



Santa Fe Multimodal Transition Plan

Transit Service Plan

Existing Conditions Report

Prepared by:



Prepared for:



Santa Fe Multimodal Transition Plan

Transit Service Plan Existing Conditions Report

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INTRODUCTION

The City of Santa Fe, New Mexico has a complex mix of land uses and demographics which create unique demands for transportation and broad opportunities to address such demands. As the State Capital, a tourist destination, and an ethnically and economically diverse community, mobility solutions are intricately linked to trip purposes and infrastructure. Understanding this complexity, and in consideration of recent transit trends, the Santa Fe Metropolitan Planning Organization (MPO) issued a Request for Proposals to develop a 5- to 10-year Multimodal Transition Plan, which will integrate the disciplines of land use planning, transit planning, and transportation planning to identify infrastructure improvement projects, policies, and programs that support efficient management and investments in parking solutions, active transportation, mobility management, and transit investments specific to the City of Santa Fe's Transit Division services and the City's mobility strategies.



The City of Santa Fe, in coordination with the Santa Fe MPO, has contracted with the team of LSC Transportation Consultants, Inc. (LSC), Alta Planning and Design, Walker Consultants, and Groundwork Studio to complete the 2020-2030 Multimodal Transition Plan, including a 5- to 10-Year Transit Service Plan.

PROJECT OVERVIEW

The Multimodal Transition Plan is comprehensive in scope, but is comprised of an overarching strategy supported by three main focus areas. The overarching blueprint is a coordinated and integrated Multimodal Transition Plan supported by the Multimodal strategies, the Transit Service Plan, and the Parking Plan. The overall effort will rely heavily on understanding the existing plans, land uses and transportation programs in order to identify key urban areas that have capacity to increase multimodal usage through investments in infrastructure, policies, and programs. It will also incorporate innovations in mobility options and land use planning techniques to aid a shift to broader mobility choices and less associated environmental impacts in Santa Fe.

One of the key elements of the Multimodal Transition Plan is the 5- to 10-Year Transit Service Plan. This report is the first step in the planning process and includes an in-depth analysis of existing transit services. Evaluation of the current performance is key to identifying opportunities to improve efficiency and unmet resident and visitor transportation needs in Santa Fe. The lessons learned in the existing conditions analysis will inform the development of recommended service improvements later in the planning process.



GOALS AND OBJECTIVES

Determining what issues currently exist with the City of Santa Fe transit services is a critical first step to creating an effective plan. A transit modal kick-off meeting was held in February 2021 with City and MPO staff, to define study goals and desired outcomes for the study process.

The following are identified goals and desired outcomes for this project:

- Improve transit convenience for all and the overall rider experience
- Better serve the new areas of the city with transit
- Improve overall transit ridership
- Evaluate opportunities for new transit technologies (i.e., microtransit, Uber/Lyft, Scooters, and E-Bikes)
- Improve pedestrian connections to bus stops
- Make sure there is a balance between efficiency and equity, and ensuring convenient service for commuters/workers, students, families, low-income individuals, and persons with disabilities
- Evaluate the current bus fleet, and ensure right sizing of vehicles

The following are key modal issues which have been identified:

- Negative impacts on existing ridership (Covid-19, low gas prices)
- Requests for extended service hours (later service on weekends)
- Service requests from outside the service area, mostly from the south side
- Improve the user experience at the bus stop
- Routes need to run along streets where businesses exist to serve those going to and from work
- Historic, small streets in the downtown area are a challenge for buses to navigate
- Improving connections with other transportation services, including rail, to ensure easy transfers for riders
- Improvements needed to wayfinding signage around town

STUDY APPROACH

This is the first of two interim reports which will be completed as part of the Transit Service Plan, prior to development of the Draft and Final Reports. Interim Reports are provided to give the City, MPO, and the public an opportunity to participate in the planning process. The Interim Reports will be made available to download on the project website to allow the opportunity to provide feedback and input for development of the plan.



The focus of this Interim Report is to compile information about current community conditions and evaluate existing transit services. Based on information gathered through the current service analysis, Interim Report #2 will present transit network routing options for consideration that incorporate

various service concepts and delivery models. Interim Report #2 will also include a summary of public outreach efforts, including stakeholder interviews, onboard rider survey, online surveys, and a driver meeting.

SANTA FE METROPOLITAN PUBLIC TRANSIT MASTER PLAN

This study will build upon the findings from the *Santa Fe Metropolitan Public Transit Master Plan*, which was released by the Santa Fe MPO in conjunction with Santa Fe Trails, Northern New Mexico Regional Transit District, and the New Mexico Department of Transportation and approved by the Santa Fe Transportation Policy Board in June 2015.

The Plan was developed to help guide public transit services over the next 20-years and ensure that the overall transportation system will continue to be accessible, interconnected, sustainable, and multimodal.



Key themes addressed in the planning process included:

- Ensure seamless connectivity and integration of service modes with other systems
- Ensure connectivity with bicycle and pedestrian modes
- Environmental justice
- Preparing for future growth
- Economic development, affordable housing, and transit-oriented development
- Review and make recommendations for individual routes (Santa Fe Trails, the Pick-Up Shuttle, one NCRTD operated route, and two NMDOT Park and Ride routes)
- Infrastructure needs
- Coordinated marketing efforts
- Coordinate with draft and existing plans
- Assess technology, review compatibility, and recommend investments
- Coordinated operations planning
- Review fare policies
- Provide for extensive outreach
- Highlight successes in transit in the Santa Fe Metropolitan Planning Area

REPORT CONTENTS

This report contains five chapters:

- ➔ Chapter I provides an introduction to the project, along with study goals and objectives.
- ➔ Chapter II reviews historic population trends, community demographics, economic characteristics and commute patterns, and activity centers.
- ➔ Chapter III presents the evaluation of existing service.
- ➔ Chapter IV discusses the stakeholder and community engagement plan.
- ➔ Chapter V presents a summary of the current role of public transit in overall mobility in Santa Fe.

Chapter II: Population Trends, Demographics, Activity Centers



Chapter II: Population Trends, Demographics, Activity Centers

INTRODUCTION

Over the last 40 years, the City of Santa Fe has experienced consistent rates of growth and development. As indicated in this chapter, growth is expected to continue steadily over the next 20 years. This chapter provides a summary of the study area, historical and projected population trends, demographic characteristics, economic attributes, and major land uses.

STUDY AREA OVERVIEW

The City of Santa Fe is located in the northern half of New Mexico. It is about one hour north of Albuquerque and located just southwest of the Sangre de Cristo Mountains. For the purposes of this Transit Master Plan, the Santa Fe study area includes not only the entire city of Santa Fe but also areas currently being served by the City's public transit program. The defined study area and its census tracts are shown in Figure II-1.

POPULATION ATTRIBUTES

The last five decades of US Census Bureau data shows that population at the city, county, and state level have been steadily growing (Table II-1). Santa Fe County has had the greatest population growth with a 100 percent increase between 1980 to 2019. Over the past decade, the City of Santa Fe has experienced the most growth with a 25 percent increase in population from 67,947 people to 84,683 people. It should be noted that much of this population increase came through annexation.

Table II-1: Historical Population Trends			
Year	City of Santa Fe	Santa Fe County	New Mexico
1980	48,053	75,360	1,303,302
1990	52,303	98,928	1,515,069
2000	61,109	129,292	1,819,046
2010	67,947	144,170	2,059,179
2019	84,683	150,358	2,096,829
2010-2019 % Change	25%	4%	2%
Source: US Census Bureau Decennial Census and the American Community Survey Five Year Estimates 2015-2019			

According to the Santa Fe MPO 2020-2045 Metropolitan Transportation Plan, the residential population in the City of Santa Fe, the MPO Planning Area, and Santa Fe County are all expected to steadily rise through 2045 (Table II-2 and Figure II-2). With this in mind, transportation service and multimodal connectivity will be essential in serving the region's growing residential population in addition to its seasonal tourism.

**Figure II-1
Santa Fe Study Area**

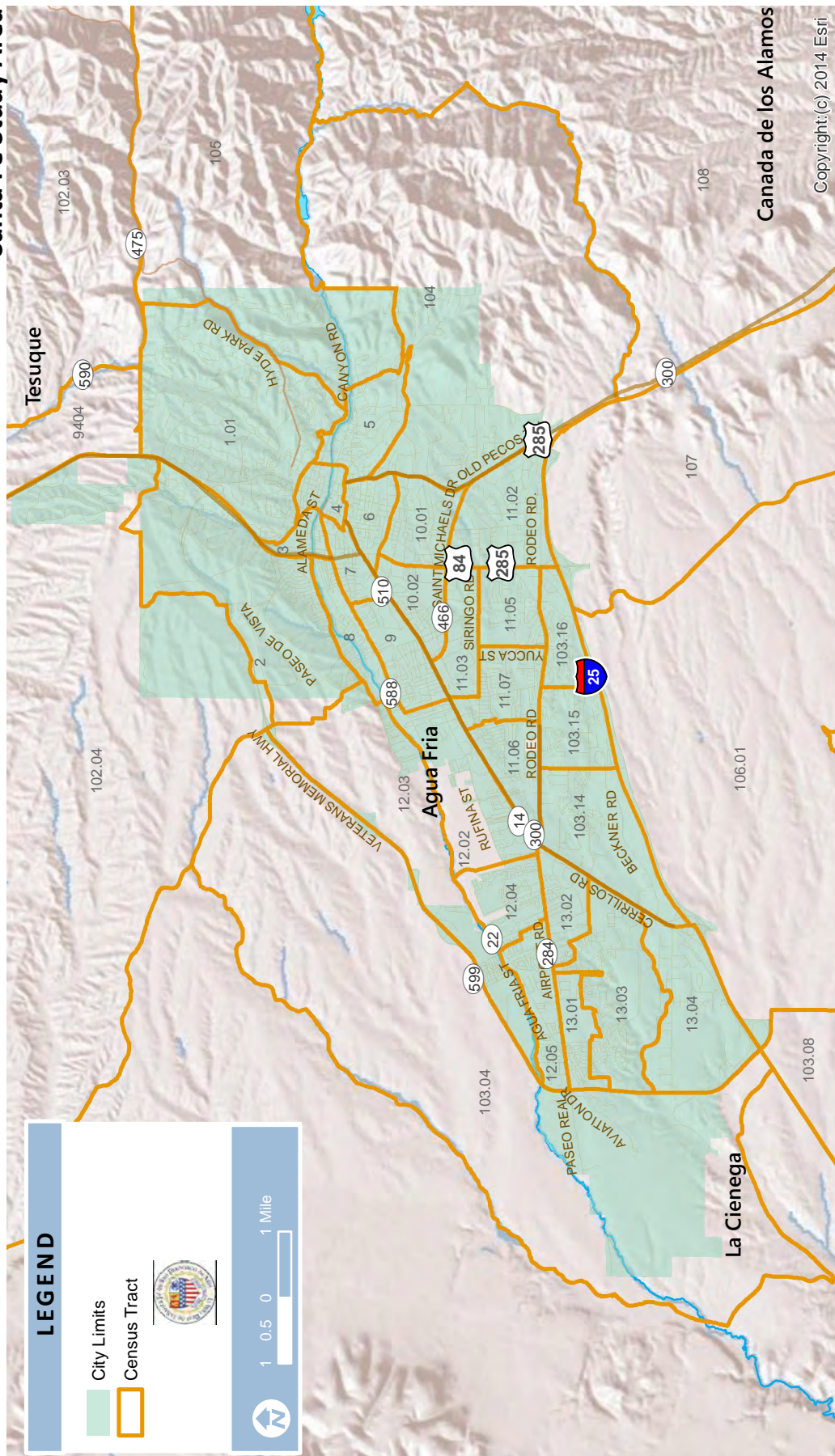
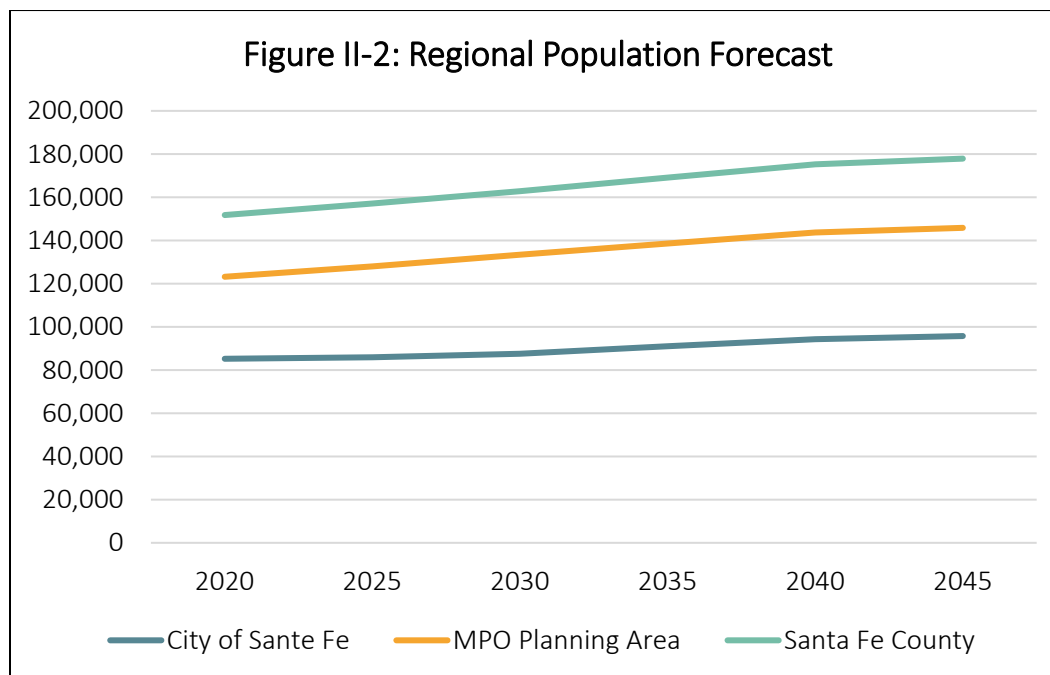


Table II-2: Population Forecasts			
Year	City of Santa Fe	MPO Planning Area	Santa Fe County
2020	85,223	123,189	151,767
2025	85,897	128,008	157,104
2030	87,543	133,431	162,782
2035	91,000	138,610	169,142
2040	94,318	143,674	175,242
2045	95,742	145,843	177,888
Source: Santa Fe MPO 2020-2045 Metropolitan Transportation Plan Population Forecast			



DEMOGRAPHIC CHARACTERISTICS

The information from this section is taken from the American Community Survey's Five-Year Estimates (2015-2019), with a total population density by Census Tract and Block Group as shown in Figure II-3. While the data provides an indication of particular demographic characteristics, it is important to note that this is a general guide used to determine where transit services are needed most.

Transit-Dependent Populations

Nationwide, public transit ridership is drawn in large part from the potentially transit-dependent population consisting of youth, elderly, disabled, and low-income populations. The number of households with only one or no available vehicles are also considered. These populations are discussed in detail below and shown in Table II-3.

Figure II-3
Santa Fe Total Population Density

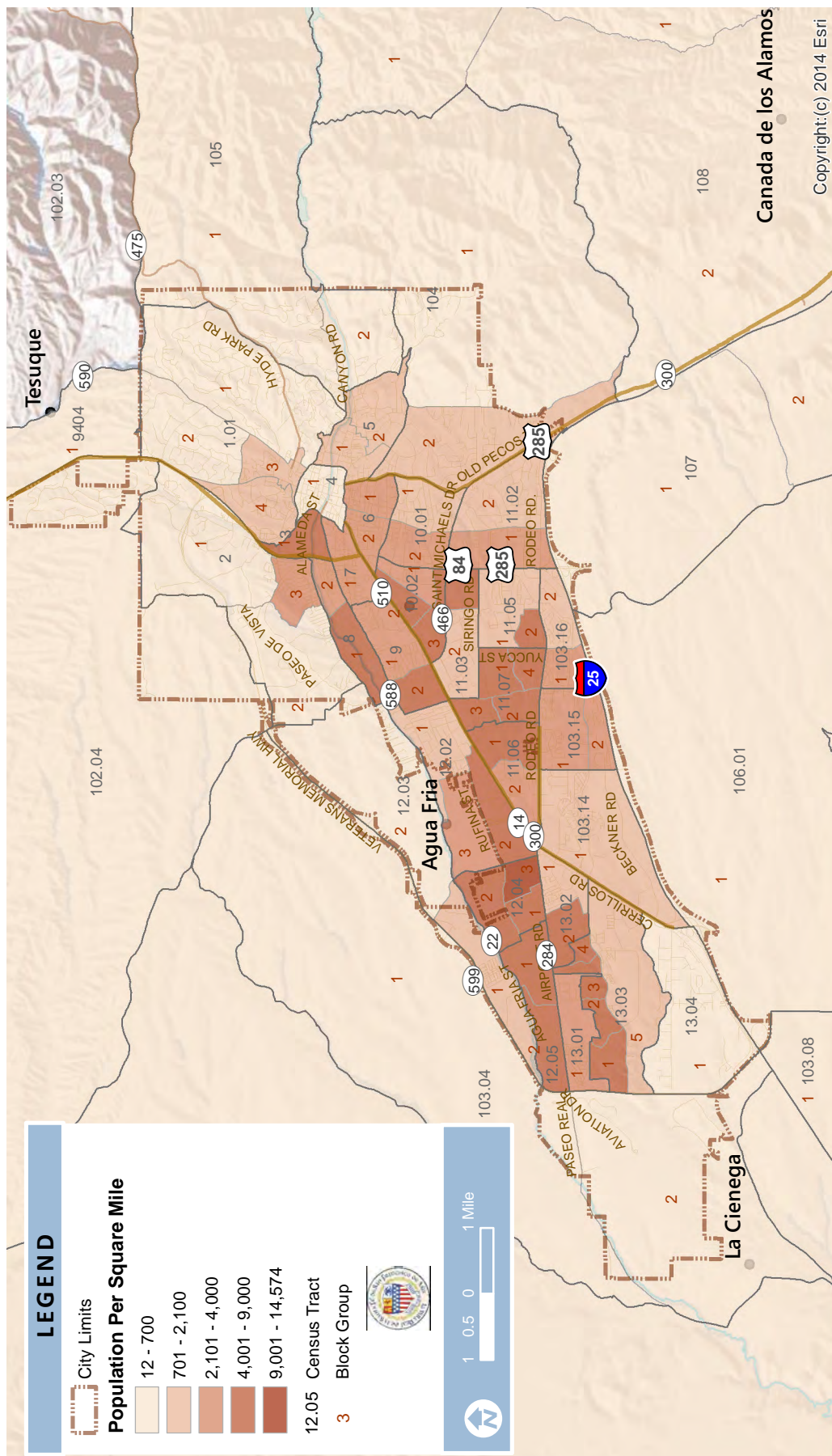


Table II-3: Demographic Characteristics

Census Tract	Block Group	Population	Youth (Ages 10-17)		Seniors (Ages 65 and older)		Ambulatory Disability		Low Income Persons		Households	0 Vehicle Households		1 Vehicle Households	
			#	%	#	%	#	%	#	%		#	%	#	%
1.01	1	1,878	34	1.8%	988	52.6%	79	4.2%	144	7.7%	1,032	0	0.0%	421	40.8%
1.01	2	543	39	7.2%	283	52.1%	23	4.2%	14	2.6%	287	0	0.0%	62	21.6%
1.01	3	522	7	1.3%	208	39.8%	22	4.2%	29	5.6%	292	0	0.0%	184	63.0%
1.01	4	1,081	0	0.0%	516	47.7%	46	4.2%	58	5.4%	535	27	5.0%	220	41.1%
2	1	1,613	90	5.6%	402	24.9%	118	7.3%	96	6.0%	902	8	0.9%	533	59.1%
2	2	624	0	0.0%	318	51.0%	46	7.3%	33	5.3%	346	0	0.0%	154	44.5%
2	3	1,412	109	7.7%	389	27.5%	103	7.3%	130	9.2%	689	25	3.6%	425	61.7%
3	1	1,497	48	3.2%	495	33.1%	99	6.6%	270	18.0%	868	65	7.5%	553	63.7%
4	1	279	0	0.0%	195	69.9%	43	15.4%	16	5.7%	186	39	21.0%	127	68.3%
5	1	956	15	1.6%	542	56.7%	82	8.6%	57	6.0%	584	24	4.1%	291	49.8%
5	2	778	34	4.4%	294	37.8%	67	8.6%	86	11.1%	417	14	3.4%	175	42.0%
6	1	916	62	6.8%	296	32.3%	31	3.4%	84	9.2%	511	13	2.5%	266	52.1%
6	2	1,070	70	6.5%	230	21.5%	37	3.4%	41	3.8%	516	14	2.7%	275	53.3%
7	1	1,852	20	1.1%	543	29.3%	239	12.9%	246	13.3%	985	106	10.8%	508	51.6%
8	1	2,376	120	5.1%	641	27.0%	193	8.1%	462	19.4%	914	5	0.5%	416	45.5%
8	2	697	57	8.2%	96	13.8%	57	8.1%	268	38.5%	374	87	23.3%	157	42.0%
9	1	1,510	82	5.4%	465	30.8%	181	12.0%	153	10.1%	760	30	3.9%	294	38.7%
9	2	1,677	100	6.0%	502	29.9%	200	12.0%	283	16.9%	777	11	1.4%	353	45.4%
10.01	1	633	91	14.4%	225	35.5%	123	19.4%	11	1.7%	296	0	0.0%	78	26.4%
10.01	2	1,277	9	0.7%	578	45.3%	197	15.4%	444	34.8%	614	129	21.0%	276	45.0%
10.02	1	842	38	4.5%	263	31.2%	67	8.0%	83	9.9%	449	62	13.8%	210	46.8%
10.02	2	1,054	55	5.2%	171	16.2%	84	8.0%	97	9.2%	449	42	9.4%	149	33.2%
10.02	3	1,785	247	13.8%	169	9.5%	143	8.0%	608	34.1%	640	100	15.6%	328	51.3%
11.02	1	2,259	197	8.7%	552	24.4%	142	6.3%	292	12.9%	1,106	66	6.0%	644	58.2%
11.02	2	1,268	133	10.5%	394	31.1%	79	6.3%	78	6.2%	585	15	2.6%	225	38.5%
11.03	1	1,100	65	5.9%	270	24.5%	76	6.9%	201	18.3%	530	31	5.8%	251	47.4%
11.03	2	516	69	13.4%	106	20.5%	35	6.9%	53	10.3%	197	10	5.1%	62	31.5%
11.05	1	1,515	87	5.7%	352	23.2%	70	4.6%	172	11.4%	757	6	0.8%	360	47.6%
11.05	2	971	96	9.9%	258	26.6%	45	4.6%	59	6.1%	360	0	0.0%	58	16.1%
11.06	1	2,465	273	11.1%	545	22.1%	241	9.8%	781	31.7%	858	53	6.2%	221	25.8%
11.06	2	917	74	8.1%	274	29.9%	89	9.8%	99	10.8%	540	91	16.9%	325	60.2%
11.07	1	1,474	24	1.6%	333	22.6%	165	11.2%	64	4.3%	726	12	1.7%	421	58.0%
11.07	2	1,199	186	15.5%	242	20.2%	134	11.2%	43	3.6%	384	29	7.6%	37	9.6%
11.07	3	1,332	68	5.1%	88	6.6%	149	11.2%	170	12.8%	608	0	0.0%	193	31.7%
11.07	4	965	61	6.3%	382	39.6%	108	11.2%	102	10.6%	442	16	3.6%	108	24.4%
12.02	1	1,542	156	10.1%	197	12.8%	135	8.8%	91	5.9%	531	0	0.0%	157	29.6%
12.02	2	3,030	531	17.5%	360	11.9%	266	8.8%	645	21.3%	1,289	128	9.9%	669	51.9%
12.02	3	1,483	212	14.3%	254	17.1%	130	8.8%	110	7.4%	603	46	7.6%	163	27.0%
12.03	1	1,400	106	7.6%	68	4.9%	82	5.9%	473	33.8%	324	0	0.0%	68	21.0%
12.03	2	1,647	183	11.1%	246	14.9%	97	5.9%	316	19.2%	642	0	0.0%	135	21.0%
12.04	1	1,257	157	12.5%	128	10.2%	63	5.0%	244	19.4%	482	65	13.5%	171	35.5%
12.04	2	2,162	143	6.6%	180	8.3%	108	5.0%	245	11.3%	830	16	1.9%	377	45.4%
12.04	3	3,338	437	13.1%	131	3.9%	166	5.0%	581	17.4%	889	65	7.3%	180	20.2%
12.05	1	3,711	497	13.4%	259	7.0%	134	3.6%	666	17.9%	993	48	4.8%	267	26.9%
12.05	2	2,008	252	12.5%	148	7.4%	72	3.6%	318	15.8%	627	0	0.0%	183	29.2%
13.01	1	1,856	161	8.7%	245	13.2%	66	3.6%	111	6.0%	800	19	2.4%	272	34.0%
13.02	1	371	92	24.8%	5	1.3%	17	4.7%	36	9.7%	118	4	3.4%	35	29.7%
13.02	2	2,034	257	12.6%	162	8.0%	95	4.7%	362	17.8%	748	38	5.1%	254	34.0%
13.03	1	1,683	353	21.0%	211	12.5%	94	5.6%	22	1.3%	604	0	0.0%	158	26.2%
13.03	2	1,027	65	6.3%	137	13.3%	57	5.6%	22	2.1%	426	0	0.0%	162	38.0%
13.03	3	1,809	253	14.0%	195	10.8%	101	5.6%	318	17.6%	567	71	12.5%	151	26.6%
13.03	4	445	60	13.5%	83	18.7%	25	5.6%	0	0.0%	140	0	0.0%	37	26.4%
13.03	5	2,252	430	19.1%	199	8.8%	126	5.6%	263	11.7%	703	0	0.0%	207	29.4%
13.04	1	843	132	15.7%	129	15.3%	253	30.0%	212	25.1%	260	6	2.3%	60	23.1%
102.04	1	2,202	53	2.4%	1,269	57.6%	146	6.6%	183	8.3%	1,082	13	1.2%	201	18.6%
103.04	1	2,373	123	5.2%	1,081	45.6%	150	6.3%	113	4.8%	1,074	43	4.0%	210	19.6%
103.04	2	1,632	293	18.0%	176	10.8%	103	6.3%	26	1.6%	540	0	0.0%	130	24.1%
103.08	1	1,372	134	9.8%	176	12.8%	81	5.9%	225	16.4%	489	17	3.5%	154	31.5%
103.08	2	1,099	124	11.3%	194	17.7%	65	5.9%	366	33.3%	459	0	0.0%	140	30.5%
103.14	1	2,153	215	10.0%	362	16.8%	38	1.8%	163	7.6%	900	54	6.0%	279	31.0%
103.15	1	1,686	60	3.6%	701	41.6%	141	8.4%	180	10.7%	939	0	0.0%	492	52.4%
103.15	2	725	83	11.4%	75	10.3%	61	8.4%	51	7.0%	270	13	4.8%	31	11.5%
103.16	1	842	47	5.6%	330	39.2%	72	8.5%	63	7.5%	373	0	0.0%	75	20.1%
103.16	2	620	68	11.0%	178	28.7%	53	8.5%	42	6.8%	287	5	1.7%	95	33.1%
104	1	1,236	57	4.6%	341	27.6%	65	5.3%	69	5.6%	368	30	8.2%	86	23.4%
104	2	2,055	99	4.8%	1,076	52.4%	108	5.3%	67	3.3%	977	41	4.2%	246	25.2%
105	1	1,165	58	5.0%	479	41.1%	89	7.7%	80	6.9%	550	0	0.0%	191	34.7%
105	2	663	53	8.0%	272	41.0%	51	7.7%	52	7.8%	296	9	3.0%	85	28.7%
106.01	1	5,882	729	12.4%	1,239	21.1%	229	3.9%	485	8.2%	2,194	41	1.9%	662	30.2%
106.02	1	1,824	62	3.4%	840	46.1%	134	7.4%	109	6.0%	901	10	1.1%	219	24.3%
106.02	2	1,290	64	5.0%	386	29.9%	95	7.4%	65	5.0%	650	0	0.0%	183	28.2%
106.03	1	2,320	189	8.1%	418	18.0%	117	5.0%	234	10.1%	906	5	0.6%	194	21.4%
107	1	1,184	40	3.4%	453	38.3%	52	4.4%	101	8.5%	559	0	0.0%	182	32.6%
107	2	1,826	139	7.6%	804	44.0%	81	4.4%	118	6.5%	837	0	0.0%	181	21.6%
107	3	2,179	31	1.4%	822	37.7%	96	4.4%	86	3.9%	1,090	0	0.0%	279	25.6%
108	1	817	35	4.3%	291	35.6%	69	8.4%	143	17.5%	419	14	3.3%	156	37.2%
108	2	2,223	161	7.2%	593	26.7%	186	8.4%	241	10.8%	895	0	0.0%	240	26.8%
109	1	3,204	202	6.3%	741	23.1%	161	5.0%	254	7.9%	1,173	9	0.8%	167	14.2%
9404	1	1,700	206	12.1%	286	16.8%	109	6.4%	284	16.7%	663	23	3.5%	188	28.4%
		121,023	10,462	8.6%	29,525	24.4%	8,252	6.8%	14,662	12.1%	50,983	1,963	3.9%	18,132	35.6%

- **Youths (10 to 17 years old)** represent a transportation-dependent population, as they are often unable to drive and may not have a parent available to transport them. Junior high school and high school students who are independent enough to attend after-school activities but are unable to drive are a representative group. The youth population density by census tract, is presented in Figure II-4. In total, 10,462 potentially transit-dependent youths live within the Santa Fe study area, comprising a total of 8.6 percent of the population. The youth population is particularly concentrated in:
 - Census Tract 13.02 Block Group 1 (24.8 percent), which is the area located in the southwest corner of the Airport Road and Cerrillos Road intersection;
 - Census Tract 13.03 Block Group 1 (21 percent), which is located on the west side of the city near the airport and has the Veterans Memorial Highway as the western boundary and Jaguar Drive as the southern boundary; and,
 - Census Tract 13.03 Block Group 5 (19.1 percent), which is located by Capital High School and has Jaguar Drive as the northern boundary, Veterans Memorial Highway as the western boundary, and Cerrillos Road as the eastern boundary.

- **Elderly populations 65 years of age and older** comprise 24.4 percent of the countywide population (29,525 individuals), which is much higher than the statewide average of 16.8 percent. The population of elderly is shown by census tract in Figure II-5, with the highest concentrations in:
 - Census Tract 4 Block Group 1 (69.9 percent), which is located in the downtown area around the Plaza;
 - Census Tract 102.04 Block Group 1 (57.6 percent), which is located along the northern boundary of the City Limits; and,
 - Census Tract 5, Block Group 1 (56.7 percent), which is located slightly southeast of the downtown area and covers the area around Canyon Road.

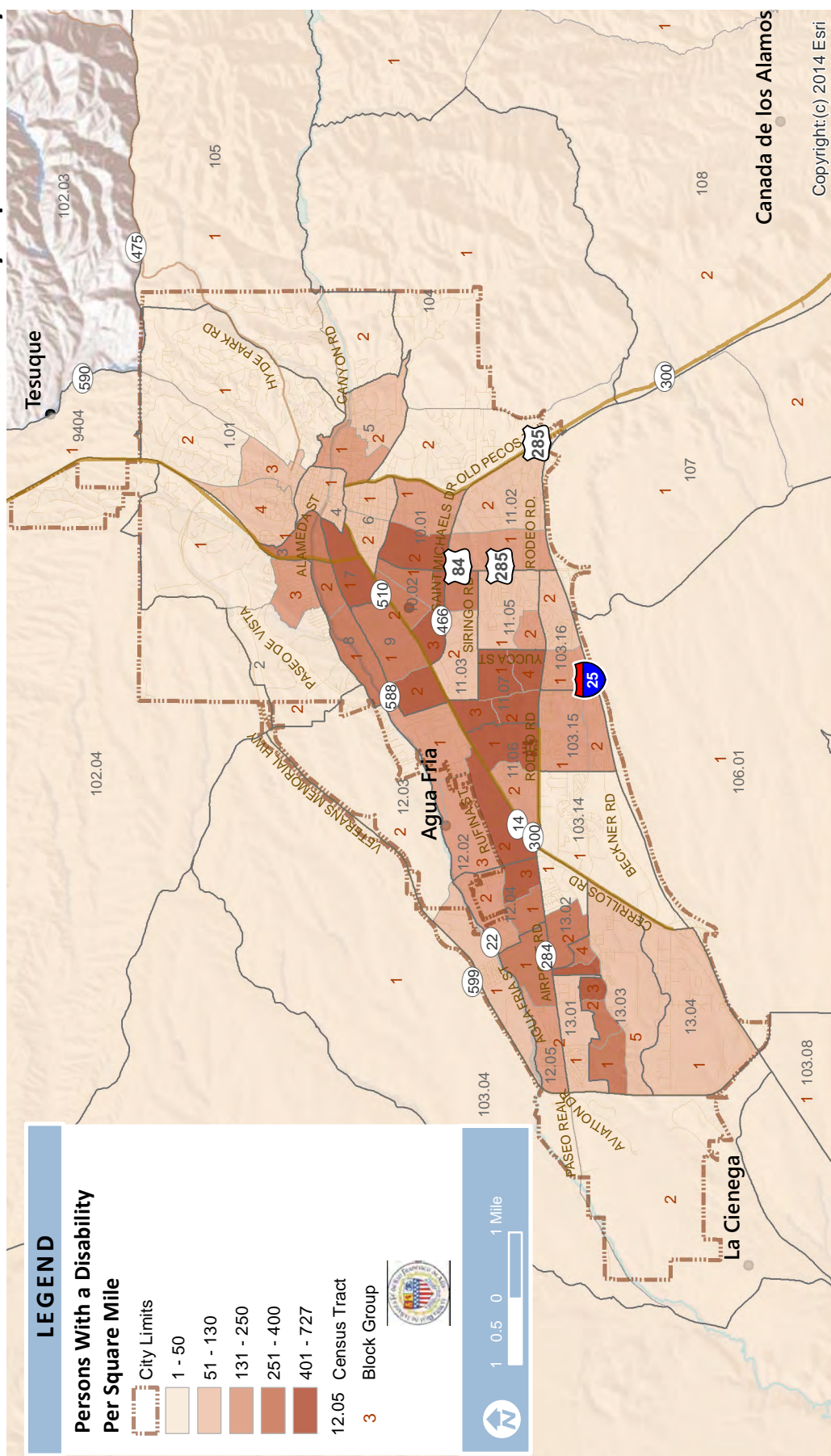
- **People living with ambulatory disabilities** are also amongst those who are most impacted by public transit services due to their limitations in physically operating a vehicle. Of those living within the study area, about 6.8 percent are considered disabled by this measure. As shown in Figure II-6, areas that have the highest concentrations of persons living with disabilities include:
 - Census Tract 13.04 Block Group 1 (30 percent), which is located in the southwest area of the city and has Cerrillos Road as the eastern boundary, Mutt Nelson Road as the northern boundary, and the City Limits/I-25 as the southern boundary;
 - Census Tract 10.01 Block Group 1 (19.4 percent), which is located by the Christus St. Vincent Regional Medical Center and has St. Michaels Drive as the southern boundary, Old Pecos Trail as the eastern boundary, and Cordova Road as the northern boundary; and,
 - Census Tract 10.01 Block Group 2 (15.4 percent), located adjacent to the previous block group and has the Christus St. Vincent Regional Medical Center on the eastern boundary, St. Francis Drive as the western boundary, and Cordova Road as the northern boundary.

