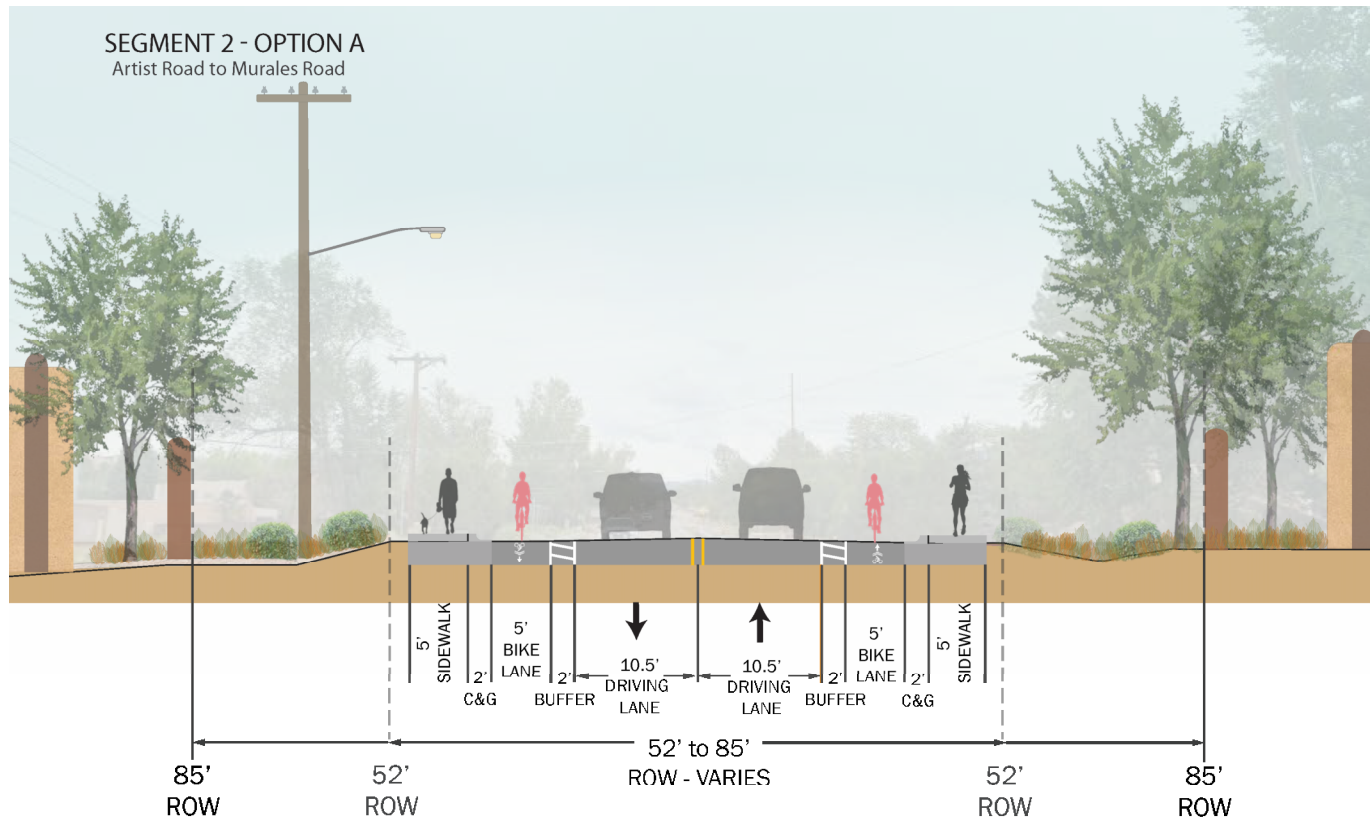
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**HH0** Not sure if you want all these matrices  
Haake, Hannah, 2024-05-21T22:10:49.627

