Santa Fe MPO
2025–2050 Metropolitan Transportation Plan
DRAFT

Prepared for:
Santa Fe Metropolitan Planning Organization
500 Market Street, Suite 200
Santa Fe, NM

Prepared by:

FELSBURG HOLT & ULLEVIG

1500 6400 S Fiddler's Green Circle, Greenwood Village, CO 80111
303.721.1440

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Metropolitan Transportation Plan 2025-2050

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CHAPTER 1: WHY IT MATTERS

This chapter describes the importance of a well-connected and safe multimodal transportation system for our region and describes how this performance-based MTP is vital in realizing our region's goals.

VALUE OF TRANSPORTATION

Transportation is a basic human need that affects our quality of life every day. In the Santa Fe metropolitan area, our residents and visitors rely on the system for all of life's necessities and pleasures. From the small ones – how to get to the coffee shop – to the major ones – how far from one's job to live – the transportation system and the options it offers influences nearly every life decision. It connects people with places and is the backbone of every thriving community.

A safe, well-connected, and functional transportation network allows access to jobs, housing, recreation, health and human services, and everything else. One that seamlessly integrates multimodal options allows residents and visitors of our region the freedom of personal mobility and choice of how to travel – whether it's walking, biking, driving, carpooling, or riding public transportation. The role of the Metropolitan Transportation Plan is to ensure that limited resources available for transportation are used effectively to maximize the safety, sustainability, and connectivity of our system. The community's values, best practices, and emerging trends are all woven into a series of goals, objectives, performance measures, and criteria that culminate in high-priority transportation projects and actions. This plan moves the Santa Fe region towards a better transportation future.

PUBLIC HEALTH

The design and structure of our transportation systems influence the health and quality of life of Santa Fe citizens every day. The available transportation options can affect our levels of physical activity, stress, air quality exposure, safety, and access to grocery stores, healthcare, and other services.

Over the last 70 years, with the boom of the automobile and the growth of outlying suburbs, physical activity levels have declined. The decline in physical activity is a major contributor to the steady rise in prevalence of obesity, diabetes, heart disease, stroke, and other chronic health conditions in the U.S.[1] In 2022, nearly one-third of adults in the northeast New Mexico region (including Santa Fe County) were obese, a 10% increase from 2017.[2]

Many studies have found transportation can have a wide range of positive and negative effects on mental health, including increased wellbeing associated with transit, walking, and biking,[3] community cohesion improved by transit,[4] increases in traffic associated stress, or even loss of self-worth from a transportation system not addressing specific needs.[5]

Transportation networks and systems have a large influence on individuals' equal opportunities to access education, jobs, goods, and services. A 2023 study by the Robert Wood Johnson Foundation found that over 20% of American adults without reliable access to a motor vehicle or public transit forgo needed medical care, and that low-income and disabled populations are most likely to skip care due to transportation barriers.[6] Disabled adults, in particular, are twice as likely to have inadequate transportation as non-disabled adults.[7] Lack of adequate

The Santa Fe Metropolitan Planning Organization (MPO) 2025–2050 Metropolitan Transportation Plan (MTP) integrates mode-specific master plans and other local & regional planning efforts, and addresses **pedestrian, bicycle, transit, rail, and street needs**.

The MTP is important because it guides investment of federal, state, and local transportation funds. It reflects **our community's vision** for the future transportation system, and it includes strategies, projects, and funding options to realize that vision.

[1] https://www.cdc.gov/physical-activity/php/about/?CDC_AAref_Val=https://www.cdc.gov/physicalactivity/about-physical-activity/why-it-matters.html

[2] New Mexico Behavioral Risk Factor Surveillance System, Injury and Behavioral Epidemiology Bureau, New Mexico Department of Health. Citation: Centers for Disease Control and Prevention (CDC). Behavioral Risk Factor Surveillance System Survey Data. Atlanta, Georgia: U.S. Department of Health and Human Services, Center for Disease Control and Prevention, with New Mexico Department of Health.

[3] https://www.sciencedirect.com/science/article/pii/S0091743514003144

[4] https://www.apa.org/images/mental-health-climate_tcm7-215704.pdf p18.

[5] https://transportfutures.co/mental-health-and-why-it-should-matter-to-transport-planners-1903d1643c8f

[6] https://www.rwjf.org/en/insights/our-research/2023/04/more-than-one-in-five-adults-with-limited-public-transit-access-forgo-healthcare-because-of-transportation-barriers.html

[7] http://www.civilrightsdocs.info/pdf/transportation/final-transportation-equity-disability.pdf

transportation for disabled adults and those without a car may also limit their ability to access healthy food sources such as grocery stores or farmers' markets.[8] Limited access to fresh, affordable foods contributes to the growing rate of obesity.

Walkable, bikeable, transit-oriented communities are likely to have populations that are more physically active and have lower body weights; improved mobility for non-drivers; greater access to high-quality retail food sources; lower rates of traffic injuries; and less air pollution. A commitment to the availability and safety of alternative transportation modes is critical to the future health of Santa Fe residents.

SOCIAL EQUITY

The MTP planning process requires making tradeoffs between multiple objectives. An example may be concerted efforts to reduce congestion and traffic delay while at the same time attempting to reduce automobile emissions and increase the safety of the roadway. *Equity or Environmental Justice* refers to the fairness with which impacts (benefits and costs) are distributed. Transportation planning decisions and investments in the Santa Fe metropolitan area may have significant equity impacts, such as:

- Quality of transportation choices available impacts people's economic and social opportunities.
- Transportation facilities, activities, and services impose various external costs, such as congestion delay and accident risk imposed on other road users, infrastructure costs not funded through user fees, pollution, and undesirable land use impacts.
- Transportation expenditures represent a major share of most household, business, and government budgets.
- Transportation facilities require significant public resources (e.g., tax funding and road rights-of-way), the allocation of which needs to consider who benefits and how.
- Transportation planning decisions can impact development location and type – and therefore accessibility, land values, and the local economy.
- Transportation planning decisions can affect employment and economic development, which have distributional impacts.[9]

OUR COMMITMENT

The Santa Fe MPO assures that no person shall on the grounds of race, color, national origin, religion, gender, sexual orientation, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under any Santa Fe MPO program, activity or service.

[8] https://ushunger.org/blog/transportation-food-insecurity

[9] "Evaluating Transportation Equity" Victoria Transport Policy Institute, 2019.

The planning process for public investments in the Santa Fe metro area strives to support universal design (also called accessible and inclusive design): facilities and services that accommodate all users, including those with special needs. The MTP process considers impacts to both the accessibility elements of the transportation network and mobility elements. Accessibility refers to a person's ability to reach desired activities, while mobility refers to the type of travel (mode) used to provide access.

ENVIRONMENTAL JUSTICE

Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

Title VI Nondiscrimination Statement of Policy

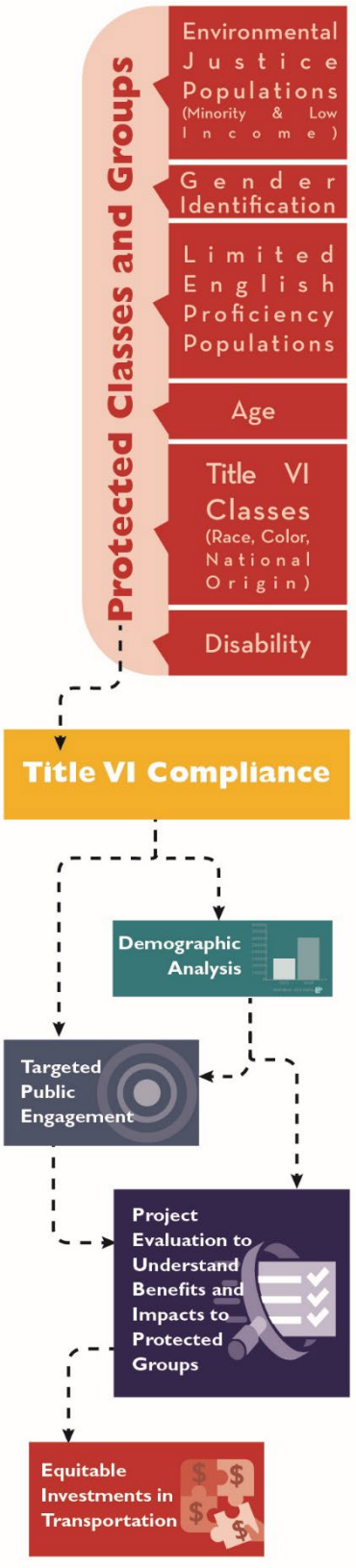
The Santa Fe Metropolitan Planning Organization (SFMPO) is committed to compliance with Title VI of the Civil Rights Act of 1964, 49 CFR, part 2, and all related regulations and directives. The SFMPO Title VI Plan may be downloaded at www.santafempo.org. SFMPO assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under any SFMPO program, activity or service.

Whereas the City of Santa Fe Human Resources Department conducts all hiring of MPO employees and as the City of Santa Fe is required to abide by Title VII (The Civil Rights Act of 1991 -Pub. L. 102-166-CRA) which prohibits employment discrimination based on race, color, religion, sex and national origin, therefore the Santa Fe MPO shall comply to both Title VI and Title VII laws as adopted.

An individual, group of individuals or entity may file a formal Title VI complaint. If you believe that you have received discriminatory treatment by the SFMPO on the basis of your race, color or national origin, you have the right to file a complaint with the City of Santa Fe EOCC Compliance Officer. The complaint must be filed no later than 180 calendar days of the alleged discriminatory incident.

The preferred method is to file your complaint in writing using the Title VI Complaint Form and to send it to: EOCC Compliance Officer, Human Resources Department, PO Box 909, Santa Fe, NM 87504.

Verbal complaints will be accepted and transcribed by the Human Resources Department. To make a verbal complaint, call (505) 955-6591 and ask for the EEOC Compliance Officer.



PANDEMIC IMPACTS ON TRANSPORTATION

The onset of the global COVID-19 pandemic in spring 2020 and the ensuing year-plus societal lockdown dramatically altered travel patterns and behaviors, with the ramifications still being felt today. The widespread pivot towards remote work and school eliminated many daily commute trips for a year or more, and levels of personal travel declined substantially as well. Research by the Bureau of Transportation Statistics[10] found:

- Percentage of New Mexicans staying at home daily was elevated by approximately 25% compared to pre-COVID levels through mid-2021, and has remained elevated over pre-COVID levels since
- Between August 2020 and March 2021, over one-third of New Mexicans age 18 and over reported regularly substituting in-person work for telework
- Nationally, daily vehicles miles traveled plummeted over 50% in the immediate wake of lockdown conditions and did not recover to pre-COVID levels for approximately one year

Over the past several years, vehicle miles traveled have largely recovered to pre-pandemic levels but travel patterns are still – and likely permanently – altered. Hybrid and fully remote work continues to be much more prevalent across industries and professions and while there are still discernable weekday morning and evening peak traffic periods, these overall changes in commute behavior have helped planning agencies and public works department to prioritize safety and multimodal mobility over peak traffic capacity.

The widespread and substantial decline in purpose-based travel also brought about increased interest and investment in active transportation to support mental and physical wellbeing. Many cities saw sharp upticks in active transportation activity, and a November 2020 survey by the National Institutes of Health found that a third of respondents across different demographic groups intended to increase their usage of active modes post-pandemic while less than 5% intended to decrease[11]. In Santa Fe, trail usage, captured by several trail counters across town, found a 50% increase from 2019 to 2020.

Partially in response to the uptick in active transportation interest, temporary street closures to make space for outdoor seating, active transportation improvements, etc. were approved in many communities including Santa Fe[12]. These closures helped demonstrate the value of people-first, walkable places and there has been sustained momentum towards permanent solutions since.

[10] https://www.bts.gov/covid-19

[11] https://pmc.ncbi.nlm.nih.gov/articles/PMC9574946/#:~:text=One%20survey%20of%20large%20urban,et%20al.%2C%202020).

[12] https://santafenm.gov/archive_center/document/20441

CLIMATE CHANGE

In both the Santa Fe Metropolitan Planning Area and the United States, transportation is the economic sector responsible for the majority of carbon dioxide emissions, as shown on Figure 1-1.[13] Both the sector's total emissions and percentage of all emissions have declined since 2017, though it is still the largest local source of emissions. The transportation industry must continue capitalizing on existing greenhouse gas reduction strategies, such as increasing the availability and reliability of alternative modes, building the infrastructure necessary to make communities more bikeable and walkable, and zoning for mixed use areas so that jobs, housing, and amenities are closer to one another.

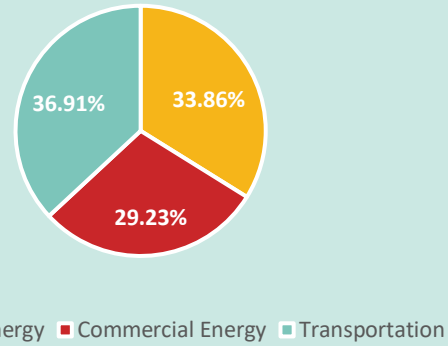


FIGURE 1-1. SANTA FE CARBON DIOXIDE EMISSIONS BY SECTOR (2021)

Youth United for Climate Change Action (YUCCA) Climate Strike New Mexico – September 2019

Climate change is increasing the frequency of extreme weather events, which will likely impact roadways, vehicles, and railways, increasing the risk of damage, disruption and delays to the transportation system. In the southwest, communities are planning for expected increases in heat, drought, and insect outbreaks, and, subsequently, wildfires becoming more frequent and/or severe. For New Mexico, climate changes will likely be associated with declining water supplies, reduced agricultural yields, and heat-related health impacts.[14]

The urgency for action has only increased in the last five years, with ever-more frequent extreme weather events impacting our region. Organizations like Youth United for Climate Crisis Action (YUCCA) have persisted in advocating more robust climate action from regional and state leaders; and while their focuses are broader than just the transportation component of climate change, ending fossil fuel dependence is a core part of their mission.

[13] https://sustainability.santafenm.gov/category/greenhouse-gas-emissions

[14] https://climate.nasa.gov/effects/

OTHER ENVIRONMENTAL IMPACTS

Although addressing climate change is the most urgent environmental impact of our current transportation system, our road network and mobility choices impact the environment in many other ways.

SHORT TRIPS

In the United States, 36 percent of vehicle trips are less than 3 miles; 16 percent of vehicle trips are less than 1 mile. These are candidate trips for biking and walking.

Source: https://nhts.ornl.gov/vehicle-trips

AUTOMOBILE EXHAUST contains fine particulate matter that negatively affects air quality.

- A 2012 study of the United States transportation system estimated that the benefits of improved air quality and increased exercise would exceed $8 billion/year if short trips were made using an active mode of transportation.[15]
- Some of these particulates eventually decrease water quality. Nitrogen oxides, for example, contribute to acid rain, ocean acidification, and increases in water nutrients that contribute to dead zones in waterways.

IMPERVIOUS SURFACES, including roadways and sidewalks, affect rivers and reduce aquifer recharge. Some of the negative impacts may be mitigated through design.[16]

NOISE POLLUTION from automobiles is associated with negative health outcomes and can change native animal behaviors. Noise pollution is regulated by the EPA. Urban noise pollution impacts cognitive performance, negatively influences childhood behavior, and disproportionately affects those with lower socioeconomic status.[17] [18]

LIGHT POLLUTION changes our ability to see the stars and can change animal behaviors. New Mexico enacted the Night Sky Protection Act in 1999, one of the first acts in the United States that regulates the emission of lighting to protect our night skies.[19]

HABITAT FRAGMENTATION can be deleterious to native plant and animal populations. Roads contribute directly to habitat loss, mortality increases, and isolation of wildlife populations.[20]

THE EXTRACTION OF CRUDE OIL necessary for petroleum gas is associated with many additional environmental impacts not included here. Transportation is the leading consumer of petroleum in the United States, consuming 70 percent of our supply.[21]

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[15] https://doi.org/10.1289/ehp.1103440

[16] https://www.santafenm.gov/media/archive_center/Santa_Fe_Green_Infrastructure_Guide_DRAFT_092418.pdf

[17] Casey, Joan A., Morello-Frosch, Rache, Mennit, Daniel J., Fristrup, Kurt, Ogburn, Elizabeth L., and Peter James. 2017. Race/Ethnicity, Socioeconomic Status, Residential Segregation, and Spatial Variation in Noise Exposure in the Contiguous United States. Environmental Health Perspective, Vol, 125, No. 7. https://doi.org/10.1289/EHP898

[18] https://www.epa.gov/clean-air-act-overview/clean-air-act-title-iv-noise-pollution

[19] https://sfct.org/dark-skies/

[20] http://www.wildlife.state.nm.us/download/conservation/habitat-handbook/project-guidelines/Effects-of-Roads-on-Wildlife-and-Habitats.pdf

[21] https://www.eia.gov/energyexplained/us-energy-facts/

AGING POPULATION

As older adults (age 65 and older) in the United States increasingly seek to maintain active lives and are working past typical retirement age, their transportation needs and desires are evolving. The availability and quality of mobility options are important factors to many in deciding where to spend their senior years—while many prefer the freedom of driving their own vehicle, the ability to do so inevitably diminishes over time. The aging population is growing, with older adults expected to account for more than 1 in every 3 residents of the Santa Fe Metropolitan Statistical Area by 2050.[22] Given both the growing interest in active and independent living among older adults and their growing numbers, a focus on providing accessible transportation services that enable them to live their lives is critical. Safe, convenient, and affordable public transportation allows older adults to both meet their basic needs and remain socially engaged without having to drive or rely on others for mobility assistance.

ECONOMIC VITALITY

Metropolitan areas that thrive economically have an extensive and expanding multimodal transportation network that integrates high-quality transit, bicycle, and pedestrian facilities into an efficiently operated and maintained road system. High-quality transportation infrastructure creates the opportunity for economic development because it can enhance mobility and allow easier access to jobs, goods, and services.

As more local governments increase their investments in biking, walking, and transit, the economic benefits of doing so, from tourist revenue to decreased personal auto expenses, become more readily apparent. The growing industry of bicycle tourism contributed nearly $100 billion to the U.S. economy in 2017; in 2023, outdoor recreation contributed over $3 billion to the New Mexico economy.[23] In addition to drawing in tourists, better bicycle and pedestrian infrastructure has been linked to higher property values throughout the United States.[24] Specific to transit, a report from the American Public Transportation Association found that every $1 invested in public transportation has the potential to generate nearly $5 in economic returns.[25] Using either transit or active modes for utilitarian purposes can also reduce how much an individual spends on transportation, an average of nearly $14,000 per year in Santa Fe (approximately 20% of total average household income).[26] With these and more demonstrated economic benefits, strategic investment in bicycle, pedestrian, and transit infrastructure is a proven strategy for enhancing community mobility, socioeconomic resilience and safety throughout the metro area.

BICYCLE ROUTE 66

The Adventure Cycling Association's Bicycle Route 66 passes through Santa Fe and is a prime example of bike tourism that supports economic vitality in the region.

[22] UNM Geospatial & Population Studies.

[23] https://edd.newmexico.gov/wp-content/uploads/2024/11/BEA-Report-2024.pdf

[24] Urban Land Institute, Active Transportation and Real Estate; uli.org/wp-content/uploads/ULI-Documents/Active-Transportation-and-Real-Estate-The-Next-Frontier.pdf

[25] American Public Transportation Association; apta.com/news-publications/public-transportation-facts/

[26] Center For Neighborhood Transportation Housing + Transportation Affordability Index.

Each year the Santa Fe MPO gives away thousands of Bikeways and Trails Maps via bike shops, tourist centers, libraries, schools and as requested. The demand provides both quantitative measure of the interest and use of our trail networks as well as support for continued strategies and investments to build the active transportation network. Santa Fe's Bikeways and Trails Map is available at santafempo.org/resources/bikeways-map/

HOUSEHOLD TRAVEL COSTS

Santa Fe MPO residents pay approximately 49 percent of their household income to cover the cost of their housing and transportation.[27] This is about $2,800 more than what the Center for Neighborhood Technology (CNT) has identified as affordable for the regional typical household. CNT's research indicates that these costs should remain below 45 percent of the household income to be affordable.[28]

Household transportation costs are highly correlated with urban environment characteristics. Housing that is not as readily accessible to employment, medical facilities, and other activity centers increases household transportation costs. High rental prices and occupancy within City of Santa Fe encourage renters to find housing farther from the city center and outside city limits, away from major employers and services.

TRAVEL CHOICE

Providing an array of mobility options is not only a basic component of any transportation network but a necessity to address critical issues in the community, including environmental justice, climate change, healthy lifestyles, and a vibrant economy. Greater investment in and support for active modes and public transportation provides safe, comfortable, and convenient alternatives to personal vehicles and has resulted in a noticeable shift in mode choice in metropolitan areas nationwide. This region has an opportunity and a responsibility to its citizens to capitalize on this opportunity to improve mobility options and greatly enhance its multimodal reputation.

HOUSING SHORTAGE

An estimated 59 percent of Santa Fe's workforce commutes from outside the city limits. People spend more of their money where they live instead of where they work – a 2018 study found this majority non-local workforce represented an estimated loss to Santa Fe's economy that exceeds $301.6 million per year. 72 percent of these commuters stated that the high cost of housing in Santa Fe is the reason that they prefer to commute. One of the suggested strategies for addressing this problem is to increase the availability and affordability of housing by encouraging more housing developments, higher density, and allowing for mixed-use zoning. These strategies may reduce traffic volumes and delays, parking space demand, and increase the necessity for accessible sidewalks, bike lanes, transit, and trails.

Source: https://santafehousingaction.org/wp-content/uploads/2018/11/AAHLN-Advisory-Group-

[27] https://htaindex.cnt.org/fact-sheets/?lat=35.68785&lng=-105.938848&focus=place&gid=17844#

[28] https://www.cnt.org/tools/housing-and-transportation-affordability-index

COMMUTER BIKING AND WALKING

Approximately 1.2 percent of Santa Fe residents bike to work, and 1.4 percent walk to work.

Source: U.S. Census, American Community Survey 2023.

The prevalence of bicycle commuting in particular has seen a substantial increase since the turn of the century, growing over 40 percent between 2000 and 2017. The growth in bicycling has been even more pronounced in cities that have shown a commitment to supporting active transportation—"Bicycle Friendly Communities," as designated by the League of American Bicyclists, saw commuting rates more than double from 2000 to 2013. Over the past five years, bicycle commuting rates have stayed relatively flat, but there has been a substantial and sustained increase in national spending on bicycles and accessories since the COVID-19 pandemic, indicating a general increase in interest in bicycling.[29]

School travel has historically been among the most common purposes for active modes, but the rate of children walking or biking to school has been declining for decades. According to Safe Routes to School, the percentage of elementary and middle school students walking or biking to school dropped from 48 percent in 1969 to 11 percent in 2017.[30] The most commonly cited reasons among parents for choosing to drive their children to school include traffic safety concerns and distance. Both of these resonate well in the Santa Fe region, as a lack of safe routes and a shift away from neighborhood elementary schools mean many students at community schools like El Camino Real and Nina Otero have to travel a long way with few safe and comfortable active facilities. Numerous studies have shown that participation in Safe Routes to School or a similar program can substantially increase rates of active school commuting.

"I RECENTLY STARTED USING MY BIKE AS A NEW MEANS OF TRANSPORTATION. IT OPENED MY EYES TO A NEW PERSPECTIVE OF HOW I MOVE THROUGH MY DESTINATIONS AND GAVE ME NEW PERSPECTIVE TO ROAD SHARING AND THE IMPORTANCE OF BIKING."

STREET STORY

[29] https://www.bts.gov/data-spotlight/notable-bike-work-week-national-spending-bicycles-and-accessories-grew-620-march

[30] https://www.sciencedirect.com/science/article/pii/S2211335519301950

Public transportation has a significant role to play in providing mobility options for everyone and in lessening the environmental impact of commuting. Individuals with mobility challenges and low-income individuals often rely on transit service to meet their transportation needs. As such, convenience, reliability, accessibility, and affordability are all key characteristics of an effective transit network. When operated well, the benefits of public transportation are plentiful: using transit instead of owning and maintaining a personal vehicle can save over $13,000 per year, transit vehicles produce significantly less air pollution per passenger mile than a single-occupancy vehicle, and it can mitigate traffic congestion by taking vehicles off the road.[31] [32]

NCRTD

The North Central Regional Transit District (NCRTD) serving north central New Mexico has seen steady growth in ridership since 2020 lows, demonstrating a demand in the region for transit service.

[31] https://www.apta.com/research-technical-resources/research-reports/transit-savings-report/

[32] https://www.cbo.gov/publication/58861

FREIGHT

The Santa Fe metropolitan area and its transportation network support a variety of freight services. The freight transportation-dependent industries make up 24 percent of total jobs in the region, and freight and warehousing services contribute $47 million annually to Santa Fe's Gross Domestic Product (GDP).[33] The overall freight tonnage will grow to 20.6 billion tons in 2030, up 25.6 percent from 2019's projection of 16.4 billion tons.[34] Santa Fe will share a portion of this growth, and our roadway infrastructure is essential to transport finished products produced in the Santa Fe metro area. E-commerce has expanded dramatically in the past several years and is changing the way people shop, reshaping the U.S. economy in the process, and it is estimated that online shopping will be a major contributor to the total tons shipped every year. Distribution of goods impacts the local, regional, and national economy, and an efficient transportation network benefits the supply chain. I-25, a major international freight route, passes through the region. NM 599 is a unique freight route funded and built specifically to haul hazardous waste to bypass the urbanized area. US-285/84 is a major freight corridor that bisects the city of Santa Fe and is projected to increase in use by freight.[35]

TRANSPORTATION TECHNOLOGY

The pace of technological innovation in the transportation industry has remained accelerated in recent years. From autonomous vehicles to smart traffic signals to micro-mobility services, an endlessly diverse array of technologies touching all parts of the transportation system are being developed, implemented, and evaluated constantly. The Santa Fe metropolitan area is committed to understanding these technologies and staying abreast of how they can best be implemented in the region to the community's benefit. The Santa Fe Regional ITS Architecture is a tool for Intelligent Transportation Systems (ITS) project planning and development for the city of Santa Fe and surrounding area over the next 15 years.[36]

ELECTRIC VEHICLES More robust adoption of electric vehicles would fit well into New Mexico's reputation as a national leader in clean energy. According to the U.S. Department of Energy, an all-electric vehicle operated in New Mexico produces approximately half the annual emissions as a gasoline-powered vehicle based on the state's current distribution of electricity sources. In 2023, New Mexico was ranked 29th out of the 50 states in terms of total electric vehicles registered per capita. There are now over 400 public charging stations throughout the state, making the purchase and use of electric vehicles more feasible for New Mexicans. [37]

- Surveys conducted by Consumer Reports and the Union of Concerned Scientists found that 63 percent of prospective car buyers in the United States are considering electric vehicles among their

[33] New Mexico Freight Plan, NMDOT

[34] American Trucking Associations "Freight Transportation Forecast: 2019 to 2030."

[35] https://dot.state.nm.us/content/dam/nmdot/planning/NM_2040_Plan-Freight_Plan.pdf

[36] consystec.com/santafe/web/

[37] https://afdc.energy.gov/stations#/analyze?region=US-NM&fuel=ELEC&tab=location

options. Sales of these vehicles continue to increase, and they are expected to achieve price parity with gasoline vehicles in the years ahead. All of the vehicles are significantly less expensive to run than traditional vehicles, costing half as much to operate when running on electricity and tend to have fewer maintenance costs as well.[38]

ELECTRIC BICYCLES Globally, electric bicycles are growing in popularity. The Asia-Pacific region is leading the boom, with twice as many people in China owning e-bikes as cars. In the United States, sales are also increasing, growing from 50,000 in 2017 to over 500,000 in 2022.[39] [40] Research suggests that the acquisition of an e-bike increases bicycling rates and can affect route selection, and e-bicycles have shown substantial potential for mode shift. [41] Dozens of communities throughout the United States (none currently in New Mexico) have implemented e-bike subsidy/rebate or other incentive programs in recent years, contributing to the continued rapid growth in their usage. [42]

MICRO-MOBILITY Shared micro-mobility has continued its rapid ascendance as a popular mode of transportation in urban areas. Popular electric scooter and bike-sharing programs have been implemented in dozens of cities throughout the world, including Albuquerque. Billions of dollars have been invested in micromobility programs over the past decade and more than 157 million shared micro-mobility trips were taken in the United States in 2023, nearly twice as many as in 2018.[43] The continued value of these programs is in solving the "first and last mile" problem of closing the gap between a transit stop and a person's origin and/or destination. The 2020 MTP included guidance for how Santa Fe could explore implementation of its own micro-mobility program, but there has been no concrete action taken since to establish one.

[38] https://www.consumerreports.org/hybrids-evs/electric-cars-101-the-answers-to-all-your-ev-questions/

[39] Fishman and Cherry 2015 citing Ji et al. 2012.

[40] https://www.peopleforbikes.org/news/electric-bicycle-market-insights-2024

[41] https://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/e-bikes/ebikes_lit_review.pdf

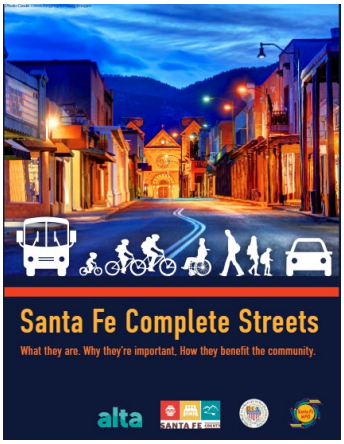
[42] https://www.climateaction.center/e-bike-programs

[43] https://nacto.org/latest/a-micromobility-record-157-million-trips-on-bike-and-scooter-share-in-2023/

PROGRESS SINCE 2020

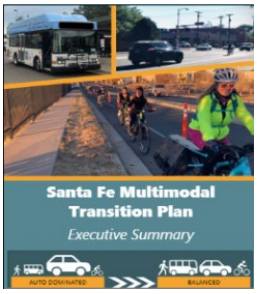
Since completion of the last MTP update in 2020, Santa Fe MPO and its agency partners in the region have completed numerous more detailed transportation planning and policy efforts that build off the MTP framework to move us closer to achieving our transportation vision.

*2022 – **Agency Complete Streets Resolutions (Santa Fe MPO, City of Santa Fe & Santa Fe County)*** Each agency adopted resolutions with full support from their respective elected officials committing to the core tenants of Complete Streets Design. Additionally, the Santa Fe MPO developed as set of conceptual complete street retrofits illustrating the potential of transforming existing streets into safer more functional facilities for all users.



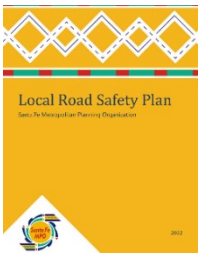
Impact: The impact of having each member agency adopt similar resolutions resulted in having upper management and elected leadership fully vested in understanding and supporting safe street design that impacts private development infrastructure engineering, road design, and more funds toward projects that increase safety, ADA compliance and mobility opportunities for all users.

*2022 – **Santa Fe Multimodal Transition Plan –*** The multimodal transition plan developed strategies increasing access to the City of Santa Fe via public transit, walking, bicycling, and parking management to reach equity, environmental, social, and health goals. The public engagement was a significant element of the plan including the first "un-housed population" survey to inform policy.



Impact: Increased investment in transit, pedestrian and bicycle infrastructure specifically in low-income urban areas. Formal recognition that the future transportation network shall move past decades of automobile dominated investments with a commitment to balance the network.

2022 – Local Road Safety Plan: In partnership with the Federal Highway Administration, a highly detailed analysis of roads including crash data outlining multiple factors collisions including roadway design. Findings and recommendations that pinpoint measurable improvements to reduce crashes.

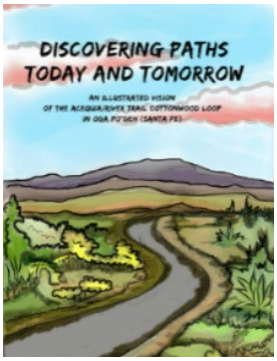


Impact: Substantive and detailed list of projects and improvements enabling access to funding sources. In 2023 the City was approved for $400K in design and $2.5 Million in construction funds from the Highway Safety Improvement Program directly related to recommendations in the plan.

*2023 – **Neighborhood Street Safety Study: A Story Map –*** An innovative use of transportation data, mapping, public perception survey woven into a GIS story map that not only tells the story of the streets but develops a unique comparative analysis of peoples perceptions of safety and data driven street behavior.

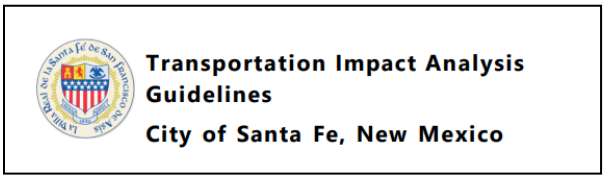
Impact: Substantive public input. Fifty-site-specific improvement recommendations where many were included in the City's Infrastructure Capital Improvement Plan for funding. Moreover, a shift in municipal values resulting in a commitment to proactively address local street design deficiencies. The study found that residents have a variety of needs and concerns that are unmet by the system as it exists today. Many of the expressed concerns were corroborated by existing condition data. The study shows that despite following typical roadway design standards including design speed specifications that residents prefer streets with self-enforcing designs that result in lower speeds and increase feelings of safety.

*2023 – **Discovering Paths Today and Tomorrow:** An Illustrated Vision of the Acquia/River Trail Cottonwood Loop in Oga Po'Geh (Santa Fe)* – In partnership with the National Park Service and the National Trails Office, the plan adopted by the Santa Fe MPO, tells a local story about a vision to develop trails and public spaces for the community.



Impact: 3000 copies printed and distributed to local schools, libraries, and neighborhoods and a critical safe route to school federally funded trail project underway. Immersive public engagement, innovative tool establishing community vision based on community values, and multi-use trail project development in an underserved region.

2024 – **City of Santa Fe Transportation Impact Analysis Guidelines**



New Transportation Impact Analysis Guidelines have been developed for the City of Santa Fe via a partnership between the Santa Fe MPO, City Public Works Department and the City Land Use and Planning Department. The new TIA guidelines have been put into use in order to determine necessary transportation infrastructure improvements. In the absence of city guidelines, historically, the State Access Management Manual had been used. After extensive review and feedback by professionals, these guidelines were developed for the urban environment to achieve safety objectives for multimodal travel.

Impact: The new guidelines were put in place in August of 2024 and impacts were seen quickly. These include street design impacts that reduce the need for deceleration and acceleration lanes that treat roads like highways as well as introducing pedestrian and bicycle levels of stress applications as a requirement for new development and street design considerations.

FINANCIAL OUTLOOK

PARTNERSHIPS

The Santa Fe MPO is committed to investing in a transportation system that enhances the livability of our region and adds value for our residents and visitors. The MPO will continue to look for new and innovative funding sources through partnerships with other agencies, non-profit organizations, and businesses to fund mutually beneficial transportation projects. Examples of alternative funding mechanisms include public-private partnerships, tax-increment financing, and grant programs through health and environmental organizations.

FUNDING

Making improvements to transportation infrastructure and services represents an investment in our community. Major interstate and state highway infrastructure projects are expensive and depend heavily on federal funding. Federal transportation funds for roads, bridges, transit/rail, and bikeways come from the Highway Trust Fund. Our region also funds transportation projects and services through development impact fees, gross receipts taxes, revenue bonds, and special assessment districts.

The cost to realize our region's transportation needs over the next 25 years exceeds $700 million; however, the estimated available funding over that time period is nearly $340 million, as shown in Table 1-1. Reasonably Expected Revenue Projections. This shortfall in transportation funding requires our region to make strategic policy and project selection decisions to maximize our investments.

TABLE 1-1. REASONABLY EXPECTED REVENUE PROJECTIONS

Time Period	Reasonably Expected Revenue Projections
2026 – 2030	$147,600,000
2031 – 2035	$57,074,067
2036 – 2040	$50,287,715
2041 – 2045	$44,308,289
2046 - 2050	$39,039,843
Total	**$338,309,913**

MYTH: Transit, bike lanes, and sidewalks are subsidized by taxpayers, but roads and highways are paid for by users.

FACT: Transit, bike lanes, sidewalks, roads, and highways are all subsidized. General taxes (income, sales, etc.) cover nearly as much of the cost of building and maintaining highways as the gas tax and other fees paid by drivers; general taxes accounted for $69 billion of highway spending in 2012. Governments spend more non-user tax dollars on highways than on transit, bicycling, walking, and passenger rail travel combined.

Bicyclists and pedestrians pay their fair share for use of the transportation system as most bike/ped infrastructure is found on local streets and roads that are paid for through property taxes and other general local taxes. Furthermore, these users inflict minimal wear and tear on the infrastructure and occupy a small percentage of the road space. These users are more likely to pay far more in general taxes to facilitate the use of local roads by vehicles than the benefits they receive from state and federal infrastructure investment paid for through the gas tax.

While it may cost money to maintain and operate public transit, a study by the APTA shows that it also benefits the local economy, generating an average of 36,000 jobs for every $1 billion invested, with every dollar a community invests in public transportation generating approximately $4 in economic returns.

GAS TAX

The federal gasoline tax is the primary source of funding for the country's Highway Trust Fund. The federal gasoline tax of 18.4 cents per gallon has been at the same level since 1993. Likewise, New Mexico's 17 cents per gallon gas tax has not been raised for over 25 years, but has been reduced twice, and is the fourth lowest in the country.[44] [45]

Because gas taxes are not indexed to inflation, the result is a decline in the purchasing power of the gas tax, which now has only about one-third of the buying power it had in the early 1990s. More fuel efficient vehicles are contributing to the erosion of the gas tax because the tax is calculated based on gallons of gasoline purchased. While fuel efficient vehicles are better for the environment and owner operating costs are lower, these vehicles create the same wear and tear on the road system while generating considerably less in gas taxes. With limited appetite for gas tax increases at the state and federal levels and growing competition for federal funds, our region must continue to diligently pursue supplemental resources to fund transportation maintenance and infrastructure projects.

CITY GAS TAX INITIATIVE

In 2015, a 2-cent-per-gallon gas tax increase in Santa Fe was considered to boost infrastructure funding before City Council ultimately decided against bringing the proposal to voters. The tax was projected to bring in approximately $950,000 annually; all revenue would have been dedicated to roadway and bridge infrastructure projects. Since the rejection of that proposal, the City's transportation funding gap has continued to subsist and the need for new funding sources has grown in urgency.

PERFORMANCE-BASED PLANNING

INFRASTRUCTURE INVESTMENT AND JOBS ACT

Performance-based planning is a strategic approach to transportation planning that analyzes data to determine how effectively transportation investments are working toward achieving the identified transportation goals. The 2021 Infrastructure Investment and Jobs Act (IIJA), built on the 2015 Fixing America's Surface Transportation (FAST) Act, is the current federal transportation funding and policy bill. They emphasize performance-based planning, establish performance measures and targets, and identify seven national goals that states and MPOs are to work toward. Agencies seeking federal funds will demonstrate their progress toward achieving local goals and the national goals included in IIJA. States and MPOs that don't demonstrate adequate progress toward achieving the goals will be required to take corrective action.

IIJA

Seven national goal areas:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and Economic vitality
- Environmental sustainability
- Project delivery delays

[44] https://taxfoundation.org/data/all/state/state-gas-tax-rates-2024/

[45] http://www.tax.newmexico.gov/all-nm-taxes.aspx?9674a2e28c1442ce8b25e81c6d015418blogPostId=3c68e8c324d2447b8692a5054b988666; https://nmlegis.gov/Sessions/20%20Regular/firs/HB0173.PDF

BRINGING IT ALL TOGETHER

Santa Fe metropolitan area's transportation system brings value to many aspects of our personal lives and community, including personal mobility, movement of goods, public health, economic vitality, and preservation of our environment. But funding to maintain and upgrade our system is limited. Performance-based planning affords a structure for this MTP to ensure that scarce resources are used effectively and equitably. The community's values are woven into the goals, objectives, performance measures, and ultimately, evaluation criteria used to identify high priority transportation projects.

> "PULLING MY TWO DAUGHTERS VIA CLASSIC RED WAGON FROM THE RAILYARD TO THE PLAZA FOR THE ANNUAL PET PARADE AND PANCAKES ON THE PLAZA AND WATCHING THE STREETS TRANSFORM FROM CARS TO PEOPLE, PETS, AND VIBRANCY."
>
> STREET STORY

This MTP continues the sustained regional emphasis on enhancing and encouraging non-auto travel modes, such as bicycling, walking, and transit. Performance-based planning is an approach that helps evaluate our system and prioritize our investments. This MTP includes a range of performance measures that reflect the expressed community values of our region, while meeting national and state standards.

The goal of this plan is to move the Santa Fe Region forward with a sustainable, interconnected multimodal network that aims to provide safe and secure access for all users.

The IIJA requires that the MPO establish a cooperative planning process in consultation with other agencies, including state and local agencies, tribal governments, transit and human service providers, and other interested parties. In addition to outreach to the general public (as described in **Chapter 2**), this MTP planning process has been completed in coordination with the following entities:

- New Mexico Department of Transportation
- City of Santa Fe
- Santa Fe County
- Northern Pueblos Regional Transportation Planning Organization (NPRTPO)
- North Central Regional Transit District

Metropolitan Transportation Plan 2025-2050

CHAPTER 2: OUR VISION

This chapter describes relevant past community outreach efforts for this plan, which were broad based, inclusive, and encouraged active participation in identifying the vision, goals, and needs of the region.

Community outreach efforts for this plan were broad-based, inclusive, and encouraged active participation in identifying the transportation needs and desires of the region. For the previous update in 2020, the Santa Fe MPO reached out to thousands of stakeholders across the region through an internet survey, stakeholder meetings, open houses, community tabling, and many other means as detailed in this chapter. Santa Fe County, the City of Santa Fe, the Pueblo of Tesuque, and the Agua Fria Traditional Village all participated in the development of this plan, as did local and regional transit agencies, NMDOT, state and national parks and trails, and many community-based organizations and advocacy groups representing the diverse interests of the Santa Fe region.

MTP PUBLIC ENGAGEMENT

Considering the needs and desires of all populations is critical to the development of a transportation plan that creates access to opportunity for people of all ages, incomes, and abilities. Public engagement lays the foundation for the development and implementation of an integrated multimodal transportation system that supports community development and furthers the region's cultural, environmental, and social goals. MTP-specific engagement conducted for the 2020 update is still highly relevant to the region today, and key findings from that effort are summarized in this section. A more detailed summary of the 2020 MTP engagement can be found online.

EQUITY

Santa Fe MPO makes a concerted effort in every planning process to consider the impacts and benefits of the transportation plan on historically underserved populations, such as the socioeconomically disadvantaged, people with disabilities, and racial and ethnic minorities.

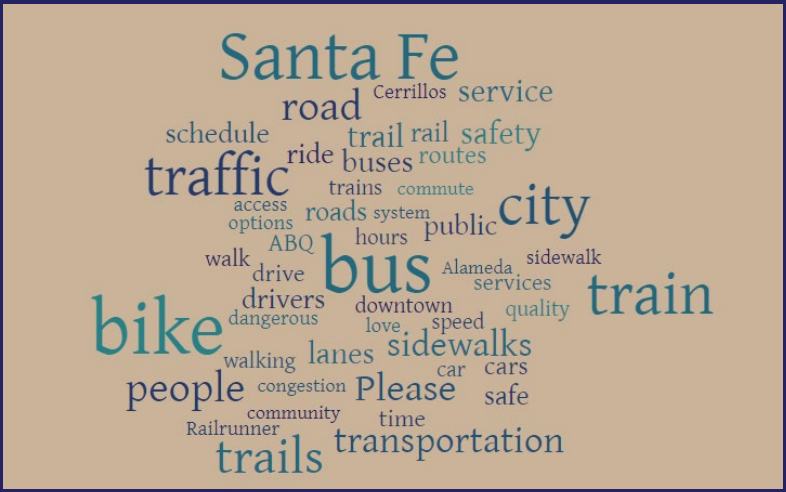
Equity is a theme throughout this plan; from identifying strategies that consider the impacts of the transportation system on vulnerable populations to considering the need of the transportation system to provide mobility options that allow access to affordable housing, healthy food, jobs, healthcare, recreation, and social opportunities.

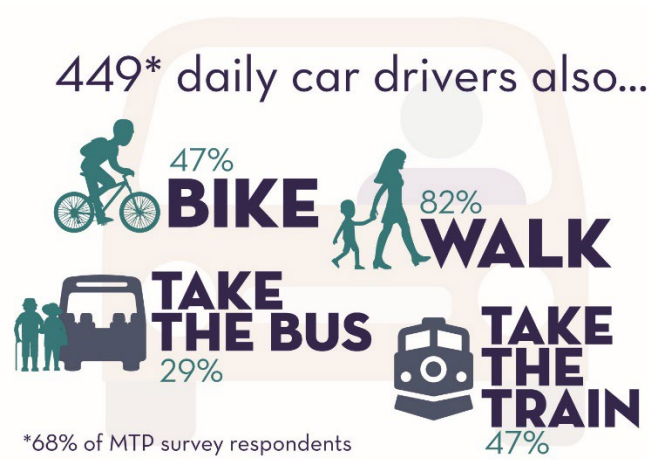
WHAT WE HEARD

All public engagement efforts for the 2020 update highlighted our need for increased transportation options, including expanded bus and train service, a better connected and safe bicycle network, and improved sidewalks. As shown in the numbers below, many Santa Feans who drive are already occasionally multimodal by choice. This indicates an opportunity to shift daily transportation habits toward multimodalism given improved pedestrian, bicycle, and transit options.

COMMENT THEMES

Santa Feans have a lot to say! Word cloud generated from over 450 open-ended survey responses; larger words were mentioned more frequently.





TRANSPORTATION EQUITY

Spotlight on People who Suffer from Car-Dominated Transportation System

In a system designed for transportation by personal vehicle, whose needs are not addressed? Federal, state, and local transportation funding skew toward funding road projects for vehicles. As a result, navigation around Santa Fe by personal vehicle is convenient; approximately 90 percent of survey respondents reported the transportation system met their needs very well or fairly well when getting around by a personal vehicle. This sets up an inequitable system that meets the needs of the portion of the population that has access to a car but often struggles to provide adequate service to those that do not. The quotes included in this section are from stakeholders and community members who responded to the survey and showcase how transportation inequity negatively impacts quality of life.

"PEOPLE CHOOSE HAVING A CAR OVER HAVING A HOUSE."
– Stakeholder

OUR COMMUNITY There are community members in our region who do not drive or have access to a vehicle for a variety of reasons:

- **CHILDREN** under the age of 16 and those who choose to defer getting a driver's license at age 16 (a growing trend among teenagers)[1]
- **SENIORS** whose mental or physical barriers prevent them from being able to drive safely
- **PEOPLE WITH DISABILITIES** including people born with physical disabilities, those who have sustained permanent injury, and those with temporary injuries such as someone recovering from surgery

"[IT] IS HORRIBLE THAT ELDER PEOPLE HAVE TO USE THE CAR TILL THEY DIE OR THEY LIVE UNFREE." – Survey Respondent

- **ZERO VEHICLE AND SINGLE VEHICLE HOUSEHOLD,** which may be income-related or by choice, often to minimize personal expenses and/or environmental impacts
- **HOMELESSNESS**; there are thousands of people experiencing homelessness in Santa Fe County[2]
- **DUI AND DWI VIOLATORS** who have lost their driver's licenses temporarily or permanently

[1] https://www.wsj.com/articles/driving-the-kids-are-so-over-it-11555732810

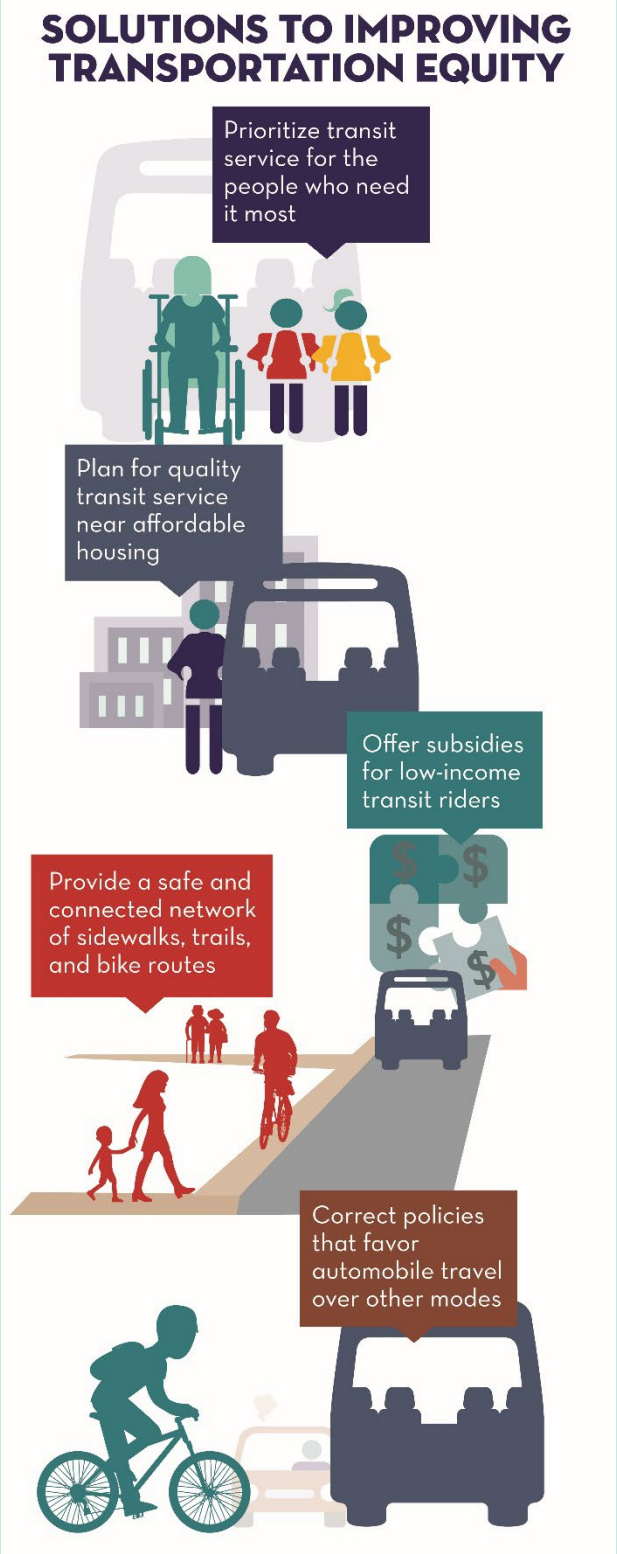
[2] https://www.santafenewmexican.com/news/local_news/state-report-finds-homeless-population-likely-far-higher-than-yearly-count/article_ca3dacb6-234c-41ab-a3cd-700dd23e6467.html

"I HAVE TWO DISABLED SONS UNABLE TO WORK DUE TO LACK OF TRANSPORTATION OPTIONS."
– Survey Respondent

TRANSPORTATION EQUITY STAKEHOLDERS The stakeholders who contributed to the discussion about transportation equity represent a wide variety of community members, underscoring the prevalence of equitable transportation option needs across our community.

