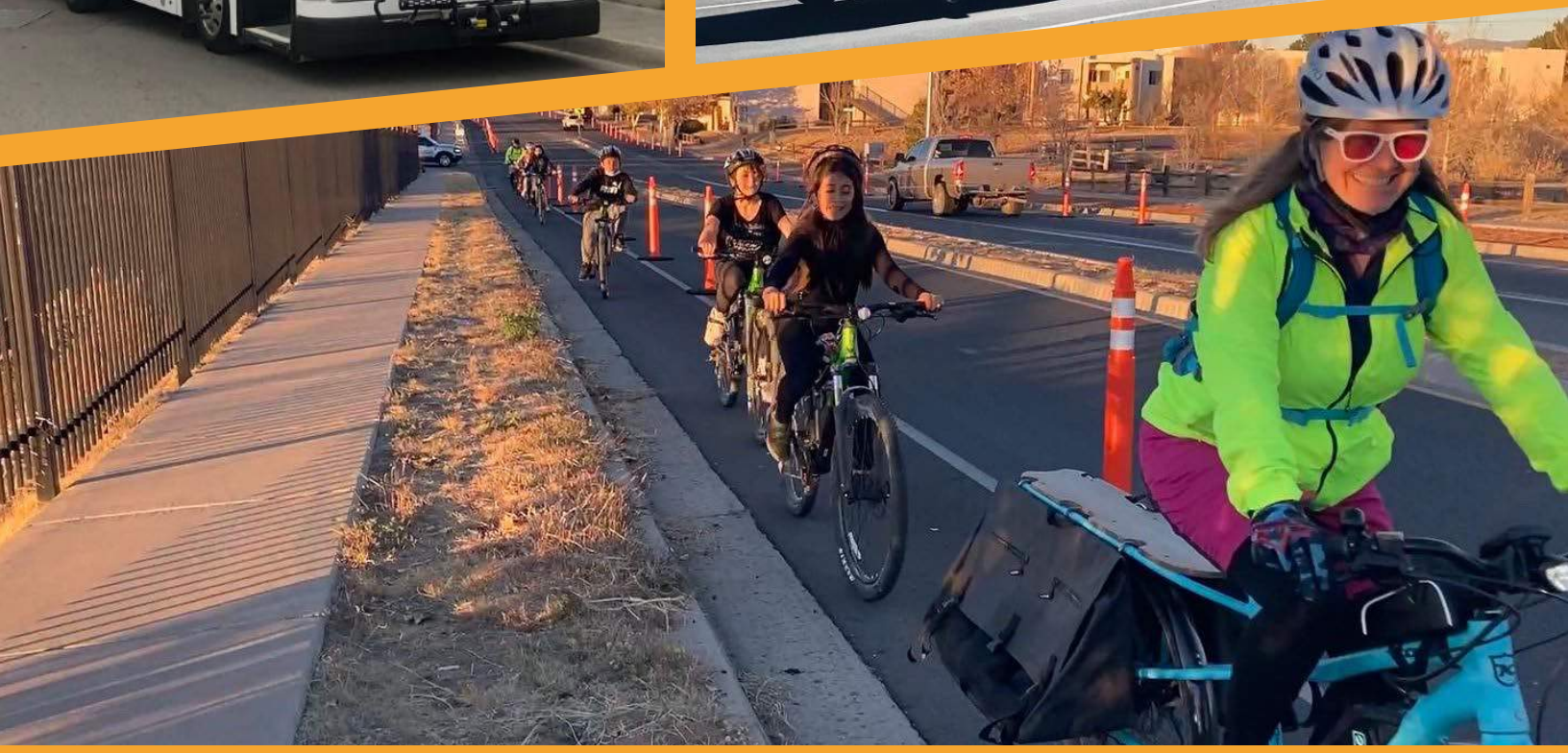


Santa Fe Multimodal Transition Plan

Appendices

TABLE OF CONTENTS

Appendix A: Santa Fe General Public and Unhoused Survey

INTRODUCTION

As an element of the Santa Fe Multimodal Transition Plan, a survey was conducted of the general public in Santa Fe, NM. This survey was conducted online through the SurveyMonkey platform and through paper copies manually entered by affiliated staff. A survey form was developed by the study team and reviewed by The City of Santa Fe and the Santa Fe Metropolitan Planning Organization. The General Public Survey was promoted through email lists, e-newsletters, social media, Safe Routes to Parks events, and Safe Routes to Schools events. In addition, if participants indicated they were experiencing homelessness, they were directed to the Insert for the Unhoused Survey, which is summarized at the end of this appendix. Unhoused persons were incentivized to take the surveys with a chance to win a $5 gift card to Starbucks. The survey was open from May 17th to July 23rd, 2021, and the following summarizes the results.

SURVEY RESULTS: GENERAL PUBLIC SURVEY

A total of 884 people responded to at least one question. 805 chose to respond to the English version of the survey, and the rest (79) responded in Spanish. In total, there were 602 surveys completed online and 282 paper surveys. There was an additional insert for those who indicated they do not currently have a home. 30 people responded to the unhoused survey (summarized at the end of this memo).

1. Please identify how often you used the following types of transportation (Pre-COVID Conditions):

This question was broken down into five categories plus an "other" category where participants could specify their type of transportation. The categories included: driving a private vehicle, walking, riding a bicycle, using Santa Fe Trails (public transportation), and using the Rail Runner Express. The results are shown in Table 1.

Table 1: Please identify how often you used the following types of transportation (Pre-COVID Conditions):

	Private Vehicle	Percent	Walk	Percent	Bicycle	Percent	Santa Fe Trails Transit (Bus)	Percent	Rail Runner Express	Percent
Daily	425	49%	256	31%	47	6%	33	4%	5	1%
3-6 days per week	273	32%	173	21%	94	12%	35	4%	13	2%
1-2 days per week	85	10%	135	17%	92	12%	32	4%	14	2%
Between weekly and monthly	29	3%	74	9%	104	13%	27	3%	35	4%
Between monthly and annually	13	2%	62	8%	113	14%	106	13%	266	34%
Never	39	5%	114	14%	350	44%	571	71%	460	58%
Total	864	100%	814	100%	800	100%	804	100%	793	100%

Other Categories	Number	Percent
Carpool/Rideshare	29	41%
Park and Ride Bus	7	10%
Walk/Bike/Run/Skateboard/Scooter	16	23%
RTD Blue Bus	8	11%
Other	10	14%
Total	70	100%
Total Responses	4,145	

Respondents were allowed to respond to each individual mode, resulting in a total of 4,145 specific responses from 864 individuals. Of the 864 people who use a private vehicle, nearly half (49 percent) use it daily, and approximately 32 percent use it 3-6 days per week. Combined, this means 81 percent of respondents drive a private vehicle for a substantial portion of the week.

Of the 814 people who responded to the "walk" category, 31 percent indicated they do so daily, and 38 percent indicated they do so at least once per week (by combining the 1-2 days per week responses with the 3-6 days per week responses). A notable 14 percent responded that they never walk. On the other hand, bicycles seem to follow the opposite pattern to walking, with 44 percent of the 800 respondents answering they never ride a bike, a mere 6 percent responding they ride daily, 12 percent riding 3 to 6 days per week, and 12 percent riding 1 to 2 days per week.

The Santa Fe Trails and Rail Runner Express follow a similar pattern to bicycling, with most people (71 percent and 58 percent respectively) responding that they never ride. The next highest category for both transportation modes is "between monthly and annually," with 13 percent for Santa Fe Trails and 34 percent for the Rail Runner Express. Only 15 percent of the 804 respondents indicated they ride Santa Fe Trails more frequently than monthly and an even lower 9 percent for the Rail Runner Express.

For the 70 people who responded to the "other" option, carpool/rideshare was the most popular write-in (29 people). Question 1 yielded a total of 4,145 responses. Overall, this data indicates that driving and walking are the prevalent modes of transportation, with far fewer respondents using other modes on a regular basis.

2. If you ride the bus on a regular basis which routes do you generally utilize? Select all that apply:

This question elicited responses from 327 people, including 72 people who answered that they do not use the service on a regular basis. The question generated 621 responses due to the option to provide multiple answers. As shown in Table 2, the most popular route was #2 Cerrillos, with 25 percent of the 621 selections indicating use of this route. The second most popular was #1 Agua Fria (18 percent). Some notable mentions include the SCRTD Blue Bus (4 percent) and NMDOT Park and Ride (1 percent), both write-ins. Among "other," respondents included the ski bus/ski shuttle.

Table 2: If you ride the bus on a regular basis which routes do you generally utilize? Select all that apply.

Routes	Number	Percent
Route #2 Cerrillos	155	25%
Route #1 Agua Fria	110	18%
Route #4 Downtown-St. Francis-Siringo-Camino Carlos Rey-Santa Fe Place	69	11%
Route #21 Santa Fe Place-Community College	61	10%
Route #24 Santa Fe Place-Tierra Contenta-Country Club	50	8%
Santa Fe Pick-Up	41	7%
Route #6 Downtown-Galisteo-St. Vincent's-St. Francis	34	5%
Route #26 Santa Fe Place-South Cerrillos-Santa Fe Fashion Outlets	30	5%
Route #M Downtown-E.Alameda-St. John's College-Museum Hill	27	4%
NCRTD Blue Bus	25	4%
NMDOT Park and Ride	8	1%
Other (Not Identified)	11	2%
Total	621	100%

3. Which of the following factors limit your interest or ability to use Santa Fe Trails bus service? (Rate each from 1 to 5, 1 being a low factor and 5 being a high factor):

Question 3 asked participants to rate each factor on how it limits their ability to use the Santa Fe Trails bus service on a scale of 1-5. A rating of 1 means it is a low factor (does not limit ability), and a rating of 5 means it is a high factor (significantly limits ability). Any average rating over 2.5 indicates that most people find the option to be a limiting factor in their usage of the Santa Fe Trails bus, and alterations could be considered to increase ridership. 705 people responded to this question. The results are shown in Table 3.

Table 3: Which of the following factors limit your interest or ability to use Santa Fe Trails bus service? (Rate each from 1 to 5, 1 being a low factor and 5 being a high factor)

Factors	1	2	3	4	5	Total	Average Score
It takes too long to travel to my destination(s)	184	53	111	110	247	705	3.3
	26%	8%	16%	16%	35%	100%	
The nearest stop is too far	244	75	119	71	189	698	2.8
	35%	11%	17%	10%	27%	100%	
Service doesn't start early enough	340	72	104	44	73	633	2.1
	54%	11%	16%	7%	12%	100%	
Service ends too early	278	59	127	68	107	639	2.5
	44%	9%	20%	11%	17%	100%	
I don't feel safe on the bus	269	80	118	70	105	642	2.5
	42%	12%	18%	11%	16%	100%	
I don't feel safe walking to/from the bus stop	308	75	87	64	105	639	2.3
	48%	12%	14%	10%	16%	100%	
Transit fares are too high	387	140	91	38	40	696	1.9
	56%	20%	13%	5%	6%	100%	
The service is too infrequent	225	66	139	110	134	674	2.8
	33%	10%	21%	16%	20%	100%	

Three categories received an average score over 2.5:

- It takes too long to travel to my destination(s) (3.3)
- The nearest stop is too far (2.8)
- The service is too infrequent (2.8)

This suggests that there are three alterations to the bus service that would increase ridership:

- Quicker travel times
- Additional stops or expanded service area through a demand response service
- More frequent service

There are two categories that fall on the cusp at an average rating of exactly 2.5. These are "Service ends too early" and "I don't feel safe on the bus." If the City of Santa Fe is looking for additional ways to increase ridership than those concluded above, one straightforward option is to run the service later in the day. Increasing safety might require another survey listing options that would make passengers feel safer. However, it must be noted that nearly half (48 percent) of people rated safety a 1, and therefore, might not need to be considered to increase ridership.

4. If you regularly rode public transit to work and other trips before the pandemic, will you have reservations about using it after a 'return to normal'?:

As shown in Table 4, over one-third of the 691 respondents (35 percent) said they have no reservations about using public transportation after the pandemic, 22 percent feel neutral, 19 percent have some reservations, 18 percent are not sure, and only 6 percent said they have strong reservations. Those who are unsure might have responded because the pandemic situation is constantly changing, and they cannot predict whether they will feel safe using public transportation when allowed to work in person again. Overall, however, these results indicate that the pandemic will have low impacts on public-transit usage in the long term.

Table 4: If you regularly rode public transit to work and other trips before the pandemic, will you have reservations about using it after a 'return to normal'?

	Number	Percent
No reservations at all	239	35%
Some reservations	132	19%
Neutral	155	22%
Strong reservations	40	6%
Not sure	125	18%
Total	691	100%

5. If you would like to walk more (for trips to school, work, errands, etc.) but don't, what is the biggest barrier or constraint that keeps you from doing so? (Select all that apply):

As shown in Table 5, for the 776 respondents, the most prevalent barrier for walking is "poor or no sidewalks" (52 percent of respondents), followed by "destinations are too far away" (50 percent). The third and fourth most checked options involve safety, with 60 percent of respondents choosing traffic and/or personal safety concerns. Interestingly, if people had additional or well-maintained sidewalks, many would likely also feel safer walking beside traffic. This question shows that increasing the number of usable sidewalks around Santa Fe could increase the walking population.

Table 5: If you would like to walk more (for trips to school, work, errands, etc) but don't, what is the biggest barrier or constraint that keeps you from doing so? (Select All That Apply)			
	# Responses	% Responses	% Respondents
Poor or no sidewalks	401	20%	52%
Destinations are too far away	387	19%	50%
Traffic safety concerns	358	18%	46%
Personal safety concerns	295	15%	38%
Things I need to carry are too heavy	278	14%	36%
Takes too much time	249	12%	32%
Disability/Health Issues	17	1%	2%
Weather	11	1%	1%
I do walk	4	0%	1%
Other (Undefined)	15	1%	2%
Total Responses	2,015	100%	
Total Individual Respondents	776		100%

Crosstabulation by Zip Code

Question 5 responses were also cross tabulated against the respondent's zip code, for the three major zip codes in Santa Fe: 87501 (Downtown and North), 87505 (Southeast) and 87505 (West) in order to gain an understanding of walking constraints in general areas of the city. Specific geographic areas are presented under the Question 11 discussion, below.

As shown in Table 6, having poor or no sidewalks was the biggest factor in the northern and southeastern portions of the city, and a slightly less important factor in the western portion of the city. Probably reflecting development patterns, the key factor in western Santa Fe is that destinations are simply too far away. Traffic safety concerns were relatively important in the southeast portion of Santa Fe, while personal safety concerns were more important in western Santa Fe.

Table 6: Cross Tablulation of Q5 Versus Respondent Zip Code (For Key Santa Fe Zip Codes)						
	87501 - North		87505 - Southeast		87507 - West	
	# Responses	% of Respondents	# Responses	% of Respondents	# Responses	% of Respondents
Poor or no sidewalks	59	48%	112	48%	114	39%
Destinations are too far away	45	37%	96	41%	144	49%
Traffic safety concerns	44	36%	103	44%	114	39%
Personal safety concerns	30	25%	79	34%	114	39%
Things I need to carry are too heavy	34	28%	73	31%	104	36%
Takes too much time	29	24%	60	26%	98	34%
Total Individual Respondents	122	100%	235	100%	292	100%

6. If you would like to bike more (for trips to school, work, errands, recreation) but don't, what is the biggest barrier or constraint that keeps you from doing so? (Select all that apply):

As shown in Table 7, a total of 711 people gave 2,128 individual responses. The most common responses to question 6 involved safety with 68 percent of respondents saying a barrier to riding their bike is traffic safety, 36 percent indicated personal safety was a concern, and 44 percent responded they do not feel safe riding in bike lanes. Over half of respondents (56 percent) say a barrier is the lack of bike paths or bike lanes. A lack of bike paths and bike lanes can force bike riders to ride on the road in a motor vehicle lane, which is perceived as being more dangerous than in a bike lane. Respondents' outward opinion about safety, as well as their request for more bike-accessible routes, indicates that expanded separated facilities have a high potential to expand bicycle usage in Santa Fe.

Table 7: If you would like to bike more (for trips to school, work, errands, recreation) but don't, what is the biggest barrier or constraint that keeps you from doing so? (Select All That Apply)

	# Responses	% Responses	% Respondents
Traffic safety concerns	483	23%	68%
Lack of bike paths or bike lanes	396	19%	56%
Don't feel safe biking in bike lanes	315	15%	44%
Personal safety concerns	255	12%	36%
Destinations are too far away	163	8%	23%
Things I need to carry are too heavy	155	7%	22%
NA: I am not interested in bicycling more	139	7%	20%
Takes too much time	119	6%	17%
I have a bike I want to use but it needs to be repaired	67	3%	9%
Concerned about bicycle theft/my bike was stolen	12	1%	2%
Disability/Health Issues	8	0%	1%
Weather	6	0%	1%
Other	10	0%	1%
Total Responses	2,128	100%	
Total Individual Respondents	711		100%

Most people who responded in the "other" category did so to elaborate on bike safety concerns. Many of the responses involved concerns about the erratic tendency of drivers, some recounting instances of being hit by a car while riding a bike. Many also advocated for more and safer bike lanes throughout the city. Safety on this matter should not be ignored if Santa Fe would like to increase bike ridership.

Crosstabulation by Zip Code

Question 6 responses were also cross tabulated against zip code, as summarized in Table 8. Traffic-safety concerns were expressed relatively evenly over the three areas, being the greatest concern in each. The lack of bike paths or lanes was a higher concern in the northern portion of Santa Fe (54 percent) compared to the other areas (46 and 42 percent). Respondents in western Santa Fe indicated a substantially higher concern that they do not feel safe biking in bike lanes (42 percent) compared to the other areas, perhaps reflecting higher traffic speeds in the more suburban setting. Personal-safety concerns were relatively even across the three areas (24 to 28 percent), while a higher proportion of respondents in western Santa Fe indicated that destinations were too far away.

Table 8: Cross Tablulation of Q6 Versus Respondent Zip Code (For Key Santa Fe Zip Codes)						
	87501 - North		87505 - Southeast		87507 - West	
	# Responses	% of Respondents	# Responses	% of Respondents	# Responses	% of Respondents
Traffic safety concerns	70	57%	127	54%	152	52%
Lack of bike paths or bike lanes	66	54%	107	46%	124	42%
Don't feel safe biking in bike lanes	36	30%	78	33%	123	42%
Personal safety concerns	31	25%	57	24%	82	28%
Destinations are too far away	19	16%	27	11%	64	22%
Things I need to carry are too heavy	21	17%	31	13%	63	22%
Takes too much time	13	11%	24	10%	50	17%
I have a bike I want to use but it needs to be repaired	7	6%	22	9%	25	9%
NA: I am not interested in bicycling more	16	13%	37	16%	54	18%
Total Individual Respondents	122	100%	235	100%	292	100%

7. Please tell us if you agree or disagree with the following statements regarding bike-share and/or scooter-share program in Santa Fe. If you agree, please indicate how often you would use it:

Of the 765 respondents, more people responded yes to the first three statements than those who answered no. As shown in Table 9, 56 percent would use a bike-/scooter-share program to make common trips, 64 percent would use it for recreational purposes, and 61 percent would use it if electric bikes were available. Just under half of the respondents (47 percent) would use the program to access public transit, and only 39 percent feel that helmets are a deciding factor.

Table 9: Please tell us if you agree or disagree with the following statements regarding bike-share and/or scooter-share program in Santa Fe. If you agree, please indicate how often you would use it.							
	Yes, daily	Yes, weekly	Yes, monthly	Yes, annually	Total Yes	No	Total
I would use it to make more common trips.	78	167	138	46	429	336	765
	10%	22%	18%	6%	56%	44%	100%
I would use it for recreational purposes.	66	155	163	95	479	273	752
	9%	21%	22%	13%	64%	36%	100%
I would be more inclined to use bicycle-share bikes if electric bikes were available.	102	148	141	69	460	296	756
	13%	20%	19%	9%	61%	39%	100%
I would use it to access public transit, like Santa Fe Trails or Rail Runner.	60	89	112	94	355	396	751
	8%	12%	15%	13%	47%	53%	100%
I would be more inclined to use it if helmets were provided with the bike or scooter.	87	81	64	60	292	448	740
	12%	11%	9%	8%	39%	61%	100%

I am not presently interested in bike- or scooter-share transportation/ recreational options at all because:		
I own a bike/scooter	71	36%
Scooter sharing services don't work in my experience	27	14%
Traffic/Safety Concerns	28	14%
Disability/Health Issues	9	5%
Other	60	31%
Total	195	100%

195 people responded in the "not presently interested because..." category. The most common reason given was that they already own a bike or scooter (71 people) and would not participate in the share program. Some (27) also voiced concerns about a sharing program of this type because they felt it has not worked in other cities. A few people said they would support a bike-share program but do not support a scooter-share program. Many of the write-in responses relating to concerns about the program are worried about scooters littering the sidewalks in Santa Fe.

8. If you work or attend college in Santa Fe, post-COVID and a 'return to normal,' how do you plan to work/attend college?:

As shown in Table 10, the category with the greatest number of responses is people who will be attending work/college in person (38 percent). The second highest group includes those who will not be working or attending college (25 percent), followed by 23 percent splitting their time between work/college and home, and, finally, 14 percent attending from home. Excluding those not working or attending college, 51 percent will be traveling to work or college in person, 31 percent will be splitting their time, and 18 percent will be working/attending from home.

Table 10: If you work or attend college in Santa Fe, post-COVID and a 'return to normal,' do you plan to work/attend college?

	Number	Percent
From home	107	14%
At work/college	293	38%
Split part time at work/college and home	178	23%
I will not be working or attending college	197	25%
Total	775	100%

9. Which of the following goals for public parking are most important to you? Rate the following on a scale of 1 (not important at all) to 5 (very important):

As shown in Table 11, every option has an average rating of over 3, which means all could be considered of overall importance to the respondents. The two with the highest average ratings are:

- Make it easier and more pleasant to walk or bike (4.1)
- Reduce vehicle congestion (4.0)

Respondents are slightly less concerned with reducing parking spillover or ensuring that spaces are available to those who need it most, but the difference in importance is not substantial.

Table 11: Which of the following goals for public parking are most important to you? Rate the following on a scale of 1 (not important at all) to 5 (very important).							
	1 - Not important at all	2 - Not important	3 - Neutral	4 - Important	5 - Very important	Total	Average Score
Make it easier to find parking.	60	31	182	216	348	837	3.9
	7%	4%	22%	26%	42%	100%	
Reduce vehicle congestion.	38	28	172	263	322	823	4.0
	5%	3%	21%	32%	39%	100%	
Make it easier and more pleasant to use other forms of travel, like walking and biking.	35	28	144	209	406	822	4.1
	4%	3%	18%	25%	49%	100%	
Make space available to those who need it the most - for example, in a retail district, customers are prioritized.	59	70	225	241	227	822	3.6
	7%	9%	27%	29%	28%	100%	
Reduce spillover parking from nearby destinations - like retail, restaurants, employment centers, and recreation hubs - into other neighborhoods.	74	72	270	216	182	814	3.4
	9%	9%	33%	27%	22%	100%	

10. Please tell us if you agree or disagree with the following statements (strongly agree to strongly disagree):

As shown in Table 12, the following are all statements where the highest percentage of people agree:

- On-street public parking should be available on a first-come, first-served basis (65 percent agree).
- The desire of the community to encourage other travel options is a very important factor when determining the price of a parking space (48 percent agree).
- The location of the parking space compared to popular destinations is a very important factor when determining the price of a parking space (38 percent agree).

The following is the statement where the highest percentage of people feel neutral:

- On-street public parking should be prioritized for certain users in the busiest areas and/or at the busiest time (41 percent).

The following are all statements where the highest percentage of people disagree:

- It makes sense for public parking to cost more in the busiest areas and/or at the busiest times (51 percent disagree).
- On-street public parking should be dedicated to certain users in all or most areas (47 percent disagree).
- On-street parking should be prioritized over other potential uses of the public right-of-way (e.g., bike lanes, transit stops, curbside dining, etc.) in the busiest areas and/or at the busiest times (52 percent disagree).

The most notable conclusion from this question is that respondents do not think on-street parking spots should be prioritized to certain groups , but rather should be available on a first-come, first-served basis.

Table 12: Please tell us if you agree or disagree with the following statements (strongly agree to strongly disagree).								
	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Total		
On-street public parking should be available on a first-come, first-served basis.	27	46	216	329	207	825	Agree	65%
							Neutral	26%
	3%	6%	26%	40%	25%	100%	Disagree	9%
On-street public parking should be prioritized for certain users in the busiest areas and/or at the busiest time.	85	126	331	199	76	817	Agree	34%
							Neutral	41%
	10%	15%	41%	24%	9%	100%	Disagree	26%
It makes sense for public parking to cost more in the busiest areas and/or at the busiest times.	190	230	166	168	70	824	Agree	29%
							Neutral	20%
	23%	28%	20%	20%	8%	100%	Disagree	51%
On-street public parking should be dedicated to certain users in all or most areas.	168	212	281	112	43	816	Agree	19%
							Neutral	34%
	21%	26%	34%	14%	5%	100%	Disagree	47%
On-street parking should be prioritized over other potential uses of the public right-of-way (e.g. bike lanes, transit stops, curbside dining, etc.) in the busiest areas and/or at the busiest times.	235	190	221	115	57	818	Agree	21%
							Neutral	27%
	29%	23%	27%	14%	7%	100%	Disagree	52%
The desire of the community to encourage other travel options, like transit, walking, and biking, is a very important factor when determining the price of a parking space.	81	85	255	219	176	816	Agree	48%
							Neutral	31%
	10%	10%	31%	27%	22%	100%	Disagree	20%
The location of the parking space compared to popular destinations is a very important factor when determining the price of a parking space.	106	134	263	226	88	817	Agree	38%
							Neutral	32%
	13%	16%	32%	28%	11%	100%	Disagree	29%

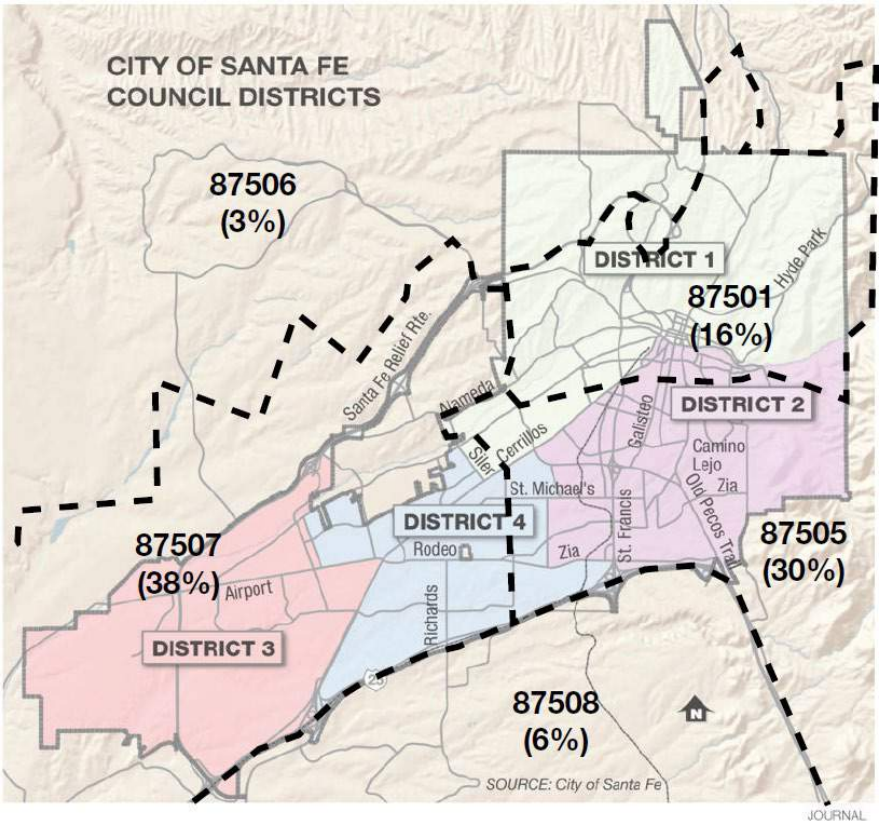
11. What is your home zip code?:

Five zip codes contributed to at least a few percentage points of the total listed in Table 13 (92 percent). The rest were outlying zip codes grouped into an "other" category (8 percent). Of the recurring zip codes, three cover the most significant area in Santa Fe. The red percentage bars show each of the main zip code's contributions to the total of the three (i.e., 87507 makes up 51 percent of the responses that included 87507, 87505, and 87501). Most people (51 percent) of this breakdown live in West Santa Fe and outlying areas.

Table 13: What is your home zip code?				
		#	% of Total	% of Zones Largely
87507	West Santa Fe (West of Camino Carlos Rey) and Outlying Areas	292	38%	51%
87505	Southeast Santa Fe (East of Camino Carlos Rey, South of Agua Fria St and Paseo de Peralta (South)) and Outlying Areas	235	30%	41%
87501	North Santa Fe (East of Velarde St, North of Agua Fria St and Paseo de Peralta (South)) and Outlying Areas	122	16%	21%
87508	South of Santa Fe (South of I-25)	44	6%	--
87506	Northwest of Santa Fe (North of NM 599)	26	3%	--
Other		59	8%	--
Total		778		

Figure 1 is a map showing the geographical boundaries of each zip code with the percentage of population by zip code from the survey. It also includes the major council districts (City of Santa Fe).

Figure 1: Proportion of Survey Responses by Zip Code



12. Which category includes your age?

Table 14 presents the breakdown of participants of the survey by age. The greatest population was people ages 35-44 (20 percent). The next highest percentage, at 17 percent, was age group 55-64. The smallest population with 81 responses was age group 18-24 (10 percent) and coming in close to that was 18 and under (10 percent).

Table 14: Which category includes your age?		
	Number	Percent
Under 18	82	10%
18-24	81	10%
25-34	110	14%
35-44	160	20%
45-54	115	14%
55-64	133	17%
65+	117	15%
Total	798	100%

13. Gender: How do you identify?

As shown in Table 15, the respondents were 62 percent female, 32 percent male, and 1 percent non-binary or gender fluid. 38 people chose not to answer (5 percent).

Table 15: Gender: How do you identify?		
	Number	Percent
Woman	488	62%
Man	247	32%
Prefer not to answer	38	5%
Non-binary	10	1%
Gender fluid	1	0%
Total	784	100%

14. Which race/ethnicity best describes you? (Please choose only one):

As shown in Table 16, less than half, (47 percent) of participants describe themselves as Caucasian and not Hispanic, which is the largest group. The second-largest group is Hispanic/Latinx at 32 percent, followed by substantially fewer American Indian or Alaskan Native (4 percent), Black or African American (1 percent), and Asian (1 percent). The rest, about 15 percent, prefer not to answer or identify as multiracial.

Table 16: Which race/ethnicity best describes you? (Please choose only one)		
	Number	Percent
American Indian or Alaskan Native	31	4%
Asian	10	1%
Black or African American	11	1%
Hispanic/Latinx	250	32%
White/Caucasian and not Hispanic/Latinx	373	47%
Pacific Islander	2	0%
Multi-racial	36	5%
Multiple ethnicity / Other, please specify	22	3%
Prefer not to answer	57	7%
Total	792	100%

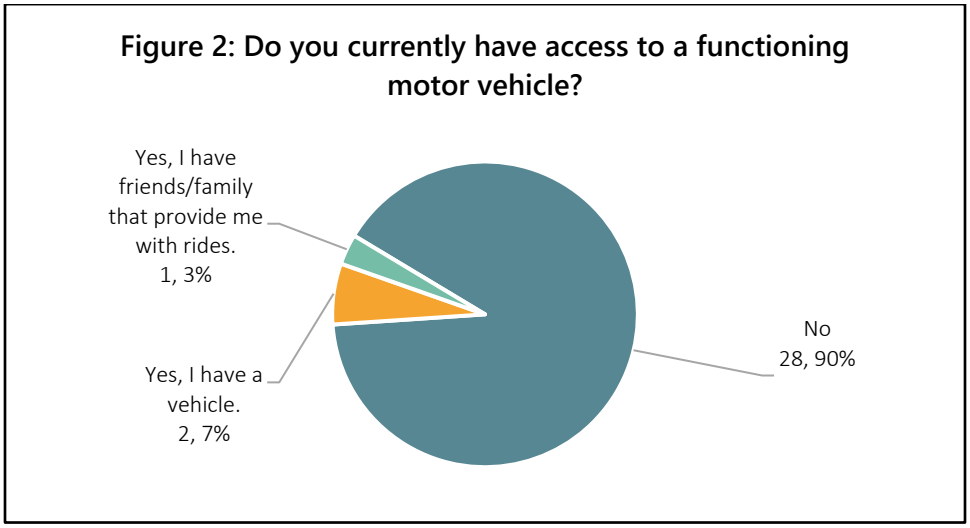
SURVEY RESULTS: INSERT FOR THE UNHOUSED

The data tables below present responses of 30 individuals who participated in the Unhoused Survey. There were 34 responses, four of which indicated that they have not experienced homelessness within the last year and were therefore removed from the proceeding dataset. The following is a summary of the ten questions asked in the survey, followed by the tables presenting the data.

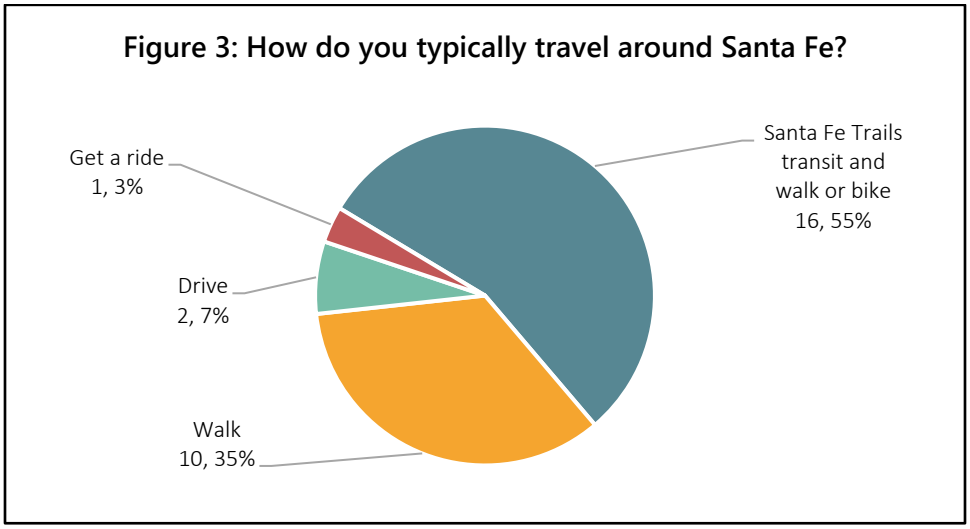
As shown in Table 17, 15 people said they have been experiencing homelessness for less than one year and 12 for more than one year, plus one additional person who was homeless in the last year but now has housing. Two people did not answer this question.

Table 17: Please describe your housing status in Santa Fe (select one):		
	Number	Percent
I am currently experiencing homelessness and have been homeless in Santa Fe for less than one year.	15	47%
I am currently experiencing homelessness and have been homeless in Santa Fe for more than one year.	12	38%
I was experiencing homelessness in Santa Fe within the last year but currently have housing.	1	3%
I have had housing throughout the last year.	1	3%
Does not apply.	3	9%
Total	32	100%

As shown in Figure 2, approximately 90 percent of survey takers do not have access to a functioning motor vehicle.



As shown in Figure 3, more than half of respondents (55 percent) travel around Santa Fe using a combination of bus, biking, and walking, while 34 percent rely solely on walking.



As shown in Table 18, without a car, respondents say health care/doctor (56 percent), homeless service providers (34 percent), and a food pantry (34 percent) are among the most difficult to reach.

Table 18: What services or activities do you need to access that are difficult to get to without a car? Please select all that apply.			
	Number	% of total	% of Respondents
Health care/Doctor	18	19%	56%
Service providers/Shelter	11	12%	34%
Food pantry	11	12%	34%
Work	10	11%	31%
Laundry	10	11%	31%
Library/Public computers	9	10%	28%
Public buildings	9	10%	28%
School	6	6%	19%
Legal services	5	5%	16%
Court services	5	5%	16%
Total	94	100%	
Total Respondents	32		100%

Question 5 requested that participants list destinations they needed help traveling to because they do not have a car. All responses for question 5 are listed in Table 19 (on the following page).

The survey then asked why it was difficult to reach those destinations, the results are shown in Table 20. The two reasons with the most responses were “Transit Schedule” (40 percent of respondents) and “The transit service doesn’t go there/nearest bust stop is too far” (37 percent of respondents).

Table 20: What are the reasons it is difficult to reach those destinations? (select all that apply)			
	Number	% of Total	% of Respondents
Transit schedule	12	21%	40%
Transit service doesn't go there/nearest bus stop is too far	11	19%	37%
Things I need to carry are too heavy	10	18%	33%
Destinations are too far away	8	14%	27%
Transit cost	7	12%	23%
Poor or no sidewalks	5	9%	17%
Transit stops are uncomfortable	2	4%	7%
Personal safety concerns	1	2%	3%
Other	1	2%	3%
Total	57	100%	
Total Responents	30		100%

Table 19: Please identify up to three specific destinations that you need to access that are difficult to get to without a car (a place name and/or nearby street intersection, for example: "McDonald's on Airport Rd." or "Richards Ave./Rufina St."):		
	Number	Percent
Presbyterian Santa Fe Medical Center	5	9%
Walmart on Cerrillos	5	9%
Grocery store	4	7%
Airport	3	5%
SFCC	3	5%
Church	2	4%
Library	2	4%
Rodeo	2	4%
Shelter	2	4%
Airport	1	2%
Bienvenidos Outreach	1	2%
Courts	1	2%
Credit Union	1	2%
De Vargas mall	1	2%
Doctor	1	2%
East Mary St.	1	2%
Healthcare for the homeless	1	2%
Hope unlimited Church	1	2%
Housing services	1	2%
Indian hospital on Cerrillos	1	2%
La Cienaga	1	2%
Laundry	1	2%
Lifelink	1	2%
Loves	1	2%
MVD	1	2%
Nambe	1	2%
Pecos PMS	1	2%
Pete's Place	1	2%
Richards	1	2%
Second Street and Berry Ave	1	2%
Social Services	1	2%
Social services for housing Jaguar	1	2%
St. Michael's	1	2%
Walgreens @ St. Francis	1	2%
Work Chick-fil-a	1	2%
Zia/ St. Francis	1	2%
Total	55	100%

As shown in Figure 4, approximately 39 percent (13 people) do not use a free bus pass. Of those, 33 percent said they did not know that they qualify for one (as shown in Table 21). A combination of knowledge of free bus passes and additional stops at needed locations could help those without a vehicle access daily necessities.

Figure 4: Do you use the free bus passes provided by service providers/shelters?

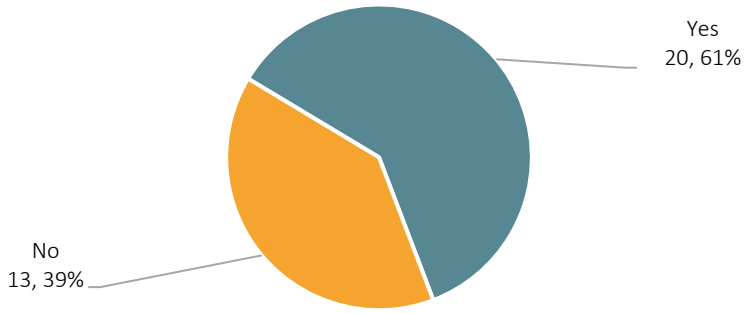
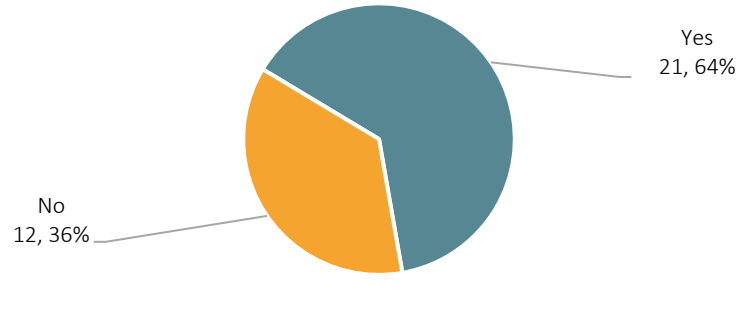


Table 21: If you answered "no" to the above question, why not?		
	Number	Percent
I buy my own pass	2	17%
Veteran	2	17%
I didn't know free bus passes were provided	4	33%
I don't need to take the bus	2	17%
Not enough available	1	8%
I ride a bicycle	1	8%
Total	12	100%

Question 9 asked if participants had access to the internet to view transit information. As shown in Figure 5, 21 people responded yes, and 12 responded no. This poses the question of how to relay bus information to those without access to a computer or phone.

Figure 5: Do you own or have access to the internet or a cell phone (to access online transit information and/or bike/scooter share applications)?



Finally, Question 10 asked for general feedback as to how Santa Fe Transportation Services could better serve people experiencing homelessness. The responses are listed in Table 22 below.

Table 22: How can Santa Fe Transportation Services better serve people experiencing homelessness? (open-ended)
Free rides or specialty cards stating homeless and or reduced rates.
The free monthly pass is a great incentive.
Allow the shelters to give out half off bus passes for homeless. So the city can still make a profit while the homeless can get to their destination.
Already covered
Make transit passes more widely available
Earlier and later routes.
Don't know
Keep up the good work!
I think everything is great now
Have longer bus services, reduced bus passes
Move toward a free model.
Free monthly passes used to be available via a church donation, but are no longer available. Would like this service to be reinstated by a provider.
More bus stops, more access to free 30 day bus passes
More frequent stops, early start and later end. Should be 24 hour
More access to 30 day passes
Very accommodating as is

CONCLUSIONS

Based on the results of this survey, the Consultant Team has the following findings.

Overall Mode Use

Santa Feans tend to use a wide variety of travel modes, at least on an occasional basis. While the proportion of respondents that use a private auto or walk at least once a year is high (95 percent and 86 percent), 56 percent indicate they bicycle at least annually, along with 42 percent using Rail Runner and 29 percent using Santa Fe Trails. On a daily basis, however, travel-mode use is more heavily weighted towards the private vehicle (73 percent typically make a vehicle trip over the course of a day) and walking (51 percent), compared with 18 percent bicycling over a day, 8 percent using Santa Fe Trails and 3 percent using Rail Runner. The fact that many more people bicycle and use public transit on an occasional basis (and thus are familiar with the mode) than use it on a daily basis indicates a good potential for increased modal use if specific barriers to regular use can be addressed.

Transit Improvements

Travel time is the key factor limiting transit usage among survey respondents, with half (51 percent) indicating that “It takes too long to travel to my destinations” being a high or very high factor. No other factor scored more than 37 percent indicating high or very high. Other key factors were the frequency of service, personal safety on the buses, and distance to the nearest bus stop. On the other hand,

transit fares are reported to be a low factor limiting transit use. These results indicate the need to focus on speeding transit service, improving frequency, improving safety (and perception of safety) while using the transit system, and considering ways (such as demand response or microtransit strategies) to bring service closer to more residents.

Transit Ridership Recovering from the COVID-19 Pandemic

Following the COVID-19 pandemic, a substantial proportion of respondents indicated that they will be working or attending college classes from home (14 percent) and an additional 23 percent will be splitting their time. Overall, Santa Feans feel some reservations about returning to public transit after the pandemic, with 25 percent indicating some or strong reservations. This indicates that ridership, absent other changes, may well not return to pre-pandemic levels.

Factors Limiting Increased Walking

The lack of sidewalks – or poor quality of the sidewalks – is the #1 factor limiting increased walking. Setting aside the sheer physical distance between trip ends, walking time, and the need to carry packages, other strategies that can influence walking (beyond expanding a quality pedestrian network) are improving traffic safety conditions (such as improved roadway crossings) and improving pedestrian-safety conditions (such as enhanced lighting and vegetation management). Poor sidewalks are particularly cited as a key factor in northern and southeastern Santa Fe, while long physical distances are the key factor in western Santa Fe.

Factors Limiting Increased Biking

Safety is the key issue reported by respondents that limits bicycling, including 68 percent that cite traffic safety concerns as a major barrier, 56 percent citing the lack of bike paths or lanes, 44 percent that do not feel safe in the bike lanes, and 36 percent that cite personal-safety concerns. Traffic-safety and personal-safety concerns are of similar concern across the city, while the lack of bike paths or bike lanes is a particular concern in northern Santa Fe and respondents in western Santa Fe, in particular, indicated that they do not feel safe biking in bike lanes.

Bike Share / Scooter Use

Santa Feans by a small margin indicate they would use a micromobility program (56 percent indicating they would use it for common trips and 64 percent for recreational trips) though most of the respondents interested in this mode would use it occasionally rather than daily.

Parking Management Strategies

Survey respondents indicated a desire to "have it all" with regard to parking, showing a high interest in making it easier to find parking (a total of 68 indicating 4 or 5 on a scale of 1 to 5), while also reducing vehicle conditions (a total of 72 percent) and making it easier for other forms of travel (74 percent). Respondents did not show a high level of support for active parking management, with 65 percent agreeing or strongly agreeing with making parking available on a first-come, first-served basis, only 33 percent agreeing/strongly agreeing that parking should be prioritized for certain users at peak times and 51 percent disagreeing or strongly disagreeing with the statement that "it makes sense for public parking to cost more in the busiest areas and/or at the busiest times."

Improving Mobility for the Unhoused

The unhoused who responded to the survey are highly dependent on alternative transportation modes, as 90 percent do not have access to a functioning motor vehicle. As a result, they largely use Santa Fe Trails or walk. They particularly have difficulties accessing health care services (56 percent), especially identifying difficulties accessing the Presbyterian Santa Fe Medical Center and Walmart. Important factors limiting mobility are the limited hours of transit service, limited transit service area, and the challenges of carrying heavy packages. Of note, 4 of the 33 respondents were not aware of the free bus passes available through social service programs, indicating a need for greater promotion of this option.

Appendix B: Santa Fe Student Transportation Survey

INTRODUCTION

As an element of the Santa Fe Multimodal Transition Plan, a survey was conducted of students in grades 6-12 in Santa Fe, NM, to gather data on how they get to and from school and around Santa Fe. This survey was conducted online through the SurveyMonkey platform. A survey form was developed by the study team and reviewed by Santa Fe Metropolitan Planning Organization staff. The survey was distributed through teachers in the Santa Fe school districts. To promote participation, the three teachers who had the most students respond received a gift card. The specific survey questions are presented below. Data was collected from April 13 to May 26, 2021.

SURVEY RESULTS

A total of 692 participants responded to at least one question. The results were reviewed to eliminate those respondents that indicated they were not in 6th through 12th grade to ensure the data remained consistent, leaving 690 students. The following summarizes the results of the survey.

1. What school do you currently attend?

As shown in Table 1, the responses included 13 schools: 11 elementary schools and two high schools. For this survey, all the elementary schools were grouped as grades 6-8, and the two high schools were grouped as grades 9-12. Many of these schools do not solely enroll students in these grades. However, all of the collected data fit into these two categories. Cross tabulation shows that about two-thirds of student respondents were in grades 6-8 (shown in Table 2) and one-third were in grades 9-12 (shown in Table 3). This breakdown is included throughout the rest of the summary.

Table 1: What school do you currently attend?

School	Count	Percentage
Santa Fe High School	198	29%
El Dorado Community School	145	21%
Nina Otero Community School	81	12%
El Camino Real Academy	52	8%
Mandela International Magnet School	50	7%
Gonzales Community School	38	6%
Piñon Elementary School	32	5%
Early College Opportunities High School	28	4%
Wood-Gormley Elementary School	25	4%
Carlos Gilbert Elementary School	22	3%
Francis X Nava Elementary School	17	2%
Tesuque Elementary School	1	0%
The Tutorial School	1	0%
Total Responses	690	100%

Table 2: Grades 6-8 Schools		
School	Count	Percentage
El Dorado Community School	145	31%
Nina Otero Community School	81	17%
El Camino Real Academy	52	11%
Mandela International Magnet School	50	11%
Gonzales Community School	38	8%
Piñon Elementary School	32	7%
Wood-Gormley Elementary School	25	5%
Carlos Gilbert Elementary School	22	5%
Francis X Nava Elementary School	17	4%
Tesuque Elementary School	1	0%
The Tutorial School	1	0%
Total Respondents	464	100%

Table 3: Grades 9-12 Schools		
School	Count	Percentage
Santa Fe High School	198	88%
Early College Opportunities High School	28	12%
Total Respondents	226	100%

2. Name of your teacher:

Teachers were provided incentive to promote the survey. As mentioned in the introduction, the three teachers who got the most participation received a gift card.

3. What grade are you currently in?

As shown in Table 4, the grade with the most participation was 6th grade (34 percent). As the grades increased, participation steadily decreased.

Table 4: What grade are you currently in?		
Grade	Count	Percentage
6	233	34%
7	119	17%
8	113	16%
9	77	11%
10	67	10%
11	55	8%
12	26	4%
Total Responses	690	100%

4. How do you normally travel to and from school (before COVID/remote school?) (select all that apply)

The results of this question are summarized in Table 5.

Table 5: How did you normally travel to and from school (before COVID/remote school?) (select all that apply)						
	Grades 6-8		Grades 9-12		Total	
Response	#	%	#	%	#	%
Car (driven by an adult)	393	60%	166	47%	561	55%
School Bus	136	21%	77	22%	220	22%
Walk	72	11%	28	8%	101	10%
Car (driven by yourself)	3	0%	57	16%	60	6%
Bicycle	44	7%	10	3%	54	5%
Skateboard	6	1%	4	1%	10	1%
Santa Fe Trails Bus	3	0%	5	1%	8	1%
Other	3	0%	4	1%	7	1%
Total Responses	660	100%	351	100%	1,021	100%

As shown in Table 6, the "other" responses were as follows:

Table 6: Other modes of travel (out of 7)		
Mode	Count	Percentage
Car (driven by friends/siblings)	3	43%
Train	1	14%
Dirt Bike	1	14%
Scooter	1	14%
Prefer not to say	1	14%
Total Responses	7	100%

A majority (55 percent) indicated that they travel to and from school in a car driven by an adult. The second highest mode of transportation was the school bus (21 percent), and all other modes of transportation fell below 10 percent.

Comparing grades 6-8 to grades 9-12 shows that "car (driven by an adult)" is still the highest mode of transportation at 59 percent and 47 percent respectively; followed by the school bus at 20 percent and 22 percent, respectively. However, the data shows that "walking" is the third-highest mode of transportation for students in grades 6-8, whereas a "car (driven by yourself)" is the third-highest mode for students in grades 9-12. This may be likely as students tend to receive driver's licenses around grade 10 (age 16).

Further analysis was conducted to review the respondents indicating they use multiple modes (as the survey allowed respondents to choose multiple modes). Table 7 presents the number of respondents by number of modes identified:

Table 7: Number of Modes						
Number of Modes	Grades 6-8		Grades 9-12		Total	
	#	%	#	%	#	%
1	390	84%	47	21%	437	63%
2	69	15%	109	48%	178	26%
3	3	1%	66	29%	69	10%
4	2	0%	4	2%	6	1%
Total	464	100%	226	100%	690	100%

The individual combinations of modes identified by respondents is presented in Table 8. At a broad level, this data reflects the wide variety of travel choices among students. The most common mode of transportation for students in grades 6-8 was a car driven by an adult. The most common mode of transportation for students in grades 9-12 was a car driven by an adult in combination with the school bus. Because two-thirds of participants were in grades 6-8, a car driven by an adult was also the most common mode of transportation for the total. The greatest number of modes for students in grades 6-8 is one, but for students in grades 9-12 it is two.

Non-motorized modes of transportation were biking, walking, skateboarding, and scootering. A much greater percentage (44 percent) of high school students use some form of non-motorized transportation compared to elementary students (3 percent). However, more elementary students solely use a non-motor mode of transportation (4 percent) than high school students (1 percent). Nevertheless, most students in grades 6-8 and 9-12 use motorized-only modes of transportation (92 percent and 55 percent respectively). In total, 132 out of the 690 students use some form of non-motorized transportation.

Table 8: Modes by Grade												
Modes of Transportation								Grade Level				
Car (driven by yourself)	Car (driven by an adult)	Bicycle	Walk	School Bus	Santa Fe Trails Bus	Skateboard	Other	Grades 6-8		Grades 9-12		Total	
	✓							312	67%	13	6%	325	47%
	✓			✓				53	11%	51	23%	104	15%
				✓				61	13%	5	2%	66	10%
	✓		✓					2	0%	33	15%	35	5%
✓								0	0%	27	12%	27	4%
	✓		✓	✓				1	0%	17	8%	18	3%
✓	✓							0	0%	18	8%	18	3%
	✓	✓	✓					0	0%	14	6%	14	2%
	✓	✓						0	0%	14	6%	14	2%
			✓					11	2%	1	0%	12	2%
	✓	✓		✓				0	0%	6	3%	6	1%
✓	✓			✓				0	0%	5	2%	5	1%
		✓	✓					4	1%	0	0%	4	1%
		✓		✓				4	1%	0	0%	4	1%
		✓						3	1%	0	0%	3	0%
			✓	✓				3	1%	0	0%	3	0%
							✓	3	1%	0	0%	3	0%
✓				✓				0	0%	3	1%	3	0%
	✓		✓		✓			0	0%	3	1%	3	0%
	✓			✓		✓		2	0%	1	0%	3	0%
	✓				✓			2	0%	0	0%	2	0%
✓					✓			0	0%	2	1%	2	0%
	✓	✓	✓	✓				0	0%	2	1%	2	0%
	✓		✓				✓	0	0%	2	1%	2	0%
✓	✓	✓	✓					1	0%	0	0%	1	0%
	✓						✓	1	0%	0	0%	1	0%
		✓	✓			✓	✓	1	0%	0	0%	1	0%
✓		✓	✓					0	0%	1	0%	1	0%
✓		✓				✓		0	0%	1	0%	1	0%
✓			✓					0	0%	1	0%	1	0%
✓						✓		0	0%	1	0%	1	0%
	✓	✓	✓					0	0%	1	0%	1	0%
	✓	✓	✓			✓		0	0%	1	0%	1	0%
	✓	✓			✓	✓		0	0%	1	0%	1	0%
	✓	✓				✓		0	0%	1	0%	1	0%
	✓		✓	✓		✓		0	0%	1	0%	1	0%
								464	100%	226	100%	690	100%

Finally, this data can be summarized into broad categories, as presented in Table 9.

Table 9: Type of Travel by Grade Level						
Type of Travel	Grades 6-8		Grades 9-12		Total	
	#	%	#	%	#	%
Motorized in Combination with Non-Motorized	14	3%	100	44%	114	17%
Motorized Only	428	92%	124	55%	552	80%
Non-Motorized Only	18	4%	1	0%	19	3%
Other	4	1%	1	0%	5	1%
Total Students	464	100%	226	100%	690	100%

5. What is the reason you travel to school that way?

The results of this question are summarized in Table 10.

Table 10: What is the reason you travel to school that way?						
	Grades 6-8		Grades 9-12		Total	
Response	#	%	#	%	#	%
Choice (it's what I want to do)	227	49%	129	57%	356	52%
It's the only option available	197	42%	90	40%	287	42%
Other	40	9%	7	3%	47	7%
Total Responses	464	100%	226	100%	690	100%

As shown in Table 11, the "other" responses were as follows:

Table 11: Other Reasons (out of 47)		
	Count	Percentage
It's the easiest option	31	66%
Both	15	32%
Prefer not to say	1	2%
Total Responses	47	100%

Most students (52 percent) responded that their mode of transportation is a choice. A significant portion of students (42 percent) answered that it is the only option available. Of the 7 percent that responded other, two-thirds specified that their reason is "it's the easiest option." This was not grouped in with the first option, "choice", to eliminate assumptions about respondents' meaning.

The option "choice" increased by eight percent when 6th through 8th graders were compared to 9th through 10th graders, indicating that high school students have more choice in how they get to school than elementary students.

6. If you don't walk or ride a bike / skateboard / scooter to school, what is the reason why? (select all that apply)

The results of this question are summarized in Table 12.

Table 12: If you don't walk or ride a bike / skateboard / scooter to school, what is the reason why? (select all that apply)						
	Grades 6-8		Grades 9-12		Total	
Response	#	%	#	%	#	%
Distance / time	278	37%	159	46%	437	39%
My parents / guardians don't let me	148	20%	42	12%	190	17%
Safety concerns	135	18%	47	14%	182	16%
Weather (too hot / cold)	104	14%	38	11%	142	13%
Don't own a bike / skateboard / scooter	45	6%	37	11%	82	7%
It's not cool	12	2%	6	2%	18	2%
Other	26	3%	19	5%	45	6%
Total Responses	748	100%	348	100%	1121	100%

As shown in Table 13, the "other" responses were as follows:

Table 13: Other Reasons (out of 45)		
	Count	Percentage
I would rather use another method	20	44%
I don't want to	18	40%
No reason	4	9%
It is too hard of a ride	3	7%
Total Responses	45	100%

The largest portion responded that distance or time is why they do not walk or ride a bike (39 percent), perhaps due, in part, to living too far away for it to work with their schedule. This suggests that students favor driving transportation, like cars or the bus, which was also reflected in question four. The second highest response was, "my parents / guardians don't let me."

While "distance / time" was the most significant reason for all students not to walk or ride a bike, the gap between this option and "parents / guardians don't let me" is narrower for students in grades 6-8 than students in grades 9-12. Of high school respondents, 45 percent chose "distance / time" as a reason, whereas 36 percent of elementary students chose this option. On the other hand, only 12 percent of high-school students chose "parents / guardians don't let me," but 19 percent of elementary students chose that option. Elementary students are also more concerned about safety (18 percent) than high-school students (13 percent). As students get older, their choice of mode of transportation to school increases, and they become less concerned about safety. Therefore, promoting walking or riding a bike to school will require a different approach depending on the demographic.

7. Did you know you can ride the Santa Fe Trails bus for free?

The results of this question are summarized in Table 14.

Table 14: Did you know you can ride the Santa Fe Trails Bus for free?						
	Grades 6-8		Grades 9-12		Total	
Response	#	%	#	%	#	%
Yes	179	39%	124	55%	303	44%
No	285	61%	102	45%	387	56%
Total Responses	464	100%	226	100%	690	100%

When looking at all responses, most students (56 percent) did not know they can ride the Santa Fe Trails bus for free. This might mean the City can increase ridership by solely promoting the amenity. However, when the data is broken into two sections by grade, most 9th – 12th graders (55 percent) do know that they can ride the Santa Fe Trails bus for free. Again, increasing participation in this mode of transportation should be approached differently depending on the demographic. Elementary students would benefit from information, whereas high-school students might need more incentives to ride the bus.

8. If you don't take the Santa Fe Trails bus to school, what is the reason why? (select all that apply)

The results of this question are summarized in Table 15.

Table 15: If you don't take the Santa Fe Trails bus to school, what is the reason why? (select all that apply)						
Response	Grades 6-8		Grades 9-12		Total	
	#	%	#	%	#	%
I don't have any information about the bus service (locations of stops, schedules, cost, etc.)	208	30%	98	28%	307	28%
My parents / guardians don't let me	147	21%	48	14%	195	18%
Takes too long	96	14%	59	17%	155	14%
Safety concerns	94	13%	53	15%	147	14%
Bus doesn't go where I need to go	84	12%	42	12%	150	14%
It's not cool	16	2%	10	3%	26	2%
Other	54	8%	44	12%	98	9%
Total Responses	699	100%	354	100%	1,078	100%

The largest proportion (28 percent) of respondents indicated that they do not have any information about the bus service, suggesting that promotion to students could be the most impactful way to increase ridership. The next four choices are "my parents / guardians don't let me" (18 percent), "takes too long" (14 percent), "bus doesn't go where I need to go" (14 percent), and "safety concerns" (14 percent). Interestingly, "I live too close to the school" was a common reason in the "other" category (18 responses), as shown in Table 16. These students might be more inclined to walk or ride a bike than ride the Santa Fe Trails bus.

Table 16: Other Reasons (out of 98)		
	Count	Percentage
It is easier to use a different method	23	23%
I live close to the school	18	18%
I don't want to	18	18%
I do take the bus	17	17%
No reason	7	7%
It doesn't work with my schedule	5	5%
I ride the school bus	4	4%
I can drive myself	4	4%
I haven't gone to in-person school yet	1	1%
My school doen't allow me	1	1%
Total Responses	98	100%

Breaking down the responses by grade shows that the data was evenly distributed across all students, regardless of their year in school. The only category that stood out was “my parents / guardians don’t let me,” which 21 percent of students in grades 6-8 chose but only 14 percent of students in grades 9-12 chose. This corresponds with data from other questions indicating that high-school students make

more of their own choices. The responses to this question correspond with those from question seven. Educating students about the Santa Fe Trails bus systems might be the best way to increase ridership.

9. How interested are you in traveling around the city (for example, to the mall, movies, special events, or parks) using an alternative to the car?

The results of this question are summarized in Table 17.

Table 17: How interested are you in traveling around the city (for example, to the mall, movies, special events or parks) using an alternative to the car?

Response	Grades 6-8		Grades 9-12		Total	
	#	%	#	%	#	%
Extremely interested	64	14%	39	17%	103	15%
Very Interested	125	27%	33	15%	158	23%
Somewhat Interested	182	39%	89	39%	271	39%
Not so interested	71	15%	48	21%	119	17%
Not at all interested	22	5%	17	8%	39	6%
Total Responses	464	100%	226	100%	690	100%

"Somewhat interested" was the option with the highest number of responses (39 percent), while 38 percent responded either very or extremely interested, and 23 percent responded not so or not at all interested.

Cross tabulation by grade confirmed that the highest number of students were somewhat interested in traveling around the city using an alternative to a car (39 percent for both elementary and high school), while 41 percent of students in grades 6-8 graders and 32 percent of students in grades 9-12 were very or extremely interested, and 20 percent of 6th through 8th graders and 29 percent of 9th through 12th graders were not so or not at all interested. Overall, counting the somewhat, very, and extremely interested responses, elementary students are more interested in using an alternative to a car (80 percent) than high school students (71 percent).

10. If you answered "somewhat interested" or "not so interested" to the previous question, what would need to happen for you to be more interested? (select all that apply).

The results of this question are summarized in Table 18.

The highest number for a single category was from students who said they would be more interested in using transportation other than a car if their friends did it (22 percent). This also was the case for grades 6-8. There was no option for students who did not choose "somewhat interested" or "not so interested," therefore many respondents mentioned this in the "other" category. It was difficult to distinguish between students who did not reply to this question and students who did but were still not interested. For this reason, the responses were grouped into two separate categories within "other": nothing would make me more interested (40 respondents), and I did not answer "somewhat interested" or "not so interested" (39 respondents). The results are shown in Table 19.

Table 18: If you answered "somewhat interested" or "not so interested" to the previous question, what would need to happen for you to be more interested? (select all that apply)						
Response	Grades 6-8		Grades 9-12		Total	
	#	%	#	%	#	%
If my friends did it	174	21%	77	17%	251	19%
Parental / guardian support	158	19%	56	12%	214	16%
More / conveniently located bus routes	92	11%	57	13%	149	11%
Better / more sidewalks	86	10%	50	11%	136	10%
More comfortable bus shelters	70	8%	46	10%	116	9%
More bike lanes	63	7%	28	6%	91	7%
More trails	55	7%	33	7%	88	7%
More frequent bus service	43	5%	42	9%	85	6%
Access to equipment (bike, skateboard, scooter)	40	5%	27	6%	67	5%
Other	65	8%	40	9%	105	11%
Total Responses	846	100%	456	100%	1,341	100%

Table 19: Other Reasons (out of 144)		
	Count	Percentage
Nothing would make me more interested	40	28%
Increased safety/cleanliness	22	15%
Other	43	30%
Total Responses	144	100%

Breaking the data into grades 6-8 and 9-12 offers more detail about the top three responses. These responses were “if my friends did it” (20 and 17 percent), “parental / guardian support” (18 and 12 percent), and “more / conveniently located bus routes” (10 and 13 percent) for grades 6-8 and grades 9-12 respectively. The data from this question suggests that these are the three best ways to increase student use of alternative methods to a car and focusing on parental / guardian support for elementary students could make a greater impact.

Appendix C: Santa Fe Visitor Transportation Survey

INTRODUCTION

As an element of the Santa Fe Multimodal Transition Plan, a survey was conducted of visitors to Santa Fe. This survey was conducted on-line through the SurveyMonkey platform. A survey form was developed by the study team and reviewed by Santa Fe Metropolitan Planning Organization staff. The survey was promoted through an email blast to emails provided by visitors to the Santa Fe Convention and Visitors Bureau's email list, which totals approximately 110,000 individual email addresses. To promote participation, a prize was generously donated by the Hotel Santa Fe for a free two-night stay (see attachment). The specific survey questions are presented below. The initial email was sent on Tuesday, March 30, 2021 and closed a week later on April 6, 2021.

SURVEY RESULTS

A total of 3,935 individuals responded to at least one question. The results were reviewed to eliminate those respondents that indicated they had not visited Santa Fe within the last few years, in order to ensure that results reflected perceptions of those with a relatively recent experience with Santa Fe. In addition, persons who indicated they lived in Santa Fe were excluded from the survey result database. This yielded a total of 2,619 responses and the following summarizes the results.

1. Please share your email address

A total of 3,905 persons provided an email address.

2. What is the Zip Code where you live?

As shown in Table 1, the responses were grouped by state (as well as by those indicating they live outside of the US). Of the respondents, 26 percent live in the eastern US (east of the Mississippi River), followed by 20 percent from Texas, 12 percent from Colorado, and 9 percent from New Mexico, while 1 percent indicated they live outside of the US.

Table 1: What is the zip code where you live?

Location	#	%
Eastern US	689	27%
Texas	516	20%
Colorado	326	13%
New Mexico	238	9%
California	212	8%
Upper Midwest (IA, MN, WI)	148	6%
Arizona	130	5%
Great Plains	129	5%
Pacific NW & Hawaii	100	4%
Arkansas, Louisiana	0	0%
Nevada, Utah	43	2%
Northern Rockies	27	1%
Foreign	17	1%
Total Responses	2,575	100%

3. Have you visited Santa Fe within the last five years?

Of those who responded, 67 percent indicated they had visited Santa Fe within the last five years and were, therefore, kept in the database.

4. How did you travel to Santa Fe for this visit?

As shown in Table 2, the majority (64 percent) indicated they made their trip to Santa Fe by private auto, followed by 29 percent who flew in by commercial airline, and 3 percent by Rail Runner. No other mode exceeded 2 percent.

Table 2: How did you travel to Santa Fe for this visit?		
Mode	#	%
Private auto	1,521	64%
Airline	678	29%
Rail Runner	70	3%
Rental Car	51	2%
Amtrak	22	1%
RV	8	0%
Regional bus service	6	0%
Tour Bus	4	0%
Shuttle	3	0%
Private Plane	3	0%
Other	1	0%
Uber	1	0%
Total Responses	2368	100%

5. Please check all the ways you used to get around while in Santa Fe

The results of this question are summarized in Table 3.

Table 3: Please check all the ways you used to get around while in Santa Fe:		
Mode	#	%
Walk	2,084	88%
Private auto	2,023	86%
Hotel or Other Shuttle	383	16%
The Downtown Santa Fe Pickup Shuttle	310	13%
Uber / Lyft	290	12%
Santa Fe Trails Bus	105	4%
Bicycle	77	3%
Rental Car	6	0%
Tour Bus	5	0%
Taxicab	4	0%
Scooter/Motorcycle	2	0%
Wheelchair	2	0%
The "Blue Bus" (NCRTD)	1	0%

# Of Modes Used		
1	316	14%
2	1,325	57%
3	514	22%
4	141	6%
5	30	1%
6	9	0%
7	2	0%
8	1	0%
Number using auto and walking only		
	1,173	50%

Respondents were given the opportunity to check multiple travel modes. The most prevalent answer was walking, indicated by 88 percent of all respondents, followed by private auto used by 86 percent. A substantial proportion used some form of shared mobility as part of their trip, including 16 percent who used a shuttle service, 13 percent who used the public "Pickup" shuttle, 12 percent who used Uber/Lyft, and 4 percent who used Santa Fe Trails. Only 3 percent of visitors indicated that they rode a bicycle as part of their trip.

A more detailed evaluation of these results reflects the "multimodal" aspect of many visitor's trips. Only 14 percent of visitors indicated that they used only a single mode as part of their trip. The largest proportion (57 percent) used two modes, 22 percent used 3 modes, and 7 percent used 4 or more modes. Of all respondents who answered, 50 percent indicated that they used the following two modes: walking and private auto. This indicates the importance of pedestrian and parking facilities as a package.

6. If you did take a public bus or shuttle, how was your experience including cleanliness and convenience? 1 (very dissatisfied), 2 (dissatisfied), 3 (neither satisfied nor dissatisfied), 4 (satisfied), or 5 (very satisfied)

As shown in Table 4, 67 percent indicated "neither satisfied nor dissatisfied." Of the remainder, a very large majority were satisfied with their transit trip, with 51 percent indicating "very satisfied" and 47 percent indicating "satisfied," compared with only 2 percent "dissatisfied" and 1 percent "very dissatisfied."

Table 4: If you did take a public bus or shuttle, how satisfied were you with your experience including cleanliness and convenience?

Very satisfied	397	17%
Satisfied	368	16%
Neither satisfied nor dissatisfied	1,585	67%
Dissatisfied	12	1%
Very dissatisfied	6	0%

Excluding Neither Satisfied nor Dissatisfied	
Very satisfied	51%
Satisfied	47%
Dissatisfied	2%
Very dissatisfied	1%

7: Please score the following factors that play into you and your family's travel choices while in Santa Fe on a scale of 1 (not important at all) 2 (not important) 3 (neutral) 4 (important) to 5 (extremely important)

The four factors included:

- Travel time
- Personal/Family schedules
- Convenience of the travel choice
- Safety of the travel choice

As shown in Table 5, the most important factor among respondents was personal/family schedule, with 83 percent indicating that it is "important" or "very important". This was followed by 63 percent indicating that convenience was "important" or "very important" and 59 percent indicating the importance of travel time. In comparison, only 20 percent indicated that safety was "important" or

"very important," which perhaps reflects an overall perception that travel around Santa Fe is "safe". In sum, these responses indicate how alternative transportation modes must be convenient in meeting visitor's schedules.

Table 5: Please score the factors that play into you and your family's travel choices while in Santa Fe:								
	Travel Time		Personal / Family Schedules		Convenience of the Travel Choice		Safety of the Travel Choice	
	#	%	#	%	#	%	#	%
Very important	254	11%	575	24%	388	16%	113	5%
Important	1,130	48%	1,392	59%	1,109	47%	344	15%
Neutral	633	27%	309	13%	633	27%	696	29%
Not important	249	11%	58	2%	137	6%	473	20%
Not important at all	102	4%	34	1%	101	4%	742	31%

8: If you used your car for trips within Santa Fe while visiting, what improvements would allow you to leave your car parked while here?

As shown in Table 6, the largest proportion (41 percent) of respondents indicated that improved transit service would be the biggest factor in getting them to not use their car for trips in Santa Fe, followed by 33 percent that indicated the need for better sidewalks and 8 percent indicated they would like to see better bike trails. Of those respondents who chose to specify an "other" response, the majority wanted to see expanded or improved parking. Much of the desire for parking improvements focused on parking closer to attractions, as well as parking for larger vehicles (such as RVs or taller vans). Other desired improvements were for better ADA access, improved signage, and an interest in micromobility such as scooters.

Table 6: If you used your car for trips within Santa Fe while visiting, what improvements would allow you to leave your car parked while here?		
Improvements	#	%
Improved transit service	969	41%
Better sidewalks	788	33%
More, Improved Parking	243	10%
Better bike trails	182	8%
Improve Shuttle Service	56	2%
Better Signage, Tourist Info.	50	2%
More Accessibility - ADA	21	1%
Improve Security	13	1%
Improve Public Transit	11	0%
Improved Auto Security	9	0%
Micromobility (Scooters, pedicabs, ebikes)	7	0%
Taxi Service	5	0%
Improve Sidewalks	4	0%
Total	2,360	100%

9: If there were free parking available near downtown and a free shuttle service was provided at least every 10 minutes with a short hop to the plaza, would you use it?

As shown in Table 7, a large majority (90.4 percent) of respondents indicated that they would use this option, compared with 3.4 percent indicating they would not, and 6.3 percent indicating "perhaps". Of this latter group, common factors were if the visitor were to stay outside of the immediate Plaza area, if service is frequent and dependable, if service is ADA accessible, and if the parking area is secure.

A cross tabulation of these results was also conducted to focus only on those visitors that indicated they traveled to Santa Fe by private auto. This indicated a slightly higher interest in a convenient intercept/shuttle program, with 91.5 percent indicating in the affirmative.

Table 7: If there were free parking available near downtown and a free shuttle service was provided every 10 minutes with a short hop to the plaza, would you use it?

Yes		2,140	90.4%
No		80	3.4%
Perhaps, if:		148	6.3%
	We stay at lodging outside of the plaza area	23	
	Service is frequent / dependable	11	
	Service is ADA accessible	10	
	Parking area is secure	10	
	Service is COVID-safe	9	
	It serves points of interest	9	
	Service is safe	6	
	Service runs late in the evening	4	
	Stops have bus shelters	4	
	Good information is available	4	
	Close-in parking is not available	3	
	Dogs are permitted	3	
	It provides a short travel time	2	
	We are not carrying shopping or bulky items	2	

Crosstabulation: Arrived by Private Auto

Yes	1,391	91.5%
No	40	2.6%
Perhaps	90	5.9%

10. When thinking about your travel experience in Santa Fe, how could it have been improved? Please score the following goals on a scale of 1 (not important at all), 2 (not important), 3 (neutral), 4 (important), or 5 (extremely important)

As shown in Table 8, of the four options specified in the survey, the most important to respondents was making it easier and more convenient to walk, which was indicated to be "very important" by 29 percent of respondents and "important" to another 50 percent. More convenient public transit came in second, with 16 percent indicating "very important" and 47 percent indicating "important". Bicycling was not as important to visitors, with only 20 percent indicating "very important" or "important". A bike-share program was identified as either "not important" or "not important at all" by 54 percent, with another 24 percent indicating that they had no strong opinion either way ("neutral").

A total of 135 respondents used the "other" option to identify other suggestions. Of these, the greatest number (35) desired improved parking, followed by 21 percent wanting improved shuttle service and 14 wanting improved accessibility for persons with disabilities or seniors. Individual respondents indicated the desire for expanded Rail Runner schedules, later service along Canyon Road, and separated spaces for pedestrians and cyclists. Also attached are the individual responses to this question.

Table 8: When thinking about your travel experience in Santa Fe, how could it have been improved? Please score the following goals:

	Making it easier and more convenient to use public transit		Making it easier and more convenient to walk		Making it easier and more convenient to bicycle		I would use a bike share rental if it were available	
	#	%	#	%	#	%	#	%
Very important	388	16%	676	29%	113	5%	117	5%
Important	1109	47%	1192	50%	344	15%	399	17%
Neutral	633	27%	390	16%	696	29%	570	24%
Not important	137	6%	78	3%	473	20%	399	17%
Not important at all	101	4%	32	1%	742	31%	883	37%

Other Suggestions	
	#
Improve Parking	35
Shuttle Service	21
Improved Accessibility for Disabled and/or Seniors	14
Improve Security	12
Improved public transit-airport/train station/out-of-town connector	8
Improved Information	7
Improved Bicycle Access, Lanes	6
Improved Sidewalks	6
Improved Public Transit	6
Improved Accessibility for Persons with Dogs or Children	4
Improved Taxi, Uber service	1

Appendix D: Santa Fe Trails Onboard Survey

INTRODUCTION

An onboard survey was conducted on Santa Fe Trails fixed routes (Routes 1, 2, 4, 24) and on-demand routes (Routes 5, 6, 21, 22, 26, M) in September/October 2021. Due to the COVID-19 pandemic, the survey was self-service rather than distributed by survey workers as passengers board the bus. Drivers were asked to help assist in asking riders to complete the survey form. Also, as a result of the COVID-19 pandemic, passengers were given the opportunity to complete the survey on their smartphone using a QR code.

The onboard survey with paper questionnaires was conducted on the following dates and times:

- Wednesday, September 22nd from 5:30 a.m. until 2:00 p.m.
- Thursday, September 23rd from 2:00 p.m. to 10:00 p.m.

The digital onboard survey via QR code was available to current and former riders for two weeks:

- Wednesday, September 22nd through Wednesday, October 6th

Each bus was outfitted with hanging folders at the entry points, with one folder located at the front of the bus where passengers could pick up a survey and the second was located by the rear door where passengers could drop off their completed survey form. For the fixed-route buses, two survey workers were stationed at the Santa Fe Place Mall to assist with collecting completed surveys and restocking materials as buses passed through the transit hub. For the on-demand routes, Santa Fe Trails drivers were responsible for distributing and collecting completed survey questionnaires.

SURVEY RESULTS

A total of 193 responses were received to the onboard survey, with:

- 42 percent of respondents filling out a paper questionnaire and 58 percent of respondents completing the online questionnaire;
- 94 percent of respondents completing the survey questionnaire in English and 6 percent completing the survey questionnaire in Spanish; and
- 65 percent of respondents indicating that they were either currently riding the bus or had ridden the bus in the past two weeks, while approximately 35 percent saying they had not. (As previously mentioned, respondents were allowed to participate in the onboard survey either via a paper copy onboard a bus or online. This also allowed people who previously rode Santa Fe Trails but do not currently ride to participate.)

The following sections summarize the results of the survey.

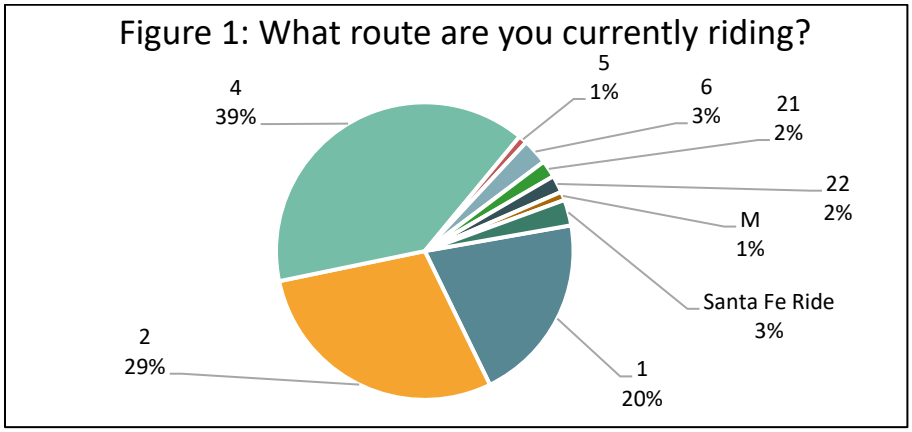
Trip Characteristics

Current riders, or those who indicated they had ridden Santa Fe Trails in the past two weeks, were asked a series of questions regarding their trip and use of the bus system.

Route

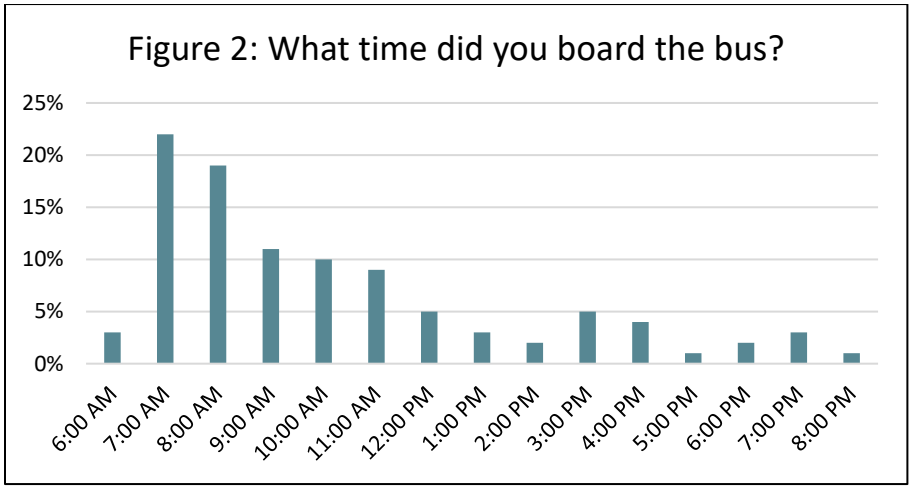
Respondents were asked to indicate which route they were currently riding. The results are illustrated in Figure 1. Approximately 89 percent of respondents were riders on one of the fixed routes (Routes 1, 2, 4, 24), while 8 percent were riders on one of the on-demand routes (Routes 5, 6, 21, 22, 26, M), and

3 percent rode Santa Fe Ride. The route with the highest response rate was Route 4 (39 percent of responses), followed by Route 2 (29 percent) and Route 1 (20 percent).



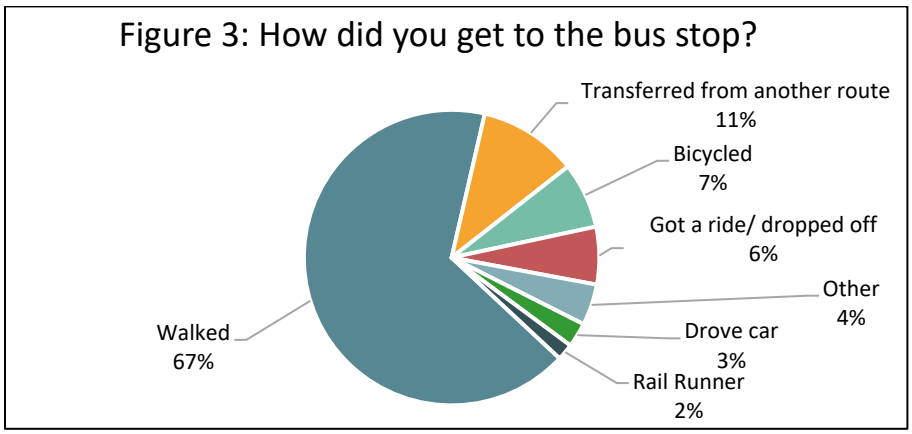
Time of Day

Respondents were asked to indicate what time of day they boarded the bus. The results are illustrated in Figure 2. The majority of ridership occurred during the morning hours, with approximately 65 percent of respondents having boarded the bus between 6:00 a.m. and 10:00 a.m. Boarding activity was highest at 7:00 a.m. (22 percent of respondents), followed by 8:00 a.m. (19 percent of respondents). Respondents likely only answered the survey once, so a heavier response rate in the morning hours (which took place during the first day of the survey effort) was anticipated.



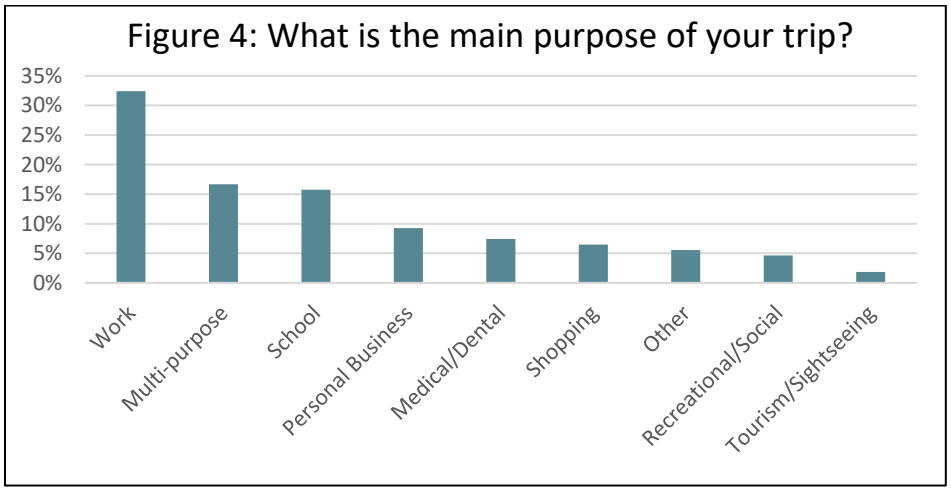
Mode of Transportation to the Bus Stop

Respondents were asked how they got to the bus stop – walked, transferred from another route, bicycled, got a ride/dropped off, drove a car, Rail Runner, or other. As shown in Figure 3, about two-thirds of survey respondents (67 percent) indicated that they walked to the bus stop, followed by approximately 11 percent who transferred from another route and 7 percent who bicycled. Of those who transferred from another route, approximately 61 percent transferred from Route 24, 23 percent transferred from Route 2, 8 percent transferred from Route 4, and 8 percent transferred from Route 5.



