



AGENDA

BICYCLE AND TRAILS
ADVISORY COMMITTEE
DECEMBER 10, 2020 AT 5:30
PM
ATTEND VIRTUALLY

SPECIAL PROCEDURES FOR BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING

Attendance: In response to the State's declaration of a Public Health Emergency, the Mayor's Proclamation of Emergency, and the ban on public gatherings of more than five (5) people, the Bicycle and Trails Advisory Committee meeting will be conducted virtually.

Viewing: Members of the public may stream the meeting live on the City of Santa Fe's YouTube channel at <https://www.youtube.com/user/cityofsantafe>. The YouTube live stream can be accessed at this address from most smartphones, tablets, or computers.

The video recording of this meeting will also remain available for viewing at any time on the City's YouTube channel at <https://www.youtube.com/user/cityofsantafe>. Staff is available to help members of the public access pre-recorded meetings on-line at any time during normal business hours. Please call 955-6521 for assistance.

Agenda: The agenda for the meeting will be posted at <https://santafe.primegov.com/public/portal>.

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF AGENDA**
4. **APPROVAL OF MINUTES**
 - a. November 12, 2020
5. **COMMUNICATIONS FROM THE FLOOR**
6. **COMMUNICATIONS FROM OTHER AGENCIES**



AGENDA

BICYCLE AND TRAILS
ADVISORY COMMITTEE
DECEMBER 10, 2020 AT 5:30
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- a. Erick Aune, AICP, SFMPO Officer

7. DISCUSSION AND POSSIBLE ACTION ITEMS

- a. Seeking Comments and Suggestions on Conceptual Design of Harrison Road Lighting and Sidewalk Improvements Project (Jeanette Walther, PE, Senior Project Manager for Traffic & Transportation, Bohannon Huston, Inc.)
- b. Subcommittee membership resignations of Yolanda Eisenstein from Planning and Funding Subcommittee and Sky Tallman from Law and Policy Subcommittee (Members Yolanda Eisenstein and Sky Tallman)
- c. Law & Policy Sub-committee's Recommended Changes for Approval to the Draft BPAC 2020/2021 Strategic Work Plan (Yolanda Eisenstein, BTAC Member and Law & Policy Sub-committee Chair).
- d. Seeking Comments and Suggestions on NMDOT's St. Francis-St. Michael's Interchange Study Context Sensitive Public Involvement Plan (Romella Glorioso-Moss, BTAC Staff Liaison)
- e. Santa Fe MPO Call for Project Proposals: Transportation Improvements Program Funding FFY 2022-2027 (Romella Glorioso-Moss, BTAC Staff Liaison)
- f. Suggestions for Making Trails Safer (Bruce Finger, BTAC Member)
- g. Roadway and Trails Projects Update FY 2021/2022 (Romella Glorioso-Moss, BTAC Staff Liaison)

8. SUBCOMMITTEE COMMUNICATIONS

- a. Planning & Funding Subcommittee (Sky Tallman, Chair)
- b. Promotion, Education & Programming Sub-committee (Khalil Spencer, Chair)

9. MATTERS FROM STAFF



AGENDA

**BICYCLE AND TRAILS
ADVISORY COMMITTEE
DECEMBER 10, 2020 AT 5:30
PM
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10. **MATTERS FROM THE COMMITTEE**
11. **MATTERS FROM THE CHAIR**
12. **NEXT MEETING: Thursday, January 14, 2021**
13. **ADJOURN**

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6521, five (5) working days prior to meeting date.



MINUTES

BICYCLE AND TRAILS
ADVISORY COMMITTEE
NOVEMBER 12, 2020 AT 5:30
PM
VIRTUAL MEETING

1. **CALL TO ORDER**

2. **ROLL CALL**

Members Present:

Chair Michael Garcia
Member Yolanda Eisenstein
Member Bruce Finger
Member Rob Morlino
Member Sid Redner
Member Yvette Serrano
Member Khal Spencer
Member Sky Tallman
Member Judith Gabriele

Members Excused:

Others Attending:

Romella Glorioso-Moss, Projects Administrator

3. **APPROVAL OF AGENDA**

MOTION: Member Tallman moved, seconded by Member Spencer, to approve the agenda as presented.

VOTE: The motion was on the following Roll Call vote:

For: Members Eisenstein, Finger, Gabriele, Morlino, Redner, Serrano, Spencer, Tallman and Chair Garcia

Against: None

4. **APPROVAL OF MINUTES**



MINUTES

BICYCLE AND TRAILS
ADVISORY COMMITTEE
NOVEMBER 12, 2020 AT 5:30
PM
VIRTUAL MEETING

a. October 8, 2020

MOTION: Member Eisenstein moved, seconded by Member Tallman, to approve the minutes as presented.

VOTE: The motion was on the following Roll Call vote:

For: Members Eisenstein, Finger, Gabriele, Morlino, Redner, Serrano, Spencer, Tallman and Chair Garcia

Against: None

5. COMMUNICATIONS FROM THE FLOOR

Tim Rogers, Trails Program Manager, Santa Fe Conservation Trust

Alta Vista Bike Lanes

I would like to complement the City on the striping of Alta Vista St. between Cerrillos Rd. and St. Francis Dr., including what appear to be 4-5 ft.-wide striped shoulders fully functioning as bike lanes in each direction, including at the rail crossing, where they had been deficient in the past.

Now for the first time ever, we effectively have bike lanes the entire distance from NMDOT General Offices on Cerrillos to the Runnels Building on St. Francis, a stretch which is of course bisected by the Rail Trail and a Railrunner station, where bike-friendliness of Alta Vista is even more valuable. Please see attached photos, including a random appreciative citizen using the space yesterday.

The striping job and photos also demonstrate that there is enough room on this roadway to fit bike lanes and pedestrian median refuges for any trail crossings for the Rail Trail. I have been arguing with city staff and past BTAC Chairs about this for four or five years because I have known that the Rail Trail improvements that will continue south any day now to Alta Vista St. will completely eliminate space for bike lanes on Alta Vista St. in favor of extra-wide built medians, which will serve as "pedestrian refuges" for trail crossings on each side of the railroad tracks. (This is a lesson we should have learned on Siringo Rd., when Railrunner built a wide median for the Rail Trail at expense of space for bike lanes, and now cyclists get the "squeeze" on a road that otherwise has great bike lanes in each direction.)

As current striping demonstrates, an 8-10+ foot-wide (striped) median is all that is needed on the narrowest side (east of tracks), is sufficiently wide to function as a safe pedestrian refuge for the Rail Trail crossing on this side, and can indeed accommodate



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bike lanes on Alta Vista St. West of the track, where Alta Vista becomes wider, it is even easier to fit bike lanes, as current striping shows. (I am happy to share AASHTO reference on how wide pedestrian medians should best be, but they can be far narrower than 12 feet wide as plenty of other safe and functional crossings can attest.)

In short this median construction for the Rail Trail will be a senseless destruction of an on-road bicycle facility along Alta Vista that I know for a fact was never mentioned nor considered in initial nor subsequent planning and design for this project. The idea has since been stonewalled but the striping in place today proves the point that there is plenty of space to safely accommodate both needs. All we could use is a "change order" in the width of the built medians to save our Alta Vista bike lanes.

