

Guadalupe Street Reconstruction: History of Project and Purpose & Long-Term Goals



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Guadalupe and Jefferson Street: A Brief History

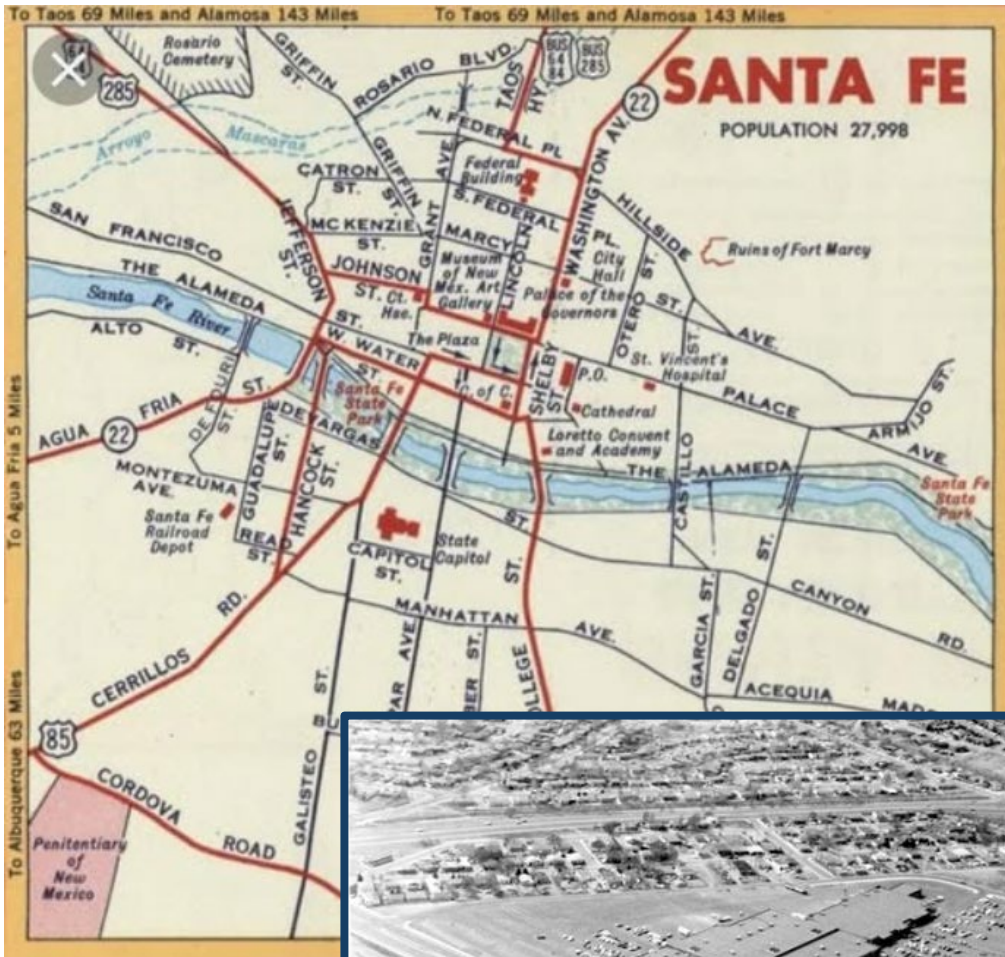
- **1776-1796** Santuario de Nuestra Señora de Guadalupe
- **Early 1800s** – Guadalupe & Jefferson Street Named Formal Streets
- **1887 to 1941** – Santa Fe Branch of Chili Line runs from Railyard North along Guadalupe & Jefferson.
- **1923:** "Jefferson street is to be widened ten feet. This improvement was announced by City engineer W. Guy Turley, who says the owners of property on that street should be complimented generously in donating land to the city. Mr. Turley sees in the widening of Jefferson street the reduction of a great hazard, for the D.& R.G. railway runs along that street, at present quite narrow."



1948 City of Santa Fe General Plan
“Street plan
proposes a new
state highway...”

Replacing
Guadalupe Street
as we know it
today.