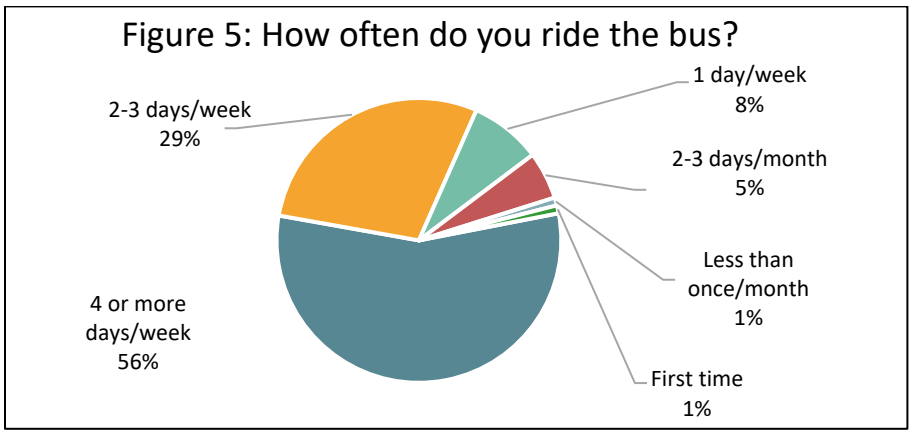
Trip Purpose

The onboard survey asked passengers to identify the primary purpose of their trip. As shown in Figure 4, approximately one-third of respondents (32 percent) indicated that work was their primary trip purpose, followed by multi-purpose (17 percent), school (16 percent), personal business (9 percent), and medical/dental (7 percent). The high proportion of riders traveling for work reflects that Santa Fe Trails is important for the overall economy of the community.



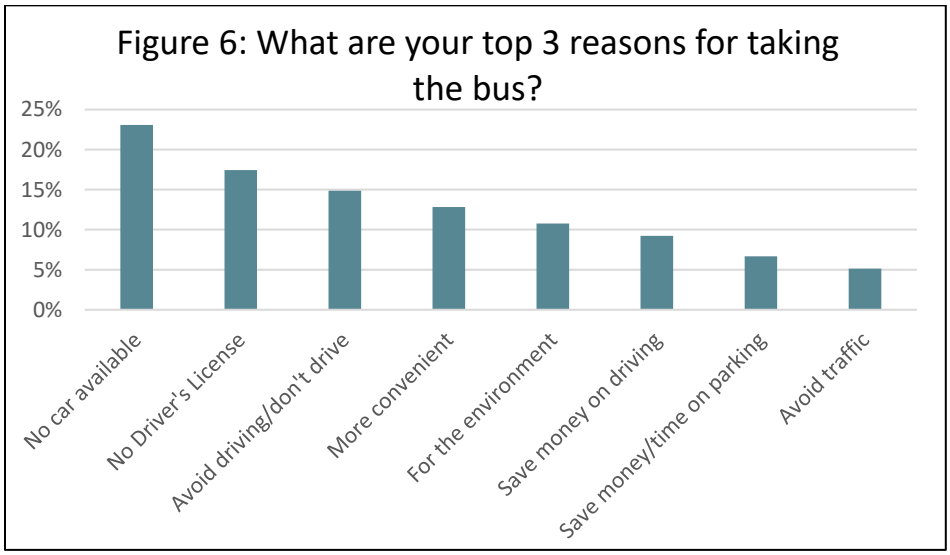
Ride Frequency

Respondents were asked how often they ride the bus. The results are shown in Figure 5. Over half of respondents (56 percent) indicated they ride Santa Fe Trails four or more days per week, followed by approximately one-third of respondents (29 percent) who said they ride the bus two to three days per week.



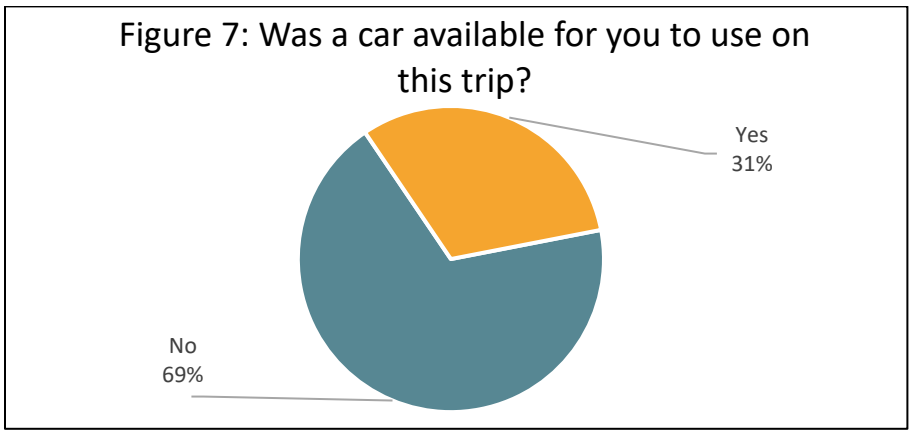
Reasons for Riding Santa Fe Trails

The survey asked riders to specify their top three reasons for taking Santa Fe Trails. The results are shown in Figure 6. Approximately 23 percent of respondents stated that a car was not available, followed by 17 percent of respondents who said they did not have a driver's license and 15 percent of respondents who indicated that they avoided driving or did not drive.



Car Availability

Respondents were also asked if they had a car available to them, either as a driver or a passenger, to use on this trip instead of taking the bus. As shown in Figure 7, over two-thirds of respondents (69 percent) indicated that a car was not available to them to use on that trip.



Current Service Performance

Current and former riders were asked to give their impression of the current Santa Fe Trails bus system, as well as how they receive information about transit services.

Impression of Existing Santa Fe Trails Service

Current and former Santa Fe Trails riders were asked to rate the quality of service provided for 13 different attributes on a scale from 1 to 5, with 1 being poor and 5 being excellent. As shown in Table 1, the attributes with the highest average scores were fares/cost (4.4), driver courtesy (4.3), and overall safety of Santa Fe Trails (3.9). The attributes scoring the lowest values were rider information (3.1), service frequency (3.2), and end time of service (3.2). Also of note, passenger's perception of safety scored relatively high (3.9). As other surveys have indicated that personal safety is a key factor, this high score is a positive result.

Table 1: Impression of Existing Santa Fe Trails Service

Category	Avg. Score
Fares (cost)	4.4
Driver courtesy	4.3
Overall safety of Santa Fe Trails	3.9
Bus stop locations	3.6
Start time of service	3.6
Convenience of bus stops	3.6
Ease of planning trip	3.5
Bus stop conditions	3.4
Overall service	3.4
Service area covered	3.3
End time of service	3.2
Service frequency	3.2
Rider information	3.1

Information About Santa Fe Trails

Current and former riders were asked how they got information about Santa Fe Trails. As shown in Table 2, almost half of riders (48 percent) used the website, followed by bus stop signs (29 percent), printed guide (23 percent), and bus driver (19 percent).

Table 2: How do you get information about Santa Fe Trails?		
Type of Resource	Number of Responses	Percent of Respondents
Website	69	48%
Bus stop signs	42	29%
Printed guide	33	23%
Bus driver	27	19%
Smartphone app	24	17%
Friends/family	21	15%
Other	10	7%
From school	5	3%
None of the above	5	3%
Social media	5	3%
From work	4	3%
Total	245	170%

Reasons for No Longer Riding Santa Fe Trails

Respondents who indicated they previously rode Santa Fe Trails but no longer ride, were asked to explain why they no longer use transit. Comments were grouped together in general categories and if multiple subjects were addressed in one comment, the comment was counted in each of the relevant categories. As shown in Table 3, almost half of respondents (47 percent) indicated the routes are not convenient or it takes too long to reach their destination, followed by 24 percent of respondents who said that bus stop locations are not convenient and 24 percent of respondents who said they were concerned about COVID-19 safety measures onboard Santa Fe Trails buses.

Table 3: Reasons for No Longer Riding Santa Fe Trails		
Reason	Number of Responses	Percent of Respondents
Routes are not convenient / takes too long to reach destination	8	47%
Bus stop locations are not convenient	4	24%
Concerned about COVID-19 safety measures	4	24%
Have been missed at stops/unreliable service	3	18%
Lack of bus stop amenities	2	12%
Need extended service hours (late night/weekends)	2	12%
On-Time Performance	2	12%
Do not like the on-demand service	1	6%
Safety concerns	1	6%
Tourism-focused service	1	6%
Total	28	165%

Response to Potential Service Changes

Impression of Potential Service Changes

All survey respondents were asked to provide their opinion on several possible changes to Santa Fe Trails bus service on a scale from 1 to 5, with 1 being “strongly against”, 3 being “neutral”, and 5 being “strongly support”. As shown in Table 4, the possible service changes with the highest average scores

were transit service to the airport and expanded hours of Saturday service (4.26 each), followed by extended weekday hours into the evening (4.16). The possible service changes scoring the lowest values were replacing Routes 24 and 26 with on-demand service (2.59) and replacing route M and the Museum/Canyon Road Pickup with on-demand service (2.99). It should be noted that the survey did not specify if the on-demand service would be delivered in the same way as presently operated or as a microtransit service or other type of operation.

Table 4: Impression of Potential Service Changes	
Category	Avg. Score
Transit service to the Airport	4.26
Expand hours of Saturday service	4.26
Extend weekday hours into the evening	4.16
Improve transit centers	4.08
Increase Saturday Route 2 frequency	4.06
Revise routes to better serve Midtown Area	4.05
Replace Route M and Museum/Canyon Road Pickup with on demand service	2.99
Replace Routes 24 and 26 with on demand service	2.59

Other Potential Improvements to Santa Fe Trails

The survey asked all respondents if they had any other suggestions for improvements that could be made to Santa Fe Trails. Comments were grouped together in general categories and if multiple subjects were addressed in one comment, the comment was counted in each of the relevant categories. As shown in Table 5, approximately 25 percent of respondents indicated they would like to see fixed-route services resumed on some or all routes, followed by 15 percent of respondents who mentioned they would like improved bus stop amenities (i.e., shelters, lighting, benches, etc.), and 15 percent of respondents who wanted the existing service hours to be extended.

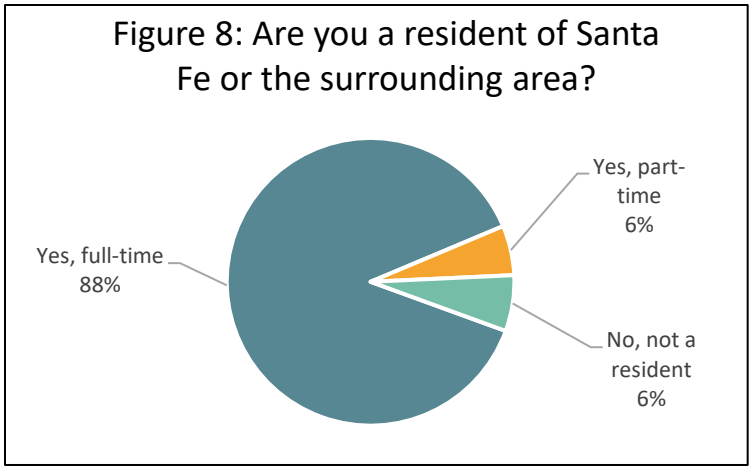
Table 5: Other Suggested Improvements		
Type of Improvement	Number of Responses	Percent of Respondents
Resume fixed-route service	18	25%
Improve bus stop amenities	11	15%
Extend existing service hours	11	15%
Improve on-time performance/reliability	9	12%
Increase bus frequency	8	11%
Expand the current service area	7	10%
Improve available route/schedule information	7	10%
Address safety concerns	4	5%
Provide new airport service	3	4%
Fare-free service	3	4%
Use smaller buses	3	4%
Other	20	27%
Total	104	142%

Demographic Characteristics

There were a number of questions asked to determine demographic characteristics of current and former transit riders on Santa Fe Trails.

Resident Status

Survey respondents were asked to indicate if they are a resident of Santa Fe or the surrounding area. As shown in Figure 8, approximately 88 percent of respondents were full-time residents of Santa Fe, while 6 percent of respondents were part-time residents of Santa Fe and 6 percent were not residents of Santa Fe.

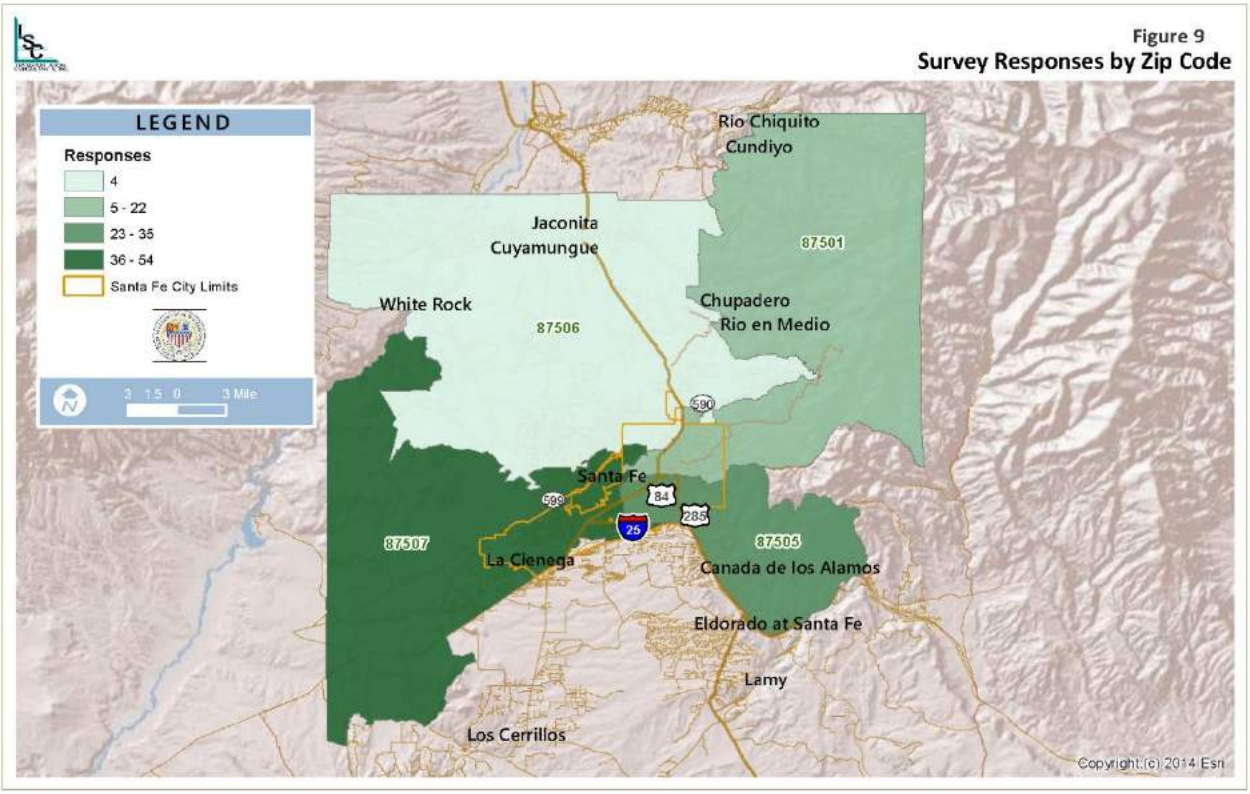


Residence Location (Zip Code)

Survey respondents were asked to state the zip code of their residence location. As shown in Table 6 and Figure 9, the majority of respondents provided a zip code for Santa Fe and the surrounding area. The 87507 zip code represented 43 percent of respondents, followed by the 87505 zip code which represented approximately 28 percent of respondents and the 87501 zip code representing 18 percent of respondents

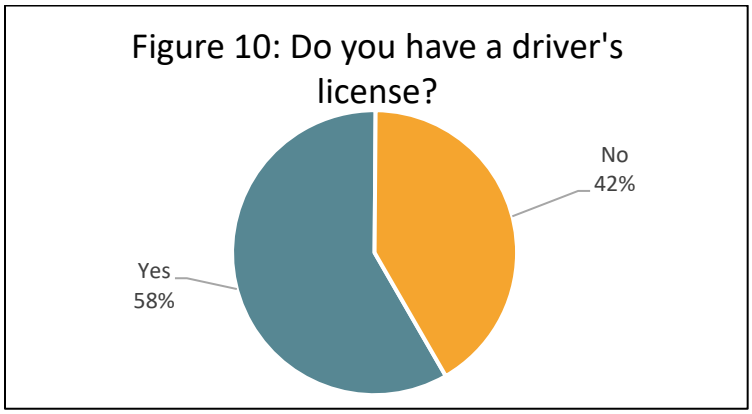
Table 6: Zip Code of Residence Location

Area	Zip Code	Number of Responses	Percent of Respondents
Santa Fe and Surrounding Area	87507	54	43%
	87505	35	28%
	87501	22	18%
	87504	1	1%
	87506	4	3%
Other Areas in New Mexico	87532	2	2%
	87548	2	2%
	87583	1	1%
	87107	1	1%
	87121	1	1%
Areas Outside New Mexico	24401	1	1%
	98684	1	1%
	Total	125	100%



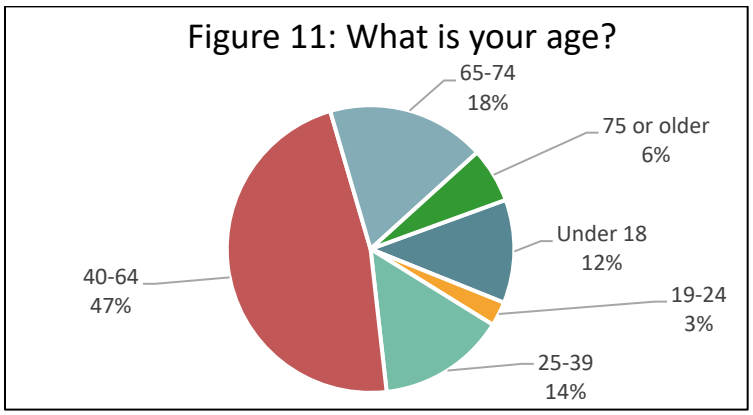
Licensed Driver

Vehicle availability, being a licensed driver, and the ability to drive generally play key roles in the demand for public transportation and are an indication of the number of choice riders compared to those who are transit-dependent. As shown in Figure 10, approximately 58 percent of respondents indicated they have a driver's license, while about 42 percent of respondents stated that they do not have a driver's license.



Age

Survey respondents were asked to indicate their age based on the following age groups – under 18, 19-24, 25-39, 40-64, 65-74, or 75 or older. As shown in Figure 11, approximately half of respondents (47 percent) indicated they are between the ages of 40 and 64, followed by 18 percent of respondents who are between the ages of 65 and 74, 14 percent of respondents who are between 25 and 39, and 12 percent of respondents who are age 18 or younger.



Occupation

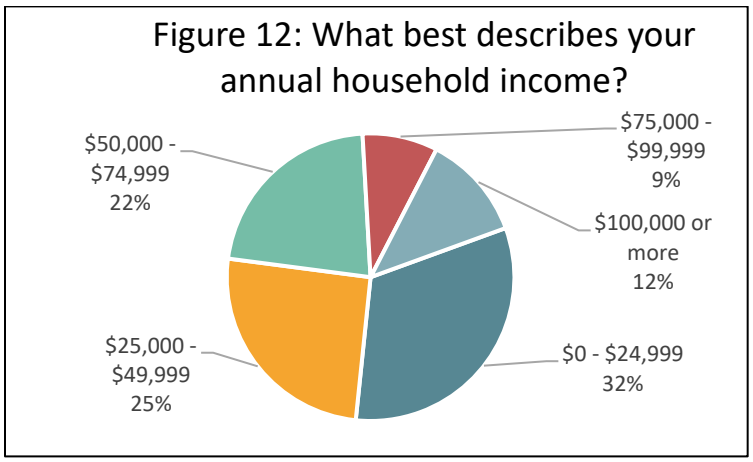
The survey asked respondents to describe their current occupation(s) and respondents were allowed to select as many occupation types as applicable to them. As shown in Table 7, approximately 41 percent of survey respondents said they are employed full-time, followed by 26 percent of respondents who indicated that they are retired and 10 percent of respondents who said they are employed part-time.

Table 7: What best describes your occupation?

Occupation	Number of Responses	Percent of Respondents
Employed full-time	60	41%
Employed part-time	14	10%
Retired	38	26%
Student in grade K-8	5	3%
High School Student	11	8%
College Student	6	4%
Unemployed	6	4%
Other	13	9%
Total	153	106%

Annual Household Income

The annual household income of survey respondents is shown in Figure 12. The most frequent responses were respondents who had an annual household income of less than $25,000 per year (32 percent) and respondents who had an annual household income between $25,000 and $50,000 per year (25 percent). Perhaps contradicting stereotypes, 12 percent of passengers had relatively high household incomes (over $100,000 per year).



Additional Comments

The survey asked respondents if they had any additional comments about Santa Fe Trails that they would like to share. Comments were grouped together in general categories and if multiple subjects were addressed in one comment, the comment was counted in each of the relevant categories. As shown in Table 5, about 33 percent of respondents made a positive comment about Santa Fe Trails service, followed by 15 percent of respondents who expressed a desire for extended service hours and 15 percent of respondents who mentioned the need for improved customer information.

Table 8: Additional Comments

Reason	Number of Responses	Percent of Respondents
Positive comment about service	17	33%
Extended service hours	8	15%
Improve customer information	8	15%
Better bus stops / bus stop amenities	7	13%
Positive comment about drivers	7	13%
Improve routes	4	8%
Improve buses	3	6%
Increase frequency	3	6%
Negative comment about service	3	6%
Other	15	29%
Total	75	142%

Appendix E: Other Stakeholder and Public Outreach Efforts

INTRODUCTION

In addition to the General Public and Unhoused Survey discussed in Appendix A, the Student Survey (Appendix B), the Visitor Survey (Appendix C), and the Santa Fe Trails Onboard Survey (Appendix D), several other stakeholder and public outreach activities were held, as described below.

STAKEHOLDER AND PUBLIC OUTREACH

Community Organization Co-Outreach

In coordination with the Santa Fe Metropolitan Planning Organization (SFMPO) and the concurrent Safe Routes to Parks (SRTP) and Safe Routes to Schools (SRTS) teams, the project team generated a list of relevant stakeholder groups for all three projects. Outreach to these groups was divided amongst the three teams in order to convey a consistent message and keep requests for involvement manageable for stakeholder groups. Coordination between projects was based on that the Santa Fe Multimodal Transition Plan (SFMTP), STRP, and SRTS projects are all intended to provide the City with recommendations for improving safe and equitable access to important destinations such as work, school, the outdoors, and local businesses for everyone, especially those who do not have access to a personal vehicle. Stakeholder groups were asked to participate in a way that was beneficial for their own organizations' goals and mission, which included assistance with project information sharing, survey distribution, and participation in project events. Stakeholder groups engaged include:

- Earth Care
- Youth United for Climate Action (YUCCA) – an Earth Care Program
- Chainbreaker Collective
- Earthseed Black Arts Alliance
- Alas de Agua Art Collective
- YouthWorks
- La Familia Medical Center

City Council Meetings

The project team met virtually with City Councilors Rivera, Garcia, Romero-Wirth, Vigil Coppler, Villarreal, and Cassut-Sanchez on April 27 and 28, 2021. A brief overview of the project scope was provided by the Santa Fe MPO and councilors were asked for their assistance with community connections to promote the project and build relationships. Councilors expressed general support for the project with some specific concerns:

- Engagement with members of the community who do not have access to internet/digital platforms
- Improved trail connectivity and safety, particularly on the South side of town
- Coordination between the existing City resolution concerning e-scooters
- Influence on City policy related to climate change
- Tying recommendations to realistic implementation
- Equity in community input, particularly lower income and Hispanic communities
- Addressing issues of homelessness and free transit

Presentation to the Bicycle and Pedestrian Advisory Committee

The project team presented to the City's Bicycle and Pedestrian Advisory Committee on April 8, 2021. A general overview of the project scope, schedule, and outreach plan was provided. Committee members expressed general support for the project and the outreach plan.

Earth Care and Southside Community Member-Led Outreach

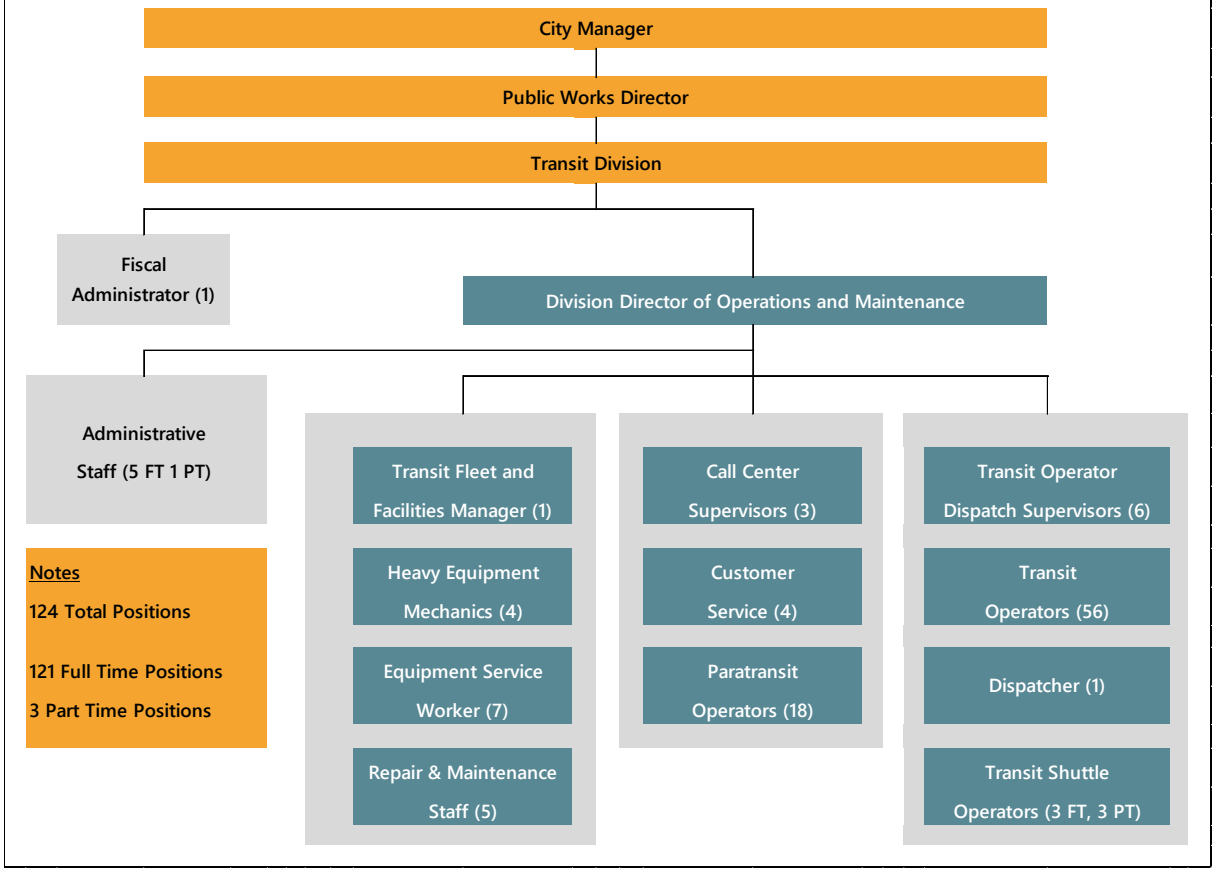
The Santa Fe MPO hired Earth Care, a local nonprofit with the mission of "educating and empowering young people, families, and community members to create healthy, just, and sustainable communities" to provide engagement services developed and implemented by members of the Southside community. Initial training sessions included project development, collaborative learning about community-driven planning, and how to co-develop a model that best fits the needs of the community. Activities included:

- MPO co-hosted trainings on Transportation Planning & Multi-model survey with 35 participants. (July 1, 7, 14, 2021)
- Multimodal Survey administration/outreach: 252 surveys collected by Earth Care youth & family leaders
- Youth leaders developed a one-on-one survey instrument based on what they felt should be included in soliciting input from the community that was not reflected in the multimodal survey
- Over three weeks (August 1-20, 2021) 19 one-on-ones were conducted by 10 interviewers regarding parks. Feedback included better accessibility, trails/sidewalks, safety, more parks within walking distance.
- MPO assisted with the development of a "Walking Audit" tool kit with training as a means to empower the community regarding the transportation network, parks, and other community assets.

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 operates 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 1.

Figure 1: Santa Fe Transit Organization Chart



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 Ride 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 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. Individual route profiles are presented at the end of this appendix, while Table 1 presents a summary of these existing services.

Figure 2: Santa Fe Trails System Map

(Source: Santa Fe Trails, 2021)

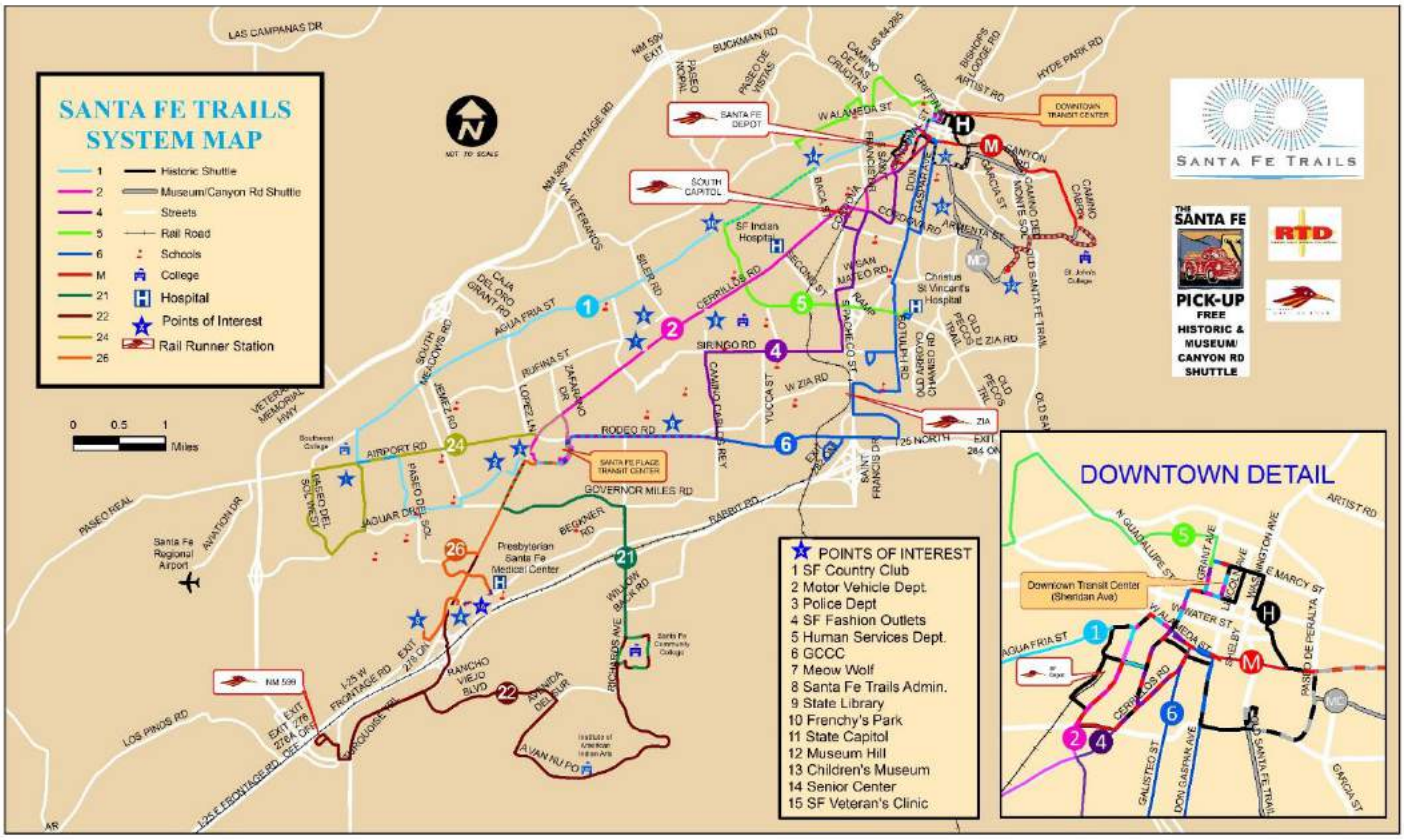


Table 1: Summary of Santa Fe Trails Route Services

			Fixed Routes [1]					On-Demand Routes [2]					
			1	2	4	24	26	5	6	21	22	M	Total
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	
Saturday	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	
Sunday	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	
Service Frequency (Minutes)	Weekday	Daytime	30	15	30	35	35	60	60	70	60	60	
		Evening	60	30	60	35	70	60	60	70	--	60	
	Saturday		60	30	60	70	70	90	60	--	--	60	
	Sunday		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*
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*
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*
Cycle Length			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 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

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 traditional 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 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.

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

Travel Time in Minutes
T = Transfer Required
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 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 with a duration 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 having a bus that arrives just after a popular connecting bus has departed.

Table 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.

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.

Table 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							With a route cycle of 35 minutes, schedule times advance 10 minutes every hour. Times coincide with Route 26 and Route 21, but are hit or miss with other routes.	With a route cycle of 35 minutes, schedule times advance 10 minutes every hour. Times coincide with Route 24 and Route 21, but are hit or miss with other routes.		With service every 70 minutes, schedule times advance 10 minutes every hour. Times coincide with Route 24 and Route 26, but are hit or miss with other routes.	
:01														
:02		ARR										ARR		
:03								DEP						
:04						ARR								
:05							DEP					DEP		
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:08									ARR					
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:58							ARR							
:59														

Note: Based on schedules as of February 2021.

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 alternative 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 4 presents the auto travel time (in minutes) between the various areas of Santa Fe (using the zones defined in Table 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 3) can then be divided by the typical auto travel time to identify the ratio of transit/auto travel time.

Table 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*	13	15	*23*	24	19	25	*4*
			1.8	*1.2*	*1.1*	*2.3*	*2.0*	*1.3*	*1.2*	*1.8*
	Southeast	*10*		*8*	*16*	*18*	*18*	*24*	*20*	*10*
		1.8		*5.5*	*2.7*	*4.4*	*4.3*	*2.3*	*2.8*	*7.8*
	Central South	13	*8*		8	*13*	14	19	14	*12*
		1.2	*7.3*		*4.4*	*5.0*	*4.0*	*2.6*	*2.3*	*1.9*
	Midtown	15	*16*	8		*12*	16	15	8	*14*
		1.1	*1.8*	*5.5*		*3.2*	*2.2*	*2.3*	*1.5*	*2.3*
	Far South	*23*	*18*	*13*	*12*		*6*	*14*	*10*	*22*
		2.3	*5.8*	*4.8*	*3.2*		*5.5*	*2.7*	*1.5*	*5.4*
	Southwest	24	*18*	14	16	*6*		10	9	*20*
		2.1	*5.9*	*4.3*	*2.3*	*8.7*		*4.8*	*2.1*	*4.2*
	Airport Rd W.	19	*24*	19	15	*14*	10		9	*14*
		1.3	*2.0*	*2.8*	*2.1*	*3.2*	*4.2*		*1.6*	*3.4*
	Airport Rd E.	25	*20*	14	8	*10*	9	9		*23*
		1.2	*2.2*	*2.3*	*1.5*	*1.5*	*1.2*	*1.6*		*1.7*
	Northwest	*4*	*10*	*12*	*14*	*22*	*20*	*14*	*23*	
		1.8	*3.2*	*2.0*	*1.9*	*4.1*	*3.9*	*2.5*	*1.8*	

Legend		
	13	Typical Auto Travel Times in Minutes (1)
	1.2	Ratio of Auto Travel Time to Transit Travel Time
	Shading ranges from green (lowest ratio) to red (highest ratio).	

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.

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.

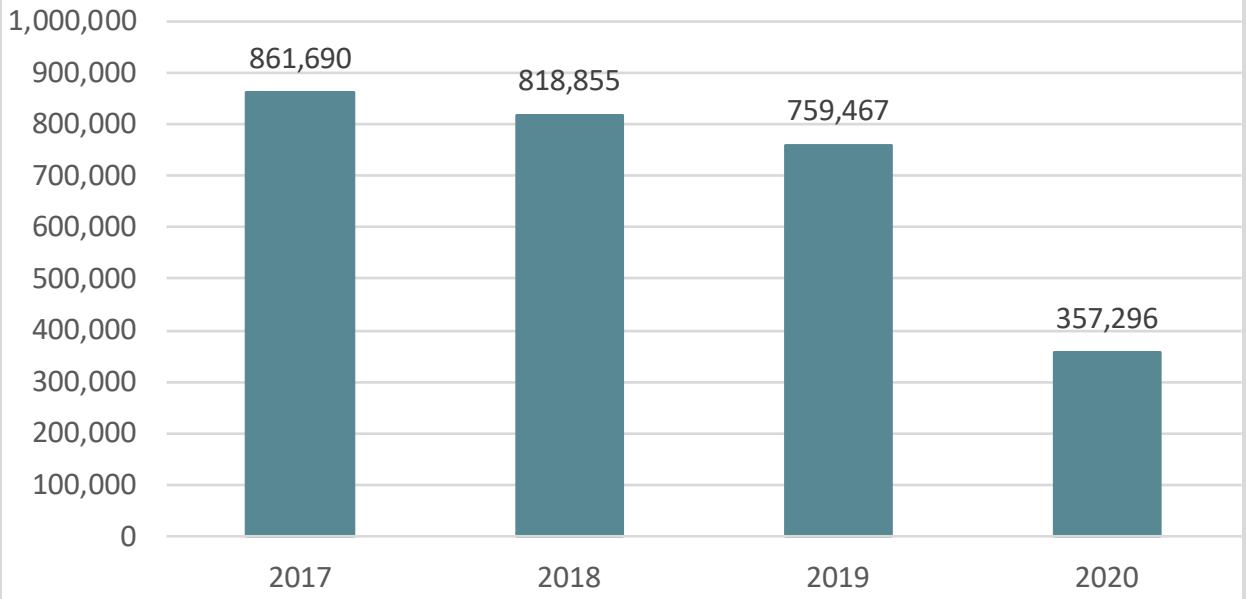
Santa Fe Trails Transit Ridership

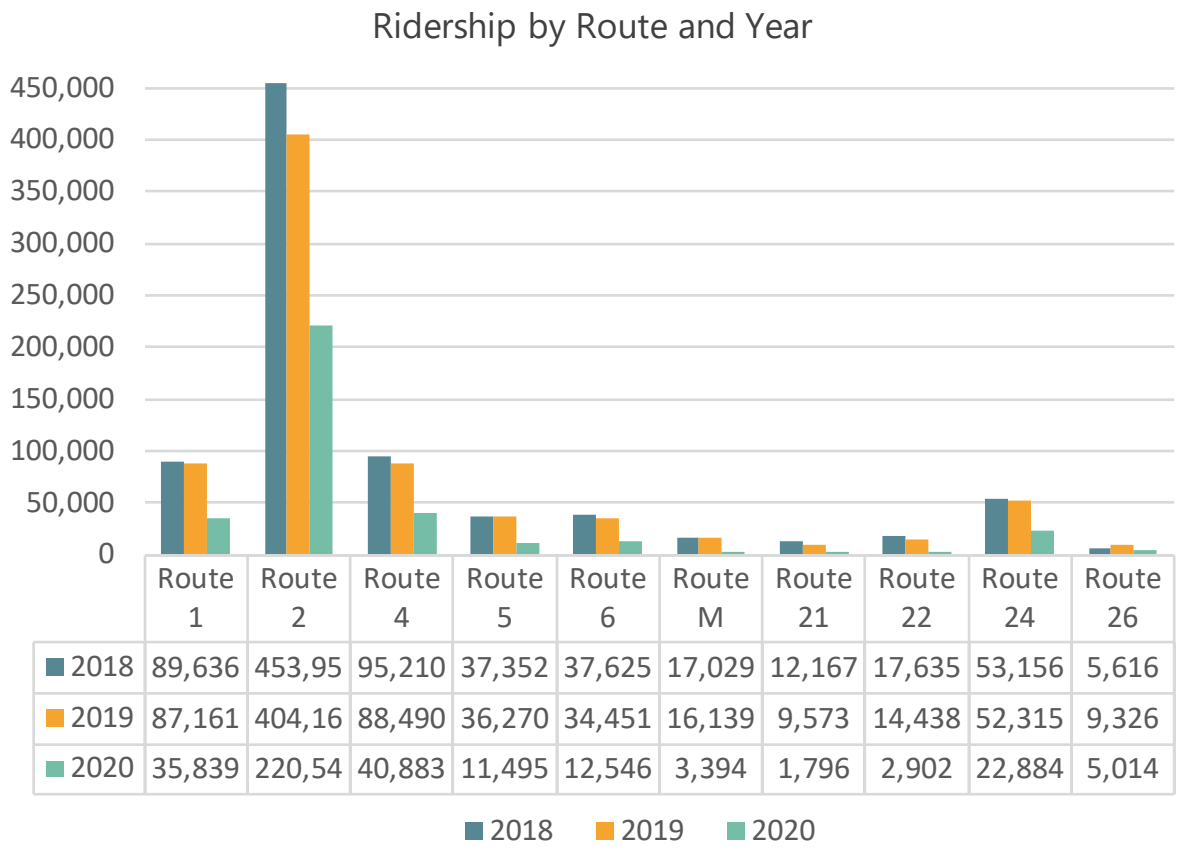
Historical and current ridership data are reviewed, below.

Santa Fe Trails Ridership by Route and Year

Ridership for calendar years 2017 to 2020 is shown in Figure 3, reflecting both pre- and active-COVID-19 pandemic 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 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 during the pandemic, 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 3: Santa Fe Trails Ridership by Year

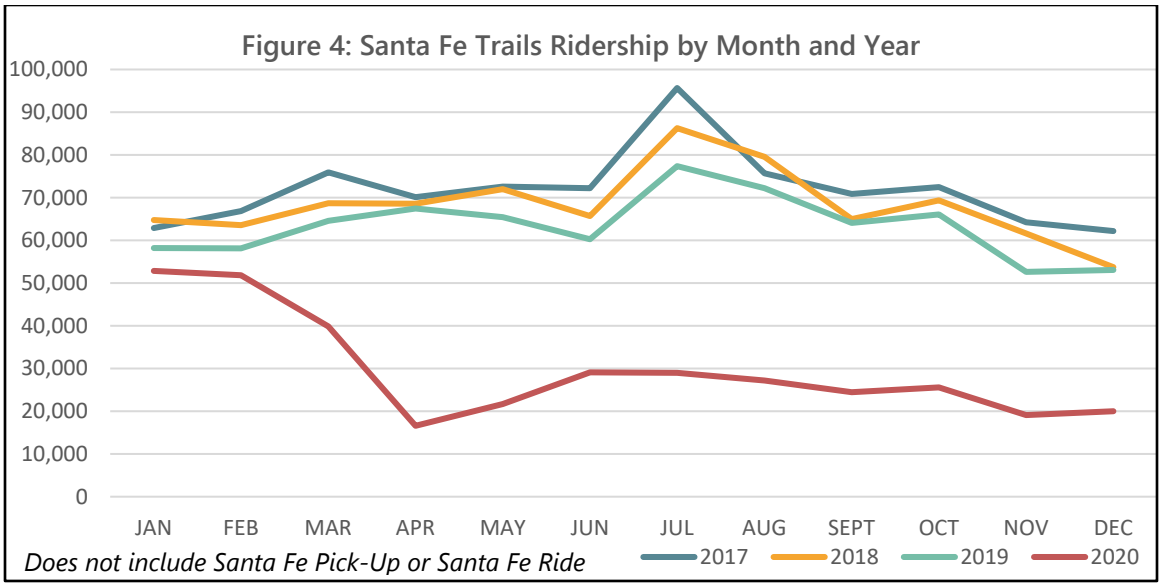




	Route 1	Route 2	Route 4	Route 5	Route 6	Route M	Route 21	Route 22	Route 24	Route 26
2018	89,636	453,95	95,210	37,352	37,625	17,029	12,167	17,635	53,156	5,616
2019	87,161	404,16	88,490	36,270	34,451	16,139	9,573	14,438	52,315	9,326
2020	35,839	220,54	40,883	11,495	12,546	3,394	1,796	2,902	22,884	5,014

Santa Fe Trails Ridership by Month

Ridership by month for calendar years 2018 to 2020 is shown in Figure 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 the COVID-19 pandemic). 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 be served "on demand". Further examination of the data may indicate that there are portions of routes which can be eliminated as well.

Table 5 shows the stops with the highest passenger activity (data for all of the stops is included in Table 14 at the end of this appendix). 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 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 2 and 3.

Table 5: Santa Fe Transit Bus Stops with Highest Use

March 1, 2019 to March 1, 2020	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 6: Santa Fe Transit Bus Stops with Least Use

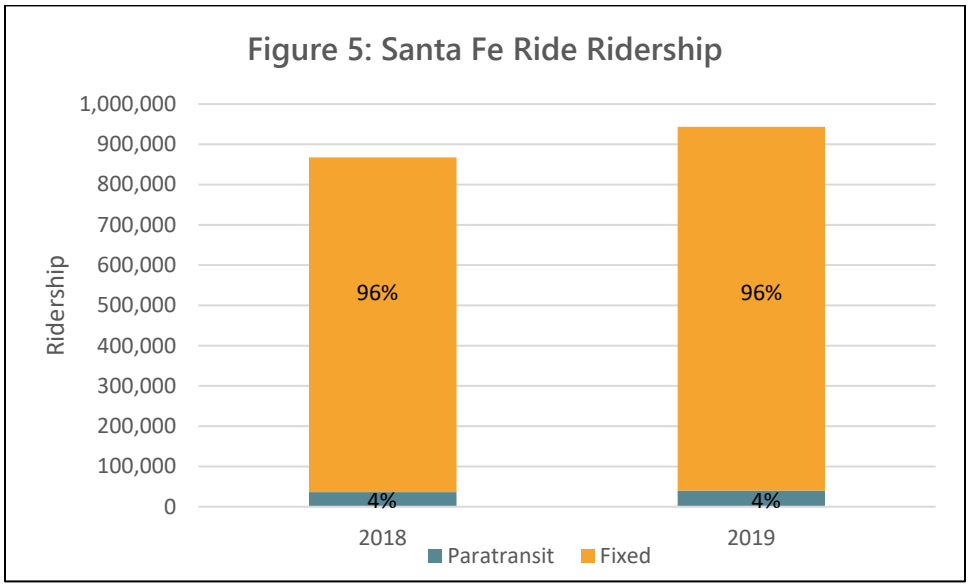
March 1, 2019 to March 1, 2020	Estimated Average Daily Activity [1]		
Bus Stop Location	Boardings	Alightings	Total
Galisteo @ Columbia Outbound	0.0	0.1	0.1
Governor Miles @ Richards Outbound	0.0	0.1	0.1
Hospital Drive @ Harkle Outbound	0.0	0.1	0.1
Rodeo @ Calle Delfino Inbound	0.1	0.0	0.1
Rodeo @ Calle 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).

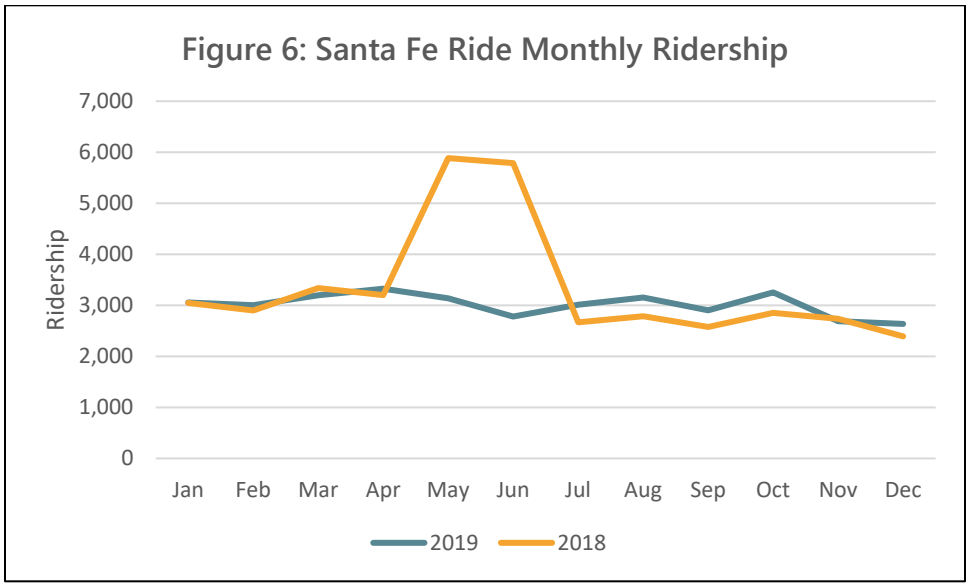
Source: US Census Bureau, American Community Survey - 2017, LSC 2019.

Santa Fe Ride

Santa Fe Ride 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 5, Santa Fe Ride ridership is typically around four percent of total transit ridership. In calendar year 2019, Santa Fe Ride carried 36,150 passenger trips, compared to 831,134 on the fixed-route services, and in 2018, Santa Fe Ride carried 40,173 passenger trips, compared to 903,469 on the fixed-route services.



Monthly ridership data for Santa Fe Ride for 2018 and 2019 are shown in Figure 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 the COVID-19 pandemic, 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 7.

Table 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 Ride Fares	**ADA Eligible [4]**				**Veteran [4]**
One Way Fare	$2.00				Free

Note 1: Reduced fares are available to seniors aged 60 and over.

Note 2: Student fares are only available to participating colleges. Fares require a student ID.

Note 3: Youth fares are available to youths 18 and under, and may require identification.

Note 4: Must establish eligibility to ride Santa Fe Ride complementary paratransit.

Only ADA-eligible passengers may use Santa Fe Ride. Fares for Santa Fe Ride 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 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 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%
Miscellaneous 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 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.

Cost Allocation Model

The operating costs for FY 2019-20 presented in Table 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 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.

Table 9: Santa Fe Transit Expenses FY2019-20					
			Cost Allocation		
Line Item	Amount	Percent	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 & Maintenance Buildings/Machinery	$71,800	0.6%	$71,800		
Fuel	$567,500	5.1%		$567,500	
Repair & Maintenance Vehicles	$402,000	3.6%		$402,000	
Tires	$70,000	0.6%		$70,000	
Office/Operating Supplies	$80,600	0.7%	$80,600		
Inventory Excempt	$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

Santa Fe Transit Performance Analysis

Annual Performance Data

Performance data by fiscal year is shown in Table 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 pandemic-related 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).

Fixed Route Performance Data for FY 2019-20

More detailed data were analyzed for FY 2019-20 for fixed routes, as summarized in Table 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 9.

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 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 hub 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 drop-off and pick-up, parking, and renovation of a portion of the existing building.

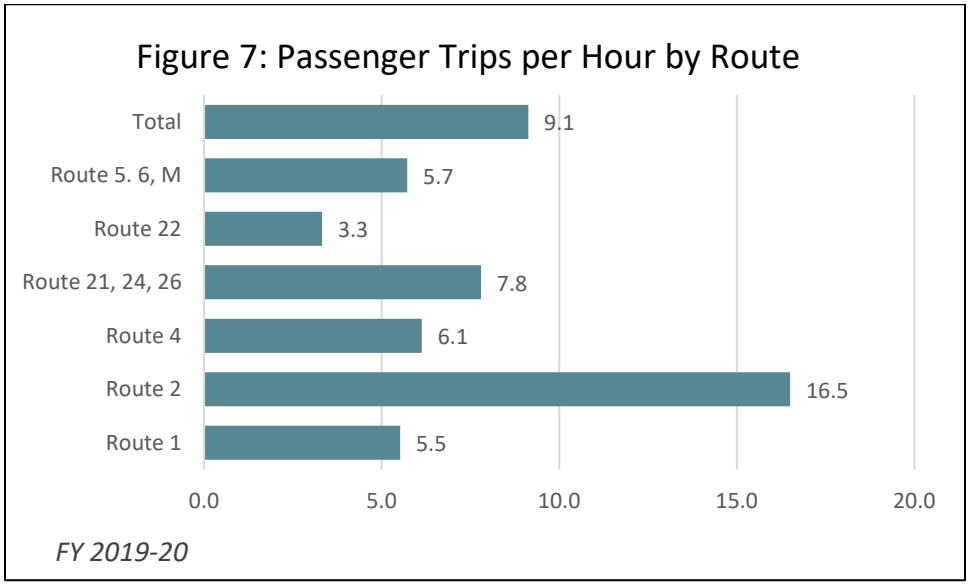
Table 10: Santa Fe Transit Annual Performance			
	Fiscal Year		
Operational Data	**2017-18**	**2018-19**	**2019-20**
Operating Expenses			
Demand Response	$1,689,475	$1,950,738	$2,311,743
Fixed Routes	$7,338,035	$7,513,917	$8,904,448
Total	$9,027,510	$9,464,655	$11,216,191
Fare Revenues			
Demand Response	$69,014	$68,804	$75,164
Fixed Routes	$289,126	$277,646	$314,888
Total	$358,140	$346,450	$390,052
Annual Revenue Hours			
Demand Response	17,843	20,209	19,802
Fixed Routes	80,719	82,982	81,228
Total	98,562	103,191	101,029
Annual Revenue Miles			
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
Annual Passenger Trips			
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**
Operating Cost per Vehicle Revenue Hour			
Demand Response	$94.69	$96.53	$116.74
Bus	$90.91	$90.55	$109.62
Total	$91.59	$91.72	$111.02
Fare Revenue per Passenger Trip			
Demand Response	$1.79	$1.99	$3.02
Bus	$0.31	$0.32	$0.53
Total	$0.37	$0.38	$0.63
Operating Cost per Passenger Trip			
Demand Response	$43.74	$56.52	$92.88
Bus	$7.89	$8.64	$14.91
Total	$9.32	$10.46	$18.03
Passenger Trip per Revenue Hour			
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.			

Table 11: Santa Fe Transit FY 2019-20 Performance

	Operating Characteristics			
Route	Annual Revenue Hours	Annual Revenue 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

Source: NTD data for 2017-18 and 2018-19; extrapolated data for 2019-20.



Santa Fe Trails Bus Stop Inventory

Santa Fe Trails' currently-operated fixed routes (Routes 1, 2, 4, 24, 25) serve a total of 267 individual unique bus stops. An inventory of stops, organized by route and direction, is included in Appendix L. 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. More than half (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 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.

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 13.

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 one northbound and three southbound morning runs, as well as one southbound and three northbound afternoon runs. This route serves the Transit Center in Santa Fe and two stops in Los Alamos.

Table 12: Santa Fe Fixed-Route Transit Fleet										
							Capacity			Useful Life
Service	Bus #	Unit #	Year	Make	Model	Mileage	Seats	WC	Bike Rack	Benchmark
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

Table 13: Santa Fe Paratransit and Santa Fe Pick Up Fleet										
							Capacity			Useful Life
Service	Bus #	Unit #	Year	Make	Model	Mileage	Seats	WC	Bike Rack	Benchmark
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

- 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.
- 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 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 transit, shuttles, biking or walking.

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

Horario Reducido Temporal

Temporary Reduced Schedule

Monday through Friday **ONLY** - No Saturday or Sunday Schedule

Solo de Lunes a Viernes - Sin horario de Sábado o Domingo

Schedule Effective **March 8th, 2021**

*Horario efectivo a partir del **8 de marzo del 2021***

Shown are departure times, unless otherwise noted.

Horario demuestra tiempos de salida a no ser que se indique lo contrario.

READING THE SCHEDULE

1. Decide whether you are going north (at top) or south (at bottom).
2. On the left-hand side, find the station from which you are leaving.
3. Read across to find the times the Rail Runner departs from that station.
4. From there, read down to find what time the Rail Runner will arrive at the station to which you are traveling.

COMO LEER EL HORARIO

1. *Decida si va a ir al norte (en la parte de arriba) o al sur (en la parte de abajo).*
2. *En el lado izquierdo, encuentre la estación desde la cual usted sale.*
3. *Lea para encontrar los horarios en los que sale el Rail Runner de la estación.*
4. *Desde allí, lea para encontrar la hora en la que el Rail Runner llegará a la estación hacia la cual usted se dirige.*

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.

ESTACIONES DE TREN / TRAIN STATIONS	Northbound / *rumbo norte*					
	#102	#506	#510	#512	#518	#520
Belen	5:25A	6:25A	–	2:50P	7:08P	8:05P
Los Lunas	5:35A	6:35A	–	3:00P	7:18P	8:15P
Isleta Pueblo	5:46A	6:46A	–	3:11P	7:32P	8:27P
Bernalillo County	–	–	–	–	–	–
Downtown ABQ	6:02A	7:02A	10:35A	3:27P	7:48P	8:43P
Montaño	–	–	–	–	–	–
Los Ranchos / JC	6:14A	7:14A	10:47A	3:39P	–	–
Sandia Pueblo	6:19A	7:19A	10:52A	3:44P	–	–
Downtown Bernalillo	–	–	–	–	–	–
Sandoval / US 550	6:32A	7:32A	11:05A	3:57P	–	–
Kewa	–	–	–	–	–	–
SF County / NM 599	7:10A	8:10A	11:43A	4:35P	–	–
Zia Road	–	–	–	–	–	–
South Capitol	7:27A	8:27A	12:00P	4:54P	–	–
Santa Fe Depot	7:32A	8:32A	12:05P	4:59P	–	–

READ DOWN / *LEA HACIA ABAJO*

ESTACIONES DE TREN / TRAIN STATIONS	Southbound / *rumbo sur*					
	#DH1	#DH3	#509	#511	#515	#517
Santa Fe Depot	–	–	8:50A	12:25P	4:22P	5:40P
South Capitol	–	–	8:55A	12:30P	4:27P	5:45P
Zia Road	–	–	–	–	–	–
SF County / NM 599	–	–	9:10A	12:45P	4:51P	6:00P
Kewa	–	–	–	–	–	–
Sandoval / US 550	–	–	9:47A	1:22P	5:28P	6:37P
Downtown Bernalillo	–	–	–	–	–	–
Sandia Pueblo	–	–	9:59A	1:34P	5:40P	6:49P
Los Ranchos / JC	–	–	10:04A	1:39P	5:45P	6:54P
Montaño	–	–	–	–	–	–
Downtown ABQ	4:25A	5:10A	10:16A	1:52P	5:58P	7:07P
Bernalillo County	–	–	–	–	–	–
Isleta Pueblo	–	–	–	2:08P	6:14P	7:23P
Los Lunas	–	–	–	2:19P	6:25P	7:34P
Belen	4:55A	6:09A	–	2:30P	6:35P	7:44P

READ DOWN / *LEA HACIA ABAJO*

SANTA FE TRAILS ROUTE PROFILES

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 a.m. to 10:30 p.m., Saturdays from 8:00 a.m. to 8:00 p.m. and Sundays from 8:00 a.m. to 6:00 p.m. The routes are described below, and in Figures 9 through 18.

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 a.m., and the last arrival at the downtown transit center is 9:58 p.m. On Saturdays, the route operates from 8:11 a.m. to 7:53 p.m. on hourly headways, and from 8:30 a.m. to 6:08 p.m. 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 a.m., and the last arrival at the downtown transit center is 10:13 p.m., operating on roughly 12- to 20-minute headways. On Saturdays, the route operates from 8:15 a.m.to 8:14 p.m. and from 8:25 a.m. to 6:54 p.m. 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 a.m., and the last arrival at the Santa Fe Place transit center is at 9:30 p.m., though passengers can call in for on-demand service for an additional hour. The route operates on weekdays on roughly 30- to 35-minute headways. On Saturdays, the route operates from 8:03 a.m. to 7:20 p.m. and from 9:00 a.m. to 6:18 p.m. 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 a.m. to 10:05 p.m. weekdays, 8:18 a.m. to 6:48 p.m. Saturdays, and 8:18 a.m. to 5:48 p.m. 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 a.m. to 10:05 p.m. weekdays, 8:38 a.m. to 6:28 p.m. Saturdays, and 8:38 a.m. to 5:28 p.m. Sundays. The route takes approximately 15 minutes one-way and is operated on roughly 35-minute headways.

Santa Fe Trails Fixed Routes – Temporarily On-Demand

During the COVID-19 pandemic, 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 Santa Fe 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 a.m. to 7:51 p.m. weekdays, 9:20 a.m. to 5:15 p.m. Saturdays, and does not operates 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 a.m. to 8:02 p.m. weekdays, 9:11 a.m. to 7:03 p.m. Saturdays, and does not operates 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 a.m. to 10:04 p.m. 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 a.m. to 10:04 p.m. 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 a.m. to 8:04 p.m. weekdays, 10:00 a.m. to 6:04 p.m. Saturdays, and 10:15 a.m. to 5:59 p.m. Sundays, all on hourly headways. The route takes 21 minutes one-way.

Figure 9
Santa Fe Trails Route 1

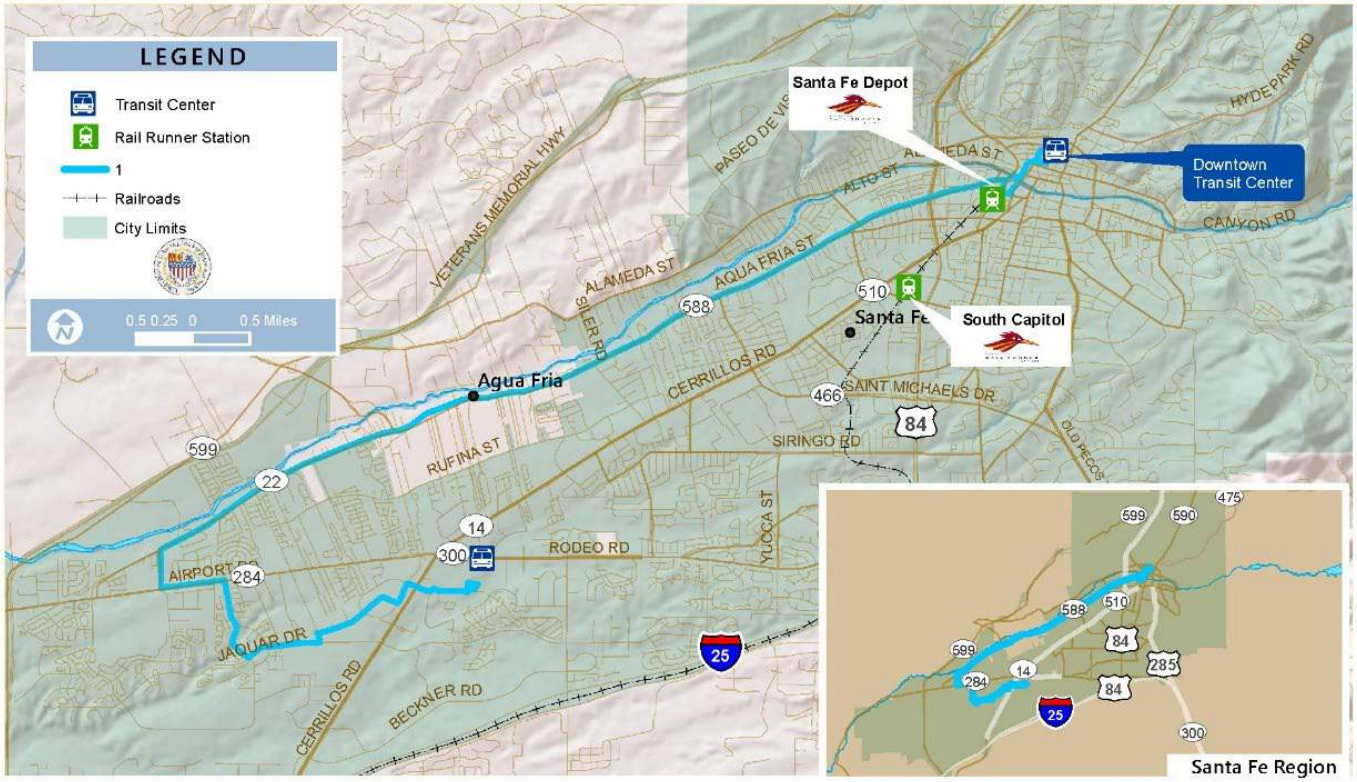


Figure 10
Santa Fe Trails Route 2

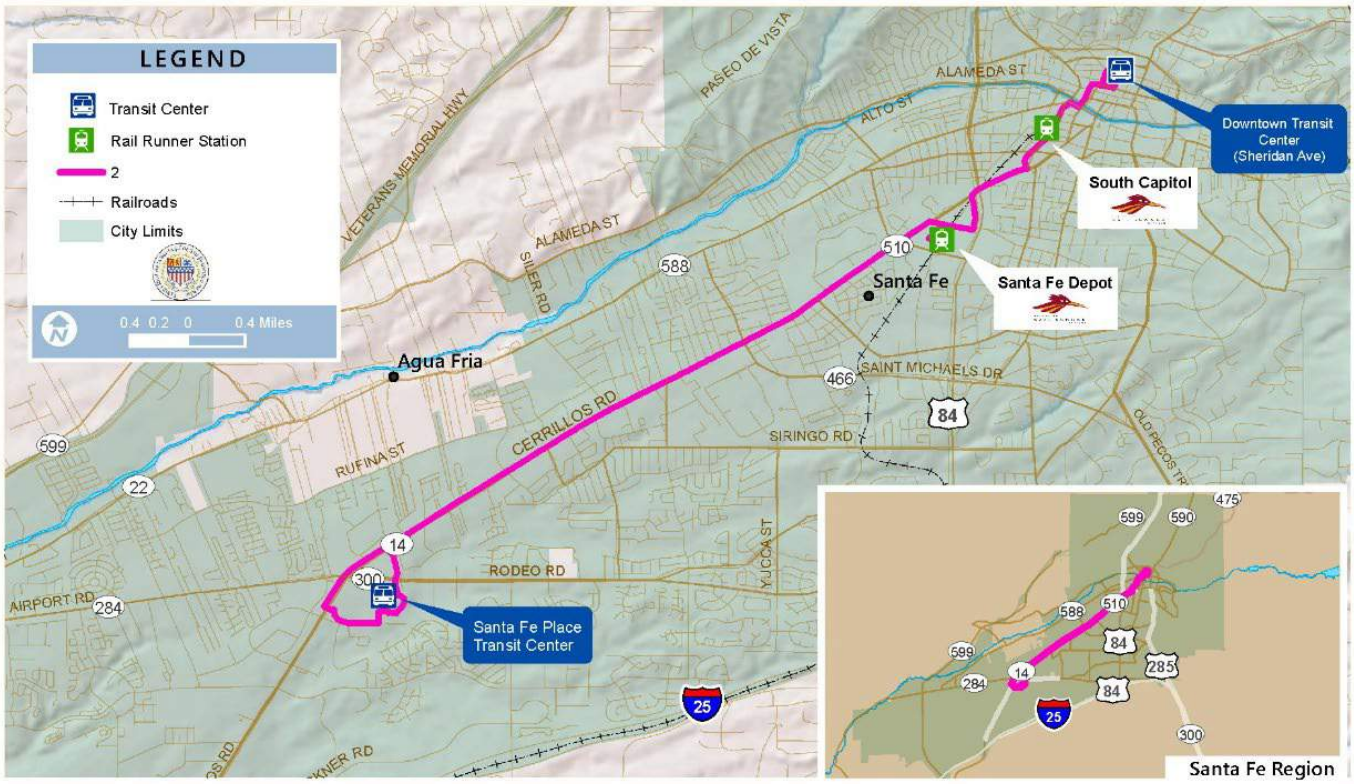


Figure 11
Santa Fe Trails Route 4

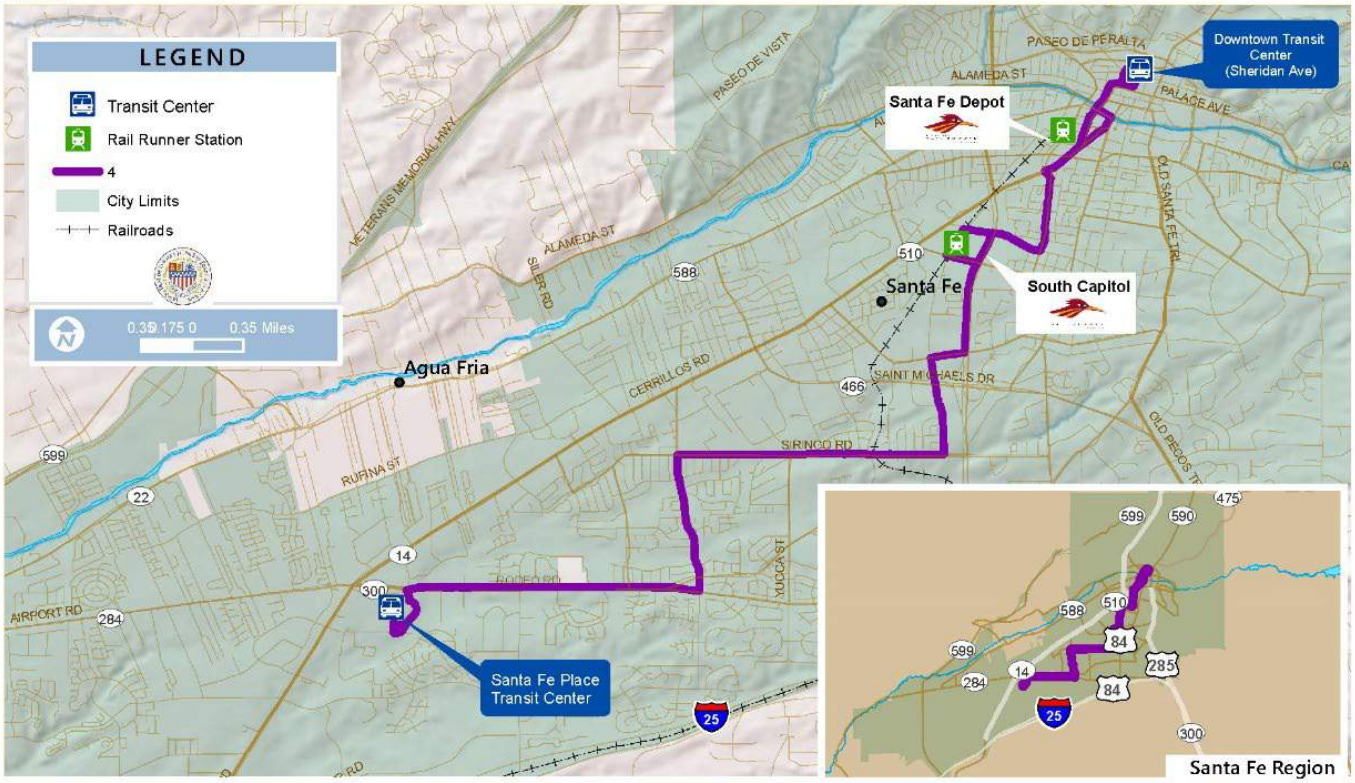


Figure 12
Santa Fe Trails Route 24

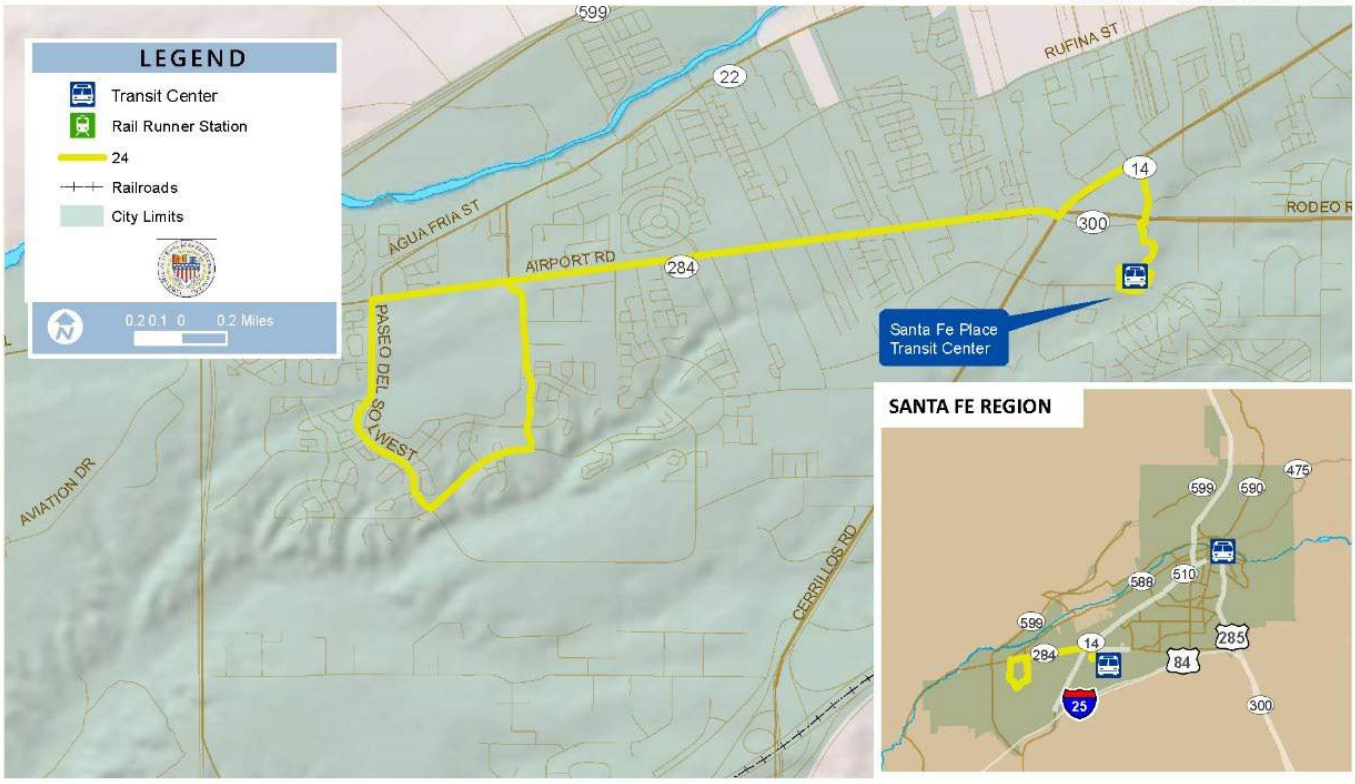


Figure 13
Santa Fe Trails Route 26

Figure 14
Santa Fe Trails Route 5

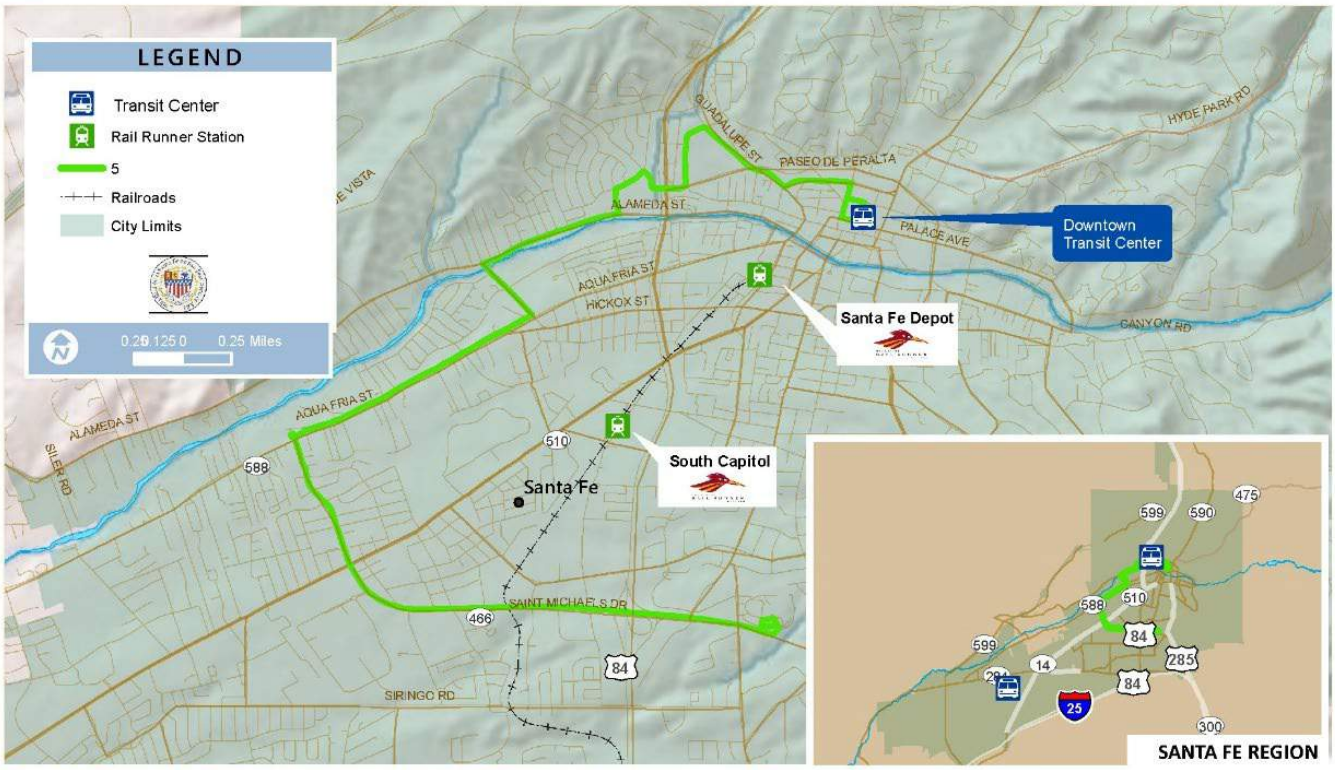


Figure 15
Santa Fe Trails Route 6

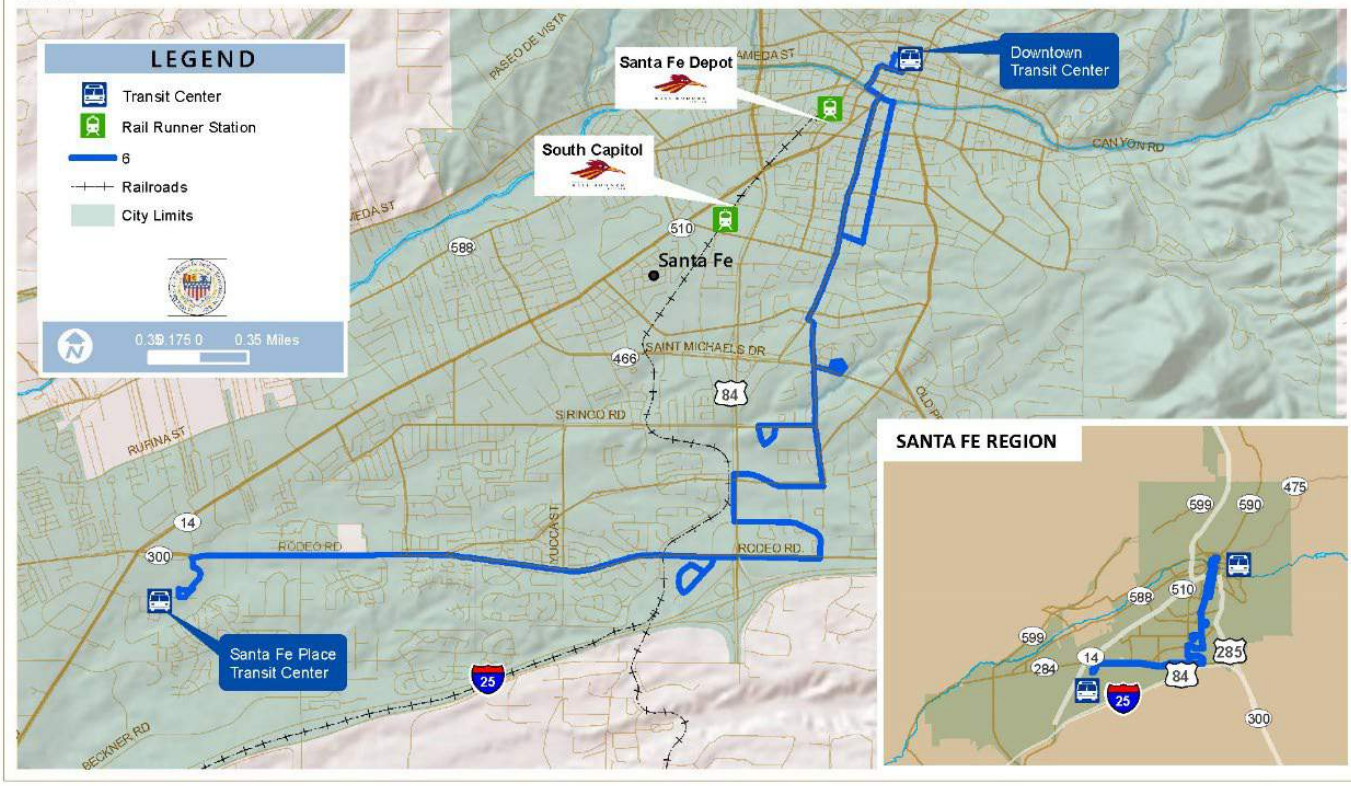
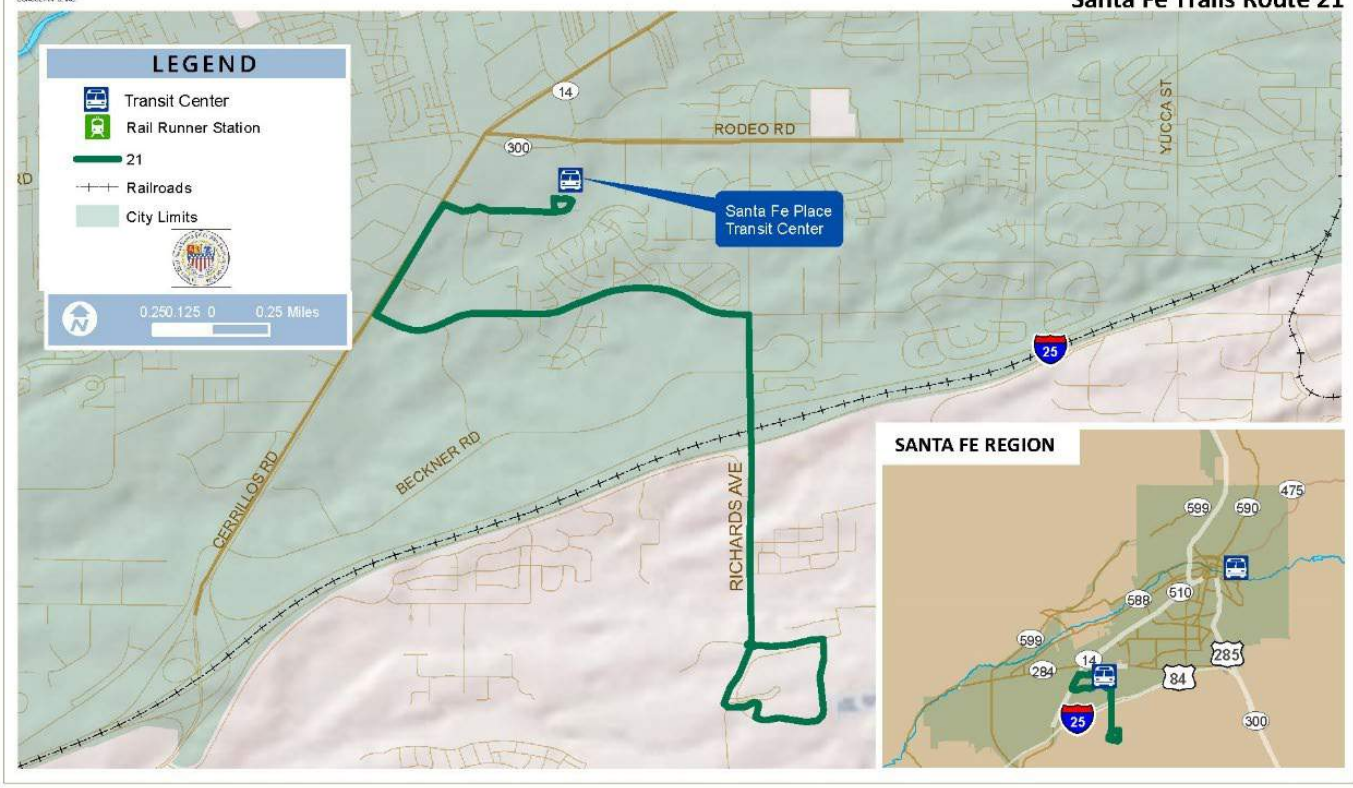


Figure 16
Santa Fe Trails Route 21



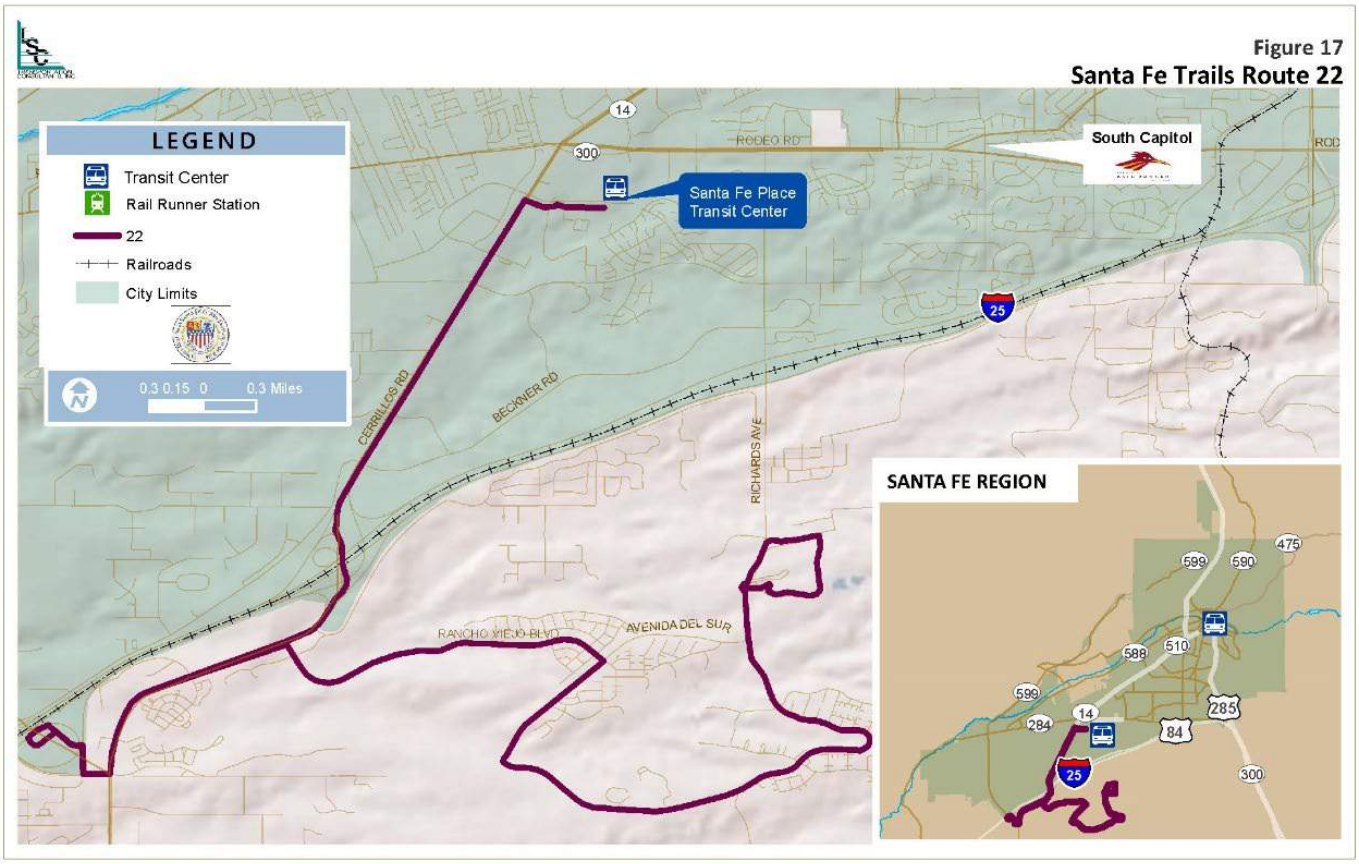


Figure 17
Santa Fe Trails Route 22

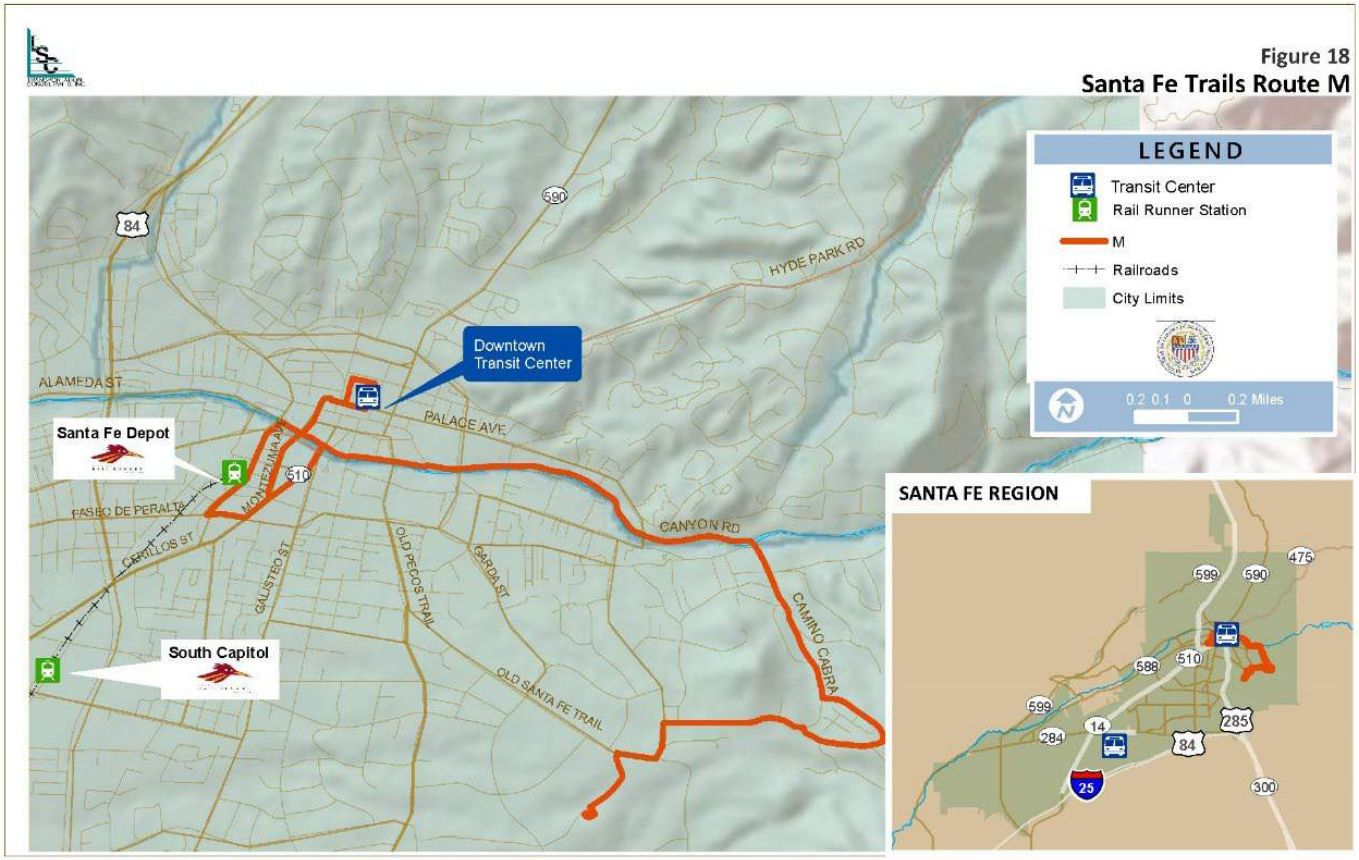


Figure 18
Santa Fe Trails Route M

SANTA FE TRAILS BUS STOP ACCESS INVENTORY

Table 14 includes an inventory of stops, organized by route and direction.

