

MARCH 2021

COMMUNITY HEALTH PROFILE

SANTA FE SOUTHSIDE SECTOR GREENWAY LOOP



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01.PROJECT SUMMARY

COMMUNITY HEALTH PROFILE BRIEF

This Community Health Profile captures the need for improvements to the transportation environment and access to outdoor recreation in an area of Santa Fe that has been severely overlooked during past development and infrastructure planning. That area is referred to in this document as the Southside Sector Study Area (SSSA). The current conditions and trends for this area shows the need for enhancement to the transportation environment.



Photo of El Camino Real Trail
Photo Credit: Santa Fe County

Understanding the context and characteristics of a community is the first step towards meaningful engagement and a successful outdoor recreation and conservation opportunities. We hope that the data presented in this Community Health Profile are used to engage and enlist new partners, funding sources, and stakeholders, while proposing important improvements for the quality of life of the neighboring community members.

This document establishes the context for assessing potential impacts and for decision making in the project area. Deep analyses of both community health and the built environment reveals the opportunity for residents to benefit from equitable access to recreational spaces and modes of transportation.



Image of children playing outside
Photo Credit: Santa Fe Public Schools (SFPS)



Image of student playing in the snow
Photo Credit: Santa Fe Public Schools (SFPS)



Image of family in Santa Fe, New Mexico
Photo Credit: Elena Kayak

COMMUNITY DESCRIPTION

The area of interest the SSSA, is a 3.3 square mile area located in the southern portion of Santa Fe, New Mexico, west of and partially in Agua Fria Village (AFV). The estimated population of 13,800 represents one of the most rapidly growing areas in Santa Fe County. It contains a diverse socio-demographic population including a significant portion of low-to-moderate income residents. The diverse population can be traced to indigenous peoples and migration along the El Camino Real Trail, which was used by Spanish settlers prior to the arrival of the Mayflower in 1620.



Image of mobile home in the study area
Photo Credit: National Park Service (NPS), Rivers, Trails and Conservation Assistance program (RTCA)



Image of students and teachers at El Camino Real Academy (ECRA)
Photo Credit: SFPS

The area contains two public schools highlighted throughout this document, including El Camino Real Academy (ECRA) with current enrollments of 788 Pre-K to 8th grade students and Ramirez Thomas Elementary School (RTE) with 456 Pre-K to 5th grade students. Other community assets within the study area boundaries include Nancy Rodriguez Community Center, La Familia Medical Center which provides medical and dental services payable on a sliding-scale, and Southwestern College, (~200 students), specializing in mental health, art therapy and behavioral counseling.

CONTEXT

This primarily residential area boundary to the north and west is near the Veteran's Memorial Highway (NM 599). This multiple lane highway allows speeds of up to 55 mph, while servicing freight and through-traffic. To the south, the area boundary by Airport road allows speeds of 40 to 45 mph on four lanes augmented with right and left turn lanes. Medians and marked crossings are sparse, and streetlights can be up to 1/2 mile apart.

Few outdoor spaces for recreational opportunities exist for use by this community. These include: a segment of the Santa Fe River Trail (as yet undeveloped), El Camino Real Trail, Romero Park, and Las Acequias Park represent the most sizeable developed open spaces within the SSSA boundary.

There are no full service grocery stores within the SSSA. Food desserts pose a significant void in the population of this area having access to fresh fruits and vegetables. The proposed re-location for an asphalt plant (which is said to run 24/7) along 86 Paseo de River, right alongside NM 599, would be very close (less than 3 miles away from ECRA campus) presenting a threat to the health of the community members within the SSSA due to its proximity.

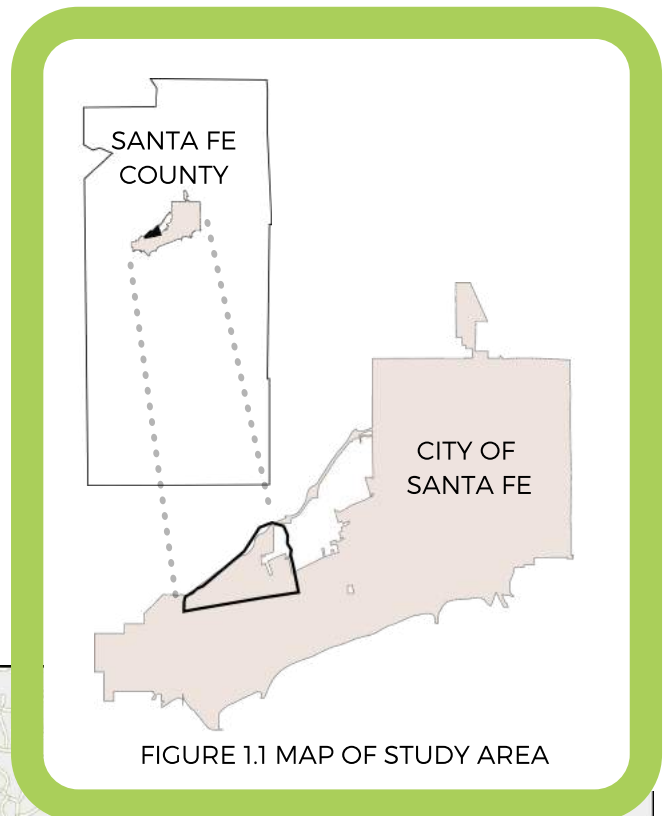


FIGURE 1.1 MAP OF STUDY AREA

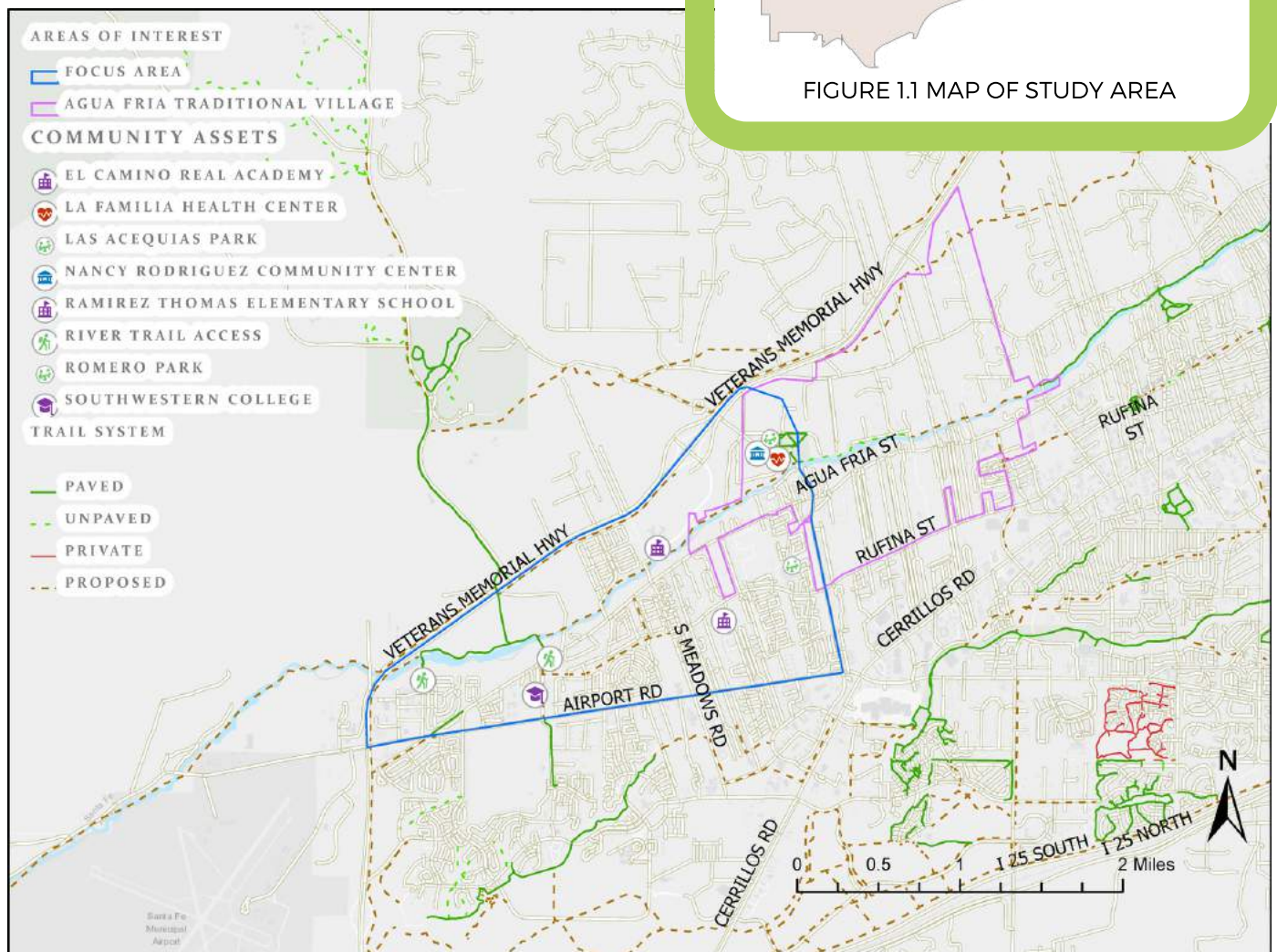


FIGURE 1.2 CONTEXT MAP

HISTORY



Historic rendering of Agua Fria in 1914
Sourced by Elena Kayak

The Santa Fe River's riparian corridor is the defining geological feature. The Tanoans and other Pueblo peoples settled along the Santa Fe River for its water and transportation. The Tewa name for the river was Ca-Tee-Ka meaning "cold water." In our high desert with little precipitation and reliance on seasonal snow melt, this river was life to the original inhabitants.

The colonial story of the AFV is similar to those of los parajes (the stops) along the El Camino Real Trail from Mexico City to Santa Fe. When the Spanish speaking colonizers traveled to the area in 1598, the river corridor was the logical thoroughfare and developed as a collection of **estancias** (residences), with the all-important access to the cold water that ran towards the Rio Grande from the Sangre de Cristo Mountains. The AFV area was the last resting place typically used by caravanning travelers heading northward to Santa Fe or south to La Cienega and Bernalillo (1).



Teacher with students at the Agua Fria School
Photo sourced by Elena Kayak



Community Members in AFV
Photo sourced from Historic Santa Fe Foundation

The area consisted of clusters of small adobe homes with subsistence gardens, or for more fortunate migrants, a yard hosting some domesticated livestock. The stops along the El Camino Real Trail were typically simple affairs, sometimes a crude adobe building with a hearth to build a fire. The El Camino Real Trail followed the river alignment as families, merchants, missionaries and other travelers used this route between Santa Fe and Mexico City.



Mandela International Magnet School students cleaned up the area near CVMHP and the Petry Bridge on December 11, 2019
Photo Credit: SFPS

The ECRA school campus opened in 2014, after the school district decided to move the growing dual language program to a new site. It was originally started at the Agua Fria School, which was constructed in 1935-36, as part of the New Deal. There are a handful of staff members who have shared almost two decades with the AFV & ECRA communities, that remember the *brinca brincas* (bounce house) of the Community Day, where families came to the campus for a day of outdoor fun.



Images of students at ECRA
Photo Credit: SFPS

02.DEMOGRAPHICS

BASIC POPULATION & DENSITY

The SSSA contains approximately 17% of the City of Santa Fe (City) population and 12% of the households. Census block groups indicate that the location of the SSSA contains some of the most densely populated areas of Santa Fe. Population data derived from the 2010 census show that block groups in this area are denser than the City average, with ~1,500 more people living in a square mile here than in many other areas of the City (2). The authors expect that population density is more likely to have increased than decreased in this area since the 2010 data was made available.