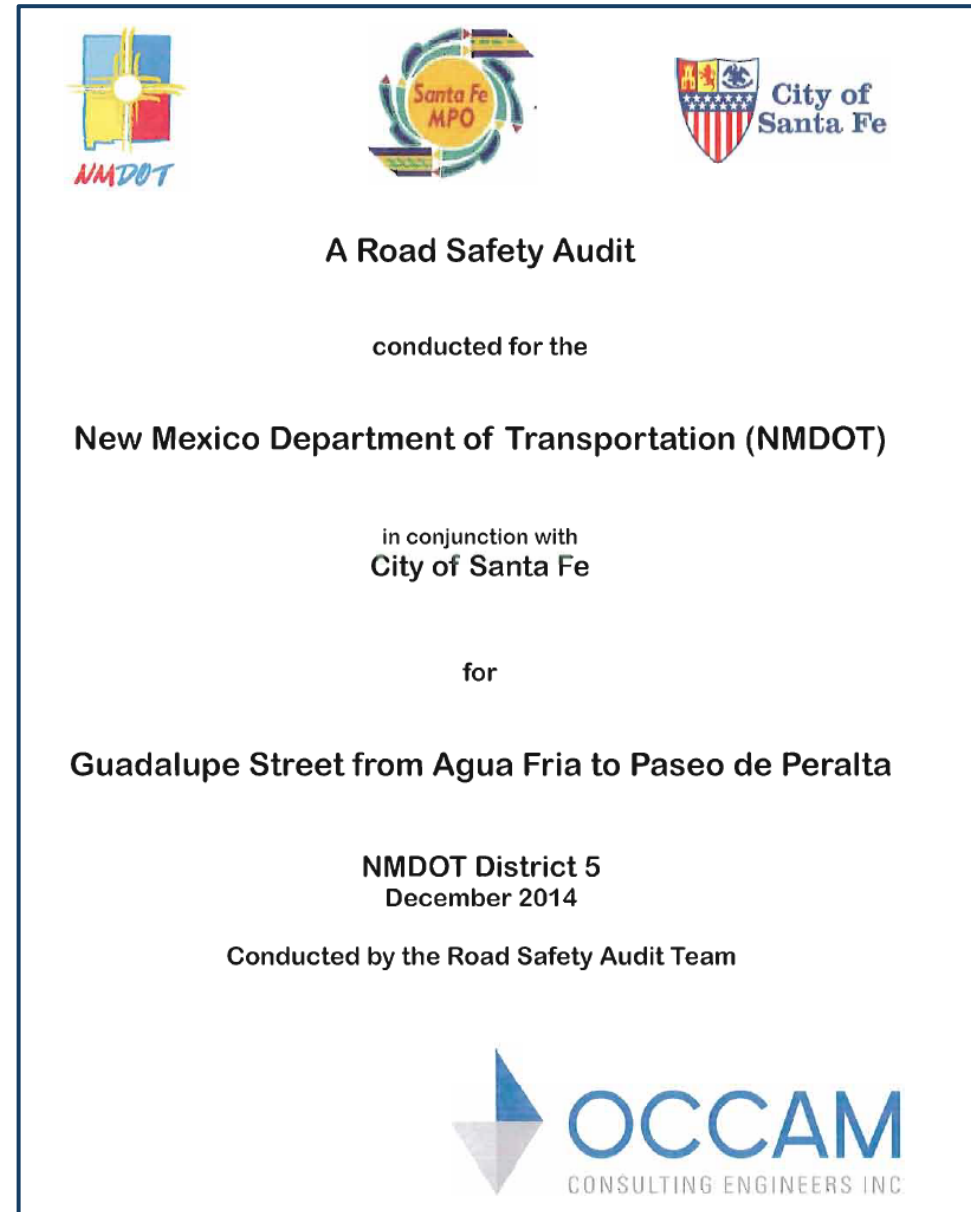


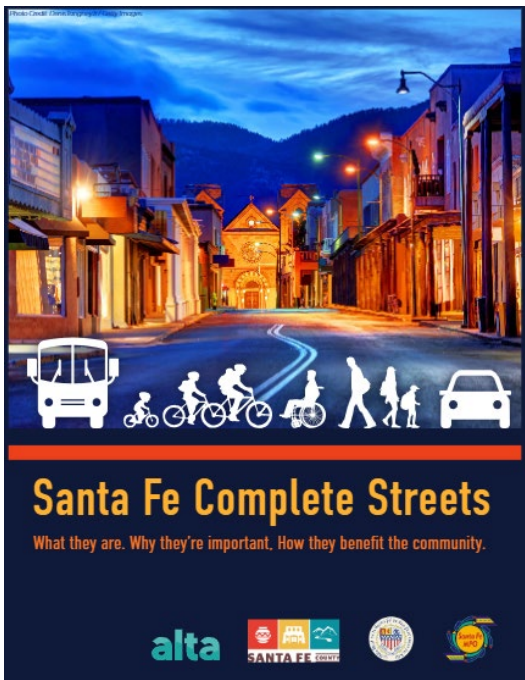
1954 Santa Fe built a new preferred entrance from the north, directing traffic to use the street (then known as Jefferson) instead of the Old Taos Highway.

- **Post-1960s** Road Expansions Downtown
- **1961** St. Frances is Complete
- **1974** Taos Highway Closes and Guadalupe Formal Highway Connector to Hwy 84/285



- **2012-2013** – Constituent Concerns for Pedestrian Safety and Speed Expressed to Council
- **2013** – Santa Fe MPO and City Respond with Recommendation for Road Safety Audit
- **2014** – MPO includes Guadalupe Street improvements in the 2015 Metropolitan Transportation Plan
- **2016** - Funds Programmed into the MPO Transportation Improvement Plan in the amount of \$4 million.
- **2018** – MPO partners with SFCC to produce the Guadalupe Street Project Digital Media Video to raise awareness of the project.





Long-Term Goals – “All Trips Have Equal Value” *2022 City of Santa Fe Complete Streets Resolution*

Guadalupe Street is one of many projects that the City has pledged to support transitioning from early to mid-twenty century values of moving large volume of vehicles to creating safe and economical vibrant public spaces.



Santa Fe Multimodal Transition Plan



Adopted in 2022 – Downtown Reference:
54% land is dedicated to streets and parking
of that, 70% of that is devoted to travel lanes and
parking indicating that overall 41% of land is used for
motor vehicles (either moving or parked).