- Chainbreaker Collective
- Christus St. Vincent Community Health
- St. Elizabeth's Shelter
- Villa Therese Catholic Clinic
- Santa Fe County Community Services Department
- Santa Fe County DWI Program
- Santa Fe WIC Program
- Marco Maez, SFCC and Transportation Advisory Board member via Santa Fe New Mexican Op Ed
- Santa Fe Prevention Alliance

"I AM HARD OF HEARING SO SAFE BIKE TRAILS AND SIDEWALKS MAKE THE CITY ACCESSIBLE FOR ME. I DON'T FEEL SAFE RIDING ON NARROW ROADS BECAUSE I CAN'T HEAR VEHICLES COMING UP BEHIND ME." — Survey Respondent



CLIMATE CHANGE

Santa Fe residents voiced many concerns about climate change.

> "CLIMATE CRISIS ACTION SHOULD BE FIRST!"
>
> — Survey Respondent

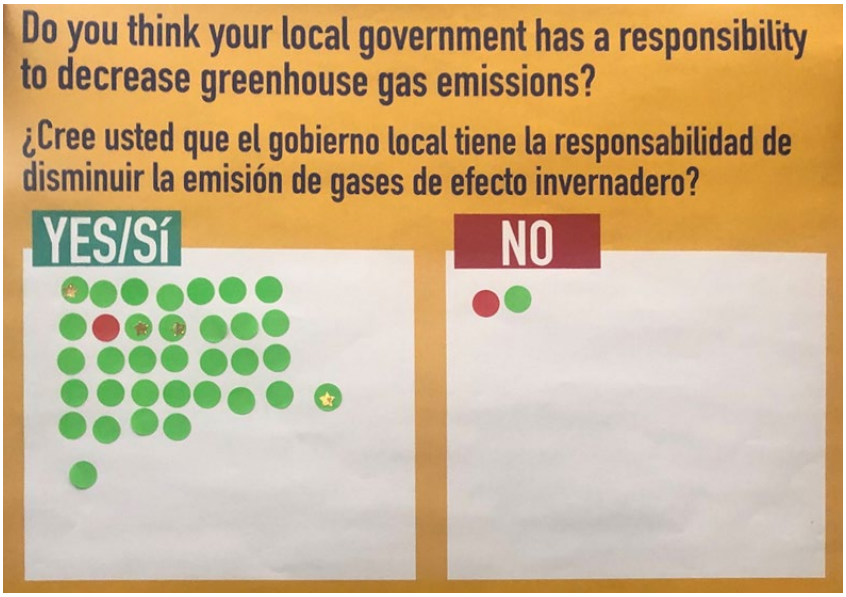
FIGURE 2-1. CLIMATE CHANGE CONCERNS

Survey question: Transportation is one of the leading contributors to greenhouse gases and climate change. How concerned are you about climate change and the transportation choices available to you?

> "PLEASE, PLEASE CONSIDER THE IMPACT OF CLIMATE CHANGE IN YOUR DECISION-MAKING PROCESS. NM MAY BE ONE OF THE MOST IMPACTED STATES AND OUR LIVES HERE COULD CHANGE RADICALLY IN JUST A FEW DECADES." – Survey Respondent

FIGURE 2-2. GOVERNMENT'S ROLE IN GREENHOUSE GAS EMISSIONS

Poster response from the Public Open House and City of Santa Fe Parking Customer Service Desk. Yes: 34; No: 2



> "FOR A CITY THAT IS SO CLIMATE AWARE, WE HAVE A BUILT ENVIRONMENT THAT ALMOST DEMANDS CARS AND DISCOURAGES WALKING." — Survey Respondent

SURVEY INPUT

In collecting public input for the 2020 MTP update, a concerted effort was made to inform a broad spectrum of residents about the public survey. Six hundred sixty-one survey respondents answered a range of questions about their transportation habits, barriers, and experiences, and provided general demographic information. Appendix B includes complete survey results.

As shown on Figure 2-3, on a weekly basis, many Santa Fe area residents are multimodal. However, none of the modes were reported to meet respondents' needs as well as the automobile does (Figure 2-4).

FIGURE 2-3. VENN DIAGRAM OF THE MODES OF TRANSPORTATION SURVEY PARTICIPANTS USE AT LEAST WEEKLY

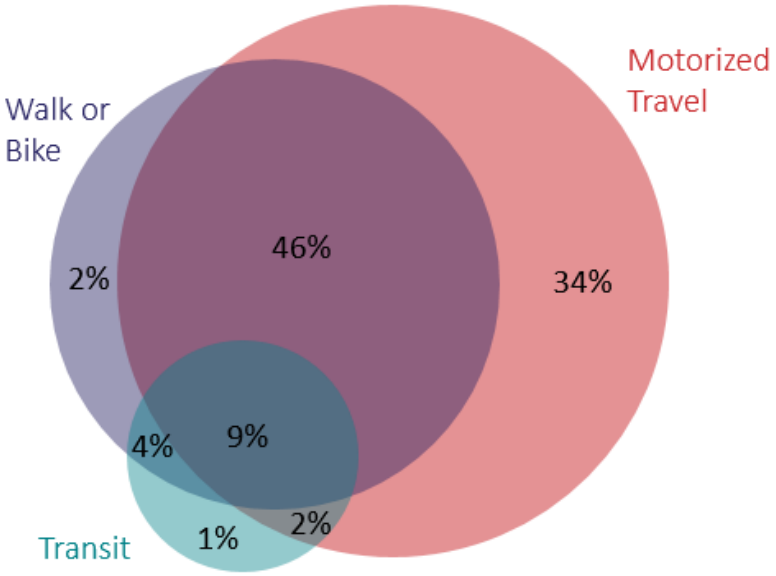
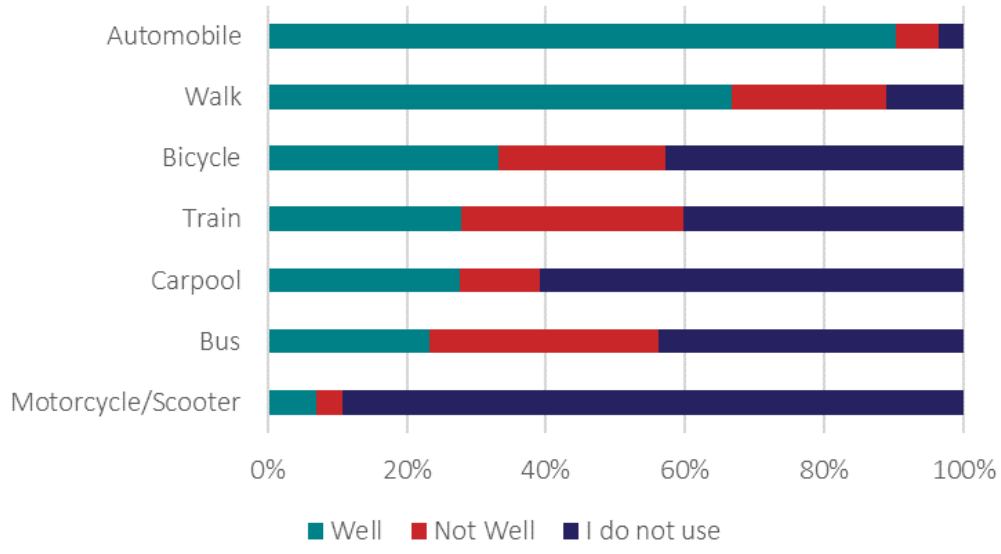


FIGURE 2-4. SURVEY RESPONSE: TRANSPORTATION SYSTEM FUNCTION

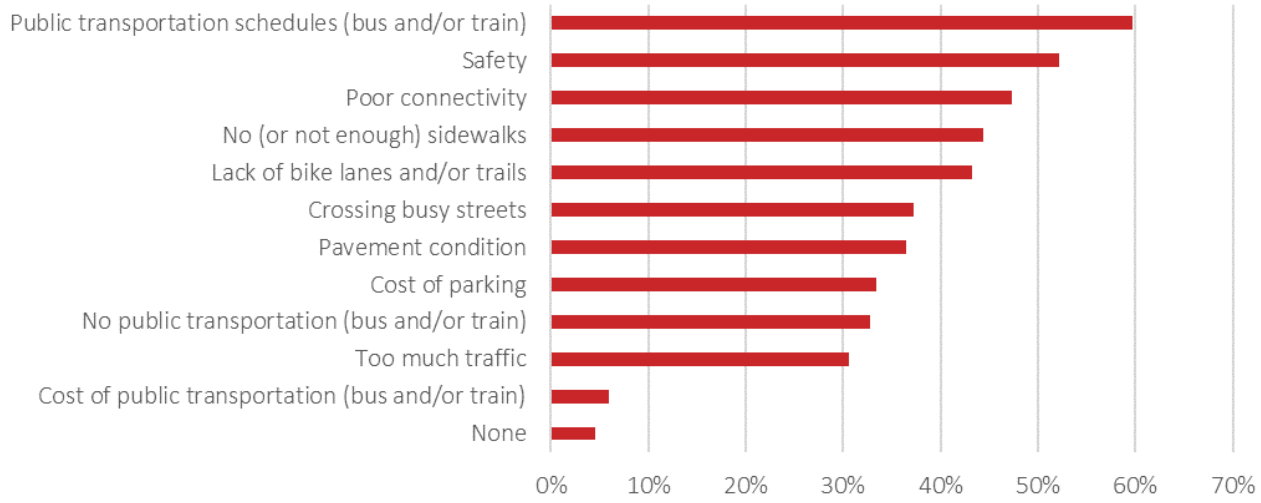
Survey Question: How well does the current transportation system meet your needs?



Santa Feans identified many barriers influencing their transportation decisions (Figure 2-5). Given that most survey respondents reported driving as their most frequent mode of transportation, the figure can largely be interpreted as barriers to choosing a different mode instead of driving. As identified by stakeholders as well, the primary obstacle to choosing public transportation is the available schedules. Chief barriers to choosing walking or biking entail lack of adequate infrastructure and safety concerns.

FIGURE 2-5. SURVEY RESPONSE: TRANSPORTATION BARRIERS

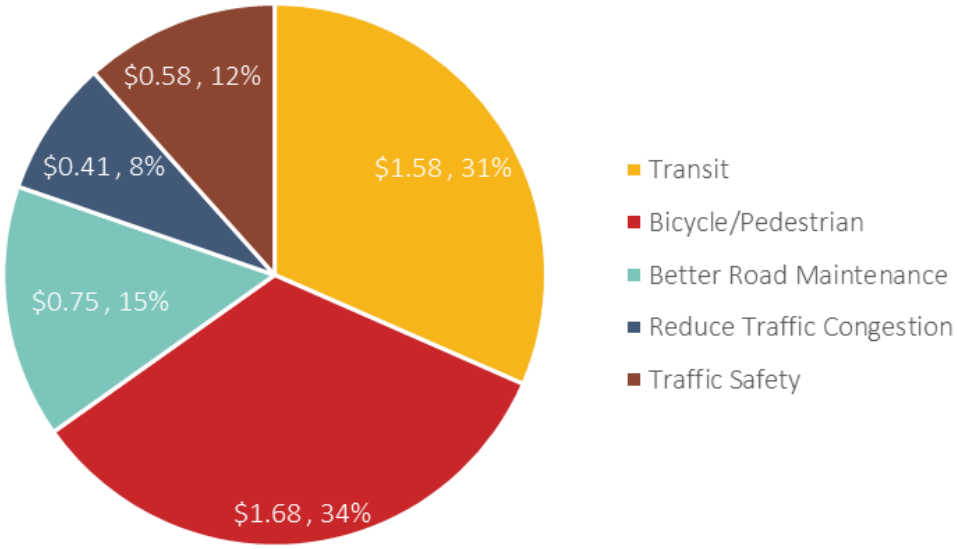
Survey Question: Which of the following barriers influence you the most when considering transportation options?



Despite the high use of personal automobiles among survey respondents, there was a clearly expressed desire to use a majority of transportation dollars to fund transit and bicycle/pedestrian projects (Figure 2-6).

FIGURE 2-6. SURVEY RESPONSE: TRANSPORTATION FUNDING

Survey Question: If you had $5 million available to spend on the transportation network, where would you spend it? (Displayed below in millions of dollars)



PUBLIC INPUT FROM OTHER PLANNING EFFORTS

Over the past decade, a number of diverse regional plans have collected public input regarding transportation. Detailed information about the public input collected for the development of these plans can be found here:

- Metropolitan Transportation Plan 2015-2040 https://santafempo.org/plans/metropolitan-transportation-plan/metropolitan-transportation-plan-2015-2040/
- Transit Master Plan (MPO) 2015 https://santafempo.org/plans/public-transit-master-plan/
- Pedestrian Master Plan (MPO) 2015 https://santafempo.org/plans/pedestrian-master-plan/
- Santa Fe Pre-teen and Teen Independent Transit and Mobility Plan (MPO) 2017 https://santafempo.org/plans/teen-mobility-plan/
- Bicycle Master Plan (MPO) 2019 https://santafempo.org/plans/bicycle-master-plan/
- City Sustainability Plan 2018 https://www.santafenm.gov/media/files/Sustainable_SF_Commission/Sustainable%20Santa%20Fe_October_Printsm.pdf
- Christus St. Vincent Hospital Community Health Needs Assessment 2017-2019 https://www.christushealth.org/-/media/files/homepage/giving-back/chna/2017--2019-chna-christus-st-vincent-approved.ashx?la=en
- Santa Fe County Community Services Department – Health Services Gap Analysis, 2017 https://www.santafecountynm.gov/media/files/FinalReportGapAnalysis.pdf
- Santa Fe Multimodal Transition Plan, 2022 https://santafempo.org/plans/multi-modal-transition-plan/
- Santa Fe Safe Routes to School Action Plan, 2023 https://sfct.org/wp-content/uploads/2024/01/Santa-Fe-Safe-Routes-to-School-Action-Plan-Dec-15-2023.pdf
- Cerillos Road Corridor Assessment, 2025 https://santafenm.gov/news/santa-fe-mpo-launches-public-input-campaign-lets-talk-about-cerrillos

THE PUBLIC RECOGNIZES THE LINK BETWEEN TRANSPORTATION AND OTHER VITAL SYSTEMS, INCLUDING OUR WATER SUPPLY

In 2013, the United States Bureau of Reclamation held a single day public workshop addressing the vulnerabilities in Santa Fe's public water supply facing climate change. Attended by more than 100 people, a highlighted theme was the inter-relatedness of the physical, biological, and socioeconomic systems within the Santa Fe watershed, including Santa Fe's transportation system. Singular actions impact associated systems, building a road, for example, can change the economic possibilities of the road corridor. Decisions affecting our transportation network affect other parts of our lives: our health and our wallets, drainage to our arroyos, and the quality our water. It is for these reasons that the MTP strives to approach transportation holistically.

https://www.usbr.gov/watersmart/bsp/docs/finalreport/SantaFe/Santa-Fe-Basin-Final.pdf

WHAT PEOPLE SAID

Several recurring themes emerged from these plans, indicating consistency in the public voice about their desired transportation improvements:

1. Increase connectivity for all modes of transportation
    - Increase walking and biking routes that allow people to get to their destinations easily
    - Improve transit service to important destinations, such as healthcare facilities and grocery stores
2. Design for transportation options
    - Plan neighborhoods that promote walking, biking, and public transit
3. Develop safety for all road users
    - Improve perceptions of safety on public transit and at stops, especially for youth
    - Address safety concerns regarding motorist operating behavior around people walking and biking
4. Increase frequency and expand evening and weekend transit services
5. Improve the quality of transportation facilities
    - Walking improvements: better sidewalk conditions, crosswalks, and lighting
    - Bicycle improvements: better wayfinding signage and infrastructure design
    - Transit improvements: more signs, shelters, benches, and bicycle storage at transit stops.

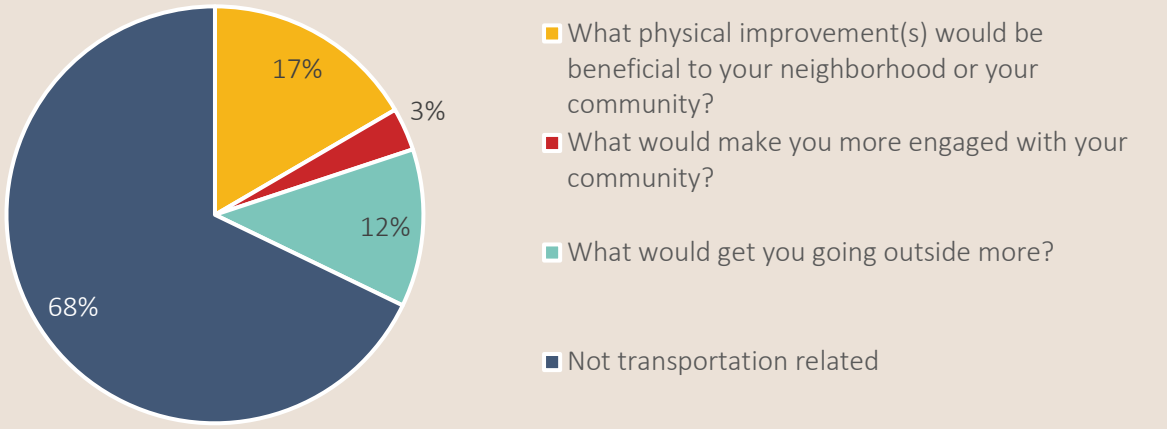
YOUTH ADVISORY BOARD INPUT

In fall 2019, the Mayor's Youth Advisory Board (MYAB) pursued youth community engagement through a three question survey. After accounting for duplicated responses, they received 482 responses (408 in English, and 74 in Spanish). The questions asked were:

1. What physical improvement(s) would be beneficial to your neighborhood or your community?
2. What would make you more engaged with your community?
3. What would get you going outside more?

The Santa Fe MPO found that 114 (24 percent) respondents replied to at least one of the questions with feedback pertaining to our transportation network resulting in 11 percent of all 1,446 comments being transportation related.

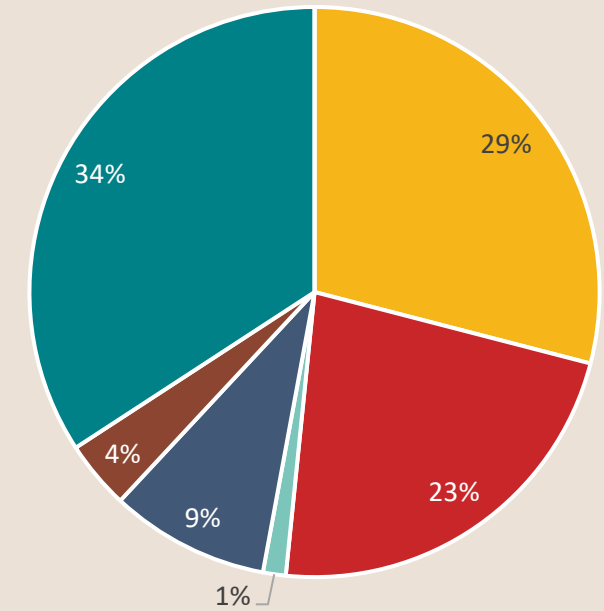
FIGURE 2-7. MYAB COMMENTS RELATED TO TRANSPORTATION BY QUESTION



"PUBLIC SPACES FOR TEENS THAT DON'T NEED MONEY. BETTER AND MORE EFFECTIVE PUBLIC TRANSPORT WOULD ALSO BE BENEFICIAL, ESPECIALLY FOR TEENS WHO CAN'T DRIVE YET." – MYAB Survey Respondent

This survey demonstrates that many Santa Fe youth are aware of the impact that traditional automobile-oriented and multimodal transportation infrastructure improvements can have on their community; 9 percent of responses to Question 1 were related to traditional automobile-oriented transportation elements, including traffic safety, street maintenance and design, and traffic lights. An additional 8 percent of the responses to this question were related to multimodal transportation elements such as sidewalks, bike trails, hiking paths, and bus improvements. Multimodal transportation elements were occasionally mentioned in response to increased community engagement (3 percent of responses to Question 2), whereas automobile-oriented transportation elements were not associated with increased community engagement. Many comments (11 percent of responses to Question 3) suggested that improvements to multimodal transportation elements would increase our youth's time spent outdoors.

FIGURE 2-8. TRANSPORTATION-RELATED COMMENTS: TRADITIONAL AND MULTIMODAL



"I LIVE ALONG CERRILLOS ROAD. I WOULD LIKE TO SEE SMOOTHER CONCRETE FOR MY SKATEBOARD BECAUSE IT'S SORT OF ROUGH." – MYAB Survey Respondent

LET'S TALK ABOUT CERRILLOS: PUBLIC ENGAGEMENT

In 2025, the MPO and the City of Santa Fe conducted a public engagement campaign focused on the Cerillos Road corridor. The effort on these questions: "What does the corridor mean to you today, and for what purposes do you use it? What do you envision for the next 25 years, 50 years, and even 100 years for the corridor?" Input collected through this effort will inform future reimagining of Cerillos Road specifically, but also offers insight to broader transportation planning in the region. The engagement methods included a public survey; in-depth interviews with residents, business owners, and corridor users; and focused discussions at local schools, organizations, and businesses.

The Cerrillos Road Corridor, located in the urban core of Santa Fe, presents a unique case study for understanding broader regional transportation challenges and opportunities. The Cerrillos Corridor is a central commercial and commuter artery within the metropolitan area. Like all Corridors, it has unique features and challenges, however, the Cerrillos Corridor also illustrates both the strengths and systemic deficiencies of the region's multimodal network—particularly when it comes to safety, accessibility, and user experience.

The public engagement process and corridor assessment revealed deep community concerns around pedestrian safety, poor transit accessibility, car-centric development patterns, and declining public realm quality. Although Cerrillos Road within Santa Fe City limits is uniquely urban and high-traffic, the issues raised—such as the need for safer crossings, slower traffic, integrated land use planning, and more welcoming public spaces—are instructive across the entire MPO region. This will be especially important for other regional transportation corridors that are evolving to become more urban and multi-modal.

736 people participated in a survey, with the following findings:

- Almost half of the respondents utilize a mode besides personal vehicle at least sometimes
- Stress, speeding, poor aesthetics and lighting, and unsafe conditions for biking and walking are common reasons for avoiding Cerillos
- Improving conditions for active transportation was cited as the top priority

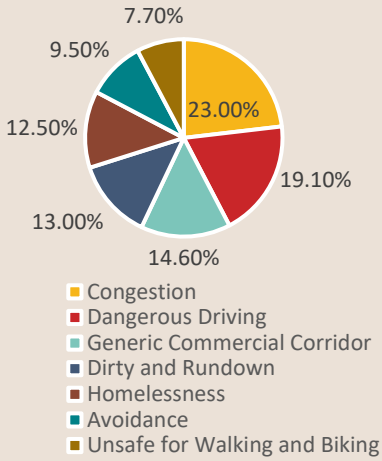


FIGURE 2-9. WHAT PEOPLE LIKE LEAST ABOUT CERILLOS

Avoidance Reason	Count	Percentage
Traffic is too congested	498	19%
Too stressful (longer but nicer routes elsewhere)	413	16%
Ugly	325	13%
Unsafe to walk or bike	321	12%
Traffic is too fast	286	11%
Too noise	202	8%
Too slow (faster routes elsewhere)	184	7%
Poor lighting	81	3%
Poor bus service	45	2%

FIGURE 2-10. REASONS PEOPLE AVOID CERILLOS

When asked to describe their ideal future vision for the Cerillos corridor, survey respondents expressed many of the same general themes related to safety, multimodal mobility, and placemaking with some specific thoughts that shed light on how our region's major transportation corridors beyond just Cerillos can be transformed into community assets. Context-sensitive architecture that reflects Santa Fe's unique style, more green space (urban gardens, parklets, etc.), spaces that allow for pop-up community events, and conversion of underutilized parking lots to active uses are all concepts that should be explored throughout the region's arterial network.

Corridor business owners were specifically asked whether various corridor design elements would help their businesses – Figure 2-11 shows general support for active transportation improvements and placemaking/aesthetic treatments. Business owners also expressed a similar ideal vision for Cerillos as the broader community, focusing on walkability and bikeability, mixed-use development, and better transit.

	Yes	No
Improved pedestrian crossings	7	
Retail next to sidewalks	7	
Commercial with outdoor space	6	
Mixed-use retail/public space	6	
Parking on the side or back of the building	5	1
Separated bike boulevards	4	1
Pedestrian-only corridor	4	2
Parking lot reuse	2	
Bus-only lanes with stations	1	2

FIGURE 2-11. WHAT TYPE OF DESIGN HELPS BUSINESSES?

"[CERILLOS IS] A STROAD WITH ERRATIC (IF NOT AGGRESSIVE) DRIVERS, POOR DESIGN, COMPLETE UNWALKABILITY AND A DEATH WISH FOR CYCLISTS." — Survey Respondent

"[CERILLOS IS] ANYWHERE AMERICA, WITH ALMOST NO CHARACTER, LOTS OF HIGH-SPEED TRAFFIC, ALMOST NO SHADE OR TREES, PARKING LOTS FOR DAYS." — Survey Respondent

Public engagement about transportation priorities in Santa Fe has continually and convincingly demonstrated that residents across the MPO prioritize safety over any other transportation investment. This community value should serve as the foundation for MTP project selection, even in corridors with different land use and mobility characteristics. Applicable to the MTP's inclusion and prioritization of regional transportation projects are critical planning lessons that we can learn from the Cerrillos Corridor project and other engagement efforts:

1. prioritize safety across all modal investments;
2. address land use and access in tandem with transportation planning; and
3. ensure community character, equity, and multimodal connectivity are elevated as central goals in both urban and rural settings.

VISION AND GOALS

The creation of a performance framework for the transportation plan allows us to better understand how different projects and policies might affect our region's future. The goals listed below were formulated to represent our community's vision and the desired state for our region's transportation system. These nine goals are the foundation for performance measures, performance targets, recommended policy, and project implementation actions described in later chapters of this MTP.

VISION

Create and maintain a safe, efficient, and reliable transportation system with viable transportation options accessible to all users.

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

TRAVEL TIME RELIABILITY: An efficient and reliable transportation system poised to leverage emerging technologies.

PUBLIC HEALTH: A transportation system that supports healthy lifestyles.

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

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

SYSTEM PRESERVATION & RESILIENCY: A well-maintained and resilient transportation system.

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

PARTNERSHIP & FUNDING: Regional collaboration in transportation planning, funding, and implementation.

ENVIRONMENTAL STEWARDSHIP: A transportation system that protects and enhances the natural, cultural, and built environment and mitigates climate change.

MODELING FOR THE FUTURE

Santa Fe is envisioned to have a safe and connected multimodal transportation system that improves access and expands travel options for all users.

While the current travel demand model has been a valuable tool for analyzing vehicular congestion and understanding the relationship between land use and roadway capacity, it remains largely focused on serving vehicular traffic and does not fully support the MTP's goal framework.

Specifically, the current model prioritizes vehicular travel, offering limited consideration of other modes. It lacks key performance metrics related to safety, active transportation (e.g., walking and biking), and broader sustainability goals.

Moreover, traditional travel demand models have faced criticism for consistently overestimating future traffic growth, often leading to overbuilt roadways. Travel behavior has also evolved significantly since the previous model was developed due to the COVID-19 pandemic, highlighting the need for a model update to consider increased telework.

As a result, the model does not fully align with the region's vision to "create and maintain a safe, efficient, and reliable transportation system with viable transportation options accessible to all users."

Santa Fe Travel Demand Model

Travel demand models are essential tools for Metropolitan Planning Organizations (MPOs) to understand future transportation needs and plan infrastructure investments.

The frequency of updating travel demand models varies but major model updates occur every 5 to 10 years, often aligning with collection of new household travel survey data or comprehensive planning efforts. The Santa Fe Metropolitan Planning Organization (SFMPO) model was last updated in 2017.

To address these limitations, the Santa Fe MPO will retool the Travel Demand Model to be used as a strategic planning tool to prioritize and support non-auto modes of travel—specifically walking, bicycling, and public transit—by applying mode shift assumptions, adjusting trip generation rates, and re-allocating capacity enhancements toward active and transit-oriented infrastructure. The model's outputs will inform planning and investment decisions aimed at reducing vehicle miles traveled (VMT), mitigating auto-dependency, and achieving mode share targets aligned with climate, equity, and livability goals."

Our first step in realizing this goal is a commitment to developing a subarea analysis for the Metropolitan Redevelopment Area (MRA) bounded by Cerrillos Road, US 285, St. Michael's Drive, and Siringo Road. A subarea analysis is a focused effort within a smaller geographic area of the regional travel demand model. This approach will enable a more detailed analysis for the future Midtown redevelopment project, and will help analyze active transportation conditions, safety issues, public space programming, and policy testing (related to parking, wayfinding, and land use).

As the MPO moves toward a future update of the regional model, this case study will help set a new standard for how the model is applied and what performance metrics it includes. Emphasis will be placed on analyzing short trips, bicycle and pedestrian volumes, mode shift potential, and metrics tied to sustainability and safety.

Metropolitan Transportation Plan 2025-2050

CHAPTER 3: PEOPLE & PLACES

This chapter describes the current and future population and employment trends, demographic composition, as well as our region's natural and cultural resources; all of which are critical to making informed transportation investments.

Natalie Benally, dance artist from Dancing Earth, Diné, Zuni Pueblo, Southern Ute, and Mexican performs on the Plaza for Indigenous Peoples' Day, 2019.

WHY DEMOGRAPHICS MATTER

Demographics are a key component of understanding our transportation system and anticipating where new or improved facilities may be located. Population, housing, and employment are the three main demographic categories used in determining travel needs. Not only does the sheer number of people living and working in our region affect our transportation needs, but where we choose to live and work greatly influences the demand for transportation infrastructure and services.

Understanding our region's demographic composition and the existing and future housing and employment trends can help to inform and guide our transportation investment decisions, to enable quality of life for all residents. Today's decisions must consider the changing needs of our population and align with future transportation needs.

METROPOLITAN PLANNING AREA

The Santa Fe Metropolitan Planning Area (SFMPA) includes portions of Santa Fe County, the Pueblo of Tesuque, the Agua Fria Traditional Village, and the entire city of Santa Fe (Figure 3-1). The SFMPA was designated as an MPO in 1982, when the 1980 U.S. Census exceeded 50,000 people. Today the planning area is home to over 125,000 people.

HOUSEHOLDS, POPULATION & EMPLOYMENT

POPULATION FORECASTS

The Santa Fe metro area has an estimated population of 128,177, with over 50,000 households. The MPO planning area is expected to experience just over 5 percent population growth during the 25-year period between 2025 and 2050, a substantial decline from the 20 percent growth projected by 2045 in the previous MTP. During this period, the MPO area is expected to grow from 128,177 people to 134,949 people, plateauing around 2040. The City and MPO forecasts were derived from the County forecasts under the assumption that the bulk of future population growth in Santa Fe County will occur in the MPO area, and that future population declines will be more acute outside of the MPO area. Table 3-1 shows the population forecasts over time for the city of Santa Fe, Santa Fe MPO, and Santa Fe County.

PROJECTIONS METHODOLOGY STATEMENT

Demographic information and forecasts serve to inform all elements of the 2025-2050 MTP Update.

The University of New Mexico Geospatial and Population Studies (GPS) releases periodic July 1 population projections for New Mexico and its 33 counties. Several state agencies and private entities use these projections for research and planning purposes. GPS uses a standard cohort component method based on the demographic balancing equation:

$Pop_t = Pop_{t-1} + Births - Deaths + Net\ Migration$

These 2025-2050 five-year interval projections begin with GPS population estimates. From this, the number of expected deaths is subtracted from the population using life tables calculated from the New Mexico Department of Health. Next, the number of expected births for the female population ages 15-44 is calculated using fertility data from the New Mexico Department of Health. Finally, net migration is calculated based on recent historical trends.

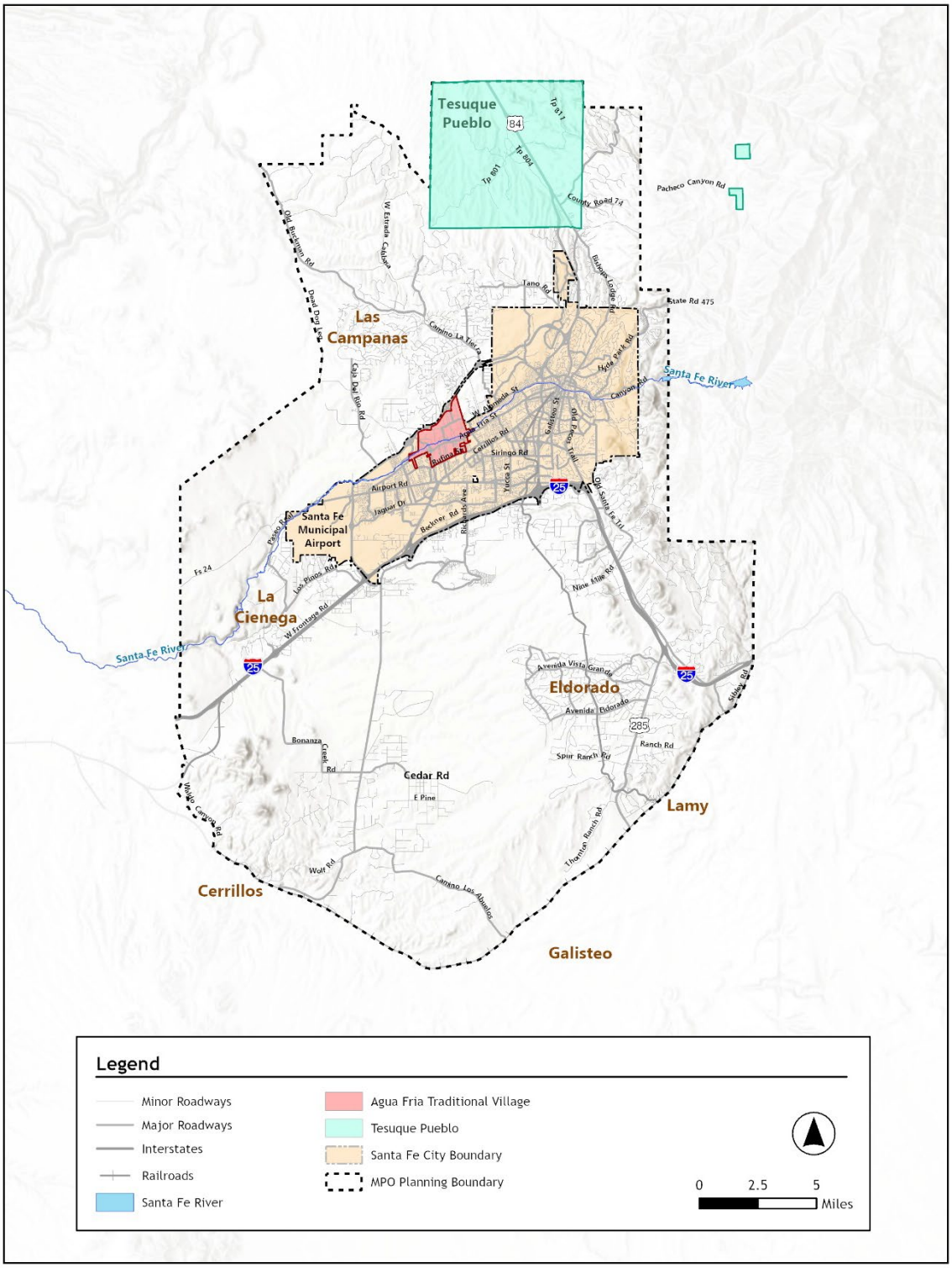
This process is completed for each county and then controlled to a statewide projection total. Statewide, projected population growth is substantially lower than it was just five years ago, including in Santa Fe County. This flattening of the growth rate is attributed to three primary factors: lower birth rates, higher death rates, and net out-migration to other states.

The adoption of this plan shall formally accept this MTP as the "official 2045 forecasts" for the Santa Fe MPO until this plan is either amended or updated.

TABLE 3-1. POPULATION FORECASTS

	City of Santa Fe	MPO Planning Area	Santa Fe County
2025	85,223	128,177	160,347
2030	88,528	132,143	164,754
2035	90,531	134,546	167,424
2040	91,074	135,198	168,148
2045	91,041	135,133	167,499
2050	90,949	134,949	165,656

FIGURE 3-1. SANTA FE METROPOLITAN PLANNING AREA



The Santa Fe Metropolitan Area is expected to grow in terms of employment and households by almost 1 percent annually over the next 25 years. Based on Santa Fe MPO Travel Demand Model estimates, there were about 61,500 households in 2024, and by 2050 this number is expected to grow by a little over 14,000 new households (0.9% increase). Similarly, in terms of employment, there were about 58,000 jobs in 2024 and this is projected to grow to over 72,000 by 2050. The projected growth in households from the model is substantially higher than the projected growth in population (Table 3-1) derived from University of New Mexico analysis, indicating a need to refine and update model inputs to more accurately reflect demographic trends that are resulting in a flat growth rate across New Mexico.

MYTH: Higher-density development overburdens public services and requires more infrastructure support systems.

FACT: The compact nature of higher-density development requires less extensive infrastructure to support it and the diversity of people living in these communities – fewer families with small children – puts less demand on schools and other public services than low-density housing. Unfortunately, low-density development often does not pay enough property taxes to cover the services and infrastructure costs required to serve the community.

FIGURE 3-2. REGIONAL HOUSEHOLD AND EMPLOYMENT GROWTH

	2024	2050	Change	Annual Growth
Households	61,428	75,723	14,295	0.9%
Employment	58,018	72,005	13,987	0.9%

Spatial distribution of the growth was based on known developments and other trends. As shown in Figure 3-3 and Figure 3-4, growth is expected in a few suburban areas and in specific redevelopment areas such as between Cerrillos Road and Siringos Road. Some parts of the region are expected to be stable (no or minimal residential growth), other parts will have some infill residential development, and other areas are expected to have substantial new residential development. The highest concentrations of household growth are anticipated in central and western portions of the city.

FIGURE 3-3. PROJECTED HOUSEHOLD GROWTH, 2024 TO 2050

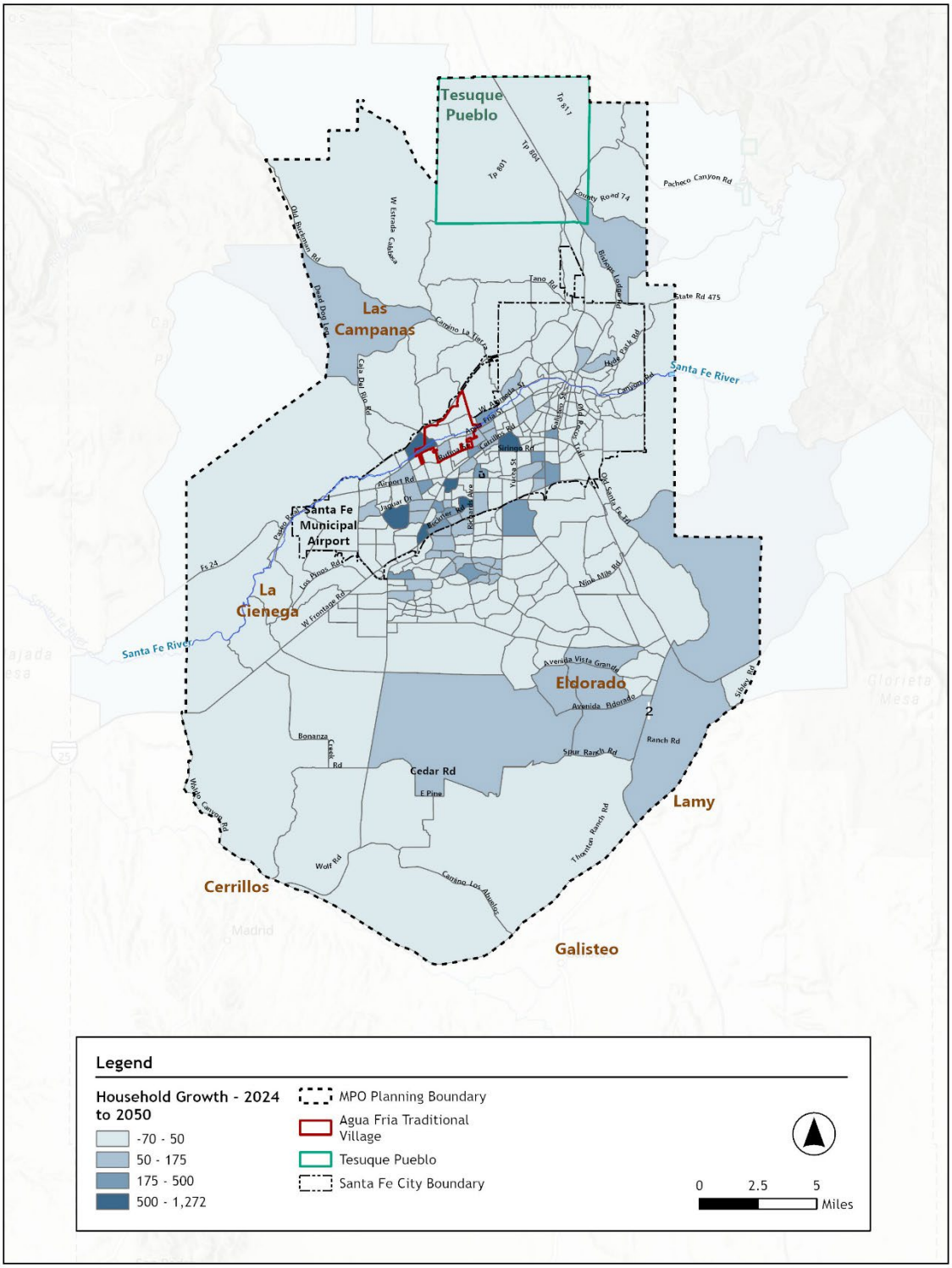
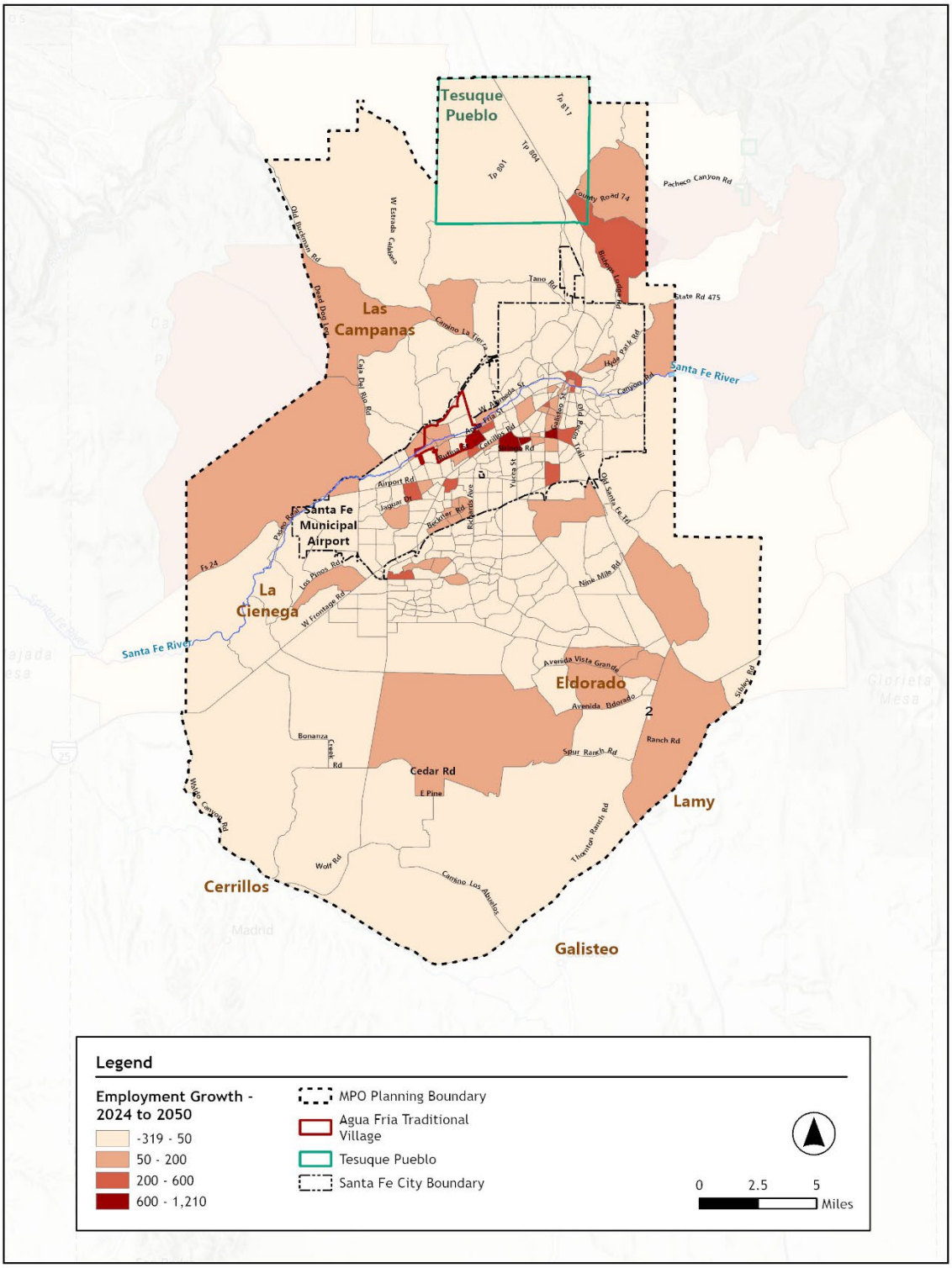
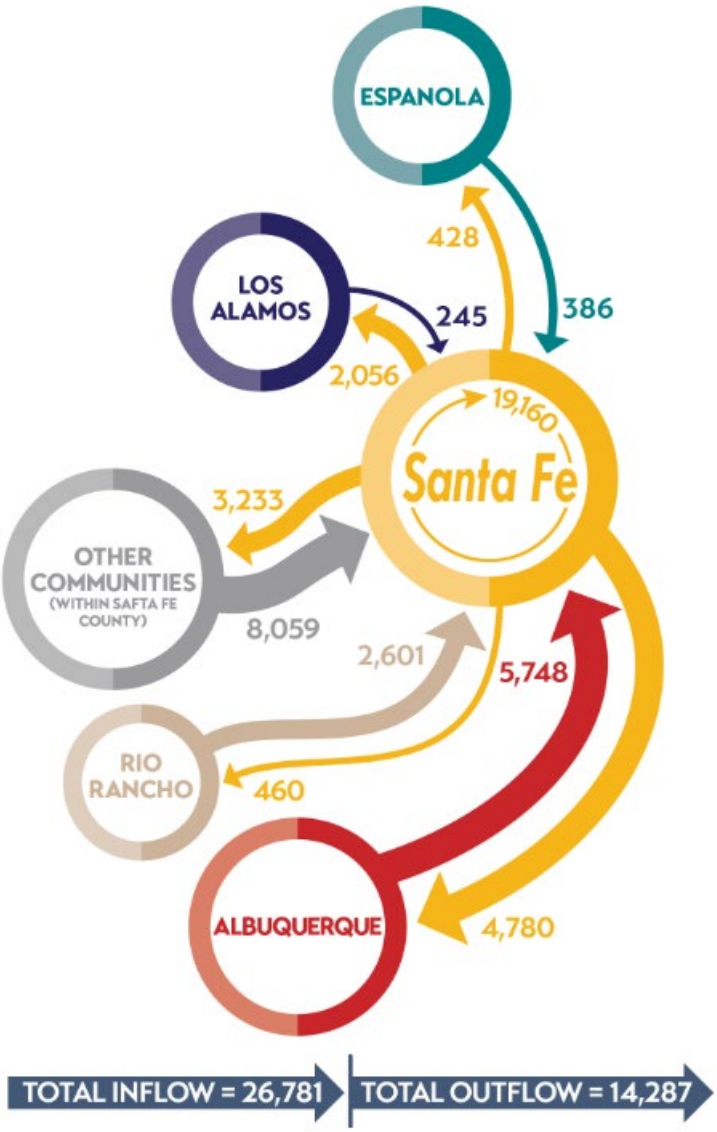


FIGURE 3-4. PROJECTED EMPLOYMENT GROWTH, 2024 TO 2050



COMMUTING PATTERNS

FIGURE 3-5. DAILY REGIONAL COMMUTER FLOWS



As the fourth largest city in New Mexico and state capitol, Santa Fe attracts many commuters from other surrounding communities every day – nearly 27,000 people who work in Santa Fe live outside the city limit, with a little over 8,000 commuters living in nearby communities within the Santa Fe County. Out of 46,000 commuters, nearly 19,000 live and work within the city limits. Over 14,500 Santa Fe residents commute to other places. Combined, these commute flows result in an extra 12,500 people in Santa Fe on a typical day.

Based on commuter data from 2022 (Figure 3-5), Albuquerque is both the most common origin for people commuting into Santa Fe and the most common destination for people commuting out, with almost 6,000 people coming into Santa Fe and almost 5,000 going into Alburquerque. Los Alamos also attracts many Santa Fe residents for work, and large numbers of Rio Rancho, Eldorado and La Cienega residents commute to Santa Fe.

DEMOGRAPHICS

VULNERABLE POPULATIONS

A critical element of transportation planning is understanding the makeup of the community that uses the facility or network of interest to ensure equitable outcomes. As part of the MTP update process, US Census data derived from the 2019-2023 American Community Survey was reviewed to assess the concentration of distribution of vulnerable populations who have historically been underserved by transportation infrastructure and/or have unique mobility needs or challenges which warrant special consideration. Table 3-2 and the following maps describe the vulnerable populations that were assessed and their concentrations within the region. Figure 3-12 presents a Transportation Vulnerability Index for the region – a composite index of all of the individual demographic factors that may contribute to transportation vulnerability. In the Santa Fe region, transportation vulnerability is most acute in the south-central and southwest portion of the urban core, as well as the Pueblo of Tesuque.

TABLE 3-2. VULNERABLE POPULATIONS OVERVIEW

Vulnerable Population	Trend	Why it Matters
Youth	Approximately 14.2 percent of Santa Fe MPO residents are under 16 years of age, compared to 19.3 percent of the State of New Mexico. Most of the youth are found in the southwest suburbs and southern outskirts of the City of Santa Fe.	Children under the legal driving age and without a driver's license must rely on walking, biking, transit, or those who can drive to meet their transportation needs. Additionally, safe routes to walk and bike can help youth meet the 60 minutes of daily physical activity recommended by the CDC.
Low-income Populations	Approximately 12.2 percent of the population in Santa Fe MPO region are considered in poverty status, a value lower than the State of New Mexico (17.4 percent). Higher proportions of low-income populations are dispersed within the west side of the urban core, with significant concentration west of Cerrillos and east of the airport.	Low-income populations are important to consider when planning for transportation improvements. These residents often have limited financial means to afford a vehicle and may rely on lower-cost transportation options such as walking, biking, transit or carpooling with others to meet their transportation needs.
People of Color	Santa Fe MPO and the State of New Mexico are very diverse, people of color represent 55.9 and 63.5 percent of the population, respectively. Communities of color are heavily concentrated on the west side of the urban core and around the airport. The Santa Fe MPO also includes the predominantly Native American Pueblo of Tesuque.	Minority populations, including people who identify as Black, Hispanic, Asian, American Indian or Alaskan Native, and Hawaiian or Pacific Islander have historically been underserved in communities throughout the United States.
Older Adults	Approximately 27.3 percent of Santa Fe MPO residents are 65 years and older, compared to 18.8 percent of the State of New Mexico. Older adults are dispersed throughout the region, with some concentration in specific communities.	A growing interest in independent living among older adults and providing services and amenities to allow older adults to age in place have increased the focus on providing more accessible transportation services to support older adult lifestyles.