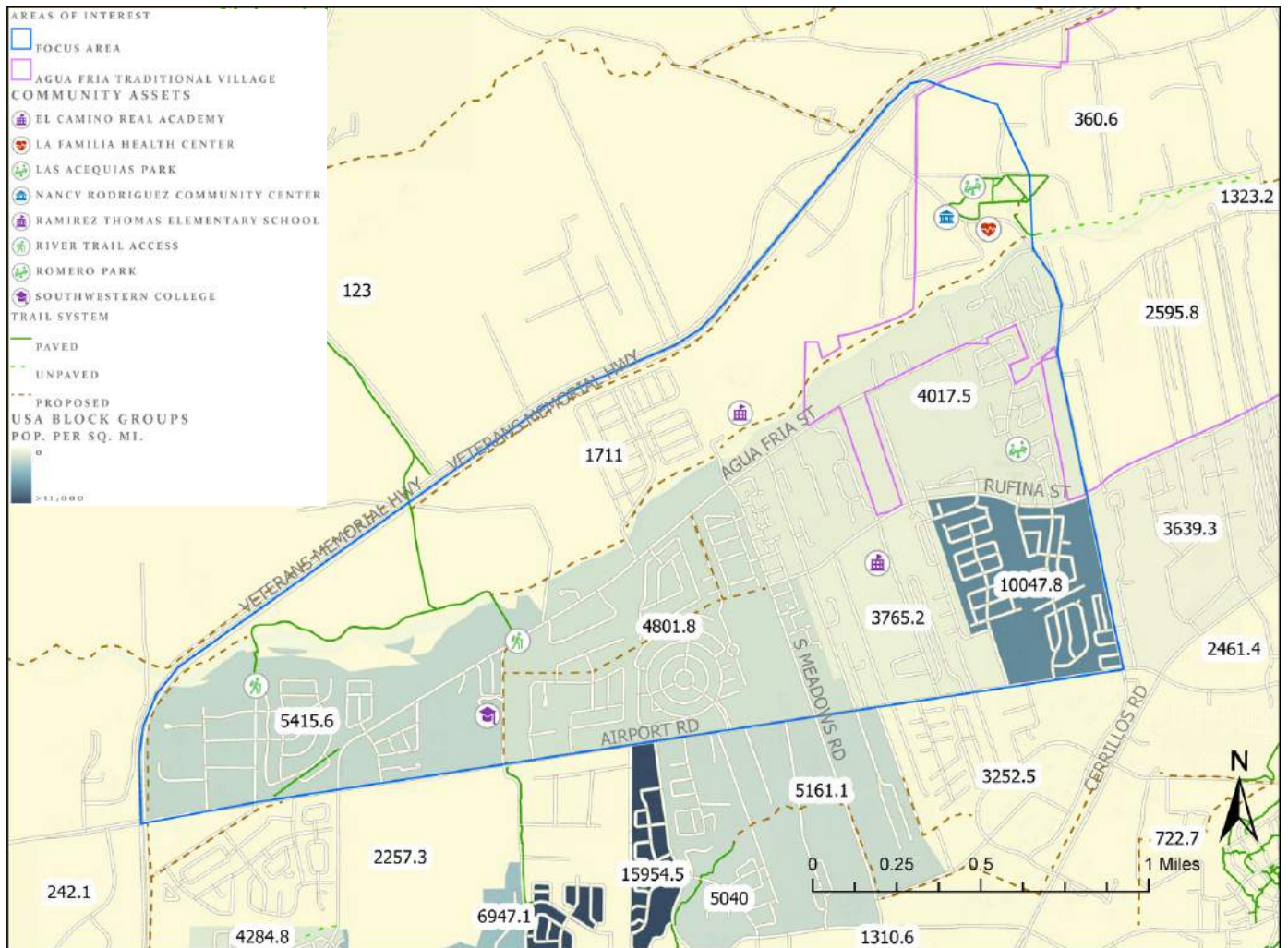
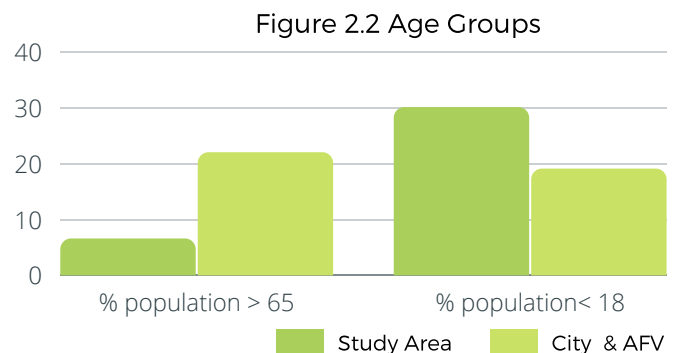


FIGURE 2.1 POPULATION DENSITY OF STUDY AREA BOCK GROUPS (3)

AGE AND GENDER DISTRIBUTION

Residents of the SSSA are younger than those in the City. Over a quarter of all Santa Fe residents younger than 18 live in the study area; 30% of the study area population is younger than 18. Conversely, the population older than 65 is much smaller in the study area than in other areas of Santa Fe (Figure 2.2). More than 50% of the residents of the SSSA are younger than age 35, compared to 40% in the City.



SOCIO-ECONOMICS

There are more impoverished youth living in the SSSA than in the surrounding City neighborhoods. In 2015-2019, 18.3% of people were living in poverty in the SSSA. An estimated 25.3% of children under 18 were below the poverty level, compared with 5.0% of people age 65 and older. An estimated 15.1% of people 18 to 64 years were below the poverty level.

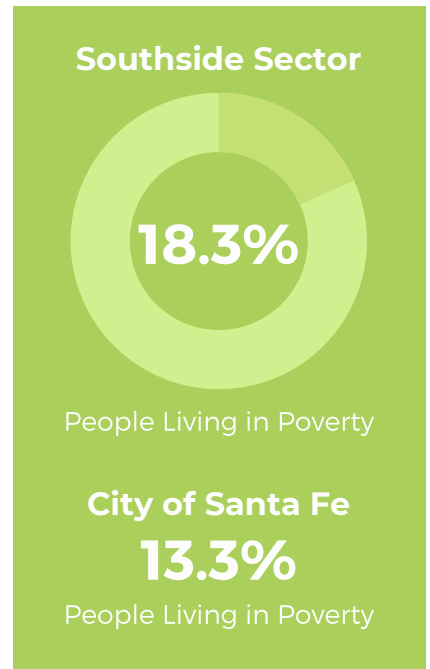
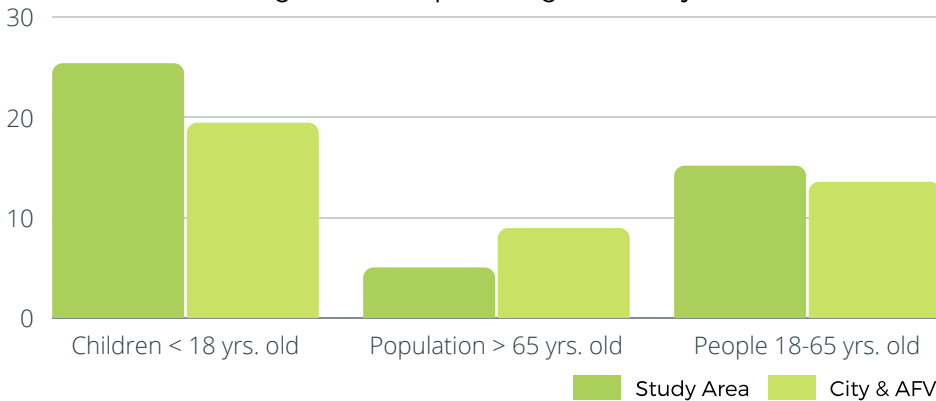
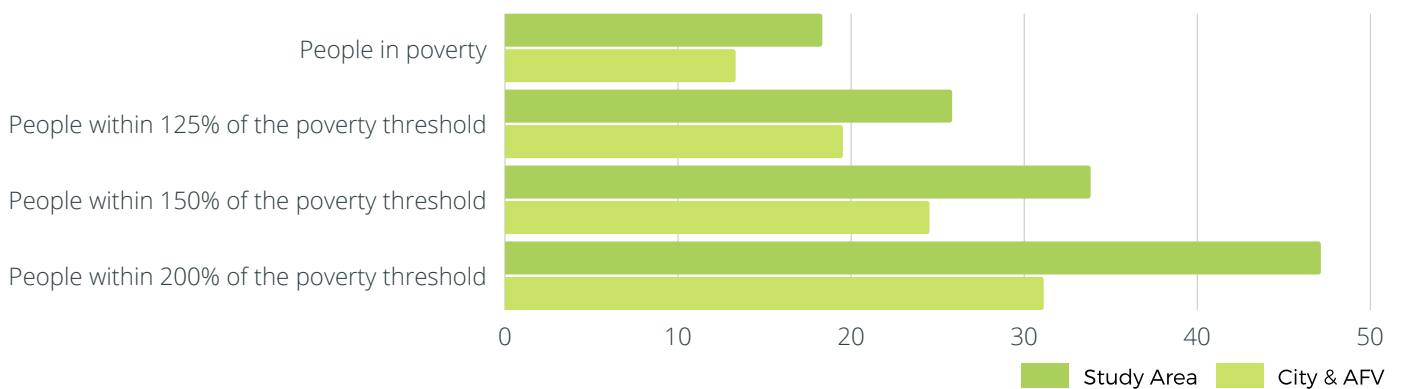


Figure 2.3 People Living in Poverty



Poverty and near poverty have a greater prevalence in this area than in the City as a whole (Figure 2.3). The Federal Poverty Line (FPL) has long been known to under-estimate actual poverty (4), therefore including up to 200% of the FPL presents a more accurate picture. Figure 2.4 shows that the disparity between the SSSA and the City as a whole increases for each category up to 200% FPL demonstrating that the City overall is much wealthier than the study area.

Figure 2.4 Percent Poverty Thresholds



The number of jobs in the area is significantly less than the number of residents with jobs, meaning most people have to leave their neighborhood to access employment. A larger percentage of SSSA residents are essential workers than overall the City, however, the jobs available in their region are not more likely to be essential jobs. Employment of those 16 and older is greater in this area compared to the City (Figure 2.6).

The distribution of jobs away from housing contributes to residents in this area being more likely to drive to work and have multiple cars, and less likely to use another mode than compared to the City residents overall (see transportation section).

In Santa Fe, residents pay approximately 50% of their household income to cover the cost of their housing and transportation. Spending 45% or less of household income on housing and transportation is considered affordable by the Center for Neighborhood Technology (CNT). Not surprisingly, with a large percentage of car commuters and low-income residents, housing and transportation is a financial burden for many within the study area (5).

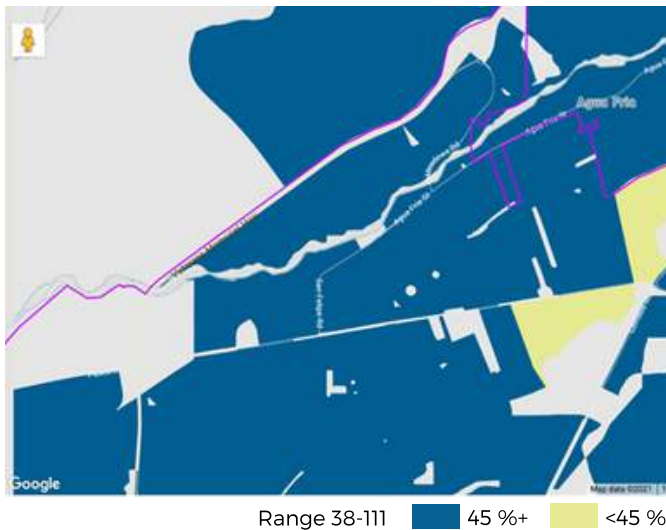


FIGURE 2.5 AVERAGE HOUSING AND TRANSPORTATION COSTS AS A PERCENTAGE OF THE REGIONAL MODERATE INCOME IN THE STUDY AREA. AREAS SHADED IN BLUE INDICATE THAT RESIDENTS THERE SPEND >45% OF THEIR INCOME ON TRANSPORTATION RELATED EXPENDITURES.

EMPLOYMENT AND INCOME LEVELS

In 2019 the SSSA reported 48.6% of the population 16 and over employed full-time and 31.5% were not currently in the labor force.

An estimated 76.9% of the people employed were private wage and salary workers; 11.9% were federal, state, or local government workers; and 11.1% were self-employed (not incorporated) business.

Approximately 66.6% of employed SSSA residents are considered essential workers compared to 59.1% regionally.

Figure 2.6 Percent Employment and Income Levels

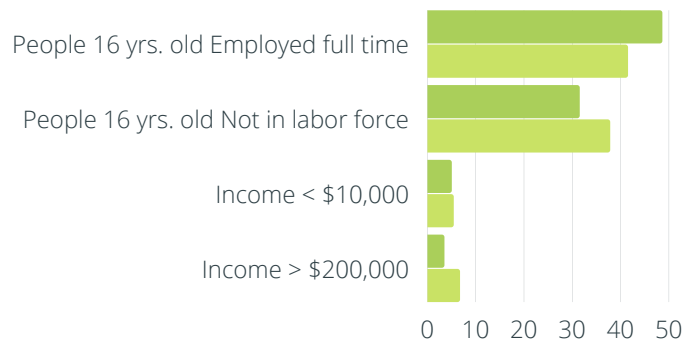
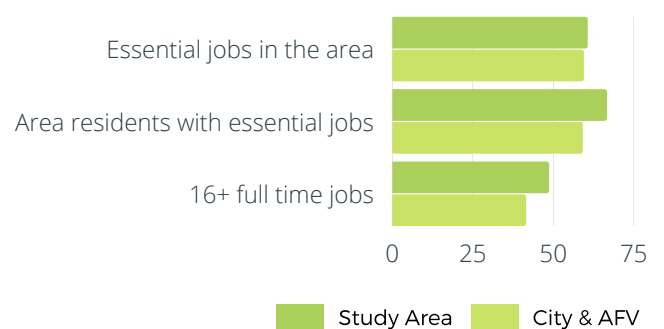


Figure 2.7 Percent Essential Jobs



The median income within our focus area was \$49,442 while in the City it is \$57,972. An estimated 5.0% of households had income below \$10,000 compared to 5.4% in the City and AFV. People with an income over \$200,000 or more is higher in the City and AFV with 6.7% compared to the focus area which is 3.5%.



