

SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN

APPENDIX



Produced for the Santa Fe Metropolitan Planning Organization



design office . AOS Architects

AUGUST 13, 2015

SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN

APPENDIX

A - PUBLIC INPUT

- pedestrian survey - english
- pedestrian survey - español
- pedestrian survey - responses
- public meeting 1 - public input boards
- public meeting 1 - meeting record
- pedestrian working group - presentations
- pedestrian working group - meeting records
- public meeting 2 - public input boards
- public meeting 2 - meeting record
- public comments

B - EXISTING CONDITIONS

- New Mexico Pedestrian Safety Laws
- existing conditions - study area
- existing conditions - sidewalk inventory
- existing conditions - vehicle pedestrian crash data

C - PUBLIC INPUT RESULTS

- survey summary
- public perception
- areas of deficiency - eldorado
- connectivity
- accessibility
- maintenance
- safety
- enforcement
- public awareness
- schools
- transit
- general

D - PEDESTRIAN IMPROVEMENT AREAS

- methodology
- data directory
- location improvements - areas of critical concern
- location improvements - roads + trails
- location improvements - complete list

E - WALC RESULTS

APPENDIX A - PUBLIC INPUT

pedestrian survey - english

pedestrian survey - español

pedestrian survey - responses

public meeting 1 - public input boards

public meeting 1 - meeting record

pedestrian working group - presentations

pedestrian working group - meeting records

public meeting 2 - public input boards

public meeting 2 - meeting record

public comments (fall 2013 - summer 2014)

PEDESTRIAN SURVEY - ENGLISH

The purpose of this survey is to assist the Santa Fe Metropolitan Planning Organization identify future improvements to the transportation network to increase the use of alternative modes of transportation. Your participation is appreciated.

What modes of transportation do you use?

- ☐ Car, truck, or motorcycle
- ☐ Bus or Train
- ☐ Walk
- ☐ Bicycle
- ☐ Other _____

How often do you walk to each of the following places?

	Never	Less than 1x/month	1-3 x/month	About 1 x/week	2-4 x/week	5+ x/week
Work or school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A service provider (bank, doctor, barber, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A restaurant, bar, or coffee shop	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A store	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The home of a friend or family member	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taking someone else to school or daycare	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Park or recreation area/center	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Around your neighborhood (walk dog, recreation)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

How difficult would it be for you to use the following modes of transportation on a daily basis?

	Very Difficult	Difficult	Somewhat Difficult	Somewhat Easy	Easy	Very Easy
Car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

To what extent would any of the following make it more likely that you would choose to walk to get around your neighborhood?

	Not at all More likely	A little bit more likely	Somewhat more likely	Much more likely
Landscaping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better connectivity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More comfortable pedestrian facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Slower vehicle traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More destinations within walking distance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More marked crosswalks across busy streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Organized walking groups	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A map from the city showing safe routes for walking to popular destinations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What prevents you from including walking / bicycling / transit in your commute to work? [Please mark all that apply]

- ☐ Nothing, I already use alternative modes of transportation
- ☐ Need personal car for business related meetings/travel
- ☐ Drop off/pick up children at Daycare/School
- ☐ Run personal errands during the day or on way to/from work
- ☐ Lack of secure bicycle parking at work site
- ☐ Other _____

Please identify specific locations and/or problems that you think need to be improved to make walking more convenient or safer for you.

Gender:

Age:

Neighborhood / Nearest Cross Streets: _____

Including yourself, how many people live in your household?

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6+

Of those, how many are children under 18 years old?

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5+

How many motorized vehicles are owned, leased, or available for regular use by your household? Please be sure to include cars, trucks, vans, motorcycles, and mopeds.

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5+

Current employment (check all that apply)

☐ Employed full time
☐ Employed part time
☐ Work from home
☐ Student
☐ Not currently employed outside the home
☐ Retired
☐ Other _____

Email: _____

PEDESTRIAN SURVEY - ESPANOL

El propósito de este estudio es ayudar a la Organización Metropolitana de Santa Fe a identificar futuras mejoras a la red de transporte y para aumentar el uso de medios de transporte alternativos. Su participación es valiosa.

¿Qué medio de transporte utiliza?

☐ Automóvil, camión o motocicleta
☐ Autobús o tren
☐ Caminar
☐ Ir en bicicleta
☐ Otro _____

¿Con qué frecuencia camina a cada uno de los siguientes lugares?

	Nunca	Menos de 1 vez al mes	1 a 3 veces al mes	cerca de 1 vez por semana	2 a 4 veces por semana	5+ veces por semana
Al trabajo o la escuela	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A un proveedor de servicios (banco, médico, peluquería, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A un restaurante, bar o cafetería	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A una tienda	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A la casa de un amigo o miembro de la familia	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Llevanda a otra persona a la escuela o guardería	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Al parque o área / centro de recreación	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Alrededor de su vecindario (paseando al perro, recreación)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¿Qué tan difícil sería para usted utilizar los siguientes medios de transporte diariamente?

	Muy difícil	Difícil	Algo Difícil	Algo Fácil	Fácil	Muy Fácil
Car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¿Cuál de los siguientes escenarios sería mejor para que usted considere caminar alrededor de su vecindario?

	Nada más probable	Un poco probable	Algo probable	Muy probable
Diseño de jardín	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mejora de las banquetas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Una mejor conectividad	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Instalaciones peatonales más cómodas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
El tráfico de vehículos más lento	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Destinos más cercanos a su casa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Peatonales mejor marcadas en las calles concurridas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mejor iluminación	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Grupos de caminatas organizadas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Un mapa de la ciudad con rutas seguras para caminar a destinos populares	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¿Qué le impide caminar /usar la bicicleta /o transitar en su trayecto al trabajo?
[Por favor, marque todas las que correspondan]

- ☐ Nada, que ya utilizo los modos alternativos de transporte
- ☐ Necesidad de coche propio para reuniones / viajes relacionados con el trabajo
- ☐ Dejar / recoger a los niños de la guardería o escuela
- ☐ Realizar diligencias personales durante el día o de camino a / o hacia el trabajo
- ☐ La falta de estacionamiento seguro para bicicletas en el lugar de trabajo
- ☐ Otro _____

Identifique lugares específicos y / o problemas que usted piensa son necesarios mejorar el uso de caminatas masaccesibles o más seguro para usted.

Sexo: _____ **Edad:** _____

Vecindad / calles transversales más cercanos: _____

Incluyendo a usted, ¿cuántas personas viven en su hogar?

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6+

De estas personas, ¿cuántos son niños menores de 18 años de edad?

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5+

¿Cuántos vehículos motorizados son propiedad, arrendados, o para el uso cotidiano de su hogar? Por favor, asegúrese de incluir los coches, camiones, furgonetas, motocicletas y ciclomotores.

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5+

Empleo actual (marque todas las que correspondan)

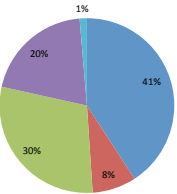
- ☐ Empleado de tiempo completo
- ☐ Empleado de tiempo parcial
- ☐ Trabajo desde casa
- ☐ Estudiante
- ☐ No trabajo actualmente fuera del hogar
- ☐ Retirado
- ☐ Otro _____

Email: _____

PEDESTRIAN SURVEY - RESPONSES

What modes of transportation do you use?

■ Car, Truck, or Motorcycle ■ Bus or Train ■ Walk ■ Bicycle ■ Other (please specify)



What modes of transportation do you use?		
Answer Options	Response Percent	Response Count
Car, Truck, or Motorcycle	91.0%	799
Bus or Train	18.1%	159
Walk	65.8%	578
Bicycle	45.0%	395
Other (please specify)	3.0%	26
		answered question
		skipped question
		2
Other Responses	Response Count	Response Percent
horseback	5	19.2%
skateboard	4	15.4%
run / jog	4	15.4%
Santa Fe Ride	3	11.5%
Carpool	3	11.5%
Scooter / Moped	3	11.5%
Wheel chair	1	3.8%
electric bike	1	3.8%
whatever wastes the least time	1	3.8%
Me traen	1	3.8%

How often do you walk to each of the following places?

Answer Options	Never	Less than 1 time/month	1-3 times/month	About 1 time/week	2-4 times/week	5+ times/week	Response Count	unrated comments
Work or School	509	67	28	26	40	47	717	
A service provider (bank, doctor, barber)	393	105	107	58	37	17	718	1
A restaurant, bar, or coffee shop	238	130	137	98	84	50	737	
A store	265	137	126	77	93	35	735	2
The home of a friend or family member	203	140	157	92	90	45	727	
Taking someone else to school or daycare	511	23	11	8	8	10	571	
Park or recreation area/center	186	123	127	117	104	71	728	
Around your neighborhood (walking dog, recreation)	43	40	82	111	207	281	765	1
Other	50	6	10	13	12	11	102	
(please specify other)							41	
							answered question	784
							skipped question	94
							10.7%	
(please specify other)	Never	Less than 1 time/month	1-3 times/month	About 1 time/week	2-4 times/week	5+ times/week	Response Count	unrated comments
for exercise		1					12	
to transit			1	2	1	5	5	
library		1	2	1			4	
mailbox / post office			3	1			4	
no destinations within walking distance	3						3	
entertainment (museum, art center, movie theater, book reading, etc)		1			1	1	3	
church				2			2	
plaza		1	1				2	
farmer's market			1	1			2	
disabled	1						1	
work related meetings						1	1	
special events (festa, indian market, etc)		1					1	
bike							1	1

What prevents you from including walking / bicycling / transit in your commute to work? [Please mark all that apply]

- Nothing, I already use alternative modes of transportation
- Need personal car for business related meetings/travel
- Drop off/pick up children at Daycare/School
- Run personal errands during the day or on way to/from work
- Lack of secure bicycle parking at work site
- Other (please specify)



What prevents you from including walking / bicycling / transit in your commute to work? [Please mark all that apply]

Answer Options	Response Percent	Response Count
Nothing, I already use alternative modes of transportation	21.8%	191
Need personal car for business related meetings/travel	25.1%	220
Drop off/pick up children at Daycare/School	9.8%	86
Run personal errands during the day or on way to/from work	27.3%	240
Lack of secure bicycle parking at work site	4.8%	42
Other (please specify)	41.9%	368
answered question		767
skipped question		115

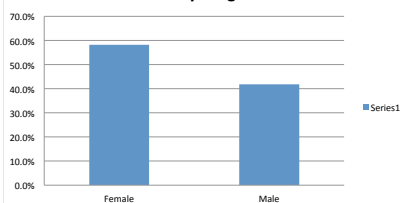
Other Responses	Response Count	Response Percent
distance	98	26.6%
retired / don't commute	92	25.0%
safety	73	19.8%
inconvenient / no transit service	50	13.6%
no connectivity	33	9.0%
inconvenient	21	5.7%
weather	10	2.7%
transport work equipment / materials	9	2.4%
poor condition of sidewalks, trails, roads	7	1.9%
disabled	6	1.6%
don't own a bike	6	1.6%
schedule doesn't allow	5	1.4%
need professional attire / no shower facilities at work	4	1.1%
take my motorcycle	2	0.5%
no incentive from employer	1	0.3%

For planning purposes, please identify specific problems and their locations that you think need to be improved to make walking more convenient or safer for you.

answered question 535
skipped question 341

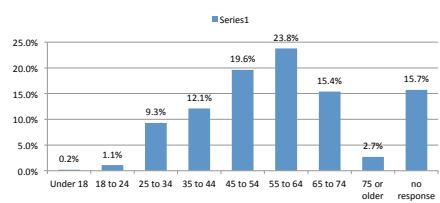
See Comments, Appendix A pg 8

What is your gender?



Answer Options	Response Percent	Response Count
Female	58.2%	420
Male	41.8%	302
answered question		722
skipped question		158

What is your age?

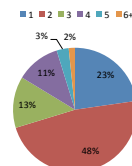


Answer Options	Response Percent	Response Count
Under 18	0.2%	2
18 to 24	1.1%	10
25 to 34	9.3%	82
35 to 44	12.1%	106
45 to 54	19.6%	172
55 to 64	23.8%	209
65 to 74	15.4%	135
75 or older	2.7%	24
no response	15.7%	138
answered question		740
skipped question		138

Neighborhood / Nearest Cross Street

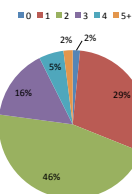
See Location of Respondents map, Master Plan pg 22

Including yourself, how many people live in your household?



Answer Options	Response Percent	Response Count
1	19.5%	171
2	40.8%	358
3	11.5%	101
4	9.9%	87
5	2.7%	24
5+	1.4%	12
answered question		753
skipped question		125

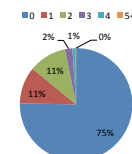
How many motorized vehicles are owned, leased, or available for regular use by your household? Please be sure to include cars, trucks, vans, motorcycles, and mopeds.



Answer Options	Response Percent	Response Count
0	1.6%	12
1	29.5%	220
2	46.1%	344
3	15.5%	116
4	5.4%	40
5+	2.0%	15
answered question		746
skipped question		132

answered question 754
skipped question 124

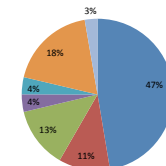
Of those, how many are children under 18 years old?



Answer Options	Response Percent	Response Count
0	63.7%	559
1	9.0%	79
2	9.2%	81
3	1.8%	16
4	0.8%	7
5+	0.1%	1
answered question		739
skipped question		139

Current employment (check all that apply)

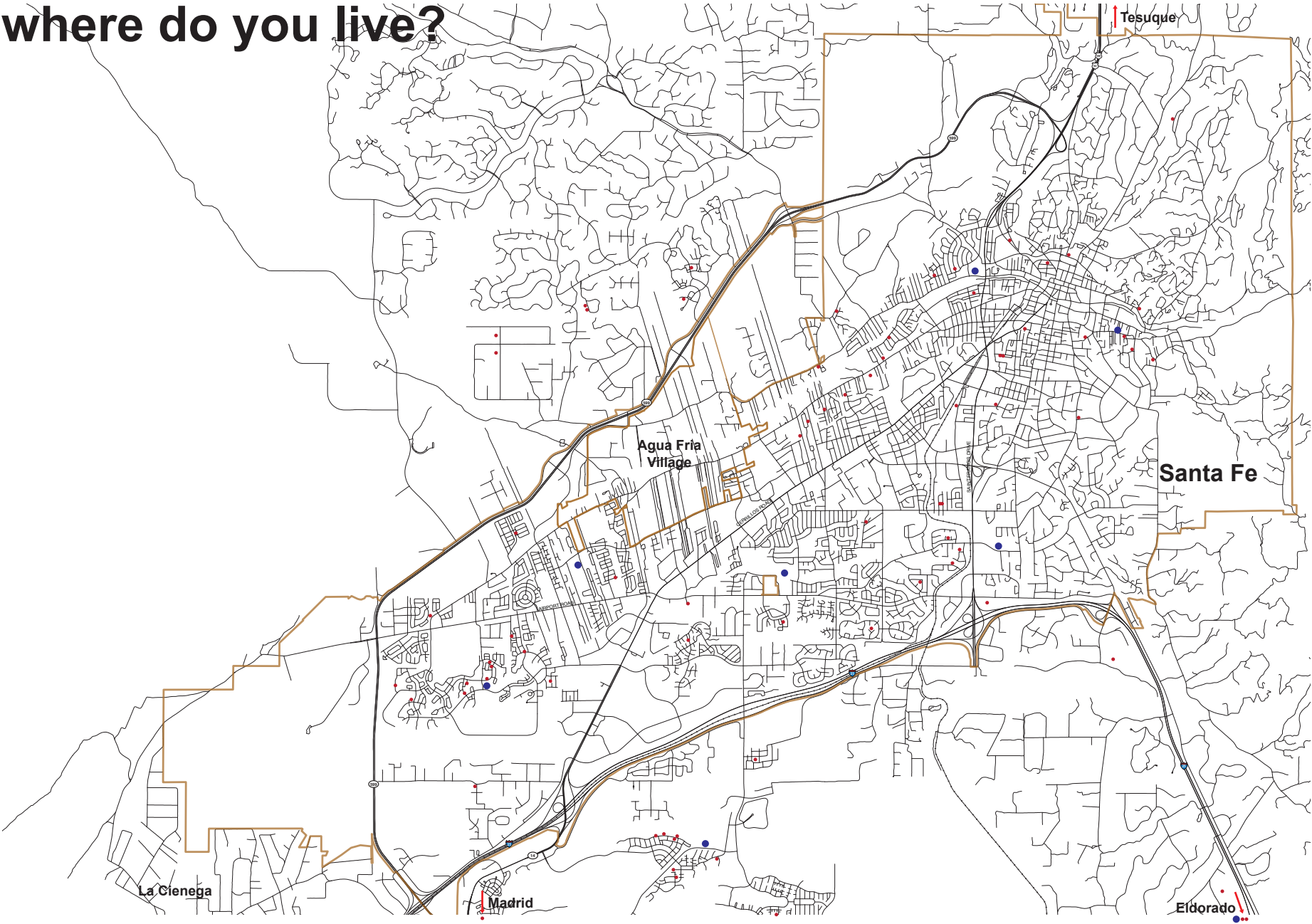
- Employed full time
- Employed part time
- Work from home
- Student
- Not currently employed outside the home
- Retired
- Other (please specify)



Answer Options	Response Percent	Response Count
Employed full time	55.8%	419
Employed part time	12.9%	97
Work from home	15.3%	115
Student	4.4%	33
Not currently employed outside the home	4.3%	32
Retired	21.9%	165
Other (please specify)	3.2%	24
answered question		751
skipped question		127

Other Responses	Response Count	Response Percent
Volunteer	3	12.5%
Self-employed	17	70.8%
Disabled	3	12.5%
Employed per diem	1	4.2%

where do you live?



●●●● school

 **eating establishment** (restaurant / bar / coffee shop)

●●●●●● **cultural institution** (museum, gallery, library, landmark)

●●●●●●●●●● home of a friend or family member

●●●●●●●● public transit

●● other



walking destinations
design office
AQS Architects



SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN

Stakeholder Meeting: SFPS

2.May.2014

Meeting Record

To: Pedestrian Master Plan Team, SFPS
From: Alex Leider
Date: May 2, 2014
Project Name: Pedestrian Master Plan
Project #: 136
Subject: Stakeholder Meeting: SFPS
Meeting Date: May 2, 2014
Start/End: 8:30 - 11:15 a.m.
Location: SFPS General Services Division
2195 W Zia Road
Copy To: SFPS, file

Following is a record of the above referenced meeting.

Attendees:

Attendee	Title
Kristy Janda Wagner	SFPS, Executive Director of Operations
Shirley McDougall	SFPS, Property Asset Manager
Gabe Romero	SFPS, Director of Safety and Security
Mark Tibbetts	MPO, Officer
Keith Wilson	MPO, Senior Planner
Claudia Horn	design office
Alex Leider	design office

Agenda:

PMP introduction / overview
SFPS potential involvement (data, working group)
Dan Burden / Robert Ping visit

Meeting Record:

Data

Design office is assembling a GIS database to help guide planning and identify priorities as part of the Pedestrian Master Plan and would like SFPS to assist by providing school-related data to help identify pedestrian hot spots and deficiencies. The following data would be helpful to have:

- Enrollment at each school (students/faculty/staff)
- Number of students inside / outside walking zone
 - Elementary – 1 mile
 - Middle – 1.5 mile
 - High – 2 mile
- Information on schools with insufficient connectivity and pedestrian safety issues

School Engagement

Kristy acknowledged that a number of barriers exist that prevent students from walking to school. Engaging the schools and parents to identify those barriers and then outlining steps to overcome those barriers is important. Mark indicated that this is a multi-generational effort.

- Need to engage parents through the district
- Parents are the largest barriers in getting kids to school
- Shift in mindset is needed to get more students to walk to school
- Messaging campaign
 - Research efforts by other communities for funding and educational outreach
 - Education and engagement needed on a large scale
 - Currently working with Creative Santa Fe
 - Walk and Roll in October
- Educational activity to teach students about road safety
 - Large fluffy mascot
 - Similar to Fire Dept. stop, drop, and roll activities

Working Group Participants

In order to have representation by SFPS in prioritizing projects, the design team would like to include SFPS representatives in the 'Working Group' meeting over the course of this summer. Design Office to send Kristy outline of number of slots, level of commitment, and purpose of the 'Working Group'

- 2-3 slots for SFPS Participants
- Commitment
 - 5 meetings every 3 weeks
- Need key players within school level
- Choose principals that have expressed interest in students ability to walk to school

Dan Burden + Robert Ping Visit

Several events are being planned by the MPO May 14th and 15th to evaluate existing pedestrian environments and educate people about pedestrian-related issues. Dan Burden and Robert Ping of WALC institute will conduct these sessions.

- Directed toward parents
- Working with La Familia on southside
- School walkabout at Ortiz Middle School followed by Safe Routes to School presentation at Country Club Gardens Community Center (5/15/14)

Current Schools with Pedestrian Conflicts

Kristy and Gabe outlined some issues at a few schools that impact the pedestrian environment around schools:

- Camino Real Academy
 - Bus all kids
 - No sidewalk connection to the Country Club Gardens mobile home park (potential easement through RL Leeder land, potential future connection along SF River Greenway Trail)
 - Agua Fria Road is unsafe for kids to walk along (does not meet safety criteria)
- Gonzales
 - Pedestrian path is being added to the perimeter of school
- Kearny
 - Degrading conditions of sidewalk
 - Lots of traffic for students to cross at multiple points
- Ramirez Thomas
 - Parents feel students are unsafe walking
 - Issues along Ruffina Street



- Wood-Gormley
 - Inter-zonal transfers create large traffic congestion
- Students within the walking zone are bussed if there are any areas identified as unsafe walking zones
 - PED supports busing and determines busing zones
 - Areas where there is less than 3'-4' shoulder strip to curb are unsafe walking zones
 - Roads with unsafe traffic counts are unsafe walking zones
 - Any additional barriers students will need to navigate are unsafe walking zones

Action Items

- Design Office
 - Send an outline of working group commitment: meetings and objectives
- SFPS
 - Enrollment count per school/district (students, faculty, and staff)
 - Number of students outside the walking zone for each school
 - Schools with insufficient pedestrian facilities / safety
 - List of potential working group members (principals with expressed interest in students ability to walk to school)

END OF NOTES

The record herein is considered to be an accurate depiction of the discussion and/or decisions made during the meeting unless written clarification is received by design office within five (5) working days upon receipt of this meeting record.

Project Background

The 2015-2040 Santa Fe MPO Metropolitan Transportation Plan (MTP), updated every five years, is a plan that provides an approach to transportation planning to include multiple modes of travel: walking, biking, transit, and driving. 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 will guide the development of the pedestrian environment within the Santa Fe Metropolitan Planning Area. The Pedestrian Master Plan 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.

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.

Goals 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.

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.

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.

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.

environment

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

SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN

PMP WORKING GROUP
INTRODUCTORY PRESENTATION June 4, 2014



SANTA FE MPO PLANNING AREA

Santa Fe, NM

area = 52.5 sq. mi

population = 81,198 (2014)

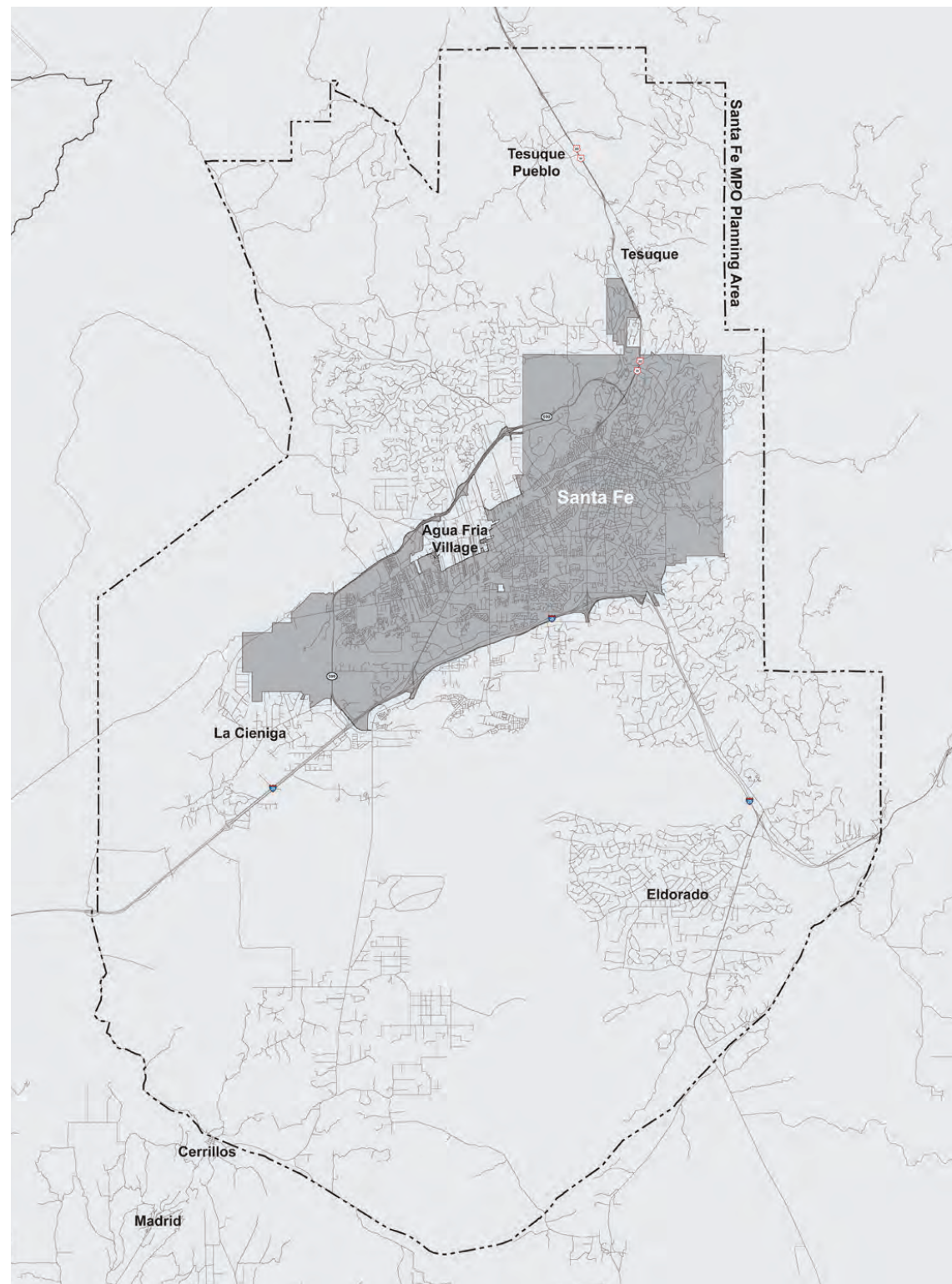
Santa Fe MPO Planning Area

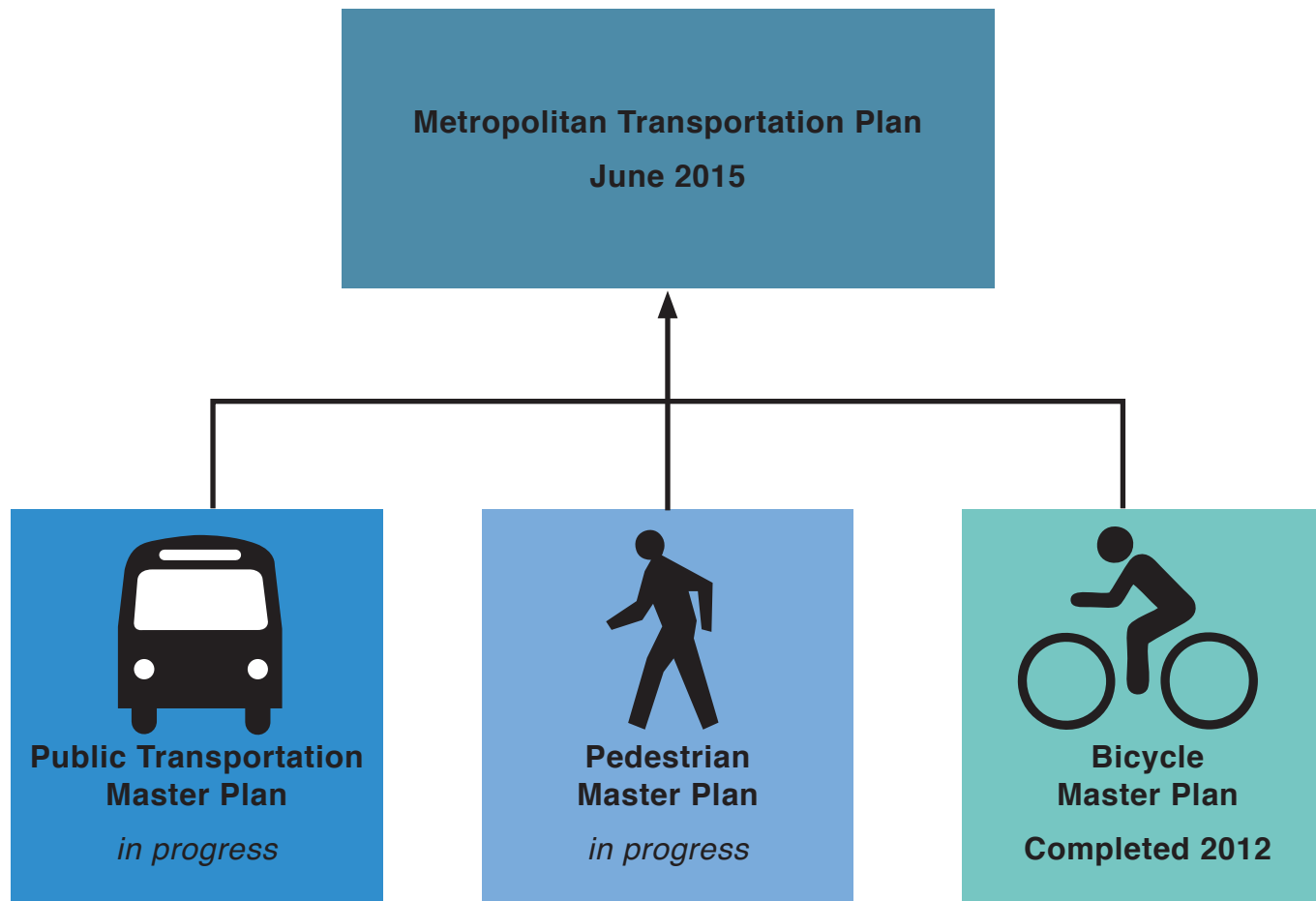
area = 426.6 sq. mi

population = 116,386 (2013)

MPO Metropolitan Planning Organization

The purpose of the MPO is to create a forum for transportation decision making in the metropolitan planning area.





PEDESTRIAN MASTER PLAN

Existing Conditions | Community Profile

- Physical
- Public Perception
- Crash Inventory
- Demographics
- Destinations

Deficiencies

- Walking Audit
- School Walk Zones
- Public Perception Studies
- Gap Analysis

PMP Outcomes

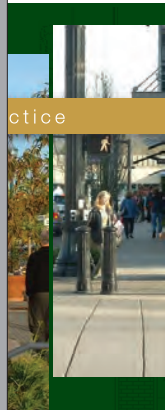
- Project List + Prioritization
- Policy Recommendations
- Design Standards



Prepared for:
CHRISTUS St. Vincent Regional
Medical Center
Santa Fe County Community Services
Division
Santa Fe County Health Policy &
Planning Commission

Prepared by:
O'Donnell Economics and Strategy

May 31, 2013



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ach

PEDESTRIAN MASTER PLAN STATISTICS

Health Statistics

Obesity (BMI over 30)


Santa Fe County 20.0%

New Mexico 26.3%

US population 27.7% (2011 BRFSS)

65% of US population is overweight or obese

30 percent of world is now fat, no country immune

Print  Font Size:  

[Previous](#) [Next](#)

Posted: Sunday, June 1, 2014 12:15 am

By Maria Cheng
AP Medical Writer | [1 comment](#)



Two overweight women hold a conversation in New York. Almost a third of the world population is now fat, and no country has been able to curb obesity rates in the last three decades, according to a new global analysis released Thursday. (AP Photo/Mark Lennihan)



LONDON — Almost a third of the world is now fat, and no country has been able to curb obesity rates in the last three decades, according to a new global analysis.

Researchers found more than 2 billion people worldwide are now overweight or obese. The highest rates were in the Middle East and North Africa, where nearly 60 percent of men and 65 percent of women are heavy. The U.S. has about 13 percent of the world's fat population, a greater percentage than any other country. China and India combined have about 15 percent.

"It's pretty grim," said Christopher Murray of the Institute for Health Metrics and Evaluation at the

University of Washington, who led the study. He and colleagues reviewed more than 1,700 studies covering 188 countries from 1980 to 2013. "When we realized that not a single country has had a significant decline in obesity, that tells you how hard a challenge this is."

PEDESTRIAN MASTER PLAN STATISTICS

Health Statistics

Obesity (BMI over 30)

Santa Fe County	20.0%
New Mexico	26.3%
US population	27.7% (2011 BRFSS)

65% of US population is overweight or obese

High Blood Pressure

Santa Fe County	20.0%
New Mexico	28.4%
US population	32.0%

Diabetes

Santa Fe County	5.0%
New Mexico	8.5%
US population	9.0%

3.1% of New Mexicans Commute by walking or bicycle

"States with higher rates of walking and bicycling to work also have a higher % of the population meeting recommended levels of physical activity, and have lower rates of obesity, high blood pressure, and diabetes." (2014 Study)

52.2% of adults in New Mexico meet recommended minimum weekly aerobic physical activity (150 min/wk moderate aerobic activity)

Source: NM + US - ACS 2009-2011, BRFSS 2010, 2011
Santa Fe County, Community Health Profile, 2013

SECTIONS HOME SEARCH

The New York Times

THE NEW OLD AGE
Walking to Age Well



WELL
Ask Well: Exercise After Knee Replacement



BITS
Samsung Stakes Claim on Wearable Tech That Monitors Health

LETTERS
Clinical Drug Trials



The New Old Age
Caring and Coping

Search The New Old Age

Walking to Age Well

By TOBY BILANOW MAY 27, 2014 4:25 PM 2 Comments



Mildred Johnston walking along a path in Kanapaha Veterans Memorial Park in Gainesville, Fla. Ms. Johnston participated in a large study that showed the benefits of walking for older people.

E-MAIL
FACEBOOK
TWITTER
SAVE
MORE

We all know that exercise is good for us, regardless of age. Now a new study, one of the largest and most rigorous to date, proves it. As Gretchen Reynolds writes in this week's Phys Ed column:

For this latest study, the Lifestyle Interventions and Independence for Elders, or LIFE, trial, scientists at eight universities and research centers around the country began recruiting volunteers in 2010, using an unusual set of selection criteria. Unlike many exercise studies, which tend to be filled with people in relatively robust health who can easily exercise, this trial used volunteers who were sedentary and infirm, and on

PREVIOUS POST
She Wasn't So Ungrateful After All

RECENT POSTS

Walking to Age Well 2

We all know that exercise is good for us, regardless of age. Now a new study, one of the largest and most rigorous to date, proves it. [Read more...](#)

ESSAY

She Wasn't So Ungrateful After All 114

My mother's essay in this blog drew outrage and a bit of her children. Here's the rest of the story. [Read more...](#)

Geriatricians: Beware 'Liquid Candy' 100

Doctors who care for older patients see little use for popular nutritional drinks marketed to seniors. [Read more...](#)

Do Not Resuscitate: What Young Doctors Would 73

A survey of young doctors finds that they overwhelmingly choose heroic resuscitation measures if they had a terminal illness. [Read more...](#)

When Shingles Is Just the Beginning 85

A new study links shingles to a higher risk of stroke. [Read more...](#)

ABOUT

Thanks to the marvels of medical science, our parents are living longer than ever before. Most will spend years dependent on others for the most basic needs. That burden falls to their baby boomer children. In The New Old Age, Paula Span and other contributors explore this unprecedented intergenerational challenge. You can reach the editors at newoldage@nytimes.com.

READERS' FAVORITES

Bounced From Hospice 221

The Getting Was Good 169

PEDESTRIAN MASTER PLAN STATISTICS

Statistics

Trip length (NHTS 2009)

50% 3 mi. or less

27% 1 mi. or less

67% of these short trips are taken in private motorized vehicles

"The most harmful pollutants are emitted within minutes of starting a car, meaning that short trips pollute more per mile and have a bitter impact on our overall health than longer trips (FHWA, 2012)."



PEDESTRIAN MASTER PLAN STATISTICS

Economic Benefits

Increased Sales

Pedestrians and bicyclists spend less money per trip, but make more frequent visits to businesses through out the month, averaging more spending than their car-driving counterparts. (Clifton, 2013)

Property Values and Stability

A one-point increase in Walk Score was associated with a \$500-\$3,000 increase in home values (Cortright, 2009).

Worker Productivity

Bicycling to work significantly reduces absenteeism due to illness. Regular cyclists - 7.4 sick days/yr; non-cyclists 8.7 sick days/yr (2013, London School of Economics)

Events and Tourism

Facilities like rail trails and safe places to bike and walk attract tourists. Local communities now vie for “Bicycle Friendly Community” and “Walking Friendly Community” designations, and communities with these designations report the recognition is good for business (Maus, 2006).

Decreased Traffic Congestion

On average, each car commuter spends roughly 40 hours and over \$800 per year waiting in traffic (Texas A&M Transportation Institute, 2012)

Cleaner Air

A modest increase in bicycling and walking could save 3 billion gallons of gasoline and prevent the release of 28 million tons of CO₂ (Rails to Trails Conservancy, 2008).

Improved Health

Obesity costs the average taxpayer \$180 per year regardless of their own health status. If just one of every ten adults started a regular walking program, the United States could save \$5.6 billion—the equivalent of paying the college tuition for 1,020,000 students (National Governors Association, 2006).

Savings

AAA estimated that, in 2013, the average cost of owning and operating a car increased by 2% to \$9,122 a year (or 60.8 cents per mile) for a person driving 15,000 miles per year and paying \$3.49 per gallon of gas (AAA,2013).



EXISTING CONDITIONS STUDY AREA

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)

Study Area

area = 29.1 sq. mi

Public Transit 'Passenger Trips'

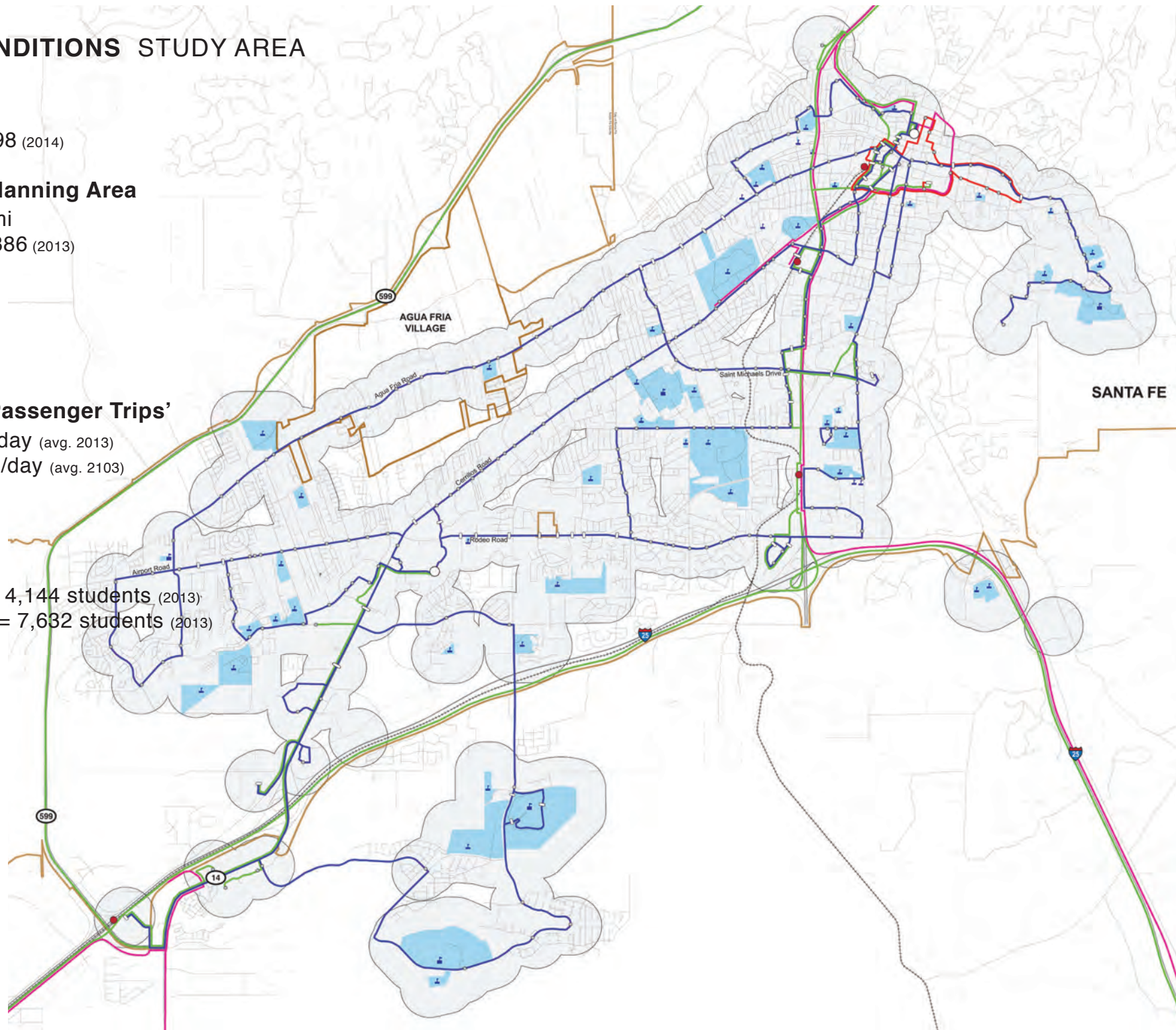
SF Trails = 3,464/day (avg. 2013)

Rail Runner = 981/day (avg. 2103)

Schools

Public Schools = 14,144 students (2013)

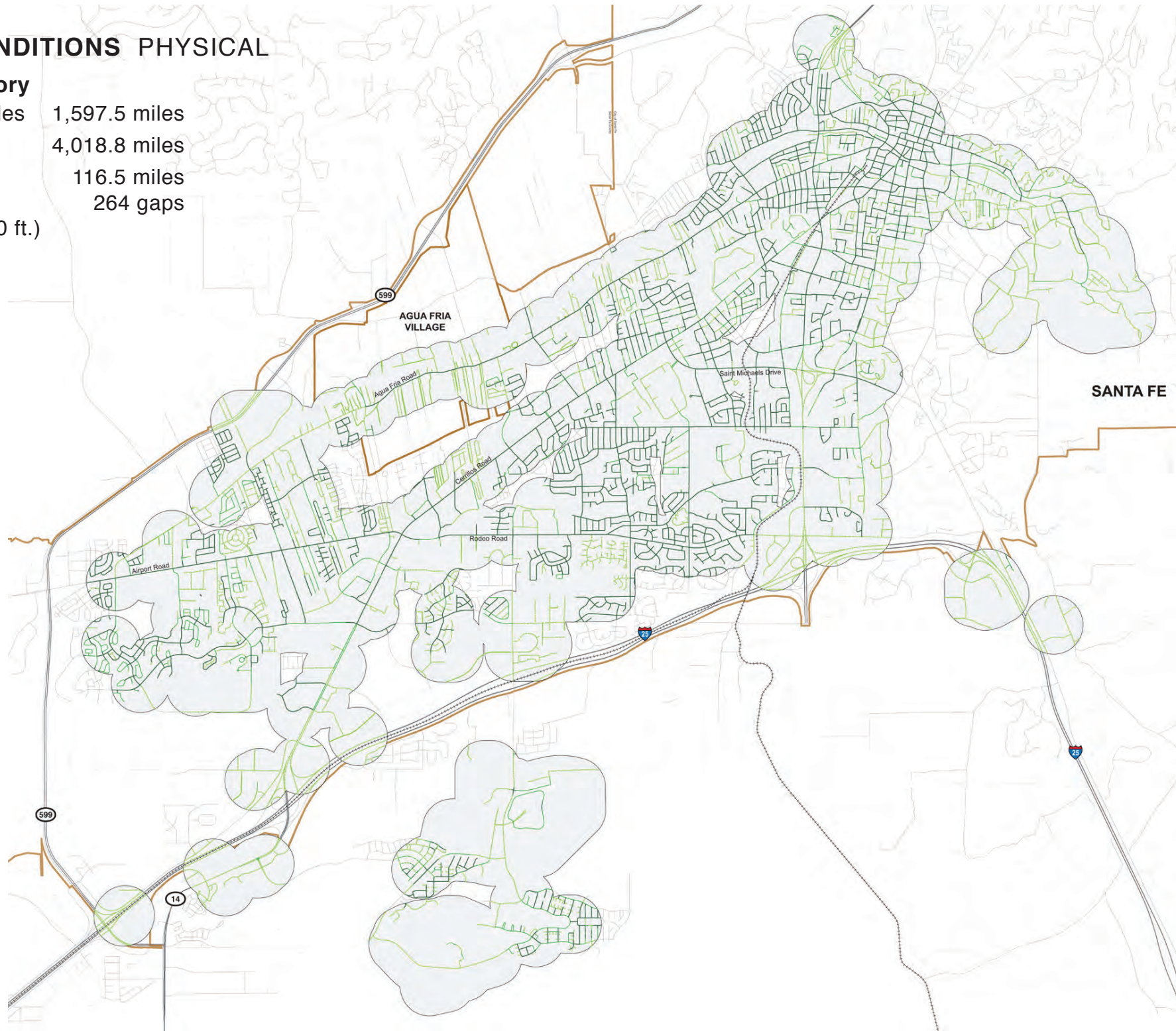
Higher Education = 7,632 students (2013)



EXISTING CONDITIONS PHYSICAL

Sidewalk Inventory

sidewalks both sides 1,597.5 miles
sidewalk one side 4,018.8 miles
no sidewalk 116.5 miles
sidewalk gaps 264 gaps
(average gap 200 ft.)



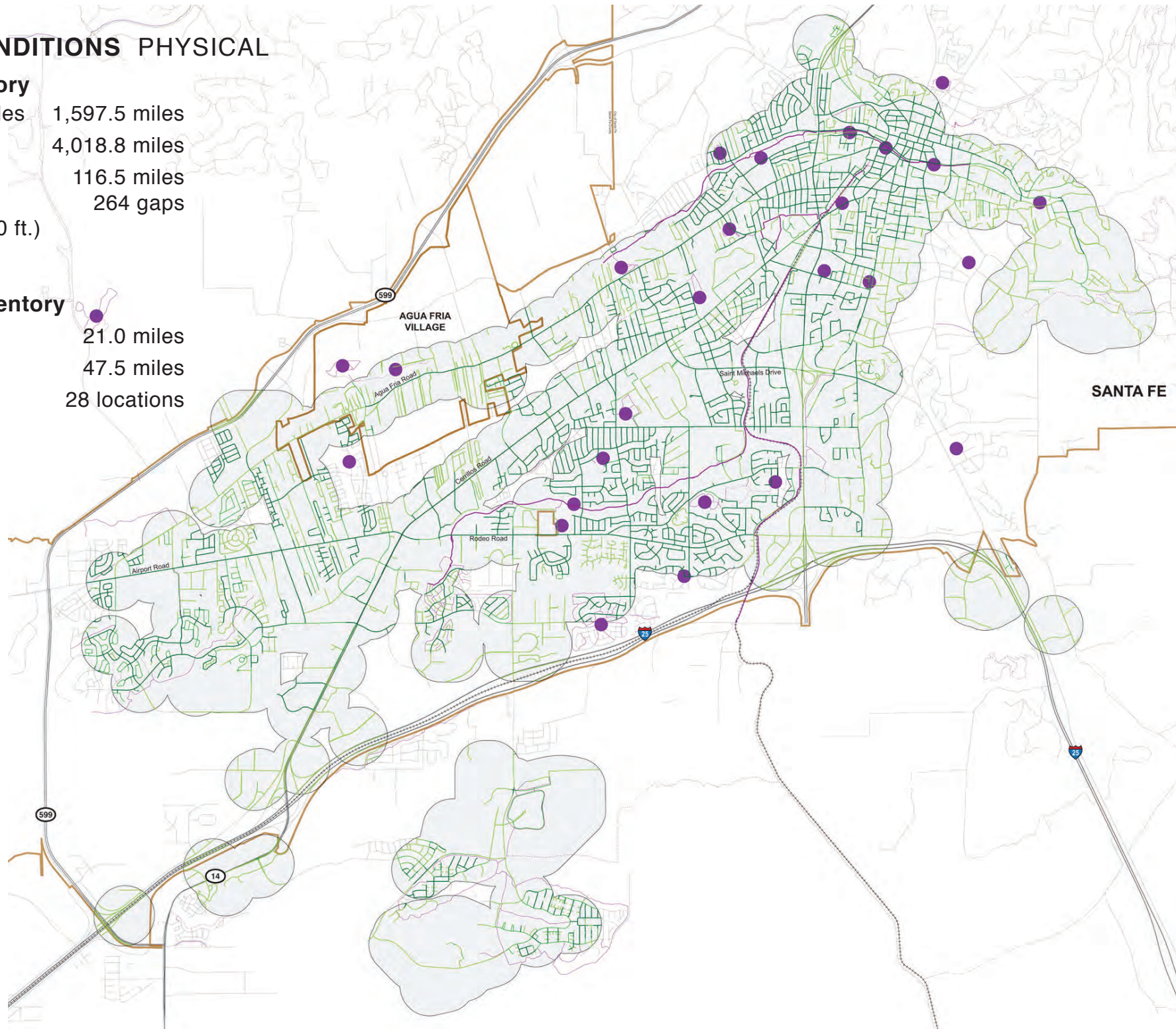
EXISTING CONDITIONS PHYSICAL

Sidewalk Inventory

sidewalks both sides 1,597.5 miles
sidewalk one side 4,018.8 miles
no sidewalk 116.5 miles
sidewalk gaps 264 gaps
(average gap 200 ft.)

