



# Chapter 4: Getting Around





# Santa Fe MPO Metropolitan Transportation Plan 2015-2040

## Chapter 4: Getting Around

Mobility has a significant impact on quality of life in the Santa Fe metro area. Our transportation system consists of a historically significant and complex network of state and federal highways, local streets and roadways, transit services, a series of bicycle and pedestrian multi-use paths, a railway line, and the Santa Fe Airport. It is of utmost importance that the transportation system satisfies mobility needs and provides convenient, safe, and efficient transportation choices.

### Roadway System



The MPO is primarily concerned with roadways of “Regional Significance”—those roadways eligible to receive federal funding. The MPO is also interested in the connectivity and functionality of the network as a whole and how that may impact the “Regionally Significant” roadway network. Federal statutes in the Code of Federal Regulations (CFR) require that public roadways be classified based on the characteristics of the service (mobility and access) they provide. Functional Classification is an analytic tool that

the MPO uses to plan roads and highways and to determine the needs and priorities for transportation funds. Functional Classification affects some design and access features, the rules regulating a roadway’s use, and in some cases the land use adjacent to it. The higher the level of motor vehicle mobility required of a facility, the higher its Functional Classification.

A **regionally significant project** (23 CFR Sec. 450.104) is a transportation project that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; and major planned developments) and would normally be included in the modeling of the metropolitan area’s transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

**Figure 4-1** shows Functional Classifications defined by the level of mobility versus access that the roads provide, as follows:

- **Interstate:** Highest mobility for vehicular traffic
- **Arterials** (Principal and Minor): High mobility
- **Collectors** (Urban, Rural Major, Rural Minor): Lower mobility/higher access for vehicular traffic
- **Local:** Lowest mobility/highest access for vehicular traffic

Functional Classifications recognize the need to accommodate vehicular traffic in a manner that reduces congestion and increases connectivity to regional and urban destinations. They also assist in defining eligibility for federal funding sources. An inverse relationship exists between high mobility for vehicular traffic and mobility for pedestrian, bicycle, and, in many cases, transit usage. The MPO recognizes this relationship and is committed to planning for and implementing a balanced transportation network that effectively accommodates vehicles, pedestrians, bicyclists, and transit riders.

## REGIONALLY SIGNIFICANT

With the exception of Local and Rural Minor Collectors, all other Functionally Classified roadways are eligible to receive federal funds and are deemed as “Regionally Significant.”

Santa Fe metro area’s key transportation and land use corridors, such as Cerrillos, St. Francis, St. Michaels, and I-25, are typical roadways that provide not only mobility and accessibility options for those traveling through the region, but contemporary urban and roadway design challenges that the MTP is meant to address.

### Transportation Corridors

The USDOT, in cooperation with the states, local officials, and MPOs, developed the National Highway System (NHS) with the purpose of identifying the core road network that was considered critical to the nation’s economy, defense, and mobility. The U.S. Congress approved the NHS in 1995, with the

intent that the United States would prioritize federal-aid funds appropriately to ensure that the NHS was adequately maintained.



The Statewide Multimodal Transportation Plan identifies a number of “Strategic Multimodal Transportation Corridors” with significant regional, statewide, national, and transnational importance. These corridors are where multimodal opportunities and needs are the greatest and will be the NMDOT’s highest priorities for state transportation funding investment. Projects falling outside these strategic corridors will be lower in priority. These corridors include the Interstate and National Highway Systems, the Strategic Highway Network (STAHNET) system (a partnership between the Federal Highway Administration and the Department of Defense identifying the system of public highways that provide access, continuity and emergency transportation of personnel and equipment in times of peace and war), and principal freight and intercity transportation corridors. **Figure 4-2** shows the NHS routes in our region.

Figure 4-1. Roadway Functional Classifications

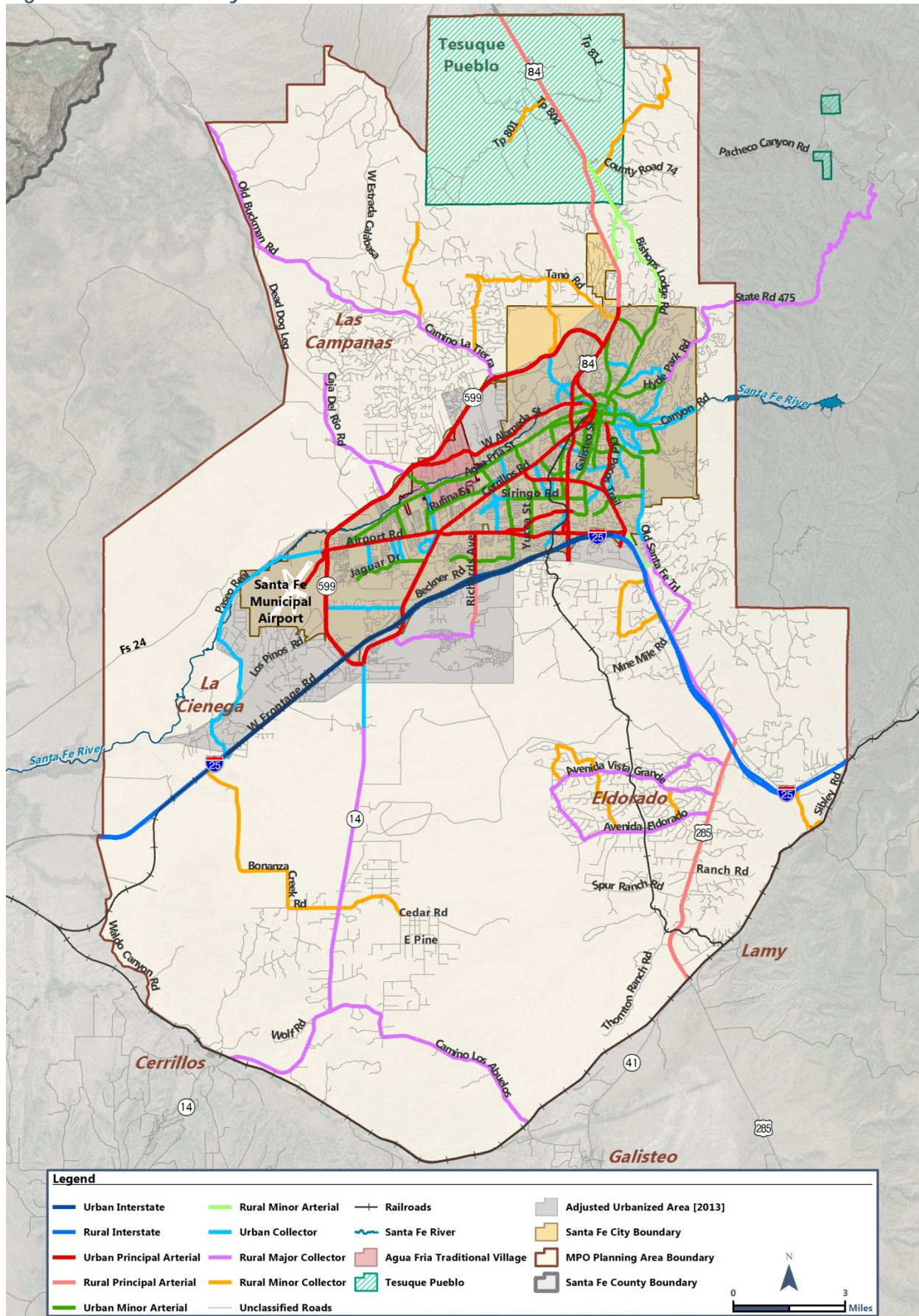
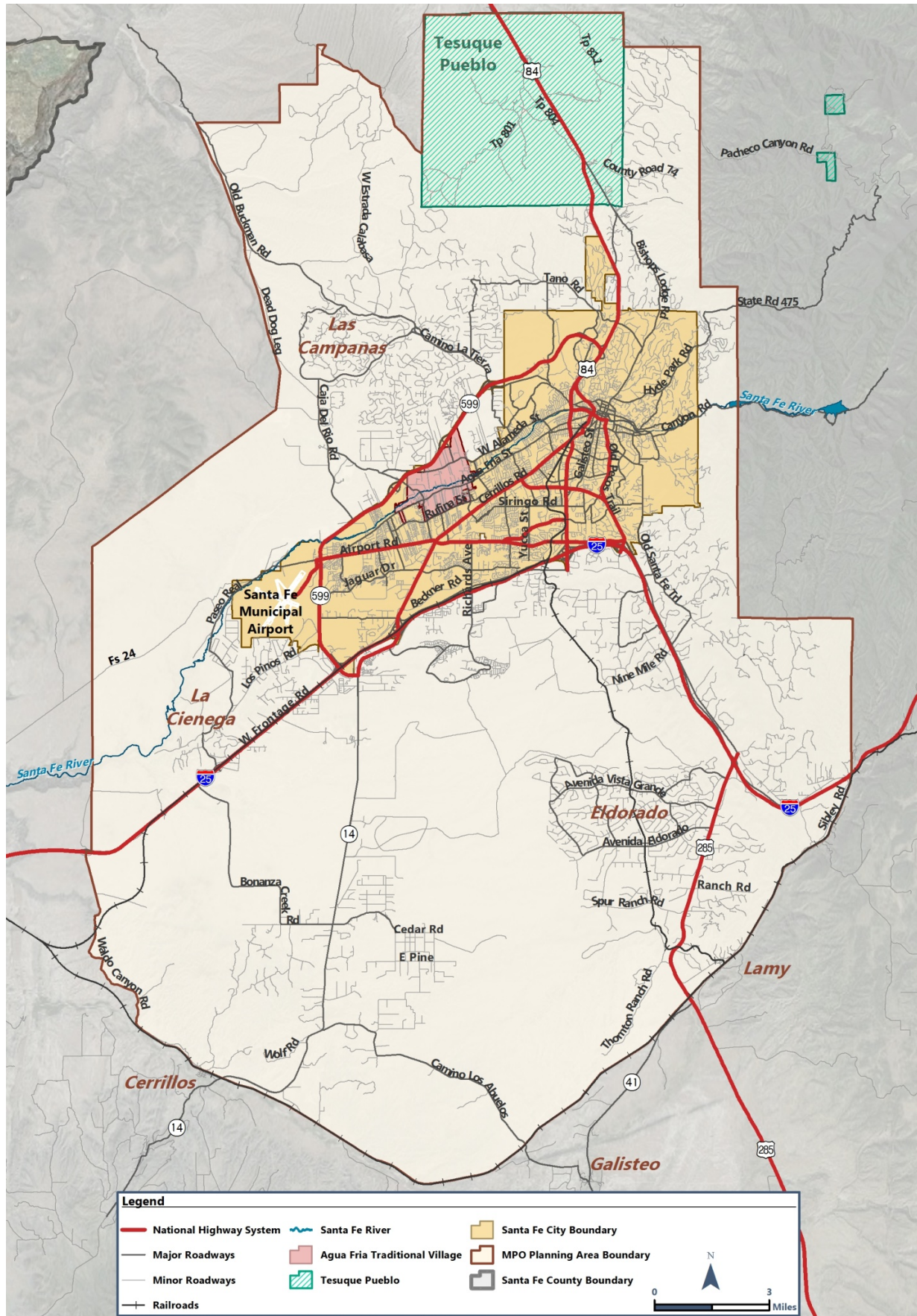