I hope public works can consider this change order so that we are not taking two steps forward and then one step back for bike-friendliness in Santa Fe.

6. PRESENTATION

- a. Santa Fe Metropolitan Planning Organization (MPO Officer Erick Aune, AICP)
- b. Santa Fe Conservation Trust (Presentation of Phase 1 Wayfinding Project by Tim Rogers, Trails Program Manager)

7. DISCUSSION AND POSSIBLE ACTION ITEMS

- a. Request for Approval of BTAC Meeting Dates in 2021 (Romella Gloriosso-Moss, Staff Liaison)

MOTION: Member Spencer moved, seconded by Member Eisenstein, to approve BTAC meeting dates in 2021 as presented.

VOTE: The motion was on the following Roll Call vote:

For: Members Eisenstein, Finger, Gabriele, Morlino, Redner, Serrano, Spencer, Tallman and Chair Garcia

Against: None

- b. Nomination and Appointment of a BTAC Sitting Member to the Public Safety Committee as per Resolution #2018-14 (Romella Gloriosso-Moss, Staff Liaison)



MINUTES

BICYCLE AND TRAILS
ADVISORY COMMITTEE
NOVEMBER 12, 2020 AT 5:30
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Member Spencer moved, seconded by Member Eisenstein,
MOTION: to approve the Appointment of Member Bruce Finger to Public Safety Committee as per Resolution #2018-14.

VOTE: The motion was on the following Roll Call vote:

For: Members Eisenstein, Gabriele, Morlino, Redner, Serrano, Spencer, Tallman and Chair Garcia

Against: Member Finger abstained.

- c. Appointment of Lara Miller to Planning and Fundraising Sub-Committee to replace Eleonor Stevens as Member-at-Large (Councilor Michael Garcia, Chair)

Chair Garcia appointed Lara Miller as Member-at-Large to the Planning and Fundraising Committee to replace Eleonor Stevens.

- d. Request to Change the Name of Planning and *Fundraising* Subcommittee to Planning and *Funding* Subcommittee (Yolanda Eisenstein, Member)

MOTION: Member Eisenstein moved, seconded by Member Spencer, to change the name of Planning and Fundraising Subcommittee as presented.

VOTE: The motion was on the following Roll Call vote:

For: Members Eisenstein, Gabriele, Morlino, Redner, Serrano, Spencer, Tallman and Chair Garcia

Against: None

Note: Member Finger left the meeting at 6:50 pm.

- e. Request for Law and Policy Subcommittee to Establish the Process for Developing Partnerships with Other Local Public Bodies Particularly with the Santa Fe County Public Works and Other Non-profit Organizations (Sid Redner, Member).



MINUTES

BICYCLE AND TRAILS
ADVISORY COMMITTEE
NOVEMBER 12, 2020 AT 5:30
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SFMPO Aune suggested for BTAC members to contact Ms. Leah Yngveh, SFMPO Transportation Planner because SFMPO has already partnered with most, if not all, transportation-related agencies/ non-profit organizations.

- f. Request Roads Repavement of Galisteo St. from Cordova to Paseo de Peralta; and Buckman Rd. from the Dog Park to the End near NM 599 (Sid Redner, Member)

Staff Liaison suggested that since repavement of roads is not under the of BTAC, she will bring up this request with Public Works Department Director during their Staff meeting. Member Spencer commented that BTAC should be able to make suggestions with regards to maintenance; otherwise members will get frustrated.

8. SUBCOMMITTEE COMMUNICATIONS

- a. Law and Policy Subcommittee (Yolanda Eisenstein, Chair)
- b. Planning and Fundraising Subcommittee (Sky Tallman, Chair)
- c. Promotion, Education and Programming Subcommittee (Khalil Spencer, Chair)

9. MATTERS FROM STAFF

- a. BTAC is going to be re-established changing its name from Bicycle and Trails to Bicycling and Pedestrian Advisory Committee. The numbers of Committee Members (Citizen-at-Large) will be expanded from 8 to 9. Quorum will be increased from 5 to 6. It was introduced by the Chair on November 10, 2020 at the Governing Body Regular meeting. It will be presented before the Quality of Life Committee meeting on December 2.

10. MATTERS FROM THE COMMITTEE

- a. What is the status of an Acequia Trail connection between Maez Road and La Cieneguita, which would make it possible to go from the south side of town to the Railyard without traveling on Cerrillos or Agua Fria? (Yolanda Eisenstein)



MINUTES

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NOVEMBER 12, 2020 AT 5:30
PM
VIRTUAL MEETING

- b. Why was El Gancho repaved from Old Santa Fe Trail to Old Las Vegas Highway? (Sid Redner)

- 11. **MATTERS FROM THE CHAIR**
- 12. **NEXT MEETING: Thursday, December 10, 2020**
- 13. **ADJOURN 7:28 pm**

Romella Glorioso-Moss

Liaison _____
11/21/2020

Chair _____

Harrison Road
Cerrillos Rd to Agua Fria St
Sidewalk and Lighting Improvements



The City of Santa Fe is proposing to construct a 5-ft sidewalk on the west side of Harrison Road from Cerrillos Road to Agua Fria Street. This sidewalk will fill in the gaps between existing sidewalk. Broken sections of sidewalk will be replaced. The road will be narrowed by 2-ft near Cerrillos Road and only a 4-ft sidewalk will be put in this area between the curb and Pete's Place.

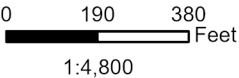
Additional street lighting is proposed on several PNM power poles on the west side of the street. Coordination with PNM will determine where the lights can be added. Two freestanding lights are proposed on the east side of the street near the raised crosswalk.