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Figure II-6
Santa Fe Residents with a Disability Population Density



- The **population living below the poverty level** is defined by households making an income below the poverty line of the past year. Residents living below the poverty level comprise 12.1 percent (12,662 individuals) of the study-area population, compared to 18.2 percent statewide. As shown in Figure II-7, the areas with the greatest percentage of population living below the poverty level include:
 - Census Tract 8 Block Group 2 (38.5 percent), which is located west of the downtown area and has Alameda Street as the northern boundary, Agua Fria Street as the southern boundary, St. Francis Drive as the eastern boundary, and Cam Alire as the western boundary;
 - Census Tract 10.01 Block Group 2 (34.8 percent), which is located near the Christus St. Vincent Regional Medical Center and has St. Francis Drive as the western boundary and Cordova Road as the northern boundary; and,
 - Census Tract 10.02 Block Group 3 (34.1 percent), which is located near the previous block group and has St. Michaels Drive as the southern boundary and Cerrillos Road as the western boundary.

- One of the strongest indicators of transit dependency is the number of **households with either one vehicle or without a vehicle available at all**. Of the total 50,983 households in the study area, approximately 3.9 percent of households do not have a vehicle for use and over one-third of households (35.6 percent) have only one vehicle for use. As shown in Figure II-8, areas with particularly high proportions of zero-vehicle households include:
 - Census Tract 8 Block Group 2 (38.5 percent), which is located west of the downtown area and has Alameda Street as the northern boundary, Agua Fria Street as the southern boundary, St. Francis Drive as the eastern boundary, and Cam Alire as the western boundary;
 - Census Tract 4 Block Group 1 (21 percent), which is located in the downtown area around the Plaza; and,
 - Census Tract 10.01 Block Group 2 (34.8 percent), which is located near the Christus St. Vincent Regional Medical Center and has St. Francis Drive as the western boundary and Cordova Road as the northern boundary.

Figure II-7
Santa Fe Residents Living Below the Poverty Level

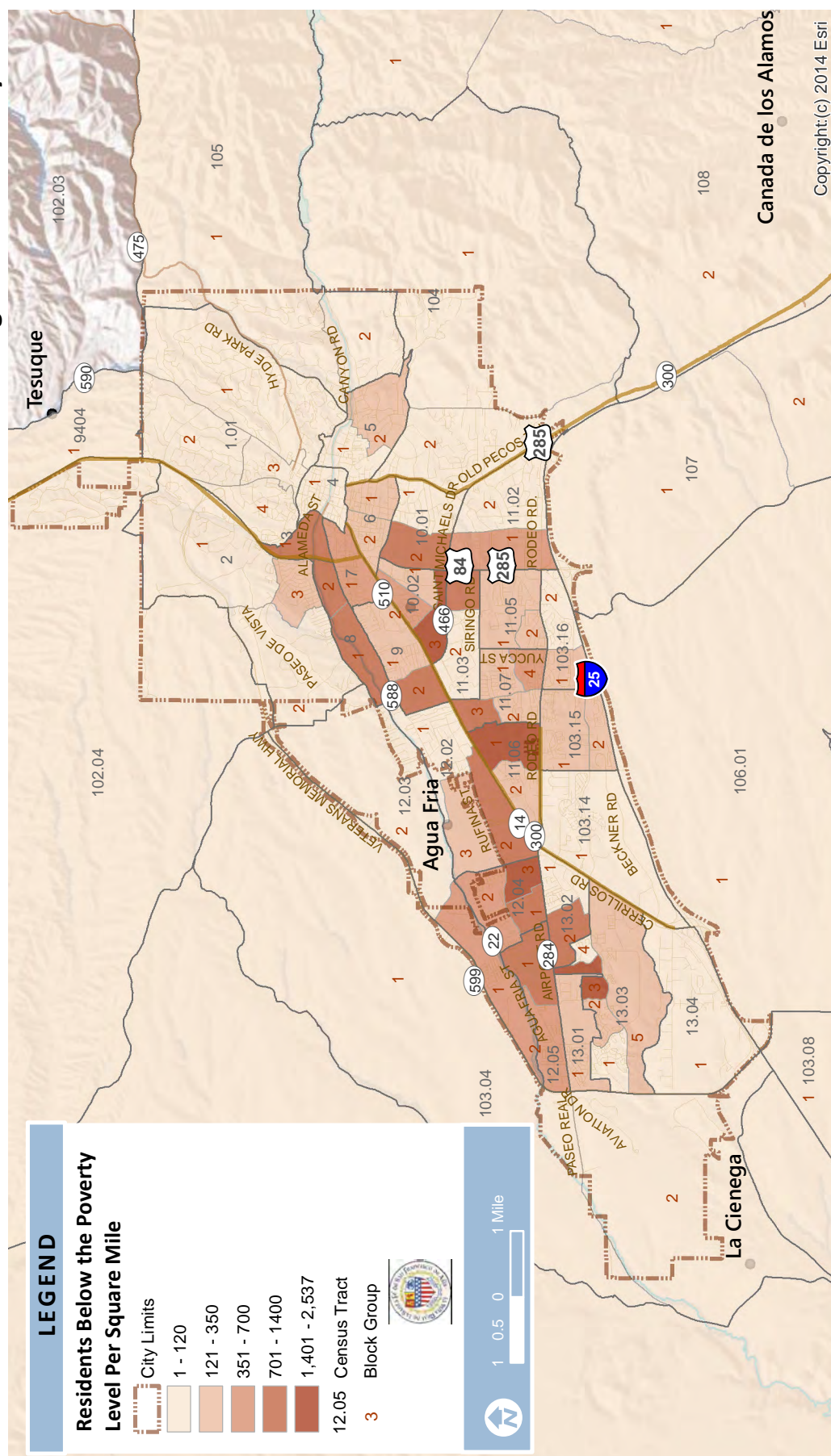
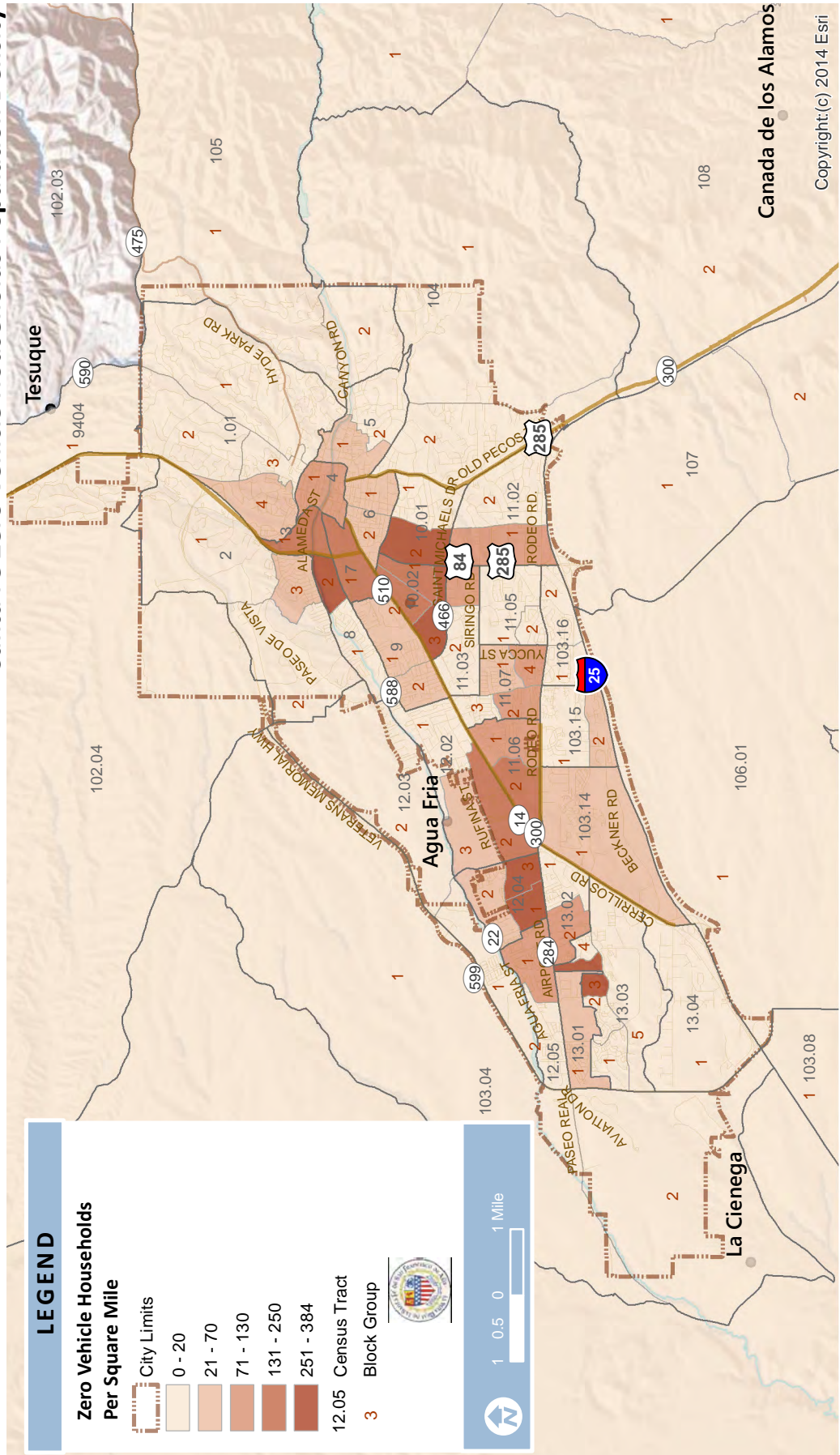


Figure II-8
Santa Fe Zero Vehicle Households Population Density



Canada de los Alamos

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Title VI Analysis

The Civil Rights Act of 1964 established Title VI, prohibiting discrimination on the basis of race, color, or national origin in programs and activities that receive financial assistance from the federal government. In an effort to uphold such efforts, agencies are responsible for fully considering the overall quality of life for various communities as it relates to federally funded public transportation services. The following analysis provides a cumulative summary of the above transit-dependent populations to identify areas of sensitive concentrations. This is then followed by an examination of populations that are vulnerable to transportation services on the basis of minority and/or low-income status.

Transit-Dependent Index

A Transit Dependence Index (TDI) is a method in measuring relative concentrations of transit-dependent populations using the data summarized in Table II-3. There are five major factors that make up the TDI formula; population density (PD), amount of vulnerability based on no vehicle households (AVNV), amount of vulnerability based on elderly populations (AVE), amount of vulnerability based on youth populations (AVY), and amount of vulnerability based on below poverty populations (AVBP). The amount of vulnerability is determined by finding the overall average of each transit dependent group within the study area. Using this average, an incremental score, also known as the amount of vulnerability, is assigned from 1 (very low) to 5 (very high). This score is then used in the following formula:

$$\text{TDI} = \text{PD} \times (\text{AVNV} + \text{AVE} + \text{AVY} + \text{AVBP})$$

Transit dependent concentrations for each census tract are shown in Figure II-9. As depicted, the “Very High” and “High” transit-dependent populations are distributed throughout Santa Fe. Areas of particular concentration were in the western part of the city (Census Tracts 12.04 and 12.05) central portion near the intersection of State Roads 14 and 300 (Census Tract 11.06), and just south of State Road 14 near St. Michaels Drive (Census Tract 10.02).

Environmental Justice Index

Similar to the TDI, an Environmental Justice Index (EJI) is a method in calculating concentrations of racial, ethnic, and/or low-income populations to show areas that need additional consideration when it comes to transit related impacts. The formula is made up of three major factors; population density (PD), degree of vulnerability based on presence of minority population (DVM), and the degree of vulnerability based on presence of below poverty population (DVBP). The data employed by the EJI is as follows:

$$\text{EJI} = \text{PD} * \text{DVM} * \text{DVBP}$$

The results of this analysis are shown in Figure II-10. “Very High” concentrations of those most transit dependent and impacted in the Environmental Justice sense were found in the southwest part of town (Census Tract 13.03) and just west of downtown Santa Fe (Census Tracts 7, 8, and 10.02).



3



ECONOMIC CHARACTERISTICS

Employment

Santa Fe County is expected to experience only a modest 5.5 percent increase in employment over the next ten years, from 65,230 jobs in 2018 to 68,830 in 2028, according to the *2020 New Mexico State of the Workforce Report*. Of this employment growth, the greatest increase will occur within healthcare and social services (18.0 percent), accommodation and food services (11.7 percent), and professional and technological services (10.9 percent). In 2015, Santa Fe County had an unemployment rate of 5.3 percent and as of 2019, the rate had dropped to 3.9 percent¹. In contrast, this was three percent less than New Mexico's overall unemployment rate of 8.3 percent.

Major Employers

The reliable connectivity between employees and their place of work is an essential need for any community. Providing various types of travel modes to and from ones' occupation provides a sense of security in knowing that there are many ways one can maintain their jobs, and to that effect, a steady, reliable income. An overview of the region's major employers is shown in Figure II-11.

As the state's capital, a majority of local employers include government agencies and social services such as the Governor's Office, the New Mexico Department of Transportation, and the Department of Human Services. This is closely followed by hospital and medical facilities such as the St. Vincent Hospital. Public schools and colleges are also amongst the largest employers of the region.



Commute Flow and Mode of Travel

The following summarizes commute patterns gathered by the US Census 2018 Longitudinal Employer Household Dynamics (LEHD). It is important to consider that it also includes information for employees that do not necessarily report to work on a daily or consistent basis, and can include persons who are a permanent resident in one location, but stay elsewhere during their work week. Nevertheless, it provides the best available picture of commuting patterns. The top portion of the table presents information about where residents of the City of Santa Fe work, while the lower portion shows where people live that work within the City of Santa Fe.

Where City of Santa Fe Residents Work

As shown in Table II-4, 70.6 percent of City of Santa Fe residents work within Santa Fe County, followed by those working in Bernalillo County (14.6 percent), and Los Alamos County (4.2 percent). Of this residential population, 61.0 percent work within the City of Santa Fe, followed by Albuquerque (13.0 percent) and Los Alamos (4.1 percent). This data indicates that many jobs are located within Santa Fe County. However, there is a modest residential population traveling outside of the county for work.

¹ New Mexico State of the Workforce Report 2020.

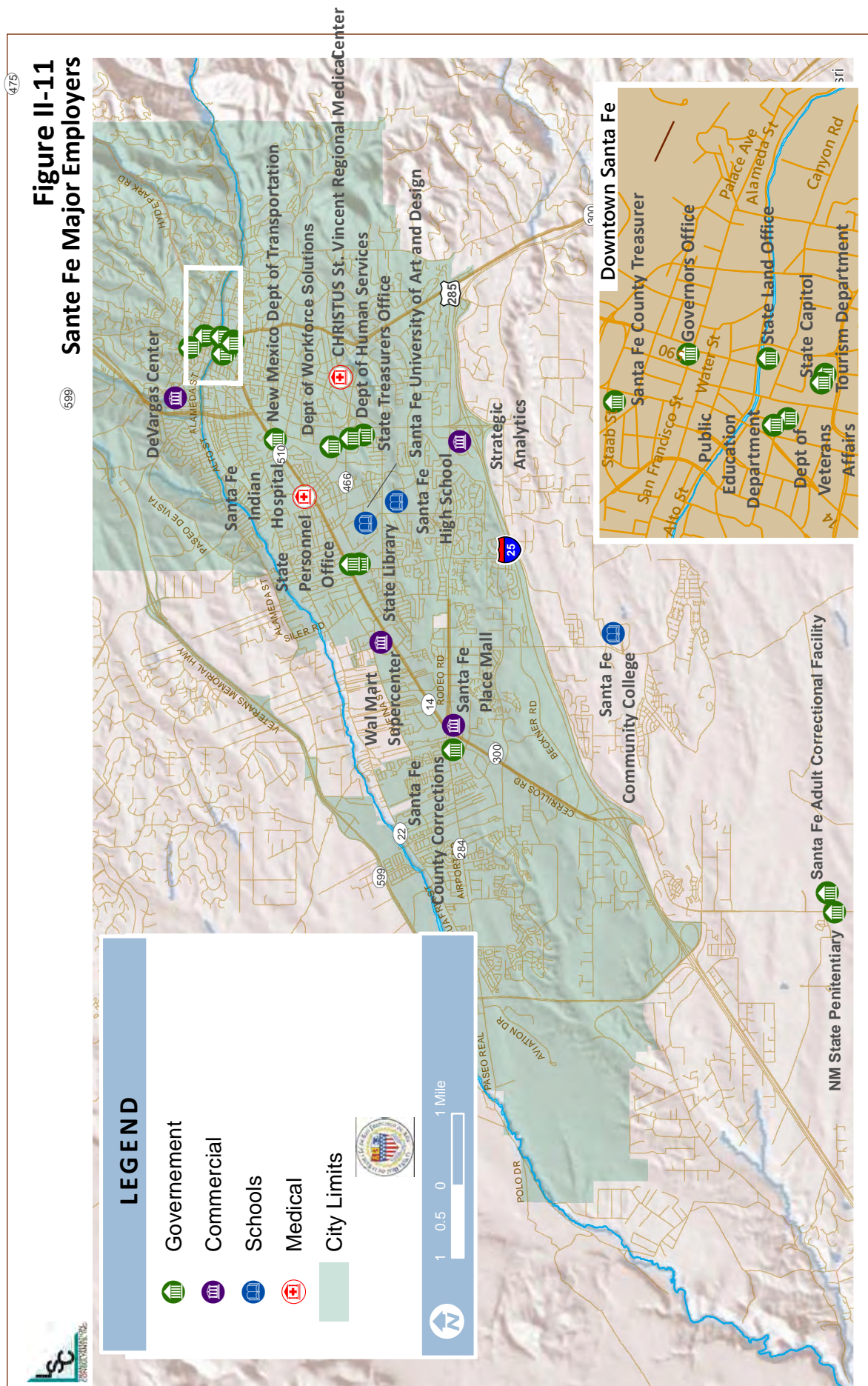


Table II-4: City of Santa Fe Commute Patterns

Where Santa Fe Residents are Employed					
County			City		
# Jobs	% Total		# Jobs	% Total	
Santa Fe County, NM	25,884	70.6%	Santa Fe	22,376	61.0%
Bernalillo County, NM	5,356	14.6%	Albuquerque	4,783	13.0%
Los Alamos County, NM	1,547	4.2%	Los Alamos	1,502	4.1%
Rio Arriba County, NM	671	1.8%	Española	470	1.3%
Sandoval County, NM	599	1.6%	Rio Rancho	428	1.2%
Doña Ana County, NM	302	0.8%	Agua Fria	367	1.0%
San Miguel County, NM	248	0.7%	Las Cruces	232	0.6%
Taos County, NM	237	0.6%	La Cienega	158	0.4%
San Juan County, NM	176	0.5%	Las Vegas, NM	157	0.4%
Valencia County, NM	160	0.4%	North Valley	147	0.4%
All Other Locations	1,498	4.1%	All Other Locations	6,058	16.5%
Total Number of Jobs		36,678	Total Number of Jobs		36,678

Where Santa Fe Workforce Lives					
County			City		
# Persons	% Total		# Persons	% Total	
Santa Fe County, NM	31,568	63.5%	Santa Fe	22,376	45.0%
Bernalillo County, NM	6,116	12.3%	Albuquerque	5,078	10.2%
Sandoval County, NM	3,240	6.5%	Rio Rancho	2,235	4.5%
San Miguel County, NM	1,218	2.4%	Eldorado at Santa Fe	1,188	2.4%
Rio Arriba County, NM	1,003	2.0%	La Cienega	777	1.6%
Valencia County, NM	858	1.7%	Agua Fria	760	1.5%
Doña Ana County, NM	468	0.9%	Las Vegas, NM	481	1.0%
Los Alamos County, NM	465	0.9%	Española	392	0.8%
San Juan County, NM	464	0.9%	Los Alamos	307	0.6%
Taos County, NM	333	0.7%	Pojoaque	278	0.6%
All Other Locations	3,997	8.0%	All Other Locations	15,858	31.9%
Total Number of Persons		49,730	Total Number of Persons		49,730

Source: US Census LEHD, 2018

Where Persons Employed in the City of Santa Fe Live

Many of those working in the City of Santa Fe also live in within Santa Fe County (63.5 percent), followed by those commuting in from Bernalillo County (12.3 percent), and Sandoval County (6.5 percent). Of those commuting to the City of Santa Fe from outside the city, 10.2 percent are commuting from Albuquerque, followed by Rio Rancho (4.5 percent), and Eldorado at Santa Fe (2.4 percent).

In comparing these commute patterns, approximately 5,000 more people are commuting into the City of Santa Fe from neighboring cities for employment than those living and working within the City.

City of Santa Fe Commuter Mode of Travel

Of those travelling to Santa Fe for work, 78.2 percent drive alone, according to the 2015-2019 American Community Survey (ACS) prepared by the US Census. Of those using other means of travel, 8.9 percent carpool, followed by 2.1 percent who walk, and 1.1 percent who use public transportation. In recent

years, working remotely has been a steadily growing option as well and, with the onset of Covid-19 restrictions, it is expected to continue growing. In the City of Santa Fe, 8.5 percent currently work from home. A table showing commuter modes of travel by Census Tract is included in Appendix A.

The following provides a brief summary of data related to alternative transportation (non-personal auto travel) modes of travel:

- The greatest number of people commuting by public transit were located in Census Tract 12.03 (3.8 percent), which is located north of Aqua Fria Street, east of Veterans Memorial Highway, and west of Paseo Nopal. This was followed by Census Tract 6 (3.2 percent), which is located south of the downtown area between Paseo De Peralta and Cordova Road (N-S) and between Old Pecos Trail and Cerrillos Road (E-W), and Census Tract 13.03 (3.2 percent), which is located in the southwest area of the city around Jaguar Drive.
- Those who frequently walk to work (31.3 percent) are within Census Tract 4, which is located near the downtown area.
- Rates of bicycling and taking a taxi or motorcycle were very low, with a total of only 0.4 percent and 0.7 percent, respectively.
- Census Tract 102.04 (located along the northern City Limits and includes areas in Santa Fe County) had the highest percent of those working from home at 27.5 percent. This was followed by Census Tract 104 (25.2 percent), which is located along the southeast City Limits and includes areas in Santa Fe County, and Census Tract 5 (23.9 percent), which is located slightly southeast of the downtown area and covers the area around Canyon Road.
- Carpooling is greatest within Census Tract 7 (19.1 percent), which is located southwest of the downtown area between Cleveland Street and Cerrillos Road (N-S) and between South Guadalupe Street and Baca Street (E-W). This was followed by Census Tract 11.07 (18.1 percent), which is located just west of Santa Fe High School and has Yuca Street to the east, Rodeo Road to the South, and Avenida de las Campanas to the west.

LAND USE DEVELOPMENT

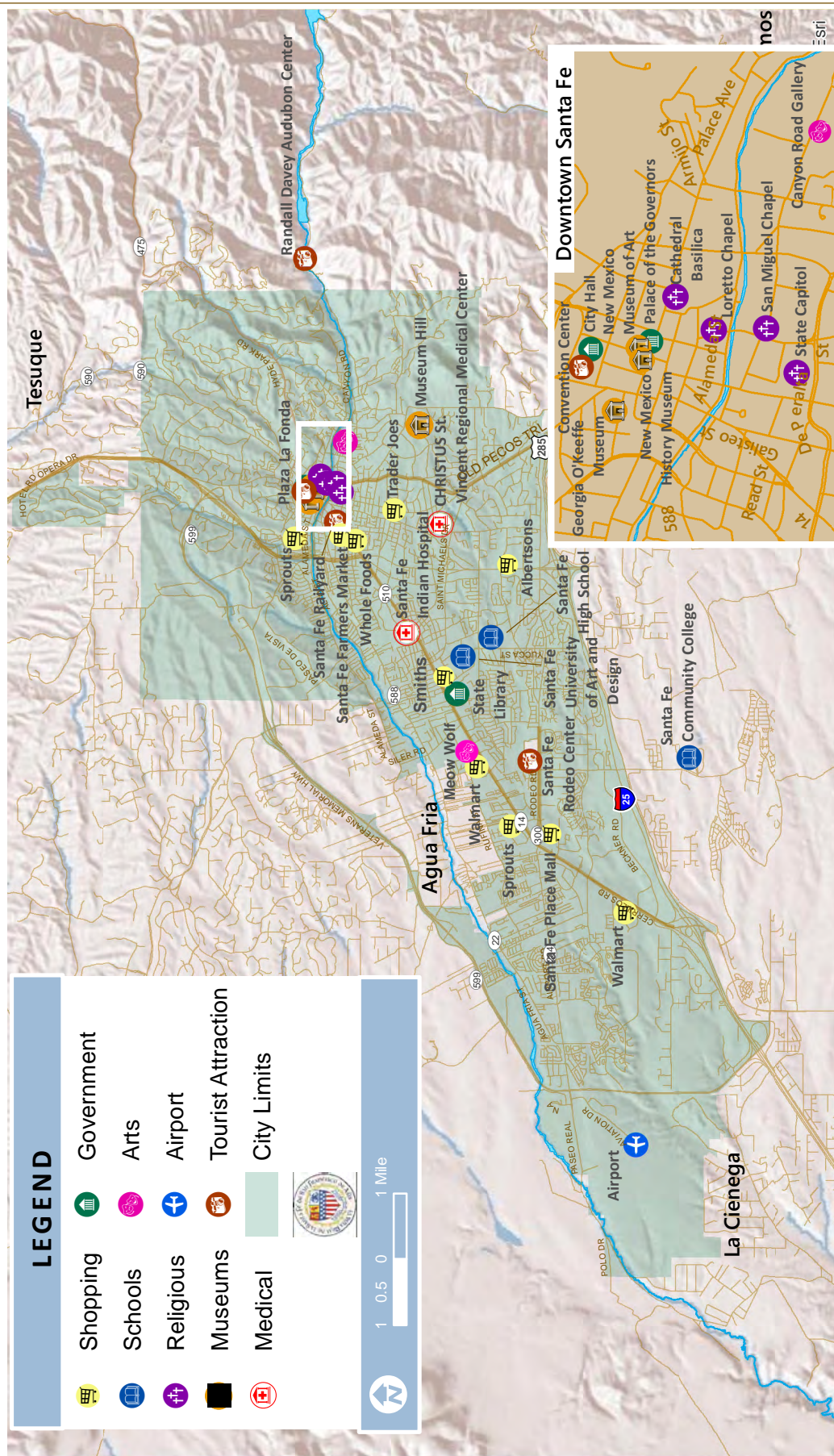
Activity Centers

Major activity centers typically include areas where origin and destination transportation demands are high. This typically includes cultural and tourist attractions, large commercial retail, public and private educational institutions, medical centers, government facilities, and consolidated residential areas. Activity centers within the City of Santa Fe that are most likely to generate trips (and potential transit ridership) are summarized below and shown in Figure II-12.

- Tourist Attractions: Santa Fe is known for its historic character and cultural events. These attractions can draw significant ridership from visitors while also providing employment for local residents. Places like the Santa Fe Plaza, La Fonda, Museum Hill, Camel Rock Casino, and the Santa Fe Railyard are all well-known tourist destinations in the region. The Meow Wolf interactive art attraction in Midtown has also emerged as a tourist attraction in recent years.



Figure II-12
Sante Fe Activity Centers



- Commercial Retail and Shopping: Santa Fe has several concentrated retail areas located along major commercial roads such as Cerrillos Road. Major commercial retail stores include Whole Foods, Trader Joes, Sprouts, Smiths, and Walmart. While much of the visitor shopping is concentrated around the Plaza area, key districts providing shopping opportunities for day-to-day purposes are found along Cerrillos Road near the St. Michaels Drive intersection in Midtown and near the Airport Road/Rodeo Road intersection in southwest Santa Fe.
- Education: The Santa Fe Unified School District offers public education to approximately 13,000 students throughout Santa Fe. The district includes 14 elementary schools, five middle schools, and six high schools. There are also five colleges/universities in Santa Fe serving approximately 4,300 students.
- Museums: Due to the region's rich Native American and south western history, there are a variety of museums attracting visitors to the area, while also providing employment opportunities to those living in Santa Fe. Some of these museums include the Georgia O'Keeffe Museum, the New Mexico History Museum, the New Mexico Museum of Art, and others located on Museum Hill.
- Religious: The Cathedral Basilica, Loretto Chapel, and the San Miguel Chapel are all centrally located near the downtown area and the Capitol Building, drawing large crowds for religious services and tourist sight-seeing.
- Government: As the State Capital, both employees and visitors travel to and from major government buildings in Santa Fe. The State Capitol, State Library, City Hall, and Palace of Governors are just a few of these regionally renowned destinations.



Future Growth Areas

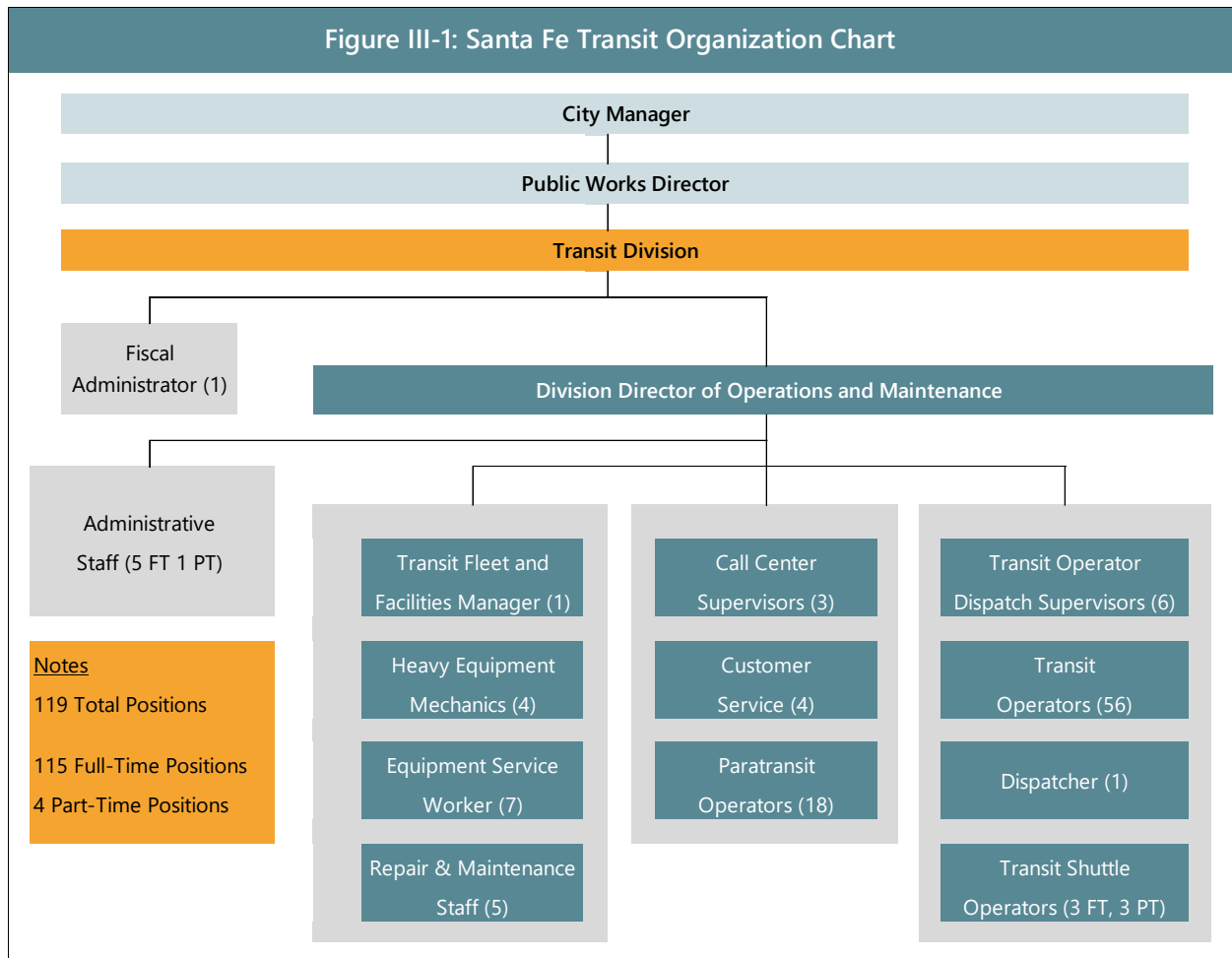
The *Sustainable Growth Management Plan* was completed by Santa Fe County in 2015. The plan identified four Growth Management Areas for further consideration in the future growth and development of Santa Fe County. As a result, Sustainable Development Areas were recommended south of Interstate 25, adjacent to the State Highway 14 corridor, and west of State Highway 599. As a major focus of the plan, the region south and southwest of the City of Santa Fe is emphasized for continued land use development as well.



Chapter III: Evaluation of Transit Services

CITY OF SANTA FE TRANSIT

The City of Santa Fe began offering transit services (Santa Fe Trails) in January 1993. Transit services for the City of Santa Fe are administered through the Transit Division within the City's Department of Public Works. The Transit Division Director of Operations and Maintenance works under the Public Works Director. There are a total of 119 positions within the Transit Division (115 full-time and 4 part-time employees), as shown in Figure III-1.



The Transit Division is also supported by a Transit Advisory Board (TAB) comprised of volunteers representing different interest groups in Santa Fe. TAB members serve two-year-terms, without limitations on reappointments. They advise on improving the public transit system and increasing its utilization; serve as a vehicle for citizen input; recommend programs and facilities for further development of public transit; recommend reasonable performance standards; and promote future transit programs. Meetings are typically held on the fourth Tuesday of the month, but have been paused due to the Covid-19 pandemic.

The Transit Division operates Santa Fe Trails fixed route services, Santa Fe Rides complementary paratransit, and formerly operated a shuttle service called Santa Fe Pick Up. The services are described below.

Existing Santa Fe Trails Service

At present, Santa Fe Trails fixed-route service consists of a total of ten routes, as shown in the system map in Figure III-2. Of these, five routes (1, 2, 4, 24, and 26) operate on a traditional schedule, while the other five (5, 6, 21, 22, M) provide service to specific stops at specific times but only when requested by a call to the Call Center. Appendix B presents individual route profiles, while Table III-1 presents a summary of these existing services. As shown, the existing span of service (hours of operation) is as follows:

- Weekdays, from 5:30 a.m. to 10:30 p.m.
- Saturdays, from 8:03 a.m. to 8:14 p.m.
- Sundays, from 8:18 a.m. to 6:18 p.m.

The frequency of service on most routes is every 30 to 35 minutes during weekday work hours and every 60 to 70 minutes on weekday evenings, Saturdays, and Sundays. (There are some additional runs operated during weekday peak-commute periods.) The key exception is Route 2, which operates every 15 minutes during weekday work hours and every 30 minutes at other times.

In total, 19 buses are in operation at peak times on weekdays, 11 on Saturdays, and 9 on Sundays. A total of 73,466 revenue-hours and 906,306 revenue-miles of service are operated annually (based on the February 2020 schedule).

Existing Service Quality Matrix

A useful tool in evaluating a transit service is to consider the quality of service from the point of view of the customer (rider) in terms of three key factors influencing individual trips:

- The actual travel time that is required to complete the trip via transit;
- The frequency of service; and,
- The need to transfer between buses (which is typically seen as a substantial negative factor).

A system of nine zones was defined, covering the Santa Fe Trails area, as shown in Table III-2. For each, a specific stop (on the existing bus schedules) was selected to represent the zone. For each trip origin/destination pair, the existing schedules were used to identify the typical travel time needed to complete the trip, as well as the overall frequency (the least frequent route) and the need to transfer. Note that for many trips, the actual travel times vary between individual trip-departure times, reflecting in particular that the 35-minute-long routes require varying times to wait for transfers with the other routes. A minimum of three example departure times were evaluated for typical weekday mid-day schedules to yield an average travel time.

