



Santa Fe Multimodal Transition Plan

Executive Summary



AUTO DOMINATED
MOBILITY



BALANCED
MOBILITY

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The Multimodal Transition Plan integrates the disciplines of land use planning, transit planning, and transportation planning to identify infrastructure improvement projects, policies, and programs that support efficient management and investments in parking solutions, active transportation, mobility management, and transit investments specific to the City of Santa Fe's Transit Division services and the City's mobility strategies. This plan includes a **5- to 10-Year Transit Plan**, an **Active Mobility Strategy Plan**, as well as **Parking Strategy Plan**. To depict how the strategies can play out in various urban settings, detailed plans have been prepared for three "focus areas": the **Downtown/Railyard** area, the **Midtown/Rufino** area, and the **Airport Road** area.



The City of Santa Fe, working with the Santa Fe Metropolitan Planning Organization (MPO) has contracted with the team of LSC Transportation Consultants, Inc., Alta Planning and Design, Walker Consultants, and Groundwork Studio to complete the Santa Fe Multimodal Transition Plan to guide the transition to a more balanced mobility system.

Goals for the Plan:

1. *Move Santa Fe towards a city where all elements of an active life can be achieved without the need for a private automobile.*
2. *Leverage the outcomes of the Transition Plan and apply them more broadly (to all areas of the city) to transition Santa Fe to a community offering a truly multimodal transportation system.*



Urban Form

Since its founding in 1610, mobility in Santa Fe has changed profoundly. The original city plans were designed for a life lived on horseback or on foot. As a result, today's downtown core area and nearby residential areas are characterized by narrow roadways and short block lengths. Since the arrival of the first auto in 1900, the motor vehicle has transformed the community and now dominates the urban landscape. Perhaps this is best reflected in the proportion of land use that is devoted to the motor vehicle, both while moving and while parked, which can range up to 72 percent of the total land area.

Previous Plans

The Multimodal Transition Plan builds on a broad basis of previous plans and studies, key of which are the following:

- ➔ Santa Fe Metropolitan Bicycle Master Plan (2019)
- ➔ Santa Fe Metropolitan Pedestrian Master Plan (2015)
- ➔ Resolution No. 2014 – Carbon Neutral 2040 (2014)
- ➔ 2020-2045 Metropolitan Transportation Plan (2020)
- ➔ Sustainable Santa Fe 25-Year Plan (2018)

Santa Fe Multimodal Transition Plan

Executive Summary

Public Input

Key findings from the public outreach effort include the following:

- ➔ **General Public and Unhoused Survey (884 Responses)** – Identified that the number one factor limiting people’s interest or ability to use Santa Fe Trails is that it takes too long to travel. Major barriers to walking are poor or no sidewalks, as well as traffic safety concerns.
- ➔ **Student Surveys (692 responses)** – The majority of students (55 percent) were driven to and from school by car, and 21 percent by school bus. The majority of students (56 percent) did not know they could ride the Santa Fe bus for free. A big motivator in whether a student would choose transit was “if my friends did it”.
- ➔ **Visitor Surveys (3,905 responses)** – 64 percent of respondents arrived by car and 29 percent arrived by airline. Approximately 90 percent of visitors said they would use a free shuttle in downtown if it were frequent (every 10 minutes) with free parking. Asked what would allow visitors who used a car to leave the car parked, 41 percent said improved transit and 33 percent said better sidewalks.
- ➔ **Onboard Transit Passenger Surveys (193 responses)** – Respondents were most satisfied with fares/cost, driver courtesy, and overall safety of Santa Fe Trails, while they were least satisfied with rider information, service frequency, and end time of service. Riders said the options they most wanted to see implemented were transit service to the airport, expanded hours of Saturday service, and extended weekday hours into the evening.
- ➔ **Transit Driver Workshop** – In meeting with Santa Fe Trails staff, drivers noted they receive requests for service to the airport and later evening service, particularly on weekends.
- ➔ **Stakeholder and Focus Groups** – A series of community and stakeholder outreach efforts included engagement with seven stakeholder groups, meetings with six City Councilors, a presentation to the Bicycle and Pedestrian Advisory Committee, and outreach through Earth Care to the Southside community.
- ➔ **Hosted Webpage** – A project webpage provided background information about the study, links for online public outreach efforts, and interim deliverables for feedback.



