6

TRANSPORTATION

6 TRANSPORTATION

This chapter establishes policies and standards to provide a multimodal transportation system that encourages alternatives to automobile travel. This is achieved primarily by adopting land use policies that would reduce the need for automobile travel. Primary among these is to establish services and jobs closer to residences and thereby to foster pedestrian friendly environments. Similarly, denser settlement patterns are proposed, to promote transit, as well as pedestrian activities. Finally, road network improvements are proposed that would optimize the use of existing facilities, providing a multimodal transportation system that encourages transit and meets the needs of pedestrian and bicyclists, as well as automobiles. The prevalent sentiment against wide arterial streets and the desire to conserve the character of established neighborhoods are reflected in the policies, fostering the characteristics of traditional Santa Fe neighborhoods. This chapter is closely coordinated with Growth Management (Chapter 4) and Land Use (Chapter 3), providing long term land use solutions to transportation issues.

Plan policies have been designed to ensure that:

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

The chapter addresses transportation issues from a citywide to a neighborhood- and block-level scale. The relationship between the local and the regional system and agencies is also addressed. The chapter contains policies to ensure that existing uses and neighborhoods are not unduly impacted as the city grows.

The following themes and guiding policies apply to this chapter:

THEMES

- Quality of Life - Enhance the quality of life of the community and ensure provision of community services for residents.
- Transportation Alternatives - Reduce automobile dependence and dominance.
- Economic Diversity - Develop and implement a comprehensive strategy to increase job opportunities, diversify the economy, and promote arts and small businesses.
- Regional Perspective - Maintain a regional growth management perspective.

- Character - Maintain and respect Santa Fe's unique personality, sense of place, and character
- Urban Form - Promote a compact urban form and encourage sensitive/compatible infill development.
- Community-Oriented Downtown - Put community activities back into Downtown.
- Community-Oriented Development - Orient new development to the community; foster public life, vitality, and community spirit.
- Mixed Use - Provide a mix of land uses in all areas of the city

GUIDING POLICIES

6-1 STREETS

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

Reduction in automobile dependence and dominance is a guiding theme of this document. A comprehensive strategy to reduce automobile traffic and dependence is outlined.

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

The Plan emphasizes dedicated bike and pedestrian access and shared use of roadways. Along some routes, buses should have their own lanes, at least during the peak hours.

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

The Plan also attempts to provide greater street connectivity in some existing urban areas to provide local linkages and lessen dependence on wide streets.

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

Crossing shall be provided for on the Relief Route, Cerrillos Road, St. Michael's Drive, St. Francis Drive, and other wide streets. Planted medians reduce the apparent width of streets, and enable safer pedestrian crossings.

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

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

6-2 TRANSIT AND TRANSPORTATION

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

6-2-G-2 Adopt a policy of "transit first," and give transit priority over street widenings.

6-2-G-3 Develop a Transportation Demand Management program in cooperation with the local business community.

6-3 BICYCLE CIRCULATION

For detailed policies related to bikeways, see Bikeways Master Plan (1993).

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

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

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

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

6-4 PARKING

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

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

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

6-5 AVIATION

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

This will allow for the natural increase in commercial passenger traffic under current airport conditions but will indicate that the airport does not intend to upgrade to an airport handling larger commercial aircraft or airlines (or a Part 139 Airport in technical parlance).

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

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

6.1 STREETS

6.1.1 RECENT TRANSPORTATION PLANNING EFFORTS

A number of transportation planning efforts have been undertaken recently that relate directly to the General Plan. Among these efforts are the following:

Long-range Transportation Plan

Prepared by the Santa Fe Metropolitan Planning Organization, the plan identifies transportation needs through the year 2015 and projects to meet these needs. It is intended to

satisfy federal transportation planning requirements prescribed by the Intermodal Surface Transportation Efficiency Act of 1991.

The *Long-range Transportation Plan* is intended also to respond to community interest in finding modes of travel other than the single-occupancy vehicle (i.e., public transportation, carpooling/vanpooling, and nonmotorized transportation). The plan is to serve as a guide for the use of transportation funds in the Santa Fe Metropolitan Area that are available to reduce traffic congestion and improve traffic safety. Projects identified in the *Transportation Plan*, and some priorities, are taken from this and other adopted plans. With new land uses established in this Plan, priorities and projects may not remain the same. The *Transportation Plan* was adopted in November 1994 and will be updated following completion of the General Plan.

Urban Area Arterial Roads Task Force Recommendations

The Extraterritorial Zone has a transportation plan separate from the city, known as the *Santa Fe Extraterritorial Arterial Roads Plan*. The road plan was adopted with the *Santa Fe Comprehensive Extraterritorial Plan* in 1992 by the City Council and the County Commission. The Urban Area Arterial Roads Task Force, a citizens advisory group, was appointed in 1993 to help determine road location and alignment recommendations for the Extraterritorial Zone plan that is being updated, as well as for streets in the city. In fall 1995, the Urban Area Arterial Roads Task Force recommended acceptable future road corridors; some of these recommendations have been incorporated in the General Plan.

Regional Park and Ride Study

Santa Fe Trails Transit is the lead agency in conducting a regional park and ride study that encompasses the City of Santa Fe, Santa Fe County, Rio Rancho, and Los Alamos. The purpose of the study is to find ways to increase the use of high-occupancy vehicles, such as vanpools and express bus service operating from park and ride lots, to serve commuters traveling to the destinations listed above. The final report of the regional park and ride study was completed in November 1995. The report documents the analyses, findings, and recommendations related to data collection; multimodal planning analysis; and the service, administrative, and marketing plans. In the Santa Fe Planning Area, six locations are identified as potential park and ride sites:

- Santa Fe Factory Stores,
- Villa Linda Mall,
- Sam's Club,
- De Vargas Center/Guadalupe Street,
- Camino La Tierra at U.S. Highway 285, and
- Santa Fe Opera.

6.1.2 STREET NETWORK

Santa Fe's street network is primarily made up of two-lane streets. The Downtown and the surrounding older neighborhoods are characterized by narrow streets with limited traffic capacity.

Many streets, especially in the newer parts of the city, are discontinuous, often ending at the edge of a subdivision or an arroyo. Neighborhoods built in the last 30 years, which occupy almost all urbanized sites south of St. Michael's Drive, are typified by fewer through streets and intersections, wider local streets, and a greater proportion of cul-de-sacs. The lack of a continuous street system and growth to the south and southwest has resulted in congestion along the few north-south streets that are continuous, such as Cerrillos Road, St. Francis Drive, and Old Pecos Trail.

Neighborhood Street Pattern

An assessment of the street network at the neighborhood scale was conducted as part of an evaluation of the urban characteristics of neighborhoods representing different periods of Santa Fe's history (see Section 5.2 of the *Working Paper: Existing Conditions and Planning Issues – Urban Area and Extraterritorial Zone*, June 1995).

Some Santa Fe neighborhoods have much higher neighborhood accessibility, with neighborhoods such as Don Gaspar having 2.5 times as many access points as contemporary neighborhoods such as Bellamah. Through streets, however, are few in most Santa Fe neighborhoods, new or old; residents at many meetings complained about having to get into a car and drive in a circuitous route to get to a facility like a school, located barely a few hundred feet from their homes. In a neighborhood like Don Gaspar (with three through streets in a typical 100 acres) it is possible to get through the neighborhood on most streets with some turns and jogs, while in a typical 1960s neighborhood such as Casa Solana, there are no through streets.

While the overall street length in neighborhoods is similar, the overall area devoted to streets is much higher in contemporary neighborhoods, because the streets are wider. Also, the layout of the streets results in about twice as many intersections in traditional neighborhoods (about 22 per 100 acres in Don Gaspar, counting T-intersections as 0.5, more than twice as many as in Bellamah and East Palace) and much shorter blocks, fostering exploration and walking. The General Plan calls for neighborhood layout standards that will encourage walking, facilitate movement choice, and allow for alternatives to get in and out of neighborhoods.

6.1.3 TRAFFIC FLOW AND CONGESTION

Traffic flow and congestion have become increasing concerns for residents. With the State Capitol in Santa Fe, state office workers create much of the traffic congestion during the peak hours of the day. Furthermore, a number of commuters who work in Santa Fe live outside the city. Also, the ambiance of Santa Fe brings many visitors and has attracted many new residents, in turn causing more traffic.

