

III. Existing Transportation System

A. Regional Setting

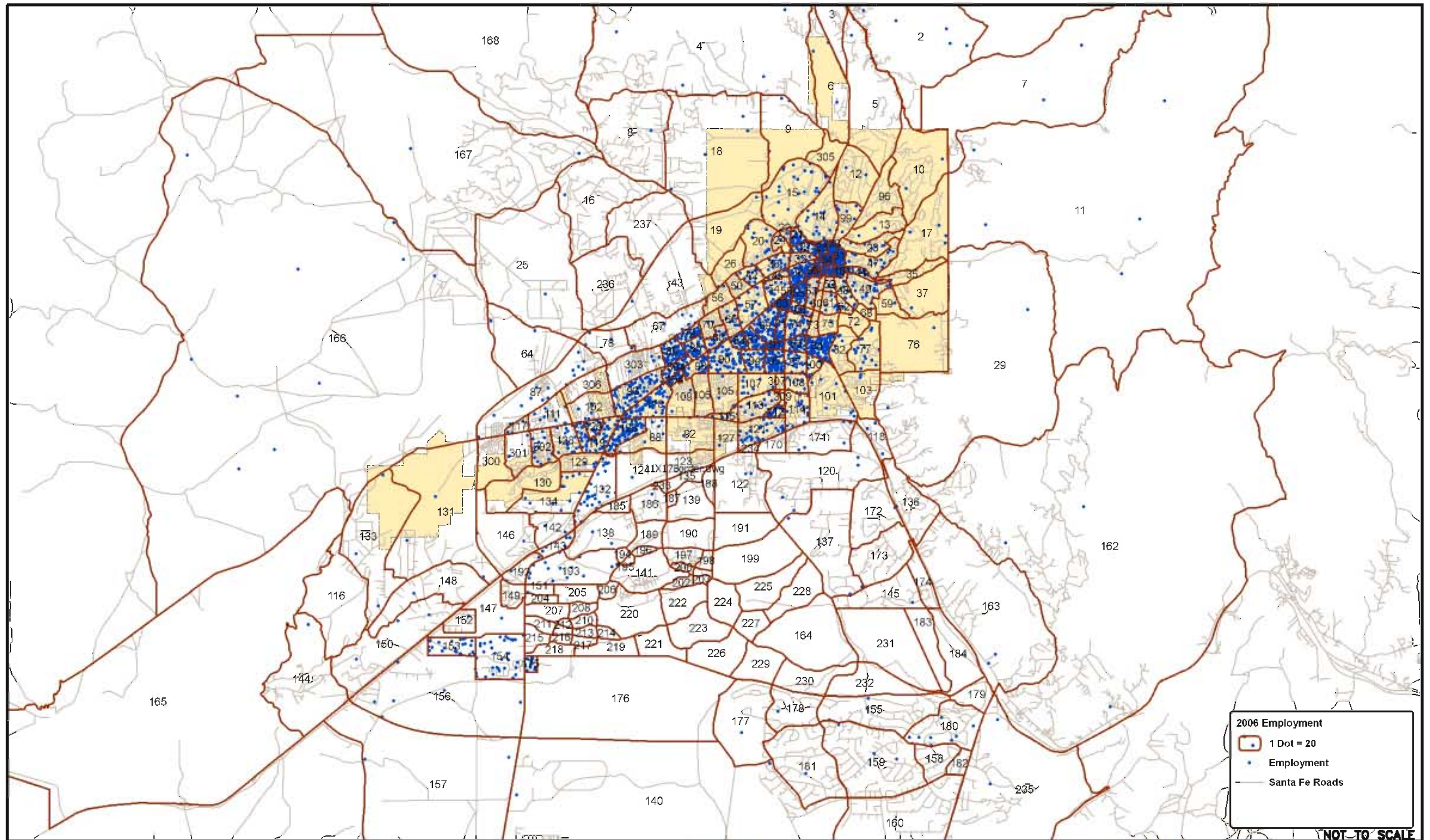
In 1988, the NMDOT began construction of NM 599 (also known as the Santa Fe Relief Route) as an alternate route for traffic traveling between I-25 and US 84/285 north of Santa Fe. NM 599 provides an opportunity for through motorists to avoid the project corridor. However, due to the additional length of travel required by the NM 599 route, a substantial number of travelers continue to use St. Francis Drive as a regional connector.

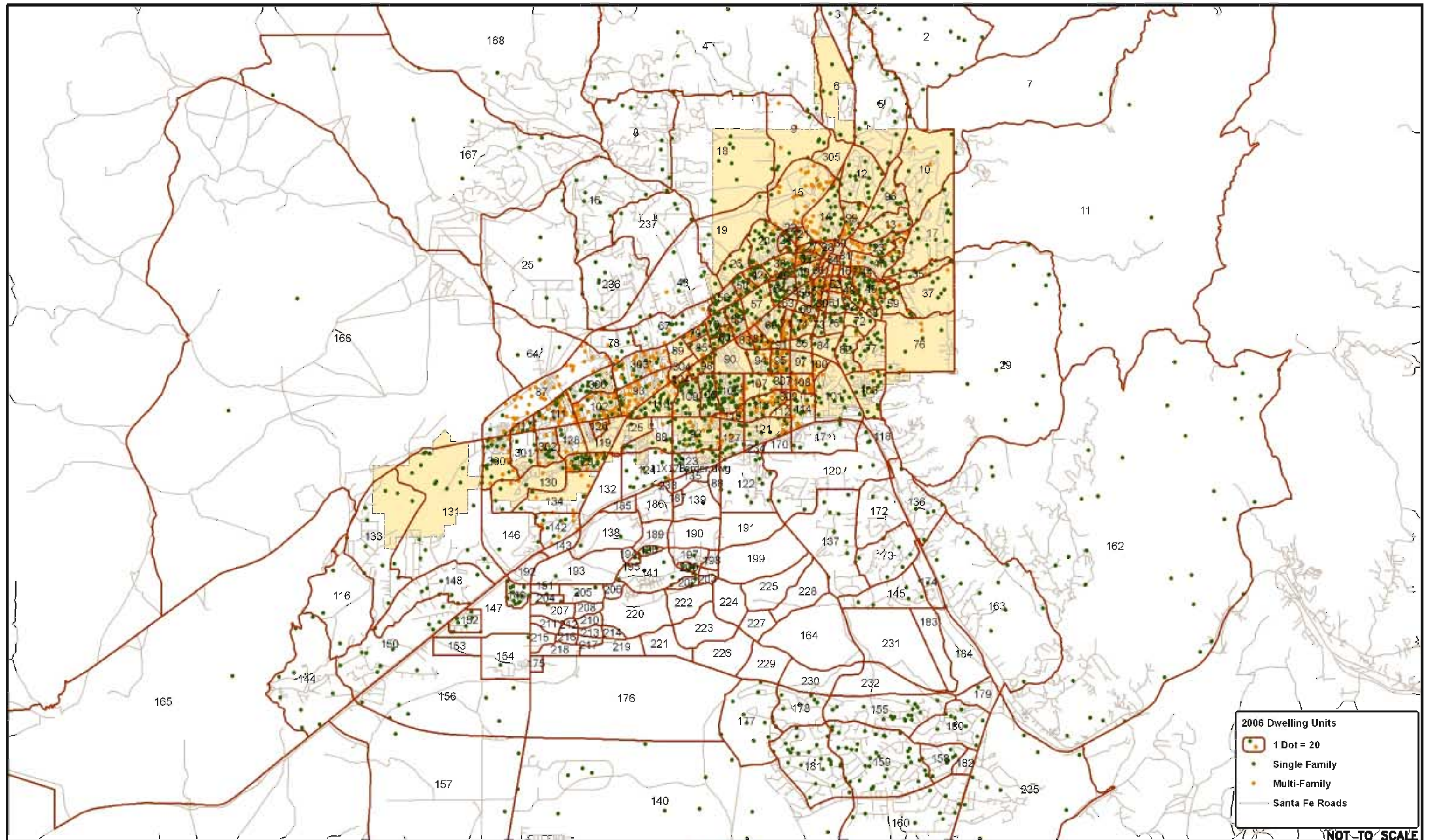
In addition, the high concentration of jobs along the St. Francis Drive Corridor and in the Downtown vicinity, as shown in Figure 3, results in a significant amount of commuting traffic on St. Francis Drive. The distribution of dwelling units throughout the Santa Fe area is also shown in Figure 4. (Please note that the dots are distributed randomly within each analysis zone and do not represent the actual location of the job or dwelling unit). The traffic from these origins and destinations need to access the jobs, schools, and retail services located along St. Francis Drive. Also, due to the traditionally higher price of housing in Santa Fe compared to surrounding communities, a substantial number of people who work in Santa Fe live outside the County and commute to Santa Fe on a regular basis. These factors combine in the high traffic volumes seen on St. Francis Drive.

