METROPOLITAN TRANSPORTATION PLAN

2005 - 2030

"Providing Interconnected Options for More Travel Choices"

City of Santa Fe
New Mexico

Santa Fe Metropolitan Planning Organization

Santa Fe County

INSIDE COVER LETTER TO COME

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Reed Liming, *Planning Division Director*
John Nitzel, P.E. *Traffic Engineer*
Eric Martinez, P.E., *Engineering Project Manager*
Elizabeth Carter, *Transit Coordinator*

Santa Fe County Staff

Gerald Gonzales, *County Manager*
Jack Kolkmeyer, *Panning Division Director*
Robert Griego, *Senior Planner, Planning Division*

New Mexico Department of Transportation Staff

Greg White, *Government to Government Section Supervisor*
Pat Oliver-Wright, *Strategic Planning Section Supervisor*

Federal Highway Administration Staff

Joe Maestas, *Planning & Program Management Engineer*

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1.0 Introduction

1.1 Santa Fe MPO Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) will serve as an important framework in addressing the transportation needs of the Santa Fe MPO over a 25 year horizon. This document is a federally required five-year update of the Long Range Transportation Plan that was adopted in 1999. Transportation plans for the metropolitan area have traditionally been included as an element in the comprehensive plans of the city and the joint extraterritorial area of the city and county. While these separate city and county plans continue to contain transportation elements, it is intended that this plan and other local government plans be consistent.

The content of this plan is "multi-modal" in nature. It covers all of the different modes or forms of surface transportation including pedestrian and bicycle facilities, public transportation, and roadways. It is also "inter-modal" in that it examines facilities where a person can transfer from one form of transportation to another. The plan includes a component on public involvement published for public comment and approved by the Transportation Policy Board. This document, "SFMPO Public Involvement Plan", is available at the MPO office located at the City of Santa Fe Municipal Building.

The next regular update of the Santa Fe MPO Metropolitan Transportation Plan will be conducted in 2010, although amendments may be made to this plan prior to that time. This Plan draws from the following planning efforts: the Downtown Parking study, the Regional Park-and-Ride study, the Santa Fe Southern Railway Study, the City of Santa Fe General Plan, and the Arterial Roads Task Force Future Roads Plan, and a series of transit-oriented development studies.

The purpose of this document is to lay the groundwork for a future transportation system. Many of the factors that will influence this system will continue to be refined in subsequent planning efforts. For example, the recommendations for improving the roads network were developed in conjunction with detailed land use and growth projections provided by city and county planning staffs. MPO staff will continue to monitor actual land development patterns and will work closely in other planning efforts in the metropolitan area to assure that the plans are coordinated.

The Metropolitan Transportation Plan is not intended solely as a budget document or a project list. It will be used, however, as the basis to develop the projects that are programmed and budgeted in the Transportation Improvement Program (TIP). The TIP is reviewed and approved by the Transportation Policy Board. The minimum requirement is that any project that will use federal funding must be included in the TIP and referenced in the MTP.

Recommendations 2005 are included to highlight current updates as well as to supplement those made in previous updates of the Metropolitan Transportation Plan.

1.2 Federal Legislation & Transportation Planning (TEA-21)

In 1998, federal legislation was enacted called the Transportation Equity Act for the 21st Century, commonly referred to as TEA-21. This act continues the planning procedures and requirements as first established by the Inter-Modal Surface Transportation Efficiency Act (ISTEA) of 1991. TEA-21 also requires that the MPO develop a plan for public involvement in the transportation planning process. Further, it requires that a 25 year transportation plan be developed for the metropolitan planning area that addresses all modes of surface transportation. The reauthorization of 2005 federal transportation funding legislation is delayed pending action by Congress. Current federal funding levels have been established by continuing resolutions.

Recognizing that the transportation system does not exist in isolation, TEA-21 encourages the Metropolitan Transportation Plan be developed in the context of existing long-range plans which address land-use, community development and employment, environmental resources, and other community issues. The Santa Fe Metropolitan Area is represented by a combination of long range planning documents including the City of Santa Fe General Plan, the Santa Fe Regional Future Land Use Plan & Growth Management Plan, the Santa Fe County Growth Management Plan and the Extraterritorial General Plan.

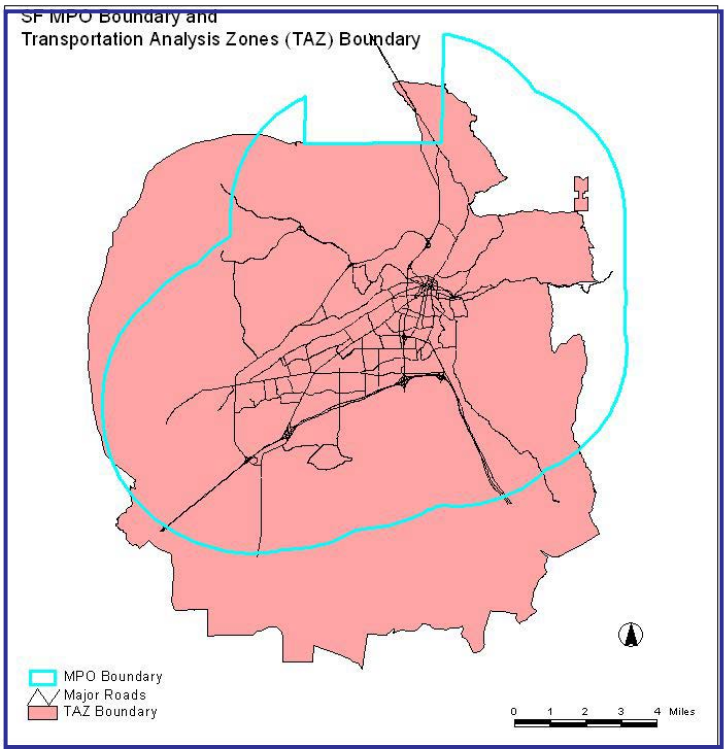
1.3 Metropolitan Planning Organization and Transportation Policy Board

Santa Fe was designated a Metropolitan Planning Organization (MPO) in 1982 by the federal government when the population of the metropolitan area reached 50,000. The purpose of the MPO is to create a forum for transportation decision making in the metropolitan planning area. In order to accomplish this, an agreement was completed between the City and County of Santa Fe that established the Transportation Policy Board (TPB). This Board was created to act as a joint decision making body for transportation issues. It consists of four County Commissioners and four City Councilors.

A Technical Advisory Committee (TAC) was created to assist and make recommendations to the TPB on technical matters. The TAC consists of state, county, and city staff members. Current membership of the TPB and the TAC is located by the Table of Contents of this document. The Transportation Planning Section of the City Planning and Land Use Department staffs the MPO. Together, the TPB, TAC, and staff members compose the MPO and are charged with transportation planning responsibilities for the Santa Fe metropolitan planning area.

Santa Fe MPO Planning Area

The Santa Fe MPO Transportation Planning Area currently includes the Santa Fe urbanized area and the five mile Exterritorial Zone. According to federal transportation planning regulations, MPO boundaries may be changed based on the approval of the Transportation Policy Board of the MPO and the Governor of the State. A change in the MPO Planning Area Boundary does not require approval of either the Federal Highway Administration or the Federal Transit Administration of the U.S. Department of Transportation, but those agencies are to be notified of any boundary changes.



Federal Regulations state:

"…Where appropriate, adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, reduces access disadvantages experienced by modal systems, and promotes efficient overall transportation investment strategies." (U.S., 23 CFR, Part 450.308, 1993)

While the Santa Fe MPO jurisdictional boundary is clearly defined, the MPO staff works within a larger geographic area (called transportation analysis zones) for travel demand analysis and modeling that includes Eldorado, Las Campanas, La Cienega, Tesuque, and other land that more nearly defines a Santa Fe Metropolitan transportation planning area.

1.5 Federal Transportation Planning Factors

TEA-21 identifies seven goals, or factors, that must be considered as part of the transportation planning process for all metropolitan areas. The following paragraphs summarize each factor and describe how they are addressed in the transportation plan for the Santa Fe Metropolitan area.

1. Emphasize the preservation of the existing transportation system.

A major emphasis of TEA-21 is on the preservation of existing infrastructure. This emphasis is reflected in the funding allocations of the transportation plan that include the maintenance of existing facilities over the life of the plan. Several major reconstruction projects are included in the estimates along with routine maintenance services to keep the existing transportation system operating on a daily basis.

In terms of improving the efficiency of the existing system, the plan includes continued efforts at optimizing traffic signal timing to maintain an efficient flow of traffic. It also includes funding for transportation programs that offer alternatives to driving alone, including the Santa Fe Trails bus system, Northern New Mexico Park & Ride Transportation Improvement/Initiatives , and the Rideshare Program, which improve the efficiency of the existing roadway system by reducing the growth in traffic congestion.

2. Protect and enhance the environment, promote energy conservation, and improve quality of life.

The inter-modal character of the transportation plan incorporates several programs and facilities that are in accord with the goals of applicable energy conservation programs. The transit, bikeways, and pedestrian components of the plan all focus attention on transportation facilities that support energy conservation and are consistent with the goals of energy conservation programs. Santa Fe Trails bus system, for example, was the first all compressed natural gas (CNG) fleet in the nation. In addition, new roadway design requirements include enhancements such as wider sidewalks and lanes for pedestrians and bicycles as well as landscaping and medians (where appropriate) for all urban street reconstruction projects.

3. Promote efficient system management and operation.

Several recommendations are presented in the plan that promote efficient system management by addressing existing congestion levels and additional congestion expected to occur in the future. The recommendations include the improvement or expansion of existing transportation facilities in some instances, and the addition of new facilities and services in others. Travel Demand Management (TDM) techniques are also included in the plan as a means of reducing congestion. These techniques include the development of parking policies that create incentives for carpooling and vanpooling, the development of a "Park and Ride" system, and the development of employer based programs which provide

incentives aimed at the reduction of trips to and from the workplace. The emphasis of the plan on providing facilities for alternative modes of transportation such as transit, walking, and bicycling also serves to manage travel demand on the transportation system.

4. ***Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.***

The inter-modal centers identified in the Metropolitan Transportation Plan are designated to enhance the transfer between various transportation modes. This plan also connects various modes of transportation linking hike/bike trails, roads, and bus routes with business/service areas, public schools and recreation centers.

5. ***Increase the accessibility and mobility options available to people and for freight.***

Efficient movement of people and freight throughout the community is the main function of the transportation system. The plan enhances freight movement by identifying programs and projects designed to enhance the overall efficiency and effectiveness of the transportation system. It specifically looks at congestion within the system and identifies means by which to address the issue. The comprehensive nature of the plan encompasses the movement of people and goods and aims to create and maintain an effective transportation system.

6. ***Increase the safety and security of the transportation system for motorized and non-motorized users.***

The Neighborhood Traffic Management element of the plan supports a program to improve traffic management in residential areas where traffic speeds and volumes have disrupted residential areas. In addition, most new roads are recommended for two lanes with accommodations to promote greater bicycle and pedestrian safety.

7. ***Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.***

A primary purpose of the plan is to provide a multi-modal transportation system that allows for the efficient movement of people and goods. The plan provides ample opportunity for economic growth and expansion in the metropolitan area by providing the transportation infrastructure required for such activity to occur. Santa Fe is an important part of New Mexico's economy, especially the tourism sector. An efficient, well-maintained transportation system is necessary to support the tourism and service sectors within Santa Fe. Current focus areas include reconstruction along the Cerrillos Road corridor and the development of the downtown Railyard area.

1.6 New Mexico Department of Transportation Guiding Principles

The New Mexico Department of Transportation (NMDOT) has developed guiding principles that should be included in developing the MPO Metropolitan Transportation Plan. The following Guiding Principles are used in *NMDOT Statewide Multimodal Transportation Plan:*

1. ***Multimodal Transportation – We are committed to the principle of a multimodal transportation system. We are committed to developing accessible, connected and sustainable multimodal opportunities for all citizens, which allow travel choices making the most efficient use of the State's transportation infrastructure.***
2. ***Partnership with Tribal Governments - We are committed to the principle of partnership with tribal governments. Our Department recognizes respects and supports the unique sovereign status of the tribes and pueblos in New Mexico.***
3. ***Environment Responsibility - We are committed to the principle of an environmentally responsible transportation system. Our Department prepared the "Commitment to Environment and Energy Action" to support thoughtful stewardship of the environment and development of alternative energy sources for this and future generations.***
4. ***Partnership with Local Governments - We are committed to the principle of partnership with local governments. Our Department appreciates the vital role of local government decision-making and delivery of transportation services in our cities, counties and throughout New Mexico.***

1.7 Community Goals of the Metropolitan Transportation Plan

The Metropolitan Planning process is set up to encourage all of the local governments of an urban area to work together in a cooperative, comprehensive and continuing manner to provide for the transportation needs of the community. The Metropolitan Planning guidelines under the federal TEA-21 legislation call for the development of a transportation plan addressing at least a twenty-year planning horizon that includes both long-range and short-range strategies/actions. The Plan should lead to the development of an integrated inter-modal transportation system that facilitates the efficient movement of people and goods.

In addition to the seven goals, or factors, required for consideration by the federal government in developing a MPO Metropolitan Transportation Plan and reviewed in the previous section, the Santa Fe Community Goals for the Metropolitan Transportation Plan as established in 1994 and approved in April 2004 by the SFMPO Transportation Policy Board include:

1. ***The MPO should continue to encourage city and county cooperation in developing a regional transportation system that includes all modes.***
2. ***The MPO should encourage the provision of alternative modes of transportation in the effort to meet transportation needs.***
3. ***The MPO should encourage the coordination of land use and transportation planning with the transportation system directing land development decisions. This should be accomplished by including the pertinent updates of the City of Santa Fe General Plan and the Santa Fe Comprehensive Extraterritorial Plan into the MPO Metropolitan Transportation Plan.***
4. ***The MPO should strive to develop a road network that minimizes the impacts of motor vehicle traffic on residential neighborhoods.***

2.0 Public Involvement

2.1 Guiding the Process: The Public Involvement Plan

Public involvement regarding transportation issues in Santa Fe occurs through a number of task forces, boards, and committees on a regular basis. Since adoption of the Long Range Transportation Plan in 1999, the following forums have provided public input and, in many cases, recommendations on a number of transportation issues:

- **Transportation Policy Board (TPB)**
- **General Plan (Updated)**
- **SFMPO Technical Advisory Committee**
- **City's Public Works & Land Use Committee**
- **Santa Fe City Governing Body**
- **Board of County Commissioners**
- **Bicycle and Trails Advisory Committee (BTAC)**

The Public Involvement Plan (PIP) guides public participation activities conducted by the Santa Fe Metropolitan Planning Organization (the "MPO"). According to Federal law, a metropolitan planning organization must be designated for each urbanized area of 50,000 or more. The MPO serves as a forum for a continuing, cooperative, and comprehensive transportation planning process and its Transportation Policy Board (the "Policy Board") is the authority in approving how Federal transportation dollars are spent in the region.

The process outlined in the Public Involvement Plan is the basis for the development of the twenty five-year Metropolitan Transportation Plan and its amendments. The process shall result in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, multimodal transportation system that facilitates the efficient, economic movement of people and goods. (The memorandum of agreement between the New Mexico Department of Transportation and the Santa Fe MPO clearly identifies the MPO's responsibilities for carrying out transportation planning and programming.)

Background

The Santa Fe MPO has existed since 1982. The MPO's Policy Board, which is comprised of local elected officials, set MPO policy; however, other groups such as non-profit organizations, community organizations, or environmental organizations, can influence the direction of the MPO. On a day to day basis, MPO staff facilitates the transportation planning process, and are responsible for the development and preparation of all plans and associated documents. Staff also performs data analysis and carries out studies at the direction of the Policy Board. The Santa Fe MPO Office is located in City Hall as the City of Santa Fe is the fiscal and administrative agent for the MPO.

The Public Involvement Plan encourages active public participation in identifying and commenting on transportation issues, programs and projects at every stage of the planning process. Specific public involvement procedures are outlined for various MPO planning work products in this document. Every effort is made to reach traditionally underserved populations, including low income and minority households and persons with disabilities.

The Santa Fe MPO involves the City of Santa Fe, Santa Fe County, Santa Fe Trails, North Central Regional Transit District, New Mexico Department of Transportation, Federal Highways Administration and the Federal Transit Administration.