Figure 4-2. National Highway System (NHS)



## Current Traffic Volumes and Congestion

The MPO maintains a traffic count program that primarily consists of conducting counts at locations to assist the NMDOT in meeting their requirements for the Highway Performance Monitoring System (HPMS). To date, this program has been limited to collecting data primarily on roadways within the Santa Fe city limits, with locations typically counted at least every three years. However, the program has been temporarily suspended since 2011 due to the need to clearly identify the most appropriate locations for NMDOT to meet their requirements. It is anticipated that by the end of 2015 the program will be continued in a manner that will maximize the MPO and NMDOT's understanding of traffic flow, volumes, and delays for future planning efforts.

The most current data were collected using temporary traffic count recorders that collected traffic volumes over a 48-hour period during the weekdays. These counts provide a snapshot of traffic volumes and characteristics on the roadways within Santa Fe. **Figure 4-3** shows that average weekday traffic volumes on the area roadways vary from almost 44,000 vehicles per day recorded on St. Francis Drive to less than 100 vehicles per day on many local residential streets. Interstate 25, St. Francis Drive, Cerrillos Road, Airport Road and St. Michaels Drive are the most traveled roadways in the SFMPA carrying between 23,000 and 44,000 vehicles per day.

In addition to the temporary counts conducted by the MPO, the NMDOT operates 17 permanent count stations within the SFMPA and collect traffic volume data 24 hours per day, 365 days per year. The collected data provide the basis to develop growth trends. **Figure 4-4** shows the traffic volumes collected at these permanent count stations over the past 15 years. The corresponding growth percentages in five year increments are shown on **Table 4-1**. While there have been some fluctuations in traffic over the years, the overall trend in traffic growth has been relatively flat.

**Table 4-1** shows that during the five-year period between 2005 and 2009, traffic volumes at the

permanent count stations decreased overall by approximately one percent per year, while in the five-year period between 2010 and 2014, overall traffic volumes decreased by approximately 1.2 percent per year. The result is an overall one percent annual average decrease over the ten-year period (2005–2014). Contributing to the decline in traffic volumes during this time period were higher gas prices beginning in 2006 through fall 2014 and the worldwide economic recession that hit began in 2008 and continues today. Many of these corridors saw increases before 2006 and will likely be the corridors that experience traffic increases between now and 2040.

During the first half of the 2000's NM 599 saw the highest traffic growth with an average of over 10 percent per year. The second half of the decade saw volume decline back to 2004 levels. The only location to show significant growth during the second half of the decade was on St. Francis Drive between Zia Road and Siringo, which saw an average growth rate of over 3 percent per year. This was likely a result of the capacity improvements made when this section of St. Francis was expanded from four lanes to six lanes.



The congestion experienced on Santa Fe's roadways is minimal compared to that experienced in larger metropolitan areas, such as Los Angeles, California; El Paso, Texas; or even Albuquerque, New Mexico, where congested peak periods last for at least a couple of hours.

Figure 4-3. Daily Traffic Volumes

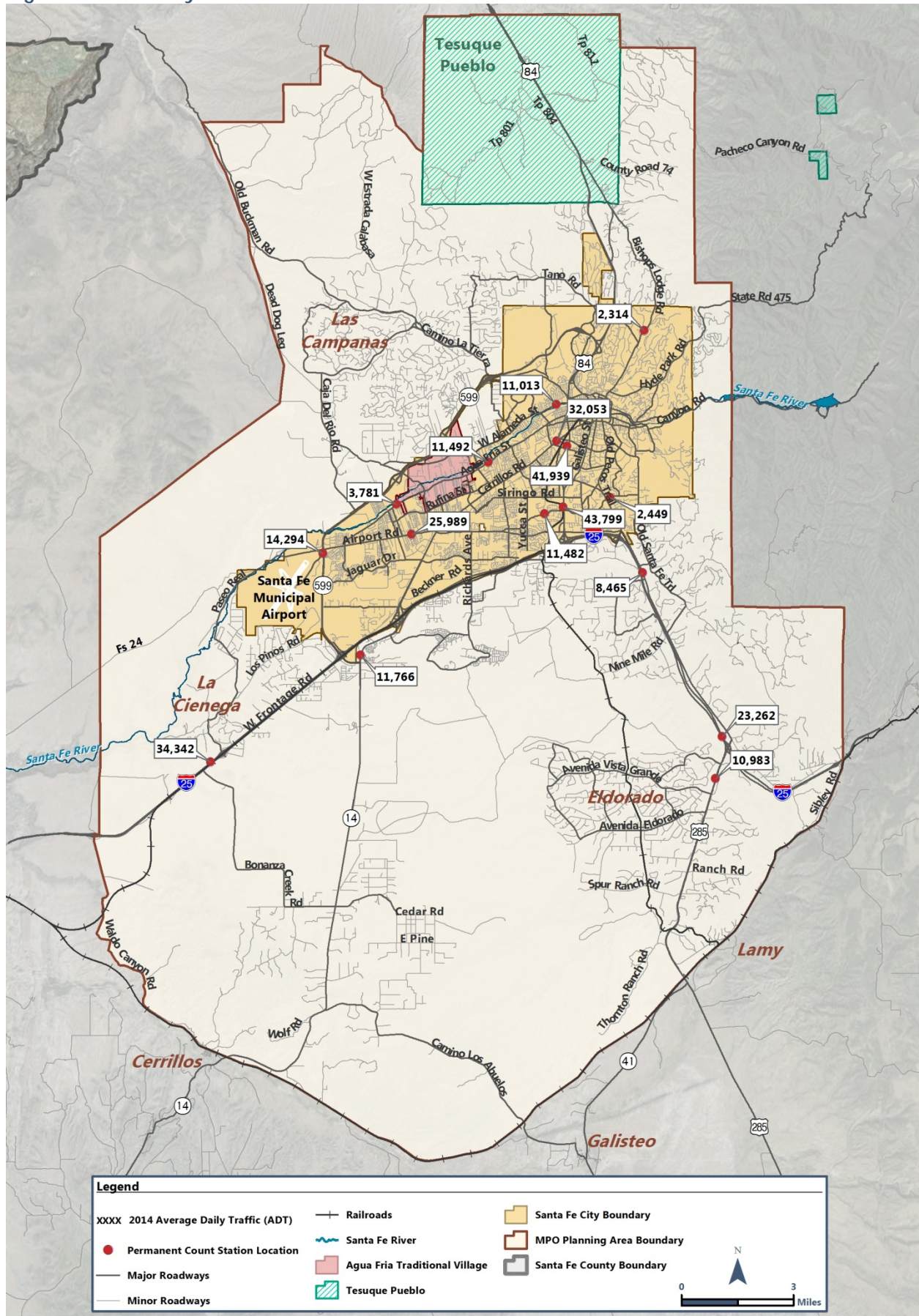
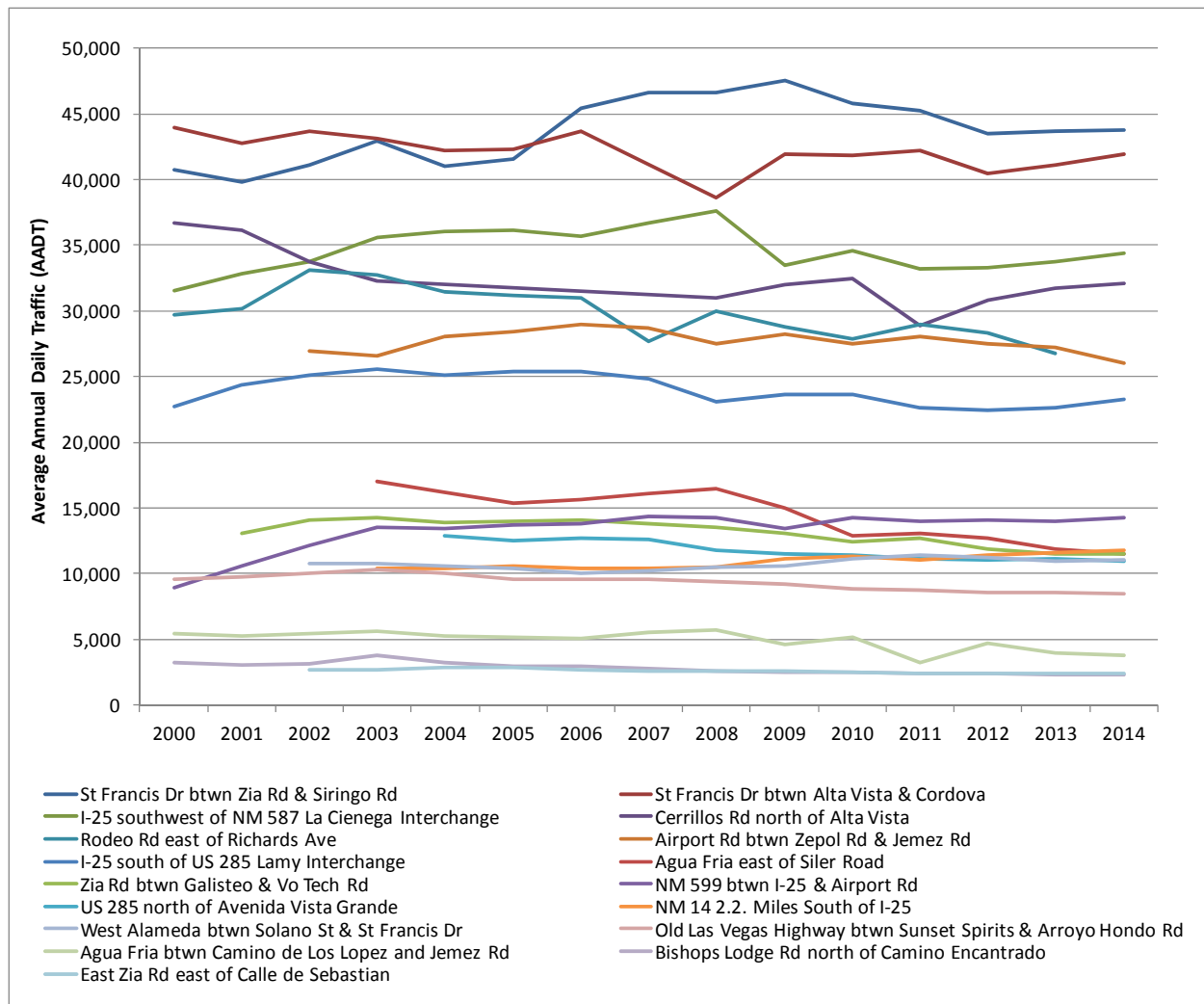