B. Travel Characteristics

Table 2 shows the travel characteristics of people who work in, and people who live in Santa Fe County. It can be seen that over 83 percent of the people who work in Santa Fe live in Santa Fe. Just over 6% of the workers in Santa Fe County commute from Bernalillo and Sandoval County, with approximately the same number of residents from Santa Fe County commuting to those two counties. Similarly, approximately 9% of the workers in Santa Fe County commute from the northern counties of Los Alamos, Rio Arriba, and San Miguel counties, with approximately the same number of Santa Fe residents commuting to those counties.

| Table 2 – Travel Characteristics of Worker and Residents in Santa Fe County | | | | |
|---|--|------------|--------------------------------------|------------|
| | Workplace of Santa Fe County Residents | | Residence of Santa Fe County Workers | |
| County | Total Persons | Percent | Total Persons | Percent |
| Santa Fe | 52,947 | 84.01 | 52,947 | 83.23 |
| Los Alamos | 4,029 | 6.39 | 180 | 0.28 |
| Bernalillo | 3,698 | 5.87 | 2,567 | 4.03 |
| Rio Arriba | 1,417 | 2.25 | 3,281 | 5.16 |
| Taos | 90 | 0.14 | 264 | 0.41 |
| Torrance | 318 | 0.50 | 280 | 0.44 |
| Sandoval | 151 | 0.24 | 1,357 | 2.13 |
| San Miguel | 152 | 0.24 | 2,245 | 3.53 |
| All Others | 221 | 0.35 | 496 | 0.78 |
| Total | 63,024 | 100 | 63,619 | 100 |
| Source: 2000 Census Transportation Planning Package | | | | |





The Census Bureau also reports on the modal share for the Santa Fe Metropolitan area. These are reported in the American Community Survey. Table 3 indicates that 74% of the mode to work is single occupant vehicle. It should be stated that the New Mexico Park and Ride service was operational during the time of this survey, and is likely included in the carpool number, as that also includes 4-or-more-person carpools. However the New Mexico Rail Runner Express and the North Central Regional Transit District commuter services were largely not operational during this survey.

| Table 3 – Regional Mode of Transportation To Work | |
|---|-------------|
| Mode | 2005-2007 |
| Drove Alone | 74% |
| Carpooled | 15% |
| Public Transportation | 1.5% |
| Walked | 2.9% |
| Motorcycle, bicycle, or other means | 2% |
| Worked at Home | 4.6% |
| Total | 100% |
| Source: C08601. MEANS OF TRANSPORTATION TO WORK FOR WORKPLACE GEOGRAPHY - Universe: WORKERS 16 YEARS AND OVER | |
| Data Set: 2005-2007 American Community Survey 3-Year Estimates | |
| Survey: American Community Survey | |

The Albuquerque-Santa Fe Transportation Corridor Alternatives Analysis also reported on the existing home-based-work modal share for commuting for the Albuquerque to Santa Fe corridor. This information is shown in Table 4.

| Table 4 – Regional Commuting Patterns for Daily Home-Based-Work Trips | | | |
|---|----------------------------------|-----------------------------------|---------------|
| Regional Commuting | Albuquerque –Santa Fe Northbound | Santa Fe – Albuquerque Southbound | Total |
| Number of Workers | 4,760 | 1,350 | 6,110 |
| Daily Home-Based-Work Trips | | | |
| Drive Alone | 7,137 | 2,132 | |
| Carpooling | 1,115 | 256 | |
| Transit | 324 | 36 | |
| Total | 8,576 | 2,423 | 10,999 |
| Daily Modal Shares | | | |
| Drive Alone | 83.2% | 88% | |
| Carpooling | 13.0% | 10.5% | |
| Transit | 3.8% | 1.5% | |
| AM Peak Period | | | |
| Drive Alone | 2,184 | 652 | |
| Carpooling | 341 | 78 | |
| Transit | 324 | 36 | |
| Total | 2,849 | 767 | 3,616 |
| AM Peak Period Modal Shares | | | |
| Drive Alone | 76.6% | 85% | |
| Carpooling | 12.0% | 10.2% | |
| Transit | 11.4% | 4.7% | |
| Source: Albuquerque-Santa Fe Transportation Corridor Alternatives Analysis, October 26, 2005, Appendix 1, p. 11 | | | |

The table indicates that 12-17% of the daily home-based work trips between Albuquerque and Santa Fe are via carpool or transit and during the AM Peak Hour 15-23% of the trips are not single occupant vehicles. The discrepancies between Table 2 and Table 4 can be explained by two factors. The first is that the data in Table 2 is from the year 2000 and the data in Table 4 was updated to 2005. The second is that Table 4 includes only those commuters between Santa Fe and Albuquerque, not the entire County of Santa Fe as in Table 2. A large number of people live in southern Santa Fe County (Edgewood, Moriarty, etc.) and commute to work in Bernalillo County via Interstate 40.