Table 14: 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
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 14: 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
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 14: 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
75	Washington @ Nusbaum	1.8	4.0	5.8
76	Cerrillos @ Read	1.0	4.7	5.7
77	St. Francis @ Cordova R-4 Outbound	4.6	1.1	5.7
78	Jaguar @ Avenida Contenta Inbound	3.1	2.5	5.6
79	Agua Fria @ Cottonwood Inbound	2.4	3.0	5.4
80	Human Services Department	1.9	3.5	5.4
81	Jaguar @ Avenida Contenta Outbound	2.5	2.8	5.3
82	San Mateo @ Pacheco Inbound	3.9	1.4	5.3
83	Cerrillos @ Baca Inbound	1.0	4.1	5.1
84	Airport Road @ Tierra Real Inbound Rt. 1/OB Rt. 24	2.0	2.9	4.9
85	Montezuma @ Sandoval	0.4	4.3	4.7
86	Pacheco @ San Mateo Inbound	2.8	1.9	4.7
87	Airport Road @ Zepol Inbound	3.7	0.9	4.6
88	Airport Road @ Calle Po Ae Inbound	2.0	2.5	4.5
89	Cordova @ Camino De Los Marquez Outbound	2.5	2.0	4.5
90	Agua Fria @ Siler Inbound	2.3	2.1	4.4
91	Zia @ St. Francis Outbound	2.5	1.8	4.3
92	Agua Fria @ Henry Lynch Inbound	2.2	2.0	4.2
93	Zia @ St. Francis Inbound	2.4	1.8	4.2
94	Agua Fria @ Morning Drive Inbound	1.9	2.3	4.2
95	Cordova @ Camino De Los Marquez Inbound	1.2	2.8	4.0
96	Pacheco @ Siringo Outbound	1.6	2.4	4.0
97	St. Francis @ Columbia Inbound	1.9	2.1	4.0
98	Pacheco @ San Mateo Outbound	1.2	2.7	3.9
99	San Mateo @ Pacheco Outbound	0.9	3.0	3.9
100	Jaguar @ South Meadows	1.6	2.2	3.8
101	Airport Road @ Paseo del Sol Inbound Rt. 1/OB Rt. 24	2.4	1.4	3.8
102	Camino Alire @ Paseo De La Conquistadora Inbound	3.0	0.8	3.8
103	Agua Fria @ Cottonwood Outbound	2.0	1.7	3.7
104	Siringo @ Camino Carlos Rey Inbound	2.6	1.1	3.7
105	Galisteo @ Montezuma	0.4	3.3	3.7
106	Camino Alire @ Paseo De La Conquistadora Outbound	1.4	2.2	3.6
107	Cerrillos @ Atocha Outbound	0.5	3.1	3.6
108	Pacheco @ Siringo Inbound	2.0	1.6	3.6
109	Agua Fria @ Palomino Inbound	1.3	2.3	3.6
110	Agua Fria @ Henry Lynch Outbound	1.6	1.9	3.5
111	Camino Carlos Rey @ Calle Serena Inbound	2.4	1.1	3.5
112	Cerrillos @ Cordova Inbound	0.5	3.0	3.5
113	Cerrillos @ Navajo Inbound	1.1	2.4	3.5

Table 14: 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
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 14: 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
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 14: 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 14: 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 Guadalupita 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 14: 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
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 14: 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
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 14: 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
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 14: 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 14: 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
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

INTRODUCTION

This document is the second interim working paper developed as part of the Santa Fe Multimodal Transition Plan study focusing on transit services. The Existing Conditions Report prepared in April 2021 provided extensive background information regarding existing transit services and needs. This current Transit Alternatives Report builds on the previous document as well as extensive public and staff input to develop and assess a wide range of alternatives for consideration in shaping the transit program.

First, potential service alternatives are discussed, including service options for Santa Fe Trails, Santa Fe Pickup, and Santa Fe Ride. This is followed by a review of potential capital improvements, including corridor improvements, facility and bus stop improvements, and fleet improvements. Marketing strategies and improvements are then discussed, followed by an evaluation of financial options. Note that this document does not make final recommendations, but rather provides the reviewer with information, advantages, and disadvantages on various options for consideration. Based on further input, the selected elements will be melded into an overall transit strategy for Santa Fe.

TRANSIT SERVICE ALTERNATIVES

Introduction

This section provides analysis of options for changes in the Santa Fe Trails service plan. For each alternative, operational quantities, costs, and ridership are presented. This is followed by a performance analysis of the various alternatives, quantifying the relative performance. Based on a review of this information, specific recommendations will be developed as a comprehensive service plan. This will also be the basis for capital and financial strategies.

Many of the ridership forecasts presented below are based on "elasticity analysis" procedures developed by transportation planners. This is based on the microeconomic methodology that relates the "cost" of a good or service to the demand for that good or service. Note that "cost" can be in terms of price (such as a transit fare) or other factors (such as frequency or travel time) that impacts a rider's perceived investment in using a transit service. As "cost" increases, demand decreases, indicating a negative "elasticity factor". These elasticity factors are based on observed changes in demand related to changes in the cost, as seen in other similar transit systems.

The cost estimates presented below are based on an evaluation of the impact on the vehicle-hours and vehicle-miles of service, and application of a "cost model," an equation that estimates costs based on marginal costs per vehicle-mile and vehicle-hour. This cost model is based on 2019-20 actual costs, factored up by 4 percent to reflect inflation to estimate 2021 – 22 costs as was presented in the *Existing Conditions Report.*

This section first presents alternatives regarding the frequency and span of service, as well as the days and hours over which service is provided. Next, possible modifications to the routes are assessed, including conversion to demand-response service. This is followed by a performance review of the fixed-route alternatives. Finally, potential for microtransit service is evaluated.

Note that when we refer to "current service conditions" or "existing services" we are referring to conditions prior to the COVID-19 pandemic, and not considering the temporary impacts and changes to services under COVID-19 conditions.

Service Frequency and Span

Route 1: Increase Weekday Evening Frequency To 30 Minutes

At present, Route 1 provides service on weekdays every 30 minutes up until 7:20 p.m., when frequency drops to hourly until the last departure at 9:20 p.m. Providing half-hourly service in the weekday evenings would require two additional daily round-trips (departing outbound at 7:50 p.m. and 8:50 p.m.). This would provide more convenient transit access to northwestern Santa Fe and residential areas along Agua Fria Street, such as for employment and evening shopping trips. Based on elasticity analysis of existing Route 1 weekday evening ridership, ridership would increase by 1,100 passenger boardings per year. Based on the most recent available average fare per boarding ($0.56), these additional riders would generate $600 in increased fare revenue. The cost analysis is presented in Table 1. The additional service would increase marginal operating costs by $53,600 per year, resulting in a net increase in annual operation subsidy of $53,000.

Route 1: Increase Weekend Frequency to 30 Minutes

Route 1 currently is operated on an hourly headway on weekends, specifically between 8:11 a.m. and 7:15 p.m. on Saturday and 8:30 a.m. to 5:30 p.m. on Sunday. Providing half-hourly service would significantly increase the convenience of public transit along the Agua Fria Street corridor on weekends and would require the provision of ten additional runs on Saturdays and eight on Sundays. This alternative would increase ridership by 2,600 on Saturdays and 1,900 on Sundays annually. Overall operating costs would increase by $99,300 per year, while operating subsidy would increase by $96,600.

Route 2: Saturday 15-Minute Service Frequency on Route 2: 8:00 a.m. to 4:45 p.m.

While service frequency on Route 2 on Saturdays is only every half-hour (compared with every 15 minutes on weekdays), the ridership and productivity are relatively high. Between 8:00 a.m. and 5:00 p.m., Saturday ridership is 79 percent of the average weekday ridership.

A review of ridership patterns indicates that the appropriate period for 15-minute service would be 8:15 a.m. to 3:45 p.m. in the inbound direction and 8:55 a.m. to 4:25 p.m. in the outbound direction. This would require 15 additional round trips per Saturday. Elasticity analysis indicates that this option would add approximately 14,800 passenger-trips per year (or 274 per Saturday). It would require $55,700 in additional operating subsidy funds.

Table 1: Fixed Route Span of Service and Frequency Alternatives Analysis										
	Daily Service			Days per	Annual		Annual		Fare	Operating
Alternative	Runs	Hours	Miles	Year	Hours	Miles	Cost	Ridership	Revenues	Subsidy
Route 1: Increase Evening Frequency to 30 Minutes										
	2	3	44	256	768	11,366	$53,600	1,100	$600	$53,000
Route 1: Increase Weekend Frequency to 30 minutes										
Saturday	10	15	222	54	810	11,988	$56,600	2,600	$1,400	$55,200
Sunday	8	12	178	51	612	9,058	$42,700	1,900	$1,000	$41,700
Route 2: Increase Frequency on Saturdays										
	15	18.8	196	54	1,015	10,571	$63,500	14,800	$7,800	$55,700
Route 2: Eliminate 1 Early AM Weekday Round Trip										
	-1	-1.3	-13	256	-333	-3,341	-$20,600	-300	-$200	-$20,400
Route 4: Increase Weekend Frequency to 30 Minutes										
Saturday	10	15	163	54	810	8,802	$51,300	2,600	$1,400	$49,900
Sunday	8	12	130	51	612	6,650	$38,800	1,700	$900	$37,900
Earlier Saturday Service										
Route 1	1	0.9	11	54	49	599	$3,200	400	$200	$3,000
Route 2	2	2.5	26	54	135	1,409	$8,500	2,800	$1,500	$7,000
Route 4	1	0.8	8	54	43	432	$2,700	500	$300	$2,400
Total					*227*	*2,441*	*$14,400*	*3,700*	*$2,000*	*$12,400*
Later Saturday Service to 10:00 PM										
Route 1	2.5	3.8	56	54	205	2,997	$14,300	1,400	$700	$13,600
Route 2	4	5	52	54	270	2,819	$16,900	6,200	$3,300	$13,600
Route 4	2.5	3.8	41	54	205	2,201	$12,900	1,200	$600	$12,300
Route 24/26	3	3	43	54	162	2,300	$11,200	1,000	$500	$10,700
Total					*842*	*10,317*	*$55,300*	*8,800*	*$5,100*	*$50,200*
Route 24/26: Change Weekday Frequency from 70 to 60 Minutes										
Existing Routes										
Weekday	23.75	27.7	380	256	7,091	97,280	$482,500			
Saturday	9.5	11.1	152	54	599	8,208	$40,800			
Sunday	8	9.3	128	51	474	6,528	$32,300			
Revised Routes										
Weekday	29	29	412	256	7,424	105,421	$511,100			
Saturday	10	10	142	54	540	7,668	$37,200			
Sunday	9	9	128	51	459	6,518	$31,600			
Net Change					*258*	*$7,591*	*$24,300*	*10,800*	*$5,700*	*$18,600*
Route 24/26: Increase Frequency on Saturdays										
Route 24/26	8	8	102	54	432	5,521	$28,700	7,500	$4,000	$24,700
Operate Route 21/22 On Demand										
Existing Routes										
21 Weekdays	13	15.2	116	256	3,891	29,619	$225,600			
22 Weekdays	11	11	242	256	2,816	61,952	$230,100			
Total		26.2	358		6,707	91,571	$455,700	8,995		
On Demand		24	328	256	6,144	83,882	$417,400	9,895		
Net Change					*-563*	*-$7,689*	*-$38,300*	*900*	*$500*	*-$38,800*

Route 2: Reduce Off-Peak Weekday Frequency

Route 2 provides service every 15 minutes from 6:12 a.m. to 5:33 p.m. in the inbound direction and from 7:12 a.m. to 6:11 p.m. in the outbound direction. This requires five buses in operation over a 75-minute cycle length. At lower demand times (evenings and weekends), three buses are used on a 90-minute cycle to provide service every half-hour. An analysis of weekday ridership by hour by route was conducted, which indicates that there is one round-trip that could be reduced with minimal impact on ridership while still maintaining the current span of service and a minimum of 30-minute frequency. This consists of the Run 203-1 round trip departing inbound at 5:24 a.m. and returning westbound at 7:12 a.m., which carries an estimated 2.5 passenger-trips over the round trip. Starting the Run 203-1 one cycle later by eliminating these runs would save $20,600 per year in operating costs. Elasticity analysis indicates that roughly 300 passenger-trips would be eliminated (with the remainder shifting to using a remaining run), reducing fares by $200. The net impact on operating subsidy would be a reduction of $20,400 in annual subsidy.

Route 4: Increase Weekend Frequency To 30 Minutes

At present, Route 4 provides service hourly on weekends. Providing half-hourly service would offer more convenient transit access to south-central Santa Fe, such as for employment and weekend shopping trips. Based on elasticity analysis of existing weekend ridership, ridership would increase by 2,600 passenger boardings per year for Saturday service and 1,700 for Sunday service. Subtracting the increased fare revenue, the additional service would result in a net increase in annual operation subsidy of $49,900 for Saturday service and $37,000 for Sunday service.

Start Saturday Service at 7:00 a.m. on Routes 1, 2, and 4

The Santa Fe Trails start of Saturday service is relatively late compared with other similar transit systems. Tourist-oriented businesses generally have a need on Saturdays for workers to arrive prior to 8:00 a.m. (while the first Route 2 arrival at the Downtown Transit Center does not occur until 8:44 a.m.). A reasonable option would be to start Routes 1, 2, and 4 (the most productive routes) one hour earlier. In particular, the first inbound run of Route 2 on Saturdays has relatively high ridership (7.0 passengers per hour), indicating a need for earlier service.

This alternative would add one inbound one-way trip to Route 1 (starting at 7:11 a.m.), two round-trips on Route 2 (starting at 7:15 a.m. and 8:15 a.m.) and one additional inbound trip at 7:15 a.m. on Route 4 starting at Santa Fe Place (returning as the 8:03 a.m. departure from the Downtown Transit Center). Annual ridership would increase by 2,800 on Route 2, 500 on Route 4, and 400 on Route 1, for a total of 3,700. The additional service would increase costs by $14,400, while the net operating subsidy would increase by $12,400.

Extend Saturday Service to 10:00 p.m. — Full Service

At present, weekday service ends around 10:00 p.m. (depending on route and direction), while Saturday service ends around 8:00 p.m. Given the visitor-oriented economy, Saturday service later into the evening could serve employees, social events, and visitor travel. A reasonable option would be to extend the Saturday service plan to match the weekday end of service (9:30 to 10:00 p.m., depending on the specific route). Existing ridership patterns suggest extending service on Routes 1, 2, 4, and 24/26 would be optimal. This would require 2.5 additional roundtrips on Routes 1 and 4, three additional

round trips on Route 24/26 and four on Route 2. This would expand ridership by 8,800 passengers per year and generate a net increase in subsidy of $50,200 per year.

Route 24 and 26: Revise Service Plan to Improve Frequency and Transfer Connections

The current service plan (absent COVID-19 pandemic restrictions) for Routes 24 and 26 is to interline the two scheduled routes. Each of these routes require 30 minutes to operate. To provide a driver break, the total cycle length to operate both routes is 70 minutes. Two buses are operated on weekdays (resulting in 35-minute frequency) while one bus is operated on weekends. This strategy provides a viable use of a single fixed-route bus in a dispersed area, but has several limitations:

- The 70-minute cycle length largely does not align with other routes at Santa Fe Place to provide direct transfers to/from the other routes. This results in long waits between buses, particularly for transfers to/from Routes 1 and 4 (that operate less frequently).
- While the service plan puts equal resources into the two routes, ridership demand is substantially greater on Route 24 than on Route 26. Route 24 average weekday ridership is 182 compared with 30 on Route 26, indicating that 86 percent of ridership is generated by Route 24. This proportion is slightly lower though still high on weekends, at 81 percent on Saturdays and 76 percent on Sundays.

Route 24 currently has a total round-trip length of 8.7 miles while Route 26 totals 7.3, or a total cycle length of 16.0 miles. Revised to serve the Southwest Transit Hub (and shifting Route 24 to operate along Jaguar Drive in both directions), the routes would equal 7.0 for Route 24 and 7.2 for Route 26, or a total of 14.2 miles — 1.8 miles shorter than the existing routes. These routes can be operated in a 60-minute cycle, still allowing for a driver break each hour.

Another possible option for these routes would be to operate Route 26 on a fixed schedule only as far south as Walmart. This would take approximately 15 minutes (round trip). The other stops to the south and east have low passenger activity, as follows:

- Fashion Outlets—2.5 per day
- Human Services—5.4 per day
- VA Clinic—0.4 per day
- Presbyterian Hospital—1.9 per day

This totals 10.2 total boardings and alightings per weekday, or roughly one rider per run. This can be accommodated on an on-request basis. One or two requests per run would allow Route 26 to operate with 20 minutes of running time with a 10-minute driver break at the existing Santa Fe Place stop (or the future Southwest Transit Hub).

Revising the Route 24/26 schedule to an hourly cycle length would allow direct transfers to and from all other routes. Between the slightly more frequent service and the better connections, this would increase ridership by a minimum of 10,800 passengers per year with an increased operating subsidy of $18,600.

Increase 24/26 Saturday Service to Half-Hourly 10:00 a.m. to 4:00 p.m.

Prior to the COVID-19 pandemic, Routes 24 and 26 were operated on Saturday using a single bus alternating between the two routes from 8:18 a.m. to 6:48 p.m. providing nine roundtrips on a 70-minute cycle. Given the good productivity on Route 24 on Saturdays (equivalent to weekday

productivity), a reasonable option would be to operate a second bus from 9:00 a.m. to 5:00 p.m. (an additional eight roundtrips) on Saturdays, on a fixed schedule for Route 24 and on-demand only for Route 26 (given the much lower ridership on Route 26). This alternative would increase ridership by 7,500 per year and increase subsidy requirements by $24,700 per year. As an aside, more frequent 24/26 service on Sunday was also reviewed, but found not to be effective as existing Sunday ridership is 1/3 lower than existing Saturday ridership.

Operate Routes 21 and 22 On-Demand Permanently

Prior to the COVID-19 pandemic, Routes 21 and 22 operated as fixed schedule service, with two buses operating Route 21 and one operating Route 22. These services had low productivity, carrying only 1.9 passenger-trips per vehicle-hour on Route 21 and 5.6 on Route 22 (compared with a systemwide average of 11.1). Ridership on these routes (as a whole) is heavily concentrated at three locations, Santa Fe Place, Santa Fe Community College (SFCC), and the 599 Rail Runner train station, that together generate 76 percent of the total ridership.

As reflected in the ridership figures, this area is difficult for fixed-schedule transit to serve. The fixed schedule can often be incompatible with the Rail Runner schedule times at the NM 599 Station, resulting in long waits. It is also difficult for scheduled service to provide convenient times at Santa Fe Community College for both passengers arriving prior to the class change time and those departing after the class change time.

On Demand service can instead be scheduled to provide bus-to-train connections at the rail station, and to lay over at SFCC to serve both arriving and departing passengers (while still making connections with other routes at the Southeast Transit Hub). While typically shifting to on-demand service would reduce ridership potential at specific stops (due to the need for advanced requests), in this case on-demand service would provide a substantially more convenient service (particularly if specific times are considered “standing requests” such as at rail service times). As a result, a ten percent increase in ridership (over levels preceding the COVID-19 pandemic) is estimated.

To serve this ridership, one bus would need to be operated from 7:00 a.m. to 10:00 p.m. weekdays with a second from 8:00 a.m. to 5:00 p.m. (24 vehicle-hours per weekday). This is a modest reduction from the 26.2 vehicle-hours required for fixed-route service, yielding a reduction in operating cost. In sum, this option is estimated to increase ridership by 900 per year, while reducing subsidy requirements by $38,800 per year.

Route 2 Express

Given the high ridership on Route 2 (which served 52 percent of the total fixed route ridership prior to the pandemic), one option considered was providing express service that serves only limited stops. A separately-operated service would be provided with a distinct branding. The advantage to this would be shorter travel times between key activity centers. Ridership by stop was reviewed, as well as scheduled vs. typical travel times. There were several factors that indicate this strategy would not be appropriate:

- Scheduled travel time (29 minutes) is only approximately four minutes slower than typical travel times without stops. This indicates that skipping stops would not significantly reduce passenger travel times. It also indicates that the total cycle length running time would not be sufficient to reduce the number of buses in operation.

- Travel times along Cerrillos Road can vary greatly with traffic activity. It would be difficult to remain on schedule, and the express and local services could often shift so that buses are following each other down the street.
- An express/local operating plan would require passengers traveling to/from the intermediate (non-express) stops to either ride the entire route on the local option or to transfer mid-route to/from an express bus.
- As shown in Table 2, there is not a strong concentration of ridership at a limited set of specific stops along the route (other than the termini). An express bus would not serve a high proportion of the total ridership.

Overall, an express bus strategy would not significantly improve passenger travel times or convenience. It would have the potential to significantly complicate operations, as well as passenger frustration in negotiating the service to intermediate stops. This strategy is therefore not recommended or pursued further.

Table 2: Santa Fe Trails Route 2 Average Weekday Boarding and Alighting by Stop

For Time Period: 3/1/2019 to 3/1/2020

Stop	Estimated Weekday Activity			Load	Stop	Estimated Weekday Activity			Load
	Boarding	Alighting	Total			Boarding	Alighting	Total	
Outbound					**Inbound**				
Downtown Transit Center	94.0	61.3	155.3	94.0	Santa Fe Place	95.8	54.8	150.6	95.8
Sandoval @ San Francisco Outbound	11.5	3.1	14.6	102.4	SFP Perimeter Road @ Wagon Road Inbound	20.8	15.0	35.8	101.6
Sandoval @ Alameda Outbound	6.0	1.2	7.2	107.2	Cerrillos @ Santa Fe Place Inbound	1.5	0.3	1.8	102.8
Guadalupe @ Agua Fria Outbound	14.9	2.8	17.7	119.3	Cerrillos @ Rodeo Inbound	9.4	6.9	16.3	105.3
Guadalupe @ Garfield Outbound	46.1	19.3	65.4	146.1	Cerrillos @ Zafarano Inbound	21.9	3.0	24.9	124.2
Guadalupe @ Manhattan Outbound	2.0	1.1	3.1	147.0	Cerrillos @ Vegas Verdes Inbound	8.5	1.6	10.1	131.1
Cerrillos @ Guadalupe Outbound	13.4	3.5	16.9	156.9	Cerrillos @ Trailer Ranch Inbound	4.5	1.7	6.2	133.9
Guadalupe @ Paseo De Peralta Outbound	5.3	2.4	7.7	159.8	Cerrillos @ Avenida de Las Americas	10.5	4.6	15.1	139.8
St. Francis @ Cordova R-2 Outbound	20.1	8.9	29.0	171.0	Cerrillos @ Richards Inbound	11	6.4	17.4	144.4
Cordova @ Cerrillos Outbound	4.7	1.1	5.8	174.6	Cerrillos @ Camino Consuelo Inbound	7.5	6.9	14.4	145.0
Cerrillos @ Baca Outbound	6.2	2.2	8.4	178.6	Cerrillos @ Calle Del Cielo Inbound	11.6	3.7	15.3	152.9
Cerrillos @ Indian School Outbound	1.2	2.0	3.2	177.8	Cerrillos @ Cielo Court Inbound	7.6	4.7	12.3	155.8
Cerrillos @ 2nd Outbound	7.1	8.8	15.9	176.1	Cerrillos @ Siler Inbound	5	3.7	8.7	157.1
Cerrillos @ 5th Outbound	6.3	7.8	14.1	174.6	Cerrillos @ Jorgensen Inbound	17.4	12.1	29.5	162.4
Cerrillos @ Llano Outbound	6.3	7.2	13.5	173.7	Cerrillos @ Camino Carlos Rey Inbound	6.1	2.9	9.0	165.6
Cerrillos @ Lujan Outbound	15.9	16.4	32.3	173.2	Cerrillos @ Lujan Inbound	15.7	16.0	31.7	165.3
Cerrillos @ Harrison Outbound	11.6	28.0	39.6	156.8	Cerrillos @ Llano Inbound	6.9	7.3	14.2	164.9
Cerrillos @ Siler Outbound	6.5	11.4	17.9	151.9	Cerrillos @ 5th Inbound	10.4	9.8	20.2	165.5
Cerrillos @ Calle Del Cielo Outbound	4.0	15.0	19.0	140.9	Cerrillos @ 2nd Inbound	5.3	7.9	13.2	162.9
Cerrillos @ Camino Consuelo Outbound	7.7	14.2	21.9	134.4	Cerrillos @ Navajo Inbound	1.1	2.4	3.5	161.6
Cerrillos @ Richards Outbound	5.4	15.9	21.3	123.9	Cerrillos @ Indian School Inbound	1.9	1.1	3.0	162.4
Cerrillos @ Trailer Ranch Outbound	3.0	5.5	8.5	121.4	Cerrillos @ Baca Inbound	1	4.1	5.1	159.3
Cerrillos @ Atocha Outbound	0.5	3.1	3.6	118.8	Cerrillos @ Alta Vista Inbound	1	1.4	2.4	158.9
Cerrillos @ Vegas Verdes Outbound	1.6	17.7	19.3	102.7	Cerrillos @ Cordova Inbound	0.5	3.1	3.6	156.3
Cerrillos @ Zafarano Outbound	3.6	4.1	7.7	102.2	South Capitol Station	17.1	6.8	23.9	166.6
					Cordova @ St. Francis Inbound	3.1	16.5	19.6	153.2
					St. Francis @ Cerrillos Inbound	4.6	14.2	18.8	143.6
					Cerrillos @ Gilmore Inbound	3.9	9.4	13.3	138.1
					Guadalupe @ Paseo De Peralta Inbound	1.3	11.9	13.2	127.5
					Guadalupe @ Manhattan Inbound	0.8	7.6	8.4	120.7
					Guadalupe @ Montezuma Inbound	1.1	14.8	15.9	107.0
					Guadalupe @ Alameda Inbound	1.2	16.9	18.1	91.3
					Sandoval @ Water Inbound	0.9	18.1	19	74.1

Source: Santa Fe Transit RouteMatch data 3/1/19 to 3/1/20

Route Alignment Alternatives

The following alternatives focus on the alignment of the various routes, as well as evaluation of replacing historically fixed routes with demand-response service.

Revise Route 1 to Serve Midtown

Route 1 currently consists of a long, 11.1-mile route largely along Agua Fria Street, connecting with the Downtown Transit Center on the east and the Santa Fe Place transit hub on the west. It is operated every half hour by three buses on a 90-minute cycle on weekdays and two buses (paired with Route 4) on weekends. There are several disadvantages to this current route:

- Productivity is relatively poor, with only 7.7 passenger-trips per vehicle-hour of service (pre-pandemic).
- The route alignment does not match the travel patterns for the residential neighborhoods along the route. The StreetLight™ data was analyzed to identify the proportion of total travel from the western portion of Agua Fria Street (from San Felipe Road to Camino Carlos Rey), as well as the eastern portion (from Camino Carlos Rey to St. Francis Drive). The results are shown in Table 3. This indicates that much of the travel demand in the western area is to/from the Airport Road and Midtown areas, with only 7.2 percent to/from the Downtown/Rufina area. On the other hand, a relatively small proportion of the travel generated in the eastern area is to/from the western portion of Santa Fe in the Airport Road area.

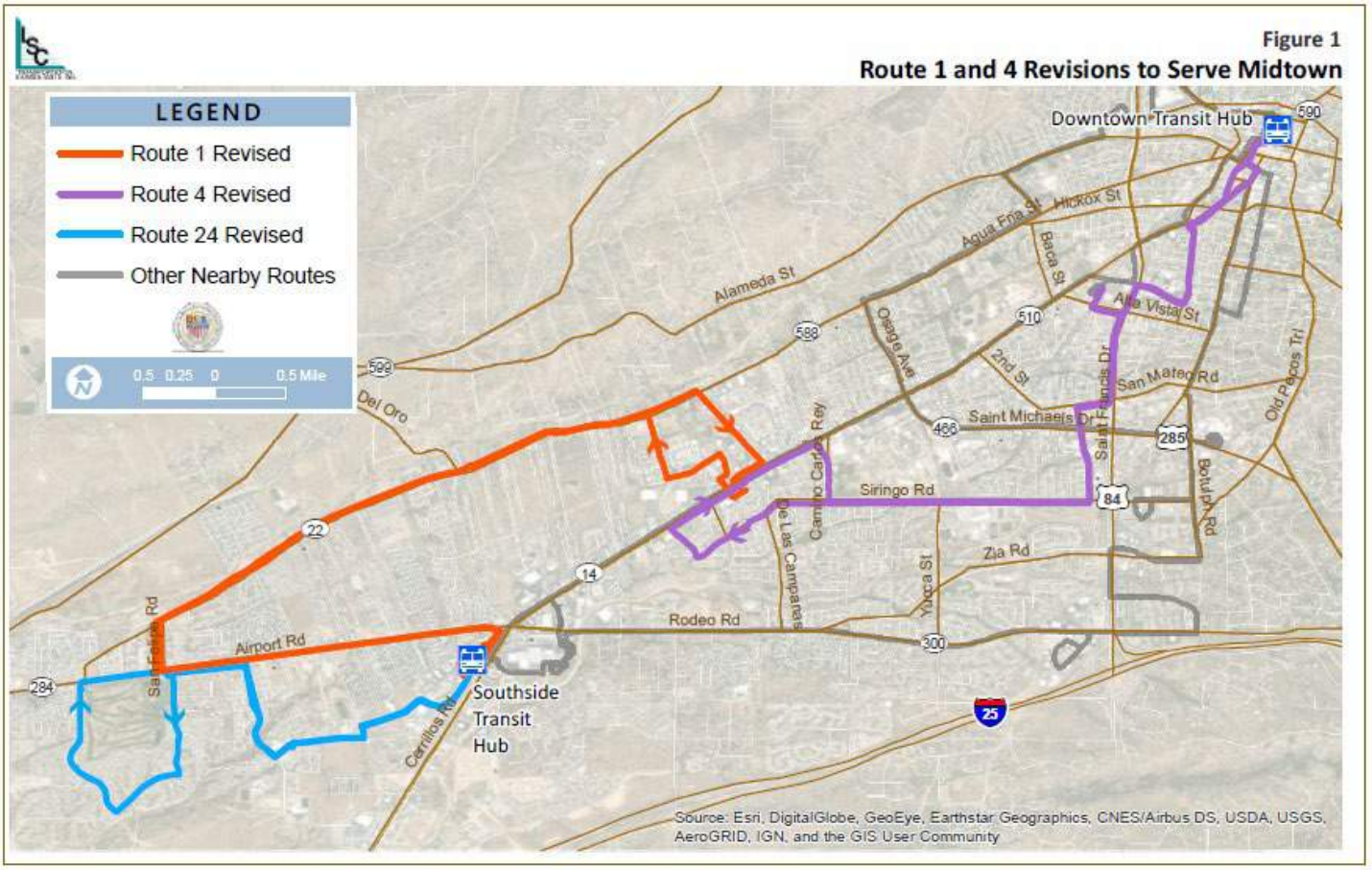
Table 3: Existing Total Travel Distribution along Route 1

	Proportion of Trips Internal to Santa Fe Study Area			
	Airport Road Area	Downtown / Railyard	Midtown	Other
Western Route 1 Service Area	36.4%	7.2%	20.3%	36.1%
Eastern Route 1 Service Area	12.1%	22.3%	21.5%	44.1%

Source: Streetlight data for August 2019

Given these factors, a viable option is to consider revising the route to connect the western portion of Agua Fria Street with the Southwest Transit Hub on one end and the Midtown area on the other. An example route is shown in Figure 1. This also reflects "flipping" Routes 1 and 24 between the Southwest Transit Hub and San Felipe Road, so that Route 1 serves Airport Road and Route 24 serves Jaguar Drive. On the east end, the route could serve a clockwise loop using Siler Road, Cerrillos Road, Cielo Court, Calle del Cielo, Rufina Circle, Rufina Street, Henry Lynch Road, and returning via Agua Fria Street. This configuration is designed to provide convenient transfers from Route 2 westbound to Route 1 at the Cerrillos/Siler westbound stop, as well as from Route 1 to Route 2 eastbound at the Cerrillos at Cielo Court eastbound stop. It could also serve stops at the Meow Wolf Art Complex and at the Santa Fe Trails Operations Facility.

Figure 1
Route 1 and 4 Revisions to Serve Midtown



The resulting route is 15 miles in length, round-trip. Given the relatively high travel speeds on Agua Fria Street, it can be operated on a half-hourly basis with two vehicles, providing adequate driver layover time at the Southwest Transit Hub.

Beyond the cost savings of operating one less bus for half-hourly service, the advantage of this alternative is that it provides access to the growing Midtown area, including shopping and civic destinations. It also provides new convenient service to residential areas along Rufina Street and Siler Road.

Some stops currently served by Route 1 would no longer be on the fixed route under this option. As shown in Table 4, pre-pandemic passenger activity at these stops was relatively low, totaling approximately 16 boardings and 18 alightings per day. (The fact that Route 5 also serves a portion of Agua Fria Street helps to reduce this figure.) Most of this ridership is in the section of Agua Fria Street from Hickox to Guadalupe. While it would not be economical to add an additional route to serve these stops, given the low demand at these stops, it would be feasible to serve them as on-demand stops on either Route 1 or Route 5.

Table 4: Ridership at Stops Eliminated by Route 1 West Revisions *For Time Period: 3/1/2019 to 3/1/2020*			
	Estimated Weekday Activity		
Bus Stop Location	Boarding	Alighting	Total
Agua Fria @ Maez Outbound	0.4	1.2	1.6
Agua Fria @ Maez Inbound	1.6	0.7	2.3
Agua Fria @ Siler Park Lane Outbound	0.2	0.8	1.0
Agua Fria @ Camino de Chelly Outbound	0.4	0.4	0.8
Agua Fria @ Harrison Inbound	0.4	0.4	0.8
Agua Fria @ Siler Park Lane Inbound	0.5	0.3	0.8
Agua Fria @ Alamo Inbound	0.3	0.4	0.7
Agua Fria @ Alamo Outbound	0.2	0.4	0.6
Subtotal: Siler to Osage	*4.0*	*4.6*	*8.6*
Agua Fria @ Alicia Inbound	0.7	2.7	3.4
Agua Fria @ St. Francis Inbound	1.1	2.2	3.3
Agua Fria @ St. Francis Outbound	1.7	1.2	2.9
Agua Fria @ Alicia Outbound	2.0	0.7	2.7
Agua Fria @ Kathryn Inbound	1.3	0.8	2.1
Agua Fria @ Cortez Outbound	1.1	0.9	2.0
Agua Fria @ Irvine Inbound	0.7	1.0	1.7
Agua Fria @ Irvine Outbound	0.8	0.7	1.5
Agua Fria @ Closson Inbound	*0.1*	*1.1*	*1.2*
Agua Fria @ Closson Outbound	0.6	0.2	0.8
Subtotal: Hickox to Guadalupe	*10.1*	*11.5*	*21.6*
Paseo del Sol @ Chamisa Inbound	1.1	0.9	2.0
Paseo del Sol @ Entrada Milagro Outbound	0.3	0.4	0.7
Paseo del Sol @ Chamisa Outbound	0.4	0.2	0.6
Agua Fria @ Harrison Outbound	0.1	0.2	0.3
Paseo del Sol @ Casas De Milagros Outbound	0.2	0.1	0.3
Subtotal: South of Airport Road	*2.1*	*1.8*	*3.9*
Total	**16.2**	**17.9**	**34.1**
Percent of Total Pre-pandemic Route 1 Weekday Ridership	**5.5%**		

Overall, ridership will be impacted by the following:

- The residents of the western portion of the Agua Fria corridor will be provided with more convenient access to Midtown, increasing ridership.
- Residents of the western portion of the Agua Fria corridor heading to/from downtown will need to transfer to Route 2, decreasing ridership.
- Shifting some stops to on-demand will decrease ridership.
- New service areas will be provided along Rufina Street and Siler Road, increasing ridership.
- Residents of the eastern portion of the Agua Fria corridor heading to/from western Santa Fe will need to transfer to Route 2, decreasing ridership.

Overall, the improved access to Midtown and the additional service in the Midtown area will more than outweigh the other decreases, resulting in an overall seven percent increase in ridership from current levels.

The quantitative analysis of this alternative shown in Table 5 indicates that a substantial reduction in annual operating subsidy will be generated (a savings of $294,600 per year), while ridership will increase by roughly 6,100 passenger-trips per year.

Table 5: Fixed Route Realignment Alternatives Analysis												
	Daily Service			Days	Annual		Annual		Fare	Operating	Impact on	
Alternatives	Runs	Hours	Miles	per Year	Hours	Miles	Cost	Ridership	Revenues	Subsidy	Buses	Vans
Revise Route 1 to Serve Midtown												
Existing												
Weekday	28.5	42.8	633	256	10,957	161,971	$764,800					
Saturday	11.5	17.3	255	54	934	13,786	$65,200					
Sunday	9.5	14.3	211	51	729	10,756	$50,900					
				Total	12,620	186,513	$880,900	87,200	$46,000	$834,900		
Route 1 West Only												
Weekday	28.5	28.5	428	256	7,296	109,440	$511,900					
Saturday	11.5	11.5	173	54	621	9,315	$43,600					
Sunday	9.5	9.5	143	51	485	7,268	$34,000					
				Total	8,402	126,023	$589,500	93,300	$49,200	$540,300		
				Net Change	*-4,219*	*-60,491*	*-$291,400*	*6,100*	*$3,200*	*-$294,600*	*-1*	*0*
Revise Route 4 to Serve Midtown												
Existing												
Weekday	28.5	42.8	464	256	10,957	118,706	$693,400					
Saturday	11.5	17.3	187	54	934	10,104	$59,100					
Sunday	9.5	14.3	155	51	729	7,883	$46,100					
				Total	12,620	136,692	$798,600	90,500	$47,700	$750,900		
Route 4 To Serve Midtown												
Weekday	28.5	35.6	381	256	9,114	97,548	$574,800	11,130				
Saturday	11.5	14.4	154	54	778	8,303	$49,000	969				
Sunday	9.5	11.9	127	51	607	6,478	$38,200	922				
				Total	10,498	112,328	$662,000	103,500	$54,600	$607,400		
				Net Change	*-2,122*	*-24,364*	*-$136,600*	*13,000*	*$6,900*	*-$143,500*	*0*	*0*
Streamline Route 6												
Weekday	14	0	-42	256	0	-10,752	-$17,700					
Saturday	10	0	-30	54	0	-1,620	-$2,700					
				Total	**0**	**-12,372**	**-$20,400**	**300**	**$200**	**-$20,600**	**0**	**0**
Revise Route 2 to Serve Rufina Circle												
Weekday	53.5	16	75	256	4,096	19,174	$217,600					
Saturday	22.5	0	32	54	0	1,701	$2,800					
Sunday	18	0	25	51	0	1,285	$2,100					
				Total	**4,096**	**22,161**	**$222,500**	**8,000**	**$4,200**	**$218,300**	**1**	**0**
Revise Route M and Museum/Canyon Route to Demand Response Service												
Existing												
Weekday Rt M	13	13	147	256	3,328	37,606	$213,200					
Saturday Rt M	8	8	90	54	432	4,882	$27,700					
Sunday Rt M	8	8	90	51	408	4,610	$26,100					
Weekday Mus/Cyn Rt	7.5	7.5	119	256	1,920	30,351	$137,300					
Saturday Mus/Chn Rt	7.5	7.5	119	54	405	6,402	$29,000					
Sunday Mus/Cyn Rt	7.5	7.5	119	51	383	6,047	$27,300					
				Total	6,876	89,899	$460,600	30,900				
Alternative												
Weekday		20	280	256	5,120	71,680	$350,800					
Saturday		11	154	54	594	8,316	$40,700					
Sunday		13	182	51	663	9,282	$45,400					
				Total	6,377	89,278	$436,900	35,100				
				Net Change	**-499**	**-621**	**-$23,700**	**4,200**	**$2,200**	**-$25,900**	**-1**	**1**
Tierra Contenta / Las Soleras Routes												
Weekday	14	14	182	256	3,584	46,592	$239,600					
Saturday	11	11	143	54	594	7,722	$39,700					
Sunday	9	9	117	51	459	5,967	$30,700					
				Total	**4,637**	**60,281**	**$310,000**	**45,800**	**$24,100**	**$285,900**	**1**	**0**
Serve the Airport by Reducing Route 26 to Hourly Weekdays, Eliminate Weekend Service												
Existing Route 26												
Weekday	24	12	173	256	3,072	44,237	$212,500	6,887				
Saturday	9	4.5	65	54	243	3,499	$16,800	762				
Sunday	8	4	58	51	204	2,938	$14,100	619				
				Total	3,519	50,674	$243,400	8,268				
Revised Airport and Route 26 Service												
Revised Route 26												
Weekday	12	6	86	256	1,536	22,118	$106,200	5,000				
Saturday	0	0	0	54	0	0	$0	0				
Sunday	0	0	0	51	0	0	$0	0				
				Total	1,536	22,118	$106,200	5,000				
Airport Route												
Weekday	12	6	103	256	1,536	26,419	$113,300					
Saturday	9	4.5	77	54	243	4,180	$17,900					
Sunday	8	4	69	51	204	3,509	$15,100					
				Total	1,983	34,108	$146,300	11,600				
				Total Both Routes	3,519	56,226	$252,500	16,600				
				Net Change	**0**	**5,552**	**$9,100**	**8,300**	**$4,400**	**$4,700**	**0**	**0**

Revise Route 4 to Serve Midtown

Route 4 travels between downtown and the Santa Fe Place transit centers, serving areas south of Cerrillos Road. On weekdays, three buses operate a 90-minute cycle length to provide service every half hour, while on weekends three buses (interlined with Route 1) provide hourly service. There are several disadvantages to the existing route:

- Productivity is relatively low, at 7.5 passenger-trips per vehicle hours overall, and 7.4 on weekdays.
- Roughly 20 percent of the route coincides with Route 6. The Route 4 runs that serve Santa Fe Place near the top of the hour on weekdays are only a few minutes off of the schedule for Route 6.
- While the route serves the residential neighborhoods south of Cerrillos Road, it does not provide access to the trip destinations (such as shopping) in the Midtown area.

An alternative alignment would be to revise the route to serve the Midtown area, dropping service west of Midtown as shown in Figure 1 In the outbound direction, rather than turning south off Siringo Road on Camino Carlos Rey, the route would continue west to Richards Avenue, and make a clockwise loop including Cerrillos Road eastbound and Camino Carlos Rey southbound back to Siringo Road. Transfers with Route 2 would be available at Calle del Cielo and Cielo Court, and the route would provide access to major commercial destinations such as Big Lots, Walgreens, Savers, and Walmart. This route would be 13.4 miles in length (as compared with the current 16.4 miles) and would take approximately 15 minutes less to operate a round-trip.

Ridership would be impacted as follows:

- More convenient connections would be provided to the Midtown area.
- The area within a convenient quarter-mile walk of the transit stops would be expanded to include the neighborhood along Siringo Road west of Camino Carlos Rey, adding service to approximately 300 new households.

The stops along Camino Carlos Rey between Siringo Road and Rodeo Road would no longer be served. While passengers using some stops near the ends of this segment could walk to another remaining stop, the seven stops shown in Table 6 would no longer be served.

Table 6: Ridership at Stops Eliminated by Route 4 Revision to Serve Midtown
For Time Period: 3/1/2019 to 3/1/2020

Bus Stop Location	Estimated Weekday Activity		
	Boarding	Alighting	Total
Camino Carlos Rey @ Calle Anna Jean Inbound	3.3	1.4	4.6
Camino Carlos Rey @ Calle Cedro Outbound	3.8	3.0	6.8
Camino Carlos Rey @ Calle Princesa Juana Outbound	0.5	3.0	3.5
Camino Carlos Rey @ Camino del Bosque Inbound	1.9	0.8	2.7
Camino Carlos Rey @ Camino del Bosque Outbound	0.5	2.7	3.3
Camino Carlos Rey @ Vereda de Pueblo Inbound	4.6	1.4	6.0
Camino Carlos Rey @ Vereda de Pueblo Outbound	1.6	2.2	3.8
Total			30.9

As shown, these stops generated 11.3 passenger-trips per day (total of boardings and alightings) pre-pandemic. Given the low demand, it would be possible to serve these stops on demand along Route 4 or Route 6:

- The stops along Rodeo Road west of Camino Carlos Rey currently served by both Routes 4 and 6 (effectively providing service twice per hour on weekdays and weekends) would only be served once per hour. These stops currently serve 13.5 passenger-trips per weekday.
- Ridership from eastern Route 4 traveling to/from southwest Santa Fe would need to transfer.

Overall, the ridership benefits of this alternative outweigh the disbenefits, yielding a net increase of approximately 13,000 per year. As shown in Table 5, this option would also reduce annual operating subsidy by approximately $143,500 (assuming that the 75-minute cycle length can be paired with another route to yield a consistent overall cycle length providing clock headways).

Revise Route 2 to Serve Rufina Circle

Route 2 could be revised to divert from Cerrillos Road at Calle del Cielo and operate a loop around Rufina Circle and Rufina Street (in both directions), returning to Cerrillos Road at the same location. This would have the advantage of providing direct service to Meow Wolf and other commercial destinations in the area, as well as providing access to the Santa Fe Trails offices (for pass sales and other passenger needs).

Route 2 is currently 13.05 miles in round-trip length (with the Southwest Transit Hub it will be extended to 13.94 miles). This revision would add 0.7 miles in each direction or 1.4 miles per round-trip, increasing the overall round-trip running time by approximately six minutes. At present, the Route 2 schedule includes 17 minutes per round-trip in driver layover and makeup time — some of which is often needed to make up for traffic delays. To avoid reducing on-time performance on this key route while still provide adequate driver break time, it would probably be necessary to extend the existing 90-minute cycle length to 105 minutes by adding in a seventh bus on weekdays. On weekends, four buses are used to operate Route 1 and 4 interlined, which yields a 3-hour (180-minute) total cycle length with 22 minutes of scheduled layover/break time. As this extension would still provide 16 minutes of layover/makeup time every cycle, it could probably still be operated hourly on weekends using the existing three buses.

New ridership would be generated by providing direct service to destinations along Rufina Circle. While Meow Wolf is a very popular visitor destination, existing visitor use of Santa Fe Trails is relatively low and this is a seasonal trip generator. The Santa Fe Trails office also generates ridership by transit users purchasing passes, applying for ID cards, etc. There is also a modest potential for trips generated by other employers and commercial enterprises in the area. Overall, new ridership would generate approximately 19,000 new passenger-trips per year.

While the new stops around the Rufina loop would generate new ridership, it would also negatively impact existing riders passing through this portion of the route. Analysis of the existing ridership indicates that 17,200 passenger-trips travel along Route 2 each year passing through the Midtown area; each of these existing riders would have their trip time lengthened by three minutes. Elasticity analysis indicates that this would reduce existing ridership by roughly five percent, or 11,000 passenger-trips per year. The net impact of this alternative would therefore be an increase of approximately 8,000

passenger-trips per year. This option would cost approximately $222,500 per year for the additional vehicle-hours and vehicle-miles, resulting in a $218,300 annual increase in subsidy needs.

Provide Demand Response Route M/Museum Hill Service

The operating plan southeast of downtown (including Museum Hill and Canyon Road) prior to the pandemic consisted of two routes:

- Route M consisted of one bus operating between downtown and the Museum of International Folk Art hourly, largely via Alameda Street, Camino Cabra, and Camino De Cruz Blanca between 6:50 a.m. and 8:04 p.m. on weekdays, 10:20 a.m. and 6:04 p.m. on Saturdays and 10:15 a.m. and 5:59 p.m. on Sundays.
- The combined Museum Road/Canyon Road Shuttles consisted of two vehicles operated from 6:30 a.m. to 5:30 p.m. on weekdays, 8:30 a.m. to 5:30 p.m. on Saturdays and 10:00 a.m. to 5:30 p.m. on Sundays. This consisted of a Museum Shuttle via Old Pecos Trail, Armenta Street, and Camino Corrales outbound and Old Santa Fe Trail inbound and along Camino de Cruz Blanca as far east as St. John's College. In addition, the vehicles operated an eastern "Canyon Road Shuttle" loop eastbound on Canyon Road and westbound on East Alameda Street. These routes both terminate at the Visitor Information Center east of the State Capitol, rather than the Downtown Transit Center. A set schedule was not operated; rather, service was offered "approximately every 30 minutes." (Since the pandemic, Route M has been operated on-demand only and the Museum/Canyon Shuttle has not been operated.)

This operating plan has several disadvantages:

- The two routes both have poor productivity. Prior to the pandemic, Route M generated only 5.7 passenger-trips per vehicle hour, while the Museum/Canyon Road Shuttle generated 4.9. In comparison, the average for the Santa Fe Trails is roughly twice these values.
- The Route M ridership is relatively high in the morning and evening commute periods (up to 9.5 passenger-trips per hour in the 8:00 a.m. hour), and relatively low in other periods, as shown in Table 7.
- The stops along Canyon Road (not close to other routes) generate very little ridership (averaging only a total of two passenger-trips per day).
- The unscheduled nature of the shuttle routes is not attractive to passengers—particularly discretionary riders that have other options.

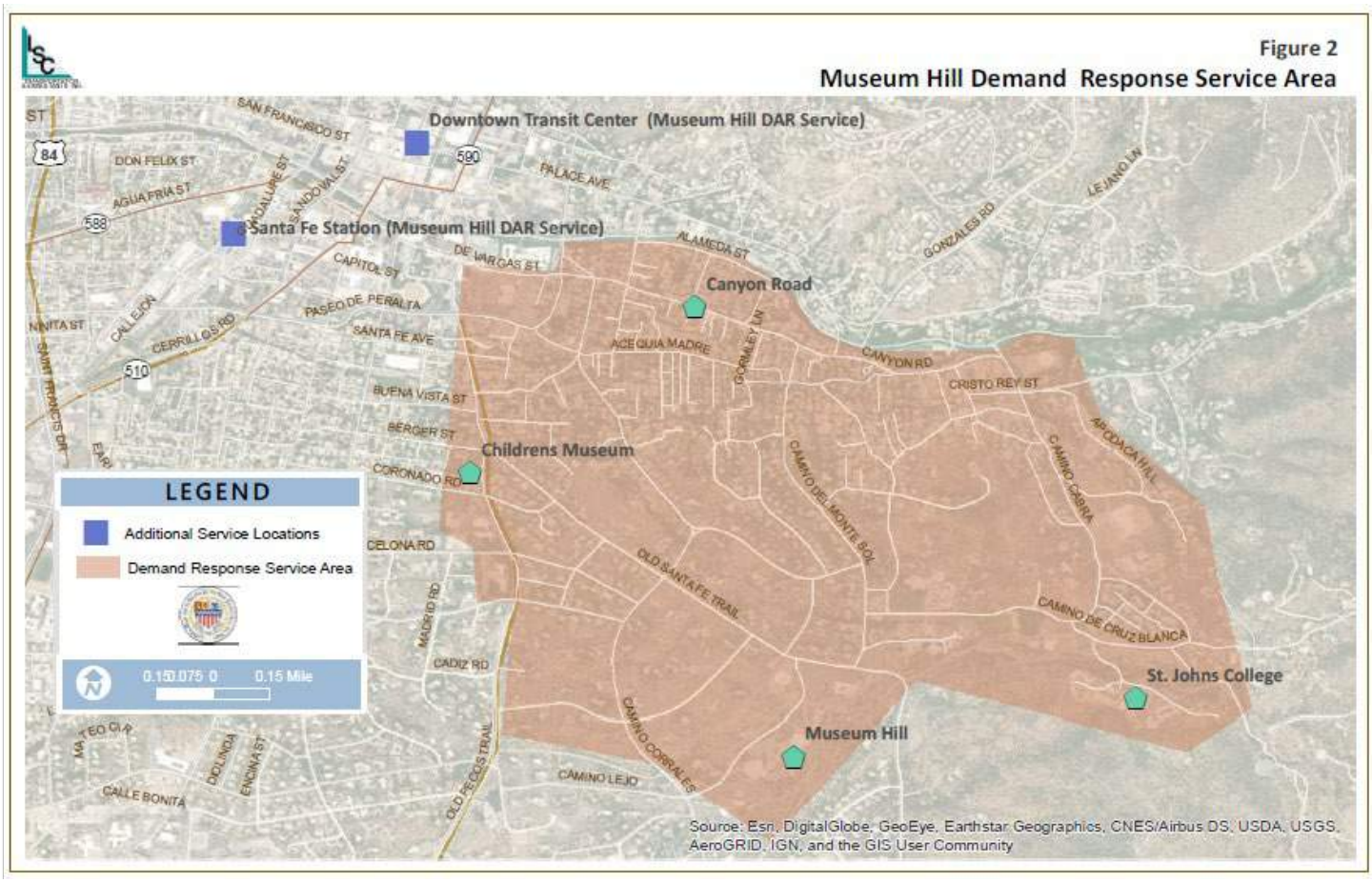
Table 7: Route M and Museum/Canyon Road Shuttle Ridership			
	Boardings by Hours by Day		
Route and Time	Weekday	Saturday	Sunday
Route M			
6:00 AM	0.4		
7:00 AM	1.8		
8:00 AM	9.5		
9:00 AM	6.7		
10:00 AM	4.8	6.2	3.1
11:00 AM	2.5	0.7	4.6
12:00 PM	5.8	6.2	1.5
1:00 PM	5.3	0.7	1.5
2:00 PM	4.4	2.1	4.1
3:00 PM	2.8	2.1	0.5
4:00 PM	0.0	2.1	2.1
5:00 PM	9.4	1.4	1.0
6:00 PM	0.9		
7:00 PM	0.9		
Total per Day	55.1	21.4	18.5
Museum Shuttle			
Average per Day	37.1	34.2	38.5
Hours per Day	11	9	7.5
Average per Hour	3.4	3.8	5.1

One option considered would be to serve this area with demand-response service across the current Route M service span, augmented by a second bus operating a fixed route on weekdays with two runs in the morning commute period and an additional two runs in the evening commute period. However, evaluation of probable post-pandemic ridership indicates that there are periods in the mid-day when ridership would exceed the capacity of a single demand-response vehicle, on all days of the week. This would therefore require operating the fixed route over much of the existing Route M span of service, negating any improvement in productivity.

An alternative strategy is to provide full demand-response service in this area, using two vehicles as needed to accommodate peak-demand periods over the course of the day. This would require approximately 20 vehicle-hours per weekday, with 13 on Sundays and 11 on Saturdays. As shown in Table 5, this would reduce annual operating costs by approximately $25,900 per year.

Figure 2 depicts an example demand-response service area. In addition to trips within the area shown, trips would also be served to and from the Santa Fe Rail Runner Station, as well as the Downtown Transit Center. The Visitors Information Center would also be a key connection to other transit services. This strategy has the advantage of allowing service levels to match changes in ridership over time as COVID-19 pandemic impacts vary. Some specific service times (such as employee shifts or school times) could be served on a subscription basis. Ridership would be generated by expanded capacity to serve

the dispersed destinations within the service area and reduced travel times. Overall, ridership is estimated to increase by 4,200 passenger-trips per year, yielding a net reduction in operating subsidy of $25,900.



Simplify Route 6

Route 6 is the longest route in the Santa Fe Trails network, requiring 47 minutes to travel from the Downtown Transit Center and Santa Fe Place. The route currently includes two segments that add mileage (and running time) for very little ridership benefit. The quality of service for most passengers would be improved by the following modifications:

- Eliminate the 0.5-mile loop from Rodeo Road into Rodeo Park, which only serves 2.3 passenger per day on average, or one for roughly every eight diversions into the park.
- Eliminate the service on Rodeo Road and Sawmill Road east of St. Francis Drive (1.1 passengers per day). Providing service instead on Sawmill Road west of St. Michaels Boulevard would save one mile on every one-way trip.

Over the course of a year (pre-pandemic), the ridership at the eliminated stops totaled approximately 1,000 passengers. However, the roughly four-minute reduction in travel time for the much larger proportion of ridership passing through the area would increase ridership by approximately 1,300 per year. Overall, this alternative would increase ridership slightly (300 passengers per year) while reducing operating subsidy by $20,600 annually.

The current route has a round-trip length of 22.6 miles, which would be reduced to 21.1 miles. While the travel time savings is probably not sufficient to reduce vehicle-hours of service, the reduction in vehicle-miles would yield an operating cost savings. An additional elimination of the remaining loop serving the area around St. Michaels High School was also considered but dismissed due to the higher ridership (four passengers per day) and the benefits of directly serving the high school.

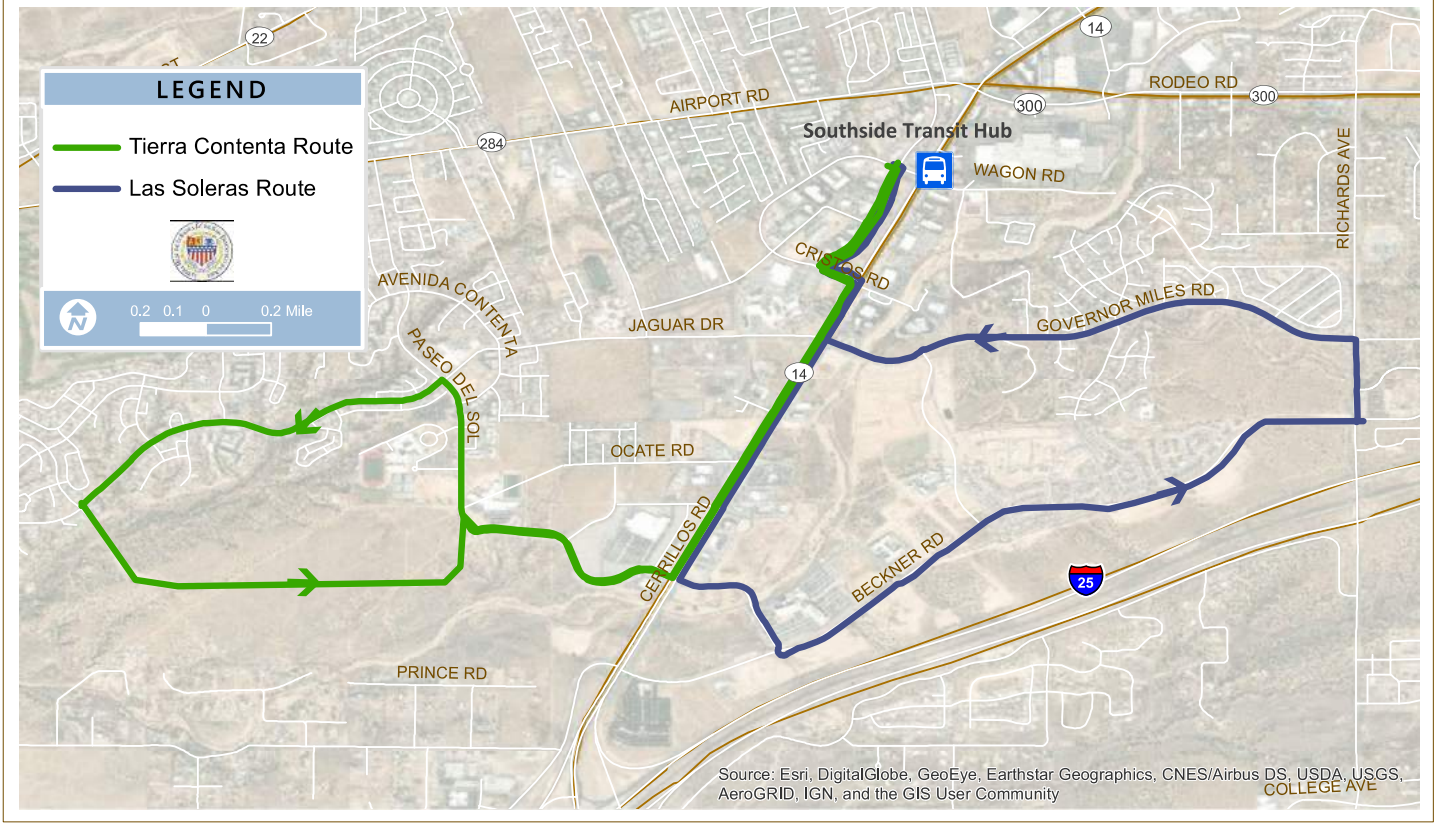
Service to New Developments in Southwest Santa Fe

There are two major master plan areas currently under development in southwest Santa Fe:

- Tierra Contenta (South of Airport Road and west of Cerrillos Road) has been under development since 1995, and currently is roughly half built out. Future development will consist of approximately 2,700 additional homes, with a focus on affordable housing. This future development includes a high-density (12-29 units to the acre) section, roughly one mile west of the Walmart Supercenter, as well as a commercial/office development adjacent to the 599/Jaguar Drive interchange and a new park (Swan Park) just to the east.
- Las Soleras consists of 500 acres on the north side of I-25 between Cerrillos Road and Richards Avenue, along both sides of Beckner Avenue. To date, development has largely consisted of commercial uses along Cerrillos Road, Presbyterian Urgent Care Medical Center, and Las Soleras Senior Living retirement community. This community could ultimately include up to 1,500 homes, including a higher density (12-25 dwelling units per acre) area along Rail Runner Road north of Beckner Road.

The ridership demand for these areas was evaluated by analyzing existing (pre-pandemic) ridership generated by other nearby areas with similar demographics that are currently served by Routes 4, 5, and 24. Based on this analysis, and adjusting for the frequency of service, hourly fixed-route service provided from 6:00 a.m. to 8:00 p.m. on weekdays, 8:00 a.m. to 7:00 p.m. on Saturdays and 8:30 a.m. to 5:30 p.m. Sundays would generate approximately 33,400 passenger-trips per year in the Tierra Contenta area (at full buildout) along with 12,400 passenger-trips per year in the Las Soleras area. At these ridership demand levels, it would be more effective to provide fixed-route service rather than some form of demand-response service.

Figure 3 presents two potential routes, one for Tierra Contenta (seven miles in length) and one for Las Soleras (six miles in length). Both routes originate at the Southeast Transit Hub and make a large one-way loop. At a total of 13 miles and operating along relatively uncongested roadways, these two routes can be served hourly using a single vehicle (with adequate driver breaks once an hour) and can meet transfer times with other routes at the Southeast Transit Hub.



Transit Service to Santa Fe Regional Airport

A common request is for transit service to the Santa Fe Regional Airport. Commercial air service currently consists of two airlines (American and United), providing service to Dallas, Denver, and Phoenix with a total of five arrivals and departures daily. The ridership generated by smaller commercial airports currently served with public transit in other western cities is quite low, as shown in Table 8. This reflects that business travelers tend to be on a tight time schedule and find the wait for transit service inconvenient, while local residents often have friends and relatives available. Ridership is typically generated by tourist visitors and by persons employed at the airport or supporting facilities. As shown, daily ridership generation (boardings plus alightings) ranges from 10 in Billings, Montana to 44 in Grand Junction, Colorado, equivalent to 0.02 to 0.18 daily transit passengers per 1,000 annual enplanements. As a visitor destination, it is reasonable that Santa Fe would generate transit riders at the higher end of this range, indicating a total of approximately 25 transit riders per day.

Table 8: Peer Commercial Airport Transit Ridership			
Commercial Airport	Annual Enplanements (2019)	Daily Transit Boardings and Alightings	Daily Transit Riders per 1,000 Annual Enplanements
Grand Junction	250,000	44	0.18
Missoula	454,000	22	0.05
Billings	469,000	10	0.02
Santa Fe	143,000	25	*(Forecast)*

Extending fixed-route service would add 5 miles to Route 24, requiring approximately 12 minutes to serve. As there is not sufficient available time in the current interlined Route 24/Route 26 schedule (currently providing half-hourly service on each route using two buses), without other changes it would be necessary to add a third bus into the service plan. As operating a bus throughout the year over the Santa Fe Trails typical span of service incurs an operating cost of $300,000, simply expanding service to serve the airport would be very cost ineffective. This would also have the disadvantage of increasing the in-vehicle travel times for existing Route 24 passengers. For these reasons, this option was not considered further.

Another option would be to reallocate existing service to serve the airport. Route 26 (serving the South Cerrillos Road corridor, including the Human Services Department and the Fashion Outlets) is currently operated on 30-minute headways but generates a low ridership of approximately 25 passenger-trips per day and a pre-pandemic productivity of only 4.8 passenger-trips per vehicle-hour. On weekdays, every other run of this route could instead be used to serve a new Airport Route (directly west from the Southside Transit Hub to the airport terminal and return) on an hourly basis. Route 26 would still be operated on an hourly frequency. On weekends, one bus is currently used to operate both Routes 24 and 26 hourly. Shifting every other Route 26 run to the Airport Route would result in two-hour headway service on both routes, which is very ineffective. Instead, under this option, Route 26 service would be eliminated on weekends. If the Route 21/22 Demand Response service discussed above is implemented, it would be possible to also serve key stops along existing Route 26 (such as Wal-Mart and Presbyterian Santa Fe Medical Center) on weekends, given that demand for other generators in the area such as the Community College is lower. Alternatively, it would be possible to not implement this modification until Tierra Contenta and/or Las Soleras have developed to the point at which fixed-route service is warranted.

An Airport Route would best connect the Southside Transit Hub with the airport terminal via the planned extension of Jaguar Drive (expected within the next five years). This has the advantage over Airport Road of also serving the residential neighborhoods and planned commercial development on the western end of Jaguar Drive, as well as being shorter. As presented in the bottom of Table 5, overall, this alternative would result in a modest ($9,100 per year) increase in operating costs associated with an increase in mileage. The ridership generated by service to the airport is estimated at 11,600 (including 2,500 additional riders resulting from service to new neighborhoods along Jaguar Road) while the reduction in ridership on existing Route 26 due to the shift from half-hourly to hourly service

would be approximately 3,300, yielding a net increase of 8,300. Overall, this option would increase subsidy needs by $4,700 per year, while adding service to the airport.

Fixed-Route Alternatives Performance Review

A performance analysis of the various fixed-route alternatives discussed above is presented in Table 9. This analysis focuses on the following measures:

- Impact on Annual Ridership — The various alternatives range from a reduction of 300 passenger-trips per year (by eliminating the first Route 2 weekday run) up to a maximum of 45,800 new passenger-trips (for the new Tierra Contenta/Las Soleras Routes once buildout of these new areas is achieved). Other alternatives that have a relatively large ridership increase would be to increase Route 2 Saturday service frequency (14,800) and revising Route 4 to serve Midtown (13,000). These figures are also shown in Figure 4.
- Impact on Annual Operating Subsidy — Annual operating subsidy is a key input to the transit program. These values range from a net savings of $294,600 (for revising Route 1 to serve Midtown) to a net increase of $285,900 (Tierra Contenta/Las Soleras Route).
- Marginal Passenger-Trips per Vehicle-Hour of Service — Also termed "productivity", this measure is a key indicator in the overall effectiveness of a transit service. These values are also shown in Figure 5. As both the change in ridership and change in vehicle-hours can be both positive and negative, this measure needs to be assessed in several categories:
    - Increase in Ridership/Reduction in Vehicles Hours — This category is the "best" of the alternatives by this performance measure, generating more passengers while reducing costs and resulting in a negative performance value. There are a total of five fixed-route alternatives in this category: Operating Routes 21/22 on demand, revising Route 1 to serve Midtown, revising Route 4 to serve Midtown, streamlining Route 6, and replacing Routes M and Museum/Canyon Routes with demand-response service.
    - Increase in Ridership/Increase in Vehicle-Hours — Most alternatives reflect an investment in providing more vehicle-hours of service to generate an increase in ridership. In this category, a high value reflects a "better" alternative. By this measure, operating Routes 21/22 on hourly headways is the best alternative, generating 41.8 passenger-trips for every additional vehicle-hour. Other relatively good options by this measure are later Route 4 Saturday service (23.0), earlier Saturday service (20.7) and increased Route 2 Saturday service (14.6). Relatively poor performers by this measure include increased Route 1 evening frequency (1.4), revising Route 2 to serve Rufina Circle (2.0), increasing Route 1 Sunday service frequency (3.1), and increasing frequency of Saturday service on Routes 1 and 4 (3.2 each).
    - Reduction in Ridership/Reduction in Vehicle-Hours — Only one alternative falls in this category: eliminating the first Route 2 weekday round-trip which reduces ridership by 300 per year while reducing vehicle-hours by 333. The resulting low positive value of 0.9 reflects a good alternative, in that it reduces ridership minimally for every hour of service eliminated.

Table 9: Santa Fe Trails Fixed Route Service Alternatives Performance Analysis						
		Change From Existing Service				
	Alternatives	Net Annual Ridership	Net Annual Vehicle-Hours	Net Annual Operating Subsidy	Psgr-Trips per Service-Hour	Marginal Subsidy per Psgr-Trip
	Existing Fixed Route Performance	*Alternative Exceeding Average Shaded Green*			10.8	$5.43
Frequency / Span of Service Alternatives	Route 1: Increase Evening Frequency to 30 Minutes	1,100	768	$53,000	1.4	$48.18
	Route 1: Increase Saturday Frequency to 30 Minutes	2,600	810	$55,200	3.2	$21.23
	Route 1: Increase Sunday Frequency to 30 Minutes	1,900	612	$41,700	3.1	$21.95
	Route 2: Eliminate 1 Early AM Weekday Round Trip	-300	-333	-$20,400	0.9	$68.00
	Route 2: Increase Frequency on Saturdays	14,800	1,015	$55,700	14.6	$3.76
	Route 4: Increase Saturday Frequency to 30 Minutes	2,600	810	$49,900	3.2	$19.19
	Route 4: Increase Sunday Frequency to 30 Minutes	1,700	612	$37,900	2.8	$22.29
	Earlier Saturday Service: Route 1	400	49	$3,000	8.2	$7.50
	Earlier Saturday Service: Route 2	2,800	135	$7,000	20.7	$2.50
	Earlier Saturday Service: Route 4	500	43	$2,400	11.6	$4.80
	Earlier Saturday Service: Routes 1, 2, 4	3,700	227	$12,400	16.3	$3.35
	Later Saturday Service: Route 1	1,400	205	$13,600	6.8	$9.71
	Later Saturday Service: Route 2	6,200	270	$13,600	23.0	$2.19
	Later Saturday Service: Route 4	1,200	205	$12,300	5.8	$10.25
	Later Saturday Service: Route 24/26	1,000	162	$10,700	6.2	$10.70
	Later Saturday Service: Route 1,2,4, 24/26	8,800	842	$50,200	10.4	$5.70
	Route 24/26: Change Weekday Freq. from 70 to 60 Min	10,800	258	$18,600	41.8	$1.72
	Route 24/26: Saturday Half-Hour Service	7,500	432	$24,700	17.4	$3.29
	Operate Route 21/22 On Demand	900	-563	-$38,800	-1.6	-$43.13
Route Alternatives	Revise Route 1 to Serve Midtown	6,100	-4,219	-$294,600	-1.4	-$48.30
	Revise Route 4 to Serve Midtown	13,000	-2,122	-$143,500	-6.1	-$11.04
	Streamline Route 6	300	0	-$20,600	--	-$68.67
	Revise Route 2 to Serve Rufina Circle	8,000	4,096	$218,300	2.0	$27.29
	Revise M & Museum/Canyon Routes to Demand Response	4,200	-499	-$25,900	-8.4	-$6.17
	Tierra Contenta / Las Soleras Routes	45,800	4,637	$285,900	9.9	$6.24
	Serve the Airport by Reducing Route 26	8,300	0	$4,700	--	$0.57

Figure 4: Fixed Route Alternative Annual Ridership Impact

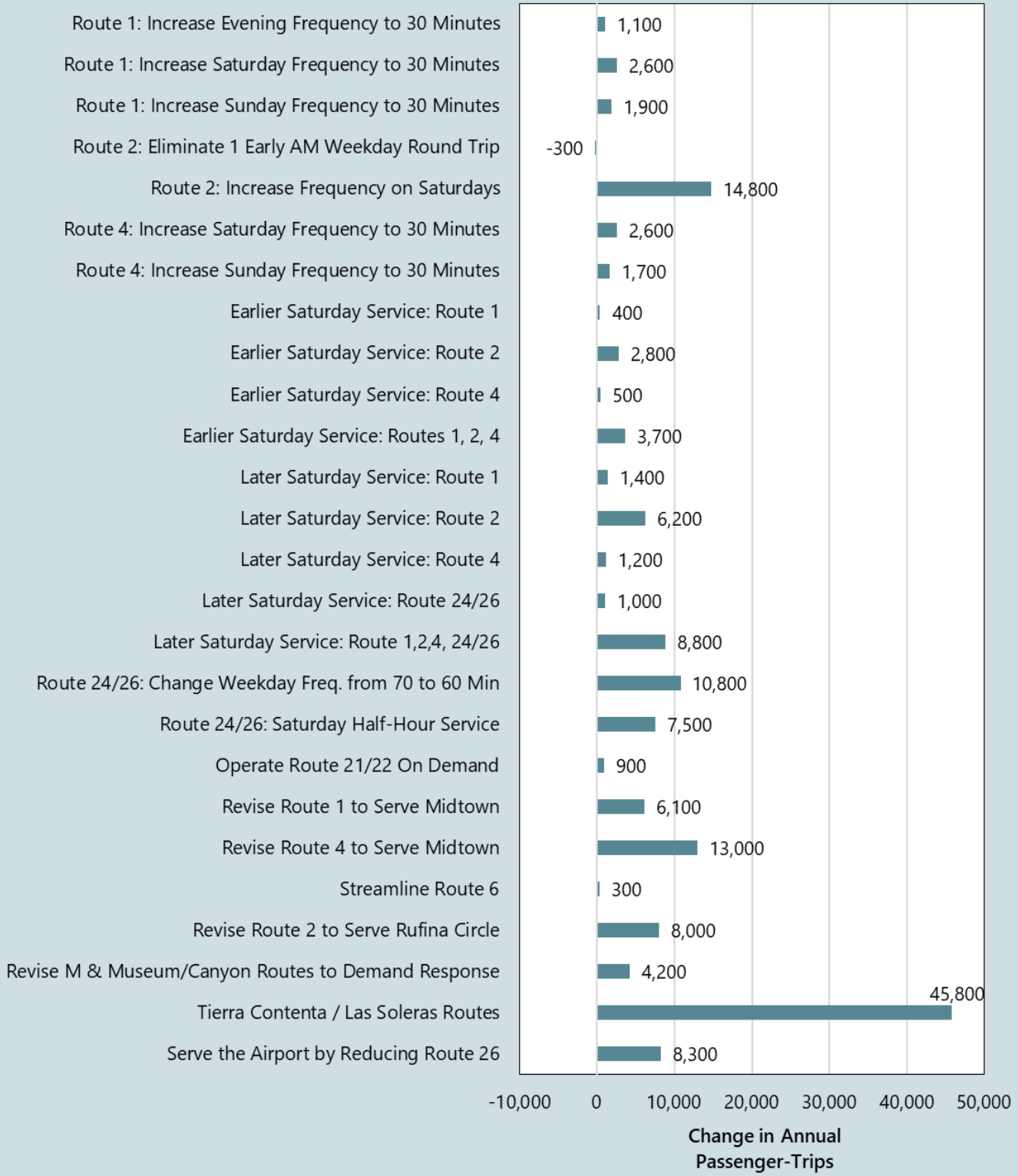
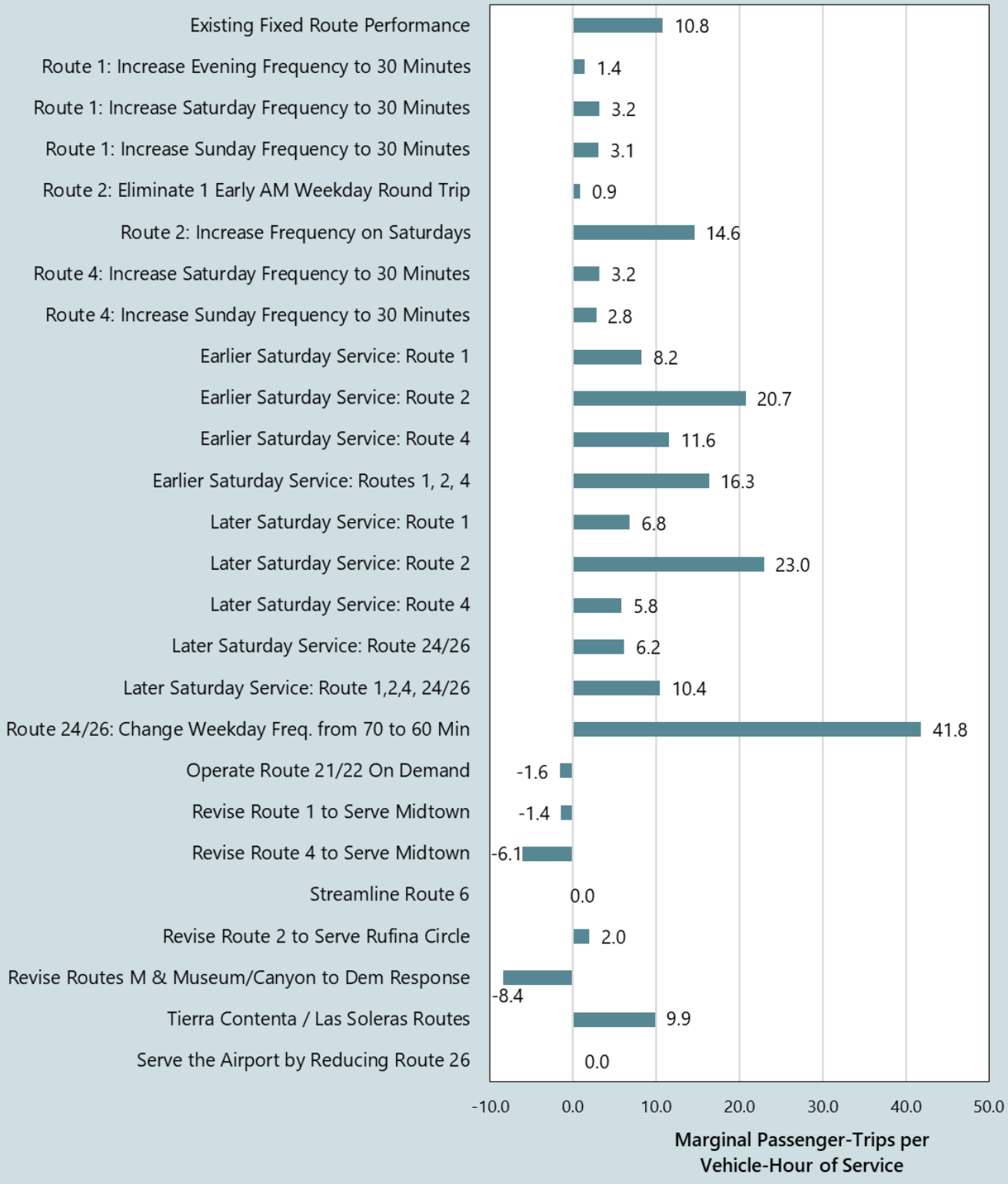


Figure 5: Fixed Route Alternative Productivity



There are also two alternatives (streamlining Route 6 and reducing Route 26 to serve the airport) that cannot be evaluated by this measure in that they do not change annual vehicle-hours.