Figure 4-4. Historic Traffic Growth at Permanent Count Stations



The peak periods where congestion is most noticeable in Santa Fe are relatively short, approximately 30 minute ranges starting around 7:30 AM and 5:00 PM. The St. Francis Drive Corridor Study found that during peak periods much of the corridor is operating with at or over-capacity (LOS E/F) conditions: Sawmill Road to West Zia Road, and the central and north half of the corridor from Alta Vista Street to Paseo de Peralta.

Similar conditions were found in the NM 599 Interchange Priority Study along NM 599 at the signalized intersections. The I-25 Corridor Study found that traffic flow along the interstate was congestion free, but many of the exit ramps experience congestion, primarily due to the outdated interchange configurations.



Table 4-1. Historic Traffic Growth at Permanent Count Stations

Count Location	2005 AADT	2006 AADT	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	5-Year Average Annual Growth 2005 -2009	5-Year Average Annual Growth 2010 -2014	10-Year Average Annual Growth 2005 - 2014
St Francis Dr btwn Zia Rd & Siringo Rd	41,572	45,430	46,604	46,632	47,488	45,784	45,212	43,507	43,714	43,799	3.38%	-1.10%	0.58%
St Francis Dr btwn Alta Vista & Cordova	42,288	43,633	NA	38,630	41,934	41,833	42,162	40,415	41,085	41,939	-0.21%	0.06%	-0.09%
I-25 southwest of NM 587 La Cienega Interchange	36,116	35,693	36,650	37,612	33,448	34,533	33,187	33,315	33,761	34,342	-1.90%	-0.14%	-0.56%
Cerrillos Rd north of Alta Vista	NA	NA	NA	31,019	31,975	32,489	28,903	30,819	31,760	32,053	NA	-0.34%	0.55%*
Rodeo Rd east of Richards Ave	31,175	30,976	27,681	29,984	28,748	27,898	29,004	28,306	26,752	NA	-2.01%	NA	-1.89%*
Airport Rd btwn Zepol Rd & Jemez Rd	28,369	28,927	28,646	27,476	28,238	27,451	28,012	27,520	27,192	25,989	-0.12%	-1.36%	-0.97%
I-25 south of US 285 Lamy Interchange	25,337	25,388	24,784	23,065	23,637	23,589	22,604	22,401	22,628	23,262	-1.72%	-0.35%	-0.94%
Agua Fria east of Siler Road	15,393	15,660	16,064	16,477	15,009	12,849	13,033	12,724	11,843	11,492	-0.63%	-2.75%	-3.20%
Zia Rd btwn Galisteo & Vo Tech Rd	13,971	14,032	13,828	13,498	13,027	12,436	12,709	11,907	11,513	11,482	-1.73%	-1.98%	-2.16%
NM 599 btwn I-25 & Airport Rd	13,714	13,775	14,372	14,236	13,389	14,299	13,988	14,055	13,978	14,294	-0.60%	-0.01%	0.46%
US 285 north of Avenida Vista Grande	12,536	12,690	12,648	11,772	11,506	11,426	11,156	11,062	11,135	10,983	-2.12%	-0.98%	-1.46%
NM 14 2.2. Miles south of I-25	10,563	10,384	10,414	10,525	11,099	11,342	11,037	11,405	11,568	11,766	1.25%	0.92%	1.21%
West Alameda btwn Solano St & St Francis Dr	10,402	10,007	10,259	10,512	10,564	11,095	11,404	11,183	10,941	11,013	0.39%	-0.19%	0.64%
Old Las Vegas Highway btwn Sunset Spirits & Arroyo Hondo Rd	9,606	9,529	9,534	9,416	9,233	8,864	8,772	8,588	8,593	8,465	-0.99%	-1.14%	-1.40%
Agua Fria btwn Camino de Los Lopez and Jemez Rd	5,164	5,085	5,554	5,678	4,608	5,191	3,257	4,711	3,961	3,781	-2.81%	-7.62%	-3.40%
Bishops Lodge Rd north of Camino Encantado	2,959	2,960	2,799	2,618	2,483	2,517	2,439	2,391	2,272	2,314	-4.29%	-2.08%	-2.69%
East Zia Rd east of Calle de Sebastian	2,841	2,690	2,603	2,591	2,590	2,507	2,430	2,441	2,384	2,449	-2.29%	-0.58%	-1.64%
<b>Overall Annual Average Growth</b>											<b>-1.02%</b>	<b>-1.23%</b>	<b>-1.00%</b>

\* Cerrillos Road Annual Average Growth is based on 2008–2014; Rodeo Road Annual Average Growth is based on 2005–2013.

Level of service (LOS) is a scale that measures vehicular congestion based on time delay either at individual intersections or along corridors. It ranges from LOS A, which reflects free flowing conditions with minimal delay, to LOS D, which is generally the ability to travel along a corridor with moderate delay, typically making it through signalized intersections without having to wait for the next cycle, to LOS F, which reflects complete gridlock. LOS E/F are generally considered substandard from the perspective of vehicular delay; however, a new school of thought is beginning to surround the application of LOS because multiple modes of travel share roadway rights-of-ways. As the Santa Fe MPO advances its planning efforts for all transportation modes, it is recommended that a more comprehensive analysis of roadway service become institutionalized.

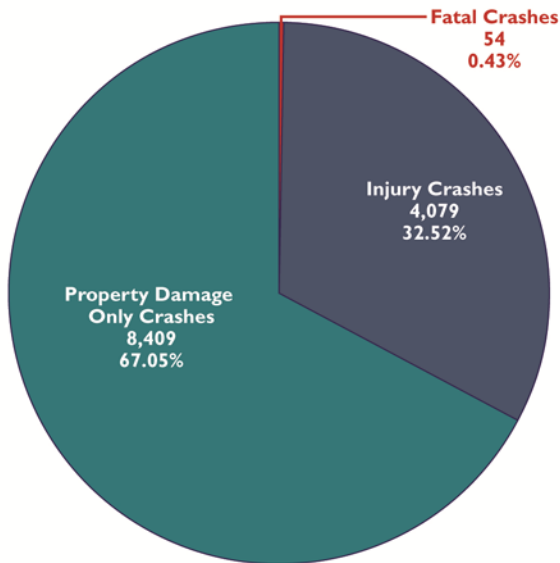
## Crash History

Safety is a top priority not only for the Santa Fe metropolitan area, but also at the State and Federal levels. To identify how we can make our transportation system safer, we must understand the crash patterns that have occurred over time. Crash data collected over the six-year time period between 2006 and 2011 show that there were over 12,500 crashes, an average of nearly 2,100 crashes per year.

**Figure 4-5** shows the severity of crashes in our region. Over the six-year period, there were 54 fatal crashes and over 4,000 crashes resulting in injury.



Figure 4-5. Crash Severity



To identify the most hazardous locations, the crashes were sorted by intersections, which