As mentioned earlier, on the north end of corridor construction of the NM 599 Santa Fe Relief Route was hoped to reduce traffic growth on St. Francis Drive by removing through traffic from the corridor. The daily traffic volumes on St. Francis Drive from 1996-2005 are shown in Figure 5. The five years from 1996-2000 and from 2001-2005 are plotted on top of each other to show the relative changes between the two scenarios. As shown in Figure 5, there has been a slight reduction in traffic volumes between the five years before NM 599 opened and the five years after it was completed. For the five years before construction, traffic growth on St. Francis Drive increased by 0.14% a year (on average 75 cars/year), while since NM 599 opened, traffic growth has reduced by 1.5% a year¹ (-880 cars/year). As this data was collected for the 10 years prior to 2005, the trend is not considered to be affected by the recent decline in economic activity.

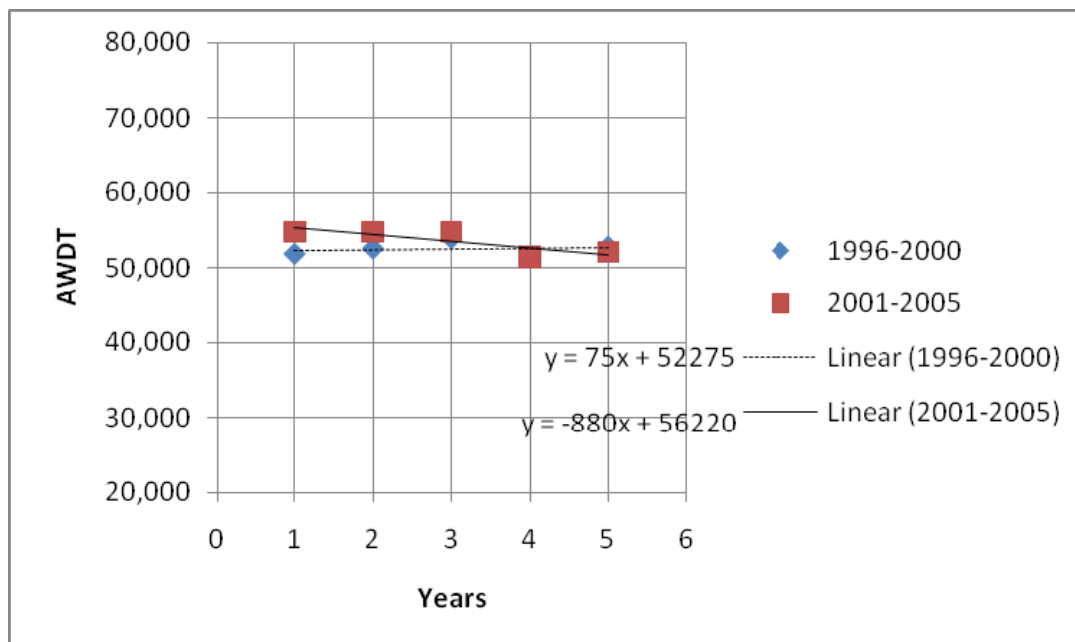


Figure 5 – Traffic Growth on St. Francis Drive Before and After the Opening of NM 599

¹ Source: City of Santa Fe Public Works Department as reported in the NMDOT/MRCOG Belen to Santa Fe Commuter Rail Project Overview and Status of Project Elements Revised October 8, 2008, p. 18

C. St. Francis Drive/US 85/284 Corridor

There are 27 intersections along the St. Francis Drive Corridor, twelve of which are signalized, and four interchanges. The existing intersections are shown in Figure 6. From south-to north the intersections are:

- 1) Rabbit Road (Old Agua Fria)
- 2) Interchange with Interstate 25
- 3) Sawmill – signalized
- 4) West Zia Road – signalized
- 5) Siringo Road – signalized
- 6) Interchange with St. Michael's Drive
- 7) West San Mateo Road – signalized
- 8) Camino Del Monte Rey
- 9) Calle Saragosa
- 10) Calle Anaya South
- 11) Columbia Street
- 12) Alta Vista Street – signalized
- 13) West Cordova Road – signalized
- 14) Pen Road
- 15) Cerrillos Road – signalized
- 16) Mercer Street
- 17) Camino Sierra Vista
- 18) Ninita Street
- 19) Hickox Street/Paseo de Peralta (South) – signalized
- 20) West Manhattan Avenue
- 21) Agua Fria Street – signalized
- 22) Dunlap Street
- 23) Roybal Street
- 24) West Alameda Street – signalized
- 25) Las Mascaras Street
- 26) Camino de Las Crucitas/Paseo de Peralta (North)
- 27) Sabino Street
- 28) Alamo Drive – signalized
- 29) Interchange with Guadalupe Street
- 30) Viento Drive (Calle Mejia)
- 31) Interchange with NM 599

Although not an intersection with St. Francis Drive, Rodeo Road is an east-west arterial for the City of Santa Fe and crosses St. Francis Drive as an overpass near the south end of the corridor and connects to St. Francis Drive via Sawmill Road.



| ○ | UNSIGNALIZED INTERSECTIONS |
|----|----------------------------|
| 1 | RODEO RD (OVERPASS) |
| 2 | CAMINO DEL MONTE REY |
| 3 | CALLE SARGOSA |
| 4 | CALLE ANAYA |
| 5 | COLUMBIA ST |
| 6 | PEN RD |
| 7 | MERCER |
| 8 | CAMINO SIERRA VISTA |
| 9 | NINTA ST |
| 10 | MANHATTAN |
| 11 | DUNLAP ST |
| 12 | ROYBAL ST |
| 13 | LAS MASCARAS |
| 14 | SABINO ST |
| 15 | VIENTO DEL NORTE |



SCALE: 1"=2000'

D. Transit

1. New Mexico Rail Runner Express

The New Mexico Rail Runner Express started service in December 2008 between Albuquerque and Santa Fe. The New Mexico Rail Runner Express is a commuter rail service that with the opening of the NM 599 Station in early August 2009 now services three Stations in Santa Fe. The Rail Runner also stops at the South Capitol Complex Alta Vista Station and the Santa Fe Railyard Depot Station. Future Stations identified by the NM Rail Runner Express and City of Santa Fe include the Zia Station and a station in the vicinity of the Los Soleras development. The NM Rail Runner Express route map is shown in Figure 7.