Santa Fe Multimodal Transition Plan

Executive Summary

Citywide Multimodal Transition Strategies

Public Transit

- ➔ Design and implement Transit Signal Priority along Cerrillos Road between downtown and the Southside Transit Hub to provide faster service and mode shift.
- ➔ Revise Routes 1 and 4 to serve Midtown.
- ➔ Reinstate full fixed route service on Routes 5 and 6 and the Historic Downtown Shuttle.
- ➔ Establish microtransit service in Museum Hill and Southwest areas, with potential expansion to other areas over the long term.
- ➔ Extend transit service to the airport. In addition to serving residents, this encourages visitors to make an entirely “car free” visit to Santa Fe.
- ➔ Expand Saturday service, both by extending hours of service (starting earlier and ending later) and increasing frequency on Routes 2 and 24.
- ➔ Expand transit service to newly developing areas (such as Tierra Contenta and Las Soleras).
- ➔ Construct bus stop improvements throughout the system, with a focus on improving safety conditions and pedestrian access.
- ➔ Improve transit marketing (including the website) and real-time passenger trip planning and bus arrival information.
- ➔ Consider increased zoning density around the Southside Transit Hub and a new Midtown Transit Hub.
- ➔ Expand the usefulness of Santa Fe Trails as a first-mile/last-mile service for Rail Runner and other intercity public transit services.

Active Transportation

- ➔ Establish a Bicycle and Pedestrian Coordinator position within the City’s Public Works Division.
- ➔ Strategically acquire easements and construct short connecting pathways at the end of existing dead-end streets to make effective low-street routes through existing neighborhoods.
- ➔ Replace standard crosswalks with high visibility crosswalks, focusing on high crash locations for bicyclists and pedestrians, and consider bulbouts to increase pedestrian visibility and shorten crossing lengths.
- ➔ Prioritize pedestrian improvements that access high activity bus stops.
- ➔ Implement bicycle, pedestrian, and trail wayfinding programs with custom branding on key facilities. This will encourage expanded use and exploration of the non-motorized networks, particularly among visitors unfamiliar with the community.
- ➔ Define specific performance measures in the Santa Fe Metropolitan Pedestrian Master Plan to measure progress towards the plan’s goals.
- ➔ Increase the rate of projects identified in the Public Right of Way Transition Plan and Bike Master Plan to achieve completion by 2035 to help meet the City’s 2040 climate goal.
- ➔ Update the MPO’s Complete Streets Resolution with a specific requirement to provide safe access for all roadway users as part of roadway design, reconstruction, and new construction projects.

Santa Fe Multimodal Transition Plan

Executive Summary

Citywide Multimodal Transition Strategies

Active Transportation

- ➔ Define performance indicators regarding pedestrian and bicycle facilities in the Metropolitan Transportation Plan.
- ➔ Revise the City's development review process and the Santa Fe Street Design Standards.
- ➔ Reconsider implementing a pilot bike-share program, potentially including e-bikes, cargo bikes, and/or scooters.
- ➔ Establish procedures for implementing temporary street closures or auto restrictions.
- ➔ Prohibit and enforce restrictions on parking in designated bike lanes and bikeways.
- ➔ Promote active transportation through mailers and through postings on City social media.
- ➔ Ensure that the Bicycle Master Plan, Pedestrian Master Plan, and Safe Routes to Schools Plans are coordinated.
- ➔ Use the Bicycle and Pedestrian Advisory Committee to review active transportation plans, provide input to roadway projects, and to review progress.
- ➔ Conduct an audit of sidewalks to identify utility poles and signs that can be relocated to eliminate obstacles.
- ➔ Improve on-street bike lane markings.
- ➔ Consider the use of advisory shoulder markings (dashed shoulder lanes) on low speed, low volume roadways with rural character.
- ➔ As part of the planned 2024 Bicycle Master Plan Update, conduct a comprehensive Level of Traffic Stress network analysis and improve the vision map to specify bike lane types.
- ➔ Incentivize non-auto travel modes among City employees.