The increase in traffic and congestion along the city's major thoroughfares sometimes results in calls to limit residential growth in the city. However, the increase in congestion on city streets has happened despite the limited growth that the city has experienced over the last two decades. For example, over the last 14 years (between 1980 and 1994), the city's population increased by only about 27 percent, while traffic along Cerrillos Road and St. Francis Drive has doubled and tripled. This has been largely the result of an increase in population in the immediate vicinity of the city (Extraterritorial Zone) of 142 percent (or more than five times the rate of population growth in the city) in the same period.

Downtown and Visitor Traffic

Downtown, home to about 6,400 jobs, has a mix of office and commercial land use and is congested through most of the day. The summer months of June, July, and August account for 38.9 percent of the visitor trips to Santa Fe. August is the peak month, with 15.8 percent of the yearly visitors. January is the lowest month for visitation, with only 1.1 percent of the visitor trips made in the month. The average number of days visitors spend in Santa Fe is 3.9. The average travel party has 2.6 persons, and 93.3 percent travel without children. Most visitors lodged in Santa Fe overnight during their visits (88.1 percent), based on the *1993 Santa Fe Convention and Visitors Bureau Conversion Study*.

Signal Optimization

Studies to optimize traffic signal timing to improve corridor flow without adding infrastructure have been conducted for St. Francis Drive, St. Michael's Drive, Paseo de Peralta, and Cerrillos Road. St. Francis Drive and Cerrillos Road are two of the most heavily used arterials in Santa Fe. Cerrillos Road has seen a 1.5- to 3.9-percent increase and St. Francis Drive has seen a 1.1- to 7.5-percent increase per year in traffic volumes in each of the last four years.

Traffic Volumes and Congestion

The two highest-volume roadway segments in Santa Fe are St. Francis Drive from Alameda to San Mateo Road and Cerrillos Road from Second Street to Siler Road, with over 40,000 annual average weekday vehicles, according to 1992 traffic counts conducted by the Santa Fe Metropolitan Planning Organization. In the peak hour, the three highest volume-to-capacity ratios are encountered in the following corridors:

- St. Francis Drive from Paseo de Peralta to Zia Road,
- Cerrillos Road from Paseo de Peralta to Rodeo Road, and
- St. Michael's Drive from Cerrillos Road to St. Francis Drive.

Some of the other high volume-to-capacity ratio corridors are:

- St. Francis Drive from the northern city limits to Paseo de Peralta,
- Rodeo Road from west of Cerrillos Road to Zia Road,
- The ring of Paseo de Peralta around the Plaza,
- Agua Fria from St. Francis Drive to Siler Road,

- Zia Road from Rodeo Road to St. Francis Drive,
- Siler Road from Agua Fria to Cerrillos Road,
- St. Michael's Drive from St. Francis Drive to Old Pecos Trail,
- Siringo Road from Camino Carlos Rey to St. Francis Drive, and
- Old Pecos Trail from St. Michael's Drive to Paseo de Peralta.

Construction of the Relief Route is expected to ease congestion along Cerrillos Road and St. Francis Drive, potentially making high-occupancy vehicle lanes for buses, vans, and carpools feasible along these principal arterials.

6.1.4 SETTING AND TRAVEL CHARACTERISTICS

The city is part of a larger commuting area which extends out to the Urban Area, and for some workers even as far as Albuquerque. The vast majority of workers in Santa Fe County work and live within it—85 percent of the jobs in the county are filled by county residents, and 87 percent of county residents work within the county (see Table 6.1). Santa Fe County had a net in-commute (workers commuting into the county minus workers commuting out) of 993 in 1990.

TABLE 6.1
TRAVEL CHARACTERISTICS OF WORKERS AND RESIDENTS IN SANTA FE COUNTY

	Workplace of Santa Fe County Residents		Residence of Santa Fe County Workers	
County	Total Persons	Percent	Total Persons	Percent
Santa Fe	42,042	87	42,042	85
Los Alamos	3,088	6	177	<1
Bernalillo	1,634	3	1,961	4
Rio Arriba	914	2	2,382	5
Taos	a	a	99	<1
Torrence	144	0	a	N/A
Sandoval	a	a	855	2
San Miguel	138	0	1,242	3
All Others	363	1	358	<1
Total	48,323	100	49,316	100

[a] Numbers are included in "All Others" category.

Source: 1990 Census Transportation Planning Package.

Mode of Transportation

The automobile is the primary mode of transportation in Santa Fe, and its share of commute trips rose between 1980 and 1990 (see Table 6.2). Few commute trips in 1990 were made by alternative transportation modes. Despite increasing automobile use, Santa Fe still had the lowest share of drive-alone trips of any city in New Mexico in 1990. Also, the city's bus service has since become operational, and because of its popularity, it is likely that the share of automobile trips in the city has declined moderately since 1990.

TABLE 6.2
CITY RESIDENTS' MODE OF TRANSPORTATION TO WORK

Mode	1980[a]	1990[b]
Drive Alone	67.9%	73.8%
Carpool	19.5%	14.1%
Bicycle	c	1.0%
Walked	c	4.7%
Worked at Home	c	6.0%
Other Means [c]	12.6%	0.4%
Total Trips	100.0%	100.0

(a) U.S. Department of Commerce: Bureau of the Census. County and City Data Book 1983, 10th Ed.
(b) City of Santa Fe. Travel Statistics Regarding Work Place, July 1994.
(c) Bicycle, walked, and worked at home included in "Other Means."

6.1.5 STREET CLASSIFICATIONS AND STANDARDS

The system of state routes, major, and local roads is shown on the Land Use (Figure 3-2). The primary distinguishing feature between the different classifications is access control rather than the width of the streets. Definitions of the different classifications follow:

- **Freeways.** Freeways serve regional and intercity travel and should not become the optimum route for intracity trips. Access is controlled, grade crossings are separated, lanes moving in opposite directions are separated by medians. Typical free-flow speeds exceed 55 miles per hour.
- **Principal Arterials.** These serve major centers of activity and carry the highest traffic volumes. They carry the major portion of trips entering and leaving the Urban Area and should carry a high proportion of the total urban area travel on a minimum of mileage. The total mileage for the existing principal arterial street system is 43.9 miles in the city, and 48.0 miles in the Extraterritorial Zone.
- **Minor Arterials.** These interconnect with and augment the principal arterial system and provide service to smaller activity centers. Trips are of a short length on this system, and there is more emphasis on land access than with the principal arterial system. The total existing mileage for the minor arterial street system is 48.3 miles in the City of Santa Fe, and 33.1 miles in the Extraterritorial Zone.

- **Collector Streets.** These provide both access to and circulation within residential, commercial, and industrial areas. They distribute trips from the arterial system to local destinations, and trips are generally shorter in length. The city's collector system could be augmented to correct some of the deficiencies in the arterial system. The total mileage for the collector street system in the City of Santa Fe is 31.6, and 34.6 in the Extraterritorial Zone.

In addition to the these designated streets, the city's street system includes an extensive network of local and rural streets, both paved and dirt.

6.1.6 STREET SCALE AND DESIGN

The scale of the streets in Santa Fe—ranging from relatively recent, wide arterial streets to narrow, intentionally dirt lanes—reflects the city's struggle to maintain historic ambiance or a semirural lifestyle while increasing mobility. Only a handful of streets in Santa Fe are wider than two lanes; these are listed in Table 6. 3. Many residents are opposed to the widening of arterial streets or to the creation of new streets wider than two lanes.

TABLE 6.3
EXISTING STREETS WITH MORE THAN TWO LANES

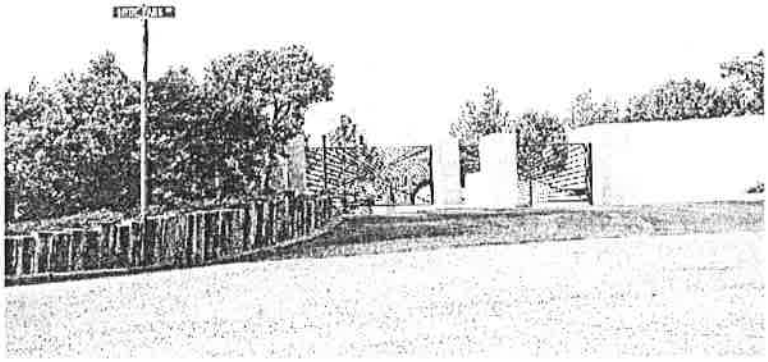
Location	Lanes per Direction
St. Francis Drive (U.S. Highway 285, U.S. Highway 84)	2-3
Cerrillos Road (U.S. Highway 285)	2-3
St. Michael's (State Route 466)	3
Paseo de Peralta	1-2
Zia Road	2
Airport Road	2
Rodeo Road	2

Although most streets in the city are two lane, their cross-sectional widths can vary dramatically. Wider streets built over the last three decades in Santa Fe have resulted from the city's development standards, governed by safety concerns and the need to provide adequate access to underground utilities.