- Marginal Subsidy per Passenger-Trip — This performance measure is particularly important in that it relates the key public "input" to transit service (operating funding) to the key "output" (ridership). These values are depicted in Figure 6. The results of this measure also fall in various categories:
    - Reduction in Subsidy/Increase in Passenger-Trips — This results in a negative value that reflects a positive outcome. Five alternatives fall in this category: demand-response service on Routes 21/22, revising Route 1 to serve Midtown, revising Route 4 to serve Midtown, streamlining Route 6, and providing demand-response service in the Museum Hill area.
    - Increase in Subsidy/Increase in Passenger-Trips — In this category, a relatively low value reflects a relatively good alternative, in that fewer financial resources are needed for every new passenger-trip served. The best alternative by this measure is serving the airport ($0.57), revisions to Route 24/26 to provide hourly service ($1.72) and increasing Route 2 Saturday service frequency ($3.76). Poor alternatives include increasing Route 1 evening frequency ($48.18), revising Route 2 to serve Rufina Circle ($27.29), and increasing Route 1 service frequency on Sundays ($21.95) or Saturdays ($21.23)
    - Reduction in Subsidy/Reduction in Passenger-Trips — A higher positive value in this category reflects a better alternative in that more financial resources are saved for every passenger-trip lost. Only one alternative (eliminating the first weekday Route 2 run) falls in this category, which saves $68 for every passenger-trip eliminated.

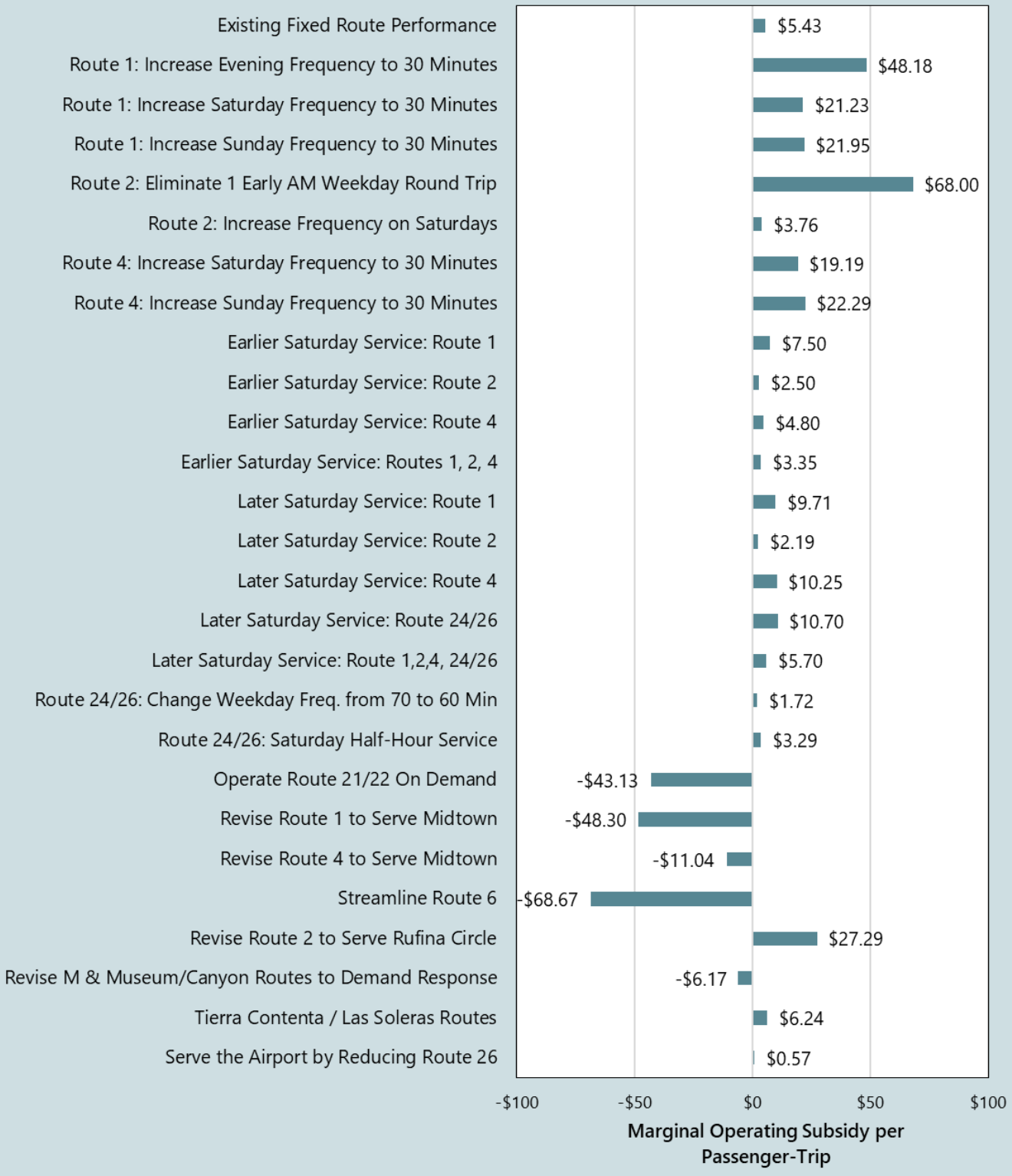
Overall, this performance review indicates that the following alternatives are relatively advantageous:

- Initiating an Airport Route by reducing Route 26
- Revising Routes 1 and 4 to serve Midtown
- Revising Routes 21 and 22 to demand-response service
- Revising Museum Hill service to demand-response service
- Streamlining Route 6
- Revising of Routes 24 and 26 to hourly service
- Expanding of the hours of service on Saturday, particularly in the morning and on Route 2
- Improving frequency of Route 2 service on Saturday
- Adding Tierra Contenta/Las Soleras Routes
- Eliminating the first weekday run on Route 2

Relatively poor performing alternatives consist of the following:

- Diverting Route 2 to serve Rufina Circle
- Increasing Route 1 service frequency
- Increasing Route 4 service frequency on weekends

Figure 6: Fixed Route Alternative Operating Subsidy per Passenger-Trip

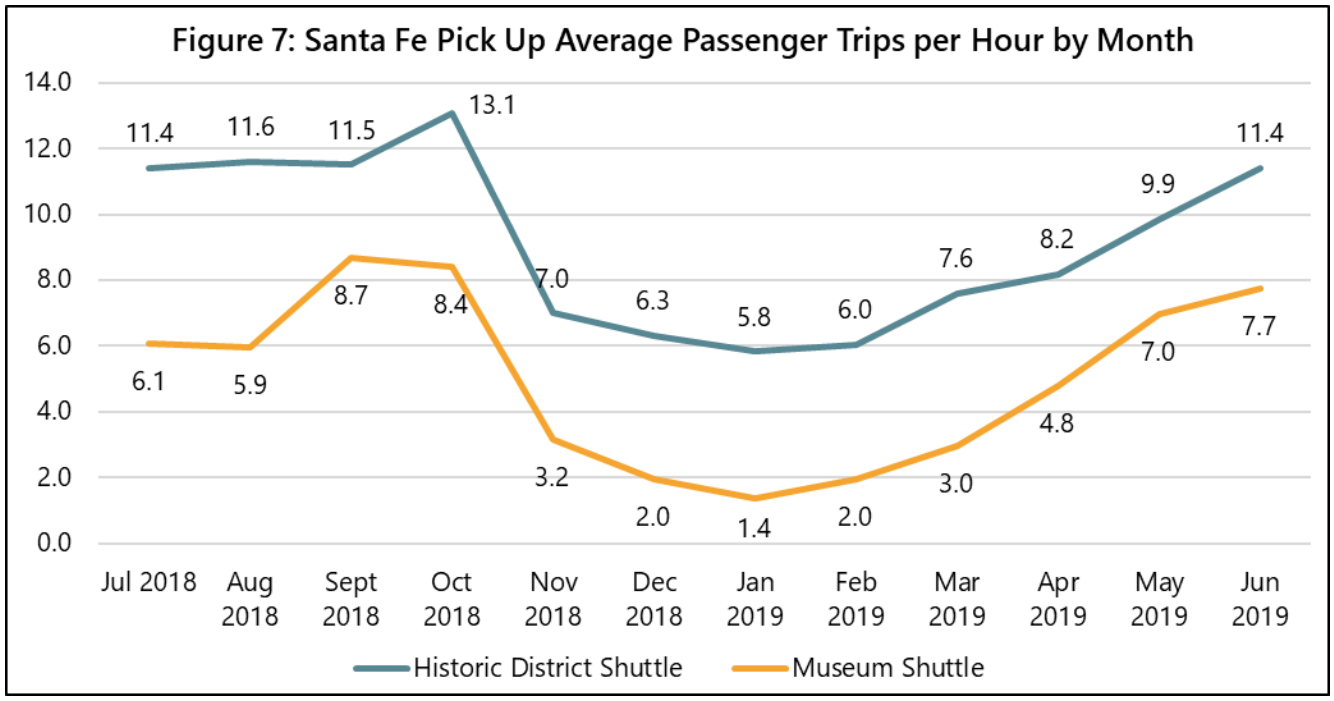


Visitor-Focused Transit Alternatives

Santa Fe Transit provides services for residents and visitors alike, but the discontinued Santa Fe Pick-Up focused on meeting the needs of visitors. While there was some discussion of visitors' transportation needs in the previous alternative to revamp Route M and Museum/Canyon Shuttle as an on-demand service, additional alternatives discussed below further evaluate options for improving visitor-focused transportation.

There are numerous options which could be applied to the Historic District Shuttle service, but several factors should be considered in deciding preferred options, including:

1. The Historic District Shuttle, prior to the pandemic, was relatively productive, serving 9.5 passenger-trips per vehicle-hour (close to the systemwide average). However, the Museum Hill/Canyon Road Shuttle, at a value of 4.9, was not productive.
2. The Historic District Shuttle route was reviewed to consider options to streamline the route and provide a slightly shorter travel time. However, the existing route was found to be appropriate in that it serves key stops throughout the route.
3. Evening service is warranted based on the activity in the downtown area. This is particularly true in the early evening (5:30 to 8:30 p.m.) but continuing until 9:00 or 10:00 p.m. would provide greater reliability and confidence for people choosing to get around by shuttle.
4. The seasonality of ridership is significant when reviewing ridership from 2018-19. As shown in Figure 7, October had the highest ridership per hour (due largely to special events), while January had the lowest. Adjusting the service seasonally would be appropriate.
5. Performance by day of week is also a significant factor. Ridership performs best on Saturdays and poorest on Sundays.
6. The factors above should be weighed against the need for simplicity. Visitors desire consistent, easy-to-understand schedules, which encourage transit use.



Reinstate the Historic District Route with Expanded Evening Hours

The Santa Fe Pick-Up Historic District Route operated prior to the pandemic starting at 6:30 a.m. weekdays, 8:30 a.m. Saturdays, and 10:00 a.m. Sundays and ending at 5:30 p.m. daily on roughly 15-minute headways using two buses in service. However, as expected in a tourist-based neighborhood and confirmed by Streetlight™ data, the downtown area remains active until at least 9:00 p.m.

Extending the Historic District Route to operate into the evening would benefit employees and visitors, particularly for dining and lodging.

Under this alternative, the reinstated Historic District Shuttle would operate the same route alignment as previously but would operate until 9:00 p.m. on Sunday through Thursday, and until 10:00 p.m. on Friday and Saturday, still on 15-minute headways. Based on the level of activity in the downtown historic district, this would generate an estimated 21,800 passenger trips over previous service levels, with an increased cost of $151,000 annually, as shown in Table 10. As shown, the alternative would generate an estimated 8.1 passenger trips per hour at a subsidy of $6.93 per passenger trip.

Table 10: Visitor Service Alternatives Analysis

Alternatives	Run Parameters		Daily Service			Days per Year	Annual				Performance	
	Hours	Miles	Runs	Hours	Miles		Hours	Miles	Cost	Ridership	Passengers per Hour	Subsidy per Passenger
Historic District Shuttle - Later Service 15-Minute Frequency (Sun - Thurs Until 9:00 PM, Fri - Sat Until 10:00 PM)												
Weekdays	0.5	3.2	14	7	45	203	1,421	9,123	$79,600	14,100	9.9	$5.65
Friday / Saturday	0.5	3.2	18	9	58	102	918	5,894	$51,400	5,100	5.6	$10.08
Sunday	0.5	3.2	14	7	45	51	357	2,292	$20,000	2,600	7.3	$7.69
Total						356	2,696	17,308	$151,000	21,800	8.1	$6.93
Historic District Shuttle - Later Service with Half-Hour Frequency												
Weekdays	0.5	3.2	7	3.5	22	203	711	4,561	$39,800	10,300	14.5	$3.86
Friday / Saturday	0.5	3.2	9	4.5	29	102	459	2,947	$25,700	3,700	8.1	$6.95
Sunday	0.5	3.2	7	3.5	22	51	179	1,146	$10,000	1,900	10.6	$5.26
Total						356	1,348	8,654	$75,500	15,900	11.8	$4.75
Historic District Shuttle - Reduce Off-Season Service Frequency (Same Hours as Pre-COVID)												
November to April	0.5	3.2				178	-1,785	-13,821	-$103,900	-3,400	(1.9)	-$30.56

Extend Historic District Shuttle Evening Hours on Half-Hour Headways

Like the previous alternative, the Historic District Shuttle service would be extended into the evening, but on half-hourly headways instead of 15-minute headways. This better reflects evening activity in the downtown area. The hours and miles of service would be half of that of the prior alternative, thereby reducing the incremental operating cost (to $75,500), but ridership would be an estimated 15,900 passenger trips annually based on elasticity. Therefore, 11.8 passenger trips would be carried per additional service hour at a cost of $4.75 per passenger trip, as shown in Table 10.

Reduce Off-Season Frequency on the Historic District Shuttle

A review of the Santa Fe Pick-Up Historic District Route's ridership indicates a strong seasonality in ridership (see Figure 7). While May through October ridership averaged 11.5 passengers per hour, November through April ridership averaged only 6.8 passengers per hour. Under this alternative, the Historic District Shuttle service would be reinstated as previously operated, but with half-hour frequency throughout the day from November 1 to April 30 each year, essentially cutting the service in half for half of the year.

As shown in Table 10, this alternative would result in a reduction of service by 1,786 revenue hours and 13,821 revenue miles, reducing the operating cost by $103,900 annually. Given the proportion of ridership in the off-season, and applying an elasticity factor, it is estimated this would result in a loss of 3,400 passenger trips. Therefore, only 1.9 passenger trips would be lost for every hour of service cut, and $30.56 of operating cost would be saved per reduced passenger trip.

Replace Museum Hill/Canyon Road Shuttle and Route M with Demand Response

As discussed in detail above, another alternative that would modify existing visitor-focused transit service would be the replacement of the Museum Hill/Canyon Road Shuttle with a demand-response service that would also accommodate existing Route M service.

Microtransit Alternatives

Over the last several years, the concept of "microtransit" has seen increasingly widespread application across the nation. The goal of microtransit service is to provide coverage over an area not served efficiently by fixed-route service with a short response time, typically within 15 minutes of the request. Microtransit applies the app-based technology developed for transportation network companies (such as Uber and Lyft) to provide a new form of public transit service in lower-demand and lower-density areas. While the concept of real-time, demand-response service has been envisioned for many years, it could not be effectively implemented until recently with the advent of new technology. Passengers typically use an app downloaded on their smartphone or computer to request a ride and a routing algorithm assigns the ride request to a specific driver/vehicle. The passenger is provided with an estimated service time, and fares are typically handled through the app. In addition, to ensure equitable accommodation, rides may also be requested directly over the phone. However, most trips are assigned without the need for manual dispatching. Unlike traditional dial-a-ride services, there is no need for a 24-hour-or-more advance reservation. As microtransit is a shared-ride service, multiple passengers may be on the vehicle at the same time. Requirements of the Americans with Disabilities Act may be met by ensuring that a sufficient number of accessible vehicles are available to serve those who require accessible service.

A few examples of publicly operated microtransit services in the region are as follows:

- The Cheyenne Transit Program shifted its paratransit program from traditional Dial-A-Ride to microtransit. Over the first six months of microtransit service, productivity increased from 2.1 passenger-trips per vehicle-hour to 3.6.
- As a result of the COVID-19 pandemic, the Citibus system in Lubbock, Texas reduced fixed-route service from half-hourly to hourly in the peak periods, and implemented an in-house microtransit program called "Citibus On-Demand." Rides are booked through the Spare Labs app, available through the App Store, or by calling in. The pilot program was fare-free, but a fare of $2.00 was subsequently added. Up to 14 vehicles are in operation at peak times, with approximately 10 during midday. With an average of 205 passenger-trips per day, productivity is in the range of 1.0 to 1.5 passenger-trips per vehicle-hour.

There are many options that can be considered under the overall concept of microtransit:

- Service areas can be constrained ("geo-fenced") to allow trips only within a specific zone, or between specific points.

- Typically, a service area will include a key transfer point to/from high quality fixed-route service, such as at a transit center.
- Service can be provided on a door-to-door level (whereby passengers indicate specific addresses), a corner-to-corner level (service only to a nearby public street intersection), or on a defined checkpoint level (with specific signed transit service stops). To facilitate the response time, users are often asked to meet the vehicle at a nearby intersection. This also enhances productivity as the vehicle can operate on primary streets and avoid many neighborhood streets.
- Service can be provided through a private service contractor (which provides the app, drivers, and vehicles) or through public sector employees (using an app purchased on a subscription basis).
- The response time can be varied. As discussed below, some microtransit services provide service within a 15- or 20-minute time from the ride request, while others only guarantee service within an hour or two of each request.

Transit agencies have typically found microtransit to be effective within a defined range of productivity levels. A minimum level of productivity (passenger-trips per vehicle-hour) is needed to justify the expenditure of public resources. While this is a matter of local priorities, typically a productivity of less than 1.8 is found to be infeasible. On the other hand, over a maximum level of productivity of roughly eight passenger-trips per vehicle-hour, fixed-route service (or a combination of fixed-route and microtransit) is appropriate, as a fixed-route driver can serve higher demand levels more efficiently.

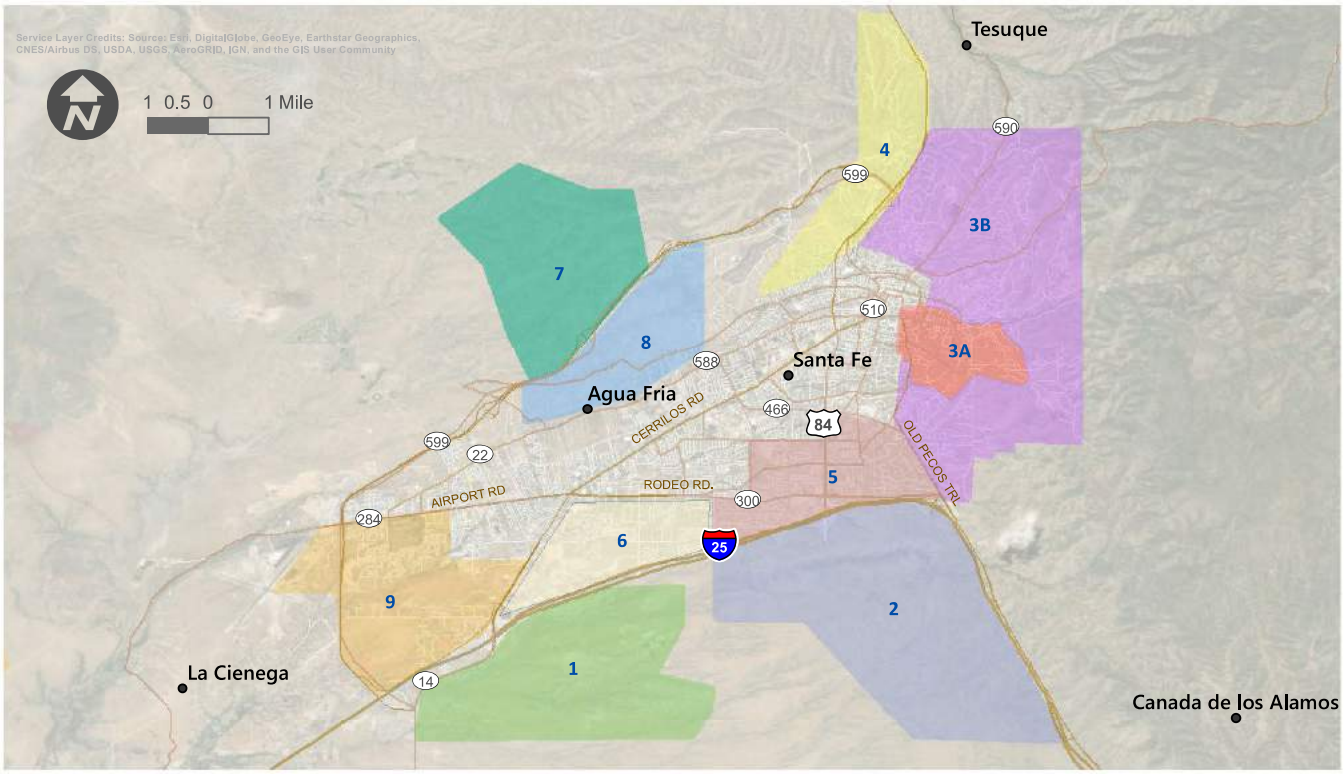
LSC has completed literature reviews and analysis of case studies of microtransit service to determine some factors for successful implementation of microtransit service. One good resource is "UpRouted: Exploring Microtransit in the United States" prepared by the Eno Center of Transportation in 2018. The report includes a review of literature available at that time and an analysis of three case studies. Additional case studies and pilot programs were reviewed by LSC from Arlington, TX; Santa Clara, CA; Citrus Heights, CA, and Salt Lake City, UT. Key factors to consider include:

- Sufficient vehicles must be operated to ensure a response time of 15 minutes or less. To ensure adequate response time, one vehicle per 3.4 square miles may be required depending on local density and characteristics of the area to be served.
- Population density, while not the only factor, must be high enough to ensure sufficient demand and reasonable travel distances. The residential density may be lower than that required to support fixed-route transit, but densities lower than 2,000 residents per square mile do not appear to support an effective microtransit service. Those areas with densities greater than 2,400 residents per square mile are more likely to be effective.
- The level of demand generated by residents is approximately 1.5 daily trips per capita for the area being served. This varies depending on the demographics of the area and convenient links to regional services and areas outside the microtransit zone.
- The most effective microtransit service is linked to either rail or Bus Rapid Transit (BRT) service, providing first- and last-mile connections. Connections to high-speed regional transit service increases the level of demand and the productivity for the microtransit service.
- For service to employment destinations, microtransit is much more dependent on connections to high-speed regional transit as the first- and last-mile connection.

- The highest productivity of microtransit services was less than 10 passengers per vehicle-hour. Very few achieved a productivity of greater than 3.0 passengers per vehicle-hour and at least one pilot program had a productivity of less than 1.0 passenger per vehicle-hour. Productivity is likely to be 3.0 passengers per vehicle-hour or less.

Analysis of Microtransit Potential in Santa Fe

To assess the opportunity to implement microtransit in portions of the Santa Fe Trails service area, nine zones were identified for analysis of microtransit, as shown in Figure 8. Zone 3 was subdivided into two separate zones to separate the more residential areas from the museum and college areas.



Residential Ridership

Data were compiled for each zone, including the area, residential population, and population density as shown in Table 11. The number of vehicles to serve each zone was estimated using a factor of one vehicle for every 3.4 square miles. Potential ridership was estimated using a demand factor of 1.5 daily passenger trips per capita within the zone. Productivity was then estimated based on the estimated annual vehicle-hours of service in the zone and the potential ridership. Each zone was then evaluated based on population density and estimated productivity. Zones with a population density of less than 2,000 residents per square mile were rated as poor, zones with a density between 2,000 and 2,400 residents per square mile were rated as possible, and those zones with a density of 2,400 residents per square mile were rate as good possibilities. Similarly, zones were rated based on anticipated productivity. Those zones with a productivity of less than 2.5 passengers per vehicle-hour were considered poor, between 2.5 and 3.0 were considered possible, and productivity of 3.0 passengers

per vehicle-hour or higher were considered good. As shown in Table 11, only two zones (South Santa Fe and Tierra/Contenta/Airport) show conditions for possible use of microtransit based on current residential conditions.

Table 11: Assessment of Microtransit Potential

Zone		Residential Assessment								Overall Assessment				
		Area (Sq Mi)	Residential Population	Density (Pop per Sq Mi	Peak # Vehicles: Residential Only	Annual Residential Psgr Trips	Residential Productivity (Psgr-Trips per Veh-Hr)	Density Assessment	Productivity Assessment	Other Demand Generators	Annual Non-Residential Psgr-Trips	Total Peak # Vehicles	Total Productivity	Overall Microtransit Potential
Existing Conditions														
1	Rancho Viejo/SFCC	6.8	5,682	836	2	8,500	0.9	Poor	Poor	SF Comm. College, Rail Station	9,000	2	1.9	Possible
2	Seton Village Area	10	5,389	539	3	8,100	0.6	Poor	Poor	None	0	3	0.6	Poor
3A	Museum Hill	1.8	2,400	1,333	1	3,600	1.4	Poor	Poor	Museums, Canyon Rd., St. Johns College	31,500	2	3.7	Good
3B	Eastern SF Other	10.8	5,137	476	3	7,700	0.5	Poor	Poor	None	0	3	0.5	Poor
4	Northwest SF	3.3	3,679	1,115	1	5,500	1.2	Poor	Poor	None	0	1	1.2	Poor
5	South SF	3.2	7,475	2,336	1	11,200	2.5	Possible	Good	SF High School	2,000	1	3.0	Good
6	Las Soleras	2.7	4,564	1,690	1	6,800	1.8	Poor	Poor	Pres. Hospital	3,000	1	2.6	Possible
7	Las Campanas	5.4	4,005	742	2	6,000	0.8	Poor	Poor	None	0	2	0.8	Poor
8	Agua Fria	3.1	3,047	983	1	4,600	1.1	Poor	Poor	None	0	1	1.1	Poor
9	Tierra Contenta / Airport	2.1	9,915	4,721	1	14,900	5.1	Good	Good	Airport	2,000	1	5.8	Good
Future Conditions with New Development														
6	Las Soleras	3.3	5,611	1,700	1	8,400	1.8	Poor	Poor	Pres. Hospital, Commercial	5,000	1	2.9	Possible
9	Tierra Contenta / Airport	3.1	17,872	5,765	2	26,800	2.8	Good	Good	Airport, Commercial	3,000	2	3.2	Good

Note: Assuming 14 hours of service per weekday, 11 per Saturday and 10 per Sunday.

Finally, Zones 6 and 9 were evaluated based on planned development. The additional development in Zone 9 would improve the potential for application of microtransit, although this zone indicates potential with the current density and level of development.

Other Ridership

In addition to resident use of microtransit, some of the analysis zones include other potential generators of ridership, such as the museums, schools, hospitals, airport, and rail station. This additional potential ridership was added (based on the ridership analysis presented in previous sections). Including this ridership, an additional zone has good potential (Museum Hill), while the Rancho Viejo/Community College and Las Soleras zones have possible potential.

Demand-Response Microtransit Potential

The above analysis of microtransit is premised on providing enough vehicles in each zone to ensure most trip requests are accommodated within 15 minutes. The number of vehicles required for the service could be reduced by increasing the time to respond to trip requests. Instead of responding to requests within 15 minutes, the policy could be set with a greater response time of one or two hours. This would significantly reduce the cost to provide the service, while making it possible to cover the same areas. There is far less convenience for the user as trips must be planned and the request made before the desired travel time. The level of demand would be less than microtransit (with a 15-minute response time) because of the longer response time and less convenience for the passenger. Total operating costs and capital costs would be lower compared to microtransit, but with a higher productivity as more trips could be grouped on each vehicle.

Some communities have implemented public demand-response service using a similar model. In some cases, trips must be requested by calling the dispatcher or through a web portal. The Regional

Transportation Commission (RTC) of Washoe County in Reno, NV has implemented their FlexRIDE service using this concept. These are operated by a contractor and a base fare of $2 is charged, with a discounted fare of $1.

Service is provided from 5:30 a.m. to 11:00 p.m. Rides may be scheduled using a smartphone app or by calling the FlexRIDE dispatch center. Rides are scheduled on a first-come/first-served basis. Depending on the level of demand at any moment, the response time may be much higher than 15 minutes and RTC does not publish a standard response time for trip requests. The passenger is informed when making the request either using the app or by phone of the time the ride will be scheduled and may accept or reject that scheduled time. The pick-up time is then set within a window of 15 minutes of the schedule time. This approach has allowed RTC to extend service into low-density, low-demand areas and expand coverage within their service area. The areas were defined to replace low-productivity route areas and each service also connects with key nearby activity centers (such as medical facilities) as well as major transit stops. Currently, annual ridership is approximately 60,600 boardings per year. Requiring a total of approximately 13,400 vehicle-hours of service, in total this service carries 3.4 passenger-trips per hour.

Demand-response service with a longer response time may be an option for some of the low-density areas analyzed for microtransit. Where the population and density cannot feasibly support microtransit with a response time of 15 minutes, a longer response time with fewer vehicles may be able to provide a reasonable level of service and allow Santa Fe Trails to provide service in areas of the community which cannot support fixed-route service or microtransit.

Summary

In sum, three zones were found to have good potential as microtransit zones: southern Santa Fe (Zone 5), the Museum Hill/Canyon Road area (Zone 3A), and the Tierra Contenta/Airport area (Zone 9). Two other zones were found to possibly warrant microtransit service (Rancho Viejo/Community College area and the Las Soleras area). As discussed above, there are many options that can be considered as part of a microtransit service. A focused study to further define microtransit strategy for Santa Fe is warranted that can consider specific service areas, desired service standards, and the advantages/disadvantages of in-house versus contracted service.

Santa Fe Ride Paratransit Evaluation and Alternatives

The Americans with Disabilities Act (ADA) identified requirements for organizations providing public transportation. These include the requirements for accessible vehicles, accessible facilities, and reasonable accommodations for users and employees. One of the specific requirements for those operating fixed-route transit service is that a complementary paratransit service be provided for those who are unable to use the fixed-route service. Santa Fe Ride is the complementary paratransit service provided by Santa Fe Trails.

A fare of $2.00 per ride is charged for ADA-eligible passengers, except for Veterans who are seniors or ADA-eligible who ride for free. Santa Fe Ride service is provided in an ADA service area (within ¾ miles of all routes, regardless of whether the location is within or outside of city limits). In addition, Santa Fe Ride also provides transportation for Santa Fe residents aged 60 or older whether or not they qualify for complementary paratransit service under the requirements of the ADA, throughout the city limits.

There is a separate eligibility application for these seniors and there is a $5.00 premium fare charged for this service.

Eligibility and Certification

Certification is based on a person's functional (physical or cognitive) limitations in riding or reaching the fixed-route system. Eligibility is based on three factors:

- The individual's ability to navigate the fixed-route system
- The individual's ability to board/exit the bus
- The individual's ability to get to/from a fixed-route bus stop

To become eligible, an individual must complete a Santa Fe Ride Application and submit it to the City's transit service. The application form includes questions about the individual's ability to use fixed-route transit, type of disability, and use of a mobility device. The application includes a Professional Verification form. The Professional Verification must be completed by a medical professional and returned with the application. The application form is available on the Santa Fe Ride website or by calling Santa Fe Ride.

Applications are processed by Santa Fe Ride staff. Applicants are contacted for an interview and Santa Fe Ride provides transportation at no charge to and from the interview. Interviews may be completed by telephone if desired. Applicants may be certified as eligible, temporarily eligible, or conditionally eligible. Conditional eligibility applies for those who may be able to use Santa Fe Trails fixed-route service for some trips, but not for others. Reasons for conditional eligibility may be weather conditions or accessibility of the origin or destination to and from the bus stop.

Applicants who are denied eligibility or given conditional or temporary eligibility are given a written notice with specific reasons for the decision and notice of their right to appeal. The appeal must be submitted within 60 days from the date of certification denial or eligibility decision. The appeals process is described in the Complementary Paratransit Policies and Procedures.

Santa Fe Ride does require recertification every three years for those who are given unconditional certification. The application must be submitted, but the Professional Verification form is not required for recertification.

Santa Fe Ride Performance

The performance of Santa Fe Ride has been declining in recent years. The operating cost per revenue-hour for paratransit is higher than for fixed-route service. This is unusual as demand-response services typically use smaller vehicles with lower maintenance and operating costs compared to fixed-route service. The cost per passenger-trip has been increasing and productivity in passenger-trips per revenue-hour has decreased. The productivity decreased from 2.2 passengers per revenue-hour in 2017-2018 18 to 1.3 passengers per revenue-hour in 2019-2020. There may be multiple reasons for the decline including changes in demand, expansion in the effective service area (which can increase trip length and time required per trip), reduction in program trips (which tend to have a higher proportion of passengers per vehicle-trip), changes in the characteristics of users, and scheduling/dispatch procedures.

Recommendations

A review of the Complementary Paratransit Policies and Procedures found the document to be consistent with requirements of the ADA and FTA. Several recommendations are provided to improve the Santa Fe Ride service.

- All interviews should be conducted in-person. While a telephone interview is convenient for the applicant and may have been prudent during the COVID-19 pandemic, there are advantages to conducting in-person interviews. The first is that a significant percentage of people will opt out of the application process because of the requirement for an in-person interview. The second advantage is that the interviewer can make a preliminary assessment of the need for complementary paratransit service based on observation of the applicant and the use of appropriate questions. Third, an interview provides an opportunity to introduce the applicant to the concept of fixed-route service and determine if the person could use the service with some training.
- A travel-training program should be implemented. Many people can use fixed-route transit with the benefit of training on how to use the system. During the application interview, the potential for travel training may be assessed for each individual. The travel-training program should also conduct community outreach efforts at organizations or events which may have a high attendance of potential paratransit users. Travel training may be conducted by Santa Fe Ride staff or may require additional staff, depending on the number of people taking advantage of the program.
- The scheduling and dispatch procedures should be reviewed and evaluated in detail. The trend of declining performance indicates there may be a need to revise the policies and procedures or reinforce policies that are in place. The evaluation should identify reasons for the trend and strategies to reverse the decline.
- A detailed cost analysis of Santa Fe Ride should be completed. The reasons for higher operating costs for paratransit than fixed route should be determined. There may be legitimate reasons for the higher operating cost per revenue-hour. If needed, corrective measures should be taken to reduce the operating cost.
- The use of conditional eligibility should be reviewed. While conditional eligibility may provide a benefit and reduce the demand for paratransit, it also creates requirements which may outweigh the benefits. The scheduling system must be able to identify those trips which should be served by paratransit and those which should not, so that individuals are scheduled on paratransit only when they are eligible. Tracking eligibility may require more effort than can be justified by the number of people and trips which are conditionally qualified. With the integration of paratransit for seniors, the number of trips which are not conditionally eligible may be small and do not justify the effort to determine conditional eligibility and track the eligibility when scheduling trip requests.

TRANSIT CAPITAL ALTERNATIVES

Transit Priority Strategies

A key factor that travelers consider in assessing their travel options is the time required to complete their trip. To make transit more attractive to a larger share of the community, making transit travel times more competitive with that of the private automobile is an attractive strategy. Transit systems with higher ridership have increasingly pursued Bus Rapid Transit (BRT) strategies, such as the ART service along Central Avenue in Albuquerque, that uses bus-only lanes to avoid traffic delays. The costs and right-of-way impacts associated with dedicated transit lanes, however, are not warranted by Santa Fe Trails ridership. However, there are elements of BRT strategies that may well be applicable to Santa Fe, particularly given the strong concentration of ridership (and transit service levels) along the

Cerrillos Road corridor between downtown and the planned Southside Transit Hub. Specifically, investment in **transit signal priority** and **jump queue lanes** could be considered.

Transit Signal Priority

Under transit signal priority, a detector is installed (typically a video detector) that is triggered when a transit vehicle approaches the signal. A signal is then sent to the computer controlling the signal, generating a request for priority. The computer then identifies if the request should be accommodated (given pre-determined parameters). A second detector also identifies when the transit vehicle has cleared the intersection.

There are a variety of types of signal priority:

- A transit vehicle could be provided with a green extension if detected at a point in the cycle timing when additional green time (up to a pre-determined maximum) would aid transit operations. This is typically the most effective form of signal priority, as it does not require additional clearance phases that waste intersection time.
- An early green could be provided to a transit vehicle arriving during a red phase, speeding green phases for other movements to allow faster movement of the priority vehicle.
- Phase insertion could be provided only when a transit vehicle is present, such as a left-turn movement that is allowed only for transit vehicles.
- Phase rotation could change the order of specific phases in order to speed transit movements, such as providing a transit vehicle with a left-turn indication prior to the parallel through movement (a "leading left-turn phase") where left turns are typically provided with a phase after the parallel through movement (a "lagging left-turn phase").

A key consideration is the difference between transit signal preemption and transit signal priority. Under preemption, a transit vehicle is automatically provided with a green signal indication, regardless of where the signal is in the typical cycle of phases. In comparison, priority reflects a system in which a transit vehicle is provided with a higher percentage of green indications but is not always provided with a green indication. As signal preemption can substantially impact overall traffic operations, priority is a much more common strategy.

Existing transit signal priority programs are in place in many locations, including two corridors in Los Angeles, California; Davis, California; Eugene, Oregon; and Sacramento; California. Priority is also provided as part of Utah Transit Authority Provo-Orem BRT and 5600 West BRT projects, as well as the RFTA BRT project in Aspen, Colorado. A survey of existing transit priority systems presented in the *Transit Signal Priority Handbook* (ITS America, 2005) yielded the following key findings:

- Annual cost of maintenance was relatively small. Some agencies did not notice any change in overall signal maintenance costs over and above activities without priority systems. Of those that did, an average is on the order of $1,000 per intersection per year.
- Travel time savings through individual intersections ranging from 9 percent to 70 percent, with a typical value in the range of 20 to 30 percent.
- Very little impact on non-priority street traffic, typically described as "minimal," one second per vehicle, or "infinitesimal."

"Jump Queue" Lanes

Jump queue lanes allow buses to bypass traffic queues at traffic signals. This is most beneficial in congested conditions where vehicles cannot pass through a signal in a single cycle. This can take the form of designating existing right-turn lanes as "Right Turn Only—Buses Excepted" to allow buses to jump the through traffic queue. Merging back into the through traffic stream can potentially be accomplished by either (1) providing an acceleration lane on the far side of the intersection to allow buses to get up to speed and merge to the left, or (2) providing a special signal indication (and timing phase) to give buses a short head start before the through general traffic movement phase.

Evaluation of Transit Priority to Santa Fe

The effectiveness of signal priority or jump queue strategies depends upon a combination of existing traffic delays as well as the level of transit activity. Both ridership and existing transit service levels indicate that the key corridor with potential for effective transit priority is the Route 2 corridor (largely along Cerrillos Road) between downtown and the Southside Transit Hub. Table 12 presents a summary of existing traffic signals along this corridor, along with the routes that pass through each signal. As shown, a full round-trip of Route 2 requires negotiating a signal a total of 51 times. Roughly 30 to 45 percent of the travel time along this corridor is currently spent waiting for signals.

Table 12: Existing Traffic Signals Along Route 2 Corridor With Routes Served

		Route 1		Route 2		Route 4		Route 6		Route 24	
Street	Cross Street	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Zafarano Dr	Rodeo Rd				•				•		
Cerrillos Rd	Airport Rd			•	•					•	•
Cerrillos Rd	Zafarano Dr			•	•					•	•
Cerrillos Rd	Vegas Verdes Dr			•	•						
Cerrillos Rd	Avenida de Las Americas			•	•						
Cerrillos Rd	Richards Ave			•	•						
Cerrillos Rd	Camino Consuelo			•	•						
Cerrillos Rd	Calle Del Cielo			•	•						
Cerrillos Rd	Siler Rd			•	•						
Cerrillos Rd	Camino Carloes Rey			•	•						
Cerrillos Rd	Lujan St			•	•						
Cerrillos Rd	St Michaels Drive			•	•						
Cerrillos Rd	4th St			•	•						
Cerrillos Rd	2nd St			•	•						
Cerrillos Rd	Monterey Dr			•	•						
Cerrillos Rd	Cordova Rd			•	•						
Cordova Rd	St Francis Dr			•	•	•	•				
Cerrillos Rd	St Francis Dr			•	•						
Cerrillos Rd	S. Guadalupe St			•	•	•	•				
S. Guadalupe St	Paseo De Peralta			•	•						
S. Guadalupe St	Manhattan Ave			•	•						
S. Guadalupe St	Montezuma Ave		•	•	•						
S. Guadalupe St	Alameda Ave	•		•	•						
Alameda Ave	Sandoval St	•	•	•	•	•	•	•	•		
Sandoval St	W. San Francisco St	•	•	•	•	•	•	•	•		
Sandoval St	Grant Avenue	•	•	•	•	•	•	•	•		

While detailed analysis of the travel time savings that could accrue from transit priority would require an in-depth analysis of existing delays and potential signal timing modifications, a rule of thumb is that a moderate priority program that would minimize impacts on non-prioritized traffic saves an average of eight seconds per signal. This is equivalent to roughly a 3.5-minute reduction in travel time in both directions, or 12 percent. If fully achieved, elasticity analysis indicates that this would increase Route 2 transit ridership on the order of 50,000 passenger-trips per year. As the running time savings is probably not sufficient to allow the current five buses needed to operate 15-minute headway service to be reduced to four, there would not be any significant reduction of operating cost. However, this strategy may avoid the need for increased buses (and thus costs) in the future as traffic delays on the corridor increased. Additional running time savings may also be possible through jump-queue lanes.

A more detailed study would be needed to identify the specific locations and technologies that would be cost-effective and implementable along Route 2. This study would consider the following:

- The existing delays at key intersections, during peak and off-peak periods, by day of week and by season
- Forecasts of future delays
- Transit activity levels through key intersections, including both transit vehicle movements and passenger loads
- Existing transit route on-time performance, and the ability of transit running time reductions to improve schedule adherence/reliability as well as transit operating costs
- Impact of various levels of signal preemption to provide travel time reductions for transit vehicles, and associated impact on general traffic level of service and average delays
- Right-of-way, construction, and environmental considerations of intersection and roadway improvements

A reasonable estimate for total cost of this study is $80,000 to $100,000, depending on the scope of the corridors and intersections to be included.

Southside Transit Hub

Development patterns and the analysis of route alternatives both indicate that the planned Southside Transit Hub will be a key element of the Santa Fe Trails system in the future. In addition to providing a transfer point between fixed routes, it will also provide a high-quality connection between potential demand-response/microtransit services, as well as providing a hub for bicycle and pedestrian access for nearby land uses. The relocation from the current transfer point at Santa Fe Plaza also shortens Routes 24 and 26, allowing them to provide much more convenient transfers to other routes by operating on hourly headways. The completion of this transit hub should remain a high priority.

Downtown Transit Center

The existing Downtown Transit Center consists of a dedicated curb space along the west side of Sheridan Avenue between West Palace Avenue and West Marcy Street. It provides adequate space for up to seven buses at one time and is well-located in the downtown area only a block west of the Palace of the Governors. However, it has significant existing limitations:

- Passenger activity is constrained within a sidewalk of six to eight feet in width. This makes it difficult to load and unload persons using wheelchairs, which can block through pedestrian travel.

- Amenities are limited to seven benches, six of which are under partial cover.
- Total space to accommodate waiting passengers is very constrained.
- It does not provide any real-time transit information, such as a screen showing bus locations and arrival times.
- It does not provide convenient restroom facilities for drivers.

Overall, this facility is not effective in providing the type of environment that can attract new users to the transit service, such as choice riders or visitors. A new facility is well warranted if the role of public transit is to expand. Given the dense development in the downtown area and the need for a new facility to be located within convenient walking distance of major destinations, defining a new site with adequate space to accommodate the needs of a transit center will be a significant challenge and will require detailed study. One potential strategy would be to develop a new center as part of a larger project that also includes other public facilities.

Midtown Transit Hub

Both the growth of Midtown as a commercial/visitor activity center as well as the service alternatives analysis presented above indicate that a new transit hub in the Midtown area could be an effective element in a mid- to long-term transit strategy. This facility could:

- Provide an attractive and secure location where passengers can make transfers between Route 2 and new/modified routes serving Midtown.
- Provide a facility to focus bicycle and pedestrian activity in Midtown, including potential bicycle parking and micromobility options.
- Increase the on-the-street presence of transit service in Midtown.

A focused study would be needed to define the appropriate specific location, configuration, and program for this hub. Due to the high cost of diverting Route 2 service off Cerrillos Road (as discussed above) as well as to avoid adding unnecessary travel time for through passengers, this facility would best be provided along Cerrillos Road or very near it (such as on a side street immediately adjacent to Cerrillos Road). Rather than requiring a full parcel of private land, it could potentially be provided largely using existing public right-of-way.

Bus Stop Placement

LSC conducted a review of existing bus stop spacing and did not identify any significant need to eliminate stops due to close spacing. However, a review of ridership data from March 2019 through February 2020 identified many stops with very lower ridership. As shown in Table 13, a total of 38 stops were used (either boarding or deboarding) by less than an average of 0.1 passengers per day (or less than one passenger every 10 days). Eliminating very low ridership stops tends to slightly speed up transit travel speeds and eases a driver's workload, while also tending to reduce unnecessary sign clutter and stop maintenance costs. For stops that remain on routes after service modifications, elimination should be considered.

Table 13: Santa Fe Trails Stops With Very Low Ridership

Less than 0.1 Total Passengers Per Day

Stop	Routes Served						
	5	6	21	22	Museum	Canyon Road	M
A Van Nu Po @ Avenida Del Sur Inbound				•			
A Van Nu Po @ Avenida Del Sur Outbound				•			
Alameda @ Cathedral Inbound							•
Alameda @ Delgado Outbound						•	
Alameda @ El Alamo Inbound						•	
Alameda @ Palace Outbound							•
Alameda @ Sandoval	•						
Alameda @ Sandoval		•					•
Calle Picacho @ Camino Cabra Inbound					•		
Calle Picacho @ Camino De Cruz Blanca Inbound					•		
Cam. Lejo @ Old Santa Fe Trail Outbound							•
Camino Cabra @ Calle Picacho Inbound							•
Camino Cabra @ Camino de La Luz Outbound							•
Camino Cabra @ Camino Ribera Outbound							•
Camino Cabra @ Camino San Acacio Inbound							•
Camino Cabra @ Camino San Acacio Outbound							•
Camino De Cruz Blanca @ Calle Rumolo Inbound					•		
Camino De Cruz Blanca @ Calle Rumolo Inbound/OB					•		
Camino De Cruz Blanca @ San Acacio Inbound/OB					•		
Camino Del Monte Sol @ Old Santa Fe Trail Inbound/OB					•		•
Cerrillos @ Cristos Inbound			•				
Don Gaspar @ Barcelona		•					
Galisteo @ Columbia Outbound		•					
Galisteo @ Coronado		•					
Galisteo @ Montezuma							•
Old Santa Fe Trail/Camino Del Monte Sol							•
Richards @ Chile Line Outbound				•			
Rodeo @ Avenida de las Campanas Inbound		•					
Rodeo @ Avenida Del Sol Outbound		•					
Rodeo @ Calle Delfino Inbound		•					
Rodeo @ Camino Cimarron Outbound		•					
Rodeo @ Paseo De Los Pueblos Outbound		•					
Rodeo @ Richards Outbound		•					
Rodeo @ Yucca Inbound		•					
Sandoval @ Montezuma Outbound							•
Sawmill @ Pradera Inbound		•					
Sawmill @ Ventoso Inbound		•					
Sawmill @ Ventoso Outbound		•					

Source: Santa Fe Trails ridership data for March 2019 Through February 2020

Bus Stop Improvements

Bus stops are the "front door" to a public transit system. As they are always highly visible on the streets, they have a large impact on the public's perception (particularly among non-riders) of the overall transit service. The sense of security and attractiveness of transit stops are a key factor in a passenger's overall experience, as well as in attracting new choice riders to the system.

Particularly for a system with short trip distances and routes with low frequencies, a high proportion of the total time that a passenger is interacting with the transit system can be spent waiting at the bus stop.

The Transit Service Plan Existing Conditions Report provides a detailed inventory of all the 446 individual stops served by Santa Fe Trails, along with access conditions, security conditions, amenities, and potential improvements. For all stops, the following improvements were identified:

- Lighting improvements to enhance security—155 stops
- New crosswalks across major streets—77 stops
- Sidewalk improvements to increase accessibility of stops—22 stops
- New crosswalks across minor streets—16 stops

To aid in prioritizing this long list of improvements, an additional analysis was conducted that identified improvements focusing on higher-activity stops—those with an average of at least 20 passengers boarding or alighting at the stop. As shown in Table 14, this high priority list includes 13 individual stop locations. Total improvements consist of nine lighting improvements, seven sidewalk improvements, three new crosswalks, one new bench, and one new shelter.

Table 14: High-Priority Transit Stop Improvements

Stop Location				Routes				Avg Daily Passengers								
Major Street	Cross Street	Direction	Major Generator	1	2	24	26	Board	Alight	Total	Sidewalk Improvements	Shelter	Bench	Improve Lighting	Xwalk Main Street	Xwalk Cross Street
Cerrillos	5th	Inbound	El Rey Court		•			10	10	20				•		
Cerrillos	Camino Consuelo	Outbound	Walmart		•			8	14	22	•			•		
Cerrillos	Harrison	Outbound	Interfaith Community Center		•			12	28	40	•	•				•
Cerrillos	Jorgensen	Inbound	Silver Saddle hotel		•			17	12	29	•			•		
Cerrillos	Lujan	Inbound	SF University of Art and Design		•			16	16	32	•					
Cerrillos	Lujan	Outbound	SF University of Art and Design		•			16	16	32	•			•		
Cerrillos	Richards	Outbound	Marriott		•			5	16	21						
Cerrillos	Zafarano	Inbound	Plaza Santa Fe		•			22	3	25						
Cordova	St. Francis	Inbound	NM Motor Vehicle Division		•			3	17	20				•		
Guadalupe	Garfield	Outbound	Santa Fe Southern Railroad		•			46	19	66	•			•		
SFP Perimeter Road	Wagon Road	Inbound	Santa Fe Place Mall	•	•		•	21	15	36	•		•	•	•	
St. Francis	Cordova	Outbound	Natural Grocers		•			20	9	29				•		
Zafarano	Camino de los Arroyos	Outbound	Plaza Santa Fe		•	•		3	22	25				•	•	

One other location merits inclusion in the high-priority list due to ADA considerations. The stops in both direction along Route 2 on Cerrillos Road at Second Street on Cerrillos serve the Santa Fe Indian Hospital, but sidewalks are not wide enough to efficiently deploy the wheelchair lift and there is no ADA path of travel.

Transit Fleet Improvements

As shown in Table 15, over the coming five years a total of 30 transit vehicles will (or current do) warrant replacement, given the current operating plan. Of these, 18 are larger (24-passenger seating capacity or greater) vehicles and 12 are smaller vehicles. As service changes can impact the fleet requirements, a specific schedule of fleet improvements will be defined once the service plan is finalized.

Table 15: Fleet Replacement Requirements Through 2026

Type of Service	Manufacturer	Model	Seating Capacity	Replacement Year[1]								Total
				2019	2020	2021	2022	2023	2024	2025	2026	
Fixed Route	Eldorado	Easy Rider II	25-27		2			7				9
	Gillig	G27	30					1	1		5	7
Paratransit	Civic(w)	Civic(w)	5		4							4
	VPG	MV1	4		4		4					8
	E-350	E-350	10									0
Pickup	3500/BUS	3500/BUS	24		1							1
	Arboc 4500	Arboc 4500	24							1		1
			Total	0	11	0	4	8	1	1	5	30

Note 1: Based on FTA Universal Life Benchmark standards.

MARKETING/INFORMATION STRATEGIES

Introduction

Strong marketing and branding elements are necessary in disseminating transit service information to community residents and visitors. For residents, commuters, and visitors, the primary goal of marketing is to ensure that they are all aware of the service as it relates to their needs. Often, members of a community and visitors do not use transit because they are unaware the service exists, or do not know how to find basic information about the service, such as fare rates and schedules. Strengthening a transit system's marketing and branding should include the following elements:

- Implement a strong visual presence throughout the transit service area (service naming, logo, cohesive graphics on all transit vehicles, and complementary signage for bus stops)
- Maintain and promote a clear location to obtain transit service information (in-person and online)
- Create meaningful partnerships with local businesses, professional organizations, educational institutions, and tourist attractions to aid in distributing transit information while encouraging ridership.

Branding and Naming

It will continue to be important to make sure that all vehicles and buses have the same transit service name, logo, and color scheme. Bus stop signs should also continue to be developed that clearly identify the bus stop while also indicating which routes or services are served by that stop to increase public awareness and visibility. Sign poles should also have space to display the bus schedules serving that stop.

Successful community transit systems often have strong branding and identity that clearly identify what the service is and how it visually connects the bus system with other services and the character of the local area. In consideration of existing Santa Fe transit services, the Santa Fe Pick Up shuttle service is

unclear in its service and how it relates to other providers in the region. As a practice, it is generally advised that visitor services stand out from other public transit services in the region. This plan recommends the consideration of a new name for this service so that it and its services are clearer and more recognizable amongst visitors. As an opportunity for increased marketing and public awareness, a public poll could be conducted with a variety of new name options. During this effort, service information can be re-distributed to the public. Some potential names to consider could include the Plaza Shuttle, Santa Fe Getaround, or Capital Shuttle.

Customer Information Tools

It is important that potential riders can easily find information about how to use Santa Fe's transit services. Information about transit service must be easy to find and available in several formats. Although these tools come with a cost, a public transportation system should continue to invest in the following customer information tools:

- An easy to navigate website, or subset of an existing website, should incorporate schedules, rider tools, trip booking information, and system polices.
- Widely distributed, easy-to-understand printed bus information in locations where community members pick up information on local services.
- A phone number established for the new system that allows passengers to access someone quickly and easily.
- Fliers and posters directing new passengers to the phone number and website.
- Social media tools and an online presence, as appropriate.

All customer information materials should be designed with the user in mind, who often has never or rarely used a transit system and is not familiar with reading bus schedules. Materials should be made to be as easy to understand as possible for new riders. For Santa Fe specifically, developing a comprehensive website and map of all transit services in the Santa Fe area (including the Blue Bus and the Rail Runner) should be a primary goal.

Marketing Partnerships

Transit for residents and visitors must attract riders who may not have considered using transit or may be unaware of the service. Visitors often find out about the local transit system after arriving by airplane or car. The goal in local partnerships will be to get visitors to leave their car behind and decide to take local transit to get around town. Local businesses can support and facilitate this visitor transit use in many ways:

- Businesses, social service organizations, and health care providers can act as travel trainers. A transit system can utilize local businesses and organizations as outreach partners who help educate new riders about the new system and help them start using it. This is particularly important for older riders who may be hesitant to try the service and need someone they already have a relationship with to help them.
- Local organizations can help market and promote the bus system.
- A transit system can provide bus information to local organizations to market the service—things like printed schedules, flyers, posters, countertop displays, and pocket cards.
- Shared website links, social media collaboration, and online cross promotion can be a win-win for local organizations and the transit system.

- Partnerships during special events— to gain initial visibility, a transit service could partner with businesses putting on special events to encourage attendees to use the bus to access the event, with the goal of introducing new riders to the bus.
- Participation in business groups— being a part of the local chamber of commerce, business groups, and networking clubs help a new transit system become top-of-mind in the community.
- Local educational and academic institutions— community colleges (such as Santa Fe Community College) are often strong generators of transit ridership. Particularly with improvements in service to the SFCC campus, there is a potential for more ridership in the future. In addition, as many students move to four-year colleges (St John's, IAIA) without a car, marketing to these institutions can yield ridership increases. A strong transit service presence on local campuses is essential in promoting consistent ridership, particularly at the beginning of the semester.

Website Improvements

The Santa Fe Trails website provides the necessary information regarding transit services, including real-time (find my bus) service information. However, it is not easy to navigate (particularly on a smaller device such as a smartphone), includes information that is out of date (such as rider announcements), and has some broken links. While a website that is attractive, easy to navigate, and intuitive is important for all transit riders (and potential transit riders), it is particularly important in attracting "choice riders" (such as visitors) who are looking for information on choosing transit as a mobility option.

To improve public access to transit information, the following improvements are recommended for the Santa Fe Trails website:

- Consider moving Rider Alerts, Employment Opportunities, and the Transit Mission statement each to their own separate pages accessed via clickable buttons. When aiming to attract new riders or visitors, routes and hours of operations need to be one of the first items they see.
- Maintain Rider Alerts frequently and remove ones that are older. Currently there are announcements from April and July of 2020 still in the bulleted list.
- Move "Maps and Schedules", "Fares", "Hours of Operation", "Where is my Bus" and "Trip Planning" features to the top of the page. Currently these buttons are near the bottom of the webpage and are particularly easy to miss for smartphone users.
- Maintain buttons and ensure links are operational. For example, the "When is the Bus Free" button is non-operational.
- Provide direct links to other transit programs serving Santa Fe (North Central RTD, Rail Runner) in a high-profile location.
- On the Route Maps and Schedules page we recommend the following revisions:
    - New riders and visitors will not know which route they need to click into to make their trip. For this reason, it would be helpful to have the complete systems map as the first item seen on the page. From here users may then select which route they would like to look at the detailed schedule for.
    - Have the Please Click HERE link for announcements statement link to the rider alerts page.

ZERO FARE TRANSIT ANALYSIS

Introduction

Santa Fe Trails currently charges a $1.00 base fare for regular passengers, $0.50 fare for Seniors (age 60+), a $17/month or $60/120 day pass for college students. Youth ages up to 18 and Veterans ride at no fare, and there was no fare for the discontinued Santa Fe Pick-Up shuttles. The Santa Fe Ride paratransit program is free fare for Veterans who qualify under the Americans with Disabilities Act (ADA) or are seniors. Other ADA-eligible passengers and seniors pay $2.00, and other Santa Fe residents aged 60 and above can also use the service for $5.00 per trip. One option would be to eliminate fares for all passengers. Of note, only approximately 2.5 percent of the total revenues used for the transit program come from passenger fares.

Over the last several years, many towns and cities have implemented free fare systems to encourage ridership, simplify passenger boarding, and remove financial barriers to frequent use. There are good examples of fare-free public transit systems already in northern New Mexico: the Atomic City Transit system in Los Alamos is fare free as well as the North Central Regional Transit District (except for two premium services). As discussed in detail below, free fares can have very positive results for local transit systems. However, there are challenges to implementation, maintenance, and security that must also be addressed. A basic overview of free fare systems is presented below, followed by an overview of three peer transit systems to Santa Fe, their experiences in implementing free fare systems, and how they've managed challenges associated with free fares.

Major concerns related to free fare systems include cost-effectiveness, ridership impacts, and effects on service quality, security, and customer satisfaction. While costs of operation typically rise with the elimination of fares, the Transportation Research Board notes that often transit systems do not consider the costs associated with the actual collection of fares including fare collection technology, enforcement, and transit pass materials and distribution. According to Implementation and Outcomes of Fare-Free Transit Systems (2012) by the Transit Cooperative Research Program (TCRP), ridership typically increases significantly after the implementation of free fare service. Lastly, in consideration of safety and security, the study concluded that while their surveyed transit systems did experience an increase in inappropriate passenger behavior initially, many systems implemented solutions that have since resolved most conflicts. These strategies included video surveillance, driver training, destination requirements, a local police liaison, and reserving the right to refuse service to disruptive passengers.

Free Fare System Overview

The following three transit systems have also implemented free fare service over the past five years. A brief overview of their service, and its success, is described below, followed by challenges related to community support and safety.

- Mountain Line—Missoula, Montana: Mountain Line enacted zero-fare service as a three-year demonstration starting in 2015. With increases to ridership, benefits to transit efficiency, and improved quality of life, the program was made permanent in 2018. With a service population of about 70,000 people, Mountain Line now serves 1.5 million rides annually (a 70 percent increase in ridership over previous years). In a recent survey, 48 percent of riders confirmed that they ride the bus more frequently since the

implementation of free fare. The city staff has noticed a decrease in congestion and parking demand as a result as well.

- **Corvallis Transit System—Corvallis, Oregon:** Corvallis Transit System went fare-free in 2011 due to the implementation of a Transportation Operations Fee (TOF) that increases as fuel costs rise. In its first year, CTS ridership increased by 38 percent. The TOF replaced the portion of the City's General Fund (property taxes) previously dedicated to Transit, making those funds available for other uses such as the Library, Parks and Recreation, and the Police and Fire Departments. Today it provides a stable source of local funding for matching State and federal funds.
- **Tahoe Truckee Area Regional Transportation (TART)—Town of Truckee/Lake Tahoe, California:** TART began phasing in free fare in 2019. In the limited period between the elimination of fares on TART and the beginning of the pandemic in mid-March 2020 provides some insight into the ridership impacts of free fares on TART. From January 1 to March 15 of 2020, total TART ridership increased by 33 percent over the same period in 2019. This consisted of a 25-percent increase in the daytime service ridership and a 99-percent increase in the evening ridership (that tends to have a relatively high proportion of visitors). Changes in transit services typically take several years before the full ridership potential is reached. Considering this, a 40 percent increase in overall TART ridership associated with free fares is conservatively estimated over the long term.

Implementation Process Example

The details of Mountain Line's zero fare implementation process were discussed through a brief interview with their Marketing Specialist. Their program began with a three-year pilot that was funded through partnerships with local organizations such as hospitals, the local university, radio stations, the tourism association, and the downtown association. This was to address the public's initial concern of funding public transit through local tax revenue. Mountain Line then focused on spreading a positive, forward-thinking message to the public through strong outreach and marketing efforts in the community. Once the pilot period was over, they were able to keep the zero-fare system with overwhelming support from the public. The program now uses operation funds derived from local property tax revenue and has grown to be a point of pride for the community.

Safety and Security

All three of the peer transit systems have implemented ways in which to keep their transit systems clean, safe, and secure for all passengers. In the case of Mountain Line, they have leaned into supporting trained drivers through a detailed passenger code of conduct. Some examples from their code of conduct includes the following:

- Cooperate with requests from Mountain Line personnel.
- Disembark after one round trip.
- Refrain from behavior that intrudes on the welfare of others, including but not limited to:
    - Interfering with the safe operation of any Mountain Line vehicle
    - Endangering, threatening, harassing, or intimidating others
    - Sleeping on the bus is prohibited

Mountain Line staff indicated that they have not had any major altercations or issues of safety since having implemented zero fares. They maintain training of their drivers and have a good relationship

with local police. While they are not currently having any issues of security along their service, they are exploring opportunities to roll out a crime-reporting and/or complaint phone application in partnership with the City of Missoula.

Almost all the free fare transit services surveyed in TCRP 101 replied that security was not an issue. These transit providers went on to describe many strategies that have been implemented since transitioning to free fare. Of those mentioned in the report, the following were deemed most effective:

- Adoption of local ordinances that support and allow zero-tolerance passenger ejection and no loitering or roundtripping policies
- Driver training to ask passengers where their destination is to discourage joyriding
- The installation and known presence of video surveillance on all buses
- Strong partnership with local police and the establishment of a liaison that specifically handles transit matters
- Suspension of disruptive riders and a signed agreement to reinstate passenger

In the case of a particularly disruptive passenger, transit services have trained their bus drivers to issue two verbal warnings. If the passenger does not comply, they are asked to disembark at the following stop. One transit service replied that "Local riders, particularly the low-income job access commuters, often help the driver because they know the bus will be stopped until a supervisor or police officer arrives. They will use peer pressure to persuade the passenger to stop because they do not want to be late for work." Most agencies have indicated that these security measures have been successful and that their number of incidents are fairly low (less than 5 per year).

Impacts of Free Fare on the Santa Fe Trails System

Elimination of fares would have a relatively low impact on overall ridership on the Santa Fe Trails system in comparison with the ridership growth seen in peer systems. Considering the relatively low existing fare level, a 30 percent increase in ridership on the existing Santa Fe Trails (excluding Pick-Up and Rides) services is a conservative low estimate. Excluding the proportion of transit riders already paying no fare (youth and Veterans), elimination of fares would increase annual ridership by approximately 200,000 boardings.

The reduction in revenue (if and when ridership returns to pre-pandemic levels) would total $390,000 per year. An important consideration given the potential for large increases in demand is whether there is adequate capacity to accommodate the additional riders without adding service. Within the Santa Fe Trails fixed routes, this is only a potential issue on the popular Route 2. Analysis of ridership data by boarding/alighting location, by day of week, and by time of day indicates that current peak passenger loads rarely exceed 20. Given that most buses used for Route 2 service have a seating capacity of 30, there is currently adequate capacity to accommodate a 30 percent increase in peak loads (to 26 passengers) without adding service.

The greatest potential negative impact would probably be an increase in demand for the Santa Fe Ride paratransit program. As the Americans with Disabilities Act requires that paratransit service for ADA eligible passengers be no more than twice the fixed-route fare, setting the fixed-route fare to zero also requires a similar zero fare for paratransit. A study conducted by the University of Illinois in 2012 (Cost Estimation of Fare-Free ADA Complementary Paratransit Service in Illinois) indicates that eliminating fares could result in a large increase in demand for paratransit service—a doubling or more. While

some increase in demand could be accommodated through increased utilization of existing Santa Fe Ride service-hours, most would translate into an increase in the level of service to be provided. Given the substantial cost of existing Santa Fe Ride operating costs (on the order of $2.3 Million per year), a reasonable estimate would be that eliminating fares could increase overall operating costs by roughly $1.5 Million.

There are also other factors that may impact Santa Fe Trails finances. The existing costs of printing passes, managing pass distribution, fare counting, and fare revenue accounting would be eliminated. At present, Santa Fe Trails uses 1.5 Full Time Equivalent positions for fare management. Whether or not all the personnel costs associated with these tasks can be eliminated depends on the degree to which individual positions are shared with other activities, but a reasonable estimate would be a savings of at least $50,000 per year. In addition, the elimination of fixed-route fares for persons currently using Santa Fe Ride could yield a modest reduction in long-term paratransit service costs; to be conservative and due to the uncertainty of this factor, no additional cost savings is assumed.

In sum, eliminating fares would increase ridership by approximately 200,000 boardings per year, but reduce fares by $340,000 per year, and increase subsidy requirements by roughly $1.8 Million per year. Providing mobility to economically challenged individuals can better be achieved through targeted fare strategies, such as expanded availability of free transit passes to low-income individuals.

Appendix H: Active Transportation Focus Area Detailed Discussion

INTRODUCTION

The following discussion describes in detail three focus areas within the City of Santa Fe. Each represents a unique geographic context within the metro area. For each focus area, the project team evaluated the existing transportation network and other factors that influence mobility in relation to improvements already proposed through prior planning efforts adopted by the City. These prior planning efforts include:

- 2015 Santa Fe Metropolitan Pedestrian Master Plan
- 2017 City of Santa Fe: Transition of Public Right-of-Way Update (PROW)
    - This document contains the City's ADA (Americans with Disabilities Act) Transition Plan
- 2019 Santa Fe Metropolitan Bicycle Master Plan

The defining characteristics examined for each area include:

- Land Use Mix
- Population Density
- Predominant Transportation Features
- Existing Travel Mode Split
- Key Physical Constraints
- Key Opportunities

Following the discussion of these characteristics, Area Specific Recommendations are outlined. The recommendations do not supersede or replace the project priorities in prior plans but are rather designed to work in tandem with and expand the impact of prior plan recommendations. Where appropriate, the Santa Fe Multimodal Transition Plan refines prior plan recommendations and proposes new recommendations that will support further advancement of a multimodal transportation system for the City of Santa Fe.

DOWNTOWN/RAILYARD FOCUS AREA

Key Characteristics

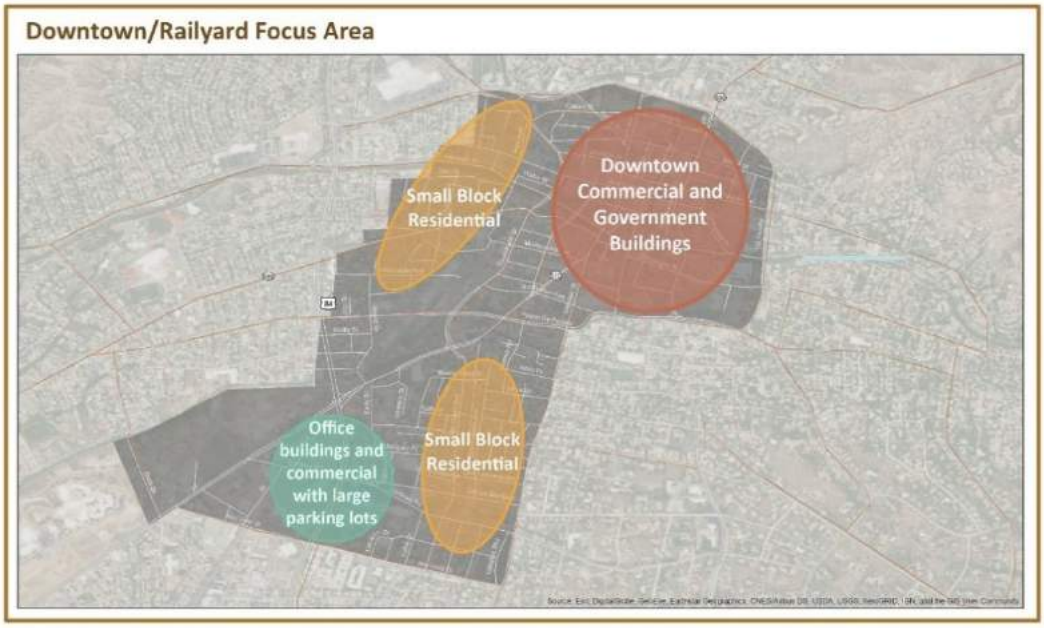
Land Use Mix

This focus area contains the downtown historic and business core of Santa Fe. As shown in Figure 1 (on the following page), the downtown area consists of key public facilities and commercial development. It is the city's primary tourist destination containing many restaurants, stores, galleries, museums, and other attractions. Development in this area is generally dense and walkable, with several key origins and destinations being within walkable and bikeable distances of one another (a mile or less) for most people.

South of Paseo de Peralta, the predominant land-use type is small block residential. Blocks are generally defined by one- and two-story adobe homes, typically of smaller scale. Most streets in this area are narrow and lack center lines and, in many locations, sidewalks. Along the street edges, some street trees, shrubs, and low adobe walls can be found. Development of a similar type can also be found west of the Santa Fe Depot train station and Cerrillos Road/S Guadalupe Street.

In the southern section of the focus area, the built environment transitions from small block residential to more modern suburban-style development with grocery stores, strip malls, and office buildings surrounded by large surface parking lots.

Figure 1: Downtown/Railyard Focus Area – Land Use



Population Density

As shown in Figure 2, the downtown core has very low population density. Only 433 people resided in the downtown census tract according to the 2020 U.S. Census. Elsewhere in the focus area, population density is much higher, averaging roughly 4,000 people per square mile. As a point of contrast, Santa Fe County has a significantly lower average population density of 81 people per square mile.

Figure 2: Downtown/Railyard Focus Area – Population Density

Source: 2020 U.S. Census

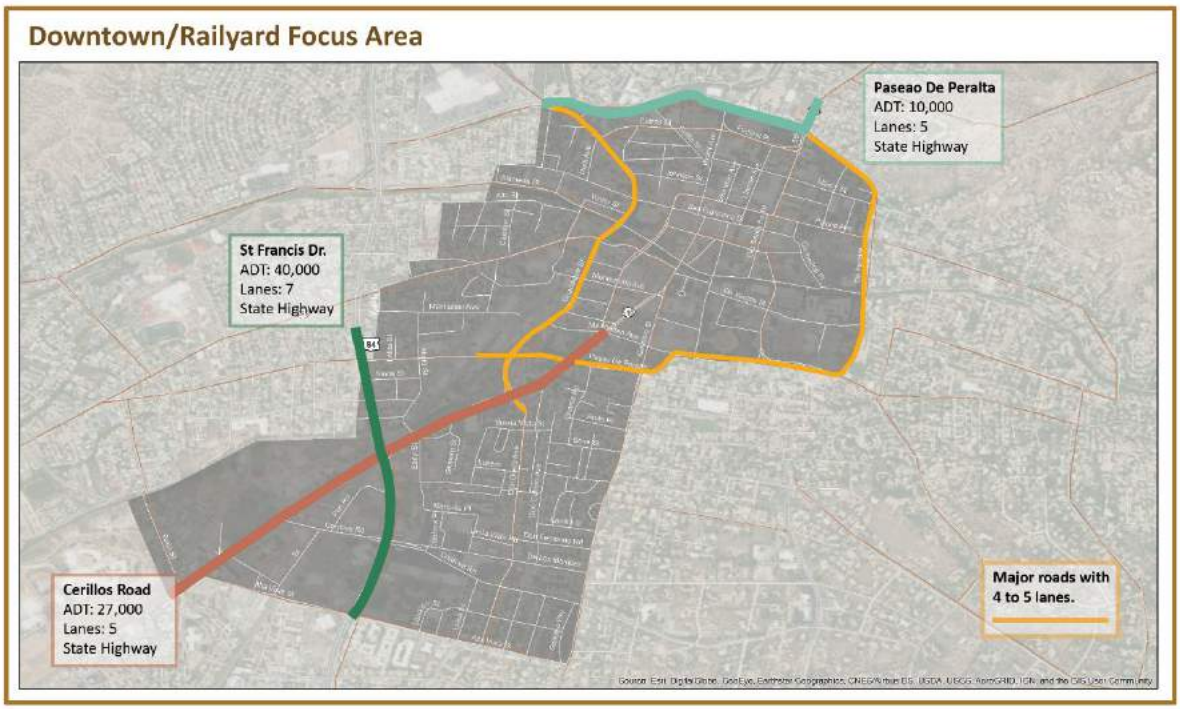
Predominant Transportation Features

Highways and Major Roads

The corridors delineated in Figure 3 are the higher volume, multi-lane roads in this downtown area. They are higher-stress facilities for pedestrians and bicyclists traveling along them or crossing them and can act as a barrier or deterrent to active transportation.

Figure 3: Downtown/Railyard Focus Area – Major Roads

Source: Santa Fe MPO Traffic Count Database System



Streets

Most streets within this focus area are not laid out in a grid system and many segments are only one or two blocks long. Many intersections are three-way intersections and, in the residential neighborhoods, there are a number of dead-end streets. As a result, pedestrians and bicyclists have to make multiple left and right turns to traverse a neighborhood or use the few continuous through streets that exist such as Cerrillos, Agua Fria, or Galisteo Streets.

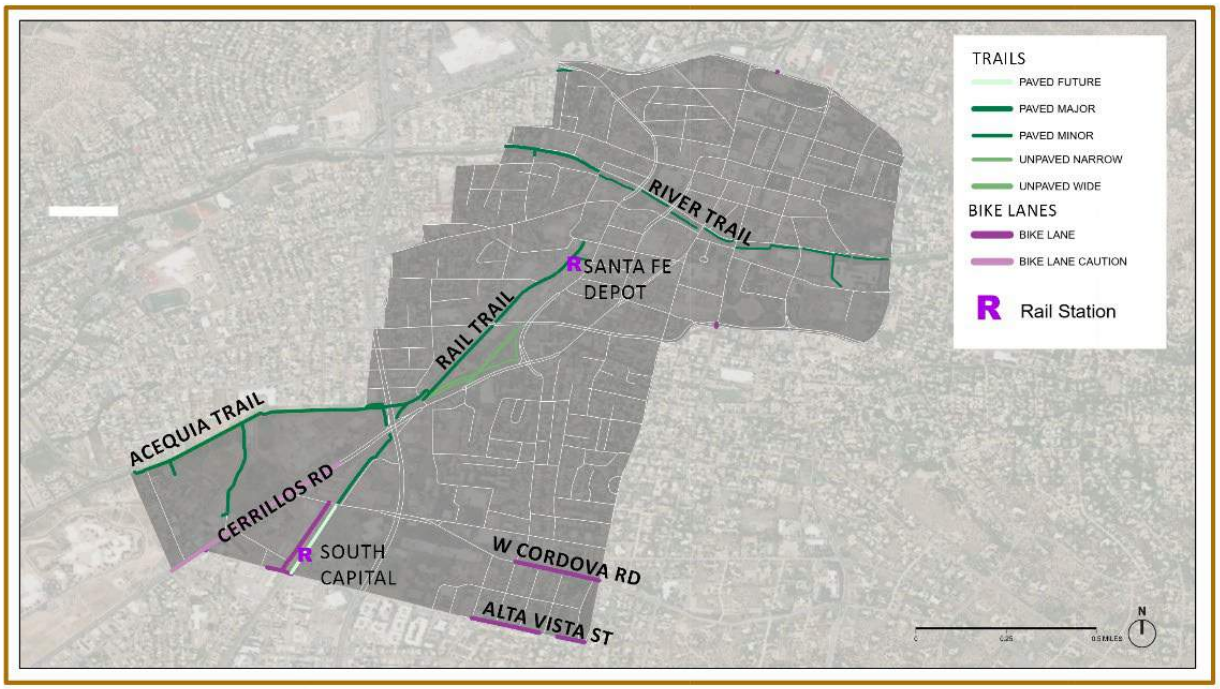
Bike Lanes and Trails

Figure 4 (on the following page) shows on-street, striped bike lanes and trails available in the Downtown/Railyard focus area. The Rail Trail follows the train tracks of the New Mexico Rail Runner and provides access to and from the Santa Fe Depot and South Capital Stations.

None of the bike lanes in the focus area, or the city, are buffered or protected. While shared streets and "sharrows" are designated on some segments within this focus area, those facilities are not shown on the map above as they do not change the level of traffic stress or bicycle accommodation beyond what is inherently provided by the street itself.

Cerrillos Road, in the far southwest corner of the focus area is denoted as "bike lane caution." This city has categorized bike lanes as such when they are located on streets roughly above 20,000 Average Daily Traffic (ADT), or with speed limits above 40 miles per hour (mph).

Figure 4: Downtown/Railyard Focus Area – Bike Lanes and Trails



Existing Travel Mode Split

Mode share data (based on StreetLight cell-phone based data), as shown in Table 1, illustrates a high rate of pedestrian activity in this focus area, with 63 percent of all trips taken on foot. Notably, for trips less than one-mile, over 55 percent of trips are made on foot. Conversely, bicycling mode share is extremely low at less than two percent of all trips. Trips made by vehicles increase with the length of the trip taken.

Table 1: Existing Travel Mode Split					
Downtown/Railyard	<1 Mile	1-2 Miles	2-5 Miles	>5 Miles	Total
Pedestrian	56.4%	5.9%	1.1%	0.0%	63.4%
Bicycle	0.6%	0.4%	0.3%	0.1%	1.5%
Vehicle	5.8%	7.7%	10.5%	11.2%	35.1%
All Trips	62.8%	14.0%	11.8%	11.3%	100.0%

Key Physical Constraints

The Santa Fe Bike and Pedestrian Master Plans outline the primary obstacles to multimodal transportation in Santa Fe. Key excerpts from these plans are included in the constraint subcategories below.

Areas of Critical Concern

The Pedestrian Master Plan prioritized areas for pedestrian improvements by overlaying areas of higher pedestrian demand with existing deficiencies in pedestrian facilities, including both sidewalks and intersection facilities. This led to a list of "Areas of Critical Concern." The areas that fall into the Downtown/Railyard focus area are the South Capitol Complex, St. Francis Drive/Guadalupe Neighborhood, Upper Cerrillos Corridor, and North Guadalupe Corridor.

Long Distances Between Signalized Intersections and Crossings

When examining the major roads highlighted in the preceding map of predominant transportation features, the following stand out as long distances between signalized intersections and crossings.

- St. Francis Drive between Cerrillos and Cordova: 0.25 miles.
- St. Francis Drive between Alta Vista and Cordova: 0.21 miles.
- Cerrillos Street between Baca and Cordova Streets: 0.3 miles.
- Paseo de Peralta between Bishop and Palace Avenue: 0.38 miles.
- Paseo de Peralta between Alameda and Old Santa Fe Trail: 0.43 miles.

There is one section of Cerrillos Road in particular that is a barrier to connectivity between bus stops, the Railyard Park, and the Rail Trail. Between St. Francis Drive and S. Guadalupe Street on Cerrillos Road there is a high potential for non-auto crossings generated by the park and apartments on the north and commercial establishments (including Whole Foods) and a bus stop to the south. "No pedestrian" signs have been installed to dissuade people from crossing Cerrillos Street at this location. The distance between signalized intersections on this segment is 0.35 miles. Providing a mid-block pedestrian crossing protected by a signal along Cerrillos Road near Gilmore Street should be considered.

Long Crossing Distances at Intersections without a Refuge

Intersections with long crossing distances predominantly lie along the state highways in the focus area, including St. Francis Drive and Cerrillos Road.

Several issues were identified with the pedestrian infrastructure at these larger intersections with different intersections having different combinations of constraints. The primary issues identified were:

- Crosswalk striping on pavement is frequently worn away and hard to see.
- There is a of median refuges for pedestrians at some intersections.
- Medians are too narrow at some intersections to function as a pedestrian refuge through a traffic signal, and instead, serve only to separate traffic lanes.
- Some medians may be missing the concrete "nose" which shields pedestrians in the crosswalks from cars making rounded left turns.
- Some curb cuts for crosswalks through medians are too narrow for a wheelchair or more than one person to pass at a time, forcing pedestrians to veer out and around the path of the crosswalk.
- Some curb cuts through medians do not align with the direction of the crosswalk.
- Some curb cuts through medians or porkchops take sharp jogs that are difficult to navigate for bikers, wheelchair users, or those with strollers.

The intersection of Cerrillos Road and St. Francis Drive was the number one intersection of concern for those who responded to the public survey during development of the Pedestrian Master Plan. The railroad tracks through this intersection add further complication and, at some locations, prevent the construction of pedestrian refuge islands.