Figure III-2: Santa Fe Trails System Map (Source: Santa Fe Trails, 2021)

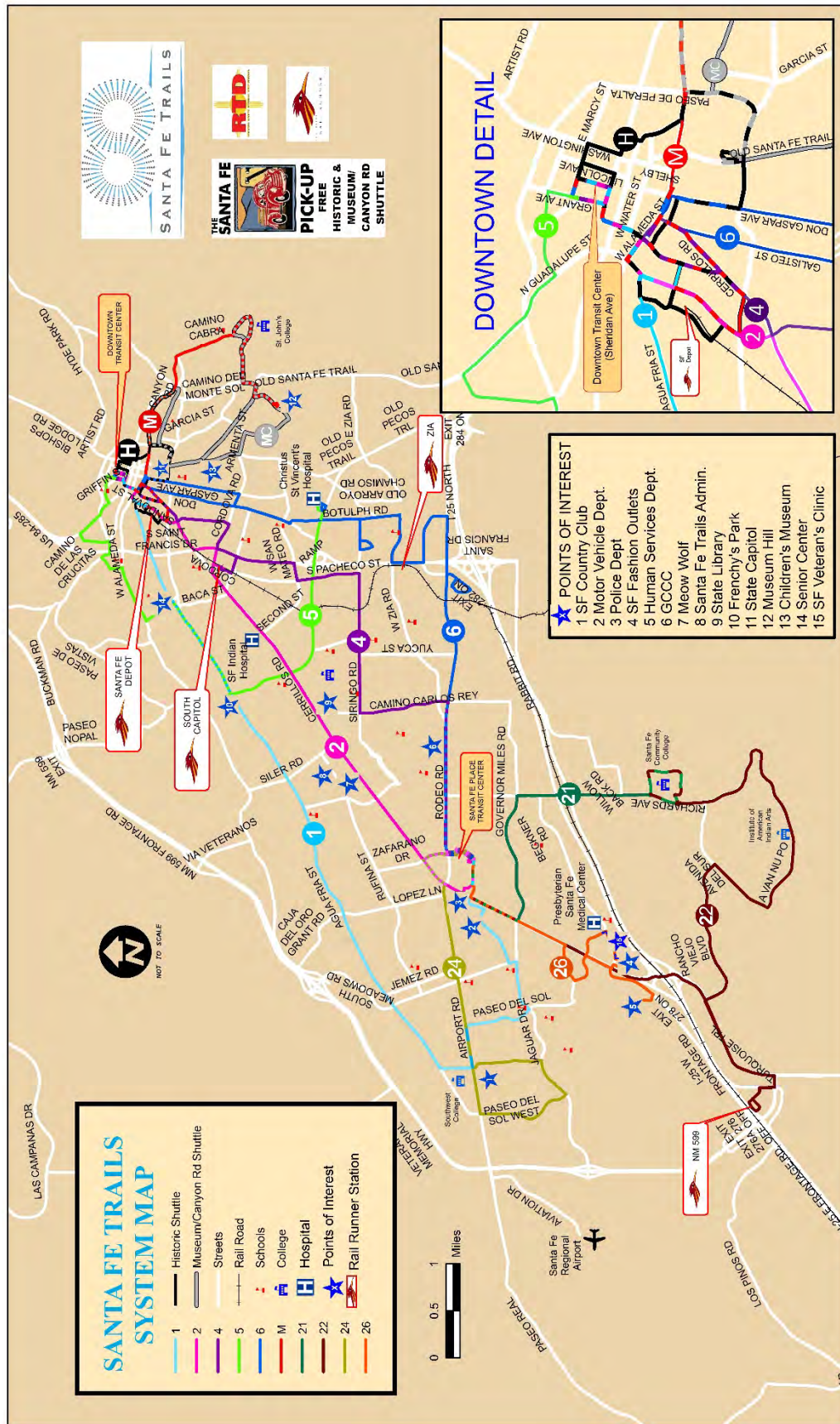


Table III-1: Summary of Santa Fe Trails Route Services

		Fixed Routes ¹				On-Demand Routes ²							Total
		1	2	4	24	26	5	6	21	22	M		
Weekday	Start of Service	5:56 AM	5:30 AM	5:41 AM	5:57 AM	6:55 AM	6:26 AM	5:41 AM	7:30 AM	7:09 AM	6:50 AM		
	End of Service	9:58 PM	10:13 PM	10:30 PM	10:05 PM	10:05 PM	7:51 PM	8:02 PM	10:04 PM	6:24 PM	8:04 PM		
	Start of Service	8:11 AM	8:15 AM	8:03 AM	8:18 AM	8:38 AM	9:20 AM	9:11 AM	--	--	10:20 AM		
	End of Service	7:53 PM	8:14 PM	7:20 PM	6:48 PM	6:28 PM	5:15 PM	7:03 PM	--	--	6:04 PM		
Saturday	Start of Service	8:30 AM	8:25 AM	9:00 AM	8:18 AM	8:38 AM	--	--	--	--	10:15 AM		
	End of Service	6:08 PM	6:44 PM	6:18 PM	5:38 PM	5:18 PM	--	--	--	--	5:59 PM		
	Weekday	30	15	30	35	35	60	60	70	60	60		
	Evening	60	30	60	35	70	60	60	70	--	60		
Sunday	Start of Service	6:00 AM	6:00 AM	6:00 AM	6:00 AM	6:00 AM	9:00 AM	6:00 AM	--	--	6:00 AM		
	End of Service	6:00 PM	6:00 PM	6:00 PM	6:00 PM	6:00 PM	9:00 PM	6:00 PM	--	--	6:00 PM		
	Weekday	30	15	30	35	35	60	60	70	60	60		
	Evening	60	30	60	35	70	60	60	70	--	60		
Service Frequency (Minutes)	Weekday	30	15	30	35	35	60	60	70	60	60		
	Saturday	60	30	60	35	70	60	60	70	--	60		
	Sunday	60	30	60	70	70	--	--	--	--	60		
	Evening	60	30	60	70	70	--	--	--	--	60		
# Peak Buses in Operation	Weekday	3.0	5.0	3.0	1.0	1.0	1.0	1.5	2.0	1.0	0.5	19	
	Saturday	1.5	3.0	2.0	0.5	0.5	1.0	1.0	--	--	1.5	11	
	Sunday	1.5	3.0	2.0	0.5	0.5	--	--	--	--	1.5	9	
	Evening	1.5	3.0	2.0	0.5	0.5	--	--	--	--	1.5	9	
Daily Vehicle-Hours of Service ³	Weekday	39.3	67.1	41.7	10.5	10.5	15.6	15.6	21.0	11.4	15.6	248.3	
	Saturday	17.4	32.2	10.0	2.5	2.5	11.7	11.7	--	--	11.7	99.6	
	Sunday	15.9	25.4	14.3	2.3	2.3	--	--	--	--	11.4	71.4	
	Evening	15.9	25.4	14.3	2.3	2.3	--	--	--	--	11.4	71.4	
Daily Vehicle-Miles of Service ⁴	Weekday	638	713	514	241	76	176	273	120	254	140	3,145	
	Saturday	258	297	179	82	62	110	202	0	0	86	1,277	
	Sunday	213	238	147	73	55	0	0	0	0	86	812	
	Evening	213	238	147	73	55	0	0	0	0	86	812	
Cycle Length (Min)	Weekday	90	75	90	60	60	70	75	30	60	45		
	Saturday	90	75	90	60	60	70	75	30	60	45		
	Sunday	90	75	90	60	60	70	75	30	60	45		
	Evening	90	75	90	60	60	70	75	30	60	45		

Note 1: The tripper vehicle- miles are accounted for in the vehicle- miles for the buses that run on the same route as the trippers.

Note 2: Reflects scheduled service, not on demand which uses two vehicles stationed at either end of town.

Note 3: Revenue Hours Note 4: Revenue Miles

Source: LSC Transportation Consultants, Inc.

Interlined Routes (two or more routes operated on one schedule).

Routes 5, 6 and M are Interlined

Routes 21, 24 and 26 are Interlined

Table III-2: Santa Fe Trails Travel Times, Transfer Requirements, and Service Headways

Travel Time in Minutes
T = Transfer Required
Italics = Includes On-Demand Service

Italics = Includes On-Demand Service					30 Minute or Less Frequency	35 to 60 Minute Frequency			More Than 60 Minute Frequency	
		ZONE TO								
		Downtown	Southeast	Central South	Midtown	Far South	Southwest	Airport Rd W.	Airport Rd E.	Northwest
Specific Stop		Downtown Transit Center	St. John's College	St. Vincent's Hospital	Cerrillos / Siler	Santa Fe Comm College	Human Services Dept	Airport Rd / San Felipe	Southside Transit Cntr	Sabino / Guadalupe
ZONE FROM	Downtown		18	15	17	54 T	47 T	25	29	7
	Southeast	18		44 T	43 T	79 TT	78 TT	55 T	55 T	78 T
	Central South	15	58 T		35 T	65 T	56 T	49 T	32	23
	Midtown	17	29 T	44 T		38	35	35	12	32 T
	Far South	52 T	105 TT	62 T	38 T		33	38	15	118 TT
	Southwest	51 T	107 TT	60 T	36 T	52 T		48	19	83 TT
	Airport Rd W.	24	49 T	53 T	31 T	45 T	42 T		14	48 T
	Airport Rd E.	29	43 T	32 T	12	15	11	14		40 T
	Northwest	7	32 T	24	26 T	90 TT	78 TT	35 T	41 T	

A review of Table III-2 indicates the following:

- Individual trip times range from as short as 7 minutes to as long as 118 minutes (just two minutes short of two hours). In particular, trips to and from the “Far South” zone (represented by the Santa Fe Community College stop) have long travel times resulting from the need to make at least one and sometimes two transfers to complete a trip, with connections that require long waits at the transfer centers.
- Setting aside the trips using Route 22, this analysis reflects the relative convenience of transit travel to/from the two transit centers (in the downtown and Airport Road East zones), with relatively short travel times, higher frequency and few transfer requirements. There are still quite a few trips that require in the range of an hour or more, particularly for trips west or south of the Southside Transit Center or east/north of the Downtown Transit Center. This indicates the need to consider schedule revisions to make more convenient transfers at the two centers.

Existing Transfer Schedules at Transit Centers

The review of transit travel times indicates the importance of the schedule by which the individual routes serve the two transit centers. Optimally, buses would serve the transit centers to provide convenient direct transfers between routes, or only a short wait between buses, particularly for those routes serving a popular through trip. The schedules would also optimally avoid a bus that arrives just after a popular connecting bus has departed.

Table III-3 presents a summary of typical existing weekday midday service schedules at the two transit centers, showing the arrival and departure times for those individual routes with “clock headways” (service consistently at the same minute past the hour). Note that the actual schedule is quite complicated, with additional peak-period runs not shown and some slight changes in times over the course of the day.

Table III-3: Transit Center Typical Weekday Service Times by Route

Minutes After the Hour	Downtown Transit Center						Southside Transit Center							
				On Demand Routes							On Demand Routes			
	Rt 1	Rt 2	Rt 4	Rt 5	Rt 6	Rt M	Rt 1	Rt 2	Rt 4	Rt 24	Rt 26	Rt 6	Rt 21	Rt 22
:00			DEP											
:01														
:02		ARR										ARR		
:03														
:04														ARR
:05														
:06							DEP							
:07														
:08														
:09														
:10														
:11					ARR									
:12		DEP						ARR				DEP		
:13	ARR													
:14														
:15														
:16														
:17		ARR												
:18														
:19	DEP		ARR											
:20														DEP
:21														
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:27		DEP												
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:29								ARR						
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:43	ARR													
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:45														
:46														
:47		ARR												
:48														
:49	DEP													
:50			ARR											
:51														
:52														
:53														
:54														
:55														
:56														
:57		DEP												
:58														
:59														

Note: Based on schedules as of February 2021.

At the **Downtown Transit Center**, the fact that Route 2 operates on a 15-minute frequency helps to provide convenient transfers to and from this key route. There are times (at 12 and 42 past the hour) when the schedule indicates that Route 2 departs a minute before Route 1 arrives, though oftentimes drivers can radio ahead to wait for a transfer from an arriving Route 1 bus. The on-demand routes (5, 6, and M) generally have reasonable connection times, though Route 6 departs 2 minutes before a Route 2 arrival. Trips that require a transfer between the on-demand routes can require very long waits at the Transit Center. For instance, a trip between Route M (such as from St. John's College) and Route 6 (such as to St. Vincent's Hospital) requires a 53-minute wait between buses.

At the **Santa Fe Place Transit Center** (soon to be relocated to the new Southside Transit Center nearby), there are convenient transfer times between Routes 1 and 2 and between Routes 2 and 4, but not between Routes 1 and 4 (a 20-minute wait in one direction and 14 minutes in the other). Route 6 has good connections with Routes 1 and 2 in both directions and to Route 4, but not good connections in the opposite direction (though the fact that Routes 4 and 6 serve parallel corridors limits the need for transfers). The two 35-minute-long routes (24 and 26) and the 70-minute Route 21 are all scheduled to be at the transit center at the same time. This provides convenient transfers between these three routes covering the southwest portion of the service area, but connections to the "clock headway" routes vary from hour to hour.

It is not possible to provide convenient connections between all routes at both transit centers, without adding additional and expensive new runs. If schedules were set to provide convenient transfers at one transit center, the difference in running times between transit centers on the individual routes would result in various offset times at the other transit center. This review, however, indicates the merit of reviewing routes and schedules to provide better transfer connections where possible, particularly as the need for transit service shifts towards the south and west.

Comparison of Auto Travel Times to Transit Travel Times

Research shows that travel time is a key consideration in an individual's choice of travel mode. Given all the time constraints on daily activities, travelers tend to prefer the travel mode that gets them where they want to go in the shortest time. As a result, an important element in designing options to the private automobile (such as a transit system) is the relative travel time needed to complete a trip by transit compared to the travel time by car.

Table III-4 presents the auto travel time (in minutes) between the various areas of Santa Fe (using the zones defined in Table III-2, above, regarding transit travel times). These values are drawn from the median of the range of "typical travel time" between each trip origin and destination, as reported by Google Maps, based on actual cellphone tracking data. The transit travel time (from Table III-3) can then be divided by the typical auto travel time to identify the ratio of transit/auto travel time.

At the low end, travel by transit along the Cerrillos Road corridor between Midtown and Downtown is only 10 percent slower (a ratio of 1.1) than typical auto travel, reflecting the direct bus service as well as the relatively low auto travel speed on this busy corridor. At the other extreme, this ratio is as high as 8.7 for the relatively short trip between the Human Services Department in the Southwest zone and the nearby Santa Fe Community College in the Far South zone, reflecting the need to travel via the Santa Fe Place transit center (and transfer between routes) for a transit trip compared with a quick auto trip in an uncongested area.

Table III-4: Comparison of Auto and Transit Travel Times

		ZONE TO								
		Downtown	Southeast	Central South	Midtown	Far South	Southwest	Airport Rd W.	Airport Rd E.	Northwest
Specific Stop		Downtown Transit Center	St. John's College	St. Vincent's Hospital	Cerrillos / Siler	Santa Fe Comm College	Human Services Dept	Airport Rd / San Felipe	Southside Transit Cntr	Sabino / Guadalupe
ZONE FROM	Downtown		10 1.8	13 1.2	15 1.1	23 2.3	24 2.0	19 1.3	25 1.2	4 1.8
	Southeast	10 1.8		8 5.5	16 2.7	18 4.4	18 4.3	24 2.3	20 2.8	10 7.8
	Central South	13 1.2	8 7.3		8 4.4	13 5.0	14 4.0	19 2.6	14 2.3	12 1.9
	Midtown	15 1.1	16 1.8	8 5.5		12 3.2	16 2.2	15 2.3	8 1.5	14 2.3
	Far South	23 2.3	18 5.8	13 4.8	12 3.2		6 5.5	14 2.7	10 1.5	22 5.4
	Southwest	24 2.1	18 5.9	14 4.3	16 2.3	6 8.7		10 4.8	9 2.1	20 4.2
	Airport Rd W.	19 1.3	24 2.0	19 2.8	15 2.1	14 3.2	10 4.2		9 1.6	14 3.4
	Airport Rd E.	25 1.2	20 2.2	14 2.3	8 1.5	10 1.5	9 1.2	9 1.6		23 1.7
	Northwest	4 1.8	10 3.2	12 2.0	14 1.9	22 4.1	20 3.9	14 2.5	23 1.8	
Legend		13 1.2	Typical Auto Travel Times in Minutes (1) Ratio of Auto Travel Time to Transit Travel Time Shading ranges from green (lowest ratio) to red (highest ratio).							

In general, this comparison shows that the current transit program is reasonably comparable (a ratio of less than 1.5) for trips along the Cerrillos Road and Airport Road corridors. This reflects the fact that the current transit service provides direct and frequent runs along these corridors. Transit travel to the more outlying portions of the city (the Southwest, Far South, Southeast, and Northwest zones), however, is not competitive with private auto use on a travel time basis. This indicates a relatively high potential to make transit service an attractive alternative to auto use along the Cerrillos and Airport Road corridors, as well as a need to consider means of better serving the growing southwest portions of the city.

Santa Fe Trails Transit Ridership

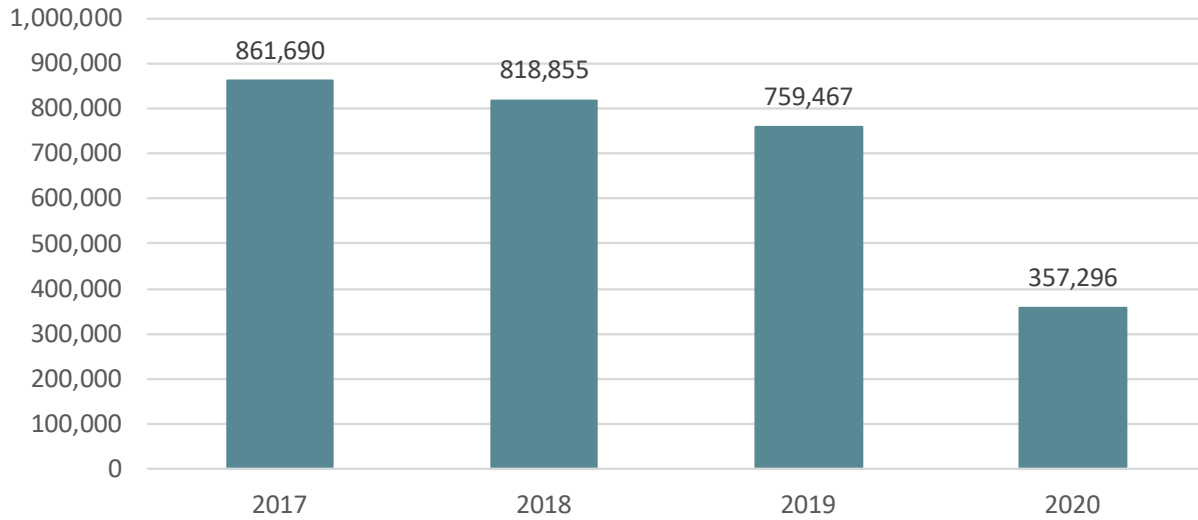
Historical and current ridership data are reviewed, below.

Santa Fe Trails Ridership by Route and Year

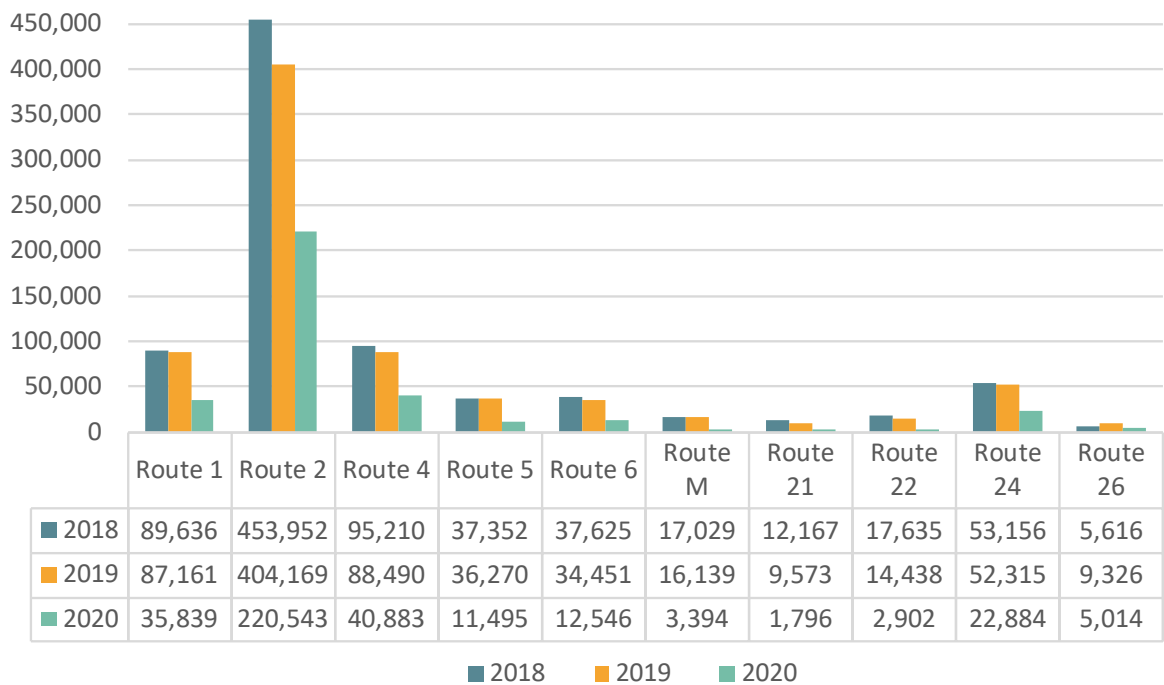
Ridership for calendar years 2017 to 2020 is shown in Figure III-3, reflecting both pre- and active-Covid-19 conditions. Even prior to the pandemic, ridership dropped by 5.0 to 7.3 percent. In 2020, ridership dropped by more than half (53 percent). Figure III-2 also shows ridership by route for the past three years. Pre-pandemic, ridership was dropping on all routes except Route 26 (which experienced a 66 percent increase, before dropping back to pre-pandemic ridership). The year prior to the pandemic, ridership dropped by between 1.6 percent on Route 24 to 27.1 percent on Route 21. During the pandemic, ridership declined by between 45.4 percent on Route 2 to 81.2 percent on Route 21, and 52.5 percent on all fixed routes. It should be noted that this drop in ridership prior to the pandemic was common across the country, as reductions in the cost of auto use (such as the low price of gas and the low cost of auto loans) impacted ridership at many transit programs.

Figure III-3: Santa Fe Trails Ridership by Year

Ridership by Calendar Year 2017-2020

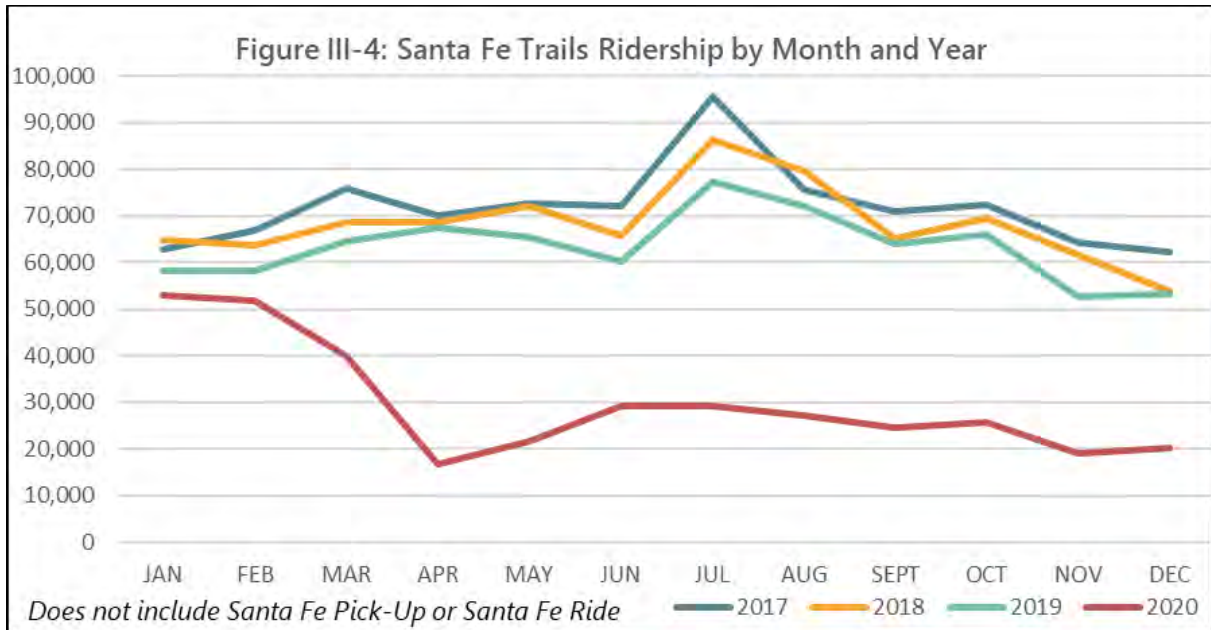


Ridership by Route and Year



Santa Fe Trails Ridership by Month

Ridership by month for calendar years 2018 to 2020 is shown in Figure III-4 and reflects the tourism impact (higher summer ridership) as well as the steep drop due to the pandemic in April 2020. The impact from the pandemic recovers somewhat after April, particularly in June, but late 2020 ridership is still only 38 percent of pre-pandemic ridership.



Santa Fe Trails Ridership by Stop

In addition to reviewing travel time, it is helpful to review boarding and alighting activity to determine where transit activity is highest and lowest for all routes. This was done through a review of Routematch data from March 1, 2019 to March 1, 2020 (most recent data prior to COVID-19). To estimate average daily boardings and alightings by stop, the annual weekday ridership was proportionally applied to the Routematch counts by stop.

There are 446 total stops serving Santa Fe fixed routes. Only 11.2 percent of the stops (49 total) have passenger activity totaling ten or more combined average daily passenger boardings and alightings, and 81.2 percent of stops (362 total) have fewer than five combined average daily boardings and alightings. This indicates that many stops can potentially be eliminated or possibly served “on demand”. Further examination of the data may indicate that there are portions of routes which can be eliminated as well.

Table III-5 shows the stops with the highest passenger activity (data for all of the stops is included in Appendix C). Not surprisingly, the two stops with the greatest activity are the Downtown Transit Center and Santa Fe Place. Nearly a quarter of the Santa Fe Trails ridership occurs along Cerillos Road, which is likely a reflection of the high-frequency service, but also that it may be appropriate to serve stops at greater distances along the route in order to speed up the route.

Table III-6 shows stops with the lowest ridership — including a dozen stops that have zero activity on an average weekday. Ridership activity by stop drops to less than ten passengers per stop after the busiest top 50 — indicating there are likely too many stops serving the routes, which can slow travel time. This is also evidenced by the travel time matrices in Tables III-2 and III-3.

Table III-5: Santa Fe Transit Bus Stops with Highest Use

<i>March 1, 2019 to March 1, 2021</i>	Estimated Average Daily Activity ¹		
Bus Stop Location	Boardings	Alightings	Total
Downtown Transit Center	94	61	156
Santa Fe Place	96	55	151
Guadalupe @ Garfield Outbound	46	19	66
Old Santa Fe Trail @ Visitor Center	20	21	42
Cerrillos @ Harrison Outbound	12	28	40
SFP Perimeter Road @ Wagon Road Inbound	21	15	36
Cerrillos @ Lujan Outbound	16	16	32
Cerrillos @ Lujan Inbound	16	16	32
Cerrillos @ Jorgensen Inbound	17	12	29
St. Francis @ Cordova R-2 Outbound	20	9	29
Plaza	13	16	29
Cerrillos @ Zafarano Inbound	22	3	25
Zafarano @ Camino de los Arroyos Inbound/OB	3	22	25
South Capitol Station	17	7	24
Cerrillos @ Camino Consuelo Outbound	8	14	22
Cerrillos @ Richards Outbound	5	16	21
Cerrillos @ 5th Inbound	10	10	20
Cordova @ St. Francis Inbound	3	17	20
Cerrillos @ Vegas Verdes Outbound	2	18	19
Cerrillos @ Calle Del Cielo Outbound	4	15	19
Sandoval @ Water Inbound	1	18	19

Note 1: Average daily boardings and alightings are based on passenger reports from March 1, 2019 to March 1, 2020 (pre-COVID).

Source: US Census Bureau, American Community Survey - 2017, LSC 2019.

Table III-6: Santa Fe Transit Bus Stops with Least Use

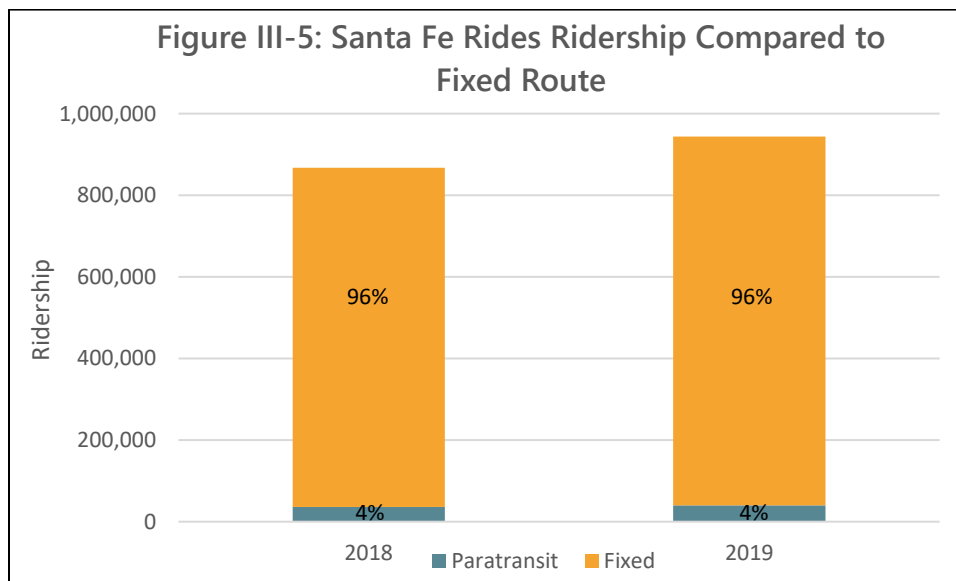
<i>March 1, 2019 to March 1, 2021</i>	Estimated Average Daily Activity ¹		
Bus Stop Location	Boardings	Alightings	Total
Galisteo @ Columbia Outbound	0.0	0.1	0.1
Governor Miles @ Richards Outbound	0.0	0.1	0.1
Hospital Drive @ Harkle Outbound	0.0	0.1	0.1
Rodeo @ Calle Delfino Inbound	0.1	0.0	0.1
Rodeo @ Calle Melecio Inbound	0.1	0.0	0.1
Rodeo @ Camino Cabestro Outbound	0.0	0.1	0.1
Sawmill @ Ventoso Inbound	0.1	0.0	0.1
Sawmill @ Ventoso Outbound	0.0	0.1	0.1
A Van Nu Po @ Avenida Del Sur Outbound	0.0	0.0	0.0
Camino Cabra @ Calle Picacho Inbound	0.0	0.0	0.0
Camino Cabra @ Camino de La Luz Outbound	0.0	0.0	0.0
Camino Cabra @ Camino Ribera Outbound	0.0	0.0	0.0
Camino Cabra @ Camino San Acacio Inbound	0.0	0.0	0.0
Galisteo @ Coronado	0.0	0.0	0.0
Murales @ Bishops Lodge	0.0	0.0	0.0
Paseo De Peralta @ Washington	0.0	0.0	0.0
Richards @ Chile Line Outbound	0.0	0.0	0.0
Rodeo @ Avenida Del Sol Outbound	0.0	0.0	0.0
Rodeo @ Yucca Inbound	0.0	0.0	0.0
Sawmill @ Pradera Inbound	0.0	0.0	0.0

Note 1: Average daily boardings and alightings are based on passenger reports from March 1, 2019 to March 1, 2020 (pre-COVID).

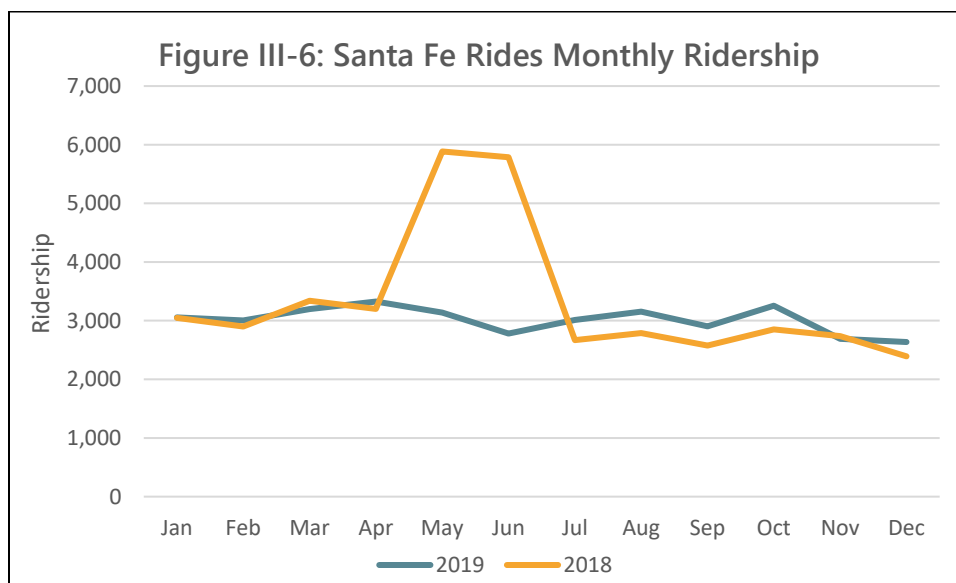
Source: US Census Bureau, American Community Survey - 2017, LSC 2019.

Santa Fe Rides

Santa Fe Rides is a curb-to-curb complementary paratransit service operating within the City of Santa Fe. The service is available to seniors aged 60 and over and individuals who qualify under the Americans with Disabilities Act (ADA). Hours of operation are the same as for the fixed route. As shown in Figure III-5, Santa Fe Rides ridership is typically around four percent of total transit ridership. In calendar year 2019, Santa Fe Rides carried 36,150 passenger trips, compared to 831,134 on the fixed route services, and in 2018, Santa Fe Rides carried 40,173 passenger trips, compared to 903,469 on the fixed route services.



Monthly ridership data for Santa Fe Rides for 2018 and 2019 are shown in Figure III-6. Generally, ridership during that period stayed around 3,000 rides per month, with the exception of May and June 2019 when ridership nearly doubled to almost 6,000 rides per month.



Santa Fe Pick Up

The Santa Fe Pick Up was a local downtown circulator that linked to the last stop of the Rail Runner at the Santa Fe Depot. This service has been discontinued due to Covid-19, with uncertain plans for reinstatement. The service included a morning and afternoon feeder service to and from the Santa Fe Depot Rail Runner Station; a circulating downtown Santa Fe and Canyon Road shuttle; off-route service upon request; and service to the Municipal Court by court request.

Santa Fe Transit Fare Structure

The base fare for a one-way trip on Santa Fe Trails is \$1.00. Seniors aged 60 and over qualify for a 50 percent discount. Youths 18 and under ride free (identification may be required), as do Veterans. Students at participating colleges can purchase discounted 31-day or 120-day passes. Purchasing multi-day, monthly, semi-annual, or annual passes also provides discounts. The fare structure is shown in Table III-7.