Urban Trails Inventory

major urban trails 21.0 miles
minor urban trails 47.5 miles
prescription trails 28 locations



PUBLIC PERCEPTION SURVEY SUMMARY

878 survey responses (english + spanish)

Modes of Transportation

Car, Truck, or Motorcycle - 41%

Walk - 30%

Bicycle - 20%

Bus or Train - 8%

Reasons for not using Alternative Modes of Transportation

Approx. 20%, Already use alternative modes

Approx. 80%, Do not use alternative modes

- distance to work
- need vehicle for business related travel
- do not commute / retired

Current Walking Destinations

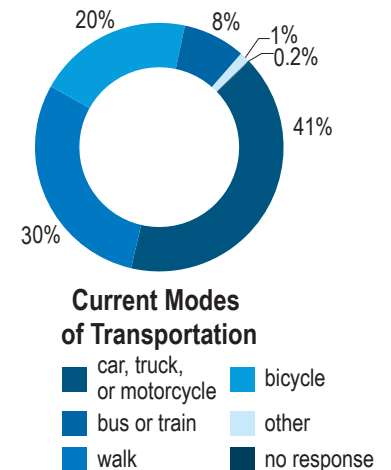
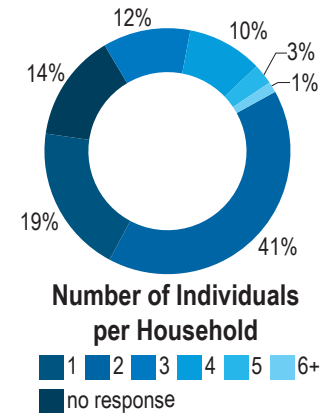
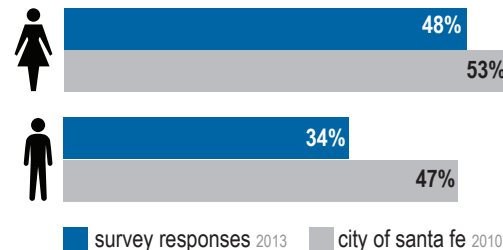
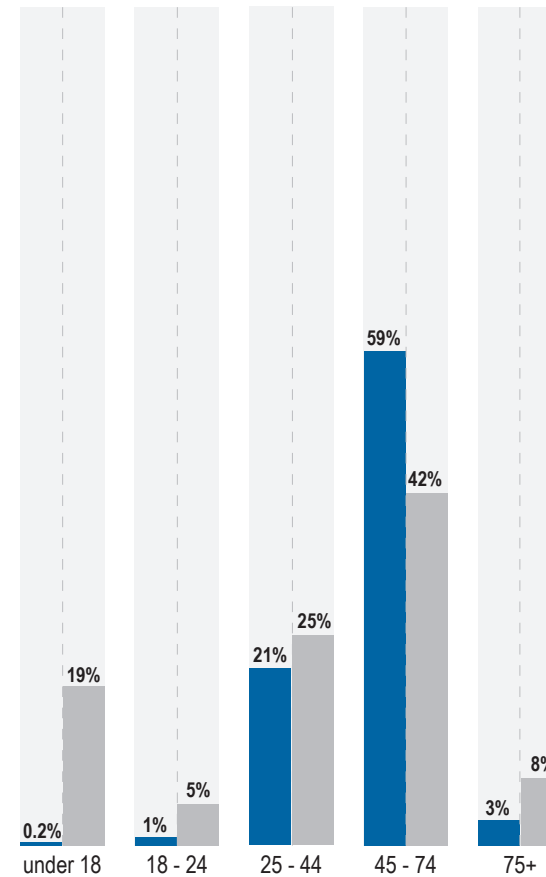
Approx. 50%, walk around their neighborhood (2+ times/week)

More than 25%, walk at least 1 time/week to

- service provider
- restaurant
- store
- home of family or friend

Approx. 50% never walk to work/school

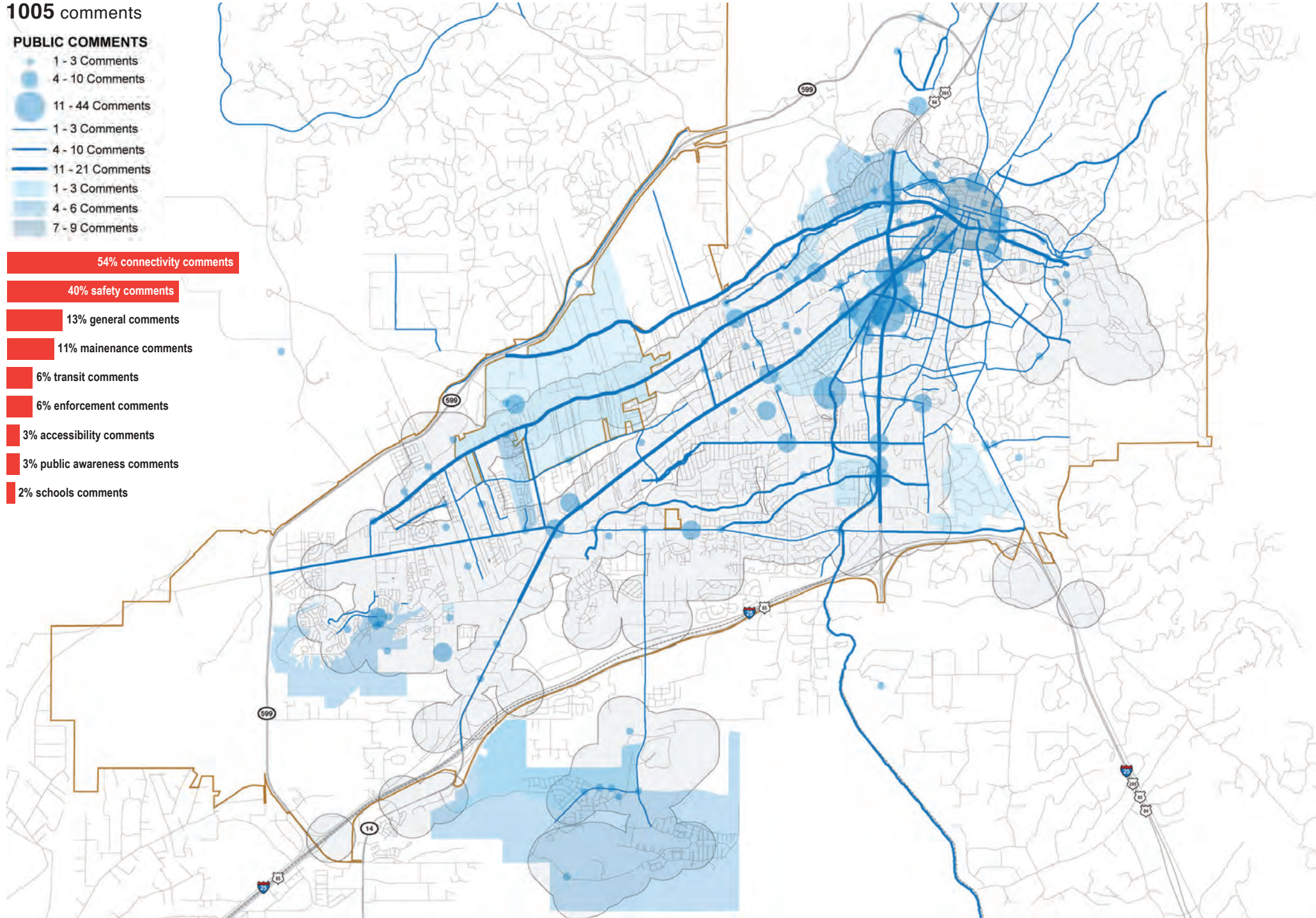
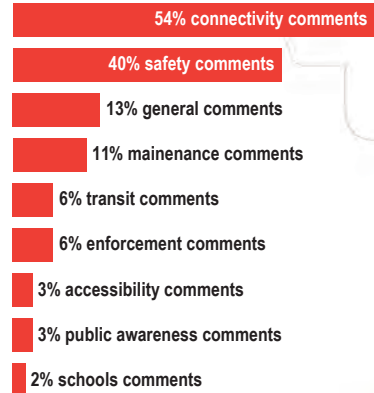
AGE + GENDER



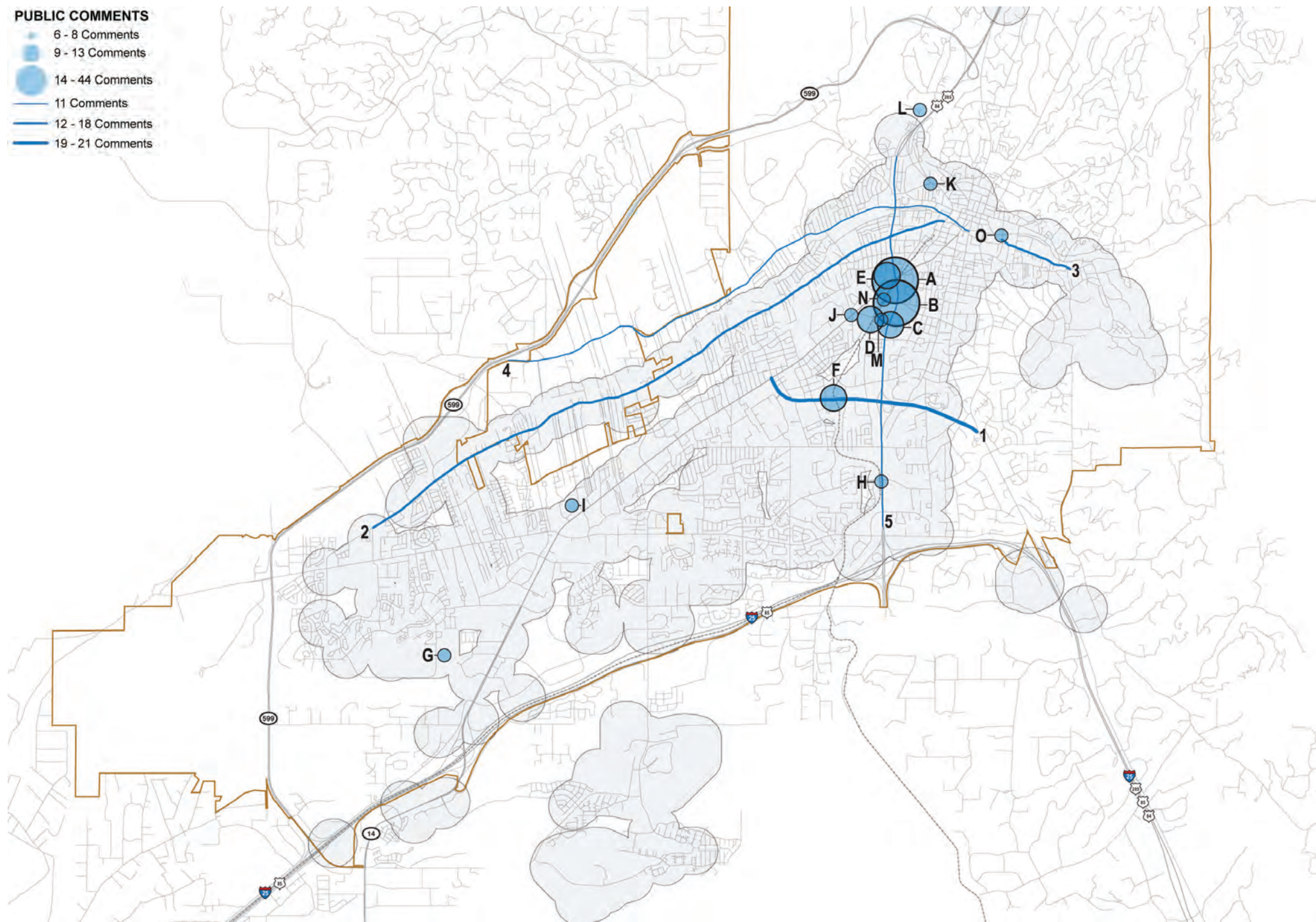
PUBLIC PERCEPTION COMMENT SUMMARY

1005 comments

PUBLIC COMMENTS

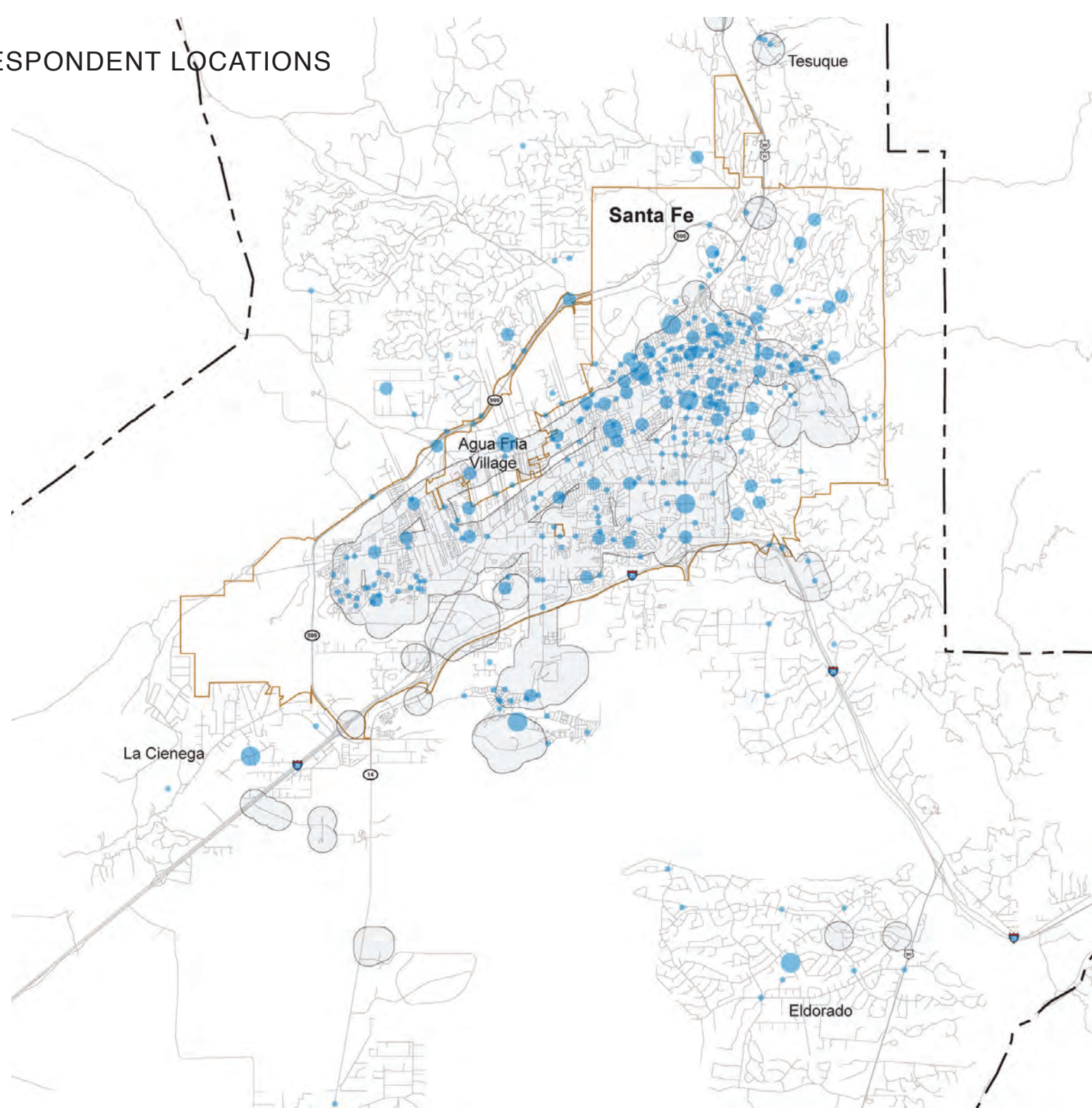
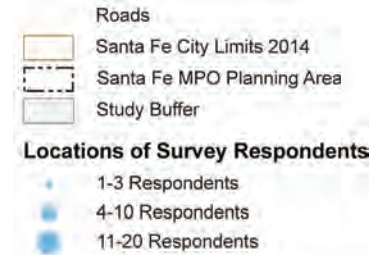


PUBLIC PERCEPTION TOP 20 COMMENT LOCATIONS



PUBLIC PERCEPTION RESPONDENT LOCATIONS

RESPONDENT LOCATIONS



EXISTING CONDITIONS SAFETY

SANTA FE CRASH INVENTORY 2006-2011

pedestrian crashes 160 32/yr avg.
 fatal 13 2.6/yr avg.
 injury 130
 property damage only 17

bicycle crashes 98 20/yr avg.
 fatal 0
 injury 71
 property damage only 27

total ped / bike crashes 258

New Mexico Statistics - 2012

Pedestrian Safety

pedestrian fatalities (reported) average

Santa Fe 2.6 /yr
 New Mexico 37.7 /yr
 US Average 4,432 /yr

roadway fatalities: pedestrian

New Mexico 10.6 %
 US Average 12.9 %

NM % of pedestrian fatalities

Under 16 8 %
 Over 64 11.5 %

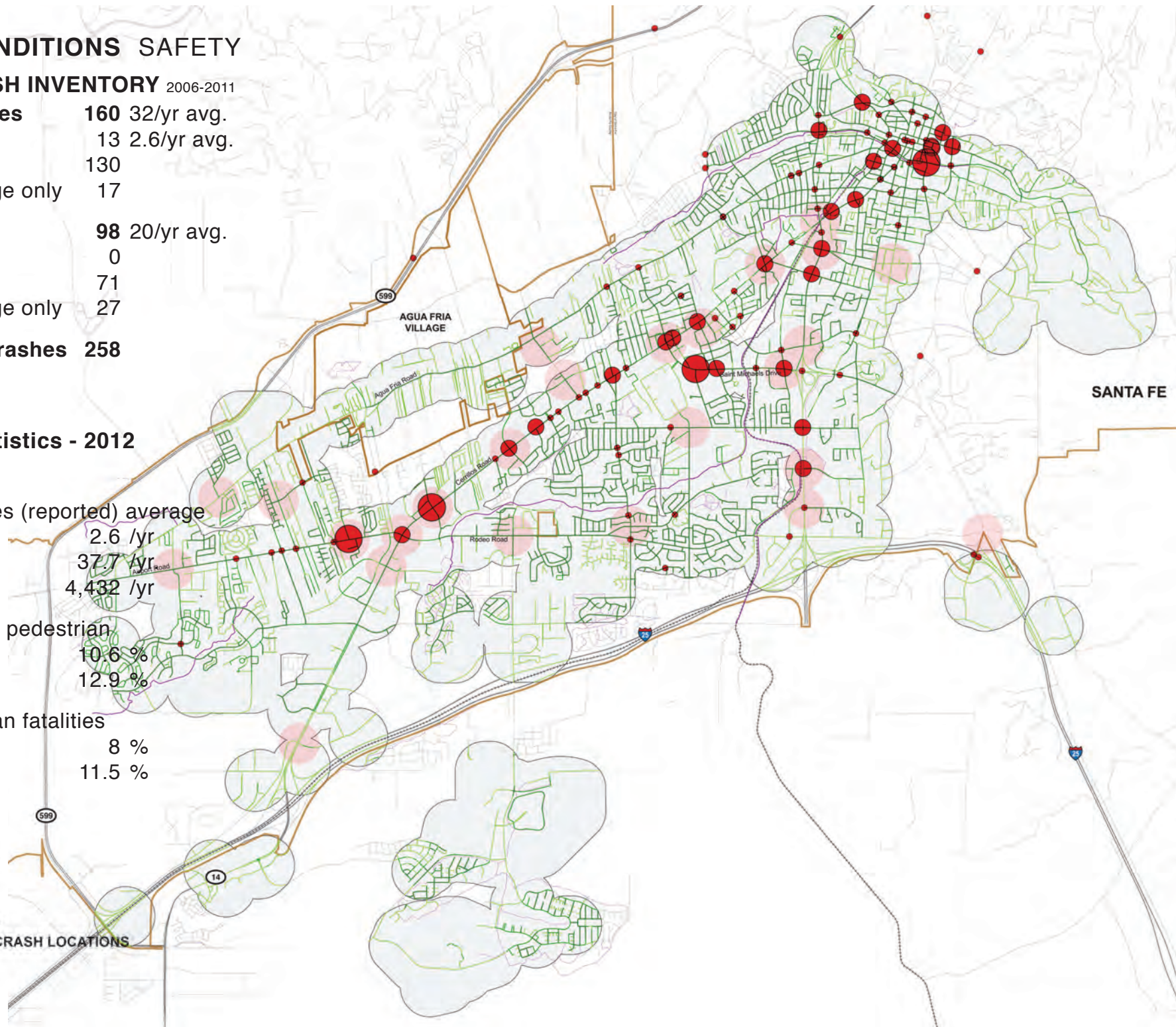
SIDEWALKS

— Sidewalk - Both Sides
 — Sidewalk - One Side
 — Sidewalk - None

Top 25 Crash Locations

PEDESTRIAN VEHICLE CRASH LOCATIONS

• 1 Crash
 • 2 - 3 Crashes
 • 4 - 7 Crashes



EXISTING CONDITIONS SAFETY

Traffic Volumes

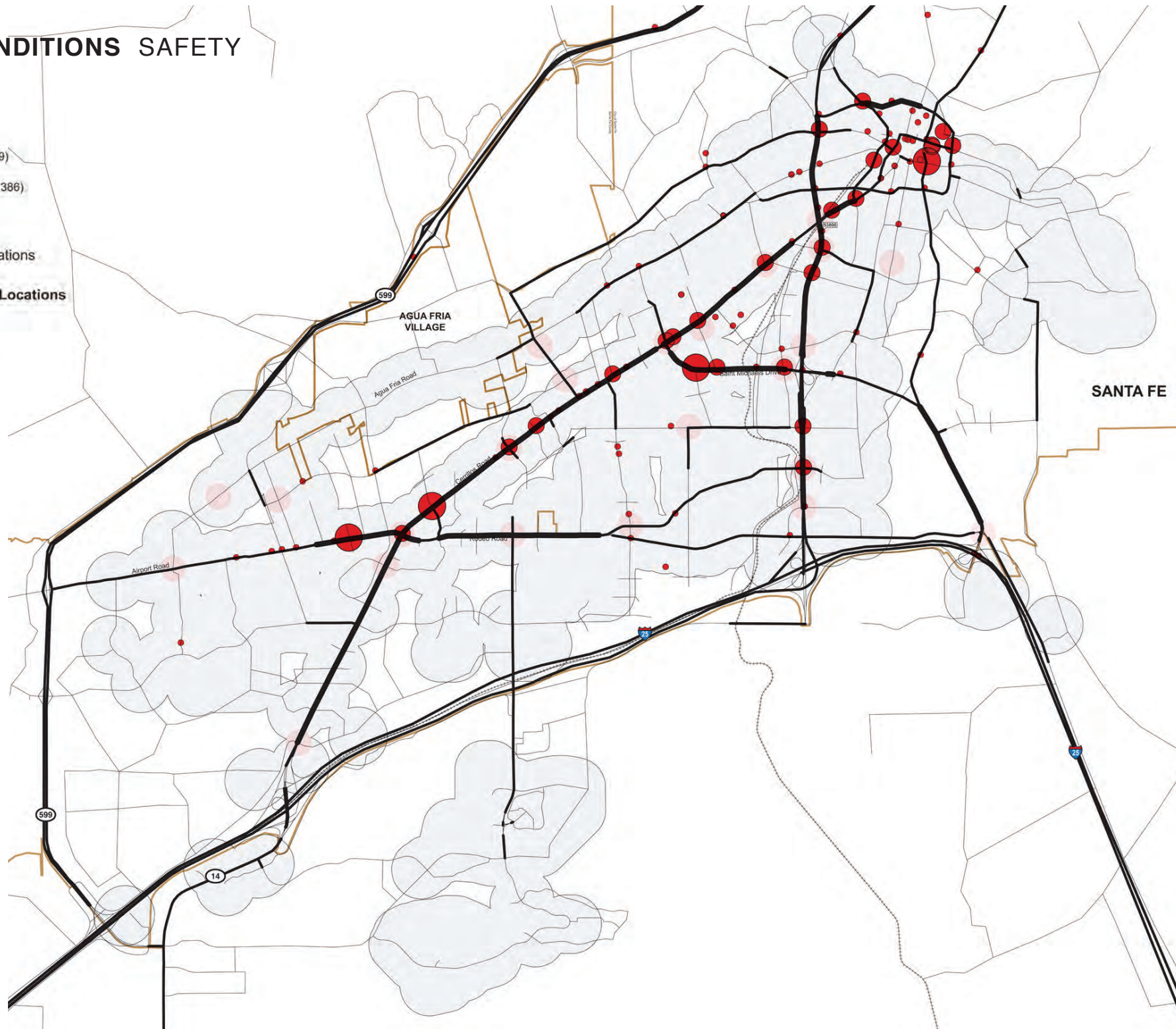
Traffic Volume

- High (24,387 - 58,509)
- Medium (8,435 - 24,386)
- Low (0 - 8,434)v

Top 25 Crash Locations

Pedestrian Vehicle Crash Locations

- 1 Crash
- 2 - 3 Crashes
- 4 - 7 Crashes



EXISTING CONDITIONS SAFETY

Roadway Speed (Posted)

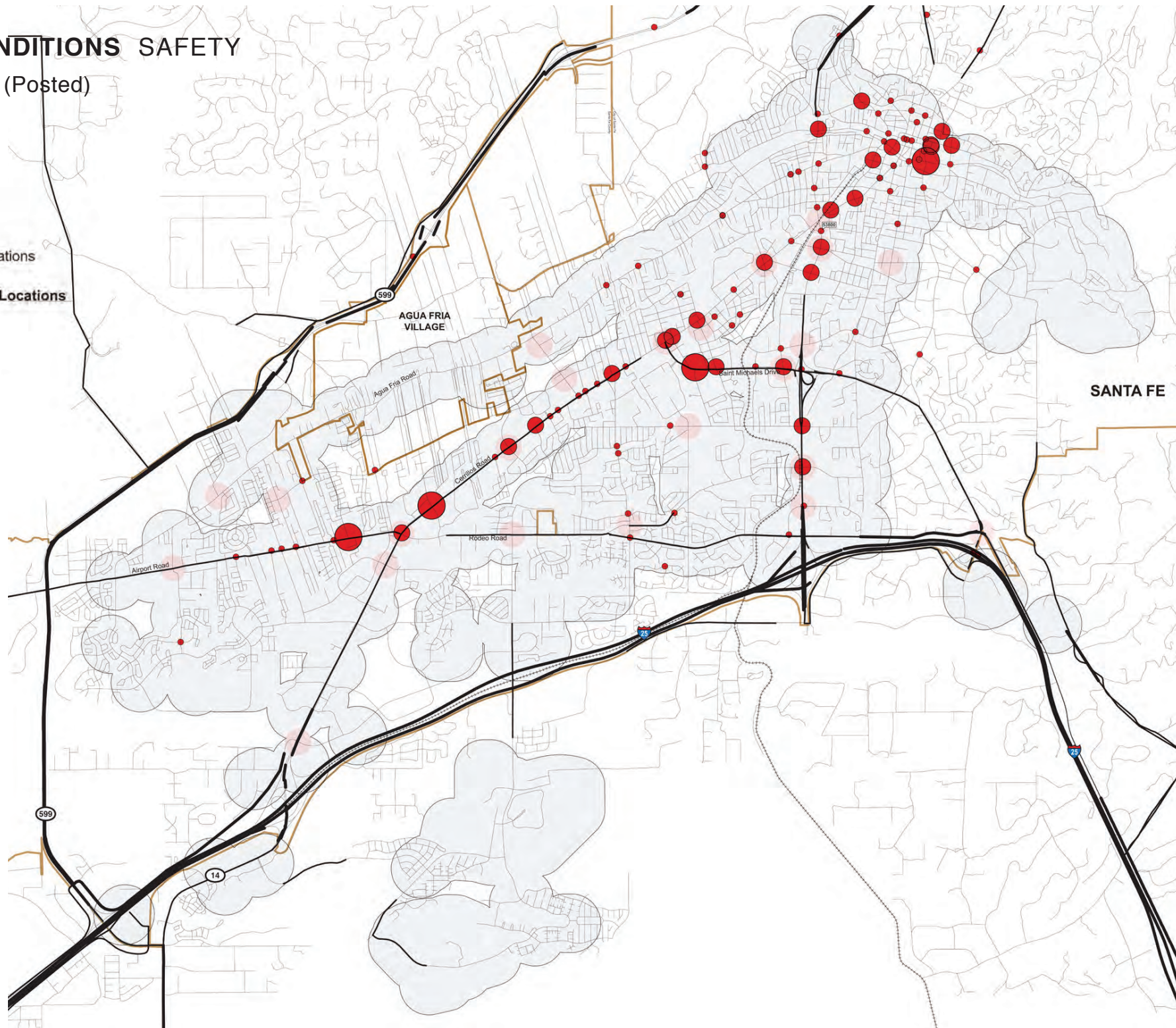
Traffic Speed

- 55 mph +
- 45 mph
- 35 mph -

Top 25 Crash Locations

Pedestrian Vehicle Crash Locations

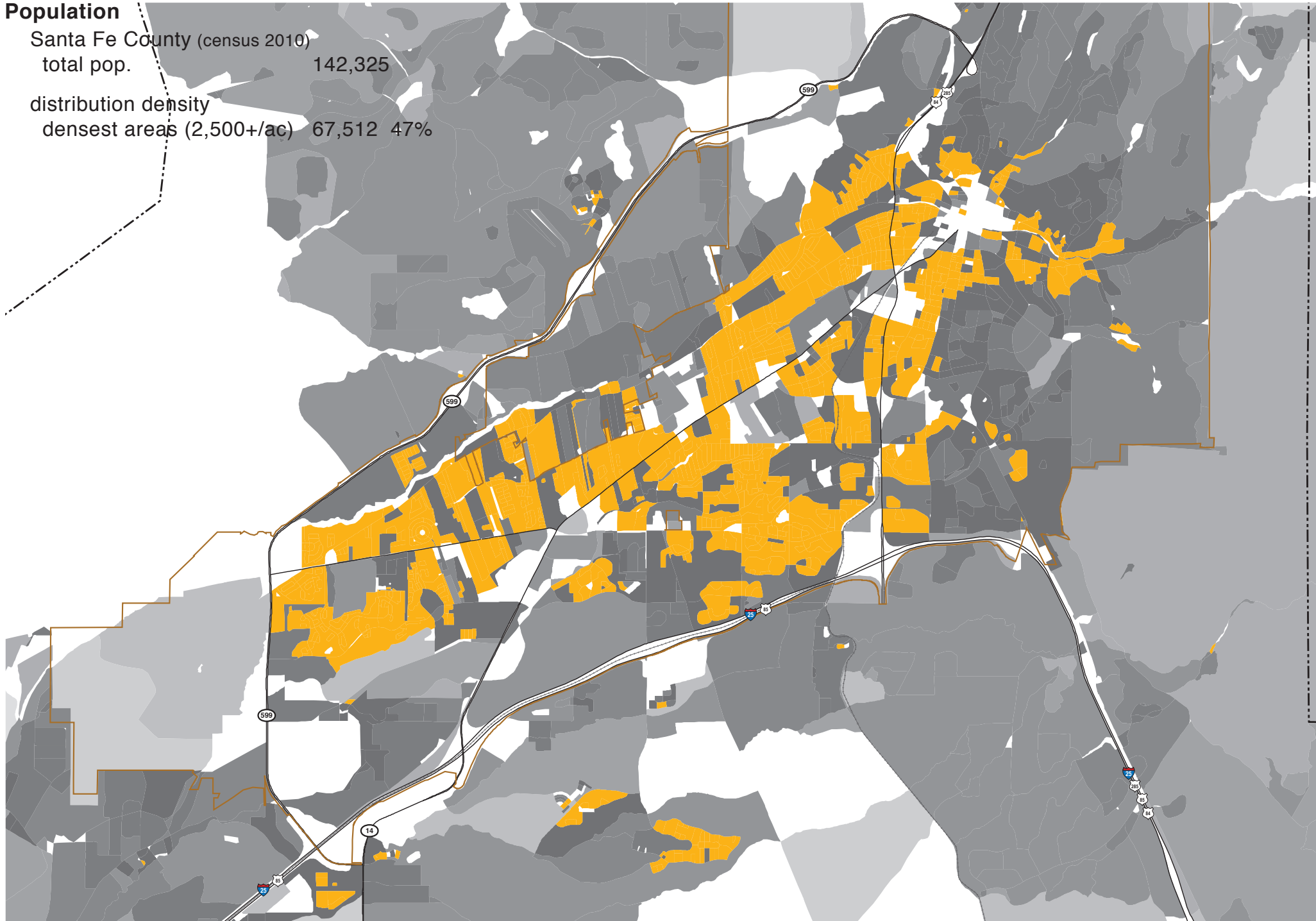
- 1 Crash
- 2 - 3 Crashes
- 4 - 7 Crashes



EXISTING CONDITIONS DEMOGRAPHICS

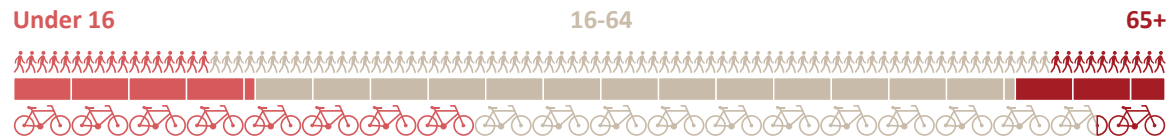
Population

Santa Fe County (census 2010)
total pop. 142,325
distribution density
densest areas (2,500+/ac) 67,512 47%



Share of Walk + Bicycle Trips by Age

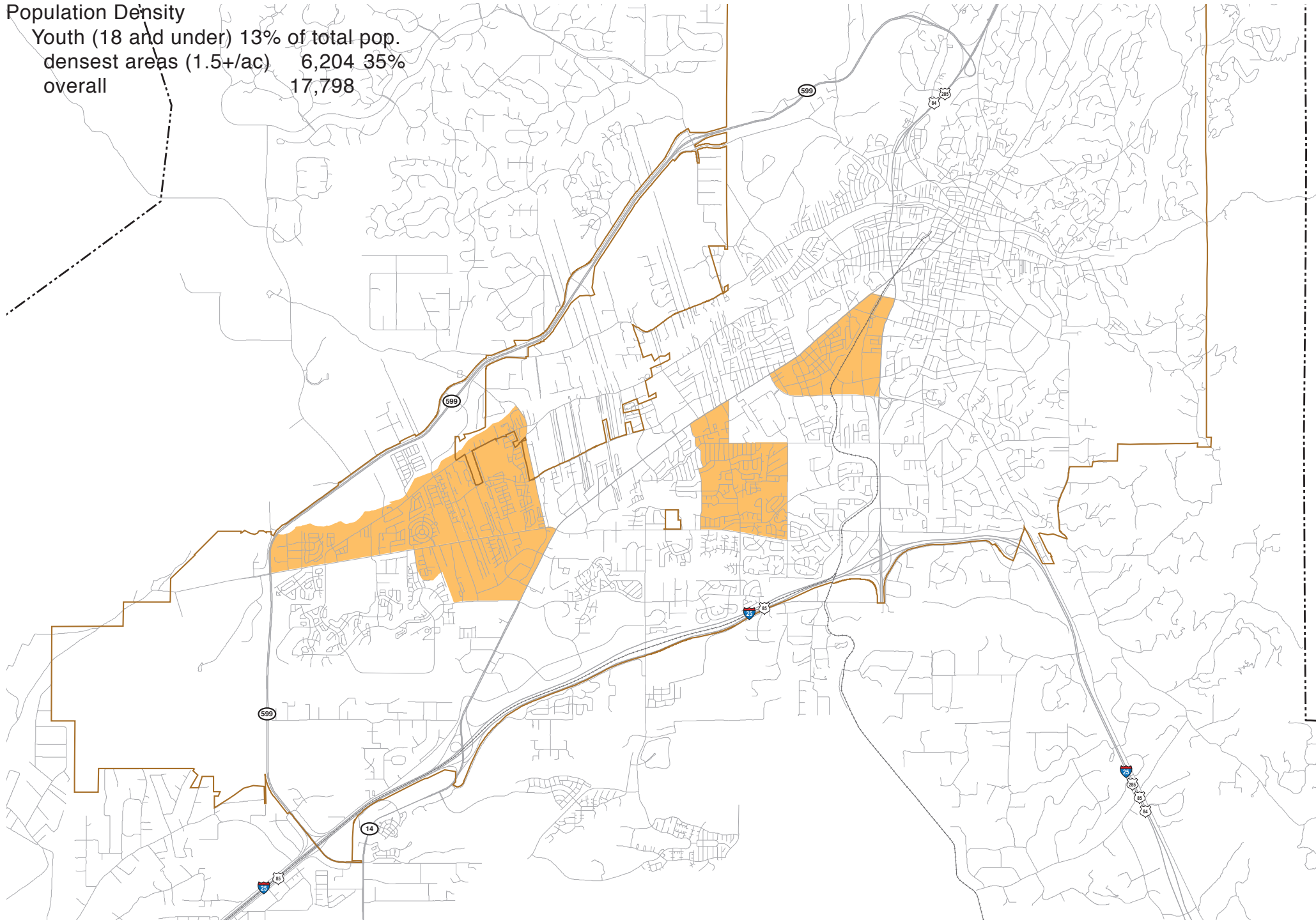
	% population	walking	biking
Youth (under 16)	21%	17%	39%
Seniors (65+)	13%	10%	6%
Other Ages (16-64)	66%	73%	54%



EXISTING CONDITIONS DEMOGRAPHICS

Population Density

Youth (18 and under) 13% of total pop.
densest areas (1.5+/ac) 6,204 35%
overall 17,798

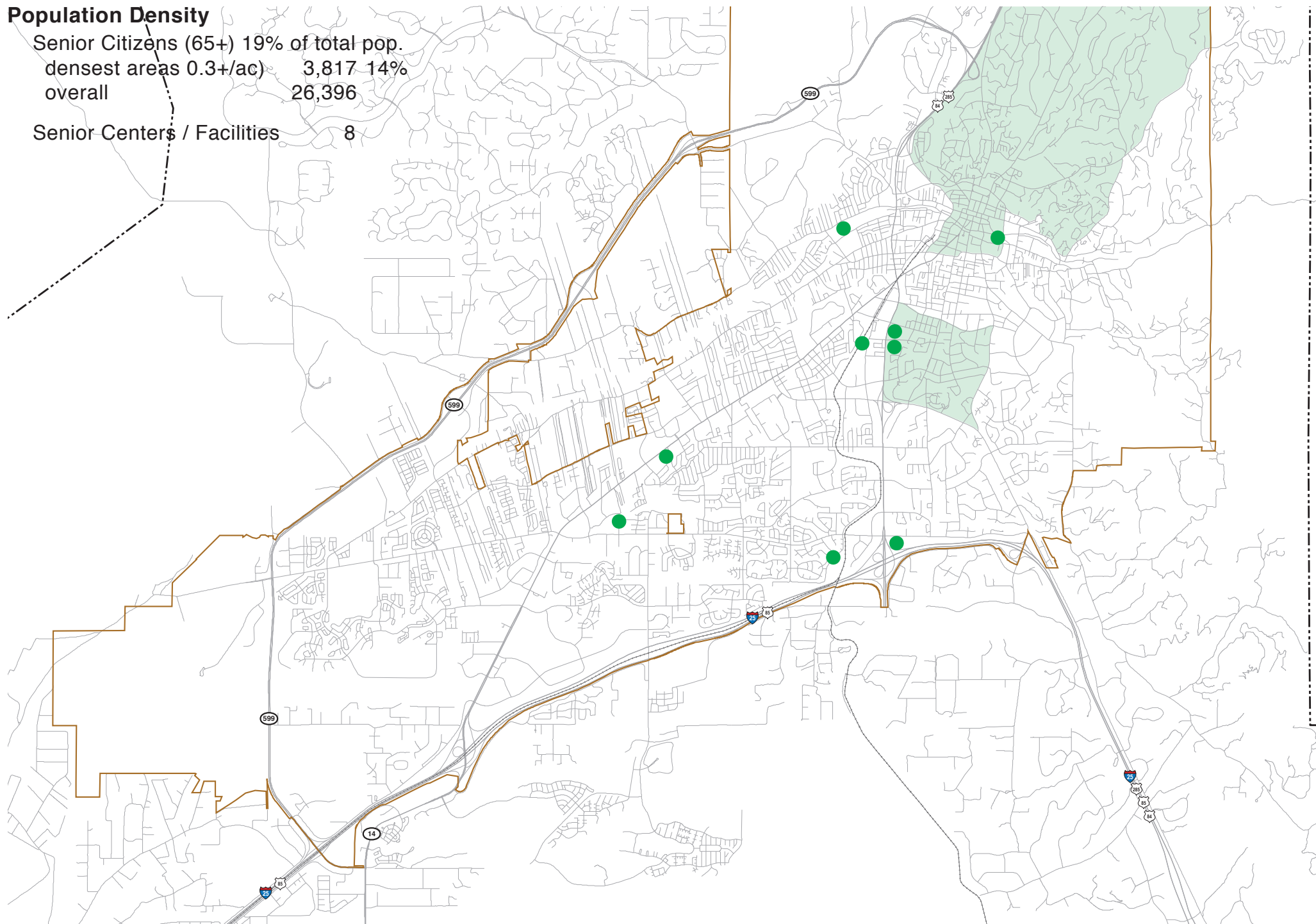


EXISTING CONDITIONS DEMOGRAPHICS

Population Density

Senior Citizens (65+) 19% of total pop.
densest areas 0.3+/ac 3,817 14%
overall 26,396

Senior Centers / Facilities 8





EXISTING CONDITIONS DEMOGRAPHICS

Income

People across income groups walk and bicycle roughly proportional to their distribution in the population.

Pedestrian trips make up a higher percentage of trips taken by people with an annual income of less than \$20,000.

Bicyclist and Pedestrian Mode Share by Household Income

Mode of travel	Less than \$20,000	\$20,000 to \$39,999	\$40,000 to \$74,999	\$75,000 to \$99,999	\$100,000 and over	All incomes ⁽¹⁾
	16.3%	10.3%	8.9%	8.9%	10.2%	10.4%
	1.0%	1.2%	1.0%	0.9%	1.1%	1.0%
All other modes	82.7%	88.5%	90.1%	90.2%	88.7%	88.5%

Source: NHTS 2009. **Notes:** Income data from NHTS is grouped differently depending on the analysis performed. For this reason, income categories differ among the graphics on this page. (1) Numbers round down and so appear to add to 99.9%.

EXISTING CONDITIONS DEMOGRAPHICS

Income + Commuting

Lower income workers make up a disproportionate share of those who walk to work. Nationwide, 45% of people who walk to work earn less than \$15K per year. (ACS 2011)

People of color are community to work by foot at higher rates than white workers. In 2011, 11% of walking commuters were African American, and 18% were Hispanic.

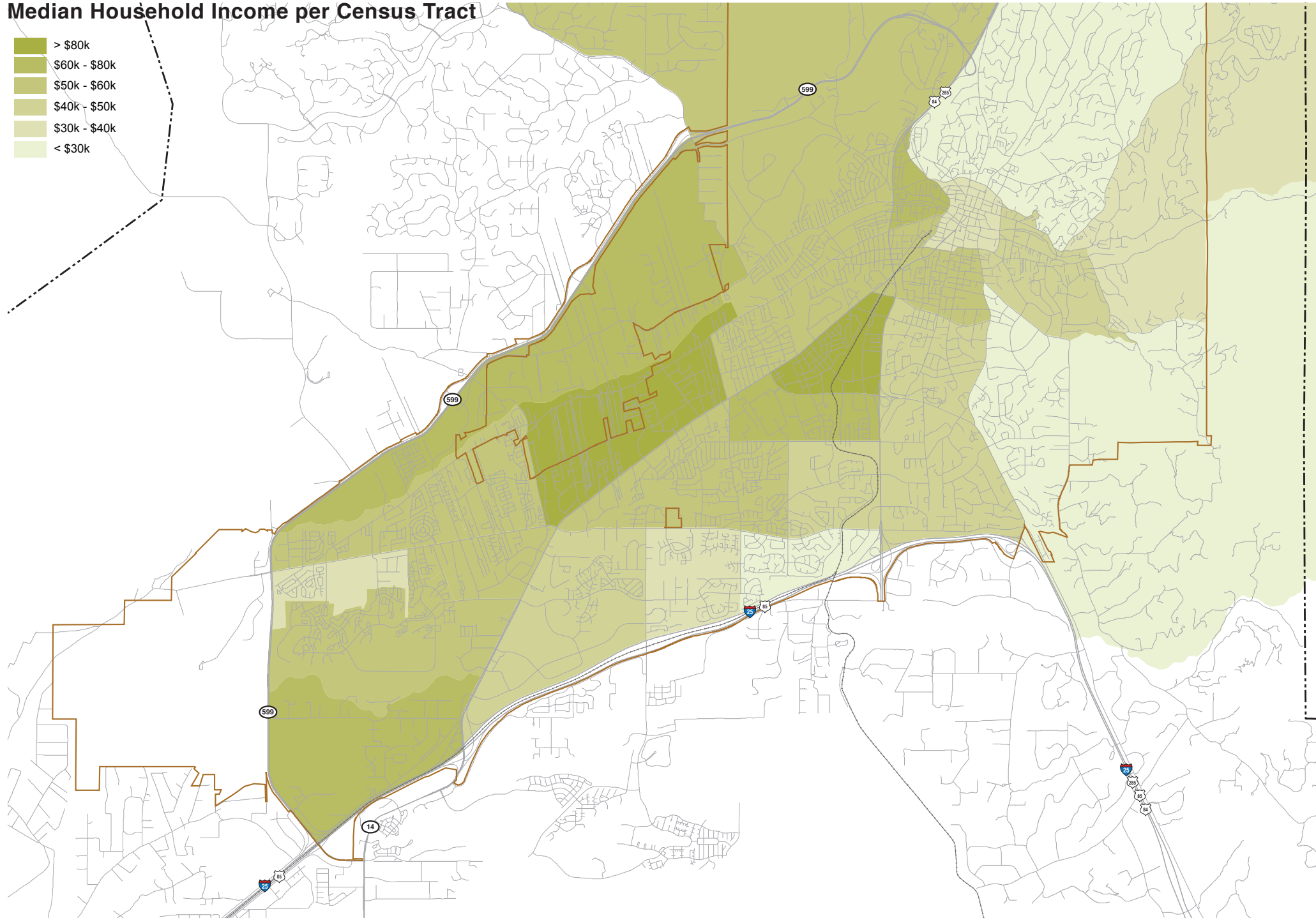
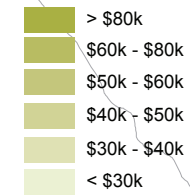
Gender and Income Differences: Walking to Work in States

	% commuters by foot	% men	% women	Percent of workers who walk to work, by annual income (total = 100%)			
				Less than \$15,000	\$15,000-\$34,999	\$35,000-\$64,999	\$65,000+
Alabama	1.2%	58%	42%	54%	28%	11%	7%
Alaska	7.9%	60%	40%	33%	35%	19%	13%
Arizona	2.2%	53%	47%	44%	32%	15%	8%
Arkansas	1.8%	60%	40%	52%	31%	9%	8%
California	2.8%	52%	48%	42%	31%	16%	11%
Colorado	3.0%	58%	42%	46%	29%	15%	10%
Connecticut	3.0%	56%	44%	50%	26%	15%	10%
Delaware	2.3%	53%	47%	48%	27%	15%	10%
Florida	1.6%	56%	44%	48%	33%	13%	7%
Georgia	1.6%	58%	42%	48%	32%	12%	8%
Hawaii	4.8%	52%	48%	33%	36%	22%	9%
Idaho	3.1%	58%	42%	45%	35%	13%	7%
Illinois	3.2%	53%	47%	44%	27%	16%	13%
Indiana	2.1%	55%	45%	56%	26%	12%	6%
Iowa	3.6%	55%	45%	52%	26%	16%	6%
Kansas	2.5%	56%	44%	49%	31%	14%	6%
Kentucky	2.1%	56%	44%	57%	27%	11%	5%
Louisiana	2.0%	55%	45%	50%	31%	12%	7%
Maine	3.8%	51%	49%	50%	30%	13%	7%
Maryland	2.4%	51%	49%	46%	27%	16%	11%
Massachusetts	4.7%	49%	51%	42%	25%	17%	16%
Michigan	2.2%	54%	46%	57%	24%	12%	7%
Minnesota	2.8%	56%	44%	46%	28%	17%	10%
Mississippi	1.7%	58%	42%	53%	32%	10%	4%
Missouri	2.0%	55%	45%	54%	27%	14%	5%
Montana	4.8%	56%	44%	39%	34%	18%	9%
Nebraska	2.9%	51%	49%	48%	28%	18%	6%
Nevada	2.0%	57%	43%	39%	41%	12%	7%
New Hampshire	2.9%	49%	51%	49%	27%	13%	11%
New Jersey	3.2%	53%	47%	39%	34%	16%	11%
New Mexico	2.4%	58%	42%	44%	30%	16%	10%
New York	6.4%	50%	50%	35%	28%	18%	19%
North Carolina	1.8%	63%	37%	47%	34%	12%	7%
North Dakota	3.8%	57%	43%	46%	31%	15%	8%
Ohio	2.3%	54%	46%	56%	26%	12%	6%
Oklahoma	1.8%	58%	42%	53%	30%	11%	6%
Oregon	3.9%	53%	47%	44%	32%	16%	8%
Pennsylvania	3.9%	50%	50%	47%	28%	15%	10%
Rhode Island	3.6%	54%	46%	53%	26%	12%	8%
South Carolina	2.0%	59%	41%	54%	30%	12%	4%
South Dakota	4.3%	57%	43%	42%	32%	17%	8%
Tennessee	1.4%	60%	40%	50%	30%	13%	7%
Texas	1.7%	57%	43%	50%	31%	12%	7%
Utah	2.8%	52%	48%	60%	23%	11%	6%
Vermont	5.8%	53%	47%	49%	26%	16%	9%
Virginia	2.4%	57%	43%	43%	30%	14%	12%
Washington	3.4%	55%	45%	38%	31%	18%	13%
West Virginia	2.8%	56%	44%	56%	27%	12%	6%
Wisconsin	3.3%	54%	46%	52%	27%	15%	7%
Wyoming	3.4%	59%	41%	37%	30%	23%	10%
State average	2.8%	54%	46%	45%	29%	15%	11%
State median	2.8%	55%	45%	48%	30%	15%	8%
High	7.9%	63%	51%	60%	41%	23%	19%
Low	1.2%	49%	37%	33%	23%	9%	4%

Source: ACS 2009–2011 Note: Due to rounding, some of these data do not appear to add up to 100%.