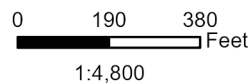
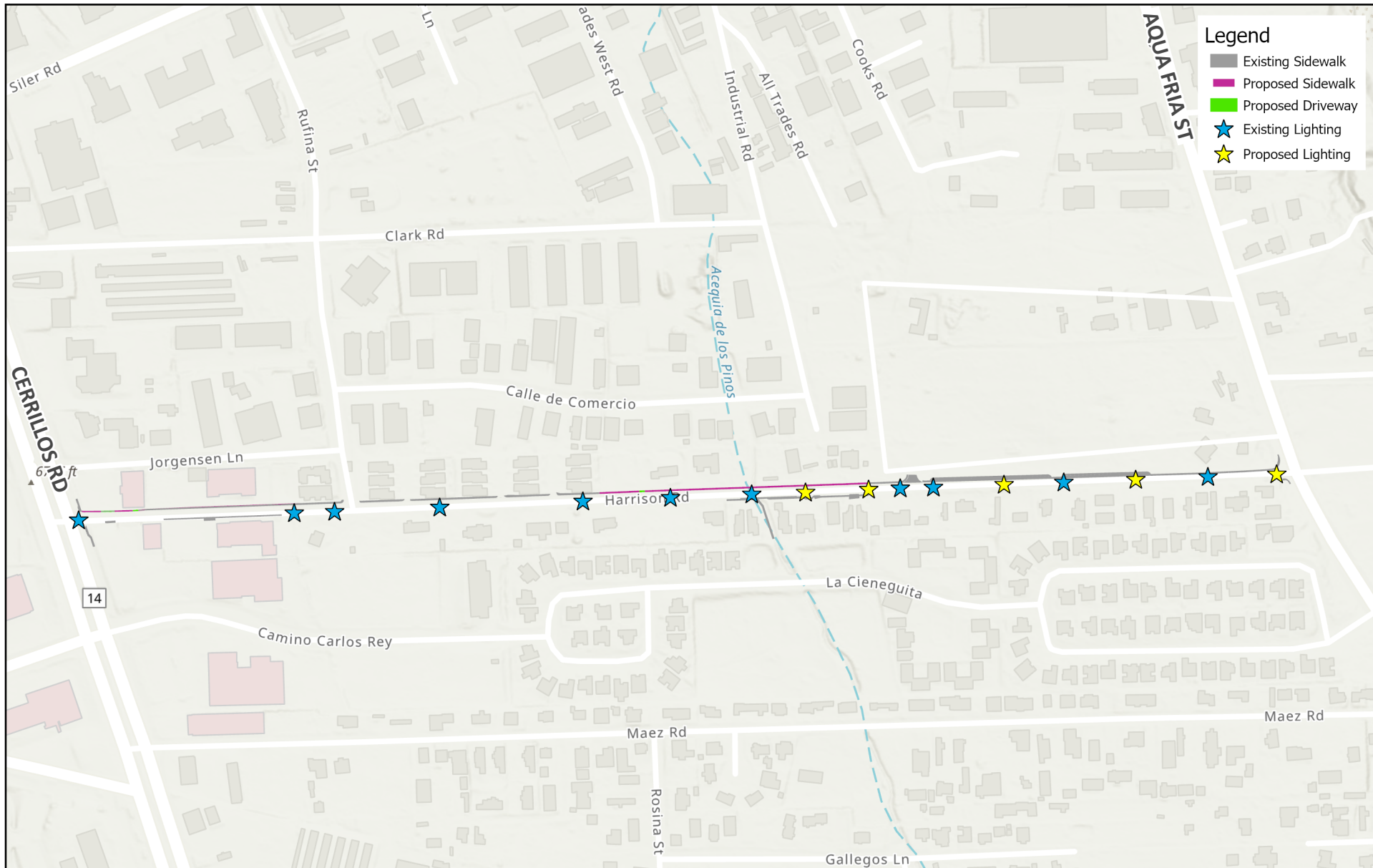


**Five (5) foot
sidewalk proposed
on west side**

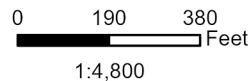
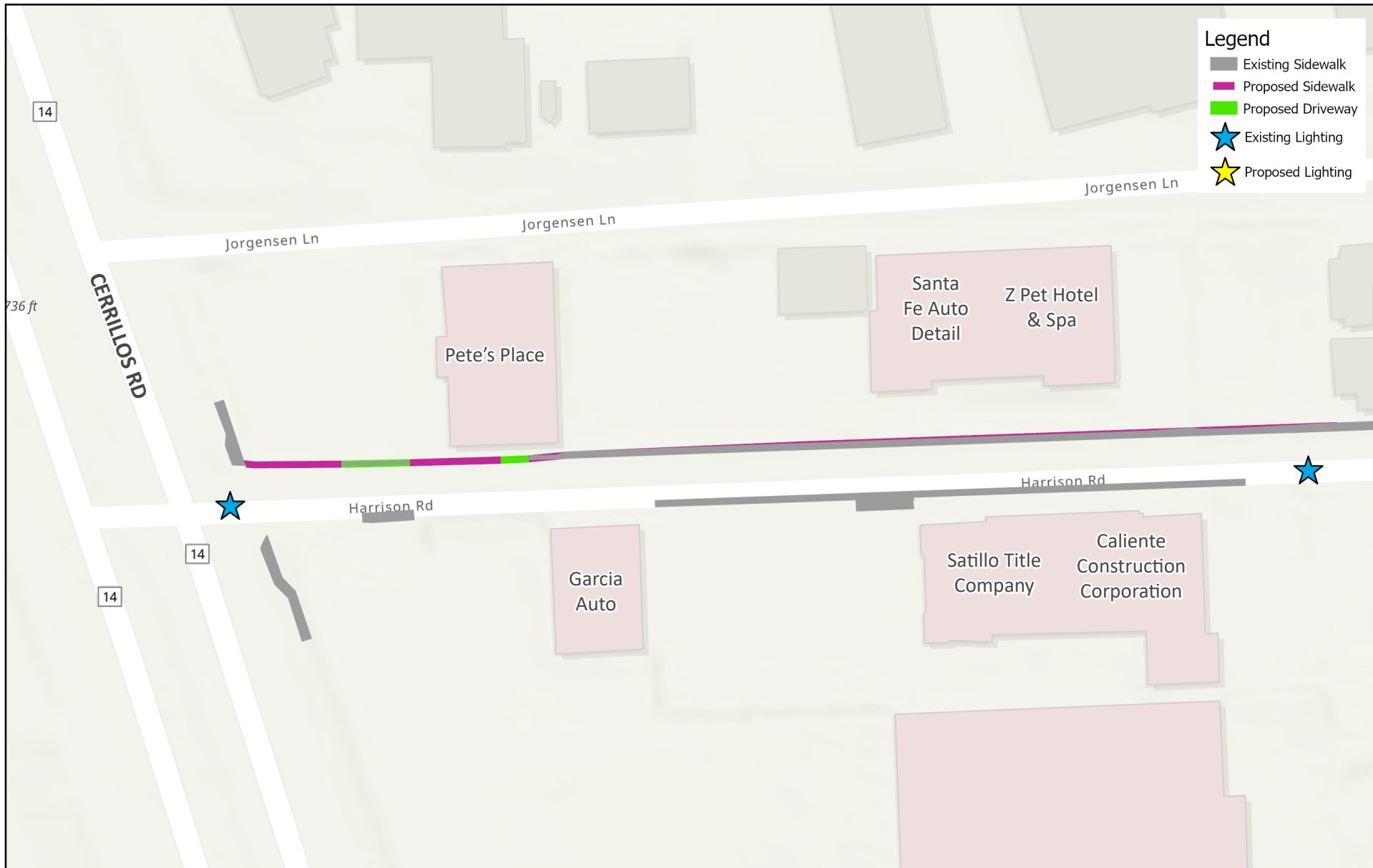
Harrison Rd