48.6%

People 16+ full-time employed compared to the City average of **41.5%**



31.5%

People +16 not in labor force compared to the City average of **37.8%**



\$49,442

Median Income compared to the City is **\$57,972**

TRANSPORTATION

An estimated 84.1% of workers in the focus area drove to work alone in 2015-2019, and 12.3% carpooled, compared to 79.0% and 9.3% in the City and AFV. Among those who commuted to work in SSSA, it took them on average 15.5 minutes to get to work.

Area residents are more likely to have a longer commute, 30-60 minutes, than other areas within the City (Figure 2.8). Longer commute times have been associated with obesity and stress.



FIGURE 2.8 PERCENT OF WORKERS WITH 30-60 MINUTES TRAVEL TIME TO WORK; STUDY AREA IN THE RED BOUNDARY. (6)

The northern terminus of the New Mexico Rail Runner Express is located in downtown Santa Fe. Mass transit is important to residents in the study area. One of the goals of the Santa Fe Safe Routes to School Program, initiated in 2021, is to introduce students to safely walking and cycling to school more often, and also to the modes of local and inter-city mass transit.

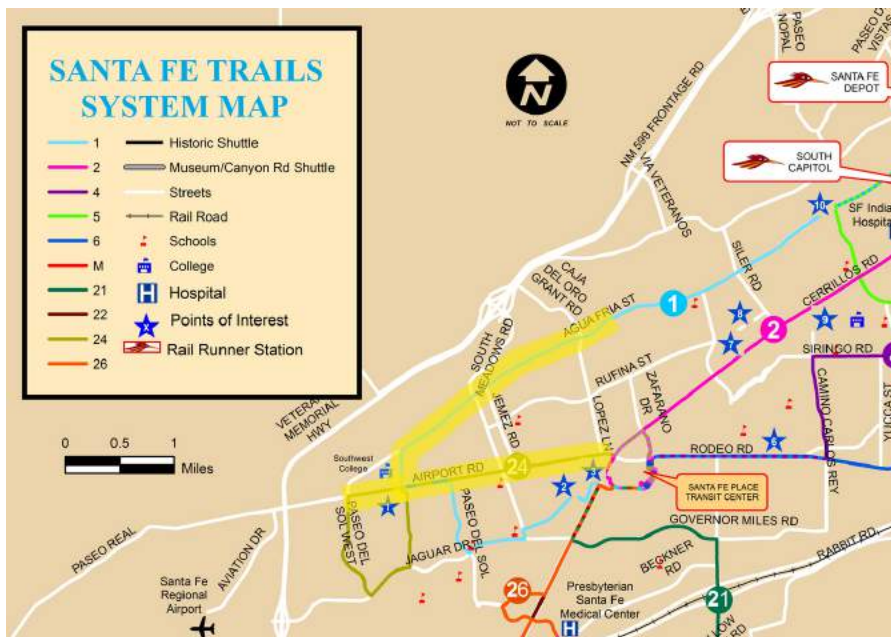


FIGURE 2.9 THE SANTA FE TRAILS BUS ROUTE MAP SHOWS EACH NUMBERED ROUTE AS NUMBERED. THE TWO ROUTES ARE HIGHLIGHTED WHERE THEY CROSS INTO THE SSSA.

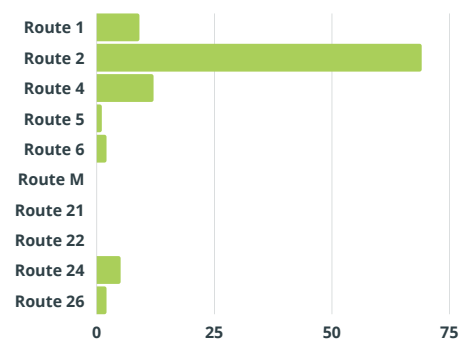


FIGURE 2.10 2019 SANTA FE TRAILS BUS ROUTE RIDERSHIP

The Santa Fe Trails City bus served over 750,000 rides in 2019. It accesses the SSSSA via two numbered routes: #1 and #24 (Figure 2.9). Of these, the #1 is the third most popular route citywide, and runs from the south side to the north side of Santa Fe.

In December of 2019, 9% of all Santa Fe Trails' rides were served by route #1. The route #24 services only a small area near the study area, but still represented the fourth most used route in the system, serving 5% of the rides. The most popular route in Santa Fe is the #2 which also runs from the south to the north side of Santa Fe. It services 69% of Santa Fe Trails rides and has stops near, but outside of the SSSA.

EDUCATION LEVELS

In the SSSA, 67.1% of people 25 years and over graduated from high school and 14.1% had a bachelor's degree or higher. An estimated 32.9% did not complete high school by age 25 compared to 11.9% city-wide (Figure 2.11).

The K-12 school enrollment in the SSSA was approximately 2,800 in 2019. Preschool enrollment was 298 and college enrollment was 621. Of the SSSA 3 and 4-year-olds, 54.9% were in preschool compared to 51.2% in the City and AFV. Given the demographics, it is important to highlight that ECRA is the only fully dual language public school in the City.

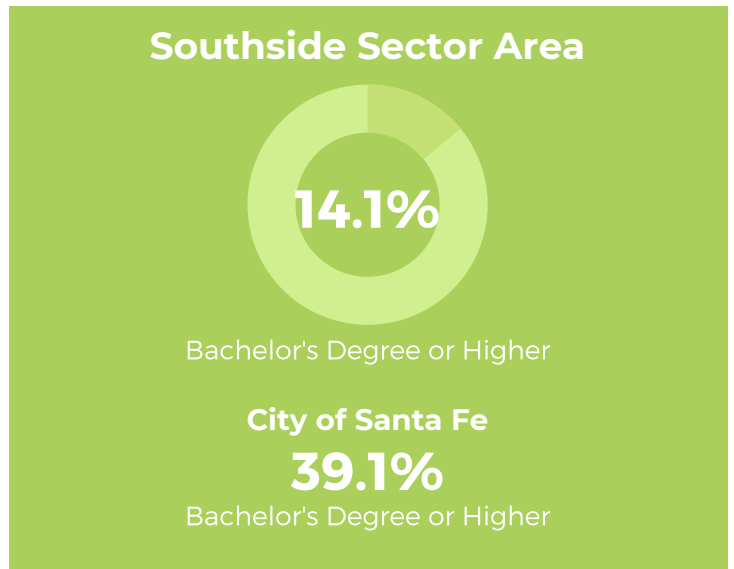
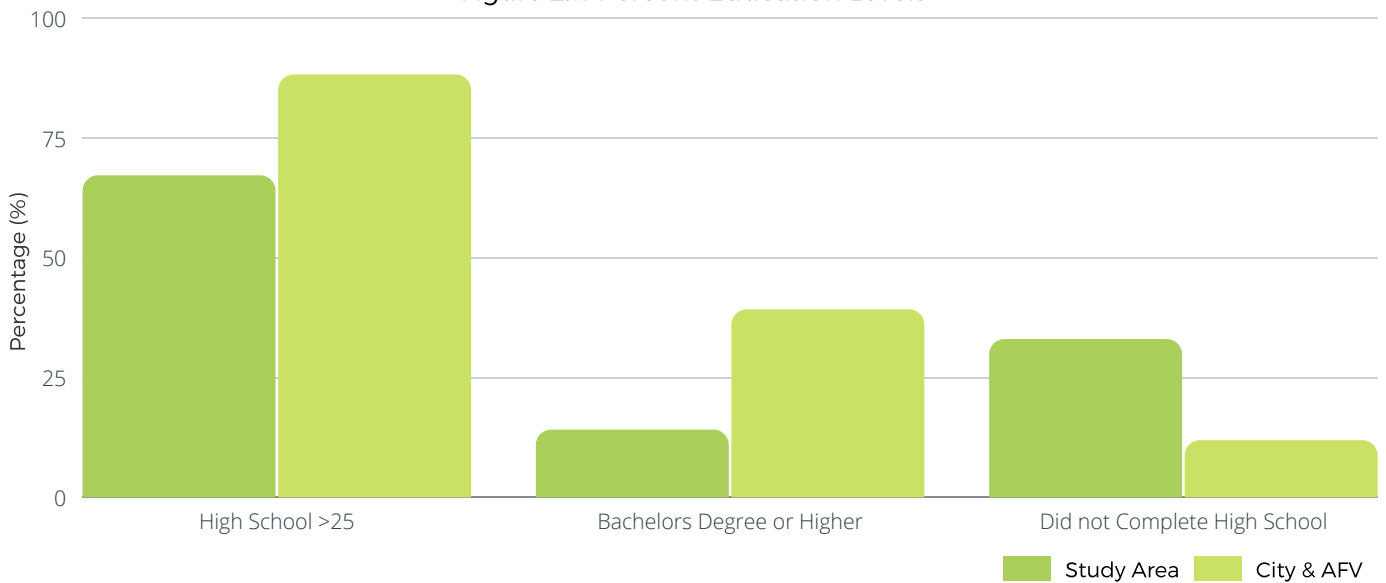


Figure 2.11 Percent Education Levels



Over one third of the total enrollment at ECRA are students who live in the Cottonwood Village Mobile Home Park (CVMHP) southwest of the campus. Both ECRA and RTE are designated Title I schools. The basic principle of Title I is schools with large concentrations of low-income students who receive supplemental funds to assist in meeting student's educational goals. Many students who have been identified as "at-risk" can benefit from being supported in a Title I school. The amount of school funding usually depends on how many students qualify for a free or reduced lunch program.

At least 40% of the students must qualify for a free or reduced lunch for a school to receive funding. The general guideline of a Title I school is to ensure that it addresses social equity for students and students can thrive despite their socioeconomic status.

RACE AND ETHNICITY STATISTICS

The population in the SSSA is primarily Hispanic, with 88.4% claiming a Hispanic or LatinX origin. The remaining residents are mostly white (10.1%), another race (8.6%), multi-racial (2.2%), or Native American (1.1%). By contrast, within the City and AFV, 56.5% claim Hispanic or LatinX origin, with 38.7% of the residents identifying as white and non-Hispanic. Other ethnicities don't exceed 2% of the population of the City; 1.8% of the population is Native American.

In addition, nearly one third (29.5%) of SSSA residents speak English "less than very well" compared to 11.8% in the City. Spanish is the predominant language spoken at home (70.7%) in this area (Figure 2.12).

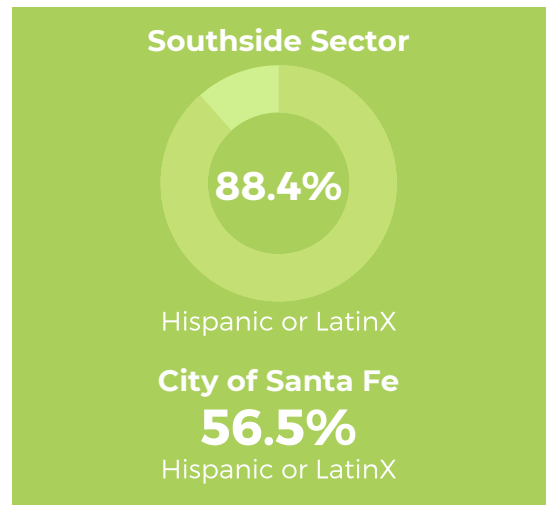
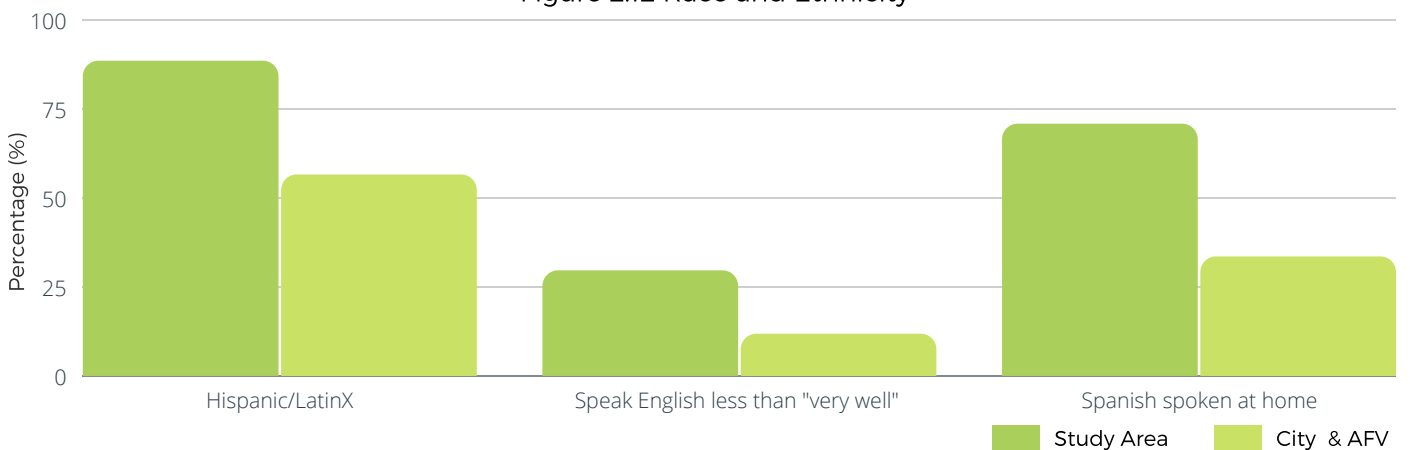


Figure 2.12 Race and Ethnicity



LIVING SITUATION

The households within the SSSA are on average larger than households in the City. The majority of households within the SSSA are greater than two people (54.4%), while in the City and AFV, most households are not more than two people (72.3%). Nearly 20 percent of all households in the SSSA have five or more people compared to 7 percent in the City and AFV. Twenty-nine percent of family households are female with no spouse, which is slightly higher than found in the City and AFV (25.9%).

