

SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN PHASE I SUMMARY



DRAFT

FEBRUARY 2014

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PREPARED FOR:

SANTA FE METROPOLITAN PLANNING ORGANIZATION

PREPARED BY:

design office

DRAFT

Preparation of this Plan was funded by grants from the New Mexico Department of Transportation, U.S. Department of Transportation (Federal Highways Administration and Federal Transit Administration) and local funds from Santa Fe MPO member jurisdictions.

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Santa Fe Public Schools
Ramirez Thomas Elementary School
Gonzales Community School
El Dorado Community School
Acequia Madre Elementary School
Amy Biehl Community School
Capshaw Middle School
Santa Fe Southside Library
Genoveva Chavez Community Center

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Walking is well-known as the oldest form of transportation with many benefits: it is enjoyable, healthy, environmentally friendly, and free. However, it is not always convenient or pleasant.

Tourists are attracted to Santa Fe’s historic center, where they can navigate the City’s densely urbanized core by foot to visit cultural sites and landmarks. Areas outside this zone, and to a limited extent within this core area, have expanded in an auto-centric manner. This expansion is marked by wider, multi-lane streets with sidewalks and faster-moving traffic. In most cases, streets have been designed to accommodate, but not encourage pedestrian activity.

The purpose of this study is to identify impediments to walking for the Santa Fe MPO area population so that targeted improvements can be made to the pedestrian realm to increase walking as a viable mode of transportation. In a broad sense, there are two aspects to understanding these impediments: locations and types of physical barriers and social or perceptual barriers.

Phase I of the Santa Fe Metropolitan Planning Organizations Pedestrian Master Plan begins to examine these physical and perceptual impediments in our current environment.

The plan is organized into four sections:

- Introduction and Background
- Existing Conditions
- Public Outreach
- Public Input Results

INTRODUCTION

PROJECT BACKGROUND

The 2010-2035 Santa Fe MPO Metropolitan Transportation Plan (MTP), updated every twenty-five years, is a plan that provides a multi-modal approach to transportation planning. The MTP document will coordinate and integrate the following priority plans and establish a 25 year framework for improvements:

- Bicycle Master Plan
- Transit Master Plan
- Pedestrian Master Plan

Pedestrian Master Plan

As one document of several that will inform the Metropolitan Transportation Plan, a comprehensive Pedestrian Master Plan PMP) will guide the development of the pedestrian environment within the Santa Fe Metropolitan Planning Area. The PMP will establish a 25 year framework to improve the pedestrian environment and increase opportunities for walking as an active mode of transportation and recreation that is convenient, comfortable, safe, inclusive, and accessible by all. It will detail existing conditions, provide for a comprehensive public input process, identify trends as they relate to pedestrian activity, and provide project and policy recommendations to further advance pedestrian mobility for all. Throughout, this Master Plan, the term “pedestrian” refers to a person moving from place to place, on foot and/or with the use of an assistive mobility device, such as a wheel chair or guide dog.

The Pedestrian Master Plan will serve to accomplish the following:

- Detail existing sidewalk system conditions, review policies for sidewalk maintenance and reconstruction, assess current design guidelines and policies that serve to enhance and promote Santa Fe’s walkability;
- Provide clear project and policy recommendations that advance the ability of all citizens and visitors to walk throughout the community in a safe, convenient, fun and healthy manner; and
- Guide the continued and orderly development and maintenance of pedestrian facilities and strategies that encourage their use.

The update of the MTP will mostly likely have a component piece that will look at the Bicycle Master Plan, the Ped Master Plan and the pending 2014 Public Transit Plan and how they inform the MTP. More importantly, how a strategic implementation element for the MTP update factors in recommended projects from each plan in a manner that maximizes network efficiency. The NM State Long-Range Plan will also play a role in the development of the MTP, however the State Plan will be more of the recipient of information from the MTP than the other way around.

Currently the best model is how the Bicycle Master Plan interfaces with the MTP. Though they are independent documents the 2010 MTP specifically calls out as an objective to “Develop Pedestrian and Bicycle Master Plans to identify and prioritize improvements to the existing infrastructure to make these modes more efficient and attractive” pg 81

When a project is proposed by member agencies the BMP is the first to be referenced for alignment purposes. If a proposed project is not referenced it is recommended that the plan be amended to accommodate new projects. Alternatively, when funding opportunities (federal, state, local) are provided, such as Transportation Alternative Program (TAP) funds the project must be listed with in the plan. The BMP has been well used for the prioritization and implementation of projects. We see the Ped Plan following suit.

INTRODUCTION

PURPOSE

The purpose of the Santa Fe Metropolitan Pedestrian Master Plan is to make Santa Fe a pedestrian-friendly city.

The Pedestrian Master Plan-Phase I Analysis sets the groundwork for establishing a comprehensive vision for improving pedestrian conditions. Through public outreach and physical conditions analysis, it identifies current gaps in the system and outlines what areas the public perceives as needing improvements.

When the plan is complete, it will present a set of goals and strategies as well as a framework for creating an improved pedestrian environment.

A more pedestrian-friendly environment improves the quality of life for residents and visitors alike.

Following are goals outlined as part of the Pedestrian Master Plan

safety

Improve pedestrian safety through well-designed facilities along and across roadways, and by promoting safe driving, walking, and bicycling behaviors.

equity

Provide accessible pedestrian facilities for all through equity in public engagement, service delivery, and capital investment.

health

Develop a pedestrian network that promotes active, healthy lifestyles and sustains a healthy environment.

environment

Improve the environment with landscaped pedestrian corridors that provide shade, improve air quality, encourage walking, and reduce CO2 emissions with fewer automobile trips.

economic sustainability

Enhance economic vibrancy by creating safe and aesthetically pleasing walking environments with easy connections to commercial centers and inviting public places for people to socialize.

connectivity

Provide a citywide network of accessible, efficient, and convenient pedestrian infrastructure that connects homes, jobs, shopping, schools, services, and recreation areas using sidewalks, crosswalks, shared-use paths, bridges, tunnels, and signage.

social

Enhance social interactions by creating inviting public places for people to socialize.

multi-modal transportation

Develop high-quality pedestrian facilities that provide access to all other modes of transportation.

land use and site design

Employ land use planning and site design requirements that are conducive to pedestrian travel and result in a mode shift away from automobile trips to walking trips.

INTRODUCTION

Pedestrian Related Initiatives

Parallel Initiatives

City Wide Initiatives

City of Santa Fe Transition Plan
Santa Fe Walks
REACH
Prescription Trails

Neighborhood Initiatives

Tierra Contenta Sidewalk Angels
Cerrillos Road / Alta Vista Street / Luisa Street / Cordova Road
Pedestrian Road Safety Assessment

Creative Santa Fe Initiatives

Walk [Santa Fe]
Jeff Speck Lecture / Workshop

pedestrian

a person moving from place to place, on foot and/or with the use of an assistive mobility device (when that person has a disability and/or medical condition).

walking or to walk

movement of a pedestrian

crosswalk

a marked part of a road where pedestrians have right of way to cross.

INTRODUCTION

The Pedestrian Master Plan is intended to improve walking conditions for the residents of within the Santa Fe Metropolitan Planning Organization (Santa Fe MPO) planning area.

Phase I of the Pedestrian Master Plan study begins with an investigation of existing physical conditions that might serve as barriers to walking. Two prominent types of destinations that are largely evenly distributed across the study area and serve local residents were identified as starting points for the study: educational sites and transit system stops. A 1/4 mile / 5 minute walking distance buffer zone was established around schools and transit stops and served as the study area.

Within the study area, the design team documented the type and extent of existing sidewalks and examined recorded pedestrian vehicle crash data.

Existing Data

The study area buffer was created using GIS data of the transportation systems and school locations. Transportation data for the Rail Runner, Santa Fe Trails, and Santa Fe Pick-Up were received from the City of Santa Fe in September 2013. The road centerlines data was received from Santa Fe County in June 2013. The crash data was created using 2006-2011 traffic data and was provided by the Santa Fe MPO in September 2013.

Data Generation

The sidewalk data was created by design office in the Fall of 2013 using roadway centerlines from GIS mapping, Bing aerial imagery, and Google Streetview.

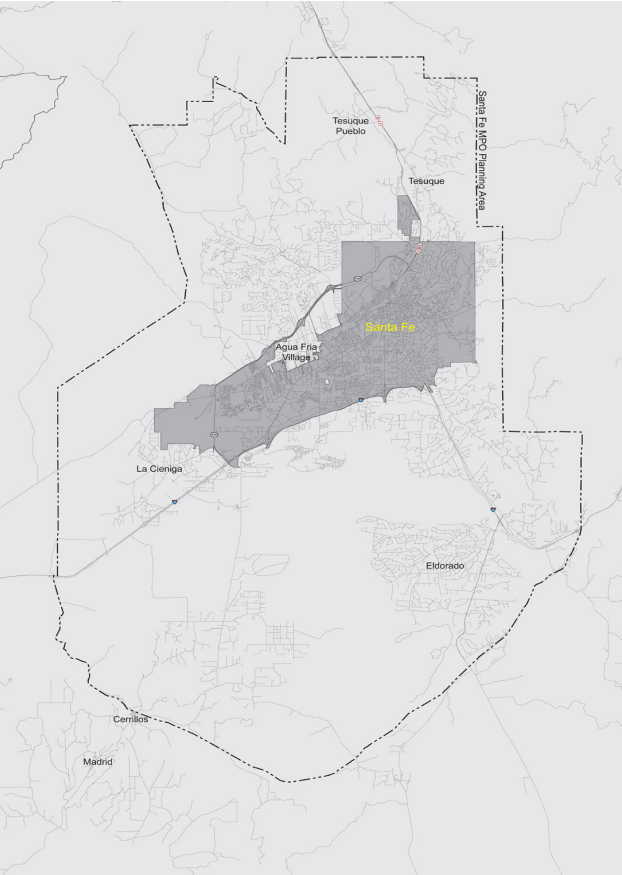


Figure 2.1: Santa Fe MPO planning area - Fall 2013

Santa Fe, NM
area = 52.5 sq. mi
population = 81,198 (2014)

Santa Fe MPO planning area
area = 426.6 sq. mi
population = 116,386 (2013)

EXISTING CONDITIONS

STUDY CONTEXT

The study area buffer is a 1/4 mile, or five minute walk, offset from all schools and pubic transit stops / stations within the Santa Fe MPO planning area. The study area, approximately 29 square miles, comprises more than half of the area within the city limits.

Study area = 29.1 sq. mi

Schools

- 34 Public Schools
- 22 Private Schools

Colleges / Universities

- Santa Fe University of Art and Design (SFUAD)
- St. John’s College
- Institute of American Indian Arts (IAIA)
- Santa Fe Community College (SFCC)
- Southwestern College (SWC)

Public Transit

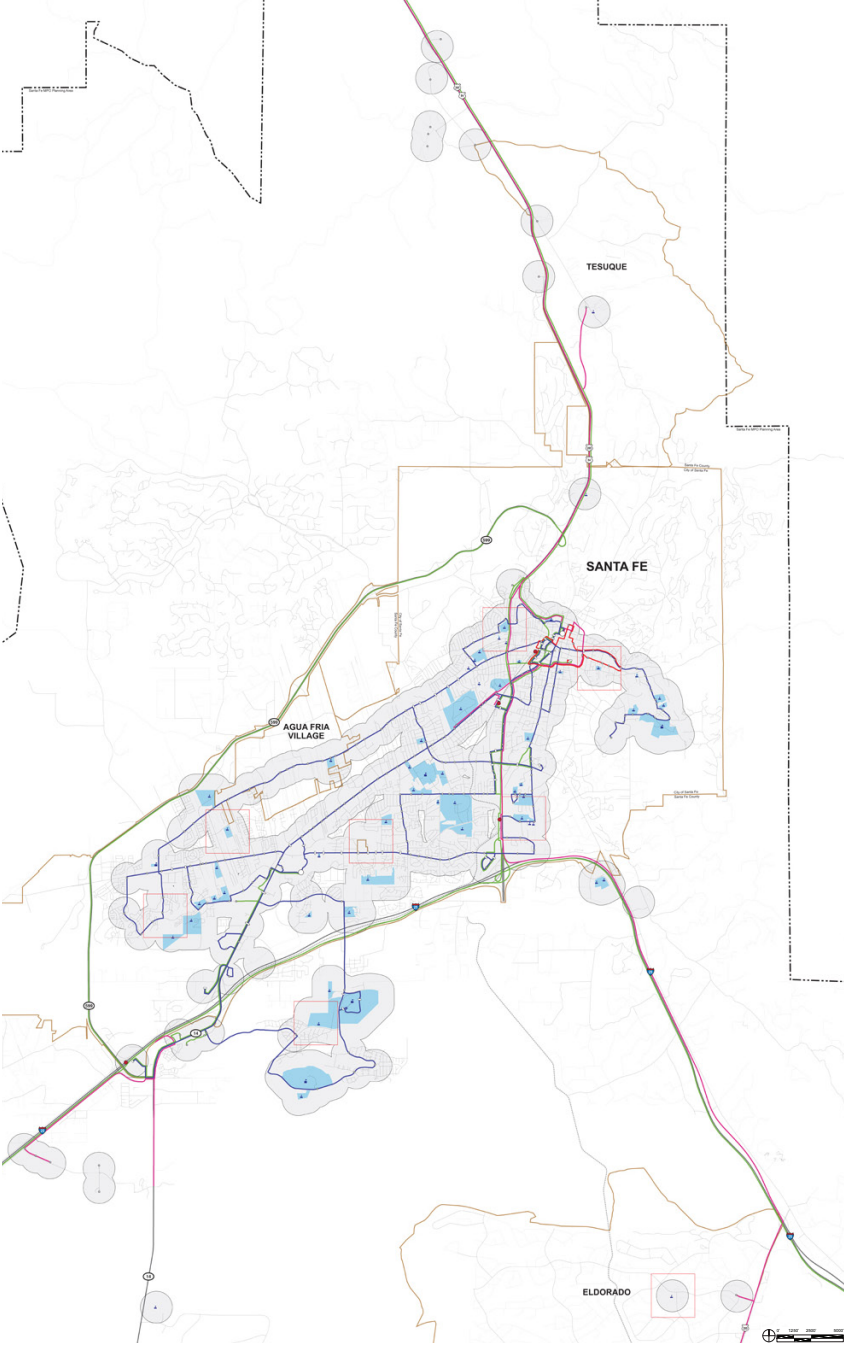
Regional Transit

- New Mexico Rail Runner Express — Train
- New Mexico DOT Park + Ride — Bus
- North Central Regional Transportation District — Bus