**Sidewalk & Lighting Improvements
Aqua Fria St to Cerrillos Rd**

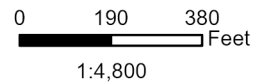
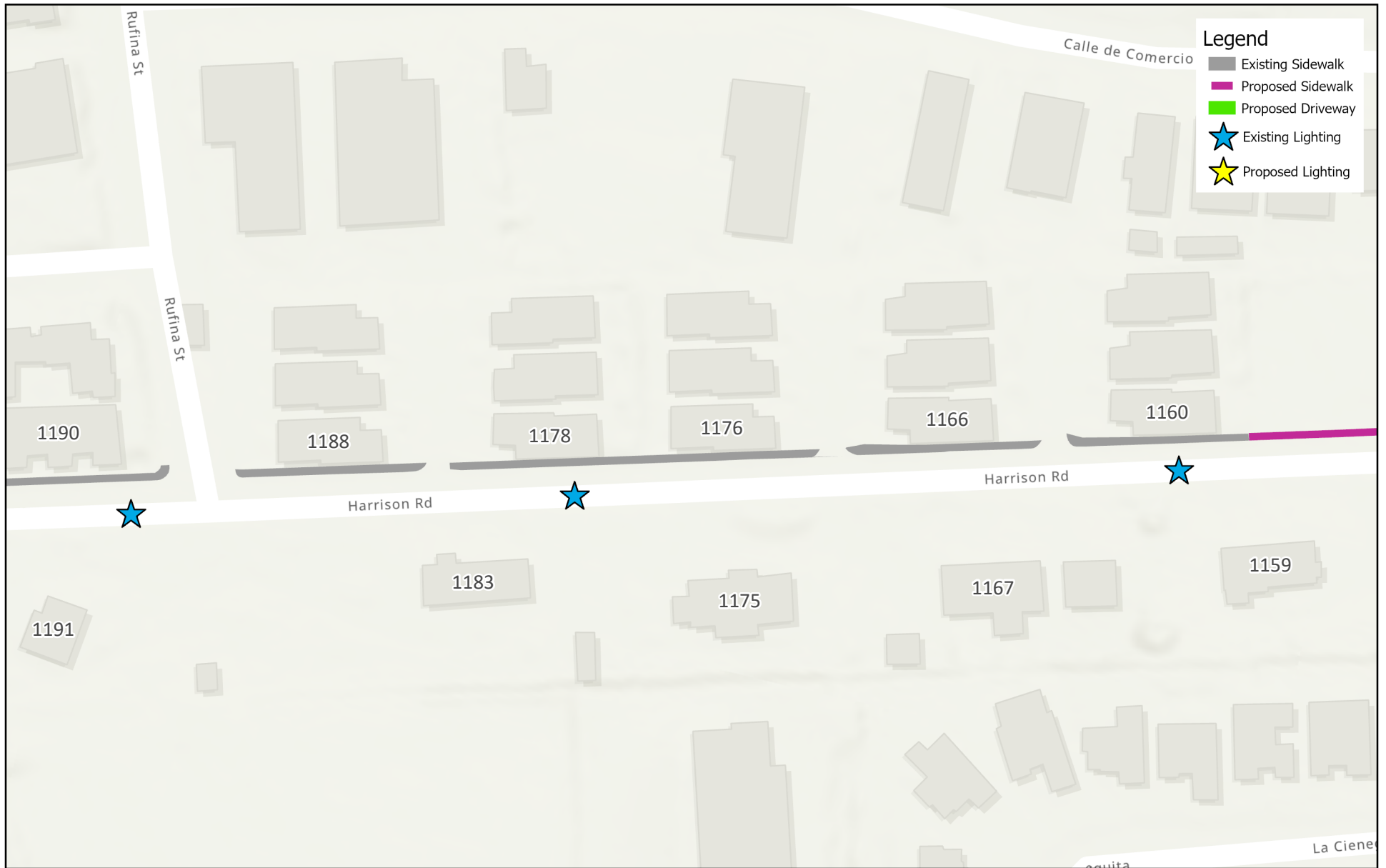




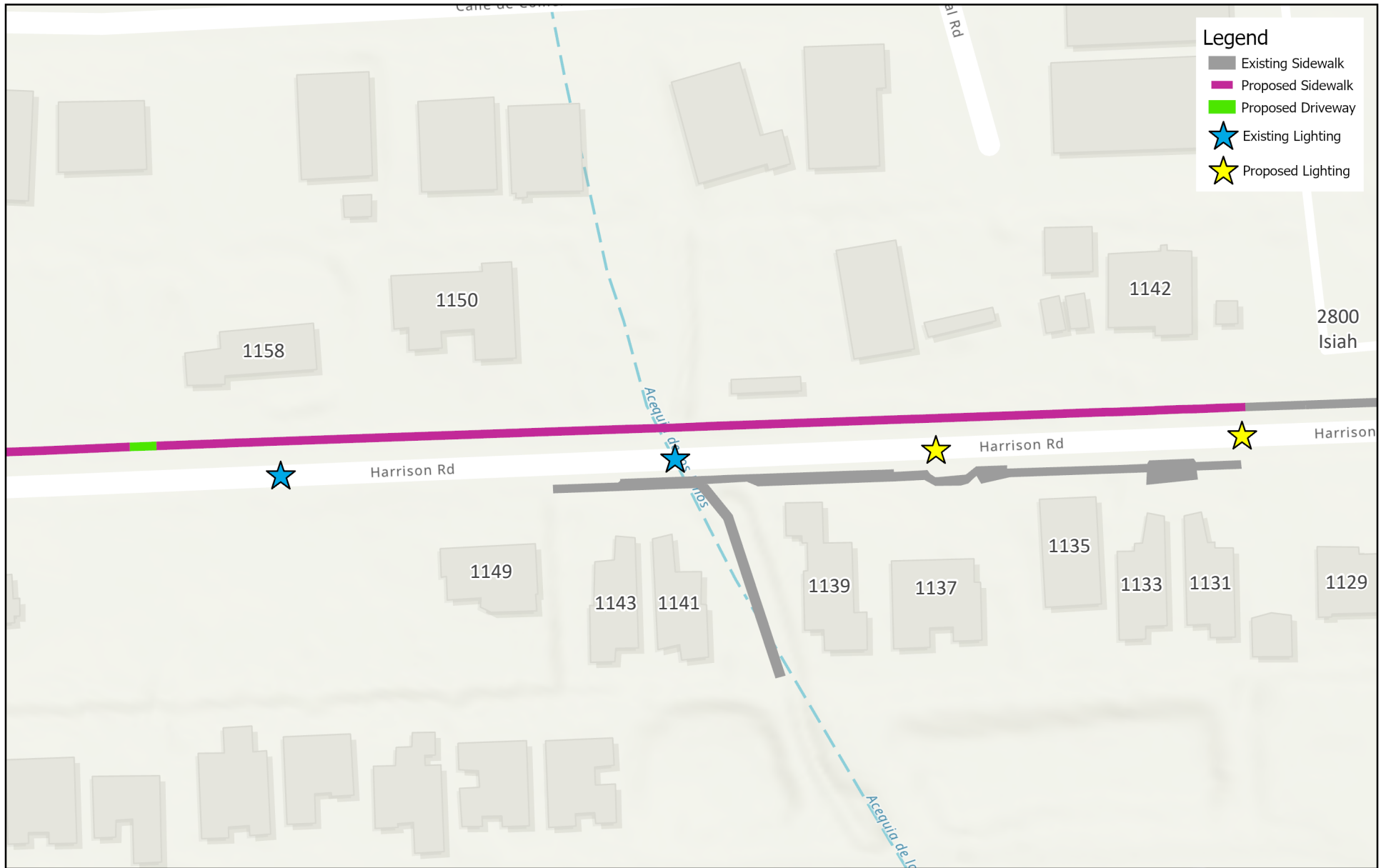
Harrison Rd
Sidewalk & Lighting
Proposed Improvements