Table 6.4 summarizes the General Plan street classification system and outlines broad standards relating to the number of lanes and street width; actual street-width standards will be established as part of the City Code.

Streets ranging in scale from freeways and wide arterials to narrow paved streets and dirt roads can all be found within city limits. In keeping with Santa Fe's traditional development pattern, the General Plan *provides a comprehensive network of narrower streets.*

Signage along the city's major corridors is an issue that needs to be considered as part of redevelopment efforts.



Gated community off Hyde Park Road.

TABLE 6.4
STREET CLASSIFICATIONS AND STANDARDS

Street Type	Function	Access	Additional Street Functions/Amenities (within right-of-way)[a,b]	Number of Lanes	Parking
Freeway	Provides for regional mobility	Restricted to principal arterials via interchanges	Landscaping of unpaved right-of-way	Varies	None
Principal Arterials	Collects and distributes traffic from freeways to minor arterials and collector streets	Optimum distance between intersections is approximately one quarter mile. Driveways to major traffic generators may be permitted within the quarter mile spacing; more severe access limits preferable	Bikeways and landscaped median; park strips (for four or more lanes only); sidewalk with planting strip separating it from the street; and transit facilities	2 or 4 lanes	None
Minor Arterials	Same as principal arterial	Same as principal arterial	Bikeways, sidewalks, and transit facilities	2 lanes	Two-sides, One-side, and None
Transit-intensive Corridor	Provides preferential right-of-way for buses and high-occupancy vehicle	No restriction on spacing of intersecting streets, but signals along the transit-intensive corridors should be limited and timed for preferential movement along transit-intensive corridors. Driveways should be no closer than 100 feet apart and prohibited where access from other streets is feasible	Sidewalks and transit facilities Bikeways not encouraged	2 or 4 lanes	None during peak hours
Collector Streets	Serves as connector between local and arterial streets and provides direct access to specific sites	At major intersections, driveways on collector streets should be no closer than 50 feet to the intersection. Nonresidential driveways and/or intersecting streets or collector streets should be no closer than 300 to 400 feet apart	Bikeways, sidewalks, and transit facilities	2 lanes	Two sides, One side, and None
Local	Provides access to specific sites	Access is not restricted	Landscaped park strips, sidewalks. All local streets are bicycle friendly	2 lanes	Two sides, One side, and None

TABLE 6.4
STREET CLASSIFICATIONS AND STANDARDS

Street Type	Function	Access	Additional Street Functions/Amenities (within right-of-way)[a,b]	Number of Lanes	Parking
Rural	Same as principal arterial	Same as principal arterial. Used in limited situations where purpose is to limit impact on natural resources and where housing densities served are very low	Bikeways		One side, None

Notes:

[a] Transit facilities include bus stop signage and furniture and possibly bus pull out lanes.

[b] Street lighting and street trees are required for all pubic and private street improvements in accordance with city standards. Street trees along rural streets may not be required where preservation of the natural environment is considered foremost.

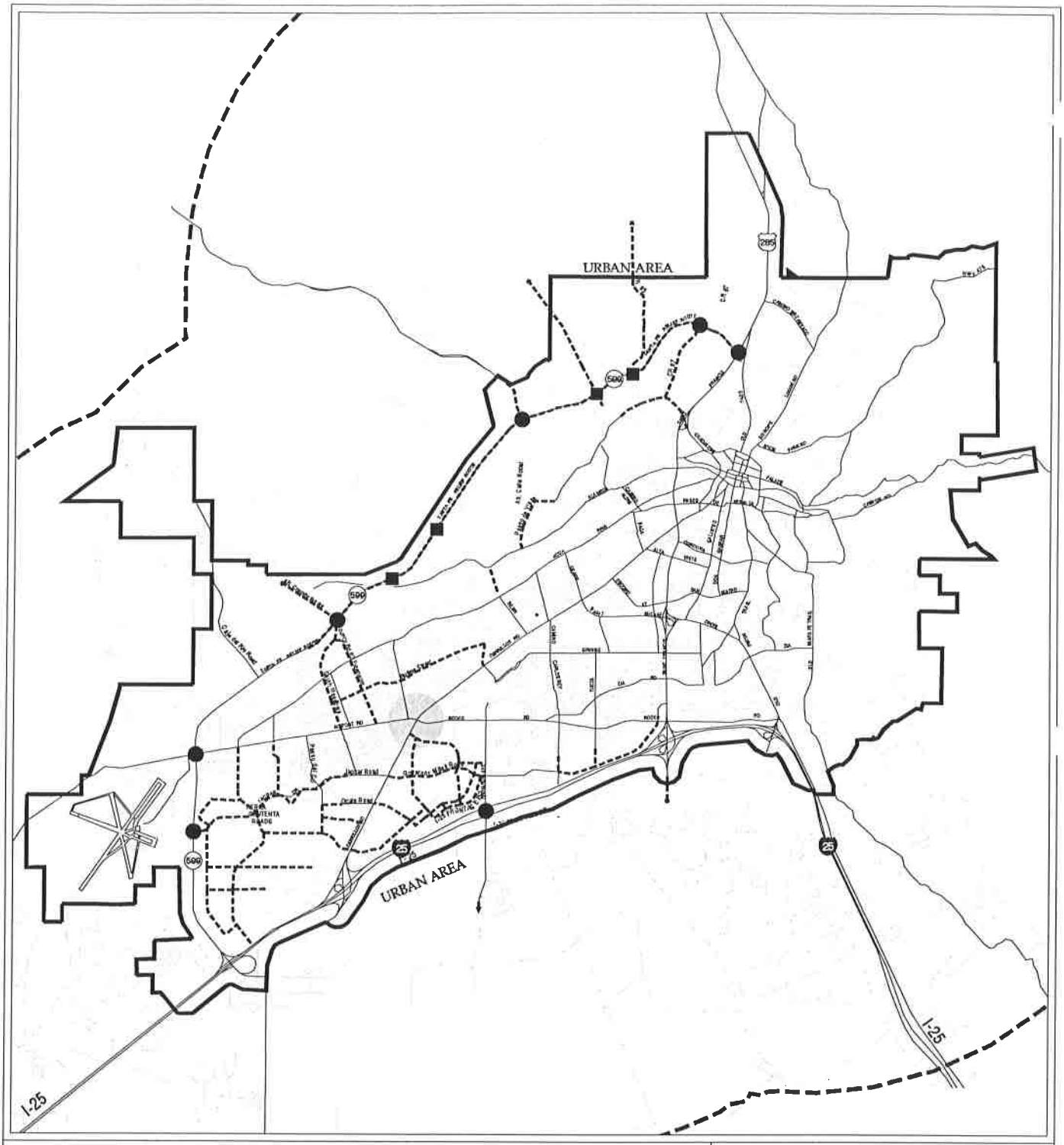
6.1.7 MAJOR STREET IMPROVEMENTS

To balance land use and the traffic carrying capacity of streets, peak-period traffic conditions were evaluated by comparing projected traffic volumes to roadway and intersection capacities. Service levels at study intersections and roadways were determined using standard traffic analysis methodology for signalized intersections, two-way stop intersections, multiway stop intersections, and roadway segments.

Where severe traffic congestion was projected, an iterative process to reduce traffic by rearranging land uses and increasing traffic capacity through improvements (i.e., construction of new lanes) was undertaken. Major street improvements required to accommodate buildout of the General Plan are illustrated in dashed lines on the Street Network figure (Figure 6-1). The area surrounding the intersection of Cerrillos, Airport, and Rodeo Roads will be designated as a priority study area. New streets, connecting to existing and proposed through streets, will help alleviate the congestion at this site and provide additional transit corridors.

6.1.8 STANDARDS FOR TRAFFIC LEVEL OF SERVICE (LOS)

Traffic service levels for intersections and roadway segments are characterized by examining peak-period operations. The standard measures of traffic flow are LOS and volume-to-capacity (or demand-to-capacity). LOS are classified by a letter grade that describes the quality of flow, ranging from the best condition (LOS A) through extreme congestion associated with over-capacity conditions (LOS F) (see Table 6.5).