Local Transit

- Santa Fe Trails — Bus
- Santa Fe Pick-Up — Bus

Figure 2.2: Study Area - Fall 2013

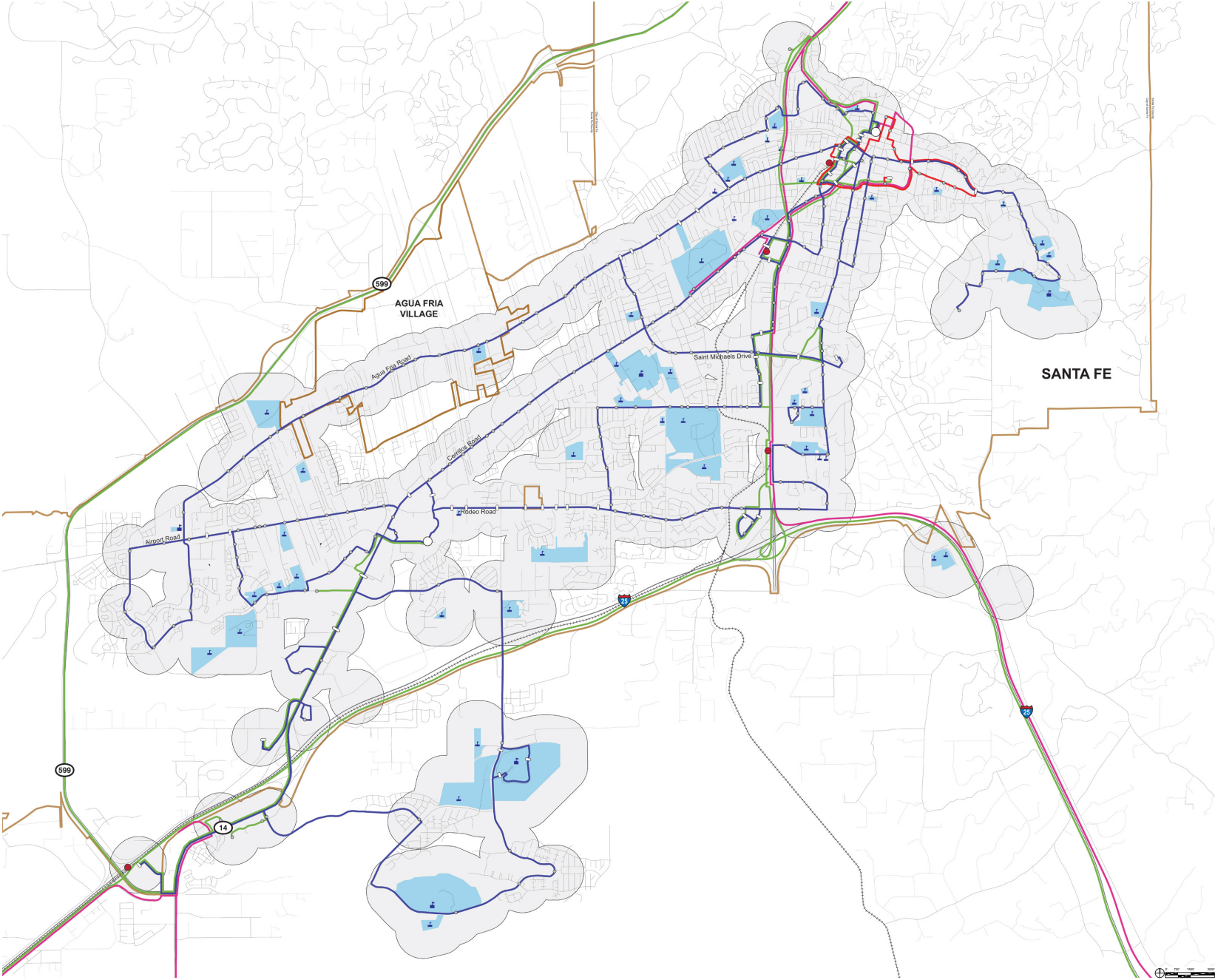


EXISTING CONDITIONS

Figure 2.3: Study Area - Fall 2013

LEGEND

- Major Roads
 - Minor Roads
 - Dirt Roads
 - Railroad
 - City Boundaries
 - Study Buffer*
 - College
 - School
 - Transit Stops
 - Bus Stop
 - Multiple Bus Stops / Transfer
 - Transit Hub
 - Rail Runner Stations
 - NMDOT Park + Ride
 - NCRTD Bus
 - Santa Fe Trails
 - Santa Fe Pick-Up
- * Study Buffer is a 1/4 mile offset from transit points and schools



EXISTING CONDITIONS

SANTA FE ROADWAYS

Introduction of street system history (claudia)

- traditional village areas that have not been upgraded to urban streets
- urbanizing process of santa fe streets



Existing Conditions: Historic Dirt Roadway



Existing Conditions: Rural Roadway



Existing Conditions: Historic Paved Roadway



Existing Conditions: Suburban Roadway



Existing Conditions: Historic Paved Roadway with Sidewalks



Existing Conditions: Urban Roadway

EXISTING CONDITIONS



Existing Conditions: Path



Existing Conditions: Obstructed Sidewalk



Existing Conditions: Sidewalk



Existing Conditions: Discontinued Sidewalk



Existing Conditions: Urban Trail



Existing Conditions: No Designated Sidewalk

EXISTING CONDITIONS

SIDEWALK INVENTORY

The sidewalk inventory provides a database of the existing pedestrian network within the study area. The inventory documents existing sidewalks on both sides of the street, one side of the street, and missing sidewalks. The inventory also includes existing off-road paved urban trail segments. The sidewalk inventory mapping reveals where there are gaps within the network that impair connectivity and may impact the public’s willingness to walk.

This study defined a sidewalk as a paved path that is within the road right of way. A sidewalk is not a beaten dirt path, gravel path, shoulder of the roadway, or a path outside the right of way.

Santa Fe has an extensive and growing urban trail network. This network creates a secondary option that separates pedestrians and bicyclists from vehicular traffic. This network is comprised of major and minor paved trails. The major trails are corridors that connect the city, running along the river, arroyos, and rail line. The minor trails are neighborhood loops, park paths, and small spokes off the major trails.

Gaps in the Santa Fe sidewalk network exist for a variety of reasons. Historic building styles left buildings and walls on the edge of the dirt street, which was used for walking and pulling carts. When the city upgraded the roadways to paved streets there may not have been enough room to include a sidewalk. Properties that were built within the county but later annexed into the city were not required to include a sidewalk at the time of build.

Sidewalk Inventory

sidewalks both sides	1,597.5 miles
sidewalk one side	4,018.8 miles
urban trails	65.8 miles
major trails	21 miles
minor trails	44.8 miles
total	5,682.1 miles



Existing Conditions: Sidewalks - Brick / Concrete / Asphalt

no sidewalk	116.5 miles
dirt roadways with no sidewalks	52.6 miles
total	169.1 miles
gaps in the network	264
average gap length	200 feet



Existing Conditions: Paths - Dirt / Gravel / Roadway Shoulder

sidewalk

a paved path for pedestrians within the right of way of the roadway

urban trail

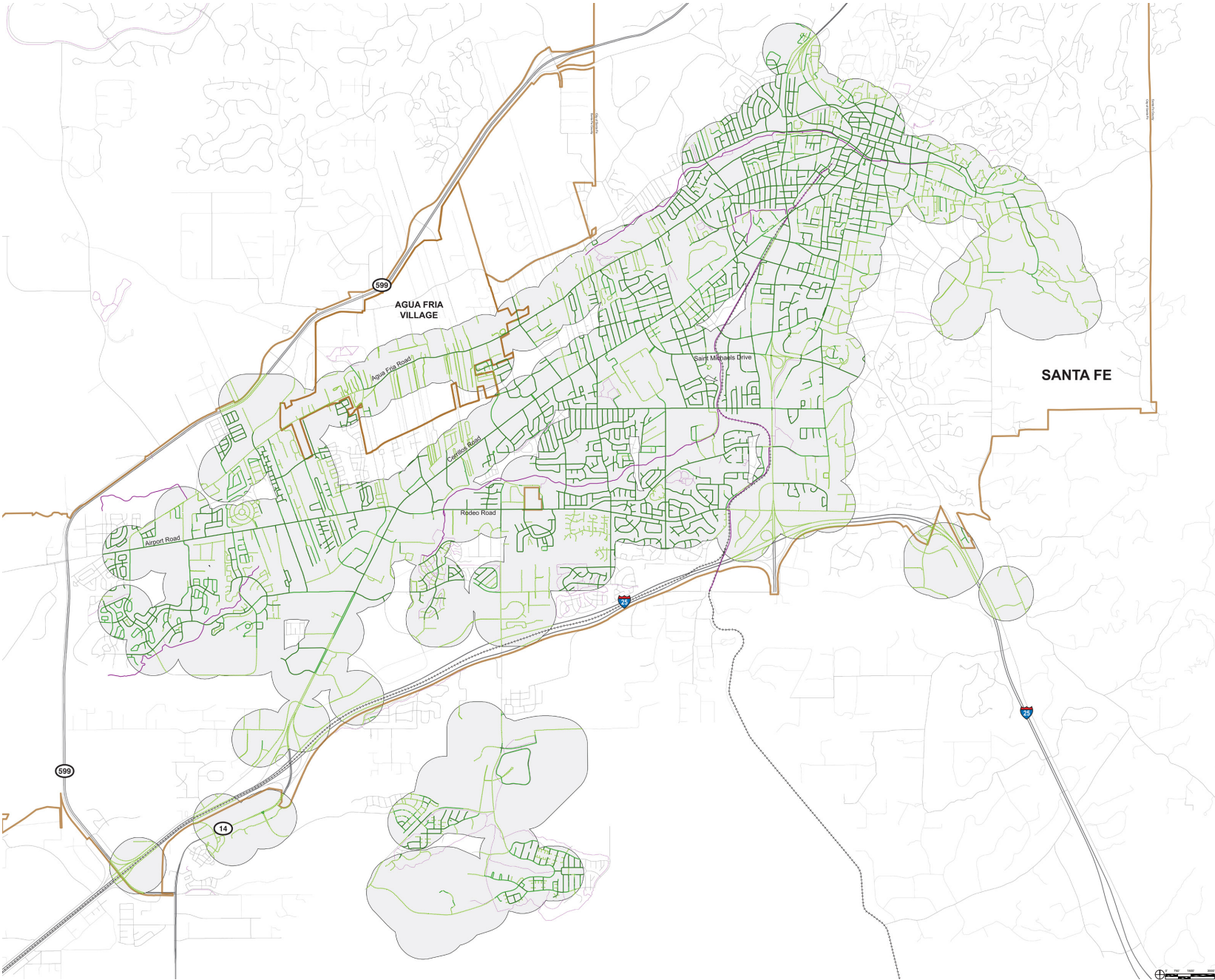
a paved path reserved for use pedestrians and bicyclists only

EXISTING CONDITIONS

Figure 2.4: Sidewalk Inventory - Fall 2013

LEGEND

- Major Roads
- Minor Roads
- Dirt Roads
- Railroad
- City Boundaries
- Study Buffer*
- Urban Trails
 - Major Urban Trails
 - Minor Urban Trails
- Sidewalks
 - Sidewalk - Both Sides
 - Sidewalk - One Side
 - Sidewalk - None



EXISTING CONDITIONS

VEHICLE PEDESTRIAN CRASHES

Safety is one of the key elements of transportation planning under the SAFETEA-LU legislation. To date the Santa Fe MPO has not undertaken any direct planning activities related to safety, but has participated in the development of the statewide Comprehensive Transportation Safety Plan by NMDOT and a variety of other statewide initiatives. The Santa Fe MPO plans to become more involved in safety planning at the local level and plans to work to identify hazardous intersections and sections of roadways within the Santa Fe MPO planning area and use that information to assist NMDOT, City of Santa Fe, County of Santa Fe and Tesuque Pueblo in identifying mitigation measures and funding to resolve the safety issues.

To date, the Santa Fe MPO has completed a road safety improvement study. The study collected traffic data from 2006-2011. The data was analyzed to identify the top 25 crash locations, pedestrian related crashes, and bicycle related crashes.

Crash Inventory 2006-2011

pedestrian crashes	160
fatal	13
injury	130
property damage only	17
bicycle crashes	98
fatal	0
injury	71
property damage only	27
total pedestrian + bicycle crashes	258

New Mexico Pedestrian Safety Laws

New Mexico Statutes Annotated (NMSA) 1978

66-7-106 NMSA 1978: "Walk" indicates that pedestrians facing the signal may proceed across the roadway in the direction of the signal and shall be given the right-of-way by drivers of all vehicles; and "Don't Walk" indicates that no pedestrian shall start to cross the roadway in the direction of the signal, but any pedestrian who has partially completed their crossing on the "walk" signal shall proceed to a sidewalk or safety island while the "Don't Walk" signal is showing.

66-7-333: Pedestrians subject to traffic regulations.

A. Pedestrians shall be subject to traffic-control signals at intersections as provided in Section 66-7-105 NMSA 1978 unless required by local ordinance to comply strictly with such signals, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in Sections 66-7-333 through 66-7-340 NMSA 1978.

i. 66-7-333 NMSA 1978: When available, pedestrians must generally cross at crosswalks. Cities are authorized to mandate crossing only at crosswalks, and to prohibit crossing at any other points. When using a crosswalk, pedestrians must walk on the right side of the crosswalk whenever possible.

ii. 66-7-333 and 66-7-105 NMSA 1978: When crossing where there are traffic control devices, pedestrians must obey the signals. This includes "walk/don't walk" signals, as well as regular traffic control lights (red, green, and yellow lights and turn arrows). Pedestrians have the right-of-way when crossing a street within a crosswalk: As long as the pedestrian does not suddenly leave the curb and get in the path of a vehicle that does not have time to react and stop; and only for the half of the roadway that they are actually on. (Vehicles on the other side do not have to yield until the pedestrian is close enough to be in danger). (66-7-334 NMSA 1978)

B. Local authorities are hereby empowered by ordinance to require that pedestrians shall strictly [strictly] comply with the directions of any official traffic-control signal and may by ordinance prohibit pedestrians from crossing any roadway in a business district or any designated highways except in a crosswalk.

66-7-334: Pedestrians' right of way in crosswalks.

A. When traffic-control signals are not in place or not in operation, the driver of a vehicle shall yield the right of way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is in the crosswalk.

B. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close that it is impossible for the driver to yield.

C. Subsection A of this section shall not apply under the conditions stated in Subsection B of Section 66-7-335 NMSA 1978.

D. Whenever a vehicle is stopped at a marked crosswalk or at an unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of another vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

66-7-335. NMSA 1978: Crossing at other than crosswalks

A. If not otherwise prohibited, pedestrians may cross a street at any point, but must yield to all vehicles. In other words, vehicles have the right-of-way if a pedestrian is crossing at any place except at an intersection or crosswalk.

B. Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

C. Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk or, in other words pedestrians must go to and use a crosswalk if there are traffic control signals at intersections on either side of where they are.

66-7-337: Drivers to exercise due care. Notwithstanding the foregoing provisions of Sections 66-7-333 through 66-7-340 NMSA 1978 every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any roadway and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing any child or any confused or incapacitated person upon a roadway.

66-7-339 NMSA 1978: When sidewalks are provided, pedestrians are required to use them when walking along a road or street. If a sidewalk is not provided, pedestrians shall (whenver practical) walk on the left side of the road facing oncoming traffic.

66-7-340 NMSA 1978: Pedestrians are prohibited from standing in streets for the purpose of trying to get a ride or for soliciting employment or business of any type.

66-7-346. Stop before emerging from alley or private driveway. The driver of a vehicle within a business or residence district emerging from an alley, driveway or building shall stop such vehicle immediately prior to driving onto a sidewalk or the sidewalk area extending across any alleyway or driveway, and shall yield the right-of-way to any pedestrian as may be necessary to avoid collision, and upon entering the roadway shall yield the right-of-way to all vehicles approaching on said road

crosswalk

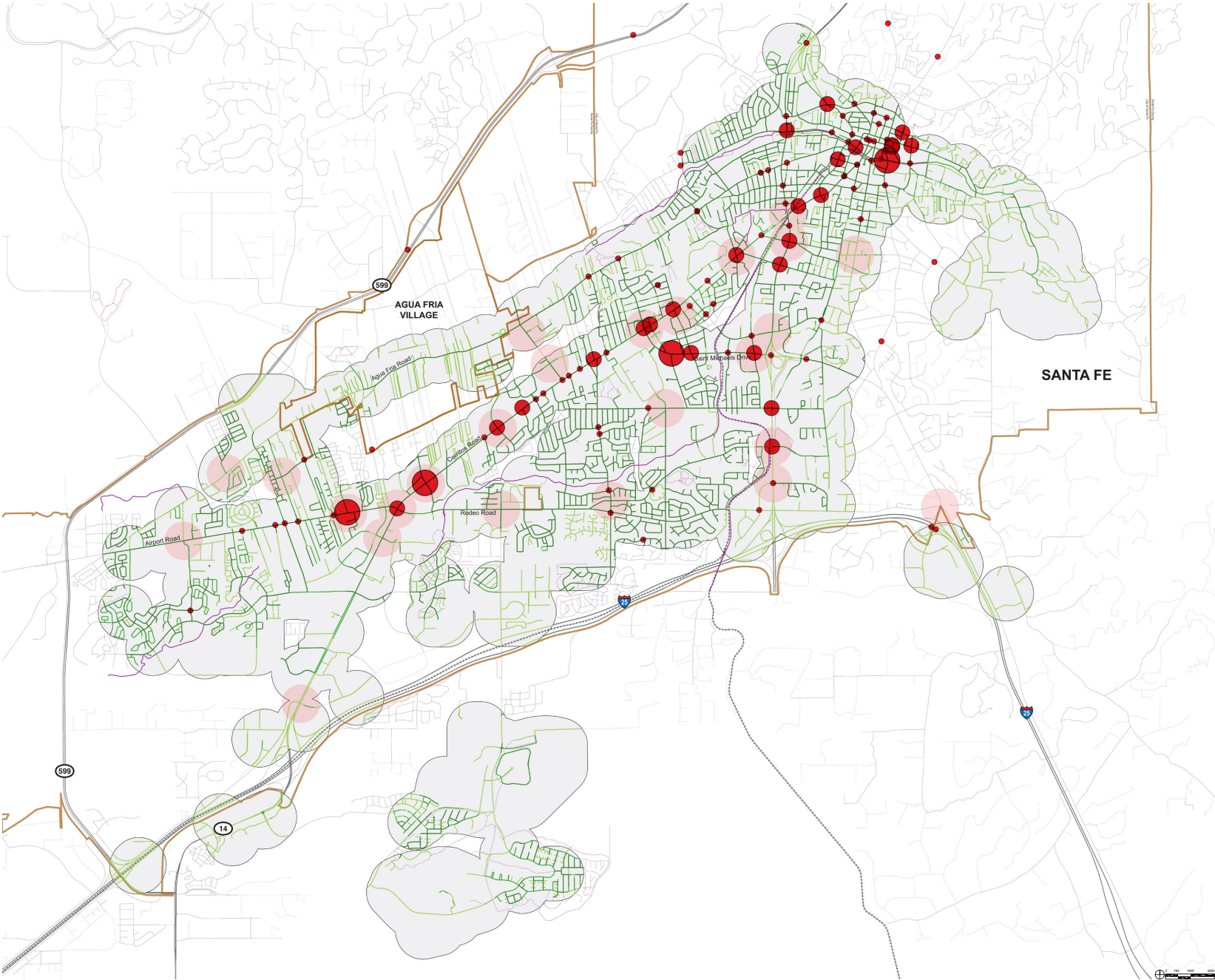
(1) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway; and
(2) any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface; (66-1-4.3. Definitions O.)