The most common housing type within the SSSA is mobile homes (45.8%), followed by single family homes (38.7%), and multi-family homes (15.4%). Within the City and AFV single family and multi-family homes are much more common, making up 65.9% and 24.8% of all homes. Mobile homes make up 9.3% of all homes within the City and AFV.



QUALITY OF LIFE

Research has indicated that emotional well-being increases with income up to a threshold of \$75,000 in 2009 dollars, or the regional equivalent (7). Figure 2.13 Percentage of Households Below the Quality of Life Threshold Income uses a regionally adjusted quality of life threshold income to show the percentage of the City residents meeting this threshold. The study area is shown in red and demonstrates large percentages of these residents are below this threshold.

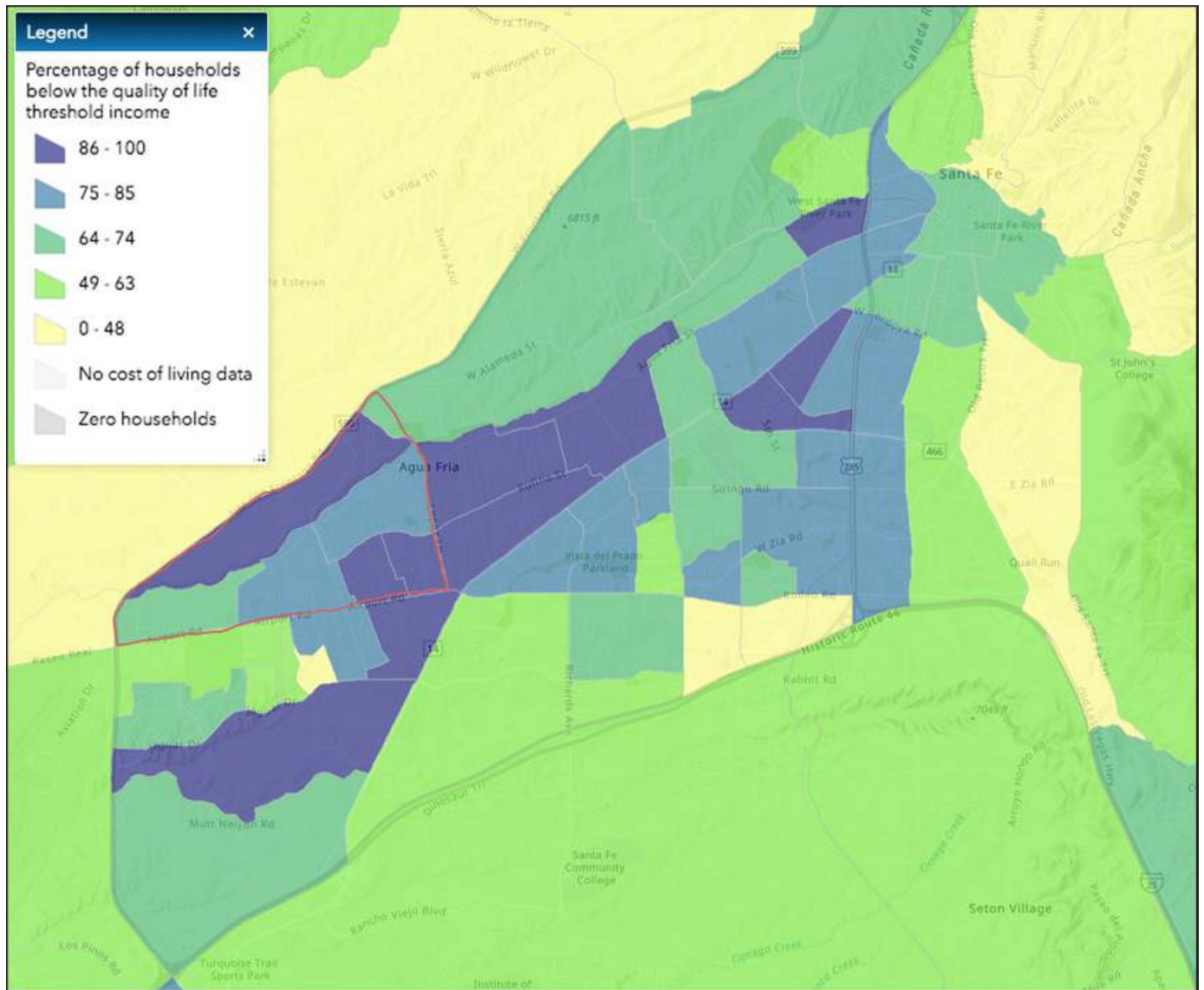


FIGURE 2.13 PERCENTAGE OF HOUSEHOLDS BELOW THE QUALITY OF LIFE THRESHOLD INCOME (6)

03.DISEASE PREVALENCE AND RISK FACTORS

SANTA FE COUNTY DATA

ASTHMA

11.7%

Compared to **14.4%** in the State of New Mexico (2013-2017)

The 2017 results from the YRRS NM-IBIS reported, 11% has Asthma among the students surveyed from 9-12th grade.

CARDIOVASCULAR DISEASE

27.8%

Adults diagnosed with High Blood Pressure

48.1% of those diagnosed are over the age of 65. Of the people diagnosed in the County 28.5% identify as White and 25.8% identify as Hispanic/LatinX.

DIABETES

9.7%

Compared to **12.5%** in the State of New Mexico (2013-2017)

A majority of those diagnosed are over the age of 65 (13.2%). Most of those diagnosed identify as Hispanic/LatinX (12%) and Native American (8.5%).

ALCOHOL RELATED DEATHS

56.4%

Compared to **62.2%** in the State of New Mexico (2013-2017)

The 2017 results from the YRRS NM-IBIS reported **28.4%** drinking alcohol among the students surveyed from 9-12th grade.

SMOKING RATES

14.3%

Compared to **17.2%** in the State of New Mexico (2013-2017)

The 2017 results from the YRRS NM-IBIS reported **2.2%** frequent cigarette smoker among the students surveyed from 9-12th grade.

PRESCRIPTION & ILLICIT DRUGS

32.5

Deaths per 100,000 population compared to 24.6 in the State of New Mexico. (2013-2017)

The 2017 results from the YRRS NM-IBIS reported 33.9% of students surveyed from 9-12th grade, used Marijuana (8).

*Youth Risk and Resiliency Survey - YRRS

Community health data suggests County residents may suffer from various ailments at a higher rate than in the study area. Perhaps this is because the population is younger than surrounding areas, or that preventative measures are more in the area.

While deaths due to illicit drugs have remained steady during the past decade, deaths due to prescription drugs (particularly opioid pain relievers) have increased dramatically. In addition to the high death rates, drug abuse is one of the most costly health problems in the U. S.

COVID-19

This area has been hit especially hard by the COVID-19 pandemic. As of February 12, 2021, nearly one third of all cases in the City and AFV were in this neighborhood, despite having only 17 percent of the population. The odds of testing positive for COVID-19 were nearly twice as high in this neighborhood than in the City (9).

EL CAMINO REAL ACADEMY AND RAMIREZ THOMAS ELEMENTARY HEALTH CASES

The health data provided by the SFPS Student Wellness Department demonstrates that the top three health factors affecting students at ECRA and RTE are asthma, severe allergies, and ADHD. From the data analysis, RTE has a higher percentage of students with these three health related problems than ECRA (Figure 3.1).

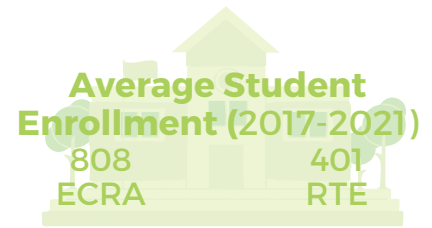
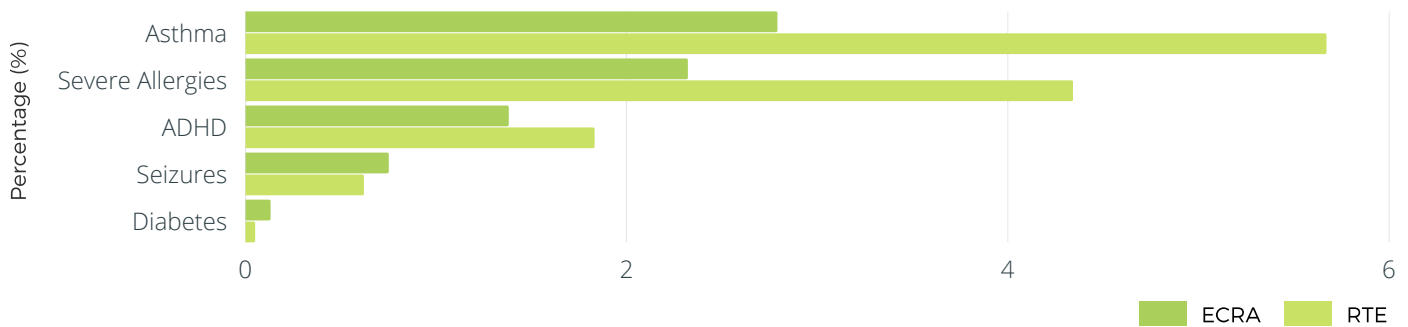


FIGURE 3.1 AVERAGE HEALTH CASES REPORTED FROM 2017-2021



OBESITY RATES

Nearly a quarter (24.6%) of the adults living in Santa Fe County were considered obese from 2017-2019 (10). In the State of New Mexico, 32.3% of adults were considered obese. In Santa Fe, the age group with the largest percentage of obesity was adults ages 18-34 with 30.2% of that age group considered obese. A greater percentage Hispanic/LatinX were considered obese in Santa Fe County than White, non-Hispanic (31.6% versus 17.8%).

PHYSICAL INACTIVITY RATES

Santa Fe County

12%

Reported NO leisure time physical activity

While Santa Fe County adults report less physical inactivity than the state overall (19.7% versus 23.9%), Santa Fe County youth are more inactive than the state overall (16.6% versus 14.2%). The CDC recommends 60 minutes of daily physical activity for all ages.

76.3%

Access to exercise opportunities (2018)

2018 County Health Rankings

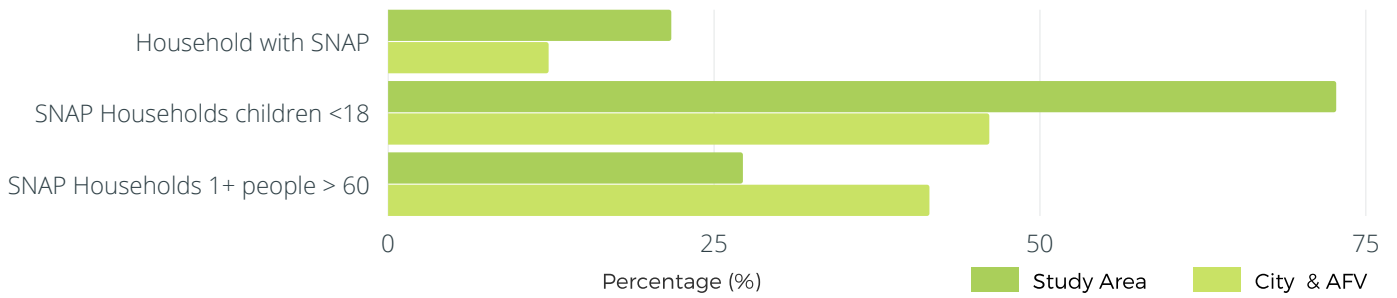
AVAILABILITY OF HEALTHY FOODS OR FOOD DESERTS

According to the Food Access Research Atlas map released by the USDA (based data from 2015), tracts representing 90% of the residents within the SSSA are identified as having a significant number of low income households who are located more than a mile from the nearest grocery store.