City of Santa Fe
New Mexico

Street Network

- *Proposed Urban Area Boundary*
- *Major Roads*
- *Proposed Roads*
- *Relief Route Interchange Locations*
- *Relief Route Over/Underpass Locations*
- *Relief Route Intersection Locations*
- *Road Study Area*

N

0 1 2 4

Scale in Miles

City of Santa Fe
GENERAL PLAN

February 2000 *Figure 6-1*

TABLE 6.5
TRAFFIC LEVEL OF SERVICE DEFINITIONS

Level of Service (LOS)	Traffic Flow Conditions	Maximum Volume to Capacity Ratio
A	Free flow: speed is controlled by drivers' desires, stipulated speed limits, or physical roadway conditions.	0.6
B	Stable flow: operating speeds beginning to be restricted; little or no restrictions on maneuverability from other vehicles.	0.7
C	Stable flow: speeds and maneuverability more closely restricted; occasional backups behind left-turning vehicles at intersections.	0.8
D	Approaching unstable flow: tolerable speeds can be maintained but temporary restrictions may cause extensive delays; little freedom to maneuver; comfort and convenience low; at intersection, some motorists, especially those making left turns, may have to wait through one or more signal changes.	0.9
E	Approaching capacity: unstable flow with stoppages of momentary duration; maneuverability severely limited.	1.0
F	Forced flow: stoppages for long periods; low operating speeds. Delays at intersections average 60 seconds or more.	>1.00

Source: Blayney Dyett

Traffic demand modeling assumes that travel demand is a **response** to the patterns of land use activity in a city and surrounding region. The modeling process for this chapter uses existing and forecast land use and demographics as model inputs. Through daily activity, the people who live, visit, shop, and work in and around Santa Fe generate the traffic that the model assigns to the circulation system. The land use intensity also contributes to the magnitude of generated traffic; however, mixed use environments with convenient pedestrian access generate proportionally fewer additional automobile trips than areas devoted exclusively to a single use. Demographic descriptors such as income, household size, and vehicles per household affect traffic generation at the residential or household end.

6.2 TRANSIT AND TRANSPORTATION

For more detailed information on transit operations in the Urban Area and the Extraterritorial Zone, see Section 6.6 in Working Paper: Existing Conditions and Planning Issues – Urban Area and Extraterritorial Zone, *June 1995.*

Transit and paratransit programs for the city are operated by the Transit and Aviation Services Division of the Public Works Department, which also operates the Santa Fe Municipal Airport.

6.2.1 MUNICIPAL BUS SYSTEM

Although municipal transit service in Santa Fe is barely four years old, its need and acceptance is demonstrated by strong ridership, which has exceeded expectations. The original projection of 1,000 passengers per day by December of 1993 was passed in April of that year, and ridership now averages 2,500 passengers per weekday and 1,500 on Saturdays

and holidays. This ridership growth has been achieved by both a major route expansion program in May 1996 and with service frequency increases. Structuring land uses and intensities to promote transit and outlining policies to promote programmatic measures that will lead to increased transit patronage are some of the principal aims of the General Plan.

Service of the Santa Fe Trails system began in 1993. Presently the fleet consists of 15 29-passenger buses, five 35-passenger buses, five 16-passenger buses, two 25-passenger buses, one 22-passenger bus, and three 8-passenger vans. All buses operate on clean-burning compressed natural gas and are lift-equipped. There are nine routes with weekday service from 6:30 a.m. to 10:30 p.m. and Saturday service from 8:00 a.m. to 8:00 p.m. Sheridan Street in downtown Santa Fe is the northern hub for the system, and the southside hub operates from the Villa Linda Mall Transfer Center.

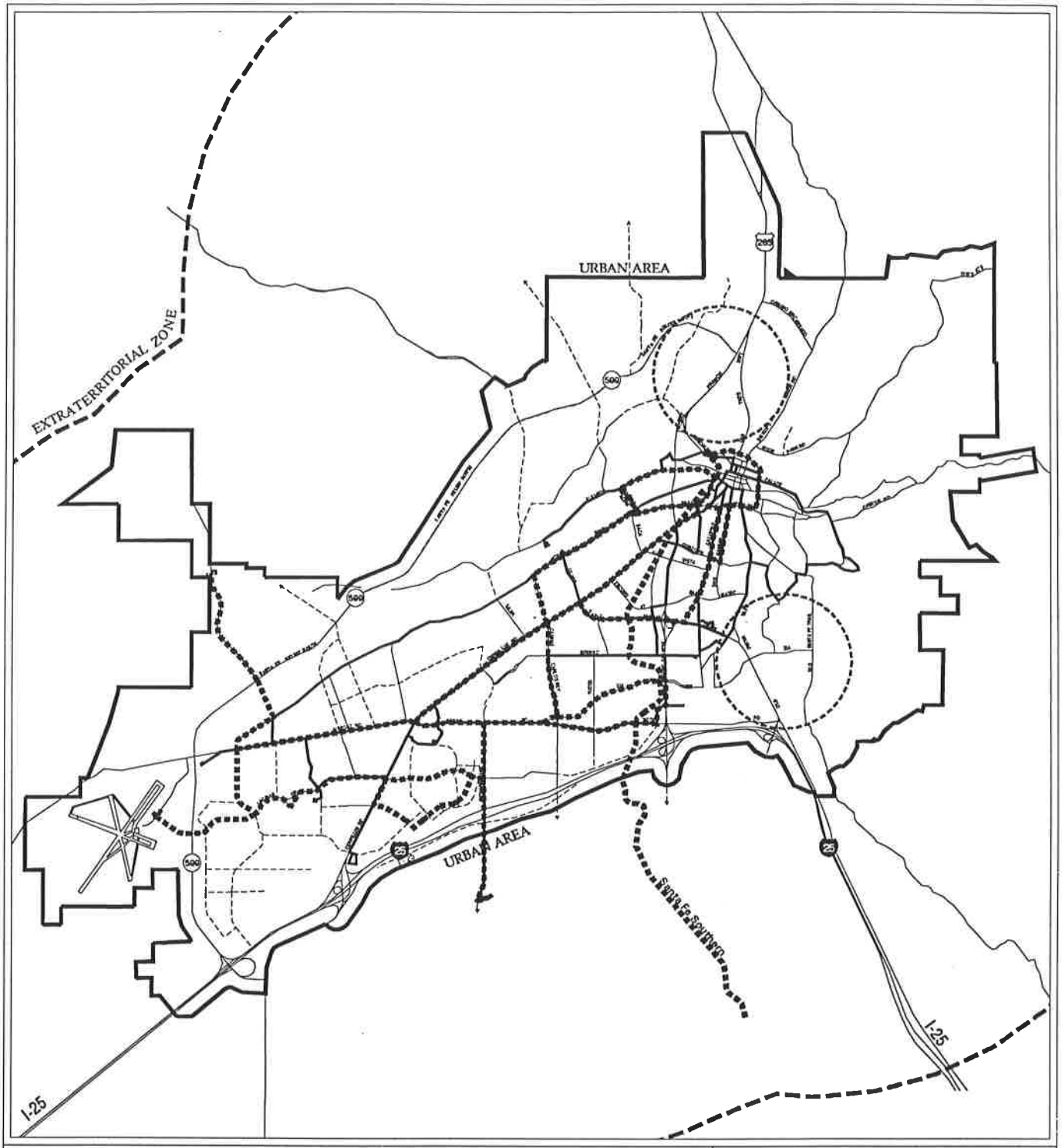
The cash fares are a standard $0.50 for adults, with half-rates for students less than 18 years of age, seniors 60 years and older, and the disabled. There is no charge for transfers. Standard and reduced monthly passes are $10 and $5 respectively. Approximately 15 percent of fare revenues are derived from service outside the city limits. Figure 6-2 shows existing transit routes .

6.2.2 PARATRANSIT

The paratransit service that complements the fixed-route transit system is provided by the Santa Fe Ride program. The service area for the Santa Fe Ride program is defined as that of the fixed-route service area, except that Santa Fe Ride services the airport. The service is available to Americans with Disabilities Act—certified passengers who pay a $1.00 flat rate for their trips. Seniors and indigent passengers who reside more than three-quarters of a mile form a fixed-route bus stop may also use the service at a flat rate of $4.00 per trip. Residents have requested an extension of this service farther into the Extraterritorial Zone. Any paratransit service extension will depend on the results of the regional park and ride study recently initiated by the Transit and Aviation Services Division. This, and any other expansion of transit or paratransit, would require negotiations between the city and the county to modify their Joint Services Agreement to share the costs of extending service. The current agreement covers only a portion of transit service costs.