Table III-7: Santa Fe Transit Fare Structure					
Santa Fe Trails Fares	Regular	Reduced ¹	Student	Youth ³	Veteran
One Way Fare	\$1.00	\$0.50	--	Free	Free
Passes	Regular	Reduced	Student	Youth	Veteran
1 Day	\$2.00	\$1.00	--	Free	Free
3 Day	\$5.00	\$2.50	--	Free	Free
5 Day	\$7.00	\$3.50	--	Free	Free
15 Day	\$10.00	\$5.00	--	Free	Free
31 Day	\$20.00	\$10.00	\$17.00	Free	Free
120 Day	--	--	\$60.00	Free	Free
Semi-Annual	\$110.00	\$55.00	--	Free	Free
Annual	\$200.00	\$100.00	--	Free	Free
Santa Fe Rides Fares	ADA Eligible ⁴				Veteran ⁴
One Way Fare	\$2.00				Free
<p>Note 1: Reduced fares are available to seniors aged 60 and over.</p> <p>Note 2: Student fares are only available to participating colleges. Fares require a student ID.</p> <p>Note 3: Youth fares are available to youths 18 and under, and may require identification.</p> <p>Note 4: Must establish eligibility to ride Santa Fe Rides complementary paratransit.</p> <p>Source: US Census Bureau, American Community Survey - 2017, LSC 2019.</p>					

Only ADA-eligible passengers may use Santa Fe Rides. Fares for Santa Fe Rides are \$2.00 per one-way trip. Veterans ride for free.

Santa Fe Transit Financial Analysis

Sources of Revenue

Operating revenues for Santa Fe Transit in Fiscal Year (FY) 2019-20 totaled \$11,216,191, as shown in Table III-8. The largest source of revenue was from the quarter cent tax on gross receipts, which provides approximately 66 percent of the operating revenue, followed by Federal Transit Administration (FTA) grants, which provided 14 percent. Direct farebox revenues totaled 3.5 percent of operating revenues in FY 2019-20.

Table III-8: Santa Fe Transit Revenues FY2019-20		
Revenue Source	Amount	Percent of Total
1/4% Transit GRT	\$7,399,544	66.0%
Farebox - Fixed	\$314,888	2.8%
Farebox - Paratransit	\$75,164	0.7%
Advertising	\$118,525	1.1%
Misc. Income	\$162,578	1.4%
Lodgers Tax	\$300,000	2.7%
Interfund Transfer	\$342,882	3.1%
Federal Transit Administration (FTA)	\$1,571,773	14.0%
North Central Regional Transit District (NCRTD)	\$930,837	8.3%
Total	\$11,216,191	100.0%
Source: Approved Budget - Revenue Pie Chart 6-25-2019.PDF		

Expenses

Operating expenses for Santa Fe Transit in Fiscal Year (FY) 2019-20 totaled \$11,161,974 as shown in Table III-9. The most substantial expense is personnel, which includes salaries and benefits and accounted for 61.3 percent of operating costs, with another 12.9 percent in costs for services coming from other departments. Fuel was 5.1 percent of the operating cost.

Table III-9: Santa Fe Transit Expenses FY2019-20					
Line Item	Amount	Percent	Cost Allocation		
			Fixed	Mileage-Based	Hourly-Based
Personnel Cost	\$6,836,837	61.3%	\$1,781,837	\$697,280	\$4,357,720
Contracts	\$85,010	0.8%	\$85,010		
Consulting Services	\$150,000	1.3%	\$150,000		
Utilities	\$131,000	1.2%	\$131,000		
Repair & Maint Buildings/Machinery	\$71,800	0.6%	\$71,800		
Fuel	\$567,500	5.1%		\$567,500	
Repair & Maint Vehicles	\$402,000	3.6%		\$402,000	
Tires	\$70,000	0.6%		\$70,000	
Office /Operating Supplies	\$80,600	0.7%	\$80,600		
Inventory Exempt	\$35,000	0.3%	\$35,000		
Services of Other Departments	\$1,438,456	12.9%	\$1,438,456		
Software Subscription	\$96,558	0.9%	\$96,558		
Liability Insurance	\$266,692	2.4%	\$266,692		
Uniforms/Laundry	\$91,975	0.8%	\$91,975		
Training Travel	\$33,500	0.3%	\$33,500		
Postage	\$1,200	0.0%	\$1,200		
Bank Charges	\$6,576	0.1%	\$6,576		
Printing	\$46,142	0.4%	\$46,142		
Advertising	\$45,641	0.4%	\$45,641		
Organization Dues	\$21,900	0.2%	\$21,900		
Debt Services ²	\$683,587	6.1%	\$683,587		
Totals	\$11,161,974		\$5,067,474	\$1,736,780	\$4,357,720
			Fixed	Revenue Mile	Revenue Hour
Unit Quantities ¹				975,240	101,029
Cost per Unit			\$5,067,474	\$1.78	\$43.13
Note 1: Miles are based on actual fixed route miles and estimated paratransit miles (based on proportion of miles). Revenue Hours are estimated based on proportion of miles operated per hour in the previous three years, applied to current mileage.					
Note 2: Debt service is not an operating cost.					
Source: Approved Budget - Expenditure Pie Chart 6-25-2019.PDF					

Cost Allocation Model

The operating costs for FY 2019-20 presented in Table III-9 were used to develop a cost allocation equation for Santa Fe Transit services. Costs were allocated in three categories – vehicle hours, vehicle miles, or fixed – depending upon the service parameter that most directly generates the cost item. For example, fuel costs and vehicle maintenance, as well as mechanic’s salaries, are allocated to vehicle miles; driver salaries are allocated to hourly costs, and all other expenses are allocated as fixed costs. This equation allows an accurate estimation of costs associated with specific services. As shown in Table III-9, \$4,357,720 can be attributed to hourly costs, \$1,736,780 can be attributed to mileage-based costs, and the remaining \$5,067,474 is considered fixed costs. The resulting cost equation is as follows:

Annual Operating/Administrative Cost =

**\$43.13 X vehicle-hours of service + \$1.78 X vehicle-mile of service +
\$5,067,474 fixed cost**

This cost equation (with inflation added) is used to evaluate the relative cost performance of Santa Fe Transit services, as well as the relative cost performance of service alternatives later in the planning process.

Santa Fe Transit Performance Analysis

Annual Performance Data

Performance data by fiscal year is shown in Table III-10. The data for 2017-18 and 2018-19 was derived as reported to the National Transit Database, while the 2019-20 data was extrapolated from budget data and data reported for fixed-route services, with demand-response data proportionally applied based on prior years. The operating costs are fully allocated, rather than marginal costs. As indicated, the operating cost per vehicle-hour of service increased by approximately two percent in 2018-19 and by 17 percent in 2019-20. Additionally, due to the drop in ridership, the cost per passenger-trip increased by 42 percent in the last year while the passengers carried per hour dropped by 43 percent. Much of the decline was due to COVID-19 conditions.

The Transit Division’s 2018-2019 and 2019-2020 approved budget documents illustrate that the operating cost increases between those two years may be due to a 20 percent increase in services of other departments (approximately \$244,000), a 3 percent increase in personnel costs (approximately \$185,000), a new software subscription (approximately \$97,000), and an 11 percent increase in fuel costs (approximately \$58,000).

Table III-10: Santa Fe Transit Annual Performance

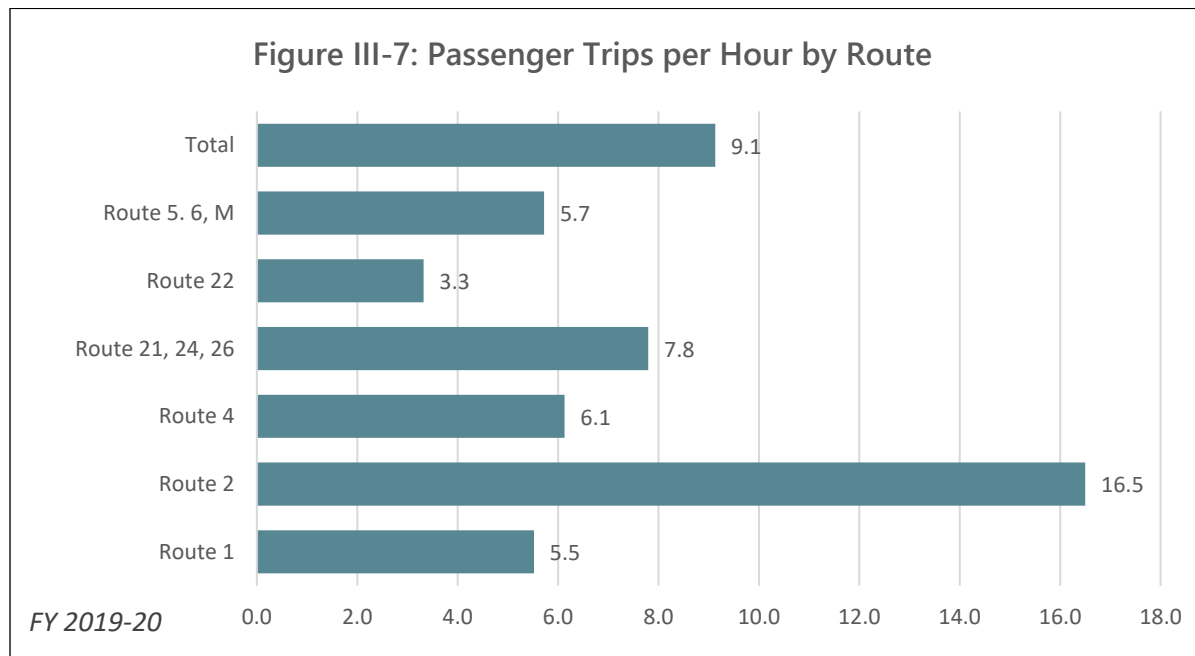
Operational Data	Fiscal Year		
	2017-18	2018-19	2019-20
<i>Operating Expenses</i>			
Demand Response	\$1,689,475	\$1,950,738	\$2,311,743
Fixed Routes	\$7,338,035	\$7,513,917	\$8,904,448
Total	\$9,027,510	\$9,464,655	\$11,216,191
<i>Fare Revenues</i>			
Demand Response	\$69,014	\$68,804	\$75,164
Fixed Routes	\$289,126	\$277,646	\$314,888
Total	\$358,140	\$346,450	\$390,052
<i>Annual Revenue Hours</i>			
Demand Response	17,843	20,209	19,802
Fixed Routes	80,719	82,982	81,228
Total	98,562	103,191	101,029
<i>Annual Revenue Miles</i>			
Demand Response	228,922	245,042	195,048
Fixed Routes	870,557	985,521	780,192
Total	1,099,479	1,230,563	975,240
<i>Annual Passenger Trips</i>			
Demand Response	38,623	34,517	24,889
Fixed Routes	930,253	870,168	597,345
Total	968,876	904,685	622,234
Performance Data	2017-18	2018-19	2019-20
<i>Operating Cost per Vehicle Rev Hour</i>			
Demand Response	\$94.69	\$96.53	\$116.74
Bus	\$90.91	\$90.55	\$109.62
Total	\$91.59	\$91.72	\$111.02
<i>Fare Revenue per Passenger Trip</i>			
Demand Response	\$1.79	\$1.99	\$3.02
Bus	\$0.31	\$0.32	\$0.53
Total	\$0.37	\$0.38	\$0.63
<i>Operating Cost per Passenger Trip</i>			
Demand Response	\$43.74	\$56.52	\$92.88
Bus	\$7.89	\$8.64	\$14.91
Total	\$9.32	\$10.46	\$18.03
<i>Passenger Trip per Revenue Hour</i>			
Demand Response	2.2	1.7	1.3
Bus	11.5	10.5	7.4
Total	9.8	8.8	6.2
Source: NTD data for 2017-18 and 2018-19; extrapolated data for 2019-20.			

Fixed Route Performance Data for FY 2019-20

More detailed data were analyzed for FY 2019-20 for fixed routes, as summarized in Table III-11. The revenue miles were reported by Santa Fe Transit staff, and the hours were calculated based on the service schedule for February 2020 (pre-pandemic) and November 2020 (during COVID). The marginal cost by route was calculated using the cost equation in Table III-9.

Table III-11: Santa Fe Transit FY 2019-20 Performance				
Operating Characteristics				
Route	Hours	Miles	Marginal Operating Cost	Passenger-Trips
Route 1	11,679	171,723	\$809,565	64,466
Route 2	20,001	204,564	\$1,226,997	330,005
Route 4	11,193	142,694	\$736,895	68,607
Route 21, 24, 26	11,527	111,572	\$695,891	89,859
Route 22	2,910	41,830	\$199,992	9,666
Route 5, 6, M	11,527	176,024	\$810,672	65,927
Total	68,836	848,407	\$4,480,012	628,530
Performance Measures				
Route	Passenger-Trips per Hour	Passenger-Trips per Mile	Operating Cost per Passenger-Trip	
Route 1	5.5	0.4	\$12.56	
Route 2	16.5	1.6	\$3.72	
Route 4	6.1	0.5	\$10.74	
Route 21, 24, 26	7.8	0.8	\$7.74	
Route 22	3.3	0.2	\$20.69	
Route 5, 6, M	5.7	0.4	\$12.30	
Total	9.1	0.7	\$7.13	
<i>Source: NTD data for 2017-18 and 2018-19; extrapolated data for 2019-20.</i>				

As shown in the table, nearly 30 percent of the hours are on Route 2 which serves more than half of the ridership. This route is the most effective, carrying an average of 16.5 passenger trips per hour, as shown in Figure III-7. The operating cost averages just \$3.72 per passenger trip on Route 2. At the other end of the spectrum, Route 22 carried just 3.3 passengers per hour of service at a cost of \$20.69 per passenger trip.



Santa Fe Transit Capital Equipment and Infrastructure

Transit Centers

Santa Fe Trails service centers around the two main transit hubs, with a new one to be developed.

The Plaza

The Santa Fe Plaza in Downtown Santa Fe is the northern hub of the transit system. This hub is simply a four-bus pullout along Sheridan Street just north of the plaza.

Santa Fe Place Mall

The Santa Fe Place Mall is the site of the southside transit center, a major location for transfers. There are four shelters with several benches between each shelter, and red curb for buses to pull up to and drop off passengers.

Southside Transit Hub

The Southside Hub for the transit system will replace the Santa Fe Place Mall as the southern transit hub for Santa Fe Transit. The City-owned site at 2521 Camino Entrada will be redeveloped to provide bus bays for passenger dropoff and pickup, parking and renovation of a portion of the existing building.

Santa Fe Trails Bus Stops Inventory

Santa Fe Trails currently-operated fixed routes (Routes 1, 2, 4, 24, 25) serve a total of 267 individual unique bus stops. Appendix D presents an inventory of stops, organized by route and direction. In sum, 64 stops (24 percent) are provided with shelters and benches, while an additional 54 (20 percent) have a bench only.

Pedestrian and Bicycle Access

Virtually all transit riders walk, bicycle, or use a mobility device as part of their overall trip. As a result, pedestrian (in particular) and bicycling access to and from the stops is crucial in developing a true multimodal mobility network. As a basis for this analysis, the inventory of existing transit stops was expanded to include a planning-level evaluation of walking/biking access to each stop. This review

focused of those factors that impact the ability/desire of individuals to access and use the stops. Specifically, the following factors were evaluated:

- 44 percent of the stops have streetlight fixtures in the vicinity (which may or may not be operational) while 56 percent do not. Adequate lighting is an important factor in providing safety (and the perception of safety) at transit stops.
- An important consideration is whether there is an adequate pedestrian travel route to major nearby trip generators (such as a grocery store). Results of the evaluation showed that 83 percent of the stops have a viable pedestrian access route.
- Providing protected pedestrian crossing of busy nearby streets (such as a crosswalk at a signal or stop sign) is another important safety consideration, particularly for roadways with higher traffic volumes. For the major street, 34 percent of stops have protected crossing at a nearby signal and another two percent have a nearby stop sign. 57 percent of stops do not have any pedestrian crossing protection on the major street, while another 7 percent are only provided with a painted crosswalk. Crossing protection on the adjacent cross-street is similar, with 37 percent protected by a signal, 1 percent with a stop sign, 6 percent with a crosswalk, and 56 percent unprotected.
- Bicycle and pedestrian access were also qualitatively evaluated for each of the four cardinal directions, on a scale of 1 (very poor) to 5 (very good). Overall, pedestrian access was rated 1 for 25 percent of the connections, 2 for 20 percent, 3 for 35 percent, 4 for 18 percent, and 5 for 2 percent. Bicycle access was rated 1 for 26 percent, 2 for 24 percent, 3 for 35 percent, 4 for 13 percent, and 5 for 2 percent.
- Potential sites for improvements were also identified. The greatest number of improvements were 155 locations where streetlighting could be improved. This is followed by 77 locations where crosswalk improvements on the major street were identified, 27 locations of sidewalk improvements, and 16 locations for crosswalk improvement on the cross street. With regards to sidewalks, one area that particularly stands out is the western portion of Agua Fria Street, west of Lopez Street and San Felipe Road, which is a 2.3-mile-long segment of Route 1 without sidewalks on either side.

It is important to consider that this review is based solely on Google Earth/Streetview desk review of each stop. More detailed evaluation of site-specific conditions (such as presence of utilities and property lines) would be needed to design specific improvements. Also please note that this inventory and review is not a full accessibility analysis under the requirements of the Americans with Disabilities Act. (The City has undertaken a separate “Transition Public Right-of-Way” plan to address this issue.)

Vehicle Fleet

The fixed route vehicle fleet consists of 26 buses, the paratransit fleet consists of 18 vehicles, and another 4 vehicles are included in the Santa Fe Pick Up fleet, as shown in Table III-12. As Santa Fe Pick Up has been temporarily discontinued, some of these vehicles could potentially be considered spare, depending on the service plan in the coming years. Based on the Useful Life Benchmark (ULB) of 12 years for buses and 8 years for vans, 26 of the vehicles will reach the ULB within the next five years. The fleet replacement schedule will be determined based on the recommended service plan for the next five years.

Table III-12: Santa Fe Transit Fleet										
Service	Bus #	Unit #	Year	Make	Model	Mileage	Capacity			Useful Life Benchmark
							Seats	WC	Bike Rack	
Fixed Route	3	803	2008	Eldorado's	Easy Rider II	372,934	27	2	3	2020
	4	804	2008	Eldorado's	Easy Rider II	391,298	27	2	3	2020
	7	807	2011	Eldorado's	Easy Rider II	362,773	25	2	3	2023
	8	808	2011	Eldorado's	Easy Rider II	311,010	25	2	3	2023
	9	809	2011	Eldorado's	Easy Rider II	328,810	25	2	3	2023
	10	810	2011	Eldorado's	Easy Rider II	340,025	25	2	3	2023
	11	811	2011	Eldorado's	Easy Rider II	323,241	25	2	3	2023
	12	812	2011	Eldorado's	Easy Rider II	153,869	25	2	3	2023
	17	1101	2011	Gillig	G27	352,432	25	2	3	2023
	18	1102	2012	Gillig	G27	312,881	25	2	3	2024
	19	1401	2014	Gillig	G27	247,001	30	2	3	2026
	20	1402	2014	Gillig	G27	224,262	30	2	3	2026
	21	1403	2014	Gillig	G27	235,618	30	2	3	2026
	22	1404	2014	Gillig	G27	228,786	30	2	3	2026
	23	1405	2014	Gillig	G27	223,152	30	2	3	2026
	24	1501	2015	Gillig	G27	223,488	30	2	3	2027
	25	1502	2015	Gillig	G27	218,455	30	2	3	2027
	26	1503	2015	Gillig	G27	222,896	30	2	3	2027
	27	1504	2015	Gillig	G27	218,241	30	2	3	2027
	28	1505	2015	Gillig	G27	226,915	30	2	3	2027
	29	1506	2015	Gillig	G27	205,351	30	2	3	2027
	30	1507	2015	Gillig	G27	207,152	30	2	3	2027
	31	1901	2019	Gillig	G27	45,366	27	2	3	2031
	32	1902	2019	Gillig	G27	57,367	27	2	3	2031
	33	1903	2019	Gillig	G27	57,386	27	2	3	2031
	34	1904	2019	Gillig	G27	54,528	27	2	3	2031
Average	NA	NA	2014	NA	NA	236,355	28	2	3	2026
Total	32	NA	NA	NA	NA	NA	722	52	78	NA
Paratransit	1	2132	2012	Honda	Civic(w)		5	0	0	2020
	2	2133	2012	Honda	Civic(w)		5	0	0	2020
	3	2134	2012	Honda	Civic(w)		5	0	0	2020
	4	2135	2012	Honda	Civic(w)		5	0	0	2020
	5	2136	2012	Vpg	Mv1		4	1	0	2020
	6	2137	2012	Vpg	Mv1		4	1	0	2020
	7	2138	2011	Ford	E-350		10	1	0	2019
	8	2139	2011	Ford	E-350		10	1	0	2019
	9	2146	2012	Vpg	Mv1		4	1	0	2020
	10	2147	2012	Vpg	Mv1		4	1	0	2020
	11	55679	2014	Vpg	Mv1		4	1	0	2022
	12	55680	2014	Vpg	Mv1		4	1	0	2022
	13	55681	2014	Vpg	Mv1		4	1	0	2022
	14	55682	2014	Vpg	Mv1		4	1	0	2022
	15	56415	2019	Ford	Transit		5	1	0	2027
	16	56416	2019	Ford	Transit		5	1	0	2027
	17	56417	2019	Ford	Transit		5	1	0	2027
	18	56418	2019	Ford	Transit		5	1	0	2027
Average	NA	NA	2014	NA	NA	NA	5	1	0	2022
Total	18	NA	NA	NA	NA	NA	92	14	0	NA
SF Pick Up	1	2145	2013	Chevy	Arboc 4500	115,216	24	2	3	2025
	2	53983	2008	GMC	3500/BUS	126,383	24	2	3	2020
	3	55613	2015	Chevy	Arboc 4500	132,740	26	2	3	2027
	4	55614	2015	Chevy	Arboc 4500	182,767	26	2	3	2027
Average	NA	NA	2014	NA	NA	230,892	27	2	3	2026
Total	32	NA	NA	NA	NA	NA	700	51	12	NA

OTHER TRANSIT PROVIDERS

Transit services in New Mexico are divided into six transit districts, which are further divided into regional transit districts. Santa Fe's transit program is in the North Central Regional Transit District (NCRTD) within New Mexico Department of Transit's (NMDOT) District Five. Transit services which directly connect with Santa Fe Ride include the following:

- NCRTD Route Service
- NMDOT Park and Ride Services
- New Mexico Rail Runner Express Service

These services are described below.

North Central Regional Transit District

The NCRTD (the Blue Bus) serves a large complex region, with routes that stretch over 270 miles from end to end. NCRTD provides service to four counties - Rio Arriba, Santa Fe, Taos, and Los Alamos – with a population of over 290,000 people across a 10,079-square-mile service area. NCRTD currently operates a network of three fixed-routes, 24 flex-routes, ADA complementary paratransit services, demand-response services, and a dial-a-ride service. All services are fare-free except for two flex-routes, the demand-response service (\$1.00 a trip) and the flex-service (\$10.00 a trip). All routes operate on weekdays only except for four flex-routes. NCRTD flex route service extends from Chama and Costilla in the north to Edgewood and Moriarty in the south and westward to Farmington and Bloomfield in San Juan County.

Routes which connect directly with Santa Fe Trails are described in Table III-13 (on the following page).

New Mexico DOT Park and Ride Service

NMDOT Park & Ride is a General Public Transportation Service of the New Mexico Department of Transportation. The New Mexico Department of Transportation has made Park and Ride service an integral component of a multimodal vision for the State. Park and Ride shuttle schedules are designed for commuting and operate on all weekdays, except certain state holidays. Several routes provide direct service to Santa Fe, including:

- *Purple Route – Santa Fe and Los Alamos:* Predominantly serves Santa Fe to Los Alamos commuters, with three southbound and one northbound morning runs, as well as three northbound and one southbound afternoon runs. This route serves the Transit Center in Santa Fe and two stops in Los Alamos.
- *Blue Route – Santa Fe and Los Alamos:* Operates five morning and seven afternoon runs northbound from Santa Fe to Los Alamos, as well as five morning and five afternoon southbound trips. The Blue route serves four stops in Santa Fe, one in Pojoaque, and five stops in Los Alamos.
- *Red Route – Santa Fe and Española:* Operates three morning and two afternoon runs southbound from Española to Santa Fe, as well as two morning and three afternoon northbound trips. The Red route serves one stop in Española, one in Pojoaque, and five stops in Santa Fe.

Table III-13: NCRTD Routes Serving Santa Fe

Route	Type	Major destinations	Connection Points	Connections	Service Days	Service Hours	Headways
220 Tesuque	Regional/ Rural	Santa Fe, Tesuque, Pojoaque, and Española Transit Center	Española Transit Center, Cities of Gold Park and Ride, Camel Rock Casino, Sheridan Transit Center, South Capitol Station, Santa Fe Indian Hospital	RTD Routes- 100, 110, 150, 160, 180, 190, 200,230, 255, 280, 290, 300, 400, NMDOT Park & Ride, Santa Fe Trails Rail Runner	Weekdays	7:00 a.m.-6:05 p.m. (various route alignments, 5 one- way trips each Northbound and Southbound)	Varies
160 Santa Clara	Local/ Regional/ Rural Hybrid	Santa Clara Pueblo, Chamita, Ohkay Owingeh Pueblo, Española Transit Center, Cities of Gold Park & Ride, and Santa Fe	Española Transit Center, South Capitol Station, Santa Fe Indian Hospital, Cities of Gold Park and Ride, Sheridan Transit Center	RTD Routes- 100, 110, 150, 180, 190, 200, 220, 230, 280, 290, 300, 400, NMDOT Park & Ride, Santa Fe Trails Rail Runner	Weekdays	6:50 a.m.-6:20 p.m. (three different route alignments, 7 Southbound and 5 Northbound one- way trips)	Varies
200 Santa Fe	Regional/ Rural	Santa Fe, Tesuque, Pojoaque, and Española Transit Center.	Española Transit Center, South Capitol Station, Cities of Gold, Park and Ride, Sheridan Transit Center, Old Santa Fe Trail & Paseo de Peralta	RTD Routes- 100, 110, 150, 160, 180, 190, 220, 230, 255, 280, 290, 305, 400, NMDOT Park & Ride, Santa Fe Trails Rail Runner	Weekdays	6:55 a.m.-6:00 p.m. (4 one-way trips each Northbound and Southbound)	Varies
200/300 Taos- Santa Fe Commuter	Regional	Santa Fe, Española, Taos	Española Transit Center, South Capitol Station, Sheridan Transit Center, Taos, Admin Building	RTD, Rail Runner, Santa Fe Trails and NMDOT Park and Ride	Weekdays	5:45 a.m.- 7:12 p.m. (2 one-way trips each Northbound and Southbound)	9 hr. 5 min Southbound, 8 hr. 5 min Northbound
250/255 Mountain Trail Fare: \$5	Regional/ Ski Bus Service	Downtown Santa Fe, Ten Thousand Waves, trailheads in the Santa Fe National Forest and Ski Santa Fe	South Capitol Rail Runner Station	RTD, Rail Runner, Santa Fe Trails and NMDOT Park and Ride	Weekdays and Saturdays	8:00 a.m.-5:30 p.m. Winter-Weekday (3 round trips), 8:00 a.m.- 6:00 pm Winter-Weekend (7 round trips), 9:00 a.m.- 4:00 pm Summer Weekday (2 round trips), 10:30 a.m.- 5:45 p.m. Summer Weekend (Continuous)	Varies ~3 hr. 45 min, Varies 4 hr. 45 min, 2.5 hr.
260 La Cienega	Regional/ Rural	La Cienega Valley, NM 599 Rail Runner Station, Santa Fe	NM 599 Rail Station, Santa Fe Place Mall	Rail Runner, Santa Fe Trails	Weekdays	8:00 a.m.-4:21 p.m. (one one-way morning trip, then continuous)	Varies
270 Turquoise Trail	Regional/ Commuter/ Rural	Santa Fe, Turquoise Trail, Los Cerrillos and Madrid	NM 599 Rail Station, Santa Fe Place Mall, Walmart, Santa Fe Outlet Mall, State Penitentiary, Administration Office	RTD Routes- 260, 290, Rail Runner, Santa Fe Trails and NMDOT Park and Ride	Weekdays	6:25 a.m.-6:05 p.m. (different route alignments, 5 one- way trips each Northbound and Southbound)	Varies
280 Eldorado	Regional/ Rural	Eldorado- Agora Shopping center and Santa Fe- St. Vincent Hospital, South Capitol Station, Sheridan Transit Center	South Capitol Station, Sheridan Transit Center, Old Santa Fe Trail & Paseo de Peralta Capitol,	RTD Routes- 160, 200, 220, 255, 290, Rail Runner, Santa Fe Trails and NMDOT Park and Ride	Weekdays	7:10 a.m.- 6:15 p.m. (5 one-way trips each Northbound and Southbound)	1 hr. 10 min
290 Edgewood	Regional/ Rural/ Commuter	Santa Fe, Eldorado, Galisteo, Stanley, Moriarty, and Edgewood	Moriarty Park & Ride Lot, St. Vincent Hospital, South Capitol Station, Sheridan Transit Center, Capitol	Rail Runner, Santa Fe Trails and NMDOT Park and Ride	Weekdays	5:45 a.m. – 6:38 p.m. (1 Northbound trip in the morning and 1 Southbound trip in the evening)	N/A
305 Taos Express Fare: \$2, \$5	Regional/ Rural/ Commuter	Taos, Española and Santa Fe	Santa Fe South Capitol Rail Runner Station, Santa Fe Depot	Rail Runner, Santa Fe Trails and NMDOT Park and Ride	Saturdays and Sundays	8:30 a.m. -8:15 p.m. (2 round trips)	8 hr.

Source: NCRTD Transit Service Plan Update by KFH Group

- *Orange Route – Las Vegas and Santa Fe*: Operates two morning and two afternoon runs southbound from Las Vegas to Santa Fe (with stops in San Jose and Rowe), as well as three afternoon northbound trips.

New Mexico Rail Runner Service

The New Mexico Rail Runner Express is a commuter rail system serving the metropolitan areas of Albuquerque and Santa Fe. The service is administered by the New Mexico Department of Transportation (NMDOT) and the Rio Metro Regional Transit District (Rio Metro), a regional transportation agency, with a private contractor providing the operation and maintenance of the line and equipment. Daily ridership, as of February 2019, was 2,200 trips per day. Rail Runner service was suspended from March 2020 until March 2021 due to the COVID-19 pandemic.

Weekday service resumed March 8, 2021 operating on a temporary reduced schedule (weekdays only). As shown in Figure III-8, four northbound trains arrive in Santa Fe at 7:32 a.m., 8:32 a.m., 12:05 p.m., and 4:59 p.m.; and four southbound trains depart Santa Fe at 8:50 a.m., 12:25 p.m., 4:22 p.m., and 5:40 p.m. The rail service has two stops within the City of Santa Fe, one at the Santa Fe Depot (in the Santa Fe Railyard area) and one at the South Capitol Station (next to the New Mexico Department of Transportation building, near the intersection of Cerrillos Road and Cordova Road).



Santa Fe Ridefinders

Santa Fe Ridefinders is a trip-planning service which assists callers in finding options for getting around using alternative forms of transportation — such as vanpools, public bus services, shuttles, biking or walking.

Figure III-8: Rail Runner Temporary Reduced Schedule (Source: Rio Metro RTD 2021)



Title VI

The Rio Metro Regional Transit District is committed to its Title VI obligations. We do not discriminate on the basis of race, color or national origin in the delivery of service. To obtain more information on our non-discrimination obligations or to file a Title VI complaint, contact us at 809 Copper Ave. NW, ABQ, NM 87102.

El Distrito de Tránsito Regional de Río Metro cumple con las obligaciones del Título VI. No discriminamos por raza, color ni origen nacional al brindar nuestros servicios. Para obtener más información sobre nuestros deberes antidiscriminatorios o para presentar un reclamo del Título VI, contáctenos en 809 Copper Ave. NW, ABQ, NM 87102.



Chapter IV: Stakeholder and Community Engagement Plan

INTRODUCTION

Stakeholder and public input, particularly from existing riders, is an essential component in developing a transit service plan that reflects the needs of the community. Our initial plan for public and stakeholder engagement, specific to the transit service plan, was developed in 2019, prior to the start of the Covid-19 pandemic.

Current Covid-19 restrictions have eliminated the opportunity for public meetings and open houses, and our team has had to shift to predominately online participation opportunities. With vaccination efforts currently underway, our team is hopeful that in-person public input opportunities will be possible later in the planning process and have shifted our schedule accordingly.



PUBLIC ENGAGEMENT OPPORTUNITIES

This section includes a summary of current and planned stakeholder and community engagement opportunities to be completed as part of the transit service plan.

Current Engagement Opportunities

Online Visitor Survey

An online visitor survey was recently conducted to obtain input on transportation issues from respondents who had visited Santa Fe over the past couple of years. Over 2,600 responses were received. A number of questions were asked specifically on satisfaction with the existing transit service and potential use of transit as a visitor in Santa Fe. Key findings included:

- Respondents were asked what improvements would make them most likely to leave their car parked while visiting Santa Fe. Approximately 41 percent said improved transit service, followed by better sidewalks (33 percent), more/improved parking (10 percent), and better bike trails (8 percent).
- Approximately 90 percent of respondents said that if there were free parking available near downtown and a free shuttle service were provided at least every 10 minutes with a short hop to the plaza, they would they use it.

More details regarding the results of this survey will be posted on the project website: <https://santafemmo.org/plans/multi-modal-transition-plan/>.

Online Student Survey

An online student survey is currently being conducted to obtain input on transportation needs from current students (and their parents) in Santa Fe.

Future Engagement Opportunities

Online Community Survey

An online general, community survey is currently being developed to garner public input on currently-used transportation modes, previous experience using Santa Fe Trails, impact of Covid-19 on future transit use, and interest in multimodal transportation options (walking, biking, scooters).

Onboard Rider Survey

Late this summer or in early fall, our team will carry out an onboard rider survey (printed in English and Spanish) to solicit input on existing transit service and unmet transportation needs. An onboard survey is the best means of engaging existing transit riders in the planning process. Many passengers are willing to complete a survey questionnaire during their bus trip, while the number of passengers who typically attend any type of meeting is much lower. The onboard survey will be conducted as a self-administered bilingual survey questionnaire (English and Spanish). Planning for a late summer/early fall survey will allow additional time for the public to feel comfortable onboard and hopefully yield a larger turnout.



Stakeholder Interviews / Focus Groups

Our team is working with the City and MPO to identify key stakeholders to interview and invite to participate in a couple of focus groups. We are starting to plan for virtual zoom meetings with elected officials and are working to identify other key partners, decision-makers, and rider groups to be involved in the outreach process. Potential identified groups could include the Transit Advisory Board (once they begin meeting again), the New Mexico DOT, RTD, Rail Runner Express, the Santa Fe Restaurant and Hotel Association, the Santa Fe Real Estate Association, La Familia Medical Center, and Chain Breakers. Our hope is that, with time, we will be able to hold in-person meetings with these groups.

Driver Meeting

Later in the planning process, we will also hold a driver meeting. We have found these in-person meetings to be very helpful as drivers are the front-line customer service personnel of any transit system and interact with passengers on a daily basis. Drivers see things that many others will not see or be aware of. Individual passengers see their own personal issues, while drivers see issues common to many passengers. We will meet with the drivers to present our analysis of service options and obtain feedback and input before we develop the specific recommendations.

Route Options Workshop and Online Survey

Following development of possible transit service options, our team will lead a public workshop and open house to review the route options and seek input. We will also incorporate a fun, participatory prioritization exercise, as part of the workshop. Ideally this would be an in-person event, but our team is also prepared to conduct it virtually if Covid-19 restrictions are still in place.



At this time, we will also prepare an online survey (in English and Spanish) requesting specific input from the public, including their evaluation of the transit service options presented and their level of support for, or opposition to, each of the transit service options. We have found this approach to be very effective as those interested are able to provide detailed comments when it is convenient for them and they do not need to adjust their schedule to attend a community meeting. The input gained from the community transit service options workshop and the online comment form will help determine the recommended service plan.