Zero-Vehicle Households	Approximately 1.6 percent of the MPO residents cannot afford a vehicle, choose not to have a vehicle, or have a disability preventing them from driving a vehicle. Zero-vehicles households are concentrated in the urban core, including downtown and the Cerrillos corridor.	When identifying transportation infrastructure and service improvements, residents with limited or no access to a vehicle should be considered as they rely on others or on other transportation modes for daily trips and errands, including walking, transit, biking, or carpooling.
People with Disabilities	People with disabilities consist of approximately 14.8 percent of the MPO population, compared to 16.8 percent Statewide. The southwest portions of the urban core, as well as downtown have the highest concentration of people with disabilities.	Persons with disabilities who are unable to drive must rely on other forms of transportation, such as walking, transit, paratransit or others who can drive to meet their transportation needs. Some people with disabilities may require the use of a mobility aid (e.g., wheelchair).

FIGURE 3-6. DISTRIBUTION OF OLDER ADULTS

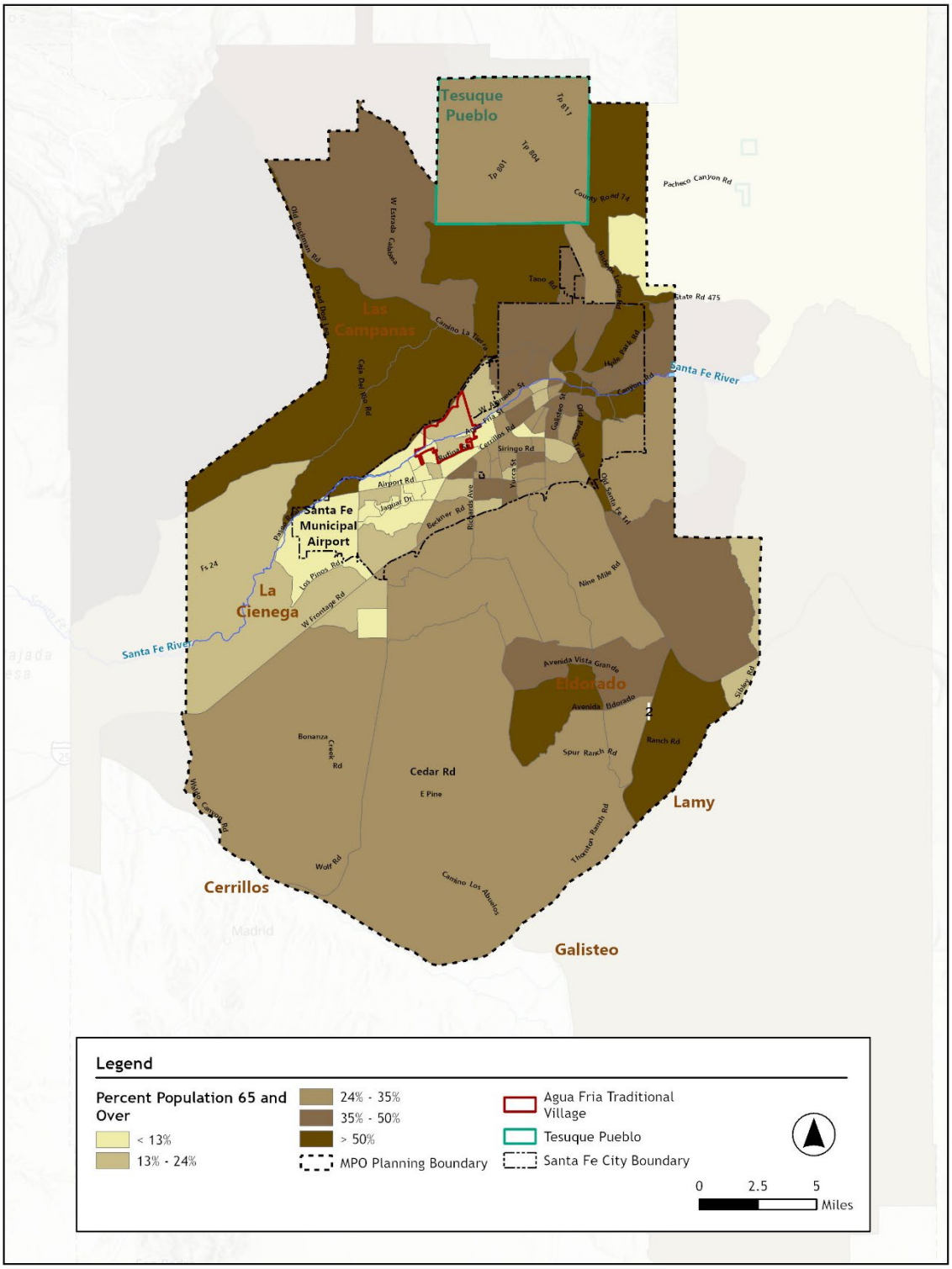


FIGURE 3-7. DISTRIBUTION OF YOUTH

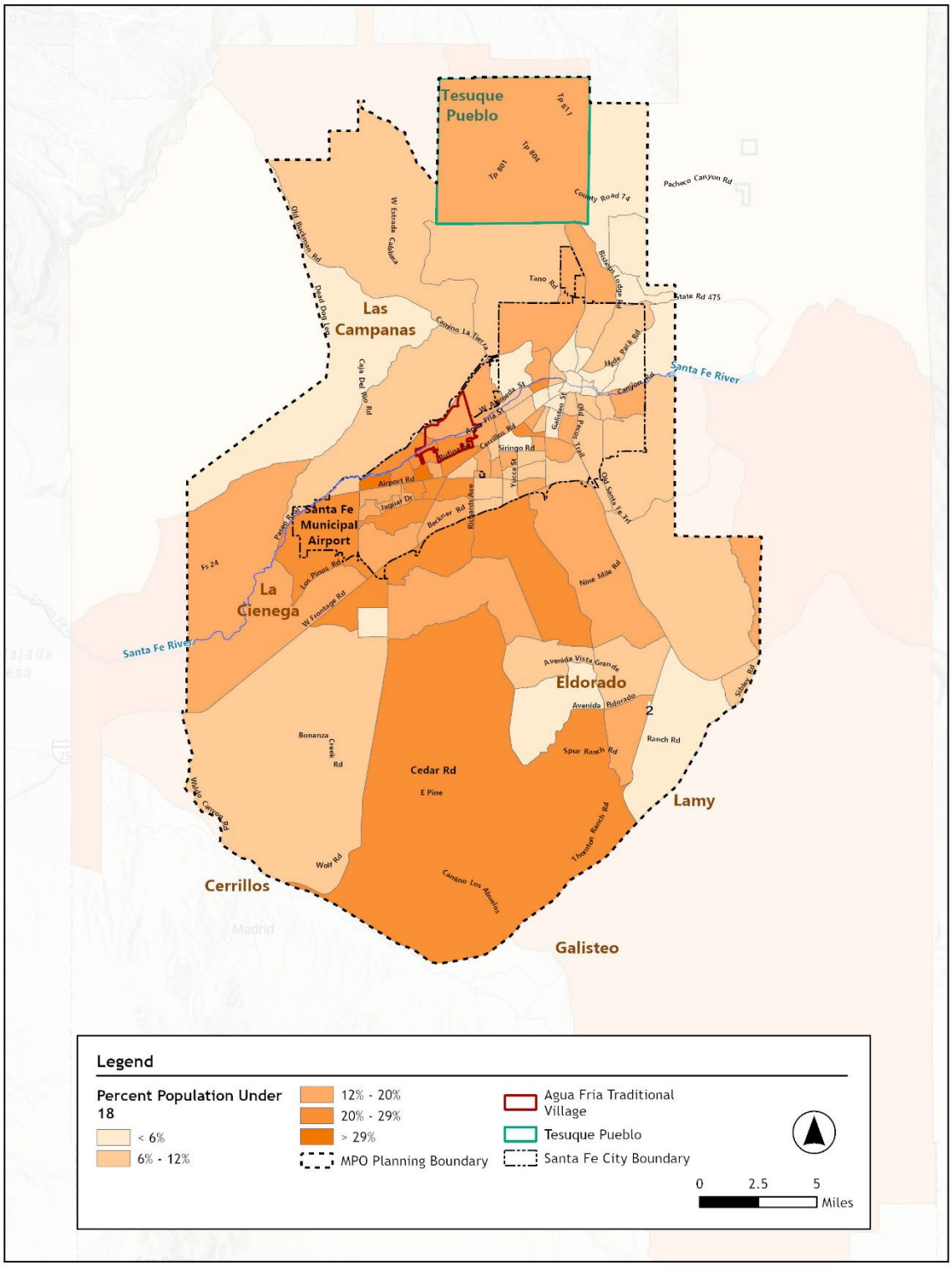


FIGURE 3-8. DISTRIBUTION OF COMMUNITIES OF COLOR

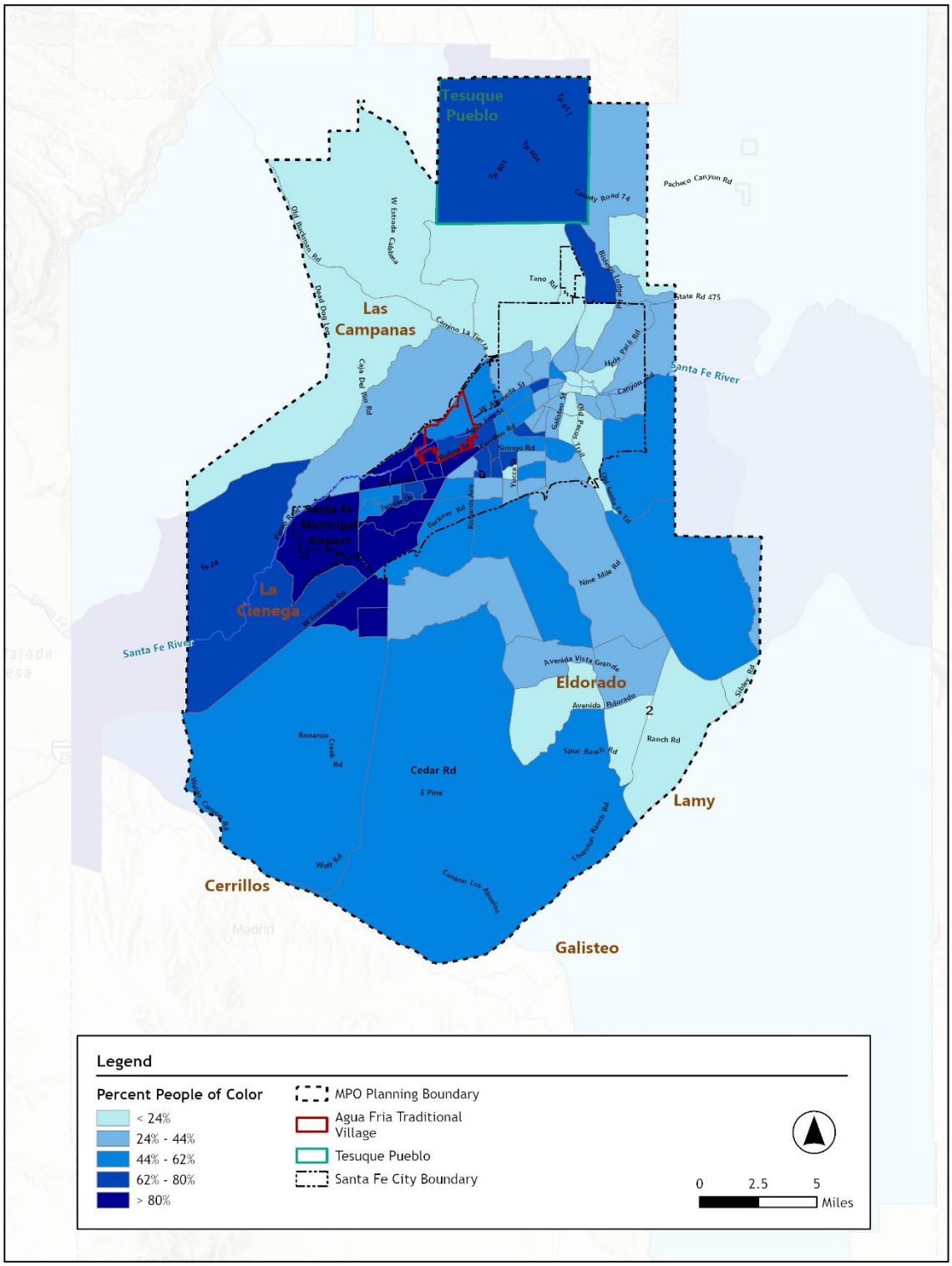


FIGURE 3-9. DISTRIBUTION OF LOW-INCOME HOUSEHOLDS

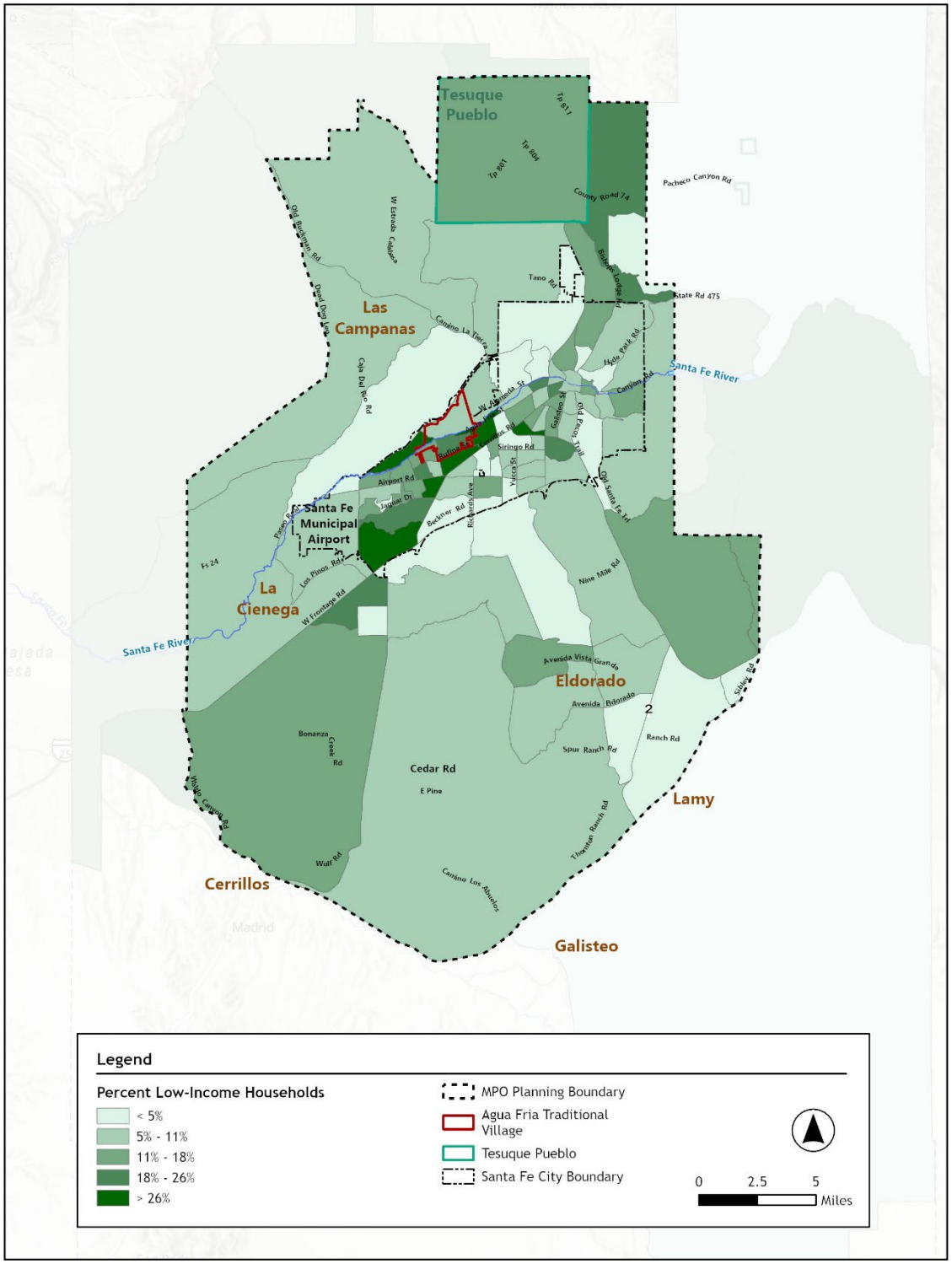


FIGURE 3-10. DISTRIBUTION OF PEOPLE WITH DISABILITIES

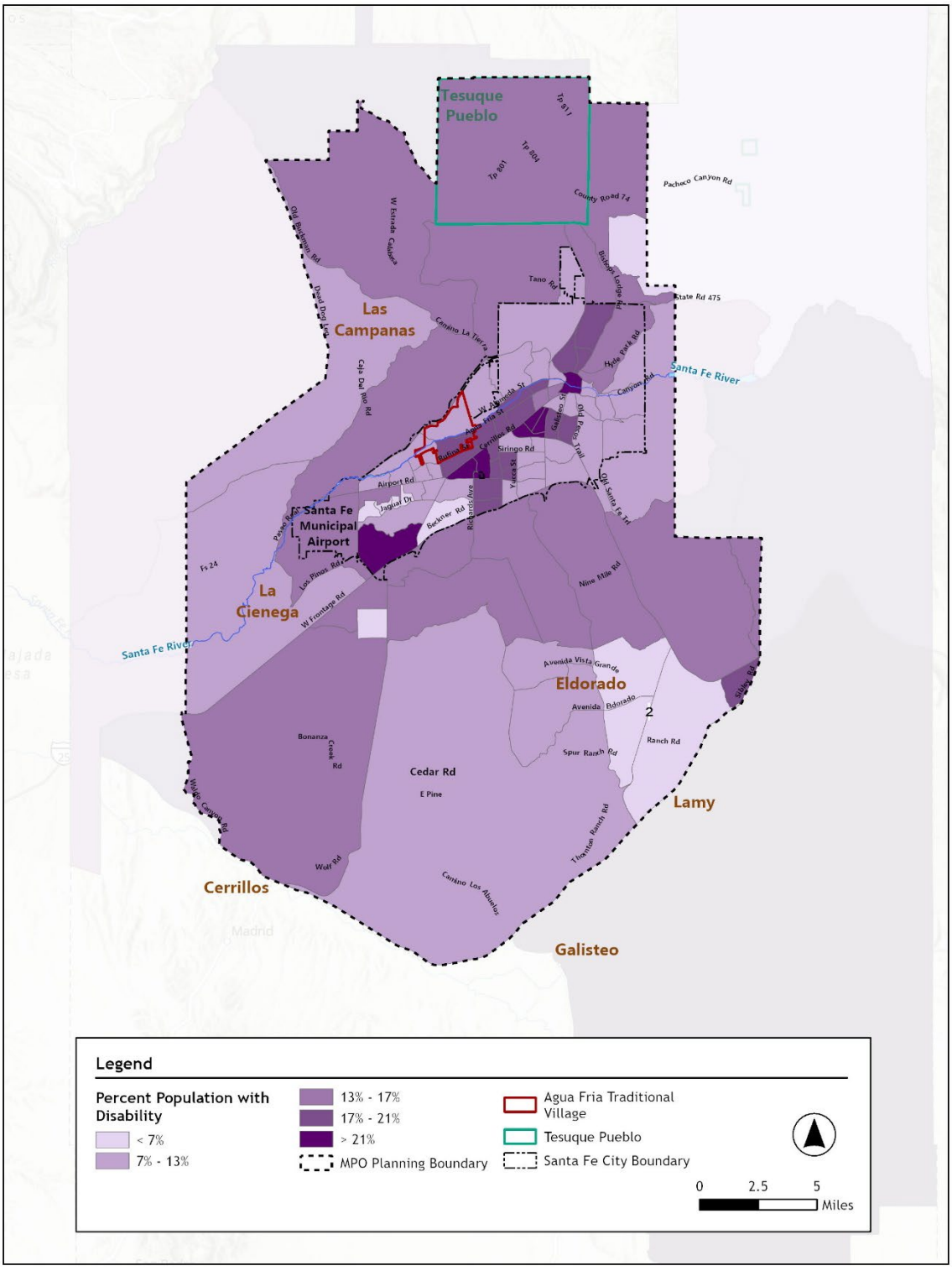


FIGURE 3-11. DISTRIBUTION OF ZERO VEHICLE HOUSEHOLDS

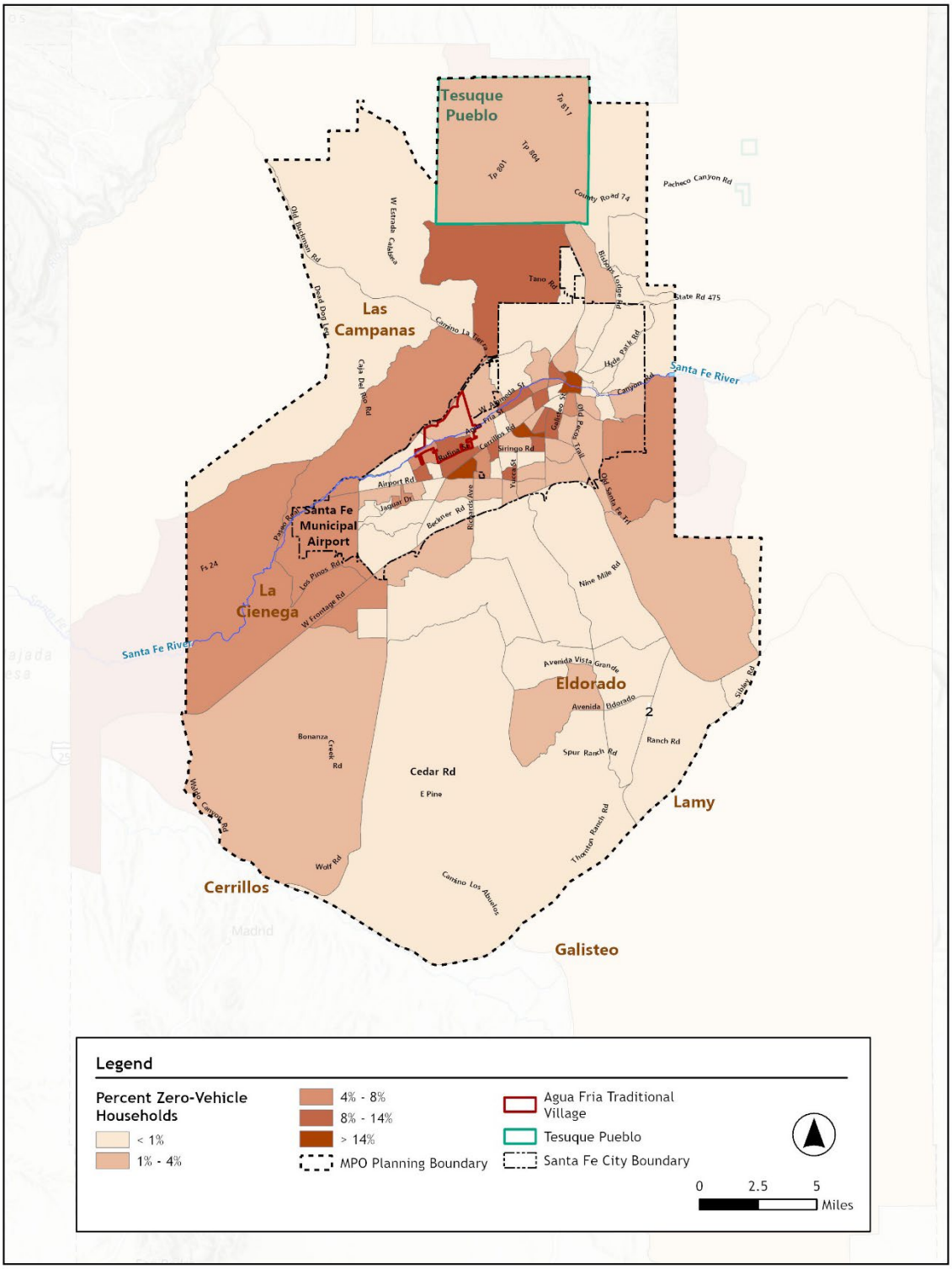
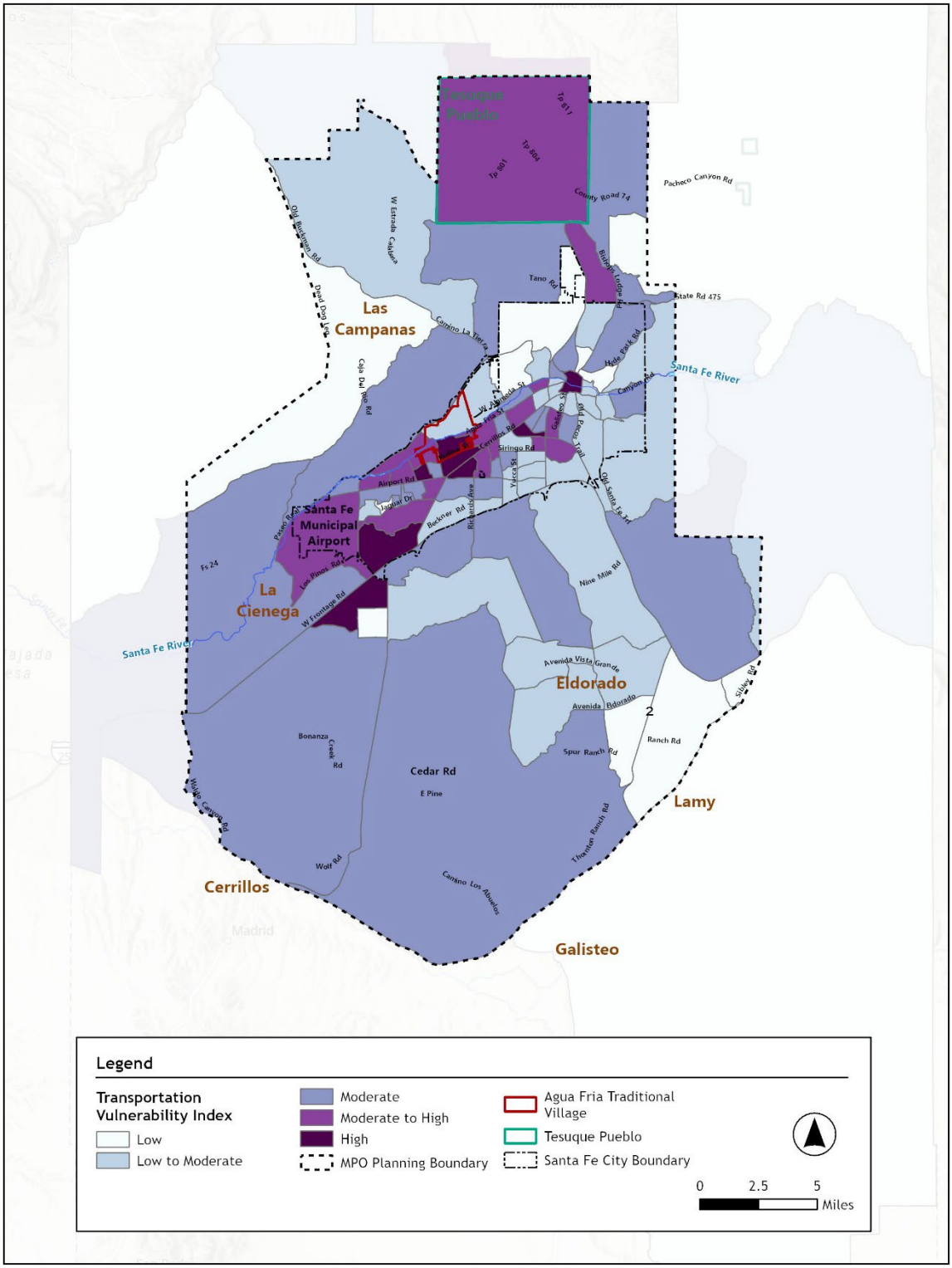


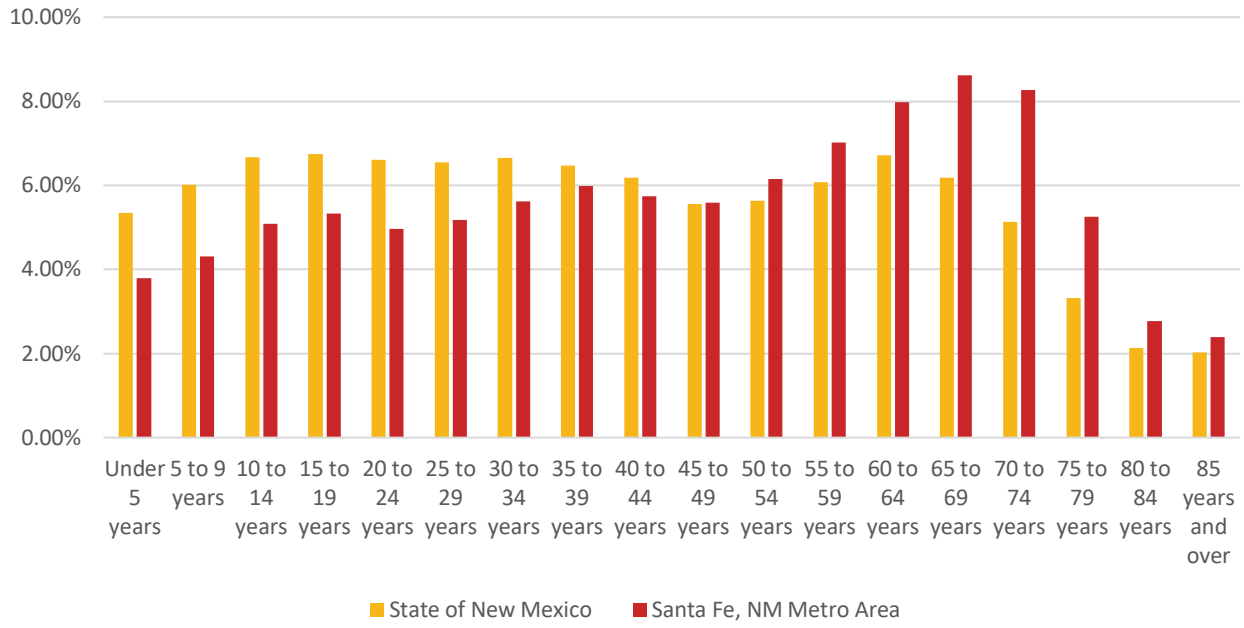
FIGURE 3-12. TRANSPORTATION VULNERABILITY INDEX



AGE

The Santa Fe region has a large aging population, with the 65-69 and 70-74 age groups being the two largest. Together, people in these two age groups make up nearly 30 percent of the region's entire population, as shown on Figure 3-13. When compared to the State of New Mexico as a whole, the region has a larger aging population and a lower share of youth.

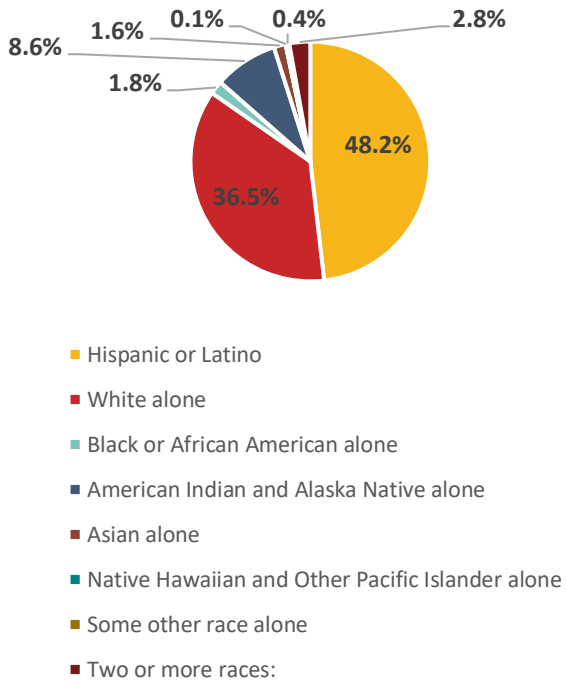
FIGURE 3-13. POPULATION BY AGE GROUP



RACE AND ETHNICITY

New Mexico is known for its ethnic and cultural diversity. The largest racial/ethnic demographic in the Santa Fe region is Hispanic, with over 48 percent of all residents identifying themselves as such (as shown on 3-14). Non-Hispanic White is the second largest; together with Hispanics, they account for more than eight of every ten Santa Fe residents. People identifying solely as Black/African American, American Indian, Asian, or Native Hawaii/Pacific Islander in the region make up roughly 5 percent of the total population, and American Indians constitute almost 9 percent.

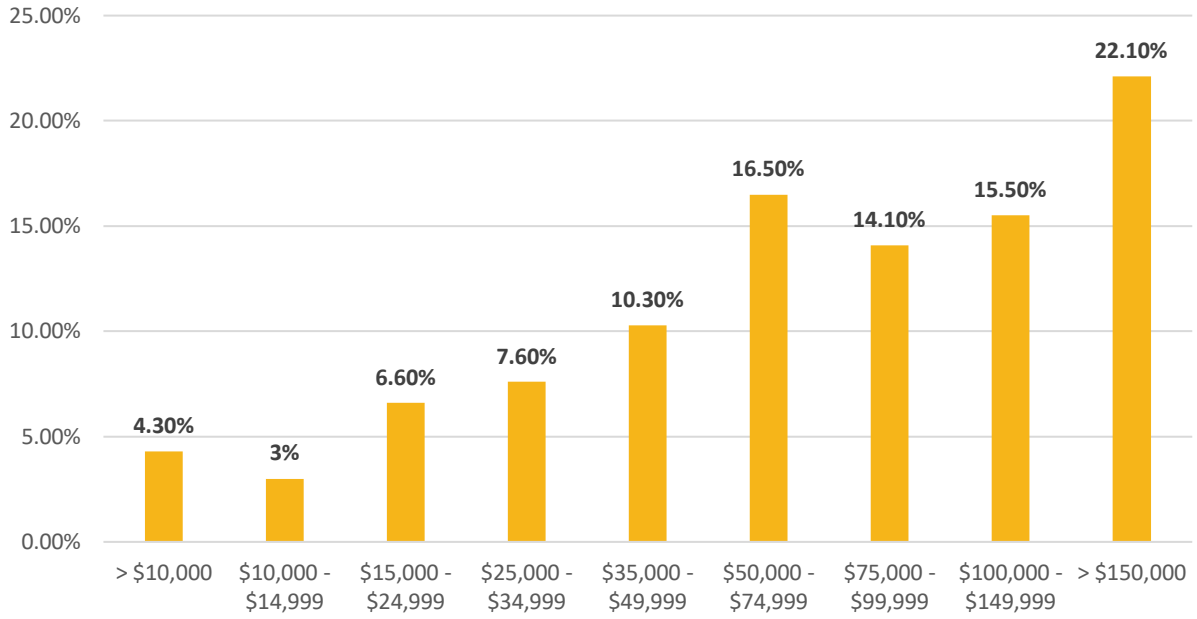
FIGURE 3-14. RACE & ETHNICITY IN SANTA FE



HOUSEHOLD INCOME

The Santa Fe metro area has seen considerable growth in family and individual income and wealth. The area is home to very wealthy individuals, many who have come from other places and some who live in Santa Fe only part time. As shown on Figure 3-15, the most common household income range per the most recent American Community Survey data in the metro area is now over $150,000 per year with a mean income of nearly $112,000. Nearly 40 percent of all households earn over $100,000 per year, while just over 30 percent earn less than $50,000.

FIGURE 3-15. METRO AREA HOUSEHOLD INCOME BY RANGE



PUEBLOS AND VILLAGES

PUEBLO OF TESUQUE

Within the SFMPA and an official member of the MPO is the Pueblo of Tesuque. The name Tesuque is a Spanish variation of the Tewa name, Te Tesugeh Oweengeh, meaning the "village of the narrow place of the cottonwood trees." Though the pueblo is one of the state's smallest, with a population of about 500, it is characterized as being one of the most traditional of all of the Tewa speaking Pueblos, despite having been in contact with outside cultures throughout much of its history. The reservation encompasses more than 17,000 acres, including Aspen Ranch and the Vigil Land Grant high in the Santa Fe National Forest.

AGUA FRIA TRADITIONAL VILLAGE

Agua Fria Traditional Village is located in the heart of the Santa Fe metro area. Archaeological digs indicate that settlements in this area may date back to 3,000 B.C. Agua Fria Village became a place of modern recorded settlement in New Mexico when Captain Roque Madrid was given a land grant on the Santa Fe River from Ojito Fresco to Pueblo Quemado in 1693 by General Don Diego de Vargas for his service in the 1692 "Reconquest" of New Mexico by the Spanish Crown. The individual grants of Agua Fria Village residents went from the Arroyo de los Chamisos (near the present day Santa Fe Place Mall) to the Arroyo de los Frijoles or the southern-most boundary of the San Ildefonso Pueblo Grant, a distance of some 18 miles in length. Lots were narrower in width and may have been only 600 to 900 feet wide. With a rich family and farming history, the Traditional Village was and is a defining area of significance within the SFMPA.

Agua Fria, 1900

TRANSPORTATION AND OUR ENVIRONMENT

Consideration of natural resources early in the transportation planning process yields many benefits to both the natural environment and future improvement projects. The natural environment benefits from roads and facilities designed in a way that matches the context and continuity of natural systems.

NATURAL ENVIRONMENT

Santa Fe enjoys abundant annual sunshine, moderate annual temperatures, and access to a distinctive high desert landscape that has accommodated human settlement for thousands of years. The realization that the Santa Fe Metropolitan Area is inheritably linked to global environmental issues, including the concern of anthropogenic effects of climate change, cannot be underscored by the specific impacts of our transportation system. It is embedded in our goals to minimize the impacts to Santa Fe's natural environment by striving to understand how transportation activities contribute directly, indirectly, and cumulatively to environmental challenges. The MTP is a means to gauge the scale of impact by taking into account the level of contribution and the geographical scale of the entirety of our transportation system.

"ONE BEAUTIFUL AUTUMN DAY I GRABBED MY WATERCOLORS AND BICYCLED DOWN THE SANTA RIVER WALK-BIKE TRAIL. THE MOUNTAINS WERE GLOWING, WITH BITS OF SNOW AT THE TOP, SO I STOPPED TO PAINT THE SCENE."

STREET STORY

STORMWATER

Stormwater drainage has real consequences to waterways. Especially in urbanized areas, the impervious surfaces making up our transportation network could be the greatest contributor of pollution via stormwater runoff to surface waters in our area. The impacts on water quality in the United States are so high that discharges from our conveyance system are regulated by two stormwater discharge permits. They are an MS4 permit (Municipal Separate Storm Sewer Systems) and a NPDES (National Pollutant Discharge Elimination System) permit. According to NMED, "Regulated conveyance systems include roads with drains, municipal streets, catch basins, curbs, gutters, storm drains, piping, channels, ditches, tunnels and conduits. It does not include combined sewer overflows and publicly-owned treatment works."[1]

STREETS AND STORMWATER

Our transportation network as a stormwater conveyance system impacts waterways in two important ways. First, it directly carries pollutants into the waterway and is detrimental to water quality. Second, it adds to the amount of impervious surface modifying the natural environment. This alters the timing of runoff and decreases the volume of water that is able to infiltrate and replenish aquifers. Simultaneously it increases the duration of stream flow from singular rain events and the frequency of runoff events, both of which can intensify erosive processes and sediment loads.

In coordination with the Environmental Protection Agency, the City of Santa Fe prepared a Long-Term Stormwater Plan in 2022 with an associated guidance document for incorporating green infrastructure into roadway projects.[2] Green infrastructure techniques highlighted include using natural features, curb cuts, and permeable pavements to slow runoff and increase infiltration. The Acequia Trail underpass at St. Francis Drive is highlighted as a success story for green infrastructure in the community.

While stormwater can be viewed as an issue to be managed, in arid and semi-arid regions water managers have been increasingly recognizing stormwater as an asset to be captured instead. Commercialized reuse of stormwater for irrigation and other grey-water uses is occurring in some cities across the west, including El Paso, Tucson, and Denver. In semi-arid regions like Santa Fe, rainwater harvesting by private individuals has the potential to decrease stormwater discharge, if widely adopted[4].

[1] New Mexico Environment Department, Surface Water Quality Bureau. 2017. SANTA FE RIVER E. COLI TOTAL MAXIMUM DAILY LOADS (TMDLS): [CIENEGA CREEK TO NICHOLS RESERVOIR]. Santa Fe NM. https://www.env.nm.gov/surface-water-quality/wp-content/uploads/sites/25/2016/03/FINAL-SFR-TMDL_EPAapproved_050317.pdf

[2] https://www.epa.gov/npdes/stormwater-planning-santa-fe-new-mexico

OUTDOOR RECREATION

Santa Fe is the nearest major population center to the Santa Fe National Forest. Recreation in the forest represented a $23.7 million industry for the state in 2017[3], which is more than the extractive industries of mining and timber. In 2023, outdoor recreation statewide generated $3.2 billion in value for New Mexico.[4] These assets bring incalculable benefits to local residents who are the primary users of the forest and other nearby public lands. Nearly half of the users to the Santa Fe National Forest in the 2017 study were visitors to the area, and USFS public outreach efforts have recognized the open spaces as having the potential of increasing the percent of younger visitors to Santa Fe, whose median age in 2015 was 61 years[5]. In a report developed for the city's Department of Economic Development[6], "arts, entertainment, and recreation" was identified as one of the 4 "basic" industries in Santa Fe that could help to stimulate economic growth in the city.

RECREATION-BASED TOURISM

The passage of bill 462 on July 1, 2019, by the New Mexico State Legislature established an Outdoor Recreation Division within the Department of Economic Development to develop recreational-based tourism.

The Santa Fe century is an event featuring bicycle routes up to 100 miles in length. This event, which has drawn nearly 3,000 people in past years, is notable because it is one of the earliest rides of its kind in the country, being held in mid-May.

https://www.nmlegis.gov/Sessions/19%20Regular/final/SB0462.pdf

https://www.santafecentury.com/

AIR QUALITY

According to the American Lung Association's annual reporting, which looks at levels of ozone and particulates, the Santa Fe metro area consistently enjoys clean air and is often ranked in the top ranking of cities in the United States. This MTP strives to maintain or improve the region's air quality through strategic transportation investments to reduce idling and vehicle miles traveled. This goal can be achieved through congestion reduction measures and facilitation of alternative travel modes that pollute less than single occupant vehicles like transit, bicycling, and walking.

TRANSPORTATION AND AIR QUALITY

Atmospheric emissions from pollutants produced by transportation, especially by the internal combustion engine, are associated with air pollution and global climate change. Some pollutants (NOx, CO, O3, VOC, etc.) can produce respiratory troubles and aggravate cardiovascular illnesses. An estimated 3 million deaths per year are related to air pollution, although the contribution of transportation is less clear. In urban regions, about 50% of all air pollution emanates from automobile traffic.

Source: The Geography of Transport Systems, Jean-Paul Rodrigue, 2017 New York: Routledge)

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[3] https://www.fs.fed.us/emc/economics/documents/at-a-glance/benefits-to-people/southwest/BTP-SantaFe.pdf)

[4] https://edd.newmexico.gov/pr/from-trails-to-jobs-outdoor-recreation-drives-3-2-billion-economic-impact-in-new-mexico/#:~:text=According%20to%20the%20latest%20data,and%2029%2C182%20jobs%20in%202023.

[5] 2015 Santa Fe Visitor Information Survey: PDF available on this web page: https://www.santafenm.gov/convention_and_visitors_bureau

[6] The Hunt Institute for Global Competitiveness. 2018. University Economic Profile of Santa Fe, NM. of Texas at El Paso. https://www.santafenm.gov/media/files/Economic%20Development%20Research%202019/Brief%20Economic%20Leakage%20Analysis%20for%20Santa%20Fe,%20NM.pdf

CULTURAL ENVIRONMENT

The Santa Fe area enjoys a rich and vibrant cultural history punctuated by the convergence of Native Americans, Spanish, Anglo, Latin Americans, other races/ethnicities and multi-ethnic individuals. Each brings important traditional, familial, and contemporary values that impact the area's transportation system. Specifically, mobility is one of the most fundamental and important characteristics of human activity, and our cultural values play a role in how we express our value of mobility choices.

The importance of these values cannot be underscored as we contemplate transportation decision-making today and in the future. Mobility as an activity is constrained by factors such as the propensity, intensity, and scale of mobility options that impact the accessibility of resources.

Mobility options are also supported and influenced culturally as local planning, land use, housing, public transit, and other policies and investments play out. Eighty percent of metropolitan area residents and commuters elect to, or are otherwise limited to, utilization of the single passenger automobile for most commuting and other trips, yet there is a desire to use other modes, based on past and present survey instruments and testimonials from real estate professionals, indicating a portion of these people would prefer more options.

Transportation systems are generally not a homogeneous system but include diverse options at times in competition. Santa Fe "the city different" and the metro area are actually no different. A local example may include the difference between the downtown area, which enjoys destinations within walking and bicycling distance, access to multiple transit routes and services including the Rail Runner Express commuter train versus a preponderance of neighborhoods in the southern part of the network that have primary access to motor vehicle roadways and limited access to other options.

Metropolitan Transportation Plan 2025-2050

CHAPTER 4: GETTING AROUND

This chapter presents our region's current multimodal transportation system and explores national trends, innovative transportation designs, and plans being implemented that shed light on what our region may look like

MOBILITY AND QUALITY OF LIFE IN THE SANTA FE METRO AREA

Mobility plays a critical role in shaping the quality of life within the Santa Fe metropolitan area. The region's transportation system is a historically significant and multifaceted network composed of state and federal highways, local streets, transit services, bicycle and pedestrian multi-use paths, a regional railway, and the Santa Fe Regional Airport.

The region has demonstrated a strong commitment to providing diverse mobility options through sustained investment in infrastructure supporting bicycling, walking, and public transit. The Santa Fe Metropolitan Planning Organization (MPO) has reinforced this commitment by adopting a series of comprehensive "Master Plans" that address all modes of transportation. These plans are integrated into both the Metropolitan Transportation Plan (MTP) process and the plan itself.

Each plan is available on the MPO website and includes recommendations for updates or integration, contingent upon available resources and agency capacity. Summaries of the relevant master plans are provided below:

2019 – SANTA FE METROPOLITAN BICYCLE MASTER PLAN

Initial bicycle planning efforts began prior to the MPO's formal involvement when the MPO adopted the first Bicycle Master Plan in 2012. The plan was subsequently updated in 2019 and is regarded as a model for multimodal transportation planning for the MPO. It features interactive maps, is frequently utilized by member agencies to guide bicycle infrastructure projects, and enjoys broad community support. The plan is regularly amended, with the upcoming **"Designing for Safer Cycling"** scheduled for incorporation in 2025. A comprehensive update may be considered in 2028; however, ongoing amendments may remain the most efficient means of maintaining the plan's relevance.

2015 – SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN

This plan resulted from an in-depth analysis of pedestrian conditions and Americans with Disabilities Act (ADA) needs. Its development involved significant public engagement, and the resulting goals and recommendations are expected to remain relevant for years to come. While the MPO does not intend to formally update this plan, its objectives will continue to inform future plans, policies, programs, and initiatives undertaken by member agencies.

2015 – SANTA FE METROPOLITAN PUBLIC TRANSIT MASTER PLAN

The development of this plan marked the first coordinated effort by the MPO to engage all regional transit service providers. Conducted between 2014 and 2015, it was a significant milestone, fostering enhanced regional cooperation and a shared vision for seamless mobility with minimal disruption or delay. The MPO plans to conduct an audit or comprehensive review of this plan in 2027 to assess the need for a full update or to explore alternative methods of supporting regional transit providers.

2017 – SANTA FE MPO PRE-TEEN AND TEEN INDEPENDENT TRANSIT AND MOBILITY PLAN

This innovative plan recognizes the importance of youth as a distinct and meaningful user group within the transportation network. It provides insights into how the region can better support the independent mobility of pre-teens and teens. The plan will be included in the 2027 review of the Public Transit Master Plan to evaluate how the MPO can further promote youth mobility within the region.

Over the past decade, there has been a distinct and deliberate focus on evaluating and recognizing the equal importance of all mobility options as evidenced by the master planning efforts. This body of work has laid the foundation for the core principle guiding this Metropolitan Transportation Plan (MTP) update: the creation of a balanced, multimodal transportation network in which **safety is the top priority**.

Moving forward, planning for the Santa Fe MPO region will emphasize integrated mobility solutions that do not require each mode—such as walking, biking, or transit—to independently justify its value in comparison to vehicular travel. Instead, the focus will shift toward designing a cohesive, equitable network that supports safe and accessible transportation choices for all users.

CONSIDERATION OF ALL MODES

Mobility has a significant impact on quality of life in the Santa Fe metro area. Our transportation system consists of a historically significant and complex network of state and federal highways, local streets, transit services, a series of bicycle and pedestrian multi-use paths, a railway line, and the Santa Fe Regional Airport. Our region has demonstrated its commitment to provide mobility choices by investing in infrastructure for bicycling, walking, and riding transit.

Smart Growth America states, "Everyone, regardless of age, ability, income, race, or ethnicity, ought to have safe, comfortable, and convenient access to community destinations and public places – whether walking, driving, bicycling, or taking public transportation." Too often, transportation infrastructure discussions center on the needs of motorists while relegating other users to being secondary considerations. For reasons ranging from social equity to the serious and growing threats of climate change, a shift in thinking is needed to ensure that active modes and transit receive the same level of attention and accommodation, and that personal vehicle use is not the only comfortable and convenient option for getting around.

REGIONAL TRANSIT AND RAIL SYSTEM

The Santa Fe metro area has seen moderate growth in regional transit services over the past 10 years. Five public agencies now serve the area, each providing service in a manner that strives to meet the needs of all metro area commuters, visitors, and residents.

CURRENT TRANSIT ROUTES AND SERVICE

SANTA FE TRAILS

Santa Fe Trails, launched in January 1993, is the City of Santa Fe's small urban transit system and provides the greatest level of fixed service to the area. Santa Fe Trails was the nation's first transit system to operate its entire fleet with cleaner burning compressed natural gas (CNG).

Over three decades later, Santa Fe Trail's mission is to "provide transit service in the city of Santa Fe (and parts of Santa Fe County) to get area residents and visitors wherever life takes them" and boasts an annual ridership level of approximately 400,000, a substantial increase from the early 2010s but lower than peak ridership experienced in 2019. Santa Fe Trails is serviced by a fleet of 30 state-of-the-art buses and hosts 10 distinct routes, 3 downtown Santa Fe Pick-Up shuttle routes, and Santa Fe Ride, an ADA/senior service. Figure 4-1 shows the Santa Fe Trails bus routes.