MPO Transportation Policy Board

The Santa Fe Regional Planning Authority (RPA) also serves as the Santa Fe MPO Transportation Policy Board (TPB) as a result of a joint powers agreement between the city and county. The eight member board consists of four elected officials from the Santa Fe City Council and four elected officials from the Santa Fe County Commission, with a rotating chair and co-chair. Nonvoting advisory members to the TPB are representatives from the Federal Highway Administration, Federal Transit Administration, and the New Mexico Department of Transportation. This Policy Board is responsible for the review and adoption of all MPO planning work products such as the Public Involvement Plan (PIP), Unified Planning Work Plan (UPWP), Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Area Studies/ Corridor Plans and proposed amendments to adopted plans and programs.

The MPO has also undertaken and adopted a regional future roads network plan in conjunction with the county and the city and neighborhoods in the area. This plan, the Santa Fe Urban and Extraterritorial Future Roads Plan, was adopted by the City, the County and the Extraterritorial Zoning Authority in 1999 and approved by the Policy Board. It specifies the location, general priority and roadway design principles for future arterial and regional roads, both funded locally and with State or Federal funds.

This plan may be amended from time to time. When it was adopted, the city and county specified that "Deletions or additions to this Future Roads Plan shall be reviewed for recommendations by the appropriate planning committees, Arterial Roads Task Force Steering Committee, affected neighbors and property owners prior to adoption."

Policy Board meetings are held to disseminate information and provide for discussion at the appropriate intervals in the transportation planning process. A public hearing is held when the Policy Board takes action on an item (i.e. vote on adopting

the Metropolitan Transportation Plan). The MPO Policy Board is required to meet quarterly, yet generally meets more often.

Meetings generally begin with RPA items for discussion. Agenda items for the RPA and the Policy Board may be included on the same agenda; however, there is clear delineation between the two functions. When it is time to discuss MPO items, the RPA will adjourn and reconvene as the MPO Policy Board. At this point, the Policy Board has full authority to make key transportation decisions for the community, applicable to contracts and State and Federal laws and regulations, including but not limited to *23 CFR 450** All meetings will have time allotted for public comment.

**This federal law is to ensure that a public involvement process "be proactive, provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement."*

Technical Advisory Committee

The Technical Advisory Committee (the "TAC") discusses current transportation issues and provides recommendation to the Policy Board. The TAC has voting members from the city, county and New Mexico Department of Transportation (NMDOT); and non-voting advisory members from Federal Highway Administration, Federal Transportation Administration and NMDOT.

- The TAC is required to meet quarterly, yet generally meets on a monthly basis.
- The MPO Officer or any committee member may initiate items for discussion.
- Citizens may contact MPO staff or committee members concerning transportation issues to be addressed at TAC meetings. The Santa Fe MPO Office can be reached at 955-6605.
- Upon request, MPO staff will provide contact information for committee members.
- Recommendations from committee members will be summarized and presented to the Policy Board.
- All meetings will have time allotted for public comment.

2.2 Gathering Public Input: Public Meetings

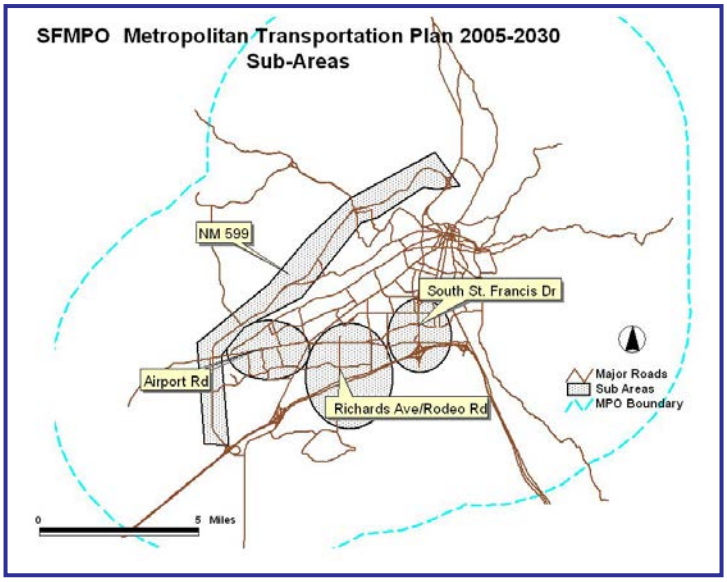
A transportation system functions on the interrelation between network travel options and individual travel choices. The number and quality of options available influences the choices of travel mode and routes taken. Reaching and maintaining an effective level of service, or having a well-connected network that minimizes traffic congestion, depends on how options are developed and improved to encourage and guide the choices.

In February 2005, the Santa Fe Metropolitan Planning Organization (SFMPO) initiated a series of public meetings to inform participants of the elements addressed in the current Long Range Transportation Plan and to help focus attention on what improvements and additional options are necessary to meet the current and future travel demands and impacts on the transportation system. Public input, including comments from these meetings, is an essential component of the federally required five-year update of the Metropolitan Transportation Plan (MTP).

The first 'kick-off' meeting was held at the Genoveva Chavez Community Center. Stations, each displaying an 'element' of the current approved interim MTP printed on poster boards, were set up around the room with staff available to answer questions. The elements included: Future Roads, Transit, Commuter Rail, Bikeways, Pedestrian System, Neighborhood Traffic Management and Downtown Parking. About 40 participants viewed the displays and heard a presentation about the Santa Fe MPO and the requirements and process of updating the MTP. An 'open house' format continued with discussions at each 'poster station'.

A different format was used for the next set of meetings held during the month of March at three public elementary schools: Cesar Chavez, E.J. Martinez and Gonzales Elementary. Each began and closed with a similar 'open house' comment period using the same poster stations as the initial meeting. The presentation, however, was a focused discussion on each of four sub-areas of the MPO transportation network presented by staff and facilitators. Participants presented their own improvement 'scenarios' or views about each sub-area. The number of participants varied at each location ranging from 20 to 40.

The strategy for this set of meetings was to select four 'sub-areas' of the network (see following map) that are currently (or likely to become) 'gateways' to Santa Fe. Gateways are the entry points to a place that reflect the characteristics that help to define that place. The intent was to hear comments about how each 'local' sub-area corridor should 'look' and function as part of an integrated transportation system. Another objective was to redirect participants' 'local' attention to other areas of the network where they may be the ones 'impacting' a neighborhood instead of just reacting as the ones who are being impacted. The 'sub areas' include: Airport Road, NM 599, Richards Avenue/Rodeo Road and South St. Francis Drive.



The fifth meeting was a demonstration of the traffic modeling software (VISUM) presented by Robert Shull of PTV America. VISUM is an improvement over the T-Model software used by the SFMPO for previous traffic demand modeling. Almost 40 people attended the meeting held at the Santa Fe Community College. An open house prior to the presentation allowed more comments to be made on the current MTP. The demonstration explained how the model is built and its ability to provide 'microscopic' analyses of various sections of the network. Forecasting accuracy is dependant on reliable land use demographic data and traffic counts. Some 'scenarios' were shown including one of the existing network with no improvements as well as with several suggested improvement options. Samples of the model runs will be presented in Section 3.2: Travel Demand Assessment.

The final public meeting was held in April at Sweeney Convention Center to review, discuss and summarize the various comments gathered during the previous meetings. Additional comments were also recorded. The following sections contain summaries of transportation concerns and recommendations for each sub-area and MTP transportation element.

2.3 Sub-Area Analyses: Public Comment Summaries/SFMPO Recommendations

[The following are summaries of public comments made at each of the sub-area meetings. A complete list of public comments by sub-area and by transportation element as well as during the 30 day public review period is available upon request at the Planning Office and will be incorporated into the SFMTP 2005-2030 Appendix.]

Public Comment Summary: Airport Road

Consensus was that Airport Road should not be duplicated for future road designs. Suggested improvements included elimination of the current four lanes plus middle turn lane and creating a 'boulevard' with raised median. Also, the area around Airport Road needed to become more a network of streets. Possible network roads included extending Rufina to CR 62 and Cerrillos and extending South Meadows from Airport to Agua Fria and the bypass. Developers should be required to develop connectivity rather than just neighborhood roads dumping traffic onto Airport. Pedestrians would benefit from the development of a boulevard as well as it would create safe places to cross. Recommended crossings were at Zepol Rd., Jemez Rd., Calle Atajo, Paseo del Sol, and Country Club Gardens. To promote safe cycling, informal trails need to be formalized, right of ways acquired and developed, and bike lanes separated from the automobiles.

SFMPO Recommendation 2005: Airport Road

- *Safety improvements are critical for pedestrians, cyclists and motorists. The continuous left turn lane needs to be replaced with raised medians. Lighting improvement is needed especially at transit stops across from residential areas. Proposed road connections between Rufina and Cerrillos Rds (at Zafarano and Vegas Verde) and between Rufina and Airport Rd (at Zepol Rd.) will help disperse traffic in the area and should be completed soon.*
- *Bikeways and pedestrian facilities should have greater connectivity within the area as well as to major urban trails (River Trail and Arroyo Chamisos Trail)*
- *Lopez Lane should be right in/right out only with a barrier to prevent crossovers to Camino Entrada and left turns to and from Airport Rd.*
- *The extension of South Meadows north to Rufina should be completed as well as the connection between Agua Fria Rd and County Road 62 at NM 599.*
- *Traffic calming measures are recommended for Lopez Lane.*

Public Comment Summary: South St. Francis Drive

The comments on this topic were primarily about how to improve alternative transportation options to reduce traffic. Cerrillos Road and St. Francis intersections are enormous barriers to bicycling and walking. Creating safe pathways across these barriers was viewed as essential. Additionally, building transit to reduce incoming commuter automobile traffic was viewed as very positive. It was recommended that locating transit stations should be coordinated with a study of commuter destinations. It was also recognized that land use needed to complement the development of intermodalism. There were some suggestions for improving the capacity of south St. Francis by design alternatives such using HOV lanes or designing the system for peak hours such as counterflow traffic signals or three lanes in one direction during peak instead of just widening the entire road.

SFMPO Recommendation 2005: South St. Francis Drive

South St Francis Drive is an arterial heavily stressed by commuter traffic in both AM and PM peak hours. Increasing capacity to 6 lanes from San Mateo south to I-25 is one step in the remedial process. Redesign of the intersections at Zia, Siringo and Sawmill Roads are needed to provide safer crossover points for pedestrians and bicyclists. Cameras and coordinated signals at all intersections could help traffic flow rate. NMDOT has future plans for a corridor study from I-25 to Alamo Drive as well as to reconstruct the I-25 interchange. Coordinated planning for design improvements is essential with the Rail Trail as well as future commuter rail service and south/west extension (NE and SE Connectors) to Community College District and, eventually, to Eldorado. Another required improvement is the Rodeo Road Bridge. A timely rehabilitation of this bridge could add several years to its useful life and improve its sufficiency rating.

Public Comment Summary: Richards Avenue and Rodeo Road Area

The Community College District is growing and Richards Avenue in its present form will be unable to accommodate projected traffic volumes. Likewise, Rodeo Road is at near capacity now during the PM peak hour and will be unable to function effectively without developing ways to disperse traffic. Many comments focused on developing an expanded and improved road network to relieve traffic congestion on Rodeo Rd. as well as on Camino Carlos Rey and Zafarano Rd. There are currently too few roads that connect Rodeo to Cerrillos Rd causing excessive non-resident through traffic in the surrounding neighborhoods. Recommendations were to implement all the options (road extensions, interchange at I-25 and improvements to Richards including bike trails and public transit) together. While there was agreement that multiple solutions were needed, there was disagreement over how to implement the options, particularly the extension of Richards to Cerrillos, the best way in which to improve Richard's Ave. capacity, and what is the best route for a NE connector. Concerns for this area are the potential negative impacts to both the character of the community and residential neighborhoods. Thus for the Richards/Cerrillos extension, recommendations were to provide an analysis of whether it would actually positively impact the traffic congestion. For Richards Avenue, disagreement is over the best design options for improving the capacity as a 2 or 4 lane road. Design options include making it a boulevard with roundabouts, medians, etc. that would also accommodate pedestrians and bicyclist safely. Additional options for an expanded road network include connecting Governor Miles to Yucca Street.

SFMPO Recommendation 2005: Richards Ave and Rodeo Road Area

Achieving the desired 'look' and function of this corridor to accommodate anticipated traffic growth without becoming a typical 'urban arterial' is likely with a continuing collaborative effort by residents, City-County staff and developers. A boulevard design with roundabouts along the length of Richards should be considered to manage existing traffic demand. Currently, the intersection of Richards and Rodeo is being redesigned and expanded to improve its capacity and operational efficiency. Future widening of Richards Ave will likely be necessary based on current and projected traffic volume. Expansion of alternative travel options (bus service, commuter rail, bicycle lanes and connected trails system) will benefit residents as well as help mitigate traffic congestion.

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As for Rodeo Road, more alternative route options are needed to manage current and projected traffic volumes. Existing and proposed options are focused mainly south of Rodeo Road in anticipation of increasing traffic from current and future developments (see recommendations below). Currently, north-south traffic between Rodeo and Cerrillos Roads uses Zafarano Drive; St. Francis Drive via Rodeo, Zia or Siringo Roads; and, Camino Carlos Rey as well as local streets to the north of Rodeo Road. Adjacent neighborhoods are experiencing heavy pass through traffic due to the lack of direct north-south arterial connections. According to travel demand model projections, traffic volumes will continue to increase through these neighborhoods, though speeds are reduced with traffic calming measures along Camino Carlos Rey, Avenida de las Campanas, Camino Consuelo, Calle del Cielo and Richards Ave.

- ***I-25 Corridor Study from NM599 to Old Pecos Trail, including traffic analysis and environment impact**. The study will address the impacts of an interchange at Richards Avenue, including relieving traffic on Rodeo Road, as well as local area concerns regarding its impacts to the Community College District Roads Network/Transportation Plan. **The study should also consider location and access to future commuter rail line stations/transit centers**.*
- *Identifying and setting the appropriate design standards for roadways and intersection controls to ensure traffic progression and bicycle/pedestrian safety. This includes **increasing use of roundabouts**, where appropriate, for traffic management and intersection control. Also recommended are **clearly define bicycle corridors**.*
- ***'Northeast Connector'** to provide a link from Richards Avenue to St. Francis Drive. This will help siphon off traffic from Rodeo Road and Richards Avenue.*
- ***'Southeast Connector'** to provide a link east of the Community College from the NE Connector south to future development in Rancho Viejo. Connections to Richards Ave are recommended by eastward extensions of Avenida del Sur and the Windmill Ridge section of Rancho Viejo. It will provide an alternative travel corridor parallel to Richards Avenue.*
- ***The extension of Governor Miles east to Yucca St.** This will help divert additional traffic off of Rodeo Road onto a currently under utilized minor arterial.*

Public Comment Summary: NM 599

Feedback on NM 599 was primarily regarding lack of safety using the at-grade intersections. There was also concern that increasing growth in the area will have a significant impact on these already dangerous intersections. There was confusion about what the character of this highway ought to be. The concept of it as a gateway to Santa Fe was not clear to some. Many agreed that it was designed as a bypass and should be enhanced as such. While there were recommendations for addition additional access points in the both the south and north, most thought that it was more important to:

- concentrate limited resources on fixing current intersections before adding any additional new ones;
- improve signage or warning lights for intersection notification;
- designate bike lanes on the frontage road;
- create acceleration lanes;
- improve CR 62 from recreation area to frontage road.
- conduct a corridor safety study as a tool for learning more about the dangers and possible corrective options at present and future access points.

SFMPO Recommendation 2005: NM 599

In January 2005, the Transportation Policy Board approved an amendment to the TIP (Transportation Improvement Program) for a safety study along the entire length of NM599 (NM 14 to South Tesuque exit). Location, type and priority of improvements at current and future access points, will be recommended at the completion of the study. The study will be a collaborative effort with NMDOT District 5 and the SFMPO. Funding is expected to be available by FY 2006 with the MPO being the lead agency. The study will be comprehensive in scope and will build on the work of previous task forces and focused study groups.

3.0 Transportation System Management

3.1 Transportation Improvements/ Initiatives

Since the adoption of the Long Range Transportation Plan in 1999, numerous improvements and new initiatives have been added to the Santa Fe transportation system. This section lists those major improvements and initiatives that have occurred during the past five years. Recommendations for future improvement are found in the Transportation Elements section.

New Road Construction 2000-2005

- Richards Avenue shoulders widened from Gov.Miles to Ave.del Sur (Rancho Viejo).
- Cerrillos Road reconstruction (Airport Road to Richards Avenue).
- Rufina Street extended 2 miles from Richards Avenue to South Meadows and Agua Fria Road.
- Old Pecos Trail reconstruction from St. Michaels Drive to Cordova.
- East Sawmill Road from Rodeo Road to Herradura (developer).
- Governor Miles Road from Nava Ade to Cerrillos Road.
- Country Club Road - Paseo del Sol to Airport Road (developer).
- Avenida de las Americas - current end to Camino de los Arroyos (developer).
- Camino de los Arroyos - Zafarano Drive to Vegas Verdes Drive to Lofts (developer).