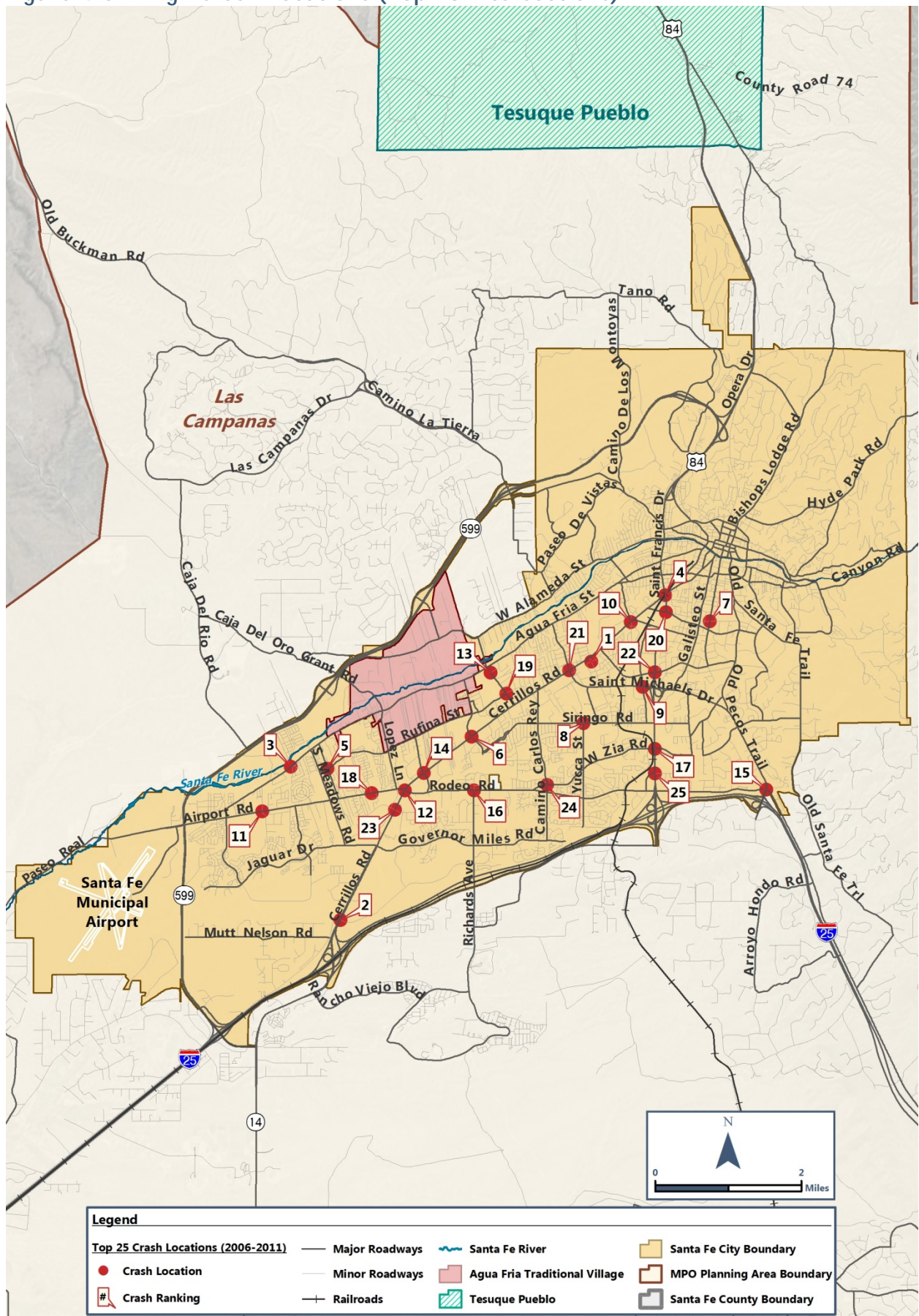
## CONSIDERATION OF ALL MODES

The introduction to the 2008/2009 *Multimodal Level of Service Analysis for Urban Streets: Users Guide*, National Cooperation Highway Research Program (NCHRP) Document 128, states: "To adequately evaluate the quality of service provided by the facility, one must consider the implications of facility design and operation on the auto driver, the bus passenger, the bicyclist and the pedestrian."

were then ranked according to the highest number of crashes. However, heavily-traveled intersections are expected to have more crashes than those with lower traffic activity. To account for this, the intersections were normalized by traffic volume to establish a crash rate. Likewise, the crash severity was considered in identifying the most hazardous intersections. Crashes involving a fatality were given the highest weight, followed by injury crashes and finally property damage only crashes. **Figure 4-6** shows the resulting list of the top 25 most hazardous intersections. These intersections represent high priorities for safety improvements.

*The intersection of Cottonwood Drive and Aqua Fria Road is the number three most hazardous intersection in our region and was recently awarded Highway Safety Improvement Program (HSIP) funding to construct a roundabout aimed at improving the safety of the intersection.*

Figure 4-6. High Crash Locations (Top 25 Intersections)



## Regional Transit and Rail System



The Santa Fe metro area has seen unprecedented growth in regional transit services over the past 10 years. Five public agencies now service the area, each providing service in a manner that strives to meet the needs of all metro area commuters, visitors, and residents.

### Current Transit Routes and Service

*Santa Fe Trails*, launched in January 1993, is the city of Santa Fe's small urban transit system and provides the greatest level of fixed service to the area. Santa Fe Trails was the nation's first transit system to operate its entire fleet with cleaner burning compressed natural gas (CNG).



Twenty-three years later Santa Fe Trail's mission is to "provide transit service in the city of Santa Fe (and parts of Santa Fe County) to get area residents and visitors wherever life takes them" and boasts an annual ridership level of over 1 million, an over 50 percent increase in the past 10 years. Santa Fe Trails is serviced by a fleet of 35 state-of-the-art buses and hosts 11 distinct routes, including the downtown's Santa Fe Pick-Up and the Santa Fe Ride, and an ADA Paratransit service. **Figure 4-7** shows the Santa Fe Trails bus routes.

*North Central Regional Transit District* (NCRTD), the region's iconic "Blue Bus," provides free transit service to a four-county area, including Santa Fe County. After much collaboration, including the New Mexico Legislature passing New Mexico's Regional Transit District Act in 2003 and the passage of a 1/8 cent gross receipts tax by the representative counties, a consolidated NCRTD began servicing the region in 2007 with 22 fixed and demand-response routes, 6 of which service the metro area, as shown on **Figure 4-8**.



The Blue Bus provides service for students, commuters traveling from the north or greater Espanola and Los Alamos area to the Town of Edgewood at the County's southernmost boarder, and residents needing regional access to social and medical services.

As of January 1, 2015, the NCRTD assumed operation of the **Taos Express**, previously operated by the Taos Chili Line. The Taos Express provides residents and visitors with weekend bus transit between Taos and Santa Fe and is a connecting service with the New Mexico Rail Runner (NMRX).

Figure 4-7. Santa Fe Trails Bus Routes

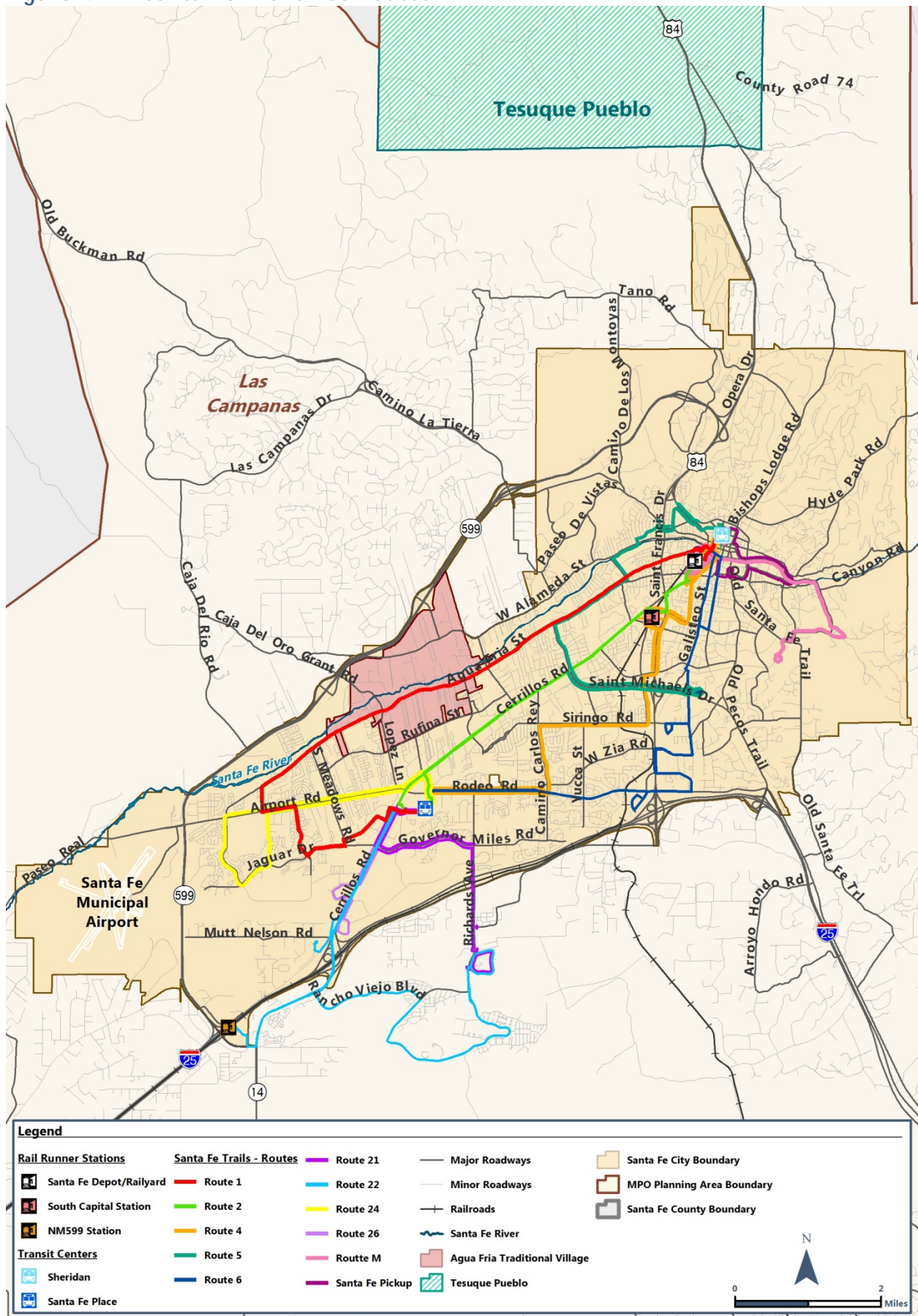
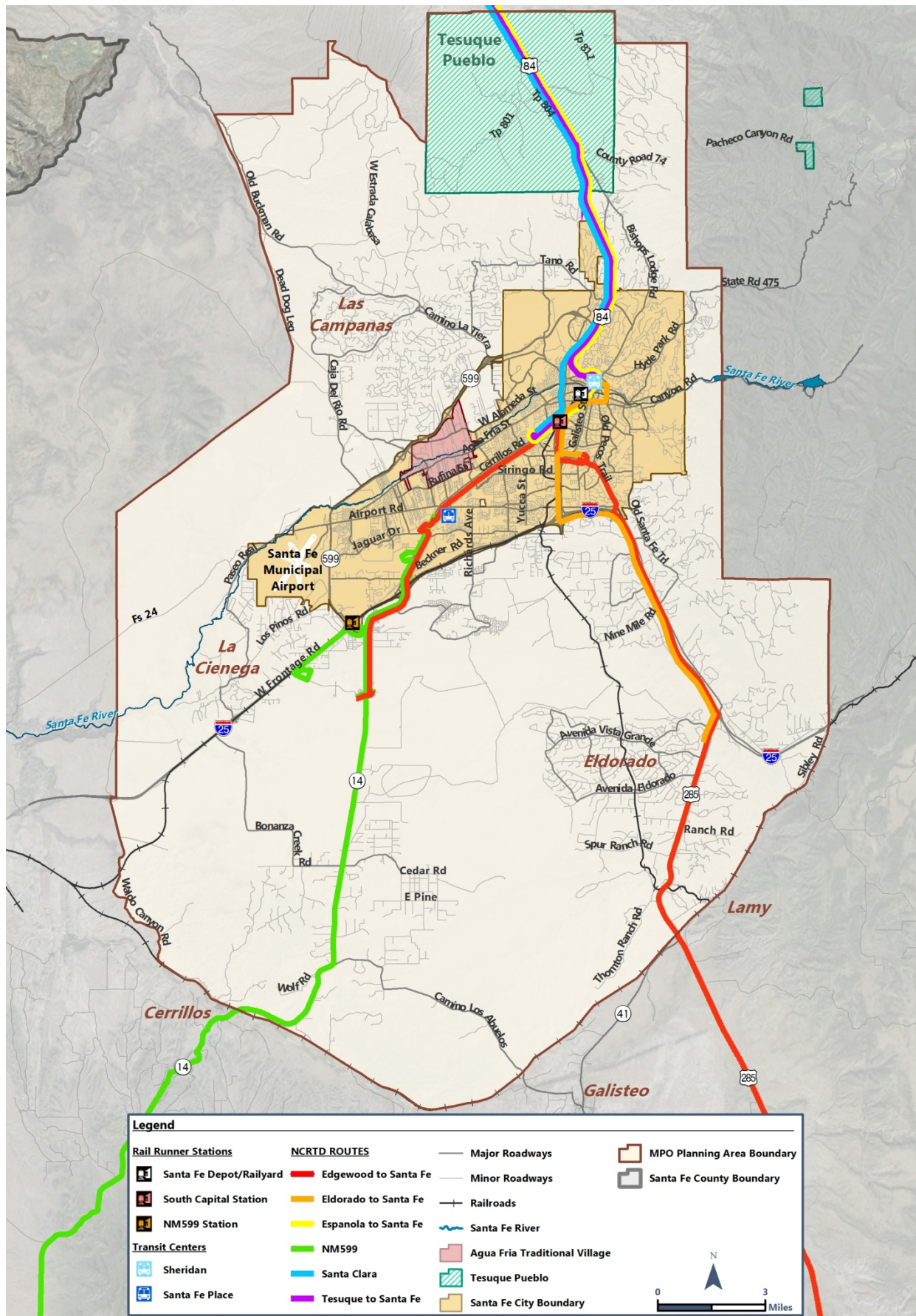