EXISTING CONDITIONS DEMOGRAPHICS

Median Household Income per Census Tract



EXISTING CONDITIONS DESTINATIONS

Food

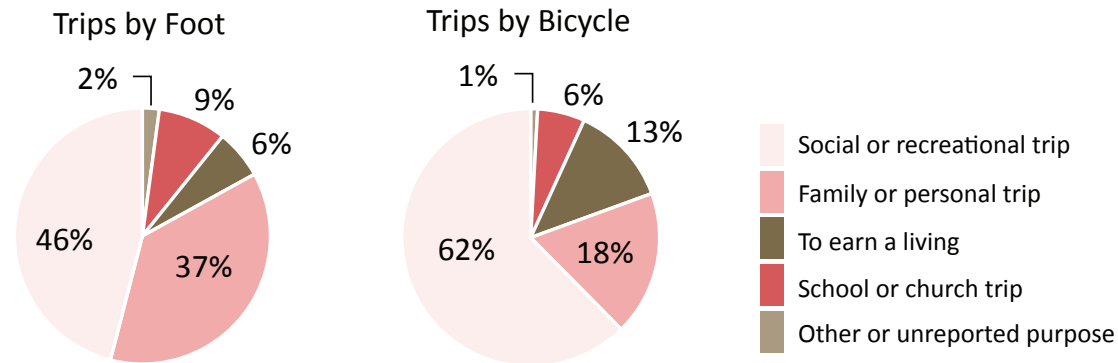
Employment

Schools

Community Facilities

Recreation

Mode Share by Trip Purpose



Source: NHTS 2009

EXISTING CONDITIONS DESTINATIONS

Food

grocery stores	21
markets	3
food banks	1

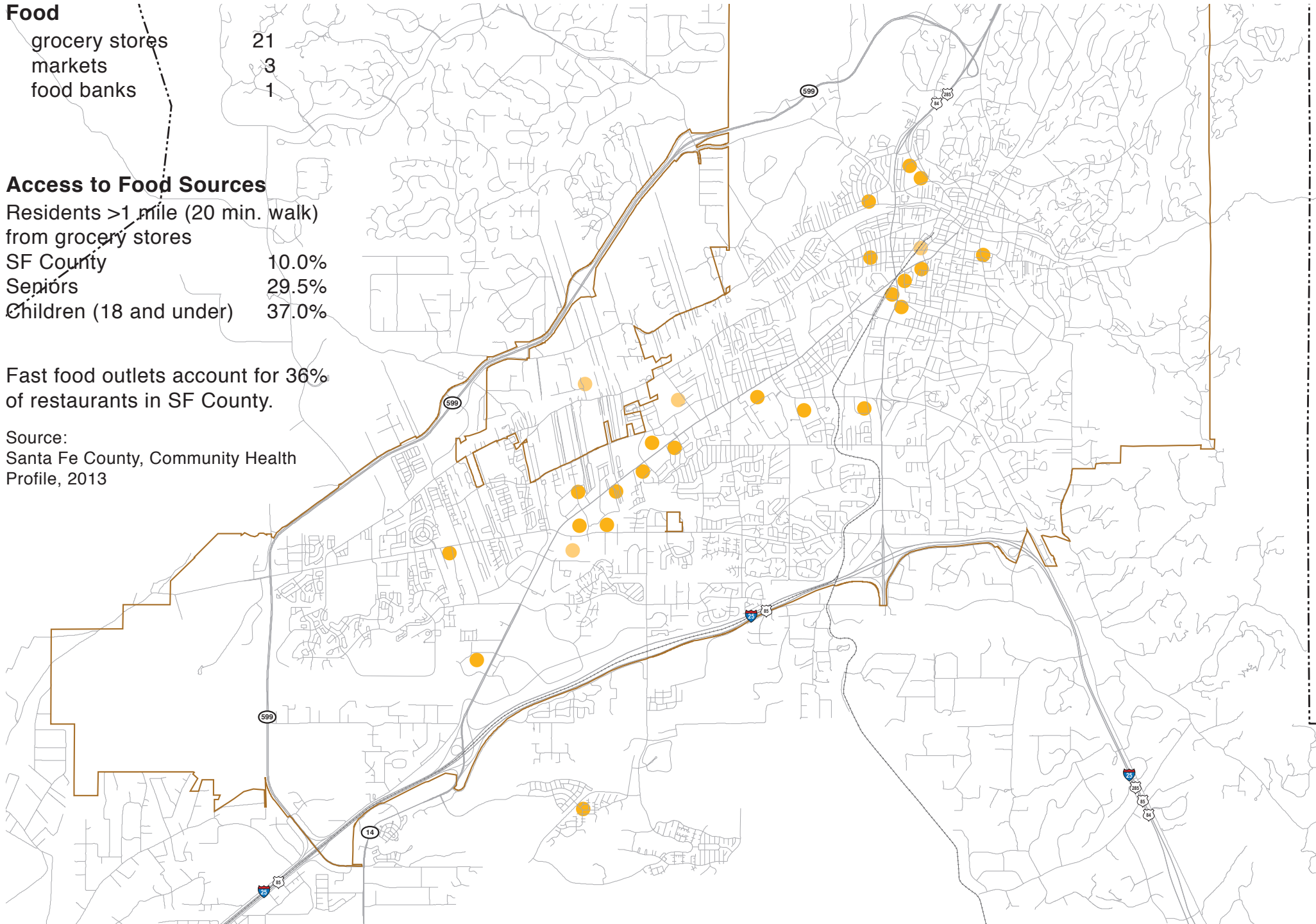
Access to Food Sources

Residents >1 mile (20 min. walk)
from grocery stores

SF County	10.0%
Seniors	29.5%
Children (18 and under)	37.0%

Fast food outlets account for 36%
of restaurants in SF County.

Source:
Santa Fe County, Community Health
Profile, 2013

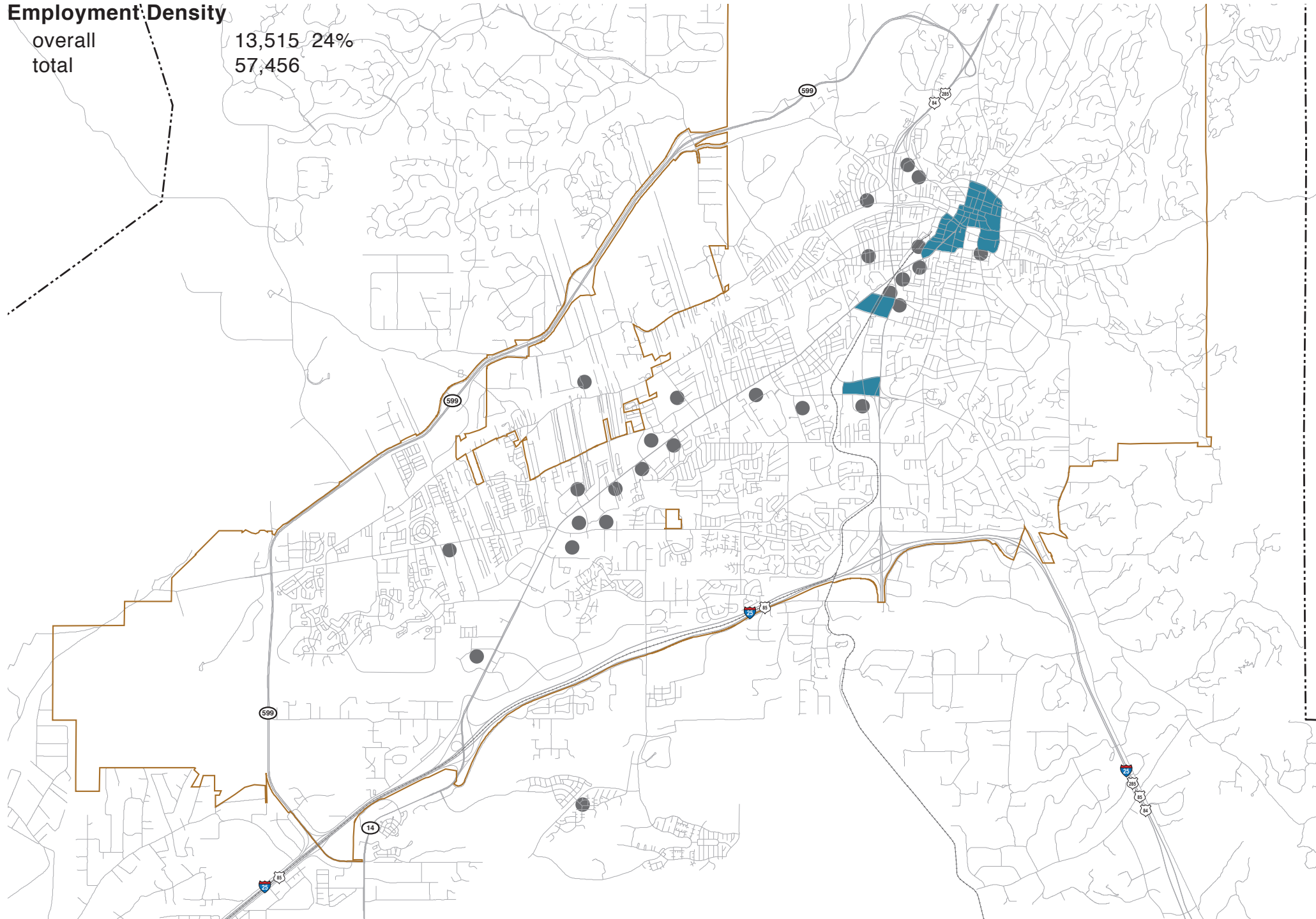


EXISTING CONDITIONS DESTINATIONS

Employment Density

overall
total

13,515 24%
57,456



EXISTING CONDITIONS DESTINATIONS

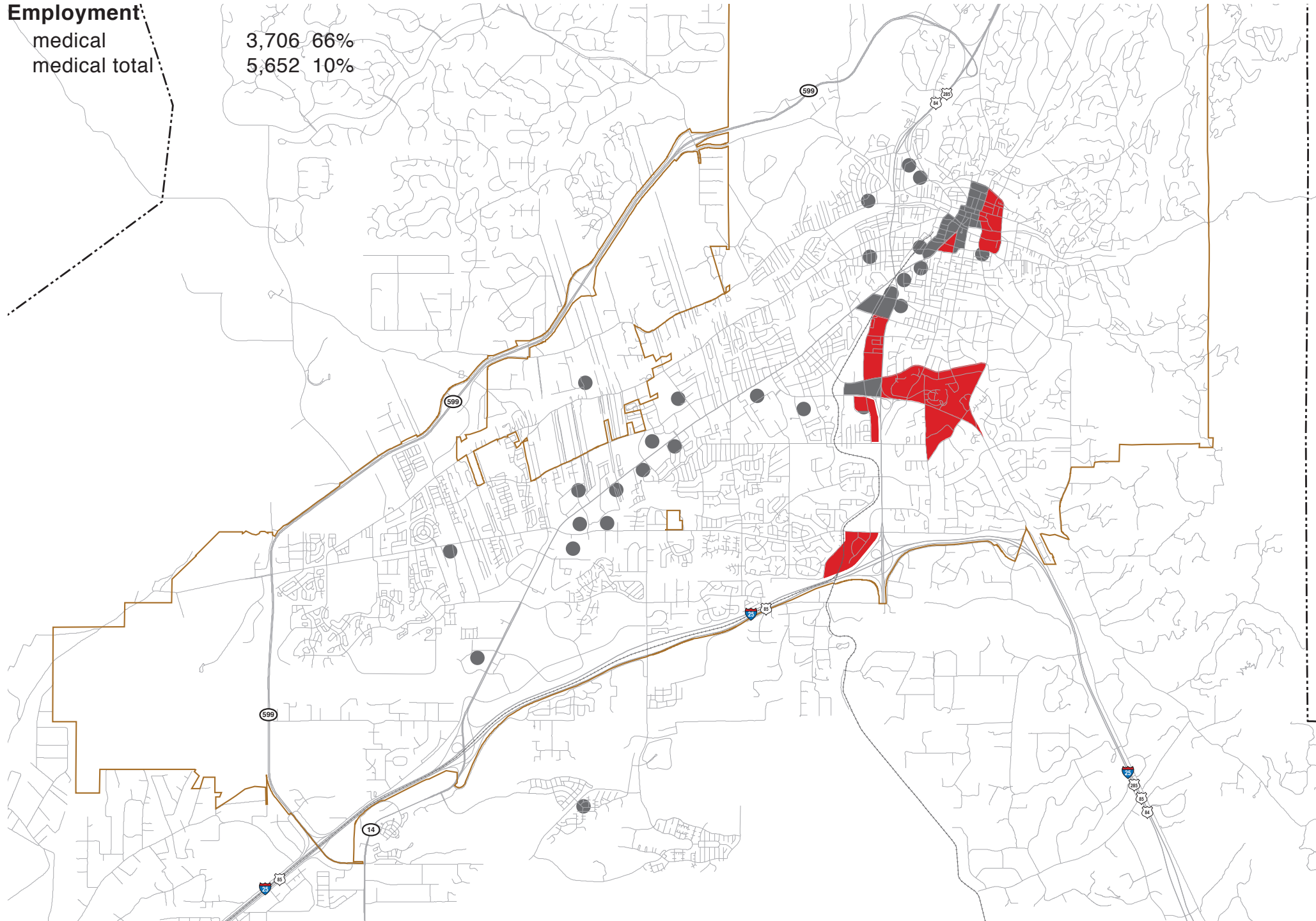
Employment:

medical

3,706 66%

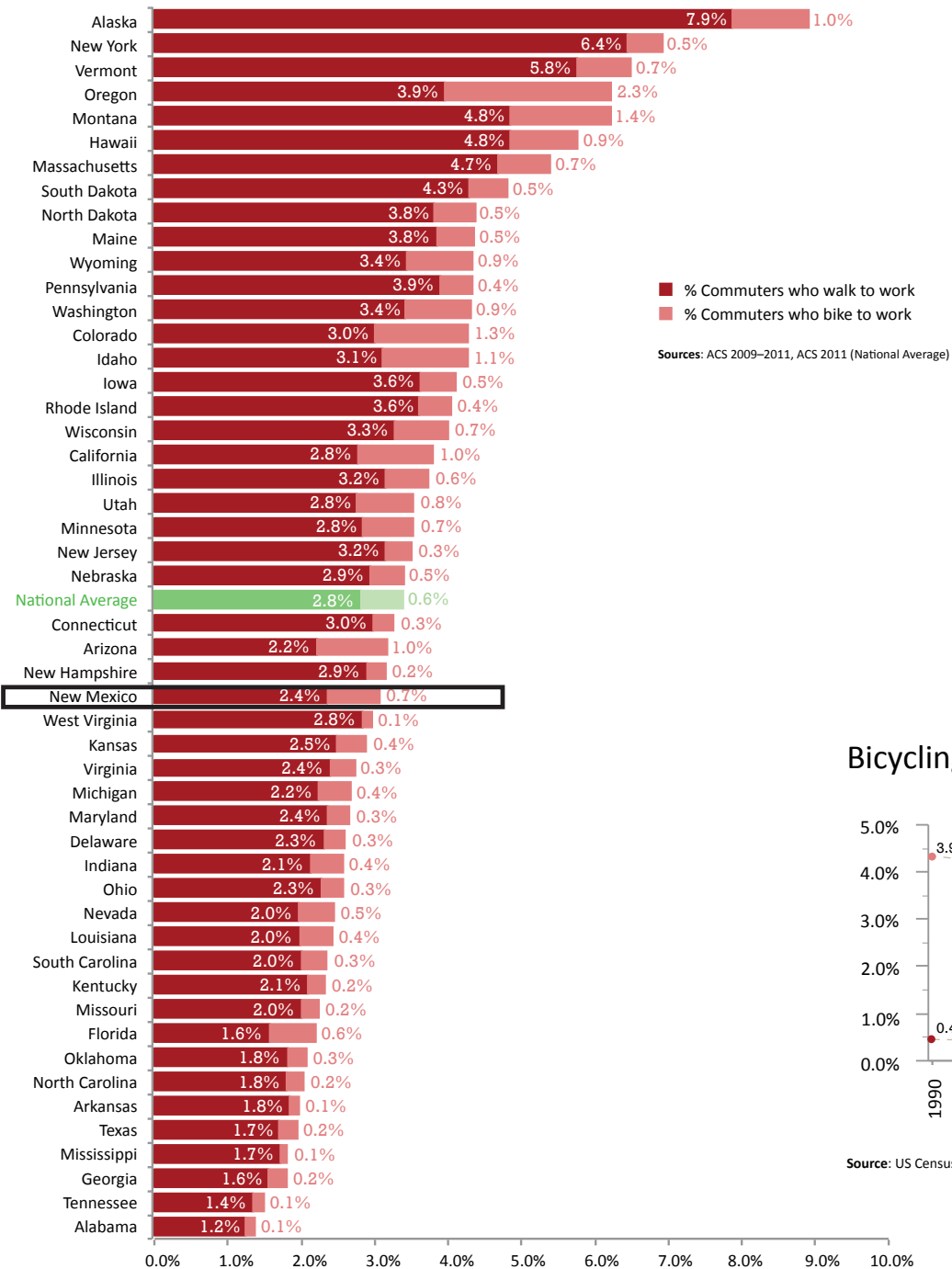
medical total

5,652 10%

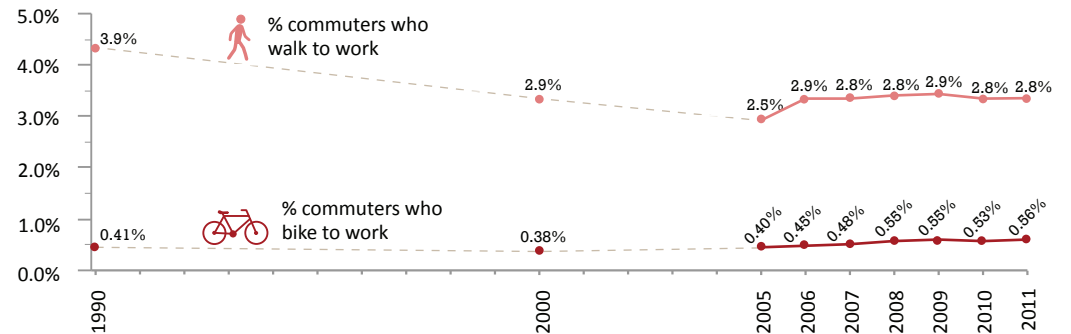


EXISTING CONDITIONS DESTINATIONS

Share of Commuters Who Walk or Bicycle to Work: States



Bicycling and Walking to Work in the U.S. (1990–2011)

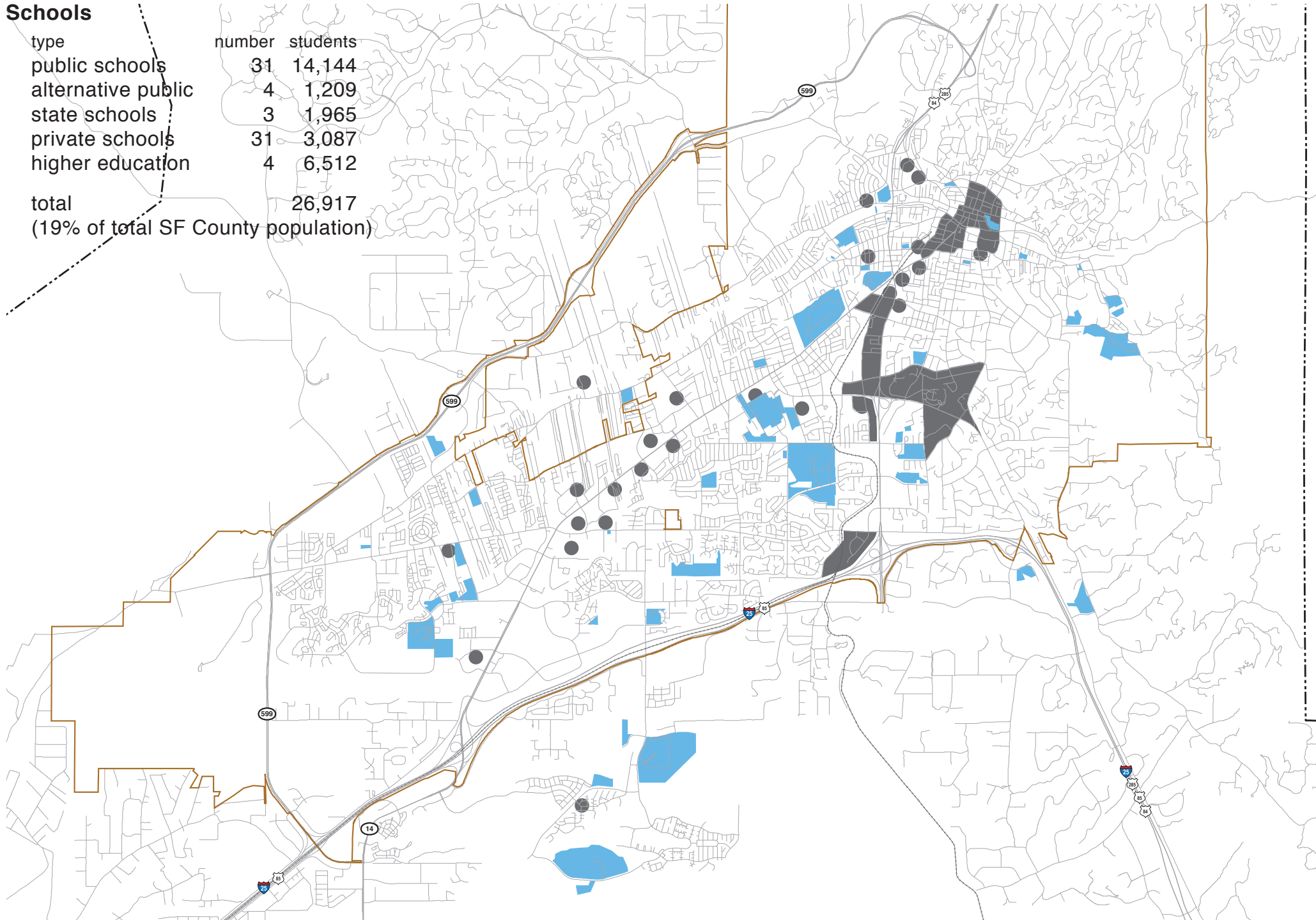


Source: US Census 1990, 2000; ACS 2005, 2006, 2007, 2008, 2009, 2010, 2011

EXISTING CONDITIONS DESTINATIONS

Schools

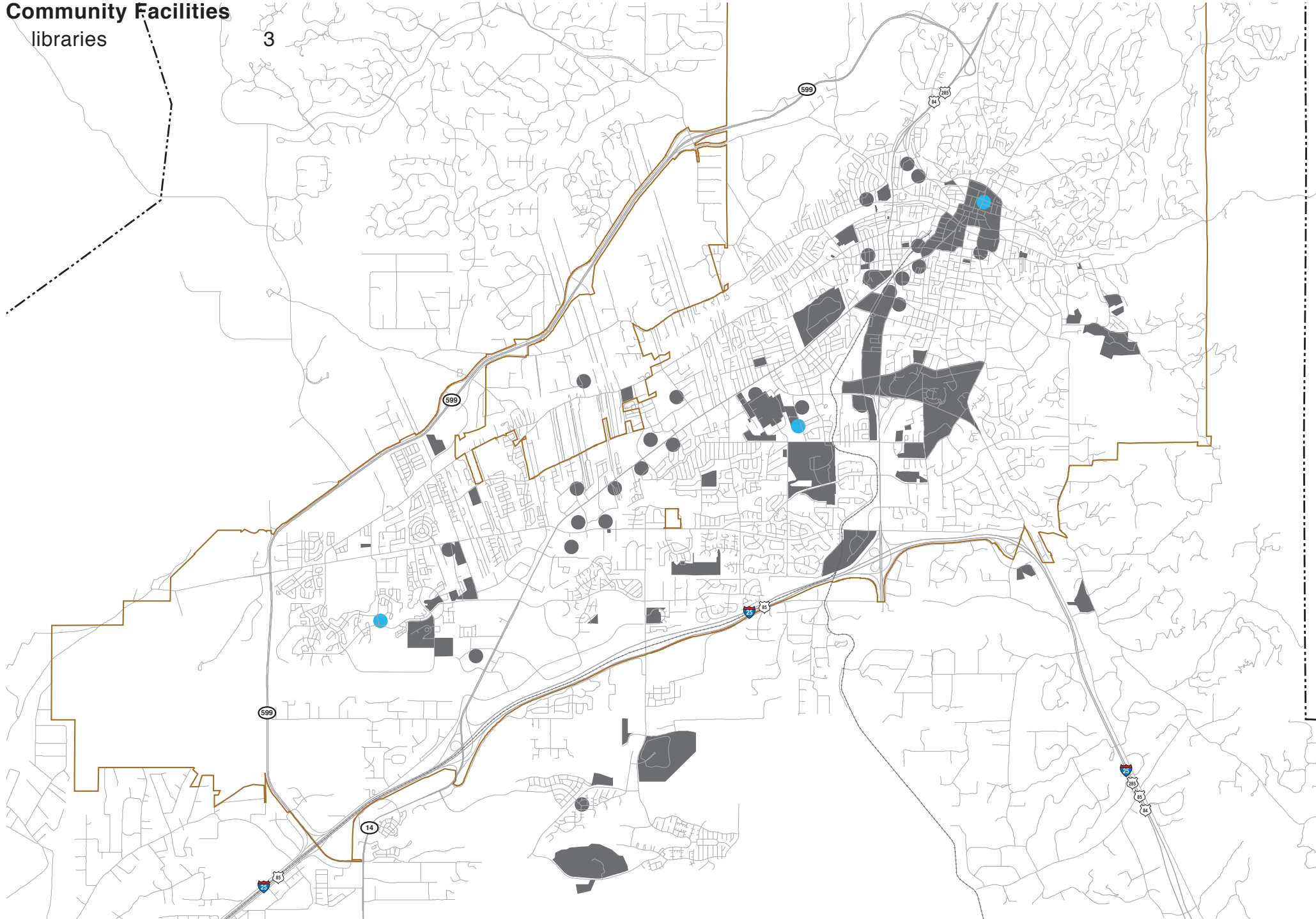
type	number	students
public schools	31	14,144
alternative public	4	1,209
state schools	3	1,965
private schools	31	3,087
higher education	4	6,512
total		26,917
(19% of total SF County population)		



EXISTING CONDITIONS DESTINATIONS

Community Facilities
libraries

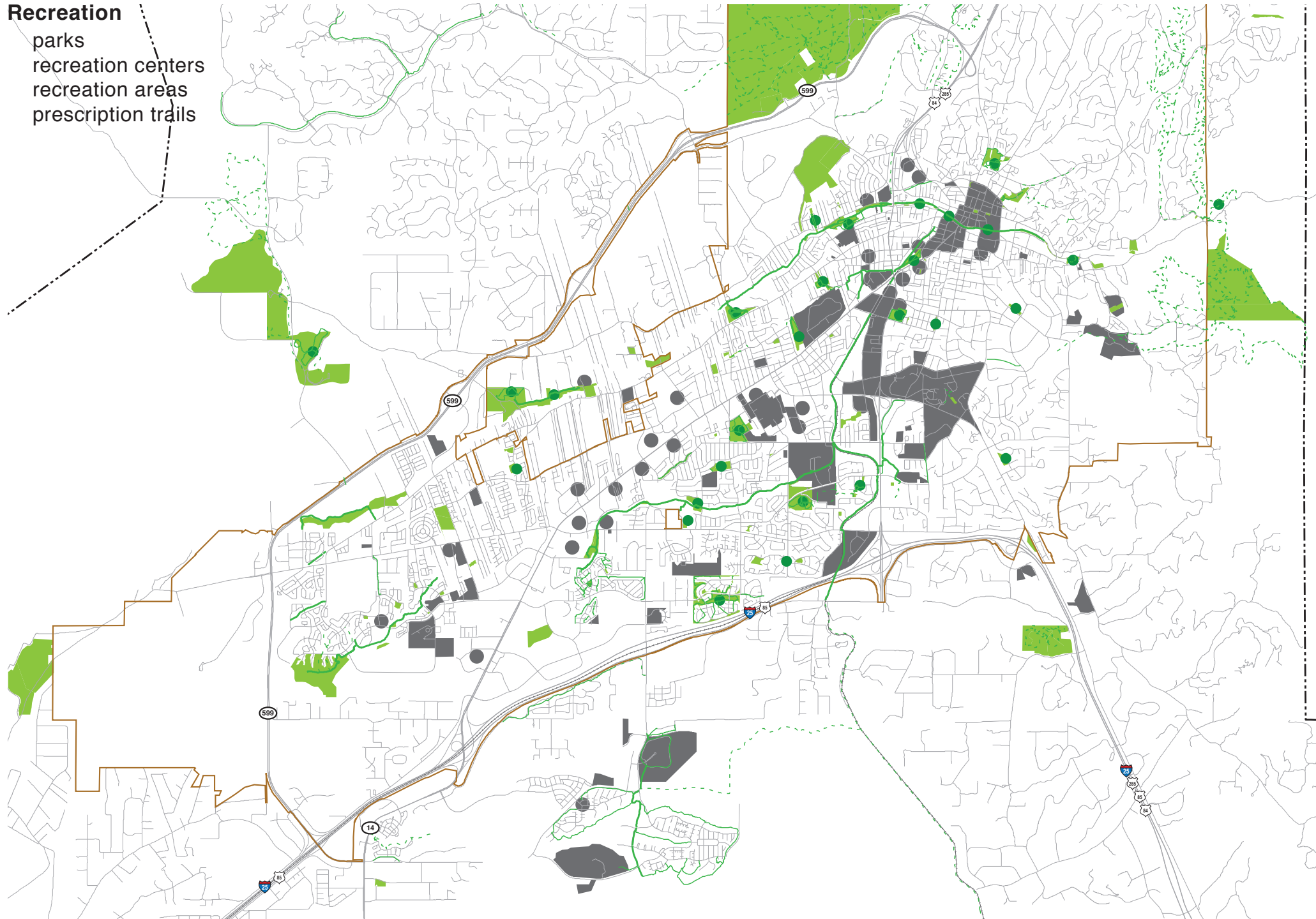
3



EXISTING CONDITIONS DESTINATIONS

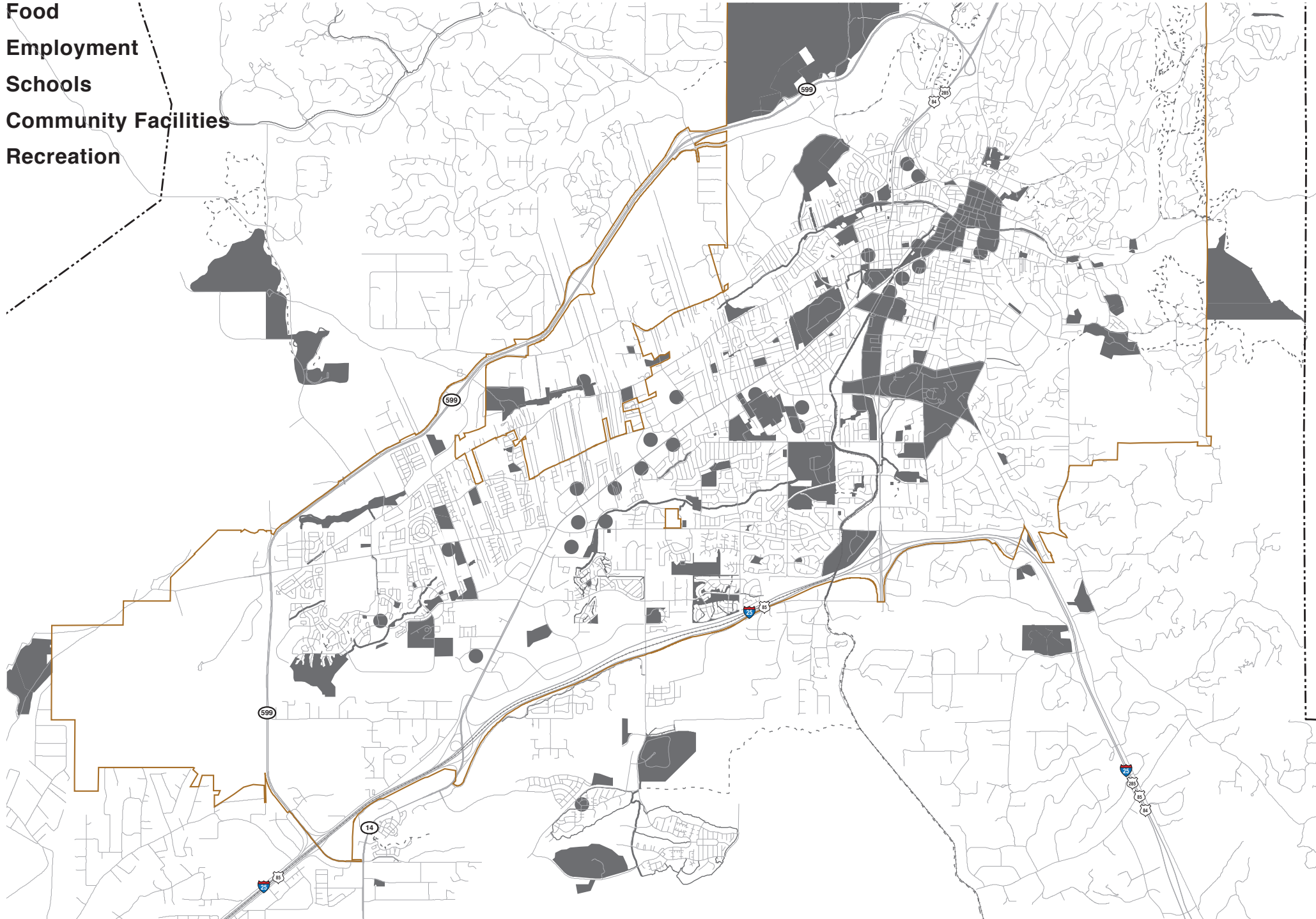
Recreation

parks
recreation centers
recreation areas
prescription trails



EXISTING CONDITIONS DESTINATIONS

Food
Employment
Schools
Community Facilities
Recreation



DEFICIENCY ANALYSIS WALKSCORE

WalkScore

WalkScore - city average	walk	bike	transit
Santa Fe	36		
Albuquerque	40	61	30
Boulder	56	86	49



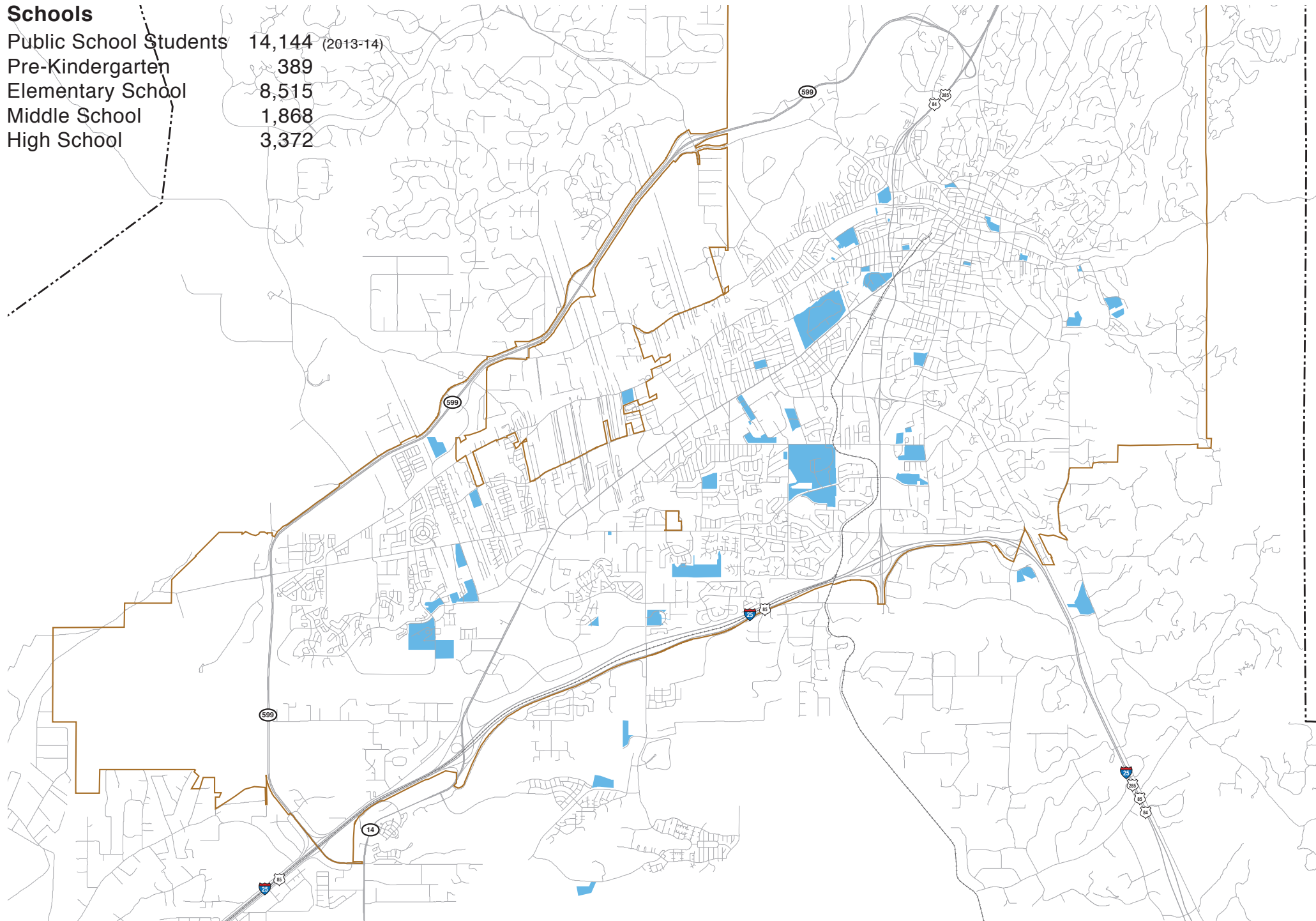
DEFICIENCY ANALYSIS WALK AUDIT



DEFICIENCY ANALYSIS SCHOOLS

Schools

Public School Students	14,144 (2013-14)
Pre-Kindergarten	389
Elementary School	8,515
Middle School	1,868
High School	3,372



DEFICIENCY ANALYSIS SCHOOLS

Schools

Public School Students	14,144 (2013-14)
Pre-Kindergarten	389
Elementary School	8,515
Middle School	1,868
High School	3,372

Walk Area

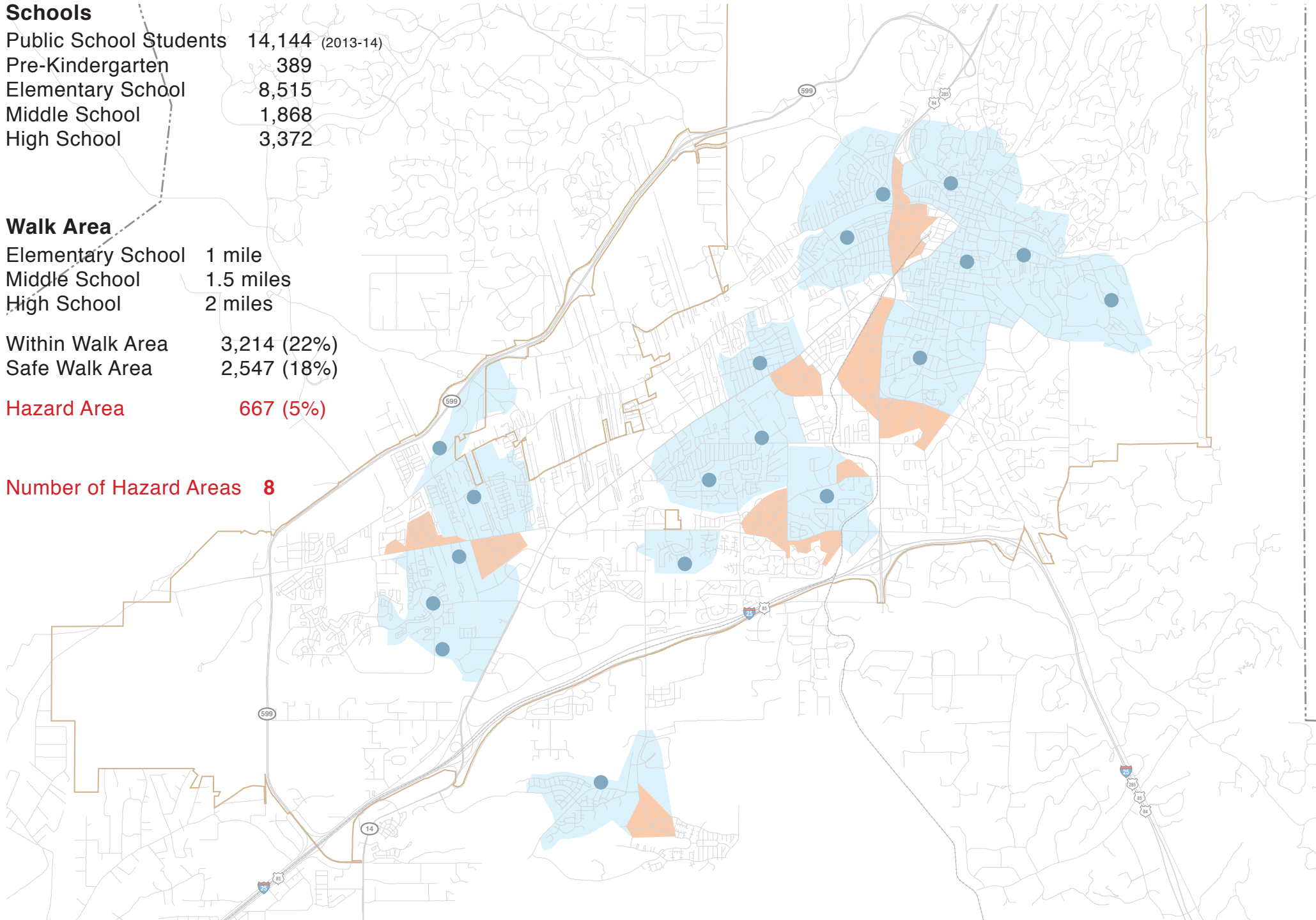
Elementary School	1 mile
Middle School	1.5 miles
High School	2 miles

Within Walk Area 3,214 (22%)

Safe Walk Area 2,547 (18%)

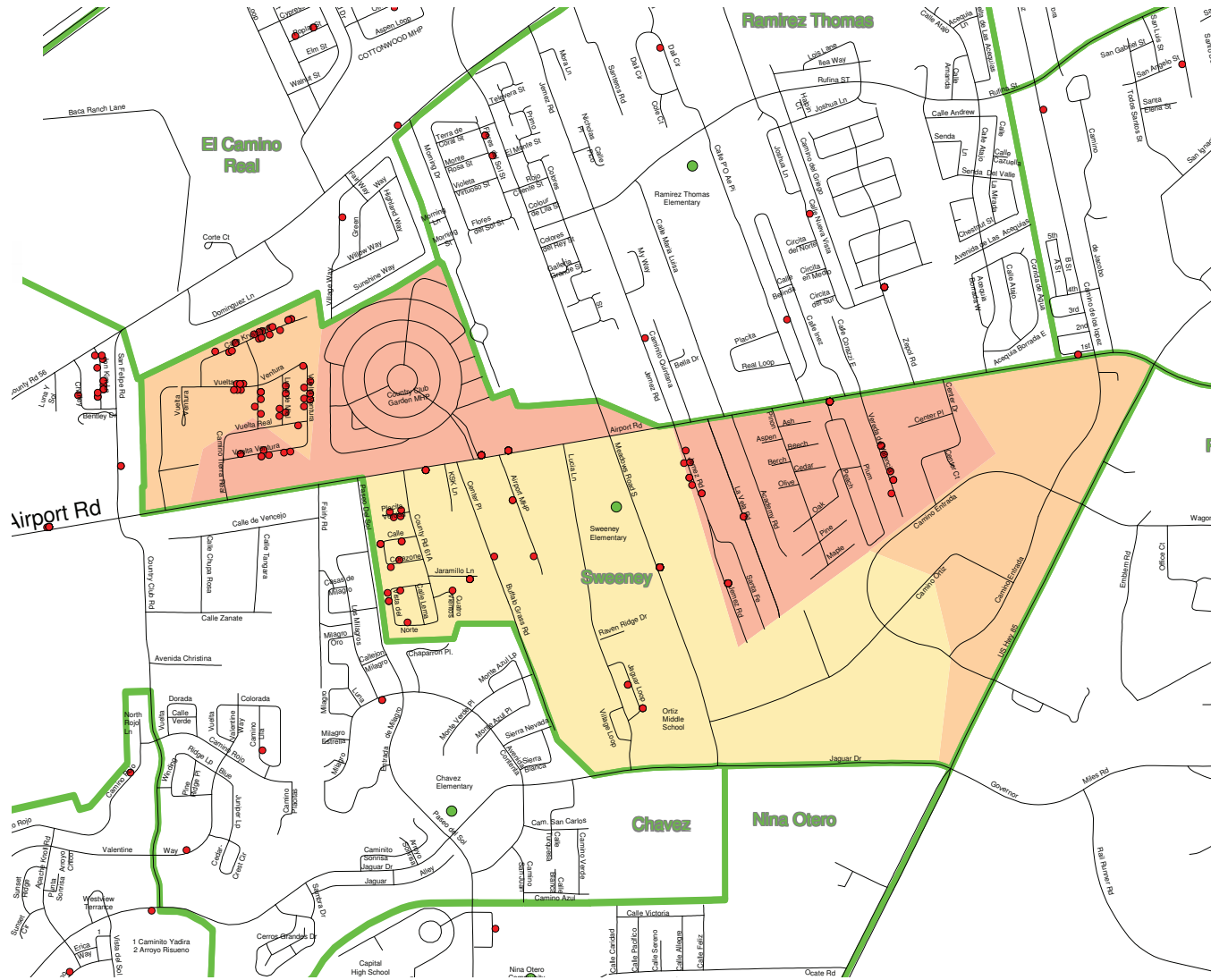
Hazard Area 667 (5%)

Number of Hazard Areas 8



DEFICIENCY ANALYSIS SCHOOLS

Sweeney Elementary School



School	1/16/14 Number of Students	
	Hazardous Area	Walk Area
Acequia Madre		66
Amy Biehl	12	48
Aspen	28	99
Atalaya		18
Capital	109	128
Capshaw	30	34
Carlos Gilbert		57
Chaparral	58	102
Chavez		182
De Vargas		69
Edward Ortiz	108	40
El Dorado		68
Gonzales	36	172
Kearny		181
Martinez	18	50
Nava		147
Pinon		52
Ramirez Thomas		389
Salazar	104	67
Santa Fe		176
Sweeney	164	246
Tesuque		2
Turquoise Trail		3
Wood Gormley		151
Total	667	2547

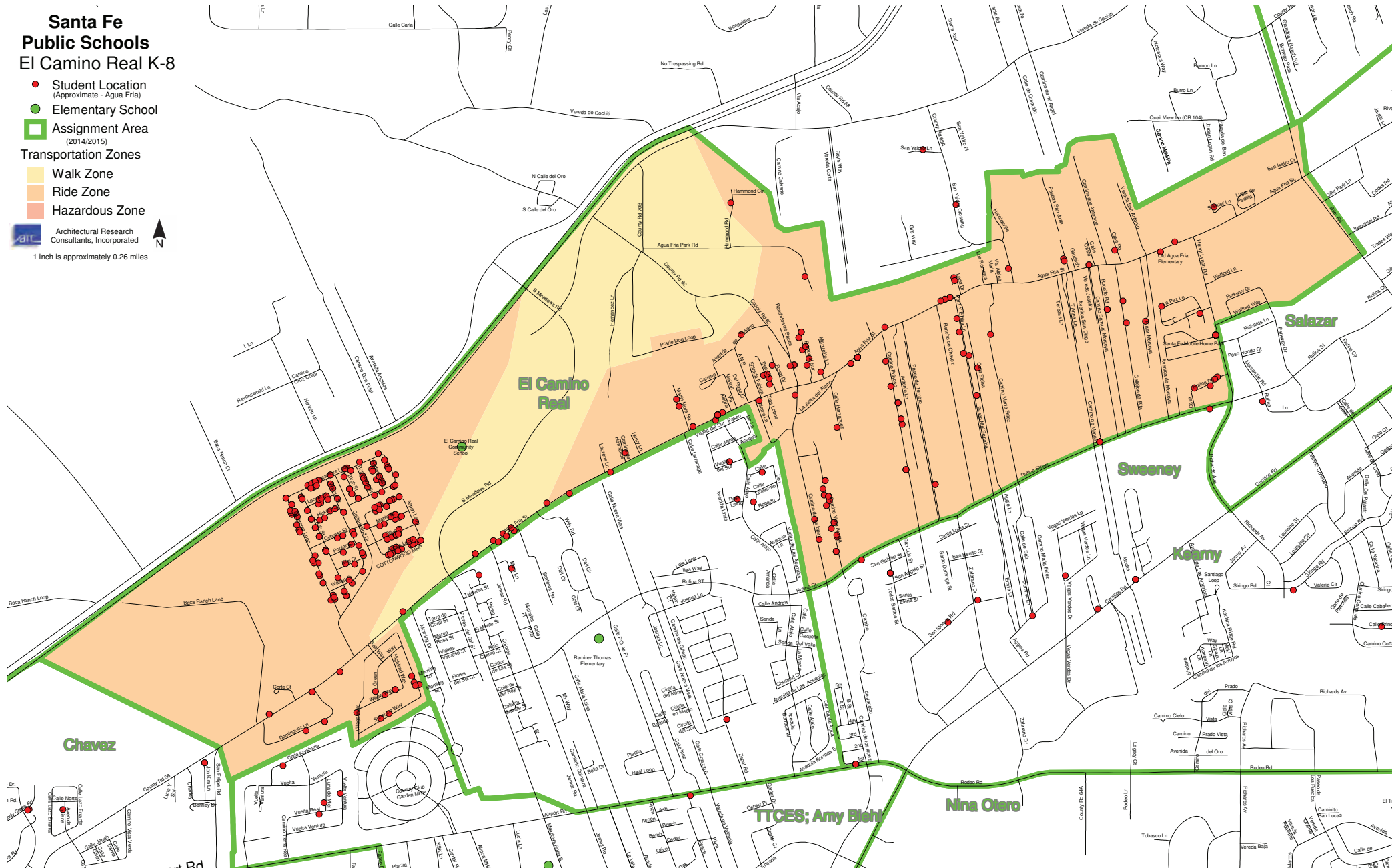
DEFICIENCY ANALYSIS SCHOOLS

Santa Fe Public Schools El Camino Real K-8

- Student Location
(Approximate - Agua Fria)
- Elementary School
- Assignment Area
(2014/2015)
- Transportation Zones
 - Walk Zone
 - Ride Zone
 - Hazardous Zone

Architectural Research
Consultants, Incorporated

1 inch is approximately 0.26 miles



DEFICIENCY ANALYSIS SCHOOLS

Children walking / biking to school

year	walking / biking	car
1969	48%	12%
2009	13%	45%

factors include

- parents fears: traffic danger, stranger danger
- consolidation into regional schools (longer trips)
- transfer students

A recent study of Danish children showed that those who bicycled to school were better able to concentrate. In fact, walking and bicycling to school had a stronger impact on a child's ability to focus than having breakfast and lunch. The physical activity associated with walking or bicycling to school advanced the child's mental alertness to the equivalent of a student half a year further in their studies (Egelund 2012).



