



Santa Fe Complete Streets

What they are. Why they're important, How they benefit the community.



WHAT ARE COMPLETE STREETS?

COMPLETE STREETS ARE STREETS FOR EVERYONE.

Complete Streets are an approach that integrate people and place in the planning, design, construction, operation, and maintenance of transportation networks.

WHAT IS A COMPLETE STREET?



Complete Streets:

MAKE OUR
STREETS
SAFER

HELP OUR
COMMUNITY BE
HEALTHIER

ARE SUPPORTED BY
THE COMMUNITY

PROVIDE SAFER
ACCESS FOR FAMILIES
TO SCHOOLS AND
PARKS

SUPPORT ALL
AGES AND
ABILITIES

IMPROVE SOCIAL
EQUITY

CREATE ECONOMIC
BENEFITS

SUPPORT
ENVIRONMENTAL,
CLIMATE CHANGE,
AND SUSTAINABILITY
GOALS

HOW DO COMPLETE STREETS BENEFIT SANTA FE AND THE REGION?

They support all modes.

GOAL: MULTIMODAL MOBILITY & ACCESSIBILITY: An accessible, connected, and integrated transportation system.



Santa Fe MPO
Metropolitan
Transportation
Plan 2020-2045

GOAL: CONNECTIVITY - Provide critical connections for bicyclists and pedestrians of all ages and abilities that link destinations, transit, and neighborhoods.

SANTA FE METROPOLITAN
BICYCLE MASTER PLAN
2019

Complete streets balance the needs of multiple modes in the right-of-way and across the transportation network – creating space for convenient and efficient transit, ensuring complete sidewalks, and providing safe bicycling infrastructure. **Complete streets prioritize more than the traditional vehicle throughput and speed – and instead elevate safety and convenience across all modes and abilities** as the most important elements of a street.

In Santa Fe, large arterial roads bisect the city and create barriers for pedestrians and people on bikes. These streets (like Airport Road and Cerrillos Road) contain many of the commercial and employment destinations in the city but they lack safe, low-stress bike infrastructure, are difficult to cross, and are unpleasant to walk along. This leads 87.5% of people in Santa Fe to drive or carpool to work.

But, by building complete streets on key corridors, and developing additional multimodal routes that connect neighborhoods and important destinations (like schools and grocery stores), Santa Fe can create a community that offers a variety of transportation options.

They make our streets safer.

GOAL: SAFETY: a safe and secure transportation system for motorized and non-motorized users.



Santa Fe MPO
Metropolitan
Transportation
Plan 2020-2045

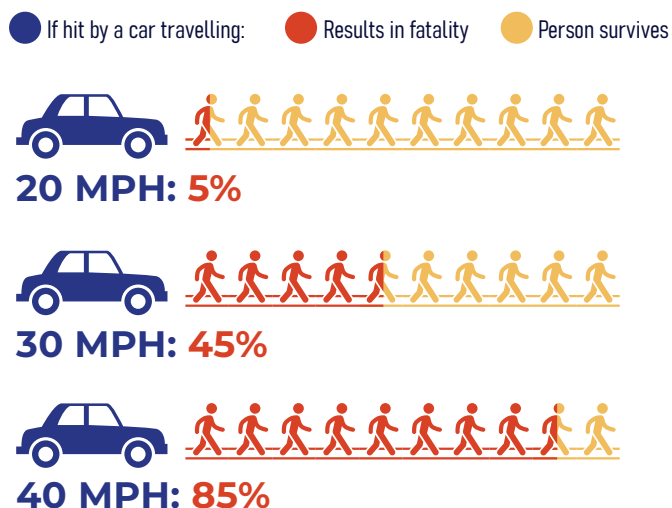
GOAL: Improve pedestrian safety through well-designed facilities along and across roadways, and by promoting safe driving, walking, and bicycling behaviors.