Intersection Improvements 2000-2005

- Cerrillos Road/Richards Ave.
- Cerrillos Road/Avenida de Las Americas
- St. Francis Drive/Zia Road (part of Plaza Entrada development)
- Zia Road/Yucca Street (re-paving)
- Siringo Road/Yucca Street (right turn lane on Yucca)
- Airport Road/San Felipe/Agua Fria Road

Road Paving 2000-2005

- E. Zia Road (between Old Santa Fe Trail and Old Pecos Trail
- Gonzales Road (between Hyde Park Road and Cerro Gordo Road)
- Botulph Road

New Traffic Signal Locations 2000-2005

- Cerrillos and Ave. de los Americas
- Governor Miles Roead and Richards Ave.
- Siringo Road/Fifth Street
- Country Club Road and Airport Road
- 2nd Street and Lena Street
- Llano Road and DeVargas Jr. High
- Old Pecos Trail and San Mateo Road
- Rufina Street - signals at Lopez, Henry Lynch Road, Calle Atajo
- South Meadows and Agua Fria Street
- Airport Road and Paseo del Sol West
- Llano Street and Siringo Road
- Baca, Monterey and Cerrillos Road
- Arroyo Chamiso and Botulph Road (roundabout)

Hike/Bike Trail Construction & Bike Route Signage 2000-2005

- Santa Fe River Trail
- Arroyo de los Chamisos Trail
- Santa Fe Rail Trail (new on-street striping (San Mateo)
- System of Bike Routes (designated and signed on City streets)
- Spur Trail (from Richards to Rail Trail)

Neighborhood Traffic Management Project 2000-2005

The City of Santa Fe's original traffic calming program was developed in 2000, and has been in operation since March 2001. In April 2004 the City Council approved the **Traffic Calming Program 2004.** Copies of this document can be obtained at City Planning or City Traffic Engineering Section. Since the program was initiated, there have been 23 projects implemented with traffic calming measures including speed humps, speed tables and intersection traffic circles.

New Transportation Initiatives 2000-2005

There have been a number of new transportation initiatives in the Santa Fe area during the past five years. The following provides a short summary of those initiatives:

- Santa Fe Trails Bus System Expansion (Number of routes & Bus fleet)
  - headways improved
- North Central Regional Transportation District certified by State Transportation Commission to provide intercity transit services.
- Design and construction of intersection roundabouts for traffic control.
  - *Completed projects include*:
    - Botulph Road/Arroyo Chamiso Road
    - Monterey Drive/ San Juan Drive
    - Governor Miles Road/Chamisa Path
  - *Proposed projects include*:
    - Galisteo Sreet/ West San Mateo Road
    - Agua Fria Sreet/Henry Lynch Road
    - Zafarano Drive and Rufina Street (roundabout developer)
    - Zafarano Drive and E-W San Ysidiro Village Connector(roundabout - developer)

-

3.2 Travel Demand Assessment

Existing Traffic Conditions

This section is intended to document the existing traffic conditions in the Santa Fe area and estimate the future transportation needs. Vehicle Miles Traveled (VMT) is a measure that describes, in total, the distance traveled by all users of the roadway system within a given area during a twenty-four hour period of time. The total daily VMT in 2002 for the SF MPO planning area was 1,769,532 miles. The VMT (Vehicle Miles of Travel) and VHT (Vehicle Hours of Travel) data are shown in the following excel tables for the 2004 base year.

Base Year (2004)	Peak Hr VMT	Daily VMT	Peak Hr VHT	Daily VHT	VHT/VMT
MPO Area	233,227	2,332,270mi	7,917	79,174	0.034
City of Santa Fe	122,769	1,227,686mi	5,668	56,678	0.046

An increase in Vehicle Miles Traveled would result from a combination of factors including, but not limited to, population growth and resulting increase in number of vehicles, and the overall physical growth pattern of Santa Fe as new residents live greater distances from stores, schools and places of employment.

Existing Traffic Volumes

Traffic counts are collected for many of Santa Fe's roads throughout the year by MPO staff. The results are reported to the New Mexico Department of Transportation on an annual basis. The following provides comparisons of traffic volumes along the most heavily traveled parts of selected roadways in Santa Fe for 2003.

Traffic Volumes 2003
24-Hour Traffic Volumes*

Roadway	2003
Cerrillos Road	59,600
St. Francis Drive	53,250
St. Michael's Dr	40,500
Airport Road	36,700
Rodeo Road	30,450
Old Pecos Trail	23,700
Agua Fria	21,300
Alameda	14,600

* Highest counts along roadway

Existing Road Congestion

While tracking the highest volumes of traffic measured along Santa Fe's roadways is useful in comparing annual increases in traffic throughout the city, the figures do not necessarily locate the most congested portions of roads in the city. "Congestion" is often measured by comparing traffic volumes against roadway capacities - the amount of traffic volume the road or road segment is designed to accommodate. These volume-to-capacity ratios are often measured using "peak hour" volumes (typically between 5-6 p.m. weekday evenings).

When comparing 2003 peak-hour volumes against generalized one-hour capacities, the following roadway locations experience the greatest congestion in Santa Fe during the evening commute hour: (A volume-to-capacity, or V/C ratio of 1.00 reflects a roadway with bumper-to-bumper traffic moving very slowly and well below posted speed limits.)

Traffic Congestion 2003

Roadway (Location)	V/C Ratio	1 Hour Capacity	Peak Hour Volume
Agua Fria(bwt. Maez and Osage)	.65	2800	1810
Cerrillos (bwt. Fifth & Second Sts.)	.85	5600	4765
Old Pecos Trail (south of Cordova)	.67	2800	1862
St. Francis (between Zia & Siringo)	.91	5600	5070
Rodeo (at Richards Ave.)	.74	4200	3094
Airport Road (at Lopez Lane)	.87	4200	3670
St. Michael's (at Hospital Dr)	.65	4200	2715
West Alameda (west of St. Francis)	.64	2800	1790

The maps or plots (see page ?) indicate the changing traffic patterns and congestion points within SF MPO transportation network from the base year of 2004 and projections to 2030. The table of colors indicates the gradation of V/C ratios. The thickness of the lines indicates relative traffic volume. A thicker line means a greater volume of vehicles; numbers above the line indicate PM Peak Hour counts.

Light Green	VC < .3
Darker Green	VC <.5
Brown - Amber	VC < .7
Light Red	VC < .9
Dark Red	VC >= .9

3.3 VISUM: Travel Demand Modeling

The City of Santa Fe uses VISUM traffic demand modeling software to estimate future traffic demand. This TMODEL2 related software that will enable MPO planning staff to perform sub-area analyses as well as prepare presentations using ARCVIEW graphics. This land use based model estimates traffic volumes by adding projected growth in the number of housing units and employment in the study area to existing levels of development. Since traffic comes from the entire region, the model study area extends from north of Tesuque and includes the Eldorado area to the southeast and the La Cienega area to the southwest. Estimates of traffic that come from outside the region are also included.

Future traffic projections for the recently adopted City General Plan and the Transportation Policy Board approved MPO Future Roads Plan will also run with the VISUM software. Estimates of the number and severity of congested roadways were obtained by examining the number of vehicles compared to the capacity of each roadway.

Land Use/Growth Projections

City and County planning staff developed growth projections in 2004 for future traffic modeling. The projections for 2030 are derived from adopted City and County future land use plans, the number of approved developments, current zoning and historic growth trends. The future traffic estimates assume that people will make the same number of vehicle trips per day that they are making now. Growth inside and outside the Urban Area was divided into 250 separate Transportation Analysis Zones (TAZ) used in the modeling process. The projections used for the modeling are 'maximum plausible' in order to perform a conservative test of proposed road network alternatives (Series B, Rapid Growth, Santa Fe County Regional Population and Housing Projections, 2003).

This projection assumes that the Urban Area (the City and fringe inside of I-25 and NM 599) will add 15,000 new housing units (25,000-30,000 additional residents) and 13,000 additional jobs by year 2030. Meanwhile, the region outside the Urban Area (and within the TAZ boundary) is projected to add 12,500 housing units (25,000 residents) and 7,000 jobs by 2030. (**Santa Fe Trends 2005)*

Comparing Model Projections

The following maps or plots show how various modifications to the SFMPO transportation network affects system traffic congestion as indicated by V/C ratios (see Color Key below). V/C ratios measure traffic volume to roadway capacity; green being no delays and dark red indicating minimal traffic progression. Volume Plot 1 shows the existing roads network in 2004 as a base year comparison. Plot 2 shows how the transportation system will function by 2030 if no changes are made to improve the roads network. Plot 3 shows how the system will function in 2030 with recommended modifications to the roads network.

Color Key

Light Green	VC < .3	LOS A,B
Darker Green	VC <.5	LOS C
Brown - Amber	VC < .7	LOS D
Light Red	VC < .9	LOS E
Dark Red	VC >= .9	LOS F

Use color key above for the plots on the following pages. 'V/C' ratio is 'traffic volume/ road capacity' with 0.1 being a level of service (LOS) A, and >.9 at level service LOS F.

[In order to view PM Peak Hour traffic volumes on these plots, 'E-Series' print-outs (34"x 44") are available at the MPO Office, Planning Division (2nd Floor, City Hall, Santa Fe)]

Plot 1: Base Year 2004 Existing Conditions

This map illustrates the existing traffic patterns and congestion points within SF MPO transportation network for the base year of 2004.

Plot 2: No Build Scenario 2030

This projection assumes no changes or improvements are made to the SFMPO transportation network.

Plot 3: SFMPO TAC Recommendations 2030

This projection includes road additions and improvements recommended by the SFMPO Technical Advisory Committee for traffic congestion management. A description of these alternatives is located in the Future Roads Network chapter (pages ?) of the Transportation Elements Section.

4.0 Elements of the Metropolitan Transportation Plan

4.1 Introduction

This section provides an overview of the City General Plan and County Growth Management Plan transportation policies. It also includes discussion of each element of the Metropolitan Transportation Plan, highlighting both short-term and long-term priorities and costs for each element.

City General Plan

A new General Plan was adopted by the City in April 1999. The General Plan's approach to transportation in the Urban Area is based on four fundamental statements (City of Santa Fe General Plan, page 6-1).

"Plan Policies have been designed to ensure that:

- ***Alternatives to automobile trips are encouraged by promoting a compact urban form, providing neighborhood amenities closer to where residents live, fostering pedestrian-friendly environments, and encouraging transit service to serve commercial centers;***
- ***Trip-lengths are kept to a minimum by promoting a mix of land uses in different parts of the city, locating residences closer to job centers, and delineating development along transit-served corridors ;***
- ***The intensity and location of development that makes transit feasible is maintained, transit-intensive corridors are established where higher transit levels will be provided, and a minimum residential density in new neighborhoods is established;***
- ***A street network that promotes flexibility of routes and connections between and within neighborhoods is promoted."***

The City's General Plan envisions a compact urban area where a multi-modal transportation system is encouraged and implemented via the Santa Fe Trails bus system, potential commuter rail, bicycle lanes on existing and new roadways, sidewalks, and pedestrian paths.

County Growth Management Plan

The County's Growth Management Plan addresses transportation issues and states the following under "Transportation Goals":

"The County should promote a variety of transportation systems in the County, including mass transit, bicycles, pedestrians, equestrian uses and vehicles. These systems should be developed to reflect rural, unique and diverse community character and patterns, and should emphasize an efficient network of smaller roads and trails, scenic byways and buffered road and highway corridors between communities."

(County Growth Management Plan, Part I p. 24)

The County Plan calls for "Transportation Actions" that include:

- Enhance roadway design standards
- Undertake demonstration and implementation projects for transit and park-and-ride
- Integrate jobs, shopping, and housing in new communities
- Promote aesthetic components in road design
- Address needs for slower speeds, varied road widths, and other traffic-calming techniques in communities and mixed-use areas
- Design intersections for pedestrian, equestrian and bicycle safety
- Promote alternatives to cul-de-sacs
- Provide alternative corridors - sidewalks, paths and trails for pedestrians, equestrians, and bicycles
- Minimize noise, light, and visual impact of roadways
- Develop strategies and programs to acquire rights-of-way
- Assert county standards and policies for transportation plans implemented by state and federal agencies within Santa Fe County
- Actively seek federal and other funding for desired transportation alternatives
- Develop standards for Santa Fe County scenic and historic byways
- Develop strategies and programs to create bicycle, equestrian and pedestrian trail systems as an alternative to vehicle transportation.

Based on the City and County General Plan goals and policies for Santa Fe's future transportation system as well as the TEA-21 goals and community goals developed expressly for the MPO Plan, the specific elements can be developed. The following pages update the plans, alternatives, and generalized costs for *Roads, Transit, Bikeways, Pedestrians, Downtown Parking, Neighborhood Traffic Management, Inter-Modal Facilities, and Travel Demand Management.*

4.2 Future Roads Network

City General Plan Policies

The City of Santa Fe General Plan, adopted in April 1999, contains a number of "Guiding Policies" for Streets in the Urban Area. One of the 14 themes of the General Plan states "Reduce automobile dependence and dominance." Yet, road construction will remain an important part of the urban area's overall transportation system in the 21st century.

6-1-G-1 Implement a comprehensive strategy to decrease reliance on the automobile.

6-1-G-2 Give people priority over cars.

6-1-G-3 Provide for a closely spaced network of narrower streets as opposed to fewer wider streets.

6-1-G-4 Ensure that streets do not become barriers to people crossing.

6-1-G-5 Ensure that new development is more "connected" to its surroundings with an increased number of access points and pedestrian and bicycle connections to a neighborhood network.

6-1-G-6 Provide fair and equitable means for paying for future street improvements.

Future Road Network Principles

In order to promote Santa Fe's character and ambiance, the following guiding principles provide the basis for the development of the Future Road Network (ARTF, 1999):

1. *Santa Fe's future roads program should avoid concentrating traffic on a small number of large arterials. Instead, the network should be designed to fulfill the principles of "many small roads, neighborhood-friendly roads, and pedestrian-oriented roads."*
2. *To achieve this end, all new roads shall be built as two-lane roads (with exception of the Santa Fe Bypass) with third lanes added only as necessary to provide turning lanes at congested intersections.*
3. *To remedy congestion on existing roads, traffic-calming measures and the construction of additional small roads should be implemented before road widening, or creation of roads having four or more lanes, is considered.*
4. *New roads should not bisect existing neighborhoods or traditional communities.*
5. *Roads shall be designed to safely accommodate pedestrian, bicycle, and (in rural areas) equestrian travel. Safe crossings shall be available approximately every ½ mile for pedestrian/bicycle and 1 mile for equestrian and where possible should connect existing trails.*
6. ***Roads shall be designed to minimize the impact of vehicle lights, roadway lighting, and road noise on adjacent neighborhoods and existing homes. Road designs shall harvest water. Lighting shall conform to City and County standards/ordinances designed to minimize obscuring of night sky. Typical mitigation measures are: use of topology, trenching, berming, noise reducing road surfaces and noise walls. Roads shall meet or exceed existing state and federal mitigation standards.***

Future Road Network Overview

The Future Road Network is primarily the product of the Arterial Roads Task Force (1999). It is a result of an extensive 6-year public task force process that involved over 300 citizens and nearly 40 meetings. On May 27, 1999 the Transportation Policy Board of the MPO approved the Future Road Network contained in this document as recommended by the task force.

The task force was concerned about the protection of neighborhoods and the potential disruption that new roads can cause. However, the more than 20 new roads, road extensions, and road improvements recommended within the MPO area speaks to the consensus citizens have about the need to expand and improve the existing road system.

The proposed network provides key connections for Santa Fe's future. Construction of some of the proposed roads will be the responsibility of the New Mexico Department of Transportation and private land developers. However, key priority roads will require the City and/or County to provide the lead in funding and construction.

Urban Growth Areas

The future network places a strong emphasis in the southwestern part of the MPO Area when it comes to construction of new roads. This responds to the growth directed to these areas by the City's General Plan. The network includes the primary street pattern as approved in the Tierra Contenta master plan and also incorporates the street network as proposed for the growth area between Santa Fe Place (Formerly known as Villa Linda Mall) and I-25 in the City's General Plan. In addition, new roads are proposed for the anticipated growth area south of Tierra Contenta along with an improved Mutt Nelson Road
during the next 25 years. The network also shows an eastward extension of Governor Miles to Yucca and beyond, connecting ultimately to Rodeo Road.