Figure 4-8. NCRTD Bus Routes



Starting with nine buses and three routes, the **New Mexico Park and Ride** began service in 2003. The NMDOT operates the Park and Ride Shuttles with three routes servicing the metro area as a primary means of access to the NMRX stations and services for commuters from Los Alamos, Espanola, Albuquerque, and Las Vegas, New Mexico (routes are shown on **Figure 4-9**). In State Fiscal Year 2013, statewide the Park and Ride<sup>1</sup>:

- Removed 10.4 million vehicle miles during the busiest commute hours;
- Reduced carbon emissions by 5,026 tons; and
- Served an Average Daily Ridership of 1,249.3 passengers.

The *New Mexico Rail Runner Express* (NMRX) is New Mexico's first commuter rail service. Inaugurated in 2006, it now provides service seven days a week to 14 stations along a 96.5-mile corridor that runs through Valencia, Bernalillo, Sandoval, and Santa Fe counties. Opened to Santa Fe in 2008, the NMRX provides commuters access via three stations, Railyard Depot, South Capital and 599 with a fourth, Zia Station to be considered for opening in 2015. In 2012 the NMRX carried more than 1.1 million riders, averaging approximately 3,800 passengers per week.



The Rio Metro Regional Transit District administers and operates the NMRX, and the vehicles and tracks are property of the state of

<sup>1</sup> New Mexico Department of Transportation Park and Ride History and Facts through FY 2013.

New Mexico. The Rio Metro Regional Transit District is governed by the Mid-Region Council of Governments (MRCOG). The MRCOG also serves as the agent for the NMDOT to implement the NMRX commuter train between Belen and Santa Fe. Oversight of activities include:

- Procurement of equipment
- Environmental, engineering, design, and construction of facilities
- Marketing and operation of the commuter rail service

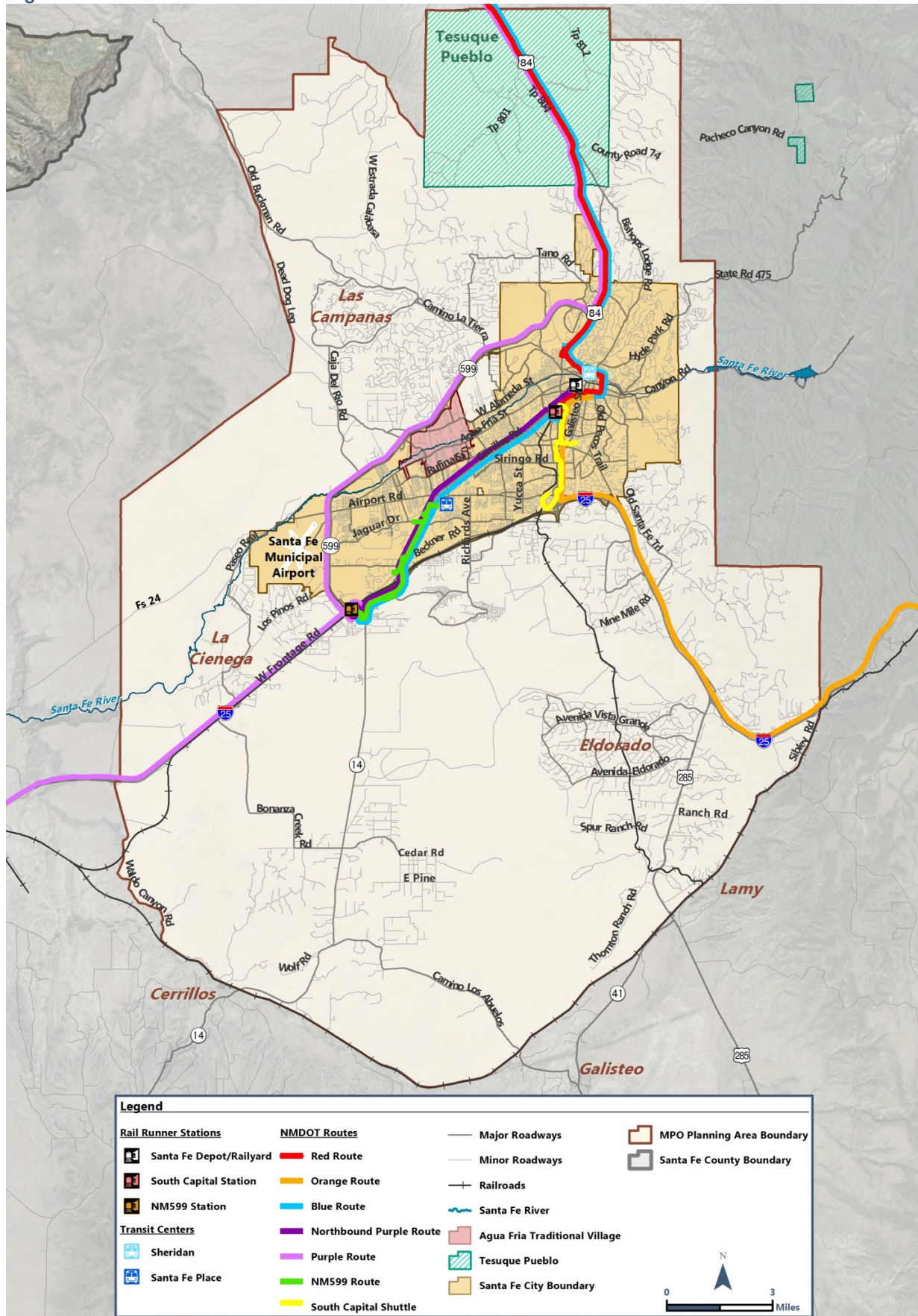
*Amtrak's Southwest Chief* makes a stop at Lamy, New Mexico, outside the southeastern most edge of the SFMPA. Amtrak contracts with Lamy Shuttle and Tours, a private entity to provide access to downtown Santa Fe and transit connections. Currently, a section of Amtrak's route through Colorado and New Mexico is potentially slated for decommissioning in 2016. The NMDOT's Transit and Rail Division was tasked with studying the impacts of the closure and the New Mexico State Legislature will be debating the pros and cons of financially supporting the route in 2015.

Further details about commuter rail service impacting the Santa Fe metro area can be found in NMDOT's State Rail Plan adopted March 2014.

## Transit Ridership

Each transit service provider has seen moderate ridership growth since the inception of their service and anticipates that growth to continue. The advent of the NMRX and its stations provided key commuter links for the metro region, and regional collaboration was necessary to synchronize route stops and key destinations. Between fixed routes and paratransit services, a significant portion of metro area residents and visitors has access to a source of transportation.

Figure 4-9. New Mexico Park and Ride Bus Routes



The SFMPA has a very high level of transit service within and into the city. Our ridership far exceeds the vast majority of peer systems. For a community of about 120,000 persons, over 2 million one-way trips (unlinked) were taken within the Santa Fe metro area, comparing very favorably to similar sized communities. **Table 4-2** shows ridership on the various major transit services in the region.

**Table 4-2. Transit Ridership**

Service Provider	Annual Ridership (FY14)
<b>Santa Fe Trails</b>	1,066,000
<b>Santa Fe Pick-Up</b>	83,000
<b>NCRTD*</b>	72,000
<b>NM Park and Ride*</b>	186,000
<b>Rail Runner Express*</b>	720,000

*\*Fixed routes serving Santa Fe*

The NCRTD Blue Bus has steadily expanded service to the metro area and will be expanding service to the La Cienega community south and west of Santa Fe. The NCRTD has invested in advanced technology that will provide real-time data, and they will be testing both CNG and propane buses along Santa Fe routes in 2015 as possible replacement fuels for their fleet to reduce GHC emissions.