In 2015-2019, 21.7% of households in the SSSA received SNAP (the Supplemental Nutrition Assistance Program) compared to 12.3% in the City and AFV. An estimated 72.7% of households that received SNAP had children under 18, and 27.2% of households that received SNAP had one or more people 60 years and over.

ECRA and RTE provides free and reduced meals to its students including breakfast and lunch for all of its enrolled students.

FIGURE 3.2 SNAP STATISTICS



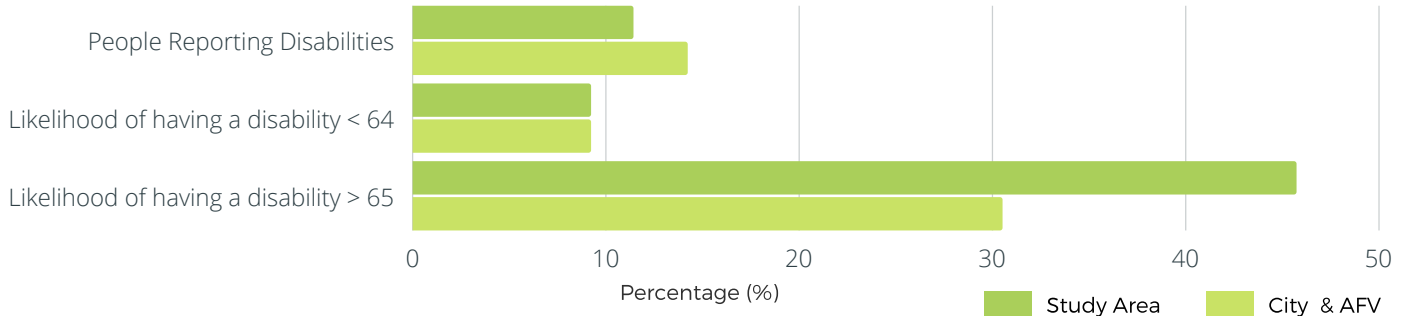
LIFE EXPECTANCY AT BIRTH

Life expectancy in the SSSA is approximately 78 years. This is lower than the City which is 85 years (17).

INDIVIDUALS LIVING WITH A DISABILITY

In the focus area, among the civilian non-institutionalized population in 2015-2019, 11.4% reported a disability. This is slightly less than the City and AFV overall, which has 14.2% of the population with a disability. The likelihood of having a disability is roughly the same between the SSSA and the City/AFV for those under 65, however, adults over 65 were more likely to have a disability in the SSSA than in the City/AFV.

FIGURE 3.3 DISABILITY PREVALENCE



MENTAL HEALTH

In 2019, 19.4% of the surveyed people in Santa Fe County reported doctor-diagnosed depression. In 2013-2017 Santa Fe County reported 23.7 age-adjusted-deaths per 100,000 people. This is higher than the State of New Mexico which was 21.9% and 13.5% in the United States. In 2017, suicide was the ninth leading cause of death in New Mexico, the second leading cause of death by age group for persons 5-34 years old and the fourth leading cause of death by age group 35-44 years old. Approximately 23% of suicide deaths are directly attributable to alcohol consumption. According to the Youth Risk and Resiliency Survey NM-IBIS, in 2017, 39.8% of 9-12th grade students surveyed in Santa Fe County reported feeling prolonged sadness or hopelessness in the past year, compared to 36.6% statewide (10).

The rate of suicide in AFV is 29 age-adjusted deaths per 100,000 residents. This is lower than the City which is estimated as 17 age-adjusted deaths per 100,000 residents (17).

COMMUNITY SAFETY/INJURY

Crashes within the focus group

Between Jan. 1, 2010 and Dec. 31, 2019, there have been 8 fatal crashes within the SSSA. A quarter of those involved pedestrians. Meanwhile, 725 injury crashes (73 per year on average) and 1,365 property-only crashes (137 per year on average) occurred during this time span. Figure 3.4 shows where crashes are concentrated, with the severity of each crash indicated by the icons. This demonstrates that crashes are concentrated on arterials like Airport Road to the south, however, a pedestrian was killed at the intersection of Agua Fria Road and South Meadows Road, within 1,000 ft of the ECRA entrance.

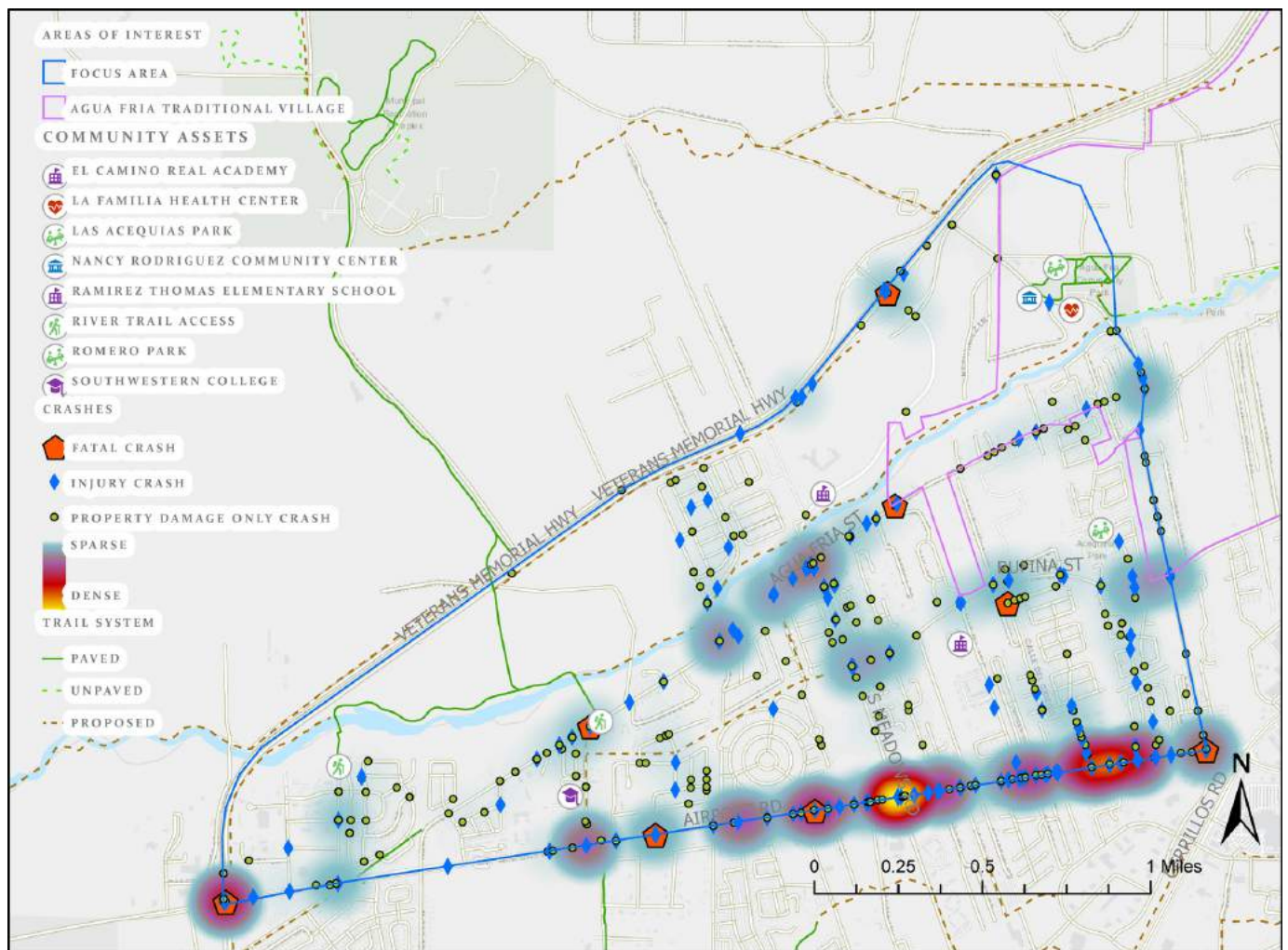


FIGURE 3.4 CRASHES IN THE STUDY AREA BY SEVERITY

Pedestrian/Cyclist Collisions

New Mexico has been the state with the highest rate of pedestrian deaths from 2017 through 2019 according to preliminary statistics gathered for the Governors Highway Safety Association. This rate is measured as the number of fatalities per 100,000 people. Within the SSSA, there have been 44 pedestrians or bicycle involved crashes, with 82% of these resulting in injury. These collisions are most common between 7 and 8 AM, and after 3 PM, during the periods when many students will be commuting to and from school. In Santa Fe, pedestrian and bicyclist incidents are spread more or less equally throughout the seasons. There was an average of 15 incidents per month annually spread over a 10 year time period.