Harrison Rd
Sidewalk & Lighting
Proposed Improvements

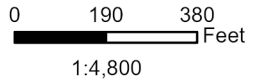


Harrison Rd
Sidewalk & Lighting
Proposed Improvements

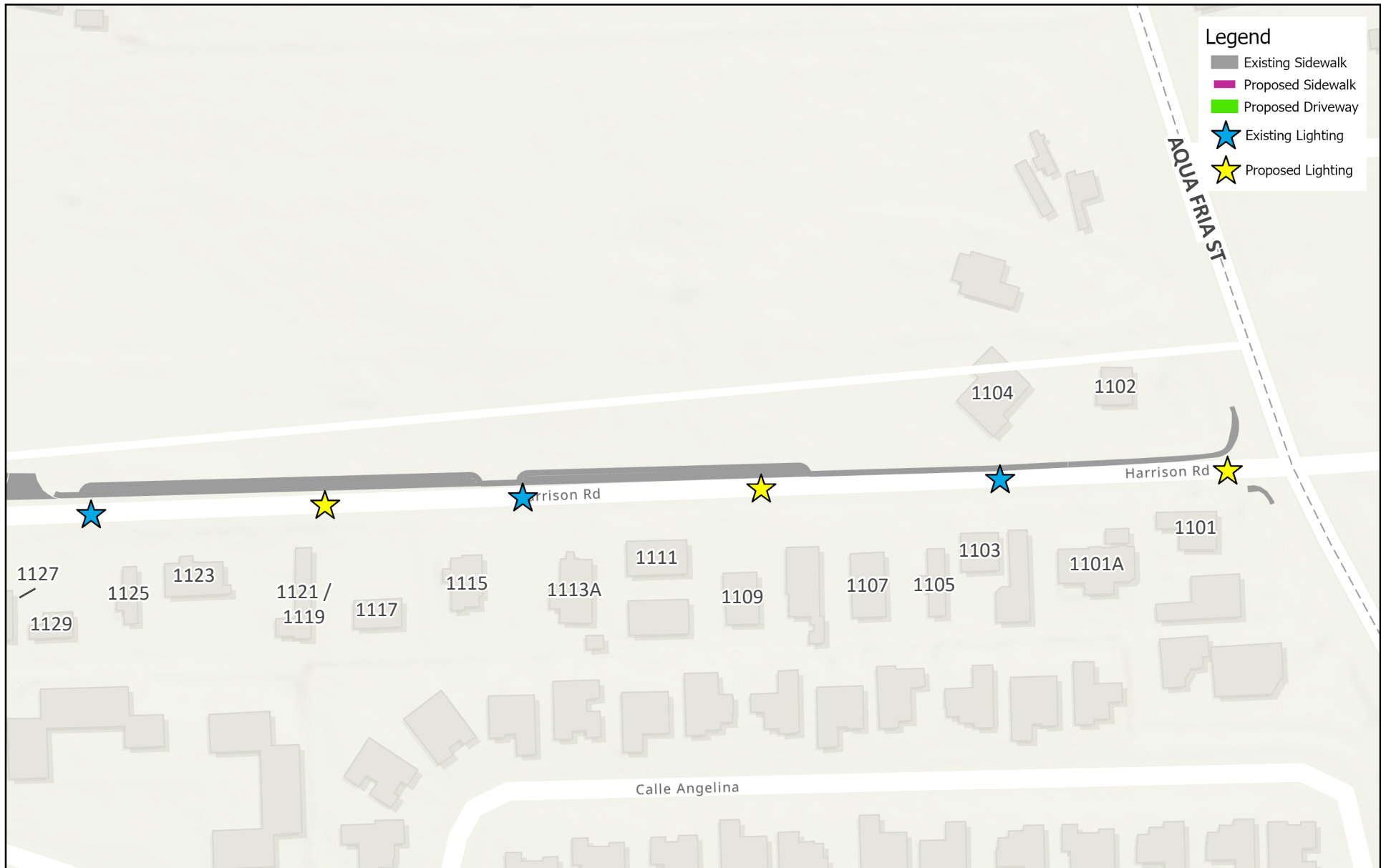


Legend

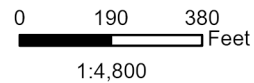
- Existing Sidewalk
- Proposed Sidewalk
- Proposed Driveway
- Existing Lighting
- Proposed Lighting



Harrison Rd
Sidewalk & Lighting
Proposed Improvements



Harrison Rd
Sidewalk & Lighting
Proposed Improvements





BICYCLE AND TRAILS ADVISORY COMMITTEE SUBCOMMITTEE APPOINTMENTS 2020/2021

A) Planning and Fundraising Subcommittee

1. BTAC Members
 - a. Sky Tallman, Chair (September 10, 2020)
 - b. Yolanda Eisenstein (September 10, 2020)
 - c. Sid Redner (October 8, 2020)
 - d. **One Vacancy**
2. Members-at-Large
 - a. Tony Gerlicz (October 8, 2020)
 - b. Lara Miller (October 8, 2020)
 - c. Jens Stevens (October 8, 2020)

B) Law and Policy Subcommittee

1. BTAC Members:
 - a. Yolanda Eisenstein, Chair (September 10, 2020)
 - b. Bruce Finger (September 10, 2020)
 - c. Sky Tallman, Chair (September 10, 2020)
 - d. Yvette Serrano (October 8, 2020)
2. Members-at-Large
 - a. Patricia Feghali (October 8, 2020)
 - b. Gary Schiffmiller (October 8, 2020)
 - c. Ryan Gallagher (October 8, 2020)

C) Promotion, Education & Programming

1. BTAC Members
 - a. Khalil Spencer, Chair (October 8, 2020)
 - b. Judith Gabrielle
 - c. **Two BTAC positions vacant**
2. Members-at-Large
 - a. Quinn Gallagher (October 8, 2020)
 - b. Jennifer Wellington (October 8, 2020)
 - c. Rachel Wexler (October 8, 2020)

NOTE: TO AVOID ROLLING QUORUM, NO BTAC MEMBER SHALL BE A MEMBER OF MORE THAN ONE SUBCOMMITTEE.



FOR AGENDA ITEM #7.c

MEMO

DATE: December 10, 2020

TO: BTAC

FROM: Yolanda Eisenstein, Chair, Law & Policy Subcommittee

RE: Draft City of Santa Fe Bicycle Pedestrian Advisory Committee 2020-2021 Strategic Work Plan

The Law & Policy Subcommittee has reviewed the draft of the Strategic Work Plan. We approve the Plan with the following recommended additions:

Additional Strategies

- 1) Develop partnerships and recruit volunteers to enhance public education and promote the work of BTAC. For example, Bike Santa Fe has a number of cyclists who are certified instructors by the League of American Bicyclists. They have volunteered to conduct classes. Also, see partnership recommendations from the Education, Promotion, and Programming Subcommittee. (Goals B1, B3, B7, P1, P7)
- 2) Develop and maintain the BTAC website to keep the public apprised of BTAC's work and establish a "go-to" site for information and updates. (Goals B1, B3, B4, B6, B7, P1, P3, P4, P7)
- 3) Develop a bicycle- and pedestrian-related signage plan for ongoing BTAC review and recommendations. Consolidates existing signs (for evaluation and maintenance), proposed signs (e.g., way finding and mile markers), and approved sign (stage in the process) into one document with other relevant information such as dates and locations. Also, see signage recommendations from the Education, Promotion, and Programming Subcommittee. (B1, B2, B3, B5, B7, P1, P7)
- 4) Maintain road sensors, sharrows, and signage. In addition to "Strategy 6, Develop reoccurring public sidewalk maintenance fund," we recommend a maintenance program to ensure the visibility of current signs and sharrows that have faded or eroded, and road sensors that may no longer work with bicycles. (B7, P1)

We recommend that the committee discuss the feasibility of pursuing a gas tax at this time.