### Identified Problems and Challenges

Room for improvement is clearly identified in the Santa Fe MPO Public Transit Master Plan. The following are included as challenges:

- Lack of coordinated investments among all transit providers in technology, including websites, real-time GPS tracking, trip planners, and google transit.
- Disparate agency marketing, including individual website access, marketing materials and strategies, route maps, signage, and more.
- Poor weekend and evening service across most fixed routes.
- Undesirable feelings of safety and security, hindering ridership especially

along Santa Fe Trails’ Cerrillos Road, Route 2, where public drunkenness and disorderly conduct were cited multiple times.

- Confusion with existing marketing and branding of the Santa Fe Pick-Up servicing downtown Santa Fe NMRX commuters and tourists.
- Poor mobility and access options for “the last mile” or how and where transit riders get to their final destinations and transit stops.
- Logistical and infrastructure challenges with the NMRX that limit the frequency and speed of the route, along with many riders wanting a stop near the “Sunport,” Albuquerque’s Airport.

## Active Transportation

Active transportation (bicycle and pedestrian) elements are now integral standalone components of this 2015–2040 MTP. As a result of specific needs identified in the 2010 MTP, the MPO has adopted Bicycle and Pedestrian Master Plans. Active transportation offers several options to improve our existing transportation system efficiently and cost effectively through a variety of systematic enhancements while simultaneously providing benefits, including safety to all roadway users.



development of the Bikeways Mapping Project and as a deliverable the Santa Fe Bikeways & Trails Map. The map was created through public input to show the perceived suitability of on-street facilities for bicycling. The MPO produced 20,000 copies of the map in 2012. The map will be updated and reprinted in 2015. The map is well distributed and snapped up by both locals and visitors, and are prized giveaways during any of the multiple national and international events hosted annually in the region.

## Bikeways System



The Santa Fe MPO adopted the Metropolitan Bicycle Master Plan in 2012 following a recommendation in the 2010 MTP to develop the Plan. The Plan's purpose is to coordinate transportation planning and other bicycle-related planning among MPO partner agencies to maximize the benefits of the use of bicycles for transportation. Benefits include economic development, reduced traffic congestion and demand for motor vehicle parking, reduced GHG emissions, healthier residents and neighborhoods, improved urban and suburban environments, quality of life, accessibility, and an affordable transportation option.

The vision of the plan is that residents and visitors enjoy safe and convenient bicycle and pedestrian access along a comprehensive network of multi-use trails and complete streets, connecting residential neighborhoods with all areas of the community.

Since the inception of the 2012 Metropolitan Bicycle Master Plan, the development of on and off road bicycle facilities has been tremendously successful with an understanding that our region's needs and opportunities are expansive. A definitive success of the Plan includes the

In 2013, the Santa Fe MPO invested in six passive infrared ped/bike counters. The MPO maintains a system of semi-permanent (may be moved as needed) automatic counters to monitor bicycle and pedestrian volumes 24 hours a day at selected locations. Collecting better data on usage and demand is essential to building long-term support for walking and cycling, and to improving conditions for those who choose to walk and ride bikes.

## Existing Bikeway System

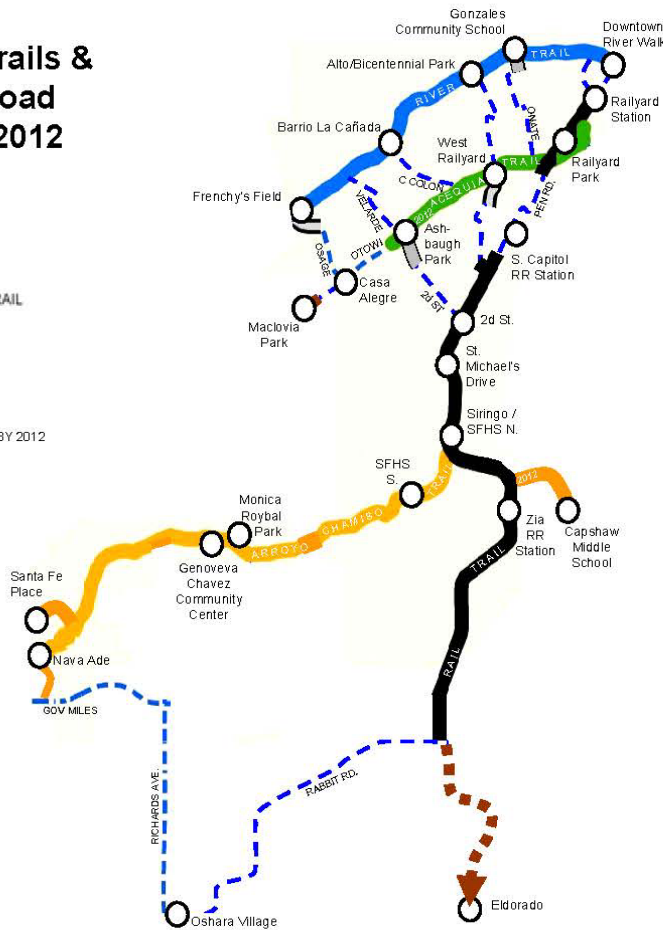
Santa Fe's bikeway system is a combination of on-road facilities, including designated bike lanes, striped shoulders, and lanes shared with motor vehicle traffic; and off-road facilities, including paved multi-use trails and formal or informal soft-surface paths. In some cases, facilities are designated and linked through "Bike Route" or other guidance signage.

**Figure 4-10** provides a map of the major bikeway system.

Figure 4-10. Major Bikeway and Trail Network

### Santa Fe's Major Urban Trails & Selected On-Road Connections, 2012

- Legend**
- RIVER TRAIL
  - ACEQUIA TRAIL
  - ARROYO CHAMISOS TRAIL
  - RAIL TRAIL
  - CONNECTOR TRAIL
  - - - SOFT-SURFACE TRAIL
  - - - ON-ROAD ROUTE
  - 2011 SEGMENT TO BE BUILT BY 2012
- NOT PICTURED:  
TIERRA CONTENTA TRAIL



Santa Fe's four major multi-use trails are the River Trail, the Acequia Trail, the Rail Trail, and the Arroyo de los Chamisos Trail. Other lesser-known multi-use trails include the Cañada Rincón Trail (also known as the North Spine Trail); the Arroyo de los Chamisos Trail (north fork) in Tierra Contenta; the District Trail (NM Central RR) in Rancho Viejo; and some trails in city parks including Frenchy's Field and Ashbaugh Park.

These multi-use trails can be thought of as core pieces of the region's "arterial bikeways." They typically follow alignments that are independent of roadways, such as waterways, arroyos, and active or abandoned rail lines. This serves to minimize conflicts with motor vehicles, increase recreational value, and maximize the extent to which the transportation alignment complements the existing road system. Together with

complementary road connections, Santa Fe's major multi-use trails can function as an integrated network of comfortable and reasonably convenient alignments that a wide variety of bicyclists can use to get to most parts of the MPO area.

As shown in **Table 4-3**, the Santa Fe metro area includes nearly 19 miles of paved "arterial" trails and 17 miles of unpaved "arterial" trails. These figures include major trail alignments only. Many more miles of minor paved trails within subdivisions and parks, including internal connections and side paths along roadways, are not included, nor are other soft-surface recreational trails.

Table 4-3. Mileage of Trails

	Paved	Unpaved	Total
<b>Acequia Trail</b>	1.1	0.5	1.6
<b>Arroyo de los Chamisos*</b>	4.4	0.2	4.6
<b>Arroyo Hondo Trail</b>	0.0	0.8	0.8
<b>Ashbaugh Park Trail</b>	0.2	0.0	0.2
<b>Chili Line</b>	0.0	0.2	0.2
<b>Frenchy's Field Trails</b>	0.8	0.0	0.8
<b>NM Mexico Central RR**</b>	1.6	0.0	1.6
<b>Rail Trail</b>	4.4	11.6	16.0
<b>River Trail</b>	3.3	0.6	3.9
<b>Spur Trail</b>	0.0	3.0	3.0
<b>St. Francis Dr. Trail</b>	0.9	0.0	0.9
<b>Tierra Contenta Trail***</b>	2.1	0.0	2.1
<b>Total</b>	<b>18.8</b>	<b>16.9</b>	<b>35.7</b>

*\*Includes Gail Ryba Trail (with Gail Ryba Trail underpass and Zia Trail)*

*\*\*Includes Rancho Viejo "District Trail" and part of STCC Loop.*

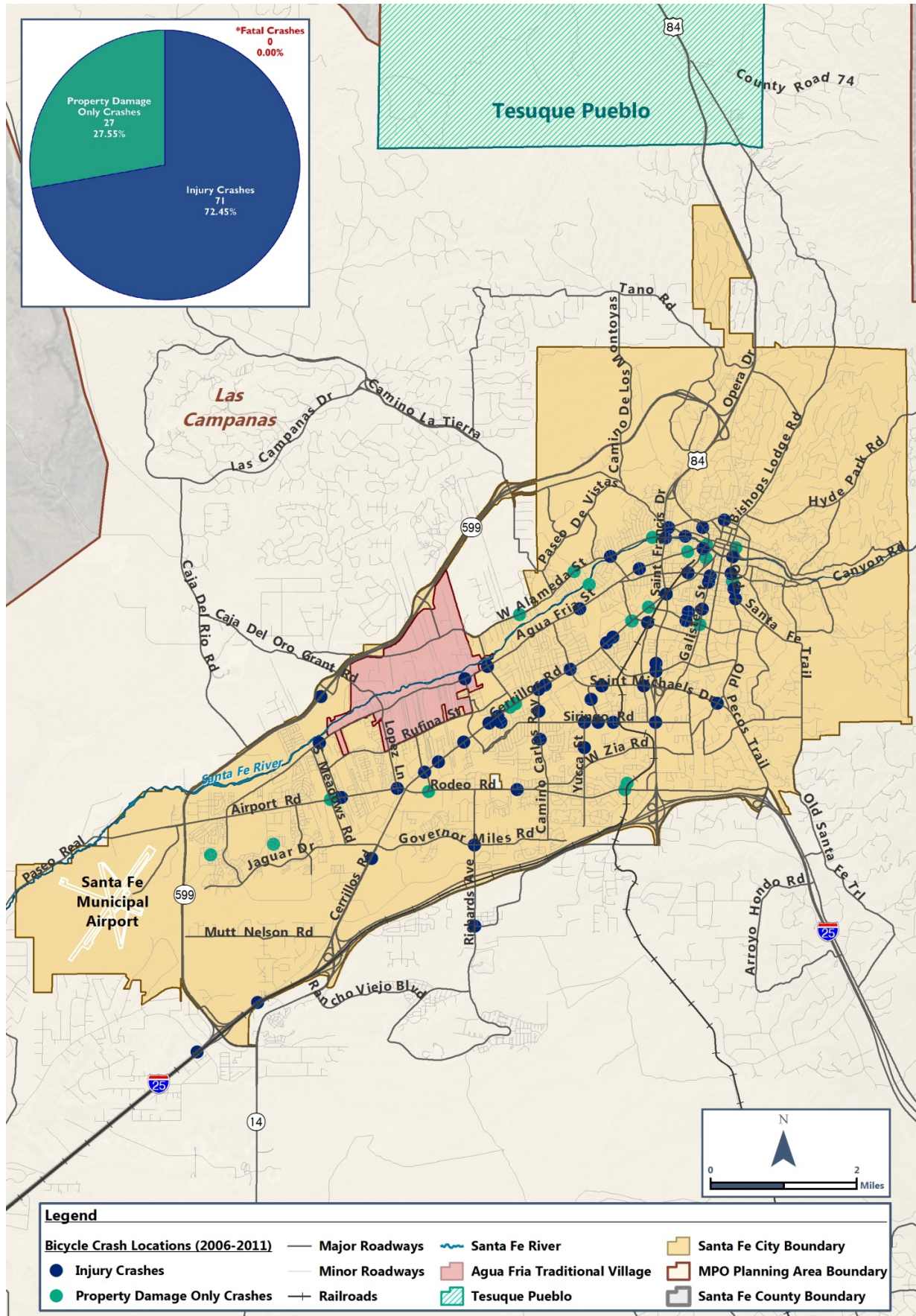
*\*\*\*Counted separately from the rest of Arroyo de los Chamisos Trail.*