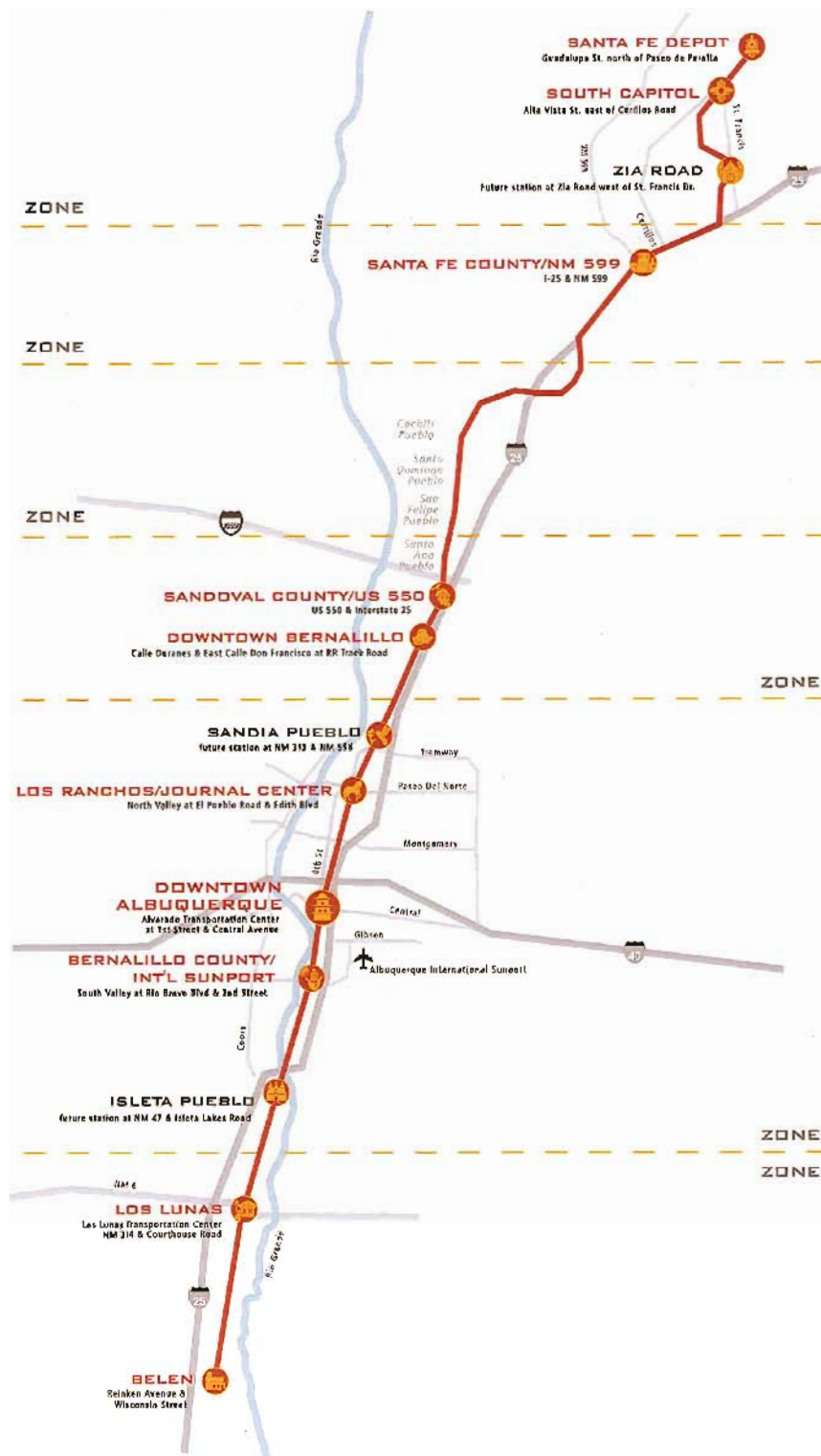
The City of Santa Fe is also currently studying the possibility of additional stations along the route that could be utilized for the NM Rail Runner Express commuter route or possibly for a local rail service. This study, the Rail Corridor Study, is currently under review by City Staff and discusses additional rail stations and transit-oriented developments at Rodeo Road, Siringo Road, and St. Michael's Drive.

Although it is early in the process the NM Rail Runner Express service has proven to be extremely popular. Typical day station volumes for the Santa Fe Stations are reported in Table 5.

| Table 5 – Typical Day NM Rail Runner Express Ridership | | |
|--|-----------------|-------------------|
| Station | Boardings (Ons) | Departures (Offs) |
| Santa Fe Depot | 615 | 775 |
| South Capitol | 692 | 486 |
| Source: MRCOG | | |

Comparing Table 4 and Table 5 suggests that the New Mexico Rail Runner Express has maintained, or possibly expanded, the transit modal share for the Albuquerque to Santa Fe corridor. The 2,568 typical day trips via the NM Rail Runner Express are greater than the 1,731 carpool/transit trips reported in Table 4. However, it has been reported that a large number of tourist/shopping/visitor trips appear to be encouraged by the Rail Runner, so it is premature to say the additional trips on the NM Rail Runner Express are all commuter trips and perhaps a portion of these trips are likely induced demand trips, as new travel opportunities have opened up for a significant number of the population of the two Cities. The *Albuquerque-Santa Fe Transportation Corridor Alternatives Analysis* anticipated up to 500 daily boardings for tourist/travel trips².

² Albuquerque-Santa Fe Transportation Corridor Alternatives Analysis, October 2005, Appendix 1, p. 16



**ST. FRANCIS DRIVE CORRIDOR STUDY
INITIAL EVALUATION OF ALTERNATIVES**

**FIGURE 7
NM RAIL RUNNER
EXPRESS ROUTES**

A major reason for developing the New Mexico Rail Runner Express service between Santa Fe and Albuquerque was the large increases in traffic expected between the two cities in the future and the ability of rail to accommodate the future demand³. To that end, the expectation is that traffic volumes on St. Francis Drive (as well as Interstate 25 and other roadways in the region) would decrease, or increase more slowly, if ridership on the New Mexico Rail Runner Express captured a large percentage of these trips. Although an official report on the initial results has not been released as of this writing, preliminary data made available by MRCOG does not appear to conclusively demonstrate that the NM Rail Runner Express has reduced traffic volumes in the corridor. Traffic data collected in the winter of 2008 and the winter of 2009 (before and after the New Mexico Rail Runner Express began operation to Santa Fe) do show reductions in the traffic volumes adjacent to the rail crossing locations. However at this time it is difficult to determine if the reduction is due to ridership on the train, motorists taking different routes to avoid the trains, or as a result of the severe economic slowdown of the past 18 months. As expected, traffic on Alta Vista has increased over the last year, however all other locations were lower than the previous year. The summary data provided by MRCOG is contained in Appendix A.

A key indicator of the possible impact of the New Mexico Rail Runner Express on commuter traffic to Santa Fe, and by extension, to traffic on St. Francis Drive, is the volume of traffic on the I-25 Northbound Off-Ramp onto St. Francis Drive. The data collected by MRCOG indicates that this volume reduced by 1.8% on a daily basis, down by 7.7% in the AM peak hour, but up 5.8% in the PM peak. For the counter-commute from Santa Fe to Albuquerque, the I-25 Southbound ramp also decreased by 1.8% on a daily basis, while decreasing approximately 5% in both the AM and PM peak hours. The data is shown in Table 6 below. Again it is difficult to say with certainty that these reductions are due to the New Mexico Rail Runner Express or due to the economic slowdown. However, as Santa Fe has a large number of government employees that are somewhat less sensitive to the economic cycle, perhaps this indicates that there were some reductions in traffic due to the New Mexico Rail Runner Express. On the other hand, Santa Fe is also a major tourist destination, a sector of the economy that typically bears a proportionally higher negative impact during an economic slowdown. For these reasons and others, it is hard to gauge the impact of the New Mexico Rail Runner Express on Santa Fe City street traffic patterns at this early date.