The Santa Fe Ride program is operated under contract to the City of Santa Fe by private sector firms such as taxi, van, and paratransit operators.

The other transit program operated by the Parking Division is the Rideshare program for car and van pooling matching services. There is a Senior Van program for residents 60 years of age and older operated by the Community Services Department which will probably be consolidated with the Transit and Aviation Services Division during the next fiscal year.



Transit

- *Proposed Urban Area Boundary*
- *Existing Bus Route*
- *Future Transit Corridor*
- *Proposed Roads*
- *Area of Future Bus Route Expansion*
- *Major Roads*

0 1 2 4

Scale in Miles

City of Santa Fe
GENERAL PLAN

April 1999 *Figure 6-2*

6.2.3 REGIONAL TRANSIT

Shuttles operate from the Albuquerque International Airport to the Santa Fe Downtown hotels approximately every two hours, ten times a day, seven days a week. Greyhound Trailways, located on St. Michael's Drive, schedules northbound and southbound departures and arrivals daily.

6.2.4 RAIL TRANSPORTATION

Amtrak provides scheduled passenger service twice daily to Lamy, 20 miles to the south of Santa Fe. Shuttle buses to Downtown are provided for each train. The Santa Fe Southern Railroad has freight service available three times a week to Santa Fe via a spur from Lamy; it also operates a passenger excursion service that runs on a more frequent basis. No intermodal facilities link the rail line to any other mode of travel within the Extraterritorial Zone; however, there is a plan to construct a bicycle/pedestrian path along the railroad right-of-way from downtown Santa Fe to the city limits.

This path may eventually be extended through the Extraterritorial Zone to Lamy. Santa Fe Southern has also expressed the desire to establish a commuter line from El Dorado to Santa Fe. This would provide quick multimodal access from the Extraterritorial Zone into Santa Fe. Establishing commuter rail service would alter the existing transportation patterns immediately around passenger stations, as well as modify the regional commuting patterns. During the public meetings related to the General Plan, many residents also expressed support for a rapid rail connection between Albuquerque and Santa Fe.

6.2.5 FINANCING FOR ALTERNATIVE PUBLIC TRANSPORTATION SYSTEM

Under the flexible funding provisions of Intermodal Surface Transportation Efficiency Act, several opportunities exist to transfer funds from one program to another within the same mode or to use funds for alternative modes of travel. Three new Intermodal Surface Transportation Efficiency Act funding programs – the National Highway System, Surface Transportation Program, and Congestion Mitigation and Air Quality Improvement Program—afford these flexible funding opportunities. The National Highway System program is in transition to the National Transportation System, which will include transit, air, and rail.

Both highway and transit projects within the same corridor as a fully access-controlled National Highway System highway can be funded under the National Highway System. National Highway System funds are also available for fringe and corridor parking, carpool and vanpool projects, and bicycle/pedestrian projects adjacent to noninterstate highways on the National Highway System. One hundred percent of National Highway System funds may be transferred to the Surface Transportation Program by the state.

Surface Transportation Program funding can be used for transit capital projects that are eligible under the Federal Transit Act. Like National Highway System funds, Surface Transportation Program funds are also available for fringe and corridor parking, carpool and vanpool projects, and bicycle/pedestrian projects.

Congestion Mitigation and Air Quality Improvement Program funds were established to improve air quality. States with nonattainment areas must use Congestion Mitigation and Air Quality Improvement Program funds for projects that will improve air quality. States without nonattainment areas may use Congestion Mitigation and Air Quality Improvement Program funds as Surface Transportation Program funds. However, Santa Fe is not eligible for Congestion Mitigation and Air Quality Improvement Program funds.

Under the Intermodal Surface Transportation Efficiency Act, all three major transit programs, Sections 3, 9, and 18, are still in place. Section 3 provides funding for transit capital projects, but the funds are earmarked and discretionary. Section 9 and 18 both provide funding to states for capital and operating projects.

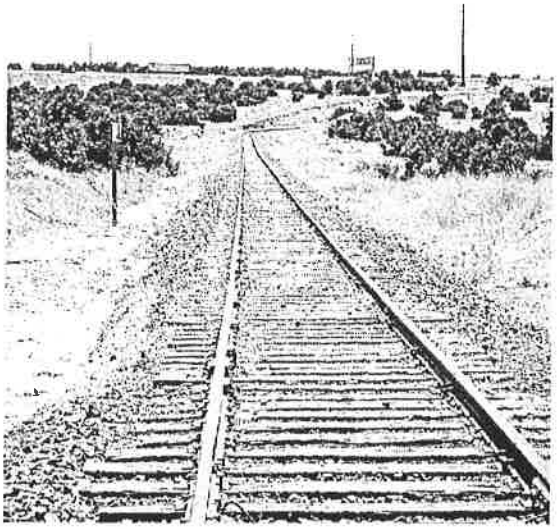
Section 9 funds are designated for urban areas while Section 18 funds are apportioned to states for projects in areas that are not urbanized. Because of the uncertainty of federal funding, efforts are needed to ensure that adequate service levels can be maintained with local and state funding.

6.2.6 TRANSPORTATION SYSTEMS MANAGEMENT

The term *transportation systems management* refers to measures designed to reduce peak-period auto traffic by making more efficient use of existing transportation resources and emphasizing ridesharing and nonauto alternatives. *Transportation demand management* is one component of transportation systems management, which focuses on efforts to reduce peak-hour transportation demand. Transportation systems management includes public transit, flexible working hours, car- and van-pooling, and incentives to increase the use of these alternatives. Transportation systems management has become increasingly important in the effort to enhance mobility through efficient use of alternative modes of transportation and in meeting federal and state air quality standards.

A successful transportation systems management program is an essential and important element in the continuing effort to achieve acceptable levels of traffic service. The specific objectives of transportation systems management are to:

- Reduce peak-hour traffic congestion by reducing the number of single-occupant vehicle commute trips;
- Reduce or delay the need for street improvements by making more efficient use of existing facilities;
- Reduce future air pollution concentrations and strive to meet state and federal ambient air pollution standards by reducing the number of single-occupant vehicle commute trips; and
- Reduce consumption of energy for transportation uses, thereby contributing to the overall objective of a sustainable community.



Existing rail corridors provide commuter train opportunities. Multimodal transportation hubs are designated in the General Plan *to provide an interface between bus and rail transit.*

During peak visitor season, the Plaza is closed to vehicular traffic.

Reducing the number of single-occupant vehicle commute trips will result in an increase in the percentage of pedestrian, bicycle, and transit trips. Average trip length and overall vehicle-miles traveled will also be reduced.

General Plan policies are designed to reinforce the studies made in promoting transit in recent years. Sites for two new multimodal transit hubs, transit-intensive corridors where high-frequency transit service would be provided, future transit service areas, as well as promotion of regional transit have been outlined.

6.3 BICYCLE AND PEDESTRIAN CIRCULATION

6.3.1 BICYCLE ROUTES

Bicycle planning in Santa Fe began in 1974 , but it was not until the early 1980s that the Santa Fe Bicycle Club worked in cooperation with the city to produce Santa Fe's first bicycle-user route map. In 1986, the City Transportation Department received grant money from the Federal Highway Administration and formalized the bicycle planning efforts in the city. In 1987, a six-member ad hoc advisory committee was formed with representatives from the Sangre de Cristo Cycling Club, the Santa Fe public school system, and other interested citizens. This Bikeways Committee collected information about bicycling needs, expanded community awareness and education efforts about cycling, and laid the groundwork for development of a long-range bikeways plan. The newest addition to the bike system is the 2.1-mile, off-road Arroyo Chamiso Bike Trail. The city has a bicycle map from 1994 that includes city-designated bike routes, trails, and a guide to the safety of the recommended routes (best, caution, and extra caution).

Bikeways Master Plan

The *1993 Santa Fe Bikeways Master Plan* outlined a network of trails that link homes, offices, schools, parks, and businesses throughout the city. The Santa Fe Rail and River Trails were identified in the *Bikeways Master Plan* as clear priorities and are being developed simultaneously.

The rail trail is envisioned to connect to an extension of the existing Arroyo Chamiso Urban Trail to provide a safe and efficient trail corridor from the city limits on the south to Downtown, linking major public and private destinations.