Chapter V: Current Role of Transit in Overall Mobility in Santa Fe



Chapter V: Current Role of Transit in Overall Mobility in Santa Fe

INTRODUCTION

Transportation needs and travel patterns change as communities experience fluctuations in growth, development, employment patterns, and aging population. In turn, public transportation services must adjust to meet those needs.

The Covid-19 pandemic has played a major role in shifting how people live, work, and socialize, and continues to make planning for the future a challenge. Even with vaccination efforts underway, many unknowns still exist, including knowing if/when people will go back to work, when people will feel comfortable going out in public and riding transit, and when tourism will return in full swing to Santa Fe.

This report is an important first step in the overall planning process for an improved Santa Fe Trails transit system. Understanding the current role of public transit in overall mobility in Santa Fe and identifying areas for improvement will lead to the development of transit service scenarios in the next stage of the planning process.

CURRENT ROLE OF PUBLIC TRANSIT IN OVERALL MOBILITY IN SANTA FE

Key takeaways from the evaluation of existing transit service include the following:

➔ **Current scheduling and route alignments make for long travel times and require transfers.**

The frequency of service on most routes is every 30 to 35 minutes during weekday work hours and every 60 to 70 minutes on weekday evenings, Saturdays, and Sundays. Many trips also require at least one transfer, which adds to the total trip time. From the zone-to-zone trip time analysis in Chapter III, the majority of trips in Santa Fe take between 35 to 60 minutes (67 percent) and require one or more transfers (60 percent).

➔ **Transit is not universally competitive to personal vehicles in Santa Fe.**

While transit service along the Cerrillos Road and Airport Road corridors do have direct and frequent runs, transit service to the more outlying portions of the city (the Southwest, Far South, Southeast, and Northwest zones) is not competitive with private automobile use on a travel time basis.

➔ **Too many bus stops can slow down travel times.**

Santa Fe Trails serves nearly 450 total stops and 81.2 percent of stops (362 total) have fewer than five combined average daily boardings and alightings. An important consideration in developing service scenarios will be to evaluate which stops can potentially be eliminated or possibly served “on demand” in order to help with route performance and efficiency.

➔ **Improvements are needed to the existing pedestrian and bicycle infrastructure.**

Pedestrian and bicycling access to and from the stops is crucial in developing a true multimodal mobility network, as virtually all transit riders walk, bicycle or use a mobility device as part of their overall trip. In addition, lighting and passenger amenities at bus stops play an important role in passenger safety.

➔ **Route transfers do not align across all routes.**

With transit routes operating at different headways, many routes do not align for easy transfers between routes. The analysis in Chapter III illustrates specific examples where transfers between routes are off just a minute or two, but result in long wait times for riders.

➔ **The vehicle fleet is aging and reaching the useful life benchmark.**

The transit system currently has 48 vehicles, including 26 fixed route buses, 18 paratransit vehicles, and four vehicles for the Santa Fe Pick Up Service. Based on the Useful Life Benchmark of 12 years for buses and 8 years for vans, 26 of the vehicles (54 percent) will reach the useful life benchmark within the next five years so the fleet replacement schedule will be an important part of the recommended transit service plan.

➔ **Ridership has been declining, even prior to the Covid-19 pandemic.**

Even prior to the pandemic, Santa Fe Trails ridership had dropped by nearly 12 percent between 2017 and 2019. In particular, ridership was dropping on all routes except Route 26 (which experienced a 66 percent increase between 2018 and 2019). With the exception of Route 2, productivity (passengers per vehicle-hour) is quite low.

➔ **New on-demand transit service has been successful.**

During the Covid-19 pandemic, Santa Fe Trails suspended service on several routes, including the routes serving Santa Fe Community College, and instead began providing on-demand service during the modified operating hours with riders simply calling the Call Center to request a pickup at a bus stop. The new service has been well received by the community and has helped to contain operating costs.

➔ **Connections with other public transportation services in place (NCRTD routes, NMDOT park-and-ride services, and Rail Runner).**

Santa Fe Trails and the other public transportation services serving Santa Fe work in coordination on route planning. In particular, the local public transit program provides “first mile / last mile” connections to the Rail Runner stations.

➔ **Service area boundaries and operating hours are limiting.**

Over time, the City of Santa Fe has grown, particularly to the south and west. Route adjustments are needed to match with how population areas have shifted over time.

As a major tourism destination, many Santa Fe residents are employed in the retail, restaurant, and hospitality industries, with work schedules that typically do not match with traditional work schedules in terms of days and hours of work. On Saturdays, Santa Fe Trails service ends at 8:14 p.m. and on Sundays, Santa Fe Trails service ends at 6:18 p.m.



FUTURE OPPORTUNITIES FOR SANTA FE TRAILS

Building on the existing strengths of Santa Fe Trails, a number of future opportunities exist for the agency, including:

➔ **Population growth in Santa Fe opens up the potential for increased transit use.**

Over the past two decades, the City of Santa Fe has experienced a 45 percent increase in population from 61,109 people to 84,683 people. A larger number of residents could lead to opportunities for increased transit use.

➔ **Transit service improvements will improve convenience for transit dependent populations.**

Santa Fe is home to a large older adult population with almost a quarter of the population being age 65 or older. In addition, approximately 12 percent of Santa Fe's population are living below the poverty line and nearly 4 percent of households do not have access to a personal vehicle.

➔ **Transit service improvements will help make transit more attractive for “choice” transit riders.**

Over one-third of Santa Fe households have only one vehicle. Improving route structures, timing, and transfers, may help make transit an attractive transportation mode for more “choice” based riders (rather than need based riders who may not have any other method of transportation available). Improving the ability of the transit program to serve as a “second car” to these households can provide substantial cost savings to low- and medium-income families by avoiding the costs of a second car.

➔ **Santa Fe visitors could benefit from transit improvements.**

Santa Fe is a major tourism destination, which adds to the growing traffic and congestion problem the City is currently facing. Feedback from the Visitor Survey, discussed in Chapter IV, illustrates that approximately 90 percent of respondents (prior visitors to Santa Fe) would park their car in a free lot near downtown if a free shuttle service were provided at least every 10 minutes. In recent years, the locations that visitors are interested in have expanded. An improved shuttle service would allow visitors to easily access the majority of tourism destinations without needing their personal vehicle.



➔ **Improved transit service would benefit Santa Fe workers.**

Of those travelling to Santa Fe for work, only 1.1 percent use public transportation. Santa Fe is home to a multitude of major employers, including government agencies, social services, hospital/medical facilities, and public schools and colleges. Approximately 61 percent of Santa Fe residents are employed within the City of Santa Fe, illustrating a need for local public transportation options that are convenient and fit their schedules. In addition, approximately 13 percent of Santa Fe residents work in Albuquerque and approximately 10 percent of Santa

Fe workers live in Albuquerque, illustrating that more regional commuting patterns also exist. This increases the potential role of local transit services in providing connections to/from regional services.

➔ Opportunities for Expanded On-Demand and/or Microtransit Services

While the Santa Fe area includes some corridors (notably along Cerrillos Road) where traditional fixed-route/fixed-schedule service is effective, there are also other areas where low density and a dispersed roadway network makes fixed route service less effective. Over recent years, microtransit programs that use smaller vehicles dispatched via cellphone apps have proven to be effective in serving these types of areas in other communities. In addition, the on-demand services provided by Santa Fe Trails during the Covid-19 pandemic have proven beneficial.



Appendix A: Commute by Mode of Travel Data

Table A-1: Commute by Mode of Travel

Census Tract	Total Workers	Drove Alone	Carpool	Public Transportation (No Taxi)	Walked	Bicycle	Taxicab, motorcycle, Other	Worked from home
		#	#	#	#	%	#	%
1.01	1,686	1,136	106	46	106	6.3%	29	1.7%
2	1,779	1,391	71	50	34	1.9%	0	0.0%
3	746	574	60	5	53	7.1%	0	0.0%
4	48	33	0	0	15	31.3%	0	0.0%
5	811	472	78	0	46	5.7%	14	1.7%
6	1,115	702	19	36	130	11.7%	0	0.0%
7	1,128	765	215	0	29	2.6%	8	0.7%
8	1,560	1,189	183	0	66	4.2%	0	0.0%
9	1,591	1,188	150	14	48	3.0%	10	0.6%
10.01	831	546	6	0	101	12.2%	29	3.5%
10.02	1,863	1,492	168	19	73	3.9%	43	2.3%
11.02	1,673	1,420	74	25	50	3.0%	13	0.8%
11.03	847	724	58	12	13	1.5%	0	0.0%
11.05	1,406	1,144	44	22	0	0.0%	0	0.0%
11.06	1,381	1,186	120	0	14	1.0%	0	0.0%
11.07	2,774	2,075	502	3	11	0.4%	0	0.0%
12.02	2,555	2,231	138	41	59	2.3%	0	0.0%
12.03	1,371	1,064	174	52	0	0.0%	4	0.4%
12.04	3,359	2,916	249	34	13	0.4%	15	0.5%
12.05	2,846	2,351	461	14	0	0.0%	0	0.0%
13.01	1,147	960	109	26	28	2.4%	14	1.2%
13.02	1,335	1,089	138	21	19	1.4%	23	1.7%
13.03	3,633	3,055	305	116	22	0.6%	22	0.6%
13.04	347	298	27	0	16	4.6%	0	0.0%
102.04	767	484	59	6	0	0.0%	7	0.9%
103.04	1,920	1,427	300	8	0	0.0%	0	0.0%
103.08	1,174	915	107	0	52	4.4%	6	0.5%
103.14	1,070	913	106	0	5	0.5%	12	1.1%
103.15	1,155	889	100	21	8	0.7%	13	1.1%
103.16	682	505	70	0	0	0.0%	11	1.6%
104	1,197	713	95	0	63	5.3%	0	0.0%
105	877	628	24	6	26	3.0%	40	4.6%
106.01	2,557	2,156	133	10	8	0.3%	15	0.6%
106.02	1,432	1,057	80	0	29	2.0%	9	0.6%
106.03	1,183	878	195	0	15	1.3%	8	0.7%
107	2,387	1,819	117	17	45	1.9%	0	0.0%
108	1,384	1,100	131	0	17	1.2%	6	0.4%
109	1,452	1,133	136	9	0	0.0%	9	0.6%
9404	711	562	31	2	12	1.7%	0	0.0%
Totals	57,780	45,180	5,137	615	1,226	2.1%	392	0.7%
					232	0.4%		
							4,920	8.5%

Appendix B: Santa Fe Transit Route Profiles

SANTA FE TRAILS ROUTE PROFILE

As discussed in Chapter III, Santa Fe Trails is a public fixed route transit service operating within the City of Santa Fe. Transit hours of operation are Monday through Friday from 5:30 AM to 10:30 PM, Saturdays from 8:00 AM to 8:00 PM and Sundays from 8:00 AM to 6:00 PM. The routes are described below, and in Figures B-1 through B-10.

Santa Fe Trails Fixed Routes

Route 1: Downtown – Agua Fria – Tierra Contenta – Santa Fe Place

This route starts outbound service at the downtown transit center and heads southwest serving along Agua Fria Street. Major stops include the senior center, Frenchy's Park, Santa Fe Country Club, Department of Motor Vehicles, and the police station. The route ends at Santa Fe Place Transit Center and follows the same route inbound. The running time is 40 minutes in one direction and operates on 25- to 30-minute headways. Weekdays, the first departure is from the Santa Fe Place Transit Center departing at 5:26 AM, and the last arrival at the downtown transit center is 9:58 PM. On Saturdays, the route operates from 8:11 AM to 7:53 PM on hourly headways, and from 8:30 AM to 6:08 PM on Sundays on hourly headways.

Route 2: Downtown – Guadalupe - Cerrillos – Santa Fe Place

This route starts outbound service at the downtown transit center and heads southwest along Cerrillos Road. Major stops include the Santa Fe Depot and South Capitol Rail Runner stations, and the police station. The route ends at Santa Fe Place Transit Center and follows the same route inbound. The running time is 29 minutes in one direction. Weekdays, the first three departures are from the Santa Fe Place Transit Center starting at 5:30 AM, and the last arrival at the downtown transit center is 10:13 PM, operating on roughly 12- to 20-minute headways. On Saturdays, the route operates from 8:15 AM to 8:14 PM and from 8:25 AM to 6:54 PM on Sundays, on 25- to 30-minute headways.

Route 4: Downtown – St Francis – Siringo – Camino Carlos Rey – Santa Fe Place

This route starts outbound service at the downtown transit center and heads southwest along Cerrillos Road, then left onto Don Diego Avenue, right onto Cordova Road, then serves the South Capitol Rail Runner Station. The route continues south on St. Francis Drive and South Pacheco Street, turning west onto Siringo Road, and south onto Camino Carlos Rey. The route continues west on Rodeo Road and ends at the Santa Fe Place Transit Center. The route follows the same path inbound. The running time is 38 minutes in one direction. Weekdays, the first departure is from the Santa Fe Place Transit Center at 5:41 AM, and the last arrival at the Santa Fe Place transit center is at 9:30 PM, though passengers can call in for on-demand service for an additional hour. The route operates on operating on roughly 30- to 35-minute headways. On Saturdays, the route operates from 8:03 AM to 7:20 PM and from 9:00 AM to 6:18 PM on Sundays, on hourly headways.

Route 24: Santa Fe Place – Tierra Contenta – Country Club

This route serves the Santa Fe Place transit center to Paseo Del Sol West and Airport Road, operating from 5:57 AM to 10:05 PM weekdays, 8:18 AM to 6:48 PM Saturdays, and 8:18 AM to 5:48 PM Sundays. The route takes approximately 15 minutes one-way and is operated on roughly hourly headways.

Route 26: Santa Fe Place – South Cerrillos Rd – Santa Fe Fashion Outlets

This route serves the Santa Fe Fashion Outlets and Human Services. Route 26 operates from 6:55 AM to 10:05 PM weekdays, 8:38 AM to 6:28 PM Saturdays, and 8:38 AM to 5:28 PM Sundays. The route takes approximately 15 minutes one-way and is operated on roughly 35-minute headways.

Santa Fe Trails Fixed Routes – Currently On-Demand

During COVID-19, five of the routes were converted to “on-demand” service in response to low ridership. Two buses are on standby (one near downtown, one near the Santa Fe Place transit center), with additional staff ready for dispatch should demand require additional service. Passengers are instructed to call the dispatcher to request a pick-up, and provide their name, location, desired destination, and a description of what they are wearing. The passengers will be picked up at any stop along the route and will be dropped off at any stop requested regardless of route.

Route 5: Downtown – West Alameda – Agua Fria – St. Michael’s – Crosstown

This route operates from 6:26 AM to 7:51 PM weekdays, 9:20 AM to 5:15 PM Saturdays, and does not operate Sundays. The route takes 30 minutes from the Downtown Transit Center to St. Vincent Hospital, on roughly hourly headways.

Route 6: Downtown – Galisteo – St. Vincent’s Hospital – St Francis – Rodeo Park East – Chavez Center – Santa Fe Place

This route operates from 5:41 AM to 8:02 PM weekdays, 9:11 AM to 7:03 PM Saturdays, and does not operate Sundays. The route takes 47 minutes from the Downtown Transit Center to Santa Fe Place transit center, on hourly headways.

Route 21: Santa Fe Place – Santa Fe Community College

This route serves Santa Fe Community College (SFCC) and operates from 7:30 AM to 10:04 PM weekdays only. The route takes just 15 minutes one-way and is operated on roughly hourly headways except for a “tripper” run in the morning to accommodate higher demand.

Route 22: Santa Fe Place – IAIA – Rancho Viejo – Santa Fe Community College

This route also serves SFCC and operates from 7:30 AM to 10:04 PM weekdays only. The route takes approximately 25 minutes one-way and is operated on roughly hourly headways, also with a “tripper” run in the morning to accommodate higher demand.

Route M: Downtown—E. Alameda – St. John’s College – Museum Hill

This route operates from 6:50 AM to 8:04 PM weekdays, 10:00 AM to 6:04 PM Saturdays, and 10:15 AM to 5:59 PM Sundays, all on hourly headways. The route takes 21 minutes one-way.