³ Albuquerque-Santa Fe Transportation Corridor Alternatives Analysis, Detailed Alternatives Evaluation, Final Memo, October 26, 2005, p. 75

| Table 6 – I-25 / St. Francis Drive Traffic Comparison - 2008 - 2009 | | | | | | | | | |
|---|-------------|-------------|----------|--------------|-------------|----------|--------------|-------------|----------|
| | ADT | | | AM Peak Hour | | | PM Peak Hour | | |
| Location | Winter 2008 | Winter 2009 | % Change | Winter 2008 | Winter 2009 | % Change | Winter 2008 | Winter 2009 | % Change |
| I-25 NB Off-Ramp | 8,621 | 8,464 | -1.8% | 1,379 | 1,273 | -7.7% | 515 | 545 | 5.8% |
| I-25 SB On-Ramp | 8,147 | 7,999 | -1.8% | 398 | 378 | -5.0% | 1,131 | 1,070 | -5.4% |
| Source: MRCOG | | | | | | | | | |

Traffic volumes on I-25, at the permanent count station at La Cienega, were also reviewed to determine any volume changes on I-25. As perhaps 6% (approximately 4,000) of the jobs in Santa Fe County are held by residents of Bernalillo or Sandoval Counties (Table 2), a reduction in traffic volumes on I-25 would likely lead to a reduction in traffic on St. Francis Drive. The 2003-2007 historical trend for this traffic counter for the January through April time period was compared against the January through April 2009 counts. The count station was either closed for maintenance or due to construction of the New Mexico Rail Runner Express for those months in 2008.

For each month, from January through April, the 2009 monthly average weekday traffic is 8-12% lower than what the five-year trend line from 2003-2007 would have predicted the traffic to be in 2009⁴.

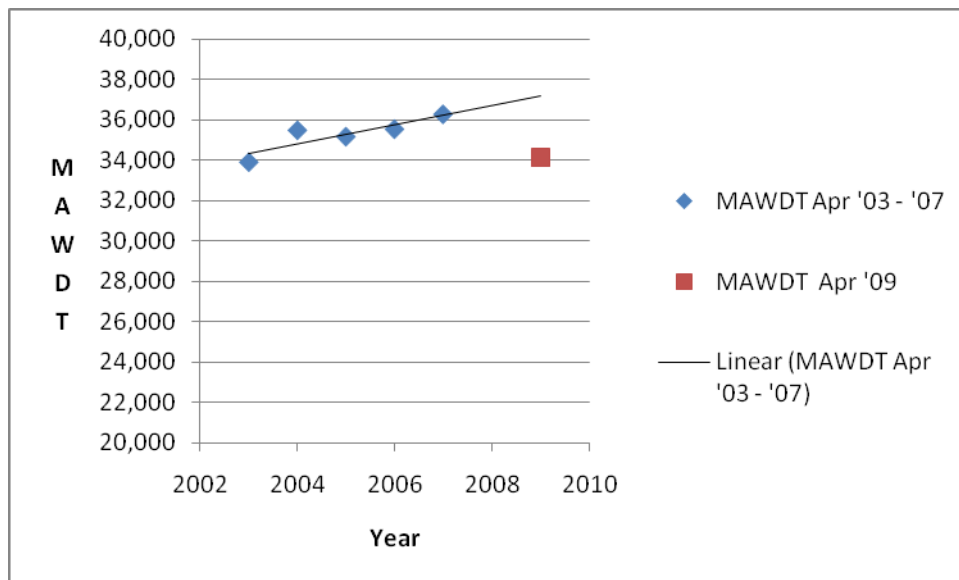


Figure 8 – I-25/La Cienega Counts Station April 2003-2009

⁴ Source – NMDOT Annual Day of Week Traffic Summaries, 2003 - 2009

Figure 8 shows this trend for the month of April. The other months evaluated have similar trends. This is a substantial reduction from the previous trend, however again the impact of the economy over the last 12-18 months could be a significant factor in this reduction in traffic volumes.

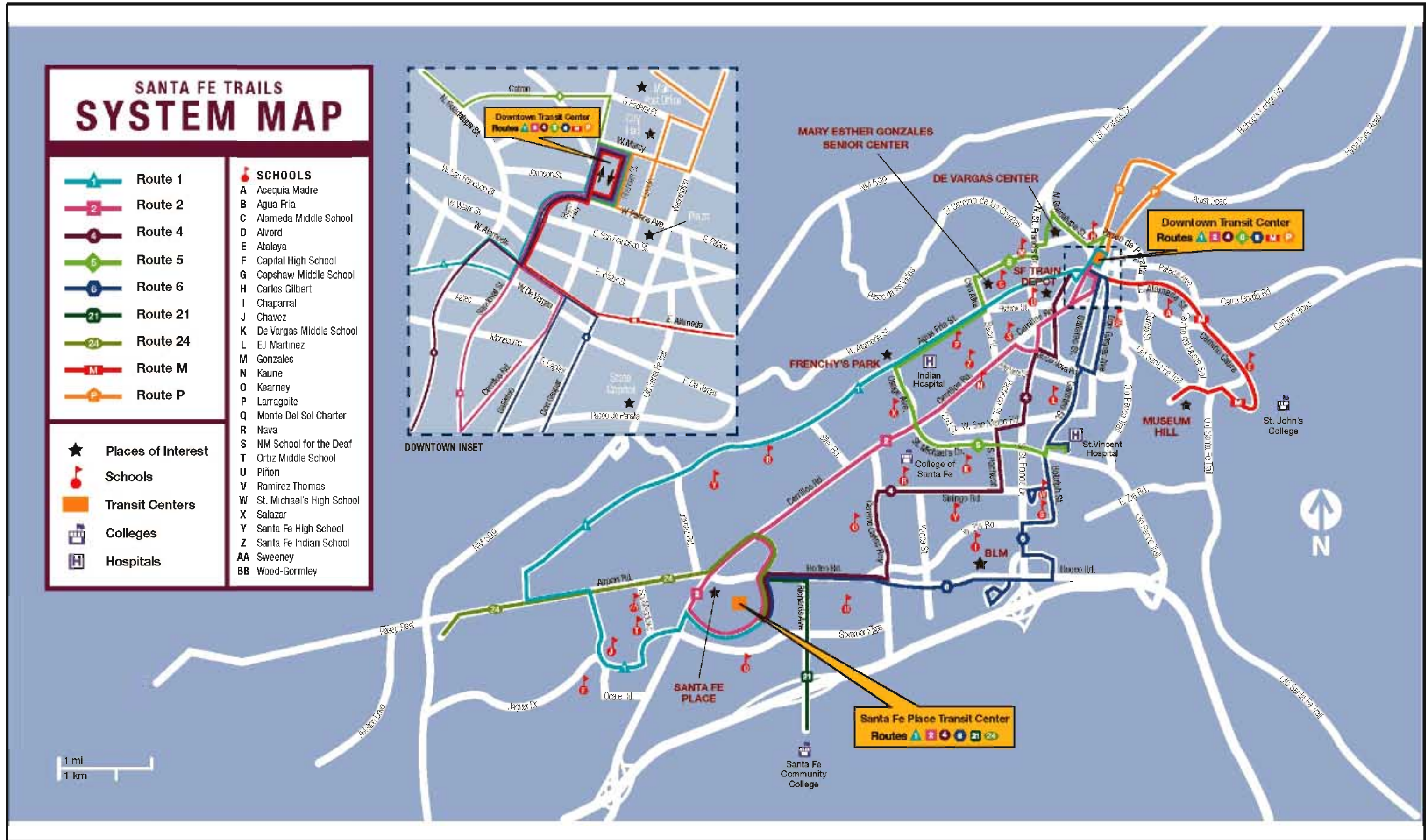
The permanent traffic count station on I-25 north of Santa Fe but south of the Lamy interchange indicates that traffic has reduced at this location by 7.2% between 2007 and 2008, however the count station was not operational for all of 2008. As this location is unlikely to be affected by NM Rail Runner Express service, it provides possible evidence that traffic volumes have been affected by the recent economic downturn.