## Crash History

Safety is a key element of a successful bicycle network. Bicyclists may choose to ride only if they feel safe and comfortable on our bikeway system.

The Santa Fe MPO completed a road safety improvement study. The study collected crash data from 2006–2011. The data were analyzed to identify bicycle-related crashes and severity over the six-year time period. As shown in **Figure 4-11**, there were 99 vehicle-bicycle crashes, an average of approximately 16 bicycle-related crashes per year. Fortunately, there were no fatal bicycle crashes during that time period, but nearly three-quarters of the bicycle crashes resulted in injury. **Figure 4-11** shows the locations of the bicycle crashes by severity.

Figure 4-11. Bicycle Crash Locations and Severity



## Pedestrian System



The 2010 MTP update included a recommendation for the development of a standalone Pedestrian Master Plan. That plan began in late 2013 and is now a major component of this 2015 MTP update.

The network of pedestrian facilities in Santa Fe includes a mix of sidewalks, crosswalks, formal and informal pathways, and streets without sidewalks. Having been developed over the years by a combination of site-specific improvements by individual landowners and developers and somewhat more comprehensive improvements through public roadway projects, the only consistent aspect of the pedestrian circulation system throughout the area is its inconsistency.

It is fair to state that member agencies through the development of roadway projects and requisite pedestrian facilities for new developments have resulted in better pedestrian facilities overall in the past five years, but as the Pedestrian Master Plan reveals, the gaps and needs in the metro area are enormous.

The Pedestrian Master Plan recognizes that pedestrian facilities were a result of disaggregated and incremental decision making. A primary focus of the plan is to develop an inventory and condition status of existing facilities. The Plan establishes 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 and inclusive, and accessible by all.

The MPO desires that the development of the Pedestrian Master Plan will facilitate further data collection and data collection protocols that will assist with a comprehensive inventory and procurement of useful information about the pedestrian system. Furthermore, the MPO also desires that the benefits of investing in and improving all areas of the pedestrian system become quantifiable in a transparent manner that supports all users of the system and shifts

the point of decision making on improvements to a more balanced level.

## Existing Pedestrian System

The sidewalk inventory provides a database of the existing pedestrian network. 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, as summarized in **Table 4-4** and shown on **Figure 4-12**. The sidewalk inventory mapping reveals where there are gaps within the network that impair connectivity and may impact the public's willingness to walk.

### SIDEWALKS

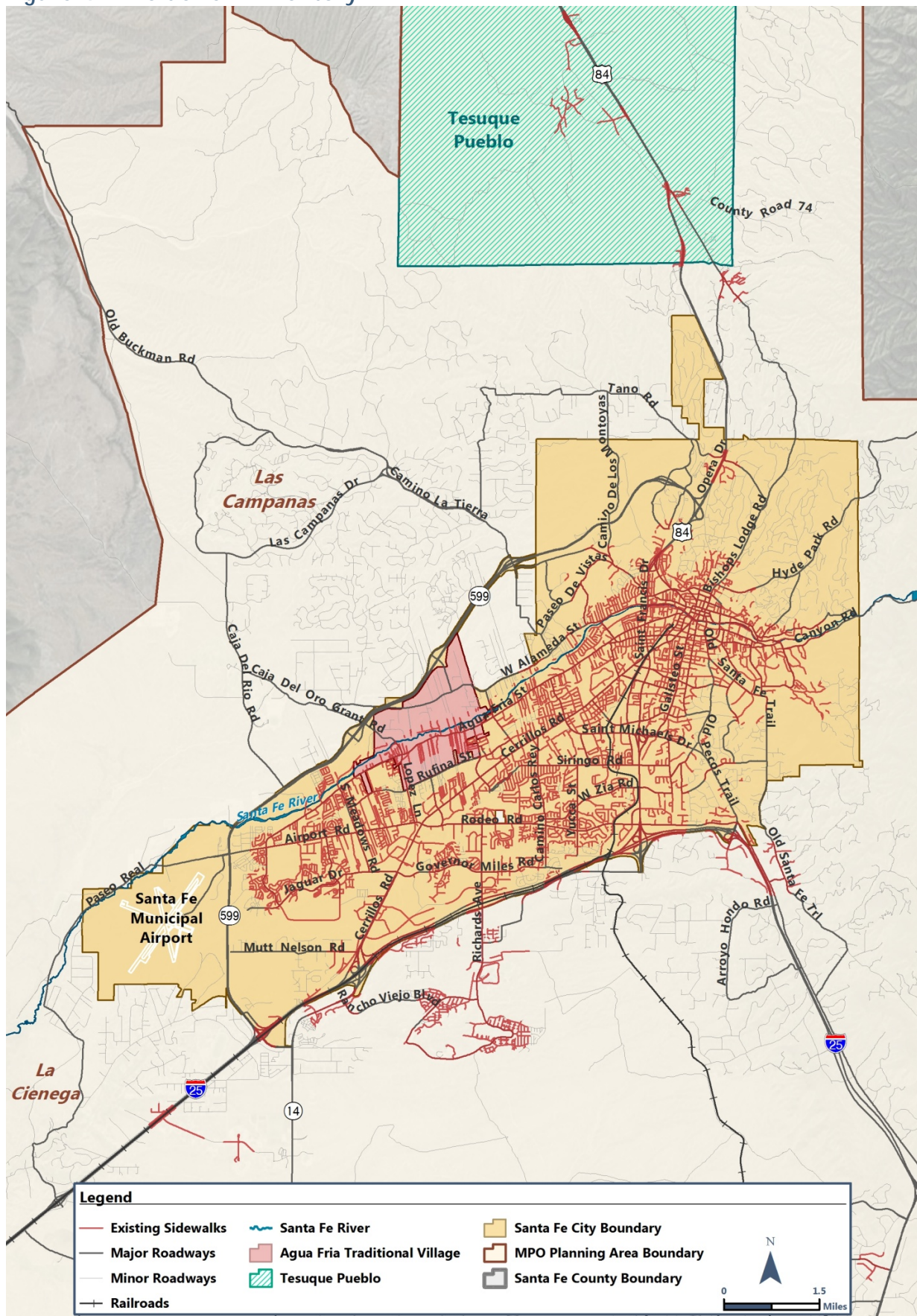
The Pedestrian Master Plan defines a sidewalk as a paved path that is within the road right-of-way. A sidewalk is not a beaten dirt path, gravel path, roadway shoulder, or a path outside the right-of-way.

Santa Fe has an extensive and growing urban trail network that creates a secondary option that separates pedestrians from vehicular traffic. This network includes 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.

Table 4-4. Sidewalk Inventory

	Miles
<b>Sidewalks on Both Sides</b>	1,597.5
<b>Sidewalks on One Side</b>	4,018.8
<b>Major Urban Trails</b>	21.0
<b>Minor Urban Trails</b>	44.8
<b>Total</b>	<b>5,682.1</b>