NORTH CENTRAL REGIONAL TRANSIT DISTRICT

North Central Regional Transit District (NCRTD), the region's iconic "Blue Bus," provides free transit service to a four-county area, including Santa Fe County. After much collaboration, NCRTD began servicing the region in 2007 and currently provides 29 fixed and demand-response routes, 9 of which service the metro area, as shown on Figure 4-2.

The Blue Bus provides service for students and commuters traveling from the north or greater Española and Los Alamos area to the Town of Edgewood at the County's southernmost boarder, as well as service within the Santa Fe region to Eldorado and La Cienega. NCRTD also operates free recreational transit service, such as the weekend Taos Express and the Santa Fe Mountain Trail.

FIGURE 4-1. SANTA FE TRAILS BUS ROUTES

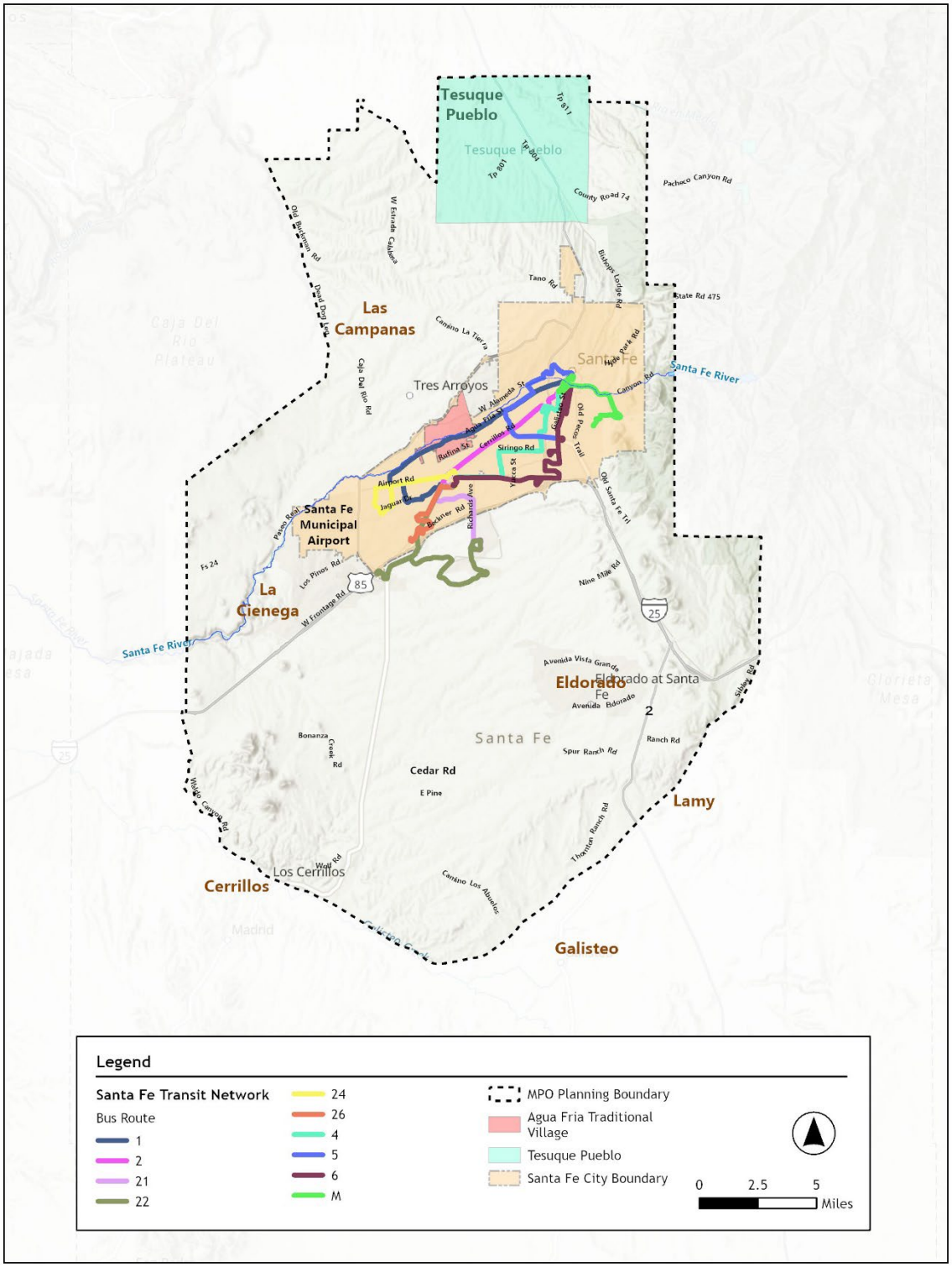
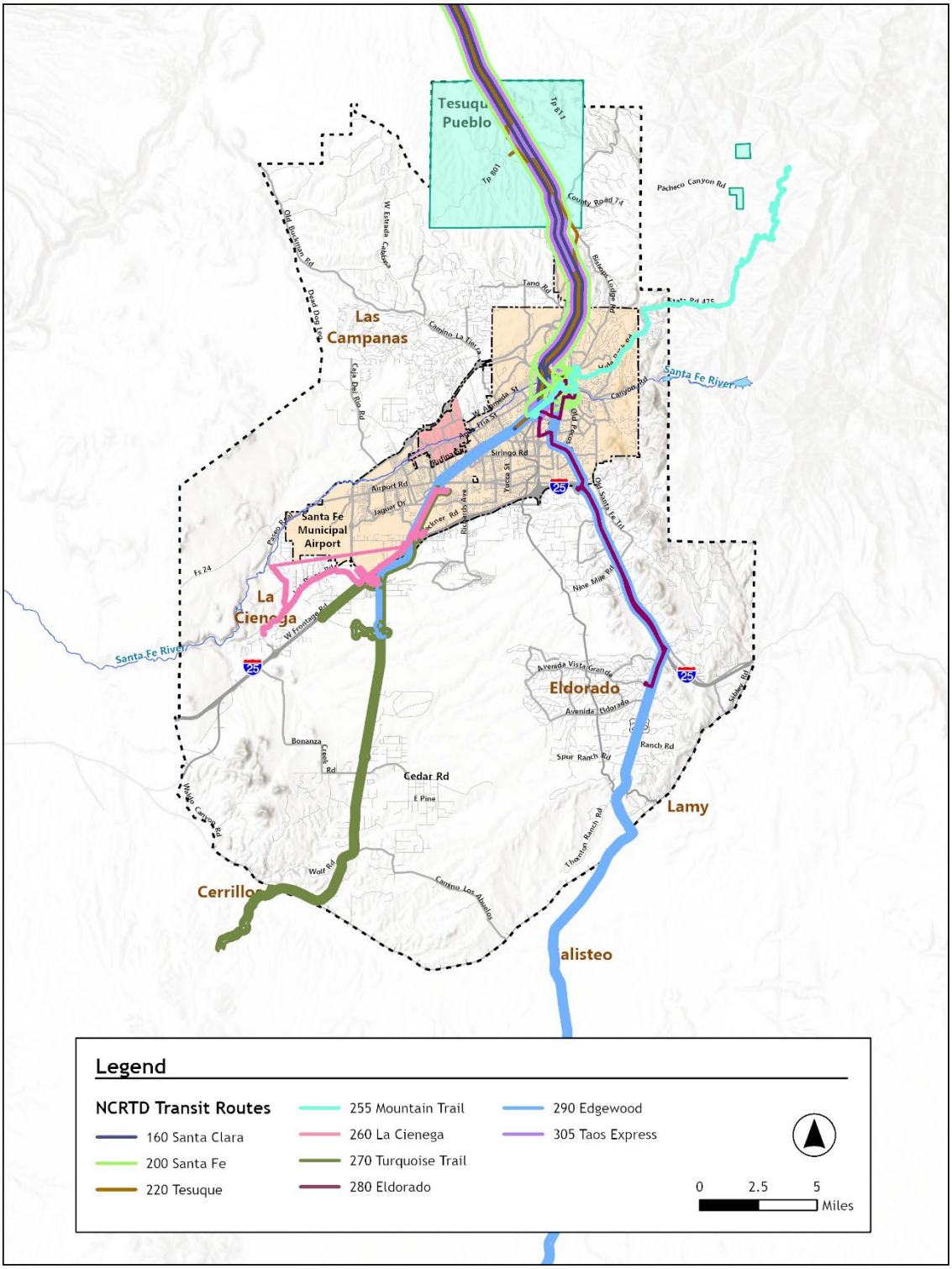


FIGURE 4-2. NCRTD BUS ROUTES



NEW MEXICO PARK & RIDE

Starting with nine buses and three routes, the New Mexico Park & Ride began service in 2003. The NMDOT operates the Park & Ride Shuttles with four routes servicing the metro area for commuters from Los Alamos, Española, Albuquerque, and Las Vegas, New Mexico; all routes connect to New Mexico Rail Runner Express (NMRX) stations (routes are shown on Figure 4-3). In State Fiscal Year 2024, statewide the Park & Ride:

- Removed 6.5 million vehicle miles during the busiest commute hours;
- Reduced carbon emissions by 3,144 tons; and
- Saved the average passenger $705 monthly.[1]

NEW MEXICO RAIL RUNNER EXPRESS

The NMRX is New Mexico's first commuter rail service. Inaugurated in 2006 and administered by the Rio Metro Regional Transit District, it now provides service seven days a week to 15 stations along a 96.5-mile corridor that runs through Valencia, Bernalillo, Sandoval, and Santa Fe counties.

Opened to Santa Fe in 2008, the NMRX provides commuters access via four stations: Railyard Depot, South Capital, Zia, and 599. Following a significant decline in 2020 as a result of the COVID-19 pandemic, systemwide ridership for NMRX has recovered to nearly 600,000 annual riders as of 2024 (approximately 77% of the 2019 ridership total).

TRANSIT IS KEY IN MULTIMODAL SYSTEMS

A primary component of both the Public Transit Master Plan and 2017 Teen Mobility Plan is that transit ridership depends heavily on the quality of the pedestrian and bicycle facilities available where transit stops. Transit plays a key role in supporting all transportation modes and, ultimately, in the quality of the multimodal system.

Taken from a rider's perspective, the promotion of public transportation falls into two categories of significance:

1. MOBILITY – service availability when and where passengers wish to travel; and

2. ACCESS – the ease at which travelers can reach desired goods, services, activities, and destinations (shopping, work, dentist appointment, etc.)

Each service provider strives to maximize public mobility within the context of today's desired destinations or access points.

Balancing the reality of the metro area we have and the metro area we strive for: sustainable, livable, compact mixed-uses neighborhoods, and higher LOS for those who need it most, is the challenge facing entities making investment choices in our community today.

AMTRAK

Amtrak's Southwest Chief makes a stop at Lamy, New Mexico, outside the southeastern most edge of the SFMPA. Amtrak contracts with Road RunneR, a private entity, to provide access to downtown Santa Fe and transit connections. Santa Fe Southern Railway extends from Lamy, where it connects with Amtrak's Southwest Chief, to Santa Fe at the Railyard Depot, sharing the tracks with the New Mexico Rail Runner Express for the northernmost 4.5 miles. Santa Fe Sky Railway operates year-round passenger excursion rail service between Santa Fe, Eldorado, and Lamy using historic equipment.

[1] https://api.realfile.rtsclients.com/PublicFiles/f260a66b364d453e91ff9b3fedd494dc/023cf1b5-9a31-4333-8343-04b4ea66e336/0_Final_Fact_Sheet_January_2025_v3.pdf

SENIOR TRANSPORTATION

In addition to local transit agencies, the City of Santa Fe and Santa Fe County provide low-fee and free (respectively) transportation services to adults age 60 and older during regular business hours. These services prioritize transportation to medical appointments but can also be used by seniors to travel to the grocery store or run other errands.

MYTH: Public transportation only benefits those who use it.

FACT: Public transportation benefits the whole community by reducing traffic congestion. According to the American Public Transportation Association (APTA), "Americans living in areas served by public transportation save 646 million hours in travel time and 398 million gallons of fuel in congestion reduction."

TRANSIT RIDERSHIP

Each transit service provider has seen moderate ridership growth since the inception of their service and anticipates that growth to continue. The advent of the NMRX and its stations provided key commuter links for the metro region, and regional collaboration was necessary to synchronize route stops and key destinations. Between fixed routes and paratransit services, a significant portion of metro area residents and visitors has access to a source of transportation.

The SFMPA has a high level of transit service within and into the city. Like nearly all other communities, Santa Fe saw a steep drop-off in ridership in the wake of the COVID-19 pandemic – ridership on the local Santa Fe Trails system fell from nearly 760,000 in 2019 to less than 150,000 in 2021. Ridership recovery has been gradual year over year since then as shown in Table 4-1 but system usage remains below 50% of what it was pre-COVID.

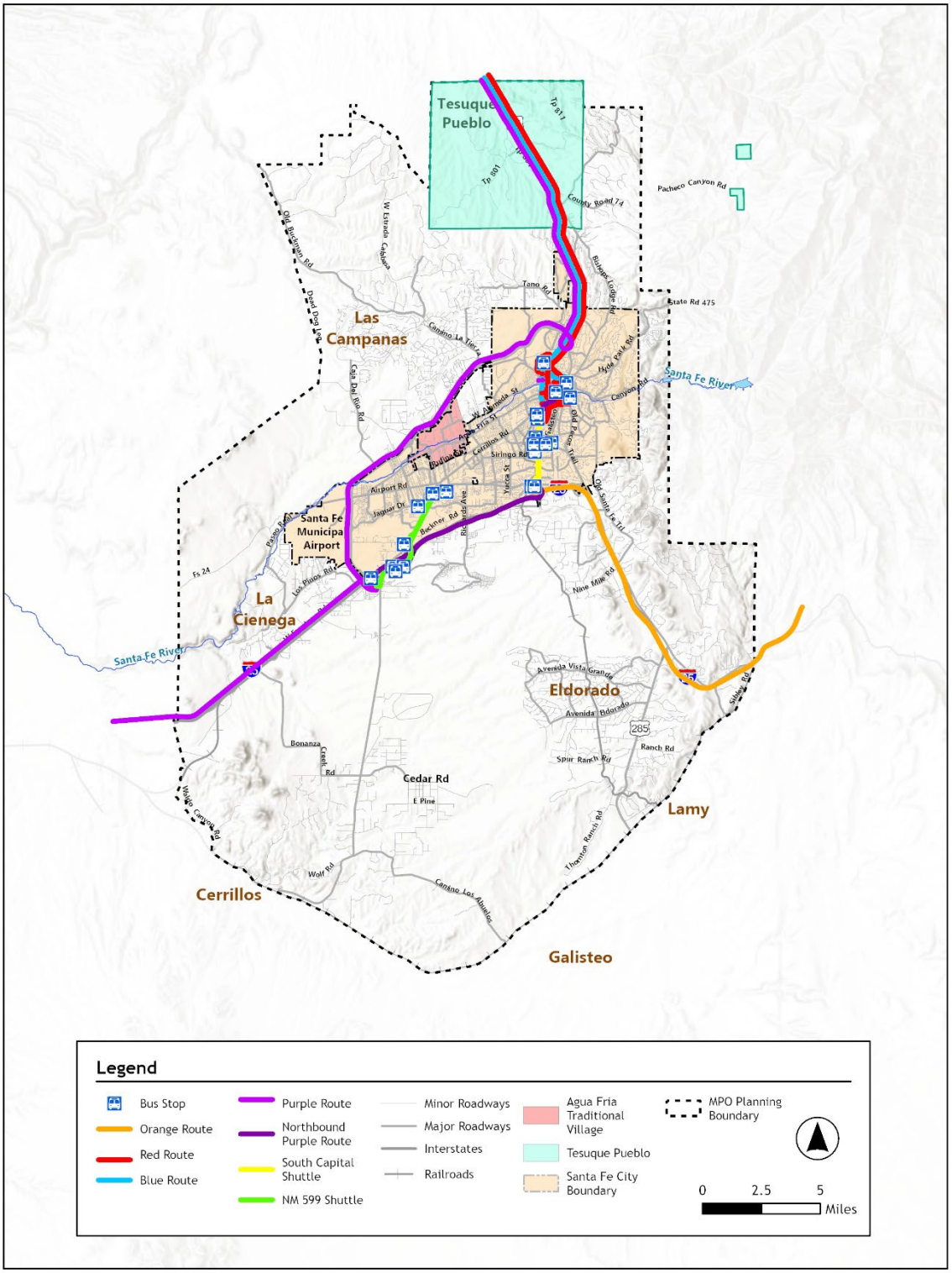
TABLE 4-1. SANTA FE TRAILS TRANSIT RIDERSHIP (NATIONAL TRANSIT DATABASE)

Service	2019	2020	2021	2022	2023	2024
Santa Fe Trails (Fixed Route)	759,500	145,352	304,108	338,908	350,382	378,632
Santa Fe Ride (Demand Response)	34,183	10,070	25,528	28,150	28,260	26,880

**Fixed routes serving Santa Fe*

The MPO promotes public investment in and use of public transportation services and facilities. We recognize that our transit network is largely determined by the way the SFMPA is laid out and continues to develop physically. However, as detailed in the Metropolitan Public Transit Master Plan, the backbone of the interconnected transit network may help people make smarter decisions about where to locate their homes and businesses depending on their mobility needs.

FIGURE 4-3. NEW MEXICO PARK & RIDE BUS ROUTES



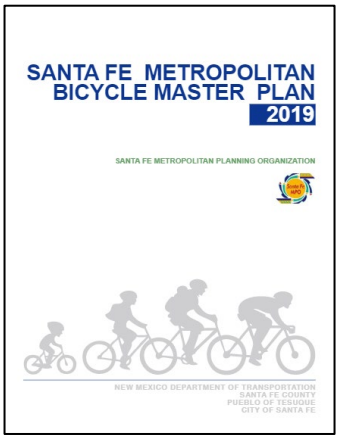
ACTIVE TRANSPORTATION

Active transportation (bicycle and pedestrian) is an integral component of this MTP. The 2015 Pedestrian Master Plan and 2019 Bicycle Master Plan supplement the 2025-2050 MTP with specific recommendations for improving walking and biking in the Santa Fe region.

2019 BICYCLE MASTER PLAN VISION

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

Public input consistently includes a desire for increased and improved transportation options, including safe walking and biking routes. Supporting active transportation can efficiently and cost-effectively improve our existing transportation system, providing benefits to all street users.



BIKEWAYS

Benefits of a comprehensive bicycle network include economic development, reduced traffic congestion and demand for motor vehicle parking, reduced GHG emissions, healthier residents and neighborhoods, improved urban and suburban environments, quality of life, accessibility, and an affordable transportation option.

In 2019, the Santa Fe MPO adopted the second Metropolitan Bicycle Master Plan (BMP), providing an update to the 2012 Bicycle Master Plan. The 2019 BMP, which has been amended several times since its completion, reflects the latest innovations in municipal planning for bicycles and sets a goal of creating an all ages and abilities bicycle network that addresses issues of equity and access. The plan outlines policy recommendations and implementation steps to achieve an improved bicycle network.

BICYCLE FRIENDLY COMMUNITY

Santa Fe has been a Silver-level Bicycle Friendly Community since 2013. In 2024, the League of American Bicyclists gave key steps to the City of Santa Fe to attain Gold-level status.

The Santa Fe MPO regularly updates and publishes the Santa Fe Bikeways and Trails Map outlining the existing system of trails, on-street bicycle facilities, and recreation destinations, as well as schools, bike shops, and train stops. The most recent update was issued in 2025 and is available in both print and digital form.

EXISTING BIKE NETWORK

Santa Fe's bike network is a combination of on-street facilities—including designated bike lanes, striped shoulders, and lanes shared with motor vehicle traffic—and off-street facilities, including paved multi-use trails and formal or informal soft-surface paths. In some cases, facilities are designated and linked through "Bike Route" or other guidance signage.

Off Street

Santa Fe's four major multi-use trails are the River Trail, the Acequia Trail, the Rail Trail, and the Arroyo de los Chamisos Trail. Other lesser-known multi-use trails include the Cañada Rincón Trail (also known as the North Spine Trail); the Arroyo de los Chamisos Trail (north fork) in Tierra Contenta; the District Trail (NM Central RR) in Rancho Viejo; and some trails in city parks including Frenchy's Field and Ashbaugh Park. These trails encompass approximately 42 miles of paved urban trails and 11 miles of unpaved urban trails, not including minor paved trails within subdivisions and parks, nor other soft-surface recreational trails.

MYTH: Bicyclists don't follow the rules of the road.

FACT: One of the most common arguments against providing bicycle infrastructure is that cyclists break the law all the time. The *Journal of Transport and Land Use* conducted a study to understand how often cyclists are breaking the law and what informs cyclist behavior. Drivers often see certain kinds of law-breaking as acceptable behavior, e.g., speeding, passing in a bike lane, etc., because it is viewed as "not that bad" or that there is a perfectly acceptable reason for doing it—however, this same nuance and flexibility is not afforded to cyclists.

The study found that when cyclists knowingly disobey traffic laws, more than 70 percent of the time, it is because they feel it is necessary to stay safe. Meanwhile, when drivers knowingly disobey traffic laws, 77 percent of the time, it is to save time. The study found that drivers and cyclists break traffic laws at similar rates—8 to 9 percent for drivers and 7 to 8 percent for cyclists.

These multi-use trails, shown in Figure 4-5, can be thought of as core pieces of the region's "arterial bikeways." They typically follow alignments that are independent of streets, such as waterways, arroyos, and active or abandoned rail lines. This minimizes conflicts with motor vehicles, increases recreational value, and maximizes the extent to which the transportation alignment complements the existing street system. Together with existing and planned street connections, Santa Fe's major multi-use trails can function as an integrated network of comfortable and reasonably convenient alignments that a wide variety of bicyclists can use to get to most parts of the MPO area.

On Street

On-street bicycle facilities include 200 miles of shared lane bike routes and 133 miles of bicycle lanes on streets, as shown in Figure 4-4. Since the 2012 BMP there has been a greater acknowledgement that the majority of the population does not feel comfortable riding in bike lanes at the edge of a busy street, but would feel safe in a protected bicycle lane. The BMP identified the goal of 10 miles of buffered bike lanes and 1 mile of a separated bikeway by 2024.

Bicycle Level of Traffic Stress

To attract and support bicyclists of a wide range of ages and abilities, a transportation system must include a network of safe, low-stress bicycle facilities that limit the interaction with motor vehicles on streets. Level of Traffic Stress (LTS) is a standard tool for assessing comfort levels for bicycling. The tool calculates scores on a scale of 1 to 4 based on street characteristics such as traffic speeds and volumes, number of lanes, bike lane width, and buffer distances. LTS values of 1 and 2 are considered low-stress; values of 3 and 4 are indicative of roadways that do not provide a high level of comfort for most bicyclists.

"RIDING MY BIKE, I ALMOST GOT HIT BY A CAMPER TRAILER ON ST. FRANCIS, AND NOW TRY TO AVOID THAT STREET."

STREET STORY

A Bicycle LTS analysis was conducted for all roads in the MPO region classified as collectors or above, with the results shown in Figure 4-6. Due to the high motor vehicle speeds and volumes, the entire arterial network and many of the major collector streets around Santa Fe are high-stress for bicyclists, even ones where bike lanes currently exist. There are isolated pockets of low-stress bicycle connectivity in some of the residential areas within the City of Santa Fe and around downtown, but even these are broken up by the need to cross high-stress arterials.

FIGURE 4-4. ON-STREET BICYCLE NETWORK

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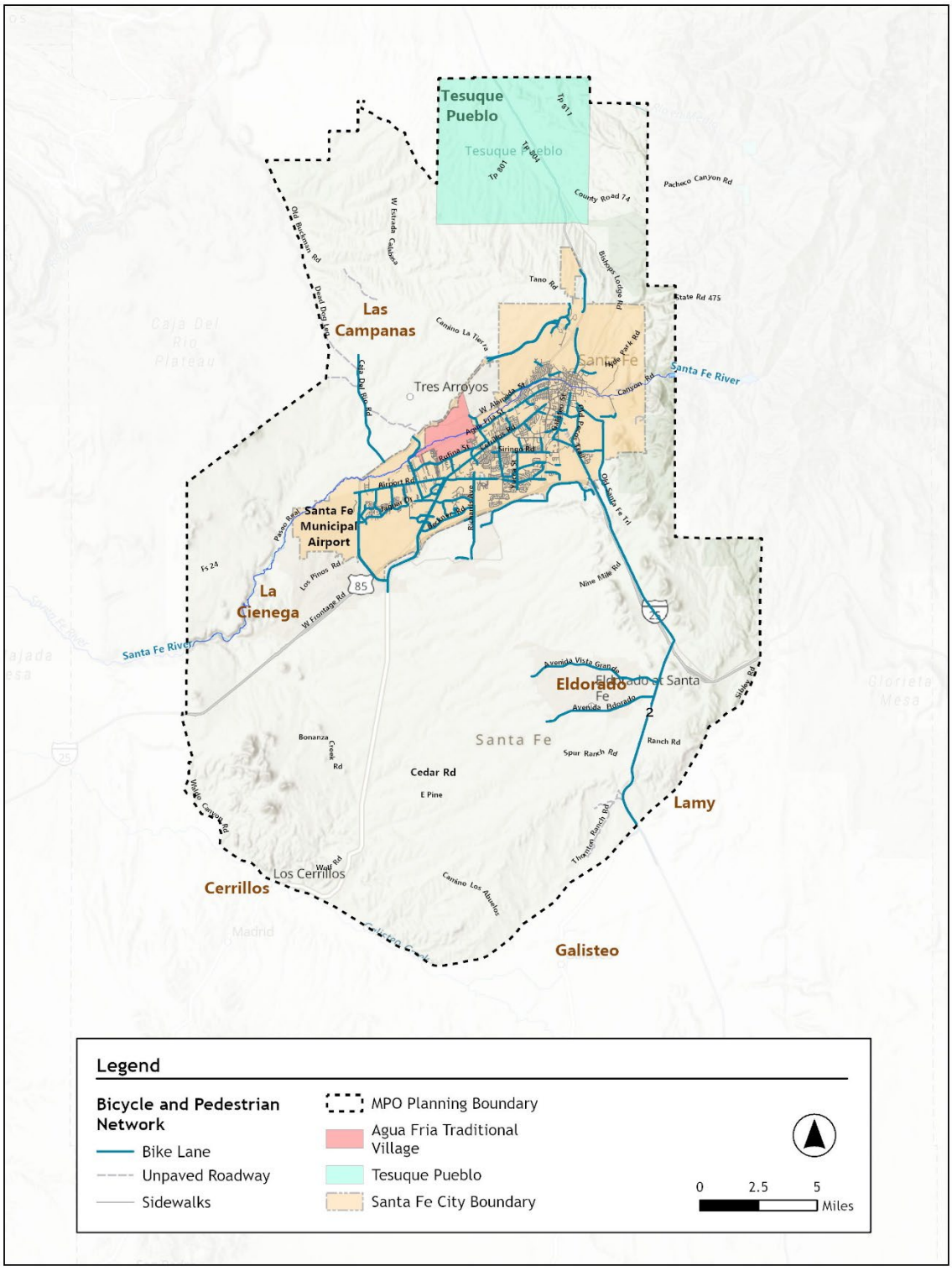


FIGURE 4-5. OFF-STREET TRAIL NETWORK

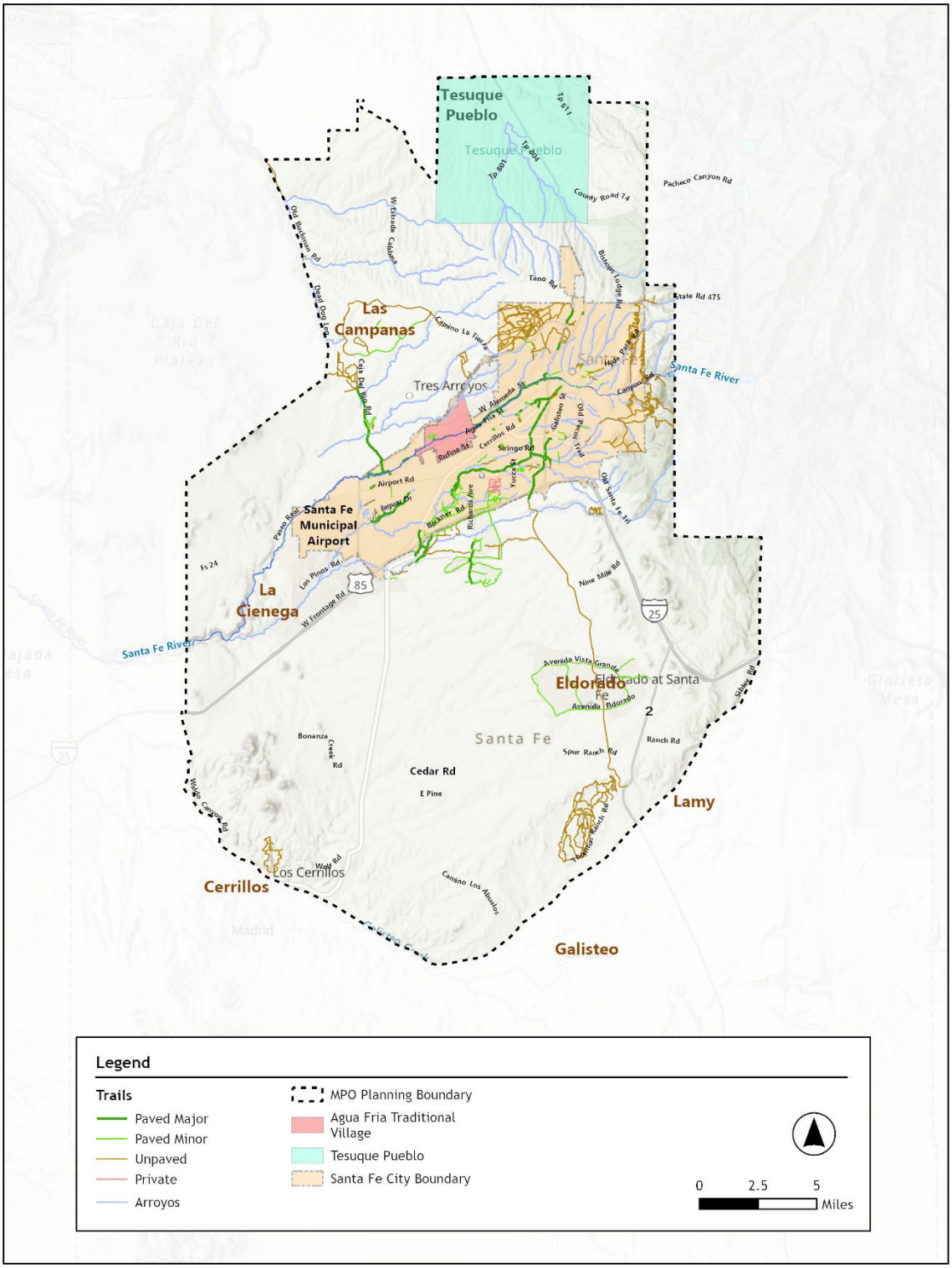
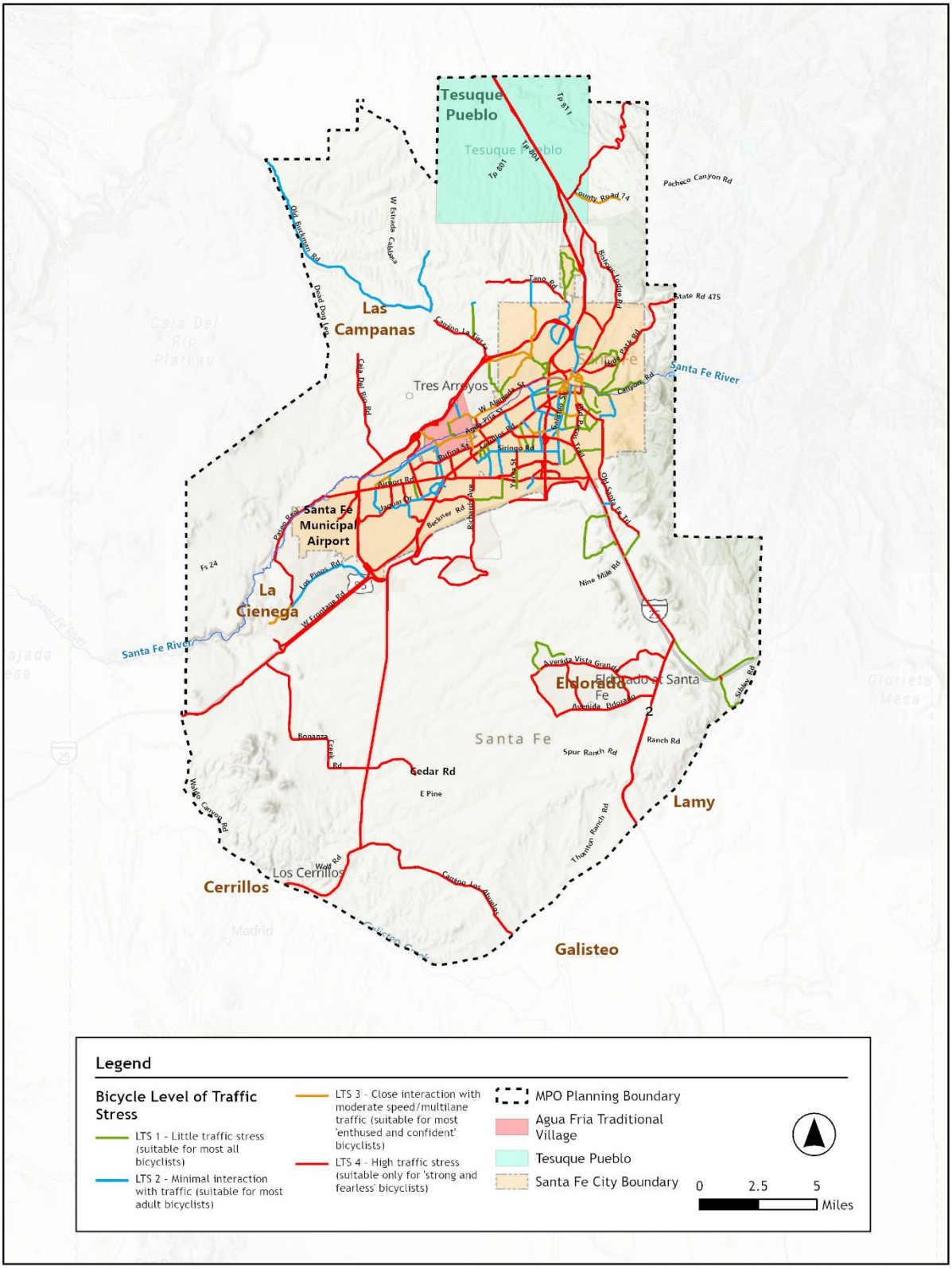


FIGURE 4-6. BICYCLE LEVEL OF TRAFFIC STRESS



PEDESTRIAN SYSTEM

Having a walkable community is not only desirable, but also essential to many Santa Fe area residents. Communities with safe and connected walking routes support physical health, safety, and access to transit stops. Walkability is especially important for populations that are not able to drive, such as children, older adults, and low-income individuals without access to a vehicle.

In 2015 the MPO adopted the first Pedestrian Master Plan, which included an assessment of sidewalks, intersections, and urban trails; recommendations for infrastructure improvements and policies; and design standards. In 2016, the MPO commissioned a Bus Stop and Sidewalk Connectivity Assessment to identify steps that could be taken to improve bus stops and pathways to improve transit access. These documents, along with a City of Santa Fe Transition Public Right-of-Way Update, informed the 2019 Pedestrian Improvement Project, which prioritized pedestrian improvements and included cost estimates of each type of identified improvement.

EXISTING PEDESTRIAN SYSTEM

The network of pedestrian facilities in Santa Fe includes a mix of sidewalks, crosswalks, formal and informal pathways, and streets without sidewalks. Having been developed over the years by a combination of improvements by individual landowners or developers and somewhat more comprehensive improvements through public street projects, the only consistent aspect of the pedestrian circulation system throughout the area is its inconsistency.

SIDEWALKS

The Pedestrian Master Plan defines a sidewalk as a paved path that is within the street right-of-way. A sidewalk is not a beaten dirt path, gravel path, street shoulder, or path outside the right-of-way.

"I LOVE LIVING IN SOUTH CAPITOL, ESPECIALLY BECAUSE THE NEIGHBORHOOD IS SO WALKABLE. TAKING WALKS AFTER DINNER WITH THE DOG, MY DAUGHTER COLLECTING SNAILS AND MY SON PRACTICING RIDING HIS SKATEBOARD. WALKING TO THE FARMERS MARKET OR TO SEE MUSIC AT THE RAILYARD. THESE ARE THE THINGS THAT MAKE LIVING IN SANTA FE SPECIAL."

STREET STORY

Gaps in the Santa Fe sidewalk network exist for several reasons. Historic building styles left buildings and walls on the edge of the dirt street, which was used for walking and pulling carts. When the city upgraded the streets to paved streets, space for vehicle travel was prioritized. Properties that were built within the county but later annexed into the city were not required to include a sidewalk at the time of build.

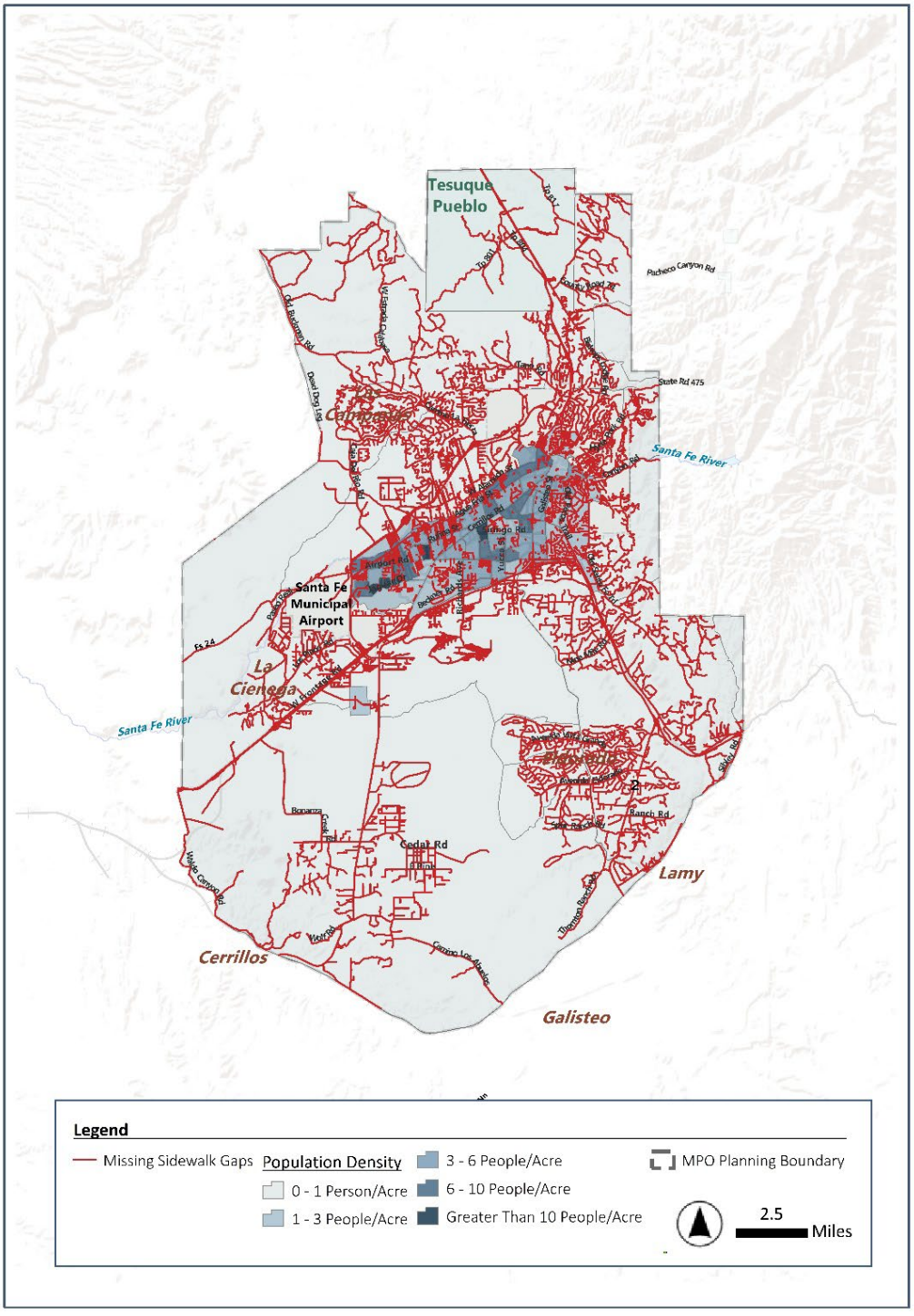
Santa Fe has an extensive and growing urban trail network that creates a secondary option that separates pedestrians from vehicular traffic. This network includes major and minor paved trails. The major trails are corridors that connect the city, running along the river, arroyos, and rail line. The minor trails are neighborhood loops, park paths, and small spokes off the major trails.

The sidewalk inventory provides a database of the existing pedestrian network, documenting existing sidewalks on both sides of the street, one side of the street, and missing sidewalks. The inventory, last updated in 2020, includes off-street paved urban trail segments, as summarized in Table 4-2. The sidewalk inventory (Figure 4-7) reveals where there are gaps within the network as of 2020 that impair connectivity and may impact the public's willingness to walk. Nearly 170 miles of gaps in the sidewalk and urban trail network have been identified. The need for sidewalks is greatest in areas with higher population density; sidewalks are not necessarily needed in the more rural areas with lower population density.

TABLE 4-2. SIDEWALK AND TRAIL INVENTORY (2020)

	Miles
Sidewalks on at least One Side	348
Major Urban Trails	62
Minor Urban Trails	45
Total	455

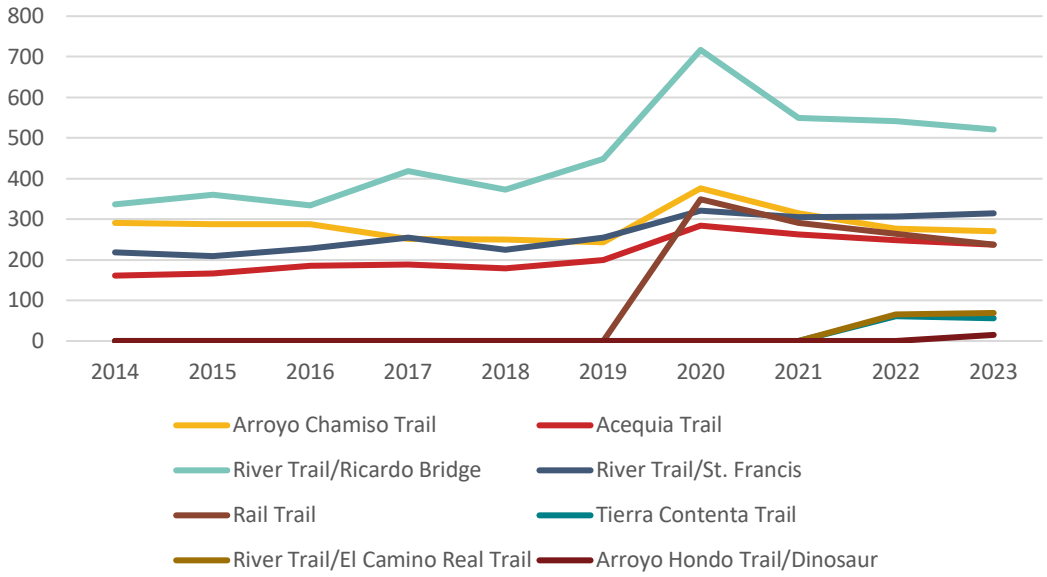
FIGURE 4-7. SIDEWALK GAPS (2020)



TRAIL SYSTEM COUNTS

Santa Fe MPO has eight passive infrared pedestrian/bicycle counters located across the region. The MPO maintains a system of semi-permanent automatic counters to monitor bicycle and pedestrian volumes 24 hours a day at selected locations. Figure 4-8 below shows the daily averages for all eight locations across the region – four have existed since 2014 and so have more years of count data available. Over the last 10 years, there has been steady, moderate growth in trail users, with over 1,700 daily users recorded in 2023 across all locations. Collecting better data on usage and demand is essential to building long-term support for walking and bicycling and to improving conditions for those who choose to walk and ride bikes.

FIGURE 4-8. AVERAGE DAILY TRAIL USERS BY YEAR



NATIONAL TRAIL SYSTEM

Santa Fe enjoys a unique heritage that is linked and characterized by three National Historic Trails. These trails in large part are the basis of New Mexico's original transportation system and represent a critical link to the state's history and heritage as well as that of the nation. National Historic Trails are designated by Congress under the authorities of the National Trails System Act and have direct relevance to transportation planning at a statewide level associated with the motorized and non-motorized system of transportation.

The three National Historic Trails that pass through New Mexico and the Santa Fe Metropolitan Planning Area are shown on Figure 4-9 and are described below:

- El Camino Real de Tierra Adentro Trail: During the colonial years, New Mexico was tied to the outside world by a single thoroughfare that descended the Rio Grande Valley from north of Santa Fe, dropped through the natural gate at El Paso, and continued to Mexico City. Some of El Camino had its earliest beginnings as Indian trails. Also, 6.6 miles of Agua Fria Road retraces the original El Camino into downtown Santa Fe (www.nps.gove/elca/).
- The Santa Fe Trail: Between 1821 and 1880, the Santa Fe Trail was primarily a commercial highway connecting Missouri and Santa Fe. From 1821 until 1846, it was an international commercial highway used by Mexican and American traders (www.nps.gov/safe).

- **Old Spanish Trail:** Antonio Armijo was the first to lead a commercial caravan from Abiquiu, New Mexico, to Los Angeles in 1829. Over the next 20 years, Mexican and American traders continued to ply variants of the route that Armijo pioneered, frequently trading with Indian tribes along the way (www.nps.gov/olsp).

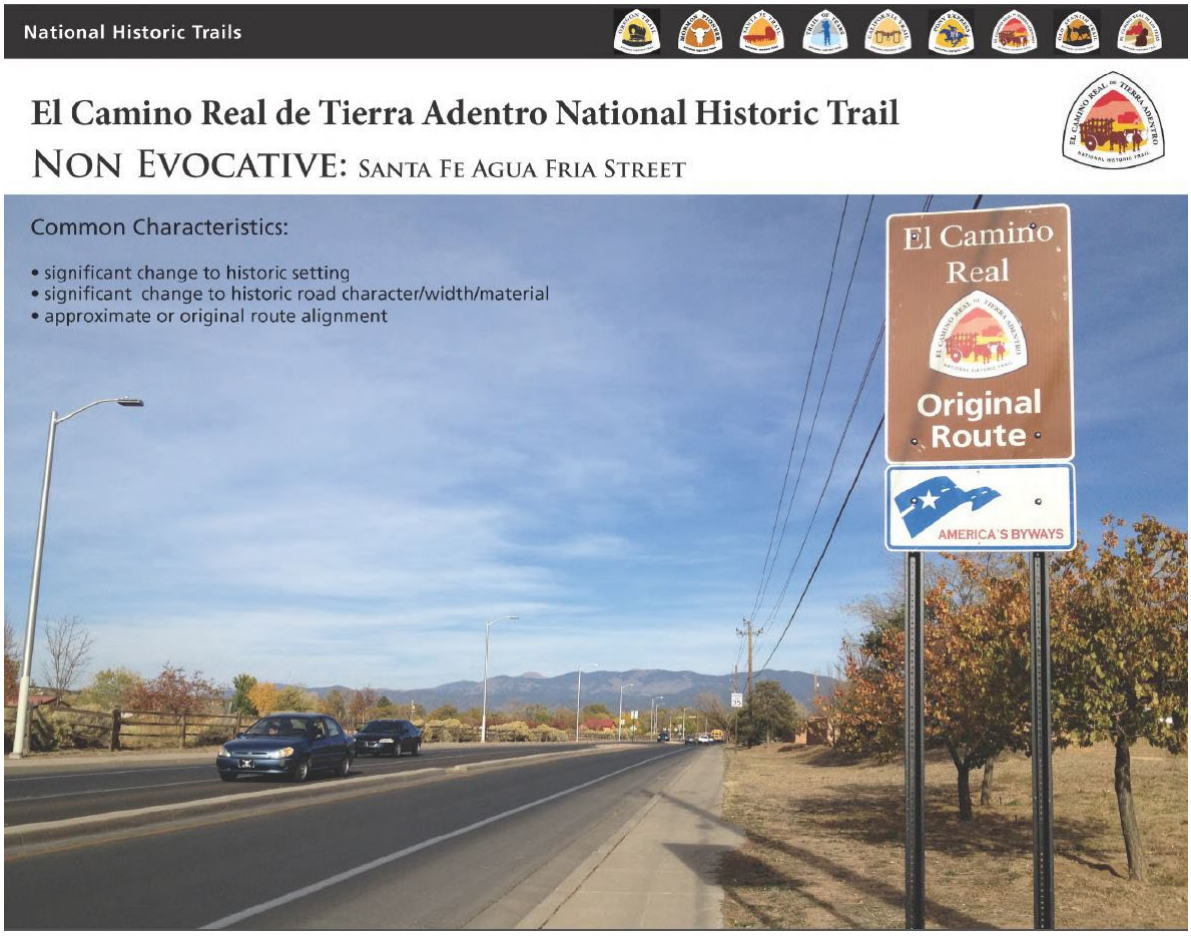
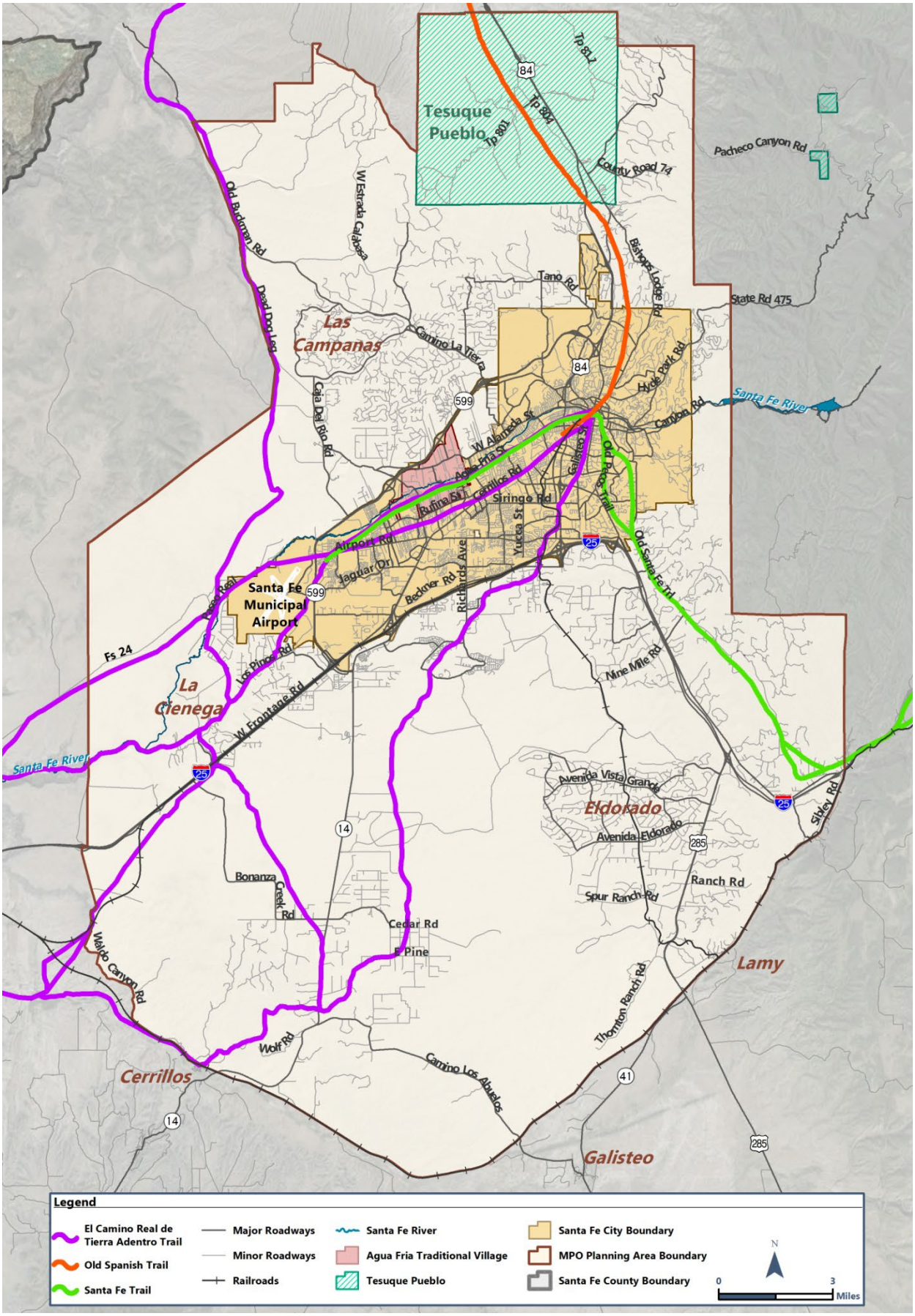


FIGURE 4-9. NATIONAL HISTORIC TRAILS



STREET SYSTEM

An effective street network is vital to the well-being of the region, allowing people and goods to move safely and efficiently throughout. The MPO is committed to making streets work for everyone. While most often associated with vehicular traffic, streets are intended to provide mobility for all—drivers, bicyclists, pedestrians, and transit riders are all street users. Due to the varying and sometimes conflicting needs of different modes, many of Santa Fe's streets are more suited to certain types of travel than others; surrounding land use context also influences the characteristics of a given street.