2. Santa Fe Trails

The City of Santa Fe Santa Fe Trails bus system has a total of nine routes that serve the City and surrounding area. Five of these routes, Routes 1 (Agua Fria), 2 (Cerrillos Road), 4 (Southside), 5 (Crosstown), and 6 (Rodeo Road) either cross or utilize St. Francis Drive at some point in their routes. These routes generally run all day during the week, with routes 1, 2, and 4 running seven days a week, with Saturday service on all routes. The latest published Santa Fe Trails Bus Route is shown in Figure 9.

Ridership data provided by Santa Fe Trails shows a 12.6% increase in ridership between April 2008 and April 2009 for routes that existed in both periods. Ridership system wide increased from an average of 1,916 riders a day in April 2008 to 2,171 in April 2009, for all routes, including the new route 22. The ridership numbers are shown in Table 7. Route 2, the Cerrillos Road route, continues to be the workhorse for the system, with a market share of 50% of all transit riders on the system.

| Table 7 – Santa Fe Trail Ridership By Route – April 2008 and April 2009 | | | | | | | | | | | |
|---|-------|--------|-------|-------|-------|-------|-------|-------|----------|-----|--------|
| | Route | | | | | | | | | | |
| | 1 | 2 | 4 | 5 | 6 | M | 21 | 24 | Subtotal | 22 | Total |
| April 2008 | 7,431 | 29,642 | 7,420 | 2,853 | 3,366 | 1,335 | 2,202 | 3,235 | 57,484 | n/a | 57,484 |
| April 2009 | 7,604 | 33,259 | 8,713 | 3,783 | 3,707 | 1,837 | 2,124 | 3,721 | 64,748 | 379 | 65,127 |
| Percent Change | 2.3% | 12.2% | 17.4% | 32.6% | 10.1% | 37.6% | -3.5% | 15.0% | 12.6% | | 13.3% |
| Source: Santa Fe Trails | | | | | | | | | | | |



3. New Mexico Park & Ride

The New Mexico Park and Ride service provides commuter bus service from Los Alamos, Espanola, Pojoaque, and Las Vegas to Santa Fe. The schedule and routes for this service is shown in Figure 10.

The ridership on New Mexico Park and Ride routes that serve Santa Fe are shown in Table 8 below. It can be seen that approximately 570 riders use the NM Park and Ride on a daily basis to travel to or within Santa Fe, approximately 400 from the north (Los Alamos, Pojoaque, Espanola), and 90 from the east (Las Vegas, Exit 319).

| Table 8 – NM Park and Ride Ridership to Santa Fe | | |
|--|------------|---------------|
| Route | Daily* | Monthly* |
| Purple Route (SF-Los Alamos) | 123 | 2,460 |
| Red Route (SF-Pojoaque-Espanola) | 68 | 1,360 |
| Blue Route (SF-Pojoaque-Los Alamos) | 212 | 4,240 |
| Orange Route (SF-Las Vegas) | 92 | 1,840 |
| South Capitol Shuttle | 73 | 1,460 |
| Total | 568 | 11,360 |
| * Assumes 20-day average month | | |
| Source: NM Park and Rider | | |

| Purple Route NM 599 Rail Runner Station - Los Alamos Northbound | | |
|---|---------|----------------------|
| NM 599 Station | TA-3 | 20th/Central |
| 5:16am ^{RR} | 6:16am* | 6:22am |
| 6:19am ^{RR} | 7:19am | 7:25am |
| 7:22am ^{RR} | 8:22am | 8:28am |
| 8:33am ^{RR} | 9:33am | 9:39am |
| 6:35pm ^{RR} | 7:35pm | 7:41pm |
| Los Alamos - NM 599 Rail Runner Station Southbound | | |
| 20th/Central | TA-3 | NM 599 Station |
| 6:22am | *— | 7:28am ^{RR} |
| 3:15pm | 3:23pm | 4:25pm ^{RR} |
| 4:17pm | 4:25pm | 5:30pm ^{RR} |
| 5:22pm | 5:30pm | 6:35pm ^{RR} |

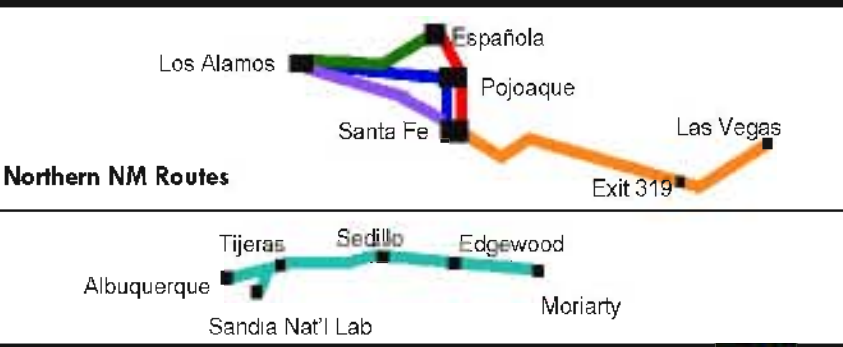
*Board at TA-3 at 6:16am for southbound bus to NM 599 Station.