Parking Management

- ➔ Adjust parking space requirements to better match current parking demand patterns.
- ➔ The parking rate for a shopping center is recommended to be reduced by 20 percent (from 5 spaces per thousand square feet to 4 spaces). This change increases the flexibility for potential re-use of existing extensive parking lots around Santa Fe's commercial centers for other uses such as multifamily housing.
- ➔ Implement parking minimum reductions for projects throughout the city that include other mobility strategies, such as provision of carshare or bikeshare, proximity to a transit hub (including the Southside and Midtown Hubs), and for affordable housing.
- ➔ Encourage shared parking agreements between nearby land uses with differing peaks in parking demand (such as residential and office).
- ➔ Establish parking maximums (such as 20 percent over the defined parking minimum) to avoid unattractive and largely unused parking lots and to promote more walkable urban design.
- ➔ Implement curb management that prioritizes curb space for high turnover activities (short parking stays, delivery trucks, transit stops) over long-term parking.

Santa Fe Multimodal Transition Plan

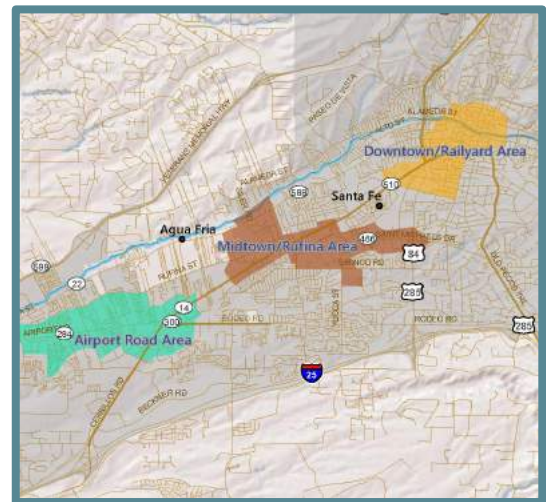
Executive Summary

Focus Area Multimodal Transition Strategies

Downtown/Railyard Focus Area

Re-establish and expand public transit services, make new active transportation connections both within and to/from the area, and modify parking management to make better utilization of existing parking capacities.

- **Transit:** re-establish Routes 5, 6, and the Historic District Shuttle; expand Saturday services; implement a Museum Hill/Canyon Road microtransit service; construct improvements to the Downtown Transit Center.
- **Active Transportation:** improve corridors and connections to trails; construct crosswalk improvement; improve wayfinding signage.
- **Parking Management:** increase the costs for on-street parking, pursue shared parking agreements for remote parking for special events; eliminate parking minimums in certain areas with active parking management and high potential for non-auto travel.



Midtown/Rufina Focus Area

Transition this area to provide a new multimodal hub, with enhanced public transit services and facilities, as well as improved active mobility options.

- **Transit:** establish a Midtown Transit Hub; revisions to Routes 1 and 4; transit signal priority on Cerrillos Road; and expanded Saturday service.
- **Active Transportation:** improve bicycle facilities along San Mateo Road, 2nd Street, and St. Michaels Drive; pave the connection between the Rail Trail and Calle Sombra.
- **Parking Management:** actively manage on-street parking in high-demand areas; leverage underutilized surface parking as a remote option for special events; reduce parking minimums; allow for parking reductions in exchange for mobility infrastructure and programming.

Airport Road Focus Area

Enhance transit services and make strategic improvements to active transportation facilities to make biking and walking a viable option for short trips (or for access to transit services). The high population density in this area indicates significant potential for non-auto travel, if safe and attractive facilities and services can be provided.