Greater Agua Fria

The Future Road Network makes key proposals for this area the South Meadows extension between Airport Road and the Relief Route, and the extension of County Road 62 from the Relief Route to Airport Road are all recommendations that have been previously put forward. In addition, the future network recommends a Santa Fe River crossing in the Siler Road area with an important connection to an extended Paseo de Vistas.

Northwest Sub-Region

The proposed network is undergoing land use studies for developments in or near the City's Northwest Quadrant. County Road 85 (Cam. de los Montoyas) is being improved between NM 599 and Buckman Road. A proposal to extend Paseo de Vistas eastward to connect with a northern extension of Guadalupe Street is currently under study.

Santa Fe Relief Route (NM 599)

The recommendation for the build out of the Relief Route, also referred to as the Bypass and as Veterans Memorial Highway, is that all access points along the highway ultimately be constructed as grade-separated interchanges or as overpass/underpass facilities that connect only to the frontage road. Where no frontage road is provided, side road overpass/underpass facilities would be constructed.

Community College District

Potential commuter rail alignment through this area may affect the existing Community College District roads network. Station location and development will require inter-modal coordination.

PUBLIC COMMENTS: Future Roads Network (2005-2030)

- Road prioritization should be done by identifying the overall good to the overall system. Use T-models.
- A concern is how to comply with "road network principles" (only 2 lane roads and a network of "many small roads") and still accommodate high traffic loads.
- Require developers to participate in building **arterial roads**, not just cul-de-sacs
- Connect South Meaows through to bypass.
- Paseo de vista extended to cross US 84/285 at Guadalupe St. (to accommodate planned NWQ development).
- Siler Road bridge to West Alameda
- Cerrillos and Richard Avenue is a better location for an arterial road intersect with Cerrillos than already overloaded Siler/Cerrillos Rd.
- Support second phase of safety improvements for Old Pecos Trail, especially the pedestrian and bicycle safety along the three blocks from Berger to Cordova.

SFMPO Recommendation 2005: Future Road Network Improvements

In order to improve current and future traffic flow, more network connections are required to make optional routes available. The following recommendations are important improvements to the network especially in the synergy they create when all are implemented. Their total effect has been analyzed by the travel demand model (VISUM), which indicates improved levels of service (LOS) on major arterials and system wide improvement.

I-25 / Richards Avenue Interchange Study - *Rapid growth in and around the Community College District is adversely affecting LOS on Rodeo Road. Limited access from I-25 is resulting in peak hour backup traffic at St. Francis Drive and Old Pecos Trail interchanges. The study scope extends from NM599 to Old Pecos Trail and includes detailed traffic impact and environmental analyses as well as roadway and intersection design recommendations along Richards Avenue.*

NM599 Corridor/Safety Study - *A comprehensive study by the SFMPO and the NMDOT District 5 will begin in FY 2006 to determine what type and priority of improvements are necessary along the entire length of the corridor. Upon completion of this study, specific access recommendations for completion of NM 599 will be amended to the Metropolitan Transportation Plan 2005-2030. The SFMPO, however, promotes the following interchanges due to development growth impacts and safety concerns:*

County Road 62 *Currently non-signalized intersection; serves Caja del Rio and La Tierra.*

Jaguar Drive *New access; Tierra Contenta and future Airport Business Park.*

Camino de los Montoyas *New access and alignment to replace current non-signalized intersection; also will serve Northwest Quadrant and Tano Road.*

St. Francis Drive Study *The NMDOT will initiate a corridor study to assess road improvements and bridge rehabilitation along this route.*

Rodeo Road and Richards Avenue Intersection Improvements *Design and expansion to improve its capacity and operational efficiency.*

Rodeo Road Safety Improvements *Raised medians and lane modifications*.

South Meadows Extension *Complete the section from Airport Rd to Rufina; and from Agua Fria Road to CR 62 to access NM599. This combination is necessary to mitigatetraffic on Airport Road and in the southwestern portion of the MPO Area; also provides connection to West Alameda along frontage road.*

continued on next page

Airport Road Improvements *Replacing the continuous left hand turn lane with raised medians, restricting Lopez Lane at Airport Rd access to 'right in- right out', lighting improvements and use of appropriately designed roundabouts*.

Siler Road Extension and Bridge construction *West Alameda and Agua Fria residents benefit by an additional river crossing that provides direct access to area businesses and services. Also, will provide an optional route for the Camino Carlos Real crossing.*

Agua Fria Road Reconstruction *Sidewalks and drainage from San Ysidro to City/County line.*

Cerrillos Road Reconstruction *Completion of this critical major arterial will improve safety and functionality of the transportation system; is a main transit line and focus of commercial and employment activity.*

South St. Francis Drive reconstruction *Lane additions 4-lane to 6-lane, reconstruction of overpass bridge at St. Michaels Drive and rehabilitation of Rodeo Rd Bridge.*

NE Connector *Future east-west connection between south St. Francis Drive and Richards Ave in the Community College District. An important component of the road network providing an alternative to using Richards/Rodeo Road access. A 'cut off' connector road to Richards Ave north of Oshara, adjacent to La Pradera and aligned with Dinosaur Trail west of Richards Ave is recommended to redirect 'pass through' traffic from Oshara.*

Governor Miles Extension to Yucca Street *Will provide congestion relief on Rodeo Road by creating an optional route to using the Richards/Rodeo Rd access; Yucca is an under utilized minor arterial providing connection to Rodeo, Zia and Siringo Roads.*

Old Pecos Trail Reconstruction *Sidewalks, drainage, bike lanes.*

Caja del Rio to Airport Road *New road connecting to CR 56. Near SF County Public Works building. Alternative to extension of NM 599 frontage road to Airport Road.*

Hyde Park Road/ Scenic Byway *Widen shoulders for bicycles and driver safety.*

Guadalupe Extension to Paseo de Vistas Extension *Will link development in the Northwest Quadrant area to downtown area and provide access and route options from the Ridgetop Road and Camino de los Montoyas interchanges at NM 599.*

SE Connector *Tied to the NE connector and extending south on the east side of the Community College to Rancho Viejo development; will provide a parallel alternate route with Richards Ave. In addition, area road extensions eastward to the NE connector are recommended for* Avenida del Sur *and from the* Windmill Ridge *section*.

The map on the following page indicates the updated recommended road network improvements within Santa Fe MPO Planning Area.

MAP

Future Road Network Financial Summary

The estimated local share of total project cost depends on the type of each project. For example, no local match is required for interchange construction; whereas a 14.56% local match is required for off-State system road reconstruction. The portion of financial resources for road construction and other road improvement projects represents 33% of all financial resources planned for the Santa Fe MPO transportation network during the next 5 years. (See Financial Element p. ?)

Future Road Network - Priorities & Costs

Road Priorities 2005-2010 (not listed in order of priority; *indicates priority in previous plan)	Lead Agency	Estimated Cost
*I-25/Richards Avenue Interchange Study	MPO/STATE	$ 500,000
NM 599 Corridor/Safety Study	MPO/STATE	$ 500,000
*St. Francis Drive Study/I-25 to NM 599	MPO/STATE	$ 500,000
*Richards Ave/ Rodeo Road intersection improvements	CITY	$ 1,300,000
Rodeo Road Safety Improvements	CITY	$ 600,000
*South Meadows from Airport Road to NM 599	COUNTY	$ 5,000,000
Airport Road Safety Improvements (including medians)	CITY/COUNTY	$ 1,250,000
*Siler Road River Crossing and extension to Alameda	CITY/COUNTY	$ 4,000,000
Agua Fria Road reconstruction	COUNTY	$ 1,500,000
*Cerrillos Road reconstruction (Cam.Consuelo to St Michaels Dr)	CITY	$ 15,000,000
*St. Francis Drive reconstruction(Cerrillos Road to Rabbit Road)	STATE	$ 12,000,000
NE Connector: St. Francis Dr to Richards Ave	COUNTY	$ 1,500,000
*Governor Miles extension to Yucca Street	CITY/COUNTY	$ 1,200,000
Old Pecos Trial roadway improvement:Cordova Rd to Berger St	CITY	$ 900,000
Caja del Rio (SFCO PWD) to Airport Road(CR56): new road	COUNTY	$ 1,000,000
*Hyde Park Road/Scenic Byway	CITY/COUNTY	$ 1,000,000
*Guadalupe Extension to Paseo de Vistas	CITY	$ 4,500,000
SE Connector: NE Connector to Windmill Ridge(Rancho Viejo)	COUNTY	$ 1,500,000
Estimated Project Costs		**$ 53,750,000**
Road Priorities 2010-2030		
NM 599/CR 62 Interchange construction	STATE	$ 8,000,000
CR 62 extension/reconstruction(n.of NM 599 to Caja del Rio)	COUNTY	$ 800,000
I-25/St Francis Drive Interchange	STATE	$ 12,000,000
*I-25/Richards Avenue Interchange	STATE	$ 12,000,000
NM599/Jaguar Drive Interchange	STATE	$ 8,000,000
*Beckner Road between Cerrillos Rd & Richards Ave	COUNTY	$ 4,000,000
NM599/Camino de los Montoyas Interchange	STATE	$ 10,000,000
Cerrillos Road reconstruction (St. Michaels Dr to St. Francis Dr)	CITY	$ 12,000,000
I-25/Cerrillos Road Interchange reconstruction	STATE	$ 12,000,000
*NM599/Airport Road Interchange constructon	STATE	$ 10,000,000
Estimated Project Costs		**$ 88,800,000**
ESTIMATED TOTAL COSTS 2005-2030		**$142,550,000**

4.3 Transit Services

Long range transit planning involves both the MPO Area and consideration of the larger region. It includes the existing fixed-route bus system, Santa Fe Trails, serving the city and extending into the county. It also envisions transit service being established to serve the region in the form of a park-and-ride bus service as well as passenger rail service.

City General Plan Policies

The City's General Plan sets out the following "guiding policies" for development of the transit system:

6-2-G-1 Promote local and regional public transit serving Santa Fe;

6-2-G-2 Adopt a policy of "transit first" and give transit priority over street widening;

6-2-G-3 Develop a transportation demand management program in cooperation with the local business community.

The City's General Plan also recommends the following transit "implementing policies":

6-2-I-2 Provide frequent bus service on designated transit-intensive corridors;

6-2-I-3 Along Transit Intensive Corridors do not permit development at low intensities that will unduly impact transit viability;

6-2-I-4 Study the feasibility of transit priority traffic signal timing, at least along transit intensive corridors;

6-2-I-5 As part of the Cerrillos Road redevelopment project, consider the feasibility of dedicated transit lanes and the desirability of fixed guideways (such as trolleys) or other high speed transit system;

6-2-I-7 Consider the feasibility of providing free transit service downtown;

6-2-I-8 Institute "free transit" days which would provide opportunities to promote transit ridership.

6-2-I-1 Work with other local and regional agencies for commuter railroads to Eldorado and Albuquerque.

6-2-I-12 Designate and develop park-and-ride facilities at appropriate locations along transit routes.

URBAN AREA TRANSIT (Santa Fe Trails)

The Santa Fe Trails bus system began operation in the City of Santa Fe in January 1993, with just one route on West Alameda. By April of that year six routes were in service. Although the original bus system plan called for a total fleet of 8-13 buses, after just one year the fleet included 15 buses using 100% compressed natural gas.

Currently, the Santa Fe Trails bus system includes 25 buses (powered by compressed natural gas) and operates seven days a week; Monday – Sunday, 362 days per year. The 107-hour operational week is very high compared to bus systems in other cities of similar size to Santa Fe. The adult passenger fare is $1.00 per trip or a monthly pass can be purchased for $20.00.

Santa Fe Trails Ridership Growth

The bus system has experienced significant growth in ridership (measured as "passenger trips") since its inception, increasing from 217,000 passenger trips in 1993 to 532,938 trips in 2004.

Santa Fe Trails Ridership 1999-2004

	1999	2000	2001	2002	2003	2004
Annual Ridership*	514,000	526,000	580,000	592,000	557,000	533,000

*Annual Ridership figures are rounded to nearest thousand and equal passenger trips - one person riding one way.

Between 1996 and 2004, ridership has seen increases due to improvements in service reliability (1999 – 2002) as well as decreases due to fare increases (2003 – 2004), but continues to provide well over half a million trips every year.. It is estimated that the bus system absorbs 1-2% of all vehicle trips made within the Santa Fe urban area and provides critical transportation to individuals who depend on the bus system as their primary form of transportation to work, school, or other important locations.

Santa Fe Trails Route Ridership in *2004*

The bus system operates nine separate fixed routes. The routes carry varying numbers of passengers as the table below indicates. The Cerrillos Road route, for example, accounts for nearly half of the system's ridership or 263,092 passenger trips in 2004.

Santa Fe Trails Ridership by Route 2004

Route Number	Route Name	Average Daily Ridership*	Annual Ridership**
1	Agua Fria	187	67,729 (13%)
2	Cerrillos	726	263,092 (49%)
3	West Alameda	41	15,037 (3%)
4	Southside	203	73,347 (14%)
5	Crosstown	34	12,387 (2%)
6	Rodeo Road	90	32,684 (6%)
21	Community College	41	14,969 (3%)
24	Airport Road	90	32,562 (6%)
M	Plaza/Museums	58	21,131 (4%)
	TOTALS	1,470	532,938

* Average Daily Ridership equals Annual Ridership divided by 310 operating days per year.
** Annual Ridership equals passenger trips, or one person riding one way but not roundtrip.

Monitoring route ridership is important in determining future routes and the number of buses, or headways, used on various routes. This also allows bus system managers to develop cost/benefit analyses for the various routes in assessing how to make the system as useful and cost efficient as possible.

Paratransit Service

The Americans with Disabilities Act of 1990 (ADA) requires that all public transportation programs that receive federal funding be accessible to the disabled community. This includes buses that serve fixed routes as well as complimentary paratransit services made available to those unable to use fixed route service. Santa Fe Ride provides paratransit service for all areas covered by the bus system, using taxis and vans, including some areas in Santa Fe County. The program provides "demand response" service for disabled and senior citizens. While federal regulations require paratransit service to all locations within ¾ of a mile from a fixed-route bus line, Santa Fe Ride actually provides service to any disabled or senior citizen residing within the City's corporate limits. Service is provided 24 hours a day, seven days a week. The service is contracted with private transportation providers and one-way charges are $2 for ADA eligible riders and $5 for seniors. Santa Fe Ride currently operates on a budget of approximately $800,000 annually.

Bus System Financing

Bus systems have both capital costs (i.e. new buses, bus shelters, transit center, etc.) and operating costs (i.e. employee salaries, fuel costs, etc.). The federal government has traditionally provided much of the funding for capital costs (approximately 80%), while local governments have been responsible for most operating costs (approaching 90%). Santa Fe Trails spends about$5.0 million each year to operate both fixed route and paratransit services. Capital expenditures vary greatly from year to year depending on capital needs.

The $4.0 million in operating expenditures included nearly $3.6 million (or 90%) from the City. The federal government contributed nearly $200,000. Passenger fares accounted for $230,000, or 6% of the total operating expenses. The capital costs totaled $567,000 for the Santa Fe Trails bus system during 1997. The federal government contributed nearly $410,000, or 72% of the total capital costs. Local funds made up the remaining capital costs.

It is anticipated that operating costs will continue to increase by as much as 5% annually. However, capital costs will increase much more rapidly in the next few years, as the need to buy or lease new buses and retire current buses becomes a necessity. The City is working with state and federal agencies to obtain funding for new buses.

Santa Fe Trails - Future System Expansion

The City's General Plan as well as a study, completed for Santa Fe Trails by Nelson/Nygaard Consulting Associates, recommend areas for future expansion of the bus system. Beginning in the fall of this year (2005), some of the recommendations from these documents will be implemented including bus service on Governor Miles south of Villa Linda Mall as this area continues to grow. Other areas identified for future service and facility expansion include:

Transit Centers and Facilities

- New Mexico Transportation Department (NMDOT) Intermodal Center - The site of the existing NMDOT Main Office is slated for re-development that will include a multi-modal transportation center. Transit facilities will include a commuter rail station and transit center at which transfers to Santa Fe Trails buses will be made.
- Railyard Inter-Modal Facility - The rail yard build-out will include a multi-modal transportation element that will facilitate passenger drop-offs and the potential to transfer to Santa Fe Trails buses, as well as an underground parking garage.
- Downtown Transit Center - work is presently underway to identify a location at which to construct a permanent downtown transit center facility. In conjunction with the Downtown Vision Plan process and development of the Civic Center, hopes are to complete the design phase by the end of FY2006, with construction to begin in FY2007.
- The replacement and expansion of routeside shelters is also a goal of Santa Fe Trails in the coming years. At present, an extensive program is underway to make the vast majority of bus stops on the system accessible according to the requirements of the Americans with Disabilities Act (ADA). Following this work, the desire is to place new shelters on the system primarily according to the number of boardings at the associated stop.