Figure 4-12. Sidewalk Inventory

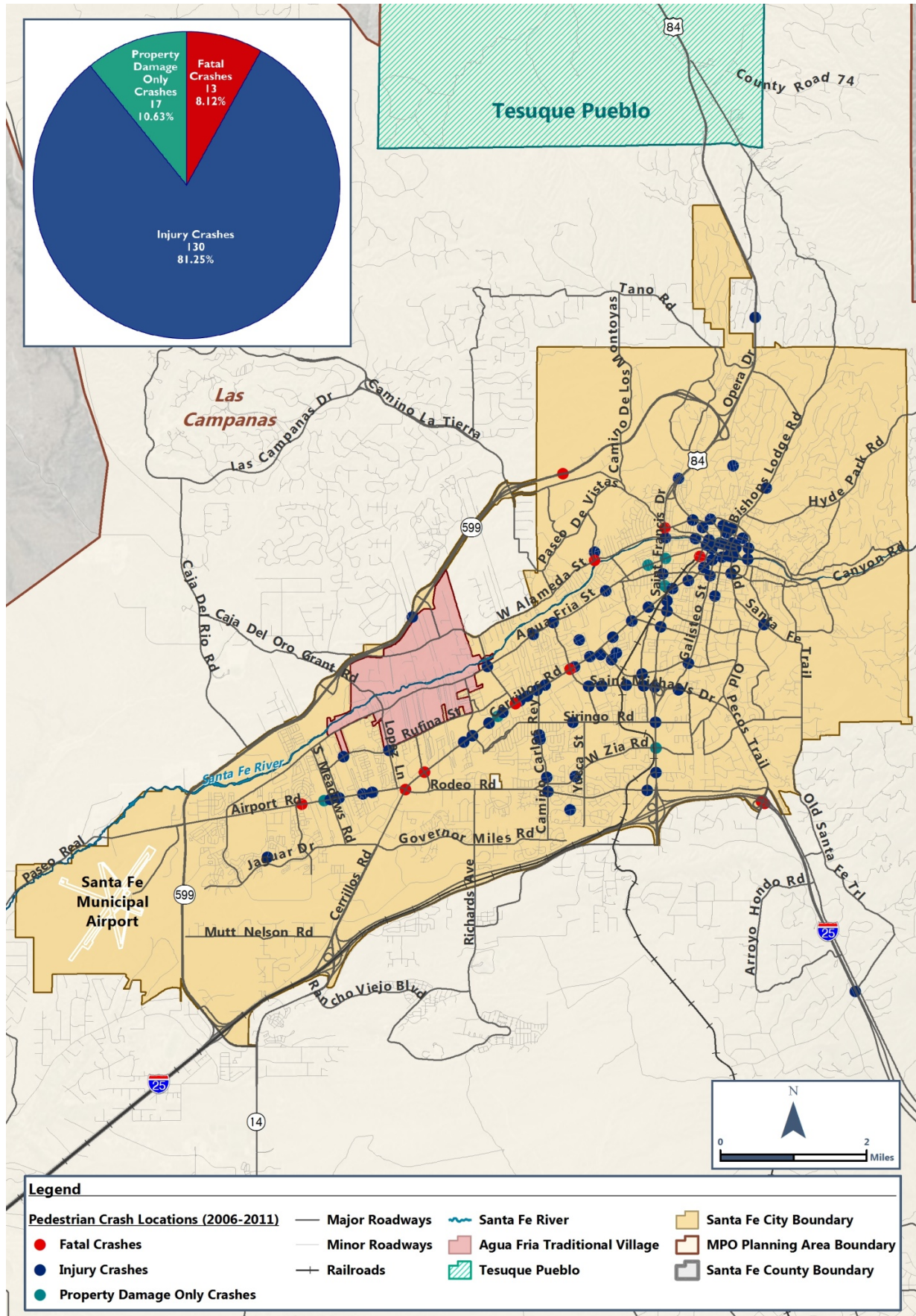


Gaps in the Santa Fe sidewalk network exist for several reasons. Historic building styles left buildings and walls on the edge of the dirt street, which was used for walking and pulling carts. When the city upgraded the roadways to paved streets, there may not have been enough room to include a sidewalk. 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. Nearly 170 miles of gaps in the sidewalk and urban trail network have been identified.

## Crash History

The crash data collected by the Santa Fe MPO from 2006–2011 provide an understanding of the severity of vehicle-pedestrian crashes in our region. As shown in **Figure 4-13**, there were 160 vehicle-pedestrian crashes, an average of approximately 22 pedestrian-related crashes per year. Nearly 90 percent of these crashes resulted in injury or fatality; there were 13 fatal pedestrian crashes over the six-year period and 130 pedestrian injuries. **Figure 4-13** depicts the locations of the pedestrian crashes by severity.

Figure 4-13. Pedestrian Crash Locations



## Freight

**Regional:** Freight is vital to the Santa Fe MPO's economy, as well as the New Mexico economy. Most raw and furnished goods and major parcel deliveries are moved via interstate motor freight carriers and a variety of freight class vehicles. Shipped packages may fall under 18 classes, with class 50 being the least expensive, and class 500 as the most expensive. Efficient freight mobility is crucial to the economic resilience of the area.

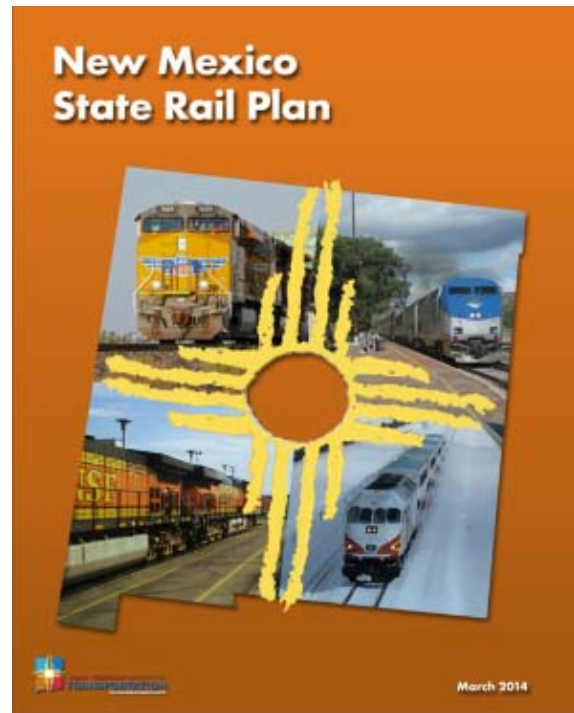
The movement of freight and goods within the Santa Fe metro area is almost exclusively provided via trucks. Trucks tend to represent 8 to 10 percent of the total number of vehicles on major highways. I-25, which traverses the Santa Fe metro area, is the major north/south freight route through the state carrying between 3,000 and 6,000 trucks per day.

Much of the truck traffic generated in the SFMPA is related to the delivery of construction materials, farm supplies, and retail or wholesale supplies. Although it is desirable to divert much of the through truck traffic to NM 599, St. Francis Drive still remains the shortest route through the area. NM 599 was constructed as a relief route around Santa Fe specifically for the transportation of low level nuclear waste from Los Alamos to the Waste Isolation Pilot Project (WIPP) near Carlsbad.

**Statewide:** According to the NMDOT Research Bureau report: *Innovation in Transportation, Establishing Freight Corridors*, approximately 75 percent of the freight transported within New Mexico is "through" freight, which is freight that is transported entirely through the state. Approximately 25 percent is transported by rail. Air cargo is responsible for less than one percent of the state's freight movement.

Through traffic—trains passing through New Mexico—represents 88 percent of all rail traffic by weight and 95 percent of all rail traffic by value on New Mexico's rail network (New Mexico State Rail Plan). The preponderance of rail freight impacting New Mexico is from the mining and utility sectors. Freight delivered by rail does not directly impact the Santa Fe metro area.

In March 2014, the NMDOT adopted the New Mexico State Rail Plan, where more details can be found regarding rail freight.



## Aviation

The Santa Fe Municipal Airport (SAF) is a small non-hub commercial service and general aviation airport that has seen substantive annual increases in commercial activity since the last MTP update in 2010.

In 2015, two commercial airlines service SAF: (1) American Eagle, with destinations to Dallas/Fort Worth and Los Angeles and (2) United Express, with service to Denver. According to a study conducted by the Massachusetts Institute of Technology's International Center for Air Transportation, in 2013, the airport had 2,724 departures, up from 1,484 in 2012 for an 83.6 percent change. Available seats went up 60.8 percent from 66,372 in 2012 to 106,722 in 2013. Passenger enplanements and deplanements on commercial flights jumped from 19,653 in 2009 to 137,927 in 2013.

Additionally, SAF is home to nearly 200 general aviation aircraft and 11 military fixed and rotor-wing aircraft (NM Air National Guard). The majority of the based aircraft is single engine, and includes jet and multi-engine planes.



The Terminal Building, built in 1941, offers a variety of services for the traveling public. Amenities include a full-service restaurant, airline ticket counters, airline self-serve kiosks, parking pre-pay envelopes and drop box, baggage claim, rental car counters, restrooms, vending machines, information displays and flyers, and the airport management offices. As part of a master planning effort in 2014 and 2015, the Terminal Building is slated for expansion to accommodate the recent and projected growth.

Ground transportation includes rental car services, private shuttle services, taxis, and limos. The airport is currently not served by a public transportation system; however, the Santa Fe MPO Public Transit Master Plan recommends that Santa Fe Trails explore a route modification for service to the airport.

## Maintenance

**Santa Fe County:** Santa Fe County has maintenance responsibilities for approximately 574 miles of road, of which **XXX miles** are within the SFMPA.

The Santa Fe County Road Maintenance Division includes 39 staff members rotating 8-hr. shifts with snow removal operations lasting as long as necessary. The snow removal begins with the priority one roads, the high-volume traffic roads, and then filters down to priority two and local roads.

Santa Fe County established a Transportation Advisory Committee for the purpose of reviewing and recommending road improvements to the Board of County Commissioners. The Committee also reviews and monitors road improvement projects and researches funding sources to establish long-range planning for road improvements.

**NMDOT:** The SFMPA is serviced by NMDOT'S District 5. The District 5 Engineer is responsible for roadway construction, roadway

maintenance, engineering support, technical support, traffic operations, bridge maintenance, safety operations, equipment management, administration operations, quality management, and public relations.

The maintenance section is responsible for maintaining all roadways within the District. Responsibilities include roadway rehabilitation, safety upgrades, fencing, vegetation/herbicide operations, signage, and snow removal.

NMDOT District 5 maintains an active maintenance agreement with the City of Santa Fe to provide routine maintenance along segments within the city of Santa Fe. The NMDOT maintains the following roadways:

- Cerrillos Road – St. Francis west to city limits
- St. Michael's Drive – Cerrillos Road to Old Pecos Trail
- St. Francis Drive – I-25 to US 285
- Paseo De Peralta – St. Francis Drive to Bishops Lodge
- Old Pecos Trail – St. Michaels Drive to Rodeo Road
- Hyde Park Road – Bishops Lodge to city limits
- Bishops Lodge (Washington Avenue) – Paseo De Peralta to Hyde Park Road
- North Guadalupe – Paseo De Peralta to US 285

The City of Santa Fe provides road maintenance via the City Streets and Drainage Maintenance Division. The City has approximately 1,100 designated roadways with approximately 755 lane miles and 41 miles of unpaved roads.

The Streets and Drainage Maintenance Division is responsible for maintaining the streets and drainage infrastructure. Tasks include snow removal, concrete construction, grading, sweeping, pavement maintenance, engineering/inspection, drainage maintenance, and administration.

NMDOT is currently developing an Asset Management Plan, which will include an inventory of the pavement and bridge conditions in the SFMPA.