SANTA FE METROPOLITAN
PEDESTRIAN
MASTER PLAN

Between 2010 and 2019, New Mexico had the highest rate of pedestrian fatalities per 100,000 people of all states.¹ 58.8 percent of those deaths were on arterials.² This is during a time period where, nationwide, the number of pedestrians struck and killed by drivers increased by an astonishing 45 percent.

However, designing a street with pedestrians in mind – sidewalks, raised medians, traffic-calming measures, and treatments for travelers with disabilities – can reduce pedestrian risk by as much as 28%.¹

In many cases, reducing speeding will be paramount to increasing safety. At 20 miles per hour, there's a 5% fatality rate for people struck by a car. That fatality rate rises to 85% at 40 MPH.³ Complete streets incorporate the treatments above – and many more – to provide cues to drivers to slow down.



They support mobility for all ages and abilities.

VISION: Santa Fe is a place where people of all ages and abilities can safely and comfortably have bicycle and pedestrian access along a comprehensive network of multi-use trails and complete streets, connecting residential neighborhoods with employment centers, parks, open space, schools, retail centers, and other public and private services throughout the metropolitan area.

SANTA FE METROPOLITAN
BICYCLE MASTER PLAN
2019

GOAL: SAFETY - Create a bicycle network that is safe and comfortable for bicyclists of all ages and abilities, particularly at schools and surrounding neighborhoods.

SANTA FE METROPOLITAN
BICYCLE MASTER PLAN
2019

Incomplete streets are often primarily designed for able-bodied adults who can walk quickly, easily interpret road risks, or confidently navigate on a bicycle. Alternatively, complete streets improve transportation options and safety for everyone – extra consideration is given to children, the elderly, and the physically impaired in complete street designs.

In Santa Fe, 13% of residents have some form of disability, 25% are over 65 years of age, and 16% are under the age of 16.⁴

Despite the number of people in Santa Fe that face these challenges, many sidewalks in Santa Fe are extremely narrow (too narrow for wheelchairs or strollers) missing curb ramps, or contain physical obstacles (like light posts and signs). Other streets lack sidewalks altogether. Removing these barriers can make it easier to navigate our streets and community.

Children also deserve a transportation system that serves their needs. Complete Streets provide children with opportunities to walk, bike and play in a safe environment - allowing them to stay active and gain independence.⁵ By slowing traffic and providing additional safety improvements, complete streets can make streets safe for kids (and their parents) to view walking or biking to school as viable options.

They help our community be healthier.

GOAL: Develop a pedestrian network that promotes active, healthy lifestyles and sustains a healthy environment.

SANTA FE METROPOLITAN
PEDESTRIAN
MASTER PLAN

GOAL: PUBLIC HEALTH: A transportation system that supports healthy lifestyles.

Santa Fe MPO
Metropolitan
Transportation
Plan 2020-2045

Engaging in physical activity for as little as 30 minutes a day can prevent or help treat conditions such as diabetes, breast and colon cancer, depression, dementia, anxiety, osteoporosis, cardiovascular disease, obesity, and high blood pressure.⁶

Providing opportunities for people to integrate walking or biking into their daily routines can help them meet daily and weekly exercise recommendations and stay healthy and fit. According to a study released in 2014 by the American Journal of Public Health, there is a direct and significant correlation between how close people live to biking and walking infrastructure and the amount of weekly exercise they get.⁷ By providing complete streets throughout Santa Fe, many more residents can live near facilities that allow them to incorporate exercise into their everyday routine.

In Santa Fe County, obesity affects 18.4% of adults and more than 14% of those ages 10-17. Only 24.1% of adolescents in Santa Fe were physically active for at least 60 minutes per day.⁸ As stated in the Santa Fe Metropolitan Bicycle Master Plan, "Given Santa Fe's educational budget restrictions and declining offerings in physical education, promoting walking to school and establishing a safe and reliable bicycle network is a logical strategy for children's health that can benefit the entire community"



They are good for the community and are supported by the community.