Service Area Expansion Possibilities

- Santa Fe Ski Basin - A seasonal route could be included to serve skiers from Fort Marcy Park
- Calle Mejia Business and Apartment Area - Access would also be provided to the new regional Park & Ride lot
- Zia Road/Siringo Road area neighborhoods and schools
- Rancho Viejo - Loop Community College route through Rancho Viejo and to the Institute of American Indian Arts campus
- NM 14 - Service would extend from Villa Linda Mall to the Santa Fe Factory Stores past Turquoise Trail Business Park and down to the Santa Fe County Office and Jail complex
- Downtown Circulator Bus - Reconsider concept of a downtown circulator bus in conjunction with the development of the various transit center facilities noted above
- Eldorado Commuter Bus - Provide commuter bus service between Eldorado and downtown Santa Fe (during peak hours)

Route expansion is important for the future of the Santa Fe Trails system. However, a major short-term priority for the system is enhancing the service frequency on existing routes where demand warrants. It should also be noted, that in addition to hiring new drivers to provide any service expansion noted above, additional capital equipment (buses) would also be required. This fleet expansion would be in addition to the need for periodic fleet replacement due to age and mileage of existing equipment.

park & ride to come

REGIONAL TRANSIT

Transit service throughout the greater Santa Fe area includes consideration of three distinct forms of transit service: Fixed-route local bus service (with complimentary paratransit), Park-and-Ride bus service (intra-city), and commuter rail service (intra-city).

Regional Fixed-Route Bus Service

Santa Fe Trails currently provides daily bus service (Monday-Sunday) to a number of areas outside the limits of the City of Santa Fe. For example, Route 21 provides a connection to Santa Fe Community College south of I-25. Service is also provided along the entire length of Agua Fria Street, much of which is outside the city limits. This points to the fact that as institutional, residential, and commercial development continues to occur in outlying areas the transit system will need to be considered on a more regional or metropolitan basis. Certainly, the potential establishment of routes down NM14 or to Rancho Viejo or Eldorado demonstrates that regional cooperation, participation, and funding will be required to satisfy the transit needs of the growing Santa Fe area.

Regional Park-and-Ride Bus Service

The City of Santa Fe's Transit Division led a regional park-and-ride study in 1995 (Wilbur Smith Associates) and a two week pilot/demonstration park-and-ride program in August 1997. Following the success of these efforts, the Northern New Mexico Park-and-Ride Program (NNMP&R) was established by the NMDOT Public Transportation Bureau in November 1998. The NNMP&R Program continues to provide weekday service between Santa Fe, Pojoaque, Espanola, and the Los Alamos National Laboratory.

It is clear from ridership figures that there is significant demand for a commuter park-and-ride system. It is also an integral part of the Pojoaque Corridor (U.S. Highway 84/285) improvement project and is anticipated to become a permanent, ongoing part of the overall public transportation program in northern New Mexico. It is expected that future management of the service will become the primary responsibility of the newly established North Central Regional Transit District.

The City of Santa Fe and Santa Fe County are responsible for contributing money to the program annually, as well as providing parking lots for park-and-ride commuters. The City offered a temporary parking area near Fort Marcy Park during the initial program. Potential locations for future parking for the program include Villa Linda Mall, DeVargas Mall, the Railyard, city-owned land north of Casa Solana off Calle Mejia, Santa Fe Premium Outlet Center, and near the intersection of Airport Road and NM 599. It is important that the City and County consider possible lease or purchase of a northern and a southern park-and-ride lot, not only for the short-term but also for long-term commuting programs into and out of the Santa Fe MPO Area.

Passenger Rail Service

Rail service first reached Santa Fe via a spur line of the Atchison, Topeka and Santa Fe (ATSF) Railroad in the 1880s. Train travel into and out of Santa Fe reached its peak between 1890 and 1920. Daily cross-country passenger service on the ATSF into Santa Fe ended in the 1960s. During the 1970s and into the 1980s major railroads across the nation began to split up and sell off smaller, less profitable short lines. In 1992 Santa Fe Southern (SFS) acquired the 18-mile branch line between Lamy and Santa Fe and began operations shortly thereafter. Santa Fe Southern currently operates a train that includes excursion rides and some freight service. In 1999, a report on the economic, legal, and structural analysis of the Santa Fe Southern Railroad (R.L. Banks & Associates) was presented to the State Highway Department and to the City and County of Santa Fe. Among other suggestions, this study

recommended public purchase of the asset. In 2005, following significant efforts by the City and County of Santa Fe, the State of New Mexico purchased the land and track composing this railway for use in future commuter rail operations.

Commuter Rail Pilot Program & Governor Richardson's Initiative

The Santa Fe City and County governments worked with the Santa Fe Southern Railroad to operate a weeklong commuter rail pilot program in April 1997. The program was funded by the State Transportation Authority and operated between Eldorado and the Santa Fe Railyard, a 25-mile roundtrip.

Since that time, Governor Richardson announced an initiative to establish commuter rail operations between the City of Albuquerque and the City of Santa Fe. This service would be an expansion of the commuter rail service expected to go into operation between Belen - Albuquerque - Bernalillo in November of this year (2005). The Albuquerque to Santa Fe commuter rail service rail line will extend into the Santa Fe rail yard and the historic depot will be preserved. At present, an alignment study being conducted by the State of New Mexico's Department of Transportation is underway with environmental work, preliminary and final design, and ultimately construction to follow.

REGIONAL TRANSIT DISTRICT

RTD

NORTH CENTRAL NEW MEXICO

Regional Transit District Enabling Legislation & Establishment of the North Central Regional Transit District

In recent years, the New Mexico State Legislature enacted enabling legislation which allows local entities to form a Regional Transit District (RTD) to provide regional transit services. Existing and projected future land development patterns in and around Santa Fe and areas to the north suggest that a regional transit authority may be essential for this area in the future. Intra-city service, such as that provided by the Park-and-Ride program, is indicative of the need to establish and sustain a regional transit district. Existing legislation provides RTDs the authority to operate a transit system along with the power to utilize the taxing authority of member local governments, and/or institutions, if approved by the voters.

In 2004, local governments in the North Central New Mexico area joined together in a ground- breaking event by establishing the first RTD in New Mexico history. Governed by a Board of Director's composed of elected officials from each participating entity, the North Central Regional Transit District (NCRTD) is composed of the following members: The City of Santa Fe, Santa Fe County, the City of Espanola, Rio Arriba County, Los Alamos County, Tesuque Pueblo, Pojoaque Pueblo, San Ildefonso Pueblo, San Juan Pueblo, and Santa Clara Pueblo. The NCRTD is noteworthy not only for being the first RTD in the state, but also for the diverse group of entities that have elected to participate and cooperatively work to establish and maintain regional transit services in the region.

The initial charge of the NCRTD will be management of the ongoing Northern New Mexico Park & Ride Program. This essential regional transit service provides valuable connections between the member communities and again exists as a testament to regional collaboration and coordination. Future interests of the organization include coordination of services between each local government and may include participation in the establishment of commuter rail service in the region.

Public Comments: Train and Bus Transit (2005)

Utilize incentives to promote alternative transit use such as:

- A gas tax to provide resources for expanding alternative transportation options such as developing multi-use bicycle and pedestrian system to create a commuter friendly network.
- Develop employer transit passes while restricting or charging for parking.
- Have a multitude of travel options at intermodal stops such as bike rentals, shuttles, taxis, etc.
- Give out free bus passes so people will be encouraged to try the system.
- More traffic congestion and less parking were considered an incentive for using alternative transit.
- Coordinate services with NM Park n' Ride to have one general location and spur transportation throughout the city.
- Place bike lockers at the Park n' Ride locations.
- Develop shuttles at either end for government employees and any large-scale employer.
- Develop transit oriented development around train. Density (at least 30 DUs) at Santa Fe rail stops: 2nd Street, Alta Vista Street, Railyard so that half of new growth can be accommodated with few more cars or water use.
- Expand frequency and coverage of bus system. Have bicycle carriers on all buses.
- Continue installing benches and shade screens at bus stops.Continue making stops ADA accessible.

Urban Area & Regional Transit - Priorities & Costs

The following transit improvement projects have the highest priority in the Santa Fe MPO Urban Area. Transit projects and improvements are prioritized according to short-term priorities (2005-2010) and long-term priorities (2010-2030). Generalized costs and funding shares are also included.

Transit Priorities 2005-2010	Estimated Costs
Santa Fe Trails (SFT)/Santa Fe Ride (SFR) Operations	$25,000,000
Santa Fe Ride (paratransit)	$4,000,000
Northern New Mexico Park-and-Ride	$2,500,000
Commuter Rail Engineering & Design	$6,700,000
SFT/SFR System Enhancements & Fleet Replacement	$10,000,000
Estimated Total Cost 2005-2010	**$48,200,000**

Transit Priorities 2010-2030	Estimated Costs
Bus Fleet Replacement	$15,000,000
Santa Fe Ride Vehicles (paratransit)	$5,000,000
Santa Fe - ABQ/Eldorado Commuter Rail*	$15,000,000
Northern New Mexico Park-and-Ride*	$10,000,000
Santa Fe Trails/Santa Fe Ride Operations & Maintenance	$100,000,000
Estimated Total Cost 2010-2030	**$145,000,000**
Estimated Total Cost 2005-2030	**$193,200,000**

** Regional projects include services outside of SFMPO boundary; total cost may be higher, especially operations. Capital costs are not included.*

Transit Financial Summary

The estimated costs for the major transit projects and programs during the short-term (2005-2010) and long-term (2010-2030) total $193,200,000 over the life of this Plan. The total allotment of financial resources $48.2 million to transit projects and programs represents 32% of all financial resources planned for the Santa Fe MPO transportation system during the next 5 years. (See Section 5.0 Financial Element p. 66)

Santa Fe Trails transit system has a dedicated funding source in the one quarter percent gross receipts tax that was passed by the voters in 1991. This tax was set up to fund the operation of a transit system as well as to supplement the City's General Fund and Quality of Life Fund.

The City's Annual Operating Budget estimates the ¼ % GRT Transit/Municipal tax revenues at *X*, with *X (X%)* of this allocated to the Transit Enterprise Fund.

4.4 Bikeways

The policies and projects specified in the Bikeways Master Plan are included as a component of the Metropolitan Transportation Plan. The Metropolitan Transportation Plan also includes a detailed cost summary showing both estimated project costs and operations and maintenance costs. The bikeways planned for the Tierra Contenta development are also included as they are proposed in the development plans.

In addition to the projects detailed on the map and the policies included in the plan, an emphasis on coordination of bikeways planning between the city and the county is an important aspect of the bikeways element. The alignments of both the Santa Fe River Trail and the Santa Fe Rail Trail, for example, extend into Santa Fe County. Planning these facilities across jurisdictional boundaries enhances the utility of the bikeways and necessitates close inter-governmental coordination.

City General Plan Policies

The City's General Plan sets out the following "guiding policies" for bicycle circulation:

6-3-G-1 Provide a comprehensive network of bikeways for safe and efficient transportation.

6-3-G-2 Recognize bicycling and walking as viable alternatives to motorized transportation.

6-3-G-3 Provide off-road trails as an alternative to on-road travel where natural corridors exist.

6-3-G-4 Provide necessary amenities, such as secure bike racks and traffic signals which can be triggered by bicyclists.

The City's General Plan also recommends the following "implementing policies" for bicycle circulation: (the following list does not include all implementing policies pertaining to bicycle circulation. For the complete list of General Plan implementing policies see Appendix C):

6-3-I-1 Use the Bikeways Master Plan as the primary tool for detailed policy making and bicycle system planning.

6-3-I-2 Consider the feasibility of providing a network of bikeways along acequias and riparian corridors as part of the planned trail network if development and impacts do not negatively affect the environment or wildlife.

6-3-I-3 Conduct a signage and striping program for the bikeway network shown on the *Bikeways Master Plan.*

Bikeways Master Plan

The 1993 Bikeways Master Plan sets out policies and objectives in four areas - Facilities, Education, Promotion, and Implementation and Phasing. The Metropolitan Transportation Plan focuses on the "facilities" as well as the "implementation and phasing" portions of the Bikeways Master Plan.

OFF-ROAD TRAILS

The top three priorities for off-road construction in this plan, and consistent with the Bikeways Master Plan are:

- **Rail Trail -** The initial portion of this paved off-road trail was completed in 1997 between Siringo Road and Zia Road. The second part of this top priority is to construct the Rail Trail from the City limits at I-25 all the way to the downtown rail yard. This portion of the Rail Trail is currently under study and portions of the alignment are being negotiated for easement acquisition.
- **Arroyo de los Chamisos Trail -** A top priority of constructing an off-road trail eastward along the Arroyo de los Chamisos from Villa Linda Mall to the Santa Fe Southern Rail Trail was completed in 1997. As part of that trail construction, the initial portion of the Rail Trail between Siringo Road and Zia Road was also completed. These two key segments of Trail construction totaled 1.5 miles in length.
- **Santa Fe River Trail** - Another top priority for off-road trail construction is the Santa Fe River Trail from Camino Cabra on the east side of the city to the western city limits beyond Osage Avenue with a connection through Frenchy's Field to Agua Fria. This trail will provide an east-west trail to downtown and an important connection to the north-south Rail Trail. A section of the River Trail was constructed in 1998 when the segment between St. Francis Drive and Camino Alire was completed (nearly 1.0 mile in length). Segments of the River Trail east to Camino Cabra and west toward Osage Avenue remain to be constructed. Eventually, the Santa Fe River Trail is proposed to extend as far west as the Santa Fe Relief Route (NM 599).
- **Other Off-Road Trails -** An off-road trails system is under development as shown in the Bikeways Map. This system is being coordinated with the County Open Lands and Trails bond initiative.

ON-ROAD IMPROVEMENTS

The Metropolitan Transportation Master Plan calls for designation and signage on a system of roadways within the City. A program to implement this plan was completed in 1997 on the following roadways:

- Montezuma & DeFouri Streets from the rail terminus to Alameda.
- Galisteo Street from Lupita Road to Cerrillos Road.
- Don Gaspar from San Mateo to Paseo de Peralta.
- Old Pecos Trail from St. Michael's Drive to Coronado Road.
- Coronado Road from Galisteo to Old Pecos Trail.
- San Mateo Road from Galisteo Street to Old Pecos Trail.
- Hospital Drive and Botulph Road from Lupita Road to Siringo Road.
- Siringo Road from Botulph Road to Avenida Las Campanas.
- Yucca Street from Siringo Road to Rodeo Road.
- Avenida Las Campanas from Siringo Road to the Arroyo de los Chamisos.
- Paseo del Sol from Airport Road to Capital High School.

Bike Facilities and New Roads

This Metropolitan Transportation Plan specifically recommends that an ordinance be adopted requiring bike lanes or bike route signage in the design and construction of all new publicly-dedicated roadways throughout the MPO area. The ordinance should apply to new construction or reconstruction of roadways designated as "collector", "minor arterial" or "major arterial" - whether the roadways are built by private developers or by public entities. Construction of bike lanes or provision of bike route signage should be included in the initial construction of all new roads and streets, rather than being left to the latter stages or phases of road construction. Staff would have the ability to waive the requirement only if public safety issues necessitated against provisions of bike facilities.