DEFICIENCY ANALYSIS SCHOOLS

Initiatives Children walking / biking to school

- Safe Routes To Schools
- Walking Awareness Campaigns
- Walking School Buses

Parents, students get on board walking school bus program

0

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Divya Dahal, center front, takes a break with other school children while walking home from school with a group of kids escorted by Allyson Trenteseaux, a Walking School Bus program manager, May 22, in Providence, R.I. The program is seen as a way to get kids active, fight childhood obesity and improve absenteeism, which can be higher among students who live too close to school to qualify for a bus ride. Steven Senne/The Associated Press



Posted: Monday, May 26, 2014 10:51 pm | Updated: 10:56 pm, Tue May 27, 2014.

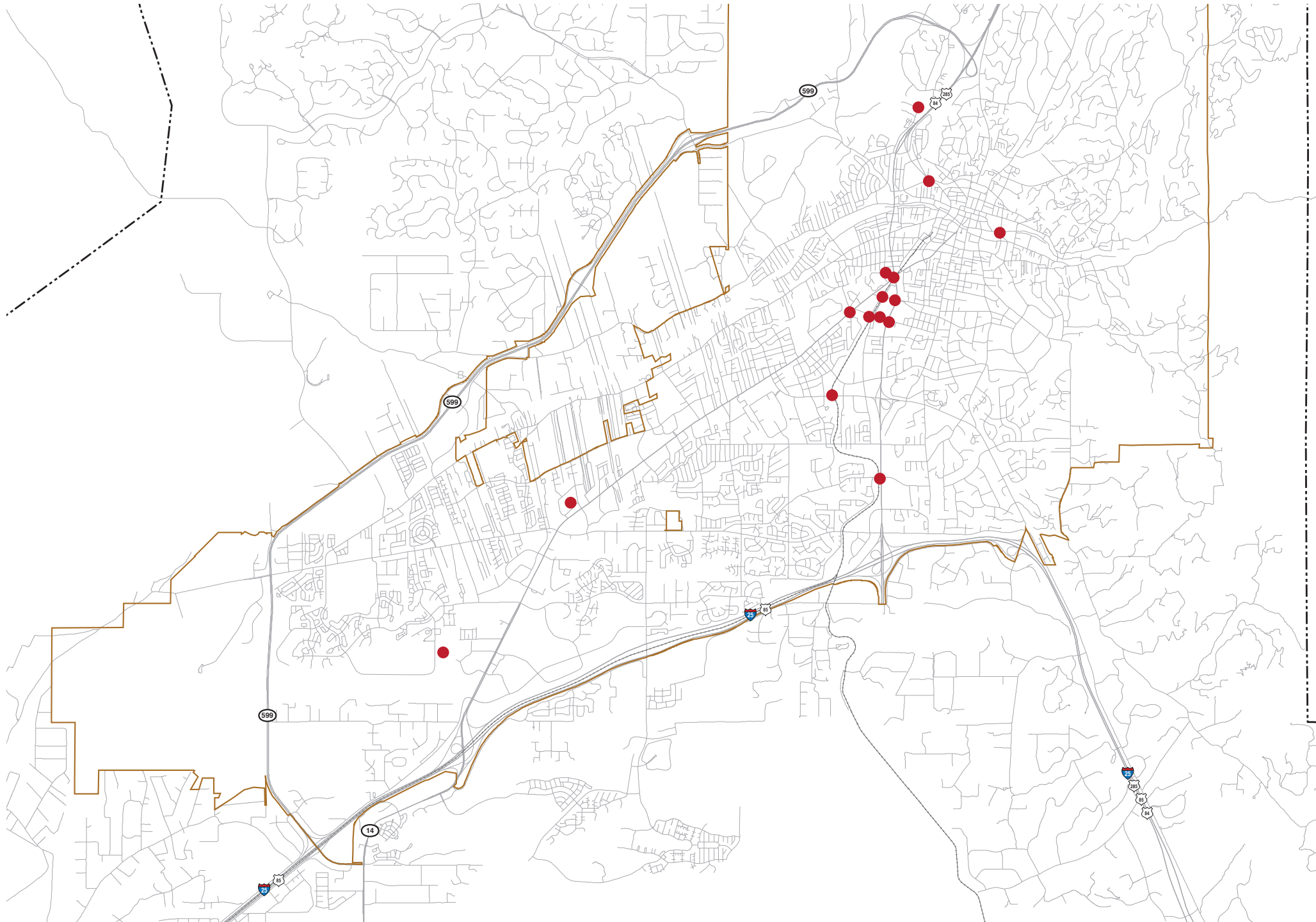
By Jennifer McDermott
AP writer |  0 comments

PROVIDENCE, R.I. — As a group of children walked home together from school in Providence, they held hands and played the *I Spy* guessing game. When they reached a busy intersection, an adult accompanying them prodded, “What’s the rule?”

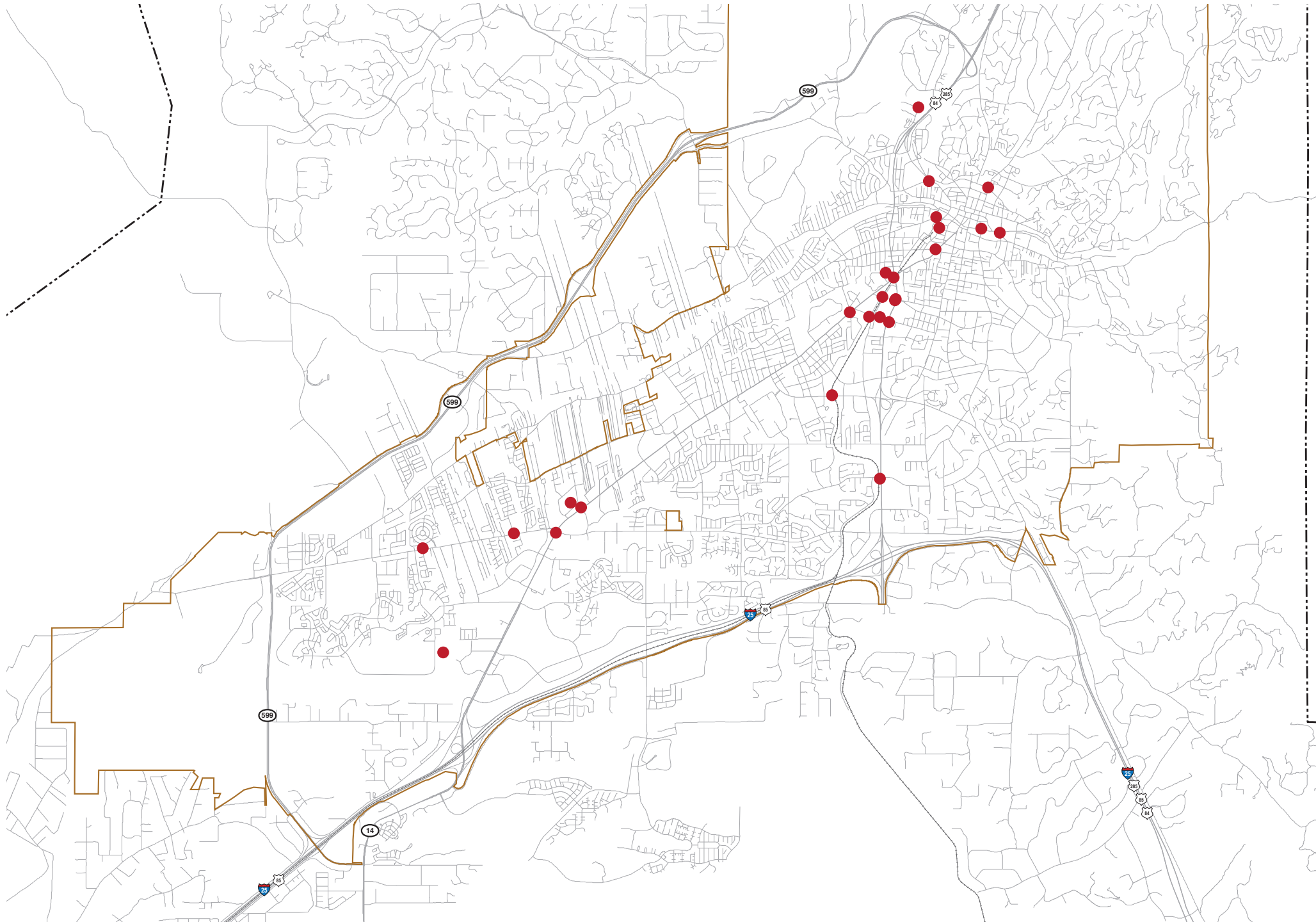
“Behind the line!” they said in unison, as they stepped back from the edge of the curb and waited for the walk signal.

Shortly after, the group stopped in front of 8-year-old Jaiden Guzman’s house. He said goodbye to his friends and raced to his front door. His mother waved and the rest of the walking school bus continued on its

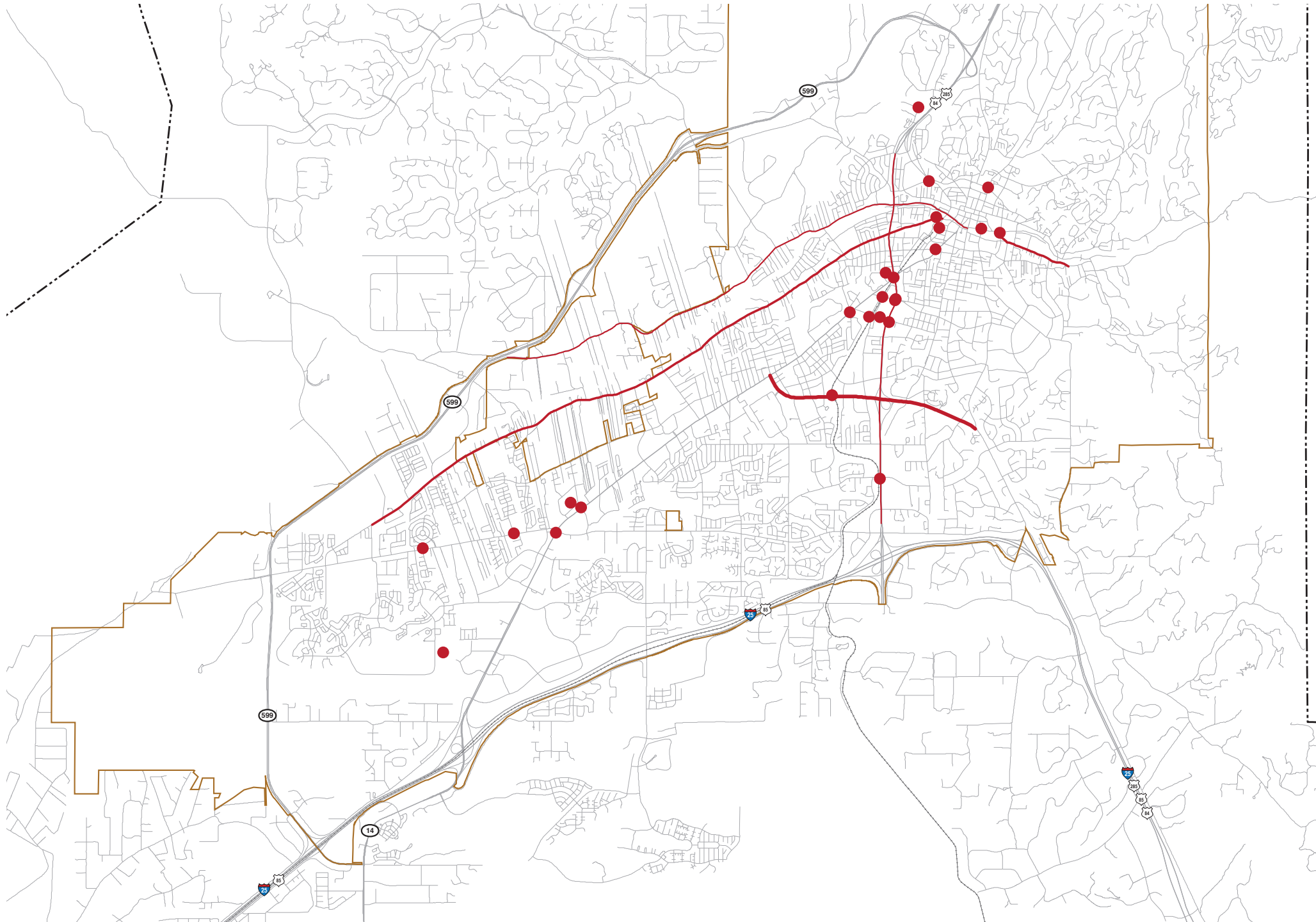
DEFICIENCY ANALYSIS INTERSECTIONS TOP 15



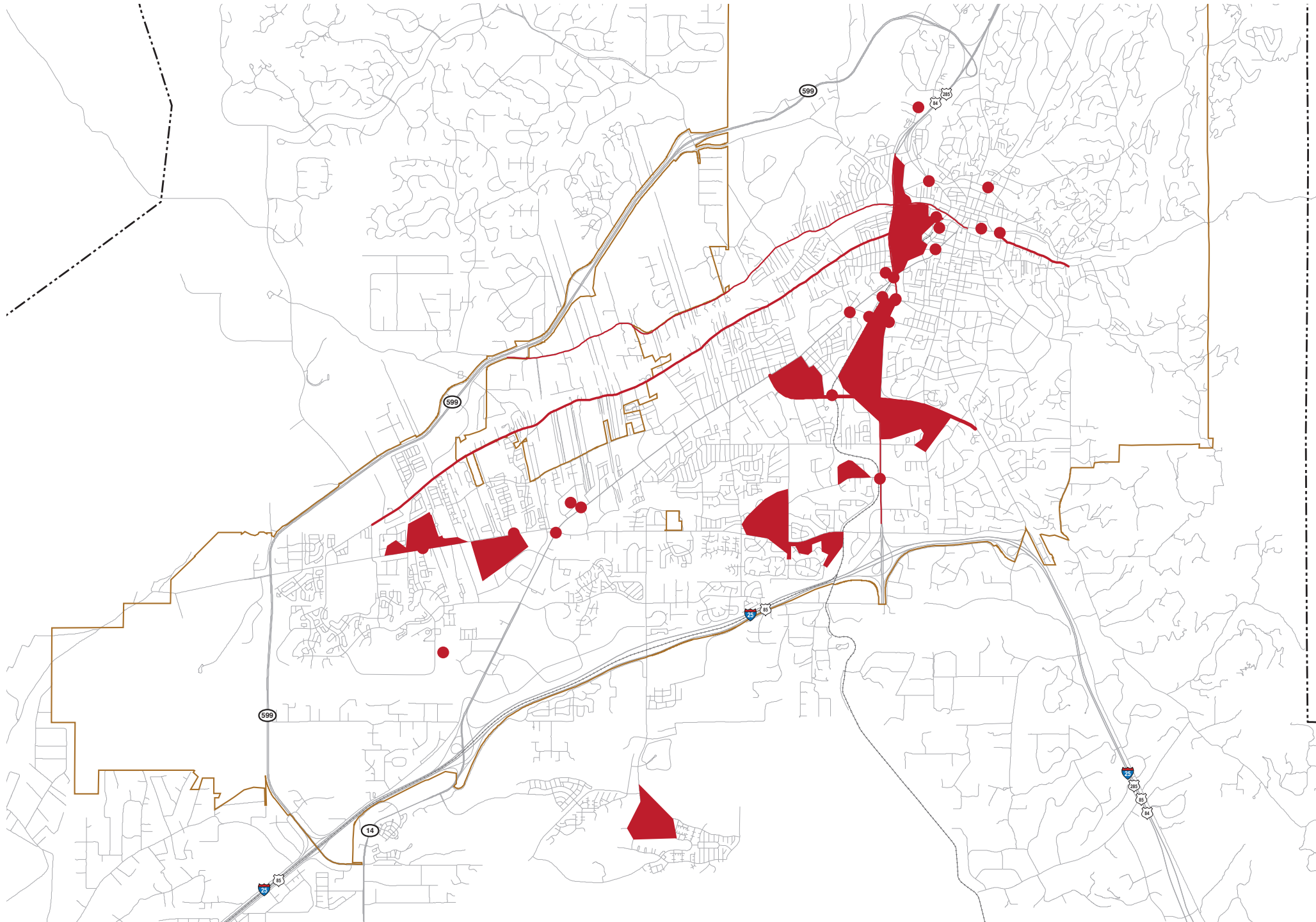
DEFICIENCY ANALYSIS INTERSECTIONS AARP STUDY



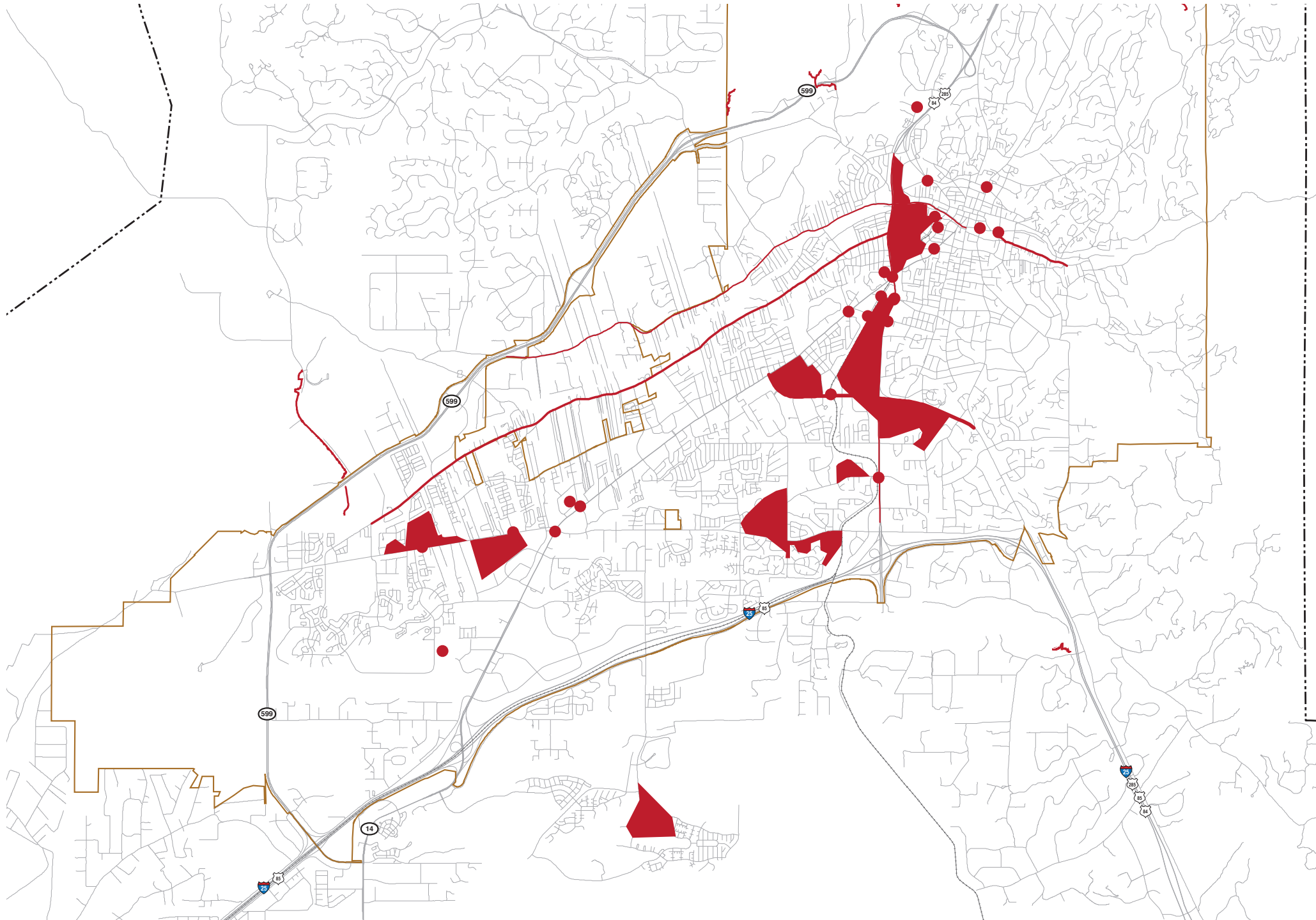
DEFICIENCY ANALYSIS TRAJECTORIES TOP 5



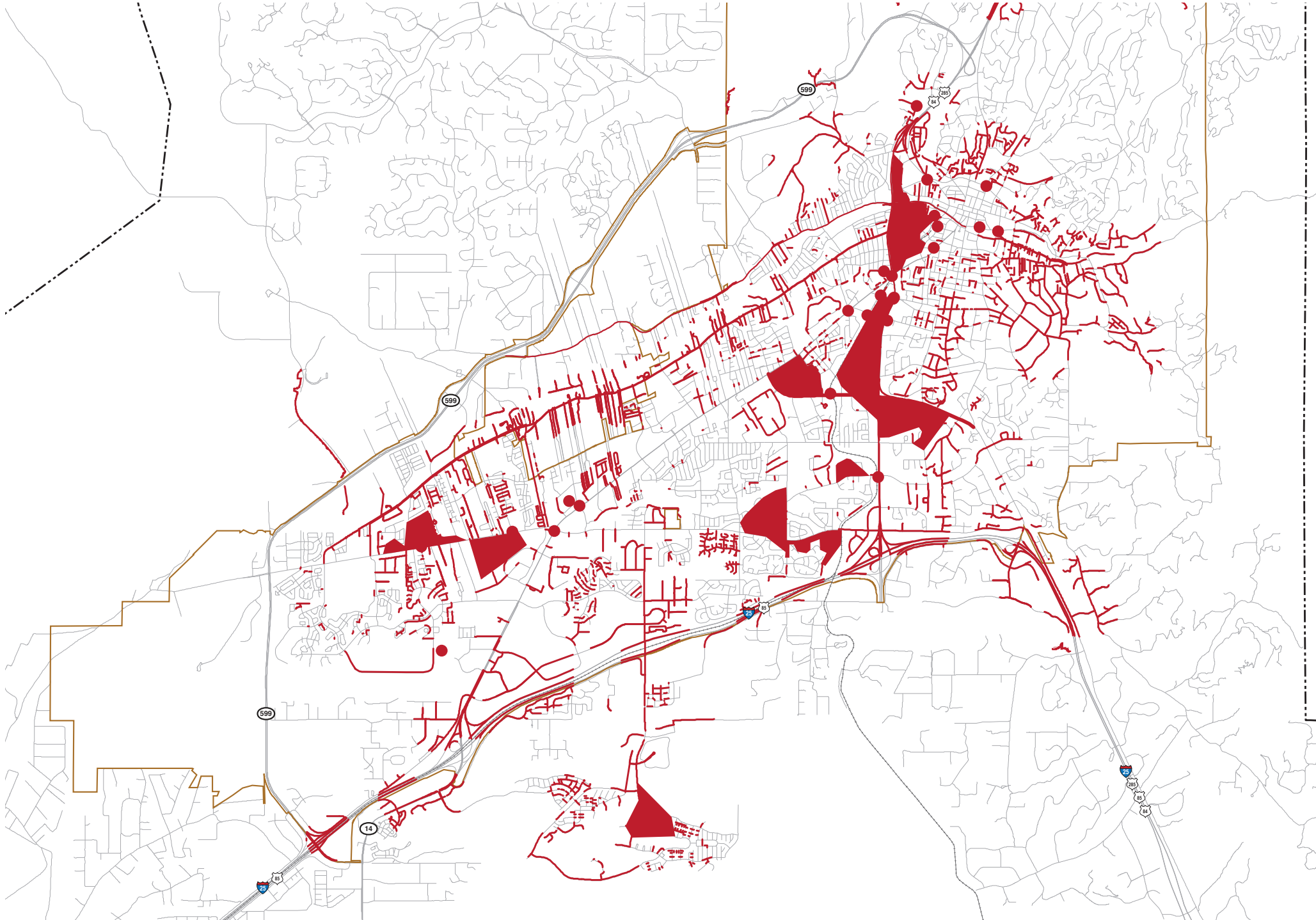
DEFICIENCY ANALYSIS HAZARD ZONES ELEMENTARY SCHOOLS



DEFICIENCY ANALYSIS TRAIL GAPS



DEFICIENCY ANALYSIS SIDEWALK GAPS



PEDESTRIAN MASTER PLAN

Existing Conditions | Community Profile

- Physical
- Public Perception
- Crash Inventory
- Demographics
- Destinations

Deficiencies

- Walking Audit
- School Walk Zones
- Public Perception Studies
- Gap Analysis

PMP Outcomes

- Project List + Prioritization
- Policy Recommendations
- Design Standards



VISION **DRAFT**

vision

The residents of Santa Fe envision a community that invites people of all ages and abilities to walk for enjoyment, exercise, and daily transportation by providing a safe, convenient, and attractive pedestrian environment.



GOALS **DRAFT**

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.

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.

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.

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.

environment

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



SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN

Working Group Meeting 1 – Summary

Wednesday, June 4, 2014

Meeting Attendance

There were 15 attendees to the Working Group, and 3 facilitators. The meeting was facilitated by Claudia Meyer Horn. Please see the attached working group list for an overview of attendees.

Meeting Format / Information

The meeting was convened at the City of Santa Fe Market Station Offices in the Roundhouse Room from 5:30 – 7:30 p.m. Over the course of the 2 hours, the following topics were covered:

Introductions (see comments below)
Review of Information:

- Background of Metropolitan Transportation Plan
- Working Group Tasks and Goals
- Pedestrian Related Data
- Base Maps (MPO Planning Area, Study Area, Sidewalk / Urban Trails Inventory, Public Perception, Santa Fe Crash Inventory, Traffic Volumes / Posted Speeds, Population Densities, Income Distribution, Key Neighborhood Destinations, School Distribution, SFPS Elementary School Walk/Hazard Zones, Known Deficiencies)
- Project Vision + Goals

Handouts:

- Existing Project Goals draft

Introductions

Participants were asked to answer: “Why are you participating in the Working Group?”

Generally, the primary reasons people are participating in the Working Group are to help create a document that can be used to ensure access to well maintained and usable walking facilities for everyone in Santa Fe.

Presentation

Information presented to the working group provided an overview of the Santa Fe community and pedestrian-related issues. Objective data such as pedestrian destinations and demographics were illustrated alongside potential pedestrian deficiency data. As much as possible, Santa Fe data was relayed in comparison with state and national data to provide a larger context of pedestrian-related issues.

During the presentation of Pedestrian Related Data and Base Maps, Working Group members added insight and clarification to several of the topics being presented. The digital copy of the presentation was revised to reflect these insights.

Health Statistics

- The health statistics from the Santa Fe County 2013 Community Health Profile separates statistics for Adults and Adolescents. The statistics used in the presentation are for Adults.

Existing Conditions

- There are pedestrian access ways that give access from communities to near by amenities that are not along the public right-of-way. These access ways should be studied in future connectivity assessments.
- The break point for survivability of a pedestrian vehicle crash is 35 mph. Collisions at speeds above 35 mph, you have a 10% or less chance of surviving. Collisions at lower speeds have a

much higher survival rate.

- Access to an ER also plays into the survival rate for pedestrians. Christus St Vincent Regional Medical Center is the only level 3 trauma center serving the area north of Santa Fe.

Deficiency Analysis

- School district boundaries should be drawn so they do not cross a major roadway. This can help eliminate hazard zones that prevent children within the walk zone from being able to walk to school.

Vision + Goals

The Vision + Goals were not able to discussed at length during the meeting but Working Group members were instructed to review the existing Vision statement and Goals. Comments are to be sent to the project team and will be discussed at the beginning of the next meeting.

Wrap-Up

Meeting was adjourned and the next meeting is scheduled for Monday, June 23, 2014 at the City of Santa Fe Market Station Office in the Roundhouse Room from 5:30 – 7:30pm.

SANTA FE - PEDESTRIAN MASTER PLAN
PEDESTRIAN WORKING GROUP

Working Group Meeting 1
June.04.2014

Name	Email	Affiliation
Aaron Dettler	aaron.dettler@state.nm.us	Resident
Bonnie Lochner	blochner@lfmctr.org	La Familia
Bridget Wolf	bdwolf@hotmail.com	Sidewalk Angels of TC
David A. Chapman	dachapman@santafenm.gov	Mayor's Commission for Disabilities
Donna Wynant	djwynant@santafenm.gov	City of Santa Fe Land Use
Elizabeth Rodriguez	elizabethluna14@gmail.com	La Familia
Erick Aune	ejaune@santafenm.gov	Santa Fe MPO, Project Team
Hubert Van Hecke	hubert@hubwest.com	Don Diego NA
JoAnn Tapia Eastham	landroverlife@aol.com	Resident
John Nitzel	john.nitzel@ch2m.com	CH2M HILL
Maria Lohmann	melohmann@santafecountynm.gov	Santa Fe County Planning
Mark Tibbetts	mtibbetts@santafenm.gov	Santa Fe MPO Officer, Project Team
Richard MacPherson	rjmacpherson@santafenm.gov	City of Santa Fe Long Range Planning
Shelley Robinson	robinsonmade@att.net	BTAC
Shirley McDougall	smcdougall@sfps.info	Santa Fe Public Schools

SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN

Working Group Meeting 2 – Summary

Monday, June 23, 2014

Meeting Attendance

There were 10 attendees to the Working Group, and 2 facilitators. The meeting was facilitated by Claudia Meyer Horn. Please see the attached working group list for an overview of attendees.

Meeting Format / Information

The meeting was convened at the City of Santa Fe Market Station Offices in the Roundhouse Room from 5:30 – 7:30 p.m. Over the course of the 2 hours, the following topics were covered:

Introductions (see comments below)

Project Identification / Prioritization Methodology:

- Project Selection Methodology (Sacramento example)
- Project Criteria – Santa Fe MPO area (first pass)
- Complete Streets
- Existing Plans / Laws / Policies
- Policy Gaps / Issues

Introductions

Participants were asked to answer to give a brief introduction of why they are participating and if they attended the first meeting something they took away from that meeting.

Generally, the Working Group members were enthusiastic about helping create a master plan that will improve the walking environment of Santa Fe.

Project Identification / Prioritization Methodology

During the presentation of Project Identification / Prioritization Methodology, Working Group members added insight and clarification to several of the demand and walkability indicators being presented. The digital copy of the presentation has been revised to reflect these insights.

The Sacramento project identification / prioritization model was presented as a reasonable methodology to be adapted for use for Santa Fe. Project demand and walkability indicators were suggested by the design team tailored to Santa Fe and reviewed / modified by the working group. Working Group members rated which indicators were should count more or less than other indicators.

Project Selection Methodology:

- Was crime data included in the Sacramento study? No. The Santa Fe methodology will also not have crime data, since we have not received it.

Pedestrian Demand

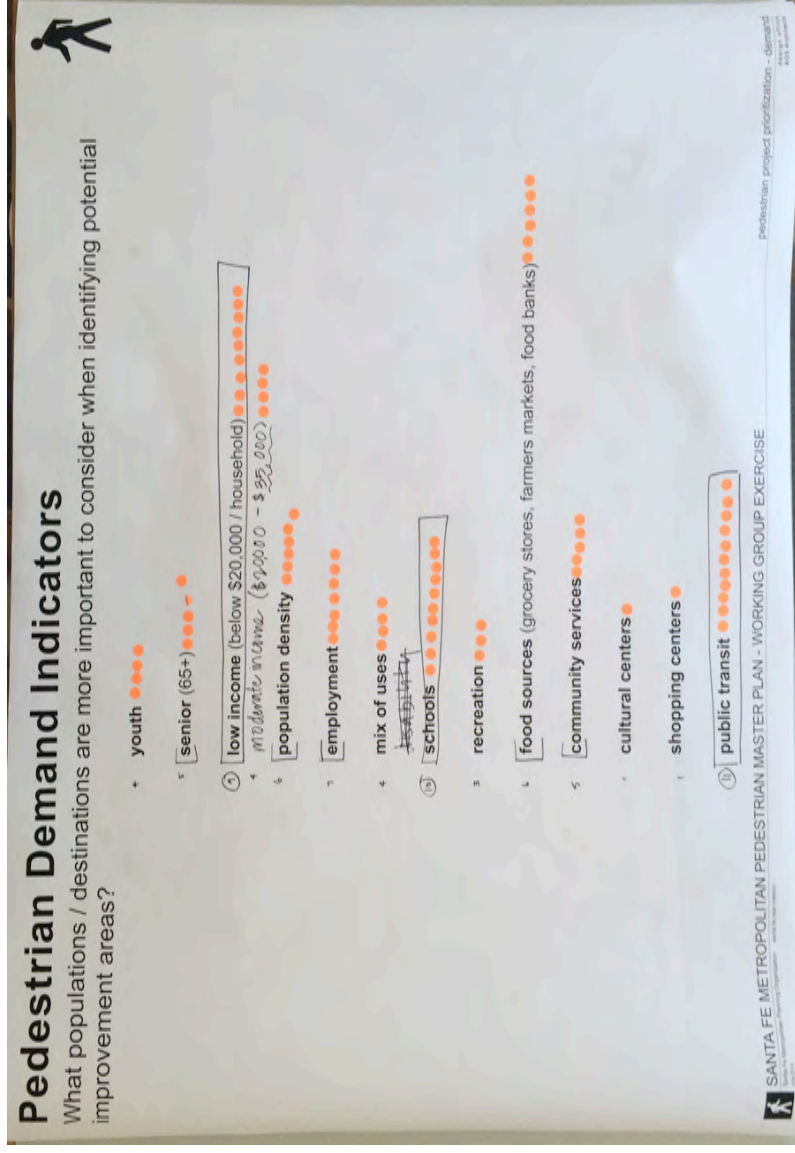
- The demographics piece is the most important. Chainbreakers often asks members why don't you ride a bike? These people can't afford to live where they can easily bike to work or walk. They are spending 1/3 of their income on a vehicle to get to work.
- Pedestrian Demand vs Need should be more focused on the need than the demand.
- This method should be adapted to be used in the development process to help create pedestrian connections as communities are built.
- Indicators that should be added to the pedestrian demand study is mid-income level \$20,000 - \$35,000 / \$40,000. This demographic can't afford to live close to work and sometimes chooses not to own a car.

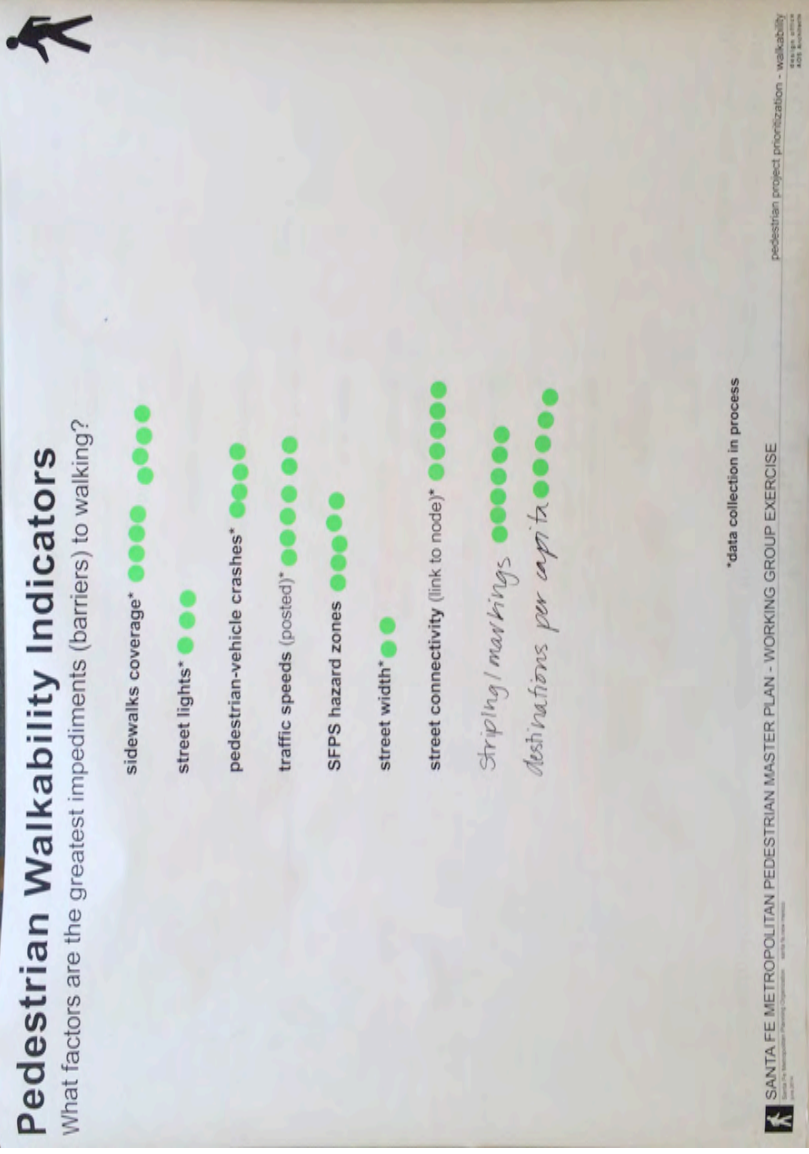
Pedestrian Walkability

- Indicators that should be added to the pedestrian walkability indicators are striping and marking and destinations per capita
- Additional things that should be considered when studying walkability are parking lot size and placement, sidewalk widths, signalized intersections with ped count down heads, and traffic volumes.

Indicator Weighting Exercise Results

Working Group members were asked to vote on the indicators, which were identified to create the Pedestrian Demand and the Pedestrian Walkability maps. Each member was given 7 dots to vote on the Pedestrian Demand indicators and 4 dots to vote on the Pedestrian Walkability indicators. Additionally, 3 Working Group members that did not attend the meeting voted on the online survey that was provided by the project team.





Goals and Policies

The Goals and Policies were not able to be discussed because the Project Identification / Prioritization Methodology discussion took up all the allotted time for the meeting. This topic has been tabled for another meeting.

Wrap-Up

Meeting was adjourned and the next meeting is scheduled for Wednesday, July 23, 2014 at the City of Santa Fe Market Station Office in the Roundhouse Room from 5:30 – 7:30pm.

SANTA FE - PEDESTRIAN MASTER PLAN
PEDESTRIAN WORKING GROUP

Working Group Meeting 2
June.23.2014

Name	Email	Affiliation
Barbara Howe	barbara.howe@state.nm.us	New Mexico Department of Health
Bridget Wolf	bdwolf@hotmail.com	Sidewalk Angels of TC
Donna Wynant	djwynant@santafenm.gov	City of Santa Fe Land Use
Gabe Romero	gromero@sfps.info	Santa Fe Public Schools
Katelyn Peer	kpeer@creativesantafe.org	Creative Santa Fe
Leroy Pacheco	lnpacheco@santafenm.gov	City of Santa Fe Public Works
Maria Lohmann	melohmann@santafecountynm.gov	Santa Fe County Planning
Mark Tibbetts	mtibbetts@santafenm.gov	Santa Fe MPO Officer, Project Team
Michael Donnelly	mdonnelly@aarp.org	AARP
Shelley Robinson	robinsonmade@att.net	BTAC
Tomas Rivera	chainbreaker.nm@gmail.com	Chainbreakers

SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN

Working Group Meeting 3 – Summary

Wednesday, July 23, 2014

Meeting Attendance

There were 14 attendees to the Working Group, and 3 project team members present. The meeting was facilitated by Claudia Meyer Horn. Please see the attached working group list for an overview of attendees.

Meeting Format / Information

The meeting was convened at the City of Santa Fe Market Station Offices in the Roundhouse Room from 5:30 – 7:30 p.m. Over the course of the meeting, the following topics were covered:

Introductions

Draft Priority Projects:

- Project status / background
 - Overview of project identification methodology
 - Overview of ranking criteria / weighting
 - Maps, project areas
 - Objective study vs public input (phase 1) / AARP survey
- Discussion: Priority Projects
- Review of projects list: sidewalks, intersections, projects identified by public
 - How best to prioritize projects?
 - Should adjustments be made in regards to weights / criteria?

Introductions

Participants were asked to briefly introduce themselves and their affiliation with pedestrian work.

Draft Priority Projects

During the presentation of Priority Projects, Working Group members added insight to the demand and walkability indicators and resulting maps, which used the weighting that was established at the previous meeting, Working Group Meeting 2. The Sacramento project identification / prioritization model was presented as a reasonable methodology to be adapted to Santa Fe. Project demand and walkability indicators were reviewed by the working group. The Working Group suggested adding more indicators to the list of walkability indicators.

Pedestrian Demand Mapping

- Working Group members raised questions as to why Downtown Santa Fe did not receive the highest scores and only a few areas within the Downtown where registering as the highest scores. The design team was able to identify that some of these areas have a low use mix and very few of the highest weighted indicators (transit and schools).
- It was suggested that pedestrian counts be taken throughout the study area to help create a more realistic Pedestrian Demand map. However, some Working Group members were concerned that high counts will only show up where it is nicest to walk, i.e. Downtown, and not where there is a high demand.
- Some Working Group members felt that the walking demand map did not represent where there is a walking need and felt that this map was showing the opposite of where the walking needs are.
- Another Working Group member added that there are very few destinations along Airport Road even though there are sidewalks and this is not reflected in the mapping.

Pedestrian Walkability

- The draft Walkability Map was presented with available information / data and did not represent the

full list of indicators with weights vetted at the previous meeting. Working Group members suggested additional indicators for consideration to be added to the pedestrian walkability indicators: sidewalk condition / obstructions, buffer zones, sidewalk widths, controlled / uncontrolled crossings, and ADA compliance. The Working Group has not weighted these indicators.

- It was suggested that the design team test the weighting of indicators to ensure that the current weighting creates a stable map.

Pedestrian Need Composite Map

- Working Group members wanted to know how trails fit into the mapping analysis that was completed. Trail projects are covered within the existing Bicycle Master Plan but the design team acknowledges that review of these recommendations needs to be completed to see where pedestrian needs overlap. Trails should also be added to the sidewalk map as they act as detached sidewalks in many areas.
- There was a concern that schools with known pedestrian deficiencies were not showing up in the mapping analysis. It was suggested that a school specific analysis be completed.

Priority Projects

Working Group members were asked to review two lists of candidate projects and a complete list of improvement locations identified through the Phase I public process. It was brought up that the resulting project list should be used in a way that limits political input. Suggestions to achieve this are to create a list of projects that are just checked off, in order of prioritization, over time or to create a pedestrian advocacy group, similar to BTAC, to oversee pedestrian improvements throughout the MPO.

The Working Group suggested creating short-term, mid-term and long-term project lists. Short-term projects would include sidewalks. Mid-term projects would include intersections. Long-term projects would include review of land use code and rezoning, arterial intersections, and planning area studies.

The cost of project implementation should be added as a consideration when prioritizing projects. In addition to reviewing cost, the Working Group suggested developing a methodology to qualitatively review and prioritize projects.

Several long-term goals for the Pedestrian Master Plan were identified as a part of this discussion. One of the goals is for the document to identify policies that create walkable communities. Another long-term goal is educating school kids about safe walking practices and improving safety / walkability.

Wrap-Up

Working Group members were asked to review the project and comment lists, maps, and mapping indicators that they were given and to provide feedback on what is working and what isn't working.

The meeting was adjourned at 7:30 pm. The next meeting is scheduled for Monday, August 25, 2014 at the City of Santa Fe Market Station Office in the Roundhouse Room from 5:30 – 7:30pm.

SANTA FE - PEDESTRIAN MASTER PLAN
PEDESTRIAN WORKING GROUP

Working Group Meeting 3
July.23.2014

Name	Email	Affiliation
Barbara Howe	barbara.howe@state.nm.us	New Mexico Department of Health
Bonnie Lochner	blochner@lfmctr.org	La Familia
Bridget Wolf	bdwolf@hotmail.com	Sidewalk Angels of TC
Chris Ortiz	crortiz@santafenm.gov	City of Santa Fe Parks Department
Eric Martinez	ebmartinez@santafenm.gov	City of Santa Fe Public Works
Erick Aune	ejaune@santafenm.gov	Santa Fe MPO, Project Team
Eugene Varela	evarela@aarp.org	AARP
Gabe Romero	gromero@sfps.info	Santa Fe Public Schools
Hubert Van Hecke	hubert@hubwest.com	Don Diego NA
John Nitzel	john.nitzel@ch2m.com	CH2M HILL
Katelyn Peer	kpeer@creativesantafe.org	Creative Santa Fe
Maria Lohmann	melohmann@santafecountynm.gov	Santa Fe County Planning
Richard MacPherson	rjmacpherson@santafenm.gov	City of Santa Fe Long Range Planning
Tomas Rivera	chainbreaker.nm@gmail.com	Chainbreaker

SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN

PUBLIC MEETING SERIES 2 – Summary

Monday, September 29, 2014

Meeting Attendance

There were 70 attendees at both public meetings, 25 attendees at the Southside Library on September 20 and 45 attendees at Gonzales Community School on September 24, and 3 project team members and 1 MPO representative present. Several people attended both public meetings under the assumption that these meetings were being held to take comment on the reallocation of funding from the St. Francis Drive + W. Alameda Street + Santa Fe River Trail pedestrian / bicycle underpass to other pedestrian and trails improvement projects.

Meeting Format / Information

The meetings were convened at the City of Santa Fe Southside Library in the Meeting Room Saturday, September 20, 2014 from 10:30 – 12:30 p.m. and at Gonzales Community School in the Library on Wednesday, September 24, 2014 from 5:00 – 7:00 p.m. The meeting was held as an open house. The following topics were presented on informational boards and maps:

Site Analysis:

- Sidewalk Inventory Map
- Crash Data (2006-2011) Map
- Pedestrian Demand Potential Map
- Pedestrian Infrastructure Needs (Walkability) Map
- Pedestrian Improvement Need Composite Map
- 8' x 10' City of Santa Fe Aerial Comment Map

Draft Project List + Rating:

- Project Rating System
- Project List
- Project Map
- Project Rating Examples

Draft Pedestrian Toolbox + Policy Recommendations:

- Pedestrian Toolbox Elements
- Policy Recommendations

In addition to the informational boards and maps, there were comment sheets and a draft Pedestrian Improvement Reporting sheet available for the meeting attendees to fill out. A total of 13 comment sheets and 6 Pedestrian Improvement Reporting sheets were completed and recorded. Overall the comments received were positive and in support of the work that has been done for the Pedestrian Master Plan to date. The comments identify a need for a Pedestrian Advisory Committee, similar to the Bicycle and Trails Advisory Committee (BTAC) which currently exists. They also identified a need for sidewalk clearing enforcement and ordinance review, and better access to public transportation throughout the city.

Site Analysis

The biggest concern of the site analysis was that tourists were underrepresented and should be better represented in the analysis because they are the largest economic stimulus in the City. The MPO has chosen to focus the Pedestrian Master Plan on residents and workers within the Santa Fe Metropolitan Planning Area.