Substandard or Missing Sidewalks

Missing sidewalks are documented in the City's 2016 PROW/ADA Transition Plan. Many of the streets in the Downtown/Railyard focus area also have extremely narrow sidewalks. This exacerbates the issue of numerous obstacles having been installed in their path, making the sidewalk too narrow to pass on

either side and forcing pedestrians, particularly persons with disabilities, into the street. The historic development of Santa Fe's downtown and its buildings limits opportunities to create space within the right-of-way for new sidewalk construction, infill, or widening.

In the survey conducted as part of this Multimodal Transportation Plan, 52 percent of respondents said that poor sidewalks or the absence of them is one of the biggest barriers preventing them from walking more in Santa Fe.

Where sidewalks are present, many lack curb ramps at intersections with other streets or driveways. There are frequent obstacles placed in the middle of the already narrow sidewalks, such as power poles, traffic signs, and traffic signal poles. Navigating this environment can be challenging for the average pedestrian walking by him or herself, but especially those walking abreast with another person or child, pushing a stroller, or someone using a mobility assistance device (e.g., wheelchair).

At almost all intersections (including those of the state highways), crosswalks are denoted with two white lines on either side of the pedestrian path of travel instead of the traditional vertical bars that more effectively signify the crosswalk. At many other intersections, crosswalks do not exist at all, having never been painted, or having been worn away by vehicles over time.

A Lack of On-Street Bike Lanes

As shown in Figure 4, above, there are an extremely limited number of on-street bike lanes in the Downtown/Railyard focus area. This is reflected in the top three responses chosen when Multimodal Transition Plan Survey respondents were asked about barriers to biking in Santa Fe:

- 68% reported "traffic safety concerns"
- 56% cited a "lack of bike paths or bike lanes"
- 44% said they do not feel safe riding in the existing bike lanes

The segments of bike lanes that do exist need to be redesigned and completed to be fully functional and made more accessible to bicyclists across a range of ages, abilities, and confidence levels.

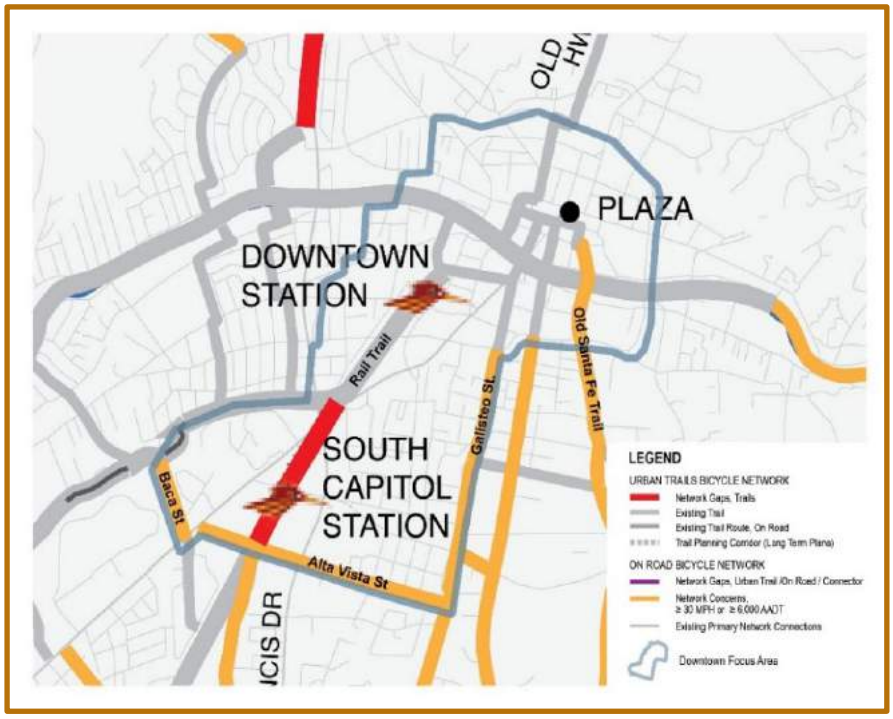
- The use of the shoulder on Cerrillos Road is only usable for users comfortable biking next to traffic on a roadway with, on average, 26,000 vehicles traveling on it per day.
- Existing bike lanes on Alta Vista and Cordova are too narrow in relation to National Association of City Transportation Officials (NACTO) guidelines and lack bike-lane symbols. Drivers also often park in these lanes, viewing them as merely a shoulder.

Figure 5 (from the 2019 Santa Fe Metropolitan Bicycle Master Plan), shown on the following page, shows the network gaps and "bike routes of concern" (bike routes that run on streets with over 6,000 ADT and with speed limits above 30mph). Although bike routes have been identified, they do not contain facilities that protect riders from vehicular traffic to a degree that would allow lower-stress-tolerant riders to feel comfortable on these streets. At most, these streets contain the bike lanes discussed in the previous section. It should be noted that the gap in the Rail Trail is in the process of being completed.

In a survey for the 2019 Bicycle Plan, when citizens were asked to rate the effectiveness of various ways to improve Santa Fe's bicycle environment, the top two rated improvements were to "develop more trails" and "install protected bike lanes." These were rated as effective or very effective by 82.5 percent and 70 percent of respondents respectively. This indicates a strong desire to be separated from vehicular traffic as a cyclist.

Figure 5: Downtown/Railyard Focus Area – "Bike Routes of Concern"

Source: Santa Fe MPO 2019 Bicycle Master Plan



Lack Of Connectivity to Trails and/or Lack of Wayfinding Signage

Two trails bring people into downtown - the River Trail from the west and the Rail Trail from the south. There is a distance of roughly three blocks separating the two trails where they enter the downtown core. However, there is no signage or infrastructure on De Fouri Street to create a clear bike-/pedestrian-friendly connection between the two trails for through travelers

Neither trail system currently has trailheads or other identifiers that announce their presence where they cross major roads or terminate downtown. Nor is there signage, such as a map kiosk, to inform people where the trails can take them, and how far the distance is to key destinations.

In the downtown core in particular, the Rail Trail is lacking crosswalks at each street crossing to indicate to drivers that walkers and bikers are likely to be present.

The Acequia Trail runs along the western edge of the focus area. It intersects with the Rail Trail north of the intersection of St. Francis Drive and Cerrillos Road. The Acequia Trail has better continuity and only one street crossing within the focus area.

Street Grid Breaks/Barriers

As discussed above, the street grid through much of the study area is broken into short street segments that do not align, causing pedestrians and bicyclists to make many turns to traverse the neighborhoods. There are also numerous dead ends. The following are the large development blocks in the focus area that break up the street grid.

- The campus of the New Mexico School for the Deaf
- The Railyard Flats parking lot and Santa Fe Railyard Park create a mega block on either side of the Rail Trail that it is difficult to understand how to cross moving east to west.

- The Santa Fe Railyard Park provides many competing and circuitous paths, it is difficult to know which paths allow one to completely traverse the park, access the bus stop on Cerrillos Road, or connect to the Rail Trail.
- The large government building parking lot on the northeast corner of Old Santa Fe Trail and Paseo de Peralta.
- The commercial lots and cemetery between Early Street and St. Francis Drive
- The commercial lots on either side of the Rail Trail on the block north of Cordova Road

Key Opportunities

The Downtown/Railyard focus area has comparatively high-density employment centers and commercial destinations. The pedestrian mode share is already very high in this area. However, 89 percent of walking trips are for less than one mile. Respondents to the Multimodal Transition Plan survey highlighted "destinations are too far away" and it "takes too much time" as key reasons for not walking for more trips. Enhancing access to bicycling within and to this focus area could help fill the gap between driving and walking modes, turning a 25-minute walk between the residential neighborhoods and the plaza, into an 8-minute bike ride. The introduction of shared micromobility in the area, such as e-bike share or scooter share, could have similar benefit.

Other key opportunities consist of the following:

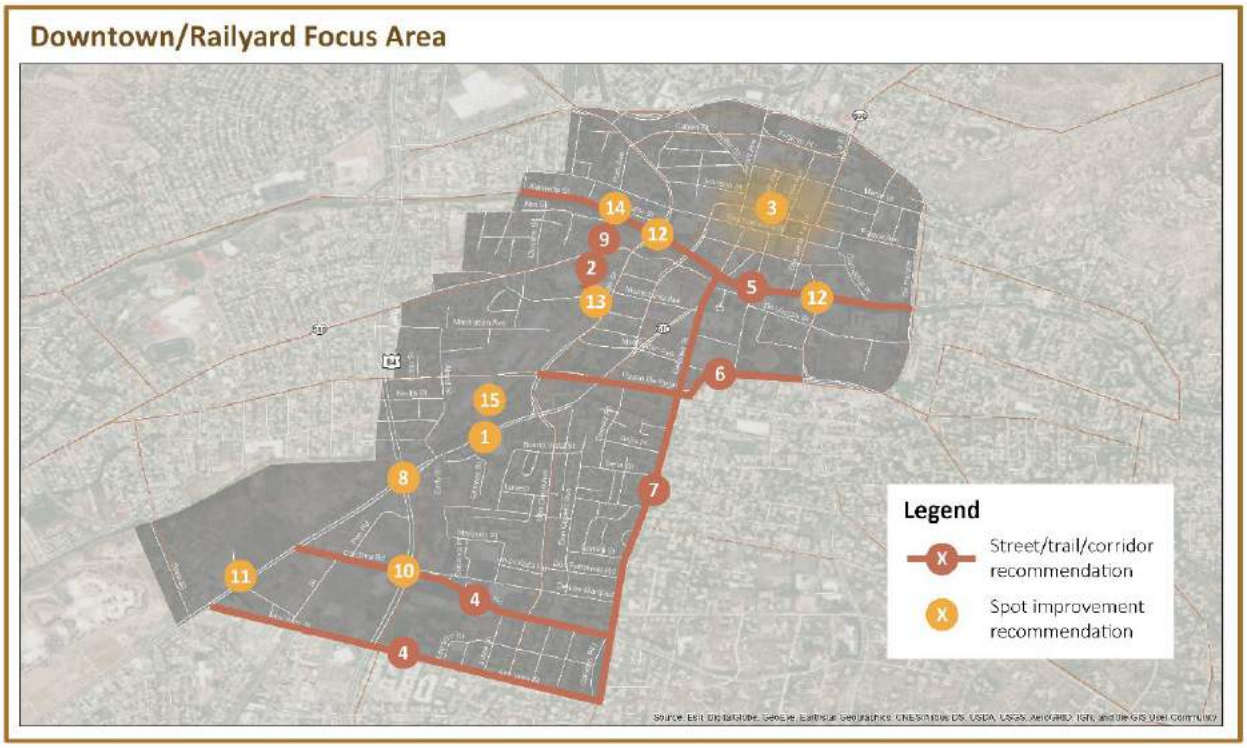
- The existence of many one-way streets and lane closures requires vehicles to take circuitous routes across the downtown core. If bi-directional walking and biking facilities can be accommodated on these streets, the directness from point A to point B can encourage people to choose modes other than driving.
- The high number of tourists that visit downtown Santa Fe, and their ability to get to town by train or plane, creates an opportunity to promote Santa Fe as a place to visit that does not require renting a car. This would be attractive for visitors from other countries, those under 24[1], seniors, and other groups who cannot or prefer not to drive.
- Providing bike or scooter share at the train stations in the focus area can also make riding the train more appealing as it will enhance first/last mile access to destinations that are slightly further from the train station.
- Some streets in the focus area contain wider travel lanes than necessary for the speed limit or contain angled parking. These areas' excess right of way can be evaluated for repurposing for multimodal travel.
- The high number of government offices in the focus area provides an opportunity to partner with the state to create internal employee policies that encourage non-SOV commuting.
- The two trails that lead into and terminate downtown can act as arterials for pedestrians and bikers, allowing them to skip many intersections. These trails can become the heart of a larger network that allows network connections or longer distance loops.

Area Specific Recommendations

The following specific recommendations are keyed to the map presented as Figure 6.

[1] *Under age 24, it can be difficult to rent a car. Some car rental companies will not rent to "young drivers" and others add extremely high daily fees that can make renting a car unaffordable.*

Figure 6: Downtown/Railyard Focus Area – Recommendations



Pedestrian

1. Coordinate with the New Mexico Department of Transportation (NMDOT) to review the feasibility of a midblock crossing and pedestrian signal near the intersection of Cerrillos Road and Gilmore Street to serve as a link between the two bus stops, the Railyard Park, and the Whole Food grocery store.
2. Prioritize sidewalk repair and missing (sidewalk links) between the Rail Trail and the River Trail along Montezuma Avenue and De Fouri Street. These were identified in the 2016 update to the PROW/ADA Transition Plan to provide an ADA compliant connection between the Rail and River Trails.
3. Collect pedestrian counts on sidewalks in the downtown core in order to determine where the greatest deficiencies lie between the optimal width for the existing pedestrian volume and current sidewalk width. Pages 7 and 8 of the document in the link provided below provide high-level guidance on pedestrian level of service in relation to sidewalk width. (https://onlinepubs.trb.org/Onlinepubs/hrr/1971/355/355-001.pdf)

Bicycle

4. Add bike-symbol pavement stamps to the Cordova Street and Alta Vista Lane bike lanes to clarify that the facility is a bike lane and not a parking lane. Complete the lane striping along these streets with a 9-inch-wide white stripe to connect these lanes with the Rail Trail.
5. Reconfigure the section of the signed bike route that follows the River Trail between De Fouri Street and Old Santa Fe Trail to be consistently on the north side of the river. The frequent switching of sides, and the multiple 90-degree turns on narrow sidewalks that the current route requires reduces route directness and convenience.

6. Reconsider for implementation the Phase A project (#4) in the 2019 Bicycle Master Plan that proposes a road diet on Paseo de Peralta after the conclusion of the pilot bike lane project in the fall of 2021. If the current pilot project does not provide conclusive data on the effectiveness of the road diet, a second pilot should be held in the summer/fall of 2022. If conducted, a second pilot should ensure that the bike facilities in the pilot connect to the Rail Trail. Bicycle and vehicle traffic counts should be taken before and after any pilot to ensure that data is available to inform decisions on whether or not to make the piloted improvements permanent.

Bike & Pedestrian

7. Examine using Galisteo as a catalytic project by developing it into a "multimodal priority corridor" including the installation of a buffered bike lane, the construction of missing sidewalks, and pedestrian-focused intersection improvements. The street provides a direct route between residential areas and downtown and connects to two bike lanes that provide connections to the South Capitol Station area.
8. Assign a "brand color" to the Rail Trail for use in signage and pavement markings in order to simplify wayfinding and enhance continuity across roadway intersections. By providing wayfinding and a unique trail crosswalk (with 'brand color') at the intersection of Cerrillos Road and St. Francis Drive, trail users can be guided through the intersection using the Acequia Trail underpass and pick up the Rail Trail on the far side.
9. Treat the section of Montezuma Ave and De Fouri Street that connects the Rail Trail and the River Trail as an on-street trail connection. By widening sidewalks, adding crosswalks, using whimsical paint markings and signage, and adding "sharrows" to the street, a clear connection can be made between the two trails. New wayfinding signage should be sure to indicate that the River Trail heads west along Alameda Street, not Alto Street as current signage indicates.
10. Consider the placement and activation of a Rectangular Rapid Flashing Beacon (RRFB) at the intersection of the Rail Trail and Cordova, provided its placement would not introduce risks to yielding (stopped) vehicles due to the location of the adjacent, at-grade railroad crossing.
11. Coordinate with NMDOT Planning Bureau to explore the possibility of a new HAWK signal/crosswalk at Ralfan Road, Acequi Trail, and Cerillos Road to enhance connectivity between the two trails and South Capitol Station. This is a critical connection, as pedestrians and bicyclists from the north are funneled to this one point as they navigate around the development barrier created by the Fairview Cemetery and New Mexico School for the Deaf.
12. Add prominent trailhead sign, kiosk, and wayfinding signage where the River Trail enters the historical downtown from the east and west. This would be at Old Santa Fe Trail and South Guadeloupe Street respectively. The kiosk should contain a map that shows "YOU ARE HERE" indicator and walkable/bike-accessible destinations within a two-mile circumference.
13. Provide wayfinding signage at the terminus of the Rail Trail at Montezuma Avenue. This signage should direct travelers to the Santa Fe Plaza and connections to the River Trail at a minimum.

14. Provide wayfinding signage at the intersection of the River Trail and De Fouri Street directing travelers to the Santa Fe Plaza and to the beginning of the Rail Trail at Montezuma Avenue.
15. Clear the path south of the Santa Fe Rail Yard parking lot, between the Rail Trail and the Santa Fe Railyard Park of wooden benches, bike racks, and parking wheel stops, in order to promote the proximity of two recreational resources. Use wayfinding signage to direct people to the park or trail via this connection.

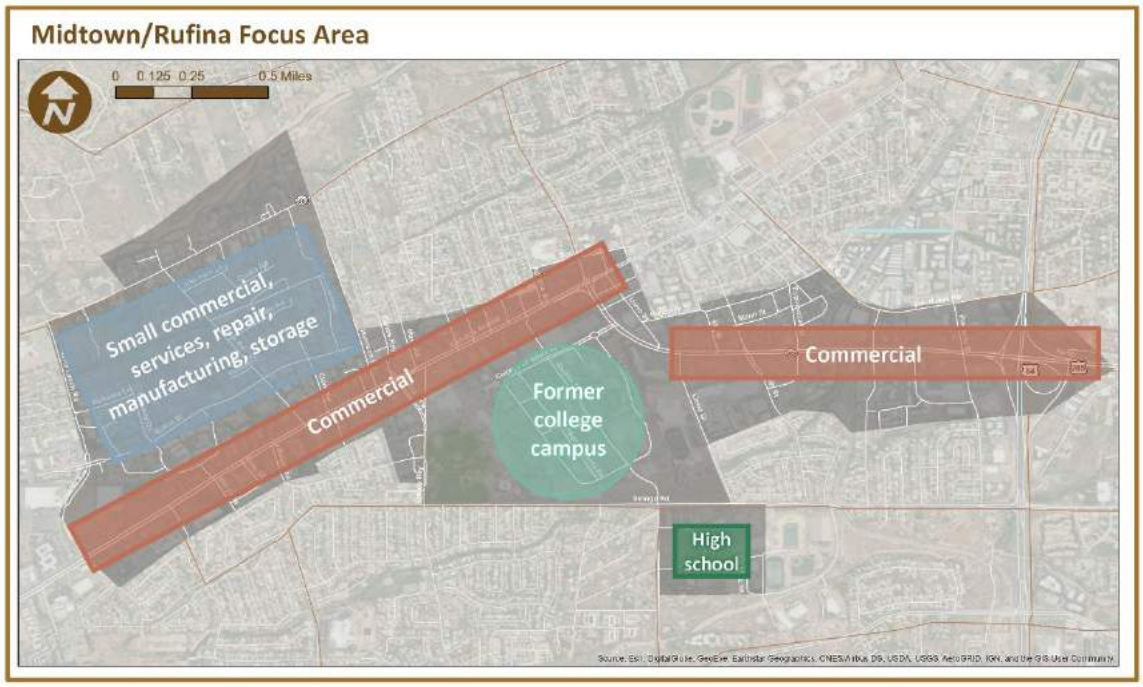
MIDTOWN/RUFINA FOCUS AREA

Key Characteristics

Land Use Mix

Figure 7 provides a general overview of the land use in the focus area. As demonstrated by the red rectangles above, the two major streets in this focus area, Cerrillos Road and St. Michaels Drive, contain commercial development consisting predominantly of chain restaurants, banks, gas stations, national retailers, and some hotels.

Figure 7: Midtown/Rufina Focus Area – Land Use



At the southwest corner of the intersection of these two streets lies the former campus of the Santa Fe University of Art and Design (which was previously a military hospital). The City bought the property in 2009 and the university closed in 2018. The City is, at present, planning the future of the former campus site and designing the roadway and block layouts in preparation for future vertical development. The general vision for the site includes mixed-use and residential development, an innovation hub, a higher education facility, a film studio, public open space, and performance space. The state of New Mexico owns a large parcel between the former campus and Franklin E. Miles Park that creates a barrier to future development and site access. The parcel currently houses the record center, offices of state boards, and other divisions. De Vargas Middle School is located on the east side of the campus, along Llano Street.

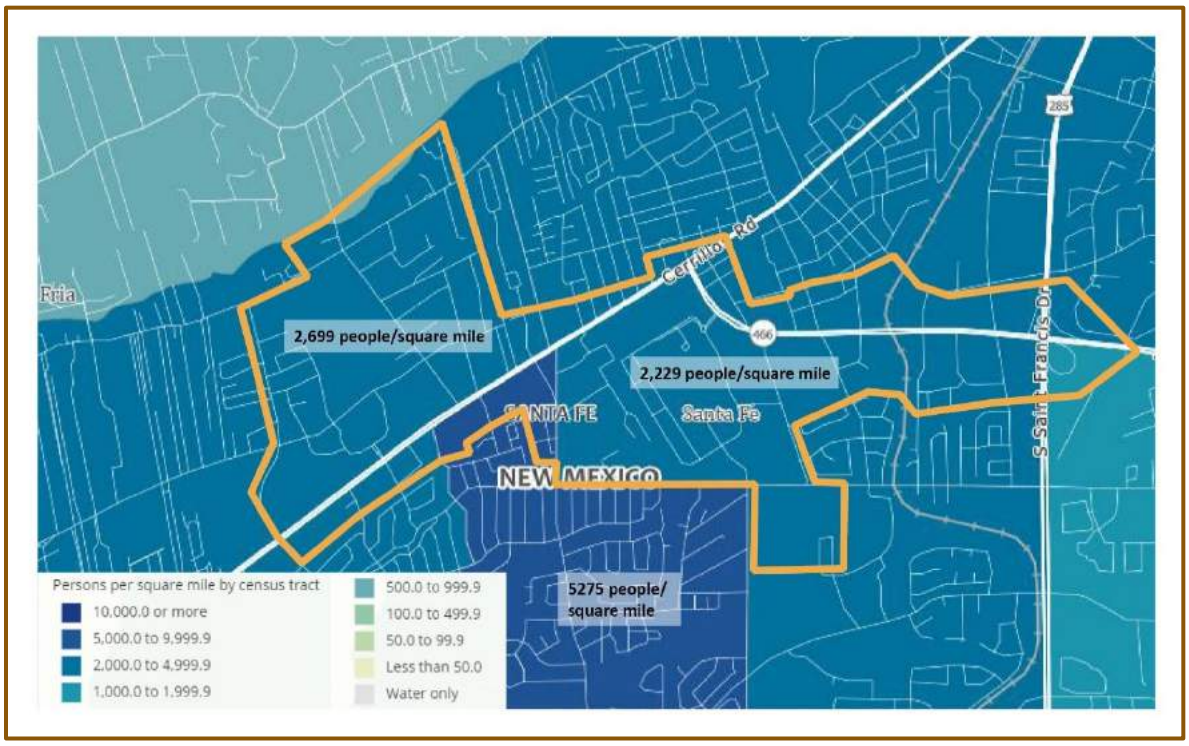
A mixed-use neighborhood is located on the north Side of Cerrillos Road and contains a diverse mix of uses, including the popular Meow Wolf attraction, light industrial buildings, breweries, building materials stores, two city department buildings, and some single-family residences. Development here is generally 1- to 2-stories high.

Population Density

Figure 8 shows population density by tract from the 2020 U.S. Census. The orange line demarcates the boundary of the focus area, which overlaps with multiple census tracts. The numbers on the map above show the population density averaged across the entire tract. As a point of comparison, the city of Santa Fe as a whole has an average population density of 1,639 people per square mile.

Figure 8: Midtown/Rufina Focus Area – Population Density

Source: 2020 U.S. Census



The focus area contains almost entirely commercial and industrial development. Within this focus area there is a limited amount of residential development, although a couple clusters of townhomes are currently under development within the predominantly industrial neighborhood north of Cerrillos. Existing residential development consists of homes along Agua Fria Street, a mix of single-family homes and apartment buildings around Hopewell Street, and some 2- to 3-story apartments along Calle Lorca and Rufina Lane.

Predominant Transportation Features

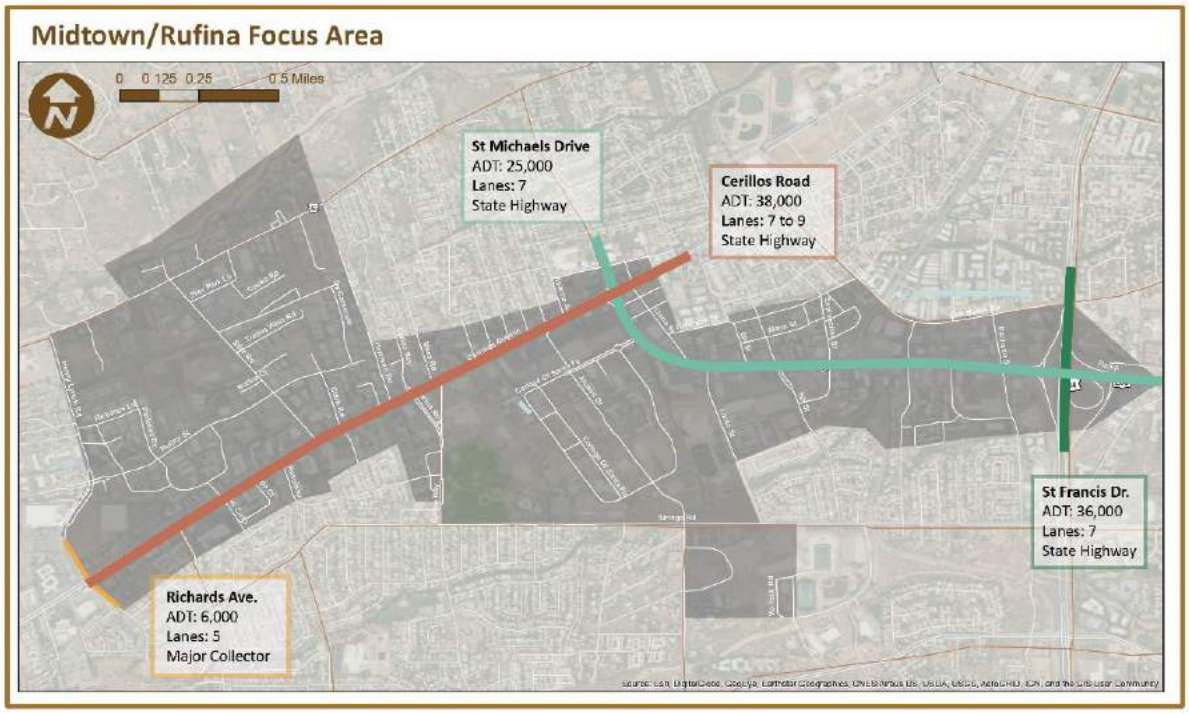
Highways and Major Roads

The corridors that provide a barrier to bike and pedestrian traffic are shown in Figure 9. All the major roads other than Richards Avenue (shown in orange) that run through the Midtown/Rufina focus area are state highways that require coordination with the state for any improvements. The City of Santa Fe is in the process of acquiring jurisdiction over St. Michaels Drive in order to be able to apply design changes. A 2015 traffic study conducted by the City's Long Range Planning Division concluded that

St. Michaels Drive west of St. Francis Drive could be reduced from its current three lanes in each direction down to two, while maintaining suitable operations.

Figure 9: Midtown/Rufina Focus Area – Major Roads

Source: Santa Fe MPO Traffic Count Database System



The intersection between St. Francis Drive and St. Michaels Drive contains a grade separated interchange with access ramps.

Streets

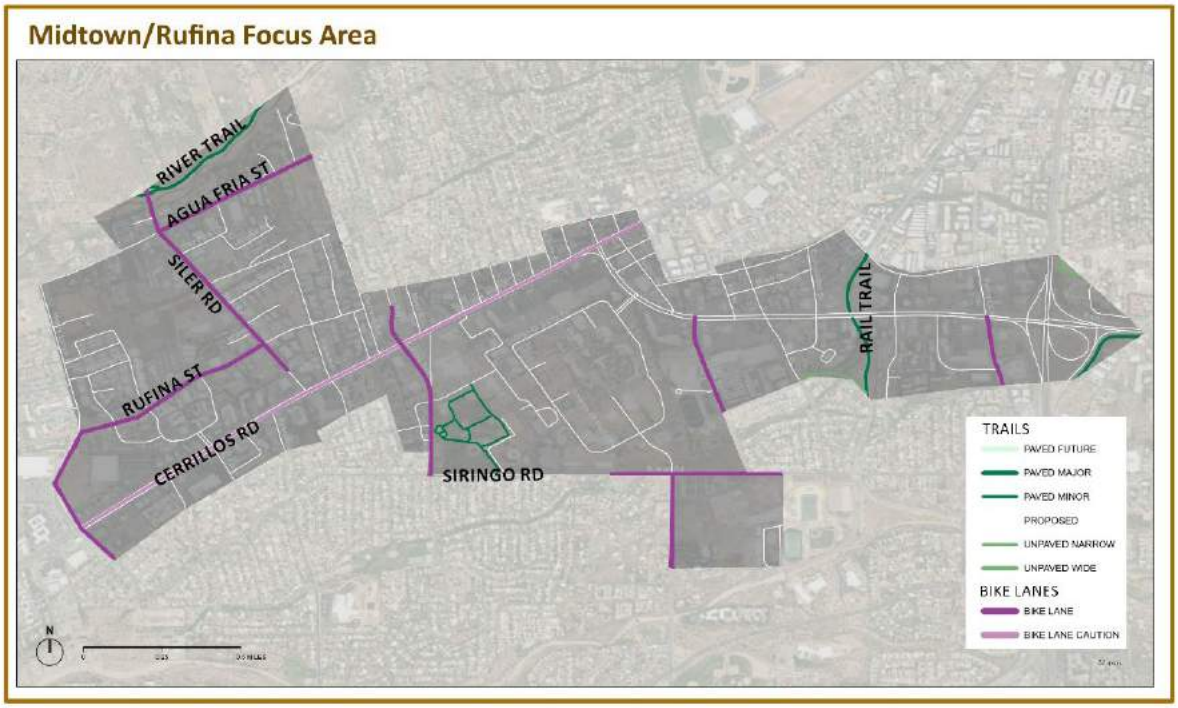
The street pattern in the Midtown focus area is generally disjointed and does not follow a grid pattern. The campus area, bounded by Llano Street, Siringo Road, and Camino Carlos Rey contains only one north/south through street (Alumni Drive) for the entire 60+ acre parcel. In the industrial area north of Cerrillos Road, only three through streets connect Cerrillos Road to Agua Fria Street. Also, only Rufina Street connects Richards Avenue to Harrison Road. Along St. Michaels Drive, most development is served by private-access drives that are disconnected from one another, limiting the number of through connections. In addition, there are many larger commercial parcels that create large blocks without through streets.

Bike Lanes and Trails

Figure 10, on the following page, shows on-street bike lanes and trails in the Midtown/Rufina focus area. The Rail Trail follows the train tracks of the New Mexico Rail Runner and provides access to Downtown. The River Trail follows the Santa Fe River and also accesses downtown.

None of the bike lanes in the focus area, or the city, are buffered or protected. Bike routes that are shared streets have been left off of this representation of the available bicycle facilities as they do not change the level of traffic stress or safety for cyclists beyond what is inherently provided by the street itself. The longest streets designated as shared streets in the focus area are Alumni Drive, 5th Street, and Calle Lorca – none of these streets contain "sharrows."

Figure 10: Midtown/Rufina Focus Area – Bike Lanes and Trails



Existing Mode Split

As shown in Table 2, the Midtown/Rufina focus area shows a high rate of pedestrian activity, with 44 percent of all trips taken on foot. It should be noted, that due to the large commercial parking lots in this area, many "walking trips" may be from a parked car to a store front and back. Bicycling activity in this area is very low at less than one percent of all trips. Trips made by motorized vehicle in this area are usually 1-5 miles in length, suggesting a high potential for shift to active modes if, in part, supporting and better-connected infrastructure is to be provided in the years to come.

Table 2: Existing Travel Mode Split					
Midtown/Rufina	<1 Mile	1-2 Miles	2-5 Miles	>5 Miles	Total
Pedestrian	37.6%	5.3%	0.9%	0.0%	43.8%
Bicycle	0.2%	0.2%	0.2%	0.1%	0.8%
Vehicle	5.8%	11.6%	23.5%	14.4%	55.5%
All Trips	43.6%	17.1%	24.7%	14.6%	100.0%

Key Physical Constraints

The Santa Fe Bike and Pedestrian Master Plans outline some of the City's challenges related to multimodal transportation. Key excerpts from these plans are outlined below.

Areas of Critical Concern

The Pedestrian Master Plan prioritized areas for pedestrian improvements by overlaying areas of higher pedestrian demand with existing deficiencies in pedestrian facilities, including both sidewalks and intersection facilities. "Areas of Critical Concern" relating to pedestrian access and infrastructure are identified. The areas that fall into the Midtown focus area include the following:

- Mid-Cerrillos Corridor
    - This area overlaps with the focus area for one block from Llano Street to Isleta Avenue.
- St. Michaels Drive Corridor
    - This corridor extends from Cerrillos Road to Galisteo Street and includes the access ramps onto St. Francis Drive.

Long Distances Between Signalized Intersections and Crossings

St. Michaels Drive and Cerrillos Roads are the two major streets in the focus area with longer crossing distances that necessitate the use of signalized intersections for safe pedestrian crossings.

Along St. Michaels Drive, distances between signalized intersections between Cerrillos Road and St. Francis Drive vary between 0.3 and 0.36 miles. Two key intersections on this corridor lack crosswalks and signals. The first is the Rail Trail crossing, and the second is the access drive to the campus area and Alumni Drive A new signal at the Alumni Drive access point will likely be needed as traffic to the campus area increases with future redevelopment.

Along Cerrillos Road, the distance between signalized intersections averages 0.29 miles. Within the focus area, the longest segment between signalized intersections is from Camino Carlos Rey to Lujan Street. Both Cerrillos Road and St. Michaels Drive are made even more difficult for pedestrians to cross between signalized intersections due to the presence of left-turn lanes and narrow medians along the corridors.

Long Crossing Distances at Multi-Lane Intersections Without a Refuge

Intersections with long crossing distances predominantly lie along the state highways in the focus area, including St. Michaels Drive and Cerrillos Road. At these intersections, crosswalk markings on pavement are frequently worn away and hard to see, and medians are present, but are narrow and not designed to serve as a mid-point refuge for pedestrians crossing the roadway.

Many intersections between larger roads and side streets or private drives have large corner radii that contribute to longer crossing distances such as at St. Michaels Drive and 5th Street, Llano Street and St. Michaels Drive, and Cerrillos Road and Osage.

Substandard or Missing Sidewalks

Sidewalks in the commercial areas are generally in good shape along public roadways. However, sidewalks frequently do not extend into the private drives and parking lots of commercial properties that would otherwise provide access to a business's front door. For example, on the northwest corner of Camino Consuelo and Cerrillos Road, a desire line can be seen cutting behind the Walmart sign where pedestrians cut through landscaping to avoid walking in the street.

In the campus area, many of the streets are in poor condition, lacking curbs, sidewalks, and (at some locations) pavement. Wide pedestrian pathways traverse the quads, but substantial investment will be required for the streets to comply with ADA standards for crosswalks, curb ramps, sidewalks, and tactile paving.

At most intersections, crosswalks are demarcated with two white lines on either side of the pedestrian path of travel instead of the traditional zebra stripes, which are the perpendicular lines evenly spaced

across the crosswalk. At many intersections, crosswalks are not present, having never been painted, or having been worn completely away.

On Siringo Road, pedestrian refuges have been installed to help people across the road. However, crosswalks still need to be painted in order to complete the crossing treatment. Unfortunately, medians have not been installed in the locations where bus stops are located on opposing sides of the street – at San Lorenzo Drive and Alamosa Place. The addition of medians and crosswalks would assist transit riders seeking to cross the roadway in these locations.

There are no sidewalks along several of the roadways in the northwestern industrial section of the focus area – both on private drives and public roads. The northeastern section of Rufina is missing sidewalks or has obstacles within existing sidewalks such as signs and even a mailbox in once instance. As the only east/west through street that transects the full industrial neighborhood, sidewalks on this street in particular are necessary.

Connectivity & Identification of Bike Lanes

As shown in Figure 10, above, there are seven on street bike lanes in the Midtown focus area. Throughout the focus area, due to a lack of signage and on-pavement bike-lane stencils, it is unclear if the shoulder on the side of the road is a bike lane or a shoulder available for parking. Bike-lane stencils and appropriately spaced signage are needed in order to clarify that a bike lane is specifically intended for use by bicyclists and is not a parking lane.

Secondly, the bike lanes on Agua Fria and Pacheco Streets, San Mateo, Siringo, and Siler Roads, and Richards Avenue appear and disappear along the corridors. These gaps have the potential to leave many bicyclists unsure of whether the facility continues and if so, where it continues. The City does have plans to complete the bike lanes on Pacheco Street, San Mateo Road, and Richards Avenue.

Existing bike routes are frequently disconnected across Cerrillos Road and St. Michaels Drive. For example, a low-stress facility connection is needed between the bike lanes on Siler Road and Camino Carlos Rey in order to cross Cerrillos Road. Currently, cyclists heading southeast on Siler Road are forced to ride on Cerrillos Road in order to reach the signalized intersection on Camino Carlos Rey. This also occurs along St. Michaels Drive between 5th Street and Cerrillos Road Cyclists are forced to ride in the road or on the sidewalk to connect misaligned streets to the north and south. The proposed bike lane on St. Michaels Drive would eliminate problems along this segment.

Figure 11, on the following page, shows the network gaps and “bike routes of concern” (bike routes that run on streets with over 6,000 ADT and with speed limits above 30 mph) identified in the 2019 Bike Master Plan. The majority of the routes of concern in this focus area (outline shown in blue in the map) contain bike lanes. In these circumstances, stress-tolerant riders will still desire a buffer or protection from vehicle travel lanes in order to feel comfortable. For many of these corridors, more experienced and confident bicyclists will find a standard bike lane adequate for a comfortable, lower-stress riding experience. However, less confident and less experienced bicyclists (and prospective bicyclists) often seek a higher degree of protection and separation from the adjacent lanes of travel to feel comfortable, whether it be a painted buffer or a vertical element (such as flex post bollards) providing separation.

Figure 11: Midtown/Rufina Focus Area – "Bike Routes of Concern"

Source: Santa Fe MPO 2019 Bicycle Master Plan

Lack of Connectivity to Trails and/or Lack of Wayfinding Signage

Two major trails run through the Midtown/Rufina focus area, the River Trail and the Rail Trail. Both provide access to and from the Downtown/Railyard Focus Area. The Rail Trail also provides access to the south, and to the west through a connection with the Arroyo de Las Chamisos Trail.

The Rail Trail is accessible at three locations in the focus area: St. Michaels Drive, San Mateo Road, and by a dirt path off of 5th Street. There are currently no trail identification or wayfinding signs at any of these access points. Furthermore, crosswalks do not exist at either St. Michaels Drive or San Mateo Road. An underpass is in the design phase for St. Michaels Drive, and a crosswalk is "proposed" in the 2019 Bicycle Master Plan for Phase A at San Mateo Road. The bike lanes along 2nd Street and San Mateo Road do not connect to the Rail Trail.

The dirt trail connection to the Rail Trail off of 5th Street is located on private property. There are desire lines leading to the north from this access point, indicating that people do not want to travel south on this path in order to connect to the Rail Trail for northbound travel.

Siler Road is the only access point to the River Trail in the focus area. The next access point is 0.9 miles to the northeast, making Siler Road a key connection. The River Trail does not yet extend to the southwest past Siler Road. The bike lanes on Siler Road do connect to the trail. However, the access point lacks a trailhead, kiosk, map, or wayfinding signage of any kind.

Street Grid Breaks/Barriers

As discussed above, the street grid through much of the study area is defined by short street segments that do not align. In addition, there are a few larger barriers that further disrupt the street grid and reduce connectivity.

The first of these is the campus area and the school and commercial development that encircle it. The area between Cerrillos Road, Siringo Road, Camino Carlos Rey, and Llano Street contains only one north/south through route on Alumni Drive. There are no east/west routes through the campus.

A second barrier to connectivity lies between Agua Fria Street, Rufina Street, Henry Lynch Road and Siler Road in the industrial section of the focus area north of Cerrillos Road. Encircled in this block are some industrial and government buildings, but also undeveloped parcels. This area currently has no through streets traversing it. An extension of the Acequia Trail is planned to run east/west across the area in the future, which will improve connectivity. However, additional north/south routes will be needed to connect to the new trail, and to further break up the large block.

Other large blocks defined by commercial development are located along Cerrillos Road, often reducing connectivity to the residential neighborhoods behind them - the development that contains the Walmart is an example of this.

The grade separated intersection of St. Francis Drive and St. Michaels Drive creates a large barrier to east/west movement, as this is an intimidating area to negotiate. This makes Siringo and San Mateo Roads especially critical to the multimodal transportation network, as the nearest available routes.

Key Opportunities

The large amount of City-owned land at the former university campus presents unique opportunities to enhance multimodal access and connectivity in this focus area. The City should take full advantage of this flexibility by creating high-comfort (lower stress) and direct routes for active transportation through the campus – both as a model for the rest of the city, and as routes for those who would like to minimize or avoid walking or biking on adjacent streets, such as Cerrillos Road. The City's vision for the former campus area includes mixed-use and higher-density residential development. This form of future redevelopment could achieve closer proximity between homes, employment, and commercial uses that promotes active transportation.

The former campus is also very close to the Rail Trail. Providing well-marked and safe routes connecting the campus and the Rail Trail can make walking and bicycling more accessible for the future residents and workers of Midtown looking to travel Downtown for work or recreation.

The plan for the City to assume jurisdiction over St. Michaels Drive and remove travel lanes provides a key opportunity to create that connection. If transfer of ownership is not successful, Siringo Road and Aspen Drive will need to be examined as alternate routes and connections to the Rail Trail.

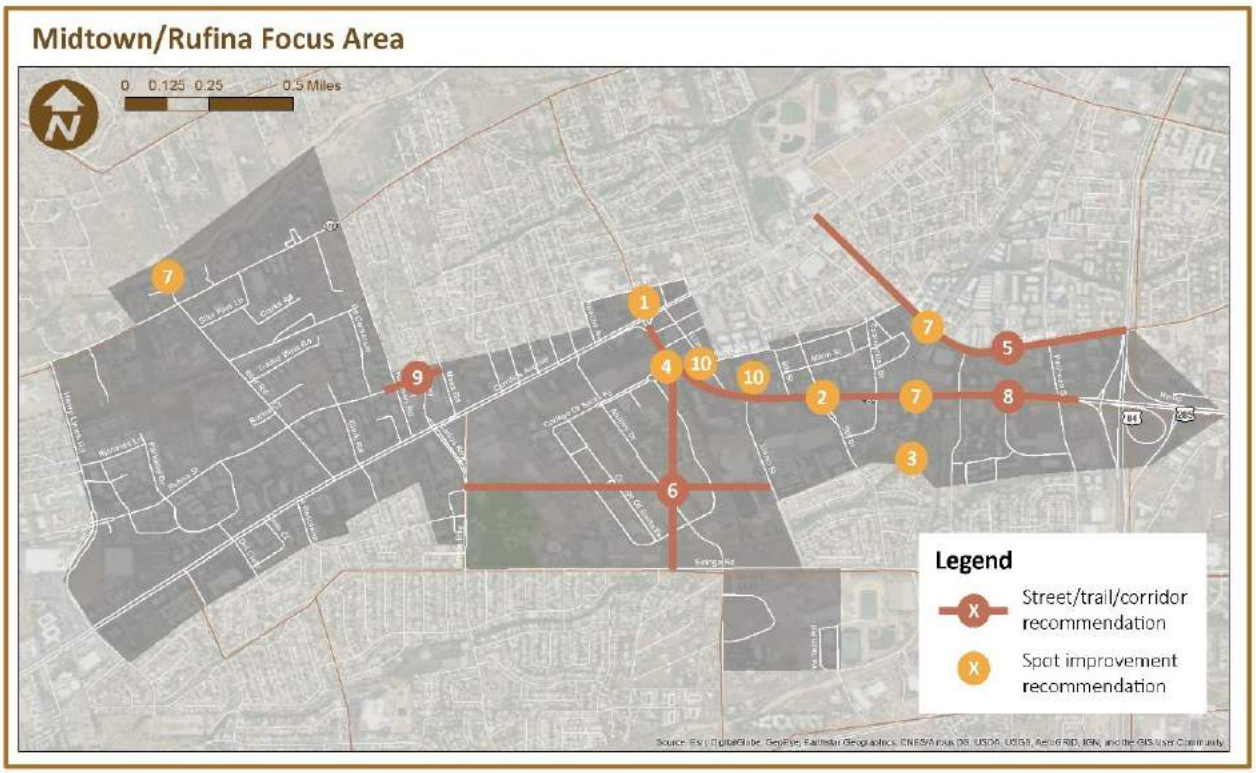
While redevelopment of the large block bounded by Agua Fria and Rufina Streets and Siler and Henry Lynch Roads is not assured, the open space throughout the area gives the City the opportunity to create more through streets or active transportation routes, if or when the time comes.

While not traditionally looked at as an opportunity, the large parking lots of the medium- and large-scale commercial businesses can be redeveloped with better connectivity for pedestrians and cyclists. As businesses turn over, and the land along St. Michaels Drive potentially becomes more valuable, sites can be redesigned for increased comfort for active transportation. This is the vision of the Midtown LINC overlay district. The City should ensure that these overlay regulations are enforced during (re)development review.

Area Specific Recommendations

The following specific recommendations are keyed to the map presented as Figure 12.

Figure 12: Midtown/Rufina Focus Area – Recommendations



Pedestrian

1. Consider the installation of a bulb out (allowing rollover truck movements) on the northeast corner of the Osage Avenue and Cerrillos Road intersection to reduce pedestrian crossing distances.
2. Consider the installation of an intersection bulb out on the northeast corner of St. Michaels Drive and 5th Street to reduce pedestrian crossing distances. Repaint the crosswalk on the east side to match the new alignment and extend the eastern median.
3. Pave the trail connection between Calle Sombra and the Rail Trail and label the trail entrance with a placard and wayfinding signage. Conduct a field-audit of similar potential trail access points to make sure the surface is suitable for cyclists, strollers, and wheelchair access.
4. Examine using the space created by the painted buffers at the left-turn lane into the campus area off St. Michaels Drive to install medians that can act as a pedestrian refuge.

Bike

5. San Mateo Road/2nd Street is a critical east/west route through the focus area, and the city as a whole. The next (non-highway) parallel routes that provide a connection across the railroad and St. Francis Drive are Alta Vista Street (0.75 miles to the north) and Siringo Road (0.38 miles to the south). The 2019 Bicycle Master Plan recommends: "San Mateo: study and implement bike lanes where feasible, St. Francis Drive to Rail Trail at 2nd Street." Currently, the bike lane on 2nd Street ends east of Hopewell Street, a block and a half from

the Rail Trail. Revise the study and implementation to extend from St. Francis Drive to Cerrillos Road. Through vehicle travel-lane narrowing and shortening the length of left-turn lanes, additional space can be created to accommodate bike lanes - both existing and where they are currently missing. Where bike lanes cannot be accommodated, vehicle lanes should still be narrowed and “sharrow” symbols accompanied by green box backing should be provided to increase visibility.

6. Ensure that at least two high-comfort bike routes are incorporated into the redevelopment plans for the former campus; one serving east/west travel and the other north/south travel. Both should tie into the surrounding street grid.

Bike & Pedestrian

7. Provide a trailhead kiosk with wayfinding map and other information at the River Trail entrance at Siler Road and at the Rail Trail entrances at St. Michaels Drive and San Mateo Road.
8. As called out in the 2019 Bicycle Master Plan, reduce St. Michaels Drive west of St. Francis Drive to two vehicle travel lanes in each direction, once the City has jurisdiction over the street. The Master Plan does not clarify the type of bike lane that should be installed in place of the travel lane. In order to meet the City's goals of St. Michaels Drive as a new high-density corridor with high-comfort multimodal travel, the width of the repurposed lane should be used to install a buffered or protected (vertically separated) bike lane. Prioritize and complete this project as soon as the ownership-transfer and funding allow, due to its ability to act as a "catalytic project" for the local area as desired in Resolution 2014-12.
9. Construct a new road or trail/path between Rufina Street and Maez Road. This connection would create a route that would largely parallel Cerrillos Road, in combination with Rosina Street. It would also connect to Camino Carlos Rey, which contains a signalized intersection to cross Cerrillos Road, and connects to bike routes to the south. This connection is necessary because the other bike routes in this area that connect to Cerrillos Road from the north provide no way to cross it, due to lack of signals at intersections or the absence of streets to connect to on the south side of Cerrillos Road.
10. Examine the creation of the following roadway connections when redevelopment opportunities arise in order to improve bicycle and pedestrian connectivity:
    - Llano Street to Mann Street
    - Hopewell Street to St. Michaels Drive

AIRPORT ROAD FOCUS AREA

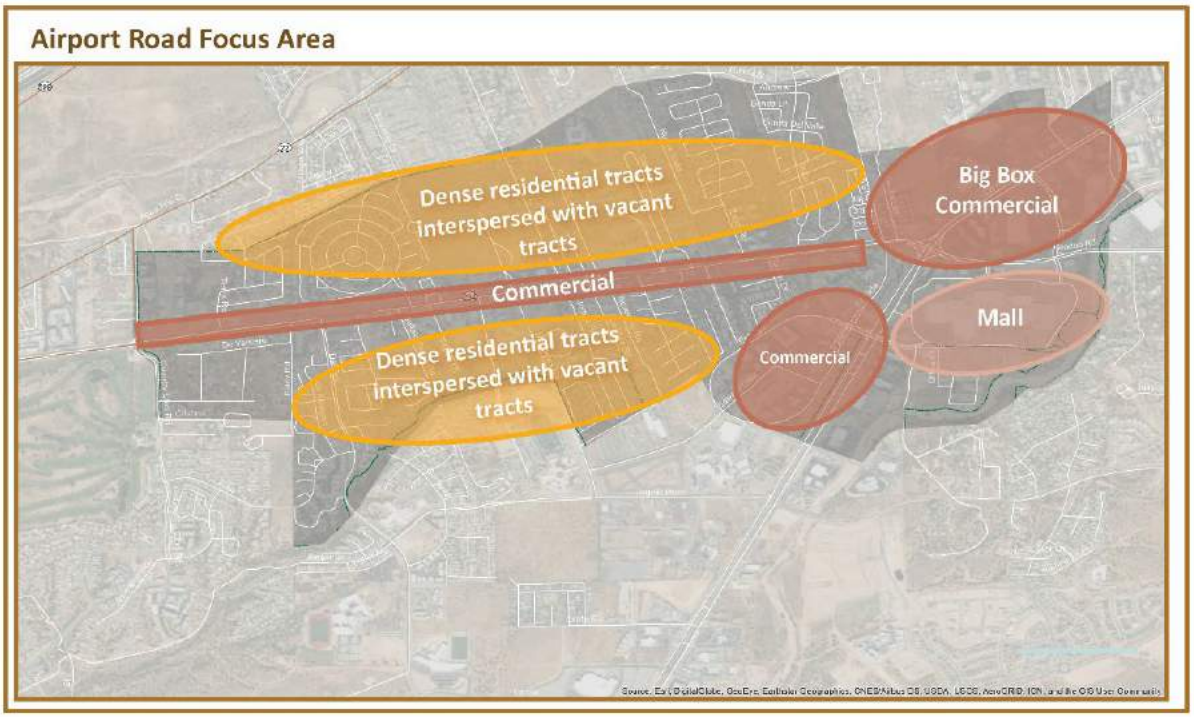
Key Characteristics

Land Use Mix

As can be seen in Figure 13 (on the following page), this focus area in the southwest portion of Santa Fe contains a variety of residential and commercial uses, as well as two schools. Separating these different uses are many undeveloped lots. The area contains multiple styles of neighborhoods that are relatively walkable, but the area is generally lacking east-west pedestrian connections, reducing overall walkability.

There are several mobile home communities north of Airport Road in the central and west portions of the focus area. Ramirez Thomas Elementary School is centrally located in the focus area and is adjacent to a cluster of multi-family units. Alongside Airport Road are multiple businesses, and the northeast corner of the focus area is home to a large shopping center containing many big box stores and restaurants. Other than the major arterials that run through the focus area, the streets are narrow and do not form a gridded network. Airport Road and Rufina Street provide the only east/west connections to other parts of the city. Open lots between neighborhoods create gaps throughout the focus area.

Figure 13: Airport Road Focus Area – Land Use



The southwestern section of the focus area, south of Airport Road, is primarily residential, with multiple trailer home communities as well as sections of single-story adobe-style homes and multi-family units. Sweeney Elementary School is located in the middle of these residential areas, with open lots and several restaurants and businesses surrounding it. In the southeast section of the focus area lies the Santa Fe Place Mall and many other large businesses, such as big box stores and car dealerships.

The focus area is split into four quadrants by Cerrillos and Airport Roads. While there are sidewalks along these two major roadways, the number of travel lanes, the average vehicle speeds, and lack of separation from the roadway contribute to a higher level of traffic stress for pedestrians.

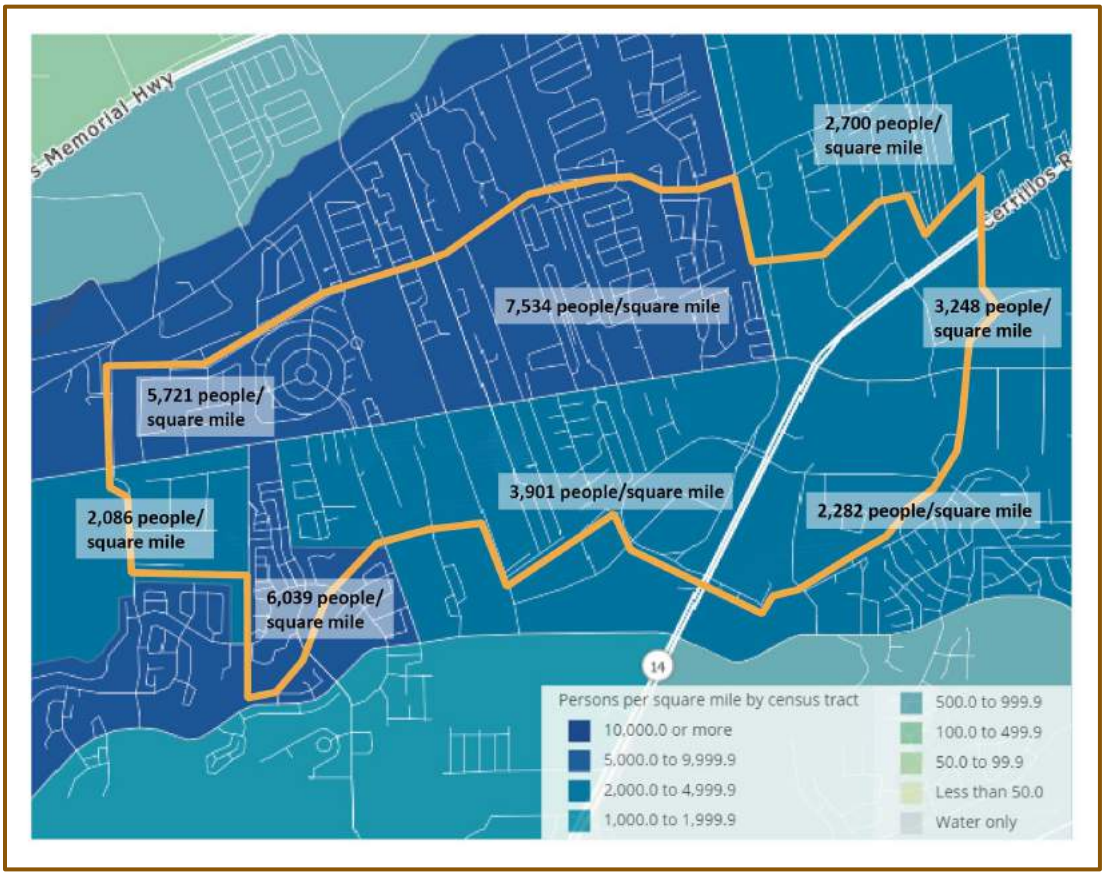
Population Density

As can be seen in Figure 14, the population is relatively dense in the Airport Road Focus Area (outline shown in orange). The population density north of Airport Road is roughly 7,000 people per square mile. As a point of comparison, Santa Fe as a whole has an average population density of 1,639 people per square mile. There is potential for much higher population density in the future, considering the high number of currently vacant parcels in this area. South of Airport Road, overall population density is somewhat lower as this area contains an area of very low-density single-family homes, two schools, and a number of vacant parcels interspersed with the sections of high-density residential development.

The commercial sections of the focus area are contained in the same census tracts as neighboring residential development outside the focus area. They essentially have a population density of zero, as there is no housing mixed in with the commercial development.

Figure 14: Airport Road Focus Area – Population Density

Source: 2020 U.S. Census



Predominant Transportation Features

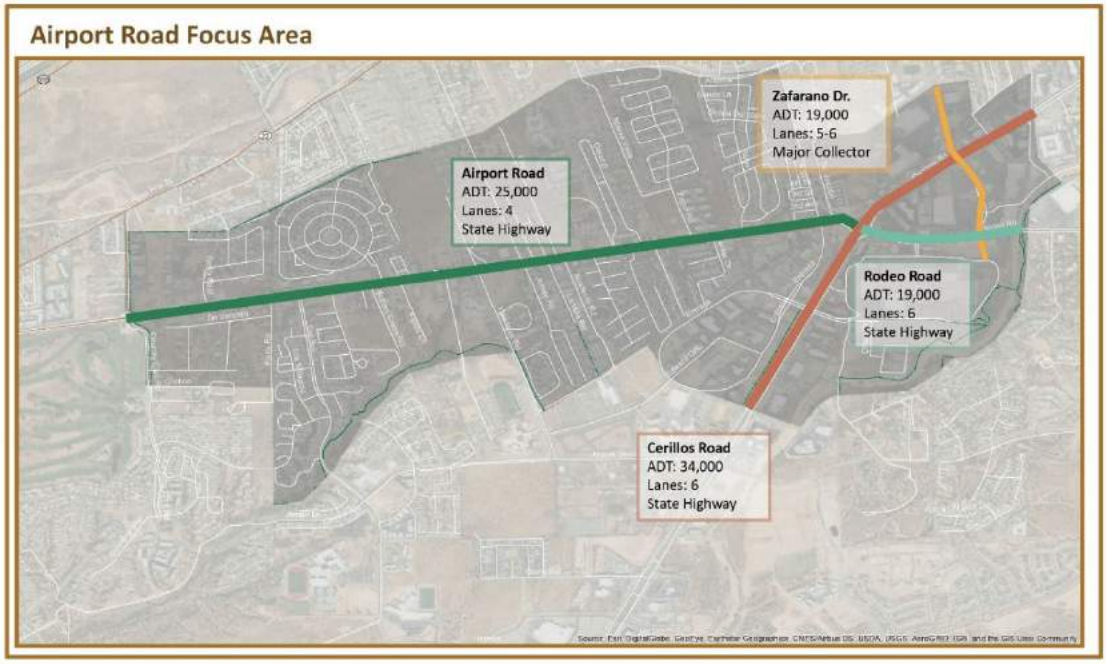
Highways and Major Roads

The two major state highways transecting the focus area are Airport Road and Cerrillos Road. As shown in Figure 15, these are both multi-lane roads with comparatively high traffic volumes that act as barriers to bike and pedestrian travel. Airport Road has a posted speed limit of variously 40 and 45 mph through the focus area. Cerrillos Road has a posted speed limit of 40 mph. This makes the walking or biking experience alongside these roads feel unsafe and unpleasant. As an additional impediment, the number of lanes, especially along Cerrillos Road, creates long crossing distances that can be intimidating for pedestrians and bikers.

Zafarano Drive is the other major road in the focus area. It provides access to Target, Albertsons market, and other national chain stores that are located within the triangle formed by the major streets in the map above. For those walking and bicycling, these busy, wide roads are the only option for accessing these stores.

Figure 15: Airport Road Focus Area – Major Roads

Source: Santa Fe MPO Traffic Count Database System



Streets

The Airport Road focus area has many streets running north/south, and only two streets running east/west - Airport Road and Rufina Street The distance between Airport Road and Rufina Street can be as much as ¾ of a mile, forcing long detours for residents in the neighborhood north of Airport Road, should they want to visit another house on a parallel north/south street. Numerous desire paths through vacant parcels show the need for more east/west through streets, sidewalks, or path facilities in this area to provide greater connectivity. South of Airport Road, there is no parallel route to traverse east/west.

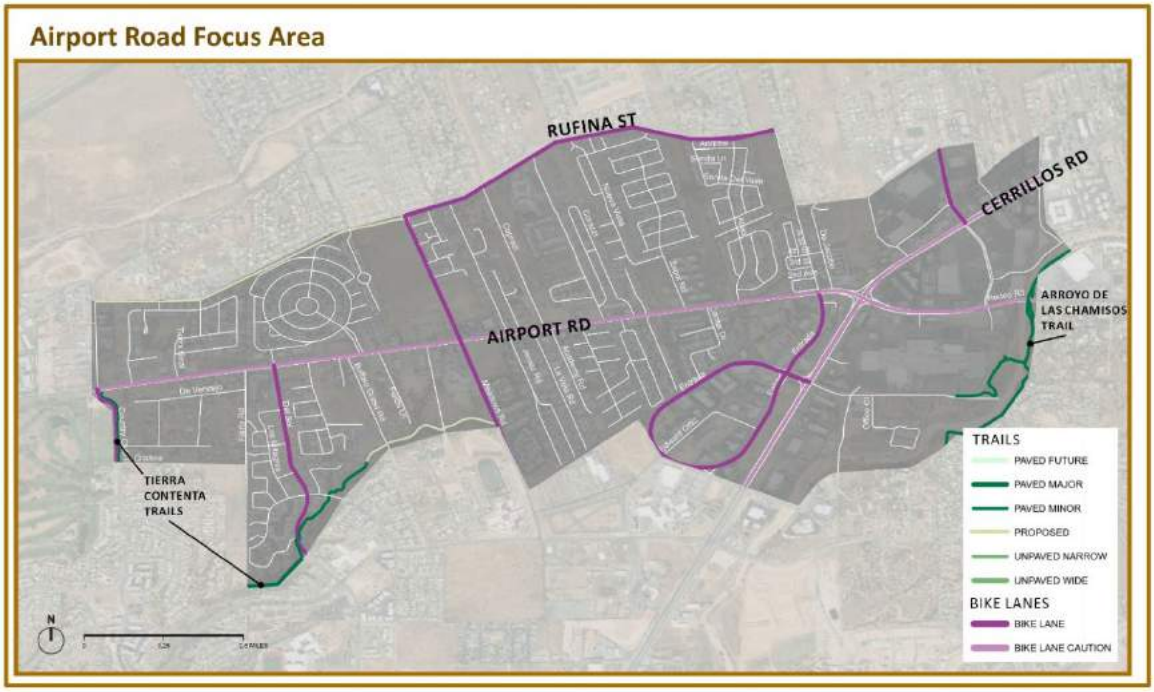
Both north and south of Airport Road, the extents of each housing development are apparent. Street systems exist internal to each development, but do not connect to neighboring residential developments. These cul-de-sac neighborhoods with only one entrance force people to use Airport Road or Rufina Street to travel anywhere beyond their own housing development.

Bike Lanes and Trails

Figure 16 shows bike lanes and trails located within the Airport Road focus area. As can be seen on the map, on-street facilities in this area are limited. The Arroyo De Las Chamisos Trail enters the focus area at Villa Linda Park. It provides connections to the neighborhood to the south and also to the Rail Trail to the northeast. The Tierra Contenta Trails in the southwest portion of the focus area do not connect with one another. They provide general access to the southwest and terminate at Swan Park. Two proposed trail extensions can also be seen on the map above. These extensions will expand the east/west connectivity through the focus area west of Meadows Road.

The bike lanes in the focus area are a combination of standard bike lanes (defined by a six-inch edge strip) and shared parking / bike lanes. None of them are buffered or separated to provide higher levels of protection and separation from adjacent motorized traffic. The existing lanes are often on higher-volume roadways adjacent to faster-moving traffic.

Figure 16: Airport Road Focus Area – Bike Lanes and Trails



"Bike lane caution," facilities as labeled in the map above, refer to lanes located on streets that are high in ADT, speed, or both. The bike lane on Airport/Rodeo Road is one such "bike lane caution" facility. Not only is the bike lane inherently high stress to use, but the bike lane lacks paint markings through intersections, and disappears when the number of lanes increases to create right-turn-only lanes.

For example, the bike lane on Airport Road is stressful and potentially dangerous, at times sandwiched between a general traffic lane on the left, and a right-turn or bus-only lane on the right. Even for more confident bicyclists, there is a higher level of stress associated with using this facility due to the exposure to traffic. On the streets other than Airport Road that have bike lanes, those lanes lack a white strip on the right side of the lane, as the "lanes" are doubling as road shoulders. This design allows cars to park in these shoulders, forcing cyclists who would use these lanes/shoulders to weave out and around the parked cars and into the vehicle travel lane.

Existing Mode Split

As shown in Table 3, the Airport Road focus area has a considerable rate of pedestrian activity, with 41 percent of all trips taken on foot. Bicycling activity is very low, and trips made by vehicle are very common in the 2-5+ mile range.

Table 3: Existing Travel Mode Split					
Airport Road	<1 Mile	1-2 Miles	2-5 Miles	>5 Miles	Total
Pedestrian	35.7%	4.2%	0.8%	0.0%	40.7%
Bicycle	0.2%	0.1%	0.1%	0.1%	0.6%
Vehicle	5.9%	12.2%	23.3%	17.4%	58.8%
All Trips	41.7%	16.5%	24.1%	17.6%	100.0%

Key Physical Constraints

The Santa Fe Bike and Pedestrian Master Plans outline some of the City's challenges related to multimodal transportation. Key excerpts from these plans are outlined below.

Areas of Critical Concern

The Pedestrian Master Plan prioritized areas for pedestrian improvements by overlaying areas of higher pedestrian demand with existing deficiencies in pedestrian facilities, including both sidewalks and intersection facilities. This led to a list of "Areas of Critical Concern." The areas that fall into the Airport Road focus area are the Airport Road corridor from approximately Camino Tierra Real to Calle Atajo, the Cerrillos Road corridor from Airport/Rodeo Road to Vegas Verdes Drive, Zafarano Drive from San Ignacio Road to Rodeo Road, and San Filipe Road from Airport Road to the northern edge of the focus area (and continuing north and west).

Long Distances Between Signalized Intersections and Crossings

When examining the major roads highlighted in the preceding map of predominant transportation features, the following stand out as long distances between signalized intersections and crossings:

- Airport Road between Zepol Road and Cerrillos Road: 0.44 miles
- Airport Road between Jemez Road and Zepol Road: 0.45 miles
- Airport Road between Paseo del Sol and South Meadows Road: 0.47 miles
- Airport Road between San Felipe Road and Paseo del Sol: 0.44 miles
- Rodeo Road between Cerrillos Road and Zafarano Drive: 0.3 miles
- Cerrillos Road between Camino Entrada/Wagon Road and Airport/Rodeo Road: 0.28 miles
- Cerrillos Road between Airport/Rodeo Road and Zafarno Drive: 0.32 miles

These long distances between signals lie along the high-speed and high-ADT roadways in the focus area. Long distances between signals promote jaywalking as people generally prefer not to detour the 5 to 10 minutes to and from the nearest signal in order to reach a store that may lie directly across the road.

There are also several bus stops along Airport Road located far from a signalized intersection and that lack a safe crossing to the other side of the street. Stop locations on Airport Road where a transit patron wishing to cross would not have a signal or a crosswalk include:

- Camino Tiera Real
- Field lane
- Calle Po Ae Pi
- Lopez Lane

Long Crossing Distances at Intersections Without a Refuge

Intersections with long crossing distance predominantly lie along the state highways in the focus area – Airport Road and Cerrillos Road. At these intersections, crosswalk markings on pavement are frequently worn away and hard to see, and medians are present but are narrow and not designed to serve as a mid-point refuge for pedestrians crossing the roadway.

Substandard or Missing Sidewalks

As Figure 16 above demonstrates, the Airport Road focus area has a dispersed network of sidewalks, with some newer neighborhoods providing consistent sidewalks over five feet wide (the neighborhoods immediately off of South Meadows Road and along Calle Nueva Vista and parts of Joshua Lane) while others, like the Country Club Gardens, Calle Corazzi/Inez, and Zepol Road lack sidewalks altogether.

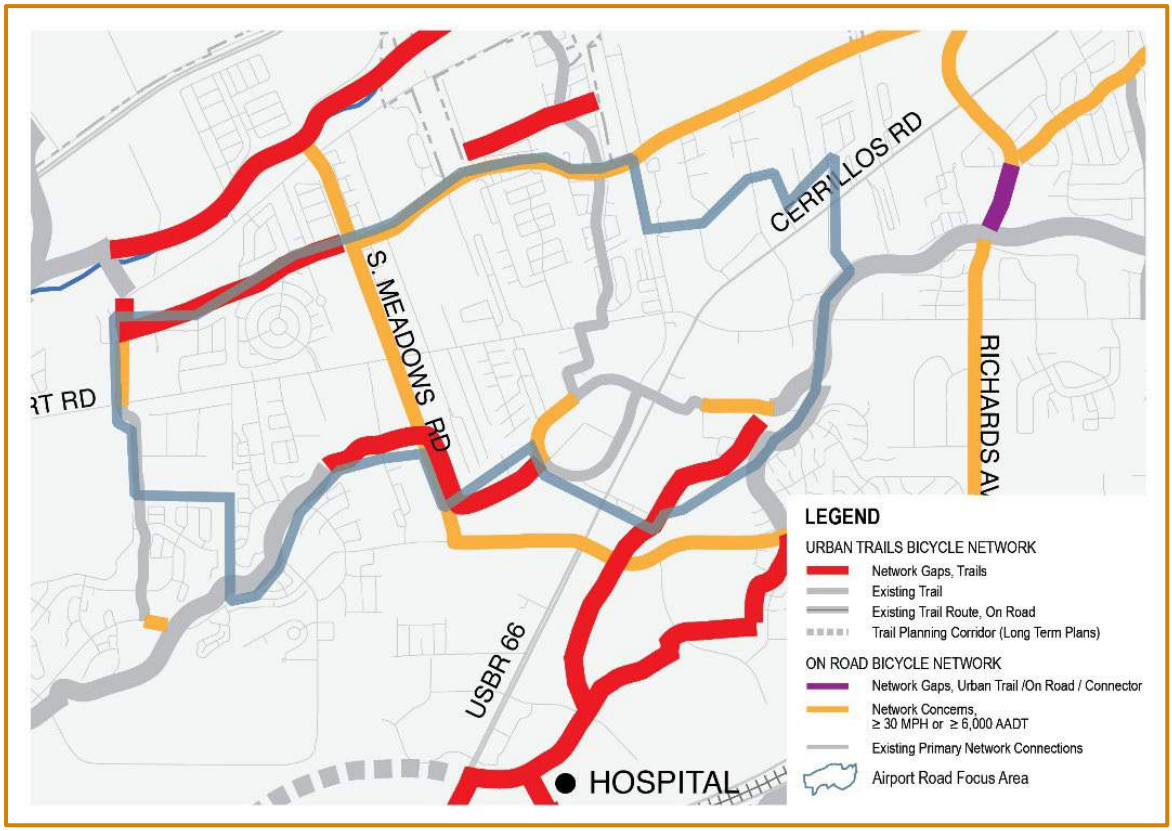
Similar to the Downtown/Railyard focus area where sidewalks are present, many lack curb ramps at intersections with smaller streets or driveways and there are frequent obstacles placed in the middle of the already narrow sidewalks. Additionally, the sidewalks along Airport Road have little physical separation from travel lanes. In areas defined by older development, roughly 18 inches of dirt or asphalt, devoid of trees or shrubs, lie between the sidewalk and the curb.

Deficient On-street bike lanes

As shown in Figure 17, of the streets that contain bike routes in the focus area, the majority have been labeled "bike routes of concern" (bike routes that run on streets with over 6,000 ADT and with speed limits above 30 mph), in the 2019 Bike Master Plan. This includes Meadows Drive, which provides a key connection across Airport Road and contains two schools, as well as Rufina Street, which provides the only other east/west route through the focus area other than Airport Road. While both of these streets contain bike lanes/shoulders, the existing facility does not provide a level of separation and comfort to accommodate less confident and experienced bicyclists, when considering the traffic volumes on these streets. Redesigning these bike facilities to provide a higher level of protection would help create a grid of low-stress bike routes, when combined with the additional trail segments that are planned.

Figure 17: Airport Road Focus Area – "Bike Routes of Concern"

Source: Santa Fe MPO 2019 Bicycle Master Plan



It should be noted that neither Cerrillos Road nor Airport Road are labeled as routes of concern on the map above. However, the application of a standard striped bike lane/shoulder on Cerrillos Street, which carries an average of 34,000 vehicles/day, limits the type and number of bicyclists who will use the facility. The level of traffic stress for bicyclists on this road, as a result of speeds, volume, and number of lanes, is such that only a limited portion of bicyclists would be comfortable and confident riding on it.

This also applies to the bike lane on Airport/Rodeo Road, a street that carries an average of 25,000 vehicles per day. The speed limits and ADT on both routes qualify them as routes of concern under the master plan's definition. If lanes on these two roads cannot be repurposed to create enough space for a protected bike lane, then moving the bike facilities off the road and onto the sidewalk – creating wider side paths – will be the best course of action.

Zafarano Drive carries approximately 19,000 vehicles/day, yet it lacks bike lanes and has not been designated as a bicycle route. As discussed above, this roadway is the only viable option for those who would access the commercial businesses that lie along it – the only other option is to bike through the large parking lots. In order to connect cyclists to critical destinations, a protected bike lane or side paths would be necessary in order to accommodate the "Interested but Concerned" rider on the street considering its ADT.

Lack of Connectivity to Trails and/or Lack of Wayfinding Signage

Two trails are located in the focus area, the Arroyo De Las Chamisos in the southeastern section, and the Terra Contenta Trail in the western section. While the Arroyo De Las Chamisos trail connects to downtown via the Rail Trail, the Tierra Contenta Trails connects some residential neighborhoods, but do not extend much beyond, limiting their ability to serve active transportation needs. Neither trail system has obvious trailheads or wayfinding signage where they connect with the roads.

Travelling from trail system to trail system, once the trails are fully constructed as planned, will still require segments of on-street travel on streets such as Meadows Road and Camino Entrada. In order to make navigation more seamless through the multiple turns, wayfinding signage at each turn along the route will be required.

Wayfinding signage for trails in this area will be especially critical, as the line between public and private property can be confusing through the many fenced-in developments.

Street Grid Breaks/Barriers

As discussed above in the Land-Use section, the street grid through the residential portion of the Airport Road focus area primarily runs north/south, with just two east/west connectors – Rufina Street and Airport Road. In addition, many of the private developments that branch off public streets, such as the country Club Gardens Trailer Community, are disconnected and walled off from one another.

The commercial section of the focus area contains the following specific barriers to a fully connected street grid:

- Lack of connectivity between Camino Entrada and neighboring streets
- Lack of an east/west route around Target
- The strip of stores that contains Best Buy and Total Wine on Camino de low Arroyos

Key Opportunities

Taken together, the many vacant parcels in the Airport focus area are the area's strongest opportunity. While the Downtown/Railyard Focus Area is completely built out with narrow streets, the Airport Road Focus Area's vacant parcels and wide right of ways provide space for bicycle and pedestrian infrastructure to be added with much less disruption to existing development. If the City establishes alignments for shared-use paths in advance of future development or requires them through the development code, they can create more connections for cyclists and pedestrians without having to retrofit after the fact. The opportunity and flexibility provided by these currently vacant parcels will not last indefinitely and requires the City to act before they are built out.

Many vacant parcels also lie along Airport Road. Combined with many parcels with larger setbacks, space exists on either side of Airport Road for sidewalks to be expanded to side paths while minimizing disturbance of or required easements within private property.

The existing and future trail alignments will connect many currently disconnected residential neighborhoods. The final step for the City will be ensuring access between the trails and fenced/walled off residential neighborhoods. Trail signage at access points will be critical to clarify that pathways connect to public, not private, property. Such signage can also make clear where no trespassing is permitted on private property.

While commercial and residential development are generally separated in the Airport focus area, they are close enough to one another that walking and biking trips between home and retail would be feasible for most people if the appropriate facilities and connections existed. Building safe bicycle and pedestrian paths and cut-throughs can reduce the distances caused by the existing circuitous and disconnected road network – making multimodal travel a more attractive choice.

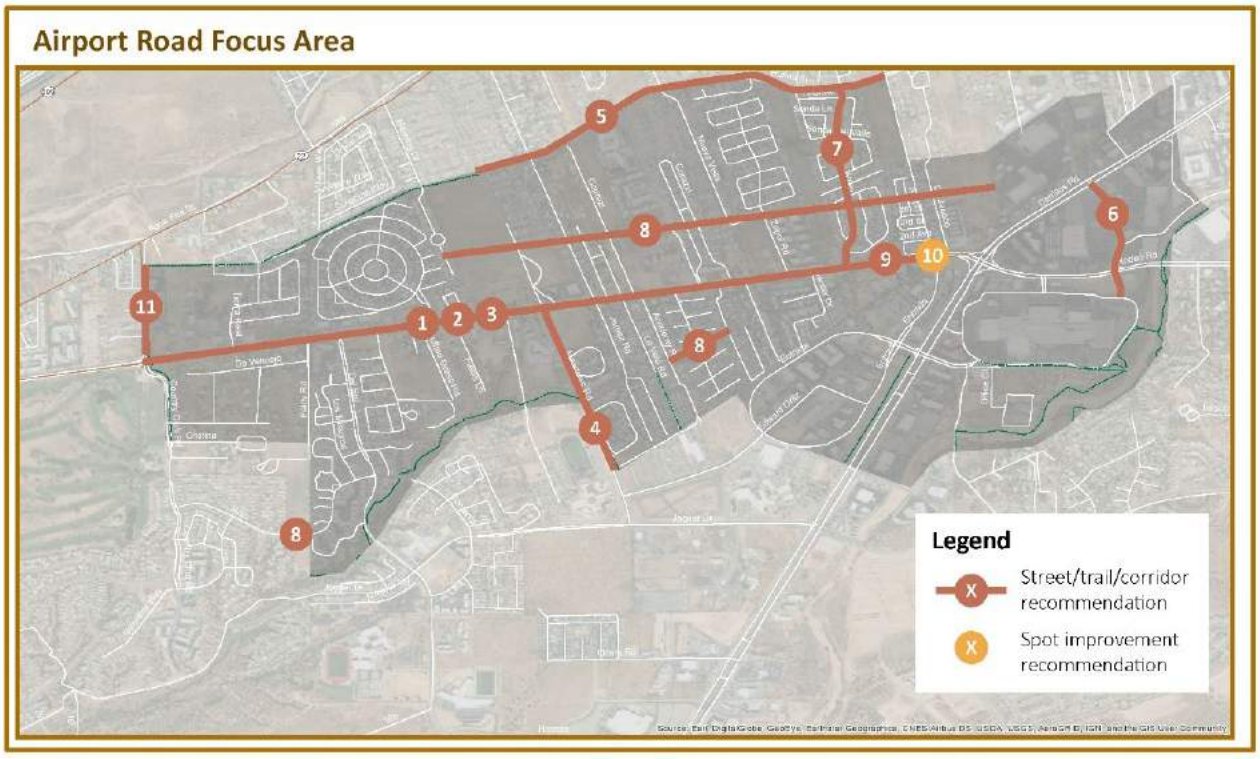
Area Specific Recommendations

The following specific recommendations are keyed to the map presented as Figure 18.

Pedestrian

1. Work with businesses and residences along Airport Road to create a beautification program to plant trees and shrubs between the sidewalk and road in order provide pedestrians a feeling of separation from high volumes of traffic.
2. Where bus stops cannot be located near signalized intersections along Airport Road, install mid-block crossings with appropriate pedestrian beacons, using the existing medians as pedestrian refuges.
3. Include a driveway location regulation in the land development ordinance for the Airport Road corridor requiring driveways to stem from intersecting feeder streets where available, and not from Airport Road itself. This would minimize the number of driveway curb cuts along Airport Road, reducing interruptions to the sidewalks and the potential for conflict between turning motorists and pedestrians and bicyclists.

Figure 18: Airport Road Focus Area – Recommendations



Bike

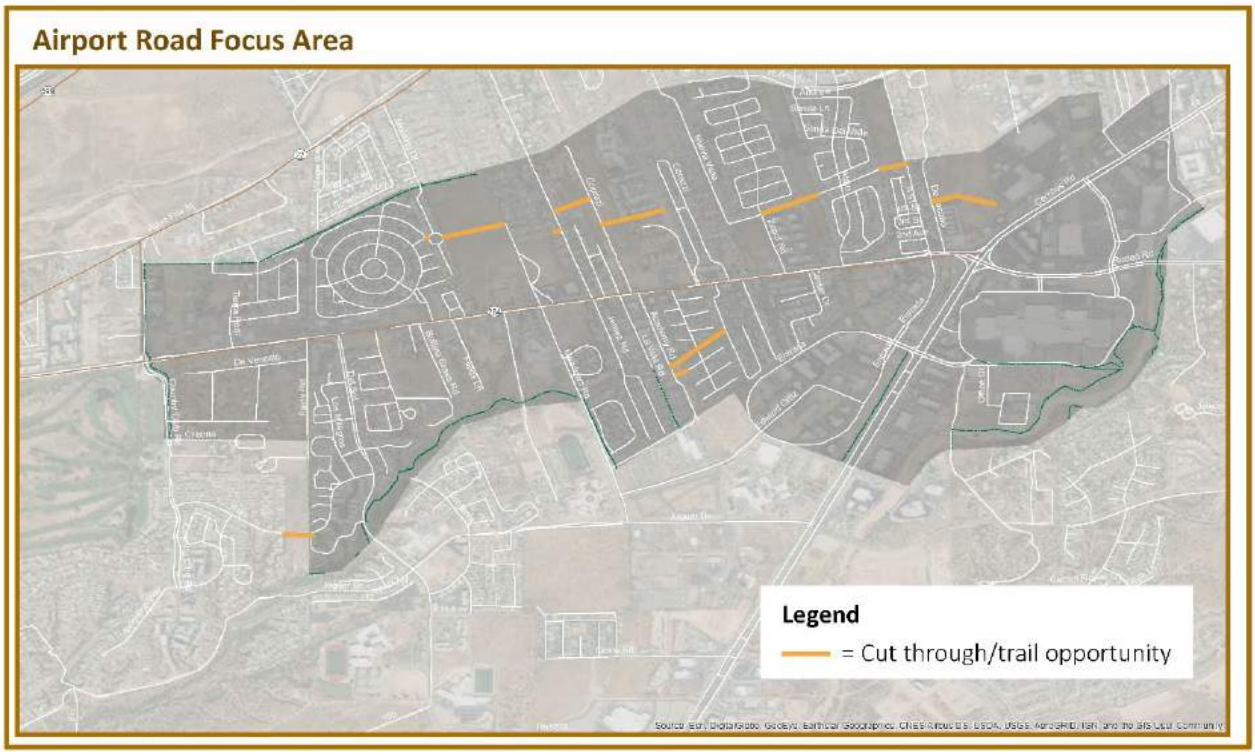
4. Add a painted buffer and protective bollards to Meadows Road to establish the presence of the existing bike lane more effectively. This enhanced facility type would provide a safer option for students bicycling to and from Ortiz Middle School and Sweeney Elementary. Buffered and/or protected bike lanes have been shown to reduce crashes involving both cyclists and pedestrians and to make all road users safer by slowing vehicle traffic.[2]
5. Add bike-lane stencils and bike-lane signs along Rufina Street to increase the visibility of the bike lane. This can be combined with the recommendation to use a 9-inch-wide white line between vehicle travel lanes and bike lanes to further define the space designated exclusively for use by bicyclists.
6. Pursue the implementation of bicycle facilities on or beside Zafarano Drive in order to provide access to the commercial stores located there and provide a connection to the Santa Fe Place Mall and the Arroyo de Las Chamisos Trail.
7. Install a buffered bike lane pilot project for 12 months on Calle Atajo between Airport Road and Agua Fria Street. The shoulder of Calle Atajo has sufficient width to paint a buffered bike lane and still maintain existing vehicle capacity. As the houses in this area front to the adjoining local/internal streets and have no access off of Calle Atajo and generally park on adjacent side streets or residential driveways, this would not materially impact the adjacent residences.