EXISTING CONDITIONS

Figure 2.5: Pedestrian Vehicle Crash Data - 2006-2011

LEGEND

- Major Roads
 - Minor Roads
 - Dirt Roads
 - Railroad
 - City Boundaries
 - Study Buffer*
- * Study Buffer is a 1/4 mile offset from transit points and schools
- Urban Trails
- Major Urban Trails
 - Minor Urban Trails
- Sidewalks
- Sidewalk - Both Sides
 - Sidewalk - One Side
 - Sidewalk - None
- Crash Data
- Top 25 Crash Locations
- Pedestrian Vehicle Crash Locations
- 1 Crash
 - 2 - 3 Crashes
 - 4 - 7 Crashes



INTRODUCTION

In developing the Santa Fe Metropolitan Pedestrian Master Plan, a concerted effort was made to inform residents within the Santa Fe MPO planning area of public meetings and solicit responses for the survey over a 2.5 month period. This process brought the pedestrian master plan to the attention of residents, business owners, commuters, policy makers, schools, and the public at large.

The planning team worked with the Santa Fe Metropolitan Planning Organization (Santa Fe MPO) to outline a broad public outreach strategy to maximize feedback and participation. A range of electronic, paper, and visual media was utilized to facilitate communication (e-mail notices, bus ads, flyers, newspaper ads, Rail Runner station ads, etc). A webpage dedicated to the master plan on the Santa Fe MPO’s website provided up-to-date information about the project and its progress.

A significant component of the public process involved asking the public for input on issues that both positively and negatively affect pedestrians. This input was used as an overlay to identify project and example areas. Public Input Meeting #1 included eight meetings throughout the City and County of Santa Fe. Meeting locations were selected in public buildings (schools, libraries, community centers) that were readily accessible by public transportation. Meeting locations were distributed around town at different times to best accommodate people’s schedules and proximity to places of residence. A Spanish interpreter was available for translation at the public meetings when requested in advance.

of Survey Respondents: 878
of Meeting Attendees: 205
of emailed comments: 6
City of Santa Fe: 1.3%

PUBLIC INPUT

ADVERTISING - PUBLIC OUTREACH

The public outreach strategy for the Pedestrian Master plan consisted of several different media to reach a broad audience across Santa Fe and Santa Fe County. Commuters were targeted through advertisements on buses and at the South Capitol Rail Runner Station. Students and parents at the schools where public meetings were held were targeted with flyers, emails, and robo-calls. A few of the schools also had a banner hung at the front of the school prior to the public meeting. Posters and flyers were hung at Senior Centers through out the city to notify them of the public meetings and the online survey.

Newspaper ads were run weekly with the public meeting schedule and email notices were sent out to a variety of list-serves. The email notice was sent out to a list serve of 966 recipients and urge the recipients to forward it on. A webpage was created on the Santa Fe MPO website and QR-codes were used on all advertisements that linked to the website. The Santa Fe MPO also used Facebook to advertise the public meetings and the survey.

Project cards were handed out to spread the word about the online survey and public meetings. Wayfinding signage was used to navigate people to two of the public meetings and from the meetings to near by transit stops, retail centers, restaurants, and coffee shops.

Advertising Strategy - Master Plan

Public Outreach Advertising			
Newspaper Display Advertising			
Green Fire Times		Nov	
Pasa Tiempo		Nov 1, Nov 8, Nov 15	
The New Mexican		Oct 30, Nov 6, Nov 13	
Journal North		Nov 3, Nov 10, Nov 17	
The Reporter		Oct 30, Nov 6, Nov 13	
Transit Advertising			
Santa Fe Trails Bus		Oct 30 - Nov 30	
North Central Regional Transit District Bus		Oct 23 - Nov 25	
South Capitol Rail Runner Station Windscreen		Oct 29 - Nov 29	
Meeting Posters			
Santa Fe Senior Centers			
Meeting Locations			
Wayfinding Signage			
Genoveva Chavez Community Center		Nov 1 - Nov 9	
Southside Public Library		Nov 14 - Nov 23	
Meeting Flyers			
Ramirez Thomas Elementary School		Nov 1	
Gonzales Community School		Nov 6	
El Dorado Community School		Nov 6	
Acequia Madre Elementary School		Nov 6	
Amy Biehl Community School		Nov 12	
Capshaw Middle School		Nov 20	
Meeting Banner			
Gonzales Community School		Nov 1 - Nov 7	
Acequia Madre Elementary School		Nov 8 - Nov 14	
Capshaw Middle School		Nov 15 - Nov 23	
Email Notices			
Meeting Notice		Nov 7, Nov 8, Nov 12, Nov 18, Nov 22	
Survey Notice		Nov 27, Dec 20, Dec 30	
Santa Fe MPO Webpage			
Project Cards			
Capshaw Middle School Meeting			Nov 21
FutureMIX			Nov 21
Southside Library Meeting			Nov 23
Newsletters			
Creative Santa Fe Newsletter			Nov 21
Let's Go Santa Fe! (Santa Fe MPO)			Jan 3
Radio Report			
KSFR - Santa Fe Public Radio			Dec
Newspaper Articles / Press Releases			
Journal North			Nov 5



Public Input Meeting #1: South Capitol Rail Runner Station Ad



Public Input Meeting #1: Bus Advertisement

PUBLIC INPUT



Public Input Meeting #1: Project Cards



Public Input Meeting #1: Wayfinding Sign from Southside Library Public Meeting



Public Input Meeting #1: Meeting Banner

ADDITIONAL INPUT

The design team initiated two collaborative efforts with local organizations who are heading up initiatives that parallel the intentions of the pedestrian master plan.

Creative Santa Fe is currently working on an initiative the improve the walkability of Santa Fe. The design team joined then at FutureMIX, an event held by MIX to explore future initiatives to improve Santa Fe. The event was held at De Vargas Mall Thursday, November 21, 2013 from 6:00 - 8:00 pm. Participants at the event were asked to fill out surveys and give their opinion on how walking can be improved in Santa Fe. Project cards were handed out to those who preferred to fill out the survey online. 21 surveys were filled out at the event.

Creative Santa Fe also handed out surveys and project cards in late November during the Saturday Farmers Market as part of Walk [Santa Fe]. After each Saturday there was a boost in online survey responses.

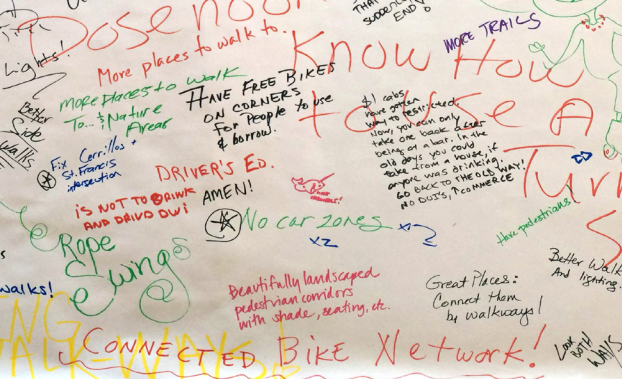
The La Familia Medical Center (LFMC) REACH program advocates for changes in policy and improved infrastructure to encourage a healthy lifestyle and more physical activity. LFMC handed out surveys to employees, parents at the Agua Fria Elementary School, and residents at Country Club Gardens Mobile Home Park. 5 surveys were returned from Country Club Gardens residents, 11 surveys were returned from Agua Fria Elementary School parents, and 13 were returned from LFMC employees.

Collaborative Efforts - Master Plan

Collaborative Efforts		
Creative Santa Fe		
Walk [Santa Fe] Project Card Handout	November 14, 2013	
	November 23, 2013	
	November 26, 2013	
Electronic Survey Distribution		
FutureMIX Survey Distribution	November 21, 2013	
21 Surveys Filled Out	November 21, 2013	
La Familia		
Survey Handout	November 23 - December 20, 2013	
29 Surveys Filled Out		



Future Mix: De Vargas Mall



Future Mix: Opinion Board

PUBLIC INPUT

PUBLIC INPUT MEETINGS

These meetings were conducted as an open house and did not have a formal presentation. The meetings provided information on the Santa Fe Metropolitan Planning Organization, the focus issues of the pedestrian master plan, and the existing sidewalk inventory within the study area gathered by the design team. Design team members and MPO staff were present to answer questions. The public was encouraged to provide input on the issues they saw within the pedestrian realm.

The meetings were held at Ramirez Thomas Elementary School, Gonzales Community School, Genoveva Chavez Community Center, El Dorado Community School, Acequia Madre Elementary School, Amy Biehl Community School, Capshaw Middle School, and the Santa Fe Southside Library.

The public was encouraged to participate in the meeting through several different methods. They were asked to pin where they live on a map of Santa Fe, mark what destinations they currently walk to, and give comment in three different forms. An 8' x 10' map of Santa Fe and a 3' x 3' map of the area around the meeting location, for the public to leave comments on specific places. Meeting attendees were also asked to fill out the pedestrian survey and a general comment box was available.

A total of 222 comments were left on the maps, 74 surveys and 26 comment sheets were filled out. The public meetings yielded 31% of the comments and 8% of the surveys received.



Public Input Meeting: Ramirez Thomas Elementary School



Public Input Meeting: Capshaw Middle School



Public Input Meeting: Acequia Madre Elementary School

Public Input Meetings - Project Introduction

Public Input Meetings: Project Introduction
total number of attendees (205)

- project introduction
- overview of existing conditions analysis mapping
- public input through mapping, survey, and comment

Ramirez Thomas Elementary School (10)

Tuesday, November 5, 2013, 4:30 - 6:30 pm
1 Survey, 1 Comment

Gonzales Community School (20)

Thursday, November 7, 2013, 4:30 - 6:30 pm
3 Surveys, 1 Comment

Genoveva Chavez Community Center (75)

Saturday, November 9, 2013, 1:00 - 4:00 pm
45 Surveys, 0 Comments

El Dorado Community School (10)

Tuesday, November 12, 2013, 4:30 - 6:30 pm
1 Survey, 0 Comments

Acequia Madre Elementary School (20)

Thursday, November 14, 2013, 4:30 - 6:30 pm
2 Surveys, 6 Comments

Amy Biehl Community School (25)

Wednesday, November 20, 2013, 4:30 - 6:30 pm
7 Surveys, 13 Comments

Capshaw Middle School (20)

Thursday, November 21, 2013, 4:30 - 6:30 pm
4 Surveys, 4 Comments

Santa Fe Southside Library (25)

Saturday, November 23, 2013, 10:30 - 1:30 pm
11 Surveys, 1 Comment

PUBLIC INPUT



Public Input Meeting: Amy Biehl Community School



Public Input Meeting: Amy Biehl Community School

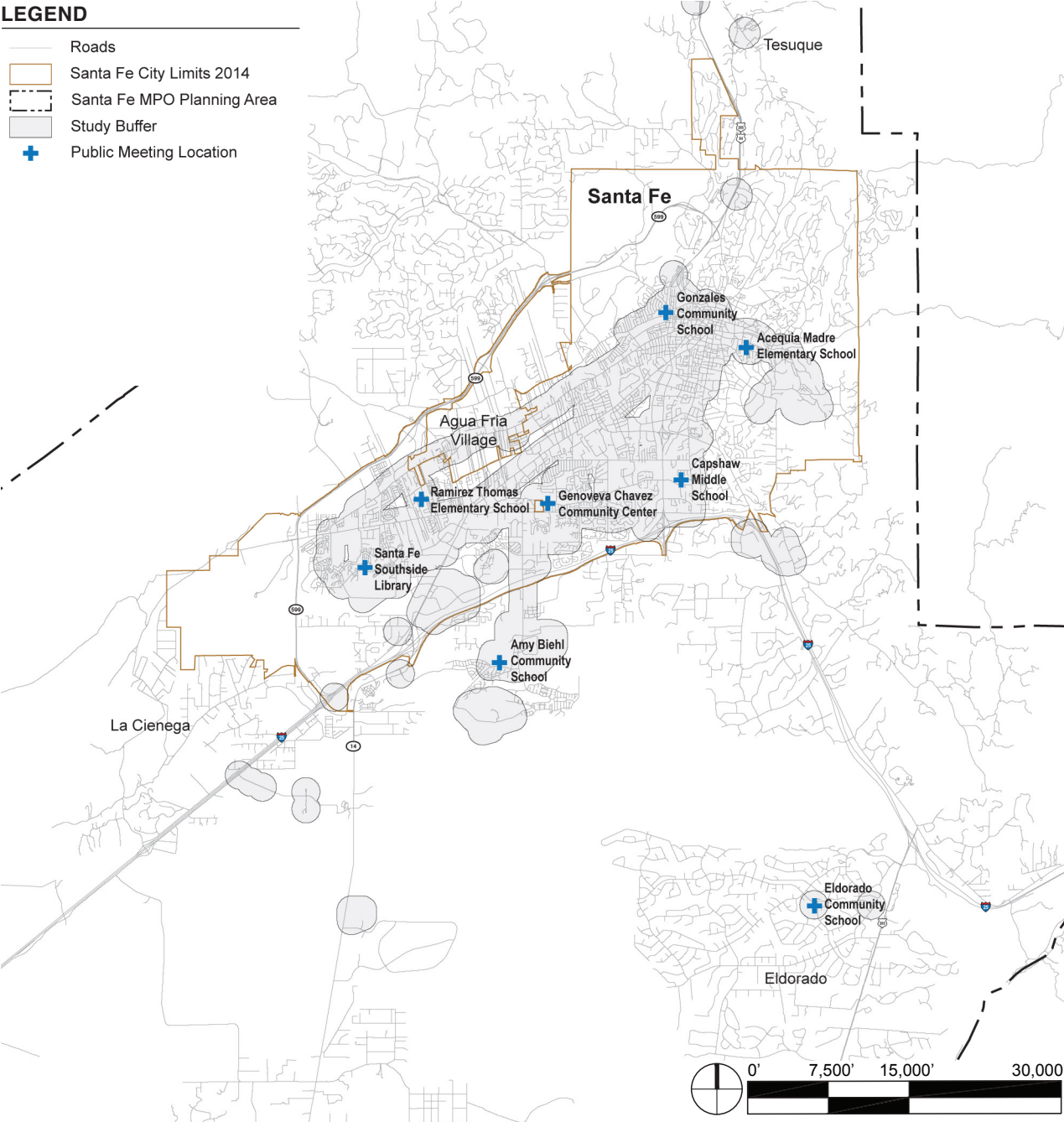


Public Input Meeting: Santa Fe Southside Library

Figure 3.1: Public Input Meetings - Meeting Locations

LEGEND

- Roads
- Santa Fe City Limits 2014
- Santa Fe MPO Planning Area
- Study Buffer
- Public Meeting Location