The Santa Fe Southern Railway purchased the 18-mile Lamy spur from the Atchison, Topeka, and Santa Fe Railway in 1992. Santa Fe Southern made it possible for the city to acquire the right to use a portion of the railroad right-of-way for a bicycle trail. The city intends to pursue this opportunity to develop an urban trail within city limits. The project will be carried out with the assistance of federal transportation funds allocated by the New Mexico State Highway and Transportation Department, and a grant from the New Mexico Energy, Minerals, and Natural Resources Department. The current operation of the railroad as an excursion line and freight carrier does not exceed ten miles per hour, so it is compatible

with bicycle and pedestrian uses. The railroad corridor right-of-way is roughly 100 feet wide, which allows for ample separation between the railroad and the trail.[1]

Regional Connections

No bicycle routes have been designated outside the city limits, although Rabbit Road, which parallels Interstate 25 to the south, has been classified for bicycle suitability by the Bikeways Committee. The distance from the Extraterritorial Zone to the city, as well as topography and the climate, probably deters most people from using a bicycle for commuting.

Several recreational routes within the Extraterritorial Zone have been identified by the Bikeways Committee. These include:

- Bishops Lodge Road to the north;
- Hyde Park Road and Upper Canyon Road to the east;
- County Road 67, Las Vegas Highway, Richards Avenue, and Cerrillos Road to the south; and
- Camino La Tierra, Buckman Road, County Road 70, and Airport Road to the west.

In addition, the option to acquire the right to use Santa Fe Southern railroad right-of-way as a bicycle trail could extend the planned Santa Fe Rail Trail south from the city limits to Lamy, providing bicycle access through the Extraterritorial Zone for recreational and commuter purposes alike.

Bikeway Classification

The General Plan designates two types of bikeways—Class I: Bike Paths, and Class II: Bike Lanes—which are defined in Table 6.6. Although these facilities are specifically designated for bicycles, like all other vehicles, bicycles are authorized to use the entire street network.

TABLE 6.6
BIKEWAY CLASSIFICATIONS

	Function	Access Control	Right-of-way/Standards
Class I Bike Paths	Provide exclusive right-of-way for bicyclists, with cross flows by motorists minimized.	Where crossing or access from the bicycle path is required, the crossing should be grade-separated or occur at pedestrian crossings. Midblock crossings should assign right-of-way through signing or signalization.	Minimum of eight feet for a two-way facility. The minimum paved width for a one-way bike path is five feet. A minimum two-foot wide graded area shall be provided adjacent to the pavement, but a three-foot graded area is recommended. Where pedestrian activity is expected, a minimum of twelve feet for a two-way facility should be provided.

[1] According to the *Bikeways Master Plan*, the Santa Fe Rail Trail and the Santa Fe River Trail are bikeway priorities.

TABLE 6.6
BIKEWAY CLASSIFICATIONS

	Function	Access Control	Right-of-way/Standards
Class II Bike Lanes	Provide preferential use of the paved area of roadway for bicyclists by establishing specific lines of demarcation between areas reserved for bicycles and motorists.	Access is similar to that recommended for roadways. At intersections where there is a bike lane and an actuated signal, it is desirable to install bicycle-sensitive detectors. Push button detectors force the bicyclists to stop and actuate the push button. Because most accidents for bicyclists occur at intersections, clear bikeway design at intersections should be implemented through the use of signing and striping.	Class II bike lanes are one-way facilities. On roadways with parking, the bike lane is located between the parking area and the traffic lane with five-foot minimums for the bike lane. Where parking is permitted and not marked, minimum width is twelve feet. On roadways where parking is prohibited, a minimum of five feet is required, including a two-foot gutter.

Note: All local streets are intended to be "bicycle friendly."

6.3.2 PEDESTRIAN CIRCULATION

While only about five percent of the commute trips in the city were made on foot in 1990, the actual share of walking trips is probably much higher if trips made by noncommuters (such as tourists) are taken into account.

Many of Santa Fe's traditional centers (such as Downtown and Canyon Road) are hubs of pedestrian activity. These are characterized by portals, streets shaded by trees and buildings, continuous sidewalks, and buildings oriented to the streets. Also, the overall scale of development, smaller blocks, and interconnected streets facilitate pedestrian movement. Many of the malls and other recent large commercial developments do not foster an environment conducive to walking. Policies and standards relating to building and block scale, massing, and character are included in Chapter 5: City Character and Urban Development.

6.4 PARKING

The concentration of activities Downtown, including government, commerce, and tourism (especially during the summer months), generates a high level of parking demand. Downtown's parking shortage during peak periods, according to the 1995 Municipal Parking Program study, is currently estimated at about 1,300 spaces. Not only is parking in short supply, residents perceive the Downtown as being inaccessible because of the expense and lack of available parking. Parking problems, stemming from tourism and other activities, also exist in some of the arts and crafts districts.

Parking is an important element of the city's transportation system. The availability of convenient and adequate parking is essential for creating and maintaining viable commercial districts and residential neighborhoods. Parking availability, transit use, traffic, neighborhood protection, and public safety are all inter-related. For example, while easier

parking would improve Downtown accessibility, it would also encourage people to drive, thereby contributing to congestion. This section of the General Plan focuses on policies and strategies to reduce parking demand, as well as ensure that parking is adequate and that the Downtown is accessible to residents.

6.4.1 MUNICIPAL PARKING SYSTEM

The city's Parking Division is responsible for all municipal parking operations and functions, including parking at municipal facilities, on-street parking and loading, and enforcement. The Division is charged with providing an adequate supply of affordable parking in the city to ensure economic vitality, and mobility and quality of life for Santa Feans.

The Division operates a Parking Enterprise Fund, which is financially self-sufficient and is independent of the city's General Fund. The Fund combines all parking revenues and expenditures and provides funding dedicated to the delivery and improvement of municipal parking facilities and services. The municipal parking system represents a significant public investment and has grown significantly in size, utilization costs, and revenues over the past decade.

Off-street Parking Facilities

The existing municipal public off-street parking supply includes one parking garage and nine surface parking lots, totaling 1,480 spaces. Hourly, daily, and monthly parking is available at most locations. All off-street parking facilities meet the Americans with Disabilities Act standards and provide designated parking spaces for mobility impaired persons.

Seven privately-owned parking facilities also exist, which together provide about 900 parking spaces (see *Working Paper: Existing Conditions and Planning Issues*; Section 6.3: Parking Supply and Locations, for details). Some have monthly and reserved parking, as well as transient parking.

On-street Parking

The on-street parking operation includes 1,090 metered parking spaces, 36 handicapped parking spaces, and 53 loading zones. There are many competing demands for the use of on-street curb space. It is used by moving traffic, taxis and buses picking up and discharging passengers, commercial delivery vehicles, people running errands to stores and businesses, and by short-term and long-term parkers. It is the goal of the on-street parking operation to balance these competing demands while taking into consideration the safety and traffic capacity of the street.

Parking Enforcement

This part of the parking operation includes ticketing, processing and collecting all parking citations on a daily basis. The goal of the parking enforcement program is to provide sound parking enforcement that supports the city's parking regulations, promotes traffic and pedestrian safety, and permits the city to expand its parking capacity through better utilization of the existing parking supply. Parking enforcement protects access needed for commerce and public convenience; it provides for a more efficient delivery of goods and

services. It also enhances the quality of life in residential neighborhoods by reducing the incidence of illegal parking in residential permit parking areas.

6.4.2 MUNICIPAL PARKING PROGRAM STUDIES

1983 Parking Study. The demand for off-street parking exceeds the supply in the Downtown area. The problem was recognized in the early 1980s, and a 1983 parking study outlined a three-phase approach for a parking development program for the Downtown. The study recommended additional parking spaces to be added at three municipal parking facilities (Water Street, City Hall, and Sandoval). Only one phase of the parking development program was implemented – the 400 space Sandoval parking facility, which opened in July 1988. There was resistance from some adjacent owners and tenants for development of the proposed Water Street parking facility. The proposed City Hall parking facility was deferred until a final master plan could be agreed on for the City Hall site.

1995 Parking Study. In 1994 a municipal parking program study was initiated to develop a comprehensive parking management program for the city. The study found that major deficiencies exist in the high demand areas of the city, including a deficit of 1,103 spaces in the core area of the Business Capitol District, and 167 spaces along Canyon Road. In the next ten years, the core area deficit is expected to increase by about 300 to 500 spaces. Canyon Road's parking deficit is expected to increase by about 50 spaces.

The study, completed in June 1995, includes analysis of parking supply and demand, survey of parking user characteristics and residential parking, a parking development program, financial analysis, recommended parking standards for commercial and industrial zoning districts, parking management strategies, and an implementation program.