Draft Project List + Rating

There were no objections of comments on the Project List or Project Rating System. Attendees of the meetings felt that the rating system worked well to separate large infrastructural undertakings from existing infrastructure upgrades.

Draft Pedestrian Toolbox + Policy Recommendations

The attendees of the public meetings left comments on several Pedestrian Tools and gave several suggestions of policy recommendations. The majority of comments on the toolbox elements were details that should be included to improve the implementation of the tool. Multiple Policy Recommendation suggestions were received to form a Pedestrian Advisory Committee. Other suggestions were about sidewalk maintenance and overgrowth clearing, slowing down traffic, pedestrian connections through subdivisions, sidewalk implementation funds, and public education of safe walking and driving.

The following written comments were captured and recorded as part of the Series 2 public meetings:

Public Meeting 2 Policy Recommendations - Public Input

Meeting	Recommendation
Southside	Create a pedestrian advisory committee
Gonzales	Do some kind of educational push (via PSAs, signage, programs in the schools) to remind people to be mindful (look both ways) & get off smartphones while crossing street & walking down sidewalk
Gonzales	HANG UP & DRIVE & LOOK UP & WALK!!
Gonzales	Stop Dumbwalking
Gonzales	Pedestrian Advisory Committee
Gonzales	Work (use walk score etc.) with SF Assn. of Realtors to somehow market areas that are excellent for disabled elderly children (i.e good sidewalks, lighting, walkable)
Gonzales	CID Boom cutter skid steer attachment youtube video to control chamisa + weeds
Gonzales	Create city designated food truck pods
Gonzales	Traffic Slowing
Gonzales	Create pedestrian connections through subdivisions
Gonzales	Create fund for areas without sidewalks (with no sidewalk anywhere) to build & to install when sufficient amt. can build continuous stretch of sidewalk (not patchwork)

Public Meeting 2 Toolbox Comments - Public Input

Meeting	Toolbox Item	Comment
Gonzales	Bump Out	nightmare for bicyclists, tend to flood and fill with mud, beer cans, and broken glass
Gonzales	Bump Out	Other Perspective: Bulb outs are a huge advantage for pedestrians -- They reduce crossing distance, improve visibility for peds and approaching vehicles, potentially reduce vehicle speeds due to change in visual context (reduction in road width)
Gonzales	Mid-block Crossing	Streets like Siringo Rd. have long stretches between crosswalk w/ lights need flashing signals to get drivers to stop for peds
Gonzales	Refuge Island	Santa Fe needs dozens of roundabouts
Gonzales	Roundabouts	When traffic signal warranted a roundabout should be considered on an equal basis as to a signal
Gonzales	Roundabouts	Use batch water treatment plant, as going into Albu Sawmill, to create the waters for street trees
Gonzales	Street Trees	All signals in SF should have these.
Gonzales	Pedestrian Countdown Timer	
Gonzales	Street Lighting	LEDs on all street lights

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- *I am happy to hear that the city is trying to do more to keep pedestrians safe, including those who bike. You know first- hand the risks. Safety for the people who already enjoy walking/biking on Taos Hwy and Bishop's Lodge Road would be greatly improved with proper sidewalks and a bike path.*
- *I was thinking, there are also things that the blind need when walking. Changes in surface or sound are big indicators for them. Here is a link to a TED talk about designing for the blind. I think all common disabilities, not just ADA compliance but some really creative thinking, should go into making these pedestrian walkways friendly for all of us!*
- *I hope you will include a few occupational therapists and physical therapists on your design committee. The ones at the rehab center at Christus St. Vincent's are really good, as is the head of that program. They would probably volunteer some expertise for free, to benefit the community.*
- *Prime EXAMPLE of the Homeless Shelter on Cerrillos and Harrison with People getting RUN OVER. Making the Local NEWS.*
- *nothing*
- *None. It's just a long way to walk.*
- *Amenities that I use should be closer*
- *sidewalks, closer bus stop*
- *vehicles are unpredictable and don't acknowledge the rights of bikers to use the road. If we had consistent separated bike paths through out the city i would feel much safer to ride everywhere. At this point I use the rail runner and ride to the train but it is a fairly safe route.*
- *none really. walking is convenient from my home. but urban planning for walking is about city growth patterns, interest areas along paths, etc.*

PUBLIC COMMENTS - COMMENTS ON MAPS AT PUBLIC MEETING SERIES 1: FALL 2013 (CATEGORIZED)

1

Maintenance	in the conquistadora neighborhood between agua fria and alamenda, sidewalks are over grown and unmaintained to the point that you can't walk on them	Maintenance	Many downtown sidewalks need to be replaced or redone.
Connectivity	There is no way for bike commuters and walkers needing to get from the Las Estrellas community to their places of employment without trespassing through the Reserve Condominiums. The Homewise development in Las Estrellas has resulted in the addition of several families with school-age children to this area. This relatively short, 0.2 mile trail connection (Calle Mejia to Zocalo Condominiums) should be moved up in priority given the increased population in this area, which would increase the potential for bond funding. Road cyclists wanting to access Tano Road and as well as mountain bikers wanting to access La Tierra Trails frequently travel this route and trespass through the Reserve Condominiums on a regular basis, thus increasing the bicycle traffic through this parking lot. A connector trail would allow walkers and bikers to get to the core of the City.	Connectivity	I live in the county just outside the city limits on W Alameda. There are no sidewalks or adequate bike path to use safely.
accessibility, safety	Really high sidewalk on Washington at the courthouse	Connectivity	Sidewalks within city limits from city limits to C. Alire along W Alameda are narrow or non existent or have obstructions
Connectivity	Currently, the only way to walk or bicycle from Las Estrellas is to trespass through the Reserve Condos. They are about to install a gate with a key pad for residence. The city owns the land behind the Reserve along the Canada Rincon. We request that the city build the Canada Rincon trail, as detailed in the bicycle master plan, esp. this section around the Reserve, to complete the connectivity between La Tierra trails, and NW quadrant, Casa Solana, and our neighborhood school (Gonzales CS). Without this trail network, the only way to get from Las Estrellas neighborhood to school is to drive on HWY599.	Safety	St. Francis pedestrian crossings are too dangerous between Cerrillos Road and West Alameda
General	St. Francis Drive	Safety	Live in the Rail yard. Guadalupe and Cerrillos are very difficult and dangerous to navigate, particularly walking across to go to stores, Whole Foods, etc. I would definitely be doing more walking and bike riding but streets are way too dangerous and difficult. Most times I am forced to ride on sidewalks from a sense of safety. I feel safer riding bike in NYC than here in Santa Fe, In terms of street equity, automobiles are allocated too much space, infrastructure, and financing.
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		Connectivity	Connect pave bike path on Vista Grande to Agora
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		Safety	roadwork signs placed in bike lanes on Airport Rd., Cerrillos, any where there has been any road work
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	skateboarders does not promote community.)		
 Make pedestrian trails diverge *away* from vehicular noise and air pollution whenever possible -- starting and ending at a point accessible by walking or by car, and then going away from the unhealthy and unpleasant exhaust and car noise. (The Dale Ball Trail that goes alongside upper Gonzales Rd is a shame: at least the 1st mile (maybe all of it) is only steps away from the roadway, thus one is "in the woods" but still "in the city" with the vehicular noise and exhaust. ICK. We can do better than this with Dale Ball's generosity and our City Planners' talents! :-)	Safety	careful and yet almost daily have a close call with a motorist. The intersection of Cordova and St Francis is particularly dangerous for pedestrians.
		Enforcement	The single crosswalk on Cordova is routinely ignored by drivers. Excessive driveways and parking lots in this block mean that cars are constantly pulling in and out. The drivers rarely, if ever, look for pedestrians on the sidewalk.
Accessibility	More offsite parking close to paseo de peralta so the downtown area is more accessible.	Accessibility	better enforcement of "YIELD" laws at all intersections. even police cars seem to blow through them. especially St.Francis/Zia intersection
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Connectivity	Currently, the only way to walk or bicycle from Las Estrellas is to trespass through the Reserve Condos. They are about to install a gate with a key pad for residence. The city owns the land behind the Reserve along the Canada Rincon. We request that the city build the Canada Rincon trail, as detailed in the bicycle master plan, esp. this section around the Reserve, to complete the connectivity between La Tierra trails, and NW quadrant, Casa Solana, and our neighborhood school (Gonzales CS). Without this trail network, the only way to get from Las Estrellas neighborhood to school is to drive on HWY599.	Safety	St. Francis pedestrian crossings are too dangerous between Cerrillos Road and West Alameda
General	St. Francis Drive	Safety	Live in the Rail yard. Guadalupe and Cerrillos are very difficult and dangerous to navigate, particularly walking across to go to stores, Whole Foods, etc. I would definitely be doing more walking and bike riding but streets are way too dangerous and difficult. Most times I am forced to ride on sidewalks for a sense of safety. I feel safer riding bike in NYC than here in Santa Fe, In terms of street equity, automobiles are allocated too much space, infrastructure, and financing.
General	St. Michael's Drive	General	Zafarano + Cerrillos
General	Zia Road	General	Continue River Trail! Yeah
General	Rodeo Road	General	Agua Fria Elementary New Site
Connectivity, Safety	In and around downtown area and Canyon Road, inconsistent/non-existent sidewalks. Lack of consistent lighting for night time walking.	General	DeVargas Mall area need a lot of help
Connectivity, Safety	Would like to see a bike/pedestrian crosswalk and pedestrian activated light where the bike trail intersects with St. Francis, St. Michael's, and Rodeo Road. Denver has them along their bike trails out in Aurora and they help a lot.	General	W Alameda Rd - Ped Facilities
		General	Manhattan Cerrillos and Sandoval intersection
		Connectivity	Connect pave bike path on Vista Grande to Agora
		Connectivity	Need walk path on Azul.
		Connectivity	Need Eldorado to Community College route, probably connect to Rancho Viejo.
		Safety	Railroad track channels in pavement are extremely dangerous at St. Francis and Cerrillos, I have been injured,
		Safety	roadwork signs placed in bike lanes on Airport Rd., Cerrillos, any where there has been any road work
		Safety, education The Santa Fe River Walk could use fewer "don't signs", and instead have "rules of the road" educational signs here and there along the river walk -- "faster yields to slower; walk to right, pass on left; cyclists please announce "on your left" in time for pedestrians to safely move over. This would make the walkway safe for EVERYONE and walkers, joggers, bicycle riders, skateboarders, manual scooters, roller-bladers -- we can all enjoy the river walk and each other with just a FEW basic "rules of the road" posted! ("Segregating" the

	skateboarders does not promote community.)				The intersection of Cordova and St Francis is particularly dangerous for pedestrians.
 Make pedestrian trails diverge *away* from vehicular noise and air pollution whenever possible -- starting and ending at a point accessible by walking or by car, and then going away from the unhealthy and unpleasant exhaust and car noise.	Safety			The single crosswalk on Cordova is routinely ignored by drivers. Excessive driveways and parking lots in this block mean that cars are constantly pulling in and out. The drivers rarely, if ever, look for pedestrians on the sidewalk.
	(The Dale Ball Trail that goes alongside upper Gonzales Rd is a shame: at least the 1st mile (maybe all of it) is only steps away from the roadway, thus one is "in the woods" but still "in the city" with the vehicular noise and exhaust. ICK. We can do better than this with Dale Ball's generosity and our City Planners' talents! :-)	Enforcement			better enforcement of "YIELD" laws at all intersections. even police cars seem to blow through them. especially St.Francis/Zia intersection
Accessibility	More offsite parking close to paseo de peralta so the downtown area is more accessible.	Accessibility			In my immediate neighborhood many of the sidewalks dip to an angle at driveways. I am still extremely mobile at 68 but when I have a knee or foot temporary injury, the walking at an angle is even more uncomfortable and unbalancing. Having to walk around is doable but annoying. Pedestrians should have priority when it comes to sidewalks - not vehicles and driveways. Valentine Way between Country Club Rd. and Paseo del Sol West
Connectivity	more & wider sidewalks and cross walks on Agua Fria all the way to Airport road and all the way from Siler Rd.				
General	cerrillos/ st francis intersection				
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Connectivity	Trail easement from St Johns College to La Barbaria Road up Arroyo Chamiso would also be desirable, as would a trail from that area to the new Hondo Hills County trails				
Accessibility	Zia road sidewalks need to be wider to accommodate handicapped accessible widths and terrain.	Safety			A very specific dangerous issue are the driveways into Zona del Sol on Jaguar Drive and Valentine Way. The pedestrian access across these two driveways is always completely covered with gravel so that pedestrians with children, strollers, bicycles and animals must go out into the street to safely negotiate the gravel obstructions or risk falling. I have one more thought.
	The Arroyo Chemisa walking trail that once held trees and wildlife should include trees all along the trail. These trees were promised when the trail was relocated closer to St. Francis Drive, yet have not been provided.				
General	Sidewalks or paved walking paths in Eldorado (not just on Vista Grande)				
Safety	Intersections near the South Capitol complex, including crossings on Alta Vista and Cordova are in dire need of help. Heavy vehicle traffic plus heavy pedestrian use results in substantial numbers of near-misses. The elderly should not be honked at for legally crossing the street.	Connectivity			I walked once from Valentine Way to El Camino Real Trailhead at Agua Fria and San Felipe, walked the trail and returned on Paseo del Sol West for a loop walk. The very weak link in that loop is the strip of street called San Felipe which is a disaster both for walking and driving. Thanks!
Connectivity	Additionally, sidewalk improvements/connectivity on Pacheco between Alta Vista and San Mateo would be appreciated.	General			St Francis/Cerrillos
		General			Cordova/St Francis
		General			Deaf School and Indian School (sidewalks
Safety	Cordova Road between Cerrillos and Alta Vista is a very busy shopping and employment district with numerous businesses and state government centers. As a pedestrian I am VERY careful and yet almost daily have a close call with a motorist.	Safety			Cover box hole on northwest side of sidewalk near Zafarno/ Rodeo

Maintenance	in the conquistadora neighborhood between agua fria and alamenda, sidewalks are over grown and unmaintained to the point that you can't walk on them	Maintenance	Many downtown sidewalks need to be replaced or redone.
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accessibility, safety	Really high sidewalk on Washington at the courthouse	Connectivity	Sidewalks within city limits from city limits to C. Alire along W Alameda are narrow or non existent or have obstructions
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General	St. Michael's Drive	General	Zafarano + Cerrillos
General	Zia Road	General	Continue River Trail! Yeah
General	Rodeo Road	General	Agua Fria Elementary New Site
Connectivity, Safety	In and around downtown area and Canyon Road, inconsistent/non-existent sidewalks. Lack of consistent lighting for night time walking.	General	DeVargas Mall area need a lot of help
Connectivity, Safety	Would like to see a bike/pedestrian crosswalk and pedestrian activated light where the bike trail intersects with St. Francis, St. Michael's, and Rodeo Road. Denver has them along their bike trails out in Aurora and they help a lot.	General	W Alameda Rd - Ped Facilities
		General	Manhattan Cerrillos and Sandoval intersection
		Connectivity	Connect pave bike path on Vista Grande to Agora
		Connectivity	Need walk path on Azul.
		Connectivity	Need Eldorado to Community College route, probably connect to Rancho Viejo.
		Safety	Railroad track channels in pavement are extremely dangerous at St. Francis and Cerrillos, I have been injured,
		Safety	roadwork signs placed in bike lanes on Airport Rd., Cerrillos, any where there has been any road work
		Safety, education The Santa Fe River Walk could use fewer "don't signs", and instead have "rules of the road" educational signs here and there along the river walk -- "faster yields to slower; walk to right, pass on left; cyclists please announce "on your left" in time for pedestrians to safely move over. This would make the walkway safe for EVERYONE and walkers, joggers, bicycle riders, skateboarders, manual scooters, roller-bladers -- we can all enjoy the river walk and each other with just a FEW basic "rules of the road" posted! ("Segregating" the

	skateboarders does not promote community.)		
 Make pedestrian trails diverge *away* from vehicular noise and air pollution whenever possible -- starting and ending at a point accessible by walking or by car, and then going away from the unhealthy and unpleasant exhaust and car noise. (The Dale Ball Trail that goes alongside upper Gonzales Rd is a shame: at least the 1st mile (maybe all of it) is only steps away from the roadway, thus one is "in the woods" but still "in the city" with the vehicular noise and exhaust. ICK. We can do better than this with Dale Ball's generosity and our City Planners' talents! :-)	Safety	careful and yet almost daily have a close call with a motorist. The intersection of Cordova and St Francis is particularly dangerous for pedestrians.
Accessibility	More offsite parking close to paseo de peralta so the downtown area is more accessible.	Enforcement	The single crosswalk on Cordova is routinely ignored by drivers. Excessive driveways and parking lots in this block mean that cars are constantly pulling in and out. The drivers rarely, if ever, look for pedestrians on the sidewalk.
Connectivity	more & wider sidewalks and cross walks on Agua Fria all the way to Airport road and all the way from Siler Rd.	Accessability	better enforcement of "YIELD" laws at all intersections. even police cars seem to blow through them. especially St.Francis/Zia intersection
General	cerrillos/ st francis intersection		In my immediate neighborhood many of the sidewalks dip to an angle at driveways. I am still extremely mobile at 68 but when I have a knee or foot temporary injury, the walking at an angle is even more uncomfortable and unbalancing. Having to walk around is doable but annoying. Pedestrians should have priority when it comes to sidewalks - not vehicles and driveways. Valentine Way between Country Club Rd. and Paseo del Sol West
Connectivity	A mostly off street path connecting Dale Ball Trails to La Tierra Trails would be my top priority.	Maintenance	Also in my neighborhood are blocks and blocks of overgrown bushes, trees and weeds which make walking, bicycling and driving hazardous and also collect trash. This neglect reflects on the appearance of the community, the involvement of the residents and the property values. Valentine Way between Country Club Rd. and Paseo del Sol West
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Connectivity	Additionally, sidewalk improvements/connectivity on Pacheco between Alta Vista and San Mateo would be appreciated.	General	Cordova/St Francis
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		Safety	Cover box hole on northwest side of sidewalk near Zafarno/ Rodeo

Maintenance	in the conquistadora neighborhood between agua fria and alamenda, sidewalks are over grown and unmaintained to the point that you can't walk on them				activated light where the bike trail intersects with St. Francis, St. Michael's, and Rodeo Road. Denver has them along their bike trails out in Aurora and they help a lot.
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		Connectivity			I live in the county just outside the city limits on W Alameda. There are no sidewalks or adequate bike path to use safely.
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accessibility, safety	Really high sidewalk on Washington at the courthouse				
Connectivity	Currently, the only way to walk or bicycle from Las Estrellas is to trespass through the Reserve Condos. They are about to install a gate with a key pad for residence. The city owns the land behind the Reserve along the Canada Rincon. We request that the city build the Canada Rincon trail, as detailed in the bicycle master plan, esp. this section around the Reserve, to complete the connectivity between La Tierra trails, and NW quadrant, Casa Solana, and our neighborhood school (Gonzales CS). Without this trail network, the only way to get from Las Estrellas neighborhood to school is to drive on HWY599.	General			Zafarano + Cerrillos
		General			Continue River Trail! Yeah
		General			Agua Fria Elementary New Site
		General			DeVargas Mall area need a lot of help
		General			W Alameda Rd - Ped Facilities
		General			Manhattan Cerrillos and Sandoval intersection
		Connectivity			Connect pave bike path on Vista Grande to Agora
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		Connectivity			Need Eldorado to Community College route, probably connect to Rancho Viejo.
General	St. Francis Drive				
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General	Zia Road				
General	Rodeo Road	Safety			Railroad track channels in pavement are extremely dangerous at St. Francis and Cerrillos, I have been injured,
Connectivity, Safety	In and around downtown area and Canyon Road, inconsistent/non-existent sidewalks. Lack of consistent lighting for night time walking.	Safety			roadwork signs placed in bike lanes on Airport Rd., Cerrillos, any where there has been any road work
Connectivity, Safety	Would like to see a bike/pedestrian crosswalk and pedestrian	Safety, education		 The Santa Fe River Walk could use fewer "don't signs", and instead have "rules of the road" educational signs here and there along the river walk -- "faster yields to slower; walk to right, pass on left; cyclists please announce "on your left" in time for pedestrians to safely move over. This would

	make the walkway safe for EVERYONE and walkers, joggers, bicycle riders, skateboarders, manual scooters, roller-bladers -- we can all enjoy the river walk and each other with just a FEW basic "rules of the road" posted! ("Segregating" the skateboarders does not promote community.)	Safety	appreciated.
 Make pedestrian trails diverge *away* from vehicular noise and air pollution whenever possible -- starting and ending at a point accessible by walking or by car, and then going away from the unhealthy and unpleasant exhaust and car noise. (The Dale Ball Trail that goes alongside upper Gonzales Rd is a shame: at least the 1st mile (maybe all of it) is only steps away from the roadway, thus one is "in the woods" but still "in the city" with the vehicular noise and exhaust. ICK. We can do better than this with Dale Ball's generosity and our City Planners' talents! :-)	Safety	Cordova Road between Cerrillos and Alta Vista is a very busy shopping and employment district with numerous businesses and state government centers. As a pedestrian I am VERY careful and yet almost daily have a close call with a motorist. The intersection of Cordova and St Francis is particularly dangerous for pedestrians.
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Accessibility	More offsite parking close to paseo de peralta so the downtown area is more accessible.	Enforcement	better enforcement of "YIELD" laws at all intersections. even police cars seem to blow through them. especially St.Francis/Zia intersection
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		General	Cordova/St Francis

APPENDIX B - EXISTING CONDITIONS

New Mexico Pedestrian Safety Laws

existing conditions - study area

existing conditions - sidewalk inventory

existing conditions - vehicle pedestrian crash data

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.

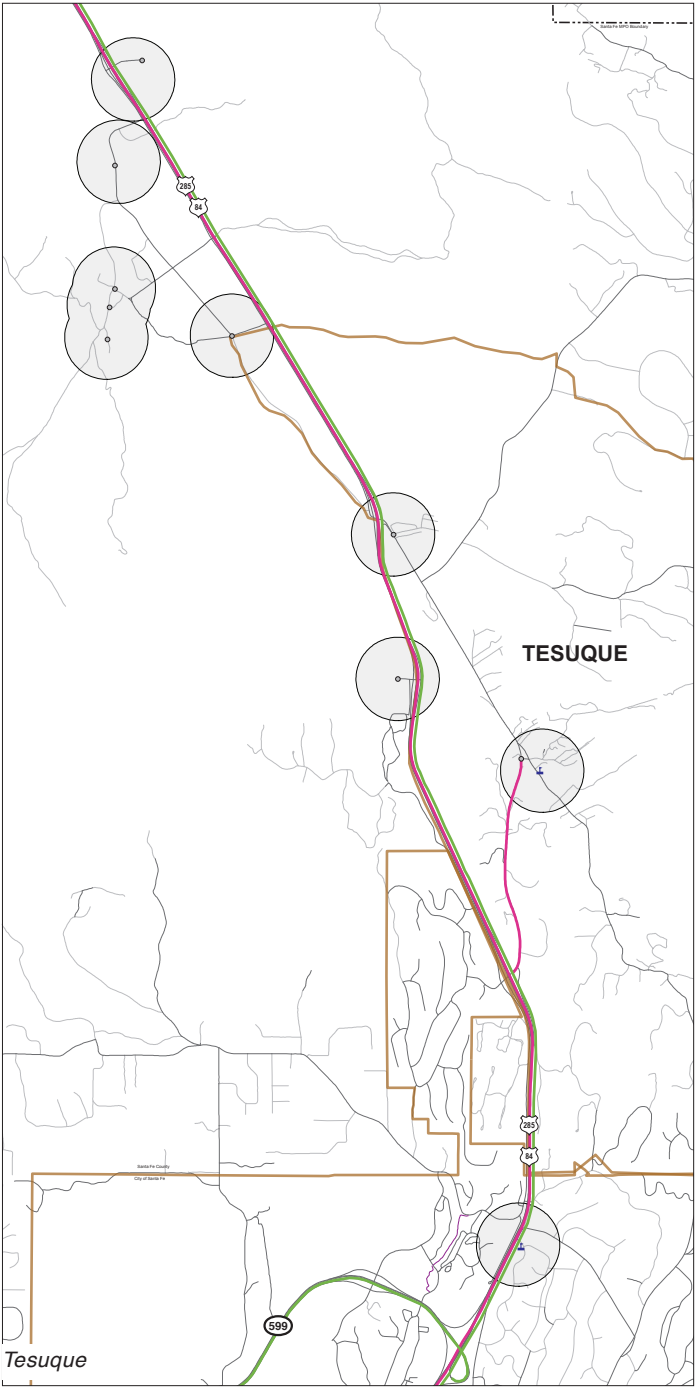
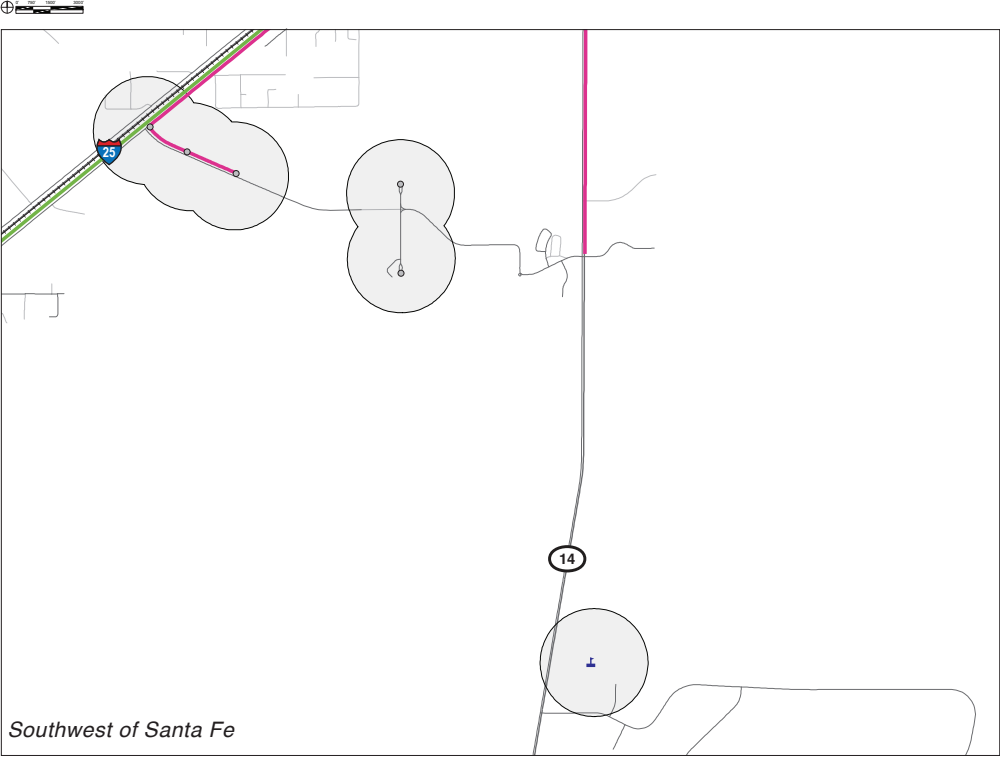
66-7-337: Drivers to exercise due care. Notwithstanding the foregoing provisions of Sections 66-7-333 through 66-7-340 NMSA 1978 every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any roadway and shall give warning by sounding the horn when necessary and shall 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 (whenever practical) walk on the left side of the road facing oncoming traffic.

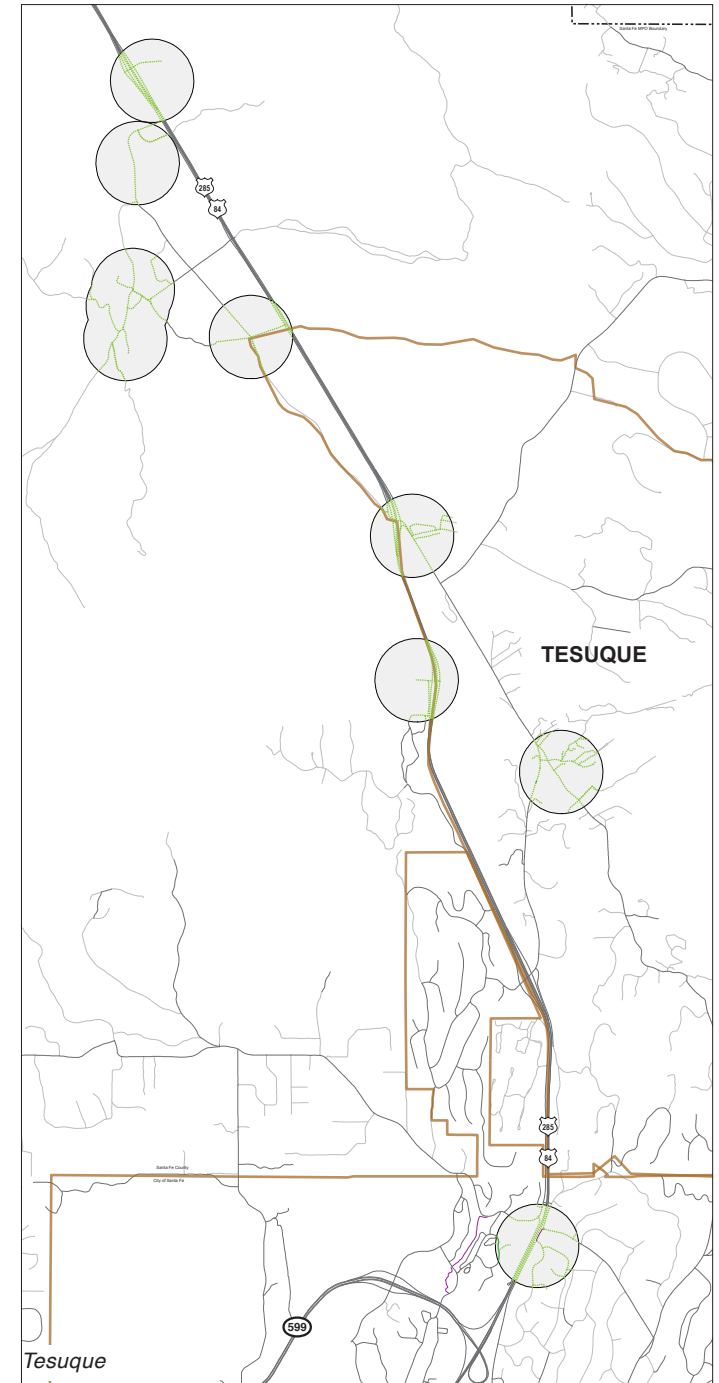
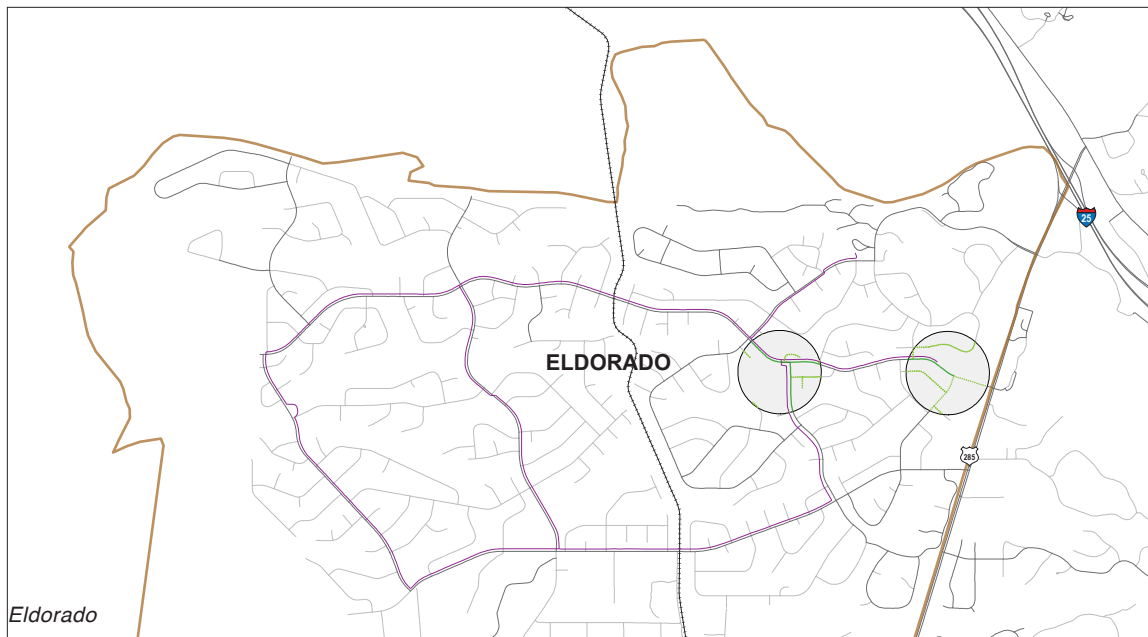
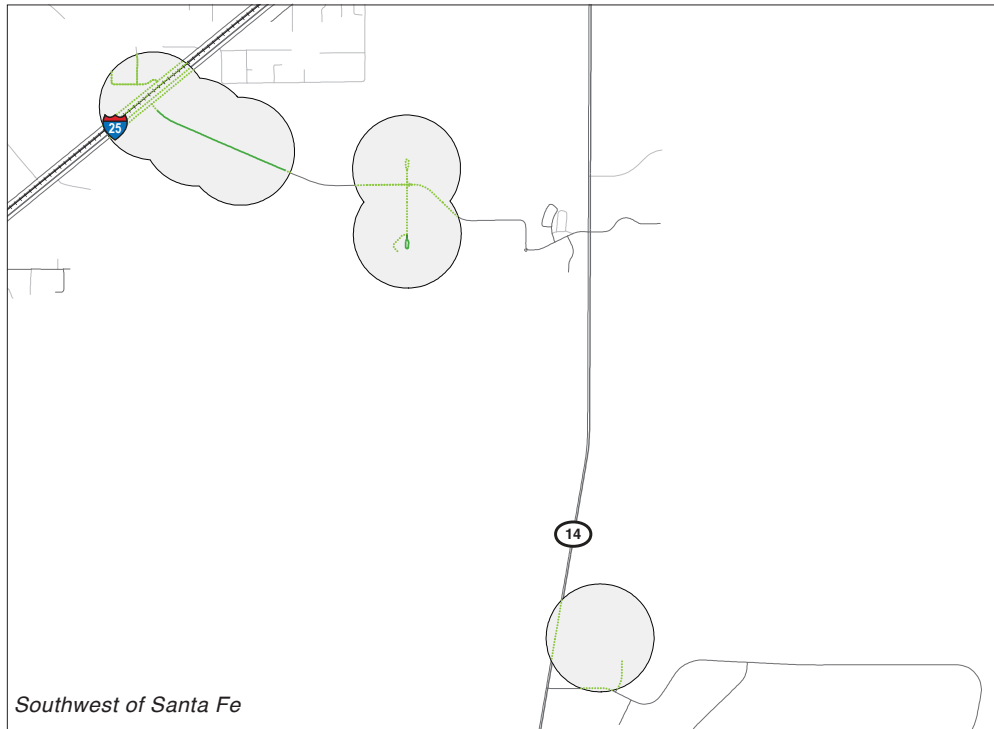
66-7-340 NMSA 1978: Pedestrians are prohibited from standing in streets for the purpose of trying to get a ride or for soliciting employment or business of any type.

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

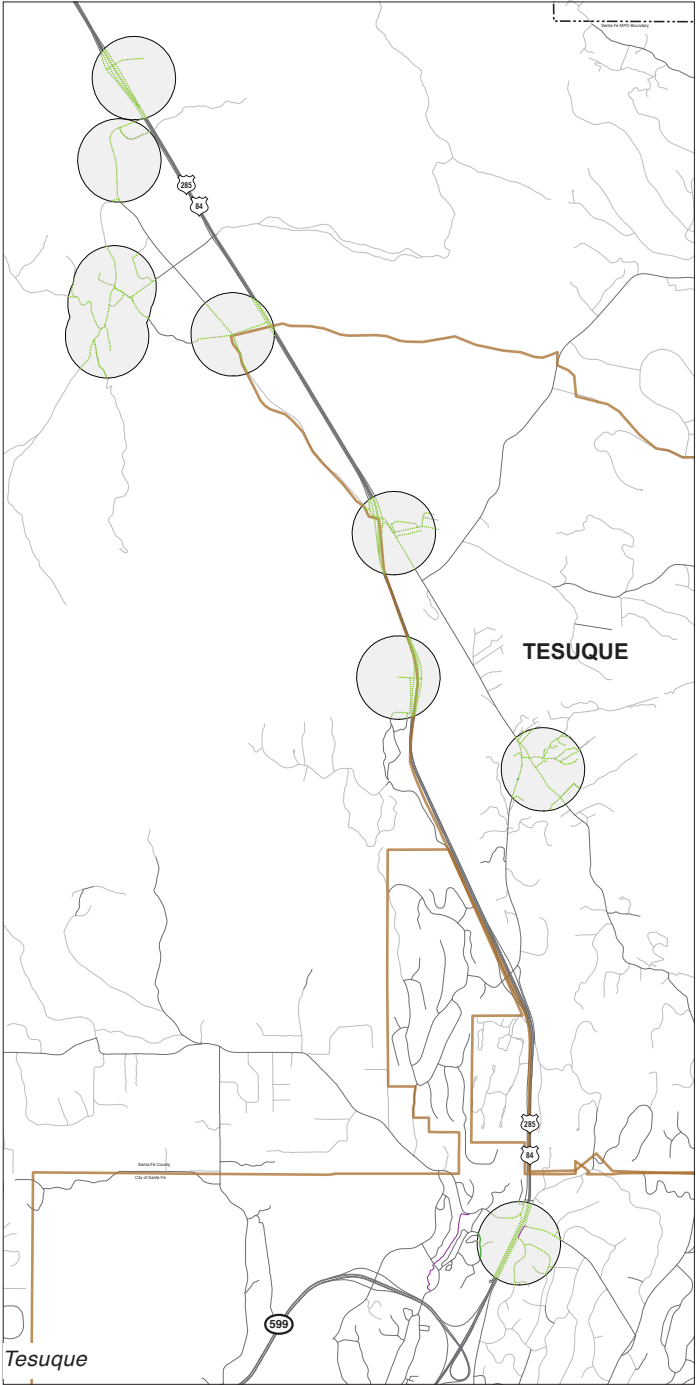
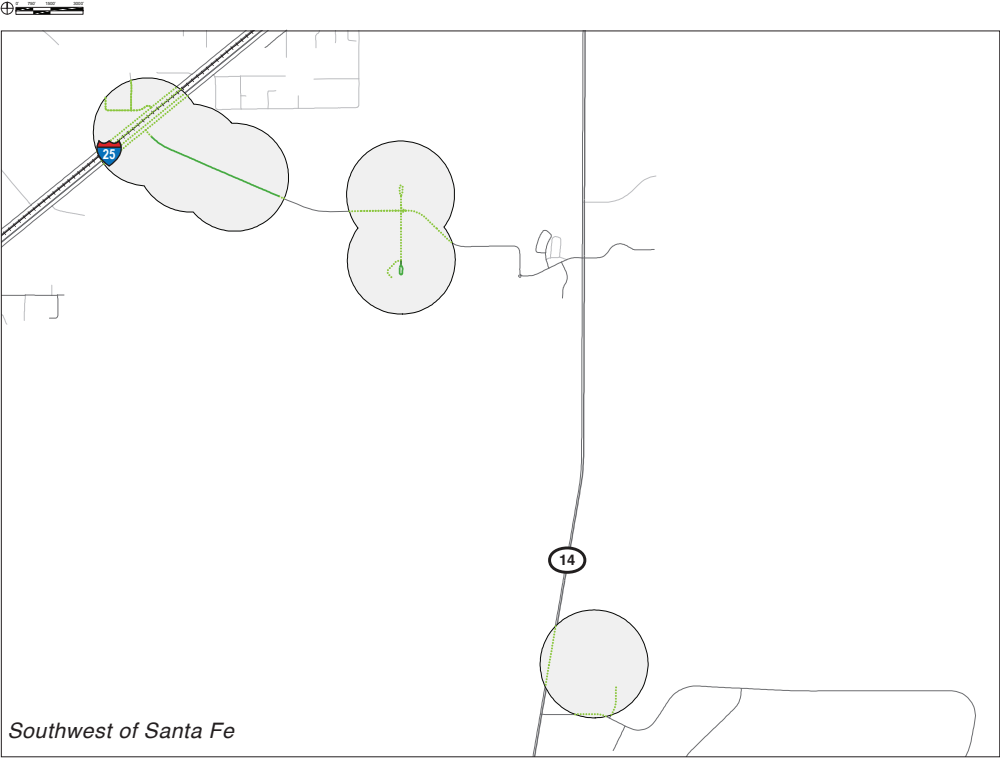
EXISTING CONDITIONS - STUDY AREA



EXISTING CONDITIONS - SIDEWALK INVENTORY



EXISTING CONDITIONS - VEHICLE PEDESTRIAN CRASH DATA



APPENDIX C - PUBLIC INPUT RESULTS

survey summary

public perception

areas of deficiency - eldorado

connectivity

accessibility

maintenance

safety

enforcement

public awareness

schools

transit

general

PEDESTRIAN SURVEY - RESPONDENTS

To document where respondents originate, the survey asked respondents to identify their neighborhood by name or to indicate the nearest crossroads to their place of residence. This location information was mapped using GIS (*Figure 3.5*), illustrating that responses were well distributed throughout the city and included outlying communities within the study area.

Demographic questions were also asked to better understand the profile of survey respondents. For example, 81% of the survey respondents live within the Santa Fe MPO planning area; the other 19% live outside the planning area but interact with the study area pedestrian environment. For a sample copy of the survey and detailed results, see *Appendix A: 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 3.7: Public Input Survey - Gender

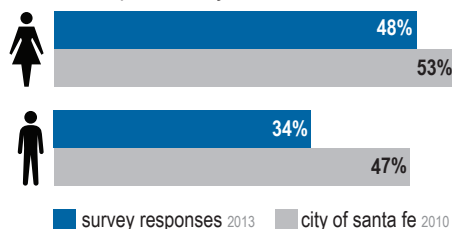
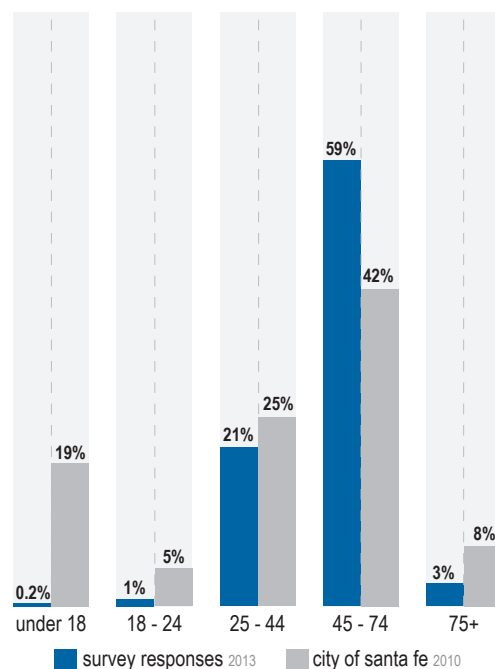
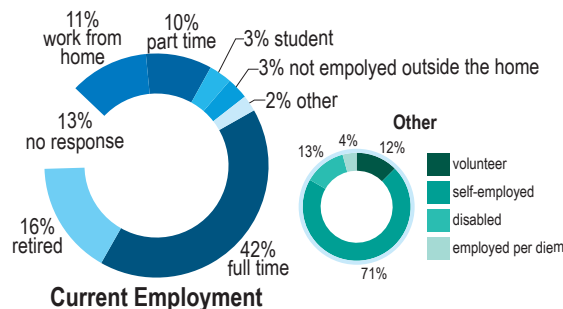


Figure 3.6: Public Input Survey - Age



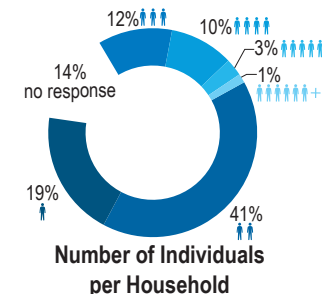
Approximately 70% of respondents are employed. Just over 20% of respondents are unemployed / retired / disabled.

Figure 3.8: Public Input Survey - Employment



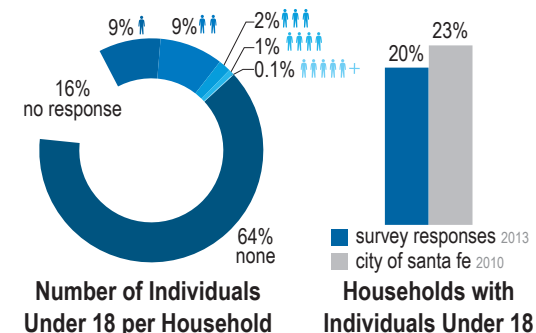
40% of respondents live in a household of two people including themselves. Roughly 20% of respondents live alone.

Figure 3.9: 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 3.10: Public Input Survey - Individuals under 18



PUBLIC INPUT RESULTS

SURVEY RESPONSE

The Pedestrian Master Plan survey provided input on survey respondent background, pedestrian activity, and specific comments for improving the pedestrian environment. Following is an overview of some of the survey results. For full survey review and results, see *Appendix A: Public Input*.

A 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 in difficulty to use. These modes are most likely used under varying circumstances. 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

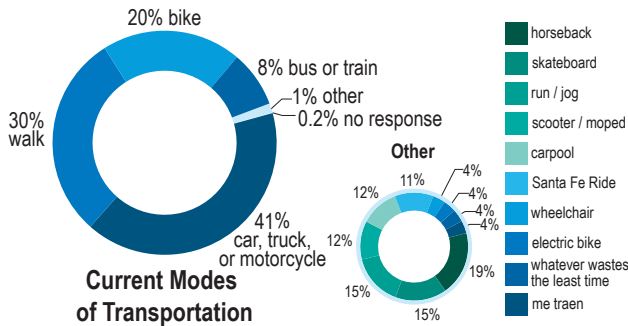
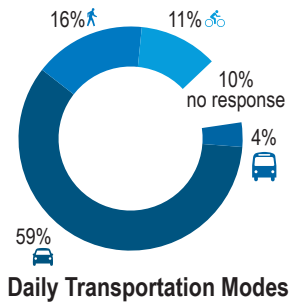
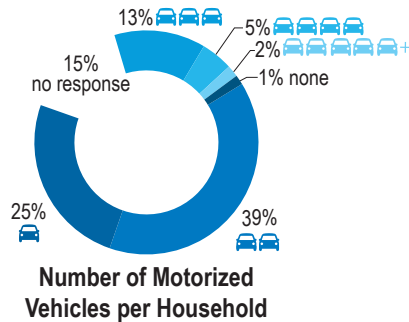


Figure 4.2: Survey Summary - Daily Transportation Modes



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*. Additionally, 1% of respondents (approx. 88 individuals) indicated they do not own a car.

Figure 4.3: Survey Summary - Number of Motorized Vehicles per Household



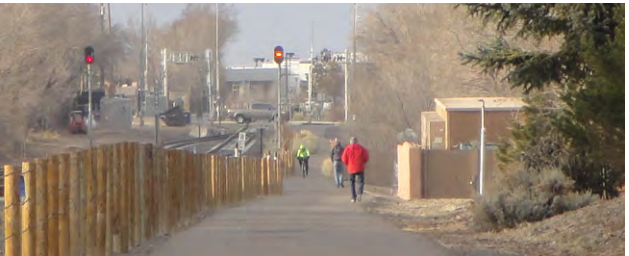
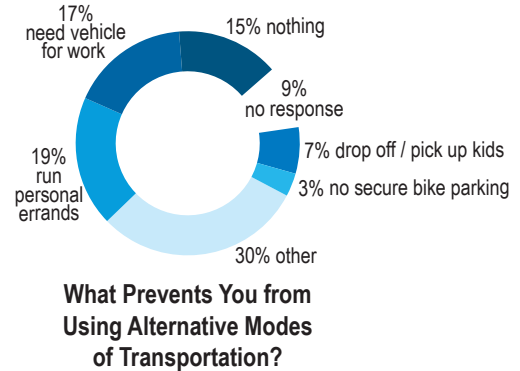
When asked what prevents respondents from using alternative modes of transportation, more than 20% indicated they already use walking, bicycling, or transit in their commute to work. Approximately 25% of people have indicated they do not include alternative modes of transportation in their commute because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



Residents running errands at the end of the day.

day, use of their personal vehicle for business related travel, or they do not have a commute / are retired. Other notable responses were safety, transit service is inconvenient / there is none, and they need to transport work equipment / materials.

Figure 4.4: Survey Summary - Alternative Modes of Transportation



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



Commuter arriving to Santa Fe via Rail Runner.

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 likelihood pedestrian environment improvements would have on choosing 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. 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.

Figure 4.5: 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 4.6: 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 and tourists walking in downtown Santa Fe.