PUBLIC INPUT

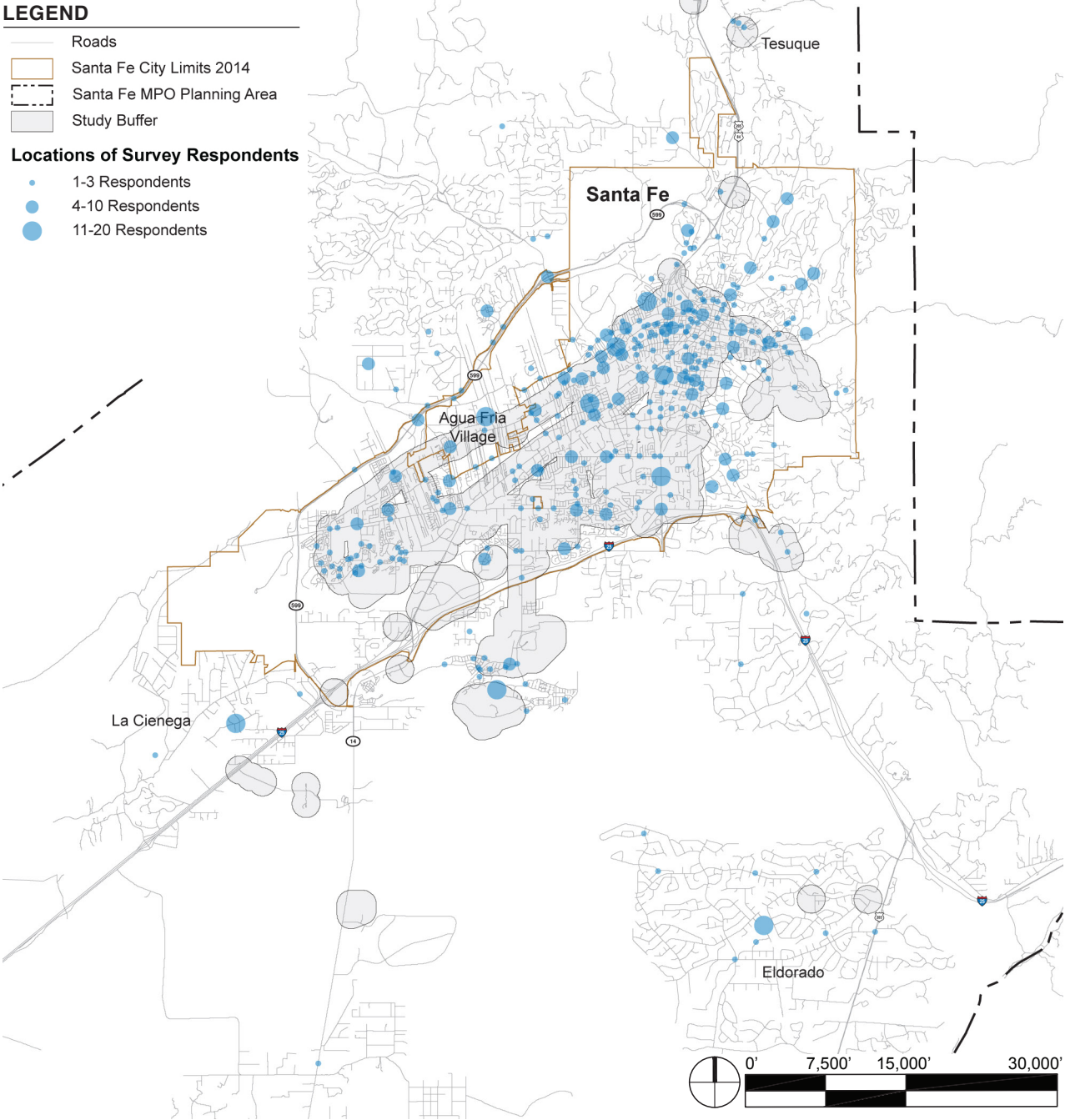
PUBLIC INPUT SURVEY

The pedestrian survey was created to get public response from residents and workers within the Santa Fe MPO planning area. The survey was designed to better understand current walking and transportation habits, the public’s perceptions of current pedestrian infrastructure, and improvements that will increase walking through the Santa Fe MPO planning area.

Survey respondents were asked to identify their neighborhood by name or to indicate the nearest crossroads. Using this information the locations of the respondents were mapped using GIS. The map shows that responses were well distributed throughout the city. Demographic questions were also asked to better understand the profile of survey respondents. For example, of the 878 survey respondents 81% live within the Santa Fe MPO planning area. For survey review and results, see *Appendix A: Public Input*.

The survey was distributed both online and in paper for, in English and Spanish, between October 30 and December 31, 2013. There was a total of 861 responses in English and 17 responses in Spanish.

Figure 3.2: Public Input Survey - Locations of Respondents



PUBLIC INPUT

The demographics of the survey respondents closely matched the City of Santa Fe 2010 Census data for those 24-44 years of age. The survey input did not reflect younger and older age groups: a much lower response was received from residents under 25 and over 75 than live within the City of Santa Fe. The majority of survey respondents were age 45-74 and primarily (48%) female.

Figure 3.3: Public Input Survey - Age

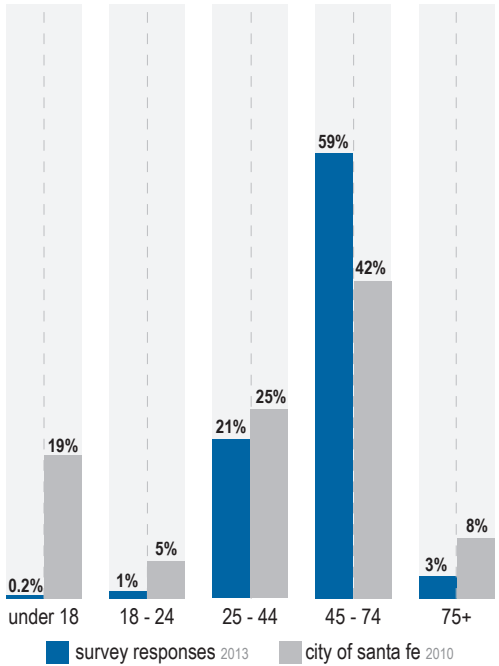
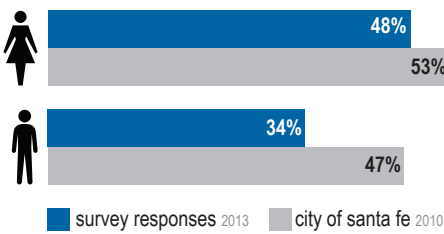
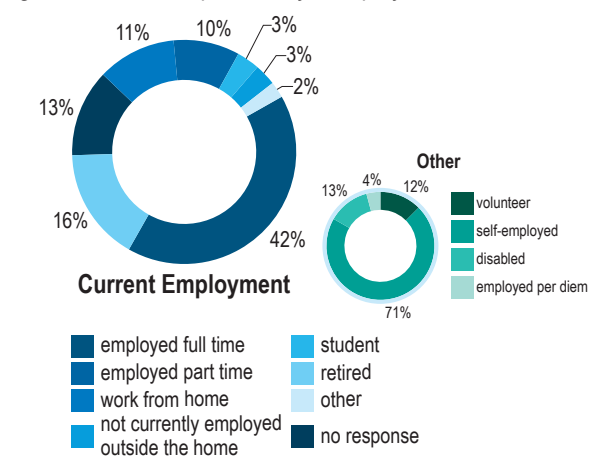


Figure 3.4: Public Input Survey - Gender



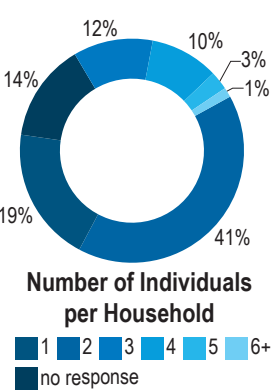
Approximately 70% of respondents are employed. Just over 20% of respondents are unemployed / retired / disabled.

Figure 3.5: Public Input Survey - Employment



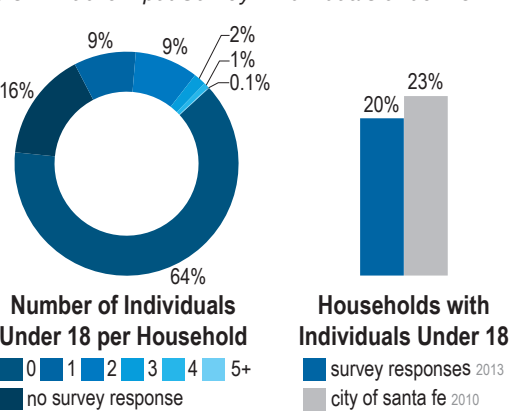
40% of respondents live in a household of two people including themselves. Roughly 20% of respondents live alone.

Figure 3.6: Public Input Survey - Individuals per Household



However the number of respondents who have children in their home are only slightly lower than that of the city.

Figure 3.7: Public Input Survey - Individuals under 18



COMMITTEE UPDATES

The purpose of attending committee meetings was to make members aware of the master plan and encourage them to participate in the public input process.

The Santa MPO Transportation Policy Board (TPB) is recognized by federal and State regulatory agencies as the MPO. It is responsible to hold public meetings and encourage public participation following the MPO Planning Process as defined by federal law. The TPB approves planning documents and work programs that direct MPO staff activities. It has the authority to program federal transportation improvement funds within the MPO Planning Area.

The MPO Technical Coordinating Committee (TCC) includes TPB member agencies’ staff and acts as technical advisory body for the TPB. Activities include: reviewing MPO planning documents, discussing transportation issues, ranking projects, and providing recommendations to the TPB.

The Santa Fe MPO met with the Transit Advisory Board to introduce the Pedestrian Master Plan and discuss the inclusion of transit routes in the study and sidewalk connections around transit stops in the study area. Transit service is an important link in extending the distance and perception of what is a “walkable” trip.

Committee Involvement - Master Plan

Santa Fe MPO Committee Meetings
Transportation Policy Board Tuesday, November 19, 2013, Master plan progress update
Technical Coordinating Committee Monday, November 25, 2013, Master plan progress update
Additional Public Committee Meetings
Mayor’s Commission on Disabilities Thursday, August 15, 2013, Introduction of master plan
Bicycle and Trails Advisory Committee Wednesday, October 16, 2013, Meetings and Survey Wednesday, November 20, 2013, Meetings and Survey Wednesday, December 18, 2013, Survey
Transit Advisory Board Tuesday, December 3, 2013, Introduction of master plan

INTRODUCTION

The Santa Fe MPO and design team organized a public outreach effort to reach a broad spectrum of the population in the MPO area. A series of eight public meetings were held in locations across the MPO area to gather public input November 5 - 23, 2013. An online survey provided another opportunity for public input. Survey links were published and sent by email invitation to existing list serves.

The response to public outreach was fair, and afforded a good overview as to public perception of pedestrian-related issues. There were a total of 205 attendees at the public meetings, 248 comments left, and 74 surveys filled out. The pedestrian survey was open online to the public from October 30 - December 31, 2013. 804 surveys were filled out online. From the 878 paper and online surveys, 751 comments were left. 6 comments were also emailed to the design team.

Input was received in two forms: multiple answer responses and comments. The survey used multiple answer responses to allow respondents to choose their responses or write in a response. Respondents were also asked to rate methods of transportation, destinations they currently walk to reach, and indicate what prevents them from using alternative modes of transportation. Additionally, respondents were asked which pedestrian improvement would increase their likeliness to choose to walk in their neighborhood.

The responses to the survey questions were analyzed and summarized. All written in responses were categorized.

Comments were gathered in two methods, survey response and comment mapping at public meetings. Respondents of the survey were asked to identify specific locations and/or problems that need improvement to make walking more convenient and safer. Public meeting

attendees were able to map their comments and fill out comment sheets. Some comments were additionally emailed into the project team.

These comments were collected and sorted into three databases, general comments, place specific comments, and unrelated place specific comments. The general comments are comments that do not specify a specific location in which the comment is referring. Each of these comments have been categorized by topic: connectivity, accessibility, maintenance, safety, enforcement, public awareness, bicycle related, transit related, trails related, schools, no improvements needed, and unrelated to the Pedestrian Master Plan.

All comments referring to specific locations were mapped in GIS. The place specific comments give a specific location which the comment is referring. Some of the comments that were left only indicated a location but did not leave any comment about that location. These comments were categorized as general. The remaining comments were categorized by topic: connectivity, accessibility, maintenance, safety, enforcement, public awareness, and schools.

The unrelated place specific comments are comments which are not within the scope of the pedestrian master plan but are in some cases related to it. Bicycling, transit, and trails are comments that are related to the master plan but not directly within this study. All of these comments were categorized by topic: connectivity, accessibility, maintenance, safety, enforcement, public awareness, bicycle related, transit related, trails related, and schools. For comment review and results, see *Appendix A: Public Input*.

PUBLIC INPUT RESULTS

SURVEY SUMMARY

The majority of survey respondents drive as their primary mode of transportation (41%) and indicated it to be the easiest to use on a daily basis. Walking and bicycling were not far behind driving (approx. 25%) and were evenly distributed across the board in difficulty to use. These modes are most likely used under varying circumstances. The bus / train has been indicated as the most difficult way to travel and is the least used by survey respondents (8%).

Figure 4.1: Survey Summary - Current Transportation Modes

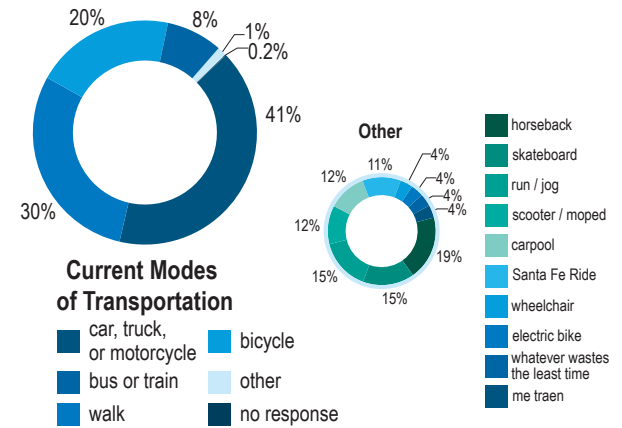
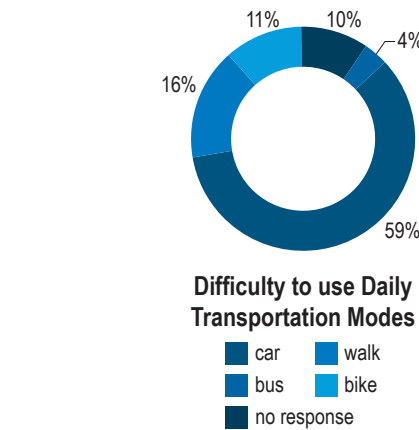
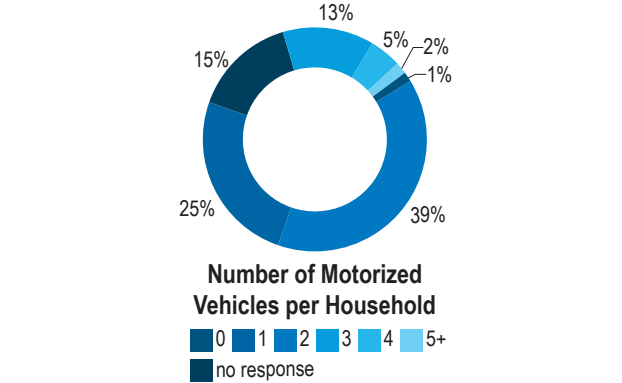


Figure 4.2: Survey Summary - Daily Transportation Modes



39% of survey respondents indicated that there are 2 vehicles within their household and 25% indicated there is 1 vehicle per household. These numbers closely align with the number of individuals per household, see Figure 3.6 pg 23. Additionally, 1% of respondents (approx. 88 individuals) indicated they do not own a car.