Figure B-1
Santa Fe Trails Route 1

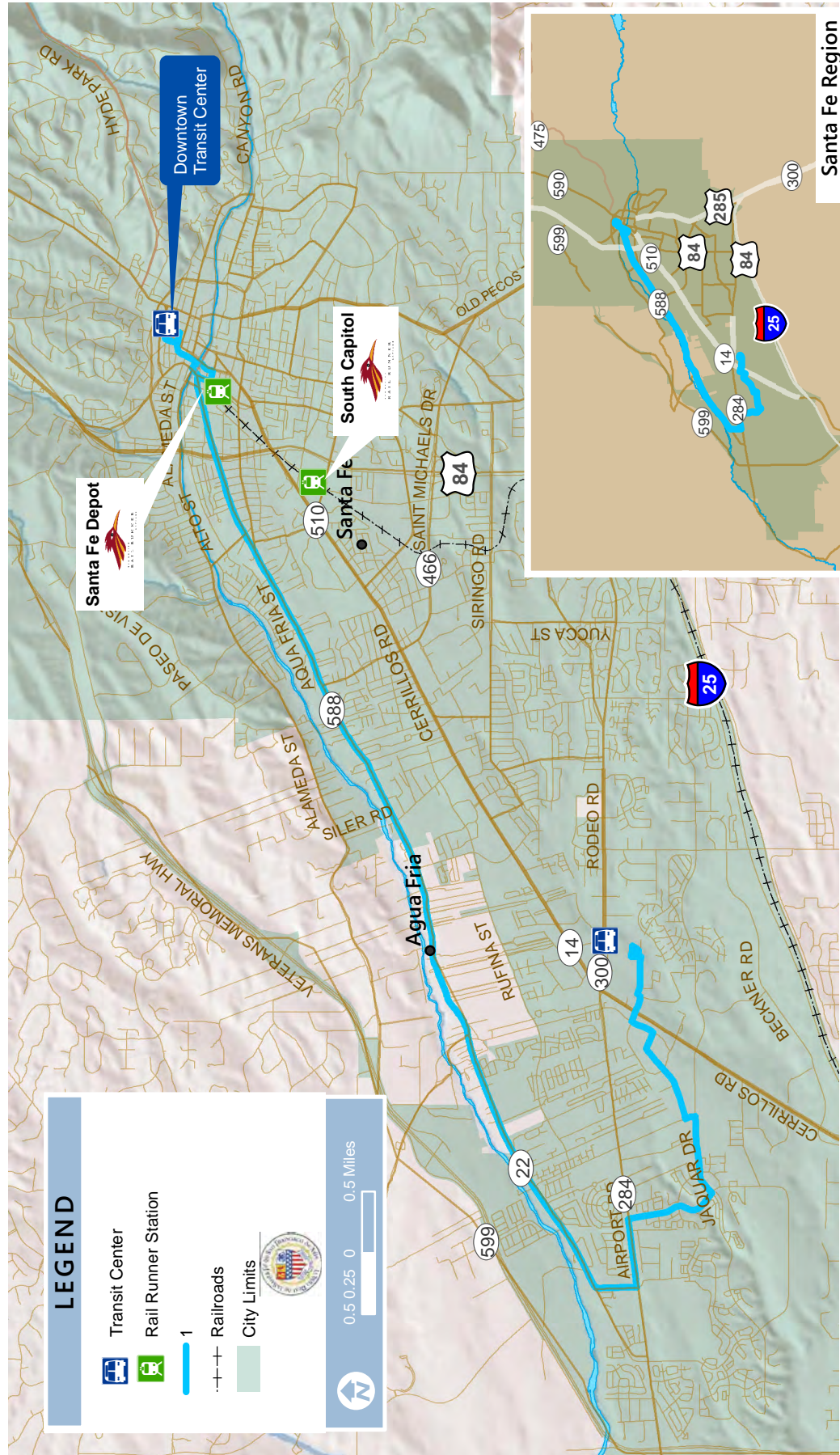


Figure B-2
Sante Fe Trails Route 2

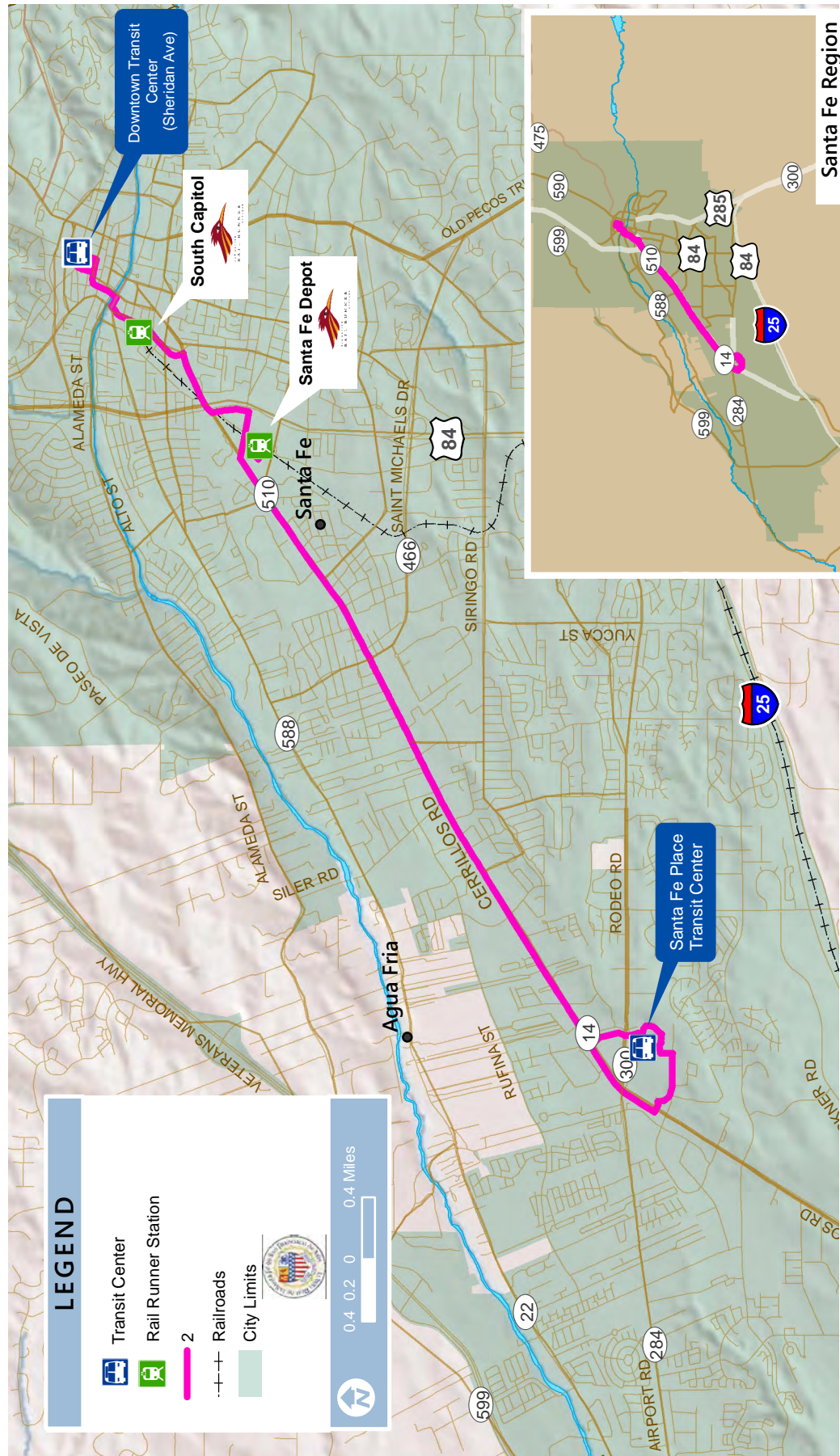


Figure B-3
Sante Fe Trails Route 4

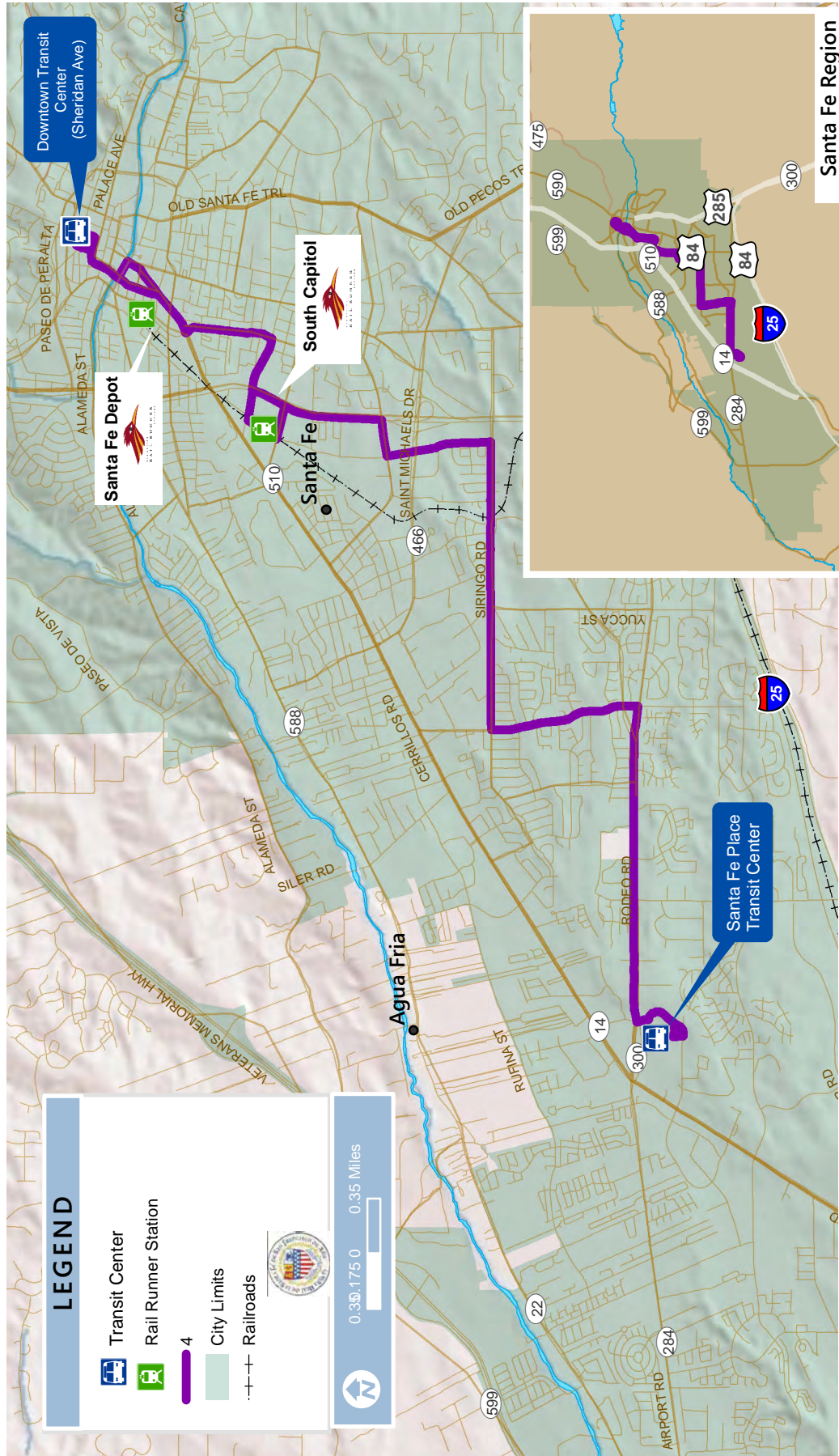


Figure B-4
Sante Fe Trails Route 24

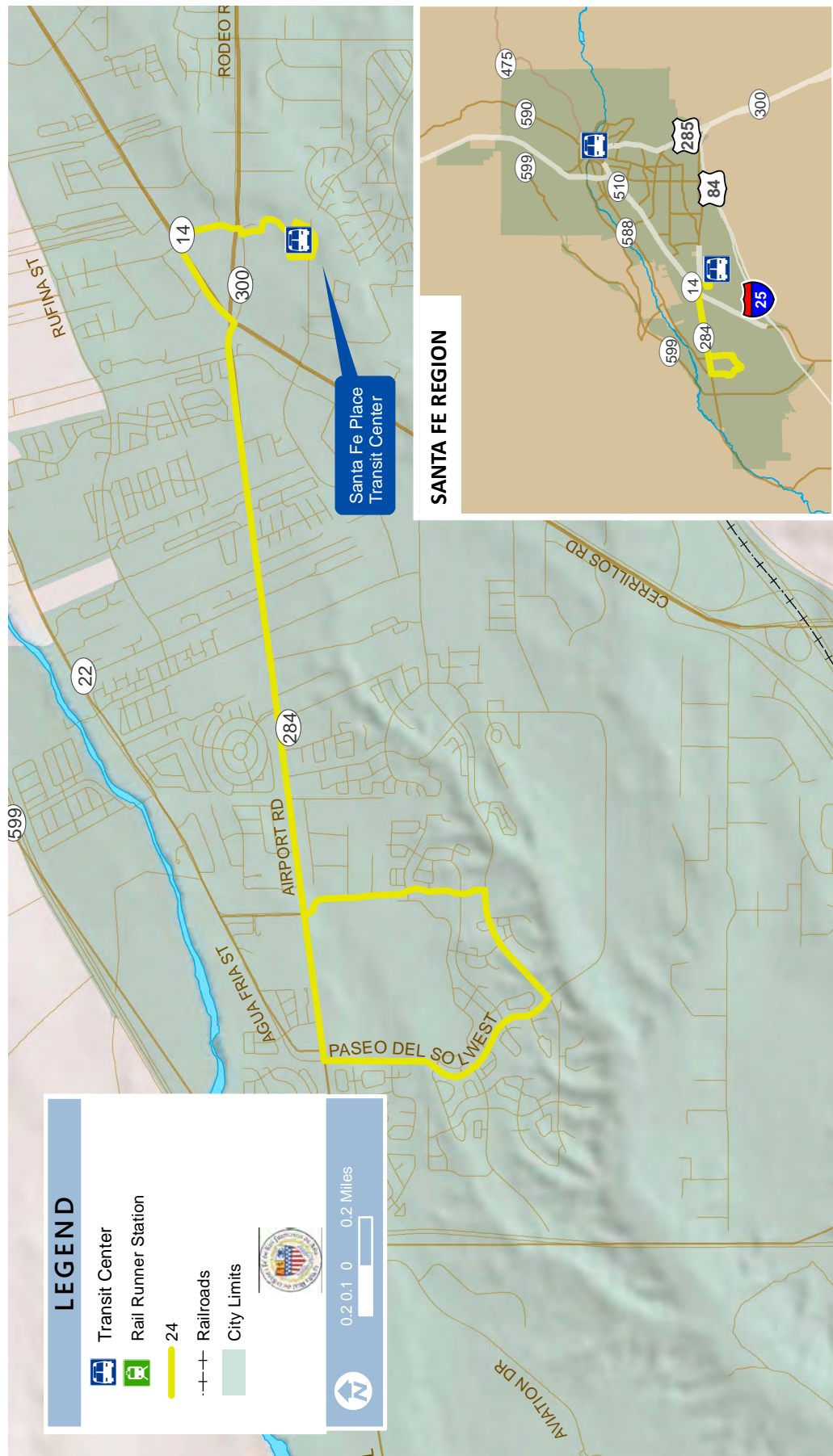


Figure B-5
Sante Fe Trails Route 26

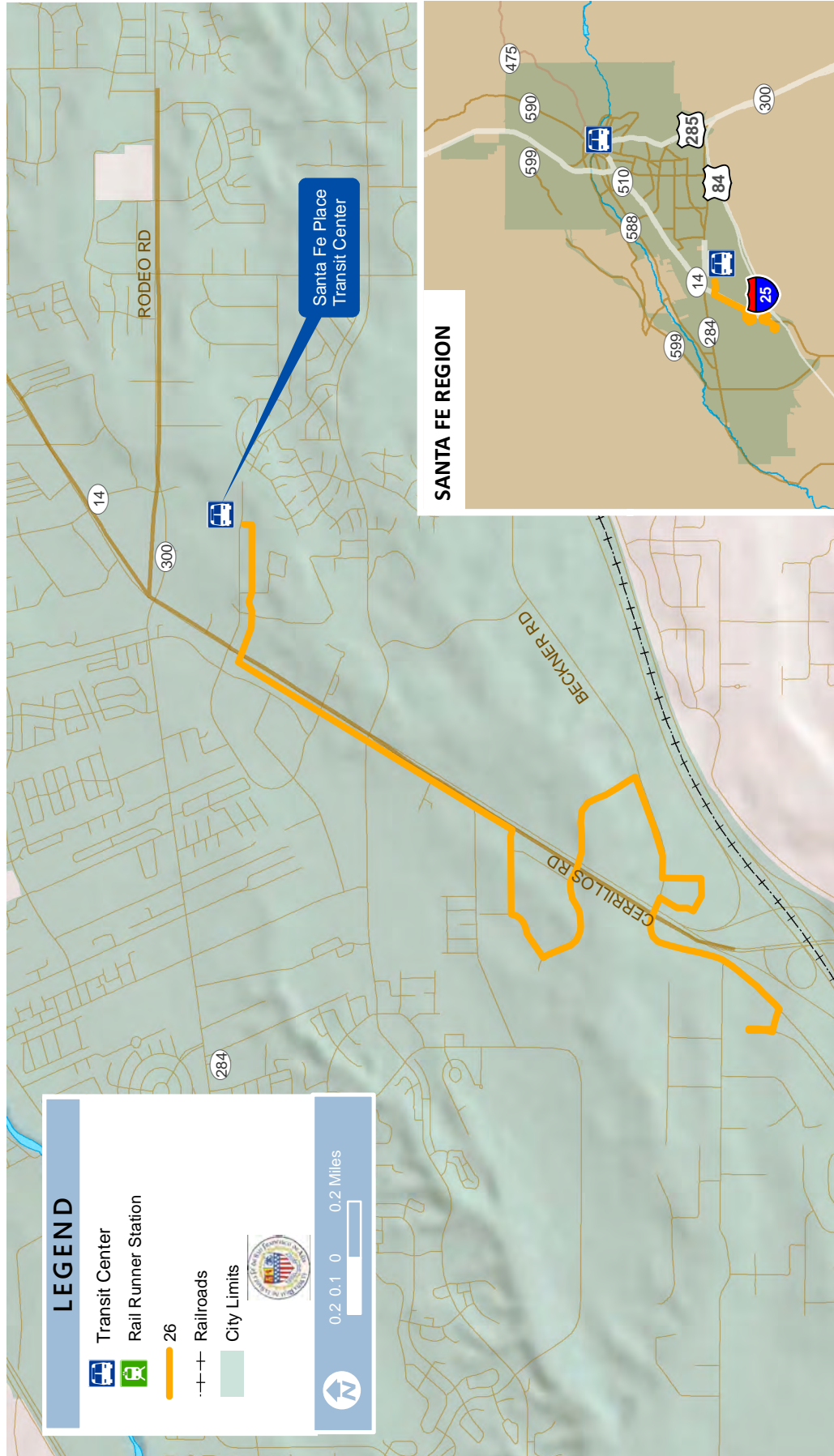


Figure B-6
Sante Fe Trails Route 5

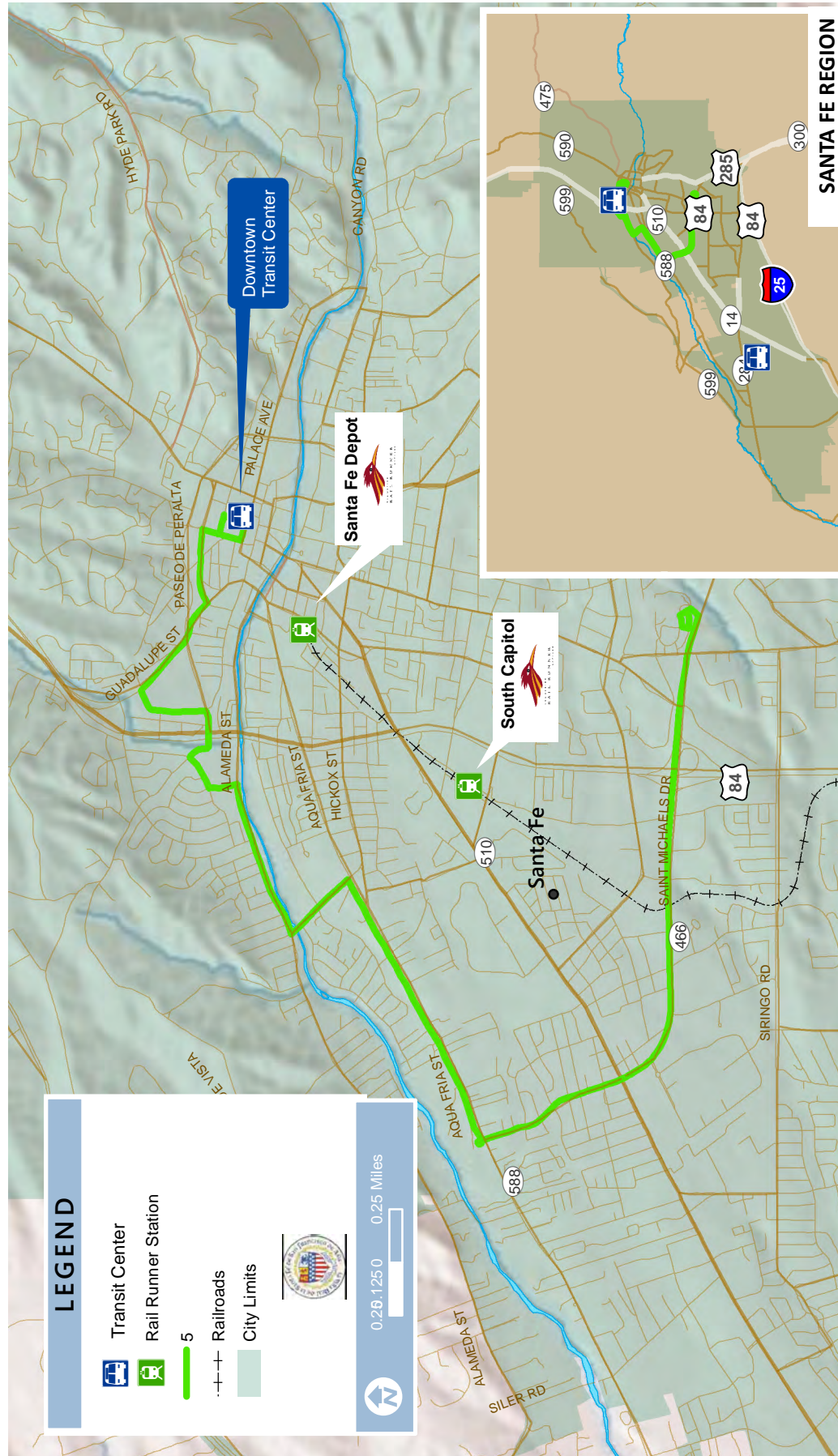


Figure B-7
Santa Fe Trails Route 6

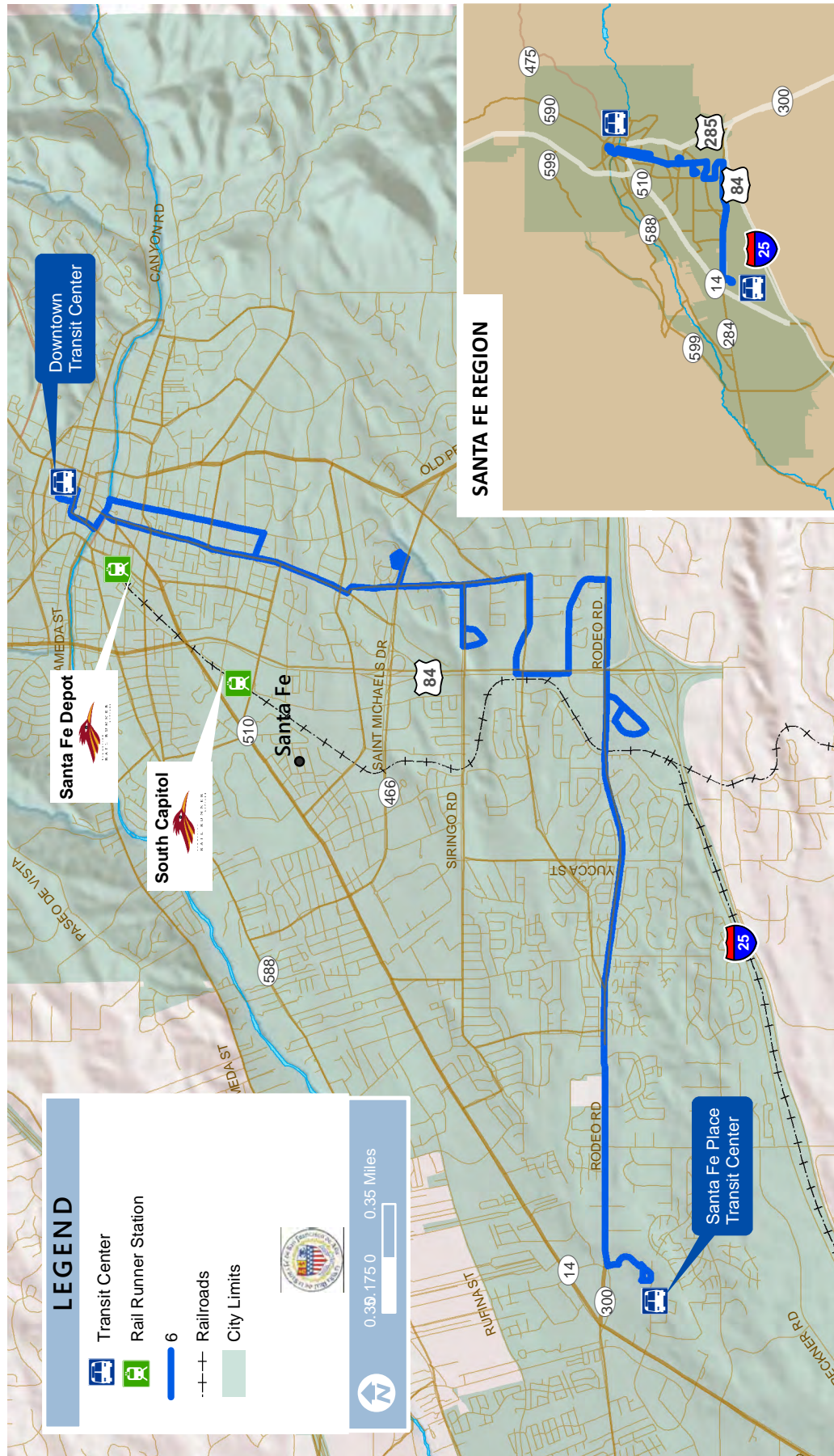


Figure B-8
Sante Fe Trails Route 21

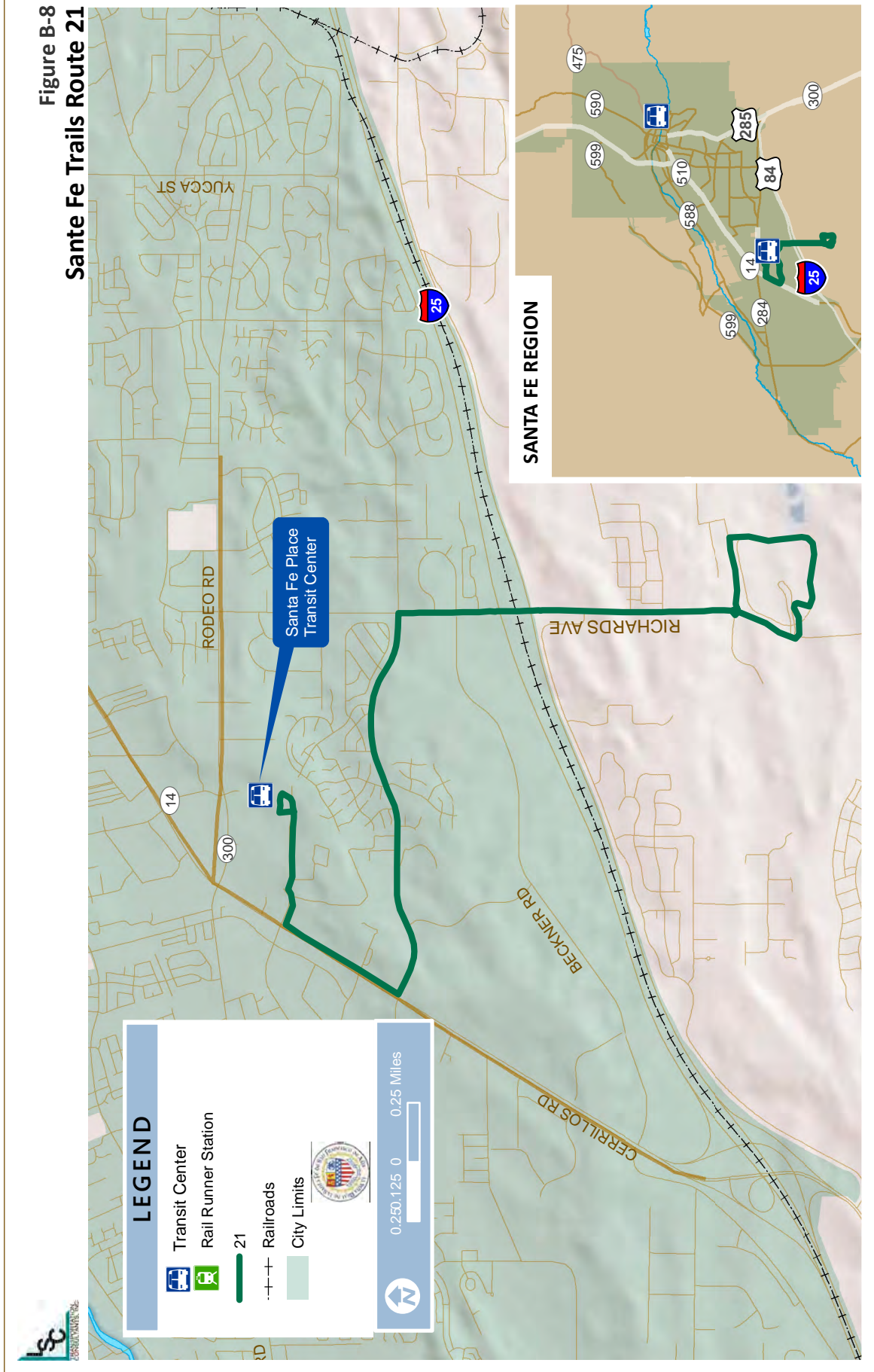


Figure B-9
Sante Fe Trails Route 22

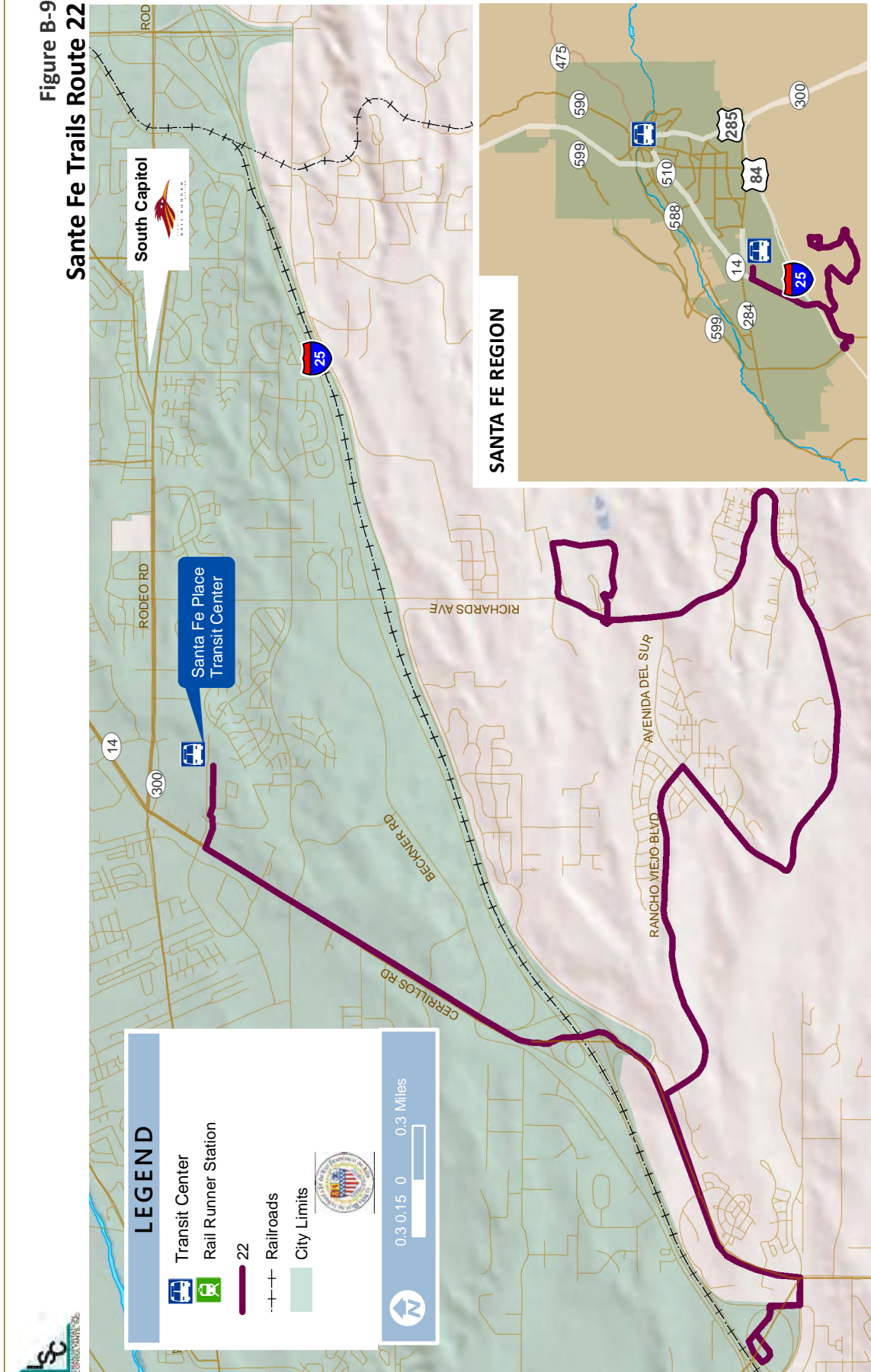
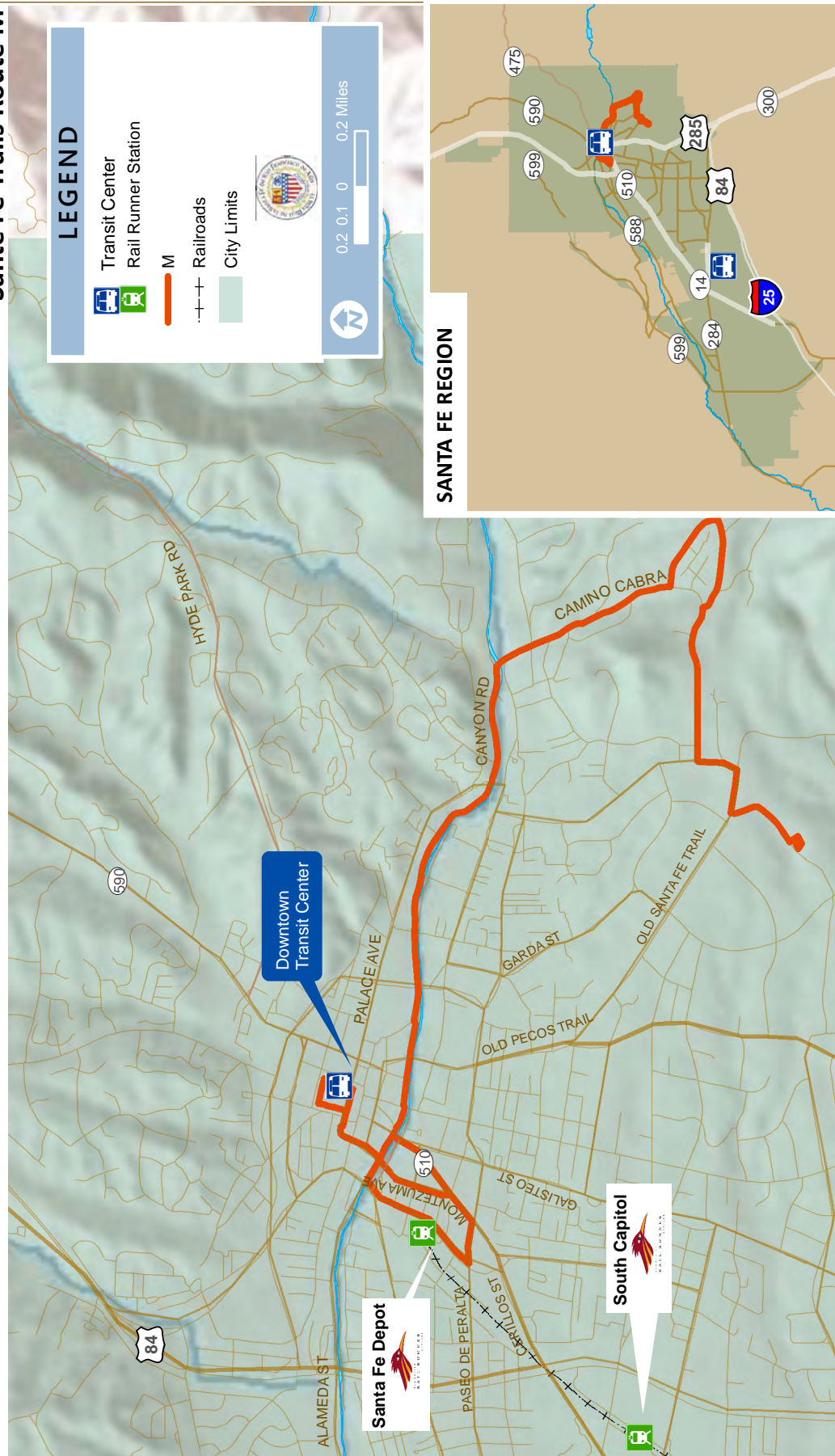


Figure B-10
Sante Fe Trails Route M



Appendix C: Santa Fe Trails Boardings and Alightings by Stop Data

Table C-1: Estimated Average Weekday Activity				
<i>For Time Period: 3/1/2019 to 3/1/2020</i>				
Sorted by Total Activity		Estimated Weekday Activity		
Bus Stop Location		Boarding	Alighting	Total
1 Downtown Transit Center		94.1	61.4	155.5
2 Santa Fe Place		95.9	54.6	150.5
3 Guadalupe @ Garfield Outbound		46.2	19.4	65.6
4 Old Santa Fe Trail @ Visitor Center		20.2	21.4	41.6
5 Cerrillos @ Harrison Outbound		11.6	28.0	39.6
6 SFP Perimeter Road @ Wagon Road Inbound		20.8	15.0	35.8
7 Cerrillos @ Lujan Outbound		15.9	16.4	32.3
8 Cerrillos @ Lujan Inbound		15.7	16.0	31.7
9 Cerrillos @ Jorgensen Inbound		17.4	12.0	29.4
10 St. Francis @ Cordova R-2 Outbound		20.1	8.9	29.0
11 Plaza		13.2	15.7	28.9
12 Cerrillos @ Zafarano Inbound		21.9	3.0	24.9
13 Zafarano @ Camino de los Arroyos Inbound/OB		2.9	21.6	24.5
14 South Capitol Station		17.1	6.8	23.9
15 Cerrillos @ Camino Consuelo Outbound		7.7	14.3	22.0
16 Cerrillos @ Richards Outbound		5.4	16.0	21.4
17 Cerrillos @ 5th Inbound		10.4	9.8	20.2
18 Cordova @ St. Francis Inbound		3.1	16.5	19.6
19 Cerrillos @ Vegas Verdes Outbound		1.6	17.8	19.4
20 Cerrillos @ Calle Del Cielo Outbound		4.0	15.0	19.0
21 Sandoval @ Water Inbound		0.9	18.1	19.0
22 St. Francis @ Cerrillos Inbound		4.6	14.2	18.8
23 Guadalupe @ Alameda Inbound		1.2	16.8	18.0
24 Cerrillos @ Siler Outbound		6.5	11.4	17.9
25 Guadalupe @ Agua Fria Outbound		14.9	2.8	17.7
26 Cerrillos @ Richards Inbound		11.1	6.4	17.5
27 Santa Fe Community College		8.6	8.5	17.1
28 Cerrillos @ Guadalupe Outbound		13.4	3.5	16.9
29 Cerrillos @ Rodeo Inbound		9.4	6.9	16.3
30 Cerrillos @ 2nd Outbound		7.1	8.8	15.9
31 Guadalupe @ Montezuma Inbound		1.1	14.7	15.8
32 Cerrillos @ Avenida de Las Americas		10.6	4.6	15.2
33 Cerrillos @ Calle Del Cielo Inbound		11.6	3.6	15.2
34 Sandoval @ San Francisco Outbound		11.6	3.1	14.7
35 St. Vincent Hospital		7.4	7.2	14.6

Table C-1: Estimated Average Weekday Activity				
<i>For Time Period: 3/1/2019 to 3/1/2020</i>				
Sorted by Total Activity		Estimated Weekday Activity		
Bus Stop Location		Boarding	Alighting	Total
36	Cerrillos @ Camino Consuelo Inbound	7.5	6.9	14.4
37	Cerrillos @ Llano Inbound	6.9	7.3	14.2
38	Cerrillos @ 5th Outbound	6.3	7.8	14.1
39	Cerrillos @ Llano Outbound	6.3	7.2	13.5
40	Cerrillos @ Gilmore Inbound	3.9	9.4	13.3
41	Cerrillos @ 2nd Inbound	5.3	7.9	13.2
42	Guadalupe @ Paseo De Peralta Inbound	1.3	11.8	13.1
43	Zafarano @ Camino de los Arroyos Outbound	8.9	3.9	12.8
44	Cerrillos @ Cielo Court Inbound	7.6	4.7	12.3
45	Cathedral @ Water	3.0	8.8	11.8
46	Country Club @ Valentine Way	4.9	5.7	10.6
47	Pacheco @ St. Michael's Outbound	5.2	5.3	10.5
48	Cam. Lejo @ Museum of Int'l. Folk Art	4.6	5.7	10.3
49	Cerrillos @ Vegas Verdes Inbound	8.5	1.6	10.1
50	Camino De Cruz Blanca @ San Acacio Inbound/OB	2.5	6.9	9.4
51	Don Gaspar @ De Vargas	1.5	7.8	9.3
52	Cerrillos @ Camino Carlos Rey Inbound	6.1	2.9	9.0
53	Jaguar @ Paseo del Sol	5.0	4.0	9.0
54	Cerrillos @ Siler Inbound	5.0	3.7	8.7
55	Cerrillos @ Trailer Ranch Outbound	3.0	5.5	8.5
56	Cerrillos @ Baca Outbound	6.2	2.2	8.4
57	Guadalupe @ Manhattan Inbound	0.8	7.6	8.4
58	NM 599 Rail Runner Station	4.7	3.3	8.0
59	Agua Fria @ Guadalupe Inbound	0.2	7.7	7.9
60	Paseo Del Sol West @ Airport Road	4.2	3.7	7.9
61	Cerrillos @ Zafarano Outbound	3.6	4.1	7.7
62	Guadalupe @ Paseo De Peralta Outbound	5.3	2.4	7.7
63	Paseo del Sol @ Jaguar Inbound	5.1	2.5	7.6
64	Siringo @ Llano Outbound	4.7	2.9	7.6
65	Sandoval @ Alameda Outbound	6.0	1.2	7.2
66	Pacheco @ St. Michael's Inbound	3.7	3.4	7.1
67	St. Francis @ Cordova Inbound	1.7	5.2	6.9
68	Agua Fria @ De Fouri Outbound	5.7	0.7	6.4
69	Siringo @ Llano Inbound	2.8	3.5	6.3
70	Cerrillos @ Trailer Ranch Inbound	4.5	1.7	6.2
71	Airport Road @ Zepol Outbound	1.5	4.6	6.1
72	Sabino @ Guadalupe Outbound	2.4	3.7	6.1
73	Sabino @ Guadalupe Inbound	3.7	2.2	5.9
74	Cordova @ Cerrillos Outbound	4.7	1.1	5.8

Table C-1: Estimated Average Weekday Activity			
<i>For Time Period: 3/1/2019 to 3/1/2020</i>			
Sorted by Total Activity Bus Stop Location	Estimated Weekday Activity		
	Boarding	Alighting	Total
114 Agua Fria @ Alicia Inbound	0.7	2.7	3.4
115 Airport Road @ Camino Juliana Inbound	2.2	1.2	3.4
116 Miguel Chavez Road Inbound/OB	2.1	1.3	3.4
117 Palace @ Alameda	0.7	2.7	3.4
118 Placita de Oro @ Alameda Inbound	0.8	2.6	3.4
119 Agua Fria @ Palomino Outbound	2.4	1.0	3.4
120 Airport Road @ Paseo del Sol Outbound Rt. 1/IB Rt. 24	1.1	2.3	3.4
121 Rodeo @ Legacy Court Outbound	0.4	3.0	3.4
122 SFP Perimeter Road @ West Entrance Inbound	3.0	0.4	3.4
123 Agua Fria @ St. Francis Inbound	1.1	2.2	3.3
124 Sandoval @ De Vargas Inbound/OB	2.7	0.6	3.3
125 Agua Fria @ Camino Alire Inbound	1.4	1.9	3.3
126 Agua Fria @ Camino Alire Outbound	1.4	1.9	3.3
127 Airport Road @ Jemez Outbound	1.3	2.0	3.3
128 Airport Road @ South Meadows Inbound	2.8	0.5	3.3
129 Cerrillos @ Indian School Outbound	1.2	2.0	3.2
130 Don Gaspar @ Paseo de Peralta	0.7	2.5	3.2
131 SFP Perimeter Road @ Wagon Road Outbound	0.4	2.8	3.2
132 Airport Road @ Country Club	1.0	2.1	3.1
133 Guadalupe @ Manhattan Outbound	2.0	1.1	3.1
134 Camino Carlos Rey @ Siringo Outbound	1.3	1.7	3.0
135 Cerrillos @ Indian School Inbound	1.9	1.1	3.0
136 Frenchy's Park	1.9	1.1	3.0
137 Sawmill @ St. Francis Inbound	2.7	0.3	3.0
138 Siringo @ Calle Lorca Outbound	1.3	1.7	3.0
139 Agua Fria @ Morning Drive Outbound	1.5	1.4	2.9
140 Agua Fria @ St. Francis Outbound	1.7	1.2	2.9
141 Camino Entrada @ Camino Entrada Inbound	2.5	0.4	2.9
142 Airport Road @ Fields Lane Outbound	0.7	2.1	2.8
143 Camino Carlos Rey @ Calle Serena Outbound	0.8	2.0	2.8
144 Herrera @ Cerrillos Outbound	1.1	1.7	2.8
145 Agua Fria @ Alicia Outbound	2.0	0.7	2.7
146 Cerrillos @ Paseo De Peralta Outbound	1.5	1.2	2.7
147 Paseo De Peralta @ De Vargas	1.0	1.7	2.7
148 Paseo Del Sol West @ Plaza Central	1.4	1.3	2.7
149 Rodeo @ Chavez Center Outbound	1.3	1.4	2.7
150 Airport Road @ Calle Po Ae Outbound	0.5	2.1	2.6
151 Airport Road @ Fields Lane Inbound	2.2	0.4	2.6
152 Agua Fria @ Osage Inbound	0.7	1.8	2.5

Table C-1: Estimated Average Weekday Activity			
<i>For Time Period: 3/1/2019 to 3/1/2020</i>			
Sorted by Total Activity Bus Stop Location	Estimated Weekday Activity		
	Boarding	Alighting	Total
153 Agua Fria @ Siler Outbound	1.0	1.5	2.5
154 Airport Road @ Tierra Real Outbound Rt. 1/IB Rt. 24	1.4	1.1	2.5
155 Camino Carlos Rey @ Calle Cedro Outbound	1.4	1.1	2.5
156 Cerrillos @ Paseo De Peralta Inbound	0.8	1.7	2.5
157 Don Diego @ Camino De Los Marquez Inbound	1.5	1.0	2.5
158 South Meadows @ Jaguar Outbound	1.3	1.2	2.5
159 St. Francis @ Columbia Outbound	1.0	1.5	2.5
160 Market @ Alcaldesa	1.3	1.1	2.4
161 Osage @ Rosina Inbound	1.2	1.2	2.4
162 Osage @ Rosina Outbound	0.7	1.7	2.4
163 Rodeo @ Mimbres Inbound	1.9	0.5	2.4
164 Sandoval @ Montezuma Outbound	2.1	0.3	2.4
165 Sawmill @ St. Francis Outbound	0.4	2.0	2.4
166 Agua Fria @ Maez Inbound	1.6	0.7	2.3
167 Camino De Cruz Blanca @ San Acacio Inbound	2.0	0.3	2.3
168 Cerrillos @ Alta Vista Inbound	1.0	1.3	2.3
169 Don Diego @ Camino De Los Marquez Outbound	0.8	1.5	2.3
170 Siringo @ Calle Lorca Inbound	1.0	1.3	2.3
171 Agua Fria @ Cristobal Colon Outbound	1.0	1.2	2.2
172 Agua Fria @ Osage Outbound	1.2	1.0	2.2
173 Camino Carlos Rey @ Vereda de Pueblo Inbound	1.7	0.5	2.2
174 Sabino @ Paseo de Peralta Inbound	1.0	1.2	2.2
175 St. Michael's @ Pinon Outbound	0.9	1.3	2.2
176 Agua Fria @ Camino Solano Outbound	1.1	1.0	2.1
177 Agua Fria @ Kathryn Inbound	1.3	0.8	2.1
178 Agua Fria @ Rafael Inbound	0.9	1.2	2.1
179 Siringo @ Yucca Inbound	1.0	1.1	2.1
180 Agua Fria @ Cortez Outbound	1.1	0.9	2.0
181 Agua Fria @ Cristobal Colon Inbound	0.8	1.2	2.0
182 Agua Fria @ Jemez Inbound	1.3	0.7	2.0
183 Alcaldesa @ Chile Line Lane	1.1	0.9	2.0
184 Canyon Road @ Garcia	1.3	0.7	2.0
185 Fashion Outlet Mall	1.2	0.8	2.0
186 Paseo del Sol @ Chamisa Inbound	1.1	0.9	2.0
187 Rodeo Park West @ Vivigen Inbound/OB	0.9	1.1	2.0
188 St. Michael's @ 5th Outbound	0.6	1.4	2.0
189 St. Michael's @ Pacheco Outbound	0.6	1.4	2.0
190 Alameda @ Cathedral Inbound	0.8	1.1	1.9
191 Presbyterian Hospital	1.1	0.8	1.9

Table C-1: Estimated Average Weekday Activity				
For Time Period: 3/1/2019 to 3/1/2020				
Sorted by Total Activity		Estimated Weekday Activity		
Bus Stop Location		Boarding	Alighting	Total
192	Pacheco @ Plaza Del Sur Inbound	1.2	0.7	1.9
193	Cerrillos @ Santa Fe Place Inbound	1.5	0.3	1.8
194	Siringo @ San Lorenzo Outbound	0.3	1.5	1.8
195	Don Diego @ Cerrillos	0.1	1.6	1.7
196	Rancho Veijo @ Bisbee Outbound	0.1	1.6	1.7
197	Rodeo @ Galisteo Outbound	1.1	0.6	1.7
198	Agua Fria @ Irvine Inbound	0.7	1.0	1.7
199	Camino Carlos Rey @ Calle Anna Jean Inbound	1.2	0.5	1.7
200	St. Francis @ Monte Rey Outbound	0.7	1.0	1.7
201	St. Michael's @ Pacheco Inbound	1.0	0.7	1.7
202	A Van Nu Po @ IAIA Inbound	1.5	0.1	1.6
203	Agua Fria @ Maez Outbound	0.4	1.2	1.6
204	Airport Road @ San Felipe	0.9	0.7	1.6
205	Alameda @ Old Santa Fe Trail Outbound	1.3	0.3	1.6
206	Alameda @ Placita de Oro Outbound	1.2	0.4	1.6
207	Pacheco @ Plaza Del Sur Outbound	0.4	1.2	1.6
208	Siringo @ Alamosa Outbound	0.5	1.1	1.6
209	St. Michael's @ 5th Inbound	1.0	0.6	1.6
210	Agua Fria @ Lone Star MH Park Inbound	1.4	0.2	1.6
211	A Van Nu Po @ IAIA Outbound	0.1	1.4	1.5
212	Agua Fria @ Irvine Outbound	0.8	0.7	1.5
213	Agua Fria @ Jemez Outbound	0.4	1.1	1.5
214	Agua Fria @ Lone Star MH Park Outbound	0.3	1.2	1.5
215	Airport Road @ Lopez Outbound	0.8	0.7	1.5
216	Camino Entrada @ Camino Entrada Outbound	0.2	1.3	1.5
217	Rodeo @ Zia Outbound	0.9	0.6	1.5
218	San Felipe @ Airport Road Outbound	0.5	1.0	1.5
219	Siringo @ Calle Contento Outbound	0.5	1.0	1.5
220	Siringo @ Yucca Outbound	0.7	0.8	1.5
221	St. Michael's @ Galisteo Outbound	0.1	1.4	1.5
222	St. Michael's @ Llano Outbound	0.4	1.1	1.5
223	St. Michael's @ Pinon Inbound	0.7	0.8	1.5
224	Zia @ Botulph Inbound	1.4	0.1	1.5
225	Catron @ Guadalupe Outbound	1.3	0.1	1.4
226	Alameda @ Sandoval	0.7	0.7	1.4
227	Camino Carlos Rey @ Alamosa Inbound	0.9	0.5	1.4
228	Camino Carlos Rey @ Vereda de Pueblo Outbound	0.6	0.8	1.4
229	Pacheco @ Vista Del Sur Inbound	1.0	0.4	1.4
230	Pacheco @ Vista Del Sur Outbound	0.5	0.9	1.4

