

March 10, 2021

Re: Previous Plan Engagement Summary

In order to build upon relevant previous engagement work, this study summarizes and evaluates five previous plans recently completed for the Santa Fe Metropolitan Planning Organization. Plans included the Public Transit Master Plan (2015), Pedestrian Master Plan (2015), Teen Mobility Study (2017), Bicycle Master Plan (2019), and the Metropolitan Transportation Plan (2020).

All previous plans included engagement within the MPO Planning Area, which includes Santa Fe County and Tesuque Pueblo, in addition to the City of Santa Fe.

Summary and evaluation included an outline of the public engagement methods employed, summary responses, and gap areas in the survey responses (listed out for each plan, below). Evaluation of this information will inform the content and target audiences for this plan's outreach process, avoiding duplication of questions and targeting populations that have not been previously reached.

Summary Takeaways From All Plans:

1. There is general public support for having access to multiple transportation options, but the majority of people in Santa Fe use a car as their primary transportation mode.
2. The most frequently identified barriers to using alternative modes of transportation are:
 - a. Lack of connectivity and flexibility
 - b. Safety concerns
 - c. Distance and time
 - d. Absence of or poor condition of infrastructure (sidewalks, bus stops, bike lanes, etc.)
3. Top priorities within recommendations include:
 - a. Expanded bus and train service
 - b. Better connected and safer bicycle and pedestrian networks
 - c. Improved quality of infrastructure for all modes
 - d. Target improvements for those populations who need it most
4. Gap areas across previous outreach efforts include the following groups:
 - a. Youth and people under the age of 29
 - b. People who identify as Hispanic or Latino
 - c. People who live in City Districts 3 and 4

Metropolitan Transportation Plan 2020

Public engagement methods included:

- Information on MPO website
- Social media (Facebook, Instagram, Twitter, LinkedIn, Nextdoor) posts
- Online and hard copy survey in English and Spanish (661 responses)
- Online interactive map

- Emails to 90+ stakeholders
- Print media ads, bus and train posters, ¼ page flyers to encourage participation in survey and open house
- Tabling at Southside Farmer's Market, Villa Therese free clinic, Southside Library, South Capital Rail Runner Station
- Open house on Oct. 24th at Presbyterian Medical Center from 5:30-7:30PM
- 13 meetings with 30 stakeholder groups (10 one-on-one, 3 groups)
- Monthly meetings with Technical Coordinating Committee (open to the public)
- Regular meetings with the Transportation Policy Board (open to public)

Extra efforts were taken to engage with communities on the south side of Santa Fe and District 3, based on historically low participation and lower average socioeconomic status, including:

- Nextdoor post to just District 3
- Outreach to District 3 City Councilors
- Flyer distribution to the Southside and La Farge Libraries, WIC Clinic, Sirius Cycles, San Isidro Church, La Familia Medical Center, Genoveva Chavez Center, and four District 3 elementary schools and Capital High School.

Summary Responses

- Increased transportation options, connectivity, and quality
 - o Expanded bus and train service (locations and schedule)
 - o Better connected and safe bicycle network
 - o Improved quality of pedestrian, bicycle and transit infrastructure
- Many drivers are also occasionally multi-modal by choice (47% bike, 82% walk, 29% take the bus, 47% take the train)
- Equity
 - o Prioritize transit service for those who need it most
 - o Plan for quality transit service near affordable housing
 - o Offer subsidies for low-income transit riders
 - o Provide a safe and connected network of sidewalks, trails, and bike routes
 - o Correct policies that favor automobile travel over other modes
- Climate Change: Local government has a responsibility to decrease greenhouse gas emissions
- Alternative modes of transportation do not meet needs as well as automobile
- Barriers (in order of frequency)
 - o Public transportation schedules
 - o Safety
 - o Poor connectivity
 - o No or not enough sidewalks
 - o Lack of bike lanes or trails
 - o Crossing busy streets
 - o Pavement condition
 - o Cost of parking
 - o No public transportation (bus or train)
- Priority improvements: Transit and Bicycle/Pedestrian infrastructure

Identification of community members who do not drive or have access to a vehicle:

- Children
- Seniors
- People with disabilities
- Zero vehicle and single vehicle households (income or choice related)
- People experiencing homelessness
- DUI and DWI violators

Gap Areas in Survey Responses

- Youth 18 and adults under 29 (only 2.3% and 5.6% respectively)
- Hispanic or Latino (19.3% vs. 54.7% of population)
- District 3 (8.4%)

Bicycle Master Plan 2019

Public engagement methods included:

- Electronic notices via email, listserves and social media (Facebook, Nextdoor)
- Posts on City of Santa Fe and MPO's websites
- Online survey (854 responses)
- Stakeholder meetings with NMDOT, Santa Fe County, City of Santa Fe, Santa Fe Public Schools, Bike Santa Fe
- Santa Fe Bike Summit – February 26, 2019
- 2 Public Input Meetings – one at Market Street Station offices and the other at the Southside Library

Summary Responses:

- Need for motorist education and enforcement
- Retrofit roadways with bicycle facilities, particularly protected or buffered lanes
- Improve connectivity for bicyclists and pedestrians, with trail development and improved intersections as priorities
- Create incentives / remove barriers to bike travel
- Improve signage and wayfinding

Gap Areas in Survey Responses

- 'Interested but Concerned' bicyclists
- People who don't bicycle
- Youth under 18 and adults under 24 (1% each)
- Women
- People who identify as Hispanic or Latino

Teen Mobility Study 2017

Public engagement methods included:

- Study of engagement from previous plans
- Six focus groups (113 youth and some parents)
- Project website with maps of travel options, destinations and a place to upload pictures and content
- Public survey (40 responses)

Summary Responses:

- Most youth travel by car, with bus as next option
- Barriers to using transit:
 - o Complicated schedules
 - o Safety concerns (including parent perceptions of safety)
 - o Lack of awareness/experience
- Barriers to walking, biking, skateboarding
 - o Distance/time
 - o Lack of awareness of/accessibility to trail system

- Crossing times make intersections unsafe
- Poor sidewalk condition / no sidewalks
- Drivers are aggressive, too fast and do not yield to peds/bikes.

Gap Areas in Survey Responses

- Pool / total number of responses was relatively small

Pedestrian Master Plan 2015

Public engagement methods included:

- Email notices, bus ads, posters, newspaper ads, Rail Runner station ads, “project cards”
- Dedicated webpage on the MPO’s website
- Ten public input meetings in public buildings (schools, libraries, community centers)
- Online and hard copy surveys (878 responses)
- Collaborative efforts with Creative Santa Fe and La Familia Medical Center
- Four meetings with a Working Group consisting of at-large members (City and County residents), pedestrian advocates, special interest representatives, Santa Fe Public Schools, the Bicycle and Pedestrian Technical Advisory Committee, Chainbreaker Collective, and local public planning, engineering, and health professionals.
- Project presentations at SFMPO Committee Meetings (Transportation Policy Board and Technical Coordinating Committee) and Additional public committee meetings (Mayor’s Commission on Disabilities, Bicycle and Trails Advisory Committee, Transit Advisory Board, La Familia Medical Center REACH, and the County Open Land, Trails, and Park Advisory Committee)
- Walk audits

Summary Responses:

- Majority of people walk for recreation or to go to a restaurant or run errands.
- Respondents most frequently use their car (41%), with walking (30%) and bicycle (20%) as the next most popular. Only 8% of respondents use the bus or train.
- Highest concern is connectivity (54%) with safety as second highest (40%)
- Top reasons for not using alternative modes of transportation
 - Distance
 - Need for vehicle for business related travel
 - Do not commute (retired)

Gap Areas in Survey Responses

- People under the age of 24 and over the age of 44
- People who live outside of the Downtown area

Public Transit Master Plan 2015

Public engagement methods included:

- Multiple surveys (1,000 completed)
 - General public (online, hosted on MPO website)
 - On-board Santa Fe Trails and NMDOT Park and Ride buses
 - Evaluation of recent on-board surveys for NCRTD and Rail Runner

- Hard copy surveys (Spanish) distributed at La Familia Medical Clinic
- Three public meetings
- One stakeholder meeting
- Two focus group meetings
- Additional meetings and interviews with stakeholder groups

Summary Responses:

- Most respondents use transit to get to work
- Those who ride Santa Fe Trails (SFT) use it for most of their transportation needs
- Satisfaction for users of SFT and NMDOT Park and Ride is high
- Satisfaction and feelings of safety are high for users of Rail Runner
- Barriers to riding Rail Runner
 - Scheduling (not enough night, Saturday and Sunday service)
 - Takes too long
- Barriers to riding SFT
 - need for more frequent and additional evening and weekend service
 - takes too long
- Improvements to signs, shelters, benches, lighting and bicycle storage are needed
- Need for dedicated tourist bus to provide access to downtown and tourist sites
- Need for access to basin and mountain area TBD? (Oct. 2015)

Gap Areas in Survey Responses

- Youth
- People who don't ride transit