[2] https://www.sciencedaily.com/releases/2019/05/190529113036.htm

Bike & Pedestrian

8. Prioritize the construction of a series of east/west bike/pedestrian paths through the residential neighborhood between Rufina Street and Airport Road, utilizing vacant parcels, undeveloped portions of parcels, and existing desire lines. Due to increasing infill in this area, this recommendation requires immediate action by the City in order to acquire the land to build the facilities. A map of suggested cut throughs is shown in Figure 19, on the following page.

Figure 19: Airport Road – Potential Cut Through/Trail Opportunities

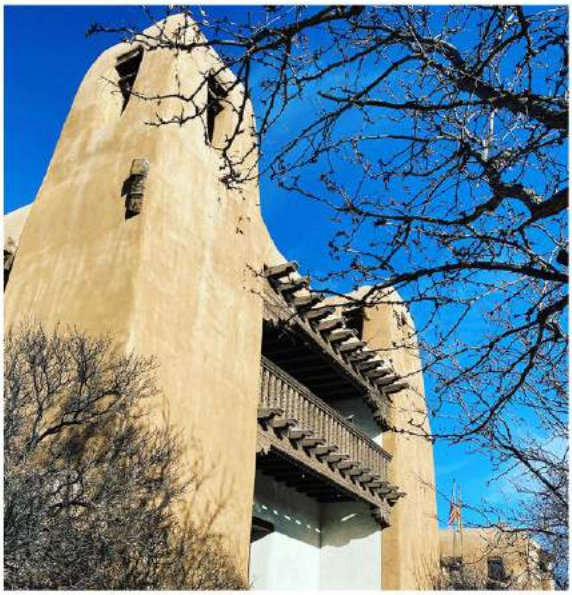


9. Use the opportunity provided by vacant parcels and properties with deeper building setbacks to widen sidewalks to eight feet along Airport Road to create side paths. This width provides greater comfort for pedestrians and allows for dual use by cyclists. This is necessary due to the misalignment of many of the north/south streets on either side of Airport Road, making travel along it, even if only for a short distance, mandatory for those exiting their residential neighborhoods. An especially critical section of sidewalk to be widened into a side path is the section of Airport Road between Zepol Road and Camino Entrada. This segment is necessary to traverse for those using the signals at the intersections of either Zepol Road or Calle Atajo to cross Airport Road and continue south.
10. Work with NMDOT to design and install a safe pedestrian and bicycle crossing at the intersection of Lopez Lane and Airport Road, creating paths through the existing medians in order to create lower stress connection to the bike lane on Camino Entrada. As recognized in the PROW/ADA Transition Plan assessment, this crossing is a "high deficiency crossing" as no crosswalk exists here. A safer, easier crossing would create a path for pedestrians and cyclists to the mall and the bridge to the Arroyo de Las Chamisos Trail in

Villa Linda Park. This new path would also allow pedestrians and cyclists to avoid the large intersection of Airport and Cerrillos Roads.

11. Reprioritize the MRC Trail from Airport Road to Acequia Trail from Phase B to Phase A in order to provide a connection between Acequia Trail and the Tierra Contenta Trail as soon as the Acequia Trail is complete.

Appendix I: Parking Existing Conditions Report



Santa Fe Multimodal Transition Plan: Parking Assessment Existing Conditions

Prepared for: City of Santa Fe

April 26, 2021

WALKER CONSULTANTS

Table of Contents

Figures and Tables

01 Existing Conditions

Existing Conditions

This report includes a high-level assessment of the City of Santa Fe's parking resources and the factors that influence parking and mobility behaviors in Santa Fe and throughout the region. It is an interim study product prepared as part of the Santa Fe Multimodal Transition Plan that will provide a coordinated strategy to expand mobility options for the community.

Planning Context

As historic Santa Fe grows and evolves, City leaders are developing a vision to expand multimodal usage through investments in infrastructure, policies, and programs that support real change. The overarching blueprint to articulate and implement this vision is called the Multimodal Transition Plan. The Plan will also advance goals, policies, and strategies set forth in master planning documents like the Santa Fe Metropolitan Transportation Plan, the Land Use and Urban Design Plan, and others.

The Plan involves three main components: public transit, parking, and active transportation and multimodal integration, including consideration of novel transportation modes like Uber, Lyft, e-scooters and e-bicycles, and more. Of these, parking is, to some extent, the most fraught—any initiative to bolster usage of more sustainable modes of transportation must be coupled with broad-scale behavioral change spurred in part by effective parking management. Typically, people see personal vehicles as the default choice, especially if parking is unenforced, unmanaged, and plentiful. In addition, paid parking presents an opportunity to generate much-needed revenue from the frequently subsidized public right-of-way, and even an opportunity to divert some of these revenues to support other transportation choices, like bicycle and pedestrian amenities and public transit discounts.

Transportation Demand Management refers to initiatives, programs, and strategies that help **reduce travel demand, or shift demand** from personal vehicles (cars) to other transportation choices, like walking and biking.

Supporting Planning Principles

This document and its contents are supported by numerous best practice planning principles that guide analysis and future recommendations. This section discusses some of these key principles.

The Importance of Managing Parking & Access

It is important for cities to manage parking resources and access for the entire community. Active parking management can:

- Help distribute parking more effectively across parking resources.
- Promote equity for all users of the city's parking and access resources.
- Preserve the character of neighborhoods by managing how they are accessed.
- Reduce vehicle congestion and excessive vehicle circulation in the busiest areas of the city.
- Improve experience for all travel options by ensuring appropriate accommodation of each travel choice.

The Value of the Public Right-of-Way

The public right of way, including the curb—meaning the area where the street meets the sidewalk—serves many functions. This space operates as a travel way, a pedestrian realm, a community gathering and greening space and a flexible zone for transit access, vehicle storage, passenger pick-up and drop-off and deliveries, among other things. Because the curb provides significant value to the community, many cities seek to find the highest and best use for the curb.

Active management of the curb improves access for all travel choices.

Neighborhood-Specific Parking Solutions

Neighborhood-specific parking solutions, such as resident parking permit programs, are important features of a parking and access strategy that help preserve neighborhood character and promote safety and efficiency. Neighborhood-specific parking solutions can help shape outcomes that meet the unique needs of specific neighborhoods, and can include tailored use and time restrictions, prioritization of certain travel choices and other initiatives.

Parking Pricing as an Access Management Tool

Parking pricing is a key part of any parking and access management strategy. Parking pricing can:

- Help encourage and support travel choices other than the personal vehicle.
- Improve distribution of parking occupancy using variable pricing for parking options with different levels of service for parkers.
- Support sustainability goals by increasing the percentage of people who choose active travel options, like walking and biking, or transit.

Off-Street Parking Requirements as an Access Management Tool

Requirements for new development to provide off-street parking as part of their development program directly influence parking conditions and transportation demand management efforts. Progressive, responsive off-street parking requirements can:

- Reflect the broader context of parking in the City—for example, leaving space for developers to consider an underused garage downtown as a potential source for accommodating new parking demand.
- Encourage “park once” policies and reduce vehicle circulation and congestion.
- Limit the opportunity cost of building parking instead of more active land uses, such as housing and community services

Focus Areas

For this study, three areas of focus, or districts, were identified that are intended to provide examples of how potential strategies to expand multi-modal mobility can be applied within the context of Santa Fe. The boundaries for these districts were defined based on factors such as land use mix, natural boundaries such as arroyos, and contextual boundaries such as streets and city limit boundaries.

The districts are intended to encompass a range of development patterns and land uses that are representative of the city as a whole. Also, these districts each offer a representative mix of multi-modal features, such as current or future transit centers or Rail Runner stations and present their own challenges and opportunities for future multi-modal solutions.

The three districts are described and depicted on the next few pages.

Downtown/Railyard District

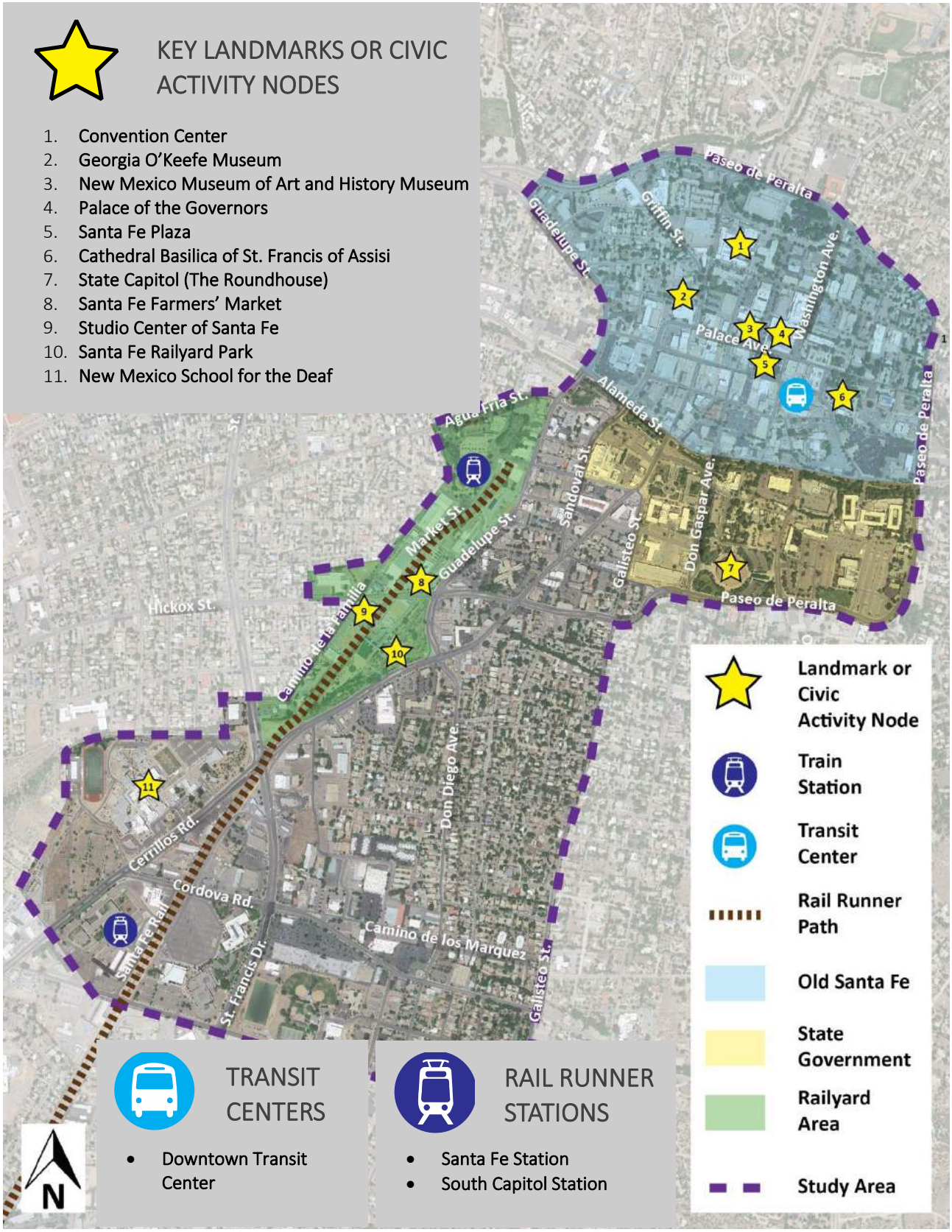
The Downtown/Railyard District encompasses the historic downtown core of Santa Fe. It contains the State Capitol building and state government building complex and the emerging Railyard urban infill area and Railyard Arts District. The District also includes some of the oldest residential neighborhoods in the city. The New Mexico Rail Runner commuter rail line runs along the west side of the district from the southwest to northeast, ending at the Rail Yard.

This district presents the most urban density and biggest parking challenges of the three focus areas. This provides an opportunity to test multi-modal strategies that are intended to interface with the historic downtown, an established area, as well as the urban infill areas in the Railyard and older residential neighborhoods that feature a network of low-capacity and narrow streets.

Multi-modal strategies will focus on how to accommodate the needs of visitors, tourists, government employees and legislators, and residents in a manner that is balanced, including during special events.

Figure 1 depicts the district, along with three key sub-areas within the district.

Figure 1. Downtown/Railyard District



Midtown District

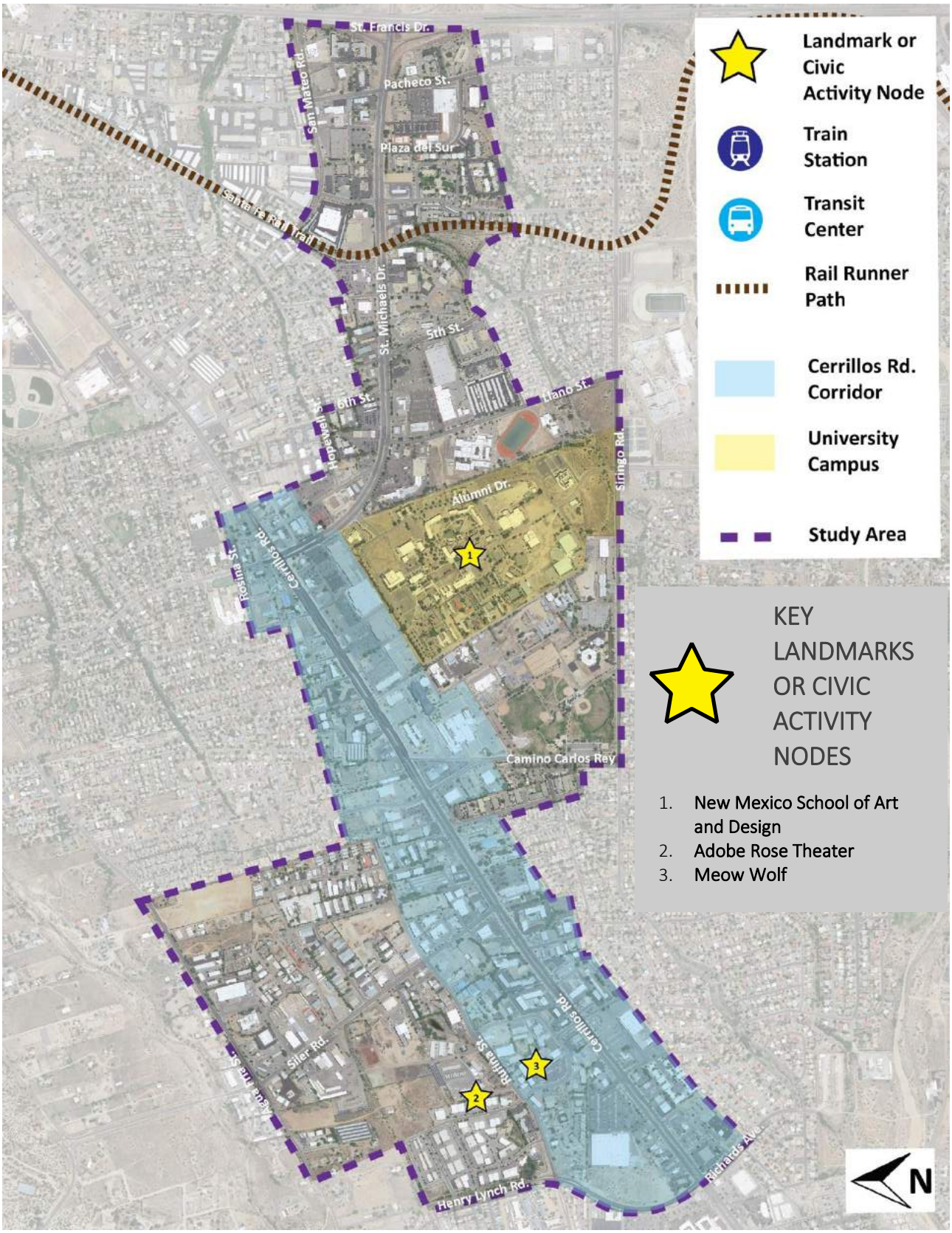
The Midtown District encompasses an area that, as the name implies, is about halfway between downtown and the airport. The district is orientated around Cerrillos Road between St. Michaels Drive and Richards Avenue.

Land uses along Cerrillos Road are generally light industrial and commercial orientated, with some "big box" retail. The area also includes some civic uses and other state governmental buildings. The Midtown District lies outside of the historic core of the city and was developed in the mid-20th century, reflecting a more suburban and auto-orientated development pattern. Cerrillos Road widens in this district to a primary 6-lane arterial.

Multi-modal strategies will focus on how to encourage residents, customers, and employees to use more alternative transit modes other than single-occupant vehicles. They will also focus on how to effectively serve students, employees, and faculty at the New Mexico University of Art and Design and consider options for visitors to the Meow Wolf art and entertainment venue, located in the district.

Figure 2 depicts the district, along with two key sub-areas within the district.

Figure 2. Midtown District



Airport Road District

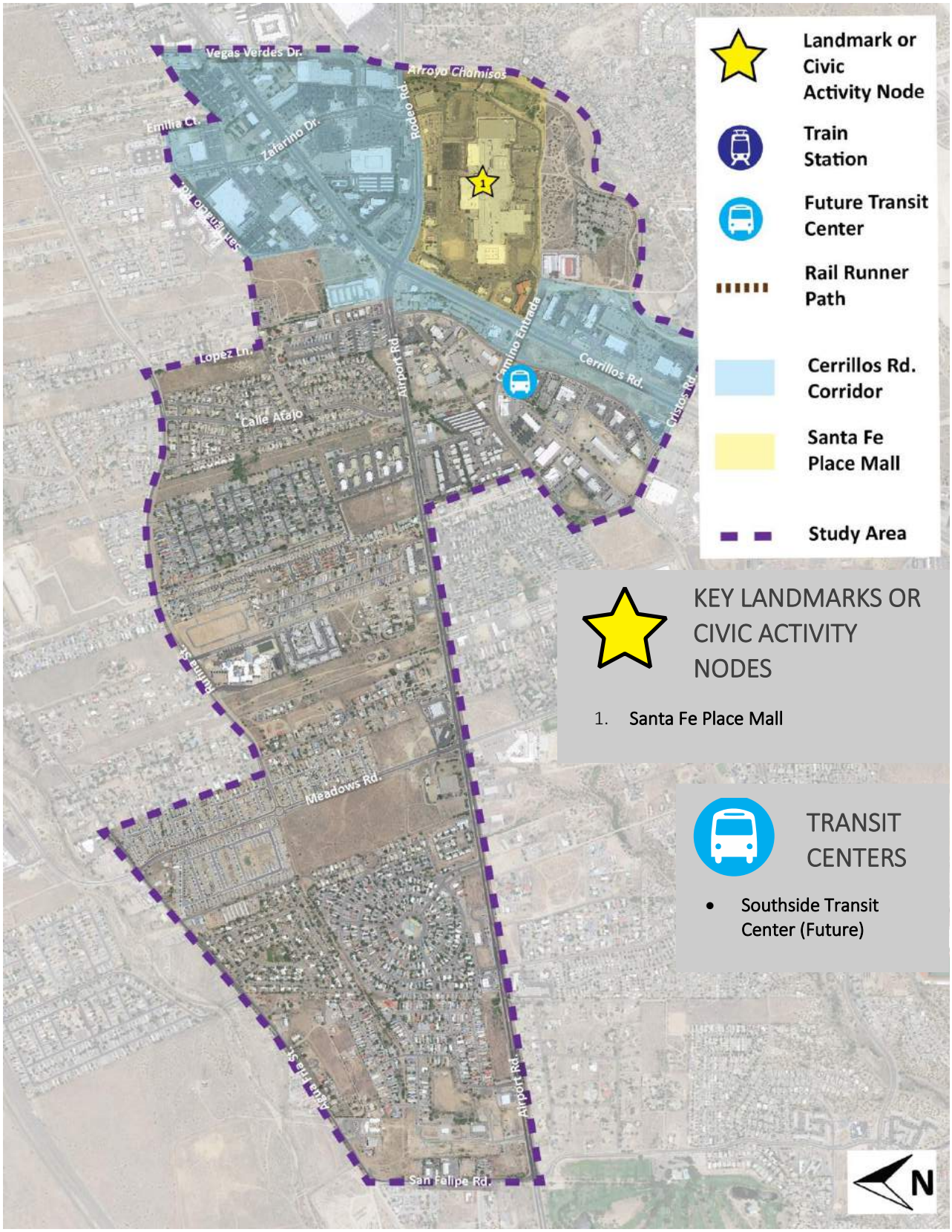
The Airport Road District is centered around the Airport Road and Cerrillos Road intersection, between St. Michaels Drive and Richards Avenue, and is the furthest south and west of the three districts, extending to San Felipe Road to the west.

This district encompasses a much wider range of land use mixes than Midtown and is the most recently developed of the three districts. Most of Santa Fe's larger retail stores are within this district, including Lowe's, Target, Sam's Club, and Best Buy, along with the city's only indoor shopping mall, the Santa Fe Place Mall. Also, there are several smaller strip malls, auto dealerships, hotels, and restaurants. More than half of the northwestern portion of the district is residential in nature and is largely made up of single-family homes. The future Southside Transit Center is planned to be located near the southwest corner of Cerrillos Road and Airport Road.

Multi-modal strategies will focus on how to best leverage the future transit center as a mobility hub for the area.

Figure 3 depicts the district, along with three key sub-areas within the district.

Figure 3. Airport Road District



Public Parking Inventory

Downtown/Railyard District

Within the Downtown/Railyard District study area, the City of Santa Fe owns and operates five public parking facilities. One of those facilities, the Railyard Lots, is a collective term for several small surface lots and on-street parking found throughout the Railyard area, such as along Camino de la Familia and Market Street. In addition, it operates a surface lot about a quarter mile to the east of the study area along Canyon Road. No city-operated public parking facilities are located in the Midtown or Airport Road District study areas.

The following set of tables and figures show the inventory of parking available for public use in downtown Santa Fe. This includes all off-street paid public parking and on-street metered parking, as well as some privately owned and managed facilities that also offer paid parking for public use.

The figures do not include unmanaged parking spaces within the Downtown/Railyard study area. Also note that parking inventory figures for one of the privately owned facilities, La Fonda, was estimated based on square footage. Walker has estimated[1] or researched the number of reserved spaces in each private facility and subtracted those figures from the total publicly available parking supplies or estimated supply.

The major downtown or civic activity nodes described in the previous section do not have their own parking lots, but rather rely on general paid public parking. Most other parking within these areas is either public or private reserved parking for exclusive use of the respective land use to which it is tied.

[1] For off-street state- or private-owned public parking, Walker assumed 15% of spaces were reserved and/or not available for general public use. For La Fonda Garage, Walker estimated supply based on dividing the total estimated square footage of the garage by 350 square feet, an industry rule-of-thumb for estimating the number of parking spaces in a lot or garage.

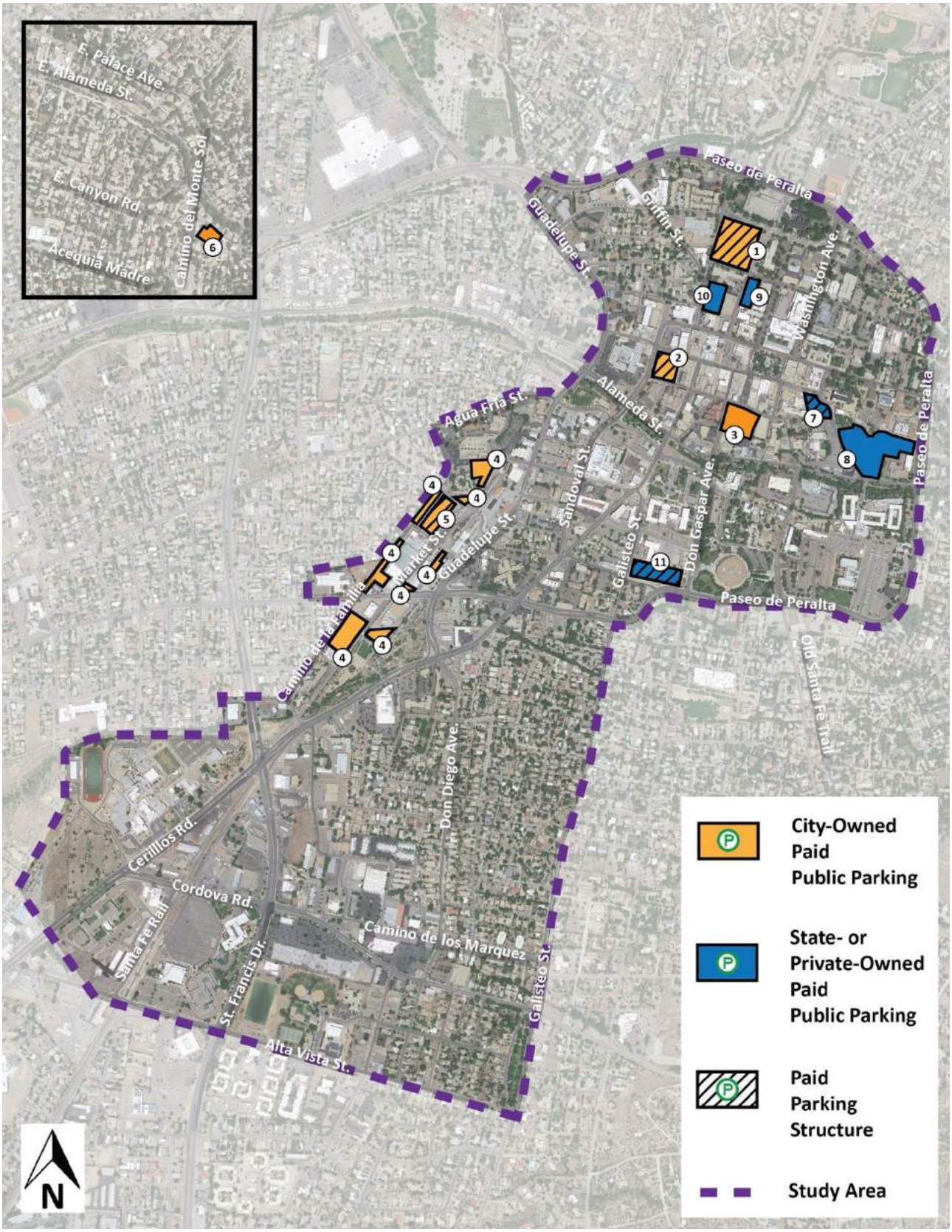
Figure 4 is an inventory of paid off-street public parking and other off-street parking supply available for public use within the Downtown/Railyard district.

Figure 4. Paid Parking Inventory in Downtown/Railyard District by Facility/Parking Type

Area/Parking Type	Facility ID	Parking Facility Name	Paid Inventory/ Estimated Inventory for General Public Use
Off-Street Owned by City (Within Downtown)	1	Santa Fe Community Convention Center	522
	2	Sandoval Garage	404
	3	Water Street Lot	156
	4	Railyard Lots	675
	5	Railyard Garage	404
Off-Street Owned by City (Outside Downtown)	6	Canyon Road Lot	50
Off-Street State- or Private-Owned Public Parking Excluding Reserved Spaces (Within Downtown)	7	La Fonda Parking Garage	138
	8	Cathedral Basilica Public Parking	296
	9	Lincoln Place	49
	10	123 Grant (Georgia O'Keefe)	63
	11	State Capitol Parking Facility	237
On-Street (City Wide)	All Metered On-Street		1,145
Total (City-Owned Off-Street Public Parking)			**2,211**
Total (City-Owned Public Parking, On- and Off-Street)			**3,356**
Total (Non-City-Owned Public Parking)			**783**
Total (All)			**4,139**

Figure 5 shows the location of paid off-street public parking and other off-street parking supply available for public use within the Downtown/Railyard district.

Figure 5. Off-Street Parking Options in the Downtown/Railyard District



Midtown and Airport Road Districts

There are no city-owned general paid public parking lots located in the Airport Road District or Midtown District. All private off-street parking is typically reserved for use of the land use(s) to which it is tied. Current plans for the future Southside Transit Center, in the Airport Road District, call for 27 parking spaces to be used for transit users.

The Meow Wolf arts and entertainment group's original venue, located within the Midtown District near Cerrillos Road and Calle del Cielo, has a parking lot with 112 spaces. There are currently about 60 on-street parking spaces along Rufina Circle between Rufina Street and Calle del Cielo, and an additional 9 spaces along Rufina Lane immediately to the west of Meow Wolf.

Public Parking Demand

City staff reports that paid public parking utilization in the Downtown/Railyard District is approximately near or at capacity on-street and at about 40% - 50% occupied in off-street facilities on typical peak non-event days. During events, particularly during the busy summer months, off-street capacity also approaches, and at times, even exceeds capacity, particularly in the public surface lots such as Water Street and the Railyard lots.

Walker has estimated typical, non-event peak demand loads in the Downtown/Railyard district based on an assumption that on-street demand peaks at 90%, surface parking peaks at 75%, and parking garages peak at around 50% capacity.

ON-STREET PAID PUBLIC PARKING

1,031 spaces

OFF-STREET PUBLIC PARKING (CITY OWNED)

1,326 spaces

OTHER PARKING AVAILABLE TO PUBLIC

494 spaces

ESTIMATED PEAK NON-EVENT DEMAND FOR PAID CITY-OWNED PUBLIC PARKING

2,356 spaces

ESTIMATED PEAK NON-EVENT DEMAND FOR PARKING AVAILABLE FOR PUBLIC USE

2,850 spaces

Midtown and Airport Road Districts

Meow Wolf's 112-space parking lot is typically parked to capacity during most days, with parking demand spilling out onto Rufina Circle and Rufina Lane. Assuming that Meow Wolf's lot is at capacity and 90% of close-in available on-street parking is occupied, total peak demand associated with Meow Wolf is estimated to be approximately 174 spaces.

Public Parking Resources

Parking Enterprise Fund

The City of Santa Fe Parking Division operates as a parking enterprise fund, which means that it is a self-funded entity independent of the general municipal fund in terms of both revenues and costs. Revenue sources for the enterprise include on-street meters, off-street parking pay-and-display stations, and parking violation fines.

In 2018, the year for which the most recent data is available, the Parking Fund generated approximately $5.5 million in revenue with approximately $4.5 million in expenses, resulting in net revenue of just under $1 million. The revenue funds existing parking infrastructure and maintenance, as well as new parking projects and debt service on existing parking projects. The Fund also can also finance, completely or partially, ancillary projects or programs, such as the existing Santa Fe Pick-Up Program or the former Downtown Circulator, a short-lived program in the early 2000s implemented in conjunction with the City's Transit Division.

Residential Parking Permit Program (RPP)

The City's RPP program emerged from recommendations that were outlined in the City's 1995 Downtown Parking Study, which had identified that spillover parking into residential areas from nearby commercial land uses was a problem. The program has been considered successful in mitigating spillover parking demand into residential areas.

Establishing and Amending Zones

When the program was created, nine qualifying districts were created within which residents on a qualifying block or along a segment or entire length of a street can request to have a RPP zone established. Residents wishing to establish an RPP zone may submit a petition to the city that includes the names, addresses, and contact information, along with signatures, of a simple majority of residential property owners on the block or along the street for which the zone would exist. If the City verifies that all signatures are valid, then current code says that the petition shall be approved and an RPP established within 90 days.

The qualifying districts may not be expanded or amended, and petitions must be submitted separately for each block or street. Residents wishing to cancel their existing resident permit designation may seek to do so with a process similar to that for establishing a designation, with a simple majority vote of the property owners.

Obtaining a Permit

To apply for a permit, residents are first encouraged to go online and input their address into an online database to see if their address falls within an existing RPP zone. If eligible, residents may submit a form online with their contact information, address, vehicle information, proof of residency, and proof of vehicle registration to the City for consideration. If approved, the City issues a permit for a duration of one year free of charge. Permits are issued in the form of stickers that must be affixed to the left corner of the vehicle's rear bumper. Permits must be renewed annually according to a renewal schedule that differs by District.

Streets that are designated as RPP zones within each of the nine districts are listed in **Figure 6**. Note that non-residential properties along these streets are exempt from the zones.

Figure 6. RPP Districts and Streets/Blocks within Each District Zoned as RPP

District	Corridors that Form District	Renewal Month
1	W Manhattan Ave., Aztec St., W DeVargas St., Defouri St., Romero St., Adolfo St., Amado St., Alarid St., Paseo de Peralta, Ninita St., Rosita St., Camino Sierra Vista	December
2	Rio Grande Ave., Paseo de la Cuma, Rosario St.	June
3	E. Palace Ave., Faithway	June
4	Galisteo St.	June
5	Kearney Rd., Kearney Ave., Otero, Magdalena	June
6	Chapelle St., McKenzie St., Staab St.	September
7	Don Gaspar Ave., E Santa Fe Ave., W Santa Fe Ave., Galisteo, Webber St., Winische Way	March
8	Elena St., W San Francisco St., Don Felix	September
9	Acequia Madre	September

Visitor Permits

Upon request, a RPP holder may receive one visitor permit per year, issued in the form of a placard that must be displayed on the dashboard of a visitor vehicle. A visitor with such a permit is allowed to park for up to 10 days within the same block or along the same street as the RPP district to which it is tied. No more than two visitor permits may be issued to any single household.

Off-Street Public Parking

The City offers both monthly permitted and daily paid parking at all public parking facilities except the Canyon Road Lot, which only offers daily paid parking. The following table shows typical monthly and daily rates, hours of operation, and payment methods accepted at each facility. Note that there is a $21 new permit application fee for all monthly permits. All monthly permit parking is unreserved, and multi-day parking is not allowed.

Figure 7 shows the rate schedule for each off-street public parking facility.

Figure 7. Off-Street Public (City-Owned) Parking Facilities, Hours, and Rates

Parking Facility Name	Hours of Operation	Monthly Permit Pricing	Daily Rates	Payment Method(s)
Santa Fe Community Convention Center	7 AM - 12 AM	$68.25	$1/first hour, $2/each hour thereafter, $12 Max ($24 for 24-hour parking)	Pay and display, pay at exit
Sandoval Garage	7 AM - 12 AM			Pay and display, pay at exit
Water Street Lot	Parking allowed 24/7 (Pay stations are enforced Mon - Sat, 8 AM - 6 pm)		$2/hour, $12 Max ($24 for 24-hour parking)	Pay and display
Railyard Lots	Parking allowed 24/7 (Pay stations are enforced Mon - Sat, 8 AM - 6 pm)	$131.25	$1/first hour, $2/each hour thereafter, $12 Max ($24 for 24-hour parking)	Pay and display
Railyard Garage	7 AM - 12 AM	$68.25		Pay and display, pay at exit
Canyon Road Lot	Parking allowed 24/7 (Pay stations are enforced Mon - Sat, 8 AM - 6 pm)	N/A		Pay and display

Discounted Permit Types

Downtown business employees qualify for a discounted monthly parking permit rate of $35 a month, as of 2021. Also, city employees who work downtown at City Hall or Market Station qualify for a permit free of charge at the SFCCC Garage or the Railyard Garage respectively.

Other Solutions Offered

The City offers downtown business owners two options for providing discounted or free parking for customers in public garages and lots. The first option is the “park-n-shop” coupon. These coupons, sold in books of 50 for $45, enable parkers to receive a 10% discount on parking when redeemed. They are available to frequent parkers for purchase and business owners to issue to their customers.

The second option is the parking validation program. Downtown businesses may offer validated parking for customers for lengths of time determined by the businesses. Validation program terms and monthly billing varies for each participating business. New businesses wishing to participate must provide a refundable security deposit of $200 to start.

Special Event Parking

The City may, upon request, provide special parking permits for special events, such as festivals, weddings, and graduations. Individuals and entities seeking parking accommodations for special events may fill out a request form online at least 30 days prior to the event. They may specify the number of permits needed and whether they need any reserved parking or if vehicles will need in and out privileges during the event. The cost for special event parking varies based on the size and duration of the event and the level of exclusivity requested.

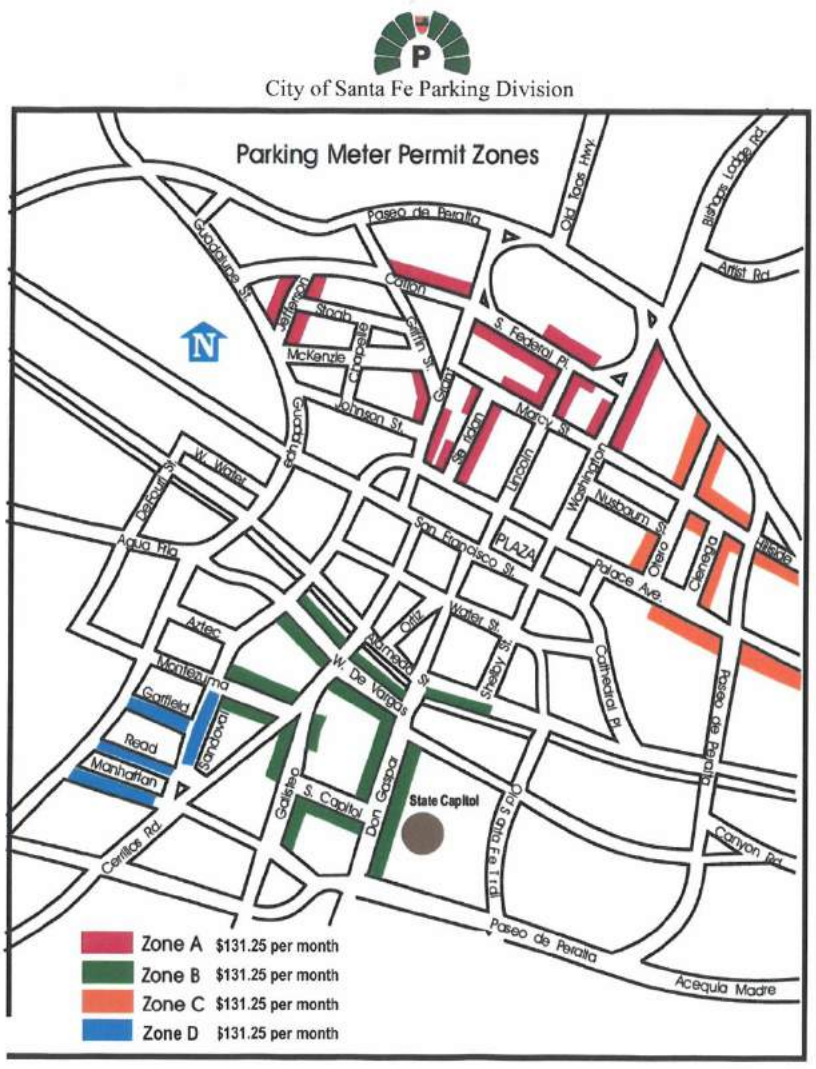
On-Street Public Parking

The City's metered on-street public parking is divided into four zones, as shown in Figure 5. On-street public parking meters are enforced Monday through Saturday from 8 AM to 6 PM (except holidays). The on-street metered parking rate, last adjusted in 2016, is $2 per hour.

The City also offers monthly on-street parking permits. For $131.25 per month (not including the $21 fee for new permits), non-residents can purchase permits that allow them to bypass daily metered rates and park on any street within the applicable metered parking zone to which the permit is linked. Meter permits do not provide exemption from time-limited spaces.

Figure 8 shows the four on-street public parking permit zones.

Figure 8. On-Street Public Parking Permit Zones



Source: City of Santa Fe

Meter Hoods

Businesses and residents may reserve individual on-street meters for a rate of $30 per day (excluding Sundays and holidays), plus a one-time administrative fee of $25. Applications to reserve meters may be submitted online with at least 72 hours' notice, along with a detailed site plan or work plan. If an application is approved, the City will place hoods around the reserved meters and vehicles parking in those spaces must display a permit on the right side of the dashboard. Spaces may only be reserved for certain work functions, such as construction, deliveries, or loading/unloading equipment.

Loading Zones

The City requires a permit for use of all on-street freight loading zones within city limits.

Permits for freight loading are issued for a duration of one year and are currently priced at $84 for businesses located within city limits and $99.75 for businesses located outside city limits (excluding a $21 fee for all new applications). Loading zone permits may be registered to more than one vehicle as long as all vehicles are owned or operated by the business to which the permit is registered. Loading zone permits must be displayed from the rearview mirror facing forward. By code, freight loading and unloading may not exceed 20 minutes. Passenger loading without a permit is allowed in freight loading zones up to five minutes if not obstructing or preventing freight loading.

Example of a freight loading zone on Garfield Street in downtown Santa Fe (Photo: Google StreetView)

Passenger loading zones are designated separately from freight loading zones and do not require a permit. Vehicles, by code, may not park for more than three minutes during the posted loading zone hours or times.

Parking & Revenue Access Controls

Metered on-street spaces are equipped with a parking and access revenue control system, or PARCS, in the form of battery-powered parking meters that accept credit cards. In 2018, the system was upgraded to support the ParkMobile smartphone-based PARCS platform, which allows on-street parkers to pay using the ParkMobile app instead of the meter.

Off-street public parking has mostly transitioned to a pay-and-display model, though customers may elect to pay before exit in the garages and at the Water Street Lot, which are gated. Monthly permit holders are issued RFID-enabled access cards for these facilities that allow access.

Enforcement & Citations

Parking enforcement is conducted by dedicated parking enforcement officers, or PEOs, who are employed directly by the City's Parking Division. As of 2021, the process of enforcement is partly automated, using license plate recognition (LPR) equipment, and partly manual. All citations are mailed/delivered to the address of the registered owner of a vehicle to which a citation has been issued. Upon receipt of a violation notice, the registered owner has 15 days to either pay the citation fine or request an administrative hearing through the Parking Division. Rejected appeals may be further appealed to the First Judicial District Court of Santa Fe County.

Schedule of Fines

The following table shows the current schedule of fines associated with various parking infractions, ordered by the amount of the fine. Note that accessible parking violations have a mandatory court appearance associated with them. Fines are shown in Figure 9.

Figure 9. Schedule of Parking Fines in Santa Fe

Parking Infraction	Associated Fine
Abandoned Vehicles on Private Property	$15
Additional Parking Regulations	$21
Alleys Prohibited	$27
All-Night Prohibited	$27
Certain Purposes Prohibited	$27
Adjacent to Schools Prohibited	$27
Narrow Streets	$27
One-Way Streets	$27
Divided Streets	$27
Hazardous Places	$27
Certain Restricted Streets	$27
Residential District without Permit	$27
Bus and Taxicab Stands Restricted	$27
Stopping, Standing, or Parking Prohibited	$27
Special Area without Permit	$32
Interferes with Other Traffic	$35
Freight Loading Zone without Permit	$37
Buses and Taxicabs	$37
Accessible Parking without Placard/Permit	$250 - $500 (determined by court)

Off-Street Parking Requirements

Minimum Parking Requirements per City Code

For all new developments within the City of Santa Fe, a minimum number of parking spaces are typically required.

Figure 10 shows some of Santa Fe's minimum parking requirements, per Table 14-8.6-1 of the Code of Ordinances (as of April 2021), for common major land use categories and selected specific land uses. A full table showing Santa Fe's parking minimums for all specific land uses can be found in the appendix.

Notably, Santa Fe sets forth specific requirements for short-term rentals, such as VRBO, that differ from the typical parking requirements for attached or detached family housing. Short-term rentals were added to the Code in 2008 and are distinct from requirements for vacation units or timeshares. For multi-family housing, the Code specifically requires that some parking be "assigned" and some parking be "unassigned", which involves the City in operational decision-making for private parking facilities. Finally, the Code identifies parking requirements for accessory dwelling units separately as its own use.

Note that the City specifies alternative minimums for certain districts, such as mixed-use (MU) and, notably, for the Business Capitol District (BCD). The alternative minimums are lower than the typical city-wide ones that apply to all other zones.

Figure 10. Minimum Typical Off-Street Parking Requirements by City Code (Selected Land Uses)

Selected Major Land Use Category	Selected Specific Land Use	Minimum Parking Requirement by City Code
RESIDENTIAL		
Household Living	Attached dwelling unit (2-5 units):	2 spaces per dwelling unit
	Attached dwelling unit (over 5 units): Less than 800 square feet of heated floor area	1 assigned space and .25 unassigned space per dwelling unit
	Attached dwelling unit (over 5 units): 800-1,200 square feet of heated floor area	1 assigned space and 0.5 unassigned space per dwelling unit
	Attached dwelling unit (over 5 units): More than 1,200 square feet of heated floor area	1 assigned space and 1 unassigned space per dwelling unit
Short-term rental unit (Ord. No. 2008-5 § 4)	One bedroom	One parking space
	Two or more bedrooms	2 parking spaces
PUBLIC, INSTITUTIONAL AND CIVIC		
Libraries, museums (not for profit)	All uses	One space per each 250 square feet of net leasable area
COMMERCIAL		
Food & Beverages	Drive-in eating and drinking establishments	One space per each 30 square feet with a 10 space minimum
	Restaurants	One space per each 200 square feet of net leasable area
Offices	Medical offices	One space per each 200 square feet of net leasable area
	Non-medical offices	One space per each 350 square feet of net leasable area
Public Accommodation	Hotels and motels	One space per rental unit
	Vacation time share project	Same as household living, plus one employee per six units (see page 1 of table for household living)
Recreation & Entertainment	Recreational and entertainment theater	One space per each three seats
Retail Sales & Services	Art galleries	One space per each 200 square feet of net leasable area
	General merchandise and appliance stores	
	Hardware stores	
	Shopping centers	5 spaces per 1,000 square feet of net leasable area
ACCESSORY		
Accessory dwelling units	All	One space per unit if the accessory dwelling unit is less than 1,000 square feet, otherwise, two spaces per unit

BCD Alternative Minimums

Figure 11 highlights alternative, lower minimums for new developments within the city center, or Business Capital District (BCD).

Figure 11. Alternative Minimum Off-Street Parking Requirements by City Code for Land Uses within BCD

Selected Major Land Use Category for BCD (Downtown)	Selected Specific Land Use	Alternative Minimum Parking Requirement by City Code
Residential	All	One space per dwelling unit
Commercial	Office	One space per 500 square feet
	All Other	One space per 350 square feet
All Other Uses		Same as typical

Within the BCD (and also C-2 zone), parking may be located up to 600 feet away from the property in order to satisfy meeting the legal requirement for parking. Leases of off-site parking are acceptable generally so long as the lease is for a minimum of five years.

BIP and MU Alternative Parking Requirements

Within these districts, parking does not need to be allocated on an individual lot or development basis. The parking supply and distribution of parking can be considered in aggregate for an entire site/development and all its component land uses. Also, the quantity of required parking may be reduced upon request at the discretion of the Planning Commission.

Comparing City Requirements with ULI Base Ratios

Figure 12 shows base maximum parking demand ratios as provided by the Urban Land Institute's latest guidance for some selected major land use categories that occur within each district.

Figure 12. Base Maximum Parking Demand Ratios per ULI Recommendations

Selected Major Land Use Category that Occurs in Each District	Selected Specific Land Use	Base ULI Recommended Parking Ratio for Determining Maximum Parking Demand	
		Ratio	per Unit
Commercial Retail	Small Retail (1,000 - 2,000 Square Feet)	5	1,000 Square Feet
	Large Retail (Over 2,000 Square Feet)	4	1,000 Square Feet
	Supermarket/Grocery	4.75	1,000 Square Feet
	Superstore	4.75	1,000 Square Feet
	Home Improvement Store	4.35	1,000 Square Feet
Restaurant	Fine/Casual Dining	17.75	1,000 Square Feet
	Fast Casual/Fast Food	14.7	1,000 Square Feet
	Bar/Lounge/Nightlife	19	1,000 Square Feet
Entertainment	Family Entertainment	2.75	1,000 Square Feet
	Cineplex	0.25	Seat
	Museum/Aquarium	5	1,000 Square Feet
	Public Park/Destination Open Space	5.5	Acre
	Convention Center	6	1,000 Square Feet
Lodging	Hotel	1.15	Room
Multi-Family Residential	Studio	1	Unit
	1	1.05	Unit
	2	1.8	Unit
	3+	2.65	Unit
	Active Senior Housing	0.85	Unit
Office	Office (100,000 Square Feet)	3.4	1,000 Square Feet
	Medical/Dental Office	4.6	1,000 Square Feet

Figure 13 illustrates examples of hypothetical land use programming comprised of some selected common land uses found within the three districts and compares the typical minimum parking requirement for that programming per Code with the projected peak parking demand for that same programming per Urban Land Institute (ULI) base parking ratios. The difference, in percent, between ULI and City Code is shown as well, with the lower calculated number of spaces required/recommended highlighted in yellow. Note that certain assumptions and simplifications were made where necessary to make direct comparison possible.

The ULI base ratio indicates a recommended supply per unit of land use in a stand-alone context with no assumed reductions for people arriving via another transportation option—in other words, the base ratio assumes that all people arriving to the site are using a personal vehicle.

Figure 13. Typical City Minimums Compared to Recommended Supply per ULI by Selected Common Land Use

Selected Major Land Use Category that Occurs in Each District	Selected Example of a Land Use by Size	Minimum Requirement by City Code Assuming No Reductions	Recommended Supply Using ULI Base Ratio	Difference in Percent
Commercial Retail	Boutique Retail (1,000 sq ft)	5	5	0%
	Big Box Retail (100,000 sq ft)	500	475	-5%
	Home Improvement Store (100,000 sq ft)	500	435	-13%
	Shopping Center (300,000 sq ft)	1,500	1,200	-20%
Restaurant	Fast Food Restaurant (3,300 sq ft, 3,000 sq ft serving area)	60	49	-19%
	Typical Restaurant (5,000 sq ft)	25	89	255%
Entertainment	Museum (50,000 sq ft)	200	250	25%
	Movie Theater (1,000 Seats)	333	250	-25%
Lodging	Typical Hotel (100 Rooms/Keys)	100	115	15%
Multi-Family Residential	10 Studio Units (< 800 sq ft), 20 1-Bedroom Units (900 sq ft), 10 2-Bedroom Units (1,100 sq ft), 5 3-bedroom units (1,300 sq ft)	68	62	-8%
Office	Typical Office Space (100,000 sq ft)	286	340	19%
	Medical Office Building (100,000 sqft)	500	460	-8%

In general, city required parking minimums are within 25% of ULI projected peak demand loads for the hypothetical land use programming examples given above. Cases where the City requirement is greater than the ULI base ratio could indicate an opportunity for possible reduction of parking requirements. In core areas, parking requirements may be reduced even further to reflect and support walkable environments where other forms of travel, like transit, walking, and biking, are used frequently.

Santa Fe Place Mall

Santa Fe Place Mall is the largest single commercial retail development in the City at 569,500 square feet[2]. According to the existing typical city required minimum number of spaces, a development of this size requires 2,848 parking spaces. At this size, relatively small differences in parking supply ratios can start to equate to large differences in the total parking supply required.

In order to illustrate just how much parking supply can be reduced by using smaller base parking ratios, **Figure 14** shows how many parking spaces are required by City code or recommended using ULI ratios for the existing Santa Fe Place Mall given the square footage and land use. For reference, the alternative minimum using the alternative ratio provided for land uses within the BCD district are also shown.

[2] Jones Lang. "Jones Lang LaSalle Award Awarded Three New Retail Assignments Totaling More Than Two Million Square Feet." November 3, 2004. http://www.us.am.joneslanglasalle.com/en-US/news/2004/Q4/NewRetailAssignments.htm

Figure 14. Comparing Parking Ratios for the Santa Fe Place Mall

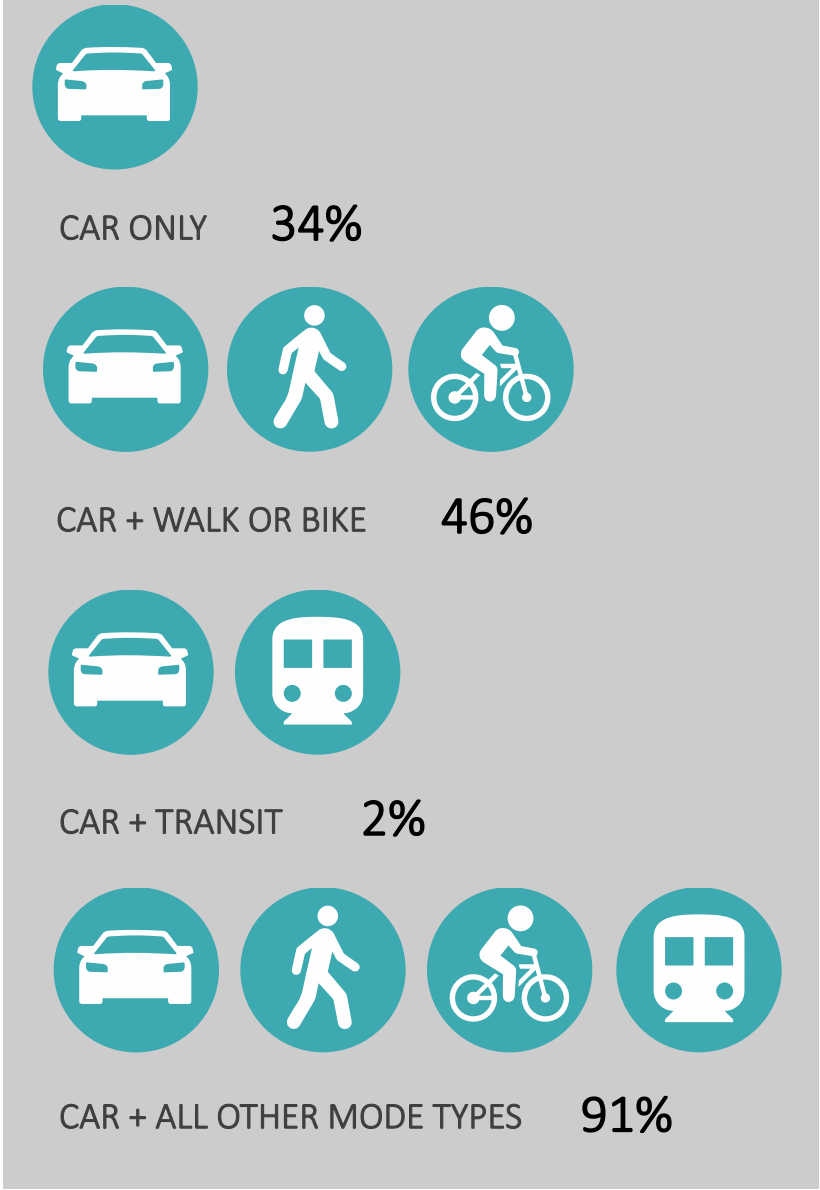
Parking Supply Calculation Method	Number of Parking Spaces	Total Square Feet Assuming 350 Square Feet per Space	Total Equivalent Acreage	Difference in Percent from Typical City Requirement
Typical City Requirement	2,848	996,625	22.9	0%
ULI Recommended Supply	2,278	797,300	18.3	-20%
Alternative City Requirement Using BCD Minimums	1,627	569,500	13.1	-43%

Even using ULI recommended ratios instead of existing typical City minimums, the parking requirement for Santa Fe Place Mall would decrease by about 20%, resulting in over 500 fewer spaces and reducing the parking footprint by over 4 acres, assuming all surface parking. The BCD alternative ratio would result in a 43% decrease and nearly half as much acreage of parking, again assuming all surface parking.

User Behaviors

Public engagement conducted and summarized in the Santa Fe MPO 2020 – 2045 Metropolitan Transportation Plan (MTP) yielded the following key facts and figures related to parking in Santa Fe summarized below.

MODE OF TRANSPORTATION INVOLVING A CAR



PERCENTAGE OF RESIDENTS WHO FEEL LIKE THE COST OF PARKING IS A TRANSPORATION BARRIER

33%

PERCENTAGE OF RESIDENTS WHO FEEL THAT TRAVEL BY AUTO MEETS THEIR NEEDS

89%

PERCENTAGE OF RESIDENTS WHO HAVE DISABILITY IN SANTA FE REGION

13%

PERCENTAGE OF HOUSEHOLDS WITH NO VEHICLE 3.5%

TDM Programming and Initiatives

The Santa Fe MPO 2020 – 2045 MTP, as well as previous versions of the transportation plan, provide a menu of transportation demand management strategies that should be considered for implementation or enhancement in the future. These strategies include the following:

TDM Strategies Implemented

Over the last decade, the City of Santa Fe has worked on implementation of a variety of programs, projects, and other TDM initiatives. These are summarized according to TDM strategy below.

More/Improved Parking Management

- Off- and on-street parking revenue collections systems upgraded with smartphone integration in 2019
- Parking meter rates
    - Rates were proposed to double from $1 per hour to $2 in 2016 for all two-hour time-limited spaces and increase to $3 per hour after two hours at non-time-limited spaces.
    - On-street metered parking is now $2 an hour across all time-limited spaces.
    - The City experimented with reduced parking meter rates during the busy summer season in 2018.

Scooters/Micromobility

- A one-year ban on scooters was imposed in 2019
    - The City is currently exploring the sustainability of a shared electric scooter program within the city.
    - Best practices for a program have been outlined through a study looking at other communities that have implemented or provided the framework for authorized scooter programs.

Paratransit

- The Santa Fe Ride program provides curb-to-curb paratransit service.
    - Those with disabilities who are unable to use fixed-route transit service or are 60 years of age or older qualify.
    - Fare per trip is $5 for seniors, $2 for those with disabilities, and free for qualifying veterans.
    - Rides must be scheduled in advance and may be subject to availability.
    - Hours of operation are from 5:30 AM to 10 PM on weekdays, from 8 AM to 7:45 PM on Saturdays, and from 8:15 AM to 6:30 PM on Sundays.

Reduced Parking Requirements for Businesses that Implement TDM

- Municipal code allows up to a 5% parking requirement reduction if the property owner grants the City the right to use a portion of the property for a transit facility.
- Parking reductions may be granted with no percent limits by the Land Use Board or Director if supported by a parking study in the Business Capitol District and within the Midtown LINC Overlay District.
- On-street parking may count towards fulfilling parking requirements in the Midtown LINC Overlay District.

Mobility Hubs

- The Southside Transit Center is intended to act as a bookend to the Downtown Transit Center on the southwest side of Santa Fe.
    - The transit center was put out to bid at the end of 2020.

Subsidized Transit Passes for Youth and Older Adults

- Persons 60 and older, or those who have a disability, qualify for Santa Fe Trails' Half-Fare Program, which reduces fares by up to 50%.

Bike Parking and Incentives

- Off-street bicycle parking is required for new development or where existing development is altered or intensified by more than 25%.
- In 2013, the City enacted a program that provides a free bus pass with purchase of a bicycle or bike gear, or by providing volunteer service in exchange for a new bike.
    - Annual free passes are provided to qualifying purchases of $200 or more.
    - Monthly free passes are provided to qualifying purchases of $20 - $199.

Vanpool Incentives or First-Mile/Last-Mile Connections

- The Santa Fe Pick-Up was developed to provide Rail Runner commuters assistance in achieving their last mile downtown connection and to provide tourists with loop service to several popular attractions and destinations.
    - Service is free of charge
    - Prior to COVID-19, the Santa Fe Pick-Up consisted of three routes:
        - Historic District
            - 19 stops
            - Weekdays 6: 30 AM – 5: 30 PM, Saturdays 8:30 AM – 5:30 PM, and Sundays 10 AM to 5:30 PM
        - Museum Shuttle
            - 13 stops
            - Weekdays and weekends, 10 AM – 5:30 PM
        - Canyon Road Shuttle
            - 8 stops plus the Visitors Info Center
            - Weekdays and weekends, 10 AM – 5:30 PM

Special Events

As one of the oldest and a most important cultural hubs of the State and American Southwest, Santa Fe hosts to a variety of special events throughout the year. The largest events in and around Santa Fe occur during the summer and fall months. One such event, the internationally renowned Albuquerque International Balloon Festival, is held in October (though this event's epicenter is in Albuquerque, the nearly 900,000 guests across 9 days, as of 2019, also spill over into Santa Fe)[3].

Many of these events have been growing in attendance and scale over the last few decades, and as such, Santa Fe has experienced some of the highest recorded tourism figures in its recent history. On days when events occur, parking demand in downtown Santa Fe increases significantly, with public parking lots and garages filling nearly to capacity. Throughout the year, there are about 23 notable special events, of which about eight can be considered to be regional events that are known to attract large numbers of visitors from outside Santa Fe and New Mexico.

Figure 15 lists special events held in and around Santa Fe throughout a typical year. Note that this is not intended to represent a comprehensive list of all events.

Figure 15. Special Events in and around Santa Fe in a Typical Year

Event (Regional Events in Bold)	Season or Month
Santa Fe Film Festival	February
Santa Fe Restaurant Week	February
Eldorado Studio Tour	Winter
Santa Fe Bandstand	Summer
Santa Fe Opera	Summer
Santa Fe International Folk Art Market	**July**
HIPICO Santa Fe	Summer
Santa Fe Chamber Music Festival	Summer
Rodeo de Santa Fe	July
Contemporary Hispanic Market	**July**
Traditional Spanish Market	**July**
Santa Fe Indian Market	**August**
Currents New Media Festival	August
Santa Fe Music Week	Fall
Burning of Zozobra	Fall
GFNY Santa Fe	September
Santa Fe Wine and Chile Fiesta	**September**
Albuquerque International Balloon Festival	**October**
Santa Fe Independent Film Festival	**October**
Holiday Tree Lighting on the Plaza	Winter
Santa Fe Winter Indian Market	Winter
New Year's Eve on the Plaza	December

[3] Albuquerque International Balloon Festival. Retrieved April 23, 2021. https://balloonfiesta.com

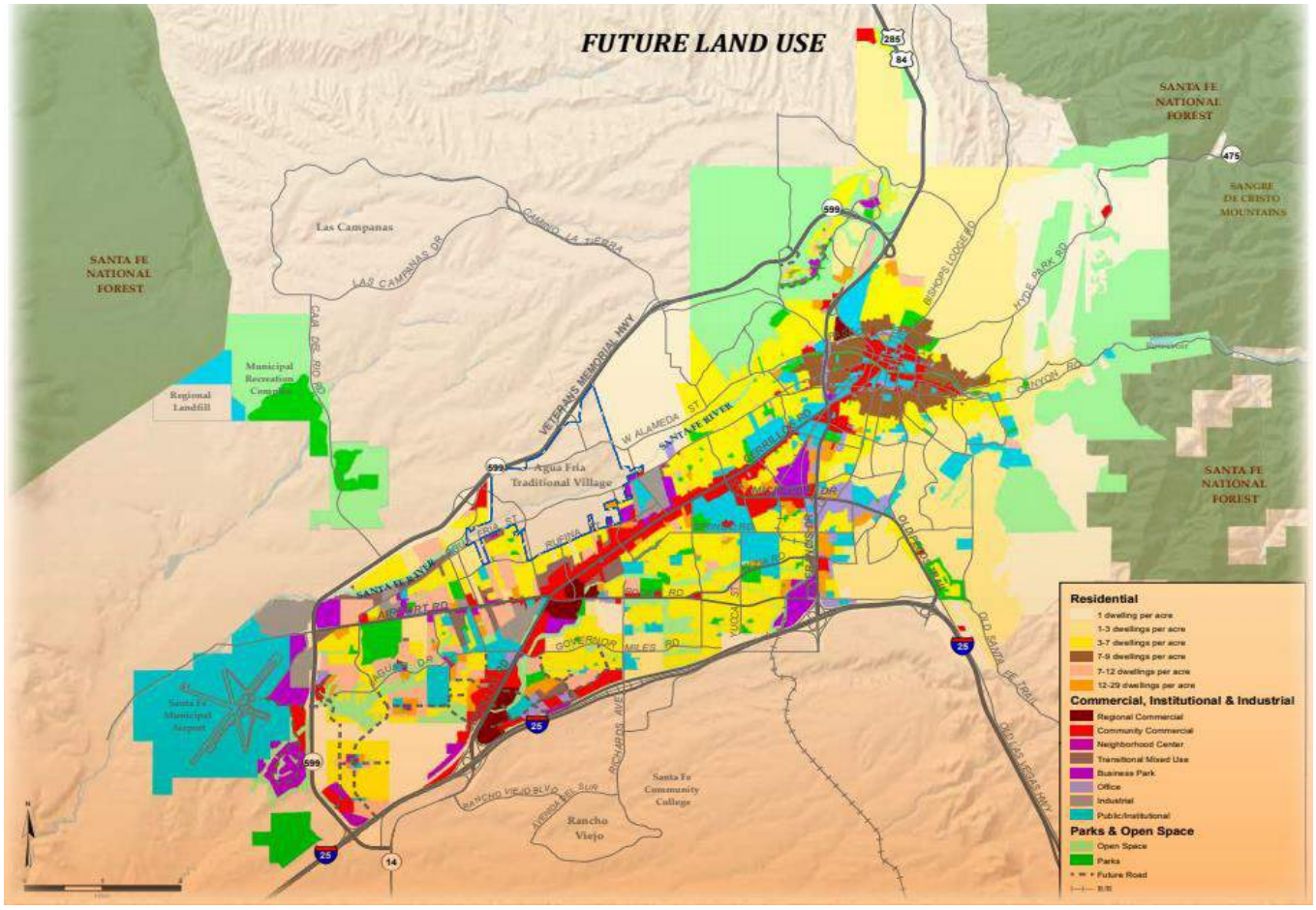
02 Future Conditions/ Influencing Factors

Future Conditions/Influencing Factors

New Developments Expected to Change or Affect the Public Parking System

Much of the residential growth outlined in the 2017 Land Use and Urban Design Plan is anticipated to occur in areas outside of the three focus areas of this study—namely in the Tierra Contenta, Las Soleras, and Northwest Quadrant neighborhoods. While the 2017 Plan focuses on other areas of the city, it generally supports denser development with more multi-family housing and less land dedicated to parking. For example, the Airport Road area is envisioned as a mixed-use corridor with retail and employment center anchors, and the Midtown District is similarly imagined as a mixed-use corridor with an employment center near Silar Road. As shown in the plan's Future Land Use Plan map (**Figure 16**), this largely reflects existing development within these areas.

Figure 16. Future Land Use Plan from 2017 Land Use and Urban Design Plan



Source: City of Santa Fe

Based on input from City staff, infill presents the greatest opportunity in the Airport Road and Midtown Districts, with a combined additional 1,100 multifamily residential units anticipated. While the Airport Road District presents additional opportunity for a few hundred single family housing units based on tracts available and zoning of the area, commercial and multifamily growth will likely be limited. Similarly, based on the availability of land and historic distinction of the Downtown area, development opportunities are limited.

The Midtown District is described by City staff as the area with the greatest potential for development and infill. With up to 600 multifamily units anticipated in the area, sites such as the former Kmart store provide opportunity for redevelopment, largely anticipated for mixed-use projects.

Based on the City's existing parking requirements, multifamily housing projects with more than 5 units per development must provide 1 space per dwelling unit plus 0.5 to 1 space per dwelling unit for visitor and overflow parking, depending on unit size. While this is in line with parking supplies observed for similar projects by the Institute of Transportation Engineers (ITE), the parking demand for multifamily residential can vary based on the type of housing project, as summarized in Figure 17.

Figure 17. Typical Multi-family Housing Parking Demand Generation for 1,700 Dwelling Units

Category of Multifamily Housing	Sub-Category of Multifamily Housing	Spaces per Dwelling Unit	Parking Demand
General Suburban Midrise	No nearby rail transit	1.47	2,499
	Within ½ mile of rail transit	1.37	2,329
Affordable Housing	General	1.33	2,261
	Senior	0.46	782
City Code[4]		1.5	2,550

Residential growth of this capacity will be supported by additional retail and service developments. However, with the city's focus on infill and mixed-use opportunities, shared parking plans, as provided for in the city code, should be strongly encouraged in mixed-use developments. This also coincides with the 2017 Land Use and Urban Design Plan's goal to reduce excess parking supplies. Additionally, this supports reduced construction costs related to parking and heat island effects associated with parking lots.

[4] Assumes projects of > 5 dwelling units that are 1,200 square feet or less in size

External/General Influencing Factors

Technology Changes

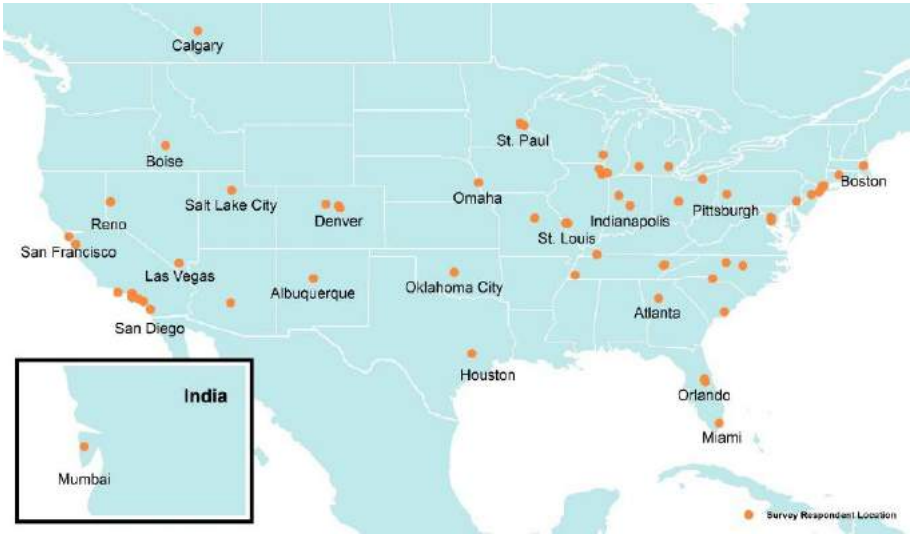
Telecommuting

In July 2020, Walker Consultants conducted an opinion survey of its partners, clients, and contacts in the architecture and engineering, aviation, higher education, healthcare, government, and real estate development and management sectors, to aid in identifying the potential short- and long-term parking demand and transportation impacts of COVID-19.

SURVEY RESPONDENTS

Responses received from more than 7 general industries across:

59 Cities 31 States 3 Countries

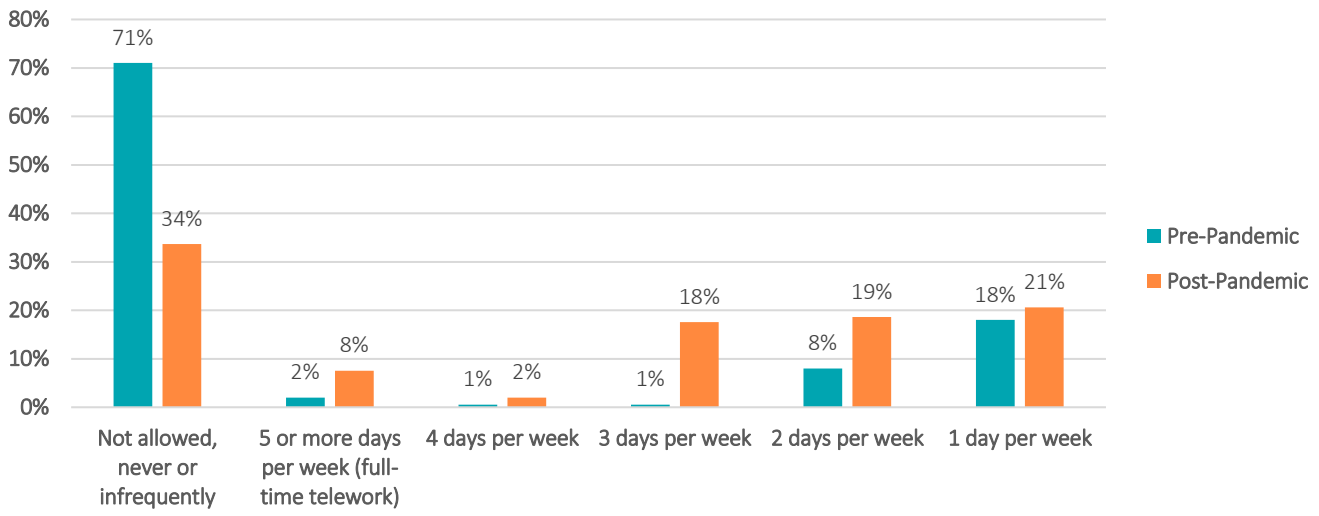


An overwhelming majority of questionnaire respondents have continued to work from home during the pandemic. These individuals report that they and their colleagues have been and can be productive working remotely, with reports suggesting that remote work will continue post pandemic. While some will continue to work remotely on a largely full-time basis and others will return to the office, there is a large portion of the professional population that will continue to work remotely at least part-time. Respondents suggest up to a 24% potential reduction in office parking demand due to increased telecommuting.

Telework is not a new concept, however, prior to the pandemic it was not a universally accepted method of work in many industries. The pandemic has provided an opportunity for many to work remotely for whom it had not previously been an option. Walker inquired about respondents' opinions on whether they would continue (or be allowed to continue) teleworking post-pandemic, and the frequency with which they expected it may occur.

Telework habits pre-pandemic and during the pandemic according to Walker's survey are shown in **Figure 18**.

Figure 18. Telework Habits Pre-Pandemic and During Pandemic According to Walker Survey



Respondents suggests a potential parking demand reduction of up to 24% for office land uses as a result of an anticipated growth of 129% in individuals that telework at least part-time. The parking demand reduction assumes those working remotely are evenly distributed throughout the week. While one workforce survey estimates about 37% of U.S. jobs could be done from home full-time,[5] Global Workplace Analytics projects this group as high as 56% of the U.S. workforce, with up to 30% of the workforce working remotely at least part-time by the end of 2021.[6] Physical office locations, however, aren't going anywhere as a Salesforce survey of over 3,500 workers indicates 64% of employees report wanting to spend at least some hours at some type of workplace, for instance an office, factory, or store, as opposed to working entirely remotely.[7]

At a more local level, it is difficult yet to project the lasting impacts of the pandemic in relation to how many employers will continue to support remote working options. Based on a survey completed in November of 2020, 32.4% of New Mexico's workforce was teleworking. This is a slight decrease from the 33% reported just three months prior.[8] However, during this time the statewide mask mandate continued to apply to indoor public settings, as is planned through at least April 30, 2021. Additionally, April 2021 new coronavirus cases reported continued to exceed those of April 2020, meaning many businesses continue to operate under safer at home policies. Until restrictions are able to be safely lifted and more long-term private sector policies related to remote work are solidified, we must continue to rely on opinion surveys of decisionmakers such as those discussed above to project anticipated future conditions.

[5] *The Kiplinger Letter*, August 2020.
[6] Lister, Kate. *Work-at-Home After Covid-19*. Global Workplace Analytics. August 2020.
[7] Afshar, Vala. *The Future of Work is Hybrid*. ZDnet, July 2020.
[8] Lisa, Andrew. *States Where the Most Workers Are Headed Back to the Office.* GoBankingRates.com. January 2021

Electric Vehicles

The adoption of electric vehicle (EV) ownership continues to increase as well as the regulatory requirements for such. As auto manufacturers move towards an increased number of available electric vehicles, or in some cases an all-electric fleet[9], ownership will continue to rise. For these reasons, ensuring that parking supplies are ready to provide more electrical vehicle chargers overtime is a wise community investment.

On a national level, the number of EVs on the road in 2019 was estimated at roughly 1.37 million light vehicles[10]. As a percentage of the 2019 passenger vehicle fleet (estimated as ±258 million vehicles[11]) this represents roughly only 0.5% of passenger vehicles on the road. Despite this, many organizations continue to project growth in the EV fleet.

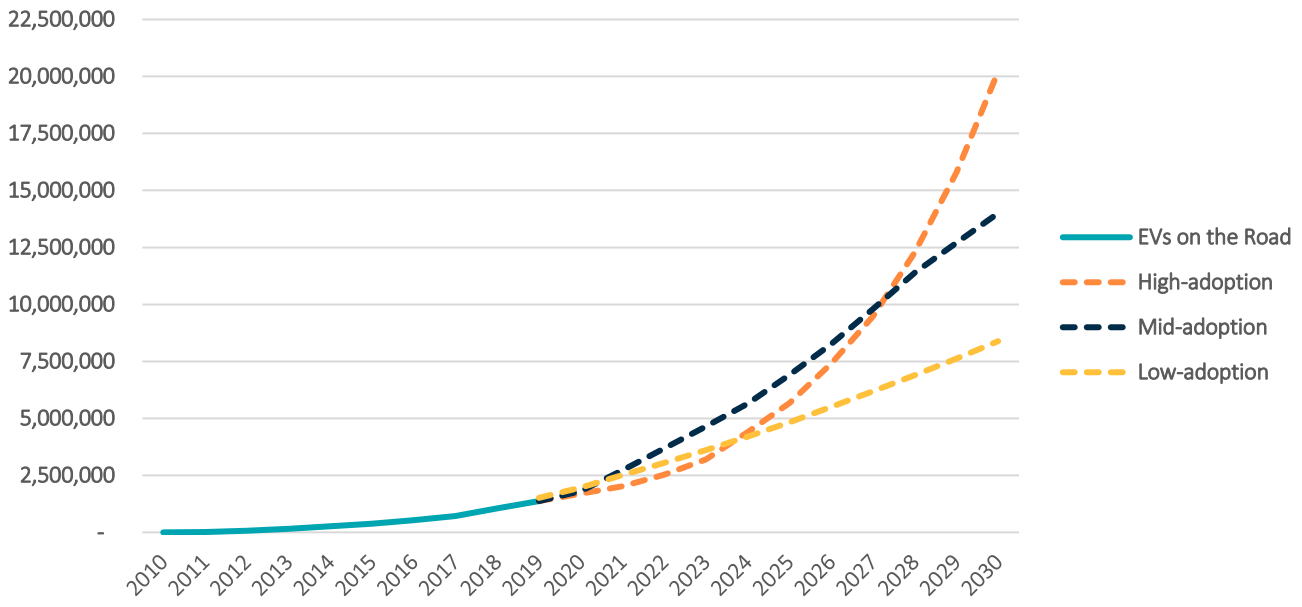
Walker consulted three different EV adoption and growth scenarios, ranging from low growth to high growth, provided by three different industry sources. Then, Walker projected the size of the total vehicle fleet from now through 2030 using annual sales data from Automotive News[12] and vehicle scrappage rates from the US Bureau of Transportation Statistics[13], and assuming a 1% annual increase in population. Finally, Walker compared the two sets of figures to project the size of the national electric vehicle fleet by 2030, expressed as a percentage of the projected total vehicle fleet.

The **high-adoption scenario** uses graphical projections from BloombergNEF's Electric Vehicle Outlook 2020 to determine growth in the number of EVs on the road[14]. Under this scenario, when compared to the projected size of the overall fleet, by 2030, approximately 20 million EVs are projected to be on the road, or 6.76% of the fleet.

The **mid-adoption scenario** is based upon the Electric Power Research Institute's 2019[15] mid-range projection of 14 million EVs on the road by 2030, representing about 4.68% of the overall projected 2030 fleet. Finally, the **low-adoption scenario** is based on the US Energy Information Administration's Annual Energy Outlook 2020[16], which projects only about 8.4 million EVs on the road by 2030, representing about 3.05% of the overall projected 2030 fleet. While these adoption rates are optimistic, the total market penetration rate of EV's will remain low until well into the 2030s. **Figure 19** illustrates each of these growth scenarios.

[9] "General Motors to eliminate gasoline and diesel light-duty cars and SUVs by 2035." January 28, 2021 https://www.washingtonpost.com/climate-environment/2021/01/28/general-motors-electric/.
[10] Electric Drive Transportation Association, http://electricdrive.org.
[11] EPRI, US Drive Grid Integration Tech Team and Integrated Systems Analysis Tech Team, *Summary Report on EVs at Scale and the U.S. Electric Power System, November 2019,* https://www.energy.gov/sites/prod/files/2019/12/f69/GITT%20ISATT%20EVs%20at%20Scale%20Grid%20Summary%20Report%20FINAL%20Nov2019.pdf.
[12] Walker Consultants analysis of sales data published by *Automotive News*, December 2019.
[13] Scrappage is the number of vehicles leaving fleet. The rate used is 5.1%, US Bureau of Transportation Statistics.
[14] Bloomberg NEF, Electric Vehicle Outlook 2020, https://bnef.turtl.co/story/evo-2020/page/1?teaser=yes.
[15] EPRI, US Drive Grid Integration Tech Team and Integrated Systems Analysis Tech Team, *Summary Report on EVs at Scale and the U.S. Electric Power System, November 2019,* https://www.energy.gov/sites/prod/files/2019/12/f69/GITT%20ISATT%20EVs%20at%20Scale%20Grid%20Summary%20Report%20FINAL%20Nov2019.pdf.
[16] US EIA, *Annual Energy Outlook 2020,* https://www.eia.gov/outlooks/aeo/data/browser/#/?id=49-AEO2020&region=0-0&cases=ref2020&start=2019&end=2035&f=A&linechart=~ref2020-d112119a.10-49-AEO2020~ref2020-d112119a.11-49-AEO2020~ref2020-d112119a.12-49-AEO2020~ref2020-d112119a.13-49-AEO2020~ref2020-d112119a.14-49-AEO2020~~ref2020-d112119a.16-49-AEO2020~ref2020-d112119a.4-49-AEO2020&map=&ctype=linechart&chartindexed=0&sourcekey=0%20annual%20energy%20outlook%202020.

Figure 19. Actual US Electric Vehicle Fleet Size (2010 – 2019) and Projected Fleet Size (2020 – 2030)

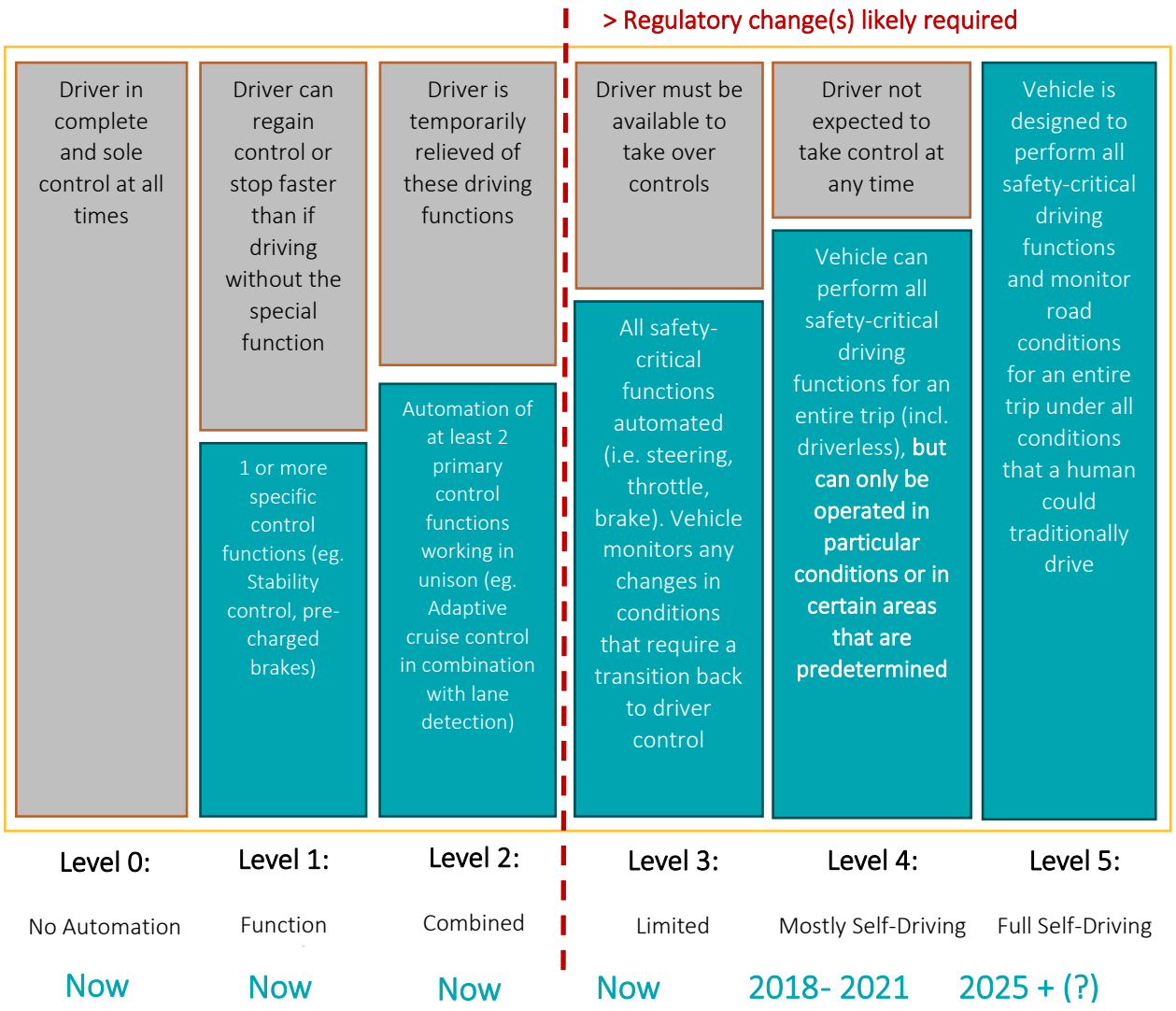


Source: BNEF, EPRI, EIA, Walker Consultants

Autonomous Vehicles

There are several levels of autonomy to consider in planning for the future of autonomous vehicles (AVs). The Society of Automotive Engineers defines six levels of driving automation, ranging from manual at Level 0 to Level 5 and fully autonomous. These levels have been adopted by the U.S. Department of Transportation and are summarized in **Figure 20.** Vehicles with Level 2 features, such as adaptive cruise control and lane departure warnings, are common in new vehicles sold today. Level 3 vehicles, such as Teslas with Autopilot, are even on the roads today but as we have seen through some headline incidences, the driver must be available and alert in order to assume control and avoid a potential accident. While Level 4 and 5 testing is occurring now, for instance the autonomous shuttle that operated at the Panasonic campus near Denver International Airport, much of the focus for this type of testing is for fixed route shuttles and shared mobility services.