Table C-1: Estimated Average Weekday Activity				
For Time Period: 3/1/2019 to 3/1/2020				
Sorted by Total Activity		Estimated Weekday Activity		
Bus Stop Location		Boarding	Alighting	Total
231	Rodeo @ Chavez Center Inbound	0.6	0.8	1.4
232	Sabino @ Paseo de Peralta Outbound	0.8	0.6	1.4
233	San Felipe @ Airport Road Inbound	0.7	0.7	1.4
234	St. Francis @ Alta Vista Outbound	0.9	0.5	1.4
235	Agua Fria @ Village MH Community Inbound	1.0	0.3	1.3
236	Camino Carlos Rey @ Calle Princesa Juana Outbound	0.2	1.1	1.3
237	Camino De Cruz Blanca @ Camino Cabra Outbound	0.1	1.2	1.3
238	Cerrillos @ Ocate Outbound	0.3	1.0	1.3
239	Siringo @ 5th Outbound	0.5	0.8	1.3
240	St. Michael's @ Calle Lorca Outbound	0.4	0.9	1.3
241	Paseo Del Sol West @ 6440	0.7	0.6	1.3
242	Rodeo @ Galisteo Inbound	0.7	0.6	1.3
243	Agua Fria @ Closson Inbound	0.1	1.1	1.2
244	Don Diego @ Buena Vista	0.8	0.4	1.2
245	Agua Fria @ Camino de Guadalupe Inbound	0.5	0.7	1.2
246	Camino Carlos Rey @ Camino del Bosque Outbound	0.2	1.0	1.2
247	Cerrillos @ Cristos Outbound	0.6	0.6	1.2
248	Galisteo @ Manhattan	0.2	1.0	1.2
249	Old Pecos Trail @ Barcelona	0.5	0.7	1.2
250	Camino Cabra @ Cristo Rey Outbound	0.3	0.8	1.1
251	Camino Ortiz @ UPS Outbound	0.3	0.8	1.1
252	Herrera @ Cerrillos Inbound	0.8	0.3	1.1
253	Placita de Oro @ Rio Vista Outbound	0.7	0.4	1.1
254	Rodeo @ Paseo De Los Pueblos Inbound	0.5	0.6	1.1
255	Siringo @ Calle Contento Inbound	0.8	0.3	1.1
256	St. Michael's @ Calle Lorca Inbound	0.7	0.4	1.1
257	St. Michael's @ Llano Inbound	0.7	0.4	1.1
258	Agua Fria @ Laurens Lane Inbound	0.3	0.7	1.0
259	Agua Fria @ Siler Park Lane Outbound	0.2	0.8	1.0
260	Agua Fria @ Village MH Community Outbound	0.2	0.8	1.0
261	Camino Carlos Rey @ Camino del Bosque Inbound	0.7	0.3	1.0
262	Camino De Cruz Blanca @ Camino Cabra Inbound	0.7	0.3	1.0
263	Camino Ortiz @ UPS Inbound	0.6	0.4	1.0
264	Rodeo @ Zia Inbound	0.3	0.7	1.0
265	Rodeo Park East @ Rodeo Park West Inbound/OB	0.5	0.5	1.0
266	St. Francis @ San Mateo Inbound	0.5	0.5	1.0
267	St. Francis @ San Mateo Outbound	0.3	0.7	1.0
268	St. Michael's @ Galisteo Inbound	0.9	0.1	1.0
269	Cam. Lejo @ Wheelwright Museum	0.4	0.5	0.9

Table C-1: Estimated Average Weekday Activity			
<i>For Time Period: 3/1/2019 to 3/1/2020</i>			
Sorted by Total Activity Bus Stop Location	Estimated Weekday Activity		
	Boarding	Alighting	Total
270 Rodeo @ Plaza Blanca Inbound	0.5	0.4	0.9
271 Siringo @ Alamosa Inbound	0.5	0.4	0.9
272 Airport Road @ Calle Atajo Outbound	0.2	0.7	0.9
273 Airport Road @ Geo Lane Outbound	0.2	0.7	0.9
274 Airport Road @ Jemez Inbound	0.6	0.3	0.9
275 Rodeo Park East @ Rodeo Inbound/OB	0.2	0.7	0.9
276 Agua Fria @ Camino de Chelly Outbound	0.4	0.4	0.8
277 Agua Fria @ Closson Outbound	0.6	0.2	0.8
278 Agua Fria @ Harrison Inbound	0.4	0.4	0.8
279 Agua Fria @ Siler Park Lane Inbound	0.5	0.3	0.8
280 Alameda @ Galisteo	0.3	0.5	0.8
281 Cam. Lejo @ Museum of Spanish Colonial Art Inbound	0.4	0.4	0.8
282 Camino Alire @ Alto Inbound	0.3	0.5	0.8
283 Cerrillos @ Cristos Inbound	0.4	0.4	0.8
284 Cerrillos @ Ocate Inbound	0.6	0.2	0.8
285 Paseo del Sol @ Bonito Alley Inbound	0.3	0.5	0.8
286 Paseo Del Sol West @ Highlands Lane	0.4	0.4	0.8
287 Rodeo @ Richards Inbound	0.5	0.3	0.8
288 Botulph @ Brunn School Road Inbound	0.1	0.7	0.8
289 Botulph @ Miguel Chavez Inbound	0.7	0.1	0.8
290 Agua Fria @ Alamo Inbound	0.3	0.4	0.7
291 Agua Fria @ Camino de Chelly Inbound	0.2	0.5	0.7
292 Agua Fria @ Camino De Hermanos Outbound	0.3	0.4	0.7
293 Agua Fria @ San Ysidro Crossing Outbound	0.3	0.4	0.7
294 Alameda @ Solana Inbound	0.3	0.4	0.7
295 Botulph @ Brunn School Road Outbound	0.4	0.3	0.7
296 Cam. Lejo @ Museum of Spanish Colonial Art Outbound	0.1	0.6	0.7
297 Paseo del Sol @ Entrada Milagro Outbound	0.3	0.4	0.7
298 Rancho Veijo @ Bisbee Inbound	0.7	0.0	0.7
299 Rodeo @ Legacy Court Inbound	0.5	0.2	0.7
300 Rodeo @ Richards Outbound	0.1	0.6	0.7
301 Rodeo @ Vivigen Inbound	0.1	0.6	0.7
302 Siringo @ 5th Inbound	0.2	0.5	0.7
303 St. Francis @ Alta Vista Inbound	0.2	0.5	0.7
304 Agua Fria @ Alamo Outbound	0.2	0.4	0.6
305 Agua Fria @ Lopez Lane Outbound	0.2	0.4	0.6
306 Alameda @ Don Gaspar	0.2	0.4	0.6
307 Alameda @ Paseo de Peralta Inbound	0.2	0.4	0.6
308 Camino Ortiz @ Camino Entrada Inbound	0.4	0.2	0.6

Table C-1: Estimated Average Weekday Activity				
For Time Period: 3/1/2019 to 3/1/2020				
Sorted by Total Activity Bus Stop Location		Estimated Weekday Activity		
		Boarding	Alighting	Total
309	Galisteo @ Columbia Inbound	0.2	0.4	0.6
310	Galisteo @ Cordova Outbound	0.4	0.2	0.6
311	Hwy 14 @ Hwy 599 Inbound	0.4	0.2	0.6
312	Paseo del Sol @ Chamisa Outbound	0.4	0.2	0.6
313	Rodeo @ Camino Carlos Rey Inbound	0.4	0.2	0.6
314	Siringo @ San Lorenzo Inbound	0.4	0.2	0.6
315	Agua Fria @ Case Inbound	0.3	0.3	0.6
316	Agua Fria @ Lopez Lane Inbound	0.3	0.3	0.6
317	Agua Fria @ Rancho de Chavez Inbound	0.3	0.3	0.6
318	Airport Road @ Calle Atajo Inbound	0.3	0.3	0.6
319	Alameda @ Calle Juanita Outbound	0.0	0.6	0.6
320	Alameda @ Delgado Outbound	0.1	0.5	0.6
321	Alameda @ Sicomoro Inbound	0.5	0.1	0.6
322	Botulph @ Zia Outbound	0.3	0.3	0.6
323	Camino Alire @ Alto Outbound	0.3	0.3	0.6
324	Canyon Road @ Canyon Alley	0.3	0.3	0.6
325	Galisteo @ Cordova Inbound	0.1	0.5	0.6
326	Osage @ Otowi Inbound	0.3	0.3	0.6
327	Richards @ Flowering Wells Outbound	0.3	0.3	0.6
328	Rodeo @ Avenida de las Campanas Outbound	0.3	0.3	0.6
329	Agua Fria @ Rancho de Chavez Outbound	0.1	0.4	0.5
330	Alameda @ Solana Outbound	0.3	0.2	0.5
331	Botulph @ Miguel Chavez Outbound	0.1	0.4	0.5
332	Camino De Cruz Blanca @ Calle Rumolo Inbound/OB	0.2	0.3	0.5
333	Canyon Road @ Gormley Lane	0.3	0.2	0.5
334	Catron @ Guadalupe Inbound	0.2	0.3	0.5
335	Cerrillos @ Herrera Inbound	0.3	0.2	0.5
336	Cerrillos @ Herrera Outbound	0.2	0.3	0.5
337	Country Club @ Camino Rojo	0.2	0.3	0.5
338	Don Diego @ Adela	0.1	0.4	0.5
339	Don Diego @ Calle Grillo	0.3	0.2	0.5
340	Fashion Outlet Mall @ Beckner	0.2	0.3	0.5
341	Hospital Drive @ Lupita Inbound	0.3	0.2	0.5
342	Hwy 14 @ Hwy 599 Outbound	0.2	0.3	0.5
343	Jaguar @ Apache Knoll	0.2	0.3	0.5
344	Osage @ San Ildefonso Outbound	0.1	0.4	0.5
345	Placita de Oro @ Rio Vista Inbound	0.2	0.3	0.5
346	Rancho Veijo @ Avenida Del Sur Outbound	0.1	0.4	0.5
347	Rodeo @ Camino Carlos Rey Outbound	0.1	0.4	0.5

Table C-1: Estimated Average Weekday Activity				
For Time Period: 3/1/2019 to 3/1/2020				
Sorted by Total Activity Bus Stop Location		Estimated Weekday Activity		
		Boarding	Alighting	Total
348	Rodeo @ Paseo De Los Pueblos Outbound	0.2	0.3	0.5
349	Rodeo @ Vivigen Outbound	0.3	0.2	0.5
350	Agua Fria @ Camino Maria Feliz Inbound	0.1	0.3	0.4
351	Alameda @ El Alamo Outbound	0.2	0.2	0.4
352	Beckner @ VA Clinic	0.1	0.3	0.4
353	Botulph @ Calle Ojo Feliz Inbound	0.3	0.1	0.4
354	Botulph @ Calle Ojo Feliz Outbound	0.1	0.3	0.4
355	Camino Cabra @ Cristo Rey Inbound	0.3	0.1	0.4
356	Don Gaspar @ Booth	0.2	0.2	0.4
357	Governor Miles @ Dancing Ground Outbound	0.2	0.2	0.4
358	Hospital Drive @ Harkle Inbound	0.2	0.2	0.4
359	Osage @ Otowi Outbound	0.2	0.2	0.4
360	Osage @ San Ildefonso Inbound	0.3	0.1	0.4
361	Richards @ Chile Line Inbound	0.3	0.1	0.4
362	Richards @ Dalton Pass Inbound	0.3	0.1	0.4
363	Richards @ Saddleback Outbound	0.0	0.4	0.4
364	Rodeo @ Avenida de las Campanas Inbound	0.2	0.2	0.4
365	Rodeo @ Paseo De Tularosa Inbound	0.1	0.3	0.4
366	Rodeo @ Via Antigua Inbound	0.2	0.2	0.4
367	Rodeo Park East @ Vivigen Inbound/OB	0.3	0.1	0.4
368	Siringo Rd. @ St. Michael's High School Inbound/OB	0.3	0.1	0.4
369	Agua Fria @ Harrison Outbound	0.1	0.2	0.3
370	Alameda @ Calle Juanita Inbound	0.2	0.1	0.3
371	Alameda @ El Alamo Inbound	0.1	0.2	0.3
372	Alameda @ Palace Inbound	0.2	0.1	0.3
373	Calle Picacho @ Camino Cabra Inbound	0.1	0.2	0.3
374	Calle Picacho @ Camino De Cruz Blanca Inbound	0.2	0.1	0.3
375	Calle Picacho @ Camino De Cruz Blanca Outbound	0.1	0.2	0.3
376	Camino Cabra @ Camino de La Luz Inbound	0.2	0.1	0.3
377	Camino Cabra @ Camino Ribera Inbound	0.2	0.1	0.3
378	Camino De Cruz Blanca @ Calle Rumolo Inbound	0.1	0.2	0.3
379	Camino Del Monte Sol @ Old Santa Fe Trail Inbound/OB	0.1	0.2	0.3
380	Cordova Rd. @ Wells Fargo Bank	0.1	0.2	0.3
381	Galisteo @ San Mateo Inbound	0.1	0.2	0.3
382	Governor Miles @ Richards Inbound	0.2	0.1	0.3
383	Hospital Drive @ Lupita Outbound	0.1	0.2	0.3
384	Jaguar @ Paseo Del Sol West	0.1	0.2	0.3
385	Paseo del Sol @ Bonito Alley Outbound	0.1	0.2	0.3
386	Paseo del Sol @ Casas De Milagros Outbound	0.2	0.1	0.3

Table C-1: Estimated Average Weekday Activity				
For Time Period: 3/1/2019 to 3/1/2020				
Sorted by Total Activity		Estimated Weekday Activity		
Bus Stop Location		Boarding	Alighting	Total
387	Rancho Veijo @ Avenida Del Sur Inbound	0.2	0.1	0.3
388	Richards @ Saddleback Inbound	0.2	0.1	0.3
389	Rio Vista @ Camino de Las Crucitas Inbound	0.2	0.1	0.3
390	Rio Vista @ Camino de Las Crucitas Outbound	0.1	0.2	0.3
391	Rodeo @ Calle de Don Quixote Inbound	0.1	0.2	0.3
392	Rodeo @ Via Antigua Outbound	0.1	0.2	0.3
393	Siringo @ Ridgeway Inbound/OB	0.2	0.1	0.3
394	Alameda @ Walking Bridge Outbound	0.0	0.3	0.3
395	Galisteo @ Berger	0.0	0.3	0.3
396	Agua Fria @ Willy Road Inbound	0.1	0.1	0.2
397	Agua Fria @ Willy Road Outbound	0.1	0.1	0.2
398	Alameda @ Cathedral Outbound	0.2	0.0	0.2
399	Alameda @ Delgado Inbound	0.1	0.1	0.2
400	Alameda @ Old Santa Fe Trail Inbound	0.0	0.2	0.2
401	Alameda @ Sicomoro Outbound	0.1	0.1	0.2
402	Alameda @ Walking Bridge Inbound	0.1	0.1	0.2
403	Brothers Road Inbound/OB	0.1	0.1	0.2
404	Calle Picacho @ Camino Cabra Outbound	0.1	0.1	0.2
405	Cam. Lejo @ Old Santa Fe Trail Inbound	0.1	0.1	0.2
406	Camino Del Monte Sol @ Old Santa Fe Trail Inbound	0.1	0.1	0.2
407	Camino Ortiz @ Camino Entrada Outbound	0.1	0.1	0.2
408	Galisteo @ San Mateo Outbound	0.1	0.1	0.2
409	Governor Miles @ Dancing Ground Inbound	0.1	0.1	0.2
410	Paseo del Sol @ Avenida Contenta Inbound	0.1	0.1	0.2
411	Paseo del Sol @ Callejon Milagro Inbound	0.1	0.1	0.2
412	Rodeo @ Camino Cimarron Outbound	0.1	0.1	0.2
413	Rodeo @ Paseo De Tularosa Outbound	0.1	0.1	0.2
414	Rodeo @ Yucca Outbound	0.1	0.1	0.2
415	Sawmill @ Pradera Outbound	0.1	0.1	0.2
416	Siringo @ Brothers Inbound/OB	0.1	0.1	0.2
417	Zia @ Chelsea Inbound	0.1	0.1	0.2
418	Zia @ Chelsea Outbound	0.1	0.1	0.2
419	A Van Nu Po @ ATC Inbound	0.1	0.0	0.1
420	A Van Nu Po @ ATC Outbound	0.0	0.1	0.1
421	A Van Nu Po @ Avenida Del Sur Inbound	0.1	0.0	0.1
422	Alameda @ Palace Outbound	0.0	0.1	0.1
423	Cam. Lejo @ Old Santa Fe Trail Outbound	0.0	0.1	0.1
424	Camino Cabra @ Camino San Acacio Outbound	0.0	0.1	0.1
425	Don Gaspar @ Barcelona	0.0	0.1	0.1

Table C-1: Estimated Average Weekday Activity				
<i>For Time Period: 3/1/2019 to 3/1/2020</i>				
Sorted by Total Activity		Estimated Weekday Activity		
Bus Stop Location		Boarding	Alighting	Total
426	Don Gaspar @ Berger	0.0	0.1	0.1
427	Galisteo @ Columbia Outbound	0.0	0.1	0.1
428	Governor Miles @ Richards Outbound	0.0	0.1	0.1
429	Hospital Drive @ Harkle Outbound	0.0	0.1	0.1
430	Rodeo @ Calle Delfino Inbound	0.1	0.0	0.1
431	Rodeo @ Calle Melecio Inbound	0.1	0.0	0.1
432	Rodeo @ Camino Cabestro Outbound	0.0	0.1	0.1
433	Sawmill @ Ventoso Inbound	0.1	0.0	0.1
434	Sawmill @ Ventoso Outbound	0.0	0.1	0.1
435	A Van Nu Po @ Avenida Del Sur Outbound	0.0	0.0	0.0
436	Camino Cabra @ Calle Picacho Inbound	0.0	0.0	0.0
437	Camino Cabra @ Camino de La Luz Outbound	0.0	0.0	0.0
438	Camino Cabra @ Camino Ribera Outbound	0.0	0.0	0.0
439	Camino Cabra @ Camino San Acacio Inbound	0.0	0.0	0.0
440	Galisteo @ Coronado	0.0	0.0	0.0
441	Murales @ Bishops Lodge	0.0	0.0	0.0
442	Paseo De Peralta @ Washington	0.0	0.0	0.0
443	Richards @ Chile Line Outbound	0.0	0.0	0.0
444	Rodeo @ Avenida Del Sol Outbound	0.0	0.0	0.0
445	Rodeo @ Yucca Inbound	0.0	0.0	0.0
446	Sawmill @ Pradera Inbound	0.0	0.0	0.0
Total		1,002	1,003	2,004
Average		2.2	2.2	4.5

Appendix D: Santa Fe Trails Bus Stop Access Inventory

Table D-1: Santa Fe Trails Bus Stop Access Inventory

Note: Stops served by multiple routes listed in lower route number.																									
Route #	Direction	Route Order #	Major Street		Cross Street	Shelter	Bench	Pedestrian Access										Pedestrian Crossing Protection - Major Street		Bicycle Access Rating (1- Very Poor to 5 Very Good)				Potential Improvements	
			Major Generator	Secondary Generator	Ped Access to Major Generator			Signal	Stop Sign	Crosswalk	Unprotected	Not Applicable	Approx. Sidewalk Width at Stop	To/From North	To/From East	To/From South	To/From West	Sidewalk	Improve Lighting						
1 IB	1	1	SF Place Transit Center			•	Yes	Yes	Santa Fe Place Mail	Yes	Villa Linda Park	Yes	•	Not Applicable	3'	4	4	4	3	3	3	3	Xwalk Cross Street		
1 IB	2	2	SFP Perimeter Road				Yes	No	Santa Fe Police Mail	No	La Quinta Inn	No	•	None	None	1	1	1	2	2	2	2	Xwalk Main Street		
1 IB	3	3	Camino Entrada				Yes	No	Motor Vehicle Division	No	Santa Fe Police Station	No	•	•	3'	1	1	1	2	2	2	2		•	
1 IB	4	4	Camino Ortiz				Yes	Yes	Mercedes dealership	Yes	Volkswagen dealership	Yes	•	•	3'	3	3	3	2	2	2	2		•	
1 IB	5	5	Camino Ortiz				Yes	No	BMW dealership	No	C&C Distributors	No	•	•	3'	4	1	1	2	2	2	2			
1 IB	6	6	Jaguar Drive				Yes	Yes	Ortiz Middle School	Yes	SF School Arts & Sciences	Yes	•	•	3'	1	4	1	1	1	1	1			
1 IB	7	7	Jaguar Drive			•	Yes	Yes	Cesar Chavez Elementary School	Yes	Shopping & Residential Plaza	Yes	•	•	3'	4	4	4	1	1	1	1			
1 IB	8	8	Paseo del Sol				Yes	Yes	Cesar Chavez Elementary School	Yes	Nature trail	Yes	•	•	3'	4	4	3	2	2	2	2			
1 IB	9	9	Paseo del Sol				Yes	Yes	Chamisa Estates (resident)	Yes	Los Miagros Park	Yes	•	•	2'	4	1	4	4	1	4	4		•	
1 IB	10	10	Paseo del Sol				Yes	Yes	Vista Linda Apartments	No	Residential neighborhood	Yes	•	•	2'	4	1	4	1	3	1	3		•	
1 IB	11	11	Callejon Milagro				Yes	Yes	Residential neighborhood	Yes	Residential neighborhood	Yes	•	•	2'	1	1	1	2	3	1	3		•	
1 IB	12	12	Bonito Alley				Yes	Yes	Residential neighborhood	Yes	Fast Food restaurant	Yes	•	•	3.5'	1	4	1	5	1	3	1			
1 IB	13	13	Paseo del Sol			•	Yes	Yes	Auto Zone	Yes	Residential neighborhood	Yes	•	•	3'	2	4	1	4	1	3	3			
1 IB	14	14	Airport Road			•	Yes	Yes	Family Dollar Store	Yes	Residential neighborhood	Yes	•	•	3'	2	4	1	4	1	3	3			
1 IB	15	15	Airport Road				Yes	Yes	Ran Felipe Road	Yes	Gas station	Yes	•	•	3'	2	4	1	4	1	4	1		•	
1 IB	16	16	San Felipe Road				No	No	Airport Road	Yes	Residential neighborhood	Yes	•	•	3'	1	2	1	2	3	1	3		•	
1 IB	17	17	Agua Fria Street			•	No	No	Tierra Nueva Counseling Center	Yes	Residential neighborhood	No	•	•	0	1	2	1	1	2	3	2		•	
1 IB	18	18	Morning Drive			•	No	No	Residential neighborhood	Yes	Trailer park	Yes	•	•	0	2	1	1	1	1	3	2		•	
1 IB	19	19	Jemez Road				Yes	Yes	Church	No	RV dealership	No	•	•	0	1	2	1	1	1	2	1		•	
1 IB	20	20	Willy Road				No	No	A-1 Towing	Yes	Residential neighborhood	Yes	•	•	2'	2	1	2	1	2	1	2		•	
1 IB	21	21	Laurens Lane				No	No	Rodriguez Apartments	No	Residential neighborhood	No	•	•	0	1	2	1	2	1	2	1		•	
1 IB	22	22	Lone Star MH Park			•	No	No	Lone Star Mobile Home Park	Yes	Residential neighborhood	No	•	•	0	1	2	4	1	1	2	1		•	
1 IB	23	23	Lopez Lane			•	Yes	Yes	Residential neighborhood	Yes	Residential neighborhood	Yes	•	•	2'	2	3	1	3	1	2	1		•	
1 IB	24	24	Village MH Community			•	No	No	Village Mobile Home Community	Yes	Residential neighborhood	Yes	•	•	2'	2	3	2	1	2	1	2		•	
1 IB	25	25	Rancho de Chavez				No	No	Roy's Pro Auto	Yes	Residential neighborhood	Yes	•	•	2'	2	2	1	2	1	2	1		•	
1 IB	26	26	Camino Maria Feliz				Yes	Yes	Danny's Upholstery & Fabrics	Yes	Residential neighborhood	Yes	•	•	2'	2	2	3	2	1	2	1		•	
1 IB	27	27	Case Road				No	Yes	Agua Fria Elementary School	Yes	United Way	Yes	•	•	2'	2	3	2	3	1	2	1		•	
1 IB	28	28	Agua Fria Street			•	No	No	United Way	Yes	Poco Storage	Yes	•	•	2'	2	3	2	3	1	2	1		•	
1 IB	29	29	Agua Fria Street			•	Yes	Yes	Gas station	Yes	Piccolino restaurant	Yes	•	•	3'	1	4	3	2	3	2	3		•	
1 IB	30	30	Siler Park Lane				Yes	Yes	Tumbleroot Brewery	Yes		Yes	•	•	3'	2	3	2	3	2	4	2		•	
1 IB	31	31	Harrison Road				Yes	Yes	Sporting goods store	Yes		Yes	•	•	3'	1	4	2	4	2	4	2		•	
1 IB	32	32	Maaz Road			•	Yes	Yes	Gas station	Yes	Convenience store	Yes	•	•	3'	1	3	2	3	2	4	2		•	
1 IB	33	33	Alamo Road				Yes	Yes	Carlos Academy of Art	Yes	Pueblo Alegre North Park	Yes	•	•	3'	1	3	2	3	2	4	2		•	
1 IB	34	34	Camino de Chelly			•	Yes	Yes	Residential neighborhood	Yes	Residential neighborhood	Yes	•	•	3'	1	3	2	3	2	4	2		•	
1 IB	35	35	Osage Avenue				Yes	Yes	Residential neighborhood	Yes	Residential neighborhood	Yes	•	•	3'	1	3	1	3	2	4	1		•	
1 IB	36	36	Agua Fria Street				Yes	Yes	Residential neighborhood	Yes	Residential neighborhood	Yes	•	•	3'	1	3	2	3	1	3	1		•	
1 IB	37	37	Camino de Guadalupe			•	Yes	Yes	Residential neighborhood	Yes	Residential neighborhood	Yes	•	•	3'	1	3	2	3	1	3	1		•	
1 IB	38	38	Palomino Street				Yes	Yes	Mandela Intl Magnet School	Yes	Residential neighborhood	Yes	•	•	4'	1	4	2	3	2	3	2		•	
1 IB	39	39	Cristobal Colon			•	Yes	Yes	Labradorite Park	Yes	Residential neighborhood	Yes	•	•	3'	1	3	2	3	1	2	1		•	
1 IB	40	40	Camino Alire			•	Yes	Yes	Ras Rody's Restaurant	Yes	Residential neighborhood	Yes	•	•	3'	1	3	2	3	1	2	1		•	
1 IB	41	41	Alicia Street				Yes	Yes	Earl's Guarantee Landromat	Yes	Residential neighborhood	Yes	•	•	3'	1	4	2	4	1	2	1		•	
1 IB	42	42	Kathryn Avenue			•	Yes	Yes	Hannah's Nails	Yes	Westminster Presbyterian	Yes	•	•	4'	1	4	2	4	1	3	1		•	
1 IB	43	43	St. Francis Drive				Yes	Yes	Street Outreach: Shelter/ Services	Yes	Residential neighborhood	Yes	•	•	4'	1	4	3	4	1	3	2		•	
1 IB	44	44	Invire Street				Yes	Yes	Monica Roybal Center	Yes	Residential neighborhood	Yes	•	•	3'	2	3	1	3	2	3	1		•	
1 IB	45	45	Closson Street				Yes	Yes	New Mexico School for the Arts	Yes	Guadalupe Inn	Yes	•	•	4'	2	4	1	4	2	3	1		•	
1 IB	46	46	St. Guadalupe Street				Yes	Yes	Our Lady of Guadalupe	No	Coffeehouse	Yes	•	•	4'	2	3	1	4	2	3	1		•	
1 IB	47	47	Sandoval Street				Yes	Yes	District Court	Yes	Guadalupe Shopping Center	Yes	•	•	3'	2	3	1	3	2	3	1		•	
1 IB	48	48	Sandoval Street				Yes	Yes	Indian Market	Yes	Hilton Santa Fe Historic Plaza	Yes	•	•	3'	2	3	1	3	2	3	1		•	
1 IB	49	49	Downtown Transect Center			•	Yes	Yes	New Mexico Museum of Art	Yes	Patina Gallery	Yes	•	•	3'	3	1	3	1	2	1	2		•	

Table D-1: Santa Fe Trails Bus Stop Access Inventory																											
Route #	Route Order #	Major Street	Cross Street	Shelter	Bench	Street Lighting	Major Generator		Ped Access to Major Generator	Secondary Generator		Pedestrian Access to Sec. Gen.	Pedestrian Crossing Protection - Major Street			Pedestrian Access Rating (1 - Very Poor to 5 Very Good)			Bicycle Access Rating (1 - Very Poor to 5 Very Good)			Potential Improvements					
										Signal	Stop Sign		Crosswalk	Unprotected	Not Applicable	Approx. Sidewalk	Width at Stop	To/From North	To/From East	To/From South	To/From West	To/From North	To/From East	To/From South	To/From West	Improve Lighting	Improve Sidewalk
1 OB 2		Sandoval Street	San Francisco			Yes	El Dorado Hotel & Spa	Yes	Empire Church of God	Yes			•			6'	4	5	4	5	4	4	3	4	4	•	
1 OB 3		Sandoval Street	Alameda	•		Yes	Parking garage	Yes	Residential apartments	Yes			•			6'	3	4	3	4	3	4	3	4	4	•	
1 OB 4		Agua Fria Street	De Fouri			Yes	Our Lady of Guadalupe	Yes	Joseph's Culinary Pub	No						4'	4	3	4	3	4	3	4	3	4	•	
1 OB 5		Agua Fria Street	Closson Street			Yes	Guadalupe Inn	No	Residential neighborhood	Yes			•			3'	4	4	1	4	4	3	1	3	3	•	
1 OB 6		Agua Fria Street	Irvine Street			Yes	Monica Royal Center	Yes	Residential neighborhood	Yes			•			3'	4	4	1	4	4	3	1	3	3	•	
1 OB 7		Agua Fria Street	St. Francis Drive	•		Yes	Residential neighborhood	Yes	The Computer Guru	Yes			•			3'	4	4	4	4	3	3	3	3	3	•	
1 OB 8		Agua Fria Street	Cortez	•		Yes	Residential neighborhood	Yes	Creative Interiors	No						3'	4	3	4	4	3	3	4	4	•		
1 OB 9		Agua Fria Street	Alicia Street			Yes	Earl's Guarantee Landromat	No	Residential neighborhood	Yes			•			3'	4	3	4	4	3	4	3	4	4	•	
1 OB 10		Agua Fria Street	Camino Alire			Yes	Residential neighborhood	Yes	Residential neighborhood	Yes			•			3'	4	4	4	4	3	3	3	3	3	•	
1 OB 11		Agua Fria Street	Avenida Cristobal Colon		•	Yes	Residential neighborhood	Yes	Residential neighborhood	Yes			•			3'	4	4	3	4	3	3	2	3	3	•	
1 OB 12		Agua Fria Street	Palomino Street			Yes	Mandela Intl Magnet School	Yes	Residential neighborhood	Yes						3'	2	4	3	4	2	3	3	3	3	•	
1 OB 13		Agua Fria Street	Camino Solano		•	Yes	Residential neighborhood	Yes	Residential neighborhood	Yes			•			3'	3	4	2	4	3	3	3	3	3	•	
1 OB 14		Agua Fria Street	Osage Avenue			Yes	Frenchy's Park	Yes	Residential	No						3'	3	2	2	4	3	2	2	3	3	•	
1 OB 15		Agua Fria Street	Camino de Chelly			No	Frenchy's Park	Yes	Residential	Yes			•			3'	3	2	3	2	3	2	3	2	3	•	
1 OB 16		Agua Fria Street	Alamo Road			No	Residential neighborhood	Yes	Residential	Yes						3'	2	1	2	3	1	3	2	3	2	•	
1 OB 17		Agua Fria Street	Maez Road		•	No	Residential neighborhood	Yes	Gas station	No			•			3'	2	1	2	3	3	1	3	2	3	•	
1 OB 18		Agua Fria Street	Harrison Road			No	Residential neighborhood	Yes	Residential	Yes			•			3'	3	1	3	3	3	1	3	2	3	•	
1 OB 19		Agua Fria Street	Slier Park Lane			No	Prescott Gallery	No	Spanish Trails International	Yes			•			3'	3	1	3	3	3	1	3	2	3	•	
1 OB 20		Agua Fria Street	Slier	•		No	Rockin' Rollers Event Arena	Yes	Gas station	Yes						3'	3	3	3	3	3	3	3	2	3	•	
1 OB 21		Agua Fria Street	Henry Lynch Road			No	United Way	No	Residential	No			•			3'	3	1	3	3	3	1	3	2	3	•	
1 OB 22		Agua Fria Street	San Ysidro Crossing			No	San Isidro Park	Yes	San Isidro Church	No			•			4'	3	3	1	3	3	3	1	2	3	•	
1 OB 23		Agua Fria Street	Rancho de Chavez			No	Residential neighborhood	Yes	Residential	No			•			2'	3	2	1	2	3	2	1	2	3	•	
1 OB 24		Agua Fria Street	Village MH Community			No	Village Mobile Homes	Yes	Residential	Yes			•			3'	3	1	3	2	3	1	3	2	3	•	
1 OB 25		Agua Fria Street	Lopez Lane			No	Residential neighborhood	Yes	Residential	No			•			3'	2	2	1	1	3	3	1	1	3	•	
1 OB 26		Agua Fria Street	Lone Star MH Park	•		No	Lone Star Mobile Home Park	Yes	Residential	No			•			3'	2	2	1	1	3	3	1	1	3	•	
1 OB 27		Agua Fria Street	Camino De Hermanos			No	Residential neighborhood	Yes	Residential	No			•			2'	3	2	1	2	3	3	1	3	3	•	
1 OB 28		Agua Fria Street	Willy Road			No	Residential neighborhood	Yes	Residential	No			•			0'	1	1	1	2	1	1	1	2	3	•	
1 OB 29		Agua Fria Street	Jemez Road			No	Residential neighborhood	Yes	Residential	No			•			0'	1	1	1	2	1	1	1	2	3	•	
1 OB 30		Agua Fria Street	Morning Drive	•		No	Gas station	Yes	Residential	Yes			•			0'	1	1	1	2	1	1	1	2	3	•	
1 OB 31		Agua Fria Street	Cottonwood			No	Cottonwood Village Mob Homes	Yes	Residential	No			•			3'	1	1	2	4	1	1	2	4	3	•	
1 OB 32		Agua Fria Street	Airport Road	•		No	Tierra Nueva Counseling Center	Yes	Perry Supply	No						3'	3	1	4	4	3	1	4	4	3	•	
1 OB 33		Airport Road	Country Club		•	No	Country Club	Yes	Residential	Yes			•			3'	1	3	1	3	1	3	1	3	3	•	
1 OB 34		Airport Road	Tierra Real	•		No	Family Dollar Store	No	Residential	No			•			3'	1	3	1	3	1	3	1	3	3	•	
1 OB 35		Airport Road	Paseo del Sol			No	Nearsea Naturals	Yes	McDonald's	Yes			•			5'	3	3	3	3	3	3	3	3	3	•	
1 OB 36		Paseo del Sol	Bonito Alley			No	Residential neighborhood	Yes	Residential	No			•			3'	2	1	3	3	2	1	3	3	3	•	
1 OB 37		Paseo del Sol	Casas de Milagros	•		No	Residential neighborhood	Yes	Residential	No			•			3'	3	1	2	2	3	1	2	2	3	•	
1 OB 38		Paseo del Sol	Entrada Milagro	•		Yes	Residential neighborhood	Yes	Residential	No			•			3'	3	1	3	3	3	1	3	3	3	•	
1 OB 39		Paseo del Sol	Chamisa Street			No	Chamisa Estates (residential)	Yes	Residential	Yes						3'	4	4	4	4	4	4	4	4	4	•	
1 OB 40		Jaguar Drive	Paseo del Sol			Yes	Cesar Chavez Elementary School	Yes	Residential	Yes			•			3'	3	1	3	4	3	1	3	4	4	•	
1 OB 41		Jaguar Drive	Avenida Contenta	•		Yes	Cesar Chavez Elementary School	Yes	Southside Farmer's Market	Yes			•			5'	3	3	4	4	3	3	4	4	3	•	
1 OB 42		South Meadows	Jaguar Drive			No	Ortiz Middle School	Yes	None	NA			•			2'	3	3	1	3	3	3	1	3	3	•	
1 OB 43		Camino Ortiz	UPS			Yes	UPS Customer Center	No	Offices of the State Auditor	Yes			•			0'	1	1	4	1	1	1	1	1	4	•	
1 OB 44		Camino Ortiz	Camino Entrada			Yes	Auto shop	Yes	BMW	Yes			•			3'	1	2	4	4	1	2	4	4	4	•	
1 OB 45		Camino Entrada	Camino Entrada			No	Santa Fe Motor Sports	No	None	NA			•			0'	1	1	1	1	1	1	1	1	1	•	
1 OB 46		SFP Perimeter Road	Wagon Road			No	Santa Fe Place Mall	No	Villa Linda Park	Yes			•			0'	1	1	2	1	1	1	1	1	1	•	
2 IB 3		SFP Perimeter Road	West Entrance			Yes	Santa Fe Place Mall	Yes	La Quinta Inn	No			•			0'	1	3	1	1	1	1	1	1	1	•	
2 IB 4		Cerrillos	SFP Perimeter Road			Yes	Baymont hotel	Yes	Santa Fe Place Mall	Yes			•			4'	4	3	4	1	4	2	4	4	4	•	
2 IB 5		Cerrillos	Rodeo	•		Yes	Tranquila Inn	Yes	DoubleTree	Yes			•			6'	1	4	3	4	1	4	2	4	4	•	
2 IB 6		Cerrillos	Zafarano	•		Yes	Plaza Santa Fe	Yes	Buffalo Wild Wings	Yes			•			6'	3	5	4	5	3	5	3	5	3	•	

Note: Stops served by multiple routes listed in lower route number.