- **Transit:** construct the new Southside Transit Hub; implement a new airport route; add a new microtransit service.
- **Active Transportation:** new bicycle corridor improvements along several key roads; crosswalk improvements along Airport Road; wider sidewalks and streetscape improvements along Airport Road.
- **Parking Management:** leverage surface parking options as remote parking for Downtown special events; explore progressive parking policy to reduce the provision of off-street parking when new development comes online.

Santa Fe Multimodal Transition Plan

Executive Summary

Conclusion

Individual elements of this plan work together to strengthen overall alternative transportation options, as follows:

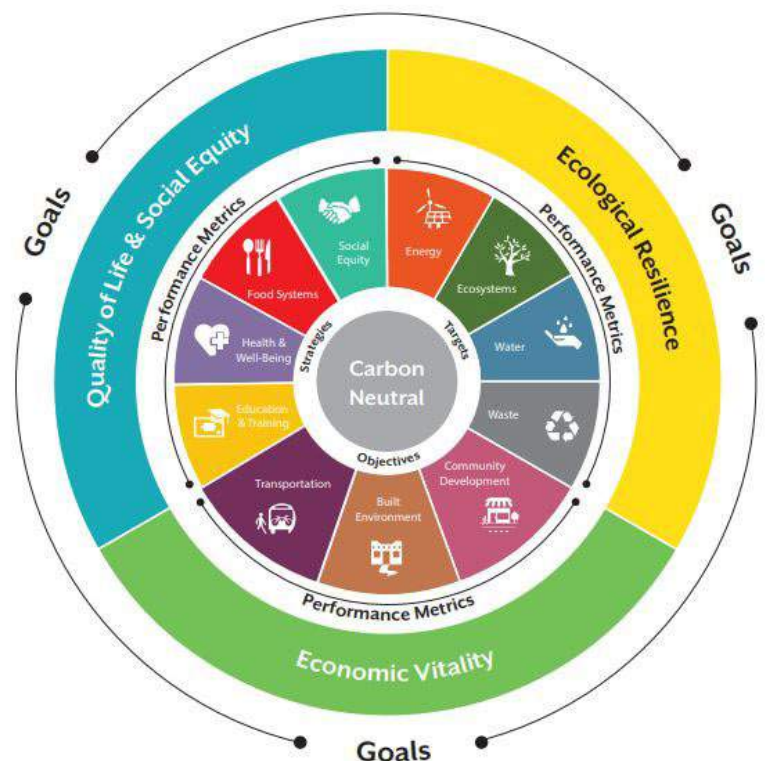
Transit users walk or bike as part of their trip. Active transportation improvements encourages transit use and corresponding expansion of transit encourages greater use of non-motorized facilitates.

Effective parking management reduces car dependency, increases parking efficiency and encourages walking with the net effective of reducing congestion.

Reducing requirements for free off-street parking and increasing on-street parking will change our land use form decreasing the cost and space needed while encouraging active transportation choices.

This Multimodal Transition Plan significantly expands the viability of public transit, walking, and bicycling to access jobs, services, and shopping throughout Santa Fe.

- ➔ It will be a big step in achieving the Sustainable Santa Fe Plan and substantially **reducing carbon emissions** and associated climate change impacts of the community.
- ➔ For visitors, it expands the ability to have a **fully car-free visit to Santa Fe**, both increasing the quality of the visit, as well as reducing the impact that visitors have on the community.
- ➔ This plan will also improve **social equity** by enhancing low-cost public transit options, focusing bicycle and pedestrian improvements in disadvantaged neighborhoods, and reducing the cost of new housing (through reductions in parking requirements).
- ➔ The plan includes both on-the-ground **improvements in facilities** for near-term benefit, as well as **policy modifications** that will help transform the character of the community over time to better balance Santa Fe's mobility options.



Graphic from the Sustainable Santa Fe 25-Year Plan, which provides a roadmap for the City towards a sustainable future and corresponds to the goals of the Santa Fe Multimodal Transition Plan.