Figure 4.3: Survey Summary - Current Transportation Modes



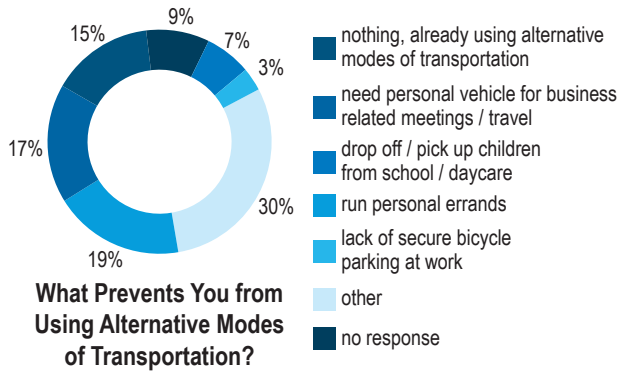
When asked what prevents respondents from using alternative modes of transportation, more than 20% indicated they already use walking, bicycling, or transit in their commute to work. Approximately 25% of people have indicated they do not include alternative modes of transportation in their commute because of the distance they travel to work, they run errands throughout the day, they need their personal vehicle for business related travel, or they do not have a commute /



Residents running errands at the end of the day.

are retired. Other notable responses were safety, transit service is inconvenient / there is none, and they need to transport work equipment / materials. For survey review and results, see Appendix A: Public Input.

Figure 4.4: Survey Summary - Alternative Modes of Transportation



Walker and cyclists using the Rail Trail in their morning commute.



Commuter arriving to Santa Fe via Rail Trail.

PUBLIC INPUT RESULTS

Survey respondents were asked how often they walk to frequent destinations. Approximately 50% of respondents walk around their neighborhood more than two times per week. More than 25% walk to a service provider, restaurant, store, or home of a family member at least once a week. More than 50% of respondents never walk to work or school or walk to take a child to school or daycare. This may be due to the fact that only 20% of the survey respondents have indicated they live in a household with children under 18.

When asked to rate the likeliness that pedestrian environment improvements would make them choose to walk, 50% of survey respondents indicated that improving sidewalks, better connectivity, and more destinations within walking distance were the primary improvements that would make a difference. To a lesser degree, (30% of respondents) more comfortable pedestrian facilities, better crosswalks, and better lighting would help. By far, organized walking groups would not get more people to walk.

**It should be noted that 14% of paper surveys were returned with the back page left blank.*



Resident and tourists walking in downtown Santa Fe.

Figure 4.4: Survey Summary - Walking Destinations

answer options	never / yearly	monthly	weekly - daily	
work or school	66%	3%	13%	
a service provider (bank, doctor, barber)	57%	12%	13%	
a restaurant, bar, or coffee shop	42%	16%	26%	
a store	46%	14%	23%	
the home of a friend or family member	39%	18%	26%	
taking someone else to school or daycare	61%	1%	3%	
park or recreation area/center	35%	15%	33%	
around your neighborhood (walking dog, recreation)	10%	9%	68%	
other	6%	1%	4%	
				no response 11%

Figure 4.5: Survey Summary - Pedestrian Improvements

answer options	not at all likely	much more likely	
landscaping	20%	16%	
improved sidewalks	7%	46%	
better connectivity	6%	50%	
more comfortable pedestrian facilities	9%	34%	
slower vehicle traffic	15%	26%	
more destinations within walking distance	4%	54%	
more marked / improved crosswalks across busy streets	11%	36%	
better lighting	14%	29%	
organized walking groups	51%	7%	
a map from the city showing safe routes for walking to popular destinations	23%	19%	
other	48%	4%	
			no response 11%



Resident walking his dog along the River Trail.



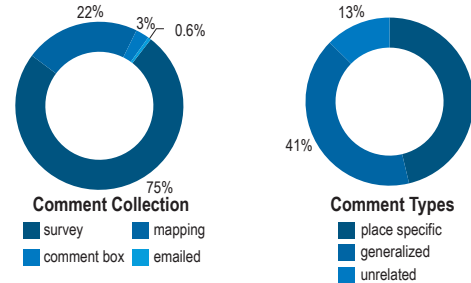
Resident walking along St Francis Drive.

PUBLIC INPUT RESULTS

PUBLIC PERCEPTION SUMMARY

Of the 1,005 comments received 75% were received through the survey and 22% were received through mapping at the public meetings. Approximately 50% of the comments referenced specific places. The majority of place specific comments received fall within the study area. Survey respondents' comments were not influenced by the defined study area, see *Figure 4.12 pg 29*.

Figure 4.6: Public Perception Summary - Comments



Place specific comments were given in three forms exact locations (points), trajectories of roadway, and areas. Exact comment locations are the most useful to the study. They locate exactly where there are deficiencies within the pedestrian network. There is a high density of points around the South Capitol Campus. Several of these points are within the top five locations of comments.

The trajectories of roadway are harder to work with. In some cases entire stretches of road are identified as being deficient. These comments reveal problematic corridors. Saint Michaels Drive is perceived as the most deficient corridor.

The areas of comment give a broad overview of problems that exist within larger areas. Both the areas of comment and the trajectories of roadway comments are difficult to use within the study because the deficiencies in these areas are not pin pointed.

Figure 4.7: Public Perception Summary - Points of Comment

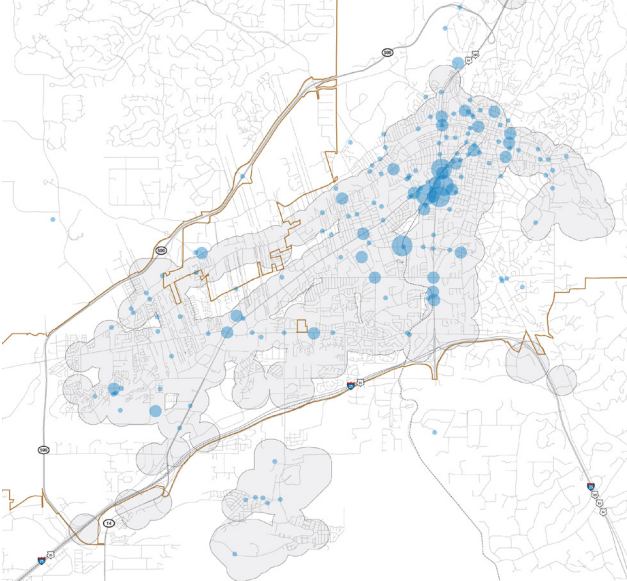


Figure 4.9: Public Perception Summary - Areas of Comment

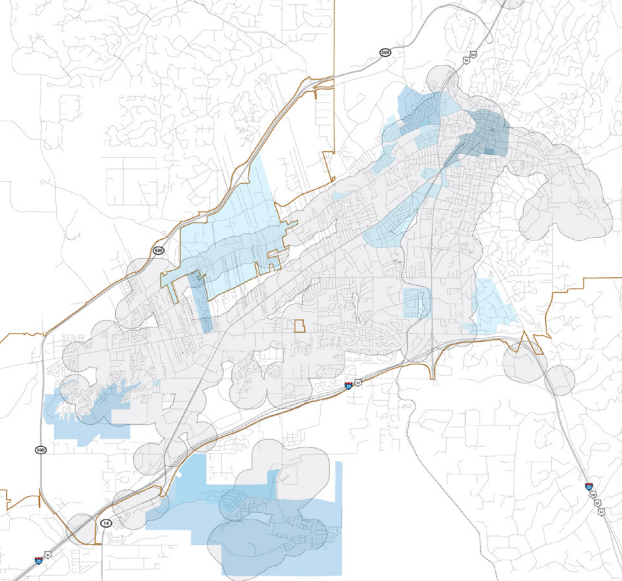
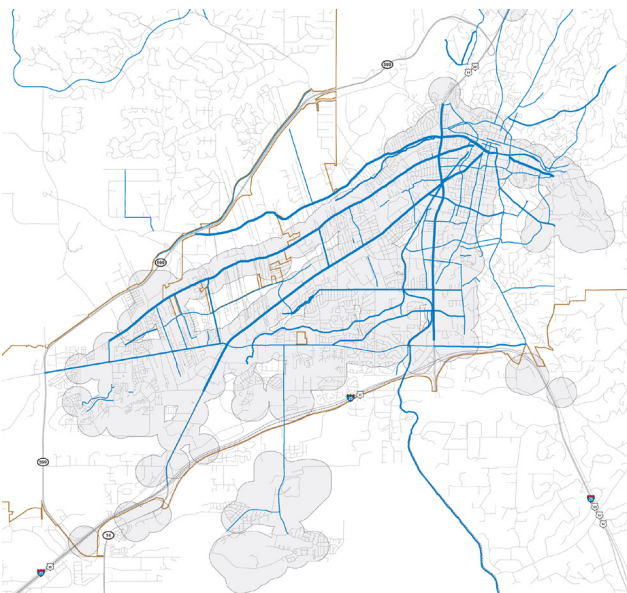
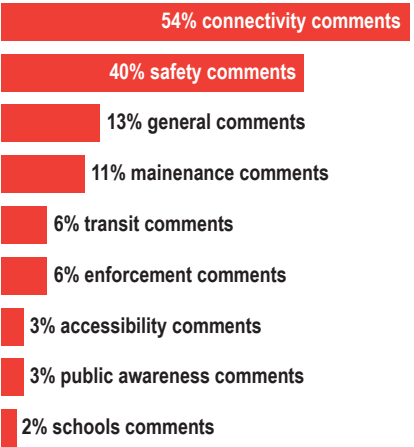


Figure 4.8: Public Perception Summary - Trajectories of Comment



The public is largely concerned with connectivity and safety of pedestrian facilities. The majority of these comments pertain to gaps in the sidewalk network, disconnected developments, safety from vehicular traffic, and safety from individuals, see *Appendix A: Public Input* to review all comments.

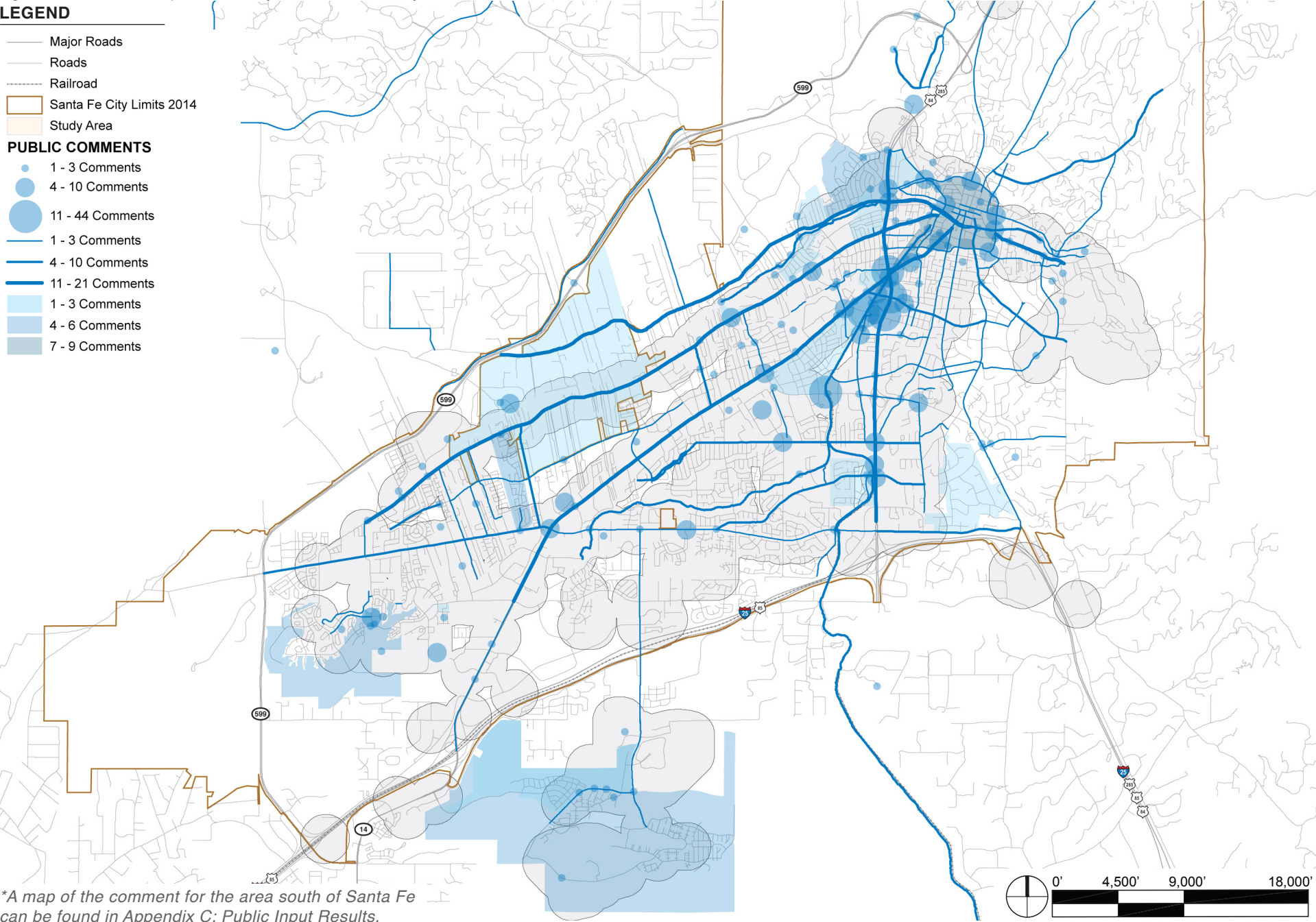
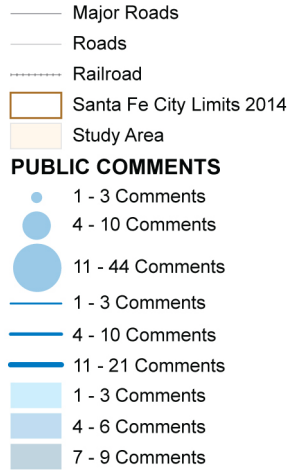
Figure 4.10: Public Perception Summary - Comment Categorization



PUBLIC INPUT RESULTS

Figure 4.11: Public Perception Summary - Areas of Deficiency

LEGEND



*A map of the comment for the area south of Santa Fe can be found in *Appendix C: Public Input Results*.

TOP 20 COMMENT LOCATIONS

Top 15 Points

- A - Saint Francis Drive + Cerrillos Road (44)
- B - Saint Francis Drive + Cordova Road (31)
- C - Saint Francis Drive + Alta Vista Street (13)
- D - Alta Vista Street + Rail Trail (12)
- E - Saint Francis Drive + Acequia Trail (10)
- F - Saint Michaels Drive + Rail Trail (10)
- G - Open Space by Capital High School (8)
- H - Saint Francis Drive + Zia Road (8)
- I - Zafarano Drive + Cerrillos Road Shopping Center (7)
- J - Cerrillos Road + Baca Street (7)
- K - Paseo de Peralta + Guadalupe Street north (7)
- L - Calle Mejia to Las Estrallas Connection
- M - South Capitol Crossing on Alta Vista Street (7)
- N - Cordova Road + Pen Road (6)
- O - Paseo de Peralta + E Alameda Street (6)

Top 5 Trajectories

- 1 - Saint Michaels Drive (20)
- 2 - Agua Fria Street (17)
- 3 - Canyon Road (12)
- 4 - W Alameda Street (11)
- 5 - Saint Francis Drive (11)

Saint Francis Drive + Cerrillos Road

There were three types of comments about the Saint Francis Drive + Cerrillos Road intersection. The public's biggest concern at this intersection is safety. The public perception is traffic is moving too fast and drivers fail to yield to pedestrians. The sheer volume of traffic moving through the intersection is also mentioned as intimidating to pedestrians trying to cross here. Connectivity was also commented on. There are several requests for and over / under pass here. 30% of the comments didn't give specific feed back they just recognized it as a problem area.



Saint Francis Drive + Cerrillos Road Intersection



Saint Francis Drive + Cerrillos Road Intersection Aerial

Saint Francis Drive + Cordova Road

There were six types of comments about the Saint Francis Drive + Cordova Road intersection. The public's biggest concern at this intersection is safety. The public perception is there isn't enough time to cross the street before the light changes and vehicles are constantly failing to stop at red lights, there isn't enforcement of traffic violations, crosswalks need to be better maintained, and the vehicle traffic is too heavy to comfortably cross here. 10% of the comments didn't give specific feed back they just recognized it as a problem area.