During public outreach that was conducted during the development of Santa Fe's many transportation plans – Bicycle, Pedestrian, Transit, Multimodal Transition, and Metropolitan Transportation – the public has repeatedly requested the implementation of complete streets infrastructure and the improvement of multimodal networks.

Across all these plans, when Santa Fe residents were asked during transportation planning efforts what their top priorities were for improvement to the transportation network, the top for responses were:

1. Expanded bus and train service
2. Better connected and safer bicycle and pedestrian networks
3. Improved quality of infrastructure for all modes
4. Target improvements for those populations who need it most

The responses above can all be addressed through the implementation of complete streets within Santa Fe.

Additionally, as part of the development of the Santa Fe Metropolitan Transportation Plan, when asked, "If you had \$5 million available to spend on the transportation network, where would you spend it?" **73% of residents chose to allocate their funds to transit, bike/pedestrian, or road safety improvements.**⁹ Complete streets would improve the transportation network in relation to each of these categories.

They support environmental, sustainability goals, climate goals.

GOALS: *Plan for and invest in a safe, modernized transportation system that supports low-emission, active, and equitable mobility options for all users.*

Achieve annual reductions in daily vehicle miles traveled. Achieve annual increases in the total miles of sidewalks, on-road bicycle lanes and multi-use paths. Increase public transit ridership annually..

**Sustainable Santa Fe
25-Year Plan**

October 2018

In the Sustainable Santa Fe Plan, and other city and MPO plans, sustainability and mitigating climate change have been expressed as a major priority of the city and region. With transportation accounting for the largest share of carbon emissions in the U.S., achieving ambitious climate targets and creating more livable communities requires us to build streets and transportation networks that allow people to get around outside of a car.

In the Santa Fe Metropolitan Planning Area, transportation is the economic sector responsible for the majority of carbon dioxide emissions – at 41% of all emissions. Complete streets can help cut these emissions, as households located in a network of complete streets make significantly fewer of their daily trips by car.¹⁰

And, due to its compact size, almost all trips within Santa Fe have the potential to be completed by active transportation or transit. **48 percent of all trips in Santa Fe are within a mile, which would be about a 20-minute walk.** And 81% of all trips taken are within five miles, which would be up to a 30-minute bike ride.¹¹ Replacing these short trips currently taken by car can greatly reduce harmful emissions.

Driving related emissions for households living in non-car-dependent neighborhoods can be up to half of what they are for households in the car-dependent neighborhoods.¹² By implementing complete streets, Santa Fe can help make every neighborhood a neighborhood that doesn't necessitate car use.



They create economic benefits.

GOAL: Enhance economic vibrancy by creating safe and aesthetically pleasing walking environments with easy connections to commercial centers and attractive and enjoyable public places

SANTA FE METROPOLITAN
**PEDESTRIAN
MASTER PLAN**

GOAL: ECONOMIC & COMMUNITY VITALITY:
A transportation system that supports economic and community vitality



What do communities get for their investments in complete streets? Compared to conventional transportation projects, complete streets projects are remarkably economical - for the most part, costing significantly less than conventional transportation projects.¹³

Dollar for dollar, bicycling is by far one of the cheapest transportation modes to support. Often bicycle facilities utilize existing roadway space, and only require relatively low-cost pavement markings and/or signage.

By installing infrastructure that increases the rates of biking, walking and transit use, the carrying capacity of a street can be increased for a fraction of the cost of acquiring additional right-of-way and installing additional lane miles – miles that would also eventually require repaving and maintenance in the future.

Complete streets aren't just cheaper to build, they grow the economy where they all installed. Complete streets projects lead to broader economic gains like increased employment, higher property values, and increased net new businesses.⁴



They improve social equity.

GOAL: SOCIAL EQUITY:
Equitable investments in transportation that enable quality of life for all residents



Everyone deserves the opportunity to achieve their full potential regardless of where they live, how they travel, who they are, or what social position they occupy. An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping, and social/recreational activities - no matter the mode used for transportation.