6.5 AVIATION

Santa Fe Municipal Airport became part of the Transit and Aviation Services Division in October 1994 as a result of a reorganization of the Santa Fe City Government. The airport lies outside the city limits, nine miles from Downtown. With over 100,000 take-offs and landings annually, Santa Fe Municipal Airport is classified by the Federal Aviation Administration as a nonhub commercial aviation airport. The main runway is 8,323 feet long and is equipped with an instrument landing system. The secondary runway is 6,304 feet long. The airport can accommodate medium-size aircraft such as DC-9s and Boeing 727s. The control tower is operated by the Federal Aviation Administration and is open from 7:00 a.m. until 9:00 p.m.; however, the airport can conduct take-off and landing operations 24 hours a day. The control tower is contracted out to a private operator, while remaining under Federal Aviation Administration administrative control during 1996.

Three on-site fixed base operators also provide service. International Aviation, Santa Fe Aviation, and Zia Aviation provide full-service aircraft maintenance, refueling, flight instruction, aircraft rental, and charter. United Express Airlines provides daily commercial flights between Santa Fe and Denver, Colorado, carrying over 14,000 passengers annually.

The idea of a regional airport, located between Española and Taos, has in the past been broached to allow larger commercial aircraft to access the region without unduly impacting

the city. This, however, would be a major undertaking and would surely encounter major opposition. It would also take many years just to break ground.

IMPLEMENTING POLICIES

6-1 STREETS

Street Alignment and Design Standards

6-1-I-1 Locate arterial and collector streets within the general alignments.

Minor variation from the depicted alignments will not require a General Plan amendment. Minor variations include anything less than 100 feet.

6-1-I-2 Adopt the *Urban Design Guidelines Report* for street standards to provide flexibility in design, especially in residential neighborhoods.

These should be based upon the criteria as outlined in the Urban Design Guidelines *document and should be incorporated as part of detailed engineering standards and the city's Subdivision Regulations.*

6-1-I-3 Allow for variation in street cross-sections. Minimize street cross-section widths.

The Fire Department is concerned with access due to streets that do not provide for adequate width. Of particular concern are narrow streets combined with a lack of adequate off-street parking which combine to create roads that are not passable for fire trucks and ambulances. The Fire Department needs a minimum of 20 feet of clear driving surface to assure adequate access.

Where there is a need for man-holes and access to underground utilities or the need for a turn lane at an intersection, the entire stretch of a street should not be designed to accommodate these widths; rather the street should be designed to be wide at a few necessary places.

6-1-I-4 Develop all streets that are four lanes or wider as boulevards, with a landscaped median strip.

6-1-I-5 Continue using the CIP to implement needed improvements to the street system.

Because the CIP should be consistent with the General Plan, major street improvements should be undertaken only when they are a part of the General Plan. In instances where major improvements are necessary but are not a part of the General Plan, the General Plan should be amended to incorporate them.

6-1-I-6 Incorporate access control requirements in the City Code.

6-1-I-7 Encourage the use of local aggregate material for road construction, which would give streets a distinctive Santa Fe hue.

6-1-I-8 Ensure that new streets serving commercial and neighborhood centers are designed to accommodate transit and other alternative modes of transportation.

6-1-I-9 Develop traffic calming standards.

The Fire Department generally supports the concept of "traffic calming." However it is important to note that measures to calm traffic can have varying degrees of impact on emergency vehicle response time.

Street Connectivity

6-1-I-10 Provide for greater street connectivity in new developments with the following measures:

- Require at least one through street (i.e., streets that run through the entire stretch of a development without many jogs) every 1,000 feet of any development;
- Incorporate in the Subdivision Regulations requirements for at least two access points for every 10 acres of development;
- Encourage parking that is located behind buildings, rather than between buildings and streets, and street designs that incorporate adequate on-street parking;
- Limit the proportion of loop streets and cul-de-sacs, and require bicycle and pedestrian connections to be provided at the end of such streets; and
- Provide for future connections to the undeveloped edge and where connection to existing urban development is poor.

All of these requirements need to be incorporated in the city's Subdivision Regulations. In many instances, such as for maximum block sizes, the current standards in the Regulations will need to be amended.

Standards for maximum block sizes for commercial and residential development are established in City Character and Urban Development (Chapter 5).

6-1-I-11 Maintain street connectivity in existing developments. Discourage speeding and cut-through traffic through neighborhoods by installing appropriate traffic control and calming measures, such as bulbing sidewalks at intersections and narrower street widths, without limiting through streets.

6-1-I-12 As part of the current process of updating the *Long-range Transportation Plan*, provide for river crossings.

6-1-I-13 Review all public street projects to ensure that adequate crossings for wildlife are maintained wherever streets cross riparian corridors shown on the General Plan Future Land Use (Figure 3-2).

6-1-I-14 Establish a corridor to protect the character of the Old Santa Fe Trail.

6-1-I-15 Establish appropriate truck routes through and around the city road system.

For through trucks (i.e., trucks not destined for Santa Fe), the Santa Fe Relief Route will assist in keeping them off Cerrillos Road and St. Francis Drive. In Santa Fe, trucks over a certain size are currently banned on portions of Agua Fria, Armenta, Zia, and Canyon roads. Trucks need to have access to office and commercial centers for them to be viable centers. Truck routes can be identified and trucks can be banned from certain streets or certain hours of the day (the banning becomes an enforcement issue).

6-1-I-16 Create a Transportation Task Force(s) that would advise on multimodal transportation systems, such as public transit and transportation demand management options in the development of a regional transportation plan, and to assist in the further refinement of the city's road system through the community planning process.

6-1-I-17 Limit trucks in the Downtown area to specified time periods.

Traffic Circulation

6-1-I-18 Strive to establish a transportation system which improves circulation options including transit, bicycling, and walking.

6-1-I-19 Require any development project that negatively impacts any freeway, arterial, collector street, or intersection to mitigate impacts associated with the project.

6-1-I-20 Establish and implement design standards and cross-section specifications for Urban Area roadway networks.

6-1-I-21 Implement, multimodal transportation system improvements to enhance circulation.

6-1-I-22 Continue to collect and analyze traffic volume data on a regular basis and monitor current intersection and roadway segment LOS on a regular basis. Use this information to update and refine the city's travel forecasting model so that estimates of future conditions are more strongly based upon local travel behavior and trends.

6-1-I-23 Consider, on a case by case basis, how to shift travel demand away from the peak period, especially in those situations where peak traffic problems result from a few major generators (e.g., outlying employment locations).

6-1-I-24 Continue a comprehensive evaluation of the efficiency of the urban street traffic control system, with emphasis on traffic signal timing, phasing, and coordination to optimize traffic flow along arterial corridors. Use traffic control systems to balance arterial street utilization (e.g., timing and phasing for turn movements and peak-period and off-peak signal timing plans).

The city has made recent efforts to optimize signal timings along key arterial routes such as Cerrillos Road. The completion of the city's new transportation model should aid in this comprehensive effort.

6-2 TRANSIT AND TRANSPORTATION

6-2-I-1 Investigate the Railyard site and its surrounding area, the site at the southwestern corner of Zia Road and St. Francis Drive, De Vargas Mall, Villa Linda Mall, and alternate sites as transit hubs for rail, bus, and paratransit service.

However, until commuter rail service is implemented, Sheridan Street should be maintained as the city's transit hub.

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

The city should attempt to provide service with headways at least half as short on these corridors as compared to bus service elsewhere. Currently the frequency of bus service is 30 minutes, so with headways half as short along the transit-intensive corridors, the average waiting time along the transit corridors would be 7.5 minutes.

6-2-I-3 Along transit-intensive corridors, do not permit development at low intensities that will unduly impact transit viability.

6-2-I-4 Study the feasibility of transit priority signalization timing, at least along the transit-intensive corridors.

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

6-2-I-6 As part of the Cerrillos Road redevelopment project, conduct a study in the area surrounding the intersection of Cerrillos, Airport, and Rodeo Roads to determine the appropriate land uses and locations for new streets.

6-2-I-7 Consider the feasibility of providing free transit service Downtown.

Many other cities, albeit of greater size than Santa Fe, have instituted such programs. Funds for the service could be made available by instituting a Downtown Transit District, with partial funding provided by employers and businesses. The transportation systems management ordinance (see policy below) could include provisions that would allow employers some flexibility if they contribute to the Transit District.

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

The Free Transit days could be accompanied by "Drive-free Days" in the Downtown area, where nonemergency private automobiles would not be permitted.