| Green Route Española - Los Alamos Northbound | | | |
|--|------------------------|------------------------|--------------|
| Española | TA-3 | Los Alamos Medical Ctr | 20th/Central |
| 5:12am | 5:42am | 5:47am | 5:52am |
| 5:32am | 6:02am | 6:07am | 6:12am |
| 5:52am | 6:22am | 6:27am | 6:32am |
| 6:12am | 6:42am | 6:47am | 6:52am |
| 6:32am | 7:02am | 7:07am | 7:12am |
| 6:52am | 7:22am | 7:27am | 7:32am |
| 7:12am | 7:42am | 7:47am | 7:52am |
| 7:32am | 8:02am | 8:07am | 8:12am |
| 2:40pm | 3:10pm | 3:15pm | 3:20pm |
| 3:00pm | 3:30pm | 3:35pm | 3:40pm |
| 3:20pm | 3:50pm | 3:55pm | 4:00pm |
| 3:40pm | 4:10pm | 4:15pm | 4:20pm |
| 4:00pm | 4:30pm | 4:35pm | 4:40pm |
| 4:20pm | 4:50pm | 4:55pm | 5:00pm |
| 4:40pm | 5:10pm | 5:15pm | 5:20pm |
| 5:00pm | 5:30pm | 5:35pm | 5:40pm |
| Southbound | | | |
| 20th/Central | Los Alamos Medical Ctr | TA-3 | Española |
| 5:52am | 5:57am | 6:02am | 6:32am |
| 6:12am | 6:17am | 6:22am | 6:52am |
| 6:32am | 6:37am | 6:42am | 7:12am |
| 6:52am | 6:57am | 7:02am | 7:32am |
| 7:12am | 7:17am | 7:22am | 7:52am |
| 7:32am | 7:37am | 7:42am | 8:12am |
| 7:52am | 7:57am | 8:02am | 8:32am |
| 8:12am | 8:17am | 8:22am | 8:52am |
| 3:20pm | 3:25pm | 3:30pm | 4:00pm |
| 3:40pm | 3:45pm | 3:50pm | 4:20pm |
| 4:00pm | 4:05pm | 4:10pm | 4:40pm |
| 4:20pm | 4:25pm | 4:30pm | 5:00pm |
| 4:40pm | 4:45pm | 4:50pm | 5:20pm |
| 5:00pm | 5:05pm | 5:10pm | 5:40pm |
| 5:20pm | 5:25pm | 5:30pm | 6:00pm |
| 5:40pm | 5:45pm | 5:50pm | 6:20pm |

| Red Route Española - Pojoaque - Santa Fe Southbound | | | | | | |
|---|-----------------------|----------------|-----------------------|----------------|------------|-----------------------|
| Española | Pojoaque | Santa Fe Lot | Sheridan/ Palace | PERA (Capitol) | Alta Vista | South Capitol Station |
| 5:54am | 6:14am | — | 6:34am | 6:44am | 6:54am | 6:55am ^{RR} |
| 6:25am | 6:45am | — | 7:05am | 7:15am | 7:25am | 7:26am ^A |
| 7:56am | 8:16am | — | 8:36am | 8:46am | 8:56am | 8:57am |
| 8:40am | 9:00am | — | 9:20am | 9:30am | 9:40am | 9:41am |
| 4:16pm | 4:36pm | 4:51pm | — | 5:01pm | 5:11pm | 5:12pm ^{RR} |
| 5:20pm | 5:40pm | 5:55pm | — | 6:05pm | 6:15pm | 6:16pm ^{RR} |
| 6:15pm | 6:35pm | 6:50pm | — | 7:00pm | 7:10pm | 7:11pm |
| Northbound | | | | | | |
| South Capitol Station | Alta Vista | PERA (Capitol) | Sheridan/ Palace | Santa Fe Lot | Pojoaque | Española |
| 5:24am | 5:25am | 5:35am | — | 5:45am | 6:00am | 6:25am |
| 6:55am ^{RR} | 6:56am | 7:06am | — | 7:16am | 7:36am | 7:56am |
| 7:44am ^{RR} | 7:45am | 7:55am | — | 8:05am | 8:20am | 8:40am |
| 3:15pm | 3:16pm | 3:26pm | 3:36pm | — | 3:56pm | 4:16pm |
| 4:20pm ^A | 4:21pm | 4:30pm | 4:40pm | — | 5:00pm | 5:20pm |
| 5:15pm ^A | 5:16pm | 5:25pm | 5:35pm | — | 5:55pm | 6:15pm |
| 6:59pm ^{RR} | 7:00pm | 7:10pm | 7:20pm | — | 7:40pm | 8:00pm |
| Orange Route Las Vegas - Santa Fe Southbound | | | | | | |
| Las Vegas | Exit 319 | Alta Vista | South Capitol Station | PERA (Capitol) | | |
| 5:35am | — | 6:35am | 6:36am ^A | 6:46am | | |
| 6:25am | 6:54am | 7:25am | 7:26am ^A | 7:36am | | |
| 5:25pm | 5:54pm | 6:25pm | 6:26pm | 6:36pm | | |
| 6:25pm | 6:54pm | 7:25pm | 7:26pm | 7:36pm | | |
| Northbound | | | | | | |
| PERA (Capitol) | South Capitol Station | Alta Vista | Exit 319 | Las Vegas | | |
| 5:10am | 5:20am | 5:22am | 5:52am | 6:25am | | |
| 4:10pm | 4:20pm ^A | 4:22pm | — | 5:25pm | | |
| 5:10pm | 5:20pm ^A | 5:22pm | 5:52pm | 6:25pm | | |

LEGEND for all Schedules
^{RR} Connects with NM Rail Runner Express — No stop
^A Connects with South Capitol Station Shuttle

| Blue Route Santa Fe - Pojoaque - Los Alamos Northbound | | | | | | | |
|--|---------------------------|--------------|------------------|--------------|------------------|---------------------------|-----------------------|
| South Capitol Station | PERA (Capitol) | Santa Fe Lot | Sheridan/ Palace | Pojoaque | TA-3 | Los Alamos Medical Center | 20th/ Central |
| 5:43am ^{RR} | — | 5:53am | — | 6:08am | 6:38am | 6:41am | 6:48am |
| 6:07am | — | 6:17am | — | 6:32am | 7:02am | 7:08am | 7:15am |
| 6:45am ^{RR} | 6:55am | 7:05am | — | 7:20am | 7:50am | 7:53am | 8:00am |
| 7:46am ^{RR} | — | 7:56am | — | 8:11am | 8:41am | 8:44am | 8:51am |
| 2:10pm | 2:20pm | — | 2:30pm | 2:50pm | 3:20pm | 3:23pm | 3:30pm |
| 3:10pm | 3:20pm | — | 3:30pm | 3:50pm | 4:20pm | 4:23pm | 4:30pm |
| 3:42pm | 3:52pm | — | 4:02pm | 4:22pm | 4:52pm | 4:55pm | 5:02pm |
| 4:40pm | 4:50pm | — | 5:00pm | 5:20pm | 5:50pm | 5:53pm | 6:00pm |
| Los Alamos - Pojoaque - Santa Fe Southbound | | | | | | | |
| 20th/ Central | Los Alamos Medical Center | TA-3 | Pojoaque | Santa Fe Lot | Sheridan/ Palace | PERA (Capitol) | South Capitol Station |
| 6:30am | 6:35am | 6:40am | — | — | — | — | 7:30am |
| 6:48am | 6:51am | 6:58am | 7:28am | — | 7:48am | 7:58am | 8:08am |
| 7:15am | 7:18am | 7:25am | 7:55am | — | 8:15am | 8:25am | 8:35am |
| 8:00am | 8:03am | 8:10am | 8:40am | — | 9:00am | 9:10am | 9:20am |
| 8:51am | 8:54am | 9:01am | 9:31am | — | 9:51am | 10:01am | 10:11am |
| 3:30pm | 3:33pm | 3:40pm | 4:10pm | 4:25pm | — | — | 4:35pm |
| 4:30pm | 4:33pm | 4:40pm | 5:10pm | 5:25pm | — | — | 5:35pm |
| 5:02pm | 5:05pm | 5:12pm | 5:42pm | 5:57pm | — | 6:07pm | 6:17pm ^{RR} |
| 6:00pm | 6:03pm | 6:10pm | 6:40pm | 6:55pm | — | — | 7:05pm |



NM Park and Ride is a service of the
NEW MEXICO DEPARTMENT OF TRANSPORTATION.
Mobility for Everyone

4. North Central Regional Transit District

The North Central Regional Transit District provides daily bus service throughout north central New Mexico. They currently have scheduled service from Espanola to Santa Fe, Tesuque Pueblo to Santa Fe, and from Edgewood to Santa Fe. These routes are shown in Figure 11.