Public Comments: Trails/Bikes (2005)

- Develop an extensive and easy to use interconnected multi-use trail system.
- Connect existing trails and publish maps
- Separate bike lanes from the road.
- Paint bike lanes on existing roads wherever there is room
- Install additional bike lane signs
- Develop safe and child friendly off-road paths/trails that eliminate danger of automobiles, until they feel secure enough for on-road trails.
- Install "hitching posts" so people can lock their bicycles to them. Bicycle racks throughout the city can only encourage more people to use bicycles.
- Acquire easements for current informal trails.
- Clean and sweep the streets.
- Connect across Santa Fe's "barriers" with bike/pedestrian only connectors; barriers are all over Santa Fe –acequias, for example.
- Extend bicycle and pedestrian ways from downtown to southside. and not in road right of ways.
- Connect trails – not bike lanes – between Las Acequias and open space in Tierra Contenta.
- Connect Richards Ave. across Arroyo Chamiso;
- The end of Don Gaspar – connect behind hospital to St. Michael's/ Arroyo Chamiso Road;
- Pedestrian overpasses over Cerrillos to connect San Ysidro Village to Sam's Club and trail system.
- At least three good, easy, safe ways to cross St. Francis.
- One good connector is out of Kaune Elementary School neighborhood to Rail Trail
- Another connector is across arroyo southwest of Osage into neighborhood by Agua Fria St.
- Create a trail network that is marked from Santa Fe Trail to Arroyo Hondo (and east) also from Santa Fe Trail down Rodeo Rd.
- Bike lane from Rancho Viejo to Zafarano
- Pedestrian and bicycle safety alone Old Pecos Trail from Berger Street to Cordova as part of the second phase of safety improvements for Old Pecos Trail.
- Roads on the edges of Santa Fe which are substandard for bikes/pedestrians. Should be improved with 4' to 5' paved and striped shoulders or sharrow installation in low volume 25 mph areas. Includes:
- Rodeo between Sawmill and Old Pecos
- West Alameda
- West Agua Fria
- Lopez Lane
- Old Santa Fe Trail to NM 36
- NM 36 from Old Santa Fe Trail to NM 300

SFMPO Recommendation 2005: Bikeways (On and Off Road)

More connections, safer connections and inter-connections. These public comments were loud and clear and are supported by staff recommendation. Easements are needed to inter-connect existing trails between subdivisions; to expand and link existing trail networks; and, to safely cross over (or under) major roadways.

The City of Santa Fe Bicycle and Trails Advisory Committee (BTAC) has been developing a set of guidelines for both off road and on street bicycle use. Their recommendations are comprehensive and focus on safety and increasing public usage of bikeways. The SFMPO supports their efforts and recommendations. Also, the MPO is actively working with bikeways advocates as well as City and County committees, and other associations in promoting biking as a viable alternative transportation mode. An updated Bikeways Master Plan and development of a Bikeways Map are two projects planned for a task force of these committees and advocates in coordination with the SFMPO TAC.

Bikeways - Priorities & Costs

The following Bikeway projects have priority in the Santa Fe MPO Area. Bikeway projects and improvements are organized according to short-term priorities (2005-2010) and long-term priorities (2010-2030). Generalized costs and funding shares are also included.

Bikeway Priorities 2005-2010	Estimated Costs
Rail Trail (segments between Siringo Rd & St. Michael's Dr.)	$700,000
Santa Fe River Trail (Camino Alire to city limits)	$2,500,000
Arroyo de los Chamisos Trail (from Rail Trail to the east)	$300,000
Richards Avenue Bikeway - Rodeo Road to SFCC	$650,000
Hyde Park Road Bike Lane or Off-Road Trail	$500,000
Ped/Bike Bridge over St Francis Dr	$2,000,000
SFNF Scenic Byway CMP Segments I& II	$2,500,000
Other Off-Road Trails	$2,000,000
On-Road Bikeway Improvements	$600,000
Bikeways Operation & Maintenance	$100,000
Estimated Total Cost 2005-2010	**$11,850,000**
Estimated Federal/State Share	$5,925,000
Estimated Local Share	$5,925,000

Bikeway Priorities 2010-2030	Estimated Costs
Rail Trail Completion (Railyard to Lamy)	$3,000,000
Santa Fe River Trail Completion	$3,000,000
Arroyo de los Chamisos Trail Completion (Villa Linda mall to T.C.)	$1,500,000
Other Off-Road Trails	$4,500,000
On-road Bikeway Improvements	$1,500,000
Bikeways Operations & Maintenance	$500,000
Estimated Total Cost 2010-2030	**$14,000,000**
Estimated Federal/State Share	$7,000,000
Estimated Local Share	$7,000,000
Estimated Total Cost 2005-2030	**$25,850,000**

Bikeways Financial Summary

The estimated total costs for bikeway construction, improvements, and overall operations and maintenance during the short-term (2005-2010) and the long-term (2010-2030) totals $25.9 million over the 25-year life of this Plan. The local share of the total project costs is expected to be approximately $6 million through 2010 and an average of $1,185,000 per year during the next 5 years. This allotment of local financial resources for bikeways represents 8% of the total local financial resources planned for the Santa Fe MPO transportation network during the next 5 years. (See Financial Element p.?)

4.5 Pedestrian System

The oldest form of transportation is the pedestrian mode. It continues today to be an effective form of transportation for some trip purposes. This plan encourages walking as a means of transportation and suggests enhancements to the pedestrian system infrastructure. In addition to the off-road "hike/bike" urban trail system described in the Bikeways element, the Santa Fe MPO pedestrian system has two parts: the urban pedestrian system and the downtown pedestrian system.

The Urban Pedestrian System

In addition to urban trails, a network of sidewalk and pedestrian amenities exists in the Santa Fe urban area. Since the downtown area has been studied in more detail and has its own unique character, the downtown area will be looked at separately. This section will concentrate on that area of the metropolitan planning boundary outside of the Paseo de Peralta loop.

An inventory was completed of the roads that are maintained by the City of Santa Fe in 1989 by the Streets and Drainage Maintenance Division. This inventory also included the adjacent sidewalks. The inventory showed that the City of Santa Fe maintained 219 linear miles of paved roadway. Connected with this road network was 88 miles of paved sidewalk. This would indicate that 40% of the roads in Santa Fe have paved adjacent sidewalk. An update to this inventory should occur during the next five years. This update should gather information on condition, linear footage, width, whether the sidewalk is on one side or both, and whether the sidewalk is continuous. The inventory should also show the exact location of sidewalk from one street to the next and eventually will be mapped in the City of Santa Fe's geographic information system. This information will be used to monitor compliance with the Americans with Disabilities Act.

The sidewalk inventory is necessary to identify gaps in the sidewalk network. From this inventory, cost estimates can be developed to complete the system. The Code also requires a concrete or brick sidewalk along adjacent city streets where a sidewalk does not exist (or is in a state of disrepair) when a permit is granted for new construction or a building addition of over five hundred square feet. Along private roads or public gravel roads, no sidewalk is required but a shoulder that has enough width for pedestrians and bicyclists must be included in the new road width. Repairs or improvements to the sidewalk are the responsibility of the adjacent property owner.

A priority system should be developed to estimate the locations of the most needed walkways. Since pedestrian count information is very scarce, destinations of pedestrian travelers could be used to determine priority locations. For example, priority may be given to schools, parks, and access to all bus stops. Recommendations for the Urban Pedestrian System follow:

1. Prepare a prioritized list of sidewalks and walkways that will fill in the gaps of the existing pedestrian system.

2. Develop a method to create a partnership between the local government (either city or county), private landowners and the school system as appropriate. This partnership would work in cooperation to fund and build a completed sidewalk network.
3. Seek Federal TEA-21 Enhancements funds where appropriate for sidewalk construction.
4. Develop a policy to emphasize the pedestrian in new building construction and road projects by creating an incentive program for pedestrian friendly developments and streets.

The Downtown Pedestrian System

(Excerpted from the Downtown Urban Design Plan (1992), pages ?)

Although downtown Santa Fe is relatively compact and level, and characterized by human-scale architecture and street spaces, walking downtown is not always a positive experience. Most pathways take the form of narrow, curbside sidewalks with mid-block walkways, and park and open space trails are the exception rather than the rule.

Sidewalks downtown are typically narrow, cluttered, and located directly adjacent to the street. While pleasant covered portals are common near the plaza, and attractive planted parkways are typical north of Palace Avenue, most downtown sidewalks lack adequate width, aesthetic interest, and separation from moving and stationary vehicles.

Urban trails, and designated pedestrian paths that connect activity centers and points of interest, do not presently exist in the downtown area. This lack of clearly delineated pedestrian paths further contributes to pedestrian confusion and frustration. The Downtown Urban Design Plan addresses these concerns by proposing a network of pedestrian paths. Recommendations for the Downtown Pedestrian System follow:

1. To provide sidewalks on all downtown streets where none presently exist, and repair or replace sidewalks that are damaged, deteriorated, or of substandard construction.
2. To encourage private-sector development of mid-block walkways in order to provide additional pedestrian paths and a diversity and variety of pedestrian experiences.
3. To clearly identify and distinguish all walkways that are a part of the downtown urban trail system from other downtown sidewalks.
4. To provide pedestrian amenities such as seating and pocket parks along all designated urban trails.
5. To require handicapped access to paths and trails without compromising tradition and design.

Pedestrian System in the County

The ARTF Plan requires pedestrian/bike/equestrian facilities be built on all new arterial, collector and subcollector roads. Trails are substituted for the sidewalk requirement for roads in new development, except in the urban zone. The preference is for off-road trails in rural locations, but sidewalks have been constructed in some locations inside of the 2 mile Extraterritorial Zone and in the Aldea Village development. Developers are primarily constructing these roads and trails as on site or off site infrastructure. When the County constructs or reconstructs roads in the MPO area, the viability and design of pedestrian improvements is dependent on location within the network.

The new road standards for the Community College District also require sidewalk or multi-use trail construction on or adjacent to roads, with the width and surface dependent on the road type – living, mixed or traffic priority – and the location – center, neighborhood, open space. A system of District trails has been planned and is being developed as each development is platted. Village trails and sidewalks in community and neighborhood centers must connect to the District trail system, which in turn connects to the Rail Trail. The zoning district has standards for width and surfacing for the different trail types.

The County has not yet conducted an inventory of trails and sidewalks built, but since 2002 each community plan is required to address and map existing and preferred trail locations that connect to trails beyond their boundaries. COLTPAC and the County Open Space Division are also working on specific area wide trail projects, such as the Santa Fe River Trail. The Santa Fe River Trail is planned to extend from the City boundary at Frenchy's Park to the junction of the Santa Fe Relief Route 599. The county portion of the Santa Fe River Trail will also connect to existing City trails such as the Arroyo Chamisos Trail.

The County's priority for trails in the near term is to acquire public easements or rights of way. COLTPAC has a trails subcommittee, which is working on an inventory of existing and proposed County trails, refining the existing definition of a County trails project in order to direct appropriations of the trails set aside funding, and compiling guidelines and standards for trail layout and construction. In addition, the subcommittee will work on specific trails projects in the County to illustrate the County's trails focus and learn from on the ground experience.

Trails purchased, dedicated or constructed:

Rail Trail to Lamy	11.5 miles of easement
Spur Trail from Richards to the Rail Trail	3.2 miles of easement
Spur Trail constructed with crusher fines surface in 2004	
District and Village trails in Village I	2.19 miles of paved trail
District and Village trails in Windmill Ridge	5.54 miles of paved trail
College Heights	0.43 miles of paved trail

System Priorities 2005-2010	Estimated Costs
Rail Trail improvements	$400,000
Arroyo Hondo trail	Donated trail easements

Approximately .5 mile of trail easements have been donated on the Arroyo Hondo corridor. The trail will be approximately five miles when complete.

Public Comments: Pedestrians (2005)

- Utilize design to increase pedestrian friendliness:o Upgrade existing sidewalks and create continuous uninterrupted sidewalks.
- Investigate alternative paving materials or use crusher fines.
- Widen sidewalks to 6' minimum; shrink street as needed.
- Install curb cuts for pedestrian access.
- Landscape with trees.
- Improve lighting of areas - possibly using motion sensor lighting around residential areas.
- Slow speed through pedestrian crossings
- Increase safety for crossing major intersections. Lengthen the walk signals (at signalized intersections).
- Need safe routes to school. Walkable neighborhoods for kids.
- Preserve, formalize and enhance the informal connections.
- Do a pedestrian survey. Number of people per day or week using the informal and formal paths to determine priorities.
- Educate the public about pedestrian safety.
- Existing informal pedestrian connections between neighborhoods. Many of these receive dozens or even hundreds of trips a day To the extent this town works for pedestrian and bikes and safe routes to school, these are high value pieces and formalizing them is critical.

Pedestrian System - Priorities & Costs

The pedestrian system is scheduled for the following short-term funding (2005-2010) and long-term funding (2010-2030) within the Santa Fe MPO Urban Area. Federal, state, and local funding shares are also included.

Pedestrian System Priorities 2005-2010	Estimated Costs
Small Sidewalks Program (new construction) CIP	$1,500,000
Sidewalk Operations & Maintenance	$1,500,000
Estimated Total Costs 2005-2010	**$3,000,000**
Estimated Local Share	$3,000,000

Pedestrian System Priorities 2010-2030	Estimated Costs
Small Sidewalks Program (new construction)	$3,000,000
Sidewalk Operations & Maintenance	$3,000,000
Estimated Total Costs 2005-2030	**$6,000,000**
Estimated Local Share	$6,000,000
Estimated Total Costs 2005-2030	**$9,000,000**

Pedestrian Financial Summary

The estimated costs for the urban and downtown pedestrian system during the short-term (2005-2010) and long-term (2010-2030) total $9.0 million over the 25-year life of this Plan. The local governments may be responsible for 100% of the total costs. This allotment of local financial resources to the urban pedestrian system represents 1% of the total local financial resources planned for the Santa Fe MPO transportation system during the next 5 years.

4.6 Downtown Parking

The concentration of activities downtown, including government, commerce, and tourism (especially during the summer months), generates a high level of parking demand. Downtown's parking shortage during peak periods, according to the 1995 Municipal Parking Program study, was estimated at 1,300 spaces with projected shortages estimated at 1,600-1,800 by 2005 if no new parking spaces were added. Included in these figures is an estimate of a shortage of nearly 200 spaces for the Canyon Road arts and crafts district. Not only is parking in short supply, but residents perceive the Downtown as being inaccessible because of the expense and lack of available parking.

City General Plan Policies

The General Plan establishes the following Guiding Policies for Parking:

6-4-G-1 Provide adequate public parking within the context of a balanced and integrated transportation system which includes transit, bicycling and pedestrian alternatives.

6-4-G-2 Enhance Downtown accessibility for residents by providing transit and other transportation options in addition to parking opportunities.

6-4-G-3 Develop a comprehensive park-and-ride program to serve resident outlying areas.

The 1983 and 1995 Downtown Parking Studies

The concern about downtown parking was recognized in the early 1980s, and a 1983 parking study outlined a phased approach that included recommendations for new parking structures at three municipal parking facilities - Water Street, City Hall, and Sandoval Street). The 400-space parking garage at Sandoval Street was constructed and opened in July 1988. There was resistance from some adjacent owners and tenants

over the development of a multi-level facility at Water Street, and any construction of additional parking at the current City Hall site was deferred until a final plan could be agreed on for the site.

The 1995 Downtown Parking Study expanded on the 1983 study and identified a number of parking improvement strategies to address Santa Fe's parking needs. The recommended program includes a combination of supply enhancement and demand reduction strategies which are identified in three primary categories:

a. Baseline Strategies which include parking management and demand management strategies designed to influence use, make better use of the existing parking supply and encourage alternatives;

b. Peripheral Parking Strategies that are designed to encourage parking on the fringe of the downtown or creation of intercept parking lots with small shuttles into the downtown;

c. Centralized Parking Strategies which includes at least two small-scale parking facilities (400 to 600 spaces).

Parking Improvement Strategies Implemented

Since the parking study, the city has focused primarily on baseline improvement strategies since many of those strategies could be implemented without a significant financial investment .Examples include:

- Additional on-street parking locations were identified and metered (increased parking opportunities);
- New residential parking permit locations were established as a way to mitigate problems with spillover parking in residential areas from nearby commercial land uses;
- A downtown circulator was implemented in conjunction with the City's Transit Division, however, the program was short-lived primarily due to limited use by the public; the city will continue to investigate ways to make such a program a viable alternative;
- Adjustments to the parking rate/fee structure are regularly reviewed and most recently implemented in Fiscal Year 2005-06;
- Also, the bail schedule is regularly reviewed and adjusted for parking violation fines and penalties;
- The city's 1100 parking meters were converted from mechanical to electronic mechanisms; the new meters are not only easier to use, they resulted in increased revenue to the parking system and they provide data on usage for management purposes;
- A new line of communication and cooperation was established with the Santa Fe Municipal Court which has been a significant benefit to the city's Parking Enforcement Program;
- The position of the Parking Information Coordinator position was established; the staff member filling the position is responsible for working closely with stakeholder groups, establish public information programs regarding the parking system, market services and promote parking alternatives; the program increases the availability of public information about the municipal parking system for citizens and visitors, improves utilization of existing parking facilities, and improves compliance with the parking regulations.

Downtown Parking Recommendations

Recognizing a growing concern and frustration among many stakeholder groups in the downtown area, the City Council, in September 1998 gave conceptual approval to begin implementation on two components of the Parking Improvement Program recommended in the 1995 Parking Program Study. The two components are:

1. Revision of parking regulations in Chapter 14 of the City Code (baseline/policy strategy);
2. Development of a parking structure (centralized parking strategy).