The federal government maintains regulations for classifying streets based on the level of vehicular mobility and access they provide. Functional Classification is a method the MPO uses for doing so and can be used to dictate design, usage, and land use requirements and regulations. Figure 4-10 shows Functional Classifications defined by the level of mobility versus access that a street provides, as follows:

- Interstate: Highest mobility for vehicular traffic
- Arterials (Principal and Minor): High mobility
- Collectors (Urban, Rural Major, Rural Minor): Lower mobility/higher access for vehicular traffic
- Local: Lowest mobility/highest access for vehicular traffic

Streets with higher Functional Classifications (e.g., Interstates and Arterials) are generally less comfortable for bicyclists and pedestrians due to the high motor vehicle speeds and volumes. They can be served by implementing dedicated and separated active facilities along these busier streets, or by ensuring Collectors and Local Streets are designed to prioritize safe, convenient, and comfortable active travel. Enhancing person mobility, not vehicular mobility, is the overarching emphasis of transportation planning, and balances are necessary to ensure every person's needs are met.

REEVALUATING FUNCTIONAL CLASSIFICATION IN ROADWAY DESIGN

Since the enactment of the 1968 Federal-Aid Highway Act, Functional Classification has been a key tool for Metropolitan Planning Organizations (MPOs) and communities in shaping transportation networks. Originally developed in the 1920s in response to the rapid rise in automobile ownership, this classification system has long prioritized vehicle movement over other considerations. While Functional Classification remains relevant—particularly in the allocation of transportation funding—it must no longer dictate roadway and street design in the Santa Fe Metropolitan Area.

The 2022 Local Road Safety Study provides clear, objective evidence that a small subset of Santa Fe's street network is responsible for a disproportionately high number of traffic fatalities and serious injuries. Relying on traditional design standards—such as level of service, design speed, and lane width—has proven insufficient and, in many cases, counterproductive to ensuring public safety. The Santa Fe MPO and its partner agencies are committed to a fundamental paradigm shift: safety for all users—pedestrians, cyclists, transit riders, and drivers—will be the highest priority in roadway design.

This shift requires moving beyond outdated street design assumptions and embracing modern, evidence-based approaches that prioritize human life. To that end, the City of Santa Fe is actively developing new street and roadway standards that reflect this commitment. Our goal is to create a transportation system that is not only functional but also safe, equitable, and aligned with the needs of all community members.

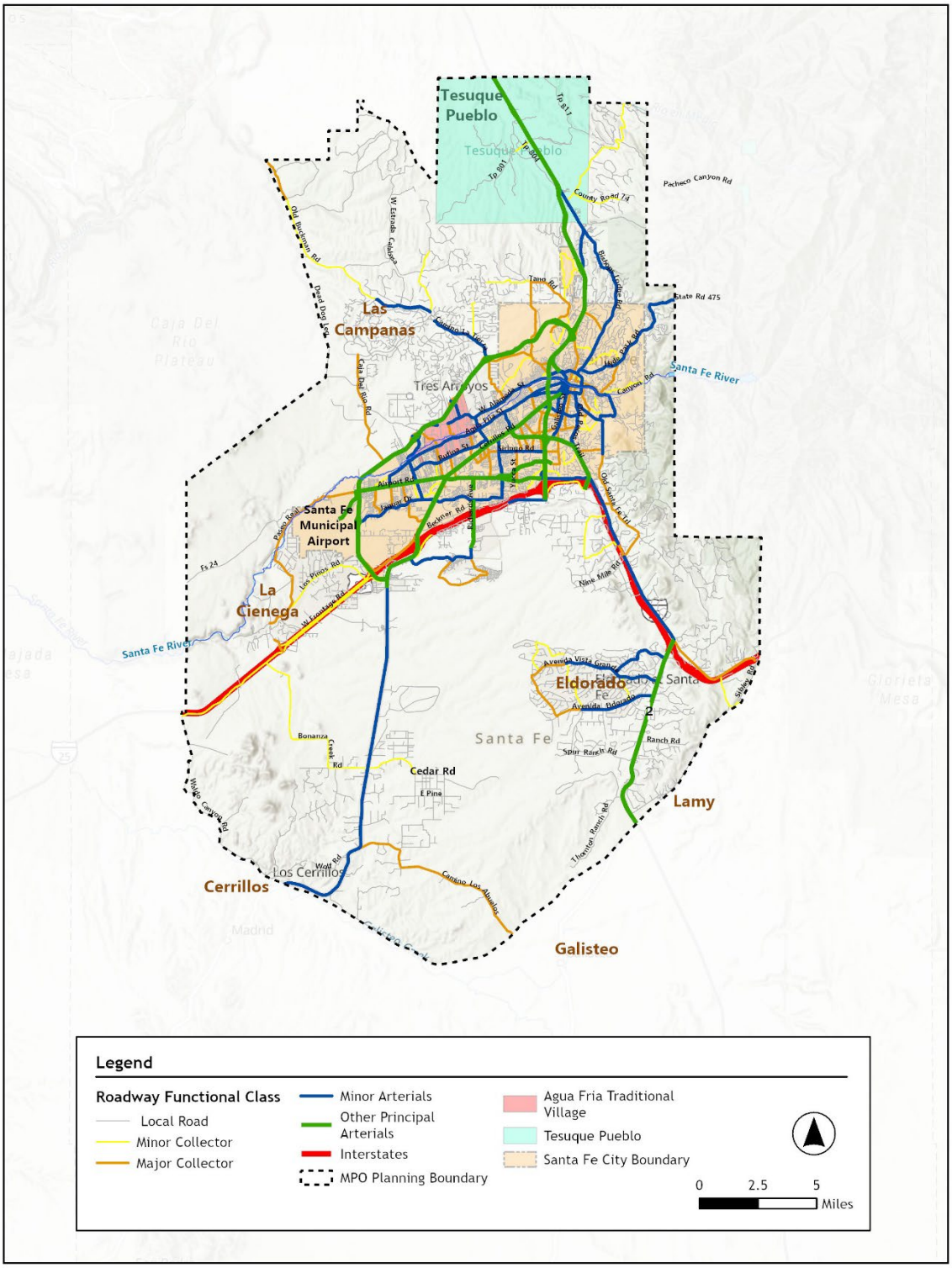
TRANSPORTATION CORRIDORS

The USDOT, in cooperation with the states, local officials, and MPOs, developed the National Highway System (NHS) with the purpose of identifying the core street network that was considered critical to the nation's economy, defense, and mobility. The Statewide Multimodal Transportation Plan identifies a number of "Strategic Multimodal Transportation Corridors" with significant regional, statewide, national, and transnational importance. These corridors are where multimodal opportunities and needs are the greatest and will be the NMDOT's highest priorities for state transportation funding investment. Projects falling outside these strategic corridors will be lower in priority. These corridors include the Interstate and National Highway Systems, the Strategic Highway Network (STAHNET) system (a partnership between the Federal Highway Administration (FHWA) and the Department of Defense identifying the system of public highways that provide access, continuity and emergency transportation of personnel and equipment in times of peace and war), and principal freight and intercity transportation corridors. The NHS routes in our region include Interstate 25, Highway 84, Highway 285, Highway 599, Cerillos Road, and Airport Road.

A **regionally significant project** (23 CFR Sec. 450.104) is a transportation project that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; and major planned developments) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

With the exception of Local and Rural Minor Collectors, all other Functionally Classified streets are eligible to receive federal funds and are deemed as "Regionally Significant."

FIGURE 4-10. STREET FUNCTIONAL CLASSIFICATIONS



TRAVEL PATTERNS AND TRENDS

TRAFFIC COUNTS

The MPO uses traffic count data collected and maintained by the NMDOT. There are 17 permanent count locations in Santa Fe County, and most are located within the MPO area. These counters are able to take daily traffic volumes. The NMDOT can collect counts at hundreds of other locations each year, though annual average daily traffic (AADT) counts at these locations are less accurate because data is not collected continuously throughout the year.

These counts provide a snapshot of traffic volumes and characteristics on the streets within Santa Fe. Figure 4-11 shows average weekday traffic volumes on major area streets, as well as the percent change in volume since 2017. While major corridors like Saint Francis Drive, Cerillos Road, and I-25 carry tens of thousands of vehicles per day, the average number of vehicles on Santa Fe area streets is much lower: between 9,000 and 10,000 vehicles per day. Since 2017, traffic volumes have generally remained stable (less than 5% change), though some locations southwest of downtown and in the far southwest of the region have seen substantial declines in traffic volumes and locations north of downtown have seen substantial increases.

MYTH: Roadways should be designed to accommodate rush hour traffic.

FACT: Many cities design roads and intersections efficiently during the peak hour, the most congested hour of the day. This approach means that for the other 23 hours of the day, the road or intersection is overdesigned. Additionally, the operational analyses that determine intersection and roadway design are based on traffic volumes projected 20+ years into the future—meaning that roads and intersections are overdesigned for all existing use. Overdesigned roadways encourage higher speeds and decrease the appeal for alternative modes such as bicycling and walking. These facilities are likely to function poorly for the surrounding community because building roads for greater peak hour capacity attracts heavier traffic volumes thereby disrupting local communities, promoting sprawl, and requiring additional spending on infrastructure.

FIGURE 4-11. 2017-2023 DAILY TRAFFIC GROWTH

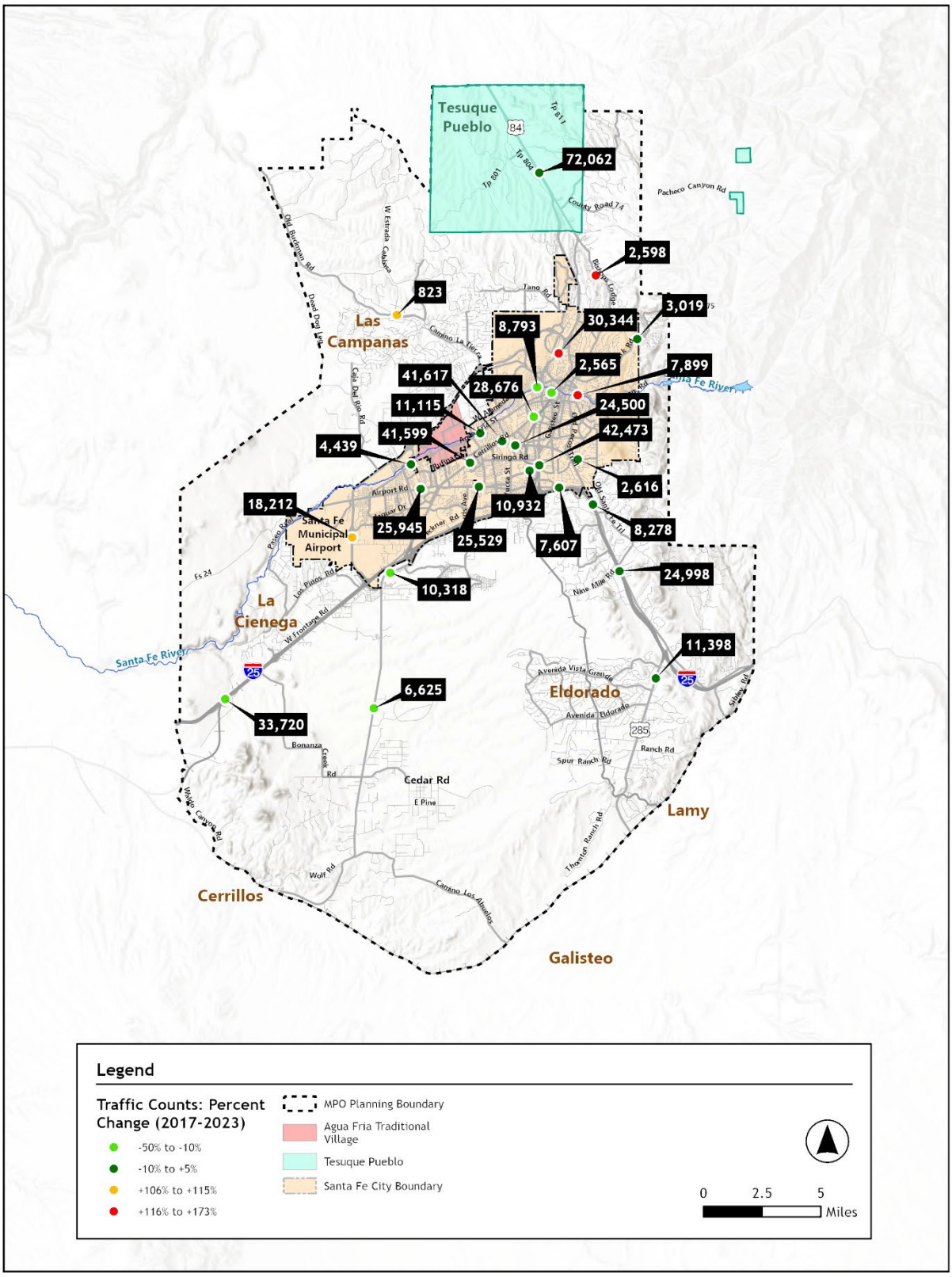
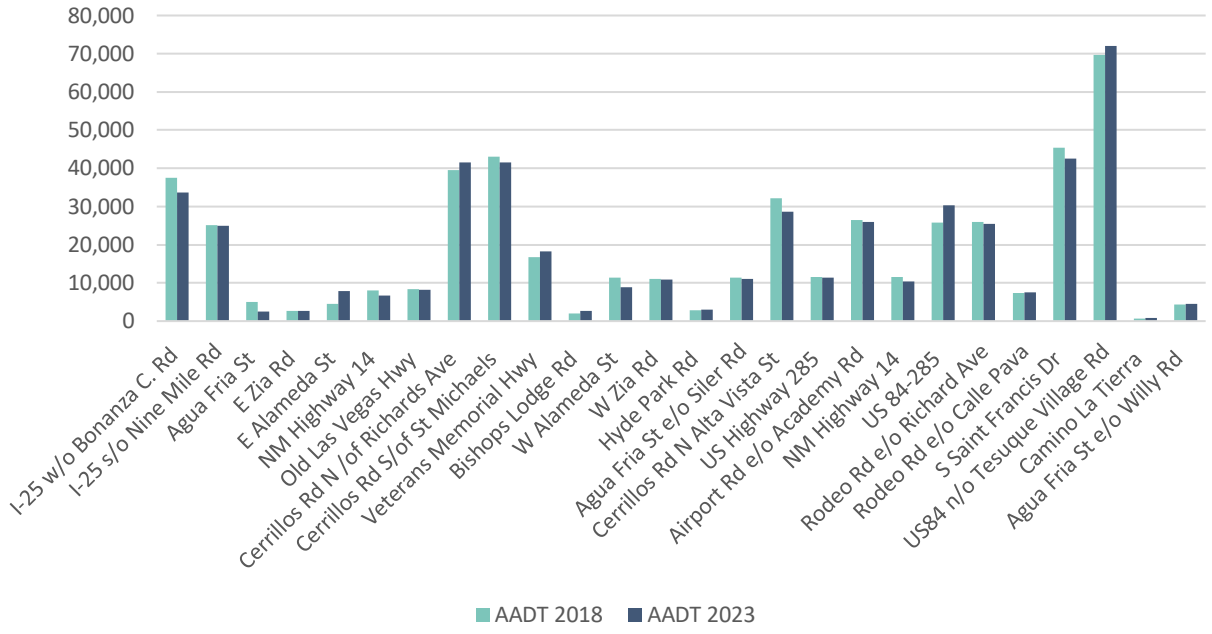


Figure 4-12 shows changes in volumes at 26 traffic count locations between 2018 and 2023. Long-term trends vary and are roadway dependent, as detailed in Table 4-3. In general, volumes have stayed similar (on average there is less than 1% increase in volumes) with some small increase in main highways but with similar volume decrease on smaller roads.

FIGURE 4-12. AVERAGE DAILY TRAFFIC COUNTS, 2018 VS 2023



As of 2024, most of the continuous count locations have remained at traffic levels within 10% of where they were in 2010 indicating relative stability (and recovery from substantial drops in 2020 due to the COVID-19 pandemic), with some notable exceptions. The substantial reduction in traffic along Agua Fria first observed around 2010 has sustained through 2024, and NM 14 south of I-25 and Zia Road also currently see volumes over 10% lower than 2010 levels.

NM 599 and Rodeo Road, both towards the south and west portions of the City limits, carry substantially more traffic than they did in 2010 – 2024 volumes were over 30% greater than 2010 volumes along both corridors, with much of that growth observed just since 2018. This is likely reflective of the continued growth and densification of western parts of Santa Fe.

TABLE 4-3. HISTORIC DAILY TRAFFIC COUNTS AND CHANGE OVER TIME

Name	2005	2010	2015	2018	2024	2005-2009	2010-2014	2015-2018	2018-2024	2005-2014	2010-2018	2010-2024
US 285 north of Avenida Vista Grande	12,536	11,426	11,344	11,514	11,465	-2.12%	-0.98%	0.50%	-0.43%	-1.46%	0.10%	0.34%
NM 599 between I-25 and Airport Road	13,714	14,299	14,777	16,700	18,654	-0.60%	-0.01%	4.16%	11.70%	0.46%	1.96%	30.46%
Agua Fria between Camino de Los Lopez and Jemez Road	5,164	5,191	3,888	4,425	4,293	-2.81%	-7.62%	4.41%	-2.98%	-3.40%	-1.98%	-17.30%
Airport Road between Zepol Road and Jemez Road	28,369	27,451	26,291	26,386	26,101	-0.12%	-1.36%	0.12%	-1.08%	-0.97%	-0.49%	-4.92%
Agua Fria east of Siler Road	15,393	12,849	11,469	11,416	11,371	-0.63%	-2.75%	-0.15%	-0.39%	-3.20%	-1.47%	-11.50%
Bishops Lodge Road north of Camino Encantrado	2,959	2,517	2,062	1,994	2,538	-4.29%	-1.69%	-1.11%	27.28%	-2.52%	-2.87%	0.83%
Cerrillos Road north of Alta Vista	NA	32,489	32,149	32,117	29,362		-0.34%	-0.03%	-8.58%		-0.14%	-9.62%
NM 14 2.2 miles south of I-25	10,563	11,342	11,281	11,537	9,822	1.25%	0.92%	0.75%	-14.87%	1.21%	0.21%	-13.40%
East Zia Rd east of Calle de Sebastian	2,841	2,507	2,433	2,736	2,676	-2.29%	-0.58%	3.99%	-2.19%	-1.64%	1.10%	6.74%
I-25 south of US 285 Lamy Interchange	25,337	23,589	24,032	25,137	25,399	-1.72%	-0.35%	1.51%	1.04%	-0.94%	0.80%	7.67%
I-25 southwest of NM 587 La Cienega Interchange	36,116	34,533	35,780	37,559	34,131	-1.90%	-0.14%	1.63%	-9.13%	-0.56%	1.06%	-1.16%
Old Las Vegas Highway between Sunset Spirits and Arroyo Hondo Road	9,606	8,864	8,299	8,431	8,468	-0.99%	-1.14%	0.53%	0.44%	-1.40%	-0.62%	-4.47%
Rodeo Road east of Richards Avenue	31,175	27,898	26,831	25,981	43,760	-2.01%	-1.17%	-1.07%	68.43%	-1.74%	-0.89%	56.86%
St Francis Drive between Alta Vista and Cordova	42,288	41,833	NA	NA	21,358	-0.21%	0.06%			-0.09%		-48.94%
St Francis Drive between Zia Road and Siringo Road	41,572	45,784	44,703	45,319	44,290	3.38%	-1.10%	0.46%	-2.27%	0.58%	-0.13%	-3.26%
West Alameda between Solano Street and St Francis Drive	10,402	11,095	11,090	11,328	10,061	0.39%	-0.19%	0.71%	-11.18%	0.64%	0.26%	-9.32%
Zia Road between Galisteo and Vo Tech Road	13,971	12,436	11,616	11,099	10,988	-1.73%	-1.98%	-1.51%	-1.00%	-2.16%	-1.41%	-11.64%

VEHICLE SPEEDS

Understanding vehicle speed is important for assessing overall traffic flow and safety. A vehicle speed analysis plays a crucial role in guiding traffic calming measures and enforcement strategies to ensure the safety of all road users in the Santa Fe region. Existing posted speed limits were compared to the measured 85th percentile vehicle speeds (Figure 4-14) on collector or higher roadways throughout the region, helping to identify areas with significant speeding issues. The 85th percentile speed is the speed at or below which 85% of all vehicles are observed traveling under free-flow traffic conditions on a specific road segment; this metric is particularly useful because it reflects the behavior of most drivers and is used to assess the natural speed drivers adopt when they are not influenced by slower traffic or adverse conditions. As shown, speeding is prevalent on many of the region's major corridors, with most arterials and highways showing 85th percentile speeds in excess of 10 miles per hour over the posted speed limits.

TRAVEL PATTERNS

The quality and experience of how people travel within, and in and out of the City of Santa Fe, is one of the most significant factors in planning for current and future growth and associated transportation needs. The region's transportation infrastructure serves multiple functions: facilitating vehicular traffic on major thoroughfares, supporting transit routes for commuters accessing employment and activity centers, and providing recreational corridors for pedestrians and bicyclists. Historically, land use patterns have contributed to a car-dependent environment; however, recent and long-term investments in multimodal infrastructure suggest that land use patterns, demographics, and travel preferences are evolving.

To analyze travel patterns in the Santa Fe region, Replica—a travel demand model that integrates location-based services data (e.g., anonymized cell phone signals) with census and demographic data—was utilized. As illustrated in Figure 4-13, approximately two-thirds of all trips within the city are less than five miles in length. Specifically, trips between 0 and 3 miles account for 48.3% of total trips, highlighting the potential for increased adoption of alternative transportation modes, such as walking, taking transit, biking, and micromobility solutions.

SHORT TRIPS

Using the SFMPO regional travel model, a short-trip analysis was completed to identify corridors with a high proportion of short-distance trips. While these short trips are likely currently being made by automobile, it is useful to identify corridors with a higher number of short trips because these represent opportunities for trips that could potentially be converted into bicycle or pedestrian trips. Figure 4-15 shows the short trips volumes by street segment in 2024. The three-color bandwidths reflect trips less than 2.5 minutes in travel time (red), trips 2.5 to 5 minutes in travel time (orange), and trips 5 to 10 minutes in travel time (yellow). The wider the band, the more short-distance trips occur along the corridors, Most short trips occur in the urban areas of the county with the majority located in or between incorporated communities.

FIGURE 4-13. REGIONAL TRIPS BY DISTANCE (MILES)

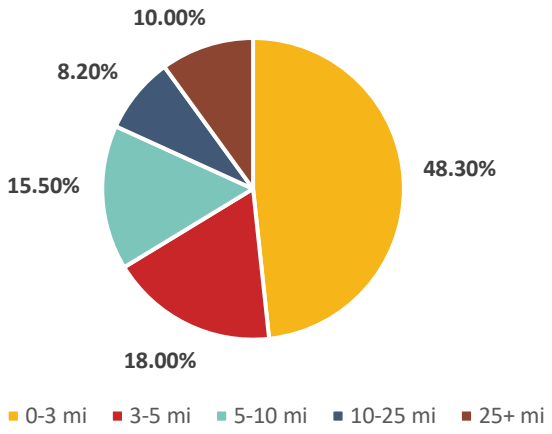
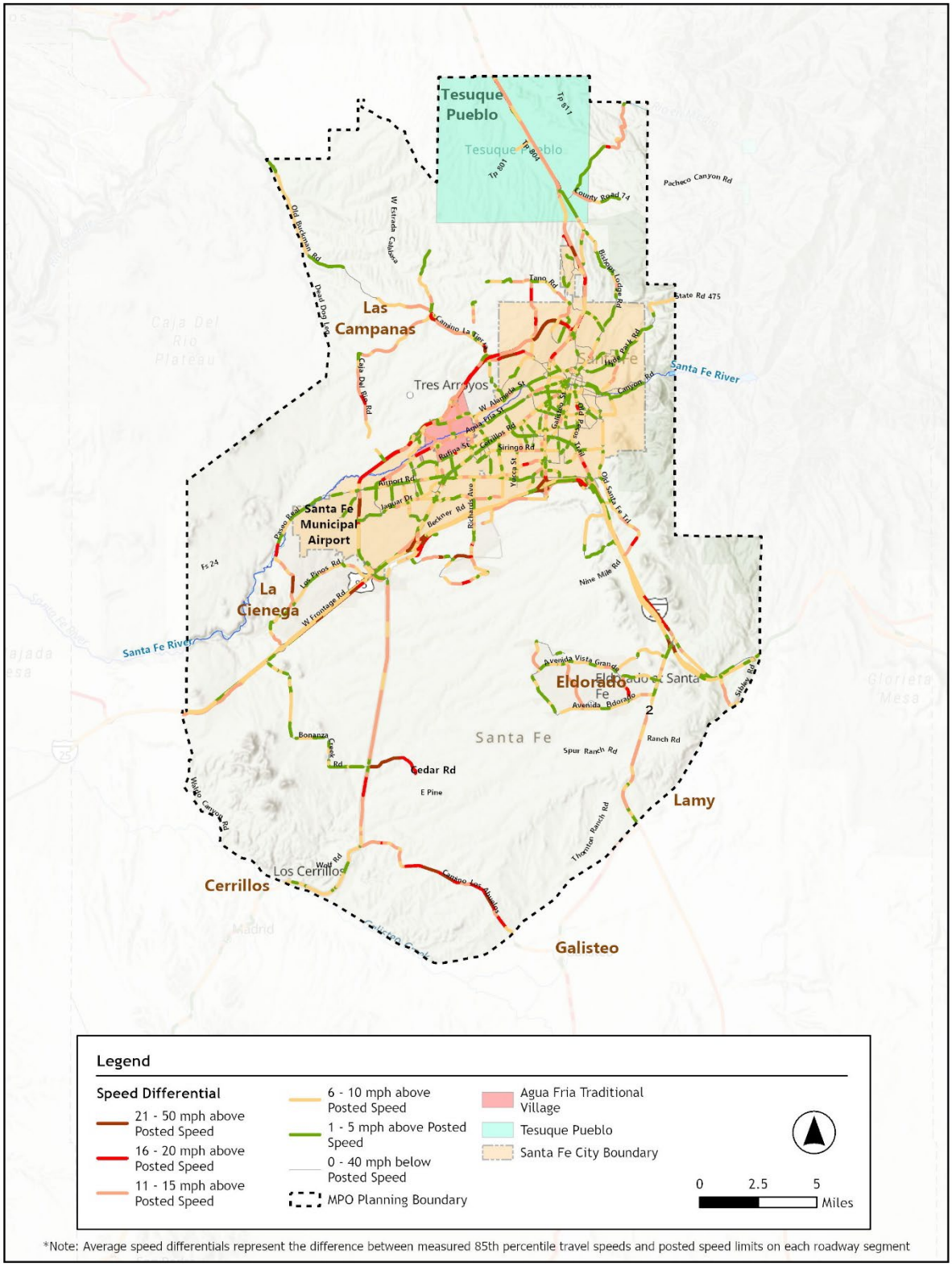
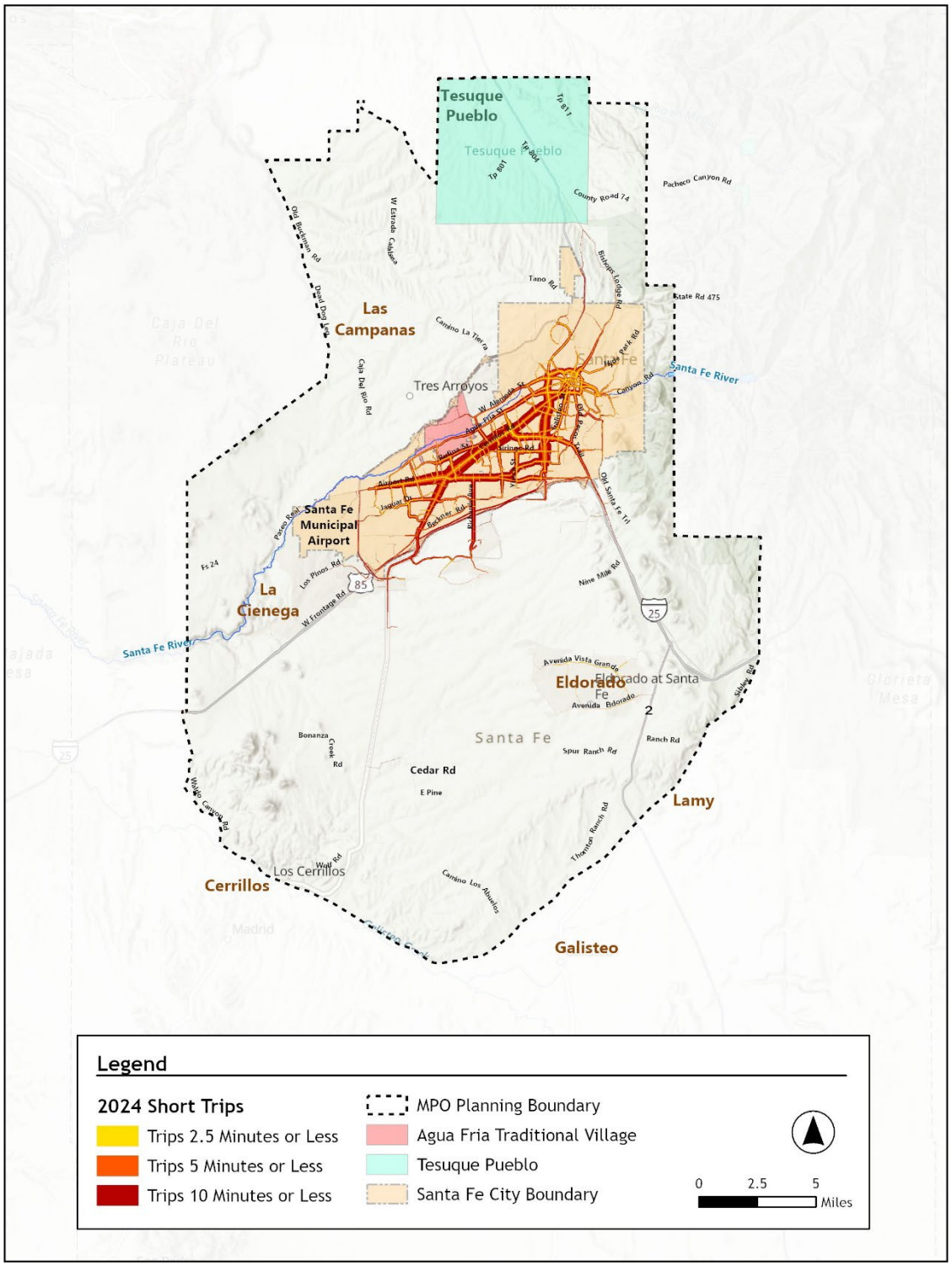


FIGURE 4-14. POSTED SPEED LIMIT VS 85TH PERCENTILE SPEED DIFFERENTIAL



*Note: Average speed differentials represent the difference between measured 85th percentile travel speeds and posted speed limits on each roadway segment

FIGURE 4-15. SHORT TRIPS BY ROADWAY SEGMENT, 2024



CRASH HISTORY

The Santa Fe MPO has recently implemented a Safe System approach for the region, through the Local Road Safety Plan (LRSP). The Safe System approach is based on the principle that the human body is vulnerable, humans make mistakes, responsibility is shared, safety is proactive, redundancy is crucial, and it is unacceptable that these mistakes result in death and injury. The Local Road Safety Plan aims to reduce traffic crashes, reduce fatalities, and serious injuries, by promoting systemic safety for all road users. Roadway safety is defined by a person's ability to travel freely along a roadway network without risk of injury or death. It is typically evaluated through both qualitative and quantitative analyses of crash histories based on different travel modes.

"I CANNOT COMMENT ON THE PHRASE 'GLORIOUS CARS'; I AM TOO ABASHED BY THE POOR DRIVING HABITS OF TOO MANY DRIVERS." - Survey Respondent

This evaluation uncovers critical information, including crash hotspots, types of crashes, and issues related to crash severity. The following figures summarize crash data in the region for the years 2018 through 2023. During the five-year period, the Santa Fe Metropolitan Area experienced 2,880 crashes per year, with an average 35 percent of these resulting in injury or fatality. During the same period, 102 crashes have resulted in a fatal crash (20 fatalities per year). Total annual crashes dropped substantially in 2020 due to the COVID-19 pandemic and have gradually increased each year since, though the 2023 total was still less than the 2019 total. However, severe crashes – those resulting in a fatality and/or serious injury – were much higher in 2022 and 2023 than in the years prior to the pandemic. As shown in Figure 4-18, crashes overall are highly concentrated within the city core, including downtown and the Cerillos Road corridor. Similarly, fatal crashes (see Figure 4-19) are highly concentrated along the region's arterial roadways and highways including Cerillos Road, Airport Road/Rodeo Road, St. Francis Drive, and I-25.

FIGURE 4-16. CRASHES PER YEAR, 2018-2023

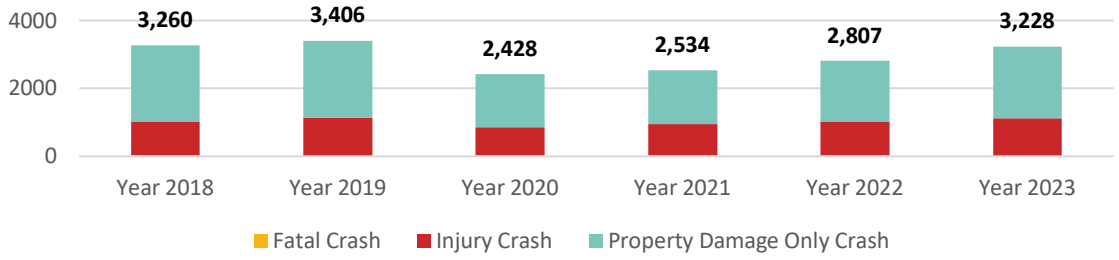


FIGURE 4-17. SEVERE CRASHES PER YEAR, 2018-2023

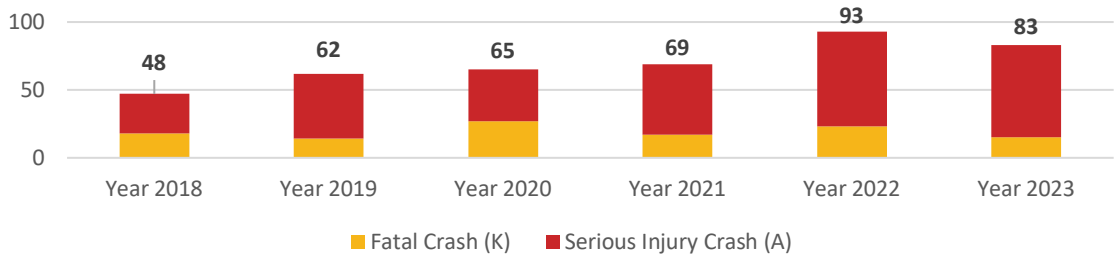


FIGURE 4-18. CRASH DISTRIBUTION, 2018-2022

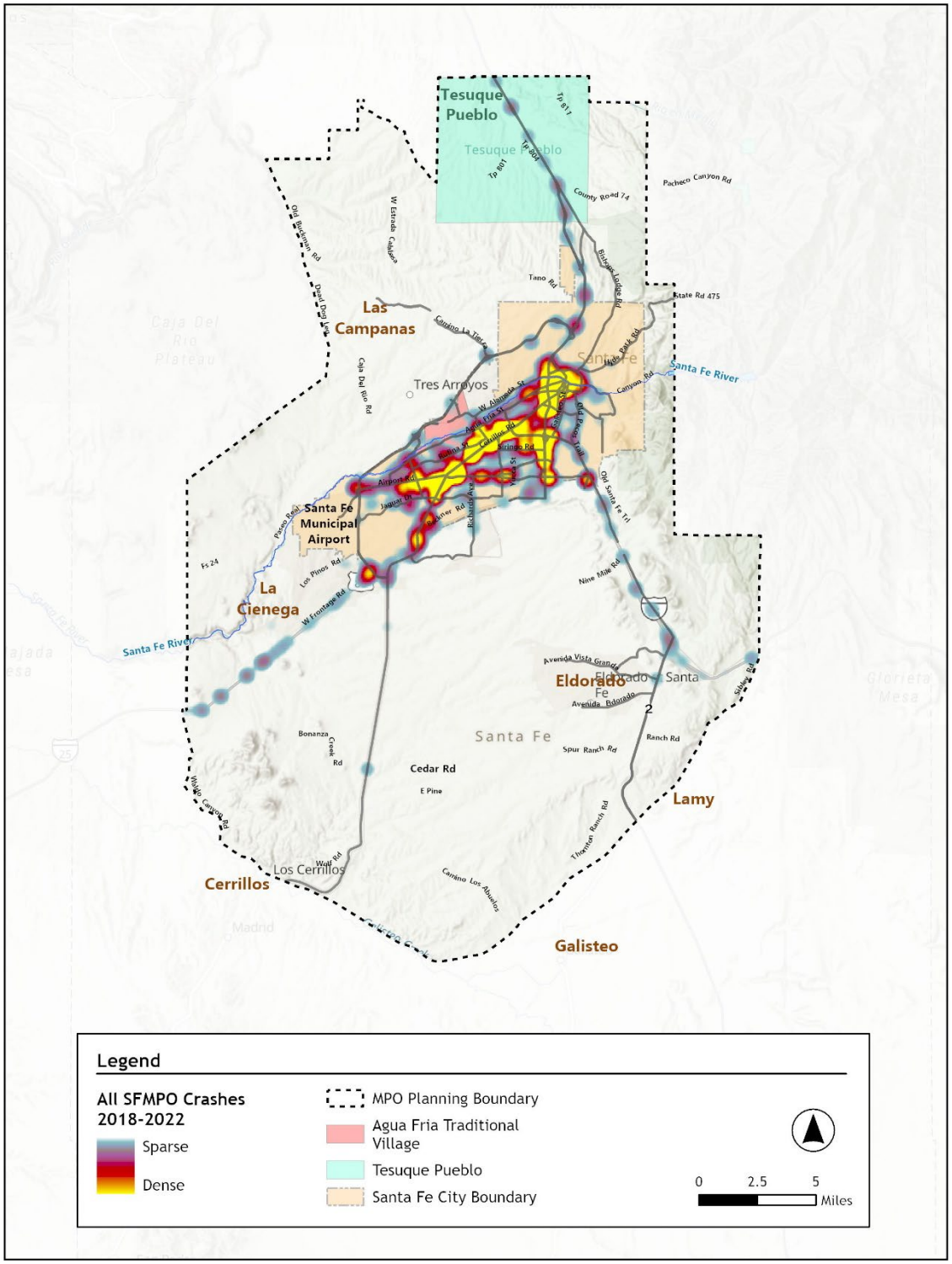
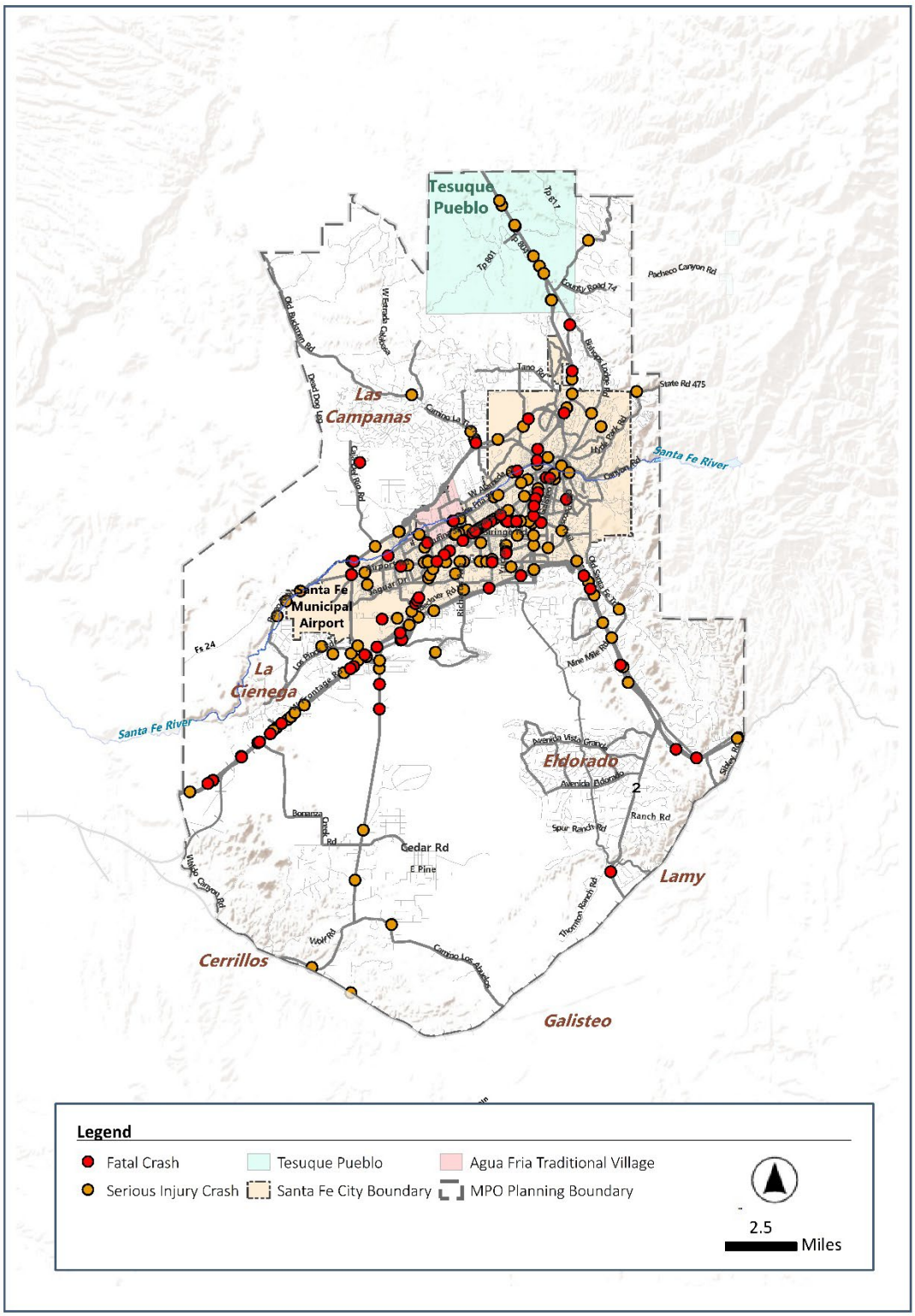


FIGURE 4-19. FATAL CRASH LOCATIONS (2018-2022)

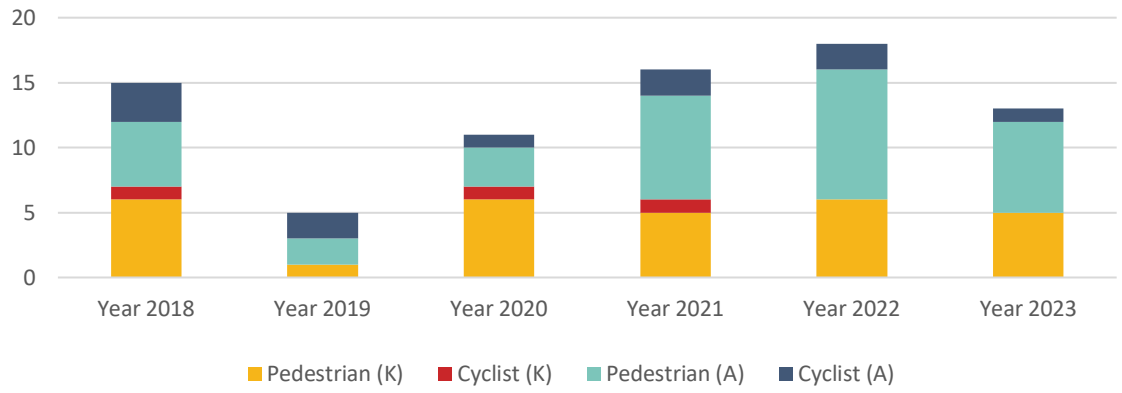


Vulnerable road users such as pedestrians, cyclists, motorcyclists, and individuals with disabilities face significantly higher risks of serious injury and fatality on our roadways. These groups are more exposed and less protected than occupants of motor vehicles, making them particularly susceptible to severe consequences in the event of a crash. In the SFMPA, they are highly overrepresented in severe crashes: bicyclists and pedestrians were only involved in approximately 2% of all reported crashes between 2018 and 2023 in the region, but were involved in over 17% of reported severe crashes. Figure 4-20 shows the trends in severe injuries involving bicyclists and pedestrians over the five-year analysis period – the letter K is used to code fatal crashes and the letter A is used to code serious injury crashes. Between 2018 and 2023:

- There were 12 motorcycle crashes resulting in fatalities.
- There were 10 bicycle-related crashes that resulted in a fatal or seriously injured person: 2 fatalities and 8 serious injuries.
- There were 53 pedestrian-related crashes that resulted in a fatal or seriously injured person: 23 fatalities and 30 serious injuries.
- All serious injuries and fatalities for pedestrians and motorcyclists have an upward trend up to 2022.

The distribution of vulnerable road users crashes in the SFMPA mirrors the distribution of all crashes – largely concentrated within the city core, and especially around downtown and along the Cerillos Road corridor (see Figure 4-21). Fatal crashes involving bicyclists and/or pedestrians primarily occur along the region's major arterials such as Cerillos Road and St. Francis Drive, where the more vulnerable users of these modes must contend with high-speed, high-volume motor vehicle traffic and where existing active transportation facilities (especially for bicyclists) provided relatively little separation. In 2023, New Mexico was identified by NHTSA as the state having the highest rate of pedestrian traffic deaths relative to population in the United States.[2] Similarly, an analysis by the League of American Bicyclists ranked New Mexico as 9th in the country for per-capita bicyclist fatalities.[3] These statistics underscore the critical importance of focusing on active transportation users when seeking to enhance systemwide transportation safety.