Once the Strategic Work Plan is approved, the subcommittees can take responsibility for fleshing out the details and implementing the various strategies.

November 2020

St. Francis-St. Michaels Interchange Study

Context Sensitive Public Involvement Plan
Santa Fe County, New Mexico
Control Number S100440



Durango, CO
Pagosa Springs, CO
Albuquerque, NM
Farmington, NM

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Abbreviations and Acronyms

ADA	Americans with Disabilities Act
BHI	Bohannon Huston, Inc.
City	City of Santa Fe
CSPIP	Context Sensitive Public Involvement Plan
FHWA	Federal Highway Administration
I-25	Interstate 25
mph	miles per hour
MTP	Santa Fe Metropolitan Transportation Plan
NCRTD	North Central Regional Transit District
NMDOT	New Mexico Department of Transportation
Radian	Radian Engineering, LLC
Study	St. Francis/St. Michaels Interchange Study
SFMPO	Santa Fe Metropolitan Planning Organization
Study Team	St. Francis/St. Michaels Interchange Study Team

1. Introduction

1.1 Process and Background

To provide a unified approach to public involvement and context sensitive solutions, this document describes the Context Sensitive Public Involvement Plan (CSPIP) for the St. Francis/St. Michaels Interchange Study (Study) in Santa Fe, New Mexico (New Mexico Department of Transportation [NMDOT] Control Number S100440). The Study is sponsored by the NMDOT with participation by the Federal Highway Administration (FHWA), City of Santa Fe (City), and Santa Fe Metropolitan Planning Organization (SFMPO). Radian Engineering, LLC (Radian) is the principal design and engineering consultant for the Study. The CSPIP combines the public involvement and context sensitive solutions plan mandated by NMDOT and FHWA regulations. The goals of the CSPIP are:

1. To establish the Study context and identify major community values;
2. To identify the Study stakeholders, the methods to inform and involve them, and the approaches to resolve issues, concerns, and conflicts that may arise; and
3. To develop a decision-making process that is sensitive to the Study context, involves stakeholders in a meaningful way, and leads to the development of a preferred alternative that is consistent with the transportation, environmental, cultural, community, land use, and economic contexts of the Study area.

Public involvement and consideration of the Study context are fundamental components of the *Location Study Procedures* (NMDOT 2015) – the policy document followed by the NMDOT to comply with federal transportation planning and environmental impact assessment regulations. The current Study consists of a Phase IB Detailed Evaluation of Alternatives, which is a continuation of the previous St. Francis/St. Michaels – Interchange Alternatives Report (Radian 2018). This previous report was an initial screening evaluation to determine which alternatives were unfeasible or inferior and should be eliminated from further consideration. Phase C environmental documentation and Phase D preliminary design will follow completion of the Phase B report.

The proposed Study is centered on the St. Francis/St. Michaels Interchange area within the City of Santa Fe, including the St. Francis Drive (US 84-285) mainline from the Siringo Road intersection on the south to the San Mateo Road intersection on the north. The corresponding reach along St. Michaels Drive (NM 466) is from the Pacheco Street intersection on the west to the Galisteo Street intersection on the east. A buffer area is included around these limits to encompass potential Study effects (see Figure 1).

The proposed Study is one of several transportation improvements that were identified in the St. Francis Drive through City of Santa Fe Corridor Study (Bohannon Huston, Inc. [BHI] 2010). This analysis was based on a macro-level evaluation that lacked the detail needed to make final design recommendations for any given area. The previous St. Francis/St. Michaels – Interchange Alternatives Report (Radian 2018) and current Phase IB Study broaden the investigation of the existing interchange and provide a more detailed analysis of possible improvements. The main objective of the current Study is to evaluate feasible alternatives in more detail and ensure that proposed improvements will address the needs of the Study. The anticipated scope of work addresses travel demand, micro-level traffic operations, safety, intersection and signalization improvements, multi-modal improvements including Americans with Disabilities Act (ADA) compliance, the existing bridge, drainage, utilities, constructability, right-of-way needs, environmental issues, and community concerns.

The CSPIP is a dynamic document that will evolve as the Study progresses. It is expected that the public's concerns and community values will be identified as stakeholders become involved in the process. Methods to involve stakeholders may change to maximize outreach and provide the best opportunities for input. The CSPIP process incorporates stakeholder participation in the Study to produce a design that fits within the context of the community and responds to the needs of the traveling public.

St. Francis/St. Michaels Interchange Study

Ecosphere Environmental Services, Inc.