Table D-1: Santa Fe Trails Bus Stop Access Inventory																										
Route #	Direction	Route Order #	Major Street	Cross Street	Shelter	Bench	Street Lighting	Major Generator		Ped Access to Major Generator		Secondary Generator	Pedestrian Access to Sec. Gen.	Pedestrian Crossing Protection - Major Street		Pedestrian Access Rating (1 - Very Poor to 5 Very Good)			Bicycle Access Rating (1 - Very Poor to 5 Very Good)		Potential Improvements					
								Signal	Stop Sign	Crosswalk	Unprotected			Not Applicable	Signal	Stop Sign	Crosswalk	Unprotected	Not Applicable	Approx. Sidewalk Width at Stop	To/From North	To/From East	To/From South	To/From West	To/From North	To/From East
2	IB	7	Cerrillos	Vegas Verdes	•	•	Yes	Yes	Los Alamos National Bank	Yes	Best Western	Yes	•	•	•	6'	3	3	4	5	3	3	3	5		
2	IB	8	Cerrillos	Trailer Ranch	•	•	Yes	Yes	Motel 6	Yes	Trailer Ranch	No	•	•	•	12'	1	3	3	3	3	1	3		•	
2	IB	9	Cerrillos	Avenida de Las Americas	•	•	Yes	Yes	Coyote South	Yes	Holiday Inn	Yes	•	•	•	5'	3	4	2	4	3	4	1	4		
2	IB	10	Cerrillos	Richards	•	•	Yes	Yes	Savers Thrift Store	Yes	Del Norte Credit Union	Yes	•	•	•	3'	2	3	3	3	2	3	2	3		•
2	IB	11	Cerrillos	Camino Consuelo	•	•	No	No	Villa Consuelo Senior Center	Yes	Walmart	No	•	•	•	6'	2	4	3	3	2	4	2	3		•
2	IB	12	Cerrillos	Calle Del Cielo	•	•	No	No	Wells Fargo	Yes	Plaza Princessa	Yes	•	•	•	8'	2	4	3	4	2	4	2	4		•
2	IB	13	Cerrillos	Cielo Court	•	•	Yes	Yes	Denny's	Yes	Goodwill	Yes	•	•	•	12'	1	4	3	3	1	4	2	3		•
2	IB	14	Cerrillos	Siler	•	•	No	No	Day's Inn	Yes	El Rinconcito Del Sabor	Yes	•	•	•	8'	1	4	3	4	1	4	2	4		•
2	IB	15	Cerrillos	Jorgensen	•	•	No	No	Silver Saddle hotel	Yes	Santa Fe Flea Market	Yes	•	•	•	8'	1	4	1	3	1	4	1	3		•
2	IB	16	Cerrillos	Camino Carlos Rey	•	•	No	No	State Personnel Office	Yes	Gas station	No	•	•	•	8'	1	4	2	4	1	4	1	4		•
2	IB	17	Cerrillos	Lujan	•	•	Yes	Yes	SF University of Art and Design	Yes	College Plaza shopping center	Yes	•	•	•	8'	3	4	4	4	3	4	2	4		•
2	IB	18	Cerrillos	Cerrillos	•	•	Yes	Yes	Budget Car Rental	Yes	Los Potrillos	No	•	•	•	4'	1	3	2	3	1	3	1	3		•
2	IB	19	Cerrillos	5th	•	•	No	No	El Rey Court	Yes	The Pantry	Yes	•	•	•	6'	1	3	1	3	1	3	1	3		•
2	IB	20	Cerrillos	2nd	•	•	No	No	Ashbaugh Park	Yes	Minerva Canna Dispensary	Yes	•	•	•	3'	2	3	3	3	2	3	2	3		•
2	IB	21	Cerrillos	Navajo	•	•	No	No	Young Park	Yes	SF Indian School	No	•	•	•	8'	1	2	2	2	1	2	1	2		•
2	IB	22	Cerrillos	Indian School	•	•	No	No	SF Indian School	Yes	SF Hostel	Yes	•	•	•	8'	1	2	2	2	1	2	1	2		•
2	IB	23	Cerrillos	Baca	•	•	No	No	PMS Thrift Store	Yes	PMS Thrift Store	Yes	•	•	•	4'	3	2	2	3	2	2	3		•	
2	IB	24	Cerrillos	Alta Vista St	•	•	No	No	Taco Bell	No	Residential	Yes	•	•	•	4'	1	3	3	1	3	2	1		•	
2	IB	25	Cerrillos	Cordova Rd	•	•	No	No	NM Dept of Transportation	Yes	Fairview Cemetery	No	•	•	•	4'	1	3	3	2	1	3	2	1		•
2	IB	26	Cerrillos	None	•	•	Yes	Yes	South Capitol Station	Yes	NM Dept of Transportation	Yes	•	•	•	15'	4	4	4	4	4	4	4	4		•
2	IB	27	Cordova	St. Francis	•	•	No	No	NM Motor Vehicle Division	Yes	Natural Grocers	No	•	•	•	8'	2	3	4	3	2	3	3	3		•
2	IB	28	St. Francis	Cerrillos	•	•	No	No	McDonald's	Yes	Susan's Fine Wine and Spirits	Yes	•	•	•	4'	3	3	3	1	3	2	3	1		•
2	IB	29	Cerrillos	Gilmore	•	•	No	No	Railyard Labyrinth	Yes	Sal Handy Antiques	Yes	•	•	•	4'	1	2	3	3	1	2	2	3		•
2	IB	30	Guadalupe	Paseo de Peralta	•	•	No	No	New Mexico Bank and Trust	Yes	Blue Rain Gallery	Yes	•	•	•	4'	3	3	3	3	3	2	3	3		•
2	IB	31	Guadalupe	Manhattan	•	•	No	No	Hotel Santa Fe	Yes	Kowboyz	Yes	•	•	•	8'	3	2	3	2	3	2	3	2		•
2	IB	32	Guadalupe	Alameda	•	•	Yes	Yes	Guadalupe Center	Yes	Double Take	Yes	•	•	•	5'	4	3	2	3	2	3	2	3		•
2	IB	33	Guadalupe	Montezuma	•	•	Yes	Yes	De Vargas Park	Yes	Nuestra Senora de Guadalupe	Yes	•	•	•	5'	4	4	4	3	4	3	4	3		•
2	IB	34	Sandoval	Water	•	•	Yes	Yes	Indian Market	Yes	Sandoval Parking Garage	No	•	•	•	5'	1	3	3	1	1	3	3	1		•
2	OB	2	Sandoval	San Francisco	•	•	No	No	El Dorado Hotel & Spa	Yes	Sandoval Parking Garage	Yes	•	•	•	12'	4	3	4	4	4	4	3	4		•
2	OB	3	Sandoval	Alameda	•	•	Yes	Yes	De Vargas Park	Yes	Indian Market	Yes	•	•	•	6'	4	3	3	4	4	3	4	3		•
2	OB	4	Guadalupe	Agua Fria	•	•	No	No	Santuario de Guadalupe	Yes	Iconik Coffee	Yes	•	•	•	4'	1	1	3	3	1	1	3	3		•
2	OB	5	Guadalupe	Garfield	•	•	No	No	Santa Fe Southern Railroad	Yes	Big Star Books	Yes	•	•	•	6'	3	3	3	3	3	3	1	3		•
2	OB	6	Guadalupe	Manhattan	•	•	Yes	Yes	Hotel Santa Fe	Yes	Boxcar	Yes	•	•	•	6'	4	3	4	2	4	3	4	2		•
2	OB	7	Guadalupe	Paseo de Peralta	•	•	No	No	Santa Fe Railyard Plaza	Yes	NM Bank	Yes	•	•	•	4'	4	3	3	3	4	3	3	3		•
2	OB	8	Cerrillos	Guadalupe	•	•	Yes	Yes	Railyard Labyrinth	Yes	The Sage Hotel	No	•	•	•	4'	4	3	1	3	2	3	1	3		•
2	OB	9	St. Francis	Cordova	•	•	No	No	Natural Grocers	Yes	Walgreens	Yes	•	•	•	6'	4	3	4	3	4	3	4	3		•
2	OB	11	Cordova	Cerrillos	•	•	Yes	Yes	NM Dept of Transportation	Yes	Fairview Cemetery	Yes	•	•	•	4'	3	2	2	3	2	3	2	2		•
2	OB	12	Cerrillos	Baca	•	•	No	No	Speedway gas station	Yes	PMS Thrift Store	Yes	•	•	•	6'	3	2	3	3	3	2	3	3		•
2	OB	13	Cerrillos	Indian School	•	•	No	No	SF Indian School	No	Hostel	No	•	•	•	None	1	1	2	1	1	2	2	2		•
2	OB	14	Cerrillos	2nd	•	•	No	No	SF Indian Hospital	Yes	Minerva Canna Dispensary	Yes	•	•	•	6'	3	3	3	3	3	3	3	3		•
2	OB	15	Cerrillos	5th	•	•	No	No	Ashbaugh Park	No	Thunderbird Inn	Yes	•	•	•	4'	2	1	1	2	1	1	2	1		•
2	OB	16	Cerrillos	Llano	•	•	Yes	Yes	Los Potrillos	No	Mamapuku Ramen	No	•	•	•	12'	3	3	3	3	3	3	3	3		•
2	OB	17	Cerrillos	Lujan	•	•	No	No	SF University of Art and Design	Yes	College Plaza shopping center	Yes	•	•	•	12'	3	3	3	3	3	3	3	3		•
2	OB	18	Cerrillos	Harrison	•	•	Yes	Yes	Interfaith Community Center	No	Silver Saddle	Yes	•	•	•	12'	3	4	3	1	3	4	3	1		•
2	OB	19	Cerrillos	Siler	•	•	Yes	Yes	CVS	Yes	Days Inn	Yes	•	•	•	12'	3	4	3	1	3	4	3	1		•
2	OB	20	Cerrillos	Calle Del Cielo	•	•	No	No	Wendy's	No	Tortilla Flats	No	•	•	•	16'	3	4	3	2	3	4	3	2		•
2	OB	21	Cerrillos	Camino Consuelo	•	•	No	No	Walmart	Yes	Villa Consuelo Senior Center	Yes	•	•	•	12'	3	4	3	2	2	2	1	2		•
2	OB	22	Cerrillos	Richards	•	•	Yes	Yes	Marriott	Yes	Home Depot	Yes	•	•	•	12'	4	4	2	3	1	4	2	3		•
2	OB	23	Cerrillos	Trailer Ranch	•	•	No	No	Trailer Ranch RV Park	Yes	Hampton Inn	No	•	•	•	12'	3	3	1	1	3	3	1	1		•

Note: Stops served by multiple routes listed in lower route number.

Table D-1: Santa Fe Trails Bus Stop Access Inventory																																	
Route #	Direction	Route Order #	Major Street	Cross Street	Shelter	Bench	Street Lighting	Major Generator	Ped Access to Major Generator	Secondary Generator	Pedestrian Access to Sec. Gen.	Pedestrian Crossing Protection - Major Street		Pedestrian Crossing Protection - Cross Street				Pedestrian Access Rating (1- Very Poor to 5 Very Good)				Bicycle Access Rating (1- Very Poor to 5 Very Good)				Potential Improvements							
												Signal	Crosswalk	Unprotected	Not Applicable	Signal	Stop Sign	Crosswalk	Unprotected	Not Applicable	Width at Stop	To/From North	To/From East	To/From South	To/From West	To/From North	To/From East	To/From South	To/From West	Sidewalk	Improve Lighting	Xwalk Main Street	Xwalk Cross Street
2	OB	24	Cerrillos	Atocha			Yes	Fairfield Marriott	Yes	Taqueria Adielas	Yes										4'	2	2	1	2	2	2	1	2				
2	OB	25	Cerrillos	Vegas Verdes			No	Olive Garden	Yes	US Bank	No										6'	2	4	3	2	2	4	3	2				
2	OB	26	Zafarano	Camino de los Arroyos			Yes	Plaza Santa Fe	No	Target	NA										12'	5	1	2	5	5	1	2	5				
24	IB	1	Paseo Del Sol West	Airport Road			No	SF Country Club	Yes	SF Country Club	Yes										4'	3	2	3	1	3	1	3	1				
24	IB	2	Airport Road	Camino Juliana			Yes	San Tierra Apartments	No	SF Country Club	Yes										4'	1	4	1	4	1	4	1	4				
24	IB	3	Airport Road	Country Club			No	Residential neighborhood	Yes	SF Country Club	Yes										4'	1	3	1	3	1	3	1	3				
24	IB	6	Airport Road	Fields Lane			No	Dollar General	Yes	Country club apartments	No										6'	1	3	2	3	1	3	1	3				
24	IB	7	Airport Road	South Meadows			Yes	Sweeney Elementary School	Yes	Speedway gas station	Yes										6'	3	3	4	2	3	3	4	2				
24	IB	8	Airport Road	Jemez			No	Walgreens	Yes	Residential	Yes										4'	3	2	3	2	3	2	3	2				
24	IB	9	Airport Road	Calle Po Ae			No	Zia Center	No		NA										4'	1	1	2	2	1	1	2	2				
24	IB	10	Airport Road	Zepol			Yes	Chamisa Center	Yes	Vista Alegre Apartments	Yes										4'	3	3	4	2	3	3	4	2				
24	IB	11	Airport Road	Calle Atajo			No	Santa Fe County Corrections	Yes	Sunset Mobile Home Park	No										6'	1	2	2	2	1	2	2	2				
24	IB	12	Cerrillos	Rodeo			Yes	Tranquila Inn	Yes	DoubleTree	Yes										6'	1	4	3	4	1	4	2	4				
24	IB	13	Zafarano	Camino de los Arroyos			Yes	Plaza Santa Fe	No	Target	Yes										12'	5	1	2	5	5	1	2	5				
24	OB	3	Cerrillos	Zafarano			No	San Isidro Plaza	Yes	Albertson's	Yes										8'	3	3	2	3	2	3	2	3				
24	OB	4	Airport Road	Lopez			No	Sunset Mobile Home Park	Yes		NA										3'	2	1	1	2	2	1	1	2				
24	OB	5	Airport Road	Calle Atajo			Yes	Santa Fe County Corrections	No	Amigos Mini Market	Yes										4'	2	2	1	2	1	2	1	2				
24	OB	6	Airport Road	Zepol			No	Chamisa Center	Yes	Vista Alegre Apartments	Yes										6'	3	3	2	2	3	3	2	2				
24	OB	7	Airport Road	Calle Po Ae			No	Zia Center	No	Blake's Lotaburger	No										3'	2	1	1	2	1	1	1	2				
24	OB	8	Airport Road	Jemez			Yes	Walgreens	Yes	Dollar General	NA										12'	3	2	1	1	2	3	2	1				
24	OB	9	Airport Road	Fields Lane			Yes	Country Club Apartments	Yes		NA										6'	2	3	1	2	2	3	1	2				
24	OB	10	Airport Road	Geo Lane			No	Shalom Mobile Home Part	Yes	McDonald's	Yes										6'	3	3	1	3	3	3	1	3				
24	OB	12	Airport Road	Tierra Real			Yes	Residential neighborhood	Yes	Family Dollar	No										6'	3	3	1	2	3	3	1	2				
24	OB	13	Airport Road	San Felipe			Yes	Residential neighborhood	Yes	SF Country Club	Yes										4'	3	3	2	3	2	3	2	3				
24	OB	14	Country Club	Camino Rojo			Yes	Residential neighborhood	Yes	SF Country Club	Yes										4'	4	1	2	3	4	1	2	3				
24	OB	15	Country Club	Valentine Way			No	SF Public Library	No	Boys & Girls Club	Yes										6'	1	1	4	1	4	1	3	4				
24	OB	16	Jaguar	Apache Knoll			No	Residential neighborhood	Yes		NA										3'	3	3	1	1	2	3	1	1				
24	OB	17	Jaguar	Paseo Del Sol			No	Residential neighborhood	Yes		NA										3'	3	3	3	3	2	3	3	1				
24	OB	18	Paseo Del Sol West	Highlands Lane			Yes	Residential neighborhood	Yes		NA										3'	1	2	3	1	1	2	3	1				
24	OB	19	Paseo Del Sol West	Plaza Central			No	Residential neighborhood	Yes		NA										3'	3	1	3	3	1	3	3	1				
24	OB	20	Paseo Del Sol West	6440			Yes	Residential neighborhood	Yes		NA										3'	2	2	3	1	2	2	3	1				
24	OB	21	Paseo Del Sol West	Airport Road			No	SF Country Club	Yes	Residential	Yes										4'	3	2	3	1	3	1	3	1				
26	IB	1	Fashion Outlet Mall	Fashion Outlet Mall			No	Fashion Outlet Mall	Yes		NA										6'	3	3	2	3	3	3	1	3				
26	IB	2	Fashion Outlet Mall	Beckner			No	Imn at Santa Fe	Yes		NA										6'	1	2	3	1	1	1	3	1				
26	IB	3	Beckner	VA Clinic			No	VA Clinic	Yes		NA										4'	1	2	5	2	1	2	5	2				
26	IB	4	Wellness Way	Presbyterian Hospital DW			Yes	Presbyterian Hospital	Yes		NA										6'	5	5	5	3	4	4	3	5				
26	IB	5	Herrera	Cerrillos			Yes	Walmart	Yes	St. Vincent Urgent Care	Yes										8'	3	3	1	3	2	3	1	3				
26	IB	6	Cerrillos	Ocate			No	CarMax	No	Newman's Nursery	No										6'	2	3	3	1	2	3	3	1				
26	IB	7	Cerrillos	Cristos			No	Santa Fe Auto Park	Yes	NM Dept of Public Safety	Yes										6'	4	2	3	2	4	2	3	2				
26	OB	3	Cerrillos	Cristos			No	Santa Fe Auto Park	Yes	NM Dept of Public Safety	Yes										6'	3	2	2	1	3	2	2	1				
26	OB	4	Cerrillos	Ocate			No	Subaru	Yes	Honda	Yes										6'	3	1	2	2	3	1	2	1				
26	OB	5	Herrera	Cerrillos			No	Wal-Mart	Yes	St. Vincent Urgent Care	Yes										4'	1	3	1	2	1	3	1	2				
26	OB	6	Human Services Dept				No	NM Human Services Dept	Yes		NA										6'	2	1	2	3	2	1	2	3				
4	IB	2	Rodeo	Mimbres			Yes	Sam's Club	Yes	Internet At Cyber Mesa	Yes										4'	3	4	2	4	3	4	2	4				
4	IB	3	Rodeo	Legacy Court			No	Lutheran Church of the Servant	No	Sam's Club	No										4'	1	1	3	3	1	1	3	3				
4	IB	4	Rodeo	Richards			Yes	Sagebrush Church	Yes	Rodeo de Santa Fe	Yes										4'	3	4	3	4	3	4	2	4				
4	IB	5	Rodeo	Paseo de los Pueblos			Yes	Residential neighborhood	Yes	Santa Fe County Fair	Yes										6'	3	4	3	4	3	4	2	4				
4	IB	6	Rodeo	Chavez Center			No	Genoveva Chavez Com Cntr	No	Residential	Yes										6'	1	4	3	2	1	4	2	2				
4	IB	7	Rodeo	Avenida de las Campanas			Yes	Residential neighborhood	Yes		NA										4'	3	5	1	5	3	5	1	5				

Note: Stops served by multiple routes listed in lower route number.

Table D-1: Santa Fe Trails Bus Stop Access Inventory																												
Route #	Direction	Route Order #	Major Street	Cross Street	Shelter	Bench	Street Lighting	Major Generator		Ped Access to Major Generator		Pedestrian Access to Sec. Gen.		Pedestrian Crossing Protection - Major Street		Pedestrian Crossing Protection - Cross Street				Pedestrian Access Rating (1- Very Poor to 5 Very Good)				Bicycle Access Rating (1- Very Poor to 5 Very Good)		Potential Improvements		
								Ped Access to Major Generator	Secondary Generator	Signal	Crosswalk	Unprotected	Not Applicable	Signal	Stop Sign	Crosswalk	Unprotected	Not Applicable	To/From North	To/From South	To/From West	To/From East	To/From South	To/From North	To/From East	To/From West	Sidewalk	Improve Lighting
4 IB 8			Rodeo	Piazza Blanca			Yes	Park Plaza	Yes	Residential	Yes	Yes	•	•	•	•	6'	1	1	5	5	1	1	5	5		•	Xwalk Cross Street
4 IB 9			Rodeo	Zia			Yes	Rodeo Plaza	No	Blake's Lotaburger	No	•	•	•	•	•	4'	1	4	1	4	1	4	1	4		•	Xwalk Main Street
4 IB 10			Camino Carlos Rey	Calle Serena	•		No	Dr. Martin Luther King Jr. Park	Yes	Residential	Yes	•	•	•	•	•	6'	3	3	2	1	3	3	2	3		•	
4 IB 11			Camino Carlos Rey	Camino del Bosque			No	Residential neighborhood	Yes	Kearny Elementary School	Yes	•	•	•	•	•	6'	3	3	2	1	2	3	2	1		•	
4 IB 12			Camino Carlos Rey	Calle Anna Jean			No	Residential neighborhood	Yes	Grace Community Church	Yes	•	•	•	•	•	4'	2	3	3	1	2	2	3	1		•	
4 IB 13			Camino Carlos Rey	Vereda de Pueblo			Yes	Grace Community Church	Yes	Residential	Yes	•	•	•	•	•	4'	2	3	3	1	2	3	3	1		•	
4 IB 14			Camino Carlos Rey	Alamosa			No	Herb Martinez Park	No	Residential	No	•	•	•	•	•	4'	1	3	3	1	1	3	3	1		•	
4 IB 15			Siringo	Camino Carlos Rey	•		No	General Franklin E Miles Park	Yes	Residential	Yes	•	•	•	•	•	4'	3	1	3	3	1	3	3	1		•	
4 IB 16			Siringo	San Lorenzo			No	Nava Elementary School	Yes	Miles Park	Yes	•	•	•	•	•	4'	3	3	2	3	3	3	2	3		•	
4 IB 17			Siringo	Alamosa			No	State Printing Bureau	No	Residential	No	•	•	•	•	•	4'	1	2	3	1	1	2	3	1		•	
4 IB 18			Siringo	Yucca Llano	•		No	Santa Fe High School	Yes	SF Univ of Art/Design	Yes	•	•	•	•	•	6'	3	2	2	3	3	2	2	3		•	
4 IB 19			Siringo	5th			Yes	Santa Fe High School	Yes	Residential	Yes	•	•	•	•	•	6'	3	5	3	5	3	5	3	5			
4 IB 20			Siringo				Yes	Residential neighborhood	Yes	Residential	Yes	•	•	•	•	•	4'	3	3	3	5	3	3	3	5			
4 IB 21			Siringo	Calle Lorca			Yes	Southridge Calle Lorca Park	No	Residential	No	•	•	•	•	•	3'	1	1	3	3	1	1	3	3		•	
4 IB 22			Siringo	Calle Contento			No	Residential neighborhood	No	Residential	No	•	•	•	•	•	4'	1	2	1	2	1	2	1	2		•	
4 IB 23			Pacheco	Siringo			No	NM Heart Institute Parking	Yes	Residential	Yes	•	•	•	•	•	4'	3	3	1	1	3	1	1	1		•	
4 IB 24			Pacheco	Vista Del Sur			No	NM Heart Institute	Yes	Residential	Yes	•	•	•	•	•	5'	2	3	1	1	2	3	1	1		•	
4 IB 25			Pacheco	Plaza Del Sur			No	Morningstar Assisted Living	Yes	Ark Plaza mall	Yes	•	•	•	•	•	4'	1	3	1	1	1	3	1	1		•	
4 IB 26			Pacheco	St. Michael's	•		No	Smith's Food and Drug	No	Ark Plaza mall	Yes	•	•	•	•	•	4'	3	2	2	1	3	2	2	1		•	
4 IB 27			Pacheco	San Mateo			Yes	Coca-Cola Bottling	Yes	Matheson	Yes	•	•	•	•	•	4'	3	3	2	3	3	2	3	2		•	
4 IB 28			San Mateo	Pacheco	•		No	Del Norte Credit Union	Yes	US Bank	Yes	•	•	•	•	•	4'	1	2	3	2	1	2	3	2		•	
4 IB 29			St. Francis	San Mateo			No	Kaffee Haus	Yes		NA	•	•	•	•	•	3'	3	2	3	1	3	2	3	1		•	
4 IB 30			St. Francis	Columbia			No	Residential neighborhood	No	Farmers Insurance	Yes	•	•	•	•	•	4'	1	3	3	1	1	3	3	1		•	
4 IB 31			St. Francis	Alta Vista			Yes	Residential neighborhood	Yes	Salvador Perez Park	Yes	•	•	•	•	•	8'	2	2	2	1	2	2	2	1		•	
4 IB 32			St. Francis	Cordova	•		No	NM Motor Vehicle Division	Yes	Subway	Yes	•	•	•	•	•	4'	3	4	4	3	3	4	4	3		•	
4 IB 33			Cordova	Camino De Los Marquez			No	Gateway Plaza	Yes	El Mercado Plaza	Yes	•	•	•	•	•	4'	4	3	3	3	1	3	3	3		•	
4 IB 34			Don Diego	Camino De Los Marquez			No	El Mercado Plaza	No	Guadalupe Credit Union	Yes	•	•	•	•	•	4'	3	3	3	1	3	3	3	1		•	
4 IB 35			Don Diego	Adela			No	Residential neighborhood	Yes	SF Media Network	NA	•	•	•	•	•	6'	2	3	2	1	2	3	2	1		•	
4 IB 36			Don Diego	Cerrillos			Yes	Don Diego/Enranda Park	Yes		NA	•	•	•	•	•	0'	4	3	4	2	3	3	3	2		•	
4 IB 37			Cerrillos	Paseo De Peralta			Yes	International Folk Art Market	Yes	Olive Grove	Yes	•	•	•	•	•	4'	3	4	4	3	4	4	4	3		•	
4 IB 38			Cerrillos	Read			Yes	Ancient World Trading Company	Yes	Pizza Centro	Yes	•	•	•	•	•	12'	5	5	3	3	5	5	3	3			
4 IB 39			Galisteo	Montezuma			Yes	Bataan Memorial Building	Yes	Old Santa Fe Inn	Yes	•	•	•	•	•	5'	1	3	3	1	1	3	3	1		•	
4 IB 40			Sandoval	Water			Yes	Indian Market	Yes	Sandoval Parking Garage	No	•	•	•	•	•	12'	4	3	4	4	3	4	4	3		•	
4 OB 2			Sandoval	San Francisco			No	El Dorado Hotel & Spa	Yes	Sandoval Parking Garage	Yes	•	•	•	•	•	12'	4	3	4	4	3	4	4	3		•	
4 OB 3			Sandoval	De Vargas	•		Yes	De Vargas Park	Yes	SF Workforce Connection	No	•	•	•	•	•	8'	5	4	3	1	5	4	3	1		•	
4 OB 4			Sandoval	Montezuma	•		No	District Court	Yes	Bee Hive book store	Yes	•	•	•	•	•	4'	3	3	2	3	3	3	2	3		•	
4 OB 5			Cerrillos	Paseo De Peralta	•		Yes	Holier Santa Fe	Yes	Intl Folk Art Market	Yes	•	•	•	•	•	4'	4	3	3	4	4	3	3	4		•	
4 OB 6			Don Diego	Buena Vista			No	Orlando Fernandez Park	Yes	Residential	Yes	•	•	•	•	•	3'	1	1	2	1	1	1	2	1		•	
4 OB 7			Don Diego	Calle Grillo			No	Residential neighborhood	Yes	Santa Fe Media Network	No	•	•	•	•	•	4'	2	1	1	3	1	3	1	1		•	
4 OB 8			Don Diego	Camino De Los Marquez	•		No	Residential neighborhood	Yes	SF First Church	Yes	•	•	•	•	•	4'	3	4	1	2	3	4	1	2		•	
4 OB 9			Cordova	Camino De Los Marquez			No	Wells Fargo	Yes	Gateway Plaza mall	Yes	•	•	•	•	•	6'	4	3	4	4	3	4	4	4		•	
4 OB 10			St. Francis	Cordova	•		No	NM Motor Vehicle Division	Yes	Taxation & Revenue Dept	Yes	•	•	•	•	•	4'	3	2	3	4	3	2	3	3		•	
4 OB 11			St. Francis	Alta Vista	•		No	Salvador Perez Park	Yes	SF Housing Authority	Yes	•	•	•	•	•	6'	4	3	4	4	4	3	4	4		•	
4 OB 12			St. Francis	Columbia			Yes	Residential neighborhood	Yes	None	NA	•	•	•	•	•	8'	1	1	3	3	1	1	3	3		•	
4 OB 13			St. Francis	Monte Rey	•		No	Residential neighborhood	Yes	Enchantment Dental	No	•	•	•	•	•	4'	2	1	2	3	2	1	2	3		•	
4 OB 14			St. Francis	San Mateo			No	Residential neighborhood	Yes	Kaffee Haus	Yes	•	•	•	•	•	4'	3	3	3	3	3	3	3	3		•	
4 OB 15			San Mateo	Pacheco			No	San Mateo of Santa Fe	Yes	US Bank	No	•	•	•	•	•	5'	2	3	1	3	2	3	3	2		•	
4 OB 16			Pacheco	San Mateo	•		No	Big R Stores	Yes	Matheson	Yes	•	•	•	•	•	4'	3	2	3	2	3	2	3	2		•	
4 OB 17			Pacheco	St. Michael's	•		No	Smith's Food and Drug	Yes	Pharmacy	Yes	•	•	•	•	•	6'	4	1	4	2	4	1	4	2		•	

Note: Stops served by multiple routes listed in lower route number.



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Note: Stops served by multiple routes listed in lower route number.																										
Route #	Direction	Route Order #	Major Street	Cross Street	Shelter	Bench	Street Lighting	Major Generator		Ped Access to Major Generator	Secondary Generator		Pedestrian Access to Sec. Gen.		Pedestrian Crossing Protection - Major Street		Pedestrian Crossing Protection - Cross Street		Pedestrian Access Rating (1= Very Poor to 5 Very Good)		Bicycle Access Rating (1= Very Poor to 5 Very Good)	Potential Improvements				
								Signal	Stop Sign		Crosswalk	Unprotected	Not Applicable	Signal	Stop Sign	Crosswalk	Unprotected	Approx. Sidewalk Width at Stop	To/From North	To/From East		To/From South	To/From West	Sidewalk Improvements		
4 OB 18			Pacheco	Plaza Del Sur			No	Abandoned Mined Lands Bureau	Yes	Morningstar Assist Living	No	•	•	•	•	•	•	•	•	•	•	To/From West	Improve Lighting			
4 OB 19			Pacheco	Vista Del Sur	•		No	NM Heart Institute	No	USPS	No	•	•	•	•	•	•	•	•	•	•	To/From South				
4 OB 20			Pacheco	Siringo			No	NM Heart Institute Parking	No	Residential	Yes	•	•	•	•	•	•	•	•	•	•	To/From East				
4 OB 21			Siringo	Calle Contento			No	Residential neighborhood	Yes	Quaker House	No	•	•	•	•	•	•	•	•	•	•	To/From North				
4 OB 22			Siringo	Calle Lorca			No	Residential neighborhood	Yes		NA	•	•	•	•	•	•	•	•	•	•	To/From South				
4 OB 23			Siringo	5th			No	Residential neighborhood	Yes		NA	•	•	•	•	•	•	•	•	•	•	To/From East				
4 OB 24			Siringo	Llano	•		No	Santa Fe High School	Yes	Residential	Yes	•	•	•	•	•	•	•	•	•	•	To/From North				
4 OB 25			Siringo	Yucca			Yes	Santa Fe High School	Yes	Residential	Yes	•	•	•	•	•	•	•	•	•	•	To/From South				
4 OB 26			Siringo	Alamosa	•		Yes	Nava Elementary School	Yes	Residential	No	•	•	•	•	•	•	•	•	•	•	To/From West				
4 OB 27			Siringo	San Lorenzo			Yes	General Franklin E Miles Park	Yes	Residential	No	•	•	•	•	•	•	•	•	•	•	To/From East				
4 OB 28			Camino Carlos Rey	Siringo	•		Yes	Residential neighborhood	Yes	Residential	NA	•	•	•	•	•	•	•	•	•	•	To/From North				
4 OB 29			Camino Carlos Rey	Calle Cedro	•		No	Herb Martinez Park	Yes	Grace Community Church	No	•	•	•	•	•	•	•	•	•	•	To/From South				
4 OB 30			Camino Carlos Rey	Vereda de Pueblo			No	Residential neighborhood	Yes		NA	•	•	•	•	•	•	•	•	•	•	To/From West				
4 OB 31			Camino Carlos Rey	Calle Princesa Juana			No	Residential neighborhood	Yes		NA	•	•	•	•	•	•	•	•	•	•	To/From East				
4 OB 32			Camino Carlos Rey	Camino del Bosque			No	Residential neighborhood	Yes		NA	•	•	•	•	•	•	•	•	•	•	To/From North				
4 OB 33			Camino Carlos Rey	Calle Serena			No	Rodeo Plaza	Yes	MLK Park	Yes	•	•	•	•	•	•	•	•	•	•	To/From South				
4 OB 34			Rodeo	Zia			No	Rodeo Plaza	Yes	Blake's Lotaburger	Yes	•	•	•	•	•	•	•	•	•	•	To/From West				
4 OB 35			Rodeo	Avenida de las Campanas			No	Residential neighborhood	Yes	Chavez Community Cntr	No	•	•	•	•	•	•	•	•	•	•	To/From East				
4 OB 36			Rodeo	Chavez Center	•		Yes	Chavez Community Center	Yes	4 H Club	Yes	•	•	•	•	•	•	•	•	•	•	To/From South				
4 OB 37			Rodeo	Paseo de los Pueblos			Yes	Rodeo de Santa Fe	Yes	4 H Club	No	•	•	•	•	•	•	•	•	•	•	To/From North				
4 OB 38			Rodeo	Richards			Yes	Residential neighborhood	Yes	Los Amigos	Yes	•	•	•	•	•	•	•	•	•	•	To/From West				
4 OB 39			Rodeo	Legacy Court	•		Yes	Sam's Club	Yes	Lutheran Church	No	•	•	•	•	•	•	•	•	•	•	To/From East				
Count	267						118		221		160	90	5	18	153	1	96	2	16	147	6		28	155	77	16
Yes							148		46		75															
No							0		0		32															
NA																										
1																										
2																										
3																										
4																										
5																										

77	61	72	58	80	62	86	55
53	50	60	52	58	61	65	72
90	95	96	91	96	97	92	87
42	55	36	56	29	43	22	44
5	6	3	10	4	4	2	9

77	61	72	58	80	62	86	55
53	50	60	52	58	61	65	72
90	95	96	91	96	97	92	87
42	55	36	56	29	43	22	44
5	6	3	10	4	4	2	9