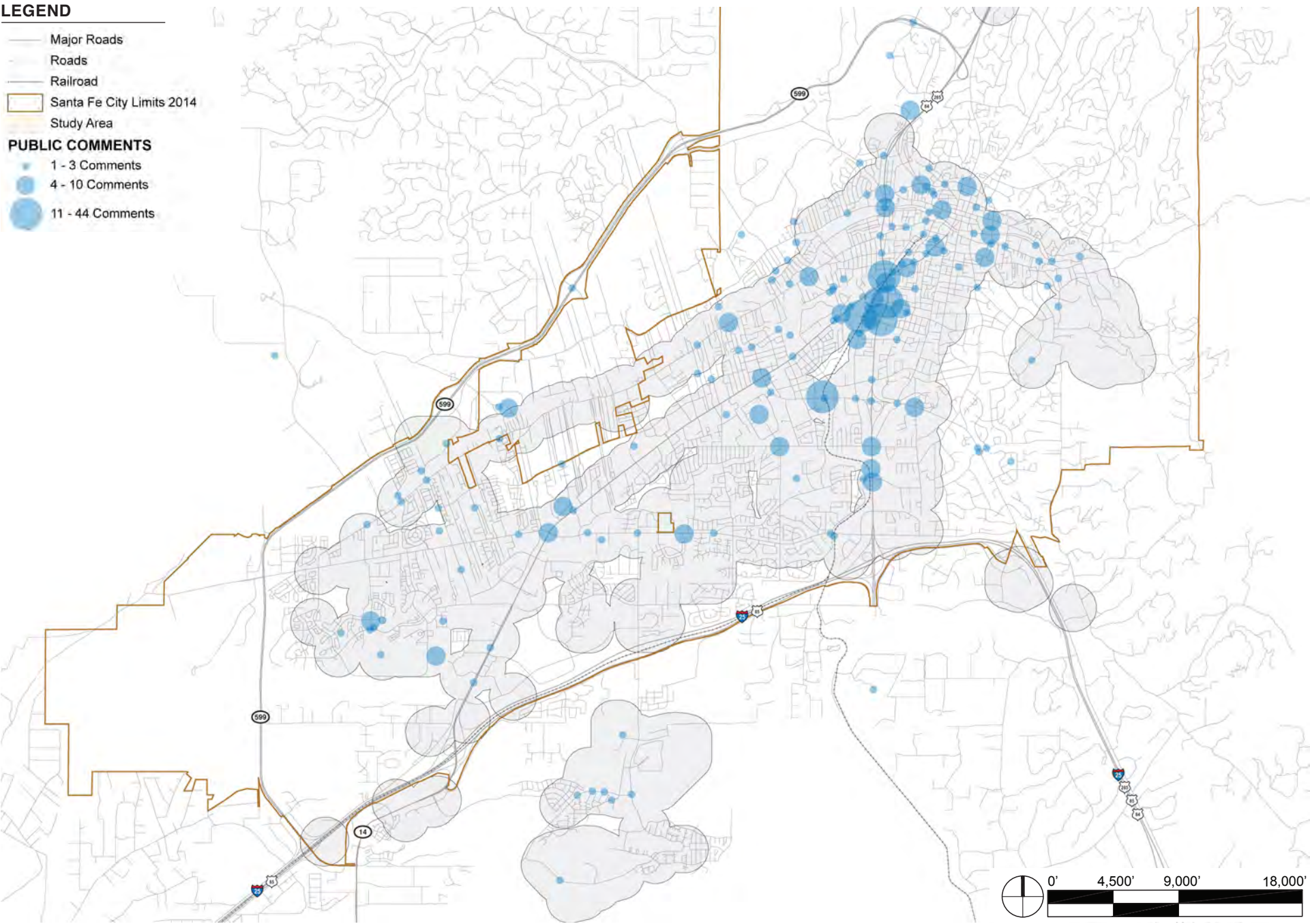
Resident walking his dog along the River Trail.



Resident walking along St Francis Drive.

PUBLIC INPUT RESULTS

Figure 4.7: Public Perception Summary - Points of Comment

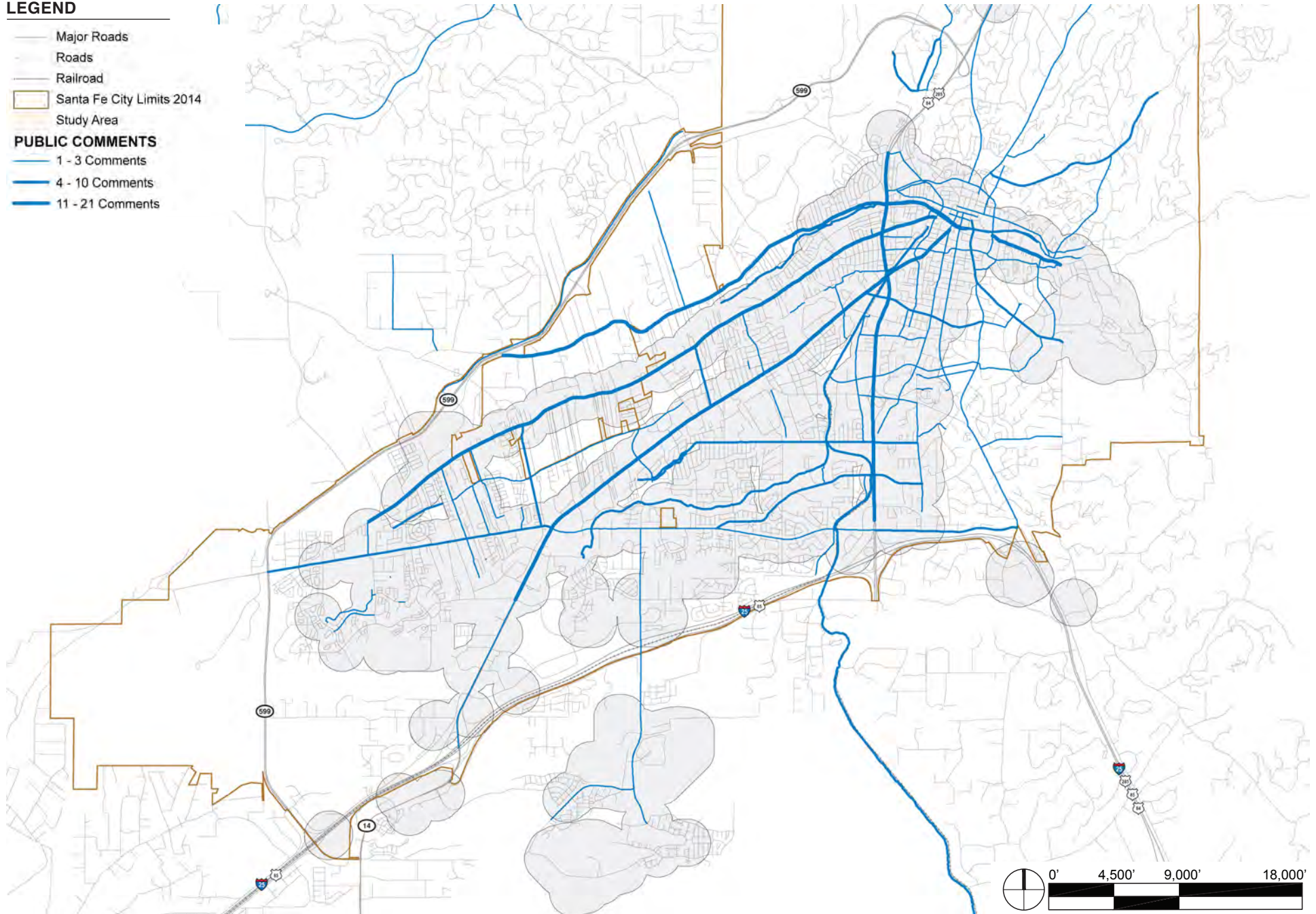


PUBLIC INPUT RESULTS

Figure 4.8: Public Perception Summary - Trajectories of Comment

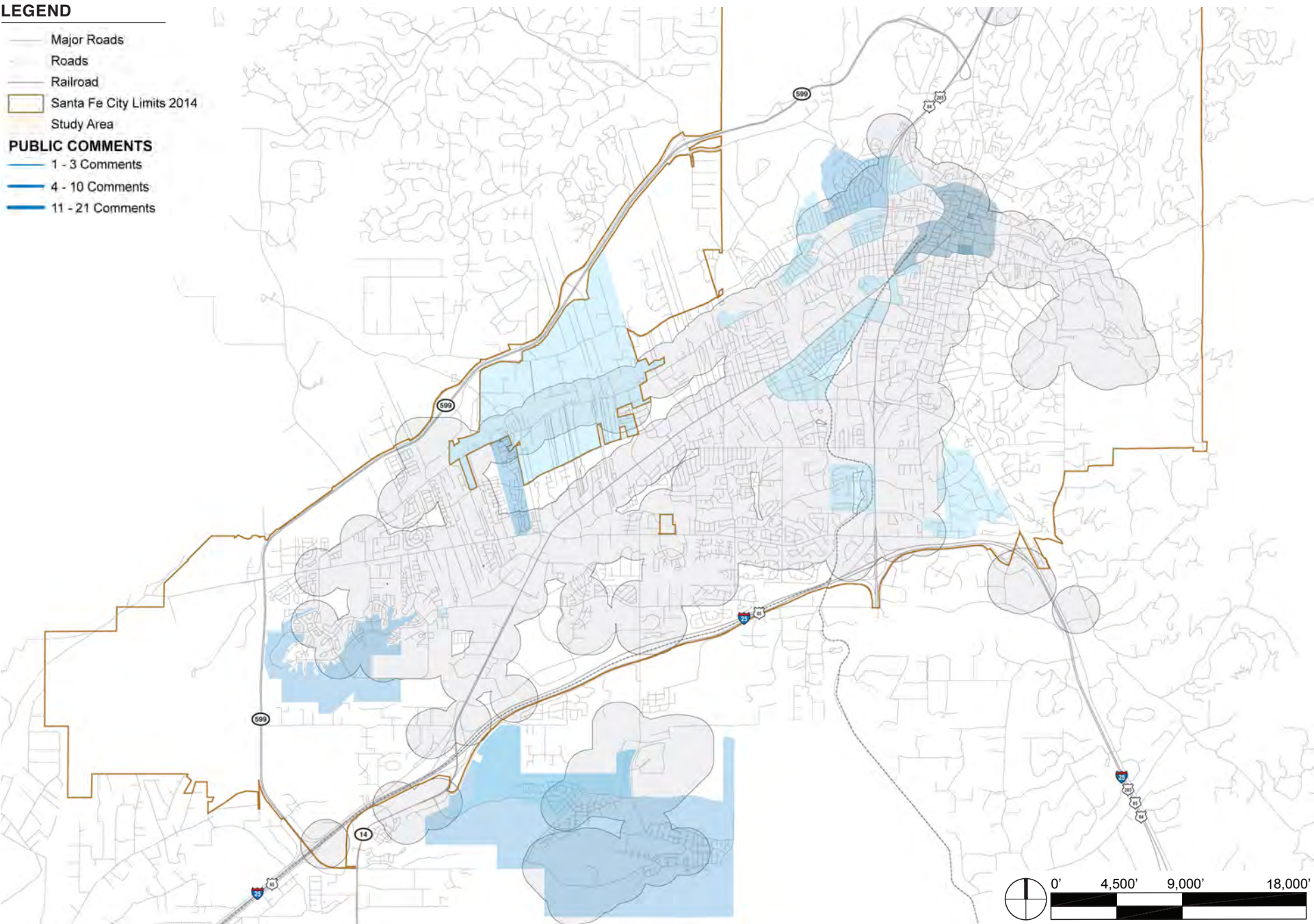
LEGEND

- Major Roads
 - Roads
 - Railroad
 - ▭ Santa Fe City Limits 2014
 - ▭ Study Area
- PUBLIC COMMENTS**
- 1 - 3 Comments
 - 4 - 10 Comments
 - 11 - 21 Comments



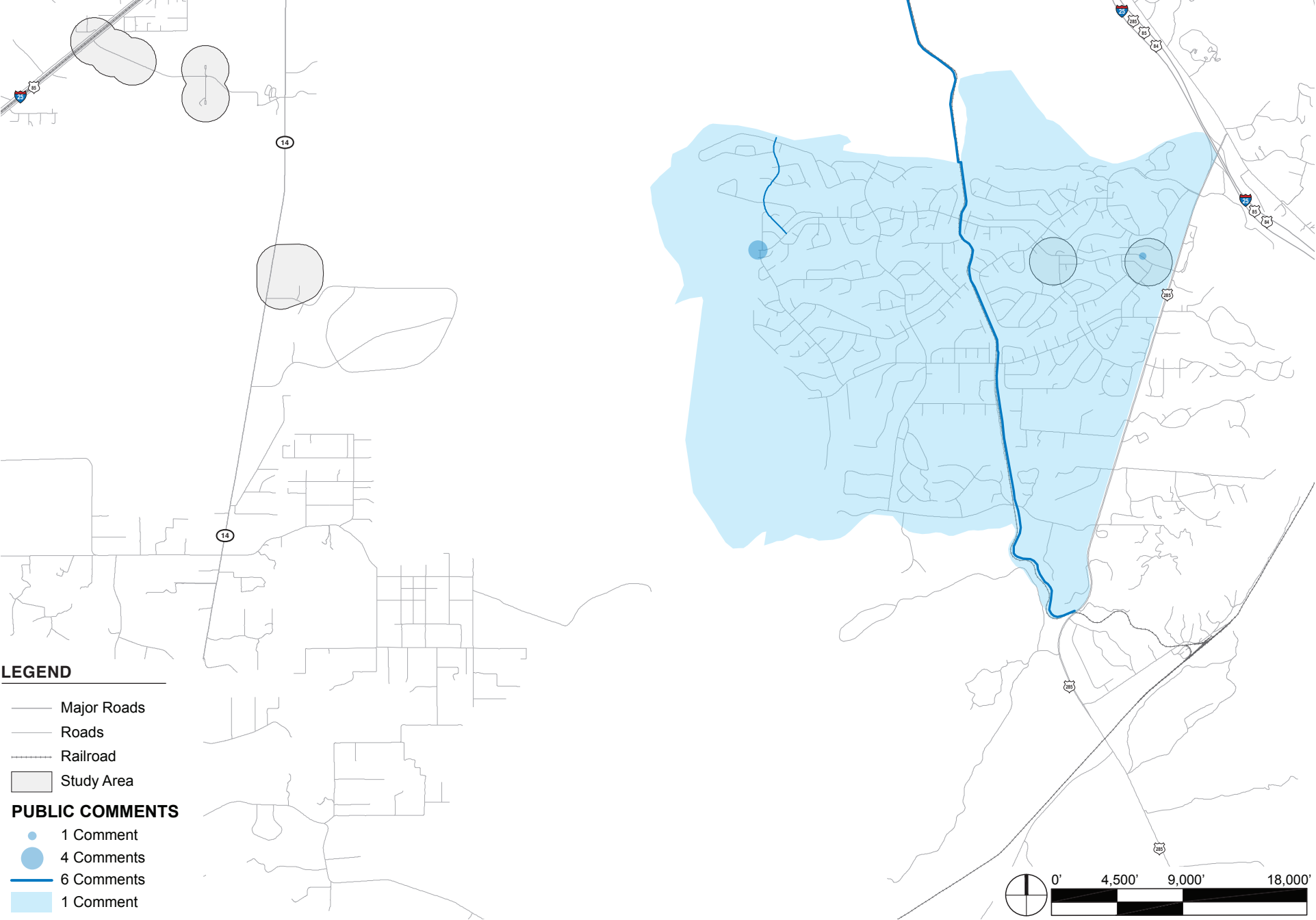
PUBLIC INPUT RESULTS

Figure 4.9: Public Perception Summary - Areas of Comment



PUBLIC INPUT RESULTS

Public Perception Summary - Areas of Deficiency - Eldorado



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

Comments about the Saint Francis Drive + Cerrillos Road intersection focused on three concerns: safety, traffic, and connectivity. The public's biggest concern at this intersection is safety. Public perception is traffic is moving too fast and drivers fail to yield to pedestrians. The sheer volume of traffic at this intersection is intimidating to pedestrians trying to cross here. Connectivity was also mentioned. There are several requests for an over/under pass here. 30% of the comments gave no specific feedback and 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

Comments about the Saint Francis Drive + Cordova Road intersection were more broad. The public's biggest concern at this intersection is safety. The public perception is there is not enough time to cross the street before the light changes, vehicles are constantly failing to stop at red lights, there is no enforcement of traffic violations, crosswalks need to be better maintained, and vehicle traffic is too heavy to comfortably cross here. 10% of the comments gave no specific feedback and just recognized it as a problem area.



Saint Francis Drive + Cordova Road Intersection



Saint Francis Drive + Cordova Road Intersection Aerial

PUBLIC INPUT RESULTS

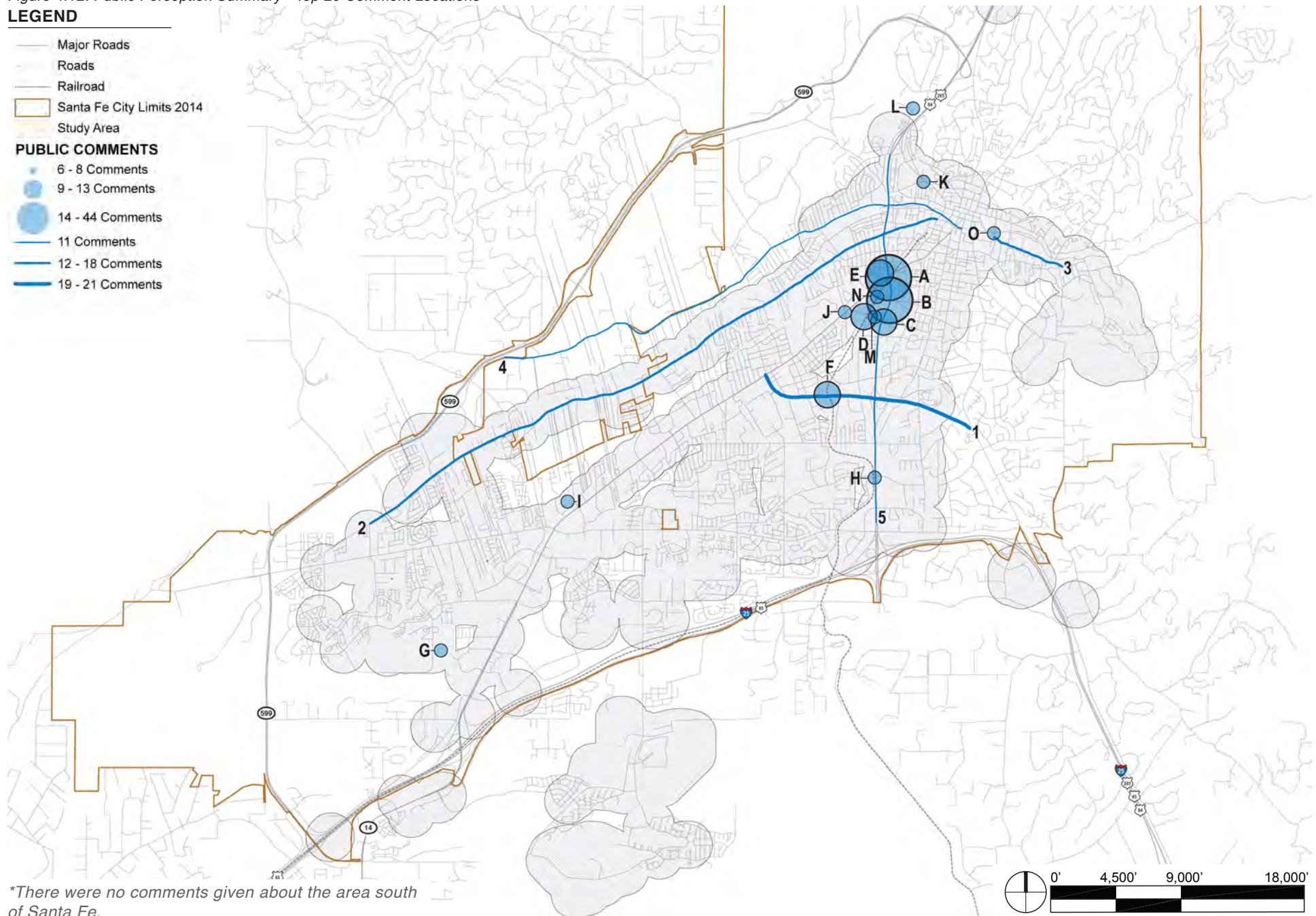
Figure 4.12: Public Perception Summary - Top 20 Comment Locations

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.

PUBLIC INPUT RESULTS

3% public awareness comments

CONNECTIVITY

A majority (54%) of the general comments focused on issues of connectivity. Connectivity captured comments that used the following key words: connect, connectivity, disconnected, sidewalks, and phrases that described an inability to make a connection. There is density of connectivity comments in the South Capitol area and along Cerrillos Road, Saint Francis Drive, Saint Michaels Drive, Agua Fria Street, and Alameda Street.

Public comments about connectivity include:

- gaps in the sidewalk network
- obstructed sidewalks
- parking lots with no pedestrian connections between the roadway and building
- 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.

PUBLIC INPUT RESULTS

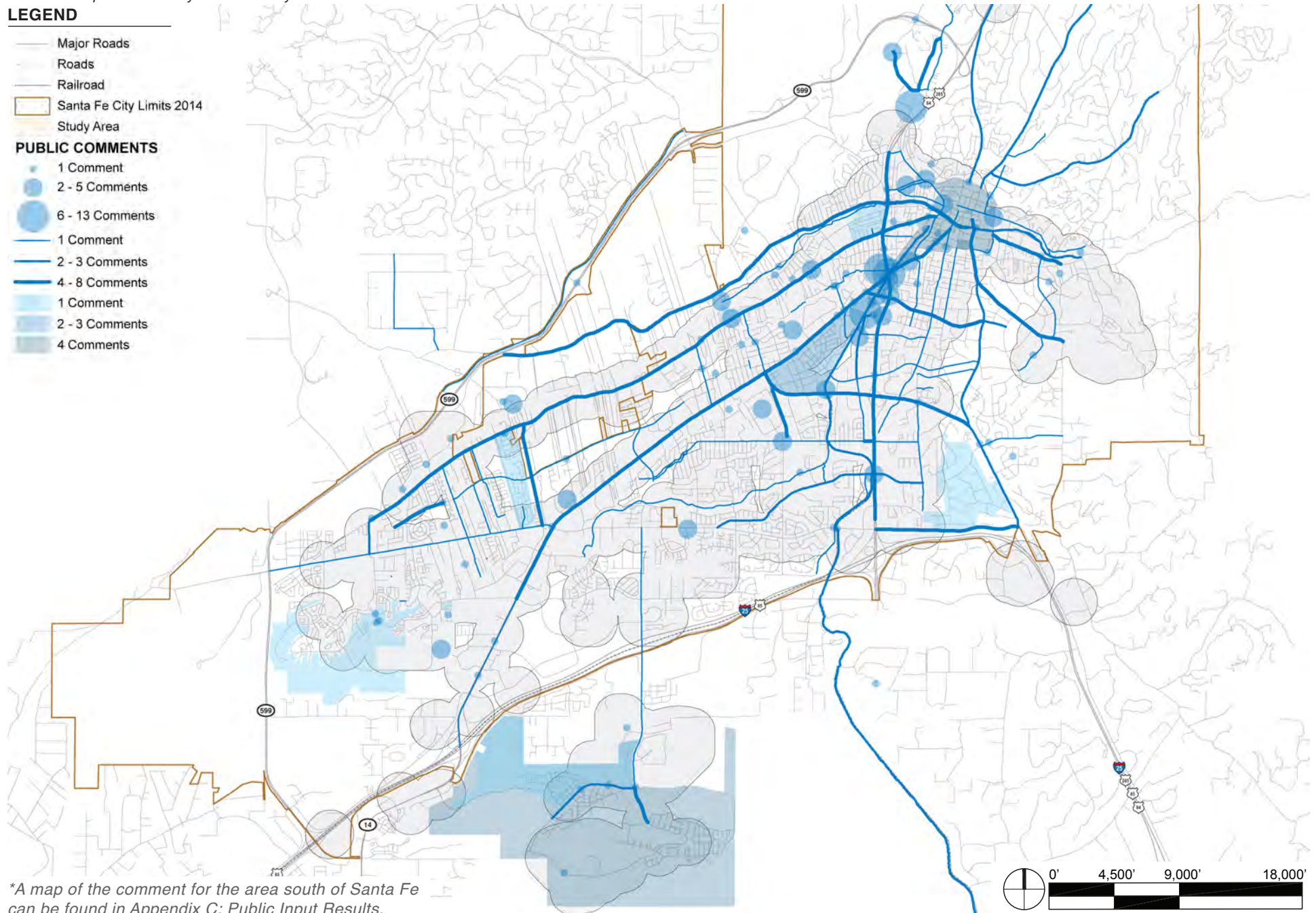
Public Perception Summary - Connectivity Comments

LEGEND

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

PUBLIC COMMENTS

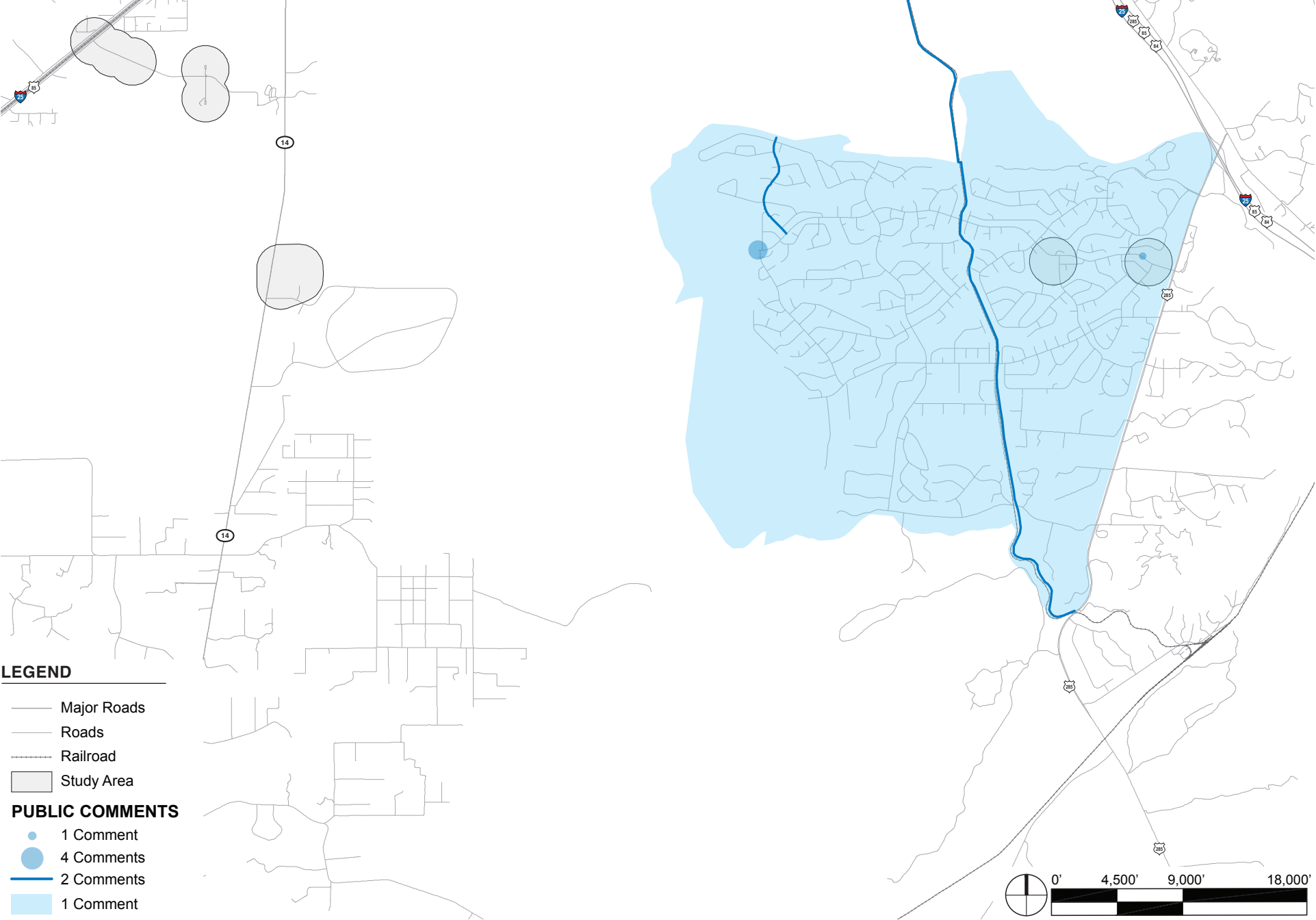
- 1 Comment
- 2 - 5 Comments
- 6 - 13 Comments
- 1 Comment
- 2 - 3 Comments
- 4 - 8 Comments
- 1 Comment
- 2 - 3 Comments
- 4 Comments



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

PUBLIC INPUT RESULTS

Public Perception Summary - Connectivity Comments - Eldorado



PUBLIC INPUT RESULTS

3% public awareness comments

ACCESSIBILITY

The accessibility category consists of comments that used the keywords accessible, inaccessible, handicap, and access. There is a density of accessibility comments downtown and along Agua Fria Street.

Accessibility issues that were mentioned by the public included:

- obstructions within sidewalks
- sidewalks with no curb cuts
- long stretches of roadway with very few crosswalks
- 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.

PUBLIC INPUT RESULTS

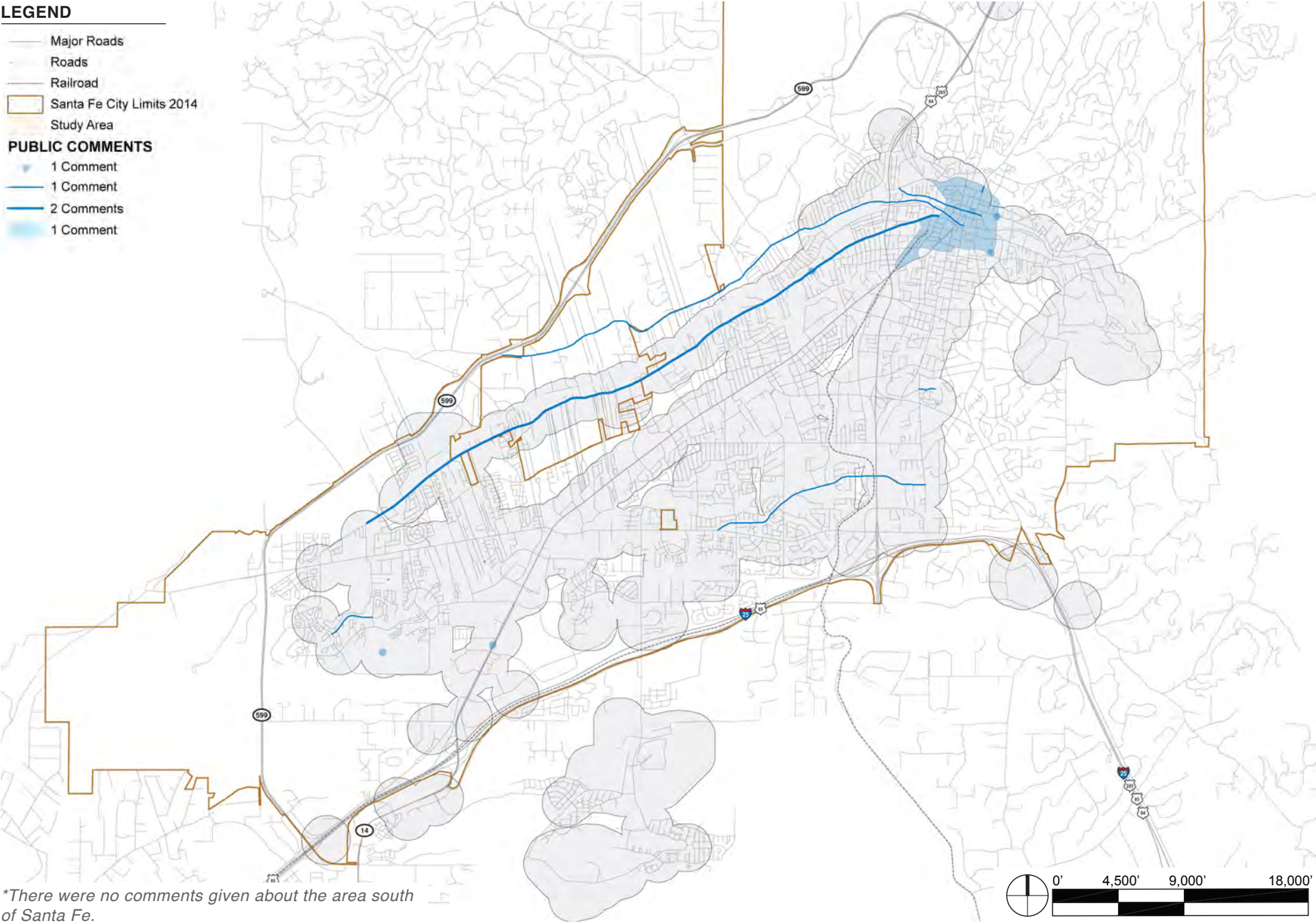
Public Perception Summary - Accessibility Comments

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

3% public awareness 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. There is a density of maintenance comments downtown and in Tierra Contenta, as well as along Airport Road.

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
- 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

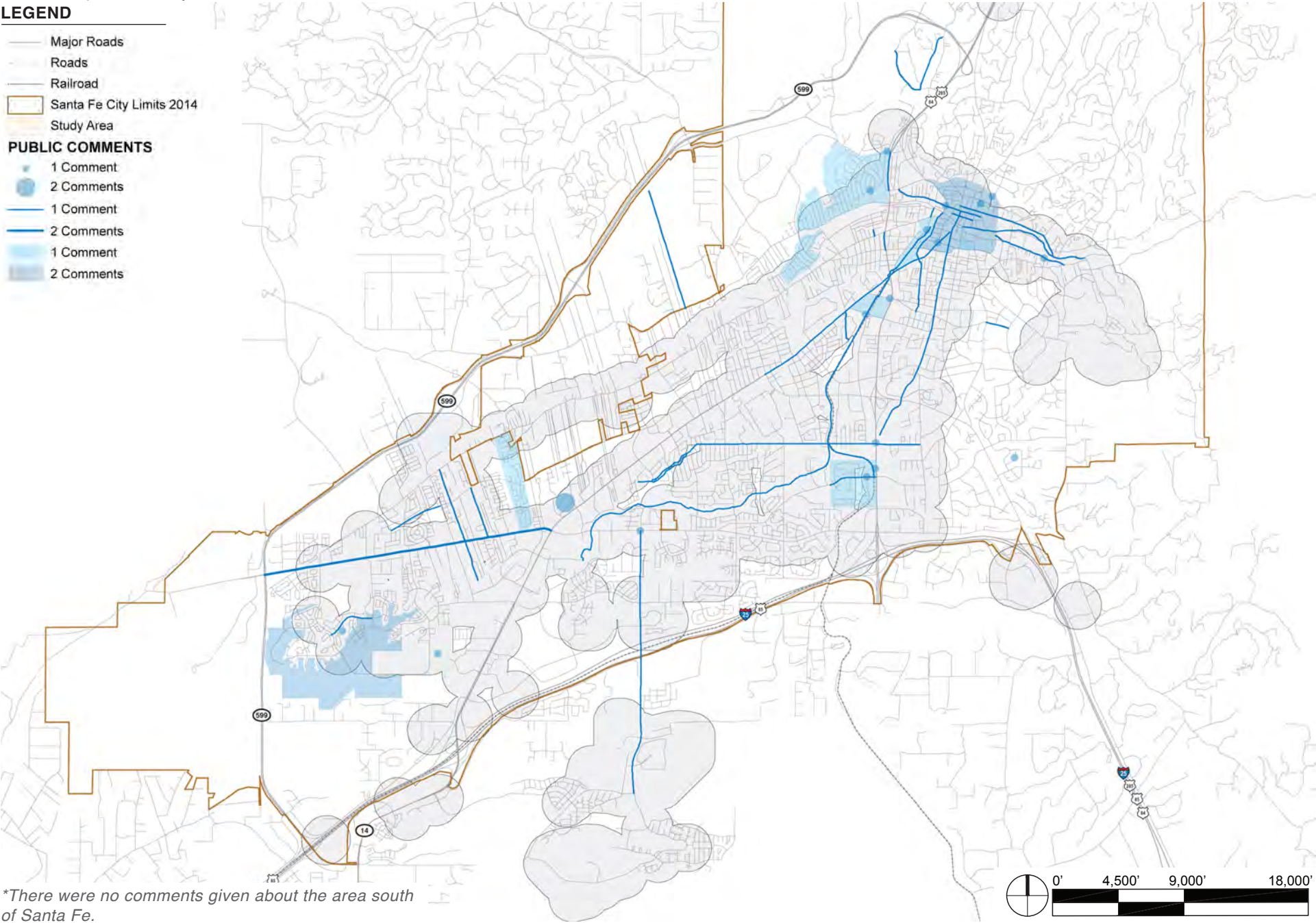
Public Perception Summary - Maintenance Comments

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



PUBLIC INPUT RESULTS

3% public awareness comments

SAFETY

The second highest concern for pedestrians in the study area focuses on safety, with 40% of general comments mentioning safety issues. The safety category consists of comments that used the key words: 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. There is a density of safety comments in the South Capitol area and along Alameda Street, Agua Fria Street, Saint Michaels Drive, and Cordova Road.

Safety comments include safety concerns due to traffic and other persons.

Public safety concerns included:

- improperly lit pedestrian facilities
- sidewalks attached to streets (no buffer zone)
- traffic lights with delayed response to pedestrian signal activation buttons



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

PUBLIC INPUT RESULTS

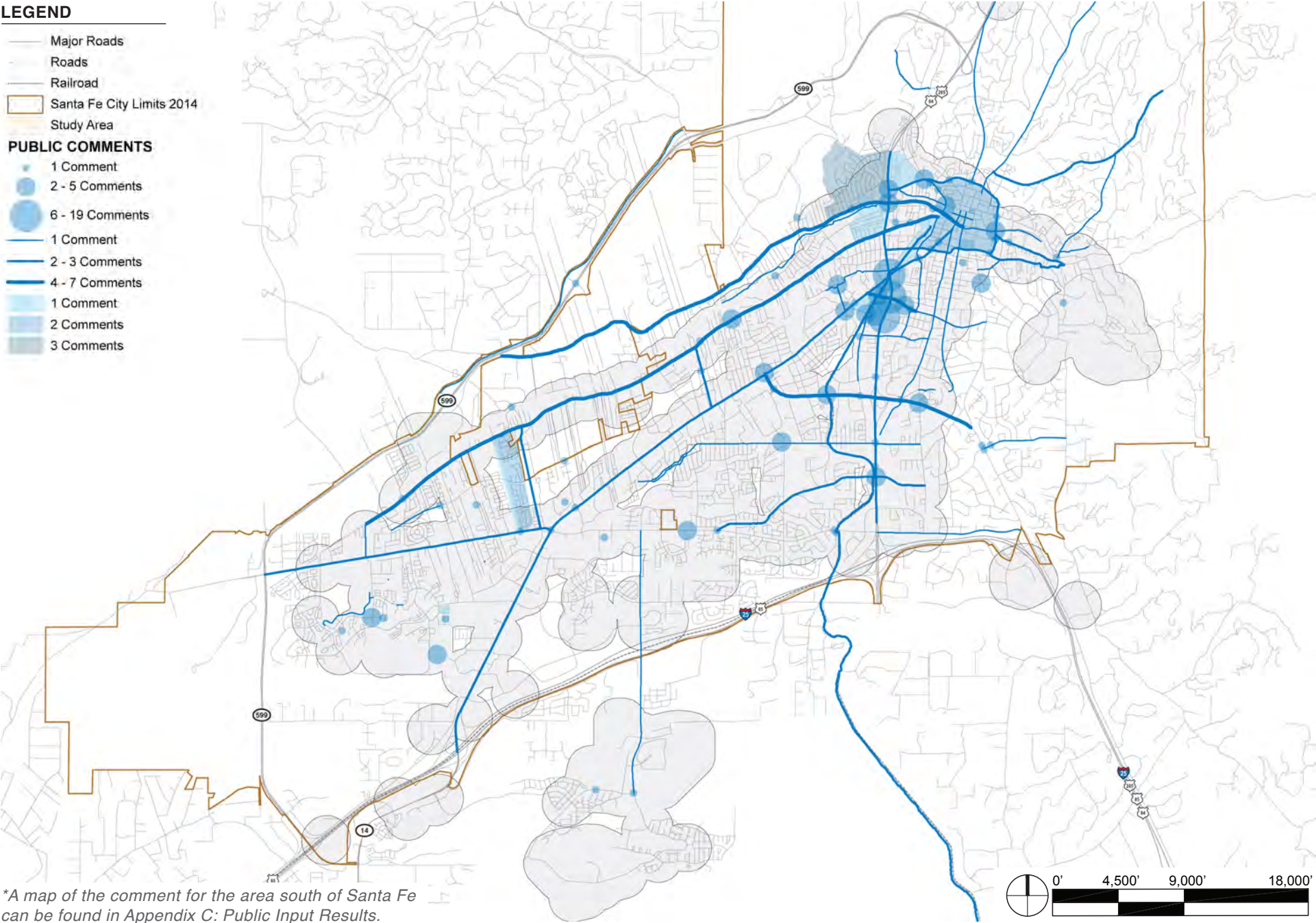
Public Perception Summary - Safety Comments

LEGEND

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

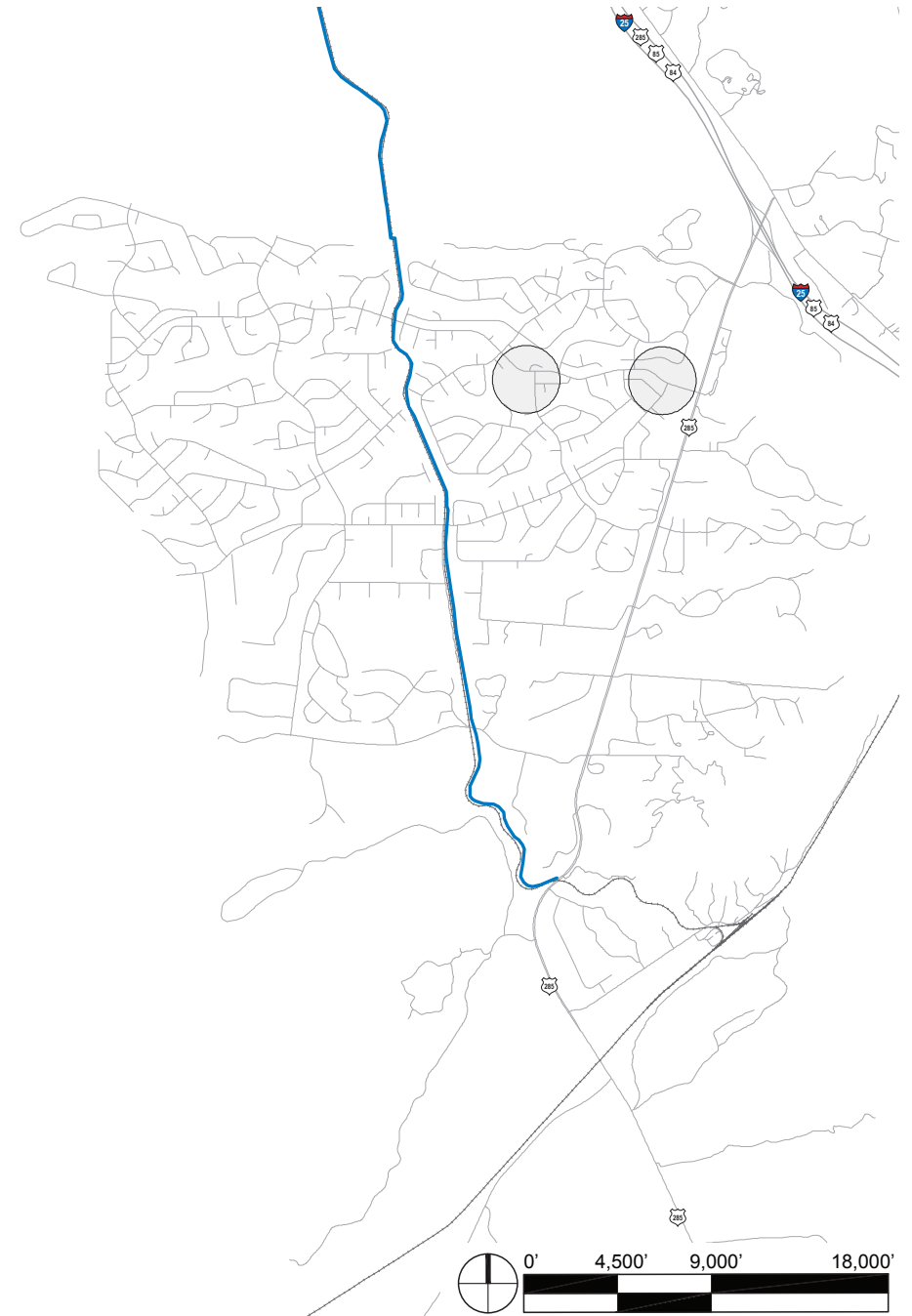
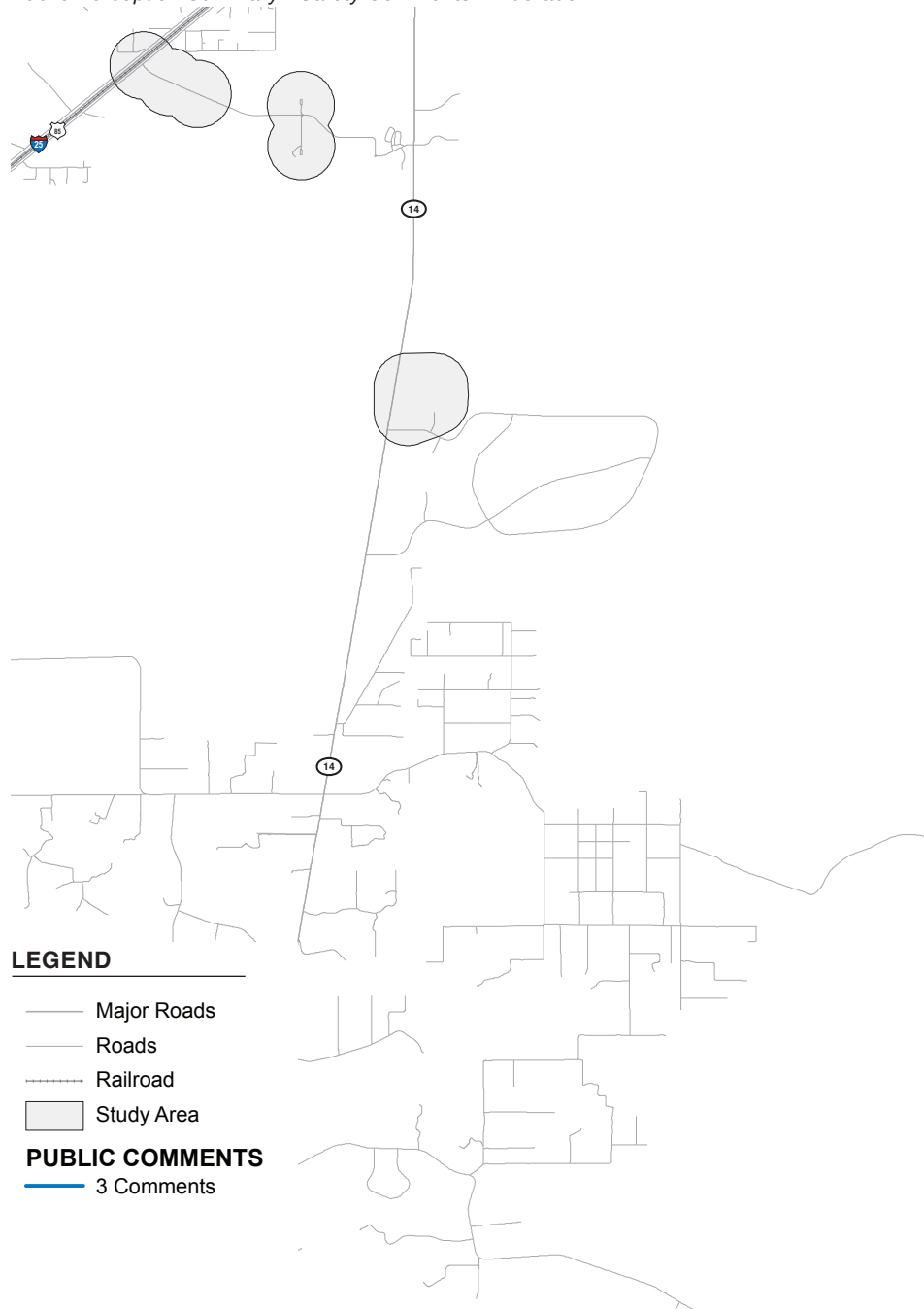
PUBLIC COMMENTS

- 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.

Public Perception Summary - Safety Comments - Eldorado



PUBLIC INPUT RESULTS

3% public awareness comments

ENFORCEMENT

The enforcement category consist of comments that used the key words: enforce, police, law, speeding and phrases that described situations where laws are not being enforced. There is a density of enforcement comments within the South Capitol Station.

Public perception is that current traffic laws are not being enforced. Many comments suggest that the Santa Fe Police Department should regularly police the areas that were commented on.

Police enforcement issues included a lack of enforcing:

- speeding
- running red lights
- failure to yield to pedestrians



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.