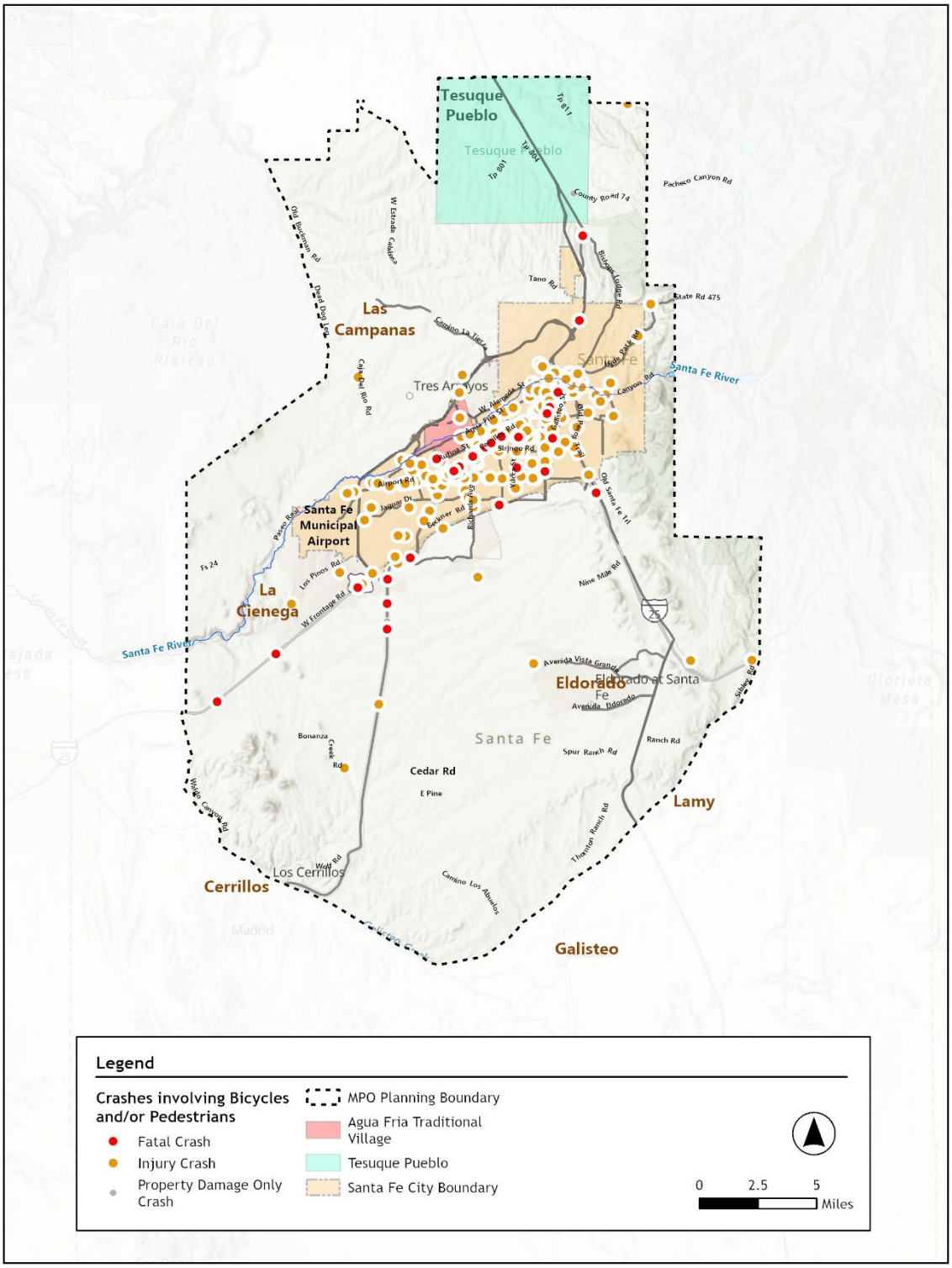
FIGURE 4-20. VULNERABLE ROAD USER SEVERE CRASHES PER YEAR, 2018-2023



[2] https://www-fars.nhtsa.dot.gov/states/statespedestrians.aspx

[3] https://data.bikeleague.org/data/states-biking-walking-road-safety/

FIGURE 4-21. CRASHES INVOLVING BICYCLISTS AND PEDESTRIANS, 2018-2022



ROADWAY PROJECT NEEDS

The Future Road Network Map (Figure 4-22) is a compilation of "Regionally Significant" improvements and additions to the road network that may be needed over and beyond the next 25 years to maintain a functional roadway network. It should be noted that the alignments for the "Future Roads and Extensions" are approximations. Additionally, it should be noted that all projects shown on the map, with the exception of those categorized as "Programmed," still have to go through further levels of public review and input before moving forward to construction.

All proposed road network improvements have been organized into four general categories:

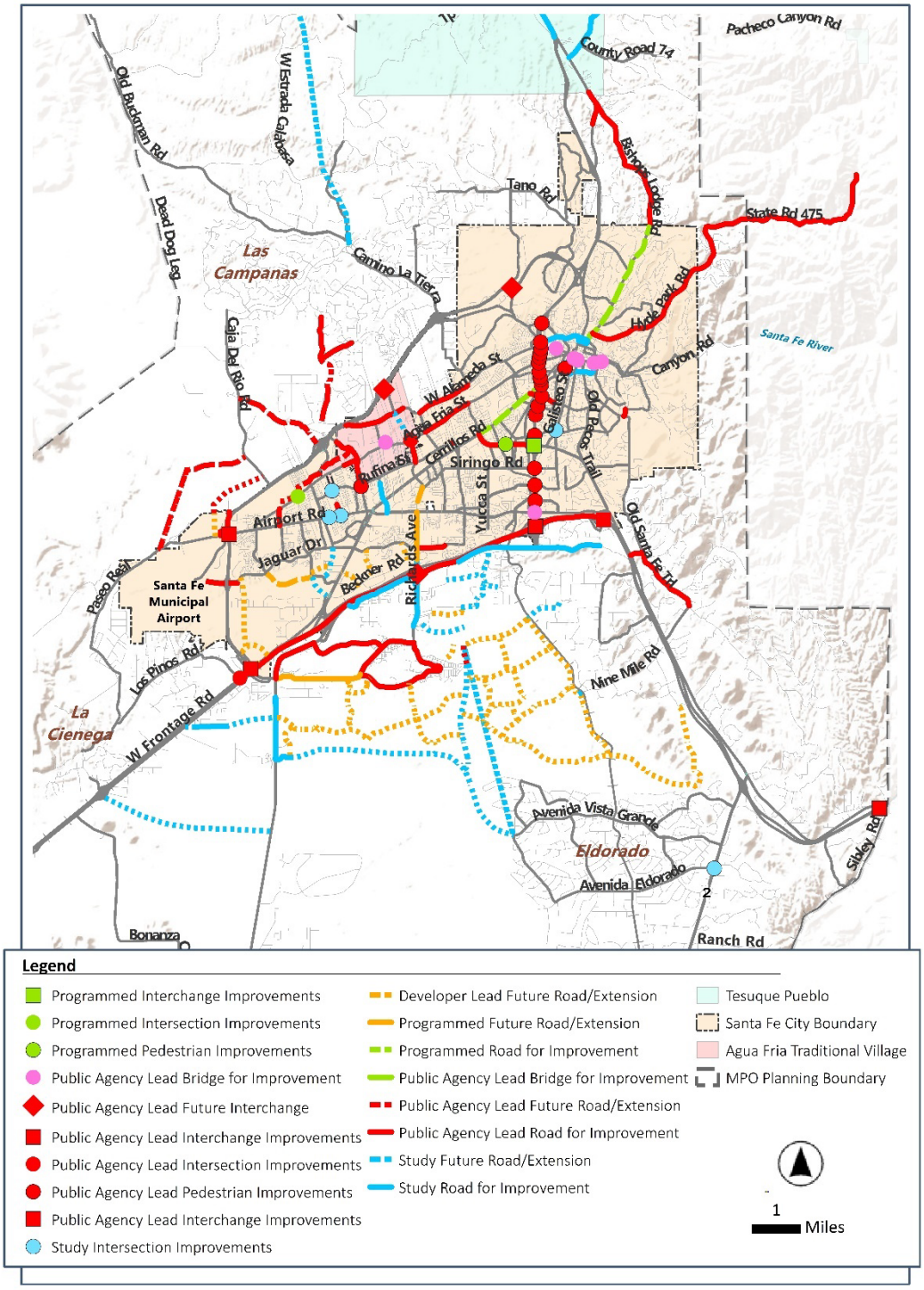
- Programmed (Green) – These projects are currently listed in the MPO 2024– 2029 Transportation Improvement Program or have been programmed through the City or County.
- Public Agency Led (Red) – A public agency is expected to take the lead on these projects. The design and construction are expected to be funded with public funds (federal, state or local). It should be noted that a Public Agency Led designation does not preclude the use of private funds to partially or fully fund these projects.
- Developer Led (Orange) – A developer is expected to take the lead on these projects. These projects have been identified as part of a proposed development application or part of a study. The design and construction are expected to be funded with private funds and the timing of the construction will occur as a development moves forward. It should be noted that a Developer Led designation does not preclude the use of public funds to partially or fully fund these projects.
- Study (Blue) – These projects have been identified as potentially beneficial to the transportation network but have not been fully defined and must go through further study to determine what needs to be pursued. In some cases, a public agency will lead these studies, and in others, the study will be completed as part of a development proposal.

The map is intended to be used to inform the public and illustrate potential future projects. Additionally, the map will be used as a guide for both City and County development review processes for future arterial and collector roads.

By specifying the location, priority, and roadway design principles, the MTP will help guide network improvements to ensure:

- Safety and accessibility for all users.
- Continuity of road design characteristics consistent with "Complete Streets" across jurisdictions;
- Network connectivity to ensure an efficient and reliable system;

FIGURE 4-22. FUTURE ROAD NETWORK MAP



FREIGHT

REGIONAL: Freight is vital to the SFMPA's economy, as well as the New Mexico economy. Most raw and furnished goods and major parcel deliveries are moved via interstate motor freight carriers and a variety of freight class vehicles. Efficient freight mobility is crucial to the economic resilience of the area.

The movement of freight and goods within the Santa Fe metro area is almost exclusively provided via trucks. Trucks tend to represent 8 to 25 percent of the total number of vehicles on major highways in the region. I-25, which traverses the Santa Fe metro area, is the major north/south freight route through the state carrying between 1,000 and 6,000 trucks per day in 2024.[4]

Much of the truck traffic generated in the SFMPA is related to the delivery of construction materials, farm supplies, and retail or wholesale supplies. Although it is desirable to divert much of the through-truck-traffic to NM 599, St. Francis Drive still remains the shortest route through the area. NM 599 was constructed as a relief route around Santa Fe specifically for the transportation of low level nuclear waste from Los Alamos to the Waste Isolation Pilot Project near Carlsbad.

STATEWIDE: According to the NMDOT Research Bureau report *Innovation in Transportation, Establishing Freight Corridors*, approximately 75 percent of the freight transported within New Mexico is "through" freight, which is freight that is transported entirely through the state. Approximately 25 percent is transported by rail. Air cargo is responsible for less than one percent of the state's freight movement. The New Mexico State Rail Plan[5] and New Mexico State Freight Plan were originally adopted in 2014 and 2015, respectively, both containing more details about freight. An update to the New Mexico Freight Plan[6] was completed in 2023, and an update to the rail plan is underway as of June 2025.

To date, the Santa Fe MPO, through its planning initiatives and public input processes, is not aware of any specific freight-related problems or externalities that would invite mitigation measures. Concerns about the levels of truck traffic on Cerrillos Road and St. Francis Drive through the urban core have previously been identified and are a core consideration in more focused corridor planning conducted by the MPO and local partner agencies. The 2045 New Mexico Freight Plan does not include any specific projects to improve freight in the Santa Fe region.

FREIGHT AND ECONOMIC VITALITY

Santa Fe's economic vitality and the quality of life it offers depend on the ability of manufacturers, retailers, and distributors to efficiently transport their goods throughout the region. From package carriers to pizza deliverers, many workers in freight delivery roles rely on the transportation system to carry out their day-to-day tasks. Congestion, poor maintenance, and other street issues are particularly disruptive to their way of life. Even people without a direct connection to the freight industry benefit from it every day, further highlighting the economic necessity of smooth delivery operations. The proliferation of online shopping and smartphone apps that offer door-to-door pickup and delivery of everything from groceries and restaurant meals to dry cleaning is changing the freight industry considerably. Online sales have been growing at a rate of approximately 12 percent to 15 percent for the past five years, putting a major strain on the trucking industry and leading to heightened investment in autonomous truck research and development. At the same time, anybody with a driver's license and car can now become a delivery driver for companies like Postmates and Instacart through a simple registration process. These recent and continuing developments relating to freight delivery have implications for transportation planning and are being closely monitored by the MPO.

[4] https://santafe-mpo.public.ms2soft.com/tcds/tsearch.asp?loc=Santafe-mpo&mod=

[5] https://www.dot.nm.gov/planning-research-multimodal-and-safety/modal/transit-rail/rail-bureau/

[6] https://www.transportation.gov/sites/dot.gov/files/2023-12/New_Mexico_Freight_Plan_Update_March_2023.pdf

AVIATION

The Santa Fe Regional Airport (SAF) is a small non-hub commercial service and general aviation airport that has seen substantive annual increases in commercial activity since 2010. In 2025, two commercial airlines service SAF:

- American Airlines, with destinations to Dallas/Fort Worth and Phoenix and
- United Airlines, with service to Denver and Houston.

Additionally, SAF serves general aviation and corporate business aviation tenants, as well as itinerant operators.

In 2024, SAF served over 360,000 passengers, approximately a 56% increase over the approximately 230,000 passengers served in 2018. The rate of passenger growth has slowed somewhat in the years since the 2020 COVID-19 pandemic, though it remains high; passenger totals increased more than 81% between 2016 and 2018, and increased nearly eightfold between 2009 and 2016.

The Terminal Building, built in 1957, offers a variety of services for the traveling public. Amenities include a café, airline ticket counters, paid parking, baggage claim, rental car counters, restrooms, vending machines, free Wifi, and airport management offices. Ground transportation includes rental car services, private shuttle services, limos, and ride share services. The airport is currently not served by a public transportation system; however, the Multimodal Transition Plan explored a route modification for service to the airport.

The SAF is supported by the Santa Fe Regional Airport Advisory Board (AAB), a seven-member citizen board that informs and makes recommendations to the governing body of the City of Santa Fe on the development of the airport for short- and long-term planning goals.

The AAB and the City commissioned the development of an Airport Master Plan, which was completed in 2017. The Master Plan provides guidance for future development and justification for projects for which the airport may receive funding through an updated capital improvement program to demonstrate the future investment required by the City of Santa Fe, as well as the Federal Aviation Administration and

NMDOT.[7] It established the vision for a two-phase major expansion project which will invest over $40 million in added space, passenger amenity upgrades, and more. The recently completed Phase 1 effort added over 8,000 square feet of new space for additional seating, a new gate, and a secured boarding area, in addition to circulation enhancements and other improvements. Phase 2, slated for completion in 2027, will further expand the terminal, provide a new connection to NM 599, and construct an improved parking garage.[8]

MAINTENANCE

SANTA FE COUNTY: Santa Fe County has maintenance responsibilities for approximately 560 miles of street, approximately one-third of which are within the SFMPA.

The Santa Fe County Road Maintenance Division includes 44 staff members rotating 8-hr. shifts with snow removal operations lasting as long as necessary. The snow removal begins with the priority one streets, the high-volume traffic streets, and then filters down to priority two and local streets.

LIFE CYCLE COSTS

The cost of transportation infrastructure has not only a capital component, but a maintenance component over the useful life of the asset as well. Combined with the indirect costs of construction and maintenance to system users, these represent the life-cycle cost, a critical factor during the alternatives evaluation process of a transportation design project. Considering only upfront capital expenditures does not provide an accurate understanding of the full financial burden of an alternative and may lead agencies to choose one that ultimately results in a higher cost. The maintenance costs over the life of a street can be equal to or greater than the initial capital or investment.

Santa Fe County coordinates the Transportation Advisory Committee for the purpose of reviewing and recommending street improvements to the Board of County Commissioners. The committee also reviews and monitors street improvement projects and researches funding sources to establish long-range planning for street improvements.

NMDOT: The SFMPA is serviced by NMDOT'S District 5. The District 5 engineer is responsible for street construction, street maintenance, engineering support, technical support, traffic operations, bridge maintenance, safety operations, equipment management, administration operations, quality management, and public relations.

The maintenance section is responsible for maintaining all streets within the district. Responsibilities include street rehabilitation, safety upgrades, fencing, vegetation/herbicide operations, signage, and snow removal.

NMDOT District 5 maintains an active maintenance agreement with the City of Santa Fe to provide routine maintenance along segments within the city of Santa Fe. The NMDOT maintains the following streets:

- Cerrillos Road – St. Francis Drive west to city limits (from St. Francis Drive to Beckner Road is slated to be transferred to the City; St. Michaels Drive to Beckner Road will be first)
- St. Francis Drive – I-25 to US 285
- Paseo De Peralta – St. Francis Drive to Bishops Lodge
- Old Pecos Trail – St. Michaels Drive to Rodeo Road
- Hyde Park Road – Bishops Lodge to city limits

[7] https://flysantafe.com/airport-master-plan/

[8] https://santafe.com/taking-flight-santa-fe-regional-airport-expansion/

- Bishops Lodge (Washington Avenue) – Paseo De Peralta to Hyde Park Road
- North Guadalupe – Paseo De Peralta to US 285

CITY OF SANTA FE: The City of Santa Fe provides street maintenance via the City Streets and Drainage Maintenance Division. The City has approximately 1,100 designated streets, with approximately 940 lane miles and 41 miles of unpaved streets.

The Streets and Drainage Maintenance Division is responsible for maintaining the streets and drainage infrastructure. Tasks include snow removal, concrete construction, grading, sweeping, pavement maintenance, engineering/inspection, drainage maintenance, and administration.

NMDOT is currently developing an Asset Management Plan, which will include an inventory of the pavement and bridge conditions in the SFMPA.

PUEBLO OF TESUQUE: The Pueblo of Tesuque currently handles street maintenance within their land; however, they have cited challenges with meeting the maintenance, cleanup, snow removal, and salting needs. A potential solution is to create a cooperative agreement with Santa Fe County for them to maintain specific streets within the Pueblo.

Metropolitan Transportation Plan 2025-2050

CHAPTER 5:

TRANSFORMING TRANSPORTATION SAFETY

This chapter explores how quality of life in Santa Fe is influenced by our ability to move around the city in ways that are sustainable, offer public health benefits, and are equitable for all community members.

Dulce Melara, El Camino Real Academy; Artwork shown at City of Santa Fe Arts *Commission's Community* Gallery.

Safety is of paramount importance to the leadership of the Santa Fe MPO and its membership agencies. Above all else, we seek to develop and maintain a network that provides everyone with safe options for travel, regardless of their specific transportation needs and preferences. While safety has always been a core focus in transportation planning, how it is considered and addressed in relation to other factors like efficiency or access has evolved - the safety lens has sharpened and we must reimagine what it truly means to provide a safe system.

Challenging long-standing assumptions, standards, and practices that have historically prioritized reduced congestion, high levels of service, system reliability, and maximized traffic flow, often resulting in an overbuilt high-speed roadway network, is a complex and significant undertaking. However, over the past

two decades, extensive research and innovative, community-led initiatives have demonstrated that these outdated practices have had detrimental effects on community health, prosperity, and safety. Fortunately, evidence-based approaches that challenge these traditional assumptions are gaining traction and contributing to improved safety outcomes. The Santa Fe MPO remains committed to questioning these long-standing assumptions and advancing the normalization of new, more effective metrics.

Safety has always been a key consideration in transportation planning, but not necessarily the ultimate priority. Many traditional planning practices have led to transportation policy and project decisions that do not prioritize safety over reliability, capacity etc. – these must be reimagined to truly make safety our transportation priority. Table 5-1 describes how the MPO intends to reimagine traditional practices and methods for transportation planning in the region.

TABLE 5-1. RETHINKING PLANNING PRACTICES

Traditional Practices	Outdated Assumptions	Reimagined
Travel Demand Modelling and Forecasting	Assumes linear progression of automobile use and dependence, leading to overbuilding of road networks and supporting vehicle dependence.	Diversify modelling for all trips, not just vehicle use – use modelling to support core values and goals.
Functional Classification	Assumes each class in the network must encompass the same design standards, speeds, volumes, and capacity.	Diversify design standards for each class to reflect community context and values, and prioritize safety for all users.
Level of Service	Assumes higher levels of service for roads and intersections benefit the community.	Reverse the script and incorporate LOS for all users. Recognize the tradeoffs and design with safety and community values first.
Design Speed	Assumes technical values are the priority and are dictated as such, impacting virtually all other design elements of the network.	Design speed becomes a subordinate component of street design following a community values-focused approach that starts with safety.
85th Percentile Speed	Assumes urban environments have the same design needs and characteristics of rural roads and highways. Assumes drivers take adequate and objective consideration of road safety in selecting their travel speed.	Urban streets are complex, and 85th percentile should never be used to set speed limits or design speed. Use alternative factors such as community context, crash history, presence and latent demand for pedestrians and bicyclists.
Lane Width	Assumes wider lane widths are both necessary and improve safety.	Wider lanes encourage speeding. Narrower widths including 10’ and 9’ should be the norm unless absolutely

		necessary for the context of the street.
Turning Radii	Assumes intersections and driveways must provide free flow turning movements for the largest vehicle possible.	Reduce radii to reduce turning speeds and increase safety. Assume larger vehicles will require extra care and turning negotiations.
Minimum Parking Standards	Assumes all drivers require a convenient and easily accessible free parking space for each and every destination.	The data is overwhelming regarding the negative impacts of these provisions. Eliminate minimum standards and replace with maximum. Consider community context for all users, not just drivers.
Mobility-Productivity Paradox	Assumes when mobility (Vehicle Miles Travelled or VMT) increases productivity (Gross Domestric Product or GDP) increased in the United States	*Data actually shows the opposite or a negative relationship between mobility and productivity.* This contradicts the common assumption that increasing driving is economically beneficial when it is actually harmful. Productivity tends to increase with urban traffic congestion. This contradicts the common assumptions that congestion is economically harmful and roadway expansions support economic development. Policies that encourage compact development increase productivity, while those that encourage low density land use are economically harmful. Lastly, the most economically successful commercial districts tend to have less parking supply and higher parking fees. Source: (The Mobility-Productivity Paradox, Victoria Transport Policy Institute 6/18/25)

SAFETY IN ACTION

Our community is not just planning for a safer transportation future – we are taking action to transform our streets now. In the past few years, the MPO and its local and regional partners have completed several major infrastructure projects focused on improving safety for our most vulnerable road users.

CAMINO ENTRADA ROUNDABOUT

Completed in the fall of 2022 the project exemplifies a design transition supporting safety first and complementing the context of the surrounding neighborhood.

Impact: The City-funded roundabout project consisted of the following improvements: reconstruction of the concrete curb and gutter, full pavement reconstruction, permanent signs and striping, bicycle and pedestrian improvements, roundabout lighting, and signal improvement. The roundabout is expected to increase safety and enhance service with the eventual addition of the Southside Transit Center.

EL CAMINO REAL ACADEMY TRAIL

Completed in the fall of 2024 this critical connector trail between the Cottonwood Village Mobile Home Park and the El Camino Real Academy Public School highlights a commitment of moving people safely through the community connecting neighborhoods with schools. The City's Public Works Department and Office of Affordable Housing secured Community Development Block Grant funding for the trail from the US Department of Housing and Urban Development.

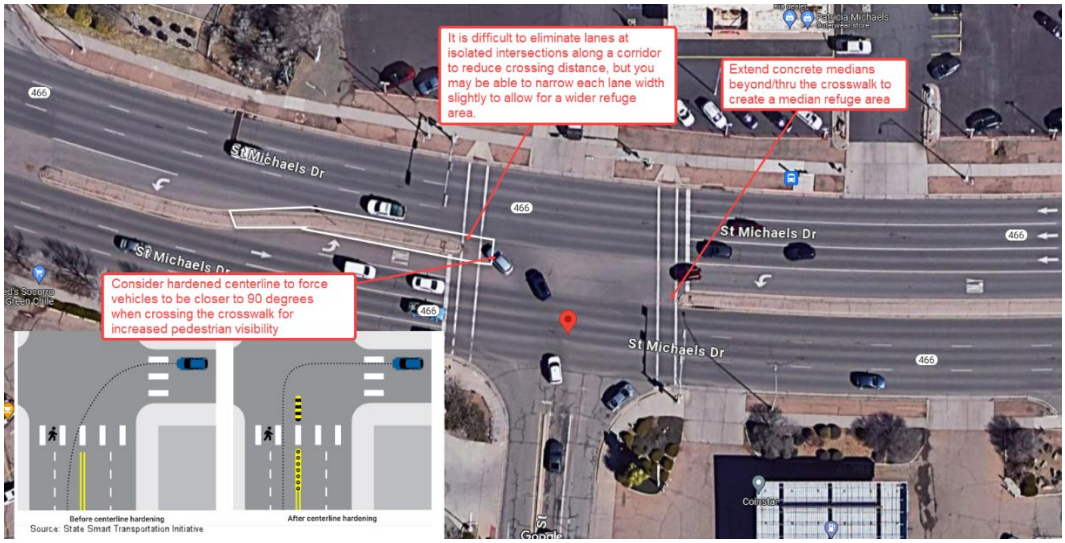
Impact: This new trail connection provides a 0.4-mile paved route to school without major street crossing for students living in the area, and coincides with Santa Fe's Safe Routes to School Program launched in the fall of 2021 by the Santa Fe Conservation Trust.

ST. MICHAELS DRIVE BICYCLE AND PEDESTRIAN SAFETY IMPROVEMENTS

Completed in the Spring of 2025 the project focused on a critical intersection that connects Milago Middle School with the Hopewell/Mann Neighborhood crossing St. Michaels Drive.

Impact: This is exemplary in spotlighting community and safety values as a priority for street design.

- Extend concrete median island thru/beyond the crosswalk to create the possibility for a 2-stage pedestrian crossing.
- Narrow lane widths in the area to allow for a slightly wider concrete median/refuge area.
- Implement a Leading Pedestrian Interval (LPI).
- Install countdown pedestrian signals.
- Use protected only left turn phasing on St. Michaels to separate the pedestrians/vehicles in time. Left turning vehicles on a wide/busy roadway may be too focused on choosing a gap that they are less aware of pedestrians crossing Llano St.
- Centerline hardening to reduce the speed of vehicles turning left across the crosswalk, reduce the amount of crosswalk area being crossed, and improve visibility of pedestrians during the turn execution.



NORTH GUADALUPE ROAD RECONSTRUCTION AND ROAD DIET

This project, completed in the summer of 2025 was the result of almost ten years of dedicated planning, funding and design with a commitment to transform a four-lane high-speed road through historic downtown Santa Fe into a street prioritizing pedestrians, bicyclists, ADA needs and placemaking. Project Description: Reconstruction of Guadalupe Street from Agua Fria to Paseo de Peralta. Reduce travel lanes from four to three. Construct medians, ADA-compliant sidewalks, and bicycle lanes. Improve stormwater drainage and intersection geometrics at West Alameda Street, West San Francisco Street, Catron Street, and Paseo de Peralta.

Impact: The corridor is one of the most visible to locals and tourists alike. Not only is the street reconfiguration a demonstration of community values-based street design with safety paramount, but it illustrates the commitment and potential for future projects.

PILLARS OF SAFETY

Sustainability, public health, and social equity are all inherently linked with safety and provide a helpful framework with which to explore and evaluate transportation design tools, policies, and programs.

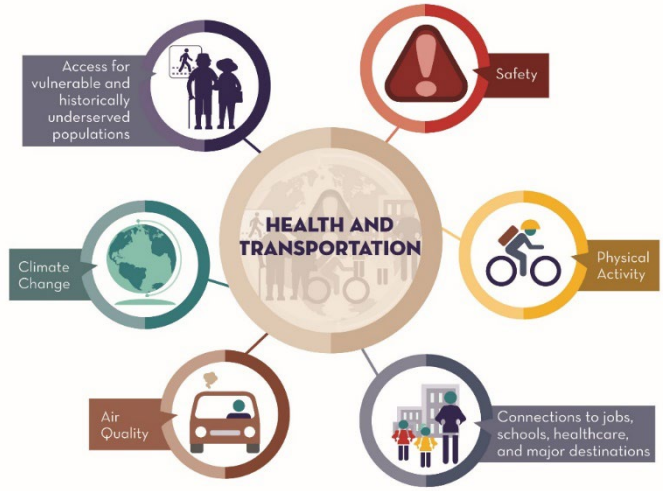
SUSTAINABILITY

Transportation plays a critical role in creating a sustainable Santa Fe. Climate change is an ever-growing risk to the health and safety of everyone in our community, as well the integrity of our infrastructure – a warmer world has major ramifications for how we get around, so we must plan and design for resiliency. Sustainable Santa Fe 25-Year Plan established a goal for the City to achieve carbon neutrality by 2040, and sustainable transportation solutions are key to realizing that goal. Enhanced active and low-emissions mobility options, cleaner technology, and context-sensitive design all will contribute to a more sustainable, more resilient, safer system.

PUBLIC HEALTH

Transportation planning, policies, and infrastructure all have substantial consequences for public health. Most of us interact with the transportation system multiple times every day. When designed, operated, and maintained thoughtfully, the system can prevent life-ending or altering crashes and encourage physical activity, preventing chronic illness and resulting in a healthier – and safer – community. A healthy transportation system:

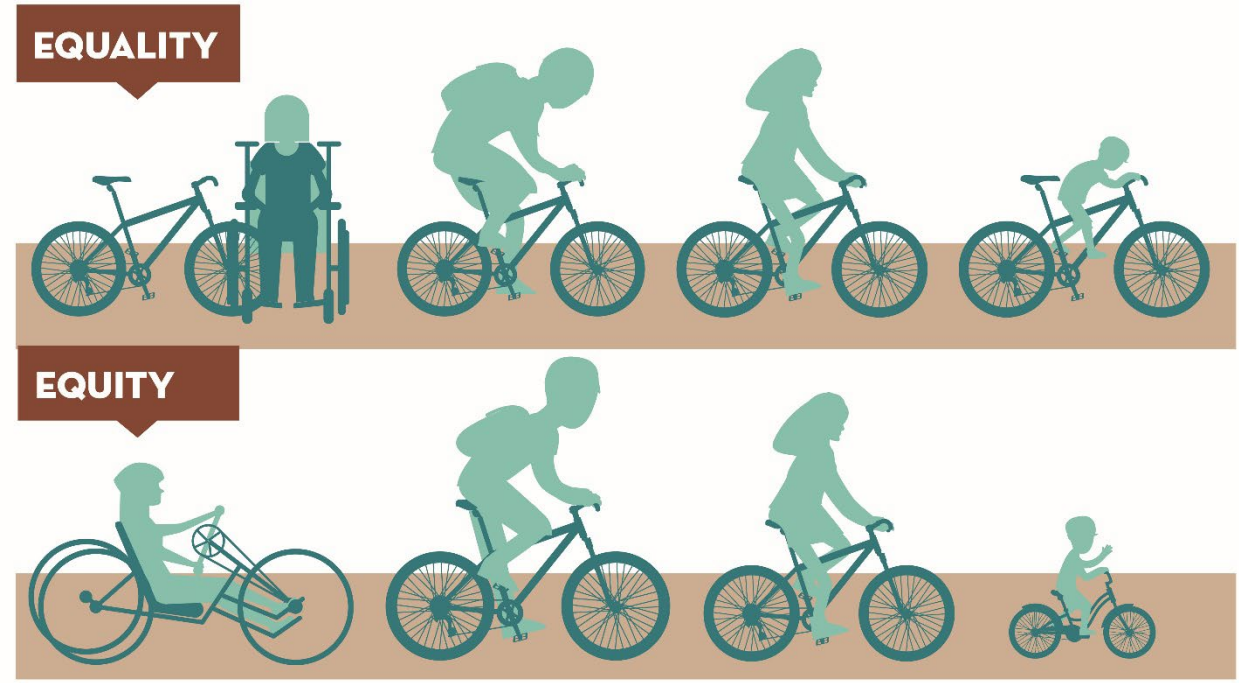
- Encourages reliable, safe, and cost-effective mobility options
- Emphasizes the importance of focusing on the movement of people, not vehicles



- Expands active and public transportation options for all
- Connects people to the things they need for a healthy, fulfilling life – jobs, schools, parks, healthcare, community, healthy food, recreation, and entertainment

SOCIAL EQUITY

Everyone deserves the opportunity to get from point A to point B safely, regardless of who they are, where they live, how they travel, or what social position they occupy. Historically, transportation planning has discounted the needs and priorities of certain marginalized communities, resulting in less safe transportation options where they are concentrated; correcting these disproportional impacts of past transportation investments and policies through intentional and explicit consideration of equity today is essential. An equitable transportation system network offers safe, convenient, and affordable access to jobs, medical services, education, groceries, and social/recreational activities for everyone while prioritizing our most at-risk people.



EQUALITY IS WHEN EVERYONE IS TREATED THE SAME. EQUITY IS WHEN EVERYONE HAS ACCESS TO WHAT THEY NEED TO BE SUCCESSFUL.

HOW ARE WE GETTING THERE

In practice, reimagining safety requires continuously evaluating how we define, assess, and enhance the safety of our transportation system. This includes strategies for pinpointing safety issues, policy and programmatic changes to entrench safety as our prime transportation priority, and design tools to tangibly make our infrastructure as safe as possible. The previous MTP summarized a variety of at-the-time emerging transportation design tools that are now well-established in today's planning practice; in this update, we must look beyond those.

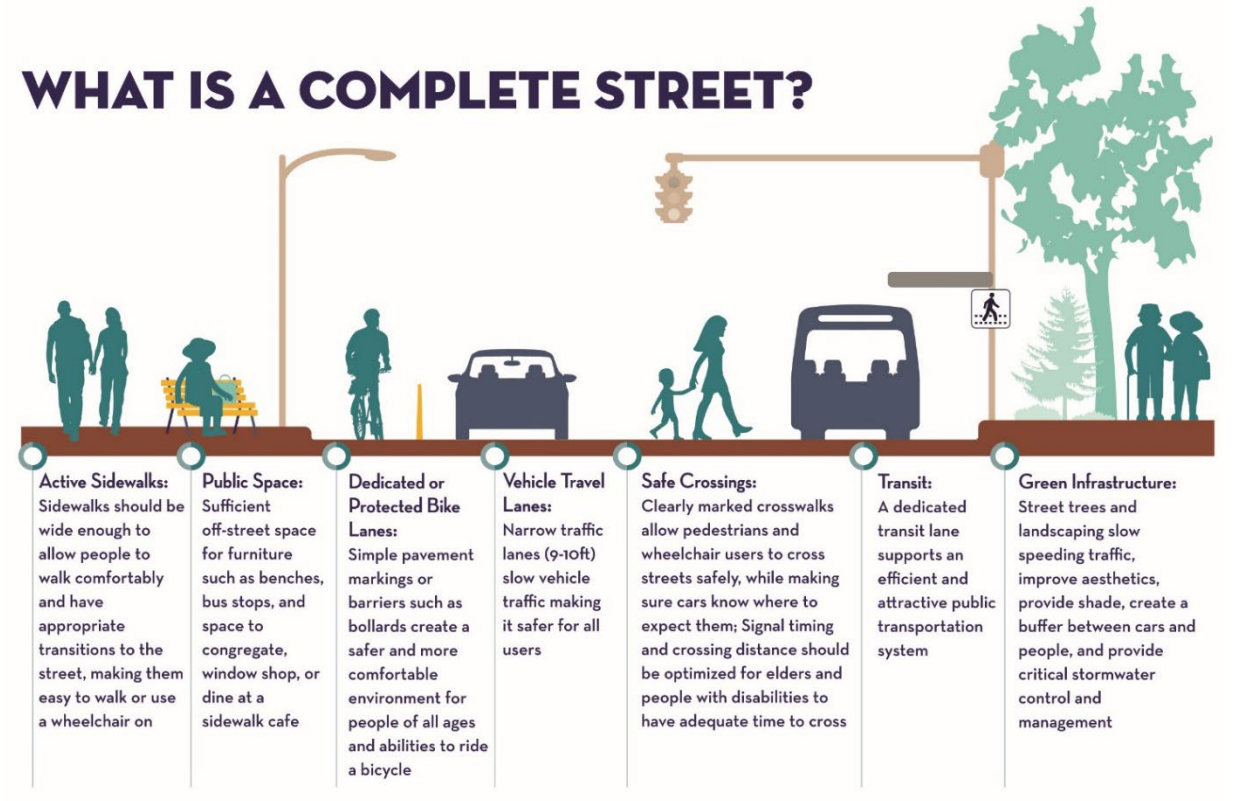
SAFE SYSTEM APPROACH & SYSTEMIC ANALYSIS

Reimaging transportation safety requires an evolved approach to analyzing and interpreting transportation safety. The Safe System Approach was formally adopted as a policy by the US Department of Transportation in 2022. It is a transportation strategy framework intended to help communities achieve the Vision Zero goal by focusing on developing a transportation system that anticipates human error and reduces the severity of crashes by addressing factors like road design, speed management, driver behavior, vehicle design, and post-crash care.

A holistic approach to safety that acknowledges and addresses the considerable influence of street design in addition to travel behavior is necessary to truly achieve a safe system. Historically, campaigns and messaging about traffic safety focused primarily on human behavior and awareness, with relatively little attention paid to how the actual design and function of the roadway network influences safety. Many streets were designed with multiple wide lanes to move people in cars quickly, effectively prioritizing speed and efficiency over safety while making the system less safe and comfortable for vulnerable road users. The multi-factor Safe System Approach aims to significantly reduce fatal and serious crash outcomes by minimizing crash risk and crash severity across the transportation system by accommodating for human error and vulnerability – it identifies and addresses safety concerns proactively, rather than reactively managing crash risk at locations where severe crashes have occurred.

BEYOND COMPLETE STREETS DESIGN

Complete Streets is a well-established design philosophy that focuses on making streets safe and comfortable for all users, often using techniques that calm and/ or reduce vehicular traffic. Depending on the street context, common traffic calming includes elements like curb bulbouts, roadway rightsizing, mid-block pedestrian crossings, refuge islands, sidewalk widening or detachment, and more.



These infrastructure treatments have tried to strike a compromise between safety, comfort and mobility; however, in this compromise safety – especially for more vulnerable road users – remains a systemic issue. To truly prioritize safety, infrastructure must go beyond Complete Streets.

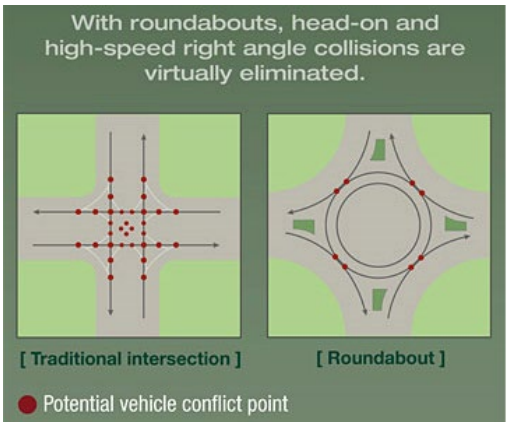
Protected Intersections

Protected intersections, which are typically implemented where at least one intersecting roadway has dedicated bicycle facilities, use a combination of small channelizing islands and conflict zone striping to clearly define separate travel paths for motorists, bicyclists, and pedestrians and reduce turning vehicle speeds. Intersections are generally the highest-risk locations in the transportation system because of the conflicts between different user types and travel patterns. With safety as the priority, designs should minimize conflict points and slow all traffic as much as possible; protected intersections have emerged as one of the safest at-grade configurations because they accomplish this. The small islands reduce crossing distances for bicyclists and pedestrians, and are more visible to turning motorists. Elements that are generally integrated into protected intersections and contribute to their safety include:

- Bicycle lane extensions through intersections
- Bicycle signals and signal phasing
- Leading bicycle and/or pedestrian intervals
- Reduced curb radii and curb extensions
- Two-stage bicycle turn left-turn boxes
- Right-turn-on-red prohibition

Roundabouts

While not a new design concept, roundabouts remain an important part of the transportation design toolkit as they reduce severe crashes compared to traditional intersections. Past studies have shown a 90 percent reduction in fatalities and 75 percent reduction in injuries compared to traditional intersections. As roundabouts have continued to rise in popularity and grow in number throughout the United States, though, so too have concerns about how safe and comfortable they are for bicyclists and pedestrians since they do not require motorists to fully stop.



Best practices for bicycle and pedestrian treatments at roundabouts have evolved to address these concerns by echoing the principles of protected intersections. Traditionally, roundabouts have been designed to allow bicyclists to either take the travel lane as a vehicle or exit via a bicycle ramp to a shared-use path – both movements that introduce conflicts with other modes. The so-called "Dutch roundabout" concept eliminates these conflicts by adding a circulating bikeway to a roundabout, adjacent to but separate from the circulating pedestrian pathway. Both should cross all vehicle entry and exit legs at as close to a 90-degree angle as possible to maximize visibility and yielding behavior. At particularly busy roundabouts, flashing beacons may be considered at crossing points.

Road Diets

A road diet generally repurposes street space that has been dedicated to vehicular travel and/or on-street parking for the enhancement or implementation of nonmotorized facilities and/or amenity spaces – a common type is the conversion of a 4-lane street to a 3-lane street (one through lane in each direction plus a center turn lane), with the freed up space dedicated to bike lanes, sidewalk widening, landscaping, etc. Roadway reconfiguration has also been a major element of the transportation design

toolkit for many years. As more and more road diets have been implemented on streets of varying contexts throughout the country, the safety benefits of them have become clear. FHWA studies have shown that lane reductions have reduced overall crash rates by between 20 and 50 percent and also reduce speeding, so crashes that do still occur tend to be less severe. Road diets also reduce the exposure of nonmotorized users to vehicular traffic by narrowing crossing distances and providing dedicated space for them.

Traffic Calming

Traffic calming is a blanket term for infrastructure treatments that have proven to help reduce vehicle speeds and/or volumes, most often on local and collector-type streets. The correlation between travel speeds and crash severity is well-documented: the faster a vehicle is traveling, the more likely its crash will result in a serious injury or fatality, especially when a nonmotorized traveler is involved. And the correlation is exponential – a pedestrian hit by a vehicle traveling at 20 miles per hour has a 90% chance of surviving, while a pedestrian hit by a vehicle traveling at 30 miles per hour has a 60% chance. As such, speed mitigation has become a critical focus of safe transportation design.

There are a wide variety of traffic calming treatments that have been derived, and the appropriateness and effectiveness of any one type is highly context-dependent. Formal traffic calming programs that take resident requests and follow up with focused site evaluations and planning/design efforts have proven effective in many communities for improvements at both a neighborhood and network level. Traffic calming can also be applied at a corridor level along priority multimodal streets – bicycle boulevard, neighborhood bikeway, and green street are all terms that been used to define an extended corridor that prioritizes safety and mobility for nonmotorized modes through a combination of segment and intersection improvements. Common types of traffic calming include:

- Vertical Deflection: Treatments that raise a portion of the road surface (e.g., speed humps, speed tables, raised crosswalks, raised intersections)
- Horizontal Deflection: Treatments that swerve and/or narrow the vehicle path (e.g., curb extensions, chicanes, pedestrian refuges, traffic circles)
- Traffic Diversion: Treatments that restrict vehicular access and/or through movement at intersections (e.g., median diverters, forced-turn islands, full closures/cul-de-sacs)
- Nonmotorized Intersection Priority: Treatments that prioritize nonmotorized crossing movements over vehicle crossing movements (e.g., bicycle signals, leading bicycle/pedestrian intervals, turn-lane consolidation, raised crosswalks)

GREEN INFRASTRUCTURE & RESILIENCY

Green infrastructure refers to an array of natural and engineered solutions for better managing stormwater and improving the overall sustainability of the built environment. Transportation and planning policy should include an emphasis on harvesting stormwater and incorporating green infrastructure in the design and retrofit of urban and rural roadways. A flooded or debris-strewn street impedes the safe use of the roadway by the community. The anticipated increase in extreme weather events from climate change has a substantial impact on the integrity of our infrastructure. Through more holistic designs, streets can provide

"MY FAVORITE STREET IN SANTA FE IS E. ALAMEDA. MY KIDS LOVE WHEN WE DRIVE THROUGH THE 'TREE TUNNEL.' THEY LOVE THE WAY THE TREE BRANCHES HANG OVER. IT HAS BECOME SUCH A GREAT GATEWAY FROM OUR HOME TO WORK AND SCHOOL."

STREET STORY

opportunities to capture and infiltrate stormwater back into the environment, creating ecological, economic, and public health benefits.

An interdepartmental approach to street design and retrofits allows project design that emphasizes the management of stormwater, the resiliency of infrastructure, and the health, safety, and mobility goals of complete streets. Integrated design strategies address water quality and regulatory compliance, along with traffic calming, bike and pedestrian access, safety, public health, community development, and equity.

Green infrastructure is an approach to water management that protects, restores, or mimics the natural water cycle. Practices include permeable pavements, rain gardens, bioretention cells (or bioswales), vegetative swales, infiltration trenches, green roofs, planter boxes, rainwater harvesting (rain barrels or cisterns), rooftop (downspout) disconnection, and urban tree canopies. At least half of the landmass of most urban areas is covered with an impervious surface. Green infrastructure such as permeable pavement can be applied in roadways, multi-use paths, parking lots, and areas with light traffic. Areas that would otherwise be impervious can filter and infiltrate stormwater, increasing water quality while contributing to aquifer recharge.

LAND USE & TRANSPORTATION

Developments such as Railyard Flats and Capitol Flats are positioned to be Transit Oriented Development (TOD)-type developments once built out with densities and proximities that promote and support the use of rail, transit, bicycle, and pedestrian modes of transportation.

The State government owned land surrounding the South Capitol Station and developers of land adjacent to Zia Station have the opportunity to propose similar types of TOD developments.

Green infrastructure not only is an aesthetically pleasing way to provide green ways and traffic calming spaces for the community, but also lessens the wear and tear on municipal stormwater systems by slowing water, decreasing conveyance volumes, and filtering sediment that could otherwise clog culverts and other structures. Green stormwater infrastructure is often less costly to implement than standard, gray infrastructure; and it can also reduce the maintenance and repair needs of municipal systems, leading to lower long-term operating costs for cities.

TRANSPORTATION & LAND USE

Transportation and land use are inexorably linked – the types of development in an area often drive who travels there and how, and the existing transportation network is a major factor in what new types of development may come. As such, consideration of both is critical for all transportation and land use planning efforts. Land use density and diversity are major influencing factors on transportation safety. The further apart origins and destinations are, the more likely someone is to rely on a personal vehicle for completing trips, which in turns leads to the buildout of larger, faster, and – as a result – more dangerous roadways and more time spent using those roadways.

Smart Growth

Smart growth is a theory that supports densification and concentrated development within established urban centers, leading to more compact, diverse, walkable neighborhoods. Denser development supports and encourages active transportation and transit use, getting more people out of cars and making our streets safer for everyone. It also contributes to more sustainable, healthier, and more equitable community outcomes.

Development Standards

Land use can be most directly influenced by transportation policy and design through development standards/guidelines. Many communities, including the City of Santa Fe, require developers to make certain improvements to public infrastructure around their sites depending on the anticipated impacts of the development project. Historically these requirements have been primarily focused on mitigating expected increases in vehicular traffic by increasing roadway capacity, which has contributed to overbuilt and less safe roadways. Adapting such development standards to deprioritize vehicular traffic impacts and focus more on assessing and mitigating the anticipated safety ramifications of a particular site is a way to leverage future development changes for transportation safety improvements.

MYTH: Higher-density development creates more regional traffic congestion and parking problems than low-density development.

FACT: Higher-density development generates less traffic than low-density development per unit, makes walking and public transit more feasible and creates opportunities for shared parking. According to the National Personal Transportation Survey, doubling density decreases vehicle miles traveled by 38 percent.

Access Management

Managing access to development is another means for improving safety at the nexus of transportation and land use. High driveway densities with minimal access control are correlated with higher crash rates because of the many potential conflict points. When designed and implemented properly, access management can reduce collisions for all users as well as improve traffic flow along a corridor; before and after studies have shown access management strategies can reduce collisions and improve traffic capacity by 10 percent or more on a corridor. Raised medians, restricted access configurations (e.g. Right-In/Right-Out), and driveway consolidation are all access management strategies to reduce conflicts. It can also encourage greater use of active modes – every driveway is a disruption and potential hazard to the existing bicycle and pedestrian facilities, so reducing the number of driveways or at least the amount of traffic they attract is beneficial to active user comfort.

Off-Street Parking

Off-street parking is another land use that has an impact on transportation safety – the amount of space it requires makes destinations more spread out, which induces vehicular traffic. The more traffic there is, the greater the risk of crashes. Conversely, efforts to limit construction of new off-street parking and/or convert existing off-street parking to active uses is beneficial for transportation safety. Parking minimum requirements in zoning ordinances are a primary culprit for the overbuild of off-street parking. They contribute to urban sprawl, the heat island effect, and even congestion – all of which negatively impact safety in a variety of ways. Loosening, or even fully eliminating, parking minimums helps to spur more walkable, mixed-use development that in turn makes streets safer for everyone by supporting and encouraging multimodal travel. Off-street parking reform can also increase the feasibility and likelihood of existing off-street lots being converted to a different use by reducing/eliminating its need to exist and making redevelopment less burdensome and costly.

Metropolitan Transportation Plan 2025-2050

CHAPTER 6: MAKING CHOICES

This chapter forms the basis for making difficult choices about how best to prioritize and phase transportation improvement projects.

Transportation needs and opportunities in our region are great. The needs-based plan presented in Chapter 4 will be implemented over a long period of time due to funding limitations. Current funding realities indicate that not all desired projects will be built within this plan's 25-year time horizon. This chapter describes the process for selecting priority transportation projects based on their ability to contribute toward achieving the MTP goals.

PROJECT PRIORITIZATION FRAMEWORK

With limited funding available across all transportation modes, and an active community desiring context sensitive and complete transportation improvements, the process of prioritizing projects must be comprehensive and strive to identify those projects that will most effectively move our region's transportation system toward fulfilling our vision and achieving our goals. As such, the prioritization process for each transportation project is linked to the goals, as presented in Chapter 2.

PROJECT EVALUATION

The Regional Roadway system projects represent the region's needs over the next 25 years. Each project has been evaluated based on criteria that stem from the nine MPO goals in the performance categories of:

- Safety
- Multimodal Mobility & Accessibility
- Environmental Stewardship
- Travel Time Reliability
- Economic & Community Vitality
- System Preservation & Resiliency
- Partnership & Funding
- Public Health
- Social Equity

The intent of the roadway prioritization process is to prioritize those projects that are expected to contribute the greatest toward reaching the MPO goals. For each criterion, a set of quantitative and qualitative factors were identified to "score" each project and inform prioritization. The scoring methodologies vary by factor, but are all weighted equally within each criterion category, and a total project score was determined by summing all of the criterion-specific scores. The section below describes the evaluation focus and specific scoring factors for each criterion, and Table 6-1 presents the full prioritization results for the 2025 MTP projects.

EVALUATION CRITERIA

SAFETY

Goal: A safe and secure transportation system for motorized and non-motorized users.

Evaluation: How well does the project improve safety for all users? Does it target an area with a known safety issue?

The safety of the roadway system is of critical importance for all users, including pedestrians, bicyclists, transit users, and motorists, as it reduces the risk of people being seriously injured or killed in crashes. Safety improvements can range from modifying signal phasing at an intersection to eliminating conflict by providing grade separation.

Evaluation Factors:

- Severe Crash Proximity – Number of fatal and serious injury crashes within 100' of the project area, normalized by length
- Bicycle Level of Traffic Stress – Existing Bicycle Level of Traffic Stress for the project location
- Safety Improvement Potential – Relative potential of the project to enhance safety

MULTIMODAL MOBILITY & ACCESSIBILITY

Goal: An accessible, connected, and integrated transportation system.

Evaluation: Does the proposed project allow accommodation and/or availability of transportation options using different modes?

Integrating and enhancing walking, bicycling, and transit into the transportation network provide healthy and sustainable travel choices for residents, workers, and visitors of our region. Providing transportation alternatives helps reduce VMT, thereby reducing congestion and mobile source GHG emissions in our region.

Evaluation Factors:

- Transit Route Proximity – Binary assessment of whether the project is along a Santa Fe Trails route or integrated into the NCRTD bus system.
- Bicycle Infrastructure Element – Binary assessment of whether the project includes bicycle improvements
- Pedestrian Infrastructure Element – Binary assessment of whether the project includes pedestrian improvements
- Access to Schools & Parks – Number of schools and parks within ¼-mile of the project area
- Mode Shift Potential – Relative potential of the project to increase non-auto mode share
- Active Transportation Gap Elimination – Relative potential of the project to eliminate an existing active transportation gap, considerate of the size and significance of the gap

ENVIRONMENTAL STEWARDSHIP

Goal: A transportation system that protects and enhances the natural, cultural, and built environment and mitigates climate change.

Evaluation: What is the project's potential for reducing mobile source GHG emissions?