Saint Francis Drive + Cordova Road Intersection

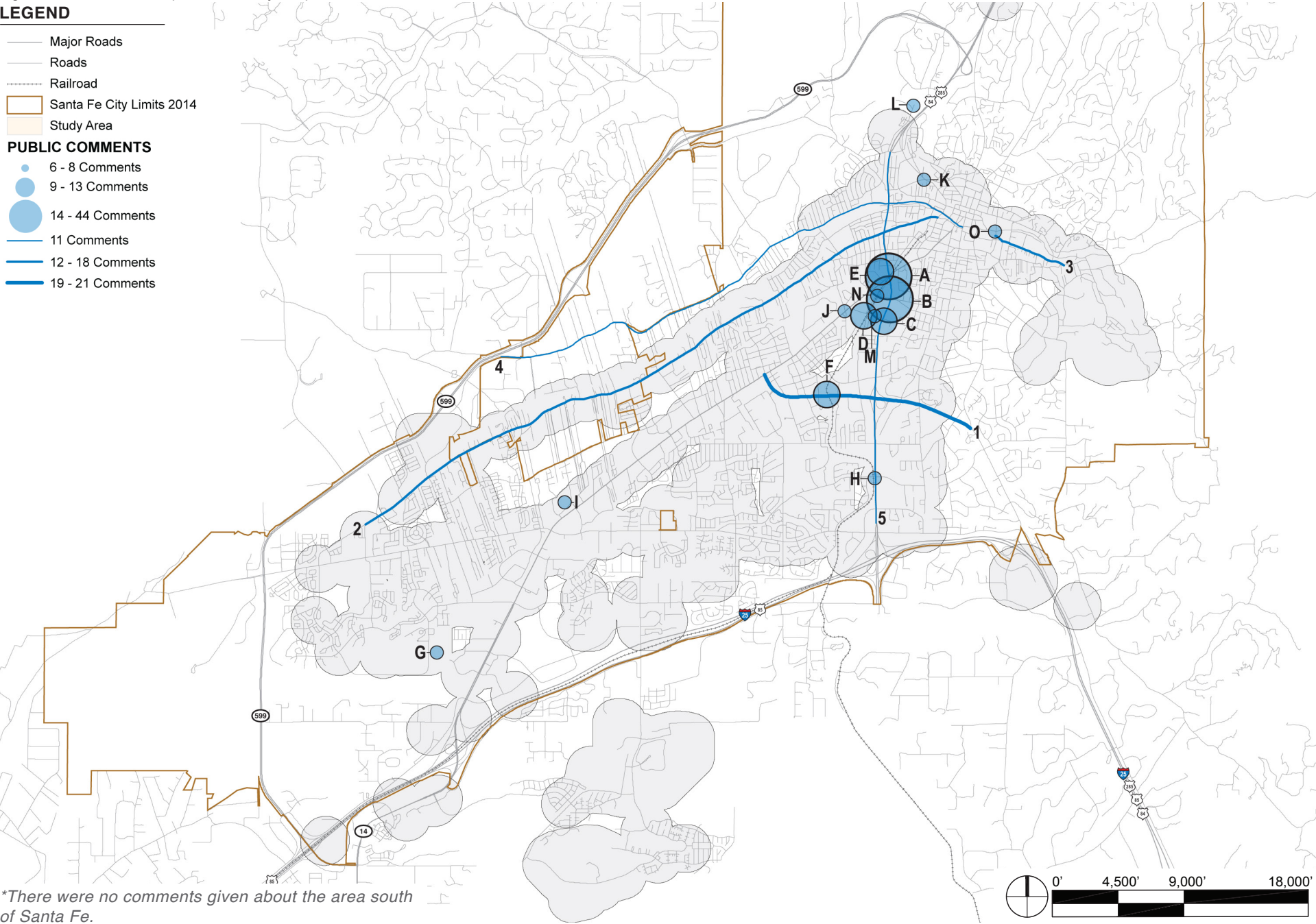


Saint Francis Drive + Cordova Road Intersection Aerial

Figure 4.12: Public Perception Summary - Top 20 Comment Locations

LEGEND

- Major Roads
- Roads
- Railroad
- Santa Fe City Limits 2014
- Study Area
- PUBLIC COMMENTS**
 - 6 - 8 Comments
 - 9 - 13 Comments
 - 14 - 44 Comments
 - 11 Comments
 - 12 - 18 Comments
 - 19 - 21 Comments



*There were no comments given about the area south of Santa Fe.

54% connectivity comments

CONNECTIVITY

The connectivity category consists of comments that used the keywords connect, connectivity, disconnected, sidewalks, and phrases that described an inability to make a connection.

Public comments about connectivity include gaps in the sidewalk network, obstructed sidewalks, parking lots with no pedestrian connections between the roadway and building, and neighborhoods with no pedestrian connections.



Pathway blocked by an adobe wall.



Sidewalk obstructed by a sign post and fire hydrant.



Disconnected sidewalk causing a gap in the network.



No designated pedestrian areas within the parking lot.



Narrow, difficult to use sidewalk.

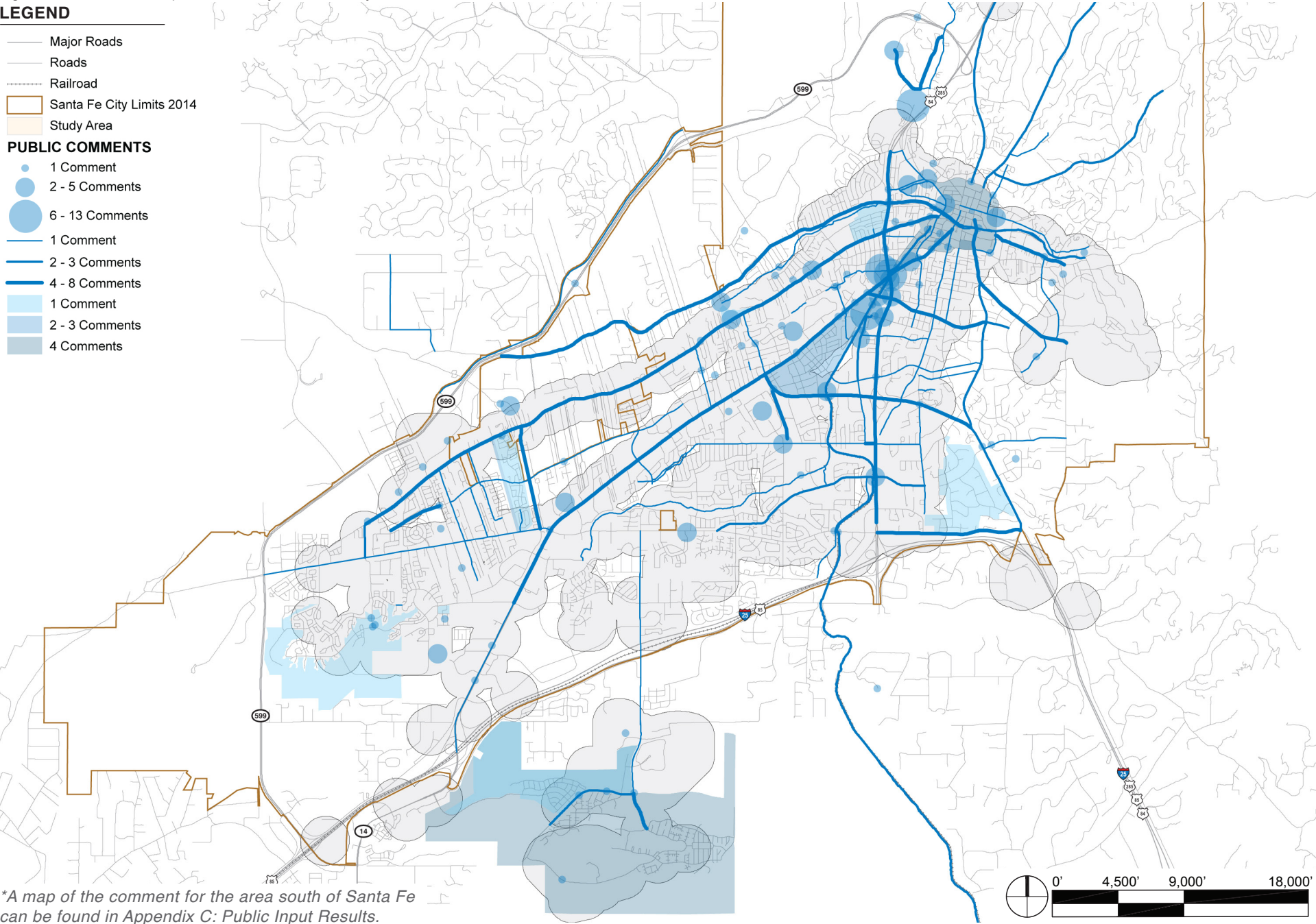
Figure 4.13: Public Perception Summary - Connectivity Comments

LEGEND

- Major Roads
- Roads
- Railroad
- Santa Fe City Limits 2014
- Study Area

PUBLIC COMMENTS

- 1 Comment
- 2 - 5 Comments
- 6 - 13 Comments
- 1 Comment
- 2 - 3 Comments
- 4 - 8 Comments
- 1 Comment
- 2 - 3 Comments
- 4 Comments



*A map of the comment for the area south of Santa Fe can be found in Appendix C: Public Input Results.

3% accessibility comments

ACCESSIBILITY

The accessibility category consists of comments that used the keywords accessible, inaccessible, handicap, and access.

Accessibility issues that were mentioned by the public included obstructions within sidewalks and sidewalks with no curb cuts, long stretches of roadway with very few crosswalks, and steep curb cuts for driveways.



Sidewalk obstructed by a utility pole



No crossing within a long stretch of roadway.



Tall sidewalk without a curb cut.



Steep curb cut for a driveway.

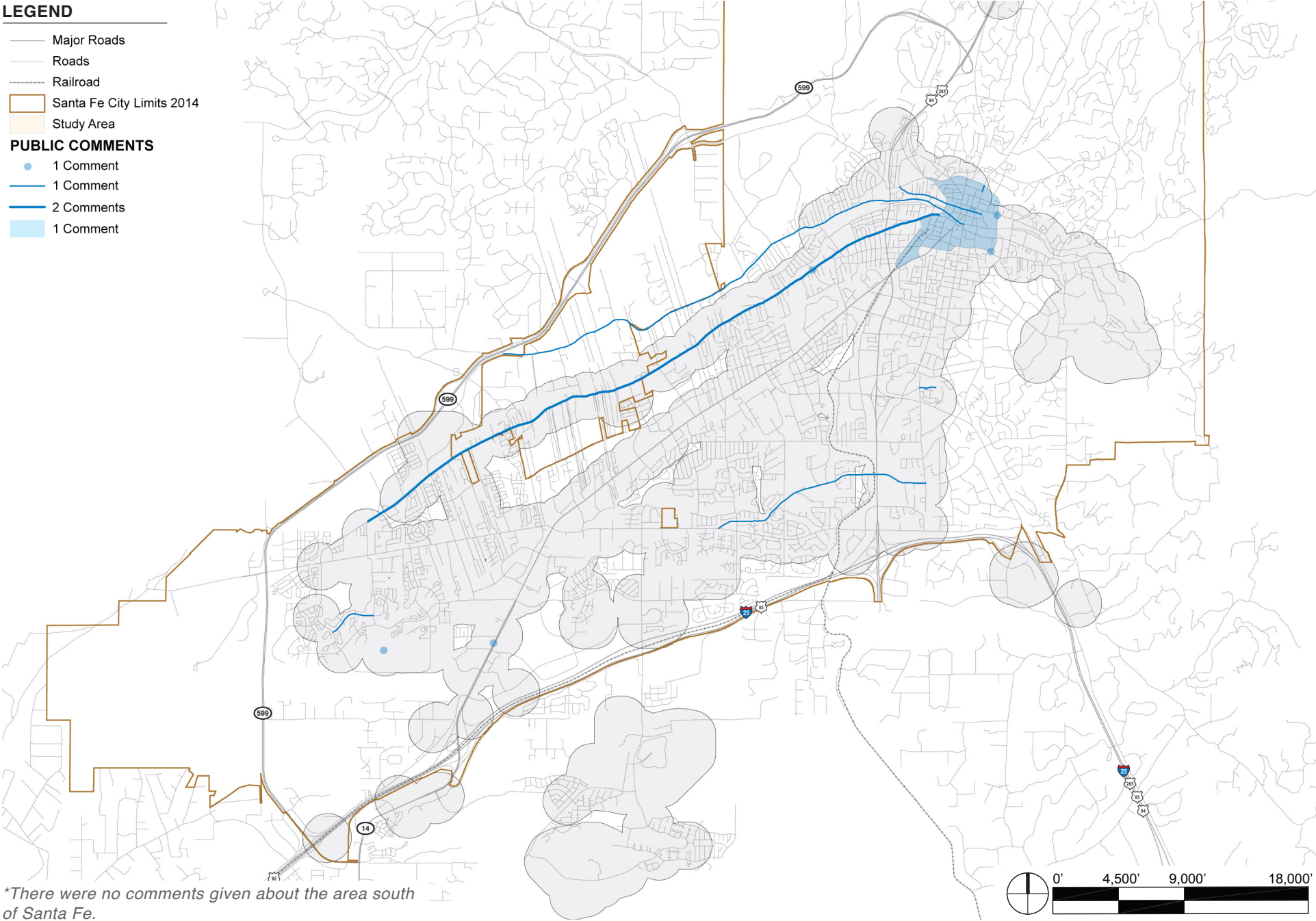
Figure 4.14: Public Perception Summary - Accessibility Comments

LEGEND

- Major Roads
- Roads
- Railroad
- Santa Fe City Limits 2014
- Study Area

PUBLIC COMMENTS

- 1 Comment
- 1 Comment
- 2 Comments
- 1 Comment



*There were no comments given about the area south of Santa Fe.

PUBLIC INPUT RESULTS

11% mainenance comments

MAINTENANCE

The maintenance category consists of comments that used the keywords cracked, broken, heaving, maintain, trim, overgrown, icy, snow, disrepair and phrases that described unmaintained and dilapidated sidewalks.

The public views the City of Santa Fe as responsible for enforcing maintenance of sidewalks and repairing sidewalks. Maintenance issues include broken and heaved sidewalks, overgrown plants blocking sidewalks, spalling sidewalks, lack of snow and ice removal, and faded and unpainted crosswalks.



Cracked and buckled sidewalk



Plant material obstructing sidewalk.



Cracked and crumbling sidewalk.



Lack of snow and ice removal.



Spalling concrete.