PUBLIC INPUT RESULTS

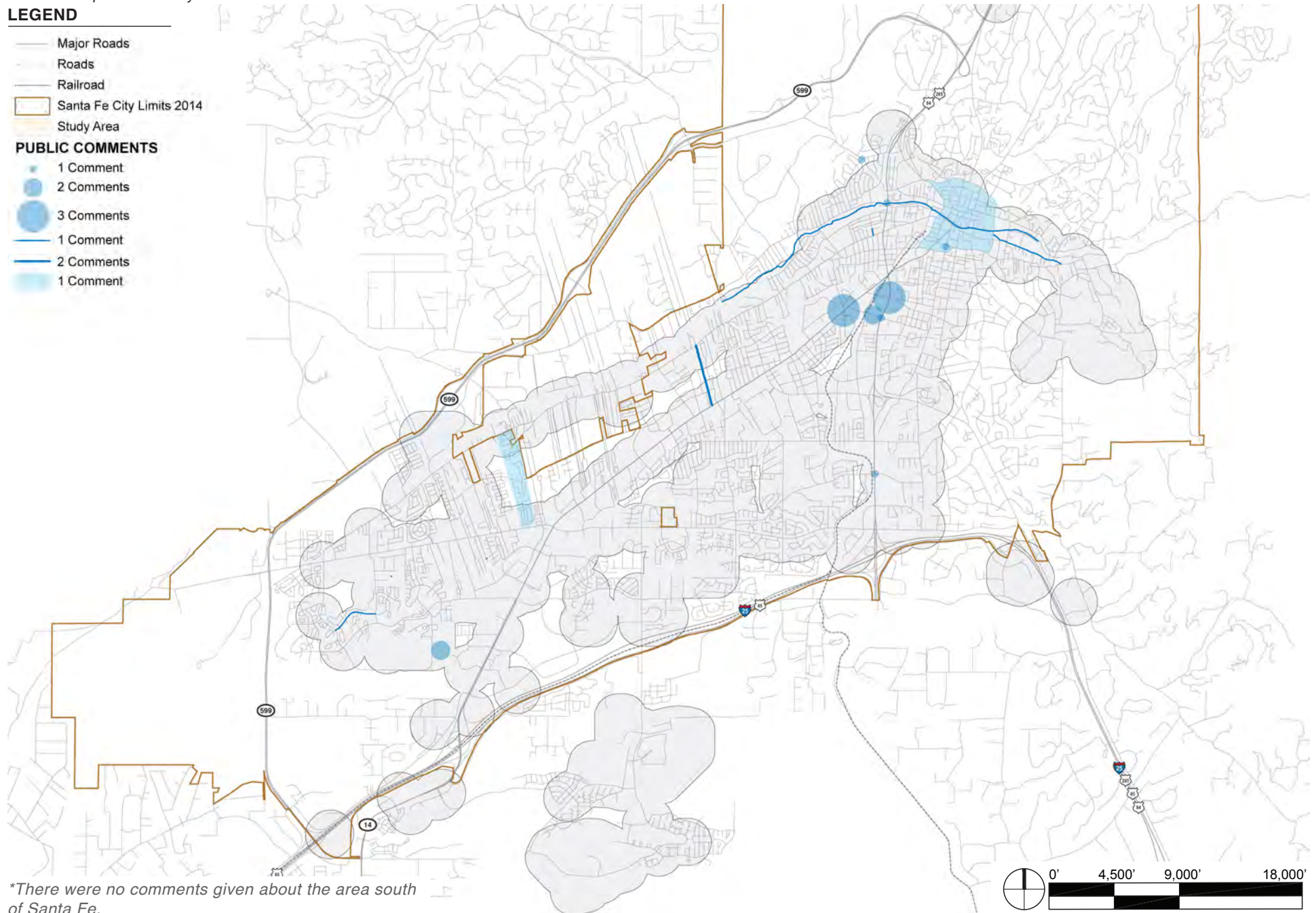
Public Perception Summary - Enforcement Comments

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.

PUBLIC INPUT RESULTS

3% public awareness comments

PUBLIC AWARENESS

The public awareness category consists of general comments that used the key words: educate, signage, inform and phrases that described a need for public awareness of laws other information through signage or other means. There is a density of public awareness comments along the Santa Fe River Trail and downtown.

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

Public awareness concerns included:

- public education of traffic and pedestrian laws



Example signage reaffirming state pedestrian safety law.



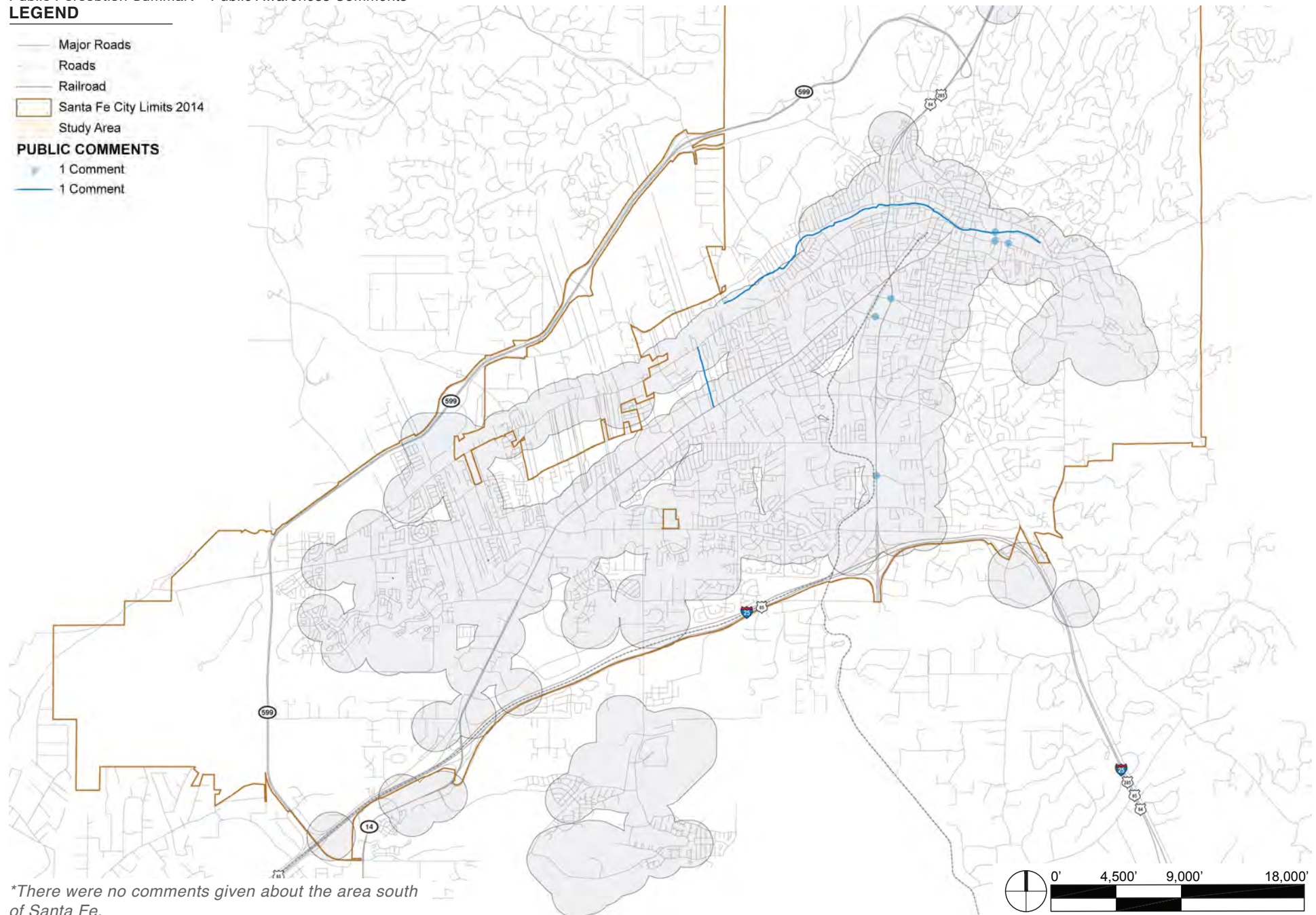
Example signage declaring right turn on red law.

PUBLIC INPUT RESULTS

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.

PUBLIC INPUT RESULTS

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. There is a density of schools comments near the Santa Fe Indian School and New Mexico School for the Deaf.

Despite a majority of public meetings held at public school locations and outreach to parents with students at these schools, there was a low response from this group. With greater input from this group the planning team believes this map would be markedly different.



Parents walking with students after school.



Parents picking up students after school.



Students and parents walking along a busy roadway.

PUBLIC INPUT RESULTS

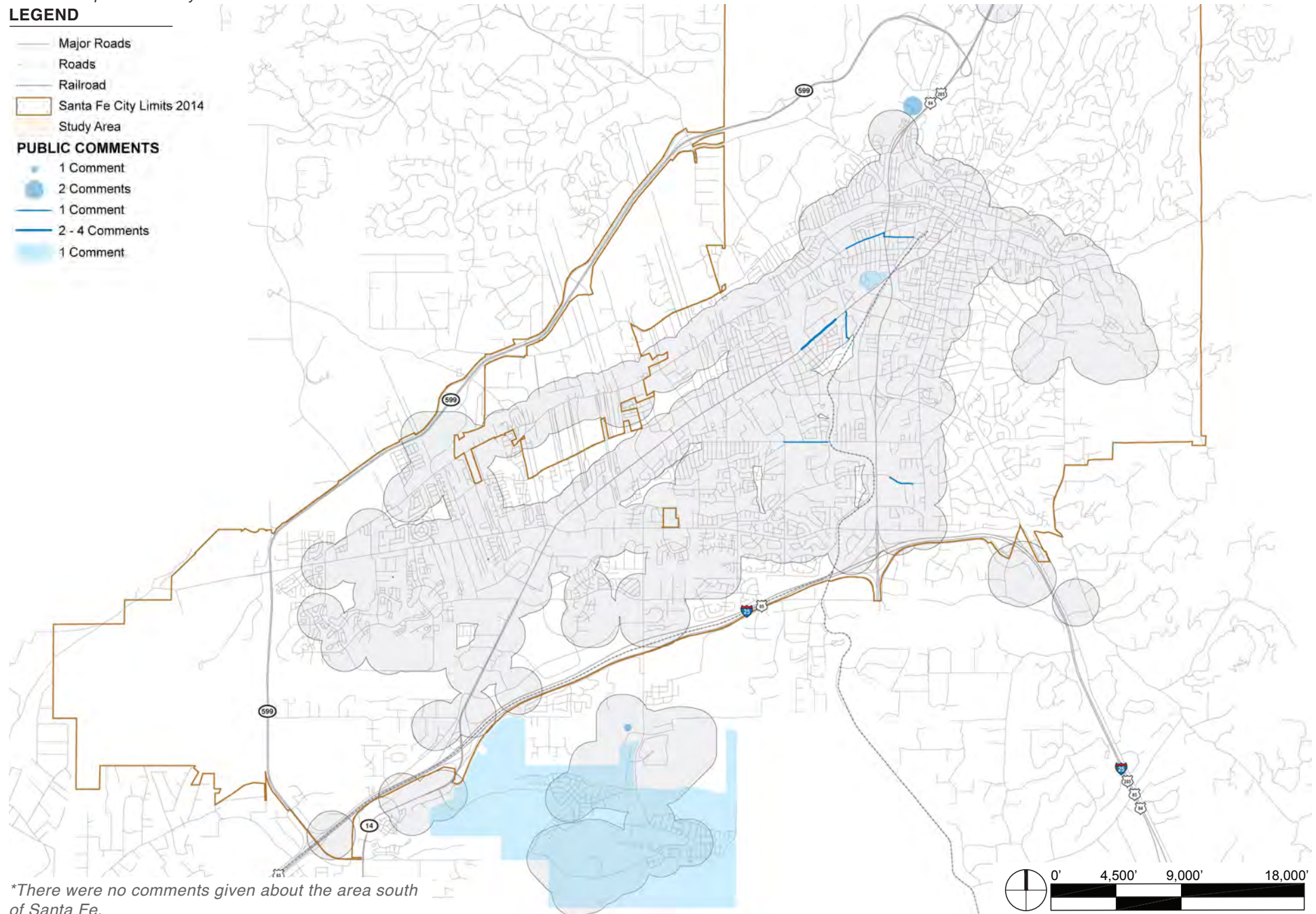
Public Perception Summary - Schools Comments

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 improvements should be made in the transportation systems to better accommodate residents, a lack of sidewalks and safe walking routes to transit stops, as well as having an adequate shelter and amenities at transit stops. There is a density of transit comments at the Rail Runner Zia Station and along Rufina Street and Old Pecos Trail.



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

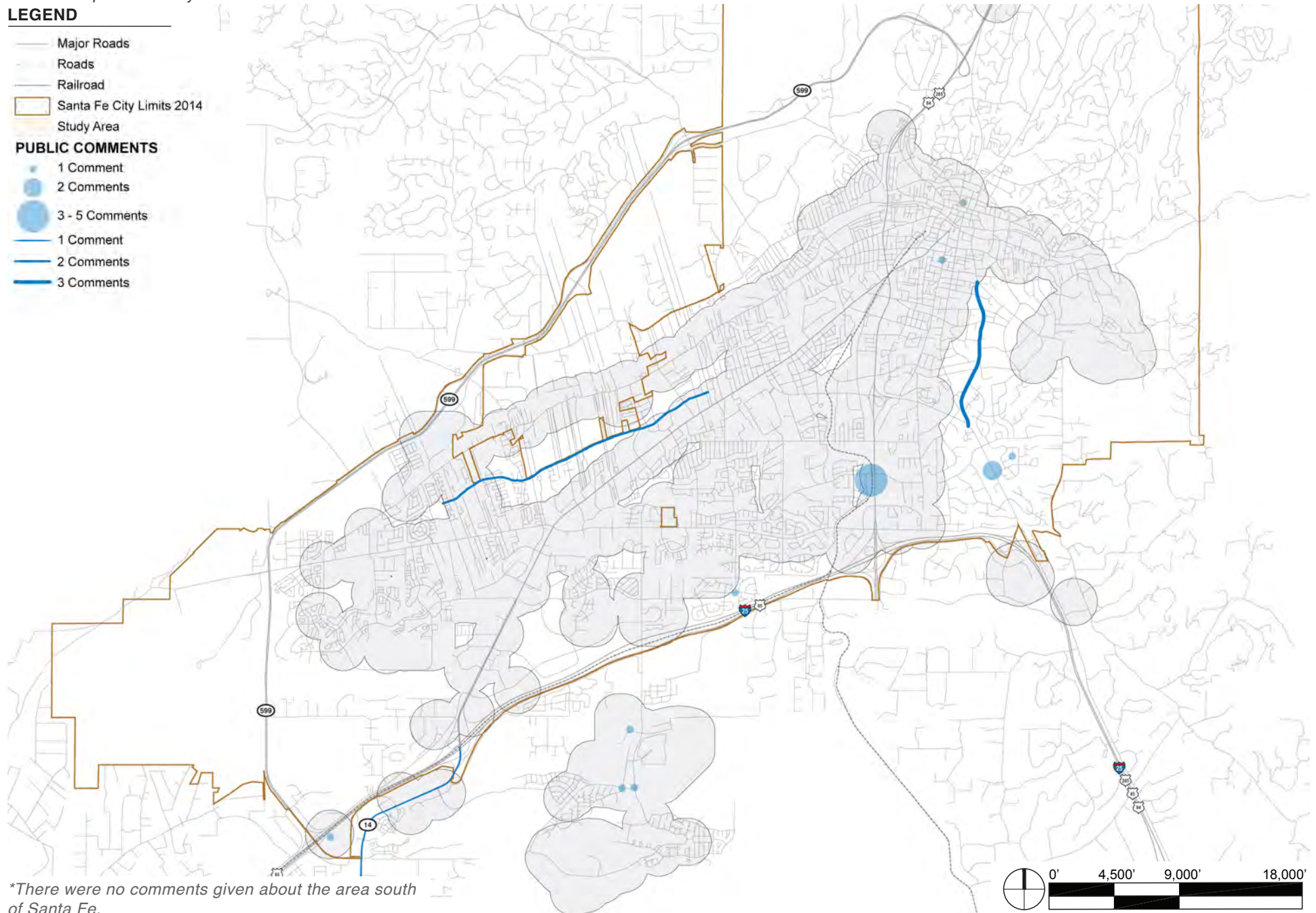
Public Perception Summary - Transit Comments

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.

PUBLIC INPUT RESULTS

3% public awareness 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 provide no detail on why this place is listed.



Lunch time walkers along the River Trail.



Commuters walking to state offices within the South Capitol Campus.

PUBLIC INPUT RESULTS

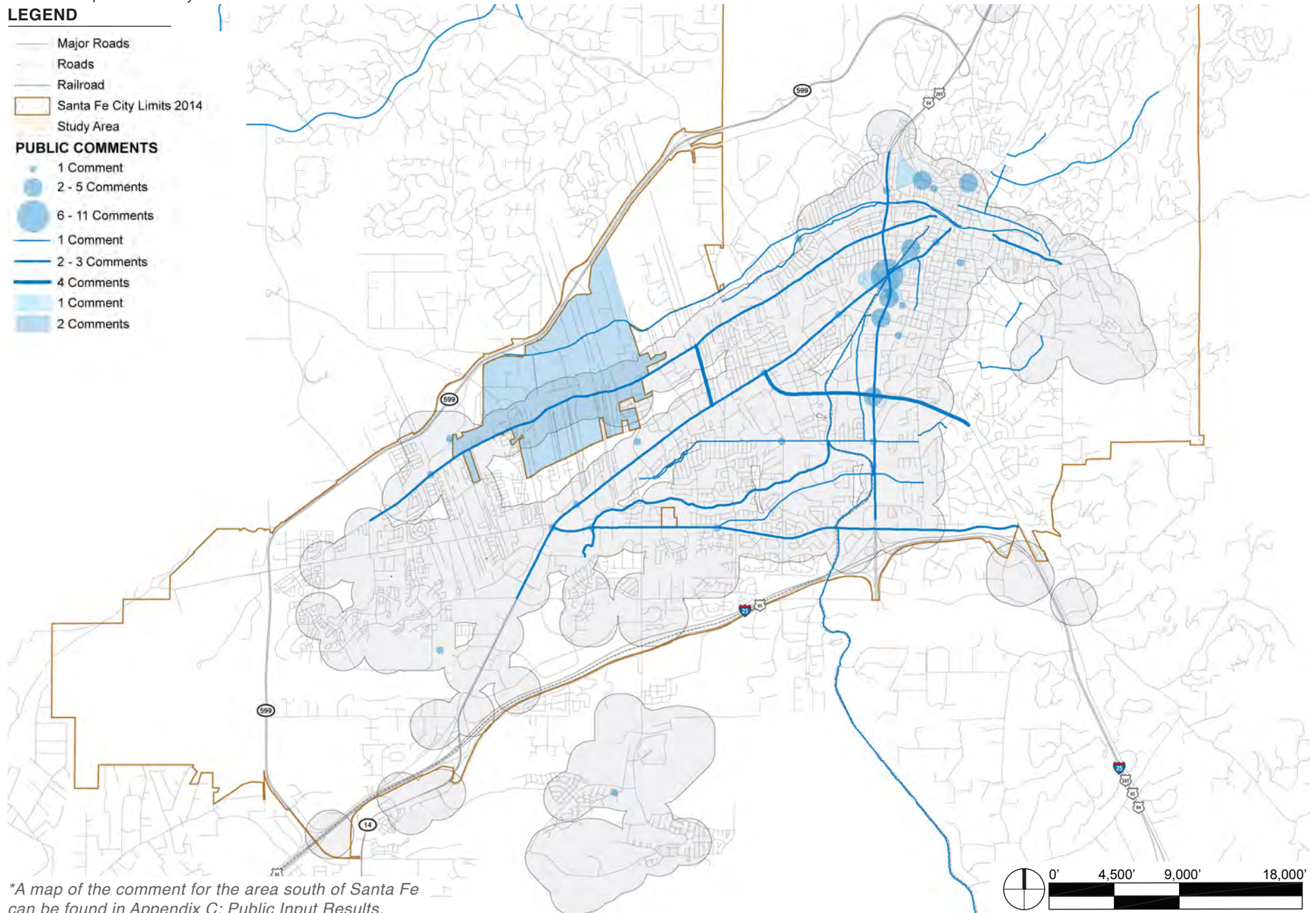
Public Perception Summary - General Comments

LEGEND

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

PUBLIC COMMENTS

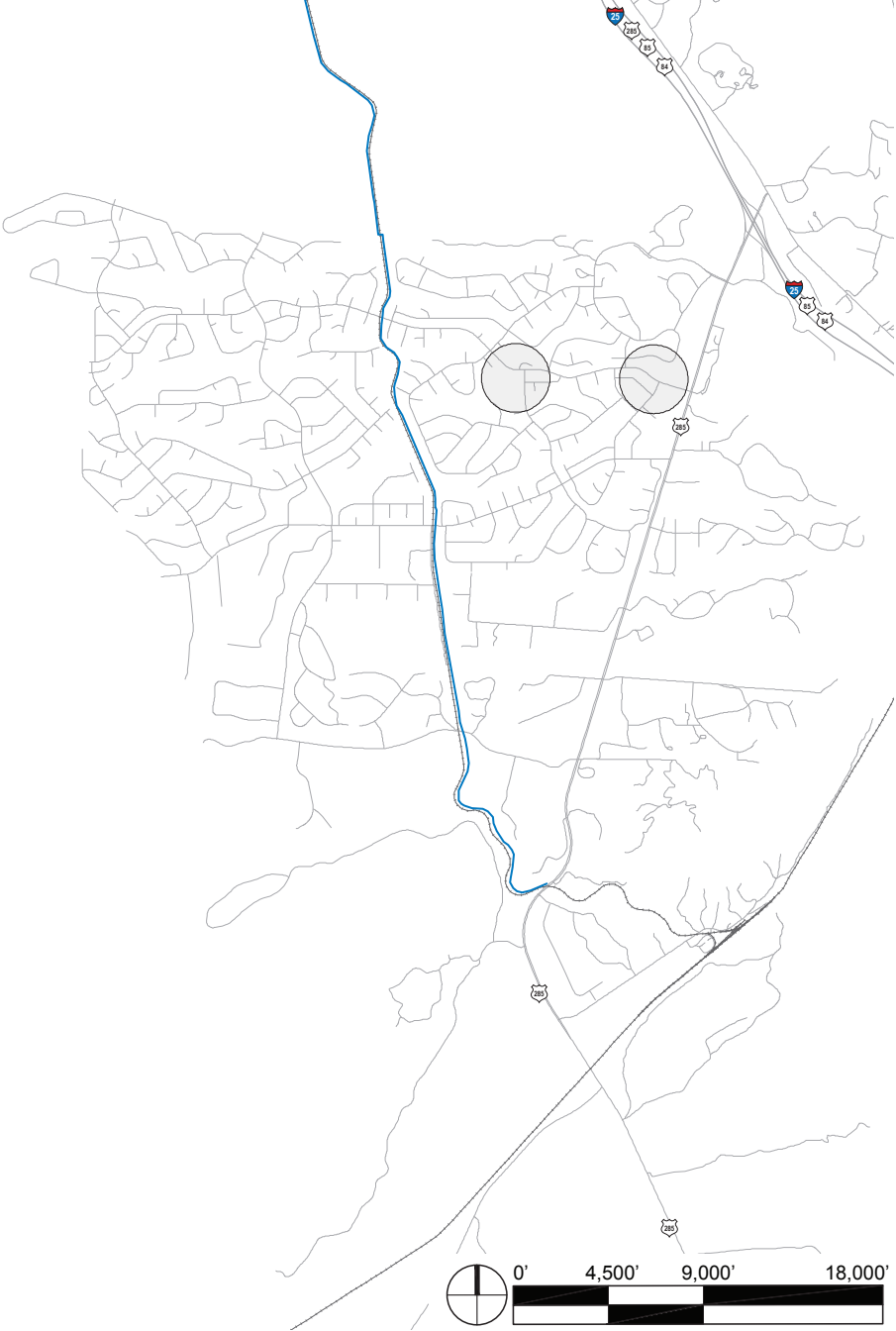
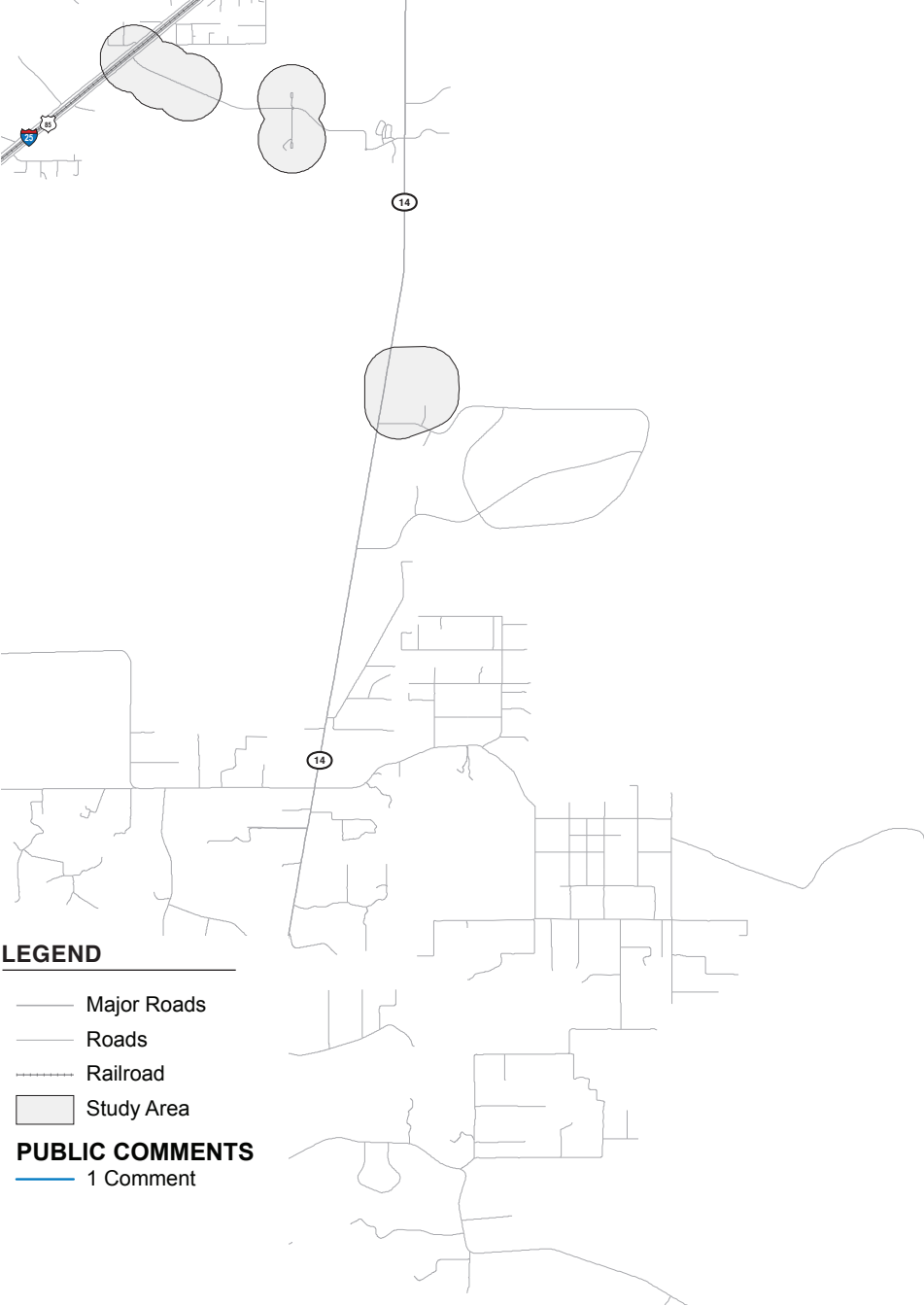
- 1 Comment
- 2 - 5 Comments
- 6 - 11 Comments
- 1 Comment
- 2 - 3 Comments
- 4 Comments
- 1 Comment
- 2 Comments



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

PUBLIC INPUT RESULTS

Public Perception Summary - General Comments - Eldorado



APPENDIX D - PEDESTRIAN IMPROVEMENT AREAS

methodology

data directory

location improvements - areas of critical concern

location improvements - roads + trails

location improvements - complete list

PEDESTRIAN IMPROVEMENT NEED METHODOLOGY

IMPROVEMENT OVERVIEW

This section describes the methodology for evaluating the pedestrian realm within Santa Fe Metropolitan Planning Area. The methodology's premise is that the areas with the highest improvement needs should be where walking potentials are high and pedestrian facilities are lacking. The methodology uses two indices to measure these elements:

- A pedestrian potential index measuring those factors that favor walking
- An infrastructure deficiency index measuring the absence or deficiency of pedestrian facilities

The methodology identifies areas in need of improvements that have both high walking potential and a high infrastructure deficiency. The methodology was executed by applying the City of Santa Fe, Santa Fe County, the Santa Fe Metropolitan Planning Organization, Santa Fe Public Schools, New Mexico Department of Transportation, and U.S. Census data set to a 100' x 100' grid of the Metropolitan Planning Area. These data sets were applied as indicators and weighted by the Pedestrian Master Plan Working Group.

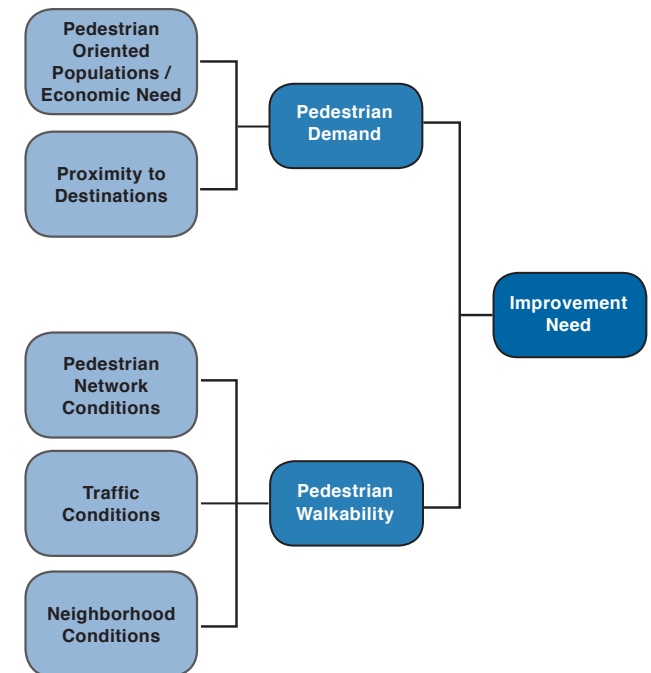
PEDESTRIAN POTENTIAL + DEFICIENCIES

Each cell within the Metropolitan Planning Area grid received a pedestrian demand potential score and an infrastructure deficiency score. The score values were applied to each segment based on a conversation of the unique indicator measurement units into a common set of scoring criteria. Additionally, the methodology weighted the importance of each indicator relative to other indicators. Pedestrian potential indicators were weighted separately from infrastructure deficiency indicators to create the two separate evaluation indices.

After all cells received their weighted scores for pedestrian potential and infrastructure deficiency, the highest scoring areas were found by taking the average of the two indices*. Once these two scores were generated they were combined to identify the composite improvement need score. Areas with the highest concentration of high scores were identified as Pedestrian Planning Areas. These areas need to be evaluated as a whole to improve the pedestrian environment / infrastructure.

*It should be noted that not all indicators for the infrastructure deficiency are currently available, noted in Figure D.3. Averaging only the available indicators generated this score.

Figure D.1: Pedestrian Improvement Need Analysis



PEDESTRIAN IMPROVEMENT NEED ANALYSIS METHODOLOGY

PEDESTRIAN POTENTIAL + DEFICIENCY INDICATORS

Areas of strong walking potential were identified with the following indicators grouped into three categories of need, proximities, and walking environment:

Need – indicators describing persons that have greater need for walking, including seniors, youth, low income, and moderate income:

Age (% under 18 and 65 or over)

Income (% at or below \$20,000 or between \$20,000-\$35,000)

Proximities – indicators of nearness to key walking destinations (1 mile walksheds):

Schools (daycare / pre-k, elementary school, middle school, high school, college/university)

Recreation (parks, open space, trail heads, recreation facilities)

Food Sources (grocery stores, food banks, farmers markets)

Community Services (senior facilities, homeless shelters, libraries, community centers, medical services)

Cultural Centers (museums, galleries)

Shopping Centers

Public Transit (local bus stops, regional bus stops, rail runner stations)

Pedestrian Environment – indicators that have been empirically shown to correlate with the choice to walk:

Population density (persons/acre)

Employment density (employees/acre)

Use Mix** (use variety density within 600')

Figure D.2: Pedestrian Potential Indicator Rating + Weights

Pedestrian Demand Potential			
GIS Category	Indicators	Weight	Indicator Score Rating Value
1	Youth Density (% pop. / tract)	5	30 + 400
			20 - 30 300
			10 - 20 200
			5 - 10 100
			0 - 5 0
2	Senior (65+) Density (% pop. / tract)	6	50 + 400
			30 - 50 300
			15 - 30 200
			5 - 15 100
			0 - 5 0
3	Low Income Below \$20,000 (% households / block group)	12	50 + 400
			30 - 50 300
			15 - 30 200
			5 - 15 100
			0 - 5 0
4	Moderate Income \$20,000 - (% households / block group)	5	30 + 400
			20 - 30 300
			10 - 20 200
			5 - 10 100
			0 - 5 0
5	Total Population Density (persons / ac.)	7	30 + 400
			20 - 30 300
			10 - 20 200
			5 - 10 100
			0 - 5 0
6	Employment Density (employees / ac.)	9	40 + 400
			30 - 40 300
			20 - 30 200
			10 - 20 100
			0 - 10 0
7	Use Mix (business types within 600')	6	13 - 15 400
			10 - 12 300
			7 - 9 200
			4 - 6 100
			0 - 3 0
8	School (feet)	13	0 - 1320 400
			1320 - 2640 300
			2640 - 3960 200
			3960 - 5280 100
			5280 + 0
9	Recreation (feet)	4	0 - 1320 400
			1320 - 2640 300
			2640 - 3960 200
			3960 - 5280 100
			5280 + 0
10	Food Source (feet)	9	0 - 1320 400
			1320 - 2640 300
			2640 - 3960 200
			3960 - 5280 100
			5280 + 0

GIS Category	Indicators	Weight	Indicator Score	Rating Value
11	Community Services (feet)	7	0 - 1320	400
			1320 - 2640	300
			2640 - 3960	200
			3960 - 5280	100
			5280 +	0
12	Cultural Centers (feet)	1	0 - 1320	400
			1320 - 2640	300
			2640 - 3960	200
			3960 - 5280	100
			5280 +	0
13	Shopping Center (feet)	1	0 - 1320	400
			1320 - 2640	300
			2640 - 3960	200
			3960 - 5280	100
			5280 +	0
14	Public Transit (feet)	15	0 - 1320	400
			1320 - 2640	300
			2640 - 3960	200
			3960 - 5280	100
			5280 +	0
		100		
Weighted Demand Scores		High	> 1845	
		Med-High	1230 - 1845	
		Med-Low	615 - 1230	
		Low	< 615	
		None	0	

**The use mix index looks at retail stores, restaurants, bars, cafés, grocery stores, lodging, personal services, employment agencies, amusement services, recreation services, health services, legal services, educational services, social services, cultural centers, youth organizations, and religious organizations within a 600' proximity of from each other to identify areas with a high density of varied services. Each of these services was identified using the Standard Industrial Classification number.

Infrastructure deficiencies and traffic conditions were measured according to the following nine indicators:

Sidewalks (presence/absence)

Streetlights (lights/1,000 ft.)

Street width/crossing distance (feet)

Street connectivity (link to node ratio)

Crash Index (# pedestrian/vehicle collisions divided by pedestrian demand score)

Posted Traffic Speed (mph)

SFPS Hazard Zones (population areas unable to walk to school due to a pedestrian safety hazard)

Striping / Marking (presence/absence)

Destinations per Capita

In addition to the above indicators, the Santa Fe ADA Transition Plan data collected will be added to the indicators once has been completed.

Figure D.3: Pedestrian Deficiency Indicator Rating + Weights

Pedestrian Infrastructure Deficiencies		Weight		Indicator Score	Rating Value
GIS Category	Indicators				
15	Sidewalks	20	1 = no sidewalks	400	
			2 = one side	300	
			3 = both sides	200	
			0 = not studied / dirt roads	0	
16	Street Lighting (lights within 150')	7	data unavailable	400	
17	Pedestrian-Vehicle Collisions	11	1000' radius of 6 +	400	
			750' radius of 4 - 5	300	
			500' radius of 1 - 3	200	
			0	0	
18	Posted Traffic Speed (mph)	12	40 - 55	400	
			35	200	
			25	100	
			< 25 / > 55	0	
19	SFPS Harzard Zones	9	within	400	
			outside	0	
20	Street Width (feet)	4	data unavailable	400	
21	Street Connectivity (link to node ratio)	12	< 0.8	400	
			0.8 - 1	300	
			1 - 1.2	200	
			1.2 - 1.4	100	
			1.4 - 2.5	0	
22	Striping / Marking	14	data unavailable	400	
23	Destinations per Capita	11	data unavailable	400	
	ADA Transition Plan	TBD	data unavailable	400	
		100			
Weighted Deficiency Scores		High	> 2800		
		Med-High	1850 - 2800		
		Med-Low	950 - 2800		
		Low	< 950		
		None	0		

DATA DIRECTORY

General Street Data

stName – Street Name
stFrom - Street Name Start of Segment
stTo – Street Name End of Segment
stType – 1-Arterial, 2-Collector, 3-Residential
stLanes – Number of Lanes
raisedmedian – 1-Yes, 2-No

General Sidewalk Data

sidewalk – 0-None, 1-One Side, 2-Both Sides
swLeftWidth – Width of Left Sidewalk (ft)
pLeftWidth – Width of Left Planter (ft)
swRightWidth – Width of Right Sidewalk (ft)
pRightWidth – Width of Right Planter (ft)
swCondition – Condition (1-Excellent, 2-Good, 3-Passable, 4-Limited Spot Failures, 5-Failed, 6-No Sidewalk)
swCondLength – Length of Segment in Same Condition Rating (ft)
swCondWidth – Width (ft)

Other Sidewalk Information

swFaulting – Faulting (1-Severe, 2-Moderate, 3-Minor)
swDistortion – Distortion (1-Severe, 2-Moderate, 3-Minor)
swSunken – Sunken Sidewalk @ InletTop (1-Severe, 2-Moderate, 3-Minor)
swFailCause – Primary Cause(s) of Failures (1-Unstable Soils, 2-Erosion, 3-Utilities, 4-Poor Concrete Condition, 5-Tree Roots, 6-Water, 7-Thickness, 8-Unknown)
swRepArea – Estimate of Repair Areas Required (sq ft)

Related Data – Only as Necessary

swNSMaterials – Non-Standard Materials? (1-Bricks, 2-Pavers, 3-Granite, 4-Ashpalt, 5-Other Notes)
swADAAccess – ADA Accessible Path? (Y-Yes, P-Possible, N-No)
swIllegal – Illegal Use of Sidewalk? (Y-Yes, P-Possible, N-No)
swSteepSlope – Steep Slope? (Y-Yes, M-Moderate, F-Flat)
swSchoolZn – School Zone? (Y-Yes, C-Close, N-No)
swChildSafeZn – Child Safety Zone? (Y-Yes, C-Close, N-No)

Driveways

drCondition – Condition (1-Good, 2-Fair, 3-Broken, 4-Distorted, 5-Missing)
drADAAccess – ADA Accessible? (Y-Yes, P-Passable, N-No)
drRepArea – Estimate of Driveway Repairs Required (sq ft)

Sidewalk Ramps

rpADAAccess – Standard ADA Ramp? (Y-Yes, P-Passable, N-No)
rpCondition – Condition (1-Broken, 2-Uneven, 3-Missing)
rpDrainage – Drainage Problems at Ramp? (1-Severe, 2-Moderate, 3-None)
rpRepArea – Estimate of Ramp Repairs Required (sq ft)

Inlet Tops

inCondition – Condition (1-Broken, 2-Uneven, 3-MH Lid Problem)
inRepArea – Estimate of Inlet Repairs Required (sq ft)

Other Maintenance Required
overgrowth – Overgrown with Weeds, Brush, or Trees? (1-Severe, 2-Moderate, 3-Minor)
ovTrim Area – Estimate of Clearing and Trimming Required (sq ft)

Additional Information

Notes – Additional Information not Categorized or Needing Elaboration

LOCATION IMPROVEMENT - RATINGS SUMMARY: AREAS OF CRITICAL CONCERN

SANTA FE - PEDESTRIAN MASTER PLAN

Airport Road Corridor

June 2015

Segments / Crossings Project Rating - **DRAFT**

Current Project	Project Location	Safety - Crashes	Safety - Road Type	Interconnected Network - Segments	Interconnected Network - Crossing/Intersection	Demand (Pedestrian Presence)	Area of Critical Concern	Feasibility	Score	Area of Critical Concern	Agency	Notes	Missing Segment	Sidewalk Obstruction	Sidewalk Buffering / Widen	Mid-block striping	Intersection Striping	Reducing Crossing Distance	Changing Curb Radii	Landscaping / Shade / Amenities / Signage	Median Improvements	Beacon/Signal Upgrade	Other	Safety Audit (integrated multi-modal safety assessment)	Lighting	SFPS Hazard Zone Improvement
	Jemez Road (Airport Road - Agua Fria Street)	1	1	2	-	2	5	4	15	I J		Fill sidewalk gaps														
	Airport Road / Country Club Gardens / Buffalo Grass Road	2	3	-	4	2	5	4	20	J		Create new mid-block crossing with beacon														
	Calle Po Ae Pi (Airport Road - Rufina Street)	3	2	4	-	3	5	4	21	J		Fill sidewalk gaps, pave dirt portion of														
	Airport Road / Calle Atajo	2	3	-	2	2	5	4	18	J		Re-stripe crossing														
	Airport Road / Zepol Road	4	3	-	2	2	5	4	20	J		Re-stripe crossing, safety audit to identify additional pedestrian safety														
		total	12	12	14		11	25	20	94																
		average	2.4	2.4	2.8		2.2	5.0	4.0	18.8																
		# projects	5																							

SANTA FE - PEDESTRIAN MASTER PLAN
Lower Agua Fria Street Corridor

June.2015

Segments / Crossings Project Rating - **DRAFT**

Current Project	Project Location	Safety - Crashes	Safety - Road Type	Interconnected Network - Segments	Interconnected Network - Crossing/Intersection	Demand (Pedestrian Presence)	Area of Critical Concern	Feasibility	Score	Area of Critical Concern	Agency	Notes	Missing Segment	Sidewalk Obstruction	Sidewalk Buffering / Widen	Mid-block striping	Intersection Striping	Reducing Crossing Distance	Changing Curb Radii	Landscaping / Shade / Amenities / Signage	Median Improvements	Beacon/Signal Upgrade	Other	Safety Audit (integrated multi-modal safety assessment)	Lighting	SFPS Hazard Zone Improvement
CO	Agua Fria Street (San Felipe Road - San Ysidro Crossing)	4	2	4	-	2	5	4	21	I	City / County	New sidewalks														
	Agua Fria Street / South Meadows Road	1	2	-	2	2	5	4	16	I		Re-stripe crossing														
	San Felipe Road (Agua Fria Street - Airport Road)	2	2	3	-	2	5	4	18	I		New sidewalks														
	Agua Fria Street / Cottonwood Drive	2	2	-	2	2	5	4	17	I		Crossing														
	Jemez Road (Airport Road - Agua Fria Street)	1	1	2	-	2	5	4	15	I	J	Fill sidewalk gaps														
total		10	9	13		10	25	20	87																	
average		2.0	1.8	2.6		2.0	5.0	4.0	17.4																	
# projects		5																								

SANTA FE - PEDESTRIAN MASTER PLAN
Mid-Cerrillos Road Corridor

June.2015

Segments / Crossings Project Rating - **DRAFT**

Current Project													Safety Audit																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Project Location													Safety - Crashes		Safety - Road Type		Interconnected Network - Segments		Interconnected Network - Crossing/Intersection		Demand (Pedestrian Presence)		Area of Critical Concern		Feasibility		Score		Area of Critical Concern		Agency		Notes		Safety Audit (integrated multi-modal safety assessment)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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Cerrillos Road (Baca Street - 5th Street)													4		3		4		-		3		5		4		23		E		City / NMDOT		Connect new sidewalk segments to existing segments, mid block crossing		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■		■</	

SANTA FE - PEDESTRIAN MASTER PLAN

St. Francis Dr. / Guadalupe Neighborhood

June.2015

Segments / Crossings Project Rating - **DRAFT**

Current Project	Project Location	Safety - Crashes	Safety - Road Type	Interconnected Network - Segments	Interconnected Network - Crossing/Intersection	Demand (Pedestrian Presence)	Area of Critical Concern	Feasibility	Score	Area of Critical Concern	Notes	Missing Segment	Sidewalk Obstruction	Sidewalk Buffering / Widen	Mid-block striping	Intersection Striping	Reducing Crossing Distance	Changing Curb Radii	Landscaping / Shade / Amenities / Signage	Median Improvements	Beacon/Signal Upgrade	Other	Safety Audit (integrated multi-modal safety assessment)	Lighting	SFPS Hazard Zone Improvement
	Saint Francis Drive / Alameda Street	3	4	-	2	3	5	4	21	B	Re-stripe crossing, add refuge median														
	Saint Francis Drive / Hickox Street	3	4	-	2	2	5	4	20	B	Re-stripe crossing, median refuge														
	West Alameda Street (Saint Francis Drive - Guadalupe Street)	4	2	2	-	3	5	4	20	B	Maintenance of sidewalks														
	Acequia Trail / Saint Francis Drive	3	4	-	4	2	5	4	22	B	At grade crossing, over pass, or under pass														
	Saint Francis Drive / Paseo de Peralta	4	4	-	2	2	5	4	21	B	Re-stripe crossings, crossing signal upgrades, median refuge upgrades, reduced turning radius / reduce roadway width														
total		17	18	2	10	12	25	20	104																
average		3.4	3.6	2.4		2.4	5.0	4.0	20.8																
# projects		5																							

SANTA FE - PEDESTRIAN MASTER PLAN
St. Francis Dr. / Guadalupe Intersection

June.2015

Segments / Crossings Project Rating - DRAFT

Current Project	Project Location	Safety - Crashes	Safety - Road Type	Interconnected Network - Segments	Interconnected Network - Crossing/Intersection	Demand (Pedestrian Presence)	Area of Critical Concern	Feasibility	Score	Area of Critical Concern	Notes	Missing Segment	Sidewalk Obstruction	Sidewalk Buffering / Widen	Mid-block striping	Intersection Striping	Reducing Crossing Distance	Changing Curb Radii	Landscaping / Shade / Amenities / Signage	Median Improvements	Beacon/Signal Upgrade	Other	Safety Audit (integrated multi-modal safety assessment)	Lighting	SFPS Hazard Zone Improvement
B	Canada Rincon Trail (Calle Mejia - Camino Rincon)	1	0	2	-	2	5	4	14	A	Trail connection												T		
B	New Trail (Ridgetop Road - Calle Mejia)	2	0	-	2	2	5	3	14	A	Trail connection												T		
	Alamo Drive / Calle Mejia	2	0	-	2	2	5	4	15	A	New Crossing														H
	Alamo Drive (Guadalupe Street - Calle Mejia)	1	0	3	-	2	5	4	15	A	New sidewalks														
total		6		9			20	15	58																
average		1.5		2.3			5.0	3.8	14.5																
# projects		4																							

SANTA FE - PEDESTRIAN MASTER PLAN

South St. Francis Drive Corridor

June 2015

Segments / Crossings Project Rating - DRAFT

Current Project	Project Location	Safety - Crashes	Safety - Road Type	Interconnected Network - Segments	Interconnected Network - Crossing/Intersection	Demand	Area of Critical Concern	Feasibility	Score	Area of Critical Concern	Agency	Notes	Missing Segment	Sidewalk Obstruction	Sidewalk Buffering / Widen	Mid-block striping	Intersection Striping	Reducing Crossing Distance	Changing Curb Radii	Landscaping / Shade / Amenities / Signage	Median Improvements	Beacon/Signal Upgrade	Other	Safety Audit (integrated multi-modal safety assessment)	Lighting	SFPS Hazard Zone Improvement
	Siringo Road (Pacheco Street - Saint Francis Drive)	2	2	4	-	2	5	4	19	G	City / NMDOT	New sidewalk along north side of roadway, complete in coordination with St Francis (Zia - San Mateo) improvements														
	Saint Francis Drive / Siringo Road	3	4	-	2	2	5	4	20	G	City / NMDOT	Re-stripe crossing, reroute median width to match crossing width													S	
	Saint Francis Drive / Zia Road	3	4	-	4	2	5	4	22	G	City / NMDOT	Train triggers the pedestrian signal to stop, leaving pedestrians in the roadway. Very difficult to cross all the lanes of Saint Francis in the time												S		
	Saint Francis Drive (Sawmill Road - Zia Road)	3	4	4	-	2	5	4	22	G	City / NMDOT	New sidewalks, both sides of roadway														
	Saint Francis Drive (Zia Road - San Mateo Road)	4	4	4	-	2	5	4	23	G	City / NMDOT	Continue Eastern pedestrian														
	Galisteo Road / Zia Road	1	2	2	-	2	5	4	16	G	City / NMDOT	Connect sidewalk to St Francis Zia Rd														
		total	16	20	14	6	12	30	24	122																
		average	2.7	3.3	3.3		2.0	5.0	4.0	20.3																
		# projects	6																							