# Alternatives Decision Matrix: Segment 2 — Option A

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

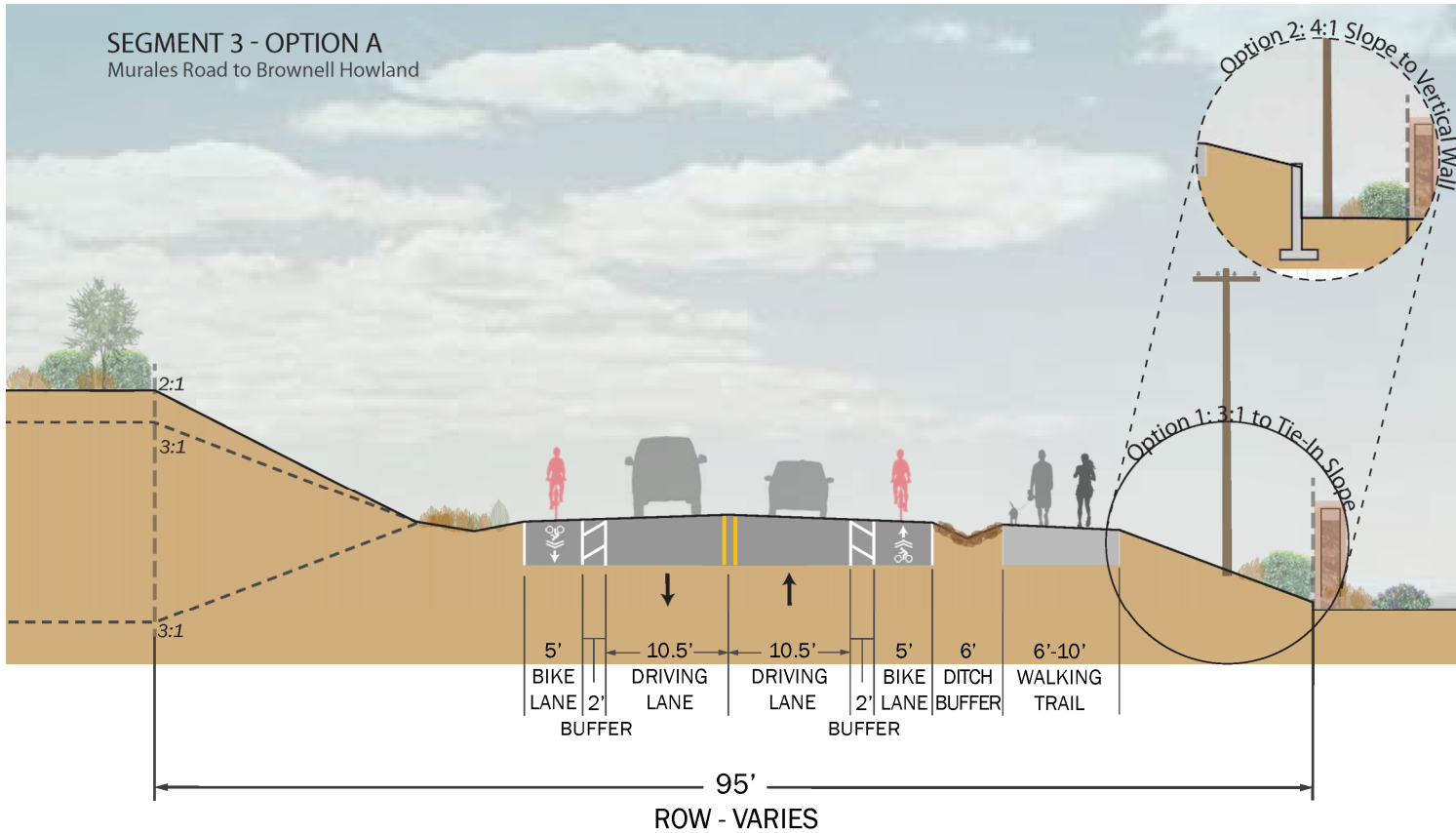
# Cross Section: Segment 2



# Alternatives Decision Matrix: Segment 3 — Option A

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

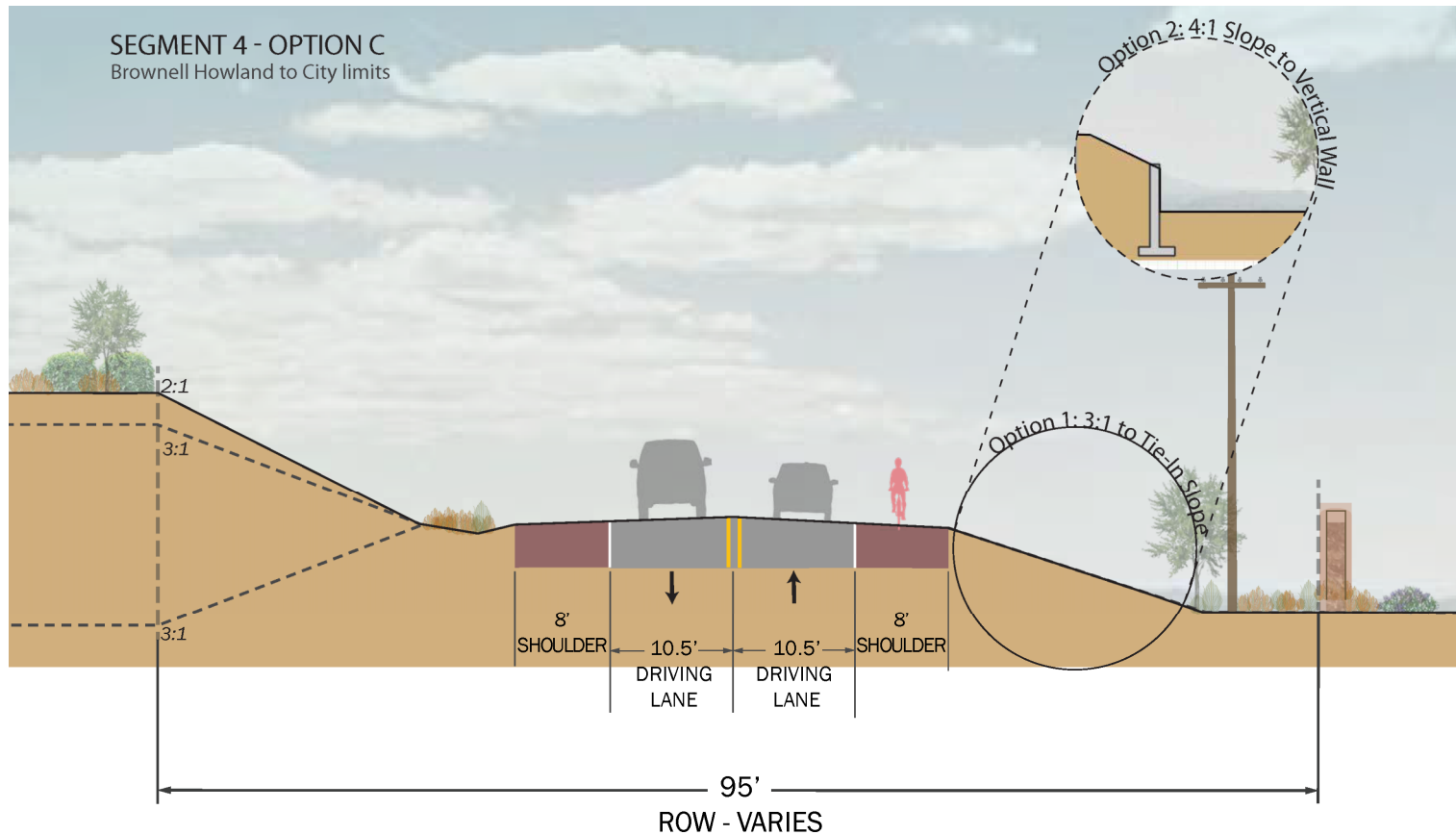
## Cross Section: Segment 3



# Alternatives Decision Matrix: Segment 4 — Option A

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

# Cross Section: Segment 4





# Roadway Improvements



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## Slide 18

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**HHO**

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

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

# Materials for Roadside Ditch (Segment 3)



High Slope Areas: Colored patterned concrete  
(Examples Below)



Border Stamps



Cheshire Cobble



Roman Cobble



Pavimento of Paris

Less Steep Areas: Large  
Rock Landscaped ditch



# Next Steps HH0

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



## Slide 20

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HH0

Luke to put in dates for next steps

Haake, Hannah, 2024-05-21T20:26:13.525

# For Additional Information:

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

Or

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

Project Email – [Bishops.Lodge@wilsonco.com](mailto:Bishops.Lodge@wilsonco.com) LS0



## Slide 21

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**LS0**

Need to confirm this works

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



# Questions?

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

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