PUBLIC INPUT RESULTS

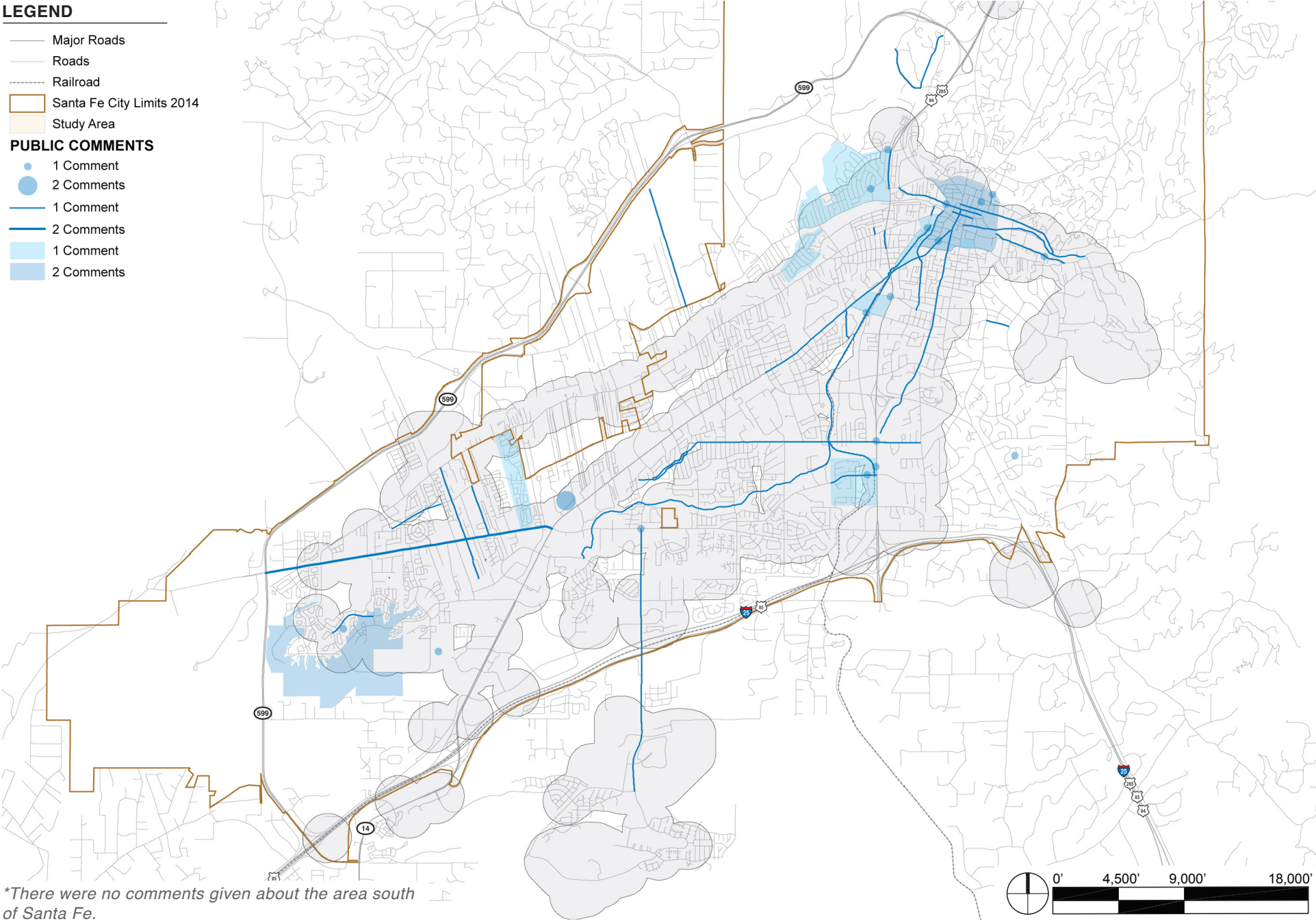
Figure 4.15: Public Perception Summary - Maintenance Comments

LEGEND

- Major Roads
- Roads
- Railroad
- Santa Fe City Limits 2014
- Study Area

PUBLIC COMMENTS

- 1 Comment
- 2 Comments
- 1 Comment
- 2 Comments
- 1 Comment
- 2 Comments



40% safety comments

SAFETY

The safety category consists of comments that used the keywords safety, dangerous, unsafe, lighting, injury, scary and phrases that described unsafe situations or situations in which the pedestrian is uncomfortable using the sidewalk or crossing.

Safety comments include safety concerns due to traffic and other persons. Public concerns included properly lit pedestrian facilities, sidewalks attached to streets (no buffer zone), and traffic lights with delayed response to pedestrian signal activation buttons.



Crossing guard patrolling mid-block crossing on a busy street.

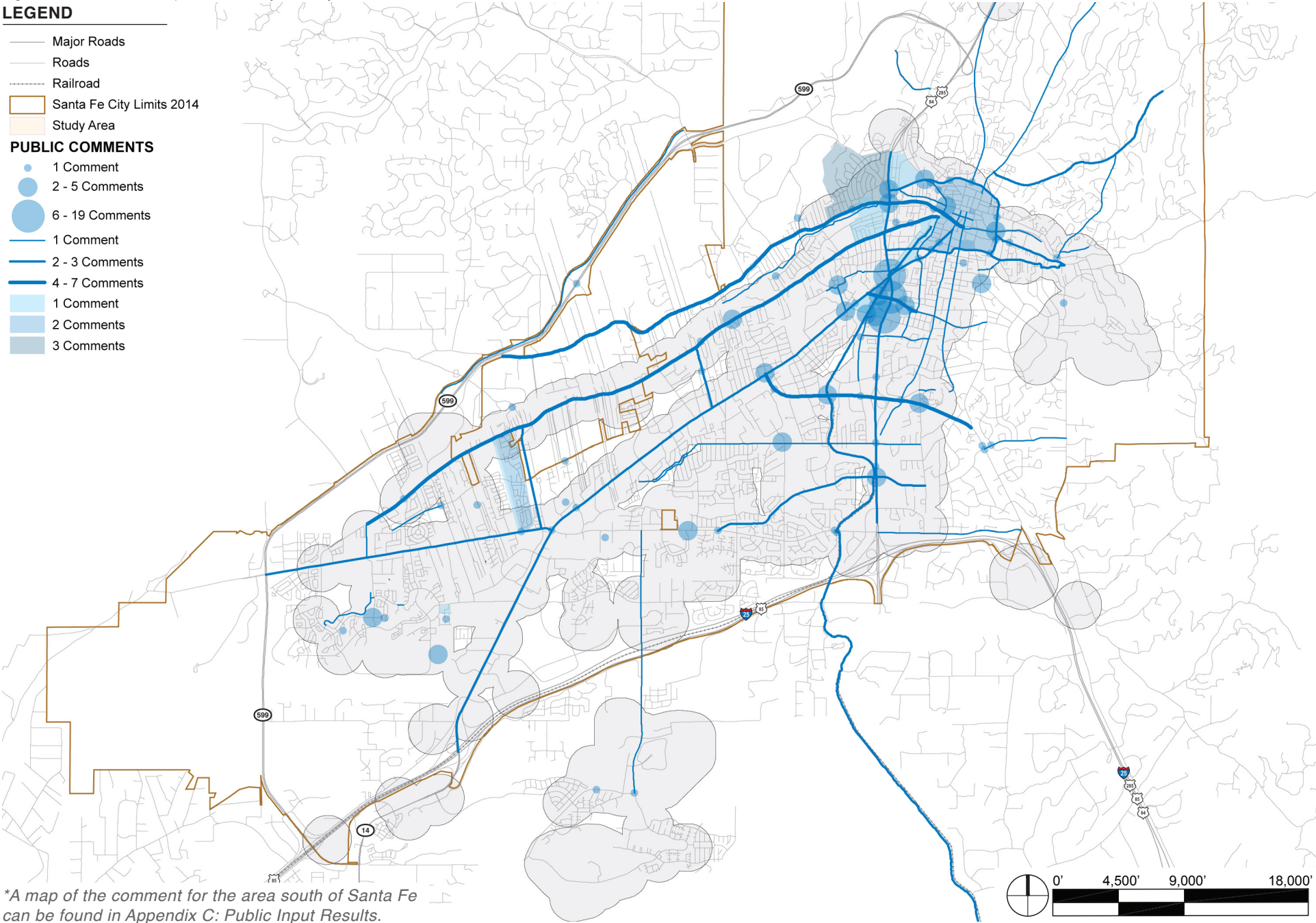
Figure 4.16: Public Perception Summary - Safety Comments

LEGEND

- Major Roads
- Roads
- Railroad
- Santa Fe City Limits 2014
- Study Area

PUBLIC COMMENTS

- 1 Comment
- 2 - 5 Comments
- 6 - 19 Comments
- 1 Comment
- 2 - 3 Comments
- 4 - 7 Comments
- 1 Comment
- 2 Comments
- 3 Comments



*A map of the comment for the area south of Santa Fe can be found in Appendix C: Public Input Results.

6% enforcement comments

ENFORCEMENT

The enforcement category is comments that used the keywords enforce, police, law, speeding and phrases that described situations where laws are not being enforced.

Enforcement comments were focused vehicles speeding, running red lights, and not giving pedestrians the right of way. Public perception is that these laws are not being enforced. Many comments suggest that the Santa Fe Police Department should regularly police these areas.



Chicago Crosswalk Enforcement effort to improve crosswalk safety.



Santa Fe Photo Enforcement vehicle photographing speeding vehicles.



Officer making a traffic stop for a moving violation.

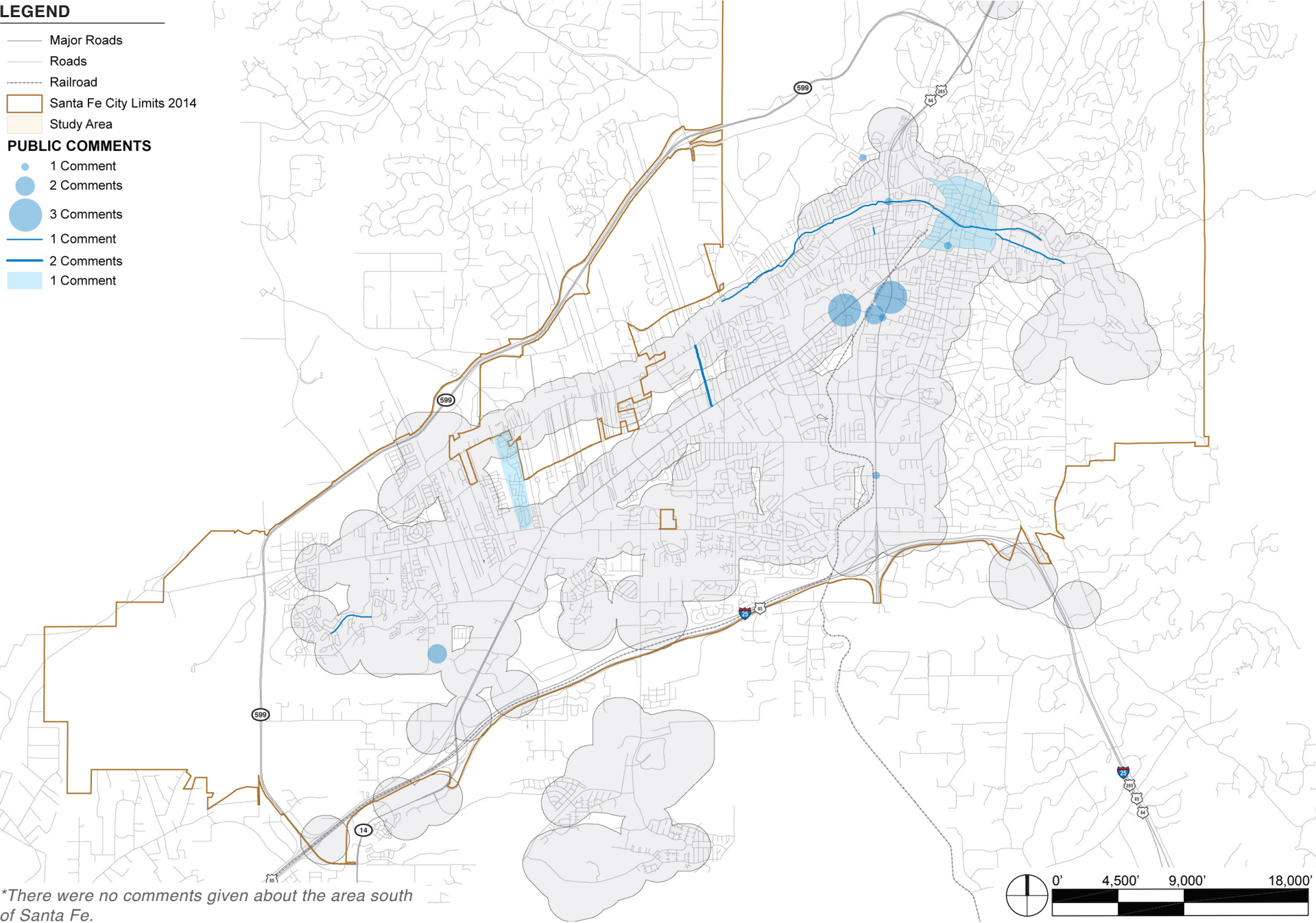
Figure 4.17: Public Perception Summary - Enforcement Comments

LEGEND

- Major Roads
- Roads
- Railroad
- Santa Fe City Limits 2014
- Study Area

PUBLIC COMMENTS

- 1 Comment
- 2 Comments
- 3 Comments
- 1 Comment
- 2 Comments
- 1 Comment



*There were no comments given about the area south of Santa Fe.

3% public awareness comments

PUBLIC AWARENESS

The public awareness category is comments that used the keywords educate, signage, inform and phrases that described a need for public awareness of laws other information through signage or other means.

Public awareness comments were focused on educating the public of traffic and pedestrian laws through signage. Public perception is there needs to be a re-education of these laws to the public.



Example signage reaffirming state pedestrian safety law.

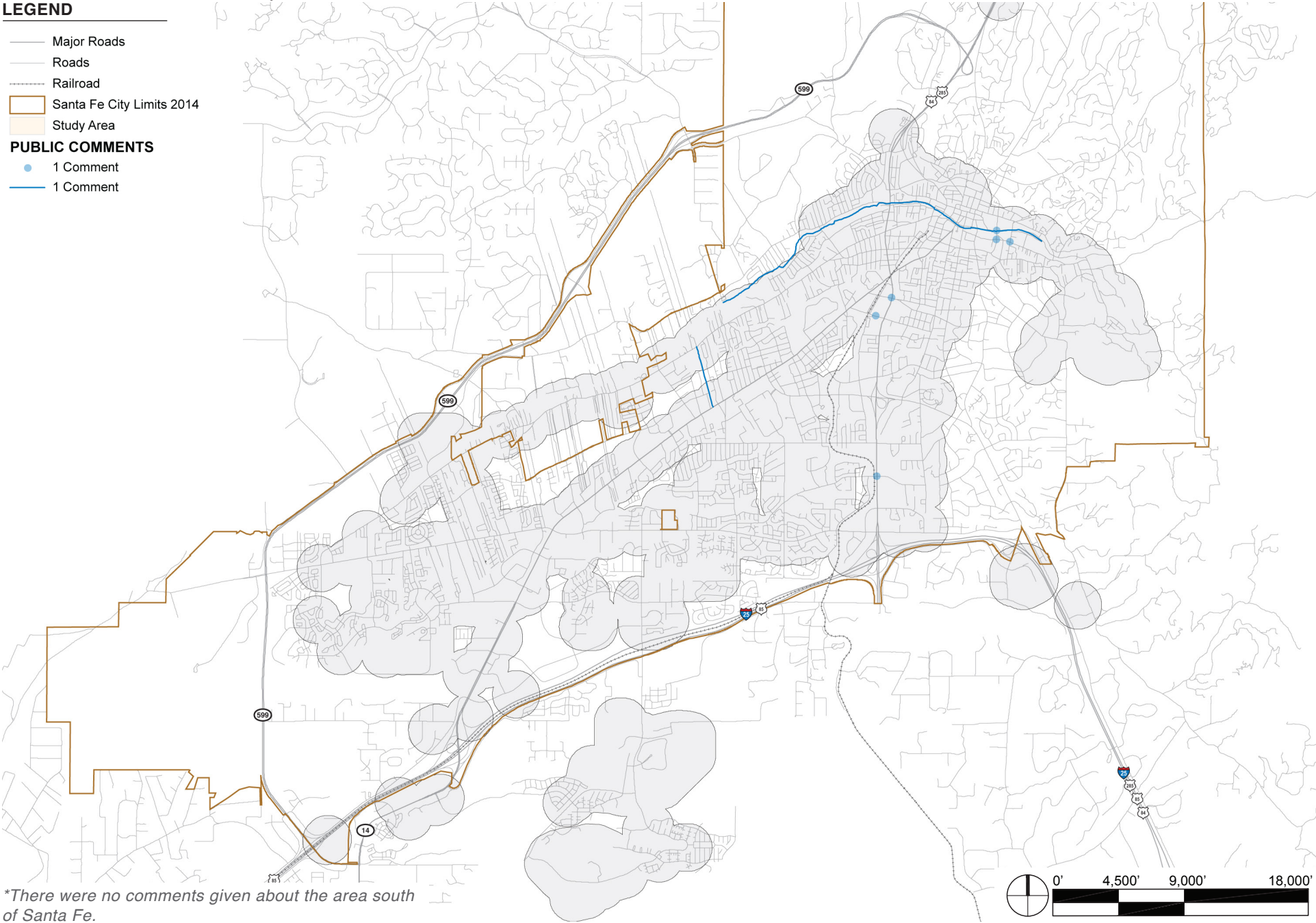


Example signage declaring right turn on red law.

Figure 4.18: Public Perception Summary - Public Awareness Comments

LEGEND

- Major Roads
- Roads
- Railroad
- Santa Fe City Limits 2014
- Study Area
- PUBLIC COMMENTS
 - 1 Comment
 - 1 Comment



*There were no comments given about the area south of Santa Fe.