SANTA FE - PEDESTRIAN MASTER PLAN
South Capitol Complex Area

June.2015

Segments / Crossings Project Rating - **DRAFT**

Current Project	Location	Safety - Crashes	Safety - Road Type	Interconnected Network - Segments	Interconnected Network - Crossing/Intersection	Demand (Pedestrian Presence)	Area of Critical Concern	Feasibility	Score	Area of Critical Concern	Agency	Notes	Missing Segment	Sidewalk Obstruction	Sidewalk Buffering / Widen	Mid-block striping	Intersection Striping	Reducing Crossing Distance	Changing Curb Radii	Landscaping / Shade / Amenities / Signage	Median Improvements	Beacon/Signal Upgrade	Other	Safety Audit (integrated multi-modal safety assessment)	Lighting	SFPS Hazard Zone Improvement
	Saint Francis Drive (Cordova Road - Cerrillos Road)	4	3	2	-	3	5	4	21	C D	City / NMDOT	Define sidewalks and decrease number of driveways and/or add buffer from traffic														
	Saint Francis Drive / Alta Vista Street	4	3	-	2	3	5	4	21	D	City / NMDOT	Re-stripe crossing, move ped signal buttons to align with crossing, evaluate crossing time														H
	Cerrillos Road (Saint Francis Drive - Railfan Road)	3	3	4	-	2	5	4	21	D	City / NMDOT	Fill sidewalk gaps; complete in coordination with Cerrillos / Cordova intersection improvements														SD
	Cerrillos Road / Cordova Road	3	3	-	4	2	5	4	21	D	City / NMDOT	Re-stripe crossings and add southwestern crossing; complete in coordination with Cordova (Pen Rd - Cerrillos) and Cerrillos (St Francis - Railfan) improvements													SD /	
	Cordova Road (Cerrillos Road - Pen Road)	4	2	4	-	3	5	4	22	D		Connect new sidewalk segments to existing segments, close car wash drive just west of railroad; to be completed in coordination with Cordova / Cerrillos intersection improvements											D			
	Rail Trail (Alta Vista Street - Cordova Road)	2	1	2	-	4	5	4	18	D	City / NMDOT	Designated trail for Rail Trail through the South Capitol Station											T			
	Alta Vista Street / Rail Trail	4	2	-	4	3	5	4	22	D	City / NMDOT	Create a defined crossing					RR									
	Alta Vista Street / South Capitol Campus	4	2	-	2	3	5	4	20	D	City	Re-stripe mid-block existing crossing, possibly add beacon														
	Pen Road / Cordova Road	4	3	-	4	3	5	4	23	D	City / NMDOT	Create marked crossing, signage, possible beacon														
	Saint Francis Drive / Cordova Road	4	4	-	2	4	5	4	23	D	City / NMDOT	Re-stripe existing crossings, widen median refuge to match crossing width, move ped signal buttons to properly align with crossing, decrease curb radius, evaluate crossing time														
total		36	26	12	18	30	50	40	212																	
average		3.6	2.6	3.0		3.0	5.0	4.0	21.2																	
# projects		10																								

SANTA FE - PEDESTRIAN MASTER PLAN
St. Michaels Drive Corridor

June.2015

Segments / Crossings Project Rating - **DRAFT**

Current Project																										
Location		Safety - Crashes	Safety - Road Type	Interconnected Network - Segments	Interconnected Network - Crossing/Intersection	Demand (Pedestrian Presence)	Area of Critical Concern	Feasibility	Score	Area of Critical Concern	Agency	Notes	Missing Segment	Sidewalk Obstruction	Sidewalk Buffering / Widen	Mid-block striping	Intersection Striping	Reducing Crossing Distance	Changing Curb Radii	Landscaping / Shade / Amenities / Signage	Median Improvements	Beacon/Signal Upgrade	Other	Safety Audit (integrated multi-modal safety assessment)	Lighting	SFPS Hazard Zone Improvement
Saint Michaels Drive (Cerrillos Road - Pacheco Street)		4	4	2	-	3	5	4	22	F	NMDOT	Stripe all crossings along St Mikes,												D		H
Saint Michaels Drive (Galisteo Street - Pacheco Street)		4	4	4	-	2	5	4	23	F	NMDOT	New sidewalk connections to existing														H
Saint Michaels Drive (Hospital Drive - Galisteo Road)		4	4	2	-	2	5	4	21	F		Buffer sidewalk from traffic and/or widen sidewalk											W			
Cerrillos Road / Saint Michaels Drive		4	4	-	2	3	5	4	22	F	City / NMDOT	Re-stripe crossing, evaluate ped signal timing, create median refuges														H
Saint Michaels Drive / Botulph Road		2	4	-	2	2	5	4	19	F		Re-stripe crossing														H
Saint Michaels Drive / Galisteo Road		2	4	-	2	2	5	4	19	F		Re-stripe crossing														H
Saint Michaels Drive / Llano Street		4	4	-	2	3	5	4	22	F		Re-stripe crossing														H
Santa Fe University of Art and Design (Saint Michaels Drive - Siringo Road)		1	3	2	-	3	5	4	18	F		Sidewalks														UAD
Saint Michaels Drive / Santa Fe University of Art and Design		2	4		4	2	5	4	21	F	City	Marked crossing across Saint Michaels Drive with refuge median and signage,														UAD
Saint Michaels Drive / Pacheco Street		3	4	-	2	3	5	4	21	F		Re-stripe crossing														
Saint Michaels Drive / Rail Trail		4	4	-	2	2	5	4	21	F		Define crossing with striping, signage, possible beacon, and possible raised crossing				RR										
total		34	43	10	16	27	55	44	229																	
average		3.1	3.9	2.4		2.5	5.0	4.0	20.8																	
# projects		11																								

SANTA FE - PEDESTRIAN MASTER PLAN

Upper Cerrillos Rd. Corridor

June.2015

Segments / Crossings Project Rating - DRAFT

Current Project	Project Location	Safety - Crashes	Safety - Road Type	Interconnected Network - Segments	Interconnected Network - Crossing/Intersection	Demand (Pedestrian Presence)	Area of Critical Concern	Feasibility	Score	Area of Critical Concern	Notes	Missing Segment	Sidewalk Obstruction	Sidewalk Buffering / Widen	Mid-block striping	Intersection Striping	Reducing Crossing Distance	Changing Curb Radii	Landscaping / Shade / Amenities / Signage	Median Improvements	Beacon/Signal Upgrade	Other	Safety Audit (integrated multi-modal safety assessment)	Lighting	SFPS Hazard Zone Improvement
	Cerrillos Road (Saint Francis Drive - Don Diego Avenue/Guadalupe Street)	3	3	2	-	3	5	4	20	C	Remove sidewalk obstructions along south side of roadway														
	Guadalupe Street (Agua Fria Street - Cerrillos Road)	2	2	2	-	3	5	4	18	C	Add shade and amenities, crossing striping / signage														
	Cerrillos Road / Early Street	3	3	-	3	2	5	4	20	C	Mark crossing across Early St, add signage to notify drivers on Cerrillos														
	Cerrillos Road / Guadalupe Street / Don Diego Avenue	3	3	-	2	3	5	4	20	C	Re-stripe crossing, safety audit to improve pedestrian safety crossing slip lane														
	Cerrillos Road / Paseo de Peralta	2	3	-	2	3	5	4	19	C	Re-stripe Crossing														
	Cerrillos Road / Rail Yard Park / Whole Foods	2	3	-	4	2	5	4	20	C	New mid-block crossing with beacon and signage														
	Cerrillos Road / Saint Francis Drive	2	4	-	2	3	5	4	20	C	Re-stripe Crossing, Safety Audit of Slip Lanes														
	total	17	21	4	13	19	35	28	137																
	average	2.4	3.0	2.4		2.7	5.0	4.0	19.6																
	# projects	7																							

SANTA FE - PEDESTRIAN MASTER PLAN
Lower Cerrillos Road Corridor

June.2015

Segments / Crossings Project Rating - **DRAFT**

Current Project																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
Project Location		Safety - Crashes	Safety - Road Type	Interconnected Network - Segments		Demand	Area of Critical Concern	Feasibility	Score	Area of Critical Concern	Agency	Notes																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	Zafarano Drive (Rodeo Road - San Ignacio)	2	3	-	3	2	5	4	19	H		Mid block crossings, striping, safety audit to identify additional pedestrian safety improvements, median refuges																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						</

LOCATION IMPROVEMENT - RATINGS SUMMARY: **ROADS + TRAILS**

SANTA FE - PEDESTRIAN MASTER PLAN

August.2014

Streets Project Rating - **DRAFT**

		Safety	Interconnected Network - Segments	Pedestrian Planning Area	Feasibility	Score	Project Type	Agency
	21	Zafarano Drive	2	3	-	5	3	13
	21	Osage Ave	3	2	-	4	4	13
	21	Harrison Road	2	3	-	4	4	13
	21	Galisteo Street	3	2	-	4	4	13
	21	Acequa Madre	2	4	-	4	3	13
	21	East Alameda	4	2	-	4	3	13
	21	Camino Lejo	1	4	-	4	4	13
	21	Don Diego	1	4	-	4	4	13
	21	Cerro Gordo Rd	1	4	-	4	4	13
	21	Cactus Lane	2	3	-	4	4	13
	30	Baca Street	2	2	-	4	4	12
1		Agua Fria Street	4	4	-	5	4	17
1		Saint Francis Drive	4	4	-	5	4	17
1		West Alameda	4	4	-	5	4	17
1		Cerrillos Road	4	4	-	5	4	17
1		Paseo de Peralta	4	4	-	5	4	17
7		Sirinigo Road	3	4	-	5	4	16
7		Calle Po Ae Pi	3	4	-	5	4	16
7		Agua Fria Street	4	4	-	4	4	16
7		Zia Road	3	4	-	5	4	16
7		Rodeo Road	4	4	-	4	4	16
12		Airport Road	4	2	-	5	4	15
12		Canyon Road	4	4	-	4	3	15
12		Saint Michaels Drive	4	2	-	5	4	15
14		San Felipe Rd	2	3	-	5	4	14
14		Lopez Lane	2	4	-	4	4	14
14		Cordova Road	2	4	-	4	4	14
14		Don Gaspar	3	4	-	3	4	14
14		Pacheco	1	4	-	5	4	14
14		Guadalupe	4	2	-	4	4	14
14		Rufina	2	4	-	4	4	14
	30	San Francisco	2	2	-	4	4	12
	30	Armenta Street	1	4	-	3	4	12
	30	Camino de Cruz Blanca	1	3	-	4	4	12
	35	Urioste Street	1	2	-	4	4	11
	35	Valentine Way	3	2	-	2	4	11
	35	Jemez Rd	1	2	-	4	4	11
	35	San Mateo	1	2	-	4	4	11
	35	Palace Ave	3	2	-	3	3	11
	35	Old Taos Hwy	3	2	-	2	4	11
	35	Bishops Lodge Road	2	2	-	3	4	11
	35	Old Pecos Trail	1	4	-	2	4	11
	35	Yucca Street	2	2	-	3	4	11
	35	Rancho Siringo Rd	1	3	-	3	4	11
	45	Arroyo Tanerio	2	2	-	3	3	10
	45	Avenida Azul	2	3	-	1	4	10
	45	Camino Rojo	2	2	-	2	4	10
	48	Avendia Rincon	1	2	-	2	4	9
	48	Highlands Loop	1	3	-	1	4	9
	50	Lupita Road	1	2	-	1	4	8

SANTA FE - PEDESTRIAN MASTER PLAN

August.2014

Trails Project Rating - **DRAFT**

		Safety	Interconnected Network - Segments	Interconnected Network - Crossing/Intersection	Pedestrian Planning Area	Feasibility	Score	Time Frame	Cost
1		Rail Trail	4	2	0	5	4	15	
2		Arroyo Chamisa Trail	2	2	0	4	4	12	
2		Old Santa Fe Trail	1	4	0	3	4	12	
2		Pinos Arroyo	2	0	4	2	4	12	
5		Acequia Trail	2	2	0	3	4	11	

LOCATION IMPROVEMENT - RATINGS SUMMARY: COMPLETE LIST (AUGUST 2014)

1










SANTA FE - PEDESTRIAN MASTER PLAN Segments / Crossings Locations Rating - DRAFT

August.2014

Current Project	Project Location	Safety	Interconnected Network - Segments	Interconnected Network - Crossing/Intersection	Improvement Need - Heat Map Rating	Feasibility	Score	Area of Critical Concern	Agency	Notes	Improvement Categories														
											Missing Segment	Sidewalk Obstruction	Sidewalk Buffering / Widen	Mid-block striping	Intersection Striping	Reducing Crossing Distance	Changing Curb Radii	Landscaping / Shade / Amenities / Signage	Median Improvements	Beacon/Signal Upgrade	Other	Safety Audit (integrated multi-modal safety assessment)	Lighting	SFPS Hazard Zone Improvement	
1	B Canada Rincon Trail (Calle Mejia - Camino Rincon)	1	2	-	5	4	12	A	City / NMDOT	Trail connection											T				
2	B New Trail (Ridgetop Road - Caja Mejia)	2	-	2	5	3	12	A		Trail connection												T			
3	Alamo Drive / Calle Mejia	1	-	2	5	4	12	A		New Crossing															H
4	Alamo Drive (Guadalupe Street - Calle Mejia)	1	3	-	5	4	13	A		New sidewalks															
5	Saint Francis Drive / Alameda Street	3	-	2	5	4	14	B		Re-stripe crossing, add refuge median															H
6	Saint Francis Drive / Hickox Street	3	-	2	5	4	14	B		Re-stripe crossing, median refuge															H
7	West Alameda Street (Saint Francis Drive - Guadalupe Street)	4	2	-	5	4	15	B		Maintenance of sidewalks												M			
8	Acequia Trail / Saint Francis Drive	3	-	4	5	4	16	B		At grade crossing, over pass, or under pass															
	Saint Francis Drive / Paseo de Peralta	4	-	2	5	4	15	B		Re-stripe crossings, crossing signal upgrades, median refuge upgrades, reduced turning radius / reduce roadway width															
9																									
10	Cerrillos Road (Saint Francis Drive - Don Diego Avenue/Guadalupe Street)	3	2	-	5	4	14	C		Remove sidewalk obstructions along south side of roadway															
	Don Diego Avenue (Cerrillos Road - Cordova Road)	3	2	-	5	4	14	C		Widen sidewalks, maintenance of sidewalks and overgrowth, bulbout @ intersections, speed feedback sign												W	M		
11																									
12	Guadalupe Street (Agua Fria Street - Cerrillos Road)	2	2	-	5	4	13	C		Add shade and amenities, crossing striping / signage															
13	Cerrillos Road / Early Street	3	-	3	5	4	15	C		Mark crossing across Early St, add signage to notify drivers on Cerrillos															
	Cerrillos Road / Guadalupe Street / Don Diego Avenue	3	-	2	5	4	14	C		Re-stripe crossing, safety audit to improve pedestrian safety crossing slip lane															
14																									
15	Cerrillos Road / Paseo de Peralta	2	-	2	5	4	13	C		Re-stripe Crossing															
16	Cerrillos Road / Rail Yard Park / Whole Foods	2	-	4	5	4	15	C	New mid-block crossing with beacon and signage																
17	Cerrillos Road / Saint Francis Drive	2	-	2	5	4	13	C	Re-stripe Crossing, Safety Audit of Slip Lanes																
18	Saint Francis Drive (Cordova Road - Cerrillos Road)	4	2	-	5	4	15	C D	Define sidewalks and decrease number of driveways and/or add buffer from traffic																

39	Saint Michaels Drive / Llano Street	4	-	2	5	4	15	F		Re-stripe crossing				H
40	Santa Fe University of Art and Design (Saint Michaels Drive - Siringo Road)	1	2	-	5	4	12	F		Sidewalks				UAD
	Saint Michaels Drive / Santa Fe University of Art and Design	2		4	5	4	15	F	City	Marked crossing across Saint Michaels Drive with refuge median and signage, possibly flashing beacon				UAD
41	Saint Michaels Drive / Pacheco Street	3	-	2	5	4	14	F		Re-stripe crossing				
42	Saint Michaels Drive / Rail Trail	4	-	2	5	4	15	F		Define crossing with striping, signage, possible beacon, and possible raised crossing		RR		
43	Siringo Road (Pacheco Street - Saint Francis Drive)	2	4	-	5	4	15		City / NMDOT	New sidewalk along north side of roadway, complete in coordination with St Francis (Zia - San Mateo) improvements				S
44	Saint Francis Drive / Siringo Road	3	-	2	5	4	14	G	City / NMDOT	Re-stripe crossing, refuge median width to match crossing width				S
45	Saint Francis Drive / Zia Road	3	-	4	5	4	16		City / NMDOT	Train triggers the pedestrian signal to stop, leaving pedestrians in the roadway. Very difficult to cross all the lanes of Saint Francis in the time allowed. Address signal timing crossing both Zia and St Francis				S
46	Saint Francis Drive (Sawmill Road - Zia Road)	3	4	-	5	4	16	G	City / NMDOT	New sidewalks, both sides of roadway				
47	Saint Francis Drive (Zia Road - San Mateo Road)	4	4	-	5	4	17	G	City / NMDOT	Continue Eastern pedestrian connection over bridge, add pedestrian connection to west side of roadway				
48	Galisteo Road / Zia Road	1	2	-	5	4	12	G		Connect sidewalk to St Francis Zia Rd intersection, Strip crossing				
49	Zafarano Drive (Rodeo Road - San Ignacio)	4	-	4	5	4	17	H		Mid block crossings, striping, safety audit to identify additional pedestrian safety improvements, median refuges				
50	Cerrillos Road / Zafarano Drive	4	-	2	5	4	15	H		Re-stripe crossings, safety audit to identify additional pedestrian safety improvements, median refuges				
51	CO Agua Fria Street (San Felipe Road - San Ysidro Crossing)	4	4	-	5	4	17	I	City / County	New sidewalks				
52	Agua Fria Street / South Meadows Road	1	-	2	5	4	12	I		Re-stripe crossing				S
53	San Felipe Road (Agua Fria Street - Airport Road)	2	3	-	5	4	14	I		New sidewalks				SWC
54	Agua Fria Street / Cottonwood Drive	2	-	2	5	4	13	I		Crossing				
55	Jemez Road (Airport Road - Agua Fria Street)	1	2	-	5	4	12	I J		Fill sidewalk gaps				
56	Airport Road / Country Club Gardens / Buffalo Grass Road	2	-	4	5	4	15	J		Create new mid-block crossing with beacon				H
57	Calle Po Ae Pi (Airport Road - Rufina Street)	3	4	-	5	4	16	J		Fill sidewalk gaps, pave dirt portion of roadway, create mid-block crossing at school				S
58	Airport Road / Calle Atajo	2	-	2	5	4	13	J		Re-stripe crossing				
59	Airport Road / Zepol Road	4	-	2	5	4	15	J		Re-stripe crossing, safety audit to identify additional pedestrian safety audits				
60	CO Richards Avenue (SFCC - Rodeo Road)	2	4	-	3	4	13			disconnected pedestrian network				CC
61	CO New Trail (Arroyo Hondo Trail - Santa Fe Community College)	1	2	-	1	3	7			disconnected pedestrian network			T	CC
62	CO Eldorado / Santa Fe Community College connection	1	-	2	1	3	7			disconnected pedestrian network			T	CC
63	CO Richards Avenue / Avenida del Sur	2	-	2	4	4	12			no sidewalks to cross to north				H

65	CO	East Avenida del Sur (east end of sidewalk - Richards Avenue)	1	-	2	1	4	8		disconnected pedestrian network		S
66	CO	West Avenida del Sur (west end of sidewalk - Rancho Viejo Boulevard)	1	-	2	2	4	9		disconnected pedestrian network		S
67	CO	Santo Niño School	1	3	-	2	4	10		disconnected pedestrian network		S
68	CO	Agua Fria Street (Camino de Chelly - San Ysidro Crossing)	3	2	-	3	4	12	City / County	sidewalk improvements		
69	CO	Avenida Azul (Encantado Loop - Avenida Vista Grande)	2	3	-	1	4	10		needs pedestrian connection		
70	CO	Bishops Lodge Road (Murales Road - Tesuque Village Road)	2	2	-	3	4	11		disconnected pedestrian network		
71		Old Pecos Trail (Old Santa Fe Trail - Old Agua Fria Road)	1	4	-	2	4	11		disconnected pedestrian network		
72	CO	Richards Avenue (Chili Line - SCCC)	1	4	-	3	4	12		disconnected pedestrian network		
73	CO	Santa Fe River Trail (San Ysidro Crossing - Camino Carlos Real)	1	2	-	3	4	10		Finish trail San Ysidro Crossing to Frechy's Field and Romero Park South	T	
74	CO	West Alameda Street (Siler Road - Via Abajo)	1	2	-	1	4	8		disconnected pedestrian network		
75	CO	Eldorado Trail / Agora Shopping Center	1	2	-	2	4	9		discontinued pedestrian network, fast moving traffic		
76	CO	Agua Fria Street / Calle Atajo	1	-	2	2	4	9		disconnected pedestrian network		
77	CO	Avenida del Sur @ Amy Biehl	2	-	2	1	4	9		flashing beacon requested by community members		
78	CO	Caja del Oro Grant Road / Santa Fe River Trail	2	-	4	1	4	11		disconnected pedestrian network, connect roadway with new trail connection		
79	CO	La Familia (Southside) / Santa Fe River Trail	1	-	2	1	4	8		create connection to new trail segment when completed		
80	CO	Wildlife Way / Caja del Rio Road	2	-	2	1	4	9		un-marked crossing		
81	X	Camino de Cruz Blanca (Camino del Monte Sol - Camino Cabra)	1	3	-	4	4	12	City	New sidewalk		SJ
82	X	Armenta Street (Old Pecos Trail - Camino Corrales)	1	4	-	3	4	12	City	New sidewalk with curb and gutter, landscape removal, and water meter and driveway adjustments		
83	X	Cerro Gordo Road (Palace Avenue - Gonzales Road)	1	4	-	4	4	13	City	New sidewalk with bank stabilization and/or retaining walls		
84	X	Don Gaspar Avenue (Cordova Road - San Mateo Road)	1	4	-	4	4	13	City	New sidewalk with drainage infrastructure, retaining structures, roadway, curb and gutter		
85	X	East Zia Road (Old Pecos Trail - Old Santa Fe Trail)	2	4	-	2	4	12	City	New sidewalk with landscape removal, ADA curb ramps, and utility adjustments		
86	X	Galisteo Street (Avenida La Cerca - Rodeo Road)	1	2	-	4	4	11	City	Upgrades to Right of Way drainage, guardrail, retaining structures and driveways		
87	X	Old Taos Hwy (Paseo de Peralta - Murales Road)	3	2	-	2	4	11	City	New sidewalk with curb and gutter; city should pave both sides of roadway, only one side is currently proposed		
88	X	Calle Nueva Vista / Joshua Lane	1	3	-	3	4	11	City	Missing sidewalk connection on corner		
89		Rodeo Road (Galisteo Street - Zafarano Road)	4	4	-	4	4	16		Amenities / Shade		H
90		Saint Francis Drive / San Mateo Road	2	-	2	4	4	12		Un-marked crossing, missing pedestrian connections		H
91		Cerrillos Road / Baca Street	3	-	2	3	4	12		un-marked crossings		IS
92		Acequia Madre (Camino Monzano - Camino del Monte Sol)	1	4	-	4	4	13		no sidewalk, obstructed side path		S
93		Acequia Madre (Paseo de Peralta - San Antonio Street)	1	4	-	4	4	13		no sidewalk, obstructed side path		S
94		Arroyo en Media Trail (Zia Rd - Sawmill Rd)	1	2	-	2	4	9		closed pedestrian connection		S
95		Paseo del Sol (connect West to East)	1	4		3	4	12	City	Create new connection between east and west		S

96	Capitol High School	2	3	-	3	4	12		disconnected pedestrian network		S
97	Cottonwood Mobile Homes / El Camino Real Academy	2	-	2	1	3	8		no pedestrian connection between		S
98	Siringo Road / Pacheco Street	3		4	4	4	15	City	school and mobile home park		S
99	Siringo Road / 5th Street	1	-	2	2	4	9		New crossing for transit riders		S
100	VoTech Road / Zia Road	1	3	-	4	4	12		un-marked crossing, missing pedestrian		S
101	Yucca Street / Siringo Road	2	-	2	1	4	9		connection to south		S
102	Acequia Trail (Montano Street - Baca Street)	1	2	-	1	4	8		missing pedestrian connection		S
103	Acqueia Trail (Rufina Street - Camino Tierra Real)	2	2	-	3	4	11		Right-turn slip lane, fading crossing		UAD
104	Agua Fria Street (Airport Road - San Felipe Road)	1	4		4	4	13	City	markings		
105	Agua Fria Street (Saint Francis Drive - Camino Alire)	1	2	-	4	4	11		New sidewalks, pave dirt roadway		
106	Alameda Street / Gonzales Road	2	2	-	4	4	12	City	Upgrade intersection to give proper		
107	Apache Avenue (Rosina Street - Hopi Road)	1	3	-	3	4	11		view for pedestrians and vehicles		
108	Arroyo Chamisa Trail (Villa Linda Park - Governor Miles Road)	2	2	-	2	4	10		Trail Connection from park to		
109	Arroyo Tenorio (Acequia Madre - Old Santa Fe Trail)	2	2	-	3	3	10		community		
110	Artists Road / Hyde Park Road (Bishops Lodge Road - Sierra del Norte)	2	4	-	3	4	13				
111	Avenida Rincon (Ridgetop Road - Comino Francisca)	1	2	-	2	4	9				
112	Baca Street (Cerrillos Road - Hickox Road)	2	2	-	4	4	12				
113	Bishops Lodge Road (Artists Road - Murales Road)	1	4	-	3	4	12	City	New sidewalk along east side of road,		
114	Cactus Lane (Rancho Siringo Road - Yucca Street)	2	3	-	4	4	13		Re-stripeing crossing at Artists Road /		
115	Camino Carlos Rey (Rodeo Road - Governor Miles Road)	1	2	-	4	4	11		Bishops Lodge Road intersection		
116	Camino Corrales (Garcia Street - Armenta Street)	1	3	-	4	4	12				
117	Santa Fe River Trail / Frenchy's Field Park Trails	1	-	2	1	4	8				
118	Camino del Monte Sol (Canyon Road - Old Santa Fe Trail)	2	4	-	3	4	13				
119	Camino Francisca (Avenida Rincon - Ridgetop Road)	2	2	-	3	4	11				
120	New Trail (Camino la Canada - Agua Fria Street)	1	2	-	2	3	8				
121	Camino Lejo (Camino Corrales - Old Pecos Trail)	1	4	-	4	4	13				
122	Camino Rojo (Plaza Central - Camino Placitas)	2	2	-	2	4	10	City	Street lighting, maintenance of		
123	Camino Tres Arroyos (off Alameda Street)	1	2	-	1	3	7		overgrowth		
124	New Trail (Camino Rojo / Camino Placitas - Entrada de Milagro / Avenida Chamisa)	2	2	-	1	4	9				
125	Canyon Road (Delgado St - Gormely Ln)	1	4	-	4	3	12				
126	Cerrillos Road (Ocate Road - Tierra Contenta Drive / Las Soleras Drive)	1	4	-	4	4	13				
127	Cerrillos Road (Wagon Road - Cristos Road)	1	4	-	2	4	11				
128	Columbia Street (Saint Francis Drive - Galisteo Street)	2	2	-	4	4	12				
129	Columbia Street (Saint Francis Drive - Pacheco Street)	2	2		4	4	12	City	Remove sidewalk obstructions,		
130	De Fouri Street (Alameda St - Agua Fria St)	1	2	-	4	3	10		maintenance of overgrowth		
131	Don Gaspar Avenue (Paseo de Peralta - Cordova Road)	1	4	-	4	4	13				
132	Dunlap Street (Saint Francis Drive - Irvin Street)	1	3	-	4	4	12		New sidewalks		
133	East Alameda Street (Delgado Street - Palace Avenue)	1	4	-	4	4	13				
134	Galisteo Street (Columbia Street - Hospital Drive)	2	2	-	4	4	12				
135	Galisteo Street (Coronado Lane - Paseo de Peralta)	3	-	3	3	4	13				
136	Galisteo Street (Cordova Road - Coronado Lane)	1	4	-	4	4	13				

183	Zia Road (Saint Francis Drive - VoTech Road)	1	2	-	3	4	10			
184	Zia Road (VoTech Road - Rodeo Road)	3	2	-	4	4	13			
185	Acequia Trail / Otowi Road	1	-	2	1	4	8			
186	Acequia Trail / Harrison Road	2	2	-	1	4	9			
187	Adela Street / Calle Grillo	1	-	4	1	4	10			
188	Agua Fria Street / Avenida Cristobal Colon	1	-	2	4	4	11			
189	Agua Fria Street / Dunlap Street	1	3	-	3	4	11			
190	Agua Fria Street / La Cieneguita	2	-	2	2	4	10			
191	Alameda Street / Solana Drive	2	-	2	2	4	10			
192	Alamo Drive / Camino de Las Crucitas	2	-	1	1	4	8			
193	Baca Street / Potencia Street	2	-	2	2	4	10			
194	Berger Street / Old Santa Fe Trail	2	-	4	2	4	12			
195	Camino del Monte Sol / Canyon Road	1	-	2	4	4	11			
196	Camino Rojo / Golden Mesa	2	-	2	1	4	9	City	Street lighting at intersection	
197	Canada del Rancho / Firehearth Place	1	2	-	1	3	7			
198	Canyon Road / Delgado Street	2	-	2	1	4	9			
199	Cerrillos Road / Camino Consuelo	3	-	1	3	4	11			
200	Cerrillos Road / Manhattan Avenue / Sandoval Street	3	-	2	4	4	13			
201	Cerrillos Road / Railfan Road	2	-	4	3	4	13			
202	Cerrillos Road / Richards Avenue	3	-	2	3	4	12			
203	Columbia Street / Luisa Street	2	-	2	2	4	10			
204	Cordova Road / Luisa Street	2	-	4	4	4	14			
205	Cordova Road / Old Pecos Trail	2	4	-	3	4	13			
206	County Club Road / Valentine Way	3	-	2	2	4	11	City	Striping of crossing and signage	
207	De Fouri Street Bridge	2	2	-	4	3	11			
208	East Zia Road / Old Pecos Trail	2	-	2	2	4	10			
209	Agua Fria Street / Frenchy's Field Park / Camino de Chelly	2	-	2	2	4	10	City	Striping of crosswalk and signage to notify drivers of pedestrian crossing	
210	Galisteo Road / Paseo de Peralta	3	2	-	4	4	13			
211	Galisteo Street / Paseo de Peralta	1	2	-	2	4	9			
212	Gonzales Road / Alameda Street	2	-	2	3	4	11			
213	Griffin Street / Paseo de Peralta	2	-	2	3	4	11			
214	Guadalupe Street / Montezuma Avenue	3	-	1	4	4	12			
215	Guadalupe Street / Park Avenue	3	-	2	4	4	13			
216	Guadalupe Street / Paseo de Peralta	4	-	2	2	4	12			
217	Guadalupe Street / San Francisco Street	3	-	2	3	4	12			
218	Jaguar Drive / Country Club Road	2	-	4	1	4	11			
219	Johnson Street / Grant Avenue	2	-	2	1	4	9			
220	Juniper Drive / Rio Grande Avenue	1	-	2	2	4	9			
221	Marcy Street / Lincoln Avenue	2	-	2	4	3	11			
222	Mesilla Road / Santa Fe River Trail	2	-	3	1	4	10			
223	Montezuma Avenue / Josephs Restaurant	1	3	-	3	4	11			
224	NM 599 / Via Veteranos	2	-	4	1	4	11			
225	Old Taos Hwy / Paseo de Peralta	2	-	2	1	4	9			
226	Osage Road / Otowi Road	1	-	2	2	4	9			
227	Pacheco St / Ventana de Vida Senior Center	2	4	-	4	4	14			
228	Paseo de Peralta / Acequia Madre	2	-	4	2	4	12			

229	Paseo de Peralta / Alameda Street	4	-	2	4	3	13		Re-stripe crossing, curb cut all crossing directions				C
230	Paseo de Peralta / Canyon Road	2	-	4	4	3	13		New mid-block crossing, striping, signage beacon				
231	Paseo de Peralta / Otero Street	1	-	2	2	4	9						
232	Paseo de Peralta / La Posada	2	-	2	1	4	9						
233	Rail Trail / 2nd Street	2	-	2	1	3	8	City / NMDOT	Define crossing at intersection		RR		
234	Rail Trail / Paseo de Peralta	2	-	2	3	4	11						
235	Richards Avenue (Walmart - Home Depot)	2	4	-	3	4	13						
236	Richards Avenue / Rodeo Road	1	-	2	2	4	9						
237	Rio Vista Street / Placita de Oro	1	-	2	1	4	8						
238	Rodeo Road / Genoveva Chavez Community Center	2	-	4	2	4	12						
239	Rodeo Road Saint Francis Overpass	2	4	-	3	4	13						
240	Rufina Street / South Meadows Road	2	-	2	1	4	9						
241	Sandoval Street / Alameda Street	3	-	2	3	4	12						
242	Sandoval Street / Garfield Street	2	-	4	4	4	14						
243	Santa Fe River Trail / Old Santa Fe Trail	4	-	2	2	4	12						
244	Santa Fe River Trail / Ricardo Road	1	-	2	1	4	8						
245	Sidewalk in front of Downtown Library / Washington Avenue	2	2	-	2	4	10		Maintance of upheaved sidewalk				M
246	Siringo Road / Rail Trail	2		4	4	3	13	City / NMDOT	New crossing with signage, possible crossing beacon		RR		
246	Solana Center / Santa Fe River Trail	2		4	3	4	13	City	Marked crosswalk across Alameda Street with signage				
248	Tierra Contenta Trails / South Meadows Road	1	-	2	3	4	10						
249	Trail along Paseo de Peralta / DeVargas Mall	1	-	2	4	4	11		Trail access from roadway				T
250	East San Francisco Street / Old Santa Fe Trail	2	-	2	2	4	10						
251	East Zia Road / Calle Cacique	2	-	4	2	4	12						
252	Zia Road / Rodeo Road	2	1	-	1	4	8						

APPENDIX E - WALC RESULTS



Observations and Recommendations: The Built Environment Santa Fe, New Mexico

Prepared by the Walkable and Livable Communities Institute for the City of Santa Fe
May 2014

The following memo summarizes the WALC Institute's observations and recommendations during a May visit to Santa Fe on behalf of the Santa Fe MPO. These initial recommendations are based on a short visit to the community and shouldn't be considered exhaustive. They do provide a strong starting point, however, in identifying some "low-hanging fruit" and longer-term initiatives that will improve health and well-being through better built environments.

Overall Opportunities

In general, downtown areas and neighborhoods that aim to improve the ability of people to walk, bicycle, socialize and "age in place," should adopt the following:

- 1) **Lower Vehicle Speeds.** Posted speeds and "design" speeds should be reduced; instead of speeds being determined based on the comfort of drivers, it should be based on the safety and comfort for all users, setting an appropriate "target" speed. Destinations—places where people wish to gather or live—require low, safe vehicle speeds. Like many other places across the country, vehicle speeds in Santa Fe have crept up over time. This has been the result of focusing public investments and built environment design on vehicle flow and driver efficiency, to the exclusion of people walking, biking, living in place or using other active modes of transportation. With excessive vehicle speeds, walking and biking become uncomfortable and even seem to be dangerous in some places. High speeds dampen quality of life and the actual safety of the public.
- 2) **Narrower Vehicle Lanes.** The wider a roadway, the faster cars tend to travel, decreasing safety for all users. Wide roadway lanes also make for wide crossings, increasing the amount of time a pedestrian is exposed to the threat of being hit by a car, and the amount of time drivers have to wait for the crossing to be completed by each pedestrian. A large

proportion of pedestrian fatalities occur on overly wide suburban five-or-more-lane roadways. Throughout most communities there are opportunities on non-highway streets to reduce the width of vehicle lanes to 10-feet, which should be the default lane width, including on many suburban regional trunk roads. If necessary, such as when there are especially high numbers of large trucks or buses on the road or significant curves, cities can permit construction of wider lanes, but the narrower lane should be the default. In addition to lowering vehicle speeds, it saves on materials, reduces environmental impacts and provides space for wider sidewalks, bike lanes, or wider buffers between sidewalks and passing vehicles. In many cases, narrower lanes also make intersections more compact and efficient. Narrow lanes can be as safe as wider lanes, and they add to motorist vigilance. When it comes to the width of vehicle lanes, less can be more.

- 3) **On-Street Parking.** Removing on-street parking or failing to install it in the first place has had the effect of speeding up cars while removing an important physical buffer between pedestrians on sidewalks and the cars passing them. It also puts an emphasis on parking lots, which eat up valuable urban space (2/3 more than on-street parking), create stormwater runoff, add to heat gain and are generally unsightly. Add on-street parking wherever appropriate and change policies to set a maximum for off-street parking with new development, instead of requiring a minimum. Even better, consider not setting a minimum or maximum at all. Refocusing on on-street parking helps preserve important buildings and facilitates infill investment.
- 4) **Buildings that Front the Street.** Buildings and homes should “front” the street—instead of being set back far from the street—to create a pedestrian-scale landscape and to put “eyes on the street” so that people feel watched over. Establish maximum allowable setbacks for homes and commercial buildings in places of emphasis. Encourage placement of buildings and homes so that they create natural surveillance and maximize opportunities for people to meet or say hello. This practice is especially important near schools and parks, and within civic, retail, and commercial districts.
- 5) **Complete Streets.** Streets that work for everyone are called “complete.” Many communities throughout the country—more than 600 now, and over 23 states—have adopted policies and practices in support of completing the streets. A strong complete streets policy helps ensure that anytime a street is resurfaced, reconstructed or maintained, elements are added or redesigned to improve the ability of people to walk, bike and drive safely and comfortably. Model complete streets policies and a local-policy-making workbook are available at the National Complete Streets Coalition’s [website](#).

Santa Fe

In addition to the broad guidance noted above, Santa Fe has specific opportunities to greatly improve walkability and biking conditions. The opportunities are summarized here as recommendations. Some can be accomplished at little cost, while others require a more elaborate process, additional funding, and/or a longer timeframe.

General Observations

The City continues to develop a strong ethos around active transportation and recreation, with a walkable downtown set around a well-preserved historic square – the Santa Fe Plaza National Historic Landmark.

Overall, the City of Santa Fe has laid a solid foundation for active living, especially at its core. It could readily increase the number of people walking or cycling for transportation by tweaking existing programs and developing plans to address any shortcomings in street design, signage and the built environment. Some roads are wider than necessary, for example, and the City should repaint faded crosswalks, discover what is causing markings to become stained, and work to identify other active transportation needs.

The City is fortunate to have a growing trails system with planned underpasses that will make it unnecessary to cross streets, but Santa Fe would still benefit from better signage and street design that accommodates more bicycling. Some new development also lack sidewalks and connectivity and many city roads could be narrowed to calm traffic and to create more walkability. Bike racks, benches and other amenities for cyclists and pedestrians should continue to be made available throughout the city.

Santa Fe's downtown features a variety of historic buildings, popular retail and restaurant destinations, and a large public gathering space in the Plaza, all of which create a robust community hub. While the new trail system enhances the appeal and feasibility of active transportation throughout town, it's important to note the City's attention to the role of attractive destinations in any effort to improve walkability.

Here are some ways the City can build on the foundation that was begun years ago to enhance walkability in Santa Fe, based on the five principles of walkability: Security, Efficiency, Convenience, Comfort and Welcome:

Low-Hanging Fruit: *The 100-Day Challenge*

- **Enhance Bicycle Parking** – Identify opportunities for additional bicycle parking downtown and at schools, neighborhood parks, and other public spaces. Consider on-street bicycle parking racks in retail areas, which can accommodate up to 10-12 bicycles per parking space. Also consider installing bicycle racks that tie into the historic, artistic or other branding elements of Santa Fe – racks can take the shape of almost anything imagined. Install bicycle racks that feature two points of contact, such as the “staple”, or “inverted U” rack, or decorative versions of these – racks with only one point of contact, such as “wave” or “wheel bender” or “hanging triangle” racks, are substandard.
- **Remove “Sharrows” on Low-Volume Streets** – Unless there is a need to help reduce the territorialism of other roadway users, consider removing sharrows on slow, low volume streets to reduce over-saturation of this safety tool. Several streets in the downtown area, for example, may not be appropriate for these markings, since they will reduce the effectiveness of other existing, or needed, sharrows on busier streets elsewhere in town.
- **Move Existing Sharrow Markings** – There are bicycle ‘sharrow’ markings on roads in the downtown area, and likely in other areas, that are placed too close to the right side of the travel lane, encouraging bicyclists to ride close to parked cars. This placement also encourages drivers to attempt to then pass bicyclists in what may then be too narrow a space for safe travel for bicyclists, putting them in between parked and moving cars. Citywide policy should be to place sharrows in the middle of the travel lane.
- **Improve Crosswalks to Make Them more Visible** – Santa Fe makes good use of signs to draw motorists' attention to crosswalks, but many of its crosswalks are poorly marked or fading and difficult for motorists to see. Consider “double signing” those locations where only one sign appears (using the back sides of signs). Prioritize crosswalks for restriping. Start with two wide, bold edge lines and use high-emphasis markings in all downtown and high-traffic locations. Survey major intersections, particularly in places where there are opportunities for higher pedestrian counts and vulnerable populations such as schools, and paint or repaint crosswalks that are missing or faded. Consider coloring crosswalks to increase visibility.
- **Paint Mid-Block Crossing Advance Limit Markings** - Paint these ‘stop bars’ back from the crossings--30 to 60 feet depending on vehicle speeds--to reduce the risk of a multiple-threat collision. At the midblock crossing on Cordova Road that has recently been moved, for instance, set the stop bar at least 35 feet from the marked crosswalk. This will help reduce the risk of a multi-threat crash. Also, double-sign the crossing – install signs on both sides of each sign pole, on both sides of the street. This will improve visibility overall, and motorists

will be able to see a crossing sign even if there is a larger vehicle in front or next to their vehicle, partially obstructing their view.

OTHER 100 DAY ITEMS TO CONSIDER

- Provide a Walkability/Smart Growth/Complete Streets Training Course to City Council.

Mid-Range Projects: *The Second Wave*

- **Reduce the Speed- and Use of- Channelized Turn Lanes** – Channelized right-turn lanes throughout Santa Fe are very high-speed, which is dangerous to both drivers and people on foot, and unnecessary. Eliminate double right turn lanes; this is a practice that is especially unsafe, as it creates the “multiple threat” scenario, when one vehicle is stopped and a pedestrian then crosses into the path of another (potentially) moving vehicle. In some cases, the channelized turn lane is unnecessary – conduct traffic studies to determine whether these lanes should even remain open to turning traffic.
- **Install and Enhance Mid-Block Crossings** – Blocks in many places are very long and need mid-block crossings with crossing islands or medians. Airport Road, just east of the Country Club Gardens development, has at least one crossing that is inadequate, missing crosswalk markings, signage, lighting, etc. And consider getting neighbor support for opening up the wall behind the small strip mall near the crossing, to give access from the neighborhood behind the mall property (we understand that neighbors wanted the wall, likely to reduce noise). The mall retail businesses could then open towards the neighborhood, creating outdoor seating and other welcoming elements. This would likely increase business there as well.
- **Ensure Lighting is Placed at all Intersection and Mid-Block Crossings** – Many intersections and mid-block crossings currently have inadequate lighting. Lighting will increase walking and safety for all users.
- **Put Cordova Road on a Road Diet** – This will also simplify the crossing. In the interim, reduce the travel lanes from 13 and 14 feet wide to 10 feet wide (or 11, if warranted) and use the remaining space to add dedicated bike lanes.
 - At the intersection of Cordova Road and St. Francis Drive
 - Widen the curb cut in the median to accommodate at least two people with mobility aids (such as wheelchairs) to pass through the median at the same time. This will reduce the risk of a wheelchair-bound pedestrian or person with a stroller getting stuck in the intersection if they and someone coming at them are trying to cross at the same time.

- Move pedestrian signal heads to locations they can be viewed by pedestrians when tall vehicles are queued properly. Ex: bus was legally stopped at stop bar and blocked the signal head.
- Reduce the turning radius from 45 feet to a more appropriate radius, using the correct truck turning template.
 - On Cordova Road near the rail crossing, put the pedestrian crossing where it will be most benign and eliminate the most conflicts. Also, work with the car wash owner to close the driveway closest to the rail.
- **Put Airport Road on a Road Diet** – Lanes are unnecessarily wide, traffic is moving too fast, some turning radii are too wide, and crossings are not adequate for the conditions. A comprehensive engineering analysis is recommended.
- **Add Wayfinding to Existing Trails and to Popular Destinations** – Santa Fe’s trail system serves as a great recreation option for residents and visitors. However, completing a comprehensive wayfinding system will increase usage – people using the trails system would now know how to get to other destinations using the trail. Wayfinding will help users begin to connect destinations, especially to downtown and the Railyard complex, creating a new transportation option in Santa Fe, and increasing the value of the trails to the community as utilitarian resources, in addition to their great value as recreational assets.
- **Finalize or Adopt a Street Design Manual** – As part of Santa Fe’s ongoing Complete Streets efforts, make revisions to the City’s street design manual with an eye for walkability. Another option is to adopt a model manual, such as the Los Angeles County’s *Model Design Manual for Living Streets*, the National Association of City Officials *Urban Street Design Guide*. In addition, incorporate elements from the *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* manual created by the Institute for Transportation Engineers and the Congress for New Urbanism, and NACTO’s *Urban Bicycle Design Guide*.
- **Stop Giving Variances** – This common practice in Santa Fe is weakening good practices around land use and transportation. The City should adopt a policy that variances are not to be given except in the most extreme circumstances, and only when it will stabilize or increase the value of adjacent properties; and only when normal practices are not possible.

OTHER MID-RANGE ITEMS TO CONSIDER

- **Identify Opportunities for Roundabouts** – Modern roundabouts are four to ten times safer than four-way signalized intersections, substantially reducing crashes and helping to calm traffic – they can even contribute to reduced traffic speeds through a corridor,

and move 30% more traffic without signal and stop control delays. Roundabouts can improve pedestrian connectivity, but they also provide opportunities to create a gateway and improve the retail and social life of streets. When installing roundabouts, be strategic, but be bold, and maximize the opportunity to help people become more comfortable with roundabouts and the benefits they offer. It is important to design for low speed in and low speed out on each leg of a roundabout.

Long-Range or Policy Initiatives: *The Big Wins*

- **Improve Connectivity through Santa Fe** – There is a need for Santa Fe to stitch together important neighborhood connections that were either removed at one time, or which were never completed. This can and should be performed with a specific strategic plan of action.
- **Partner with local schools to promote Safe Routes to School** – Partner with the local school district to coordinate initiatives aimed at making it safe for students to walk and bicycle to school. **Convene a community-wide high-level task force**, or have an existing safety or health committee absorb Safe Routes to School as a primary initiative. Convene school teams at each school under consideration, and develop a comprehensive 5-E's program at each of the designated schools. Consider starting with a pilot school, or multiple schools, that already have parental momentum, a supportive principal, and/or 'champion' volunteers. Consult school officials to identify ongoing challenges for students who wish to walk or bicycle to school. Identify existing city facilities and/or upcoming projects that address problem areas, such as completing sidewalks around schools, and work with schools to conduct outreach to parents and promote walking and bicycling to school. Apply for TAP or HSIP funds to pay for program activities and infrastructure improvements. The City should sponsor a Safe Routes to School forum to promote the concept and catalyze citywide efforts.
- **Work with NMDOT and County Officials to Improve Walkability** – We recommend that the City set up a meeting with NMDOT district staff to discuss several very specific ideas, such as redesigning the channelized islands to be both safer for people on foot and more efficient for turning movements, placing a mid-block crossing in a priority location, etc.
- **Adopt Form-Based Code** – Santa Fe's General Plan is getting more up-to-date with sustainable land uses, and more form-based, but more needs to be done. By adopting this as policy, walkability will be improved, in addition to more sustainable and profitable land uses.

- **Require and Develop Neighborhood Master Plans** – Master plans are not a requirement now in Santa Fe. The City should adopt a policy requiring neighborhood master plans. This will help to build ‘social capital’, and will likely increase voter turnout at important elections.
 - **Prioritize the Southside Community** – Continue to meet with and – most importantly – listen to Southside residents and stakeholders, in order to identify, prioritize and complete walkability projects and programs that will improve this under-resourced part of the Santa Fe community. The Southside community would be a great place to begin, partnering with Councilor Dominguez and stakeholders such as LaFamilia, NM Health Equity Partnership, Health Access NM, Chainbreaker, and others. The City should also connect neighborhood plans with general connectivity efforts.

OTHER LONG-TERM ITEMS TO CONSIDER

- **Create a Sidewalk Improvement District (SID)** – City Council could adopt a resolution declaring the necessity for an improvement district in certain areas of the City. Consider getting interns to measure a linear stretch, or a square mile, and determine the cost of maintenance/additions; create a pilot project to test the approach. Councilor Maestas could be a champion for this effort; he would need example SID’s with sample data for comparison. A good model for a SID can be found by contacting Missoula, Montana city officials.

ADDITIONAL ITEMS TO CONSIDER

- Build social capital through early stage outreach to stakeholders and residents, and ongoing partnerships with officials and advocates.
- Develop or review bicycle, pedestrian and open space plans.
- Ensure that schools are “[community-centered](#),” and are planned with municipal participation and through an effective and authentic public process.
- Consider creating small neighborhood parks and community gardens in unused and underused lots, such as underused parking lots, and temporary on-street “[Parklets](#)” in (former) parking spaces.
- Ensure that there are healthy food retail outlets within walking distance to residents, especially lower-income residents. Until these are underway, look into allowing and promoting fresh and healthy food vending trucks, which can be grouped into ‘pods’ where feasible.

- Plan future walkability improvements around destinations, and use [Walkscore](#) as one of the tools to evaluate need and outcomes.
- Develop a [bicycle library](#) or public “[Bike Share](#)” system.
- Adopt a “[Health in All Policies](#)” policy, and conduct [Health Impact Assessments](#).
- Increase transparency (windows) requirements on all downtown buildings over time, with high emphasis on key blocks, eventually reaching over 70 percent transparency.
- Establish true ‘cost’ parking, which will help to incentivize added street life, safety, and downtown investment. This is a major step that will better incentivize those modes of transportation, settlement patterns and lifestyles that can produce the greatest wealth and health for the community.
- Program stoplights to give pedestrians a “pedestrian lead interval”, especially on busy roads, in order to get them partly across the street before motor vehicles begin moving. Also, dedicated left-turn signals can precede (lead interval) or follow (lag interval) the pedestrian phase to further increase safety, and there are safety benefits for all (including the motorist) to use the lag (end of cycle), but it is not always possible in some settings. These two treatments are not always possible, but when it is possible, there is a safety gain to both pedestrians and motorists.