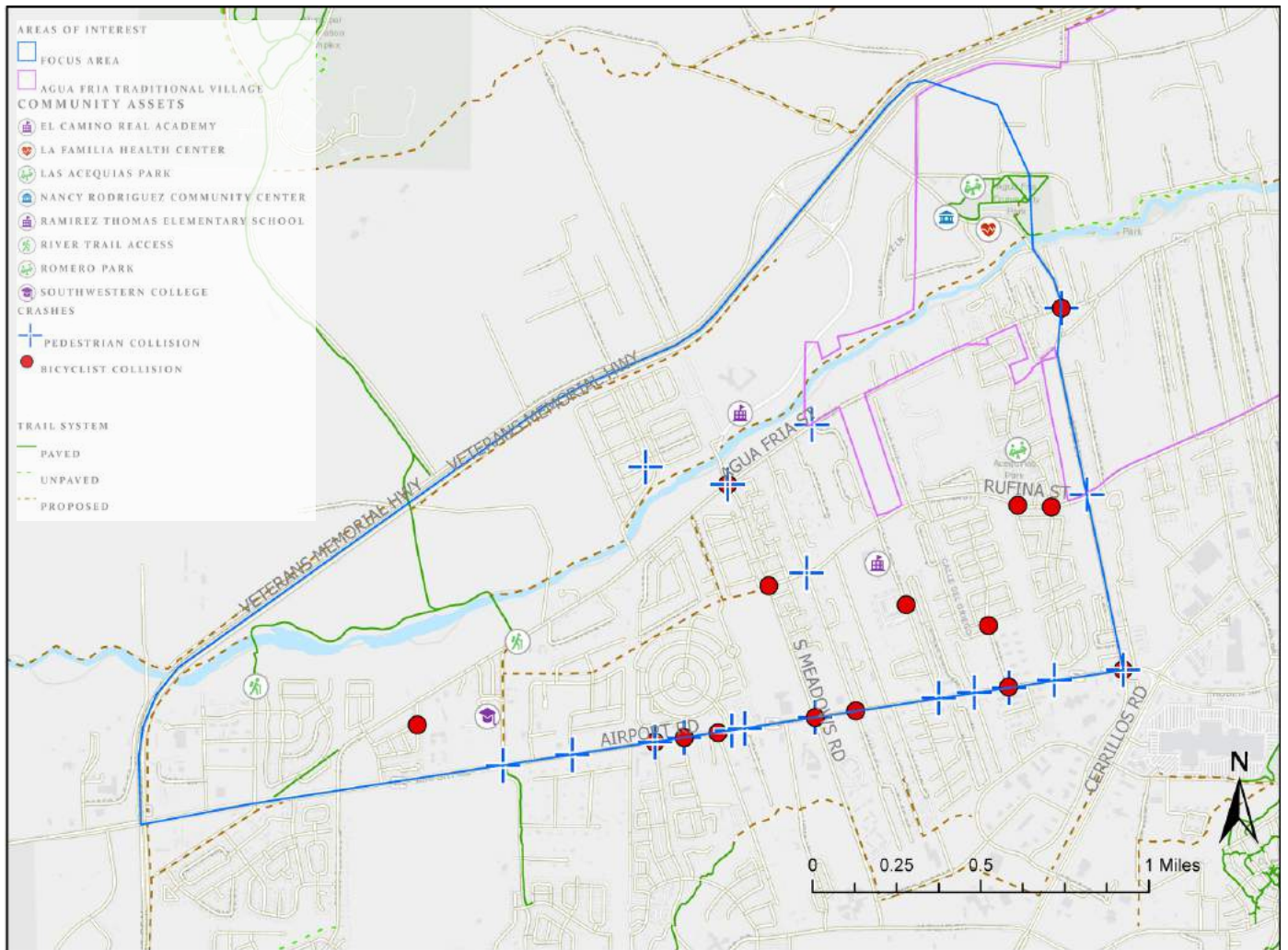


FIGURE 3.5 PEDESTRIAN AND BICYCLE CRASHES IN THE STUDY AREA

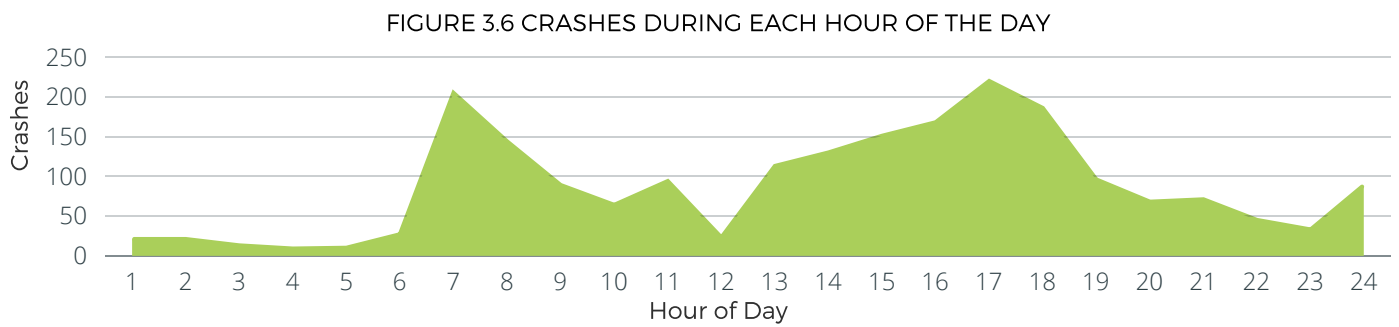


FIGURE 3.6 CRASHES DURING EACH HOUR OF THE DAY

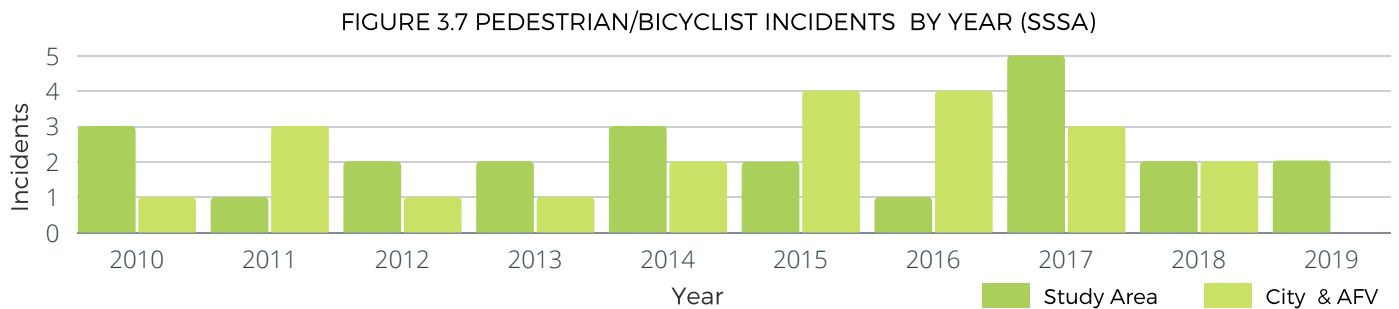


FIGURE 3.7 PEDESTRIAN/BICYCLIST INCIDENTS BY YEAR (SSSA)

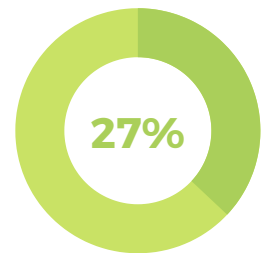
ACCESS TO PARKS AND TRAILS

Proximity to parks and trails is important within a community. Being within safe walking distance to a park or trail allows youth and non-driving adults to access important community asset. Parks provide opportunities for physical activity, recreation, play, stress reduction, and community cohesion (11). The SSSA contains two parks, Romero Park and Las Acequias Park, and two trailheads for the River Trail. Approximately 27% of the households in this study area are within half a mile along the street network of a park entrance or trailhead. Only 16% of households are within half a mile along the street network of a park entrance.

In Santa Fe County, 58% of residents live within half a mile as the crow flies of a park (12). Though park access calculated along a street network compared to as the crow flies is usually lower, the disparity between the County overall and this region is still clear.

Additionally, this study area has a high density of youth. Park access for youth is especially important for kids to meet Center for Disease Control (CDC) physical activity guidelines of 60 minutes per day (13).

Southside Sector



1/2 mile along the network of a park entrance or trailhead

Santa Fe County

58%

RIVER TRAIL WEST USE

While there aren't pedestrian or bicycle counts in the SSSA, the southern-most pedestrian and bicycle count location along the River Trail is located ~3.3 miles from the easternmost study area boundary, and is planned in the 2018 SFMPO Bicycle Master Plan to eventually connect to the El Camino Real Trail within the study area boundaries. This trail is popular, with an annual average of 450 counts per day in 2019. This trail has been an essential asset for the City during the COVID-19 global pandemic.

Between March, 1 2019 and August, 1 2019, this location had **520 daily users** in 2019. After the City closed, **daily users numbers jumped to 860 during these months in 2020**. Prior to the COVID-19 pandemic, trips made on the River Trail east of the SSSA were more frequent on the weekend, but trail use during the week was also significant, suggesting that the trail serves a variety of people's needs. On a daily basis, the heaviest use of the trail is near the beginning of the school day, and when school gets out through the rush hour. This suggests that some people are using the trail to commute, with school being a likely destination. This benefit provided by the trail should be available to all Santa Fe residents, or at least, be accessible to more of the population (14).

FIGURE 3.8 DAILY TRAIL USE
SANTA FE, NM 2019

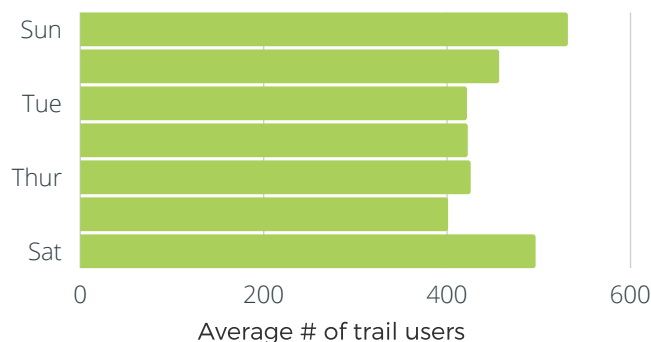
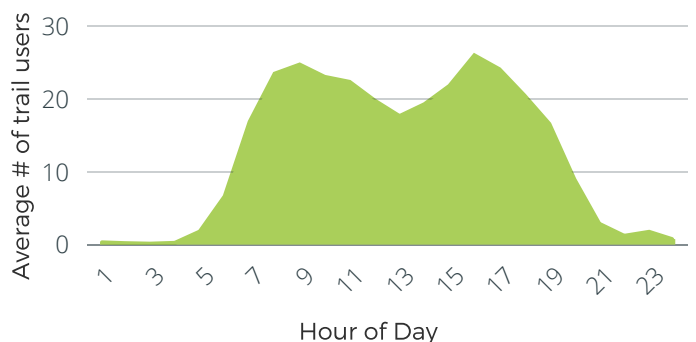


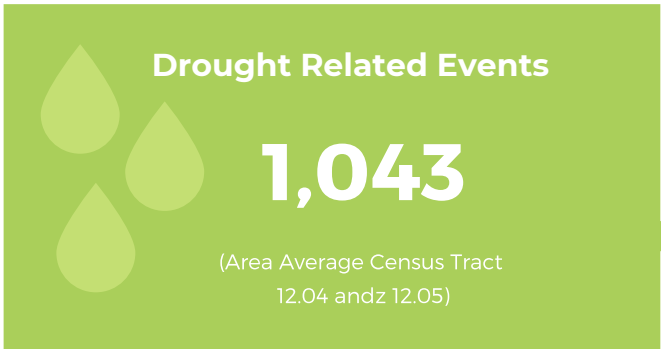
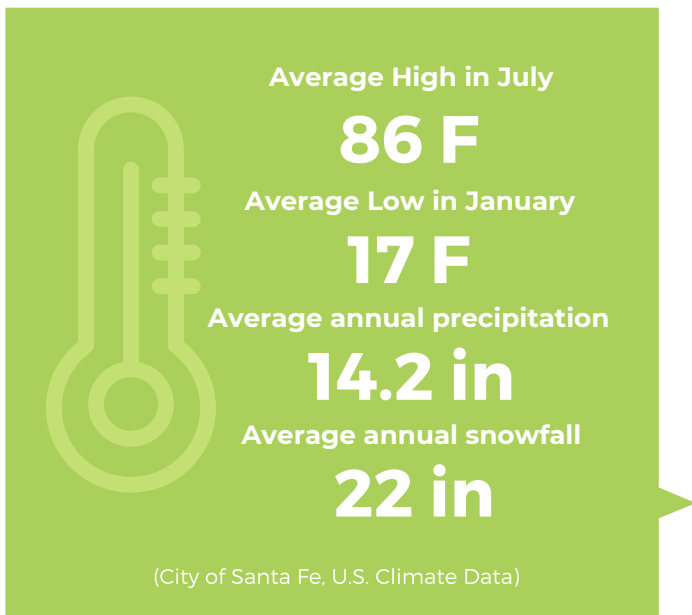
FIGURE 3.9 HOURLY TRAIL USE



CLIMATE

Understanding the climate of a place is important for future design strategies and to build climate resiliency within communities. The City is categorized as Climate Zone 5B which is considered as dry climate (15). June, July, and August are the hottest months with average highs in the 80s. December and January are the coldest with average lows in the teens.

The City does not receive very much rain or snow; the average annual precipitation is 14.2 inches with the highest amount of rainfall usually in July. The average annual snowfall is 22 inches and the most snow falls in December (16).



Due to climatic conditions, the Santa Fe County is vulnerable to droughts, especially during winter season when precipitation is low. Levels of drought according to the U.S. Drought Monitor reached up to D-4 Exceptional Drought in January 2021. The classification measures temperature and precipitation. A D-4 classification can have severe impacts on widespread crop/pasture losses, shortages of water in reservoirs, streams, and wells creating water emergencies.

According to the National Risk Index from FEMA, 1,043 total drought related events were recorded within census tracts 12.04 and 12.05, which contain most of the SSSA. Other significant reported weather cases in the area are Riverine Flooding (55), Lightning (830), and Hail (226). Sustainable design strategies and planning can be incorporated to mitigate the effects of climate impacts and provide resiliency for the safety and welfare of the community in the area.

04.SUMMARY OF FINDINGS

The authors of this report have found that the population of the Southside Sector Study Area (SSSA) are more likely to be young, impoverished, and Hispanic than is typical for the City residents. They have a higher morbidity rate at a younger age than the City average age of death. In addition, nearly 40% of the residents have not attained a high school degree. Many of the risk factors for chronic disease, poor mental health, and substance abuse are prevalent in this community. Additionally, community assets that enable healthy lifestyles, such as grocery stores, farmer's markets, and opportunities for safe outdoor physical activity, are missing.

This report was written during the 2020-2021 winter, when most businesses, schools, and social gatherings are seeing highly altered daily operations due to the global COVID-19 pandemic. Meanwhile national social inequities continue to be underlined by the disproportionate negative effect of COVID-19 on communities of color. Similarly, as shown by this report, the SSSA has been disproportionately affected by this virus.

During the development of this report the authors were introduced to Earth Care, an organization with 20 years committed to youth and family leadership development for transformational change. For the last ten, much of the work has been focused in the communities north and south of Airport Road. We see this profile as a means to support and further leverage the efforts of Earth Care moving forward. Please see full description of Earth Care in appendix.



Image of SF MPO staff biking in the area
Photo Credit: NPS RTCA Program

The opportunity to provide a much needed resource to this community exists in the form of two major multi-use trails planned by the City of Santa Fe: the Acequia Trail from South Meadows to San Felipe, and the River Trail from Romero Park to the completed River Trail at Agua Fria and San Felipe. When finished, these trails will provide the opportunity for SSSA residents to travel off-street across Santa Fe's major corridors by foot or bicycle.

Additionally, these trails will provide key connections within the community as well as essential neighborhood recreational spaces which are currently lacking. The River Trail expansion will connect El Camino Real Academy to the densely populated Cottonwood Village Mobile Home Park, allowing students to safely walk or bike to school and therefore reducing the number of school buses needed to serve this area.



Image of the SSSA
Photo Credit: SF MPO

In addition, these trails will link the Southside population with economic centers of the plaza and midtown areas located to the north and east of the study area. Traveling west, these trails will connect more SSSA residents with the El Camino Real Trail that leads to the Santa Fe Municipal Recreational Complex and extensive recreational areas north of the Veterans Memorial Highway (NM 599).