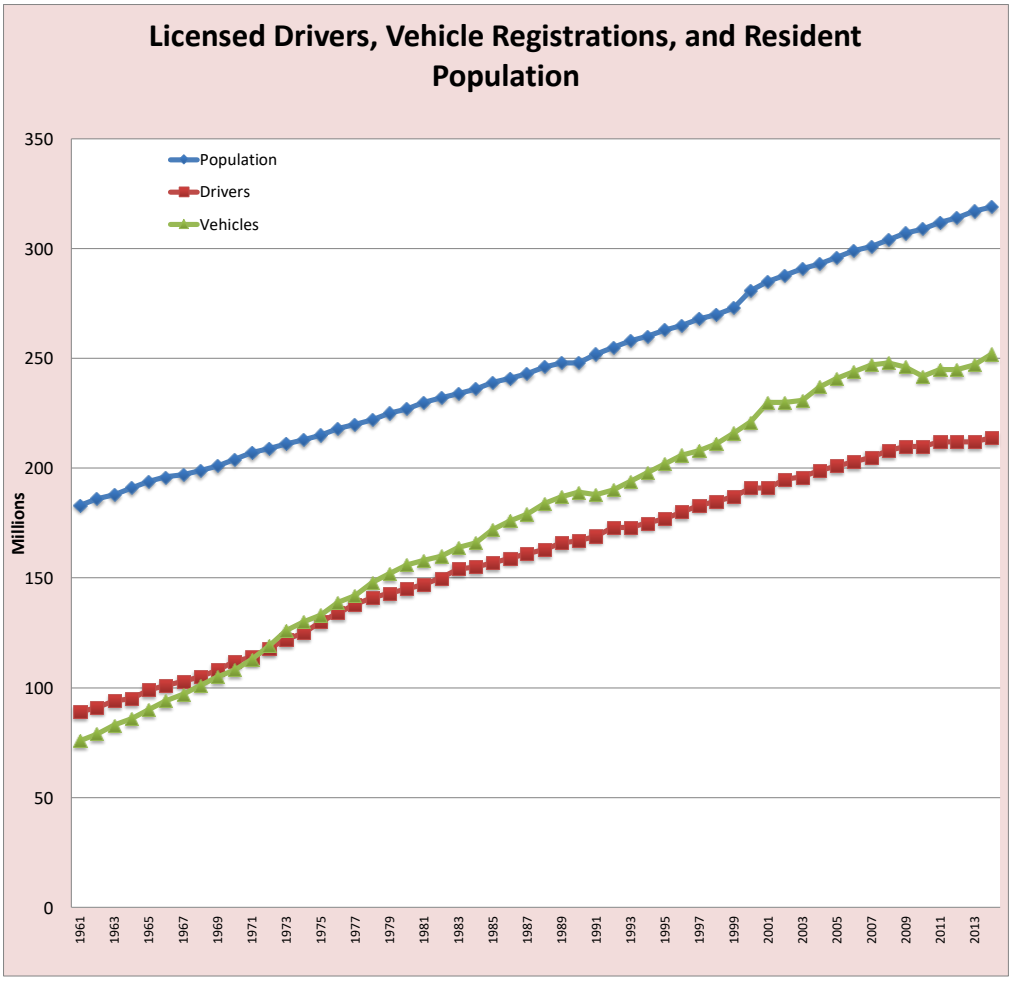
Figure 20. Levels of Driving Automation According to the Society of Automotive Engineers



Source: SAE, NHTSA

Car culture has changed. 10 to 15 years ago, Millennials started obtaining their driver licenses later and the rates of vehicles per drivers were declining, even as Boomers were reaching peak car ownership. However, personal vehicle commuting has not declined, as summarized in **Figure 21**. Meanwhile, car-free and one-car households have decreased while two-car households have increased, correlating with a growing percentage of Millennials having children and moving to the suburbs.

Figure 21. Licensed Drivers, Vehicle Registrations, and Resident Population, 1961 - 2013



Source: US Department of Transportation Federal Highway Administration

In high disruption scenarios, up to 90% of vehicle sales by 2040 could be Level 4 and Level 5 autonomous. However, the average car is on the road approximately 11 years. So even in a scenario where individuals largely feel safe traveling in and around AVs, leading to them quickly being adopted by the general public, and there is adequate infrastructure to handle them, Walker does not project AVs reaching 33% of vehicles on the road until after 2050.

Without factoring in population growth, this leads to a potential parking demand reduction of 10-40%, however with population growth factored in, even in a high disruption scenario, parking demand may not diminish significantly, and in a low disruption scenario parking demand may even increase once population growth is factored.

In the meantime, there are additional constraints to consider over the next 30 years: land use and land value, economic vitality, and sustainability goals. At this junction, the focus should be on parking and transportation demand management strategies the aim to reduce parking demands and balance transportation systems to mitigate need to build new public parking supplies, however, do not let specter and promise of autonomous vehicles negatively impact other community goals. It will be a significant time yet before car ownership and operational changes related to AVs impact parking demands, particularly in terms of passenger vehicles.

With the useful life of a parking structure reaching up to 50 years and beyond with proper upkeep and maintenance, there are steps that can be taken in preparation for autonomous vehicles:

- Plan new parking structures for potential adaptive reuse while recognizing that this type of design will come at a significant premium. This includes incorporating a higher live load factor, higher floor to ceiling heights and flat levels, among other design considerations, to support conversion of the structure to a new land use at some point in the future.
- As demand very gradually decreases, decommission and redevelop surface parking lots.
- Consolidate parking into the newest facilities as existing facilities reach the end of their useful life.

Micro Mobility and Mobility as a Service

Micro mobility provides transportation options for short-distance trips, either as standalone trips or to provide first and last-mile connectivity to destinations in combination with other modes such as transit or remote parking of personal vehicles. Micro mobility includes such options as e-scooter and bike sharing, as well car sharing and TNCs. Each of these modes have an optimal distance for targeting user types, and each provides unique challenges and demands on the parking and transportation system.

Not all micro mobility options aim to or should fulfill all transportation needs. Each option has a comfort threshold of typical users both in terms of comfort level in using each option and the comfort of the user while using that option. For instance, car sharing is best used in this sense for trips up to 5 miles or lasting 15 to 30 minutes. Car shares typically charge by the minute but provide climate-controlled comfort and extra storage for users traveling with items that may be difficult to carry while using other options. Car shares typically do not have additional parking or fuel costs more than the base per minute charge, but some do offer monthly or annual memberships for reduced fees. Bike shares, however, vary more widely in pricing options, some offering a per minute charge while others a flat fee for a base time period, or some combination thereof. Bike shares are typically best to accommodate trips of up to 3 miles or lasting 10 to 15 minutes. Scooters have the shortest average comfort distance at 1.5 miles or trips lasting less than 10 minutes. While these are currently very popular, they have presented many communities regulatory challenges, increased rider and pedestrian injuries, and in some circumstances, excessive sidewalk clutter.

Ride-hailing Services

Over the last five years, the emergence of ride-hailing services such as Uber and Lyft has had a profound impact on parking demand loads in certain sectors of the economy. According to the Third Edition of Shared Parking, anecdotal reports of the impact of these services have included up to a 70% decline in business traveler parking demand, an up to 80% reduction in parking demand at restaurants with valet service, a 3% - 10% reduction in sports and event demand, and a 5% - 20% reduction in airport parking demand, mostly from an increase in residents travelling on business who choose ride-hailing services over parking for short trips.[17]

However, COVID-19 has resulted in a sudden demand-side shock to the entire ride-hailing industry. A study conducted of aggregated debit and credit card purchases of US consumers by the firm Second Measure found

[17] Smith, Mary. "Shared Parking: Third Edition (p. 63)." Urban Land Institute, National Parking Association, and ICSC. Published February 2020. ISBN # 9780874204278

that Uber spending dropped around 83% in March 2020.[18] According to a senior research analyst at the financial firm D.A. Davidson, business for both Uber and Lyft was down between 70% and 80% in March and April.

Though the loss in business was partially offset by an increase in food delivery, the profitability and long-term financial viability of both Uber and Lyft have always been in question. Neither company has returned a quarterly profit since being established[19]. The pandemic has now made it increasingly unlikely that either company will become profitable this year or next.

A clear behavioral trend shift has yet to emerge for ride-hailing services as a result of the pandemic. While usage may remain down through the mid-term due to fewer trips being made overall, it is possible that some riders come to view ride-hailing services as a less risky alternative to public transit. On the other hand, other riders may eschew both transit and ride-hailing services and decide to start driving, biking, or walking instead.[20] The business model remains very price elastic, with even modest increases or decrease in fares potentially having large negative or positive effects on the use of ride-hailing services.

Micro Mobility

With micro mobility options, regulations should address where devices can be used, where they can be parked, and their top speed. Not only should these regulations be enforced with riders, but measures can be required of the vendors to protect the community's interest in managing these devices and providing a safer and more enjoyable experience for riders. In the Spring of 2019, the City of Santa Fe put a ban on the use of rented electric scooters on public property due to concerns with parking and appropriate travel ways for the devices, citing communities such as Denver, Colorado that experienced discarded e-scooters on sidewalks and in streets.

Where Micro Mobility Devices Can Be Used

Typically, bikes cannot be ridden on the sidewalk and motorized devices such as e-scooters cannot be used on sidewalks nor in bike lanes. Clarifying regulations for micro mobility devices' permitted use should provide language that is flexible enough to address future options not currently on the market in addition to those in use today. Many communities are adapting their regulations to permit use of motorized micro mobility devices within bicycle lanes, while also requiring vendors of these devices to restrict the top potential speed. Figure 22 summarizes scooter laws for the State of Oregon and the City of Portland. While this summary is not comprehensive of all scooter-related laws under either jurisdiction, is does exemplify how local jurisdictions may have more restrictive regulations in place.

[18] Conger, Kate. “Uber and Lyft Are Searching for Lifelines.” The New York Times. April 17, 2020. Accessed June 20, 2020. https://www.nytimes.com/2020/04/17/technology/uber-lift-coronavirus.html
[19] “Uber sees profit by end of 2020, but still expects full-year loss” Reuters. February 6, 2020. Accessed June 21, 2020. https://www.reuters.com/article/us-uber-results/uber-sees-profit-by-end-of-2020-but-still-expects-full-year-loss-idUSKBN2002UQ
[20] 5 Automotive News. “Pandemic darkens shared-mobility outlook.” May 25, 2020. Accessed June 21, 2020. https://www.autonews.com/editorial/pandemic-darkens-shared-mobility-outlook

Figure 22. E-Scooter Restrictions in State of Oregon and City of Portland

Jurisdiction	Driver License Required of Operator	Top Speed	Where E-Scooters Can Operate	Parking
State of Oregon	Yes	24 mph, Operator may not exceed 15 mph	Scooters have the same rights as any other vehicle operating on a highway.	Not addressed.
City of Portland, Oregon	Yes		Using an electric scooter on the sidewalk and in crosswalks is prohibited. People using electric scooters are allowed on Portland city streets, multi-use paths and in bike lanes. Must yield to pedestrians.	Scooters may be parked on the sidewalk, close to the curb, or in designated scooter parking areas. If a scooter is parked in a way that prevents access to the sidewalk, curb ramps, bike lanes, or vehicle travel lanes, the Operator may be fined or the City may require the vendor to suspend the Operator's account.

Source: State of Oregon, City of Portland, Oregon

Managing Micro Mobility Parking

Since the emergence of dockless shared devices, finding bicycles left lying in bushes or strewn across sidewalks, and e-scooters with dead batteries abandoned in streets and cluttering pedestrian pathways quickly became an unacceptable norm. Communities responded by confiscating devices, requiring vendors to remove them from the community, and scrambled for ways to corral the mess.

Today, many communities are using a mix of putting the ownness for responsible storage of a device once a user has completed their ride on the vendors with providing vendors guidelines and often specifically marked areas in which devices should be parked. Like geofencing used by ride-hailing mobile applications, some communities have begun requiring micro mobility device vendors to geofence parking for the devices within specified locations.

In these instances, the rider cannot terminate their session and stop charges to their account without parking the device within the geofenced area indicated in the app, often also marked for device parking. It is essential to identify areas for parking that will not limit accessibility for others, ensuring ADA access is not unduly limited.

Example of micromobility parking (Photo: City of Minneapolis)

Keeping Micro Mobility Devices off the Sidewalk

While micro mobility vendors do summarize regulations related to the usage of their devices within the terms and conditions and typically again in the introductory screens that begin each ride session, according to a survey conducted by Consumer Reports in March 2019, 27% of riders are uncertain of the traffic laws they should follow.[21] Additionally, with 20% of respondents in the survey indicating discomfort with riding these devices in traffic, a common enforcement issue is their presence on sidewalks. While inappropriate and a demonstrated safety concern for pedestrians, without consistent enforcement of requirements to use bike lanes, whether shared in traffic or dedicated space, riders will continue to use the sidewalk.

This was demonstrated by a pilot of e-scooters in Portland, where 8% of riders chose to use the sidewalk when a dedicated bike lane was available, versus 66% of riders who chose to the use the sidewalk when no bike lane was present and the alternative was to ride in traffic.[22] The preference among riders to ride on the sidewalk is not only a reflection of safety concerns in riding in traffic, but also reflects the condition of many curb lanes and the infrastructure to support bikes and micro mobility devices within traffic travel ways, such as narrow roads, potholes and other obstacles in the curb lane that present a physical barrier to safely navigating the roadway.

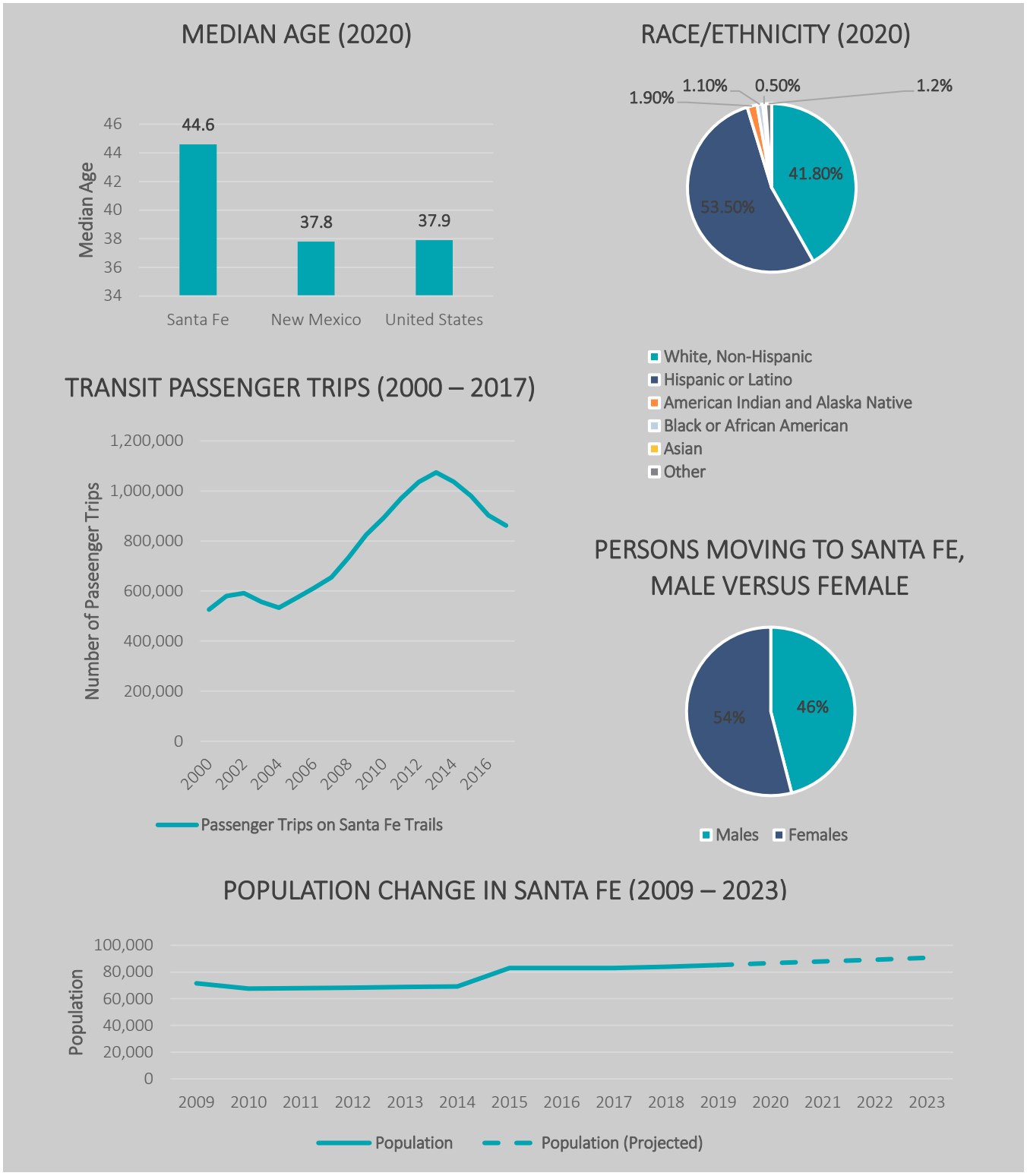
Micro Mobility Enforcement

The ordinance should describe areas in which micro mobility devices are permissible for use. To ensure these areas are recognized, and prevent riders from going outside the prescribed zone, some communities are requiring vendors to geofence where devices may be operated. This method slows and stops the device's ability to operate as it leaves the geofenced boundary, similar to geofencing to enforce the use of designated parking areas

Equipment and operational requirements, such as the maximum speed the device can operate at, can also be used to enforce regulations of micro mobility devices. Operational requirements may also require the vendor to share data of usage patterns and trends.

[21] https://www.consumerreports.org/product-safety/deaths-tied-to-e-scooters/
[22] https://www2.deloitte.com/us/en/insights/focus/future-of-mobility/micro-mobility-is-the-future-of-urban-transportation.html?id=us:2ps:3gl:confidence:eng:cons:42319:nonem:na:nhRV7UOI:1149484916:344865936403:b:Future_of_Mobility:Micromobility_BMM:nb

Demographics & Key Indicators

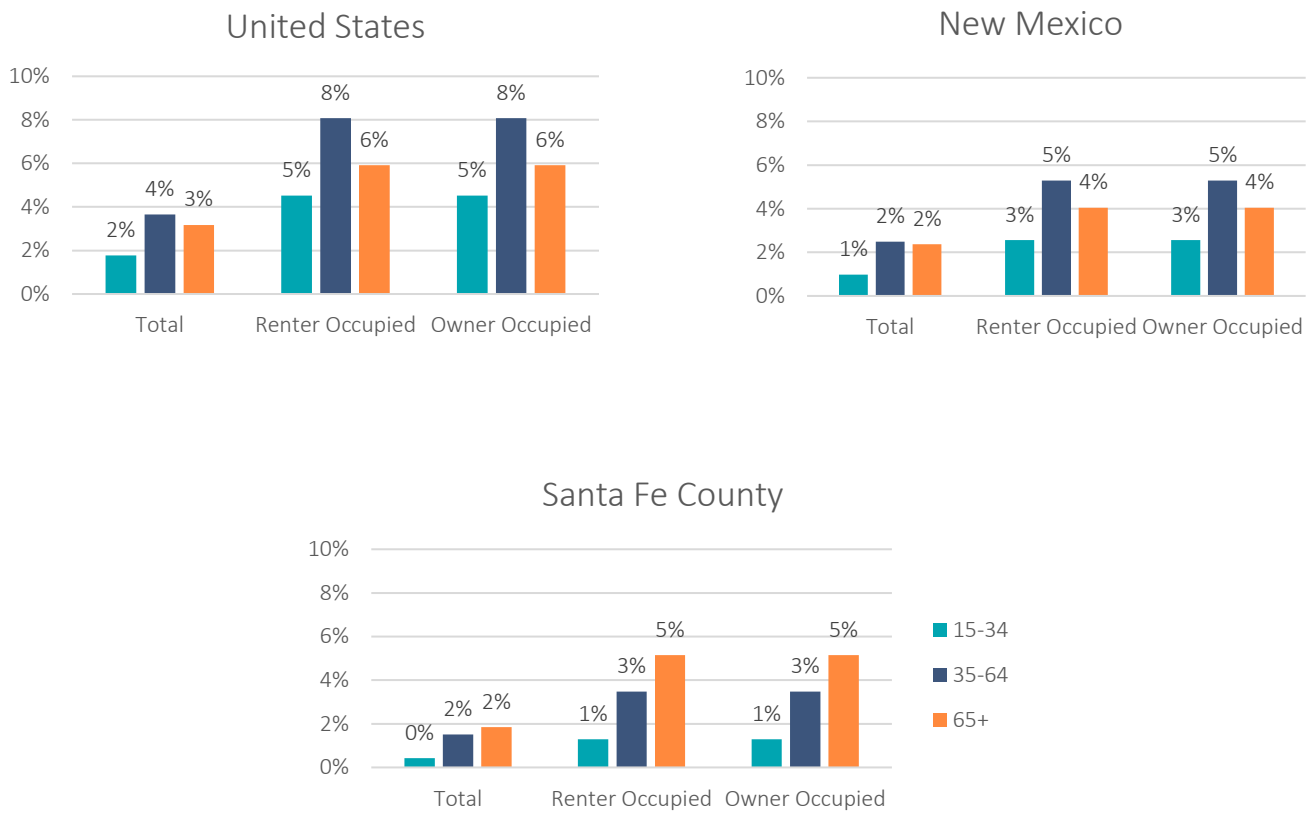


Source: City of Santa Fe Data Platform

An Aging Population

Nationally, and in many urban areas of the country, vehicle ownership declines among those age 65 and over. This is specifically true among residents that reside in a rental dwelling as opposed to an owner-occupied dwelling. Within Santa Fe County, 5% of senior rental households are car-free, compared to 3% of those aged 35-64 are in car-free rental households. Only 1% of those 15-34 reside in a car-free rental household. For owner occupied households, there is no significant reduction in the number of households with at least 1 vehicle, as summarized in **Figure 23**. [23]

Figure 23. Car-Free Households, US versus New Mexico versus Santa Fe County



Source: U.S. Census

While there is a demonstrated reduction among seniors in non-owner-occupied dwellings within the area, consideration is needed to support alternative transportation usage among seniors. Older residents want fast, frequent, reliable service but prioritize comfort and accessibility slightly higher than those in other age groups. For example, in a survey of 3,014 transit riders, those over 65 years of age indicated they wanted a shelter at the bus stop nearly as much as they wanted more frequent service. As residents age, the prospect of traveling

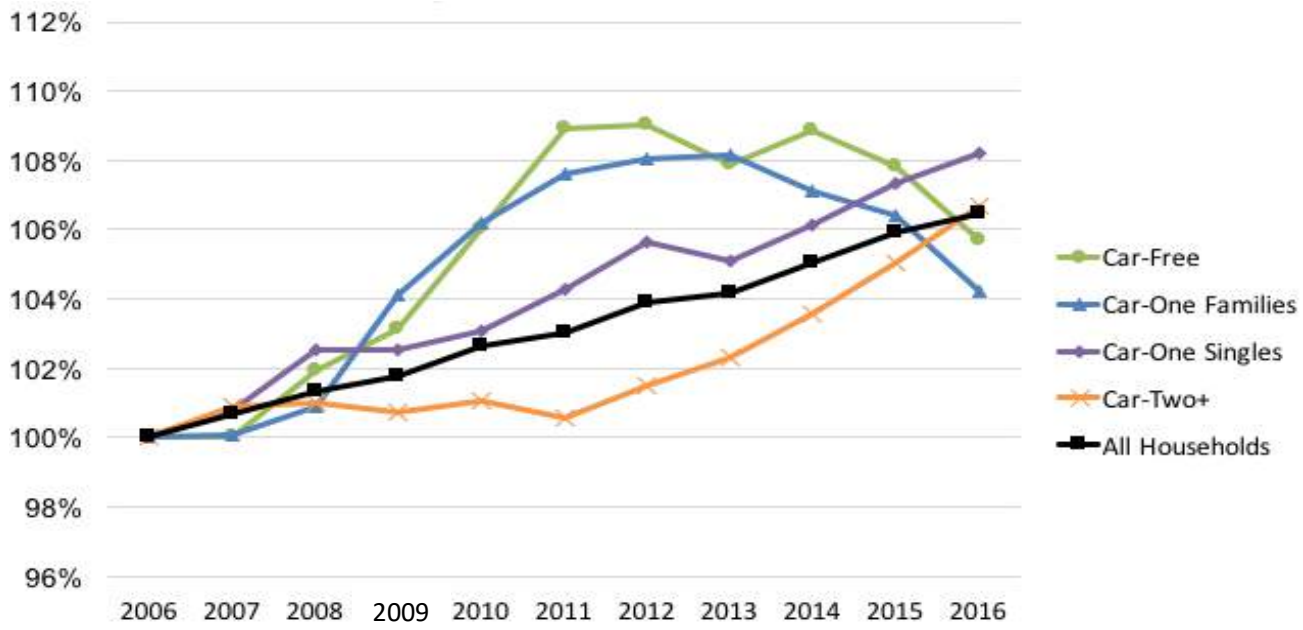
[23] https://data.census.gov/cedsci

without shelter or a seat was a greater deterrent to transit use than the frequency or speed of service when compared to riders under 65 years of age, though these did remain important.[24]

Increasing Population Size

As the population increases, so does the overall demand for parking. The car-free trend that peaked in 2012 has been declining over the last several years. Since 2011, the number of households with more than one vehicle has been steadily increasing, as summarized in **Figure 24**.

Figure 24. Households by Number of Vehicles Available, Indexed to 2006



Source: American Community Survey, Table B08201

However, how development occurs will greatly impact the way in which people travel and the need for parking. For example, regulatory frameworks that support and incentivize walkable neighborhoods and transit-oriented development can reduce parking demand and, therefore, needed supply.

[24] https://transitcenter.org/wp-content/uploads/2017/08/ALL-AGES.pdf

Potential Remote Parking Options

One of the long-term options for addressing parking shortages in the downtown core, particularly during special events, is establishing a remote parking facility served by a shuttle or incorporated as a stop along the route of the existing Trails and Santa Fe Pick-Up.

Potentially, any large parking facility within or reasonably close in proximity to the Downtown/Railyard, Midtown, or Airport Road districts could serve as a candidate for a remote parking facility. However, there are several criteria for establishing the feasibility of such an option, including, but are not limited to:

- Willingness of the owner to enter into a suitable agreement with the City
- Distance from downtown
- Distance from a Rail Runner Station or transit center
- Accessibility for vehicles and pedestrians
- Nearby key landmarks or civic activity nodes
- Size of the lot(s)
- Nature of the existing use of the lot(s)
- Land use of the building(s) tied to the lot(s)
- Parking demand patterns and occupancy for the lot(s)

Ideal candidates for remote parking are lots that are close to downtown, close to a Rail Runner station or transit center, accessible, nearby to key landmarks or civic activity nodes, at least a few hundred spaces, contiguous and easily demarcated from adjacent lots or properties, linked to land uses that do not need significant parking capacity on weekends and evenings, and that currently have excess capacity even during all times for which the lot(s) would be utilized as remote parking.

Based on these criteria, Walker has identified the following potential candidates for remote parking:

1. The New Mexico Public Regulation Commission complex
2. The New Mexico School for the Deaf
3. The New Mexico Motor Vehicle, Department of Health, and Department of Transportation complex
4. Big Lots/JoAnn Fabrics/Rent-A-Center Shopping Center
5. Santa Fe Place Mall

Figure 25 is a table showing estimated inventory for all candidate remote parking lots identified. Figures 26 – 32 outline the locations of these sites relative to downtown and nearby landmarks, civic activity nodes, or transit stations and specific lots within each location that could be candidates for remote parking. The parking inventory in each lot is shown in the table. While theoretically any combination of lots could

Three of the sites are within the Downtown District as established in this study. However, two of the sites (Facility Group #2 and #3 in the table below) could potentially serve as remote parking for the Midtown District as well as the Downtown/Railyard District. Facility group 4, the shopping center containing Big Lots, could most effectively serve Midtown landmarks only being 4 miles from downtown. Finally, Facility group 5, Santa Fe Place Mall, is nearly 6 miles from downtown Santa Fe along Cerrillos Road and therefore could only effectively serve Airport Road District landmarks or activity nodes, such as the future Southside Transit Center.

In some cases, the parking supply was estimated based on the square footage of the lot, while in other cases, the spaces were counted based on aerial imagery.

Figure 25. Remote Parking Candidate Sites and Lots

Description of Facility or Facilities	District	Facility Group ID	Lot ID	Number/ Estimated Number of Spaces
New Mexico Public Regulation Commission, Lamy Building, Lew Wallace Building	Downtown	1	A	474
			B	116
			C	491
New Mexico School for the Deaf	Downtown (Could Also Serve Midtown)	2	A	210
New Mexico Motor Vehicle, Taxation and Revenue, Department of Health, Simms Building, Department of Transportation	Downtown (Could Also Serve Midtown)	3	A	102
			B	158
			C	140
			D	78
			E	607
			F	198
Big Lots, JoAnn Fabrics, Rent-A-Center	Midtown	4	A	166
			B	97
Santa Fe Place Mall	Airport Road	5	A	113
			B	120
			C	290

Notes About Facility Groups and Lots

The five locations, or parking facility groups, are sub-divided into multiple contiguous parking lots that could serve as feasible remote parking lots, either separately or together, depending on need and location preference.

For instance, if proximity to downtown were deemed as one of the highest-priority criteria, and the need for about 450 remote parking spaces were identified, Lot A in Facility Group #1 above could be an ideal candidate. If 50 spaces of additional parking supply were identified as a need for the South Side Transit Center, Lot A in Facility Group #4 could be the ideal candidate to serve that need.

Any single or lot or combination of lots shown could serve as a remote parking facility. However, Walker identified specific lots within each Facility Group that would be most convenient in terms of access to a nearby landmark or key activity node. For non-government facility groups, Walker also looked whether the lots appeared to have significant excess capacity as shown in aerial imagery during the daytime. Further study would be required to determine precise inventories, peak levels of demand and demand patterns, and other on-the-ground conditions to evaluate feasibility.

Figure 26. Overview of Potential Remote Parking Sites in Context of All Three Study Areas

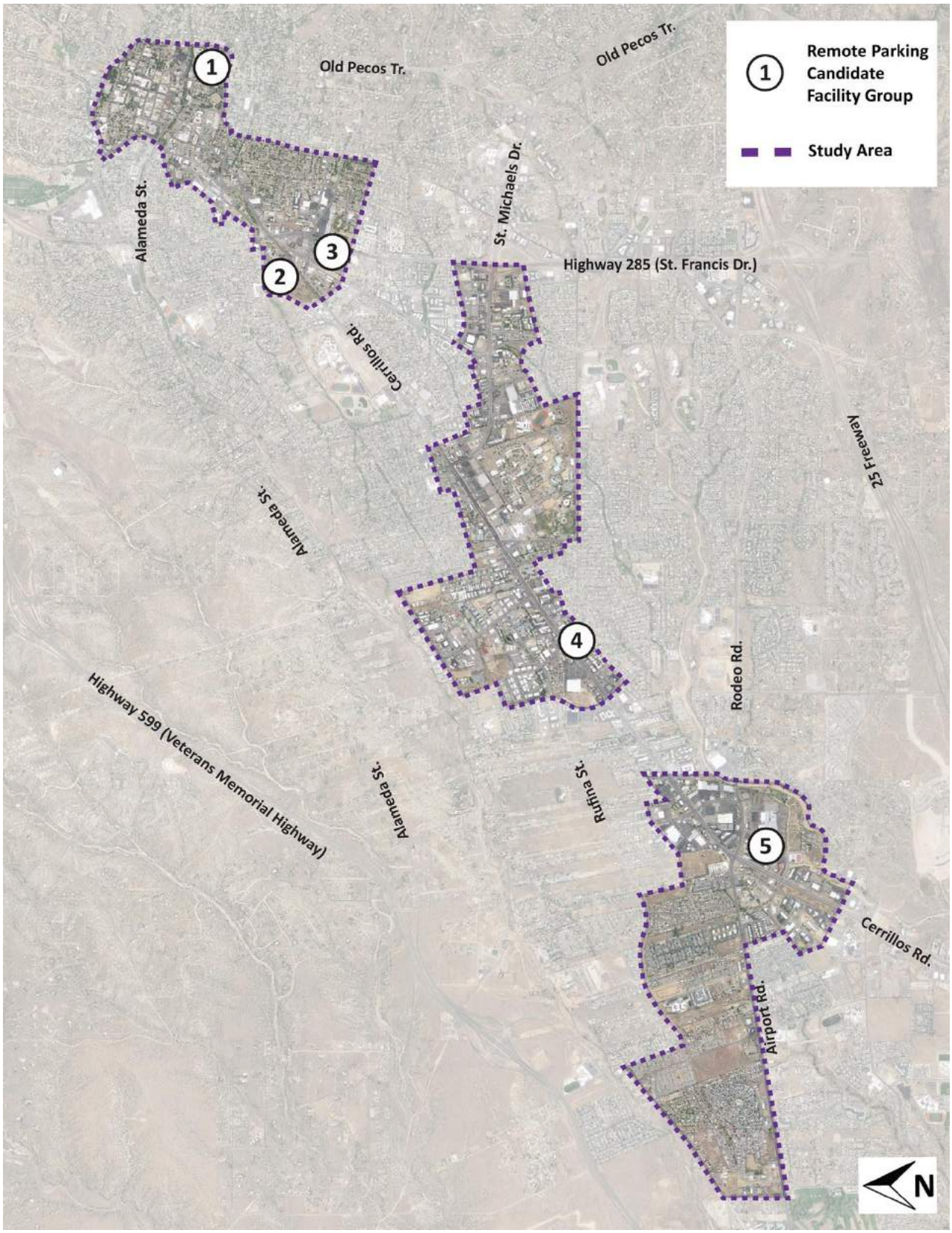


Figure 27. Closer Overview of Potential Remote Parking Lots and Proximity to Santa Fe Plaza

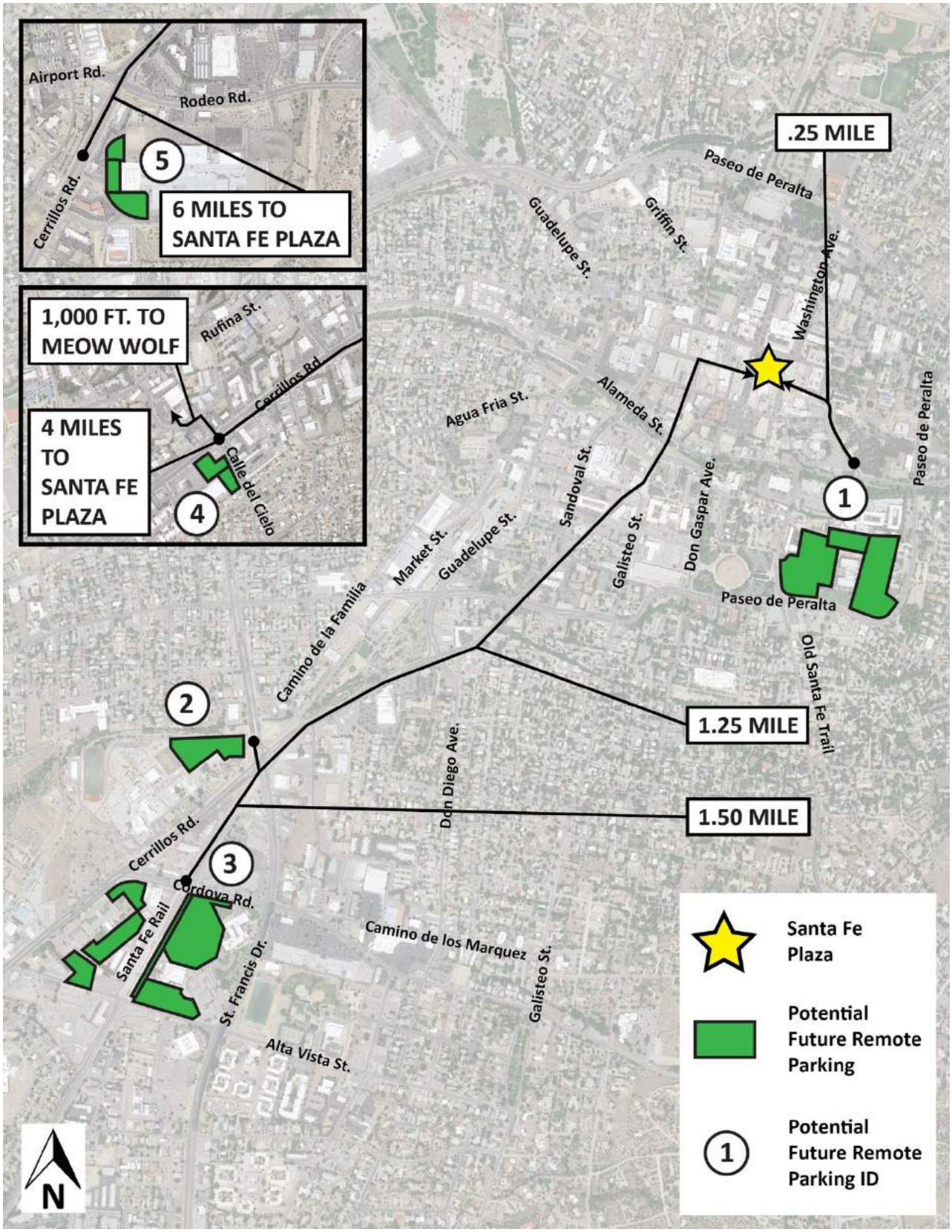


Figure 28. Remote Parking Options (Facility Group #1)

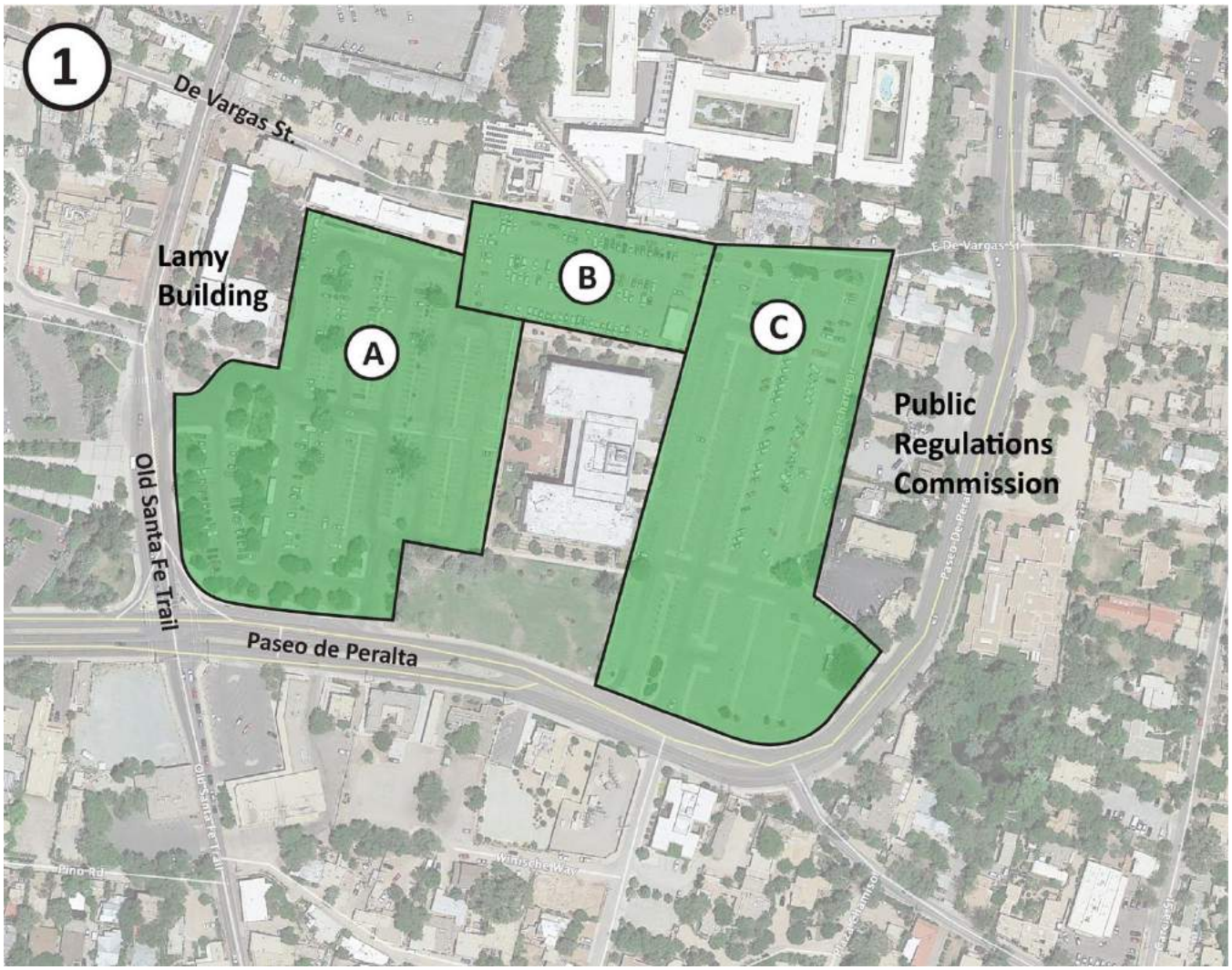


Figure 29. Remote Parking Options (Facility Group #2)

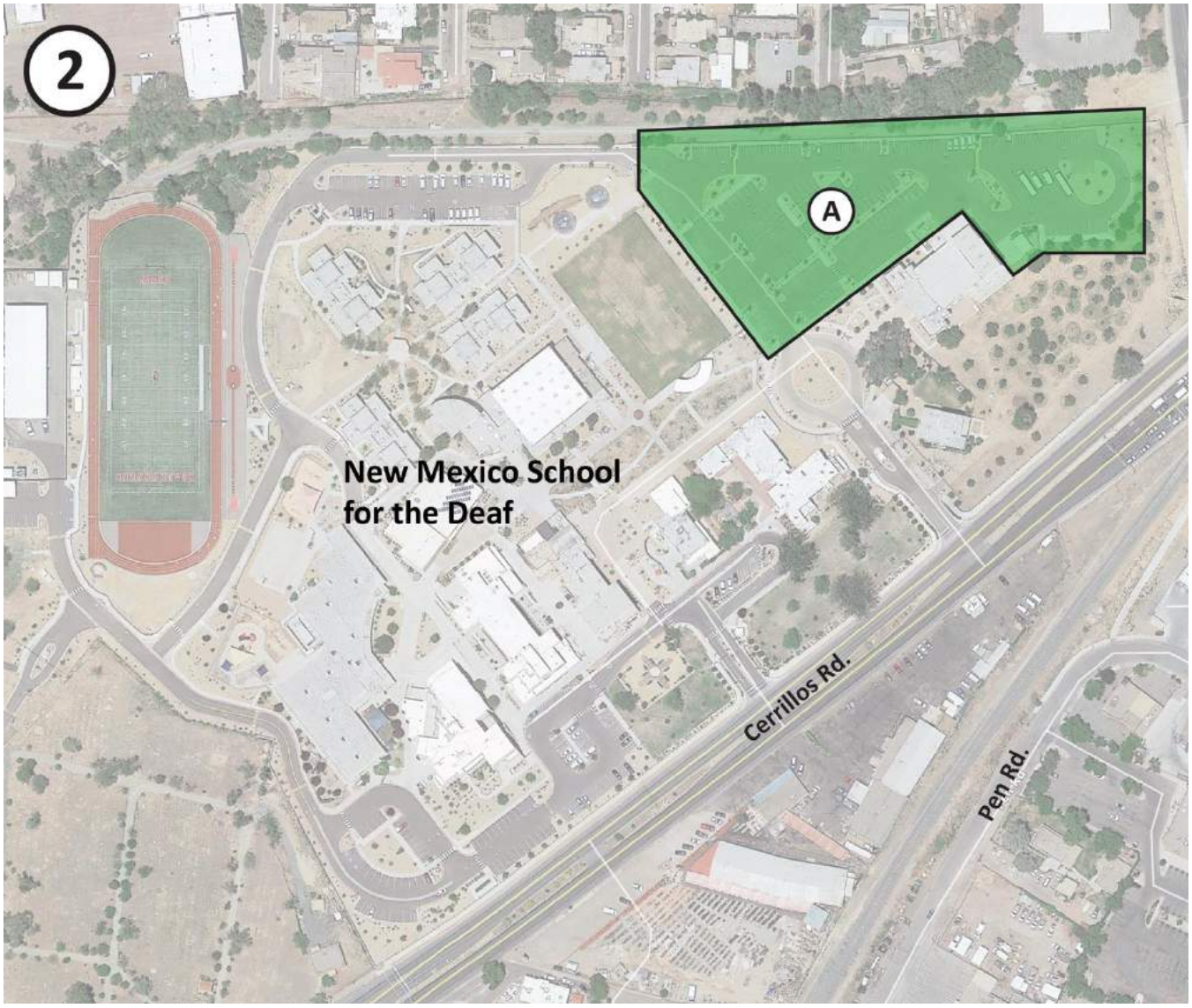


Figure 30. Remote Parking Options (Facility Group #3)

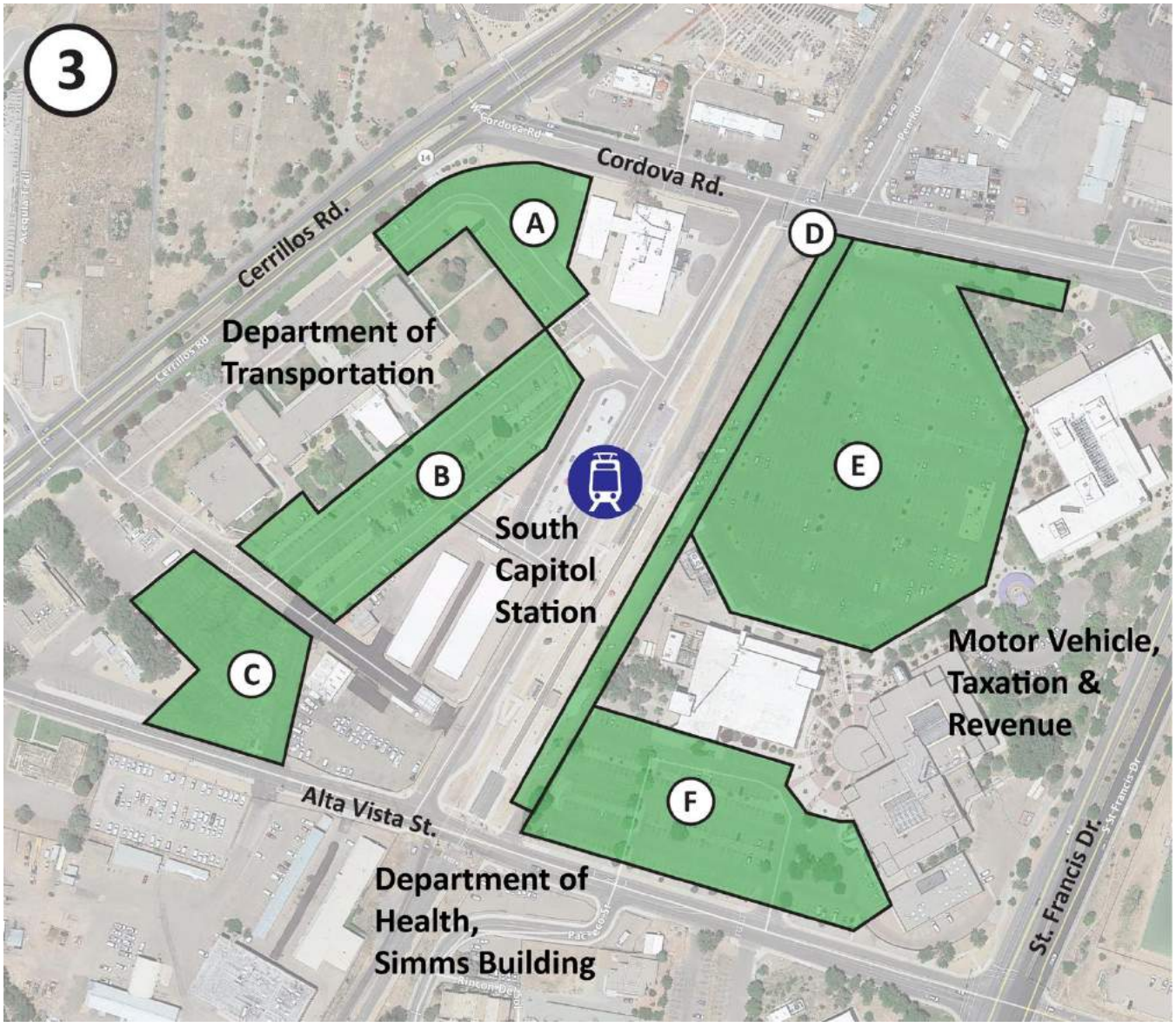


Figure 31. Remote Parking Options (Facility Group #4)

Figure 32. Remote Parking Options (Facility Group #5)

03 Appendix

Appendix

Figure 33. Minimum Off-Street Parking Requirements by City Code (All Land Uses in Code)

Major Land Use Category	Specific Land Use	Minimum Parking Requirement by City Code
RESIDENTIAL		
Group Living	Continuing care communities	1 space per dwelling unit; plus one space per 2 beds in congregate housing plus one space per 2 beds in a nursing care unit or extended care facility
	Group homes for 8 or fewer residents	2 spaces per group home
	Group homes for more than 8 residents	1 space per two beds
Household Living	Attached dwelling unit (2-5 units):	2 spaces per dwelling unit
	Attached dwelling unit (over 5 units): Less than 800 square feet of heated floor area	1 assigned space and .25 unassigned space per dwelling unit
	Attached dwelling unit (over 5 units): 800-1,200 square feet of heated floor area	1 assigned space and 0.5 unassigned space per dwelling unit
	Attached dwelling unit (over 5 units): More than 1,200 square feet of heated floor area	1 assigned space and 1 unassigned space per dwelling unit
	Detached dwelling unit	2 spaces per dwelling unit
Short-term rental unit (Ord. No. 2008-5 § 4)	One bedroom	One parking space
	Two or more bedrooms	2 parking spaces
PUBLIC, INSTITUTIONAL AND CIVIC		
Day Care, Nursery, or Kindergarten	Day care facilities	Two spaces plus one additional space for each ten children
Educational	Elementary and junior high schools	One space for each classroom, workshop, laboratory or office plus one space per 200 square feet of auditorium, gymnasium and cafeteria

	Senior high schools	Four spaces for each classroom, workshop, laboratory or office plus one space per 200 square feet of auditorium, gymnasium and cafeteria
Government Services	Municipal neighborhood and community buildings	One space per each 250 square feet of net leasable area
	Post offices	One space per each 200 square feet of net leasable area
Hospital	Hospital, medical center, other treatment facilities	One space per four beds, plus the number required, based on square feet measurement, for office, clinic, testing, research, administrative, teaching and similar activities associated with the principal use, at one space per each 350 square feet of net leasable area except for teaching facilities, which shall be one per each four seats
Human Services	Extended and sheltered care facilities, including group homes	One space per each two beds
	Human services establishments	One space per each 350 square feet of net leasable area except for lodging which shall be 1 space per 2 beds for dormitory rooms or 1 space per individual lodging unit
Libraries, museums (not for profit)	All uses	One space per each 250 square feet of net leasable area
Parks and Open Space	Parks, athletic fields, tennis and pool facilities, golf courses, etc.	As determined by the city
	Public buildings and grounds other than elementary or high schools	One space per each 250 square feet of net leasable area
	Uses for general public gatherings	One space per four seats, based on total capacity
Religious Assembly	All uses	One space per four seats
Transportation terminals	All uses	One space per each 200 square feet of net leasable area
COMMERCIAL		
Assembly	Fraternal organizations	One space per each 200 square feet of net leasable area
	Private clubs and lodges	One space per each 200 square feet of net leasable area
Financial	Drive-in banks	One space per each 350 square feet of net leasable area plus customer drive-in spaces as determined by the city
Food & Beverages	Drive-in eating and drinking establishments	One space per each 30 square feet with a 10 space minimum

	Eating and drinking establishments	One space per each 50 square feet of serving area
	Liquor stores	One space per each 200 square feet of net leasable area
	Restaurants	One space per each 200 square feet of net leasable area
Offices	Medical offices	One space per each 200 square feet of net leasable area
	Non-medical offices	One space per each 350 square feet of net leasable area
Public Accommodation	Bed and breakfast inns	0.7 space per rental unit
	Boarding, lodging, and bed and breakfast houses	0.7 space per rental unit in addition to the spaces required for the dwelling unit
	Hotels and motels	One space per rental unit
	Residential suite hotels and motels	One space per rental unit, plus one employee average shift
	Vacation time share project	Same as household living, plus one employee per six units (see page 1 of table for household living)
Recreation & Entertainment	Auditoriums	One space per 100 square feet of net leasable area
	Bowling alley	5 spaces per lane
	Enclosed recreational buildings, specialized facilities and related uses	As determined by the city
	Gymnasiums, stadiums, field houses, grandstands and related facilities	One space per each four seats or spectator spaces equal to 30 percent of the total permitted occupancy
	Private schools of instruction (music, karate, etc.)	One space per each 200 square feet of net leasable area
	Recreational and community center buildings, recreation clubs and related uses	Spaces equal to 30 percent of total permitted occupancy or as determined by the city
	Recreational and entertainment theater	One space per each three seats
Retail Sales & Services	Art galleries	One space per each 200 square feet of net leasable area
	Bicycle sales and repair	
	Blueprinting and photocopying	
	Business machines sales and service	
	Carpet stores	
	Currency exchanges	
	Drug stores	
	Dry cleaning establishments	
	Flea markets	One space for every 500 square feet of total vendor area as designated on the site plan

	Florist shops	One space per each 200 square feet of net leasable area
	Food stores	
	Funeral parlors	
	Furniture stores	
	Garden supply and nursery	
	General merchandise and appliance stores	
	General repair shops, e.g. electrical	
	Gift shops	
	Hardware stores	
	Interior decorators	
	Neighborhood groceries and laundromats	One space per each 400 square feet of net leasable area
	Opticians or optometrists	One space per each 200 square feet of net leasable area
	Other specific merchandise stores, e.g. draperies, fireplaces, glass, greeting cards, jewelry	
	Paint and wallpaper stores	
	Radio and television service and repair shops	
	Shopping centers	5 spaces per 1,000 square feet of net leasable area
	Sporting goods stores	One space per each 200 square feet of net leasable area
Service Establishments	Barber shops and beauty salons	One space per each 200 square feet of net leasable area
Vehicles & Equipment	Auto sales, new and used	One space per each 200 square feet of building area, including repair shop minus area used for displaying cars
	Automotive service station and garage for minor repair	One space per each 200 square feet of net leasable area
INDUSTRIAL		
Industrial Service & Storage	Auto and junkyards	One space per 1,700 square feet of land and buildable area
	Mini warehouses	One per 10 storage areas
	Other industrial and industrial parks	As determined by the city
Warehouse & Freight Movement	Warehouse and distribution	One space per 500 square feet of net leasable area
ACCESSORY		
Accessory dwelling units	All	One space per unit if the accessory dwelling unit is less than 1,000 square feet, otherwise, two spaces per unit

Home occupations	All	See Section 14-6.3(C)(2)(iii)

INTRODUCTION

The following presents a summary of existing City and MPO plans and policies pertinent to the Multimodal Transition Plan

SANTA FE METROPOLITAN BICYCLE MASTER PLAN (2019)

The 2019 Bicycle Master Plan (BMP) reflects the latest innovation in approaches and sets a goal of creating an 'all ages and abilities' bicycle network. It updates the prioritized list of projects to guide improvements to the bicycle network and recognizes the growing number of bicycle-related events and awareness in the city and region.

Goal 1: Education

Educate motorists and bicyclists about traffic laws and safe operating behavior; integrate bicycle-safety education for students of all ages.

Bicycle Education

Offering a variety of ways for people to get the skills and confidence to ride is key to building great places for bicycling. At the community level, this begins with bicycle-safety education being a routine part of public education. Communities, businesses, and campuses can offer options for adults looking to improve their biking skills with everything from online tips, brown-bag-lunch presentations, and in-depth on-bike training opportunities. The League's Smart Cycling program and more than 2,000 League Cycling Instructors around the country are a great resource in delivering high-quality education programs.

Motorist Education

It is also vital to make motorists and cyclists aware of their rights and responsibilities on the road through public-education campaigns that promote the Share the Road message.

Safe Routes To Schools (SRTS)

Since 2018, Santa Fe Public Schools, through its Sustainability Program, has taken a stronger interest in promoting walking and bicycling to school, including:

- City transportation planning and engineering approaches that address built environment needs and ensure safe conditions for walking and biking
- Tools, guides, and resources to encourage participation in safe and active transportation
- Educational activities for students, parents, and community members about rules of the road and traffic safety
- Enforcement approaches to encourage safety and reduce unsafe behaviors among drivers, bicyclists, and pedestrians
- Evaluation activities to monitor and measure the impact of these programs.

Goal 2: Design Standards

Adopt design standards or a toolkit that meets current AASHTO and NACTO standards to improve both new bicycle facilities and on road retrofits.

Goal 3: Connectivity

Provide critical connections for bicyclists and pedestrians of all ages and abilities that link destinations, transit, and neighborhoods.

Goal 4: Encouragement

Create incentives and remove barriers to travel by bicycle to increase mobility, accessibility, ridership, and safety. Creating a strong bike culture that welcomes and celebrates bicycling.

Promotional Events

Communities, businesses and universities play a critical role in encouraging people to ride, by giving them a variety of opportunities and incentives to get on their bikes. This can be done through the celebration of National Bike Month and Bike to Work Day, producing community bike maps, route finding signage, bicycle-themed celebrations and rides, and commuter challenges.

Bike Share

Many places are investing in public bike-sharing systems and internal fleets, which are a convenient, cost effective, and healthy way of encouraging people to make short trips by bike.

Equity and Access

Developing a bicycle network for all ages and abilities while prioritizing short trips is the first step in improving equity and access to bicycle transportation.

- For individuals not accustomed to bicycling, the Bike Buddies program is offered at no cost through the Santa Fe County Sustainability Office as a peer-to-peer service to guide a resident interested in bicycle commuting in the field along the best routes, outline safety recommendations, and assist with basic maintenance.
- Local educational institutions such as St. John's College offer a bicycle loan program to students and have a maintenance shop on campus.
- A free and secure bike-valet program, developed by Bike Santa Fe, enables car-free access to many popular and crowded local events.

Goal 5: Wayfinding

Provide bicyclists with easily accessible information (signage, maps) on how to use the bicycle network.

Goal 6: Data

Gather data on the current state of bicycling in Santa Fe to serve as a baseline and a tool for analyzing the quality of the bicycle network.

Goal 7: Safety

Create a bicycle network that is safe and comfortable for bicyclists of all ages and abilities, particularly at schools and surrounding neighborhoods.

Implementation Steps/Strategies

Develop a complete bicycle network that is integrated, effective, and improves on existing bicycle facilities.

1. Complete critical network connections for bicyclists and pedestrians.
2. Include bicycle facility upgrades as part of roadway retrofits.

3. Improve bicycle signage and wayfinding on trails and roads.
4. Implement "Complete Streets" policies for all roadway construction and maintenance.
5. Adopt engineering guidelines for bicycle-facility planning, design, construction, and maintenance.
6. Coordinate bikeway-facility planning efforts.
7. Improve and expand bicycle parking.
8. Target investments in new infrastructure that maximizes cost effectiveness toward a better bikeway system.
9. Gather data to support and guide bicycle planning.
10. Support pro-active maintenance of on-road and off-road facilities while minimizing impact to users.
11. Research, consider, promote, and implement best design practices.

SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN (2015)

The Santa Fe Metropolitan Pedestrian Master Plan supports a continued shift in thinking about the street environment that moves us from a car-centric approach to a multimodal, comprehensive approach where pedestrians are not marginalized but accommodated and encouraged to walk in a safe and pleasing environment.

This Plan presents a set of goals and strategies as well as a framework for improving the pedestrian environment within the Santa Fe Metropolitan Planning Area and will serve to accomplish the following:

- Detail existing sidewalk-system conditions, review policies for sidewalk maintenance and reconstruction, and assess current design guidelines and policies that serve to enhance and promote Santa Fe as a pedestrian friendly community.
- Provide clear project and policy recommendations that advance the ability of all citizens and visitors to walk throughout the community in a safe, convenient, fun, and healthy manner.

Vision

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

Goal 1: Safety

Improve pedestrian safety through well-designed facilities along and across roadways and by promoting safe driving, walking, and bicycling behavior.

- The primary goals for improving safety are to reduce the incidence of pedestrian crashes and to increase the perception of safety for pedestrians. Policy recommendations focus on the design, construction, and maintenance of sidewalks and streets so pedestrians feel comfortable walking.
- Particular attention must be paid to improvements at intersections and crossings, where most pedestrian crashes occur.
- One aspect of safety recommendations is not engineering or design related, but focus on education and enforcement of traffic laws regulating interaction between motorists,

bicyclists, and pedestrians. Many people are not aware of how laws apply to pedestrians. Safety education can build awareness and understanding of all users as to their role in the transportation system.

Goal 2: Equity

Provide accessible pedestrian facilities for all through equity in public engagement, service delivery, and capital investment.

Goal 3: Health

Develop a pedestrian network that promotes active, healthy lifestyles and sustains a healthy environment.

- Encouragement recommendations seek to promote physical activity and improve community health through increased levels of walking and bicycling. The "safety in numbers" phenomenon suggests that improved safety will also be a result of growing pedestrian and bicycling activity.

Goal 4: Social

Enhance social interactions by creating inviting public places for people.

Goal 5: Multimodal Transportation

Develop high-quality pedestrian facilities that provide access to all other modes of transportation.

Goal 6: Economic Sustainability

Enhance economic vibrancy by creating safe and aesthetically pleasing walking environments with easy connections to commercial centers and attractive and enjoyable public places.

Goal 7: Connectivity

Provide a citywide network of accessible, efficient, and convenient pedestrian infrastructure that connects homes, jobs, shopping, schools, services, and recreation areas using sidewalks, crosswalks, shared-use paths, bridges, tunnels, and signage.

- The major elements of the pedestrian network are sidewalks and street crossings. Sidewalks should provide a well-connected, attractive, and safe pedestrian environment separated from cars that includes space for walking and appropriate street amenities.
- Gaps in the sidewalk network should be addressed and driveway intrusions minimized.
- Pedestrian access in parking lots should be provided.
- Street crossings should be provided at intersections and appropriate mid-block locations for increased crossing opportunities.

Goal 8: Land Use and Site Design

Employ land-use planning and site-design requirements that are conducive to pedestrian travel and result in a mode shift away from automobile trips to walking trips.

- Recent planning and emphasis on sustainability in design has combined the practices of Complete Streets, Great Streets, Green Streets, and the intent of the National Environmental Policy Act (NEPA) into Sustainable Streets. An integrated transportation approach, sustainable streets not only address transportation modes and users, but also looks at the physical context and environmental aspects of street design.

Goal 9: Environment

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

RESOLUTION NO. 2014 – CARBON NEUTRAL 2040 (2014)

This resolution declares the Governing Body's intent for the City of Santa Fe to become carbon neutral by the year 2040.

Goals Related to Active Transportation

- The City of Santa Fe is committed to protecting the long-term health and viability of our community through strategies designed to reduce greenhouse gas emissions and mitigate the effects of climate change.
- Reducing community-wide greenhouse gas emissions, especially from the transportation sector, can have a positive impact on local air quality and result in a healthier community.
- Best practice for seeking carbon neutral status entails reducing and/or avoiding carbon emissions first so that only unavoidable emissions are offset.

2020-2045 METROPOLITAN TRANSPORTATION PLAN (2020)

The Metropolitan Transportation Plan (MTP) vision is to create and maintain a safe, efficient, and reliable transportation system with viable transportation options accessible to all users.

Goal 1: Safety

A safe and secure transportation system for motorized and non-motorized users.

- The safety of the roadway system is of critical importance for all users, including pedestrians, bicyclists, transit users, and motorists, as it reduces the risk of people being seriously injured or killed in crashes. Safety improvements can range from modifying signal phasing at an intersection to eliminating conflict by providing grade separation.

➔ Evaluation: How well does the project improve safety for all users? Does it alleviate a known issue?

Goal 2: Public Health

A transportation system that supports healthy lifestyles.

- Encourages reliable, safe, and cost-effective transportation options
- Emphasizes the importance of focusing on the movement of people rather than vehicles
- Increases active and public transportation options for all
- Leverages transportation to connect people to jobs, schools, parks, healthcare, family and friends, healthy food, recreation, and entertainment

➔ Evaluation: Does the proposed project encourage active transportation modes like biking and walking, improve air quality, improve safety, and/or improve access to essential services?

Goal 3: Social Equity

Equitable investments in transportation that enable quality of life for all residents.

- An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping, and social/recreational activities.

➔ **Evaluation:** Would the proposed project contribute to quality of life in an area of the region with concentrations of underserved populations?

Goal 4: Multimodal Mobility & Accessibility

An accessible, connected, and integrated transportation system.

- The MPO also supports other engineering measures for bicycle and general trail traffic, including specific crosswalk improvements, intersection improvements (including bike lanes and signal actuation mechanisms), sharrows or shared lane arrows, and calming or diversion of motor vehicle traffic to create more bicycle and pedestrian-friendly street environments, as found along "bike boulevards" that have been established in some communities. The MPO will continue to examine trail-street crossings to help local governments prioritize improvements to at-grade crossings and potential locations for grade-separated crossings.
- Future construction or reconstruction of MPO-area streets classified at the collector or arterial level should include appropriately-paved shoulders or bicycle lanes (preferably buffered or protected) where feasible.
- In coordination with local jurisdictions, the MPO should emphasize education of bicyclists, education of motorists, and encouragement by events (Bike-to-Work Week), and guidance (Bikeways and Trail Map, Bike Route Signage).

➔ **Evaluation:** Does the proposed project allow accommodation and/or availability of transportation options using different modes?

Goal 5: Environmental Stewardship

A transportation system that protects and enhances the natural, cultural, and built environment and mitigates climate change.

- Achieve annual reductions in daily vehicle miles traveled (DVMT)
- Achieve annual increases in the total miles of sidewalks, on-road bicycle lanes, and multi-use paths
- Increase public transit ridership annually
- Increase the proportion of low- and zero-emissions City-fleet vehicles
- Increase the proportion of low- and zero-emissions vehicles in the community

➔ **Evaluation:** What is the project's potential for reducing mobile source GHG emissions?

Goal 6: Congestion Relief & System Operations

An efficient and reliable transportation system poised to leverage emerging technologies.

➔ **Evaluation:** How does the proposed project impact current or projected congestion or the mobility of the targeted mode(s)?

Goal 7: Economic & Community Vitality

A transportation system that supports economic and community vitality.

- An efficient transportation network provides reduced transit times and reliability of the movement of goods locally, regionally, and nationally.

➔ **Evaluation:** How well will the proposed project improve the mobility of freight and access to commerce?

Goal 8: System Preservation

A well-maintained transportation system.

➔ **Evaluation:** Does the project improve the condition of the existing transportation system?

Goal 9: Partnership & Funding

Regional collaboration in transportation planning, funding, and implementation.

➔ **Evaluation:** Does the project have strong support from partner agencies and present opportunities for collaborative and/or unique funding approaches? Is the project well-positioned to be implemented (has the project undergone a planning study and preliminary design)?

Parking Management - Implementation Strategies

- Implement commuter transportation demand management (TDM) strategies including promotion of teleworking.
- Coordinate public information messages across departments to incorporate green infrastructure and transportation information regarding environmental stewardship and the importance of protecting Santa Fe's ecosystems.
- Support mixed-use development and population and employment density that supports alternative modes of transportation.
- Implement land-use policy reform to promote density and land-use flexibility, reduce trips, support MaaS (Mobility as a Service) by allowing vending in the right of way (ROW), support itinerant vendor permits, etc.
- Support management and pricing strategies that increase tourism spending.
- Look critically at the parking supply; when free or inexpensive parking is offered, it leads to overuse. Parking management is integral to any TDM program.

Transit Recommendations

The MTP identifies the following needs and recommendations to improve transit in Santa Fe and the surrounding region:

- Investments in technology, including websites, real-time GPS tracking, trip planners, and google transit, are occurring but not in a coordinated manner. The need for regionally-coordinated efforts for the investment of technology in a manner that allows the rider to enjoy well-connected user-friendly service is identified.
- Each service provider offers detailed but individual website access, marketing materials and strategies, route maps, signage, and more. Each provider recognizes the benefit of having a coordinated information clearinghouse that includes a website that steers riders to access their destination without having to negotiate multiple sites.
- Stakeholder and public input clearly emphasized a desire for increased evening and weekend services throughout the metro area by Santa Fe Trails and the Rail Runner.
- Additional access needs have been identified to include human services, medical facilities, advanced educational institutions, general access around the south side of Santa Fe, and linkages to the Santa Fe Regional Airport and Albuquerque International Sunport Airport.
- Safety and security were identified as hindering ridership, especially along Santa Fe Trails' Cerrillos Road Route 2, where public drunkenness and disorderly conduct were cited

multiple times. It is recommended that transit services coordinate efforts to address the issues of safety and security on a regional basis. Some examples include developing a regionwide policy for handling inebriated persons, collective security certification requirements, marketing campaigns, and empowering riders to report incidents in a safe and secure manner.

- Originally operated by the Santa Fe Parking Division, the Santa Fe Pick-Up was developed to assist Rail Runner commuters in achieving their last mile downtown and to provide tourists downtown loop service, including Canyon Road and Museum Hill. There is strong agreement that the rebranding and repurposing of the Santa Fe Pick-Up could better service both commuters and tourists with some significant modifications and investments.
- The often-repeated phrase that every transit rider is a pedestrian rings true in the Santa Fe metro area, including bicyclists. Access to stops, better facilities at each stop, and a critical look at the public linkages between stops need to be considered.
- Similarly, concerns of the "first mile and last mile," or how and where transit stops connect to the beginning or end of a trip, should be addressed and options such as bike-share or e-scooters evaluated.

SUSTAINABLE SANTA FE 25-YEAR PLAN (2018)

This Sustainable Santa Fe 25-Year Plan reflects the City Council commitments to carbon neutrality and sustainability planning and builds on the efforts of the Sustainable Santa Fe Commission (SSFC), dedicated community members, and City staff to provide a roadmap towards a sustainable future. It is a living document, fully intended to evolve as the proposed strategies are implemented, priorities shift, technology changes, and lessons are learned.

The mission of this planning effort was to establish a Plan to guide the citizens and government of Santa Fe toward achieving a sustainable community. Using a Triple Bottom Line framework and carbon neutral aspiration, goals were established to provide guidance for elements of sustainability that were being addressed by specific working groups of the Sustainable Santa Fe Commission.

➔ Santa Fe's Sustainability Vision: We envision a thriving community where climate impacts are neutralized, natural resources are abundant and clean, and sustainable economic activity is generated through enhancing social equity and the regenerative capacity of the environment.

Goal: Carbon Neutrality

The Sustainable Santa Fe 25-Year Plan addresses the City's goal to achieve carbon neutrality by 2040. This goal will be achieved by reducing greenhouse gas emissions from all sources and sectors, including the challenging issue of lowering transportation related emissions.

Goal: Ecological Resilience

An ecologically resilient Santa Fe is one that not only protects and conserves its natural resources, but also seeks to adapt and restore them despite the pressures of climate change and its impacts on the region. Santa Fe must be resilient in its ability to absorb disturbances, anticipate challenges, be prepared to cope with stress, and evolve to adverse climate stressors and risks.

- Energy: Establish a clean energy landscape with a secure and diversified portfolio that maintains reliable, low-cost, efficient, low water use, and low air and carbon emissions services.

- Ecosystems: Enhancing biodiversity, strengthening wildlife corridors, and further connecting trails and open spaces, will help enhance biodiversity, community resiliency, livability, health, and wellbeing.

Goal: Economic Vitality

An economically vital community provides a systems approach to infrastructure – in the built environment, in the transportation system, and in broadband systems – that reflects community values of affordability, quality of life, and accessibility. It provides economic security for its residents with living-wage job opportunities and reinvigorates a sense of community from each neighborhood to the entire city. An economically vital Santa Fe can support the community's human activities while enhancing other living systems.

- Community Development: Achieve long-term sustainable economic growth and improved social cohesion by stimulating a diverse, innovative economy with high-wage, high impact jobs alongside jobs with living wages that enable community reinvestment.
    - CD7: Catalyze redevelopment of Opportunity Zones. Leverage Santa Fe's Opportunity Zones to spur redevelopment and investment activities. Opportunity Zones are a new community development program established by Congress in the Tax Cuts and Jobs Act of 2017 to encourage long-term investments in low-income urban and rural communities nationwide. The Opportunity Zones program provides a tax incentive for investors to re-invest their unrealized capital gains into Opportunity Funds that are dedicated to areas designated by the chief executives of every U.S. state and territory. Five of New Mexico's Opportunity Zones are in Santa Fe and include Midtown LINC, Siler Road Quarter, Cerrillos and Jaguar Road District, South City Hospital – Rail Runner- Airport Runner.
- Built Environment: Adopt building and land-use practices that minimize the use of natural resources and enable low carbon and healthy lifestyles for all community members.
    - BE6: Updated land-use plan. Develop an updated land-use plan that encourages vibrant neighborhood gathering places by integrating transit with housing, entertainment, commercial, and open spaces
    - BE7: Pilot and incentivize sustainable development practices. Create healthy, safe, and sustainable neighborhoods by encouraging, incentivizing, and piloting development practices that result in higher residential densities, support a mix of uses and mixed incomes, provide access to education and wellness amenities, and are located along major transportation corridors and development nodes. Explore using the eco-district model to pilot an eco-district approach in Santa Fe. Learn from other vivid examples like East Lake near Atlanta, Georgia.
- Transportation: Plan for and invest in a safe, modernized transportation system that supports low-emission, active, and equitable mobility options for all users.
    - T1: Develop municipal employee alternative transit incentive program. Develop a program for City employees that provides them with incentives to utilize alternative modes of transportation when commuting to and from work.
    - T2: Promote healthy and active transportation modes. Promote healthy and active modes of transportation, such as walking and bicycling, throughout the community.

- T4: Adopt transit and EV-supportive zoning and land-use regulations. Implement zoning and land use regulations that support transit use, electric-vehicle (EV) use, and the development of transit and EV infrastructure.
- T5: Increase transit ridership. Increase ridership of Santa Fe Trails, especially on weekends and evenings, and address first- and last-mile needs to support transit ridership.
- T6: Invest in multimodal transportation options. Explore ways to diversify and enhance transportation funding to support investments in public transit, sidewalks, and bike paths to improve access and mobility for all users.
- T7: Integrate transit-supporting technology. Implement technology service solutions such as mobile phone applications that maximize an individual's real-time access to data and information around transit services, bicycle and walking routes, and efficient roadway travel, such as EV-charging and ride-share programs.
- T8: Employ transportation coordinator. Create a bicycle, pedestrian, and transit (transportation) coordinator position within the City of Santa Fe to focus on integrating land use and transportation planning, and work closely with City departments and divisions to ensure that best practices are integrated into long-term planning and projects under development, as well as support and promote active transportation events.
- T9: Develop smart transportation system and multimodal network. Develop a "Smart Cities" plan to improve the City of Santa Fe transportation system. This includes smart transportation technologies such as smart parking meters, transit censors and cameras to collect data, infrastructure that relays real-time transit status, signal-priority technology, and system-wide incident detection and reporting. Continue to build high-quality bicycle lanes, sidewalks, crosswalks, and networks of walking and hiking trails accessible to all neighborhoods in the City and build with identified "Smart City" technologies.

Goal: Quality of Life & Social Equity

A socially equitable community with high quality of life is one in which every person has access to resources to successfully meet their basic needs.

- Health & Well-Being: Improve community health and wellbeing by implementing services, programs, and policies that support positive health outcomes for people of all ages and backgrounds.
  - HW1: Align public health and wellness policies and program. Continue providing health and wellness programs, services, and education to the public. Review, align, and publicize wellness policies and programs throughout the Santa Fe region.
  - HW3: Launch Municipal bike share program. Design and implement a bike-share program for municipal employees.
  - HW4: Expand Municipal employee health and wellness programs. Continue to provide and expand employee wellness, nutrition, and education programs to municipal employees.

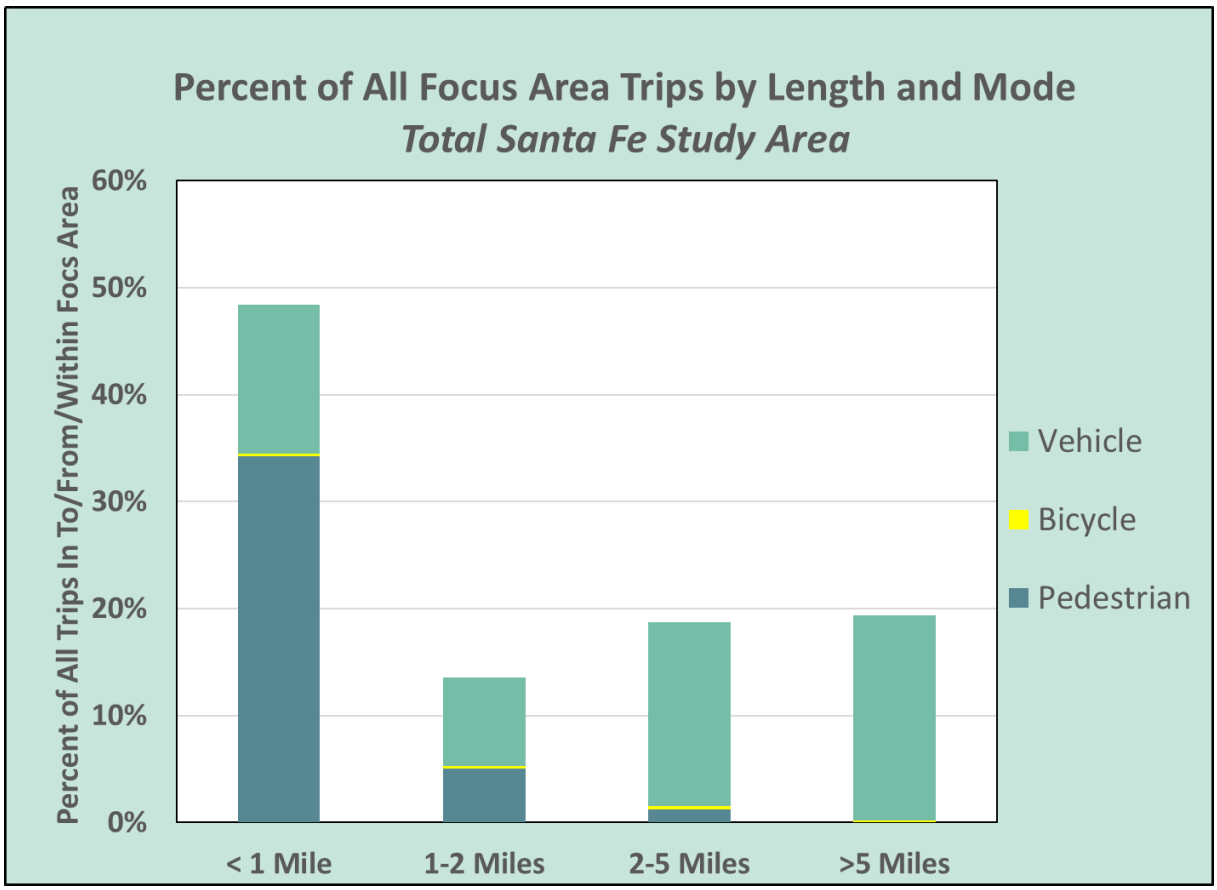
- Food Systems: Support and strengthen the connections between and within local food systems by working with producers, processors, marketers, and consumers to enhance sustainable practices, support a thriving local food economy, and ensure food security.
    - FS8: Ensure transit service to food outlets. Advocate for public transportation routes to food outlets that offer a full range of whole and fresh food options.
- Social Equity: Empower participation in the implementation of the Sustainable Santa Fe 25-Year Plan while acting to increase equity community-wide by actively engaging and attempting to meet the needs of underserved and underrepresented populations.
    - SE2: Develop social-equity indicators. Develop locally-relevant social-equity indicators and use them to inform and guide social-equity-related sustainability actions going forward. The indicators might draw from some of the performance trends contained in the Sustainable Santa Fe 25-Year Plan, but could also draw upon other local data sources.