The ridership on North Central Regional Transit District routes that serve Santa Fe are shown in Table 9 below. It can be seen that approximately 135 riders use the NCRTD on a daily basis to travel to Santa Fe; approximately 83 from the north (Tesuque, Espanola), and 51 from the east and south (the Greater Eldorado Express extends down to Edgewood).

| Table 9 – NCRTD Ridership to Santa Fe | | |
|---------------------------------------|------------|--------------|
| Route | Daily* | Monthly* |
| SF-Espanola | 62 | 1,247 |
| SF-Tesuque | 21 | 420 |
| Greater Eldorado Express | 51 | 1,025 |
| Total | 135 | 2,692 |
| *Assumes 20-day average month | | |
| Source: NCRTD | | |

5. Rail Runner Connections

In addition to the Santa Fe Trails, New Mexico Park and Ride, and the North Central Regional Transit district connections to the Rail Runner, two other shuttle connections are available for transit users. The City of Santa Fe operates the Santa Fe Pick-Up that circulates to designated locations in the Downtown area. The NMDOT also operates the DOT South Capitol Shuttle that travels as far south as the NMDOT District 5 Office on South Cerrillos Road. These routes are shown in Figure 12. Ridership numbers provided by NMDOT indicates that the South Capitol Shuttle has a ridership of 73 passengers per day.

SANTA FE CONNECTIONS

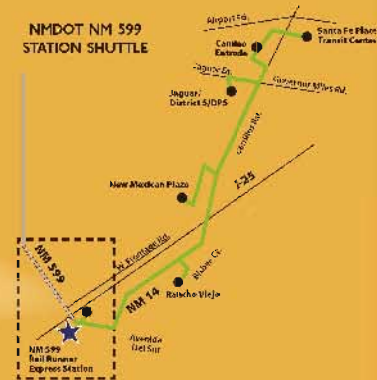


NMDOT NM 599 STATION (DETAIL)

- NMDOT NM 599 Station Shuttle
- NMDOT Park & Ride



NMDOT NM 599 STATION SHUTTLE



SOUTH CAPITOL STATION (DETAIL)

ROUTES THAT HAVE STOPS AT THIS STATION:

- 2 Santa Fe Trails RT. 2
- 4 Santa Fe Trails RT. 4
- NMDOT Park & Ride
- NMDOT South Capitol Station Shuttle
- NCRTD
- Taos Express



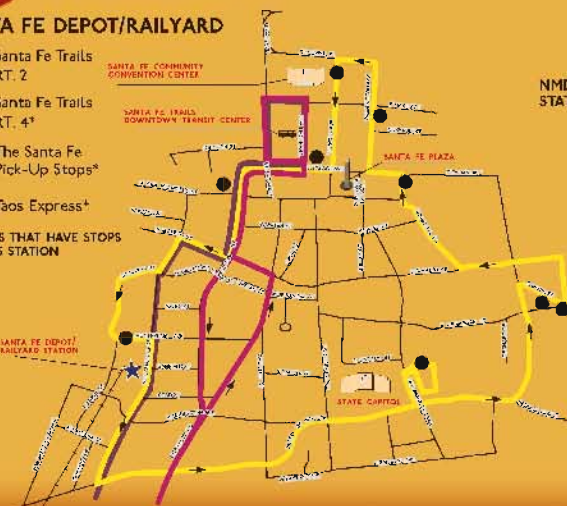
SANTA FE TRAILS RT. 2 & 4



SANTA FE DEPOT/RAILYARD

- 2 Santa Fe Trails RT. 2
- 4 Santa Fe Trails RT. 4
- The Santa Fe Pick-Up Stops*
- Taos Express*

*ROUTES THAT HAVE STOPS AT THIS STATION



NMDOT SOUTH CAPITOL STATION SHUTTLE



Maps not to scale

**ST. FRANCIS DRIVE CORRIDOR STUDY
INITIAL EVALUATION OF ALTERNATIVES**

**FIGURE 12
RAIL RUNNER
CONNECTIONS ROUTES**

E. Trails and Bikeway Network

The City and County of Santa Fe have identified and developed a network of trails and bikeways in the region. The River Trail parallels the Santa Fe River and crosses St. Francis Drive at West Alameda Street. The Acequia Trail is currently under study for a pedestrian crossing of St. Francis Drive north of Cerrillos Road. The Rail Trail, adjacent to the NM Rail Runner Express rail tracks, extends from Interstate 25 to Alta Vista Street. There is currently no trail connection between Alta Vista Street and Alarid Street. The Rail Trail starts again at Alarid Street and continues north ending at the Rail Yard. The complete sections of the Rail Trail provide an alternate corridor for bicycle traffic on the west side of St. Francis Drive as far as Alta Vista Street. The Rail Trail exists in an informal unimproved condition south of Rabbit Road all the way south to Eldorado and Lamy. The Arroyo De Los Chamisos Trail branches off from the Rail Trail at Siringo Road and provides bicycle and trail access to west Santa Fe and the Cerrillos Road and Rodeo Road area. The City has a project to construct a pedestrian underpass underneath St. Francis Drive to connect the Arroyo De Los Chamisos Trail across (under) St. Francis Drive to the Rail Trail north of the proposed Zia Station.

In addition, many City streets in the corridor area, such as Pacheco, Galisteo (north of St. Michael's Drive), Siringo, Zia, Botolph, West San Mateo, Alta Vista Street, Cordova, Camino Sierra Vista, Hickox, Agua Fria, West Alameda, and Paseo de Peralta, are all identified as bicycle routes, however many of the above streets do not have on-street bike lanes and bicyclists must share the road with automobiles.

However there is not a continuous trails network on St. Francis Drive, nor is the current trails network fully developed to serve the area south of Interstate 25 or north of Alta Vista Street and across St. Francis Drive/Cerrillos Road intersection. Additionally, there are no sidewalk or bicycle facilities on St. Francis Drive south of San Mateo, and the high speeds and traffic volumes on St. Francis Drive have made the route be considered by many an inappropriate corridor to encourage bicycle activity, although this view should not preclude the consideration of bike lanes as part of this study. This is one reason the parallel system of facilities are being developed.