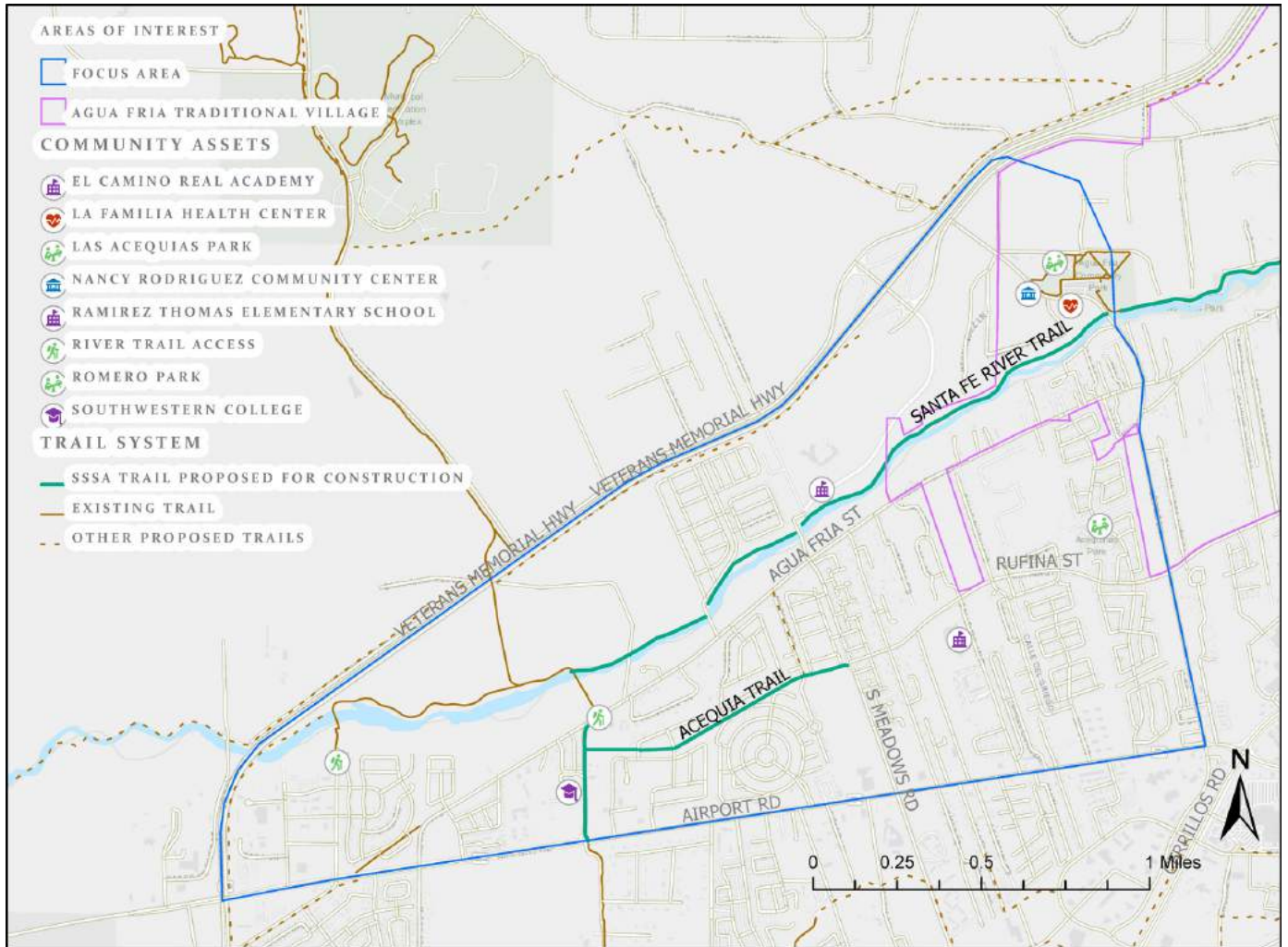
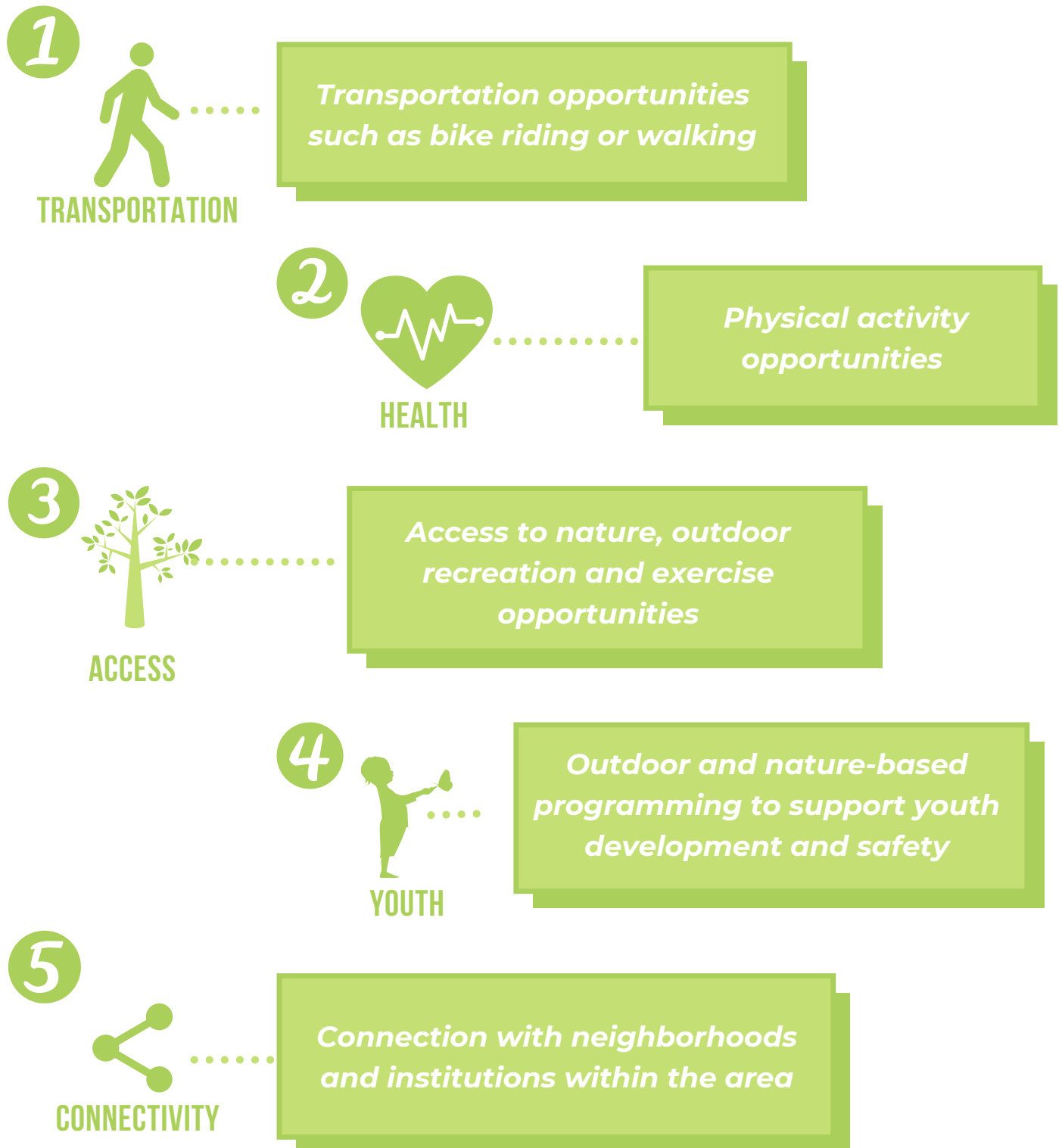


FIGURE 4.1 SOUTHSIDE GREENWAY PORPOSED TRAILS MAP

Nearby pedestrian and bicycle counters on the multi-use trails in other parts of the City have seen large increases of users during the pandemic, illustrating their utility during this slow-moving emergency as people look for safe ways to exercise outside, and new means of transportation as bus ridership plummets. Because Santa Fe is also located in the state with the highest rate of pedestrian death, these trails are essential components of a larger park system and transportation network. Unfortunately, these trails remain incomplete in the Southside Sector Study Area to the detriment of Santa Fe residents and children.

05.GOALS

The Southside Sector is a vibrant and diverse community in Santa Fe, New Mexico. Despite facing a number of socioeconomic and health disparities, community residents and partners are taking action to ensure quality of life is accessible to all. Here are five ways in which the Southside Sector can support community well-being in the Study Area:



06.ACKNOWLEDGEMENTS

The Santa Fe Southside Sector Greenway Community Health Profile was created through a collaborative effort among the following organizations:

THE NATIONAL PARK SERVICE RIVERS, TRAILS AND CONSERVATION ASSISTANCE PROGRAM (RTCA):

The National Park Service (RTCA) program partners with community groups, nonprofits, tribes, and state and local governments to design trails and parks, conserve and improve access to rivers, protect special spaces, and create recreation opportunities (www.nps.gov/rtca).

Marcy DeMillion

Community Planner, NM

Maria F. Trevino

Community Planning Fellow, NM

Sydney Garcia

Community Planning Fellow, TX

SANTA FE METROPOLITAN PLANNING ORGANIZATION (SF MPO)

The Santa Fe MPO provides a forum for transportation decision making in the metropolitan planning area, which encompasses approximately 25% of Santa Fe County's land area and includes 80% of its population. The MPO promotes a multimodal transportation system that serves the mobility needs of all citizens. (<https://santafempo.org/>)

Erick J. Aune

Santa Fe MPO Officer

Leah Yngve

Transportation Planner

Hannah A. Burnham

Transportation Planner

SANTA FE PUBLIC SCHOOLS (SFPS)

Santa Fe Public Schools is an independent school district servicing about 12,000 students in 28 schools.

Elena Kayak

SFPS Sustainability Program Specialist

SPECIAL ACKNOWLEDGEMENTS

Special recognition to Lead Nurse Anita Hett of the SFPS Student Wellness Department, who despite her responsibilities to keep staff and students safe during the Covid pandemic, supplied important student health information.

Thanks to Rob Martinez, New Mexico State Historian; William Mee, President, Agua Fria Village Association; Dolores Pacheco, Marquita Montaño, El Camino Real Academy Administrative Assistant, and Jakob Lain, ECRA Principal.

07.SOURCES

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6. enviroatlas.epa.gov
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08.APPENDIX

DEMOGRAPHICS: SOUTHSIDE GREENWAY STUDY AREA CITY OF SANTA FE AND AGUA FRIA VILLAGE.

Demographics	SSSA	City of Santa Fe & AFV
Population	13,785	85,766
Households	4,033	35,302
% of people in poverty	18.3%	13.3%
% of people within 125% of the poverty threshold	25.8%	19.5%
% of people within 150% of the poverty threshold	33.8%	24.5%
% of people within 200% of the poverty threshold	47.1%	31.1%
% of people of Hispanic / LatinX origin	88.4%	56.5%
% of people who speak English less than "very well"	29.5%	11.8%
% with Spanish spoken at home	70.7%	33.5%
% of people living with a disability	11.4%	14.1%
% of people who are 65+	6.6%	22.0%
% of people who are 17-	30.1%	19.1%
% of adults 25+ with less than a high school diploma	32.9%	11.9%
Private jobs in the area	1,131	48,916
Area residents with private jobs	5,320	37,455
Essential jobs in the area	60.6%	59.4%
Area residents with essential jobs	66.6%	59.1%
Area residents 16+ with full time jobs	48.6%	41.5%
Institutions		
Hospitals:	0	3
Schools: Childcare and K-12	7	112
Colleges / universities	1	5
Transportation		
% of workers who drive alone to work	84.1%	79.0%
% of workers who carpool to work	12.3%	9.3%
% of workers who take public transit to work	1.0%	1.3%
% of workers who bike to work	0.3%	0.7%
% of households with one car	30.3%	40.0%
% of households that are car free	4.8%	4.9%



Earth Care, an organization committed to youth and family leadership development for transformational change, celebrates 20 years of work in 2021. For the last ten, much of the work has been focused in the communities north and south of Airport Road. Hundreds of families, youth and adult allies have participated in workshops, facilitated dialogues, retreats, institutes and classes where we have collectively developed our leadership (defined as collective capacity and action rather than individual qualities). Our members are students and youth who have organized to ban plastic bags and respond to the climate crisis. Young people who have organized free soccer leagues and safe spaces for immigrant youth. Parents who have demanded more of their schools and their leaders, and organized support for young parents through *Abriendo Puertas* classes. Our members have led the struggle for the South Side Teen Center, which will finally break ground this summer, for school and community gardens, for bilingual staff in our libraries and interpretation at city and county public meetings. This past year our members organized the Santa Fe Mutual Aid Network and raised 300K so far to distribute to a network membership that has risen to 1,500 families and individuals.

Starting around 2011, our *Poder Familiar* family leadership project began working with District 3 City Councilors on creating a vision and campaign for a healthy community. This work paralleled our youth's engagement in the planning for the Southwest Area Node (SWAN) Park around the same time, and our management of a large AmeriCorps project. In 2012, we were commissioned by the city to conduct community meetings around their Healthy Communities project. This included two general community meetings, and over 30 house meetings, facilitated in Spanish by our family leaders. Approximately 400 people were engaged directly, and over 2,000 received informational pamphlets at their homes. We were also asked to work with local businesses, mostly immigrant owned, and created the Airport Road Merchants Association. Neither the Healthy

Communities project, nor the Merchants Association persisted, as the city did not continue funding for them, but much was learned by our leaders. Among other things, our leaders became much more aware of the lack of public capital investment on our side of town. They also saw that the majority of public and foundation funds entering the community were for deficit based charitable activities that employed people from somewhere else. And, they realized that for real transformation to occur we needed to invest directly in our people and in our capacity for self-advocacy, community organizing and community-driven development.