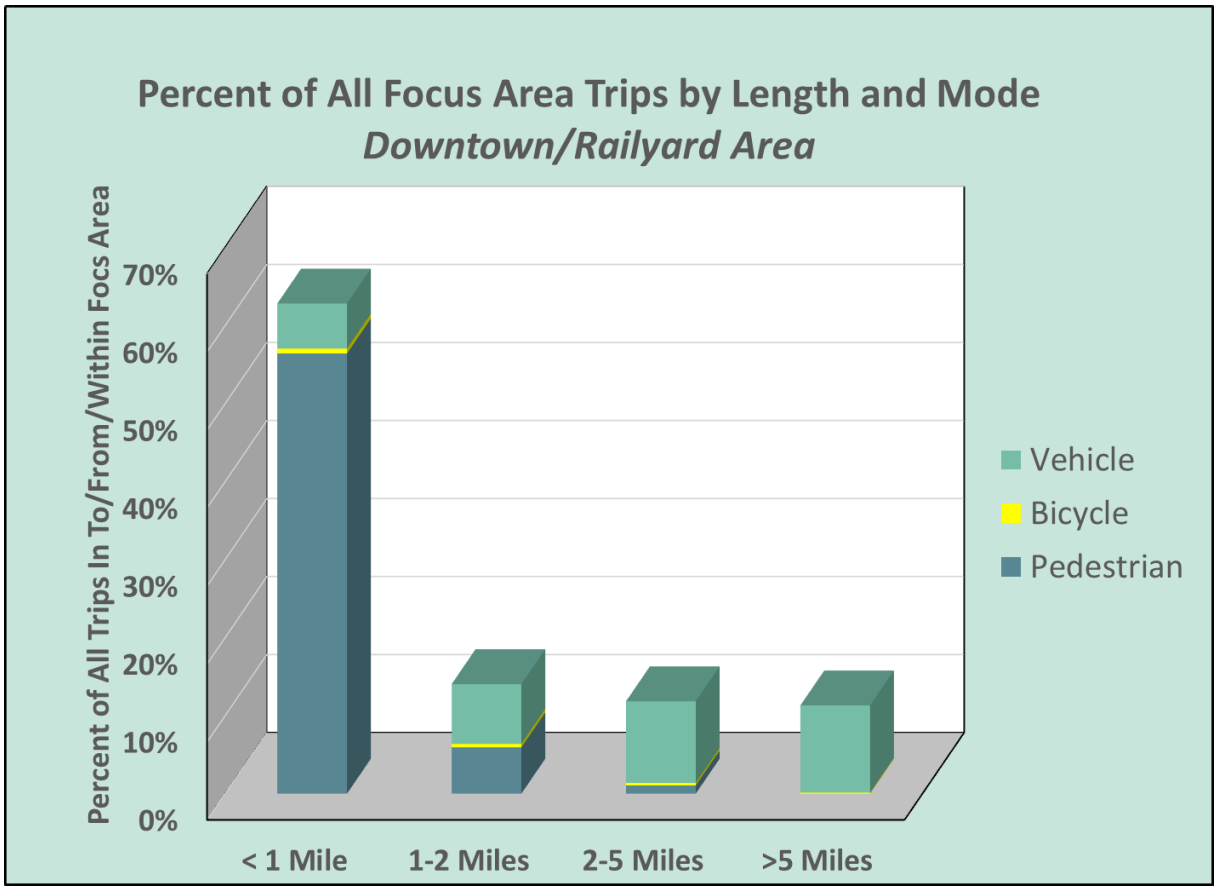
Appendix K: StreetLight Data

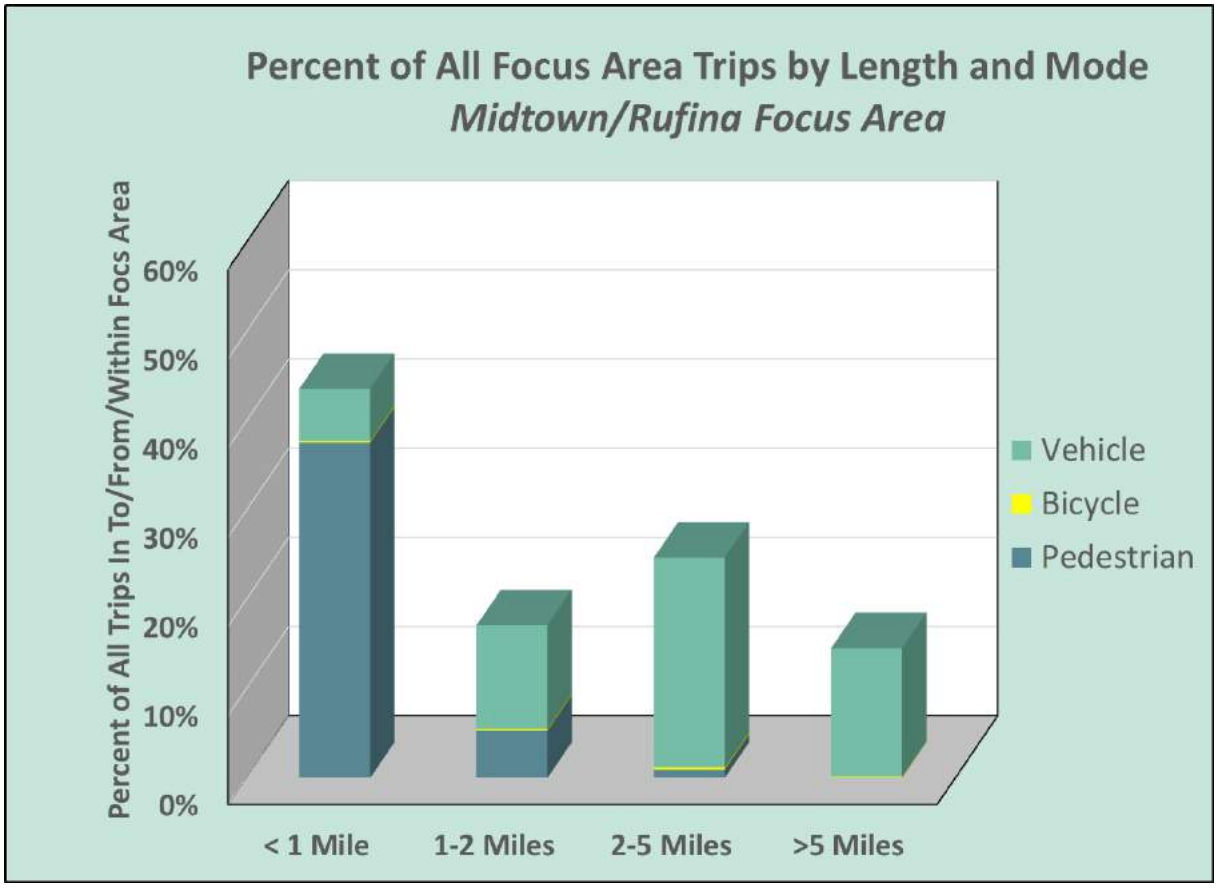
Proportion of StreetLight Trips by Length and Mode

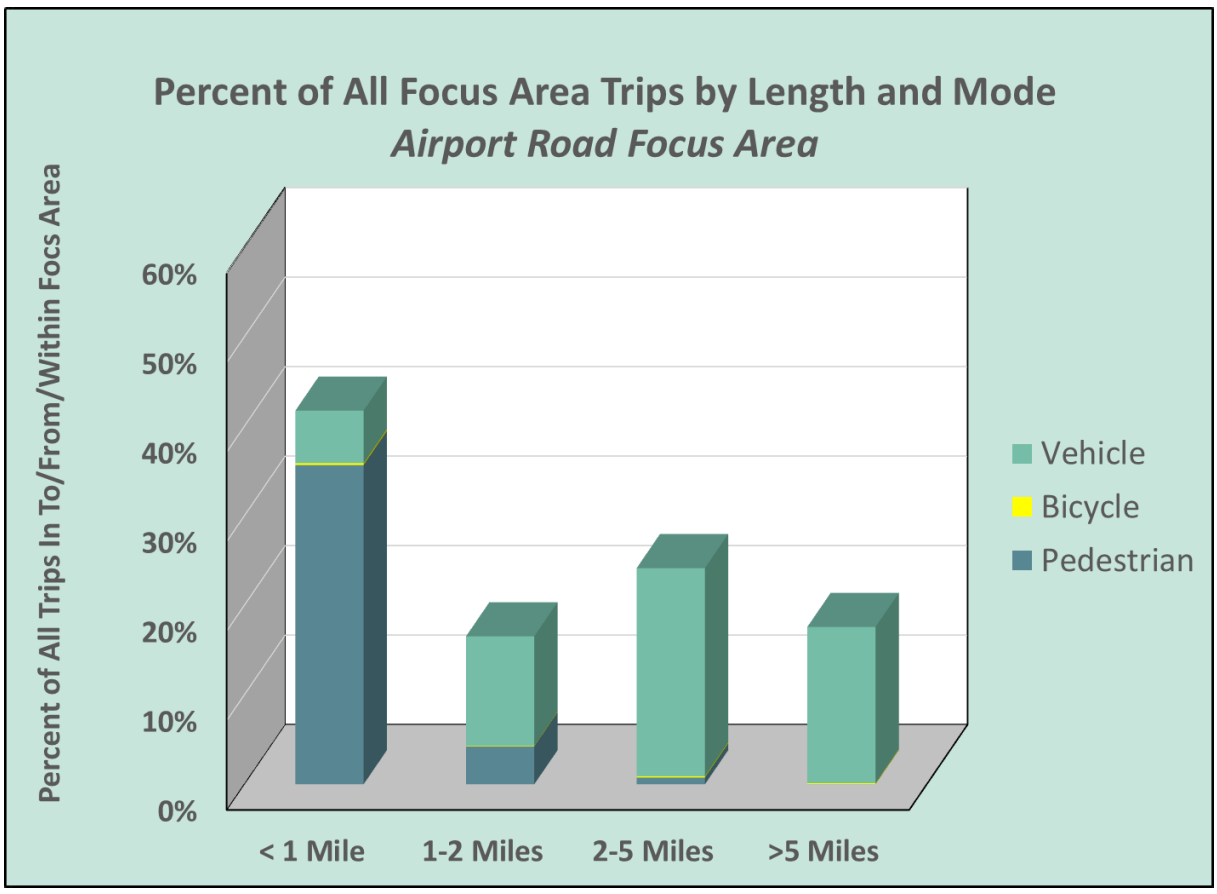
	Trip Length				
	< 1 Mile	1-2 Miles	2-5 Miles	>5 Miles	Total
Total Santa Fe					
Pedestrian	34.3%	5.0%	1.2%	0.0%	40.6%
Bicycle	0.2%	0.2%	0.3%	0.1%	0.9%
Vehicle	13.9%	8.3%	17.2%	19.2%	58.6%
All Trips	48.4%	13.5%	18.7%	19.3%	100.0%
Total Downtown/Railyard Focus Area					
Pedestrian	56.4%	5.9%	1.1%	0.0%	63.4%
Bicycle	0.6%	0.4%	0.3%	0.1%	1.5%
Vehicle	5.8%	7.7%	10.5%	11.2%	35.1%
All Trips	62.8%	14.0%	11.8%	11.3%	100.0%
Total Midtown/Rufina Focus Area					
Pedestrian	37.6%	5.3%	0.9%	0.0%	43.8%
Bicycle	0.2%	0.2%	0.2%	0.1%	0.8%
Vehicle	5.8%	11.6%	23.5%	14.4%	55.5%
All Trips	43.6%	17.1%	24.7%	14.6%	100.0%
Total Airport Road Focus Area					
Pedestrian	35.7%	4.2%	0.8%	0.0%	40.7%
Bicycle	0.2%	0.1%	0.1%	0.1%	0.6%
Vehicle	5.9%	12.2%	23.3%	17.4%	58.8%
All Trips	41.7%	16.5%	24.1%	17.6%	100.0%

Source: Streetlight data for August 2019


Percent of All Focus Area Trips by Length and Mode
Total Santa Fe Study Area
Percent of All Trips In To/From/Within Focs Area
60%
50%
40%
30%
20%
10%
0%
< 1 Mile
1-2 Miles
2-5 Miles
>5 Miles
Vehicle
Bicycle
Pedestrian


Percent of All Focus Area Trips by Length and Mode
Downtown/Railyard Area
Percent of All Trips In To/From/Within Focs Area
70%
60%
50%
40%
30%
20%
10%
0%
< 1 Mile
1-2 Miles
2-5 Miles
>5 Miles
Vehicle
Bicycle
Pedestrian


Percent of All Focus Area Trips by Length and Mode
Midtown/Rufina Focus Area
Percent of All Trips In To/From/Within Focs Area
60%
50%
40%
30%
20%
10%
0%
< 1 Mile
1-2 Miles
2-5 Miles
>5 Miles
Vehicle
Bicycle
Pedestrian


Percent of All Focus Area Trips by Length and Mode
Airport Road Focus Area
Percent of All Trips In To/From/Within Focs Area
60%
50%
40%
30%
20%
10%
0%
< 1 Mile
1-2 Miles
2-5 Miles
>5 Miles
Vehicle
Bicycle
Pedestrian

Santa Fe StreetLight Trip Duration

	Percent of Trips By Mode Within Trip Duration Range																Total	Avg Trip Duration (Minutes)
Pedestrian Trips																		
Trip Duration (Minutes)	*0-5*	*5-10*	*10-15*	*15-20*	*20-25*	*25-30*	*30-35*	*35-40*	*40-45*	*45-50*	*50-55*	*55-60*	*60+*					
Santa Fe Total	7.9%	18.3%	18.6%	14.4%	11.6%	6.9%	5.6%	3.8%	3.0%	2.0%	1.6%	1.2%	5.0%				100%	21
Total Downtown Zone	7.4%	20.5%	19.3%	14.8%	11.4%	6.5%	5.7%	3.5%	2.7%	1.6%	1.5%	1.1%	4.0%				100%	20
Total Midtown Zone	10.0%	20.1%	20.1%	14.6%	10.9%	6.3%	4.5%	2.9%	2.8%	1.9%	1.3%	1.0%	3.6%				100%	19
Total Airport Zone	9.6%	20.6%	19.0%	15.0%	11.6%	6.2%	4.9%	3.1%	2.4%	1.8%	1.3%	0.8%	3.6%				100%	19
Bicycle Trips																		
Trip Duration (Minutes)	*0-5*	*5-10*	*10-15*	*15-20*	*20-25*	*25-30*	*30-35*	*35-40*	*40-45*	*45-50*	*50-55*	*55-60*	*60+*					
Santa Fe Total	9.7%	17.3%	15.1%	11.5%	9.3%	6.6%	5.9%	3.7%	3.4%	2.6%	2.5%	2.5%	9.9%				100%	24
Total Downtown Zone	13.7%	22.5%	18.8%	13.2%	7.7%	5.8%	4.0%	1.9%	3.2%	0.9%	1.3%	2.0%	5.2%				100%	19
Total Midtown Zone	10.1%	17.7%	18.9%	7.6%	9.9%	4.6%	4.7%	3.3%	1.8%	3.1%	3.7%	2.4%	12.2%				100%	25
Total Airport Zone	20.2%	18.4%	10.1%	6.6%	7.7%	5.9%	6.0%	6.8%	4.0%	1.4%	3.4%	1.3%	8.2%				100%	22
Vehicle Trips																		
Trip Duration (Minutes)	*0-10*	*10-20*	*20-30*	*30-40*	*40-50*	*50-60*	*60-70*	*70-80*	*80-90*	*90-100*	*100-110*	*110-120*	*120-130*	*130-140*	*140-150*	*150+*		
Santa Fe Total	30.3%	30.4%	20.0%	9.6%	4.6%	2.2%	1.1%	0.6%	0.4%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	100%	20
Total Downtown Zone	14.5%	35.7%	24.4%	12.1%	6.1%	3.1%	1.5%	0.9%	0.5%	0.4%	0.2%	0.1%	0.1%	0.1%	0.1%	0.2%	100%	24
Total Midtown Zone	16.1%	37.2%	23.4%	11.5%	5.5%	2.8%	1.4%	0.8%	0.5%	0.2%	0.2%	0.1%	0.1%	0.1%	0.0%	0.2%	100%	23
Total Airport Zone	18.1%	35.8%	23.2%	11.3%	5.5%	2.6%	1.5%	0.7%	0.4%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.2%	100%	23

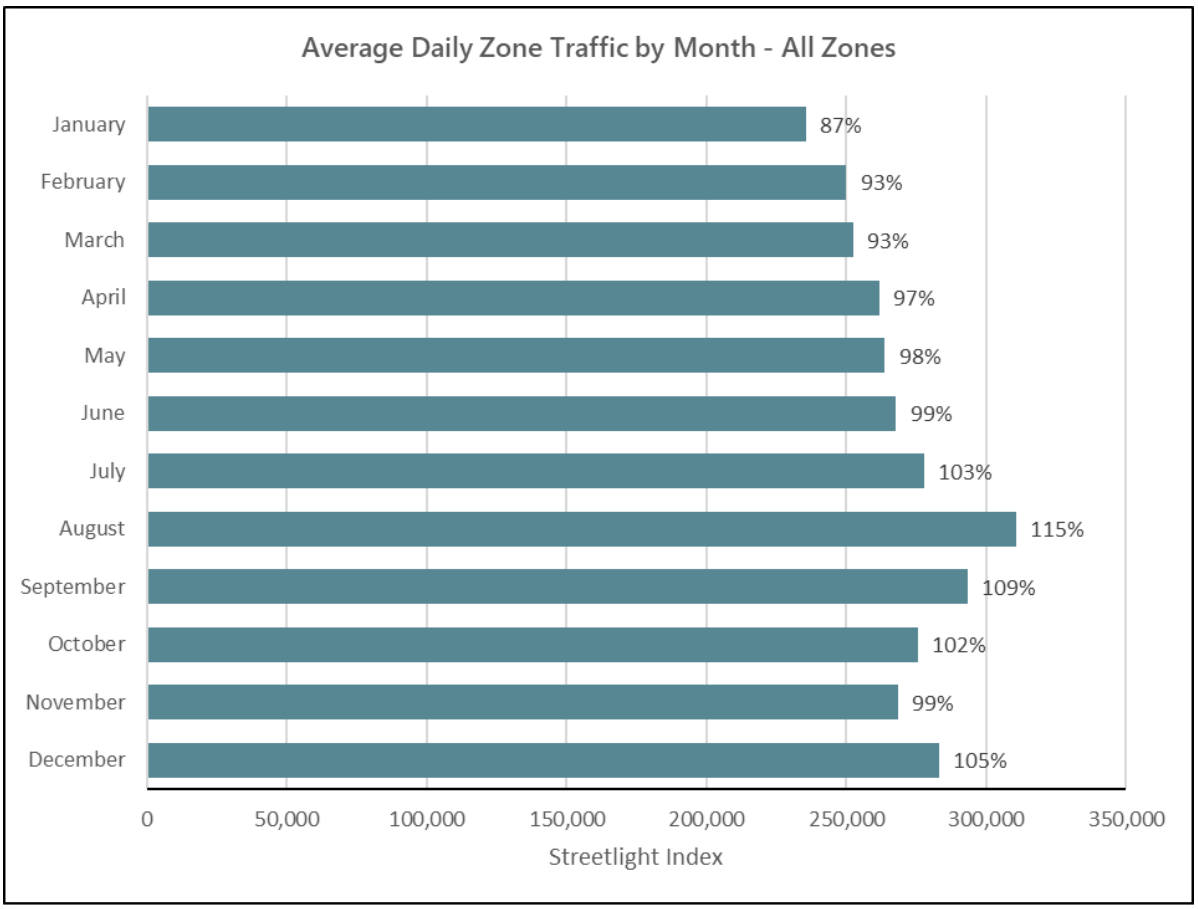
Source: StreetLight device data for July, 2019.

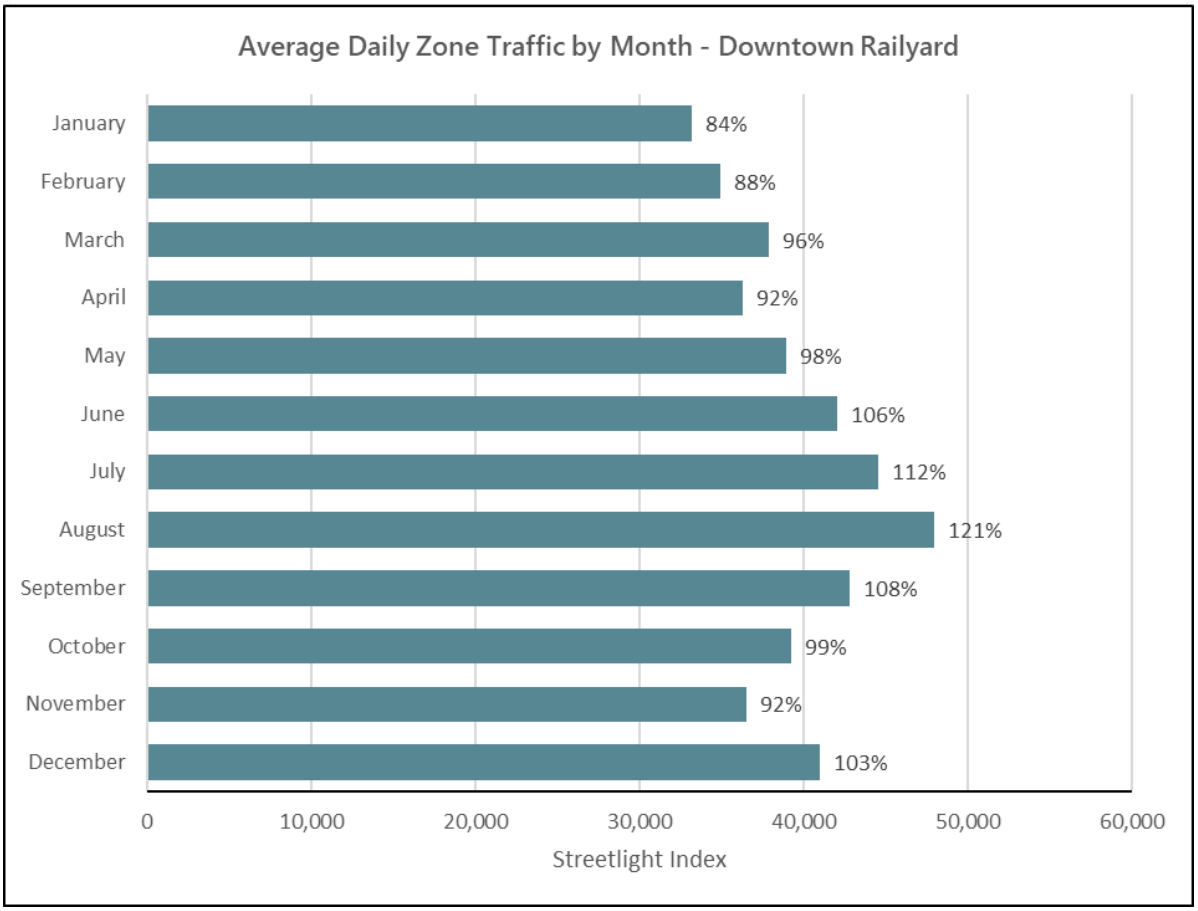
Santa Fe Peak Month Trip Length by Mode and Focus Area

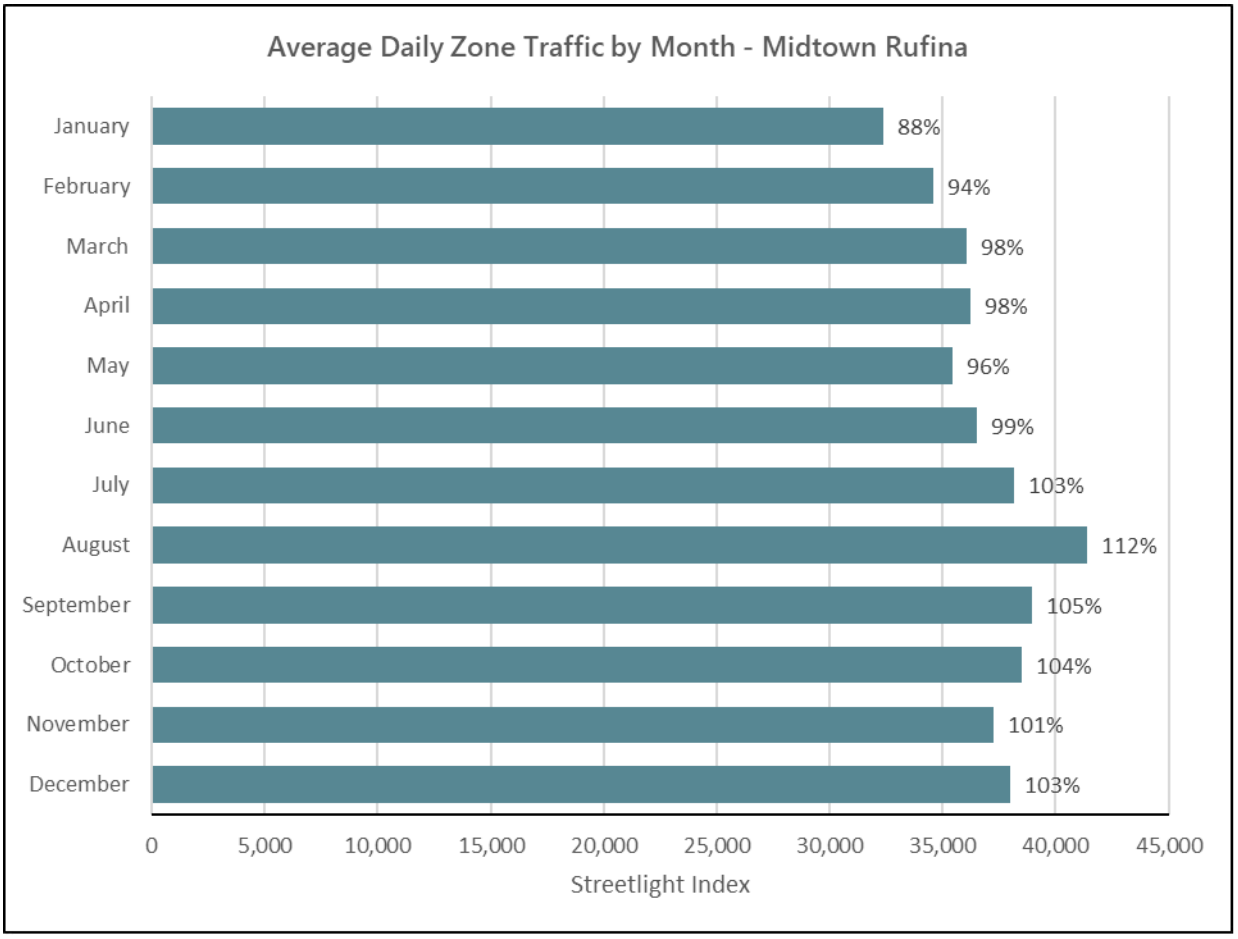
Data Range: 08/01/2019 - 08/31/2019

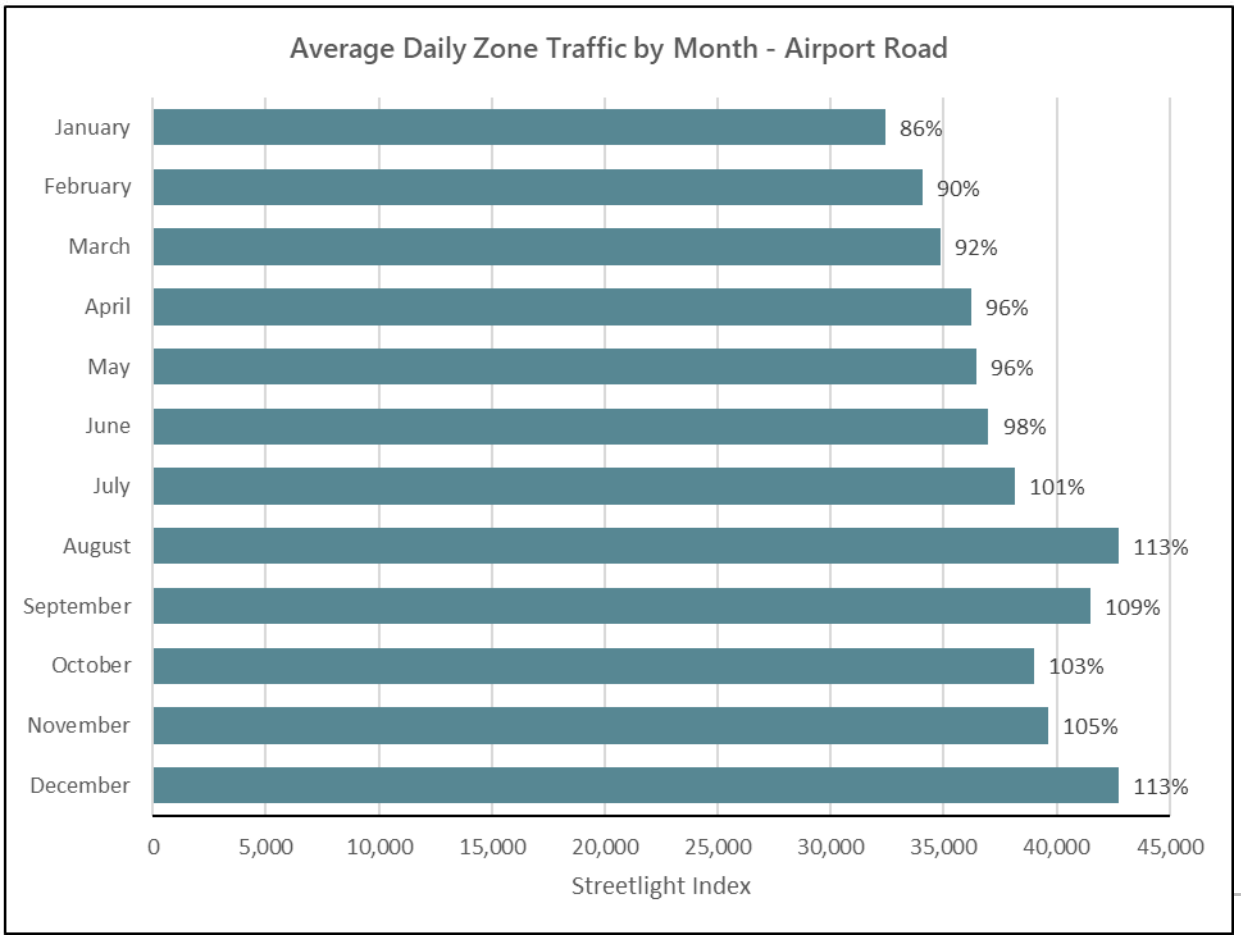
Origin Focus Area	Description	Mode	Trip Length (Miles) <=1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 6	6 to 7	7 to 8	8 to 9	9 to 10	10+	Total	*Subtotal >-1 Mile*
Total Study Area	StreetLight Index	Vehicle	98288	58646	49970	39826	32418	24943	18572	14079	16376	11802	50039	414959	*316671*
		Ped	242819	35726	6622	1660	475	226	-	-	-	-	-	287529	*44710*
		Bike	1702	1501	928	619	360	256	175	143	119	78	280	6161	*4459*
		Total	342809	95874	57521	42105	33253	25424	18747	14223	16495	11880	50318	708649	*365840*
		Total %	*48%*	*14%*	*8%*	*6%*	*5%*	*4%*	*3%*	*2%*	*2%*	*2%*	*7%*	*100%*	*52%*
	% StreetLight Index	Vehicle	29%	61%	87%	95%	97%	98%	99%	99%	99%	99%	99%	59%	*87%*
		Ped	71%	37%	12%	4%	1%	1%	-	-	-	-	-	41%	*12%*
		Bike	0%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%	*1%*
		Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	*100%*
Airport Road Focus Area	StreetLight Index	Vehicle	7958	10553	6086	4328	4003	3006	2258	1609	1754	1651	5132	48338	*40380*
		Ped	77778	8184	1162	249	39	0	-	-	-	-	-	87412	*9634*
		Bike	866	612	266	98	84	33	37	42	8	13	55	2113	*1247*
		Total	86602	19348	7514	4675	4125	3039	2295	1651	1763	1664	5187	137863	*51261*
		Total %	*63%*	*14%*	*5%*	*3%*	*3%*	*2%*	*2%*	*1%*	*1%*	*1%*	*4%*	*100%*	*37%*
	% StreetLight Index	Vehicle	9%	55%	81%	93%	97%	99%	98%	97%	100%	99%	99%	35%	*79%*
		Ped	90%	42%	15%	5%	1%	0%	-	-	-	-	-	63%	*19%*
		Bike	1%	3%	4%	2%	2%	1%	2%	3%	0%	1%	1%	2%	*2%*
		Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	*37%*
Midtown/Rufina Focus Area	StreetLight Index	Vehicle	4413	8786	7464	6004	4316	2729	2107	1244	1003	745	3047	41859	*37446*
		Ped	28368	3983	600	52	33	13	-	-	-	-	-	33049	*4681*
		Bike	155	145	101	51	33	14	14	17	10	8	28	577	*422*
		Total	32937	12915	8165	6107	4383	2756	2121	1260	1013	753	3076	75485	*42548*
		Total %	*44%*	*17%*	*11%*	*8%*	*6%*	*4%*	*3%*	*2%*	*1%*	*1%*	*4%*	*100%*	*56%*
	% StreetLight Index	Vehicle	13%	68%	91%	98%	98%	99%	99%	99%	99%	99%	99%	55%	*88%*
		Ped	86%	31%	7%	1%	1%	0%	-	-	-	-	-	44%	*11%*
		Bike	0%	1%	1%	1%	1%	0%	1%	1%	1%	1%	1%	1%	*1%*
		Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	*56%*
Downtown/ Railyard Focus Area	StreetLight Index	Vehicle	4274	8901	7328	5151	4476	3533	2362	1461	999	767	3611	42864	*38590*
		Ped	26012	3091	461	60	27	6	-	-	-	-	-	29658	*3646*
		Bike	159	56	60	25	21	19	25	11	15	3	14	406	*247*
		Total	30446	12048	7849	5237	4524	3559	2386	1471	1014	770	3625	72928	*42482*
		Total %	*42%*	*17%*	*11%*	*7%*	*6%*	*5%*	*3%*	*2%*	*1%*	*1%*	*5%*	*100%*	*58%*
	% StreetLight Index	Vehicle	14%	74%	93%	98%	99%	99%	99%	99%	99%	100%	100%	59%	*91%*
		Ped	85%	26%	6%	1%	1%	0%	-	-	-	-	-	41%	*9%*
		Bike	1%	0%	1%	0%	0%	1%	1%	1%	1%	0%	0%	1%	*1%*
		Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	*58%*

Note: Pedestrian Metrics end at 5+ Miles


Average Daily Zone Traffic by Month - All Zones
January
February
March
April
May
June
July
August
September
October
November
December
87%
93%
93%
97%
98%
99%
103%
115%
109%
102%
99%
105%
0
50,000
100,000
150,000
200,000
250,000
300,000
350,000
Streetlight Index


Average Daily Zone Traffic by Month - Downtown Railyard
January
February
March
April
May
June
July
August
September
October
November
December
84%
88%
96%
92%
98%
106%
112%
121%
108%
99%
92%
103%
0
10,000
20,000
30,000
40,000
50,000
60,000
Streetlight Index


Average Daily Zone Traffic by Month - Midtown Rufina
January
February
March
April
May
June
July
August
September
October
November
December
88%
94%
98%
98%
96%
99%
103%
112%
105%
104%
101%
103%
0
5,000
10,000
15,000
20,000
25,000
30,000
35,000
40,000
45,000
Streetlight Index


Average Daily Zone Traffic by Month - Airport Road
January
February
March
April
May
June
July
August
September
October
November
December
86%
90%
92%
96%
96%
98%
101%
113%
109%
103%
105%
113%
0
5,000
10,000
15,000
20,000
25,000
30,000
35,000
40,000
45,000
Streetlight Index

Appendix L: Transit Stop Bicycle/Pedestrian Access Analysis

INTRODUCTION

Santa Fe Trails serves a total of 267 individual unique bus stops. This appendix (Table 1) 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): 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 2 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 was 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.)

Table 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	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	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	Sidewalk Improvements	Improve Lighting	Xwalk: Main Street	Xwalk: Cross Street
1	IB	1	SF Place Transit Center		•		Yes	Santa Fe Place Mall	Yes	Villa Linda Park	Yes		•				•					3'	4	4	4	4	3	3	3	3				
1	IB	2	SFP Perimeter Road	Wagon Road			Yes	Santa Fe Place Mall	No	La Quinta Inn	No	•									•	None	1	1	1	1	2	2	2	2	•			
1	IB	3	Camino Entrada	Camino Entrada			Yes	Motor Vehicle Division	No	Santa Fe Police Station	No	•								•		3'	1	1	1	1	2	2	2	2	•			
1	IB	4	Camino Ortiz	Camino Entrada			Yes	Mercedes dealership	Yes	Volkswagen dealership	Yes			•						•		3'	3	3	3	3	2	2	2	2				
1	IB	5	Camino Ortiz	UPS			Yes	BMW dealership	No	C&C Distributors	No			•						•		3'	4	1	1	1	2	2	2	2				
1	IB	6	Jaguar Drive	South Meadows			Yes	Ortiz Middle School	Yes	SF School Arts & Sciences	Yes			•					•			3'	1	4	1	4	1	1	1	1				
1	IB	7	Jaguar Drive	Avenida Contenta		•	Yes	Cesar Chavez Elementary School	Yes	Shopping & Residential Plaza	Yes		•						•			3'	4	4	4	4	1	1	1	1				
1	IB	8	Paseo del Sol	Jaguar Drive			Yes	Cesar Chavez Elementary School	Yes	Residential neighborhood	Yes	•					•					4'	4	4	3	3	2	2	2	2				
1	IB	9	Paseo del Sol	Avenida Chamisa			Yes	Chamisa Estates (resident)	Yes	Nature trail	Yes		•						•			3'	4	1	4	4	4	1	4	4				
1	IB	10	Paseo del Sol	Avenida Contenta			Yes	Vista Linda Apartments	No	Los Milagros Park	Yes			•						•		2'	4	1	4	1	3	1	3	2	•			
1	IB	11	Paseo del Sol	Callejon Milagro			Yes	Residential neighborhood	Yes	Residential neighborhood	Yes			•						•		2'	4	1	4	1	3	1	3	1	•			
1	IB	12	Paseo del Sol	Bonito Alley			Yes	Residential neighborhood	Yes	Residential neighborhood	Yes	•								•		2'	1	1	1	2	3	1	3	1	•			
1	IB	13	Airport Road	Paseo del Sol		•	Yes	Auto Zone	Yes	Fast Food restaurant	Yes	•							•			3.5'	1	4	1	5	1	3	1	3				
1	IB	14	Airport Road	Tierra Real	•		Yes	Family Dollar Store	Yes	Residential neighborhood	Yes			•						•		3'	2	4	1	4	1	3	3	1				
1	IB	15	Airport Road	San Felipe Road			Yes	Santa Fe Country Club	Yes	Residential neighborhood	Yes	•							•			3'	2	4	1	4	1	4	1	4			•	
1	IB	16	San Felipe Road	Airport Road			No	Tierra Nueva Counseling Center	Yes	Residential neighborhood	No	•								•		3'	1	2	1	2	3	1	3	1	•	•		
1	IB	17	Agua Fria Street	Cottonwood		•	No	Residential neighborhood	Yes	Gas station	Yes			•						•		0	1	1	2	1	1	2	3	2	•			
1	IB	18	Agua Fria Street	Morning Drive		•	No	Gas station	Yes	Trailer park	No			•						•		0	2	1	1	1	1	3	2	1	•	•		
1	IB	19	Agua Fria Street	Jemez Road			Yes	Church	No	RV dealership	No		•					•				0	1	2	2	1	1	2	2	1	•	•		
1	IB	20	Agua Fria Street	Willy Road			No	A-1 Towing	Yes	Residential neighborhood	Yes			•						•		2'	2	1	2	1	1	2	1	2	•	•		
1	IB	21	Agua Fria Street	Laurens Lane			No	Rodriguez Apartments	No	Residential neighborhood	No			•						•		0	1	2	1	2	1	2	1	2	•	•		
1	IB	22	Agua Fria Street	Lone Star MH Park			No	Lone Star Mobile Home Park	Yes	Residential neighborhood	No			•						•		0	1	2	4	1	1	2	1	2	•	•		
1	IB	23	Agua Fria Street	Lopez Lane		•	Yes	Residential neighborhood	Yes	Residential neighborhood	Yes		•						•			2'	2	3	1	3	1	2	1	2				
1	IB	24	Agua Fria Street	Village MH Community		•	No	Village Mobile Home Community	Yes	Residential neighborhood	Yes			•						•		2'	2	3	3	2	1	2	1	2		•		
1	IB	25	Agua Fria Street	Rancho de Chavez			No	Roy's Pro Auto	Yes	Residential neighborhood	Yes			•						•		2'	2	2	1	2	1	2	1	2		•		
1	IB	26	Agua Fria Street	Camino Maria Feliz			Yes	Danny's Upholstery & Fabrics	Yes	Residential neighborhood	Yes			•						•		2'	2	2	3	2	1	2	1	2		•		
1	IB	27	Agua Fria Street	Case Road			No	Agua Fria Elementary School	Yes	United Way	Yes			•						•		2'	2	3	2	3	1	2	1	2		•		
1	IB	28	Agua Fria Street	Henry Lynch Road	•		No	United Way	Yes	Poco Storage	Yes		•					•				2'	2	3	2	3	1	2	1	2	•	•		
1	IB	29	Agua Fria Street	Siler Road	•		Yes	Gas station	Yes	Piccolino restaurant	Yes	•					•					3'	1	4	3	4	2	3	2	3	•			
1	IB	30	Agua Fria Street	Siler Park Lane			Yes	Tumbleroot Brewery	Yes		NA			•						•		3'	2	3	2	3	2	4	2	4			•	•
1	IB	31	Agua Fria Street	Harrison Road			Yes	Sporting goods store	Yes		NA			•						•		3'	1	4	2	4	2	4	2	4		•	•	•
1	IB	32	Agua Fria Street	Maez Road	•		Yes	Gas station	Yes	Convenience store	NA			•						•		3'	1	3	2	3	2	4	2	4			•	•
1	IB	33	Agua Fria Street	Alamo Road		•	Yes	Carlos Academy of Art	Yes	Pueblo Alegre North Park	Yes			•						•		3'	1	3	2	3	2	4	2	4	•			
1	IB	34	Agua Fria Street	Camino de Chelly			Yes	Residential neighborhood	Yes	Residential neighborhood	Yes			•						•		3'	1	3	2	3	2	4	2	4		•		
1	IB	35	Agua Fria Street	Osage Avenue			Yes	Residential neighborhood	Yes	Residential neighborhood	Yes	•					•					3'	1	3	1	3	2	4	1	4		•	•	•
1	IB	36	Agua Fria Street	Rafael Street			Yes	Residential neighborhood	Yes	Residential neighborhood	Yes			•						•		3'	1	3	2	3	1	3	1	3		•		
1	IB	37	Agua Fria Street	Camino de Guadalupita		•	Yes	Residential neighborhood	Yes	Residential neighborhood	Yes			•						•		3'	1	3	2	3	1	3	1	3		•		
1	IB	38	Agua Fria Street	Palomino Street			Yes	Mandela Intl Magnet School	Yes	Residential neighborhood	Yes			•					•			4'	1	4	2	3	2	3	2	3		•		•
1	IB	39	Agua Fria Street	Cristobal Colon		•	Yes	Labradorite Park	Yes	Residential neighborhood	Yes			•						•		3'	1	3	2	3	1	2	1	2		•		•
1	IB	40	Agua Fria Street	Camino Alire	•		Yes	Ras Rody's Restaurant	Yes	Residential neighborhood	Yes	•					•					3'	1	3	2	3	1	2	1	2				
1	IB	41	Agua Fria Street	Alicia Street			Yes	Earl's Guarantee Landromat	Yes		NA		•							•		3'	1	4	2	4	1	2	1	2		•		•
1	IB	42	Agua Fria Street	Kathryn Avenue	•		Yes	Hannah's Nails	Yes		NA			•						•		3'	1	4	2	4	1	3	1	3		•	•	•
1	IB	43	Agua Fria Street	St. Francis Drive			Yes	Street Outreach: Shelter/ Services	Yes	Westminster Presbyterian	Yes	•					•					4'	1	4	3	4	1	3	2	3				
1	IB	44	Agua Fria Street	Irvine Street			Yes	Monica Roybal Center	Yes	Residential neighborhood	Yes			•						•		3'	2	3	1	3	2	3	1	3			•	•
1	IB	45	Agua Fria Street	Closson Street			Yes	New Mexico School for the Arts	Yes	Guadalupe Inn	Yes			•						•		4'	2	4	1	4	2	3	1	3		•		
1	IB	46	Agua Fria Street	St. Guadalupe Street			Yes	Our Lady of Guadalupe	No	Coffeehouse	Yes			•						•		4'	2	3	1	4	2	3	1	3				
1	IB	47	Montezuma	Sandoval Street			Yes	District Court	Yes	Guadalupe Shopping Center	No	•					•					3'	2	3	1	3	2	3	1	3		•		
1	IB	48	Sandoval Street	Water Street			Yes	Indian Market	Yes	Hilton Santa Fe Historic Plaza	Yes	•								•		3'	3	2	3	1	3	1	3	2				
1	IB	49	Downtown Transit Center		•		Yes	New Mexico Museum of Art	Yes	Patina Gallery	Yes		•						•			3'	3	1	3	1	2	1	2	1				
1	OB	2	Sandoval Street	San Francisco			Yes	El Dorado Hotel & Spa	Yes	Empire Church of God	Yes	•					•					6'	4	5	4	5	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				
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		•		
1	OB	5	Agua Fria Street	Closson Street			Yes	Guadalupe Inn	No	Residential neighborhood	Yes			•						•		3'	4	4	1	4	4	3	1	3		•		
1	OB	6	Agua Fria Street	Irvine Street			Yes	Monica Roybal Center	Yes	Residential neighborhood	Yes			•						•		3'	4	4	1	4	4	3	1	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				
1	OB	8	Agua Fria Street	Cortez	•		Yes	Residential neighborhood	Yes	Creative Interiors	No			•						•		3'	4	3	4	4	3	4	3	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				•
1	OB	10	Agua Fria Street	Camino Alire			Yes	Residential neighborhood	Yes	Residential neighborhood	Yes	•					•					3'	4	4	4	4	3	3	3	3				
1	OB	11	Agua Fria Street	Avenida Cirstobal Colon		•	Yes	Residential neighborhood	Yes	Residential neighborhood	Yes	•					•					3'	4	4	3	4	3	3	2	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				
1	OB	13	Agua Fria Street	Camino Solano		•	No	Residential neighborhood	Yes	Residential neighborhood	Yes			•						•		3'	3	3	4	2	4	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			•	
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		•		
1	OB	16	Agua Fria Street	Alamo Road			No	Residential neighborhood	Yes	Residential	Yes			•						•		3'	2	1	2	2	3	1	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		•		
1	OB	18	Agua Fria Street	Harrison Road			No	Residential neighborhood	Yes	Residential	No			•						•		3'	3	1	3	3	3	1	3	2		•		
1	OB	19	Agua Fria Street	Siler Park Lane			No	Prescott Gallery	No	Spanish Trails International	Yes			•						•		3'	3	1	3	3	3	1	3	2		•		
1	OB	20	Agua Fria Street	Siler	•		No	Rockin' Rollers Event Arena	Yes	Gas station	Yes	•					•					3'	3	3	3	3	3	3	3	2		•		
1	OB	21	Agua Fria Street	Henry Lynch Road			No	United Way	No	Residential	No			•						•		3'	3	1	3	3	3	1	3	2		•		
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		•		
1	OB	23	Agua Fria Street	Rancho de Chavez			No	Residential neighborhood	No	Residential	No			•						•		2'	3	2	1	2	3	2	1	2		•		
1	OB	24	Agua Fria Street	Village MH Community			No	Village Mobile Homes	No	Residential	Yes			•						•		3'	3	1	3	2	3	1	3	2		•		
1	OB	25	Agua Fria Street	Lopez Lane			No	Residential neighborhood	Yes	Residential	No			•						•		3'	2	2	1	1	3	3	1	1		•		
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	•	•		
1	OB	27	Agua Fria Street	Camino De Hermanos			No	Residential neighborhood	Yes	Residential	No			•						•		2'	3	2	1	2	3	3	1	3	•	•		
1	OB	28	Agua Fria Street	Willy Road			No	Residential neighborhood	Yes	Residential	No			•						•		0'	1	1	1	2	1	1	1	2	•	•		
1	OB	29	Agua Fria Street	Jemez Road			No	Residential neighborhood	Yes	Residential	No			•						•		0'	1	1	1	2	1	1	1	2	•	•		
1	OB	30	Agua Fria Street	Morning Drive		•	No	Gas station	No	Residential	Yes			•						•		0'	1	1	1	2	1	1	1	2	•	•		
1	OB	31	Agua Fria Street	Cottonwood	•		No	Cottonwood Village Mob Homes	Yes	Residential	No			•						•		3'	1	1	2	4	1	1	2	4	•	•		
1	OB	32	San Felipe Road	Airport Road			No	Tierra Nueva Counseling Center	Yes	Perry Supply	No			•			•					3'	3	1	4	4	3	1	4	4	•	•		
1	OB	33	Airport Road	Country Club		•	No	Country Club	Yes	Residential	Yes			•			•					3'	1	3	1	3	1	3	1	3		•		
1	OB	34	Airport Road	Tierra Real	•		No	Family Dollar Store	No	Residential	No			•						•		3'	1	3	1	3	1	3	1	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		•		
1	OB	36	Paseo del Sol	Bonito Alley			No	Residential neighborhood	Yes	Residential	No			•						•		3'	2	1	3	3	2	1	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		•		
1	OB	38	Paseo del Sol	Entrada Milagro		•	Yes	Residential neighborhood	Yes	Residential	No			•						•		3'	3	1	3	3	3	1	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		•		
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	•			
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			•	•
1	OB	42	South Meadows	Jaguar Drive			No	Ortiz Middle School	Yes	None	NA		•							•		2'	3	3	1	3	3	3	1	3			•	
1	OB	43	Camino Ortiz	UPS			Yes	UPS Customer Center	No	Offics of the State Auditor	No			•						•		0'	1	1	1	1	1	1	1	1	•			
1	OB	44	Camino Ortiz	Camino Entrada			Yes	Auto shop	Yes	BMW	Yes			•						•		3'	1	2	4	4	1	2	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	OB	46	SFP Perimeter Road	Wagon Road			No	Santa Fe Place Mall	No	Villa Linda Park	No			•						•		0'	1	1	2	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	3	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	1		•		
2	IB	5	Cerrillos	Rodeo		•	Yes	Tranquila Inn	Yes	DoubleTree	Yes			•			•					6'	1	4	3	4	1	4	2	4				
2	IB	6	Cerrillos	Zafarano	•		Yes	Plaza Santa Fe	Yes	Buffalo Wild Wings	Yes	•					•					6'	3	5	4	5	3	5	3	5				

Table 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	Street Lighting	Major Generator	Ped Access to Major Generator	Secondary Generator	Pedestrian Access to Sec. Gen.	Pedestrian Crossing Protection - Major Street: Signal	Stop Sign	Crosswalk	Unprotected	Not Applicable	Pedestrian Crossing Protection - Cross Street: Signal	Stop Sign	Crosswalk	Unprotected	Not Applicable	Approx. Sidewalk Width at Stop	Pedestrian Access Rating (1- Very Poor to 5 Very Good): To/From North	To/From East	To/From South	To/From West	Bicycle Access Rating (1- Very Poor to 5 Very Good): To/From North	To/From East	To/From South	To/From West	Potential Improvements: Sidewalk Improvements	Improve Lighting	Xwalk Main Street	Xwalk Cross Street
2	IB	7	Cerrillos	Vegas Verdes	•		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	Motel 6	Yes	Trailer Ranch	No				•					•		12'	1	3	3	3	1	3	1	3		•		
2	IB	9	Cerrillos	Avenida de Las Americas		•	Yes	Coyote South	Yes	Holiday Inn	Yes	•					•					5'	3	4	2	4	3	4	1	4				
2	IB	10	Cerrillos	Richards			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	Villa Consuelo Senior Center	Yes	Walmart	No	•					•					6'	2	4	3	3	2	4	2	3		•		
2	IB	12	Cerrillos	Calle Del Cielo	•		No	Wells Fargo	Yes	Plaza Princessa	Yes	•					•					8'	2	4	3	4	2	4	2	4		•		
2	IB	13	Cerrillos	Cielo Court	•		Yes	Denny's	Yes	Goodwill	Yes				•					•		12'	1	4	3	3	1	4	2	3				
2	IB	14	Cerrillos	Siler		•	No	Day's Inn	Yes	El Rinconcito Del Sabor	Yes				•					•		4'	1	4	3	4	1	4	2	4		•		
2	IB	15	Cerrillos	Jorgensen	•		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	State Personnel Office	Yes	Gas station	No				•					•		8'	1	4	2	4	1	4	1	4		•		
2	IB	17	Cerrillos	Lujan	•		Yes	SF University of Art and Design	Yes	College Plaza shopping center	Yes	•					•					8'	3	4	3	4	3	4	2	4				
2	IB	18	Cerrillos	Llano		•	Yes	Budget Car Rental	Yes	Los Potrillos	No				•					•		4'	1	3	2	3	1	3	1	3				
2	IB	19	Cerrillos	5th	•		No	El Rey Court	Yes	The Pantry	Yes				•					•		6'	1	3	1	3	1	3	1	3		•		
2	IB	20	Cerrillos	2nd			No	Ashbaugh Park	Yes	Minerva Canna Dispensary	Yes	•					•					3'	2	3	3	3	2	3	2	3		•		
2	IB	21	Cerrillos	Navajo			No	Young Park	Yes	SF Indian School	No				•					•		4'	1	2	3	3	1	2	3	3		•		
2	IB	22	Cerrillos	Indian School			No	SF Indian School	No	SF Hostel	Yes				•						•	8'	1	2	2	2	1	2	1	2		•		
2	IB	23	Cerrillos	Baca			No	PMS Thrift Store	Yes	Un Encuentro con Jesus, Church	Yes	•					•					4'	3	2	2	3	3	2	2	3		•		
2	IB	24	Cerrillos	Alta Vista St			No	Taco Bell	No	Residential	Yes				•					•		4'	1	3	3	1	1	3	2	1		•		
2	IB	25	Cerrillos	Cordova Rd	•		No	NM Dept of Transportation	Yes	Fairview Cemetary	No				•		•					4'	1	3	3	2	1	3	3	2				
2	IB	26	South Capitol Station	None	•		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	NM Motor Vehicle Division	Yes	Natural Grocers	No	•					•					8'	2	3	4	3	2	3	3	3		•		
2	IB	28	St. Francis	Cerrillos			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	Railyard Labyrinth	No	Sal Hamdy Antiques	Yes				•					•		4'	1	2	3	3	1	2	2	3				
2	IB	30	Guadalupe	Paseo de Peralta			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	Hotel Santa Fe	Yes	Kowboyz	Yes	•					•					8'	3	2	3	2	3	2	3	2		•		
2	IB	32	Guadalupe	Montezuma			No	Guadalupe Center	Yes	Double Take	Yes	•					•					4'	3	2	3	2	3	2	3	2				
2	IB	33	Guadalupe	Alameda			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	Indian Market	Yes	Sandoval Parking Garage	No				•					•		5'	1	3	3	1	1	3	3	1		•		
2	OB	2	Sandoval	San Francisco			No	El Dorado Hotel & Spa	Yes	Sandoval Parking Garage	Yes	•					•					12'	4	3	4	4	4	3	4	4		•		
2	OB	3	Sandoval	Alameda	•		Yes	De Vargas Park	Yes	Indian Market	Yes	•					•					6'	4	3	3	4	4	3	3	4				
2	OB	4	Guadalupe	Agua Fria		•	No	Santuario de Guadalupe	No	Iconik Coffee	Yes				•					•		4'	1	1	3	3	1	1	3	3				
2	OB	5	Guadalupe	Garfield	•		No	Santa Fe Southern Railroad	Yes	Big Star Books	Yes		•							•		6'	3	3	1	3	3	3	1	3		•		
2	OB	6	Guadalupe	Manhattan			Yes	Hotel Santa Fe	Yes	Boxcar	Yes	•					•					6'	4	3	4	2	4	3	4	2				
2	OB	7	Guadalupe	Paseo de Peralta			No	Santa Fe Railyard Plaza	Yes	NM Bank	Yes	•					•					4'	4	3	3	3	4	3	3	3				
2	OB	8	Cerrillos	Guadalupe	•		Yes	Railyard Labyrinth	Yes	The Sage Hotel	No				•		•					4'	4	3	1	3	2	3	1	3				
2	OB	9	St. Francis	Cordova	•		No	Natural Grocers	Yes	Walgreens	Yes	•					•					6'	4	3	4	3	4	3	4	3		•		
2	OB	11	Cordova	Cerrillos			Yes	NM Dept of Transportation	Yes	Fairview Cemetary	Yes	•					•					4'	3	3	2	2	3	3	2	2				
2	OB	12	Cerrillos	Baca	•		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	SF Indian School	No	Hostel	No				•						•	None	1	1	2	1	1	2	2	2	•			
2	OB	14	Cerrillos	2nd	•		No	SF Indian Hospital	Yes	Minerva Canna Dispensary	Yes	•					•					6'	3	3	3	3	3	3	3	3		•		
2	OB	15	Cerrillos	5th			No	Ashbaugh Park	No	Thunderbird Inn	Yes				•					•		4'	2	1	1	2	2	1	1	2		•		
2	OB	16	Cerrillos	Llano		•	Maybe	Los Potrillos	Yes	Mampuku Ramen	No				•					•		4'	2	2	1	1	2	2	1	1				
2	OB	17	Cerrillos	Lujan	•		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	Interfaith Community Center	No	Silver Saddle	Yes	•					•					12'	3	4	3	1	3	4	3	1				•
2	OB	19	Cerrillos	Siler	•		Yes	CVS	Yes	Days Inn	Yes	•					•					12'	3	4	3	2	3	4	3	2				
2	OB	20	Cerrillos	Calle Del Cielo		•	No	Wendy's	Yes	Tortilla Flats	No	•					•					6'	2	2	1	2	2	2	1	2				
2	OB	21	Cerrillos	Camino Consuelo	•		No	Walmart	Yes	Villa Consuelo Senior Center	Yes	•					•					12'	3	4	3	4	2	4	3	4		•		
2	OB	22	Cerrillos	Richards		•	Yes	Marriott	Yes	Home Depot	Yes	•					•					4'	2	4	2	3	1	4	2	3				
2	OB	23	Cerrillos	Trailer Ranch	•		No	Trailer Ranch RV Park	Yes	Hampton Inn	No				•					•		12'	3	3	1	1	3	3	1	1			•	•
2	OB	24	Cerrillos	Atocha			Yes	Fairfield Marriott	Yes	Taqueria Adelitas	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		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 Allegre 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				•					•		4'	1	2	2	2	1	2	2	2		•	•	
24	IB	12	Cerillos	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	Cerillos	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 Allegre 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		•	No	Walgreens	Yes		NA				•					•		12'	3	2	1	1	3	2	1	1		•	•	
24	OB	9	Airport Road	Fields Lane		•	Yes	Country Club Apartments	Yes	Dollar General	No				•					•		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	4	1	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	3		•	•	
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	3	1	3	3		•		
24	OB	20	Paseo Del Sol West	6440			No	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	Inn at Santa Fe	No		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	No				•		•					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	Walmart	No	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				

Table 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	Street Lighting	Major Generator	Ped Access to Major Generator	Secondary Generator	Pedestrian Access to Sec. Gen.	Pedestrian Crossing Protection - Major Street: Signal	Stop Sign	Crosswalk	Unprotected	Not Applicable	Pedestrian Crossing Protection - Cross Street: Signal	Stop Sign	Crosswalk	Unprotected	Not Applicable	Approx. Sidewalk Width at Stop	Pedestrian Access Rating (1- Very Poor to 5 Very Good): To/From North	To/From East	To/From South	To/From West	Bicycle Access Rating (1- Very Poor to 5 Very Good): To/From North	To/From East	To/From South	To/From West	Potential Improvements: Sidewalk	Improve Lighting	Xwalk Main Street	Xwalk Cross Street
4	IB	8	Rodeo	Plaza Blanca			Yes	Park Plazas	Yes	Residential	Yes				•					•		6'	1	1	5	5	1	1	5	5			•	
4	IB	9	Rodeo	Zia			Yes	Rodeo Plaza	No	Blake's Lotaburger	No				•					•		4'	1	4	1	4	1	4	1	4			•	
4	IB	10	Camino Carlos Rey	Calle Serena	•		No	Dr. Martin Luther King Jr. Park	Yes	Residential	Yes	•								•		3'	3	3	2	3	3	3	2	3		•		
4	IB	11	Camino Carlos Rey	Camino del Bosque			No	Residential neighborhood	Yes		Yes				•					•		6'	3	3	2	1	3	3	2	1		•	•	
4	IB	12	Camino Carlos Rey	Calle Anna Jean			No	Residential neighborhood	Yes	Kearny Elementary School	No				•					•		4'	2	3	3	1	2	2	3	1		•	•	
4	IB	13	Camino Carlos Rey	Vereda de Pueblo			Yes	Grace Community Church	Yes	Residential	No				•					•		4'	2	3	3	1	2	3	3	1			•	
4	IB	14	Camino Carlos Rey	Alamosa			No	Herb Martinez Park	No	Residential	Yes				•					•		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	3	1	3	3		•	•	
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	Yes				•					•		4'	1	2	3	1	1	2	3	1		•	•	
4	IB	18	Siringo	Yucca	•		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	Llano			Yes	Santa Fe High School	Yes	Residential	Yes	•					•					6'	3	5	3	5	3	5	3	5				
4	IB	20	Siringo	5th			Yes	Residential neighborhood	Yes		NA	•					•					4'	3	3	3	5	3	3	3	5				
4	IB	21	Siringo	Calle Lorca			Yes	Southridge Calle Lorca Park	No	Residential	Yes				•					•		3'	1	1	3	3	1	1	3	3			•	
4	IB	22	Siringo	Calle Contento			No	Residential neighborhood	No	Residential	Yes				•					•		4'	1	2	1	2	1	2	1	2		•	•	
4	IB	23	Pacheco	Siringo			No	NM Heart Institute Parking	Yes	Residential	No				•					•		4'	3	3	1	1	3	1	1	1		•	•	
4	IB	24	Pacheco	Vista Del Sur			No	NM Heart Institute	Yes		NA				•					•		5'	2	3	1	1	2	3	1	1		•	•	
4	IB	25	Pacheco	Plaza Del Sur		•	No	Morningstar Assisted Living	Yes	Ark Plaza mall	No				•					•		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		•	No	Coca-Cola Bottling	Yes	Matheson	Yes	•					•					4'	3	3	2	3	3	3	2	3		•		
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		•	No	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	4	3	2	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	No				•					•		6'	2	3	2	1	2	3	2	1		•	•	
4	IB	36	Don Diego	Cerrillos			Yes	Don Diego/Entrada 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	3	4	4	3				
4	IB	38	Cerrillos	Read			Yes	Ancient World Trading Company	Yes	Pizza Centro	Yes				•					•		4'	4	2	4	1	4	2	4	1			•	
4	IB	39	Galisteo	Montezuma			Yes	Bataan Memorial Building	Yes	Old Santa Fe Inn	Yes		•						•			12'	5	5	3	3	5	5	3	3				
4	IB	40	Sandoval	Water			Yes	Indian Market	Yes	Sandoval Parking Garage	No				•					•		5'	1	3	3	1	1	3	3	1		•		
4	OB	2	Sandoval	San Francisco			No	El Dorado Hotel & Spa	Yes	Sandoval Parking Garage	Yes	•					•					12'	4	3	4	4	4	3	4	4		•		
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	Hotel 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	1	2	1	1	1		•	•	
4	OB	8	Don Diego	Camino De Los Marquez		•	No	Residential neighborhood	Yes	SF First Church	Yes				•					•		4'	3	1	1	3	3	1	1	3		•	•	
4	OB	9	Cordova	Camino De Los Marquez			No	Wells Fargo	Yes	Gateway Plaza mall	Yes		•							•		4'	3	4	1	2	3	4	1	2		•	•	
4	OB	10	St. Francis	Cordova		•	No	NM Motor Vehicle Division	Yes	Taxation & Revenue Dept	Yes	•					•					6'	4	3	4	4	4	3	4	4		•		
4	OB	11	St. Francis	Alta Vista		•	No	Salvador Perez Park	Yes	SF Housing Authority	No	•					•					4'	3	2	3	3	3	2	3	3		•		
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	1	3		•	•	
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		•		

DEMOGRAPHIC ANALYSIS

The information from this section is taken from the American Community Survey's Five-Year Estimates (2015-2019) by Census Tract and Block Group. 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, ridership on public transit 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 shown in Table 1 and in Figures 1-5.

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

Figure 1
Santa Fe Youth (Ages 10 -17) Population Density

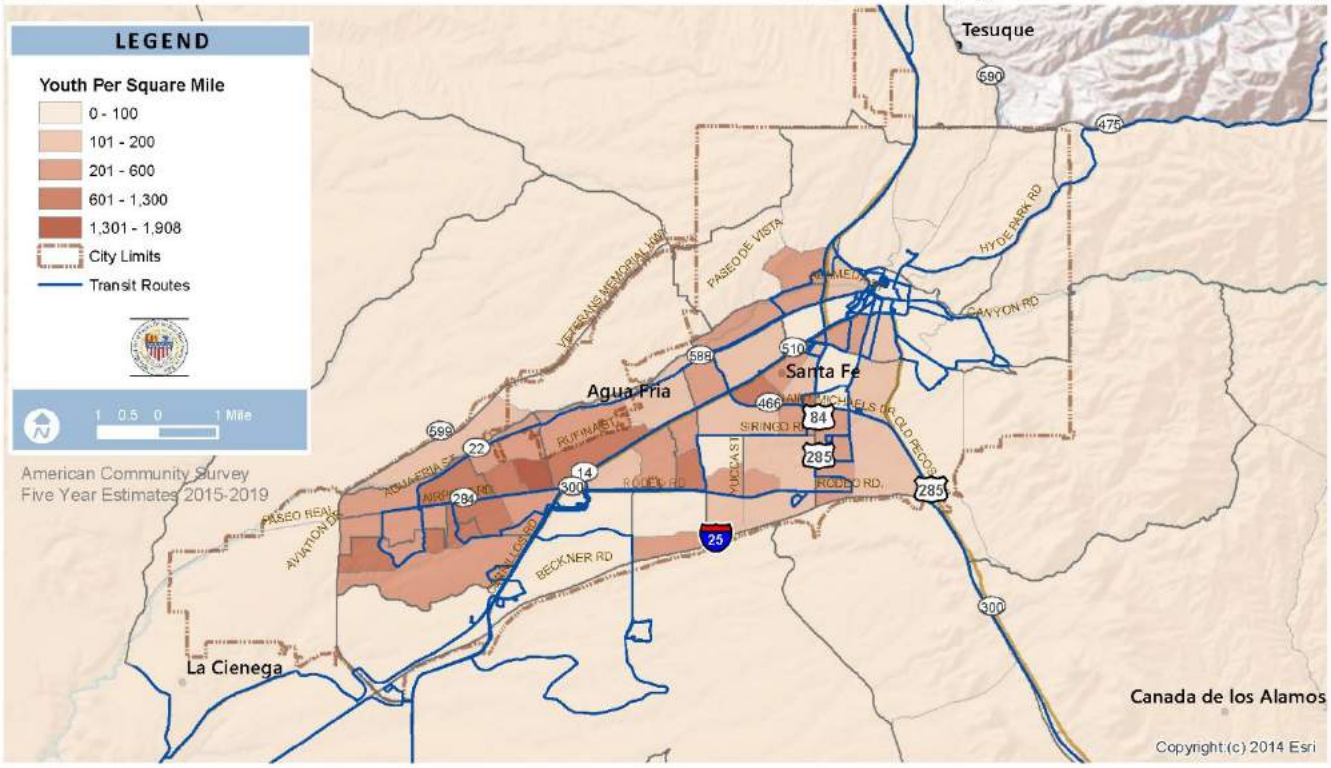


Figure 2
Santa Fe Seniors (Ages 65 and Over) Population Density

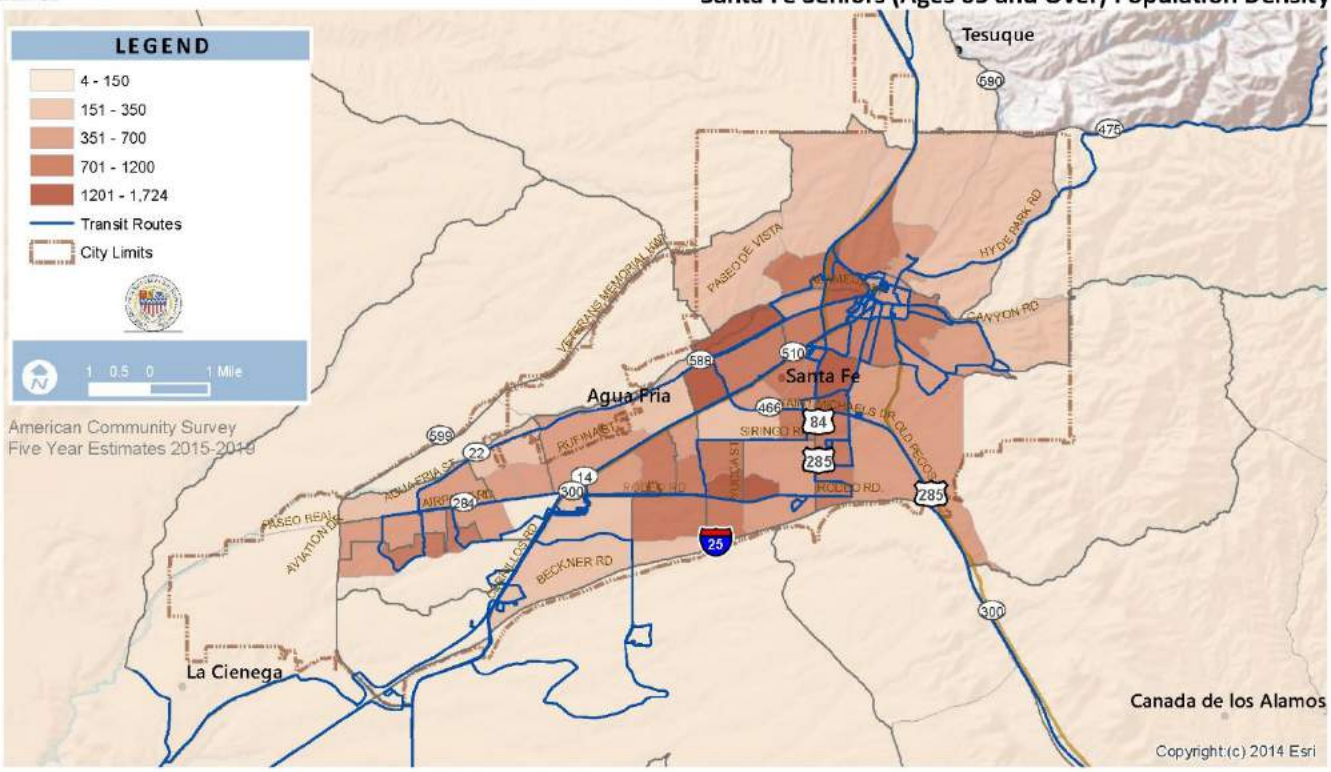


Figure 3
Santa Fe Residents with a Disability Population Density

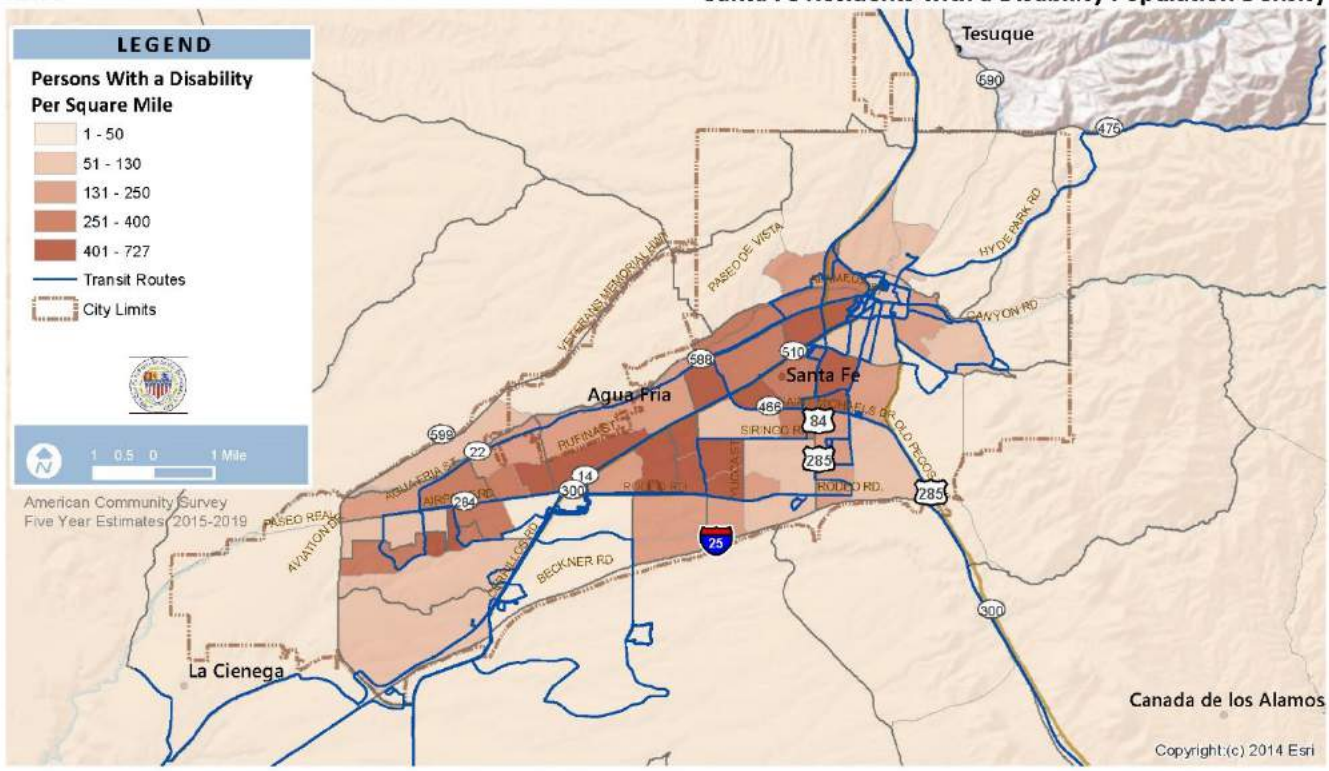


Figure 4
Santa Fe Residents Living Below the Poverty Level

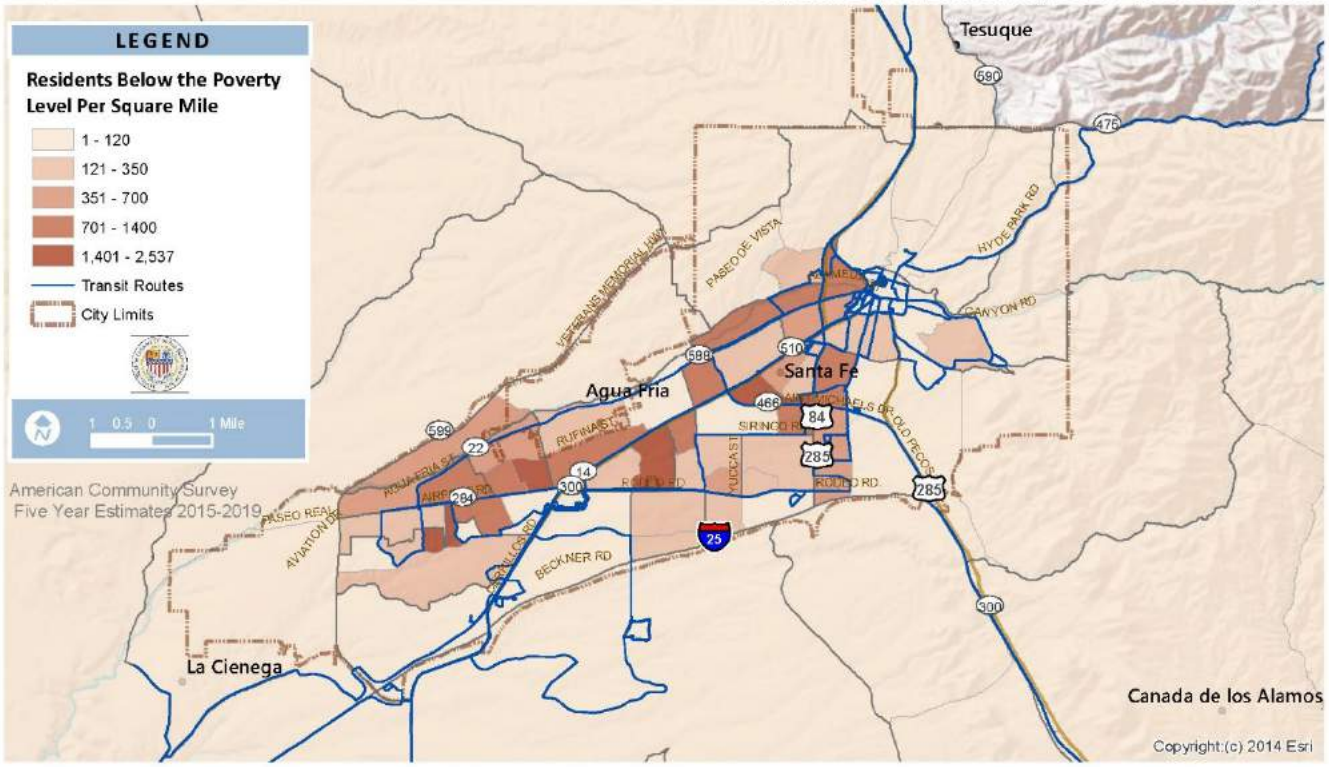
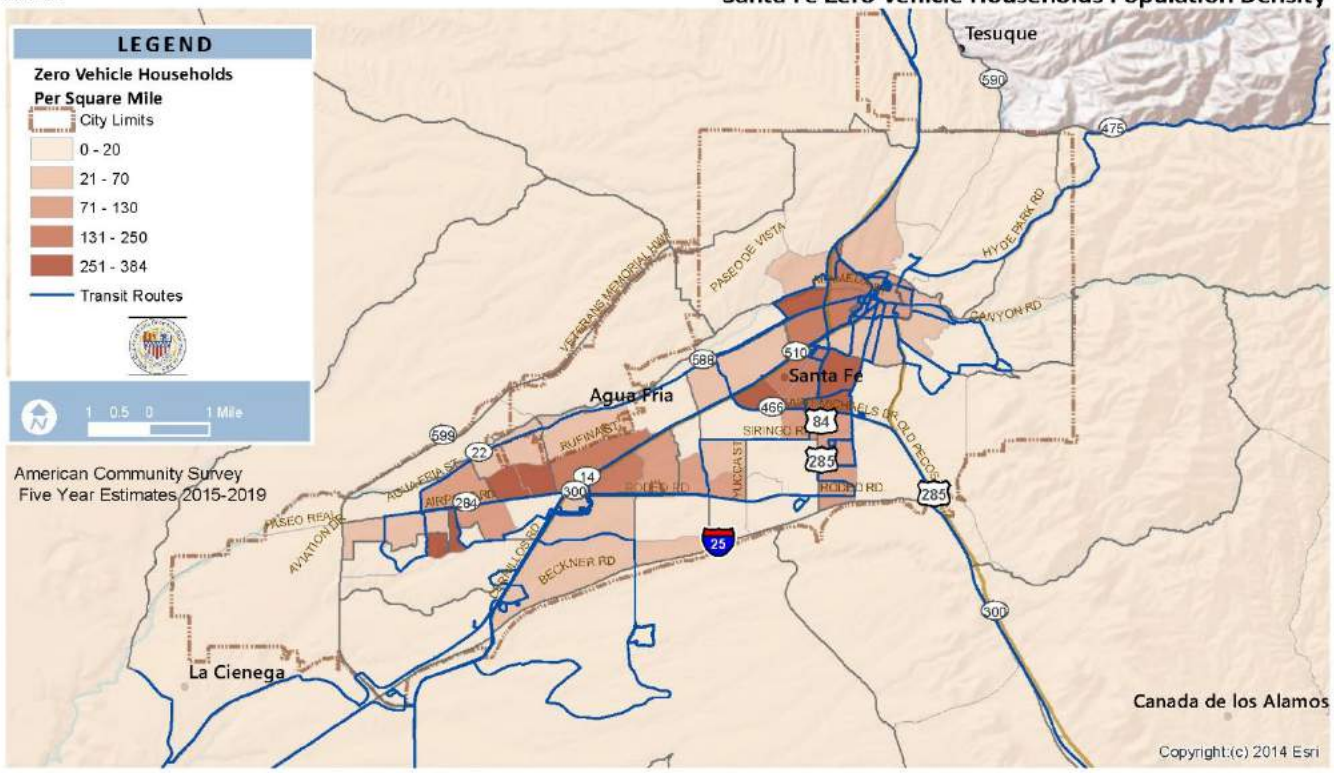


Figure 5

Santa Fe Zero Vehicle Households Population Density



City of Santa Fe Commuter Mode of Travel

Table 2 illustrates commuter modes of travel by Census Tract.

Table 2: 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	67.4%	106	6.3%	46	2.7%	106	6.3%	0	0.0%	29	1.7%	265	15.7%
2	1,779	1,391	78.2%	71	4.0%	50	2.8%	34	1.9%	14	1.0%	0	0.0%	215	12.1%
3	746	574	76.9%	60	8.0%	5	0.7%	53	7.1%	0	0.0%	0	0.0%	54	7.2%
4	48	33	68.8%	0	0.0%	0	0.0%	15	31.3%	0	0.0%	0	0.0%	0	0.0%
5	811	472	58.2%	78	9.6%	0	0.0%	46	5.7%	4	0.9%	14	1.7%	194	23.9%
6	1,115	702	63.0%	19	1.7%	36	3.2%	130	11.7%	19	2.7%	0	0.0%	197	17.7%
7	1,128	765	67.8%	215	19.1%	0	0.0%	29	2.6%	14	1.8%	8	0.7%	91	8.1%
8	1,560	1,189	76.2%	183	11.7%	0	0.0%	66	4.2%	18	1.5%	0	0.0%	98	6.3%
9	1,591	1,188	74.7%	150	9.4%	14	0.9%	48	3.0%	10	0.8%	10	0.6%	170	10.7%
10.01	831	546	65.7%	6	0.7%	0	0.0%	101	12.2%	0	0.0%	29	3.5%	149	17.9%
10.02	1,863	1,492	80.1%	168	9.0%	19	1.0%	73	3.9%	6	0.4%	43	2.3%	60	3.2%
11.02	1,673	1,420	84.9%	74	4.4%	25	1.5%	50	3.0%	13	0.9%	13	0.8%	74	4.4%
11.03	847	724	85.5%	58	6.8%	12	1.4%	13	1.5%	10	1.4%	0	0.0%	28	3.3%
11.05	1,406	1,144	81.4%	44	3.1%	22	1.6%	0	0.0%	16	1.4%	0	0.0%	176	12.5%
11.06	1,381	1,186	85.9%	120	8.7%	0	0.0%	14	1.0%	18	1.5%	0	0.0%	40	2.9%
11.07	2,774	2,075	74.8%	502	18.1%	3	0.1%	11	0.4%	0	0.0%	0	0.0%	183	6.6%
12.02	2,555	2,231	87.3%	138	5.4%	41	1.6%	59	2.3%	42	1.9%	0	0.0%	36	1.4%
12.03	1,371	1,064	77.6%	174	12.7%	52	3.8%	0	0.0%	4	0.4%	0	0.0%	75	5.5%
12.04	3,359	2,916	86.8%	249	7.4%	34	1.0%	13	0.4%	15	0.5%	54	1.6%	74	2.2%
12.05	2,846	2,351	82.6%	461	16.2%	14	0.5%	0	0.0%	0	0.0%	0	0.0%	20	0.7%
13.01	1,147	960	83.7%	109	9.5%	26	2.3%	28	2.4%	0	0.0%	14	1.2%	11	1.0%
13.02	1,335	1,089	81.6%	138	10.3%	21	1.6%	19	1.4%	10	0.9%	23	1.7%	33	2.5%
13.03	3,633	3,055	84.1%	305	8.4%	116	3.2%	22	0.6%	0	0.0%	22	0.6%	109	3.0%
13.04	347	298	85.9%	27	7.8%	0	0.0%	16	4.6%	0	0.0%	0	0.0%	6	1.7%
102.04	767	484	63.1%	59	7.7%	6	0.8%	0	0.0%	0	0.0%	7	0.9%	211	27.5%
103.04	1,920	1,427	74.3%	300	15.6%	8	0.4%	0	0.0%	0	0.0%	0	0.0%	186	9.7%
103.08	1,174	915	77.9%	107	9.1%	0	0.0%	52	4.4%	0	0.0%	6	0.5%	94	8.0%
103.14	1,070	913	85.3%	106	9.9%	0	0.0%	5	0.5%	5	0.6%	12	1.1%	28	2.6%
103.15	1,155	889	77.0%	100	8.7%	21	1.8%	8	0.7%	0	0.0%	13	1.1%	122	10.6%
103.16	682	505	74.0%	70	10.3%	0	0.0%	0	0.0%	0	0.0%	11	1.6%	96	14.1%
104	1,197	713	59.6%	95	7.9%	0	0.0%	63	5.3%	14	1.9%	0	0.0%	302	25.2%
105	877	628	71.6%	24	2.7%	6	0.7%	26	3.0%	0	0.0%	40	4.6%	153	17.4%
106.01	2,557	2,156	84.3%	133	5.2%	10	0.4%	8	0.3%	0	0.0%	15	0.6%	238	9.3%
106.02	1,432	1,057	73.8%	80	5.6%	0	0.0%	29	2.0%	0	0.0%	9	0.6%	258	18.0%
106.03	1,183	878	74.2%	195	16.5%	0	0.0%	15	1.3%	0	0.0%	8	0.7%	88	7.4%
107	2,387	1,819	76.2%	117	4.9%	17	0.7%	45	1.9%	0	0.0%	0	0.0%	387	16.2%
108	1,384	1,100	79.5%	131	9.5%	0	0.0%	17	1.2%	0	0.0%	6	0.4%	130	9.4%
109	1,452	1,133	78.0%	136	9.4%	9	0.6%	0	0.0%	0	0.0%	9	0.6%	167	11.5%
9404	711	562	79.0%	31	4.4%	2	0.3%	12	1.7%	1	0.1%	0	0.0%	103	14.5%
Total	**57,780**	**45,180**	**78.2%**	**5,137**	**8.9%**	**615**	**1.1%**	**1,226**	**2.1%**	**232**	**0.4%**	**392**	**0.7%**	**4,920**	**8.5%**