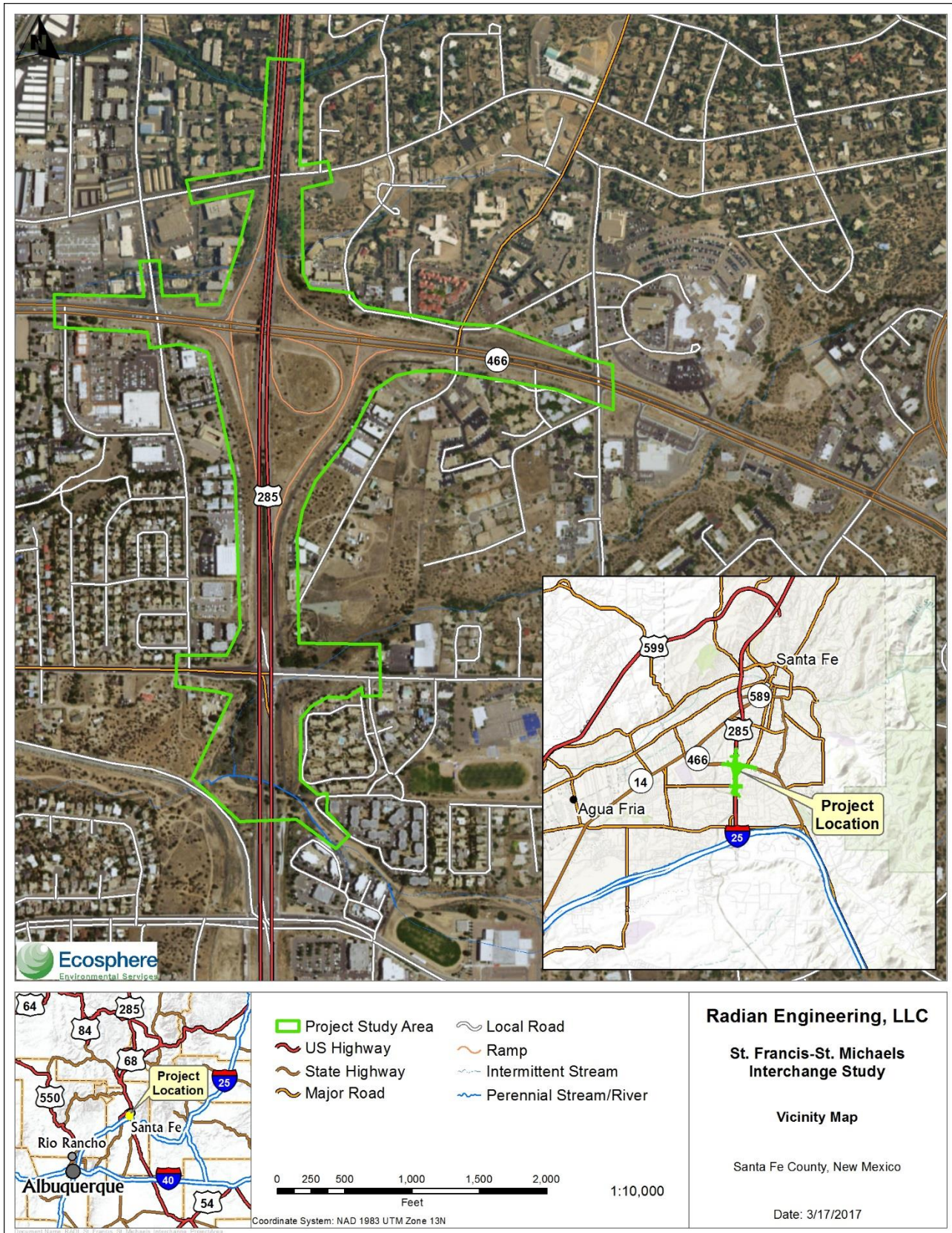


Figure 1. Study Area Map

1.2 Purpose and Need Definition

The purpose of the proposed Study is to address physical, operational, and safety deficiencies and to enhance pedestrian and bicycle connectivity through the Interchange area. Specific needs to be addressed include:

Physical Deficiencies

- **Roadway:** No merge lanes are provided on St. Francis Drive at three existing on ramp locations. There is limited separation distance between existing ramp terminals and the West San Mateo/Galisteo Street intersections. Pavement is deteriorating along St. Francis Drive and St. Michaels Drive and drainage infrastructure is in need of repairs.
- **Bridge 7336:** The 45-year old St. Francis Drive Bridge has a substandard load rating/deficient load carrying capacity, low structural evaluation and sufficiency ratings, and is classified as “Structurally Deficient” and “Functionally Obsolete”. The limited deck width prohibits a merge lane from the existing cloverleaf on-ramp and the concrete box girder superstructure is not considered a good candidate for rehabilitation.
- **Multi-Modal Facilities:** East-west and north-south connectivity for pedestrians and bicycles is constrained throughout the interchange area.

Travel Demand and Congestion

- Localized congestion issues include deficient storage length at the existing cross street intersections where traffic queues extend beyond available storage areas and spill over into adjacent traffic lanes.
- Under future travel demand conditions queue lengths are expected to increase, exasperating existing problem areas and resulting in potential new locations of queue spillback.

Safety

- An overrepresentation of crashes within the interchange was found at four locations: the southbound off-ramp/St. Michaels Drive intersection, the southbound on-ramp entrance to St. Francis Drive, eastbound St. Michaels Drive between the northbound off-ramp and Galisteo Street, and the west to northbound on-ramp to St. Francis Drive.
- Two additional hot spots were identified based upon deficient roadway geometry and operational features: the stop-controlled intersection at the northbound off-ramp and St. Michaels Drive and the northbound loop on-ramp entrance to St. Francis Drive.
- A higher than expected crash frequency was identified at the four signalized cross street intersections adjacent to the interchange area.
- Three pedestrian crashes occurred within the project area.

1.3 Alternatives Considered and Carrier into the Phase B Study

The previous St. Francis/St. Michaels – Interchange Alternatives Report (Radian 2018) identified nine alternatives, including the No Build Alternative, and evaluate their comparative benefits and disadvantages in meeting the needs of the Study. Performance was assessed in several key areas as follows:

- Physical Deficiencies
- Traffic Operations
- Safety Considerations
- Bicycle and Pedestrian Improvements
- Constructability and Management of Traffic
- Project Cost

Based on this screening evaluation, the following alternatives were eliminated:

- Re-stripe Existing St. Francis Drive
- Modern Roundabout
- Single Point Urban Interchange
- Diverging Diamond Interchange

The following alternatives were advanced for further study:

- No Build
- Signalized Intersection
- Diamond Interchange
- Ramp Reconfiguration
- Split Bridge Northbound/Southbound Left-on Access

These alternatives will be evaluated in the Phase IB Detailed Evaluation of Alternatives.

1.4 Funding

Design and construction funding are programmed in the NMDOT Statewide Transportation Improvement Program (NMDOT 2020). Current funding for design services includes the Road Fund (\$254,800) and STP Flex_NC program (\$1,495,200), with an additional \$15,540,210 for construction in future fiscal years from the National Highway Performance Program and Road Fund.

2. Study Context and Known or Likely Community Concerns and Values

The following is an analysis of the Study area context and known or likely community values through including the historic development, transportation context, multimodal considerations, local economics and land use, community resources, environmental setting, visual aesthetics, and public health considerations.

2.1 Historic Development

Both St. Michaels Drive and St. Francis Drive were originally built as by-pass routes around what was then the southern edge of Santa Fe. The 1951 aerial photography of Santa Fe shows that the major routes entering Santa Fe in the Study area from the south were along Galisteo Street and Old Pecos Trail. At that time, traffic was routed through narrow streets to the Plaza. St. Michael's Drive was developed in the late 1950s as a 2-lane bypass highway connecting Cerrillos Road and Old Pecos Trail, and was widened to 4 lanes in the mid-1970s. By the 1960s, a second bypass was created on St. Francis Drive north of Cerrillos Road. When Interstate 25 (I-25) was completed around Santa Fe in the late 1970s, St. Francis Drive was extended south to connect with I-25 (Riner 2008).

The existing St. Francis/St. Michaels Interchange was originally constructed in 1974. It is now over 45-years old and has experienced a significant growth in traffic volumes. Prior to 2005, the reach of St. Francis Drive between I-25 and San Mateo Road was a 4-lane roadway. To ease growing congestion along the roadway, the NMDOT initiated a 2005 maintenance project in which St. Francis Drive was re-striped to utilize the existing shoulder area to accommodate a third lane of traffic in each direction. The addition of a third northbound lane resulted in the elimination of the pick-up lane that had previously allowed the east-bound and west-bound ramps from St. Michaels to enter onto northbound St. Francis without having to merge into oncoming traffic. Because of this lane reconfiguration, both northbound on-ramps now abruptly end in the outside northbound lane on St. Francis Drive, without any provisions for safely merging into oncoming traffic.

St. Francis/St. Michaels Interchange Study

To address operational and safety issues resulting from the restriping of St. Francis Drive, the NMDOT undertook the St. Francis Drive through City of Santa Fe Corridor Study (BHI 2010). This study was an evaluation of the St. Francis Drive corridor from Rabbit Road to NM 599, intended to identify the most prevalent needs and constraints within the corridor. It recommended roadway improvements and associated multi-modal transportation objectives for use by the various regional transportation agencies in their long-term planning processes. The current Study is an outgrowth of this previous study.