We have remained focused on this work, hosting regular capacity building workshops and projects for youth, families and adult allies, and in 2018 started convening a healthy community development council. Along with several other organizations with a base in our area, as well as the Mexican Consulate, WESST, and several local businesses, we have discussed aspects and characteristics of a healthy, sustainable and socially just community. We have also identified opportunities for community-driven development as well as threats in need of a response. The SF Mutual Aid Network was one such response. Youth United for Climate Crisis Action has been another one, and we also surveyed almost 1000 youth and families in the community to inform programming and design for the South Side Teen Center. Our latest campaign is in response to increased pollution from more and more industries that are locating in the area. We have launched an Environmental Justice campaign that is also laying the groundwork for a new Healthy Communities Campaign.

We have advocated for a better local response to the pandemic, which has seen our neighborhoods suffer the highest infection and spread rates due to the highest vulnerability levels in Santa Fe, while also being the least tested, the least insured and so far the least vaccinated. We have also been the least informed and engaged as there has been very little culturally appropriate and linguistically accessible information or outreach to our area. We have pushed on the City and others to increase broadband access, as the neighborhoods north of Airport Road are comparable to some rural areas in terms of internet access. This has made learning from home difficult, if not impossible, for many children. We also partnered with the City Recreation Department to establish a Recreation-on-Wheels program in order to get these services into our mobile home parks. We are currently preparing to do outreach in Spanish for vaccination registration and we are working with our families to increase their digital and job search skills.

Our council, composed of individuals from age 9 through 69, is now turning their focus towards establishing a community resilience hub where community leadership, training and capacity building can be supported while also serving as a site for resource distribution, support delivery and services such as a library, a clinic, childcare and adult education. We also envision a park with recreation spaces for all ages, a food and herb garden, a plaza and other convening spaces, local commercial spaces and support for cultural programming like our City Art and Culture Department supported youth guitar and ukulele group. Our children and families have taken to heart the UFW slogan of Si Se Puede! Who are we to argue with that, Si Se Puede!!!

**Cleaner Air and Cost Reduction of
Reducing School Bus Routes at
Cottonwood Village Mobile Home Park to
El Camino Real Academy**

Prepared by: Alyce Leck, Director of Transportation
Santa Fe Public Schools

28 October 2020

Scope

This report summarizes the analysis and subsequent benefits of reducing the number of school bus routes servicing the Cottonwood Village Mobile Home Park (CVMHP) to El Camino Real Academy (ECRA).

Methodology

This analysis considered the current number of bus routes, eligible students, New Mexico PED bus rider eligibility, mileage, newly improved walking access and reduction in cost of vehicle maintenance, fuel use, labor, and emissions.

Calculating Reduced Mileage and Associated Cost Savings

COTTONWOOD VMHP SCHOOL BUS ROUTE PER-MILE OPERATING COST ANALYSIS

Average annual miles driven per Cottonwood VMHP route bus: 3,840

Depreciation schedule (life expectancy) in years: 15

Average fuel efficiency (miles per gallon): 7.7

Most recent diesel fuel price per gallon (10/20/20): \$1.36

Most recent individual school bus purchase (05/20): \$89,299

Average annual per-bus maintenance cost including labor: \$2,629

Per-mile depreciation cost: \$1.55

Per-mile fuel cost: \$.18

Per-mile maintenance cost: \$1.40

Total per-mile operating cost: \$3.13

Reducing the amount of bus routes by just one route would save the District **\$12,019.20** in operating costs

Calculating the Cost Benefit of Fewer CDL Drivers

There is a national school bus driver shortage and our district is experiencing an increased need due to COVID-19. We are currently short 14 drivers. This is an annual problem that will most likely be an ongoing issue, so eliminating even one bus route and the need for more drivers allows us to be more

successful serving the community's needs. The average annual salary for a bus driver is **\$17,000.00**.

Emissions-NOx is a Small Part of a Larger Story

In 1970, air quality became a hot issue in the United States, which resulted in the enactment of the Clean Air Act. Overseen by the EPA, air quality nationally is continually monitored and compared to EPA federal emissions standards for six primary pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, hydrocarbons and photochemical oxidants. These pollutants are considered the worst of the worst based on their effect on both human health and the environment.

School buses contribute to four of these six pollutants: carbon monoxide (CO), nitrogen dioxide (NOx), particulate matter (PM) and hydrocarbons (NMHC).

According to AFLEET data:

POLLUTANT (pounds)	Emission Type	New Diesel Bus
NOx	Upstream	8.77
NOx	Vehicle	15.33
CO	Upstream	4.1
CO	Vehicle	18.41
SOx	Upstream	4.48
SOx	Vehicle	0.16
PM2.5	Upstream	0.5
PM2.5	Vehicle	0.47
PM2.5	Upstream	0.61
PM2.5	Vehicle	2.11
VOC	Upstream	2.41
VOC	Vehicle	1.7
Pollutant (short tons)	Emission Type	New Diesel Bus
GHG (CO2e)	Combined Upstream & Vehicle	14.7

Eligible Students and Number of Bus Routes

Every year, more students are choosing to walk rather than ride the school bus from CVMHP to ECRA. In the 2016-2017 school year, 6 bus routes served the CVMHP eligible bus riders. In the 2019-2020 school year, only 4 buses transported the students from the same area. The amount of eligible students did not change; there are simply more students choosing to walk or find alternative methods of transportation. Parents choosing to drive their students to school would defeat the purpose of reducing the amount of buses. A safe and inviting multi-use path could encourage walking or bicycle riding as the best alternatives to the school bus.

- Currently 281 ECRA students K-8th grades reside in CVMHP
- 50 students per bus = 5.62 buses

Note: A school bus can sit up to 71 passengers with three elementary students to a seat. Older students fit two to a seat, so with a mix of ages at ECRA, we use 50 students per bus for routing purposes.

The Public Education department has determined eligibility for transportation to be the following:

22-16-4 School bus routes; limitations; exceptions; minimum requirements.

A. Bus routes shall be established by the local school district.

B. Except as provided in Subsections C and E of this section, no school bus route shall be

maintained for distances less than:

(1) one mile one way for students in grades kindergarten through six;

(2) one and one-half miles one way for students in grades seven through nine; and

(3) two miles one way for students in grades ten through twelve.

C. In school districts having hazardous walking conditions as determined by the local school board and confirmed by the state transportation director, students of any grade may be transported a lesser distance than that provided in Subsection B of this section. General standards for determining hazardous walking conditions shall be established by the state transportation division of the department with the approval of the department, but the standards shall be flexibly and not rigidly applied by

the local school board and the state transportation director to prevent accidents and help ensure student safety.

When measured by vehicle mileage CVMHP is 1.1 miles from ECRA, thus making the students eligible for transportation. **The same mileage measured in walking distance through the side entrance to CVMHP is only 0.4 miles.**

Total Benefits

Reducing just one of the 4 bus routes would offer a potential cost savings of \$29,019.20 annually. If all 4 bus routes were eliminated, the cost savings could exceed \$116,076.80 annually.

The reduced emissions would reduce the harm of air pollution posed by diesel buses to students (who are both vulnerable and more exposed to bus exhaust) as well as to school staff and Santa Fe's south side dense residential neighborhoods.

Conclusion

Reducing the amount of bus routes servicing the community in CVMHP would benefit the district financially. However, if more parents choose to drive their children to school in personal vehicles instead of have access to a school bus, the increased health benefits would be diminished. For this project to succeed, families will have to buy in to the idea of an active, healthy alternative to using motorized vehicles (buses or cars) to get to and from school on a regular basis.

**Cleaner Air and Cost Reduction of
Reducing School Bus Routes at
Ramirez Thomas Elementary School
to the Zepol Road Area**

Prepared by: Alyce Leck, Director of Transportation
Santa Fe Public Schools

15 January 2021

Scope

This report summarizes the analysis and subsequent benefits of reducing the number of school bus routes servicing the Sierra Vista Mobile Home Park (SVMHP) and Vista Alegre Apartments (VA) on Zepol Road, to Ramirez Thomas Elementary School (RTE).

Methodology

This analysis considered the current number of bus routes, eligible students, New Mexico PED bus rider eligibility, mileage, improved walking access and reduction in cost of vehicle maintenance, fuel use, labor, and emissions.

Calculating Reduced Mileage and Associated Cost Savings

Zepol Road Area School Bus Route Per-mile Operating Cost Analysis:

Average annual miles driven per Zepol Road area route bus: 3,822

Depreciation schedule (life expectancy) in years: 15

Average fuel efficiency (miles per gallon): 7.7

Most recent diesel fuel price per gallon (1/13/2021): \$1.43

Most recent individual school bus purchase (05/20): \$89,299

Average annual per-bus maintenance cost including labor: \$2,629

Per-mile depreciation cost: \$1.55

Per-mile fuel cost: \$.18

Per-mile maintenance cost: \$1.40

Total per-mile operating cost: \$3.13

Reducing the amount of bus routes by just one route would save the District **\$8,228.20** in operating costs

Calculating the Cost Benefit of Fewer CDL Drivers

There is a national school bus driver shortage and our district is experiencing an increased need due to COVID-19. We are currently short 14 drivers. This is an annual problem that will most likely be an ongoing issue, so eliminating

even one bus route and the need for more drivers allows us to be more successful serving the community's needs. The average annual salary for a bus driver is **\$17,000.00**.

Emissions-NOx is a Small Part of a Larger Story

In 1970, air quality became a hot issue in the United States, which resulted in the enactment of the Clean Air Act. Overseen by the EPA, air quality nationally is continually monitored and compared to EPA federal emissions standards for six primary pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, hydrocarbons and photochemical oxidants. These pollutants are considered the worst of the worst based on their effect on both human health and the environment.

School buses contribute to four of these six pollutants: carbon monoxide (CO), nitrogen dioxide (NOx), particulate matter (PM) and hydrocarbons (NMHC).

According to AFLEET data:

POLLUTANT (pounds)	Emission Type	New Diesel Bus
NOx	Upstream	8.77
NOx	Vehicle	15.33
CO	Upstream	4.1
CO	Vehicle	18.41
S0x	Upstream	4.48
S0x	Vehicle	0.16
PM2.5	Upstream	0.5
PM2.5	Vehicle	0.47
PM2.5	Upstream	0.61
PM2.5	Vehicle	2.11
VOC	Upstream	2.41
VOC	Vehicle	1.7
Pollutant (short tons)	Emission Type	New Diesel Bus
GHG (CO2e)	Combined Upstream & Vehicle	14.7

Eligible Students and Number of Bus Routes

There are 103 RTE students living along Zepol Road who currently ride the school bus. A safe and inviting multi-use path between Calle Po Ae Pi and Zepol Road could encourage walking or bicycle riding as the best alternatives to the school bus.

- Currently 103 RTE students K-5th grades reside along Zepol Road in the Vista Alegre apartments and the Sierra Vista MHP.
- 70 students per bus = 1.5 buses

Note: A school bus can sit up to 71 passengers with three elementary students to a seat.

The Public Education department has determined eligibility for transportation to be the following:

22-16-4 School bus routes; limitations; exceptions; minimum requirements.

A. Bus routes shall be established by the local school district.

B. Except as provided in Subsections C and E of this section, no school bus route shall be maintained for distances less than:

- (1) one mile one way for students in grades kindergarten through six;
- (2) one and one-half miles one way for students in grades seven through nine; and
- (3) two miles one way for students in grades ten through twelve.

C. In school districts having hazardous walking conditions as determined by the local school board and confirmed by the state transportation director, students of any grade may be transported a lesser distance than that provided in Subsection B of this section. General standards for determining hazardous walking conditions shall be established by the state transportation division of the department with the approval of the department, but the standards shall be flexibly and not rigidly applied by the local school board and the state transportation director to prevent accidents and help ensure student safety.

When measured by vehicle mileage VSMHP is 0.8 miles from the school and AV apartments are 0.7 miles. This makes the students ineligible for

transportation. However, the area between the RTE and Zepol Road was deemed hazardous because of no safe walking path with continuous sidewalks.

Total Benefits

Reducing just one of the 2 bus routes servicing RTE could offer a potential cost savings of \$25,228.20 annually.

The reduced emissions would reduce the harm of air pollution posed by diesel buses to students (who are both vulnerable and more exposed to bus exhaust) as well as to school staff and Santa Fe's south side dense residential neighborhoods.

Conclusion

Reducing the amount of bus routes servicing the community along Zepol Road would benefit the district financially. However, if more parents choose to drive their children to school in personal vehicles instead of have access to a school bus, the increased health benefits would be diminished. For this project to succeed, families will have to buy in to the idea of an active, healthy alternative to using motorized vehicles (buses or cars) to get to and from school on a regular basis.