Environmental stewardship is an important consideration in developing our transportation network as the two primary contributors to mobile source GHG emissions are running emissions and idling emissions. These GHG emissions can be reduced by lowering VMT and by decreasing stopped delay in our region.

Evaluation Factors:

- Transit Route Proximity – Binary assessment of whether the project is along a transit route
- Bicycle Infrastructure Element – Binary assessment of whether the project includes bicycle improvements
- Pedestrian Infrastructure Element – Binary assessment of whether the project includes pedestrian improvements
- Short Trip Volume – Number of annual short trips in the project area, normalized by length
- Population Density – Current population per square mile within ¼ mile of the project area
- Travel Reduction Potential – Relative potential of the project to reduce total travel by all modes

TRAVEL TIME RELIABILITY

Goal: An efficient and reliable transportation system poised to leverage emerging technologies.

Evaluation: How does the proposed project impact the reliability and predictability of local and regional travel times?

The cost of unreliable travel times comes in the form of both time and money and affects the travel of residents, visitors, and businesses by all modes alike. By prioritizing the system's operational efficiency, the region can work to improve travel time reliability for both motorized and non-motorized users.

Evaluation Factors:

- Short Trip Volume – Number of annual short trips (less than 3 miles) in the project area, normalized by length
- Modal Improvement – Number of core transportation modes (bicycle, pedestrian, transit, private automobile) that the project would improve

ECONOMIC & COMMUNITY VITALITY

Goal: A transportation system that supports economic and community vitality.

Evaluation – Part 1 (Freight and Commerce): How well will the proposed project improve the mobility of freight and access to commerce?

An efficient transportation network provides reduced transit times and reliability of the movement of goods locally, regionally, and nationally. Freight-specific investments into the National Highway System provide for less costly freight transportation and can contribute to productivity and the economic growth of our region.

Evaluation Factors:

- Freight Corridor Proximity – Binary assessment of whether the project is along a primary regional freight corridor
- Commercial Corridor Proximity – Binary assessment of whether the project is located on a primary commercial corridor

Evaluation – Part 2 (Community and Commercial Vitality): Would the proposed project add value to any surrounding commercial uses? Would the proposed project support a more attractive, safe, healthy, and walkable transportation experience for all users?

By using context sensitive solutions in planning our future transportation system, we will support the economy of the Santa Fe metropolitan area, enhance the social activity of residents and visitors, improve public health, and preserve natural and cultural resources, all of which enhance the greater community and commercial vitality of our region.

Evaluation Factors:

- Population Density – Current population per square mile within ¼ mile of the project area
- Employment Density – Current employment per square mile within ¼ mile of the project area
- Urban Design/Walkability Potential – Relative potential of the project to enhance urban design, aesthetics, and walkability in the project area
- Active Transportation Element – Binary assessment of whether the project includes bicycle and/or pedestrian improvements

SYSTEM PRESERVATION & RESILIENCY

Goal: A well-maintained and resilient transportation system.

Evaluation: Does the project improve the condition of the existing transportation system? Does it improve the region's ability to weather and recover from natural disasters?

Timely preventive maintenance and preservation are necessary to ensure proper operational performance and safety of the roadways and bridges in our region. By extending the service life of existing infrastructure, the region can better manage resources required for long-term improvements, such as reconstruction and expansion of the network. As flooding, wildfires, and extreme heat become more common and substantial threats to our community, the transportation system's role in lessening or heightening those threats and in supporting disaster response and recovery is a critical consideration.

Evaluation Factors:

- Infrastructure Condition – Relative assessment of the condition of existing infrastructure the project would replace/rehabilitate; lower score for wholly new infrastructure that will require additional maintenance
- Flooding Impact – Relative assessment of how project implementation would affect the safety and operation of the transportation system in a flooding situation
- Wildfire Impact – Relative assessment of how project implementation would affect the safety and operation of the transportation system in a wildfire situation
- Extreme Heat Impact – Relative assessment of how project implementation would affect the safety and operation of the transportation system in an extreme heat situation

PARTNERSHIP & FUNDING

Goal: Regional collaboration in transportation planning, funding, and implementation.

Evaluation: Does the project have strong support from partner agencies and present opportunities for collaborative and/or unique funding approaches? Is the project well positioned to be implemented (has the project undergone a planning study and preliminary design)?

It is anticipated that there will continue to be a funding shortfall between revenues and projected transportation needs in our region in the years to come. Coordinating and streamlining planning efforts and financial resources and considering creative funding solutions, such as public-private partnerships, will be required for us to maximize resources and meet the transportation infrastructure needs of our region.

Evaluation Factors:

- Project Support – Relative assessment of the level of support the project has from partner agencies

SOCIAL EQUITY

Goal: Equitable investments in transportation that enable quality of life for all residents.

Evaluation: Would the proposed project contribute to quality of life in an area of the region with concentrations of underserved populations?

Evaluation Factors:

- Transportation Vulnerability Index – Existing Transportation Vulnerability Index (based on demographic factors related to equity and vulnerability) of the project location
- Community Focus – Relative assessment of the project's benefit to the vulnerable communities it would be located near

PUBLIC HEALTH

Goal: A transportation system that supports healthy lifestyles.

Evaluation: Does the proposed project encourage active transportation modes like biking and walking, improve air quality, improve safety, and/or improve access to essential services?

This criterion is not integrated into the project scoring methodology, but proposed projects that are expected to contribute to public health are denoted in Table 6-1.

EVALUATION RESULTS

Table 6-1 identifies the list of prioritized publicly funded Regional Roadway projects. The alignments for the "Future Roads and Extensions" are approximations. All listed projects require further public review and input before moving toward construction.

The Regional Roadway Priorities List is to be used to inform the public and illustrate proposed projects for future placement on the MPO Transportation Improvement Program (TIP). Additionally, it will be used as a guide for both City and County development review processes for future arterial and collector roads. By specifying the location, priority, and roadway design principles, the MTP will help guide network improvements to ensure:

- Continuity of road design characteristics consistent with "complete streets" across jurisdictions;
- Network connectivity to ensure an efficient and reliable system; and
- Safety and accessibility for all users.

"MY HUSBAND HAD TAKEN ME TO JOSEPH'S TO CELEBRATE MY BIRTHDAY A COUPLE OF SUMMERS AGO. WE WERE IN TOWN TO EXPLORE MOVING HERE. I REMEMBER I LOOKED OUT THE WINDOW AND NOTICED BICYCLISTS WHIZZING PAST. I THOUGHT "OH! THIS IS A TOWN WHERE PEOPLE GET AROUND ON BIKES! WE MOVED HERE AND WERE RIDING OUR BIKES PAST JOSEPH'S AND MY HUSBAND RECALLED OUR DINNER. HE SAID "NOW YOU'RE ONE OF THOSE PEOPLE HERE WHO GETS AROUND BY BIKE."

In addition to providing the evaluation results for each project, Table 6-1 lists the lead agency, project cost, time frame, and an indication of the multimodal elements (pedestrian, bike, and transit) included in each project. All projects are depicted in the Fiscally Constrained Plan and Illustrative Plan maps in Chapter 7.

The Regional Roadway Plan may be amended periodically to reflect completed projects or changing status of proposed improvements. All amendments are reviewed by the MPO Technical Coordinating Committee and presented for public comment before the MPO Transportation Policy Board adopts them.

MODAL MASTER PLANS

The Santa Fe MPO is host to multiple Metropolitan Master Plans, each intended to provide a comprehensive and focused analysis for each transportation mode. The Master Plans are developed in coordination and conjunction with the processes set forth in the adoption of this MTP. As intended, projects, policies, and programs proposed and recommended in each master plan both inform the development of updates to the MTP, including alignment with MTP goals, and enjoy opportunities to become funded and implemented in accordance with MPO policies. The Master Plans are as follows:

- 2015 Metropolitan Public Transit Master Plan
- 2015 Metropolitan Pedestrian Master Plan
- 2019 Metropolitan Bicycle Master Plan
- 2022 Local Road Safety Plan
- 2023 Safe Routes to School Plan

TABLE 6-1. REGIONAL ROADWAY PRIORITIES

Legend: ● = High evaluation score ◑ = Medium-high evaluation score ◑ = Medium-low evaluation score ● = Low evaluation score = Bike = Pedestrian = Transit = Public Health

Rank	Project Name and Description	Lead Agency	Cost (2025 Dollars)	Multimodal and Public Health Elements	Evaluation Criteria									Time Frame/ Need
					Safety	Multimodal Mobility & Accessibility	Environmental Stewardship	Travel Time Reliability	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation & Resiliency	Social Equity	Partnership & Funding	
1	S100681 - Cerrillos Road Reconstruction (St. Michaels Drive to St. Francis Drive): Reconstruct to add medians, drainage, bike lanes, sidewalks and transit facilities	NMDOT	$40,000,000		◑	●	◑	◑	●	◑	●	●	●	Short
2	S100440 - NM 466 (St. Michaels): Study, design, and construction of the St. Francis Dr./St. Michaels Dr. interchange; pedestrian ADA improvements; pavement preservation, bridge reconstruction.	NMDOT	$51,000,000		◑	●	◑	●	●	◑	●	◑	●	Short
3	S100470 - St. Micheals' Underpass; Design and construction of an underpass along the Rail Trail	City of Santa Fe	$20,000,000		◑	●	◑	●	◑	◑	◑	●	●	Short
4	Henry Lynch Road Reconstruction: Reconstruction from Agua Fria to Rufina Street and add bike lanes, sidewalk	City of Santa Fe	$8,000,000		◑	●	◑	◑	●	◑	◑	●	●	Short
5	Agua Fria Rd./Henry Lynch St. Intersection Roundabout	Santa Fe County	$1,000,000		◑	◑	◑	●	●	◑	◑	◑	●	Short
6	S100650 - Acequia Trail: Rufina to San Felipe	City of Santa Fe	$3,575,000		◑	●	◑	◑	●	◑	◑	●	●	Short
7	S100770 - Tierra Contenta Trail: Buffalo Grass to South Meadows Road	City of Santa Fe	$2,000,000		◑	●	◑	◑	●	◑	◑	●	●	Short
8	S100740 - Bishop's Lodge Road redesign and reconstruction including the addition of sidewalks, curb gutter, bike lanes, and associated drainage facilities	City of Santa Fe	$35,000,000		◑	●	●	◑	●	◑	●	◑	●	Short
9	S100370 - Agua Fria Street/Cottonwood Drive Intersection Safety Improvements: Construct a roundabout at the intersection	City of Santa Fe	$3,220,000		◑	◑	◑	●	●	◑	◑	◑	●	Short
10	S100760 - Segment 1 of the Arroyo Hondo Trail	Santa Fe County	$3,100,000		◑	●	◑	◑	●	◑	◑	●	●	Short
11	S100750 - Paseo del Sol Extension: Roadway extension of Paseo del Sol within the Tierra Contenta Master Planned development. The roadway will include 2 travel lanes, bicycle lanes, sidewalk, lighting and landscaping.	City of Santa Fe	$8,000,000		◑	●	●	◑	●	◑	◑	●	●	Short
12	S100790 - Avenida Del Sur Extension: Construct a new road and upgrade existing roadway from NM14 to A Van Nu Po	Santa Fe County	$10,000,000		◑	◑	◑	◑	●	◑	◑	◑	●	Short

Legend: ● = High evaluation score ◑ = Medium-high evaluation score ◐ = Medium-low evaluation score ○ = Low evaluation score = Bike = Pedestrian = Transit = Public Health

Rank	Project Name and Description	Lead Agency	Cost (2025 Dollars)	Multimodal and Public Health Elements	Evaluation Criteria									Time Frame/ Need
					Safety	Multimodal Mobility & Accessibility	Environmental Stewardship	Travel Time Reliability	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation & Resiliency	Social Equity	Partnership & Funding	
13	S100600 - Richards Crossing: Richards to Richards bridge and roundabout construction	City of Santa Fe	$22,500,000		◐	◑	◐	◐	○	◑	◑	◐	●	Short
14	5101630 - Hyde Park Road (NM475) Shoulder Improvements: Widen from Artist Road to Hyde Memorial State Park - Design	NMDOT	$1,600,000		◑	◑	○	◐	○	◐	◑	◐	●	Short
15	S100730 - I-25 Auxiliary Lanes: St. Francis Drive to NM466: Construct a third lane in each direction between interchanges	NMDOT	$46,000,000		◑	○	○	○	◑	○	◐	○	●	Short
16	St. Michaels Roadway Reconstruction Study	City of Santa Fe	$500,000		●	●	◐	◑	●	◑	●	●	◑	Short/Medium
17	San Isidro All-Weather Crossing (Bridge): Construction of a bridge, two roundabouts, river restoration, and River Trail interface	Santa Fe County	$5,500,000		◐	◑	○	●	○	◑	●	◐	●	Short/Medium
18	Acequia Trail – Otowi to La Cieneguita via Maclovia Park, Gallegos Dr., and Los Hermanos Rodriguez Park	City of Santa Fe	$2,500,000		◐	●	○	○	○	◑	◑	●	●	Short/Medium
19	St. Francis Drive Sidewalk from Sawmill to Siringo	NMDOT	$2,000,000		◑	●	◐	◐	●	◑	◑	◑	◑	Short/Medium
20	San Felipe Road Sidewalk/Path: Add a sidewalk/trail from Airport Road to Agua Fria Street	City of Santa Fe	$1,600,000		◑	●	◐	◑	○	◑	◑	●	●	Short/Medium
21	NM599/Camino de los Montoyas Interim Improvements Right in/Right Out	NMDOT	$2,500,000		◑	○	○	○	○	○	◑	○	●	Short/Medium
22	Agua Fria safety improvements: Osage to Siler	City of Santa Fe	$10,500,000		◑	◑	◐	◑	○	◑	◑	◑	●	Short/Medium
23	Cordova lane reduction: Cerrillos to Don Diego restriping, reconfiguration	City of Santa Fe	$250,000		◑	●	◐	◐	●	●	◑	◑	◑	Short/Medium
24	Diesel-hybrid electric bus purchase in FY2027 to support the 255 Mountain Trail route	NCRTD	$1,100,000		○	○	○	◑	○	◐	◑	○	●	Short/Medium
25	St. Francis Drive: Pedestrian Intersection/Connectivity improvements: Pedestrian improvements at all the intersections along St. Francis Drive	NMDOT	$600,000		◑	◑	◐	◑	●	◑	◑	◑	◐	Short/Medium
26	Cerrillos/Sandoval Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians	City of Santa Fe	$1,800,000		◑	◑	◐	◑	◑	◑	◑	◑	◑	Short/Medium
27	South Capitol Mobility Hub for the future Rural Rapid Transit network	NCRTD	$250,000		◑	◑	◐	◑	◑	●	◑	◑	◐	Short/Medium

Legend: ● = High evaluation score ◑ = Medium-high evaluation score ◑ = Medium-low evaluation score ● = Low evaluation score = Bike = Pedestrian = Transit = Public Health

Rank	Project Name and Description	Lead Agency	Cost (2025 Dollars)	Multimodal and Public Health Elements	Evaluation Criteria									Time Frame/ Need
					Safety	Multimodal Mobility & Accessibility	Environmental Stewardship	Travel Time Reliability	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation & Resiliency	Social Equity	Partnership & Funding	
28	NCRTD Santa Fe operations facility for electric bus charging, light maintenance, and storage	NCRTD	$5,000,000		○	○	○	○	○	○	◑	○	●	Short/Medium
29	Santa Fe River Trail - From Caja del Oro Grant Rd. to San Felipe Rd.	Santa Fe County	$11,500,000		◑	◑	○	◑	○	◑	◑	●	●	Short/Medium
30	Governor Miles Road Reconstruction: Reconstruct roadway from Richards Avenue to Pueblos del sol and add bike lanes, curb and gutter, sidewalk	City of Santa Fe	$2,000,000		◑	●	◑	◑	○	◑	◑	◑	◑	Short/Medium
31	Santa Fe River Trail – Constellation Dr. to Paseo Real	Santa Fe County	$7,000,000		◑	◑	○	○	○	◑	◑	●	◑	Short/Medium
32	Lopez Lane- construct sidewalks along from Rufina to Agua Fria	Santa Fe County	$1,000,000		◑	◑	◑	◑	○	◑	◑	●	◑	Medium
33	Bishop Lodge Road bicycle, pedestrian, ADA, and transit improvements	Santa Fe County	$4,000,000		◑	◑	○	◑	○	◑	◑	●	◑	Medium
34	Tesuque Mobility Hub for the future Rural Rapid Transit network	NCRTD	$500,000		◑	◑	◑	◑	○	◑	◑	●	◑	Medium
35	Tesuque Village Core Complete Street Network: add sidewalks and ADA facilities from the Elementary school to the US Post Office and around the Tesuque Village Market	Santa Fe County	$3,100,000		◑	◑	○	○	◑	◑	◑	◑	◑	Medium
36	NM14: From 125 to NM599 add sidewalks, bike lanes (NMDOT)	NMDOT	$8,000,000		◑	●	◑	◑	○	◑	◑	●	◑	Medium
38	Rehabilitation or Replacement of Paseo de Peralta Bridge over the Santa Fe River	City of Santa Fe	$3,500,000		◑	◑	◑	◑	◑	◑	●	◑	◑	Medium
37	Rodeo Bridge Reconstruction over St. Francis to add bike lanes and sidewalks	City of Santa Fe	$6,000,000		◑	●	◑	●	◑	◑	●	◑	◑	Medium
39	Study Paseo de Peralta Lane Reduction – Bishop's Lodge to St. Francis	NMDOT	$800,000		◑	●	◑	◑	●	◑	◑	●	◑	Medium
40	Paseo de Peralta lane reconfiguration study from Cerrillos to east and north to East Alameda Street	City of Santa Fe	$400,000		◑	●	◑	◑	◑	◑	◑	◑	◑	Medium
41	Bike Lane Loop: Richards, A Van Nu Po, and Avenida del Sur	Santa Fe County	$3,000,000		◑	●	◑	◑	○	◑	◑	◑	◑	Medium

Legend: ● = High evaluation score ◑ = Medium-high evaluation score ◑ = Medium-low evaluation score ● = Low evaluation score = Bike = Pedestrian = Transit = Public Health

Rank	Project Name and Description	Lead Agency	Cost (2025 Dollars)	Multimodal and Public Health Elements	Evaluation Criteria									Time Frame/ Need
					Safety	Multimodal Mobility & Accessibility	Environmental Stewardship	Travel Time Reliability	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation & Resiliency	Social Equity	Partnership & Funding	
42	Rancho Viejo Blvd Bike Lanes (Shoulders): Widen from NM14 to Avenida del Sur to add bike lanes	Santa Fe County	$1,000,000		◑	◑	◑	◑	●	◑	◑	●	◑	Medium
43	NM599/Camino de los Montoyas Overpass: Construct a new overpass	NMDOT	$20,000,000		◑	●	●	●	●	●	◑	●	◑	Medium
44	Reconstruction of the River Trail bridge between St. Francis Drive and De Fouri Street	City of Santa Fe	$200,000		◑	◑	◑	◑	◑	◑	●	◑	◑	Medium
45	Calle Po Ae Pi Extension: Pave dirt section include sidewalks	City of Santa Fe	$3,000,000		◑	◑	◑	◑	●	◑	◑	◑	◑	Medium
46	Rufina Street/Lopez Lane Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians	City of Santa Fe	$5,000,000		◑	◑	●	◑	●	◑	◑	◑	◑	Medium
47	US-285 Frontage Road Corridor Study through the Pueblo of Tesuque	NMDOT	$175,000		◑	●	●	●	◑	◑	◑	◑	◑	Medium
48	NM599/Via Veteranos (CR 70) Interchange: Construct a new interchange	NMDOT	$20,000,000		◑	●	●	●	●	●	◑	●	◑	Medium/Long
49	Hyde Park Road (NM475) Shoulder Improvements: Widen from Artist Road to Hyde Memorial State Park - Construction	NMDOT	$80,000,000		◑	◑	●	●	●	◑	◑	◑	◑	Medium/Long
50	ADA Transportation Projects (Phases 1, 2) [Caja Del Oro Rd, Agua Fria St, Rancho Viejo Blvd] Install sidewalks, improve sidewalks, other pedestrian improvements	Santa Fe County	$250,000		◑	◑	◑	◑	●	◑	◑	◑	◑	Medium/Long
51	ADA Transportation Projects (Phases 3, 4) [Caja Del Oro Rd, Richards Ave, Rancho Viejo Blvd.] Install/improve sidewalks, add bus shelters, other pedestrian improvements	Santa Fe County	$500,000		◑	◑	◑	◑	●	◑	◑	◑	◑	Medium/Long
52	Study: NM592 bicycle and safety improvements from Tesuque Village Road to Rio en Medio	NMDOT	$5,000,000		◑	◑	●	●	●	◑	◑	◑	●	Medium/Long
53	Tesuque Village Road Bike Lanes: Extend bike lanes from the County Fire Department to the Pueblo of Tesuque boundary	Santa Fe County	$2,200,000		◑	◑	●	●	●	◑	◑	◑	◑	Medium/Long
54	Jaguar Drive Extension to Municipal Airport: Roadway connection from NM599 to the Santa Fe Regional Airport. The two-lane roadway may include bicycle lanes, curb and gutter, sidewalk, landscaping and drainage accommodations.	City of Santa Fe	$5,000,000		◑	◑	●	◑	●	◑	◑	◑	◑	Medium/Long

Legend: ● = High evaluation score ◑ = Medium-high evaluation score ◐ = Medium-low evaluation score ○ = Low evaluation score = Bike = Pedestrian = Transit = Public Health

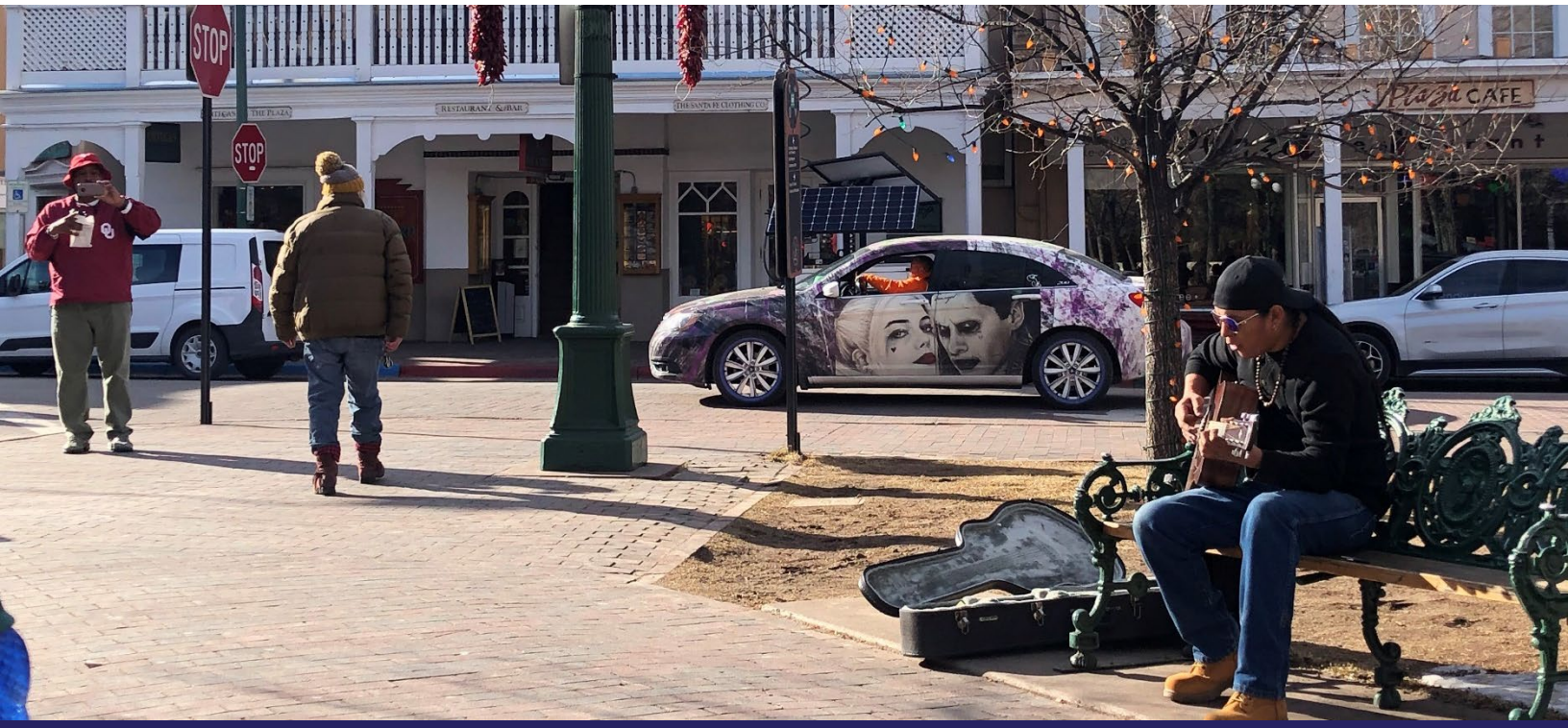
Rank	Project Name and Description	Lead Agency	Cost (2025 Dollars)	Multimodal and Public Health Elements	Evaluation Criteria									Time Frame/ Need
					Safety	Multimodal Mobility & Accessibility	Environmental Stewardship	Travel Time Reliability	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation & Resiliency	Social Equity	Partnership & Funding	
55	Little Tesuque Creek Trailhead and NCRTD Bus Stop	Santa Fe County	$2,000,000		◐	◐	○	◐	○	◐	◑	◑	◑	Medium/Long
56	West Alameda Street Bike Lanes (City): Widen from Calle Nopal to Siler Road to add bike lanes and improve drainage	City of Santa Fe	$20,000,000		◑	◐	○	○	○	◐	◑	◑	◐	Medium/Long
57	Rail Trail Segment 7- To Lamy	Santa Fe County	$7,500,000		◐	◑	○	○	◐	◐	◑	◑	◐	Medium/Long
58	West Alameda Street Bike Lanes (County): Widen from Chicoma Vista to Frontage Road to add bike lanes	Santa Fe County	$4,000,000		◑	◐	○	○	○	◐	◑	◐	◐	Medium/Long
59	Rehabilitation or Replacement of 3 Downtown Bridges over the Santa Fe River: Galisteo, Don Gaspar, Delgado Street	City of Santa Fe	$4,000,000		◐	◐	◐	◐	◐	◐	●	◐	◐	Medium/Long
60	NM599/I-25 Frontage Road Overpass: Construct an overpass to carry the North Frontage Road over NM599. Reconfigure existing Frontage Road at grade intersection with NM599 to right in/right out only	NMDOT	$18,000,000		◑	○	○	○	◐	○	●	◐	◐	Medium/Long
61	Federal Place Study (two way or one way with two way bike lane)	City of Santa Fe	$350,000		◑	◑	◐	◑	◐	●	◑	●	◐	Medium/Long
62	Camino del Monte Sol: expand the roadway to add shoulders and repave from Camino de Cruz Blanca to Old Santa Fe Trail	City of Santa Fe	$500,000		◐	◑	◐	◐	○	◐	◑	◐	◐	Medium/Long
63	I-25 W. Frontage Rd and Los Pinos Road- Roundabout (SFC/NMDOT)	Santa Fe County	$800,000		◑	○	○	○	○	○	◑	◐	◐	Medium/Long
64	Transportation Study of the SFCCD with connectivity to Eldorado	Santa Fe County	$500,000		◐	○	○	○	○	○	◑	◐	◐	Long
65	NM Central Regional Trail (Rancho Viejo-Arroyo Hondo Trail to Galisteo- Thornton Ranch)	Santa Fe County	$13,000,000		◐	◐	○	○	○	◐	◑	◑	◐	Long
66	Rufina Street Connection: New roadway connection between Harrison Road and Camino Carlos Rey	City of Santa Fe	$5,000,000		◑	◑	◐	●	◐	◑	◐	◐	◐	Long
67	Los Suenos Trail and La Vida Lane Road Improvements	Santa Fe County	$3,000,000		○	○	○	○	○	○	◑	◐	◐	Long
68	County Road 62 Realignment and Improvements: NM599 to Caja del Oro Grant Rd.	Santa Fe County	$3,000,000		◐	○	○	○	○	○	◑	◐	◐	Long

Legend: ● = High evaluation score ◑ = Medium-high evaluation score ◐ = Medium-low evaluation score ○ = Low evaluation score = Bike = Pedestrian = Transit = Public Health

Rank	Project Name and Description	Lead Agency	Cost (2025 Dollars)	Multimodal and Public Health Elements	Evaluation Criteria									Time Frame/ Need
					Safety	Multimodal Mobility & Accessibility	Environmental Stewardship	Travel Time Reliability	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation & Resiliency	Social Equity	Partnership & Funding	
69	NM599/Airport Road Interchange: Construct a new interchange	NMDOT	$30,000,000		◐	○	○	○	○	○	◑	○	◐	Long
70	Old Santa Fe Trail Bike Lanes (County): Widen from El Gancho Way to Two Trails Road	Santa Fe County	$1,000,000		◑	◑	○	○	○	◐	◑	◑	◐	Long
71	I-25/NM599: Interchange Ramp Improvements: Lengthen on and off ramps	NMDOT	$5,000,000		◑	○	○	○	○	○	◑	○	◐	Long
72	Los Suenos Trail Extension	Santa Fe County	$3,000,000		○	○	○	○	○	○	◑	◑	◐	Long
73	I-25/St. Francis Drive: Interchange Improvements: Reconfigure interchange and lengthen ramp	NMDOT	$8,300,000		◐	○	○	○	◐	○	◑	○	◐	Long
74	La Tierra/Jacoma Connection Study	Santa Fe County	$500,000		◐	○	○	○	○	○	◑	◐	◐	Long
75	I-25 Auxiliary Lanes: NM599 to Cerrillos: Construct a third lane in each direction between interchanges	NMDOT	$20,000,000		◑	○	○	◐	◐	○	◐	○	◐	Long
76	I-25 Auxiliary Lanes: Cerrillos to St. Francis Drive: Construct a third lane in each direction between interchanges	NMDOT	$20,000,000		◑	◐	○	◐	◐	○	◐	○	◐	Long
77	I-25/Richards Avenue Interchange: Construct a new interchange	NMDOT	$30,000,000		◐	○	◐	◐	◐	○	◑	○	○	Long
78	Caja del Rio/Paseo Real Connector	Santa Fe County	$3,433,647		◐	○	○	○	○	○	◑	◐	◐	Long
79	Extension of NM599 Frontage Road across SF River: Construct a bridge over Santa Fe River and upgrade roadway on south side to airport road	NMDOT	$16,000,000		◐	◐	○	◐	○	◐	◑	◐	◐	Long
80	Old Agua Fria Road, East Extension and Improvement (STUDY)	Santa Fe County	$4,000,000		◐	○	○	○	○	○	◑	◐	◐	Long

Metropolitan Transportation Plan 2025-2050

CHAPTER 7: MOVING FORWARD



This chapter presents a plan to implement high-priority projects that are expected to be funded over the next 25 years based on anticipated funding, including mobility, safety, and major rehabilitation.

The Santa Fe MPO is committed to assisting its member agencies in moving forward with the implementation of this plan's goals and in helping to build as many projects as identified in the plan.

The *Financial Summary and Outlook* provides the necessary financial details such as anticipated federal, state, and local revenues; cost inflation factors; year-of-expenditure dollars; and planning level cost estimates that support a highly transparent and principled approach to project implementation. The *Fiscally Constrained Plan* identifies those regional roadway projects that are expected to be funded in the next 25 years, along with the priorities for transit, bicycle, and pedestrian travel modes.

FINANCIAL SUMMARY AND OUTLOOK

Over the past 5 years an average of just over $25 million has been programmed through the SFMPO. Not all of this funding has been used for new infrastructure, but rather for maintenance activities such as bridge rehabilitations or repaving projects. Those projects that were wholly or partially for maintenance activities were identified and the associated programmed funds recorded. Table 7-1 shows the average amount of programmed funds used for maintenance activities by funding source and the calculation of the balance that will be used to determine the *Reasonably Expected Revenue Projection.*

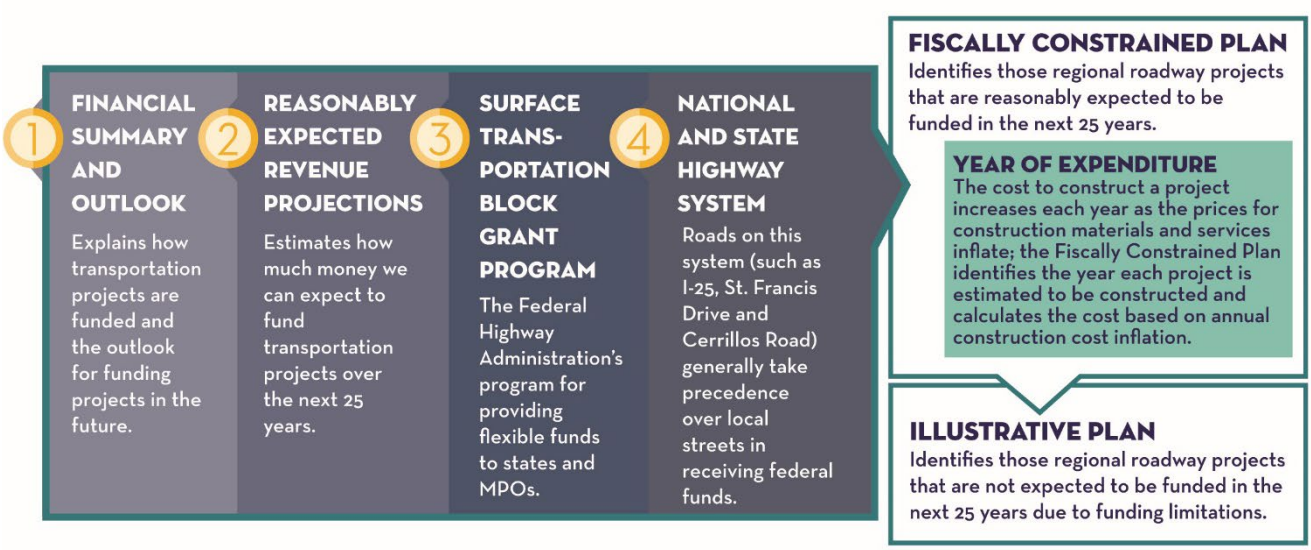


TABLE 7-1. CALCULATION OF BASE REASONABLY EXPECTED REVENUE PROJECTION

5 Year Average	Federal	State	Local	Total
Total Programmed Funding	$8,886,610	$12,210,148	$5,292,275	$26,389,032
Maintenance Activities	$4,467,291	$6,645,453	$0	$11,112,944
% Maintenance	50%	54%	0%	42%
Base Revenue Projections	**$4,419,319**	**$5,564,495**	**$5,292,275**	**$15,276,089**

This analysis indicates approximately 42 percent of the funding programmed in the TIP was used for maintenance activities. Since maintenance projects are not typically called out in the MTP, this funding amount has been subtracted from the total programmed amount to give a Reasonably Expected Revenue Projection of $**15,276,089**per year. This estimate is rounded to **$15.0 million** per year for calculating the expected funding to be applied to the MTP.

Following the completion of current programmed projects funding is expected to decrease by 2.5 percent per year through 2045. Table 7-2 shows the Reasonably Expected Revenue Projections in 5-year increments for the life of the plan. These funding amounts are used to fiscally constrain the Santa Fe MPO Metropolitan Transportation Plan.

TABLE 7-2. REASONABLY EXPECTED REVENUE PROJECTIONS

Time Period	Reasonably Expected Revenue Projections
2026 – 2030	$147,600,000*
2031 – 2035	$57,074,067
2036 – 2040	$50,287,713
2041 – 2045	$44,308,289
2046 – 2050	$39,039,843
Total	$338,309,913

*The first 5 year average from 2026-2030 includes a projected funding level of $147,600,000 based on actual project costs programmed in the current Transportation Improvement Program and/or with funding earmarked.

> "FIRST, I HAVE TO SAY THAT OUR INVESTMENTS IN TRAIL INFRASTRUCTURE HAVE CHANGED THE COMMUNITY FOR THE BETTER. I RIDE A BIKE TO WORK AND FIND THE NEW TRAILS AMAZING. SO MANY MORE PEOPLE OUT AND ABOUT. THIS IS WHAT IS AT THE CORE OF COMMUNITY. BUT I ALSO HAVE BEEN WALKING A BABY WITH A STROLLER REGULARLY OVER THE LAST YEAR AND AM PRETTY ALARMED ABOUT THE CONDITION OF SIDEWALKS, ACCESS, OBSTRUCTIONS, ETC. IF PEOPLE WITH STROLLERS OR PEOPLE IN WHEELCHAIRS CAN'T GET TO THE TRAILS, IT'S LIKE NOT HAVING THEM."
>
> STREET STORY

FISCALLY CONSTRAINED PLAN

TRANSPORTATION PROJECTS CONSIDERED FOR THE MTP UPDATE

Transportation projects are one of the most essential outcomes of developing and updating the MTP. In meeting federal requirements and the transportation system challenges, the MPO has developed the MTP, including the associated metropolitan master plans, through a planning process guided by federal planning factors, "livability" principles, and community-based goals. The MTP is consistent with the City of Santa Fe General Plan, Santa Fe County Sustainable Growth Management Plan, and NMDOT State Transportation Plan.

For the MTP list of projects to be fiscally constrained, the cost of building or implementing regional project priorities must be within what is reasonably expected to be available over a 25-year period. Regional project priorities for which funding has not been identified are included in the Illustrative Plan (on page 7-10) and make up the region's funding shortfall.

Projects included in the *Fiscally Constrained MTP project list* (Table 7-3 and Figure 7-1) reflect the metropolitan area's top priorities to be implemented as part of the regional transportation system over the next 25 years. These projects are implemented based on need and funding availability; the project rankings from Chapter 6 are provided to demonstrate that these projects meet MTP objectives but are not intended to dictate the order in which projects are undertaken.

The MTP plans for *"year of expenditure"* costs and revenues. The 2015 MTP details analysis of FHWA's National Highway Construction Cost Index to determine average changes over time in prices paid by state transportation departments for roadway construction materials and services. This MTP assumes the same 2.5 percent yearly escalation in construction cost estimates as identified in the 2015 MTP. An approximate year-of-expenditure was estimated based on the priority rankings and the expected revenue stream.

TABLE 7-3. FISCALLY CONSTRAINED PROJECTS

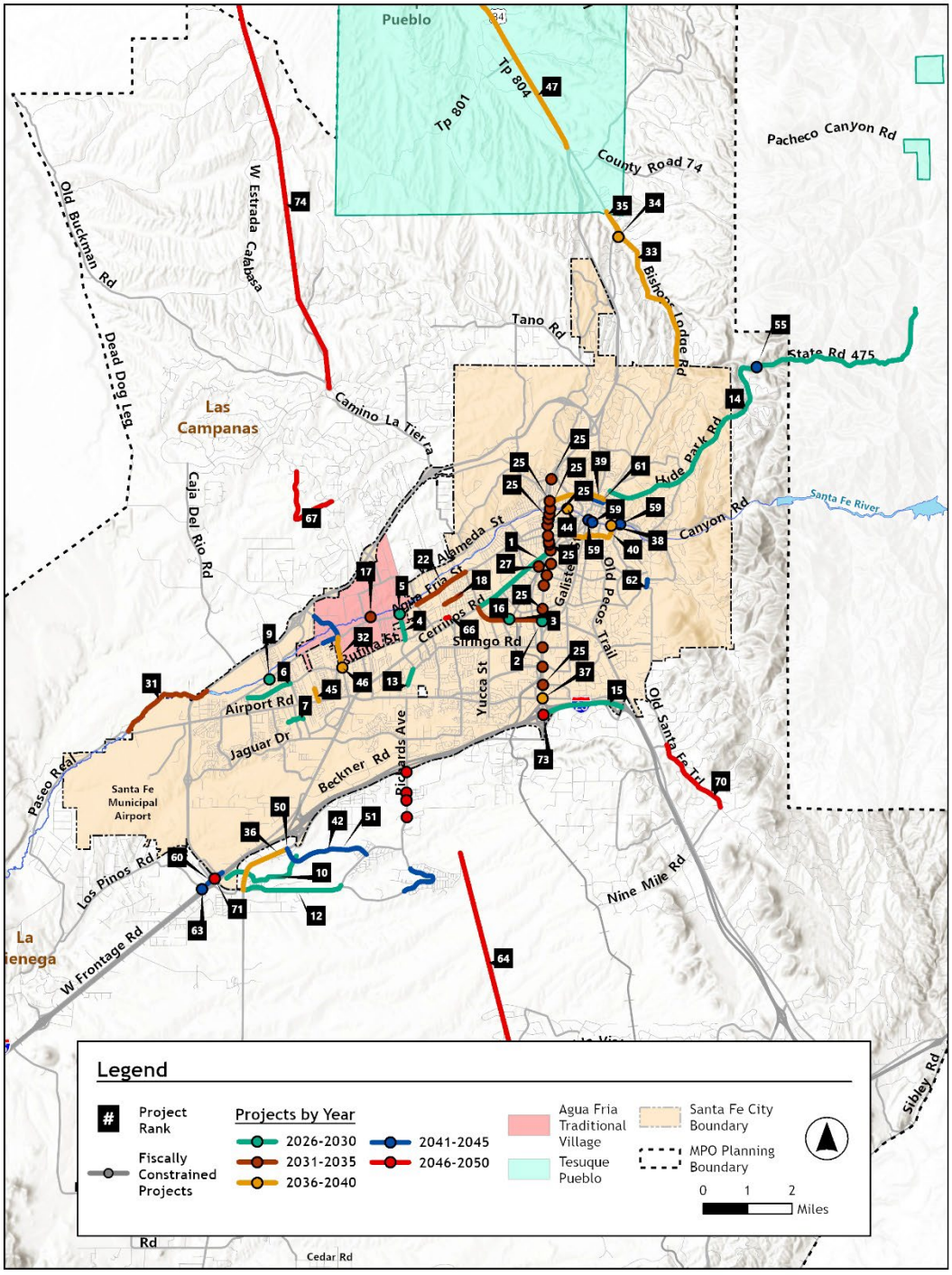
Rank	Project Name and Description	Lead Agency	Cost (2025 Dollars)	Time Frame/ Need	Year of Expenditure (YOE)		
					Year	YOE Cost	Cumulative Cost (YOE)
1	S100681 - Cerrillos Road Reconstruction (St. Michaels Drive to St. Francis Drive): Reconstruct to add medians, drainage, bike lanes, sidewalks and transit facilities	NMDOT	$40,000,000	Short	2027	$41,000,000	$41,000,000
2	S100440 - NM 466 (St. Michaels): Study, design, and construction of the St. Francis Dr./St. Michaels Dr. interchange; pedestrian ADA improvements; pavement preservation, bridge reconstruction.	NMDOT	$51,000,000	Short	2028	$53,581,875	$94,581,875
3	S100470 - St. Micheals' Underpass; Design and construction of an underpass along the Rail Trail	City of Santa Fe	$20,000,000	Short	2027	$20,500,000	$115,081,875
4	Henry Lynch Road Reconstruction: Reconstruction from Agua Fria to Rufina Street and add bike lanes, sidewalk	City of Santa Fe	$8,000,000	Short	2026	$8,000,000	$123,081,875
5	Agua Fria Rd./Henry Lynch St. Intersection Roundabout	Santa Fe County	$1,000,000	Short	2027	$1,025,000	$124,106,875
6	S100650 - Acequia Trail: Rufina to San Felipe	City of Santa Fe	$3,575,000	Short	2026	$0	$124,106,875
7	S100770 - Tierra Contenta Trail: Buffalo Grass to South Meadows Road	City of Santa Fe	$2,000,000	Short	2026	$0	$124,106,875
9	S100370 - Agua Fria Street/Cottonwood Drive Intersection Safety Improvements: Construct a roundabout at the intersection	City of Santa Fe	$3,220,000	Short	2026	$0	$124,106,875
10	S100760 - Segment 1 of the Arroyo Hondo Trail	Santa Fe County	$3,100,000	Short	2026	$0	$124,106,875
12	S100790 - Avenida Del Sur Extension: Construct a new road and upgrade existing roadway from NM14 to A Van Nu Po	Santa Fe County	$10,000,000	Short	2026	$0	$124,106,875
13	S100600 - Richards Crossing: Richards to Richards bridge and roundabout construction	City of Santa Fe	$22,500,000	Short	2028	$23,639,063	$147,745,938

Rank	Project Name and Description	Lead Agency	Cost (2025 Dollars)	Time Frame/ Need	Year of Expenditure (YOE)		
					Year	YOE Cost	Cumulative Cost (YOE)
14	5101630 - Hyde Park Road (NM475) Shoulder Improvements: Widen from Artist Road to Hyde Memorial State Park - Design	NMDOT	$1,600,000	Short	2026	$0	$147,745,938
15	S100730 - I-25 Auxiliary Lanes: St. Francis Drive to NM466: Construct a third lane in each direction between interchanges	NMDOT	$46,000,000	Short	2027	$0	$147,745,938
16	St. Michaels Roadway Reconstruction Study	City of Santa Fe	$500,000	Short/Medium	2031	$565,704	$148,311,642
17	San Isidro All-Weather Crossing (Bridge): Construction of a bridge, two roundabouts, river restoration, and River Trail interface	Santa Fe County	$5,500,000	Short/Medium	2031	$6,222,745	$154,534,387
18	Acequia Trail – Otowi to La Cieneguita via Maclovia Park, Gallegos Dr., and Los Hermanos Rodriguez Park	City of Santa Fe	$2,500,000	Short/Medium	2031	$2,828,521	$157,362,907
19	St. Francis Drive Sidewalk from Sawmill to Siringo	NMDOT	$2,000,000	Short/Medium	2032	$2,319,387	$159,682,294
21	NM599/Camino de los Montoyas Interim Improvements Right in/Right Out	NMDOT	$2,500,000	Short/Medium	2031	$2,828,521	$162,510,815
22	Agua Fria safety improvements: Osage to Siler	City of Santa Fe	$10,500,000	Short/Medium	2033	$12,481,200	$174,992,015
24	Diesel-hybrid electric bus purchase in FY2027 to support the 255 Mountain Trail route	NCRTD	$1,100,000	Short/Medium	2031	$1,244,549	$176,236,564
25	St. Francis Drive: Pedestrian Intersection/Connectivity improvements: Pedestrian improvements at all the intersections along St. Francis Drive	NMDOT	$600,000	Short/Medium	2033	$713,211	$176,949,776
27	South Capitol Mobility Hub for the future Rural Rapid Transit network	NCRTD	$250,000	Short/Medium	2032	$289,923	$177,239,699
28	NCRTD Santa Fe operations facility for electric bus charging, light maintenance, and storage	NCRTD	$5,000,000	Short/Medium	2031	$5,657,041	$182,896,740

Rank	Project Name and Description	Lead Agency	Cost (2025 Dollars)	Time Frame/ Need	Year of Expenditure (YOE)		
					Year	YOE Cost	Cumulative Cost (YOE)
29	Santa Fe River Trail - From Caja del Oro Grant Rd. to San Felipe Rd.	Santa Fe County	$11,500,000	Short/Medium	2032	$13,336,474	$196,233,214
31	Santa Fe River Trail – Constellation Dr. to Paseo Real	Santa Fe County	$7,000,000	Short/Medium	2034	$8,528,820	$204,762,035
32	Lopez Lane- construct sidewalks along from Rufina to Agua Fria	Santa Fe County	$1,000,000	Medium	2036	$1,280,085	$206,042,119
33	Bishop Lodge Road bicycle, pedestrian, ADA, and transit improvements	Santa Fe County	$4,000,000	Medium	2036	$5,120,338	$211,162,457
34	Tesuque Mobility Hub for the future Rural Rapid Transit network	NCRTD	$500,000	Medium	2036	$640,042	$211,802,500
35	Tesuque Village Core Complete Street Network: add sidewalks and ADA facilities from the Elementary school to the US Post Office and around the Tesuque Village Market	Santa Fe County	$3,100,000	Medium	2037	$4,067,469	$215,869,968
36	NM14: From 125 to NM599 add sidewalks, bike lanes (NMDOT)	NMDOT	$8,000,000	Medium	2037	$10,496,693	$226,366,661
38	Rehabilitation or Replacement of Paseo de Peralta Bridge over the Santa Fe River	City of Santa Fe	$3,500,000	Medium	2037	$4,592,303	$230,958,965
37	Rodeo Bridge Reconstruction over St. Francis to add bike lanes and sidewalks	City of Santa Fe	$6,000,000	Medium	2038	$8,069,333	$239,028,298
39	Study Paseo de Peralta Lane Reduction – Bishop's Lodge to St. Francis	NMDOT	$800,000	Medium	2038	$1,075,911	$240,104,209
40	Paseo de Peralta lane reconfiguration study from Cerrillos to east and north to East Alameda Street	City of Santa Fe	$400,000	Medium	2038	$537,956	$240,642,164
42	Rancho Viejo Blvd Bike Lanes (Shoulders): Widen from NM14 to Avenida del Sur to add bike lanes	Santa Fe County	$1,000,000	Medium	2039	$1,378,511	$242,020,675
44	Reconstruction of the River Trail bridge between St. Francis Drive and De Fouri Street	City of Santa Fe	$200,000	Medium	2040	$282,595	$242,303,270

Rank	Project Name and Description	Lead Agency	Cost (2025 Dollars)	Time Frame/ Need	Year of Expenditure (YOE)		
					Year	YOE Cost	Cumulative Cost (YOE)
45	Calle Po Ae Pi Extension: Pave dirt section include sidewalks	City of Santa Fe	$3,000,000	Medium	2040	$4,238,921	$246,542,192
46	Rufina Street/Lopez Lane Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians	City of Santa Fe	$5,000,000	Medium	2040	$7,064,869	$253,607,061
47	US-285 Frontage Road Corridor Study through the Pueblo of Tesuque	NMDOT	$175,000	Medium	2040	$247,270	$253,854,331
50	ADA Transportation Projects (Phases 1, 2) [Caja Del Oro Rd, Agua Fria St, Rancho Viejo Blvd] Install sidewalks, improve sidewalks, other pedestrian improvements	Santa Fe County	$250,000	Medium/Long	2041	$362,075	$254,216,406
51	ADA Transportation Projects (Phases 3, 4) [Caja Del Oro Rd, Richards Ave, Rancho Viejo Blvd.] Install/improve sidewalks, add bus shelters, other pedestrian improvements	Santa Fe County	$500,000	Medium/Long	2042	$742,253	$254,958,658
55	Little Tesuque Creek Trailhead and NCRTD Bus Stop	Santa Fe County	$2,000,000	Medium/Long	2043	$3,043,237	$258,001,895
59	Rehabilitation or Replacement of 3 Downtown Bridges over the Santa Fe River: Galisteo, Don Gaspar, Delgado Street	City of Santa Fe	$4,000,000	Medium/Long	2044	$6,238,635	$264,240,530

FIGURE 7-1. FISCALLY CONSTRAINED PROJECTS



MAJOR ROADWAY SYSTEM

Funding for MPO major infrastructure improvements, enhanced system operations, and ongoing maintenance programs largely depends on federal funding and NMDOT districts' allocations.