2% schools comments

SCHOOLS

Public perception is there is a lack of pedestrian connectivity, safety, and sidewalk maintenance near schools in Santa Fe. Respondents concerns are that there is heavy, high speed traffic around many schools, poorly maintained sidewalks that are difficult to navigate, lack of sidewalks, and the overall distance that students have to travel to their school.



Parents walking with students after school.



Parents picking up students after school.



Students and parents walking along a busy roadway.

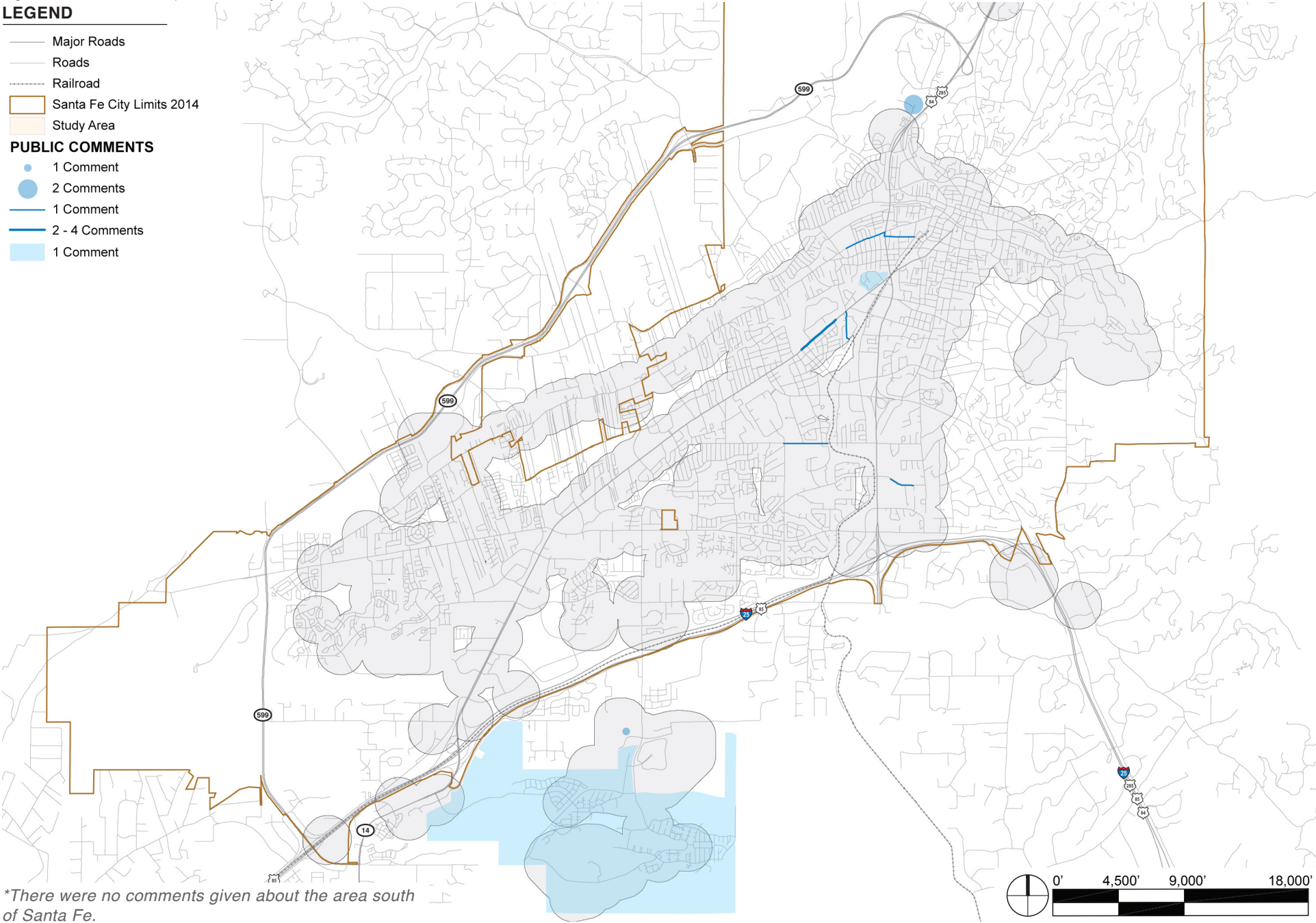
Figure 4.19: Public Perception Summary - Schools Comments

LEGEND

- Major Roads
- Roads
- Railroad
- Santa Fe City Limits 2014
- Study Area

PUBLIC COMMENTS

- 1 Comment
- 2 Comments
- 1 Comment
- 2 - 4 Comments
- 1 Comment



*There were no comments given about the area south of Santa Fe.

PUBLIC INPUT RESULTS

6% transit comments

TRANSIT

The majority of comments about transit refer to a lack of connectivity. Respondents indicated that there needs to be improvements in the transportation systems to better accommodate residents and a lack of sidewalks and safe walking routes to transit stops, as well as having an adequate shelter.



Santa Fe Trails stop without a shelter or bench.



South Capitol transportation hub.



Santa Fe Trails stop with adequate shelter.



Commuters arriving at the Rail Runner Santa Fe Depot station.



Santa Fe Trails bus.

PUBLIC INPUT RESULTS

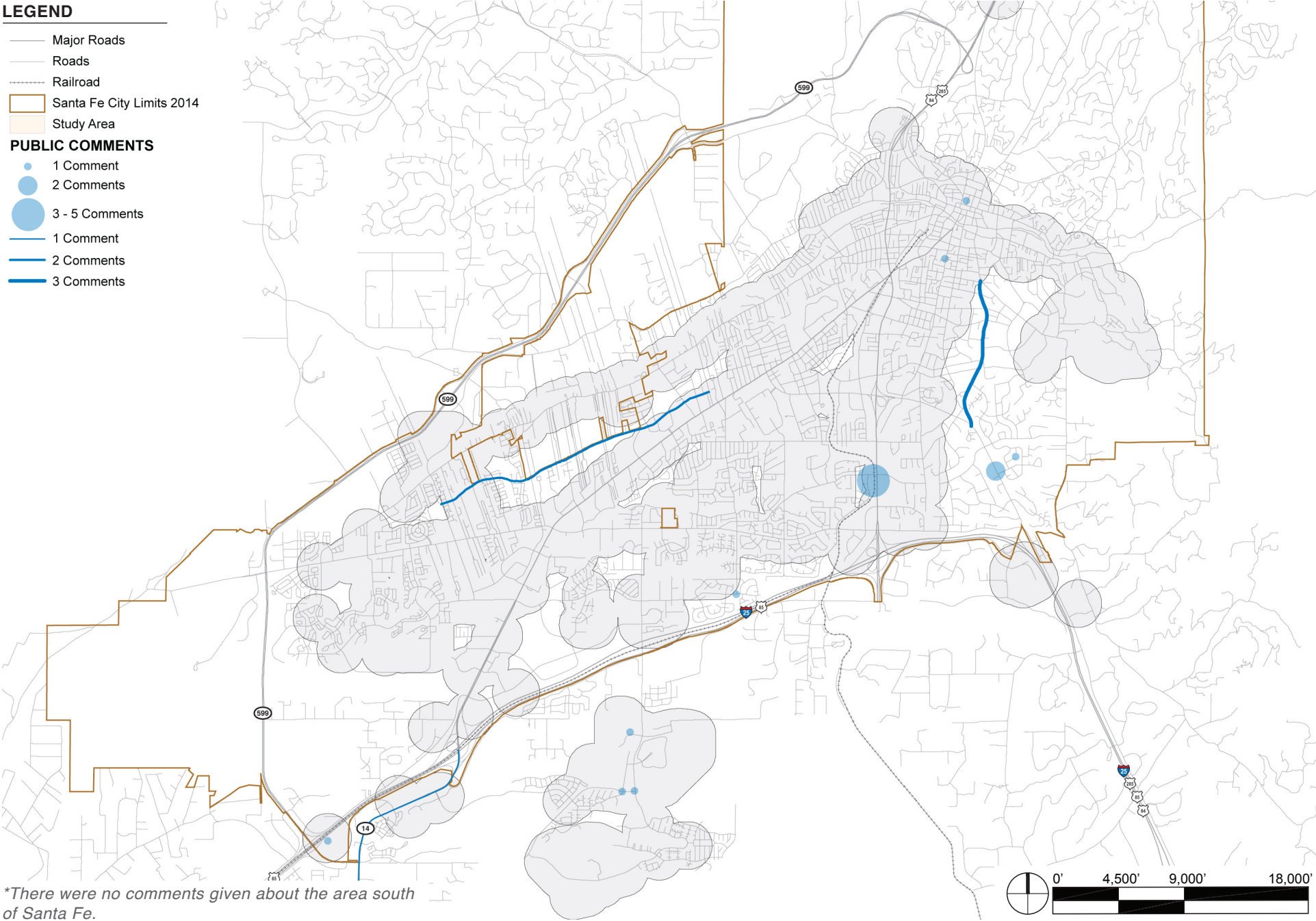
Figure 4.20: Public Perception Summary - Transit Comments

LEGEND

- Major Roads
- Roads
- Railroad
- Santa Fe City Limits 2014
- Study Area

PUBLIC COMMENTS

- 1 Comment
- 2 Comments
- 3 - 5 Comments
- 1 Comment
- 2 Comments
- 3 Comments



*There were no comments given about the area south of Santa Fe.

13% general comments

GENERAL

The general comment category consists of comments left by individuals that named a place where improvements were needed but provided no specific information regarding types of improvements.

General comments are difficult to use in the analysis of public perception because they don't comment on why this place is listed.



Lunch time walkers along the River Trail.



Commuters walking to state offices within the South Capitol Campus.

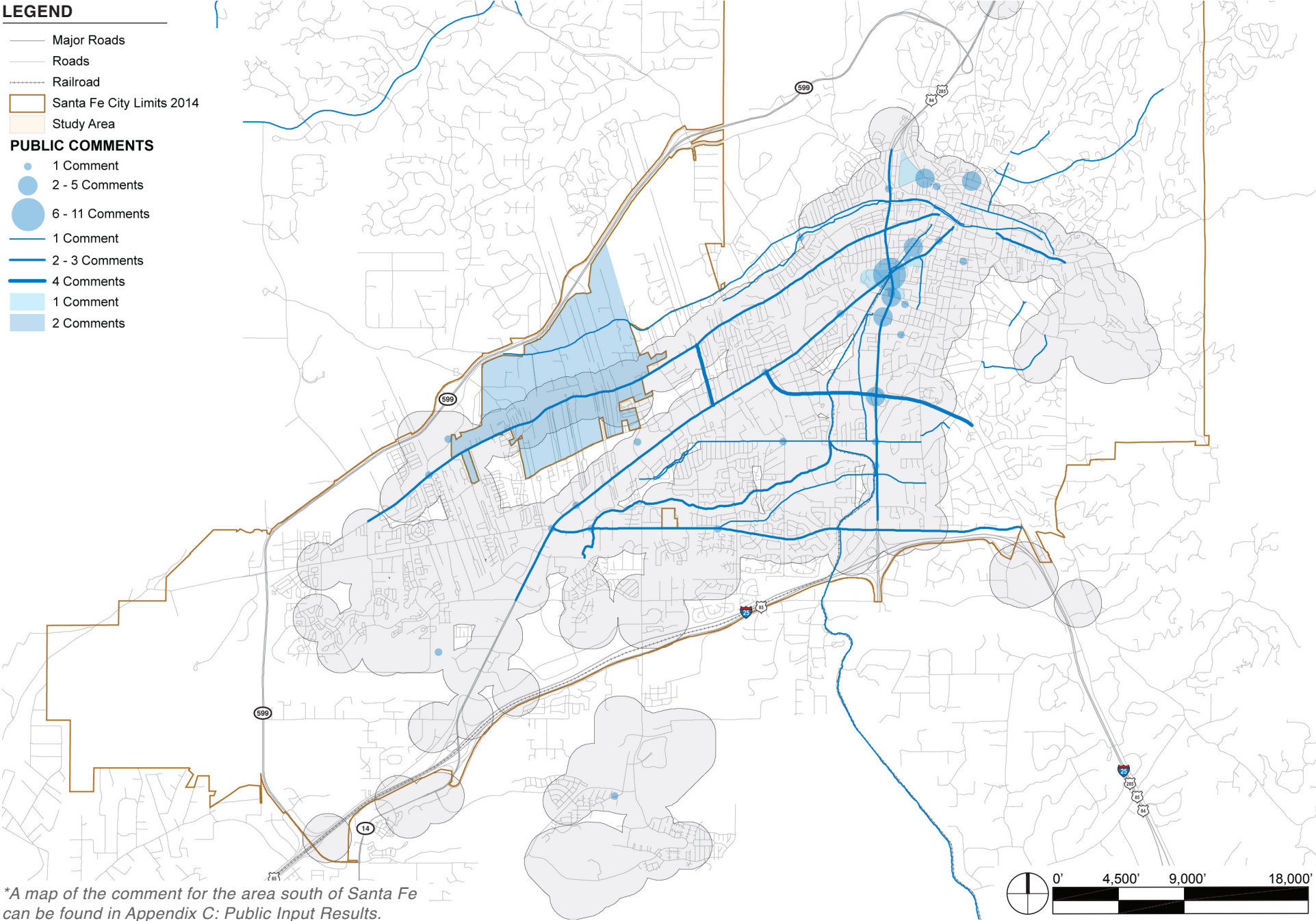
Figure 4.21: Public Perception Summary - General Comments

LEGEND

- Major Roads
- Roads
- Railroad
- Santa Fe City Limits 2014
- Study Area

PUBLIC COMMENTS

- 1 Comment
- 2 - 5 Comments
- 6 - 11 Comments
- 1 Comment
- 2 - 3 Comments
- 4 Comments
- 1 Comment
- 2 Comments



*A map of the comment for the area south of Santa Fe can be found in Appendix C: Public Input Results.

RECOMMENDATIONS

PHASE II ANALYSIS

Background Information

An inventory and literature review of existing plans, initiatives, codes, and policies as they relate to the pedestrian environment will be documented. A brief summary of these documents will be provided and will outline their relation to existing and future efforts to improve the pedestrian realm.

Pedestrian Improvement Needs Analysis

The next level of data analysis will focus on summarizing demographics and physical data as it relates to the pedestrian environment to identify which areas have low walkability and where improvements will benefit the greatest number of people.

- Pedestrian Demand / Potential Analysis (areas where people are more likely to walk)
- Walkability Impediments / Deficiencies Analysis
- Walking Audits (Dan Burden – Walkable Communities)

PHASE II SUMMARY

Pedestrian Improvement Plan + Priorities

Information gathered from the Phase I + II analysis will be evaluated, rated, and summarized to generate a proposed improvement plan and project implementation priority list.

Pedestrian Improvement Needs – summary map
This map will be generated to illustrate areas with high pedestrian demand and low walkability as a basis for determining improvement projects. The citizens working group will help identify a scoring system for determining which areas receive improvements first.

PUBLIC INVOLVEMENT

Citizens Advisory Group

In an effort to build consensus and determine project methodologies, we recommend convening a citizens working group to help confirm project vision, goals and objectives. Once these basic project tenets have been established, the working group will help identify and rate criteria to determine project priorities and recommended improvements.

Agency Input

Continued outreach to local agencies and entities will be important as the project moves forward both for valuable input and data from these agencies and to elevate awareness of pedestrian issues.

- Schools
- Transit
- ADA
- Additional Entities (as needed)

Public Input

Two at-large public meetings are recommended to allow the public a chance to review existing data collected to date, provide input on priority projects, and review a draft of the proposed Pedestrian Master Plan.

SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN PHASE I SUMMARY

APPENDIX

A - Public Input

- pedestrian survey - english
- pedestrian survey - español
- pedestrian survey - responses
- public meeting - public input boards
- public input - comments

B - Existing Conditions

- existing conditions - study area
 - southwest of santa fe
 - eldorado
 - tesuque
- existing conditions - sidewalk inventory
 - southwest of santa fe
 - eldorado
 - tesuque
- existing conditions - vehicle pedestrian crash data
 - southwest of santa fe
 - eldorado
 - tesuque

C - Public Input Results

- areas of deficiency - eldorado
- connectivity - eldorado
- safety - eldorado
- general - eldorado



DRAFT

FEBRUARY 2014