1. Revision of parking regulations in Chapter 14 (City Code):

- Fee in Lieu - This provision will allow a business owner to pay a fee in lieu of up to 100% of the required parking upon approval of staff. The fees would be used to address parking deficiencies through the construction of parking facilities within the impacted area;
- Multi-modal Reductions - A possible option for flexible parking requirements in exchange for developer contributions or commitments to promote public parking, transit, ridesharing and carpool usage for employees.
- Building Additions - This provision will be added to clarify that off-street parking for non-conforming buildings must be provided for any increase caused by additions instead of requiring off-street parking based on the total area of the existing non-conforming building.
- Remove Leasing Option - Remove the current option that allows developments in the BCD to fulfill their parking requirements by leasing parking spaces within 600 feet of the proposed development.

2. Development of a new parking structure:

The parking study identifies two potential locations for multi-level parking structures:

- City Hall Parking Lot,
- Archdiocese/Cathedral Lot

The recommended size of each parking facility is 400 to 600 spaces. The City Hall/Sweeney center site is pending a decision on the use of the land as a new convention center. Since the study, Archdiocese officials have indicated a reluctance to consider a long-term use of the Cathedral Lot site for a parking facility. Additionally, it may be difficult to justify this type of investment on leased land.

The Water Street parking lot is situated on city-owned land. It is located in an area of the downtown with a large demand generation. A facility at this location would offer good pedestrian access to the Plaza and other downtown areas. The city envisions the development of a structure that would enhance the streetscape on Don Gasper and Water Streets, providing mixed use at ground level. The structure envisioned would be in keeping with the area's historic character and would respond, architecturally, to the scale and design of the buildings in the immediate vicinity. However, there are concerns that traffic generation for a large facility at this site would overload the surrounding street network.

The City Council has acknowledged that revisions to the parking regulations in the City Code and development of a parking structure are only two components of the Parking Improvement Program. The city will continue to work on, and implement other recommended parking improvement strategies including a peripheral parking/shuttle operation.

Public Comments: Parking (2005)

- Downtown parking discourages downtown visits. Need a downtown tram so people could park in the periphery.
- Encourage bicycle commuting and mass transit as a way of making the downtown area less congested with private automobiles and subsequent parking problems.
- Create structured parking, paid for by stacked and lined buildings of retail and condominiums, starting with Water Street lot.
- On-street parking allowed on more streets
- Consider underground parking where feasible
- Add bike racks near parking areas
- Improve safety in parking areas.

Downtown Parking - Priorities & Costs

The following chart identifies the anticipated costs of the Parking Improvement Program and related projects. Some financing of the Parking Program will come from the Parking Enterprise Fund that is separate from the City's General Fund. The City's Parking Enterprise Fund collects annual revenues of approximately $3 million from a combination of Parking Garage fees, on-street parking meter fees, parking violation fines, etc. The Parking Enterprise Fund contains an estimated fund balance (resources available after revenues and expenditures are calculated) of nearly $3 million entering FY 1999-2000.

Downtown Parking Priorities (2005-2010)	Estimated Costs
Parking facility conceptual design/ financial feasibility	$100,000
Parking facility construction design	$750,000
Parking facility construction (up to 600 spaces)	$8,000,000
Acquire/lease land on periphery of downtown operate shuttle	$500,000
Parking Operations & Maintenance	$14,000,000
Estimated Total Cost 2005-2010	**$23,350,000**
Estimated Revenues 2005-2010	**$15,000,000**

Downtown Parking Priorities (2010-2030)	Estimated Costs
Develop Inter-Modal Facility on the Railyard	$10,000,000
Develop third downtown parking facility	$10,000,000
Parking Operations & Maintenance	$45,000,000
Estimated Total Cost 2010-2030	**$65,000,000**
Estimated Revenues 2010-2030	**$55,000,000**
Estimated Total Cost 2005-2030	**$88,350,000**
Estimated Total Revenue 2005-2030	**$70,000,000**

Downtown Parking Financial Summary

The estimated total cost for the Downtown Parking Program through 2030 is $88 million. It should be noted that the Parking Enterprise Fund is expected to generate $70 million over the 25-year life of this plan. The balance, or nearly $18 million of expenditure, is required for three additional parking facilities. Total expenditures for the Downtown Parking Program represents 11% of all transportation system expenditures planned through 2010. (See Section 5.0 Financial Element)

4.7 Airport Facility

The City's General Plan sets out the following "guiding policies" for Aviation:

6-5-G-1 *Support continued use of the municipal airport for aviation, but not to upgrade to handle larger commercial aircraft.*

6-5-G-2 *Minimize conflicts between airport operations and urban uses.*

6-5-G-3 *Ensure adequate intermodal surface access and connections at the airport.*

The airport lies outside the city limits and nine miles from downtown. It is classified as a non-hub commercial aviation airport and handles over 100,000 take-offs and landings annually. The main runway is 8,323 feet long and is equipped with an instrument landing system. The secondary runway is 6,304 feet long. The runways can accommodate medium-sized aircraft such as DC-9s and Boeing 727s.

The Santa Fe Municipal Airport Master Plan study was undertaken by the City of Santa Fe to outline a long-range plan for the use of the airport that will yield a safe, efficient, economical, and environmentally acceptable air transportation facility. An important part of the process was public involvement. The planning process included a 20 member Planning Advisory Committee (PAC), which directly reviewed study materials and provided input. The PAC was comprised of local citizens, members of the Airport Advisory Board, airport users, regional and local planning officials, government representatives, City staff, and local businesses. Through the public involvement process it was confirmed that Santa Fe Municipal Airport needed a plan that is designed to:

- Preserve and protect the City's investment in the airport;
- Enhance the safety of aircraft operations;
- Be reflective of community goals and plans, including the Voluntary Noise Abatement Program and Aviation Business Park;
- Address environmental needs and sensitivities;
- Develop a plan that is responsive to air transportation demands; and
- Develop an orderly plan for the use of the airport.

The preparation of this master plan is evidence that the City of Santa Fe recognizes the importance of air transportation to the community and associated challenges inherent in providing for its unique operating and improvement needs. With a sound and realistic master plan, Santa Fe Municipal Airport can maintain its role as an important link to the national air transportation system for the community, and continue to realize the economic benefits fro the public and private investments in the facility. Table A summarizes the results of an economic benefit study conducted for Santa Fe Municipal Airport as part of the master plan study.

TABLE A
Santa Fe Municipal AirportTotal Economic Benefits - 2001

Category	Revenues	Payroll	Employment
Direct On Airport Benefits	$15,912,000	$4,927,000	191
Indirect Air Visitor Benefits	$20,793,000	$8,947,000	458
Combined Direct& Indirect Benefits	$36,705,000	$13,874,000	649
Induced Benefits	$16,652,000	$7,258,000	264
Total Benefits(Direct + Indirect + Induced)	$53,357,000	$21,132,000	913

The On Airport Benefits category includes private firms and public agencies located on the Santa Fe Municipal Airport. Private employers are airlines, businesses providing general aviation services, specialized providers of aviation services, and businesses in the terminal such as rental cars and food services. Government employers included the City of Santa Fe, state agencies, FAA tower personnel, and the New Mexico Army National Guard.

The master plan for Santa Fe Municipal Airport provides for the orderly use of existing airport facilities to enhance the safety of aircraft operations, maintain existing airfield and passenger terminal facilities, and support future aviation demand (should new levels of demand be experienced). The master plan includes provisions to ensure the long term viability and self-sufficiency of the airport by maximizing available areas at the airport for both aviation-related and commercial opportunities.

In addition, ensuring long term viability may require expanding the FAA/FAR certification Part 139, which includes:

Federal Aviation Regulations (F.A.R.) Part 139, "Certification and Operations: Land Airports Serving Certain Air Carriers", as amended, prescribes the rules governing certification and operations of land airports which serve any scheduled or unscheduled passenger operations of an air carrier that is conducted with an aircraft having a seating capacity of more than 30 seats. Presently, Santa Fe Municipal Airport does not hold F.A.R. Part 139 certification. It is not required by present regulatory requirements since the airport is served only by air carries aircraft with 19 passenger seats.

In the future, it can be expected that Santa Fe Municipal Airport will be required to obtain F.A.R. Part 139 certification. A Notice of Proposed Rulemaking issued by the Federal Aviation Administration (FAA) extends certification requirements to airports serving scheduled air carriers operations in aircraft with 10 to 30 seats. Implementation of these rules has been set for November 2002. Additionally, as passenger levels grow, it is expected that the size of aircraft serving scheduled air carrier operations will increase beyond the 30-seat level prescribed in F.A.R. Part 139.

While it is difficult to ascertain when Santa Fe Municipal Airport will be required to obtain F.A.R. Part 139 certification, it is important to consider F.A.R. Part 139 requirements in the master planning process. F.A.R. Part 139, Subpart D – Operations, is most applicable to the alternatives discussion and capital requirements. The following summarizes key sections of F.A.R. Part 139 which will need to be considered in the evaluation of the airfield and landside alternatives.

F.A.R. Part 139, Section 139.309, Safety Areas, requires that the airport maintain appropriate safety areas for each runway and taxiway which is available for air carrier use.

F.A.R. Part 139, Section 139.331, Obstructions, requires that the airport fully comply with **F.A.R. Part 77, Objects Affecting Navigable Airspace.** These regulations set forth prescribed imaginary surfaces which protect aircraft operational areas form hazards. The airport would be required to remove any existing obstructions to these surfaces and prevent the establishment of new obstructions. Most important to this study is that landside facilities are placed at a sufficient lateral distance for the runway so as not to penetrate the F.A.R. Part 77 transitional surface.

F.A.R. Part 139, Section 139.337, Wildlife Hazard Management, requires that the airport provide a wildlife hazard management plan if it is determined by the FAA that wildlife present a hazard to aircraft operations.

F.A.R. Part 139, Sections 139.315, 139.317 and 139.319, Aircraft Rescue and Firefighting (ARFF), sets standards for aircraft rescue and firefighting personnel, equipment, and operations.

F.A.R. Part 139, Section 139.321, Handling and Storing of Hazardous Substances and Materials, requires that standards be established and maintained for the protection against fire and explosions in storing, dispensing, and otherwise handling fuels, lubricants, and oxygen on the airport

4.8 Neighborhood Traffic Management

In February 1998, the Santa Fe City Council adopted resolution 1998-12 calling for establishment of a "Neighborhood Traffic Management Program". Since adoption of that resolution, a task force has been established to study and recommend appropriate methods for reducing the impact of through-traffic and speeding traffic in residential areas.

City General Plan Policies

The City's General Plan contains the following Implementing Policy with reference to neighborhood traffic management:

6-1-I-11 "…discourage speeding and cut-through traffic through neighborhoods by installing appropriate traffic control and calming measures, such as bulbing sidewalks at intersections and narrower street widths, without limiting through streets."

The goal of the Neighborhood Traffic Management Process is to:

"Enhance the safety and quality of life of residents in neighborhood areas and generally make neighborhoods more livable, quieter and pedestrian-oriented."

Traffic Management Techniques and Methods

Traffic conditions on residential streets can greatly affect neighborhood livability. If traffic problems occur on a regular basis, the quality of life in a neighborhood can deteriorate. The nature of traffic problems can vary from high vehicle speeds, traffic noise, accidents, and excessive traffic volumes, to difficulties for pedestrians and bicyclists. To resolve the variety of traffic problems in residential areas it is appropriate to consider a variety of solutions. The city's task force will recommend engineering and planning-oriented solutions, as well as enforcement and educational approaches.

Engineering and planning methods incorporate both traditional traffic management through signage and other means, as well as newer approaches such as traffic calming, which is the calming of vehicle speeds and volumes through the redesign and physical retrofit of roads. The types of constructed devices that can be used include:

- speed humps,
- raised crosswalks and intersections,
- intersection curb extensions,
- street chokers,
- traffic circles, and other types of devices.

The enforcement and educational aspects of a traffic management program are crucial to its overall effectiveness. Enforcement enlists the assistance of the city's Police Department to focus efforts on project streets, and in neighborhoods where a traffic management project has been established. Enforcement programs that are well designed can be effective in reducing speeds, improving safety, and in modifying motorist behavior. Education provides information to people about how they as motorists can help to ease traffic

problems, as well as informing them of the intent and procedures of the Neighborhood Traffic Management Program. Examples of educational methods include:

- establishing communication links with neighborhood associations,
- developing written informational materials,
- placing information on the city's web page,
- attending public meetings and forums on traffic issues,
- distributing press releases related to engineering and enforcement efforts.

In all of these efforts, the city's Neighborhood Traffic Management Program will emphasize the importance of public involvement in the planning and design of residential projects. The goal is to allow residents to evaluate the options available to them, to discuss the benefits and trade-offs of project proposals in their neighborhood and to be actively involved in the decision-making process.

Traffic Management Program Requirements

The Neighborhood Traffic Management Task Force is developing criteria that will be used to determine the eligibility of streets for inclusion in the Neighborhood Traffic Management Program, and to prioritize eligible streets for appropriation of available funding. Potential Neighborhood Traffic Management Program Requirements may include:

- traffic volume assessments,
- through-traffic and speed counts,
- number of pedestrian and bicycle facilities, such as school crossings, bus stops, and designated bike routes,
- emergency service response route identification.

The city's Neighborhood Traffic Management Program will require area property-owner consent in both the initiation and final approval of residential traffic management projects. Also, the planning and design activities for each residential traffic management project will include the participation of residents, business-owners and others from the neighborhood.

The program will also establish a number of health and safety criteria that may limit or shape the approach to traffic management on certain streets in the city, intending to avoid jeopardizing the health and safety of the community as a whole. These criteria will include such considerations as emergency service response routes, access to utilities, and continued provision of local governmental services, such as solid waste pick-up, snow and silt removal, and others.

Public Comments: Traffic Management/Calming

- Develop more connectivity to provide alternatives to congestion.
- Use traffic calming design to mitigate traffic:
- Speed tables
- Speed humps
- Traffic circles slow traffic while allowing safe passage of ambulances (unlike humps)
- Use roundabouts at intersections
- More use of horizontal-type traffic calming devices, e.g., chokers, chicanes
- Discourage development of 4-lane 4-way stops (e.g. Zafarano).
- Improve length (area of sensor) of sensors in turn lanes
- Implement existing plans such as the CCD plan.
- Enforce speed limits.
- Discourage inappropriate development. Require true, actual, on-the-ground traffic studies, instead of relying on formula

Neighborhood Traffic Management - Priorities & Costs

The following sets out estimated costs for the Neighborhood Traffic Management Program through 2030.

Traffic Management Priorities 2005-2010	Estimated Cost
Neighborhood Projects & Program Administration	$4,000,000
Estimated Total Cost 2000-2005	**$4,000,000**

Traffic Management Priorities 2010-2030	Estimated Cost
Neighborhood Projects & Program Administration (including new streets with traffic calming)	$10,000,000
Estimated Total Cost 2010-2030	**$10,000,000**
Estimated Total Cost 2005-2030	**$14,000,000**

Neighborhood Traffic Management Financial Summary

The program hopes to be funded at a total of $14 million through 2030. Program operations and maintenance may require $3.5 million, or 25 %, of the total costs. While some federal or state funding may be available, this plan anticipates that the program will almost be 100% locally funded. In 2004, the city council approved an ordinance to allocate fines from speeding tickets into the traffic calming budget. It is estimated that from 2005 to 2030, at least $1.5 million in revenue may be generated from this ordinance.

4.9 Inter-Modal Facilities

The term “inter-modal” is key to the TEA-21 legislation. Particular emphasis is placed on providing the opportunity to transfer from one mode to another. In the broadest sense, this term can be applied to a wide range of facilities, even down to the level of bus stop or parking garage. In this section, however, the term inter-modal is used for large-scale facilities that are developed specifically to facilitate transfers between different forms of transportation. They include railroad stations, bus transfer stations, park-and-ride lots, and the airport.

The Inter-modal Facilities map identifies several locations that would serve inter-modal purposes as described above. The potential sites that have been identified are the downtown Sheridan Street transit facility, the Railyard depot, Villa Linda Mall transit center, and the Santa Fe Airport. In addition, all of the Park and Rides lots that are listed in this plan are considered potential inter-modal facilities.

Railroad Station

The downtown railyard, owned by the City of Santa Fe, is a site for an inter-modal connection because of its central location. The railyard site, which contains two historic railroad depots, is recommended in this plan as a terminus for the proposed commuter rail service from Albuquerque. Since this is a historic transportation facility, it would be eligible for TEA-21 Enhancements funds for renovation.