There is a reasonable expectation of about $338 million over the 25-year period for ***Surface Transportation Program*** projects within the SFMPA. A portion of this amount would be available for transportation enhancement projects, such as bikeways and pedestrian facilities. Projects related to improvements on the ***National and State Highway Systems*** generally take precedence over local agency-led projects. Those projects will most likely require some or all funding from other sources such as impact fees, capital improvement programs, and general obligation bonds. Many of the roads shown on the MPO ***Future Roadway System*** map will be developer-led and built on a timeline determined by market conditions; others will be public-led but may need contributing partners to ensure timely construction of roads.

FUNDING SOURCES

Through the Infrastructure Investment and Jobs Act (IIJA), the main federal funding sources available in the SFMPA for construction and maintenance of ***Federal-Aid roadways*** are:

- National Highway System (NHS): Funds used to construct and maintain urban and rural roads designated as part of the NHS, such as I-25 and US 84/285.
- Surface Transportation Program (STP): Funds that can be used to construct and maintain all Federal-Aid roadways, NHS roadways, and bridge projects. This is the most flexible of the federal funding sources.
- Highway Bridge Program: Funding to replace or rehabilitate deficient highway bridges and to perform preventative maintenance.
- Transportation Alternatives Program (TAP): Used to construct bicycle and pedestrian facilities and safety improvements. Other eligible projects include environmental impact remediation to preserve roadways; rail to trail development; and restoration of historic railroad facilities.
- Highway Safety Improvement Program (HSIP): Funds used for safety improvements on roadways and at intersections to mitigate hazardous locations for motorists, bicyclists, and pedestrians.
- Safe Streets and Roads for All Grant Program (SS4A): Funds for projects to prevent roadway fatalities and serious injuries, often focused on multimodal improvements. Planning and Demonstration Grants support the development of Safety Action Plans, and Implementation Grants support infrastructure projects and strategies consistent with a Safety Action Plan; a community must have an eligible Safety Action Plan in place to qualify for an Implementation Grant.
- Reconnecting Communities Pilot Grant Program (RCP): Funds to support planning and implementation of infrastructure projects which aim to reconnect communities harmed by past transportation infrastructure decisions.
- Better Utilizing Investments to Leverage Development Grant Program (BUILD): Funding for surface transportation infrastructure projects with significant local or regional importance (often multi-jurisdictional), available for both planning and capital efforts.

Local funding sources include the following:

- Capital Improvements Program (CIP) Bonds: The City and County sell revenue bonds pledged with local gross receipts taxes. The CIP bonds are used to undertake projects such as building roads, parks, and other necessary city improvements.
- City of Santa Fe Impact Fees: Development impact fees are assessed when building permits are obtained for residential, commercial, and industrial developments. City code regulates impact fees, which can be used for new-growth-related transportation infrastructure and or traffic improvements. Based on forecast residential and nonresidential construction, the City might expect the road impact fee revenue to generate $9.5 million over the next five years.
- Special Assessment Districts: Assessment districts can be used to generate revenue for transportation improvements. The property owners within the designated district will pay a fee to be used on a specific type of improvement that serves the district.

GAS TAX

Since 1993, the federal taxes on fuel have been based on a fixed 18.4 cents for gasoline and 24.4 cents for diesel. With the decline in federal tax revenues, less funding is available to states for road network improvement and transit support. Many people who cut back on driving turn to alternative transportation modes such as ride-sharing, biking, and transit. The reality is that transit is vulnerable to service cuts because it depends on gross receipts taxes generated from sales volumes. Investing in the improvement and maintenance of alternative transportation facilities is especially important during times of high fuel prices when demand for transportation options rises.

Transportation funding sources depend heavily on current economic conditions and motor fuel supply, so there is inherent unpredictability in future projections of funding availability. As vehicles have become more fuel-efficient and the gas tax is not adjusted for inflation, revenues generated from this source have declined. The federal Highway Trust Fund comes from fuel taxes and heavy vehicle fees and taxes. Nationwide economic uncertainty at the time of this MTP's development, compounded by transition to a new Federal administration in 2025 has introduced substantial uncertainty around future Federal funding availability for infrastructure projects. Funding levels, investment priorities, and grant evaluation criteria are all in flux, as are the statuses of some previously awarded or authorized grant allocations and programs. This section and the overall MTP have been developed based on historical knowledge and trends related to Federal support for state and local infrastructure investment.

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 percent local match is required for off-State system road reconstruction. The portion of financial resources for road construction and other road improvement projects represents 100 percent of all financial resources planned for the Santa Fe MPO transportation network during the next 5 years.

ILLUSTRATIVE PLAN

The *Illustrative Project List* is shown in Table 7-4 and on Figure 7-2. The projects listed in Table 7-4 are not expected to be funded within the 25-year time period. The MPO will continue to look for new and innovative funding sources that can be used to fund projects on this list. We will continue to track the federal transportation reauthorization and pursue federal funding sources as they arise. Likewise, innovative funding options should be considered to expedite the implementation of projects included in the Fiscally Constrained Plan.

The following innovative funding and financing discussion will be included:

- **Public/private partnerships (PPP)**: Contractual agreements formed between a public agency and a private sector entity for transportation improvements that benefit both parties. PPPs encourage and allow greater private sector participation in transportation financing and project delivery and, at times, influence a public agency's decision on project priorities due to the ability to leverage private investment. An example includes corridors where development has set aside funds for their share of required improvements (known as frontage improvements), and the public agency matches these funds with their own to complete improvements along the corridor.
- **Tax-increment financing, or "value capture"**: A mechanism that finances improvements through bonds sold by a special taxing district, based on the cost of infrastructure being paid for by properties that are deemed to benefit from the infrastructure. By benefiting properties through transportation improvements, the idea behind tax increment financing is that the improvement bonds are repaid with dedicated revenues from the incremental increase in property taxes as a result of such improvements. New Mexico does allow tax increment financing.

TABLE 7-4. ILLUSTRATIVE PLAN PROJECT

Rank	Project Name and Description	Lead Agency	Cost (2025 Dollars)	Time Frame/ Need
8	S100740 - Bishop's Lodge Road redesign and reconstruction including the addition of sidewalks, curb gutter, bike lanes, and associated drainage facilities	City of Santa Fe	$35,000,000	Short
11	S100750 - Paseo del Sol Extension: Roadway extension of Paseo del Sol within the Tierra Contenta Master Planned development. The roadway will include 2 travel lanes, bicycle lanes, sidewalk, lighting and landscaping.	City of Santa Fe	$8,000,000	Short
20	San Felipe Road Sidewalk/Path: Add a sidewalk/trail from Airport Road to Agua Fria Street	City of Santa Fe	$1,600,000	Short/Medium
23	Cordova lane reduction: Cerrillos to Don Diego restriping, reconfiguration	City of Santa Fe	$250,000	Short/Medium
26	Cerrillos/Sandoval Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians	City of Santa Fe	$1,800,000	Short/Medium
30	Governor Miles Road Reconstruction: Reconstruct roadway from Richards Avenue to Pueblos del sol and add bike lanes, curb and gutter, sidewalk	City of Santa Fe	$2,000,000	Short/Medium
41	Bike Lane Loop: Richards, A Van Nu Po, and Avenida del Sur	Santa Fe County	$3,000,000	Medium
43	NM599/Camino de los Montoyas Overpass: Construct a new overpass	NMDOT	$20,000,000	Medium
48	NM599/Via Veteranos (CR 70) Interchange: Construct a new interchange	NMDOT	$20,000,000	Medium/Long

Rank	Project Name and Description	Lead Agency	Cost (2025 Dollars)	Time Frame/ Need
49	Hyde Park Road (NM475) Shoulder Improvements: Widen from Artist Road to Hyde Memorial State Park - Construction	NMDOT	$80,000,000	Medium/Long
52	Study: NM592 bicycle and safety improvements from Tesuque Village Road to Rio en Medio	NMDOT	$5,000,000	Medium/Long
53	Tesuque Village Road Bike Lanes: Extend bike lanes from the County Fire Department to the Pueblo of Tesuque boundary	Santa Fe County	$2,200,000	Medium/Long
54	Jaguar Drive Extension to Municipal Airport: Roadway connection from NM599 to the Santa Fe Regional Airport. The two-lane roadway may include bicycle lanes, curb and gutter, sidewalk, landscaping and drainage accommodations.	City of Santa Fe	$5,000,000	Medium/Long
56	West Alameda Street Bike Lanes (City): Widen from Calle Nopal to Siler Road to add bike lanes and improve drainage	City of Santa Fe	$20,000,000	Medium/Long
57	Rail Trail Segment 7- To Lamy	Santa Fe County	$7,500,000	Medium/Long
58	West Alameda Street Bike Lanes (County): Widen from Chicoma Vista to Frontage Road to add bike lanes	Santa Fe County	$4,000,000	Medium/Long
65	NM Central Regional Trail (Rancho Viejo-Arroyo Hondo Trail to Galisteo- Thornton Ranch)	Santa Fe County	$13,000,000	Long
68	County Road 62 Realignment and Improvements: NM599 to Caja del Oro Grant Rd.	Santa Fe County	$3,000,000	Long
69	NM599/Airport Road Interchange: Construct a new interchange	NMDOT	$30,000,000	Long
72	Los Suenos Trail Extension	Santa Fe County	$3,000,000	Long
75	I-25 Auxiliary Lanes: NM599 to Cerrillos: Construct a third lane in each direction between interchanges	NMDOT	$20,000,000	Long
76	I-25 Auxiliary Lanes: Cerrillos to St. Francis Drive: Construct a third lane in each direction between interchanges	NMDOT	$20,000,000	Long
77	I-25/Richards Avenue Interchange: Construct a new interchange	NMDOT	$30,000,000	Long
78	Caja del Rio/Paseo Real Connector	Santa Fe County	$3,433,647	Long

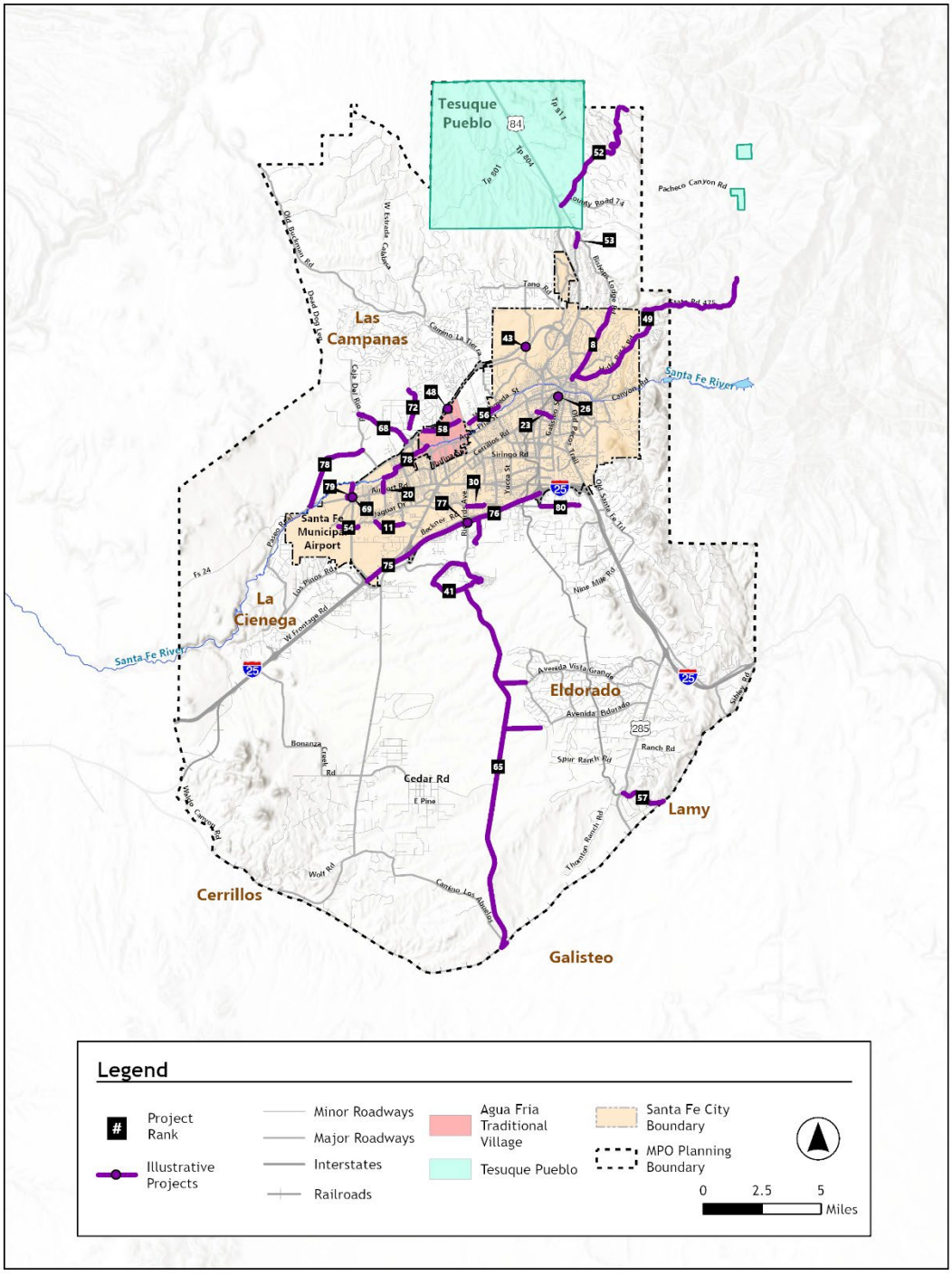
MYTH: Increasing transit funding does not increase ridership and transit should be defunded because no one uses it. Similarly, pedestrian and bicycle infrastructure should not be supported due to lack of use.

FACT: Improving the multimodal transportation network is not a matter of prioritizing or funding one mode over another but viewing the network as a system with infrastructure investment and planning to meet the larger needs of the network. A well-connected bicycle/pedestrian/transit network will naturally increase use.

Many argue that they never see full buses; therefore, the buses are not needed. Thinking about this relative to the number of single occupancy vehicles on the same roadway can give perspective to the number of vehicles that are being displaced by access to transit.

Like the empty bus myth, empty bike lanes and transit-only lanes are often viewed as an indication that bike lanes are not needed. However, this is often a product of viewing these lanes from an adjacent congested vehicle lane. Free-flowing BRT and bicycle traffic appears sparse adjacent to gridlocked vehicle traffic as a function of density, thereby creating a view from a vehicle that no one is using the bike lane. In this congested environment, a vehicle may be intermittently passed by a bicyclist or a bus; however, the bike and bus are moving while the vehicle may be stuck in congested traffic. The productivity of all lanes (bike, transit, vehicle) should be assessed as a function of person-throughput instead of density.

FIGURE 7-2. ILLUSTRATIVE PLAN PROJECTS



MODAL PLAN PRIORITIES

TRANSIT PRIORITIES

The Santa Fe Metropolitan Public Transit Master Plan (PTMP) includes short-term strategies to address planning, marketing, operational, infrastructure, and other needs designed to ensure sustainability and growth in transit ridership.

Table 7-5 summarizes the recommended timeline to implement these activities. Many of these activities and tasks are cost/revenue neutral, while others require additional funding. The activity timeline focuses on when the service should be implemented based on anticipated demand and aging infrastructure. The short-term plan provides more specificity, with an opportunity to expand the list of activities in subsequent updates to the PTMP.

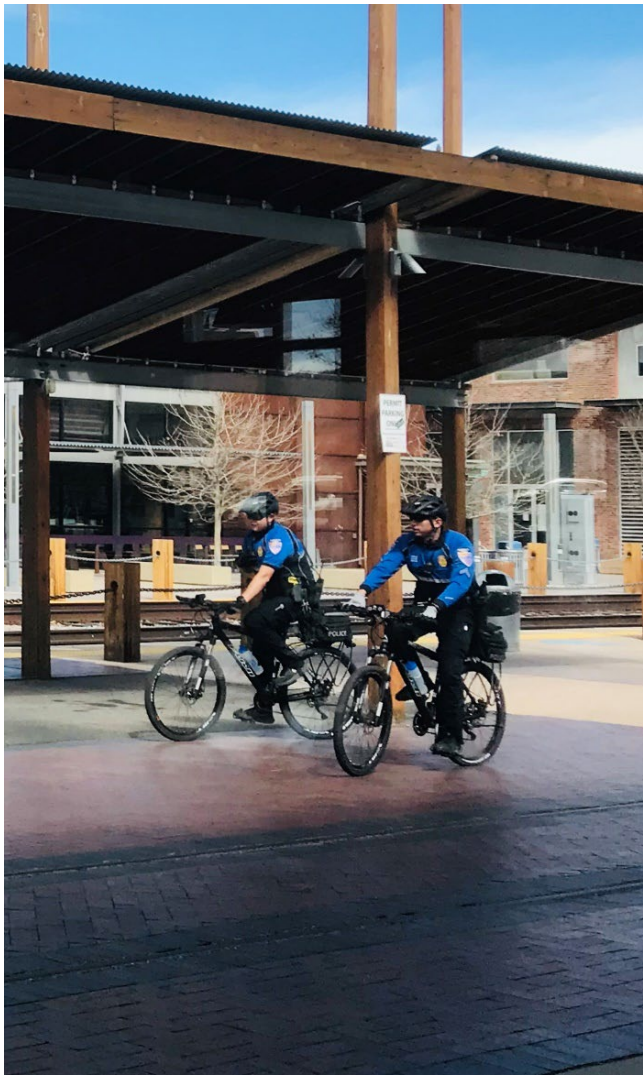
TABLE 7-5. PRIORITIZED TRANSIT ACTIVITIES

Timeline	No.	Project	Category
Years 1–5	1*	Continue Transit Service Provider meetings and support NCRTD Region planning initiatives	Planning
	2	Complete New Southside Center	Operations
	3	Implement bus stop improvements identified in the Pedestrian Improvement Program	Operations
	4	Conduct Origin-Destination Study and Short Range Plan	Planning
	5	Rebrand and market services	Marketing
	6	Routing revisions	Operations
	7	Revise service hours	Operations
	8	Manage mobility	Planning
	10	Dial a Ride – Local	Operations
	11*	Determine the potential for new routes	Planning
	12	Initiate late night daily service	Operations
	13	Coordinate with seniors	Planning
	14	Complete Sheridan Avenue facility	Infrastructure
	15	Coordinate transit service efforts to address the issues of safety and security on a regional basis	Planning
	16*	Private Sector: Refurbish Santa Fe Southern Railway and coordinate Rail Trail accessibility with Santa Fe Southern Railway	Infrastructure

**projects that have had some implementation progress since 2020*

BICYCLE PRIORITIES

The priorities for new bicycle infrastructure include the extension of seamless multi-use trail and bikeway alignments from the downtown Plaza and Railyard areas to the southern, western, and northern extremes of the metropolitan area, as well as improved local bikeway connections and road crossings along these alignments. These projects that are both in the city of Santa Fe and Santa Fe County include:



- The River Trail
- The Acequia Trail
- The Arroyo Chamisos Trail
- The Arroyo Hondo Trail
- The Rail Trail
- The Cañada Rincon Trail
- Connector Trails

On-street priorities include addressing gaps in the existing bicycle network and completing on-road sections of the Vision 2040 Bicycle Network; a connected low-stress bicycle network. This may be achieved through reducing stress on existing facilities by enhancing bike lanes with a protective buffer and/or barrier, and implementing road diets and complete streets such as the proposed projects:

- Paseo de Peralta (four or five lanes to three): West Alameda southwest to Guadalupe
- Paseo de Peralta / NM 475 (five lanes to three, or through reduction of lane widths): St. Francis Drive to Washington Avenue
- Old Las Vegas Highway (Frontage Road 2108): Consider the feasibility of eliminating the third lane west of the junction of Ojo de la Vaca Road to Paseo de la Luz (three lanes to two); restore shoulders west of Paseo de la Luz to the junction of US 285; and sign as Bike Route 66
- St. Michaels Drive between Cerrillos Road and St. Francis Drive (six lanes to four), with left-turn bays, as proposed in City long-range planning studies
- Long-term consideration of other multi-lane roadways, including other segments of Cerrillos Road (east of St. Francis Drive), St. Francis Drive, and Guadalupe Street north of Paseo de Peralta

Additional on- and off-street proposed improvements may be found in the Bicycle Master Plan, Chapter 4: Phase A, B, C Projects, pages 71-80, and at https://santafempo.org/plans/bicycle-master-plan/.

PEDESTRIAN PRIORITIES

The Pedestrian Master Plan revealed 10 areas of concern and recommends that these areas be studied in a comprehensive manner to improve safety and mobility for all users. Additionally, the Pedestrian Improvement Project created a ranked list of low-cost and high-priority projects evaluated with objective criteria.

Areas of critical concern or proposed study areas include:

1. Lower Cerrillos Corridor (Zafarano Drive: Rodeo – San Ignacio Road) (Cerrillos Road: Rodeo – Vegas Verde Drive)
2. South Capital Complex
3. Mid-Cerrillos Corridor (Llano Street – Baca Street)
4. St. Francis/Guadalupe Neighborhood (Cerrillos Road – Paseo de Peralta/Crucitas)
5. St. Michaels Drive Corridor (Cerrillos Road – Hospital Drive)
6. Airport Road Corridor (Calle Atajo – Paseo del Sol)
7. Upper Cerrillos Corridor (St. Francis Drive – West Manhattan Drive)
8. Lower Agua Fria Street Corridor (South Meadows Road – Airport Road)
9. St. Francis Drive/Guadalupe Intersection (Alamo Street)

The SFMPO intends to continue the Pedestrian Improvement Project and to use the Pedestrian Master Plan to leverage funding for both future studies and infrastructure improvements that may be derived from the data, information, and analysis found within these plans.

Metropolitan Transportation Plan 2025-2050

CHAPTER 8: STRATEGIES FOR SUCCESS

This chapter outlines performance measures that will be tracked over time to evaluate progress toward meeting our region's transportation goals and identifies strategies to achieve the plan goals.

The Santa Fe Metropolitan Transportation Plan establishes goals for the safety and mobility of our residents. The goals align with the USDOT goals outlined in the Infrastructure Investment and Jobs Act (IIJA). This includes building a performance-based and multimodal program to strengthen the U.S. transportation system.

FEDERAL REQUIREMENTS

Federal surface transportation legislation, beginning with MAP-21 (2012) and continued in the FAST Act (2015) and IIJA (2021), establishes performance requirements for states and MPOs under the Transportation Performance Management (TPM) Program to support the national transportation goals listed in Table 8-1 (as described in 23 USC § 150(b) and in 49 USC § 5301).

The Santa Fe MPO has historically adopted the federally mandated performance measures as set by the NMDOT and reported to FHWA pertaining to three categories of performance:

1. Safety Performance Management
2. Bridge and Pavement Condition Measures
3. System Performance, Freight, Congestion and Air Quality Measures

TABLE 8-1. NATIONAL PERFORMANCE GOAL AREAS

Category	Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System
System Reliability	To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	To improve the national freight network and support regional economic development
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduce Project Delivery Delays	To reduce project costs, accelerate project completion, eliminate delays in project development, and reduce regulatory burdens

ALIGNMENT OF NATIONAL, STATE, AND REGIONAL GOALS

The Santa Fe MPO will implement a performance management approach with the approval of this MTP. The MPO will use this approach to realize stated goals by isolating specific system elements and broadly assessing system-level outcomes.

Figure 8-1 identifies how the goals established by the MPO align with established state and federal goals.

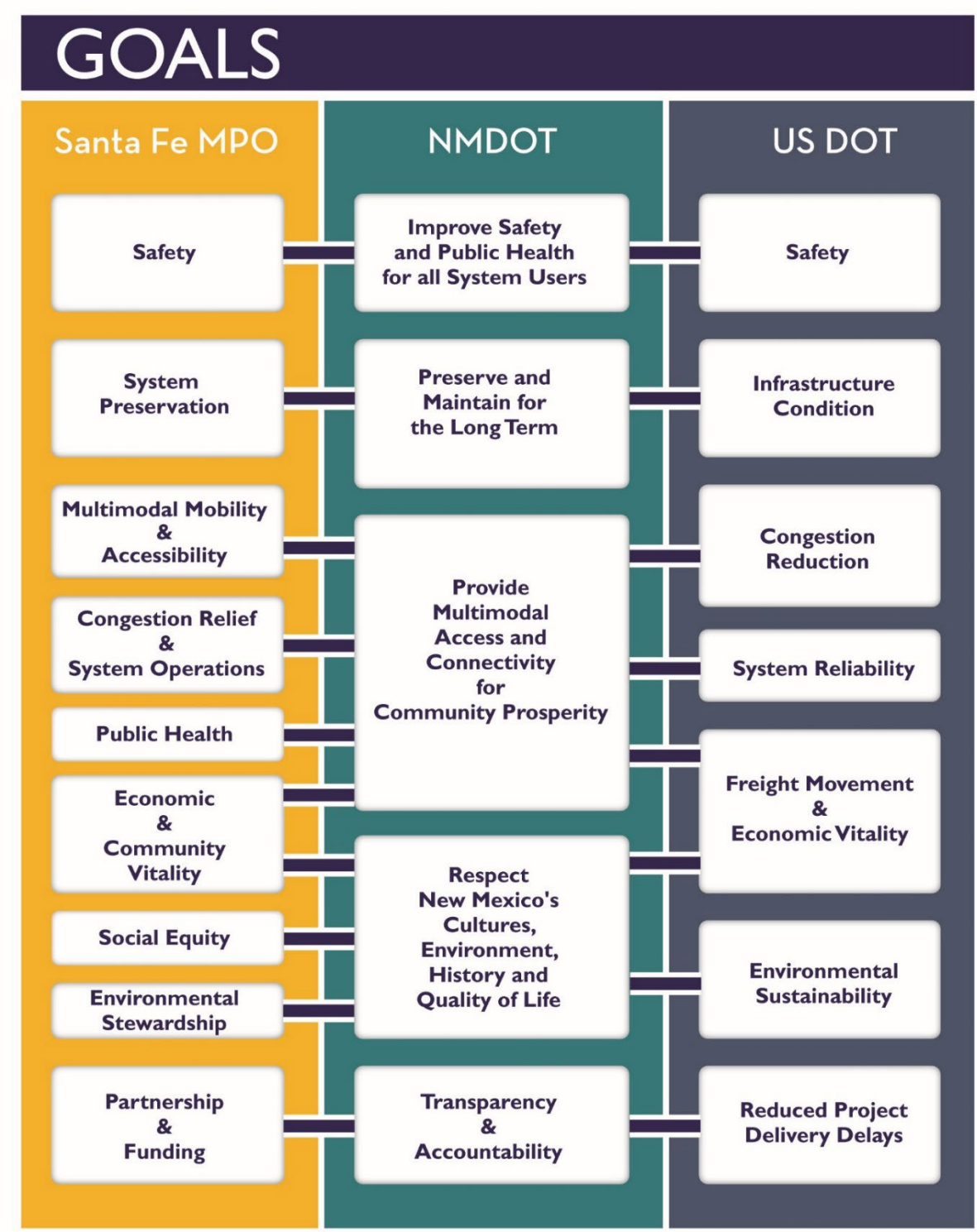
PERFORMANCE MEASURES

A key feature in the passage of MAP-21 – retained by the IIJA – was the establishment of performance and outcome based programs, that task the FHWA and Federal Transit Administration (FTA) with developing and issuing guidance for the Federal-aid highway program national performance measures in seven areas, as detailed in Figure 8-1. Performance management connects the Highway Safety Improvement Program (HSIP) and Highway Safety Plan (HSP) to the Strategic Highway Safety Plan (SHSP) to promote a coordinated relationship for common performance measures, resulting in comprehensive transportation and safety planning that is coordinated between a wide range of stakeholders.

Guidance on the establishment of the measures are stated in 23 CFR §490.105, and detail the required measures pertaining to each goal. States are required to develop targets for each performance measure based on data, and MPOs are then required to either adopt the state's targets or develop their own regionally specific targets. NMDOT has established performance targets for the national performance measures each year since 2019. SFMPO subsequently adopts most of the State's targets with two exceptions—percent of NHS bridges in good condition and percent of NHS bridges in poor condition—for which SFMPO established region-specific targets with the guidance of NMDOT engineers.

These categories are further broken down into specific targets as detailed in the following sections. This transportation performance management strategy allows the SFMPO to align with NMDOT and FHWA in systematically reporting standardized information to policy makers. In this way, investments can be made to support the achievement of national performance goals. This method ensures that targets and measures are developed in cooperative partnerships and are based on data and objective information.

FIGURE 8-1. ALIGNMENT OF NATIONAL, STATE, AND REGIONAL GOALS



SAFETY

The safety and security of our transportation system for both motorized and non-motorized users are of critical importance to the Santa Fe MPO and its member agencies. The MPO supports safety improvements and engineering solutions that will reduce crash rates for vehicles, bicyclists, pedestrians, and transit riders in our region. The five safety performance measures are described below, and are collectively referred to as "Performance Measure 1". They comply with 23 CFR 490, Final Rule on the Highway Safety Improvement Program (HSIP) published March 15, 2016 (effective April 14, 2017) for New Mexico. The established targets are based on actual data held in the Fatality Analysis Reporting System (FARS) database, and the State motor vehicle crash database held by UNM. Targets have been agreed upon to be realistic according to relevant factors including a linear projection based a 5 year rolling average as federally mandated. The 5-year rolling average provides a better understanding of the overall data over time without eliminating years with significant increases or decreases; and provides a mechanism for accounting for regression to the mean. Performance Measure 1 is annually assessed by FHWA to determine the success of the MPO and the NMDOT in reaching, or at least making progress towards these goals. Achieving the established targets will contribute toward reaching several of the Santa Fe MTP goals:

 Safety

 Public Health

 Social Equity

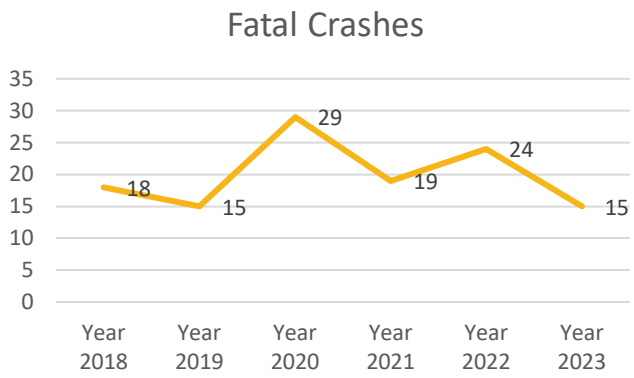
 Economic & Community Vitality

SEGURO EN LAS CALLES DE SANTA FE CUANDO ESTÁN BIEN ILUMINADAS Y HAY UN CAMINO DONDE CAMINAR."

I feel safe on Santa Fe streets when they are well lit and there is a path to walk on.
– Survey Repondent

SAFETY 1 – NUMBER OF FATALITIES

SFMPA BASELINE DATA:



DESIRED TREND:

SANTA FE MPO TARGET:

SFMPO has adopted the NMDOT target for the number of statewide total fatalities of 445 and will work in partnership with the State and other regions to achieve the target. Since a sharp uptick in 2020, fatal crashes in the region have been on a general decline.

STATEWIDE TARGET:

The NMDOT 2025 target for statewide total number of fatalities is 445. This target is consistent with the Highway Safety Program.

SAFETY 2 – FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED (VMT)

SFMPA BASELINE DATA:

According to UNM's annual crash reports prepared for the NMDOT (https://gps.unm.edu/tru/reports/annual-crash-reports/annual-report-2023.pdf) Santa Fe County saw 0.8 fatalities per 100 million VMT in 2023, a lower value than the statewide number (1.5) and lower than other higher-population NM counties. Please note that while the SFMPA is within county boundaries, the county is larger than the SFMPA. All 15 of the fatalities that were recorded in Santa Fe County occurred in the SFMPA.

DESIRED TREND:

SANTA FE MPO TARGET:

SFMPO has adopted the NMDOT target rate of 1.644 fatalities per 100 million Vehicle Miles Traveled (VMT) and will work in partnership with the State and other regions to achieve the target.

STATEWIDE TARGET:

The NMDOT 2025 target rate of fatalities is 1.644 fatalities per 100 million VMT. This target is consistent with the Highway Safety Program.

The State appears to be on track to reach its target, reporting 1.65 fatalities per 100 million VMT in 2023.

"TRAFFIC SAFETY IS A HUGE ISSUE IN SANTA FE. DRIVERS FREQUENTLY ALMOST RUN ME OVER WHILE I AM WALKING, MAINLY DUE TO DRIVING TOO FAST AND THE LACK OF CONNECTED SIDEWALKS. TRAFFIC SAFETY ALSO PREVENTS ME FROM RIDING MY BIKE IN MANY AREAS DUE TO FEAR OF BEING HIT BY AN INATTENTIVE DRIVER." — Survey Respondent"ME SIENTO

SAFETY 3 – NUMBER OF SERIOUS INJURIES

SFMPA BASELINE DATA:	DESIRED TREND:
In 2023, 68 serious injury crashes were reported in the SFMPA.	
SANTA FE MPO TARGET:	**STATEWIDE TARGET:**
SFMPO has adopted the NMDOT target to decrease the number of serious injuries to 1,010 and will work in partnership with the State and other regions to achieve the target.	The NMDOT 2025 target is to decrease the number of serious injuries to 1,010. This target is consistent with the Highway Safety Program. The State appears to not be trending towards reaching its target, reporting 1,058 serious injuries in 2023.

SAFETY 4 – SERIOUS INJURIES PER 100 MILLION VEHICLE MILES TRAVELED (VMT)

SFMPA BASELINE DATA:	DESIRED TREND:
Data currently unavailable.	
SANTA FE MPO TARGET:	**STATEWIDE TARGET:**
SFMPO has adopted the NMDOT target rate of serious injuries of 3.80 serious injuries per 100 million VMT and will work in partnership with the State and other regions to achieve the target.	The NMDOT 2025 target rate of serious injuries is 3.82 serious injuries per 100 million VMT. The State is not on track to reach its target, reporting a rate of 3.95 serious injuries per 100 million VMT.

"I RIDE MY BIKE AND WALK AROUND OUR CITY. THERE ARE MANY TIMES I DO NOT FEEL SAFE AND WOULD LIKE TO SEE NEW BIKE PATHS AND SIDEWALK REPAIRS." – Survey Respondent

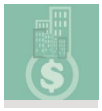
SAFETY 5 – NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES

SFMPA BASELINE DATA:	DESIRED TREND:
In 2023 in the SFMPA, at least 13 pedestrians and bicyclists were involved in a crash of this type, represented by 5 fatal crashes and 8 serious injury crashes.	
SANTA FE MPO TARGET:	**STATEWIDE TARGET:**
SFMPO has adopted the NMDOT target for number of non-motorized fatalities and serious injuries of 200 and will work in partnership with the State and other regions to achieve the target.	The NMDOT 2025 target for number of non-motorized fatalities and serious injuries is 200. The State is not on track to reach its target, reporting 218 non-motorized fatalities and serious injuries in 2023.

BRIDGE AND PAVEMENT

Tracking the percent of transportation facilities in our region that are in good or fair condition helps assess how the region is doing in terms of maintaining our existing transportation system. Developing asset management plans, properly allocating resources, and performing ongoing maintenance will extend the useful life of our region's important transportation facilities. The six bridge and pavement performance measures collectively referred to as "Performance Measure 2" are described below. Achieving the established targets will contribute toward reaching several SFMTP goals:

"WHEN SANTA FE STREETS ARE MAINTAINED [WE GET] BETTER QUALITY OF LIFE, HEALTH OUTCOMES LIKE LOWER BLOOD PRESSURE, STRESS RELIEF THROUGH MOVEMENT, AND BETTER BLOOD SUGAR CONTROL." – Survey Respondent

 System Preservation  Safety  Economic & Community Vitality

BRIDGE AND PAVEMENT 1 – PERCENT OF INTERSTATE PAVEMENTS ON THE NHS IN GOOD CONDITION

SFMPA BASELINE DATA:	DESIRED TREND:
Data currently unavailable.	

SANTA FE MPO TARGET:	STATEWIDE TARGET:
SFMPO has adopted the NMDOT target of percent of interstate pavement on the NHS in good condition of 37 percent and will work in partnership with the State and other regions to achieve the target.	The NMDOT 2025 target for percent of interstate pavement on the NHS in good condition is 37 percent.

BRIDGE AND PAVEMENT 2 – PERCENT OF INTERSTATE PAVEMENTS ON THE NHS IN POOR CONDITION

SFMPA BASELINE DATA:	DESIRED TREND:
Data currently unavailable.	
SANTA FE MPO TARGET:	**STATEWIDE TARGET:**
SFMPO has adopted the NMDOT target for percent of interstate pavement on the NHS in poor condition of 3.8 percent. and will work in partnership with the State and other regions to achieve the target.	The NMDOT 2025 target for percent of interstate pavement on the NHS in poor condition is 3.8 percent.

BRIDGE AND PAVEMENT 3 – PERCENT OF NON-INTERSTATE PAVEMENTS ON THE NHS IN GOOD CONDITION

SFMPA BASELINE DATA:	DESIRED TREND:
Data currently unavailable.	
SANTA FE MPO TARGET:	**STATEWIDE TARGET:**
SFMPO has adopted the NMDOT target for percent of non-interstate pavement on the NHS in good condition of 37.4 percent and will work in partnership with the State and other regions to achieve the target.	The NMDOT 2025 target for percent of non-interstate pavement on the NHS in good condition is 37.4 percent.

BRIDGE AND PAVEMENT 4 – PERCENT OF NON-INTERSTATE PAVEMENTS ON THE NHS IN POOR CONDITION

SFMPA BASELINE DATA:	DESIRED TREND:
Data currently unavailable.	

SANTA FE MPO TARGET:	STATEWIDE TARGET:
SFMPO has adopted the NMDOT target for percent of non-interstate pavement on the NHS in poor condition of 3.9 percent and will work in partnership with the State and other regions to achieve the target.	The NMDOT 2025 target for percent of non-interstate pavement on the NHS in poor condition is 3.9 percent.

BRIDGE AND PAVEMENT 5 – PERCENT OF BRIDGES ON THE NHS IN GOOD CONDITION

SFMPA BASELINE DATA:	DESIRED TREND:
Data currently unavailable.	
SANTA FE MPO TARGET:	**STATEWIDE TARGET:**
SFMPO has adopted the NMDOT target for percent of bridges on the NHS in good condition of 32.9 percent and will work in partnership with the State and other regions to achieve the target.	The NMDOT 2025 target for percent of bridges on the NHS in good condition is 32.9 percent.

BRIDGE AND PAVEMENT 6 – PERCENT OF BRIDGES ON THE NHS IN POOR CONDITION

SFMPA BASELINE DATA:	DESIRED TREND:
Data currently unavailable.	
SANTA FE MPO TARGET:	**STATEWIDE TARGET:**
SFMPO has adopted the NMDOT target for percent of bridges on the NHS in poor condition of 5.5 percent and will work in partnership with the State and other regions to achieve the target.	The NMDOT 2025 target for percent of bridges on the NHS in poor condition is 5.5 percent.

SYSTEM PERFORMANCE, FREIGHT, CONGESTION, AND AIR QUALITY

Traffic congestion is a regular occurrence, particularly during peak commuting hours when many people are traveling at the same time. Travelers are used to congestion and plan for it. But when unexpected congestion causes a trip to take longer than was planned, people are late for work, late for appointments, or late for school. Truckers carrying freight are late to a manufacturer, disrupting just in time delivery. Travelers, regardless of travel mode, want travel time reliability – consistency or dependability in travel times, as measured from day-to-day and/or across different times of the day. Travel time reliability is a critical metric used to assess transportation system performance. The three system performance measures are described below and are collectively referred to as "Performance Measure 3". Achieving the established targets will contribute toward reaching several Santa Fe MTP goals:

"THE TRAFFIC SYSTEM WORKS BEST WHEN RULES/LAWS MAKE SENSE TO DRIVERS AND ALL WHO MEET UP AT INTERSECTIONS." – Survey Respondent

 Travel Time Reliability

 Economic & Community Vitality

 Environmental Stewardship

 Multimodal Mobility & Accessibility

SYSTEM PERFORMANCE 1 – PERCENT OF PERSON-MILES TRAVELED ON THE INTERSTATE SYSTEM THAT ARE RELIABLE

SFMPA BASELINE DATA:	DESIRED TREND:
Data currently unavailable.	
SANTA FE MPO TARGET:	**STATEWIDE TARGET:**
SFMPO has adopted the NMDOT target for percent of person-miles traveled on the interstate system that are reliable of 90 percent and will work in partnership with the State and other regions to achieve the target.	The NMDOT 2025 target for percent of person-miles traveled on the interstate system that are reliable is 90 percent.

SYSTEM PERFORMANCE 2 – PERCENT OF PERSON-MILES TRAVELED ON THE NON-INTERSTATE NHS THAT ARE RELIABLE

SFMPA BASELINE DATA:	DESIRED TREND:
Data currently unavailable.	
SANTA FE MPO TARGET:	**STATEWIDE TARGET:**
SFMPO has adopted the NMDOT target for percent of person-miles traveled on the non-interstate NHS that are reliable of 90 percent and will work in partnership with the State and other regions to achieve the target.	The NMDOT 2025 target for percent of person-miles traveled on the non-interstate NHS that are reliable is 90 percent.

SYSTEM PERFORMANCE 3 – TRUCK TRAVEL TIME RELIABILITY (TTTR) INDEX

SFMPA BASELINE DATA:	DESIRED TREND:
Data currently unavailable.	
SANTA FE MPO TARGET:	**STATEWIDE TARGET:**
SFMPO has adopted the NMDOT target for truck travel time reliability index of 1.5 and will work in partnership with the State and other regions to achieve the target.	The NMDOT 2025 target for truck travel time reliability index is 1.5.

TRANSIT

Transit performance is represented by Public Transportation Agency Safety Plan (PTASP) performance targets. The PTASP requirements are shared between the SFMPO and the area's transit providers including NCRTD and Santa Fe Trails annually.

"BETTER BUS AND RAIL SERVICE IS CRUCIAL FOR LOW-INCOME PEOPLE IN SANTA FE."
– Survey Respondent

"SUPPORTING THE BUS ROUTES HELPS THOSE THAT NEED AFFORDABLE TRANSPORT."
– Survey Respondent

TAM PERFORMANCE 1 – VEHICLE DEGRADATION

SFMPA BASELINE DATA:	DESIRED TREND:
Data currently unavailable.	
SANTA FE MPO TARGET:	**MEASURE:**
Decrease Vehicle Degradation: Monitor trends on equipment and perform time change on common wear components. Maintain tools and equipment in the shop.	Reduce the number of vehicle hour/downtime by 12 percent: Increase the life expectancy of vehicles by a minimum of 2 years above FTA recommendations.

TAM PERFORMANCE 2 – EQUIPMENT DEGRADATION

SFMPA BASELINE DATA:	DESIRED TREND:
Data currently unavailable.	
SANTA FE MPO TARGET:	**MEASURE:**
Reduce the number of vehicle hour/downtime by 12 percent: Increase the life expectancy of vehicles by a minimum of 2 years above FTA recommendations.	Prolong equipment life expectancy by 10 percent.

TAM PERFORMANCE 3 – FACILITY DEGRADATION

SFMPA BASELINE DATA:	DESIRED TREND:
Data currently unavailable.	
SANTA FE MPO TARGET:	**MEASURE:**
Reduce facility depreciation. Routine and proactive preventative maintenance.	Prolong facility depreciation by 8 percent.

TAM PERFORMANCE 4 – CUSTOMER SERVICE

SFMPA BASELINE DATA:	DESIRED TREND:
Data currently unavailable.	
SANTA FE MPO TARGET:	**MEASURE:**
Improve customer service. Keep customers informed and improve response time. Increase community engagement participation.	Reduce the number of customer complaints by 10 percent.

Additional details about each performance measure, including the background and justification, as well as the signed MPO Self-Certification Performance Measure Targets, are included in Appendix E.

IMPLEMENTATION STRATEGIES

Table 8-2 identifies the strategies to be implemented over the next five years by the SFMPO and the MPO member agencies to support achievement of the State's performance targets and the region's transportation goals. Many of the strategies aim to address more than one goal area, as denoted in Table 8-2.

TABLE 8-2. IMPLEMENTATION STRATEGIES

	STRATEGY	Implementation	
		MPO Primary Responsibility	Opportunity for Member Agencies
Data Tracking			
2	Develop a methodology to estimate annual VMT in the region to normalize crash data (crashes per VMT).	✓	
3	Stratify injury crash data to identify serious injury crashes.	✓	
4	Develop an approach to track miles of sidewalks, multi-use paths, and on-road bicycle facilities.	✓	
5	Develop a spatial database of housing, commercial, and transportation projects to enable tracking of project completion.		✓
6	Develop an approach to track annual transportation funding by mode.	✓	
7	Develop a maintenance and monitoring plan for all green infrastructure and integrate it with the asset management plan and software to streamline the process of building and maintaining green infrastructure		✓
Education & Outreach			
9	Encourage hosting of transportation-related cultural, recreational, and professional events.	✓	
10	Use social marketing to reach out to the general public and visitors.	✓	
11	Continue to develop partnerships with local public health organizations.	✓	
12	Participate with local public health events and planning initiatives to help showcase how the MPO is supporting and may contribute to public health goals.	✓	
13	Continue to promote active transportation with events like Bike-to-Work Week, Bike Month, and Summer of Bike.	✓	
14	Encourage bicycle parking at workplaces and public spaces.	✓	
15	Develop and implement education campaigns as new transportation technologies are introduced to ensure equal opportunities and understanding.		✓
16	Engage youth to help develop a transportation system that they want and will keep them in Santa Fe to strengthen the economy and build a system for future users	✓	
17	Education/enforcement – partner with public schools to educate on safety and availability of public transit/public services.		✓
18	Encourage public education and awareness of safety and sharing the road with others.	✓	

	STRATEGY	Implementation	
		MPO Primary Responsibility	Opportunity for Member Agencies
19	Implement commuter transportation demand management strategies.	✓	
20	Engage and coordinate with art organizations to facilitate transportation education, awareness, and cultural overlap.	✓	
21	Improve engagement with underserved communities by identifying and coordinating with active organizations and individuals.	✓	
22	Coordinate public information messages across departments to incorporate green infrastructure and transportation information regarding environmental stewardship and the importance of protecting Santa Fe's ecosystems.	✓	✓
Funding			
23	Research and consider creative alternative funding sources, such as public-private partnerships.	✓	
24	Study gross receipt tax increases to support transit improvements in the region.	✓	
25	Develop public-private partnerships to subsidize mobility-as-a-service for low-income populations.	✓	
Infrastructure			
26	Identify high crash locations in the MPO planning area, assist member agencies in planning improvements, and identify founding for implementation.	✓	
27	Promote the creation of a low-stress network for bicyclists.	✓	
28	Design and implement protected bike lanes to increase safety and encourage bicycle use.		✓
30	Review all roadway projects to ensure that they meet the intentions of the MPO's Complete Streets policy.	✓	
31	Evaluate opportunities for development of intermodal facilities to enhance transfers between modes, such as elevated loading stations along the Rail Trail and Santa Fe Southern Railway.		✓
32	Use the Bicycle Master Plan and pedestrian design guidelines and other appropriate standards to create safe and comfortable facilities for bicyclists and pedestrians for all transportation projects.		✓
33	Identify multimodal network gaps and prioritize improvements.	✓	
34	Enhance bike network and walkability through improved wayfinding streetscape, increased bike parking, and traffic control projects.		✓
35	Ensure that appropriate fiber optics are installed for all transportation projects.		✓
36	Improve and/or expand transportation facilities to support job access.		✓

	STRATEGY	Implementation	
		MPO Primary Responsibility	Opportunity for Member Agencies
37	Integrate sustainable design into transportation projects using low-impact development (LID) or green infrastructure techniques to slow and reduce stormwater runoff, and increase infrastructure lifespan through effective drainage design.		✓
38	Implement engineering solutions that improve bridge and roadway security.		✓
39	Identify and assess all roadways that may be eligible for a “Road Diet.”	✓	
40	Use pop-up projects to demonstrate infrastructure possibilities.	✓	
Land Use			
42	Update development standards to require a connected street network.		✓
44	Support mixed-use development and population and employment density that supports alternative modes of transportation.		✓
45	Support a long-range vision and master planned land-uses that realize sustainable and vital mixed-use neighborhoods, not incremental and disparate sprawling development.		✓
46	Coordinate with local agencies to ensure land use planning requirements are conducive to pedestrian and bicycle travel.	✓	
47	Encourage consideration of the transportation system in economic development planning.		✓
48	Land use policy reform to promote density and land use flexibility, reduce trips, support MaaS by allowing vending in the ROW, support itinerant vendor permits, etc.		✓
Maintenance & Operations			
49	Develop asset management plans to extend the life of fleet and facilities.		✓
50	Improve coordination of signal timing.		✓
51	Implement and/or improve mobile technology that provides next bus/train information and trail networks.		✓
52	Use technology that is known and learn from best practices from other states to create efficiencies in what we have.		✓
53	Develop asset management plans to extend the life of fleet and facilities.		✓
54	Develop a maintenance and monitoring plan for all green infrastructure as it is implemented. Include the costs in project budget developments and train all inspectors and volunteers in maintenance techniques and timing.		✓
Policies			

	STRATEGY	Implementation	
		MPO Primary Responsibility	Opportunity for Member Agencies
55	Support and advocate for any needed regulatory changes to improve agency work practices and timeliness of project delivery.	✓	
56	Provide effective regulations for safety as new transportation technologies are introduced.		✓
57	Provide flexible and efficient regulations to be able to support new transportation technologies and reduce the likelihood of unintended negative consequences.		✓
58	Code revisions should support complete streets definitions that include stormwater management to enhance urban green spaces that provide traffic calming, reduce urban heat island effects, reduce air and noise pollution, and provide safe refuges for pedestrians and cyclists.		✓
Programs			
59	Continue Safe Routes to Schools program.		✓
60	Transition to low emission vehicle fleets.		✓
61	Support programs and projects that adapt to climate change scenarios including severe weather occurrences.	✓	
62	Support development of evacuation plans and emergency response protocols, including supportive ITS architecture.	✓	✓
63	Support technology improvements that minimize cyber attacks on transportation control systems.		✓
64	Support management and pricing strategies that increase tourism spending.		✓
Studies & Staffing			
65	Develop a bicycle facility inventory and user profile.	✓	
66	Update the 2019 Bikeways and Trails Plan, the Pedestrian Plan, and the Transit Master Plan.	✓	
67	Continue to support the community's efforts to gain "Gold" status with both the League of American Bicyclists and International Mountain Bicycling Association's standards.	✓	
68	Look critically at the parking supply; when free or inexpensive parking is offered, it leads to overuse.	✓	
69	Outline costs and benefits of universal transit passes for businesses, educational institutions, and governmental institutions.	✓	
70	Conduct Metro Area Community Health Impact Analysis.	✓	
71	Identify existing emergency transportation plans for the region and areas where the MPO can provide support.	✓	
72	Hire a full-time mobility manager/transportation planner/ active transportation planner.		✓