6-2-I-9 Adopt a transportation demand management ordinance which creates specific requirements to reduce peak-period trip generation by ten percent or more from the vehicle trip generation currently observed at similar sites without a transportation demand management program.

A ten-percent reduction in peak-period trip generation has been attained in many other cities through active management of demand.

6-2-I-10 Implement measures, including committed funding, to monitor compliance with the transportation demand management ordinance, and ensure that major employers, including the city, implement transportation demand management programs to reduce peak-period trip generation.

Major employers would be organizations that employ 100 or more employees at all facilities in the greater Santa Fe area; these would include public agencies such as the city, the state, and the school district.

6-2-I-11 Work with other local and regional agencies for commuter railroads to El Dorado and Albuquerque.

Santa Fe Southern has also expressed the desire to implement a commuter line from El Dorado to Santa Fe. There is also broad public support for a commuter railroad to Albuquerque.

6-2-I-12 Upon completion of the regional park and ride study, designate and develop park and ride facilities at appropriate locations along transit routes.

6-2-I-13 To the extent feasible, develop all designated transit stop facilities as comfortable, safe, well lit waiting areas, appropriate for year-round weather conditions, and with permanently displayed bus routes.

6-3 BICYCLE AND PEDESTRIAN CIRCULATION

Bicycle Planning

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

The Bikeways Plan *was last updated in 1993 and includes a comprehensive set of policies for bicycle planning. It should be periodically updated.*

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

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

6-3-I-4 Implement the city's *Bikeways Master Plan* by:

- Adding bike lanes whenever possible in conjunction with road reconstruction or restriping projects and subdivision development and related off-site improvements;
- Improving existing crossings, and providing for future crossings of arroyos, railroads, and roadways;
- Seeking funding sources to implement the *Bikeways Plan* in locations where more than restriping is required;
- Working with Santa Fe County and other agencies to implement a regional bikeway system; and

- Pursuing private funding.

6-3-I-5 Make bikeway improvements a funding priority by:

- Continuing to consider financing bikeway design and construction as part of the city's annual construction and improvement fund;
- Incorporating bikeway improvements as part of CIP; and
- Pursuing Intermodal Surface Transportation Efficiency Act and other funding for new bikeways to the extent possible under federal and state law.

6-3-I-6 Continue requiring provision of secure, covered bicycle parking at all existing and future medium and high-density residential, commercial, industrial, and office/institutional uses.

Secure parking means areas where bicycles can be secured to a nonmovable rack to prevent theft.

6-3-I-7 Provide incentives for new or expanding multitenant commercial and industrial projects and large employers to provide secure bicycle parking, lockers, and showers for employees, where feasible.

Incentives may include reduced fees or reduced parking requirements

6-3-I-8 Amend the Zoning Ordinance to be consistent with the Transportation Demand Management Ordinance, and establish a program to promote bicycle use by large employment centers with 100 employees or more, and by city employees.

6-3-I-9 Require pedestrian access and bikeway connections to the citywide system every 500 feet, where feasible, as part of subdivision review.

6-3-I-10 At high-volume bicycle/automobile intersections that have actuated signals, install bicycle detector loops and consider the feasibility of providing midblock, bicycle-activated signals, where appropriate.

6-3-I-11 Assist and sponsor special events such as a "Bike to Work Day" and the Tierra Torture Mountain Bike race, which increase public awareness of bike use.

6-3-I-12 Designate a staff transportation planner as the point-person for bicycle and pedestrian planning in the city.

6-3-I-13 Consider installation of bicycle racks or other stowage equipment on buses (or other transit vehicles).

6-3-I-14 Adopt standards and/or guidelines for design and construction of bikeways.

This would include, for example, ensuring that drop inlet grates are perpendicular to bicycle flow and not parallel to it.

Pedestrian Circulation

6-3-I-15 Implement a program to install handicapped ramps at all intersections as street improvements are being installed.

6-3-I-16 Provide for pedestrian-friendly zones in conjunction with the development, redevelopment, and design of mixed use neighborhood centers, Downtown, schools, parks, and other high use areas by:

- Constructing wide sidewalks where feasible to accommodate increased pedestrian use;
- Providing intersection "bulbing" to reduce walking distances across arterial streets, mixed use centers, and other high use areas;
- Providing pedestrian facilities at all signalized intersections;
- Providing landscaping along streets four lanes or wider that promotes safer pedestrian crossing; and
- Constructing adequately lighted and safe access through subdivision sites.

6-3-I-17 Ensure that city standards for pedestrian facility design conform to the Americans with Disabilities Act requirements.

6-3-I-18 Require new local streets to connect with existing local streets and arterials, and permit cul-de-sac streets in urban residential areas only where bicycle and pedestrian access between cul-de-sacs, adjacent streets, and/or open space areas is integrated with an areawide pedestrian/bicycle system.

6-3-I-19 Analyze the pedestrian master plan system throughout the city and develop pedestrian friendly crossings for major arterials, collectors, and boulevards.

6-4 PARKING

6-4-I-1 Ensure that the adopted Municipal Parking Program provides for a network of lots/structures within walking distance of Downtown, as opposed to concentrating all parking in one or two large structures that may negatively impact the scale and character of Downtown.

6-4-I-2 Work with the state, the school district, and other agencies for joint use of parking facilities in the Downtown area in the evening and on weekends.

Many state offices are adjacent to Downtown and other frequented commercial centers that are short on parking. While some of these spaces are informally used during nonoffice hours, availability of other parking lots would alleviate many of the problems with a minimum of additional construction.

6-4-I-3 Consider establishing parking fee schedules that give priority to parking for businesses, shopping, and other short duration activities over parking for longer-duration commute trips.

6-4-I-4 Encourage long-term parking at off-street parking facilities and encourage the use of alternative transportation.

6-4-I-5 Establish parking standards to support trip reduction goals by:

- Allowing parking reductions for projects that have agreed to implement trip reduction methods, such as paid parking, and for mixed use developments; and
- Requiring businesses with more than 25 employees to provide preferential parking for carpools and vanpools.

6-4-I-6 Amend the Zoning Ordinance to include minimum and maximum parking requirements based on proximity to transit-intensive corridors and stations, and development intensity.

These standards should be examined as transit service changes. Parking above a minimum amount should be allowed only if additional amenities for bicyclists, pedestrians, transit and/or landscaping are provided.

6-4-I-7 Encourage the downtown business community to sponsor ways in which city residents could be permitted to park on-street downtown free for a limited time during business hours, at least during the nonpeak tourism months.

6-4-I-8 Upon completion of the regional park and ride study, designate and develop park and ride facilities at sites outside Downtown to divert Downtown-bound travelers from automobiles to transit.

6-4-I-9 Determine the feasibility of incentives to reduce the amount of land devoted to surface parking lots through redevelopment, construction of structured parking facilities, increased building construction along street frontage, and reduction in parking requirements.

6-4-I-10 Analyze alternative parking management strategies, to include preferential parking zones for mixed-use neighborhoods, shared parking, and transit-related reductions in parking requirements.

6-5 AVIATION

6-5-I-1 Prepare a Santa Fe Municipal Airport Environs Plan and monitor aviation activity and aviation needs to determine if airport growth should continue to be limited and to determine appropriate restrictions to place on surrounding land uses.

6-5-I-2 Undertake a study to map noise contours based on aviation activity at the airport, and undertake measures to reduce conflicts between urban uses and airport operations.

A study covering noise exposure was included and is available in the Proposed Airport Master Plan of August 1993. This master plan was never adopted. Installation of an Federal Aviation Administration radar will help controllers route aircraft away from the most populated areas, thus reducing noise in those areas. Take-off and landing patterns are related to dominant environmental factors, such as prevailing winds, temperatures, etc. Aircraft safety is always a factor in take-off and landing patterns. A buffer area, restricted to industrial and commercial development, should be planned for

the area immediately surrounding the airport. This will reduce complaints from residents. Insulation to reduce indoor sound in buildings that fall within high-noise level contours should also be required.

6-5-I-3 Maintain effective surface transportation linkages to the Municipal Airport.

This would include transit service if warranted by commercial passenger traffic.

6-5-I-4 Annex the airport, Airport Road, and land surrounding the airport.

Businesses at and near the airport have to deal with multiple levels of government. In some areas they deal with the city, in other areas the city directs them to the state or the county. Annexing the airport would give the city more control over the airport and the surrounding area, add to the city's tax base, and make doing business with and on the airport easier for all involved.

6-5-I-5 Analyze with the regional planning authority if private airports should be allowed in the region.