South Capitol Intermodal Center

This site is preferred as a transit center for Park and Ride and local buses as well as a station for the proposed commuter rail service from Albuquerque. Its proximity to existing rail track (and Rail Trail), government buildings and available development space are key elements. A design for the facility is included in the proposed renovation plans of the general offices of the New Mexico Department of Transportation by Cerrillos Road and Alta Vista.

Southside Commuter Rail Station(s)

The proposed alignment of a future commuter rail service from Albuquerque would benefit from at least one and possibly two stations in and around the Community College District and near I-25 and St. Francis Drive areas. Another station could be located near the junction of NM599 and NM14. A key objective is that rapid development in compact communities will be transit oriented.

Downtown Bus Center

Sheridan Street, located between Marcy Street and Palace Avenue, is currently the central transfer point for the Santa Fe Trails bus system downtown. Existing improvements on Sheridan Street include benches and shelters for waiting bus passengers, while planned improvements include widened sidewalks for pedestrians, landscaping, and bicycle racks for bike parking. In addition, there will be a taxi stand and parking for tour operators. A Federal Transit Administration grant has been approved by Congress to fund this facility.

Park-and-Ride Lots

Existing Potential Park-and-Ride parking lot locations include: city-owned land in the Northwest Sector adjoining Calle Mejia, De Vargas Mall, Santa Fe Place (formerly Villa Linda Mall), Santa Fe Premium Outlet Stores, the Rodeo Grounds, the I-25/St. Francis interchange area, and the I-25/NM 599 interchange area. While other Park-and-Ride lot locations may be identified in future efforts, these locations represent the most obvious to consider at this time. This plan recommends that two of these locations, one near the north end of town and one at the south end of town, be developed as permanent Park-and-Ride lot locations for future use.

Travel Demand Management (TDM)

In addition to the development of new or enhanced inter-modal facilities, other strategies are included in the plan that are intended to address traffic congestion while providing a wide variety of mobility options to those who wish to travel. The travel demand management strategy includes carpools and vanpools supported by the Rideshare program, parking incentive programs and promotion of non-motorized travel options including bicycling and walking. All of these forms of transportation serve as alternatives to single occupant vehicles and function to reduce the growth in traffic congestion being experienced on the roadways.

Strategies to reduce congestion during peak travel times include the promotion of alternative work hours or flexible work schedules that allow employees to adjust their work start and end times to less congested times of the day. Although this strategy does not function to reduce the overall number of vehicle trips, it does help to reduce congestion during the rush hour by spreading the traffic impacts over a longer period of time.

Travel demand management techniques are an important component in the effort to achieve an effective and efficient transportation system. The techniques, however, require changes in travel behavior. Simply providing alternative transportation options may not lead to the desired changes.

To achieve changes in travel behavior, travel demand management programs must rely on incentives and disincentives to make these changes in behavior attractive. Development of programs which offer financial and time saving incentives, such as parking management programs, preferential parking for ride-sharers, and subsidies for transit riders, will be examined as possible means to encourage changes in travel behavior. Often, employers can be the most successful at implementing travel demand management alternatives. Programs can be tailored to individual work-site characteristics and trip making patterns, and marketed to employees. The development of an effective travel demand management program, over the life of the plan, will be approached from the perspective of how public officials and local employers can work together to meet the goals of providing mobility.

There are two recommendations under this element. The first is that transportation planning efforts should be coordinated with the Downtown Parking Program so that parking policy can be examined for its effect on traffic congestion. MPO staff will continue to participate in the development of this program. The second recommendation is the development of a TDM program. This program would work with employers to provide incentives designed to change the travel behavior of employees in an effort to reduce the number of single occupant vehicles traveling to the employment site.

Intelligent Transportation Systems

The use of Intelligent Transportation System (ITS) technology could ease overall road congestion in the future. ITS strategies center on impacting the user or driver, the roadway, and/or the vehicle. Typical ITS technologies include the following:

- Traffic signal interconnect systems throughout the urban area
- Variable message signs along the interstate and arterial road system
- Traffic Control Center to assist local governments in providing information to the public
- Real Time traveler information on road and traffic conditions

The Santa Fe MPO applied for a federal grant to develop and deploy ITS infrastructure as part of the proposed Cerrillos Road reconstruction project. The grant application was in response to a review by federal officials of the Santa Fe transportation system and possible ITS applications. Cerrillos Road was viewed as a key link in a future ITS network that might ultimately connect to a Transportation Control Center that would obtain and communicate real-time conditions on the roadways. The Santa Fe MPO will continue to pursue federal assistance in developing and deploying ITS technology.

SFMPO Recommendation 2005: Inter-modal Services

The NMDOT and Mid Region Council of Governments along with the Santa Fe MPO and Santa Fe County have been involved in an Alternatives Analysis to evaluate public transit options between Albuquerque and Santa Fe. The SFMPO supports the option of commuter rail service. The location and development of intermodal stations with bus transit services are critical for the system to operate effectively and to encourage more car commuters to 'take the train' instead.

Inter-Modal/TDM - Priorities & Costs

The following sets out estimated costs for the Inter-Modal/TDM program through 2030.

Inter-Modal/TDM Priorities 2005-2010	Estimated Cost
Downtown Bus Center (Sheridan St)	$1,500,000
Park & Ride Facilities	$1,000,000
Railyard Depot Enhancements	$1,000,000
South Capitol Intermodal Center	$2,000,000
Southside Commuter Rail Station(s)	$2,000,000
TDM Program	$ 500,000
Estimated Total Cost 2005-2010	**$8,000,000**
Estimated Federal/State Share	$6,000,000
Estimated Local Share	$2,000,000

Inter-Modal/TDM Priorities 2010-2030	Estimated Cost
Park & Ride Facilities	$2,000,000
Railyard Depot Enhancements	$4,000,000
TDM Program	$2,000,000
Estimated Total Cost 2010-2030	**$8,000,000**
Estimated Federal/State Share	$6,000,000
Estimated Local Share	$2,000,000
Estimated Total Cost 2005-2030	**$16,000,000**

5.0 Financial Element

Federal legislation requires that the plan be financially constrained. Specifically this means that the projects included should be only those with a reasonable expectation of being funded within a 25 year time period. The roads, trails and transit projects will be funded by state government, local government and by private developers. Another requirement is that there is a priority given to maintenance of existing facilities.

This plan considers all transportation system costs including anticipated City/County operation and maintenance costs involving recurring or annual personnel costs. This approach reveals higher overall costs during the 5-year and 20-year periods. However, it provides a more complete picture of the total costs needed to not only build a future transportation system, but also the costs necessary to maintain that future transportation system with personnel and equipment. The revenue estimates and the project costs are in current year values, and only small incremental and very generalized increases have been made for inflation and rising costs.

Local governments are primarily responsible for operations and maintenance costs across all elements and modes of the local transportation system. Although the Federal Transit Administration assists somewhat with Transit system operations and maintenance, nearly 90% of the total cost of operating and maintaining the Santa Fe Trails bus system is the City's responsibility. On the other hand, when it comes to acquiring new buses the federal government assumes 80% of the cost.

Meanwhile, the Federal Department of Transportation and the Federal Highway Administration funds much of the state-programmed road and highway construction in the Santa Fe area. The Relief Route (NM 599) [Department of Energy funded], Cerrillos Road reconstruction, and the Pojoaque Corridor reconstruction are examples of road projects funded in large part by federal highway funds. The City and County may need to rely on local funding for roads such as South Meadows Road (extended south from Rufina Street to Airport Road and north from Agua Fria Road to County Road 62), or Zafarano Road (extended) or other significant, but local roads. These roads are not state or federal highways and should not be counted on to receive significant federal or state funds (this is especially true when considering how much state and federal road money will have been spent in Santa Fe for the three projects already mentioned).

The recommendations of this plan have the largest percentage of total transportation system expenditures going to roads. Again, this includes not only capital costs of building new roads, but also includes the personnel and equipment necessary to maintain the road system. The transit system represents the next mode receiving the most funding. The Bikeways, Pedestrian, Neighborhood Traffic Management, Downtown Parking Facilities and Inter-Modal/TDM Programs account for the remaining of all transportation system investment over the 25 year life of this plan.

Anticipated Revenues & Other Financial Resources

While estimated total costs for the 25-year plan equal $640 million, the total local share of these costs is estimated to equal nearly $400 million. There are several major sources of local government revenue that are used to fund the Santa Fe transportation system. These sources include General Fund revenues, Parking Enterprise Fund revenues, Transit Enterprise Funds (i.e. earmarked Gross Receipts Tax revenues (GRT) and Fare Box revenues), and Capital Improvements Program (C.I.P.) bond revenues.

General Fund Revenues

The City's General Fund is used primarily for the daily operation (i.e. personnel and equipment) of the city. This fund currently operates at approximately $53.5 million annually. Gross Receipts Taxes represent the majority of the General Fund Revenues, while property taxes represent approximately 2% of the General Fund revenues. The General Fund provides a primary source of money to pay city personnel associated with the transportation system, with the exception of Parking Division and Transit Division personnel.

Gross Receipts Tax Capital Outlay For Joint Regional Projects

On April 9, 2002, the voters of Santa Fe County approved the ballot measure which established a ¼ of one percent County capital outlay gross receipts tax for the expressed purpose of creating a sustainable water supply, **improving the safety of roads**, and preserving and protecting open space. The City/County Joint Powers Agreement calls for the adoption of a five-year Capital Improvements Program, which includes regional road projects that the City and County expect to jointly undertake over the next five years.

According to information provided by the County Finance Department, project annual capital outlay gross receipts tax (GRT) revenues are expected to fall between $7.5 to $8.0 million a year. Historically, GRT revenues tend to increase 2.5 to 3% annually; however, recent-year increases have been notably less. The Table below provides the projected revenue stream and percent allocation by year (assuming a modest 1.5% increase) road and bridge improvements.

PLAN ELEMENT

	Estimated Total Costs 2005-2010	% of Investment 2005-2010	Estimated Total Costs 2005-2030	% of Investment 2005-2030
Future Road Network Total Capital Projects (New Roads, Road Imprv.)	**$53,750,000**	**35%**	**$88,800,000**	**23%**
Transit System Total Capital Projects (New Buses,etc.)	**$48,200,000**	**32%**	**$145,000,000**	**37%**
Bikeways System Total Capital Projects (New Trails, Routes, etc.)	**$11,850,000**	**8%**	**$25,850,000**	**7%**
Pedestrian System Total Capital Projects (New Sidewalks)	**$3,000,000**	**2%**	**$9,000,000**	**2%**
Downtown Parking Total Capital Projects (Parking Garage, etc.)	**$23,350,000**	**15%**	**$88,350,000**	**23%**
Neighborhd Traffic Mgmt Total Capital Projects (Traffic Circles, Humps ,etc.)	**$4,000,000**	**3%**	**$14,000,000**	**4%**
Inter-Modal Facilities Total Capital Projects (Park & Ride lots, etc.)	**$8,000,000**	**5%**	**$16,000,000**	**4%**
Total Transportation Costs	**$152,150,000**		**$387,000,000**	
Average Annual Costs	**$30,430,00**		**$15,480,000**	

ESTIMATED GRT REVENUES

		FY 04	FY 05	FY 06	FY 07	FY 08	TOTAL
Joint Regional Projects	50%	$3,850,000	$3,907,750	$3,966,366	$4,086,250	$4,086,250	$19,836,228
Water/Waste Water	38%	$2,887,500	$2,930,813	$2,974,776	$3,019,396	$3,064,687	$14,877,171
Trails, Parks & Open Space	7.5%	$ 577,500	$586,163	$594,955	$603,879	$612,937	$2,975,434
Roads, Streets & Bridges	**5%**	**$ 385,000**	**$390,775**	**$396,637**	**$402,586**	**$408,625**	**$1,983,623**
TOTAL GRT REVENUE (1.5% Annual Increase)	**100%**	**$7,700,000**	**$7,815,500**	**$7,932,733**	**$8,051,723**	**$8,172,499**	**$39,672,455**

Joint County/City GRT Revenues

From funding years 2004 through 2008, the total GRT will generate approximately $39.7 million in additional revenues for capital expenditures, with nearly $19.8 million of that total to be designated for joint regional projects. This translates to $14.9 million for water and wastewater projects (2.98 million annually); $2.98 million for parks, trails and open space ($595,000 annually); **and $1.98 million for roads, streets and bridges ($397,000annually).**

Parking Enterprise Fund

The City's "Parking Enterprise Fund" includes revenues received from various parking sources including on-street meters, parking lots/parking garages, and parking violation fines. The fund is used to cover operations of the Parking Division and its personnel. Currently, annual Parking Enterprise Fund revenues equal approximately $3 million. Assuming modest but steady growth in parking revenues, it is estimated that this local funding source could provide up to $15 million through 2010 and up to $75 million over the entire life of this plan.

Transit Enterprise Fund (GRT 1/4% & Fare Box Revenues)

The Santa Fe Trails bus system currently receives approximately $3.5 million annually from Gross Receipts Taxes earmarked for transit system operations and maintenance, including 58 personnel. In addition, the bus system generates approximately $110,000 annually from fare box revenues. Assuming modest but steady increases in gross receipts tax revenues in the future, and consistent fare box revenues, it is estimated that this local funding source could provide up to $25 million through 2010 and up to $100 million over the entire 25 year life of this plan.

Capital Improvements Program (C.I.P.) Bonds

The City sells revenue bonds pledged with local Gross Receipts Taxes. The C.I.P. bonds are used to undertake projects such as building roads, parks, and other necessary improvements to the City. Assuming modest but steady growth in local gross receipts tax revenues, it is estimated that the City could generate up to $45 million in total bond revenues through 2010, and up to $180 million over the entire 25 year life of this plan.

City of Santa Fe Impact Fees

Development impact fees are assessed when building permits are obtained for residential, commercial and industrial developments. Impact Fees are regulated by city code and can be used for specific types of transportation and or traffic improvements.

Special Assessment Districts

Assessment districts can be used for generating revenue for transportation improvements. The property owners within the designated district will pay a fee to bee used on a specific type of improvement that serves the district.

Lodgers Tax Proceeds

This tax is considered a **Special Revenue Fund** that account for proceeds of a specific revenue source that are legally restricted to expenditures for specified purpose.

The funding sources listed within this document are potential monies intended to be considered for funding transportation improvements listed within the Metropolitan Transportation Plan.

Revenue Summary

It is estimated the City could generate the following transportation-related revenues through 2005 and 2030. However, only a portion of the total C.I.P. bond revenues will be used for the transportation system. As a result, the first three funding sources listed below show monies available for transportation system operations & maintenance, while the C.I.P. revenue bonds source reflects monies that must be divided up for all city capital projects, not just transportation projects.

Funding Sources 2005-2030

General Fund (O&M)	$120,000,000
Parking Enterprise Fund (O&M)	$75,000,000
Transit Enterprise Fund/GRT & fares (O&M)	$100,000,000
Total C.I.P Revenue Bonds (Capital projects)	$180,000,000
GRT Revenues	$15,000,000
Estimated Local Transportation System Resources	**$490,000,000**
Estimated State and Federal Funding	**$112,500,000**
Total Funding for 2005-2030	**$602,500,000**

Revenues & Costs 2005-2010

The General Fund, Transit Enterprise Fund, and Parking Enterprise Fund are projected to generate $70 million through 2010 which is enough to meet the estimated $69.5 million necessary as the local government share of operations and maintenance costs through 2010. However, this plan recommends $31 million of local capital project costs through 2010, or 57% of anticipated city C.I.P. bond revenues. The plan calls for the road system, alone, to receive $18 million of local funding for construction projects by 2010. Other major capital requirements for the transportation system through 2010 include $9 million for Downtown Parking, $6 million for Bikeways, and $4 million for Inter-modal facilities. Development impact fees and increased county expenditures could reduce the reliance on city C.I. P. bond revenues to complete the capital project priorities listed for 2005-2010.

Revenues & Costs 2005-2030

The General Fund, Transit Enterprise Fund, and Parking Enterprise Fund are projected to generate $295 million over the 25-year life of this plan. This would meet the estimated $295 million necessary to cover the local government share of operations and maintenance. This plan recommends transportation system capital improvements of $95 million and estimates $180 million of C.I.P. bond revenue available over the next 25 years. This analysis suggests that the City would need to commit 50% of all C.I.P. bond revenues during the next 25 years to the transportation system in order to accomplish all of the capital projects recommended in this plan. As stated above, development impact fees and increased county capital expenditures could be used to reduce the reliance on city C.I.P. bond revenues to accomplish the projects set out in this 25-year transportation plan.