In a study of upward mobility, commuting time has emerged as the single strongest factor in the odds of a household escaping poverty. **The longer the average commute is in a given county, the worse the chances a low-income family there has of moving up the socioeconomic ladder.**¹⁴ Those without access to a car (or unable to drive), who rely on public transit, are likely to suffer from the longer commute times. By ensuring good transit service and access through complete streets elements, commute times can be reduced and access to jobs and opportunity improved.

People in Santa Fe spend 22% of their household income on transportation each year, or about \$11,718.¹⁵ When people have the opportunity to walk, bike, or take transit, they have more control over their expenses and aren't forced to consider purchasing a car they may not be able to afford.

While those with vehicles can choose to avoid unsafe streets and walking conditions, those without (3.5% of households in Santa Fe) are forced to walk or bike along streets that aren't designed with them in mind.

Because of this, people die while walking at much higher rates in lower-income communities compared to higher-income areas. However, low-income communities are significantly less likely to have sidewalks, marked crosswalks, and street design to support safer, slower speeds.¹⁶

Complete streets distributed equitably throughout Santa Fe can remove the safety risks of walking along our streets, bringing safety equity between those who walk, bike, or use transit as a means of transportation, and those who drive.

HOW DOES IT ALL FIT TOGETHER?

The City, County, and Metropolitan Planning Organization of Santa Fe are working together to advance complete streets and reduce the impacts of climate change in order to help meet their overlapping community goals.



Sources

1. "Dangerous by Design 2021." Smart Growth America. <https://smartgrowthamerica.org/resources/dangerous-by-design-2021-2/>
2. <https://smartgrowthamerica.org/wp-content/uploads/2016/08/dangerous-by-design-2014-newmexico.pdf>
3. National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>
4. <https://htaindex.cnt.org/map/>
5. U.S. Census, American Community Survey 2019, 5-year estimates.
6. Ewing, R. Will Schroeer, William Greene. School location and student travel: Analysis of factors affecting mode choice. Transportation Research Record: Journal of the Transportation Research Board, No. 1895, TRB, National Research Council, Washington, D.C., 2004
7. "Walking for Health — in Healthy Communities" Jay Walljasper <https://www.planning.org/planning/2014/may/completestreets.htm>
8. "New Walking and Cycling Routes and Increased Physical Activity: One- and 2-Year Findings From the UK iConnect Study" American Journal of Public Health. <https://ajph.aphapublications.org/doi/full/10.2105/AJPH.2014.302059>
9. Santa Fe Metropolitan Bicycle Master Plan. <https://santafemopo.org/plans/bicycle-master-plan/>
10. Santa Fe Metropolitan Transportation Plan. https://santafemopo.org/wp-content/uploads/2020/12/Amendment1_Santa-Fe-MTP_FINAL_low-res_120120.pdf
11. Khattak, A. & Rodriguez, D. (2005). "Travel behavior in neo-traditional neighborhood developments: A case study in USA." Transportation Research Part A: Policy and Practice
12. Streetlight Data for Santa Fe. Calculated in 2021.
13. The Center for Neighborhood Technology. <https://htaindex.cnt.org/>
14. "Safer Streets, Stronger Economies," Smart Growth America. <https://smartgrowthamerica.org/resources/evaluating-complete-streets-projects-a-guide-for-practitioners/>
15. "The Impacts of Neighborhoods on Intergenerational Mobility." Raj Chetty and Nathaniel Hendren, http://www.equality-of-opportunity.org/images/nbhds_exec_summary.pdf
16. H+T Index. Based on U.S. Census Data. Center for Neighborhood Technology.
17. Gibbs K, Slater SJ, Nicholson N, et al. (2012.) "Income Disparities in Street Features that Encourage Walking." Bridging the Gap Program, University of Illinois at Chicago. Available from http://www.bridgingthegapresearch.org/_asset/02fpi3/btg_street_walkability_FINAL_03-09-12.pdf