2.2 Transportation Context

The St. Francis/St. Michaels Interchange is an important linkage of two of Santa Fe's major streets. St. Francis Drive provides a north-south connection from the regional interstate system at I-25 to multiple destinations north of Santa Fe and in the downtown/plaza area. St. Michaels Drive is an east-west connection from I-25 along Old Pecos Trail to major activity generators such as the regional CHRISTUS St. Vincent Regional Medical Center and Cerrillos Road, which is Santa Fe's most highly travelled roadway with the greatest amount of adjacent commercial development. Siringo Road provides access to large residential neighborhoods, two high schools, and several business developments that are located to the west and east of St. Francis Drive. Development along San Mateo Road to the west of St. Francis is primarily commercial. To the east of St. Francis Drive, San Mateo Road provides access to large residential neighborhoods as well as a church and an elementary school. Currently available traffic volume counts (2011-13) on St. Francis Drive are approximately 45,000 vehicles per average weekday and 25,500 vehicles on St. Michaels Drive. The functional classification of both St. Francis Drive and St. Michaels Drive is Principal Arterial.

The existing interchange consists of a 120-foot bridge that carries six lanes of traffic on St. Francis Drive over St. Michaels Drive. The interchange is configured as a partial diamond with the southbound off ramp to St. Michaels Drive and the on-ramp from St. Michaels to southbound St. Francis Drive forming a signalized intersection on the south side of the interchange. The eastbound St. Michaels Drive to northbound St. Francis Drive movement is carried on a cloverleaf ramp that merges with St. Francis Drive to the south of the existing bridge. Northbound traffic on St. Francis Drive exiting to St. Michaels Drive is carried on an off-ramp located to the east of the cloverleaf ramp. The westbound St. Michaels Drive to northbound St. Francis Drive on-ramp merges onto St. Francis Drive to the north of the existing bridge near the San Mateo Road intersection.

St. Michaels Drive is a six-lane roadway with a raised center median to the west of the interchange, and a 4-lane divided road east of the Galisteo Street intersection. Within the core of the interchange, lanes are added and dropped to serve as auxiliary connections to the various ramp intersections and provide left turn lanes at the intersections on the south side of the interchange. The intersection with Pacheco Street is signalized with 3 thru lanes and single left turn lanes on St. Michaels Drive and single thru, left, and right turn lanes on Pacheco Street. The Galisteo Street intersection is also signalized with 2 thru lanes and single right and left turn lanes on St. Michaels Drive, and single thru, left, and right turn lanes on Galisteo Street.

Siringo Road has a signalized intersection on St. Francis Drive with 3 thru lanes and single right and left turn lanes on St. Francis Drive. The west leg of this intersection provides for single thru and right turn lanes and provides dual left turn lanes onto St. Francis Drive. The east leg has single thru, left, and right turn lanes.

The signalized intersection at San Mateo Road is located at the north end of the Study area. St. Francis Drive has 3 thru lanes, the outside thru lane functioning as a shared right turn lane, and single left turn lanes in each direction. Single thru, left, and right turn lanes are provided on both legs on West San Mateo Road.

Intermittent multi-use trails, sidewalks, pedestrian ramps, and crosswalks exist within various portions of the interchange area; however, the system lacks connectivity. Much of the existing pedestrian infrastructure does not meet current ADA standards.

2.3 Multimodal Considerations

Transit

The Metropolitan Public Transit Master Plan (SFMPO 2015) was developed to help guide public transit in the Santa Fe Metropolitan Area. There are four transit systems providing at least weekday service and over 2 million annual trips in the area. Three “rubber tire” systems operate in the region: the City’s Santa Fe Trails system provides local service; the NMDOT operates a shuttle service to a variety of local park-and-ride lots; and the North Central Regional Transit District (NCRTD) provides long distance bus service to the surrounding region, including Los Alamos, Espanola, Taos, several Pueblos, and other smaller communities. Santa Fe is also served by the Rail Runner, and as such is the smallest city in the country that is a major destination for a commuter rail system. One of the key planning objectives in the Transit Master Plan is to more fully integrate the four systems operating within the Santa Fe area.

The Study area contains a large demand for transit, including medical facilities, human services, dense housing, and shopping. The City’s Santa Fe Trails provides bus service along St. Michaels Drive, parts of St. Francis Drive, and Pacheco Street and Galisteo Street parallel to St. Francis Drive. The only existing bus stops within the Study area are on St. Michaels Drive west of the interchange.

The NMDOT Shuttle service travels St. Michaels Drive through the Study area and NCRTD routes utilize St. Michaels Drive east of the interchange and St. Francis Drive through the Study area. There are no stops in the Study area for either the NMDOT Shuttle or the NCRTD service.

The Rail Runner commuter train currently has three stations in the Santa Fe area, including the new Zia Station located just south of the project area on St. Francis Drive.

Pedestrians

The Metropolitan Pedestrian Master Plan (SFMPO 2015) guides the development of the pedestrian environment within the Santa Fe region. It establishes a 25-year framework to improve the pedestrian environment and increase opportunities for walking as an active mode of transportation and recreation. The plan identifies the St. Michaels Drive Corridor as an area of critical concern, from Cerrillos Road to Hospital Drive, including the St. Francis interchange area. Issues of concern in the interchange area include crossings with no center median refuge for pedestrians, obstructed sidewalks interrupted by frequent wide driveways, missing sidewalks under St. Francis Drive from Pacheco Street to Galisteo Street, un-marked pedestrian crossings, and large distances between crossings. The South St. Francis Drive Corridor, from Rodeo Road north to Siringo Road, is also identified as an area of critical concern. This area has large sections of missing sidewalk, long crossing distances with no or inadequate median refuge islands, poor markings at Siringo Road, missing sidewalks or trails, and other pedestrian issues. In December of 2018, the SFMPO and City began a study process to help prioritize the pedestrian improvement projects, including bus stops, curb ramps, sidewalks, and intersections. Improvements identified in this process affecting in the St. Francis/St. Michaels area and will be considered as part of the current Study.

Bicycles

The 2019 Santa Fe Metropolitan Bicycle Master Plan is an update to the 2012 Bicycle Master Plan that incorporates current best practices. The plan indicates that most north-south bicycle traffic in the project area should be handled by facilities parallel to St. Francis Drive, including Galisteo Street, Pacheco Street, the existing St. Francis Trail, and the Santa Fe Rail Trail. East-west traffic is intended to be accommodated on Siringo Road, San Mateo Road, and St. Michaels Drive. The plan states that missing or inadequate bicycle facilities exist on Galisteo Street, Pacheco Street, Siringo Road, San Mateo Road, and St. Michaels Drive east of Galisteo Street. The 2019 Bicycle Master Plan's web-based mapping platform identifies short-term needs (2019-2024) for on-road improvements on Pacheco Street, San Mateo Road, and St. Michaels Drive east of Galisteo Street. Bicycle improvements on St. Francis Drive in the study area and St. Michaels Drive west of Galisteo Street are not shown in the plan.

2.4 Economics and Land Use

Santa Fe's economy is based largely on tourism and state government. As capitol of New Mexico, the government is the largest employer in the area. Santa Fe receives 1 to 2 million visitors annually and tourism boosts the city's retail industry, which brings in more than \$1 billion annually. Because of the city's proximity to Los Alamos National Laboratory, 45 miles away, scientific research has also become a factor. Health care and light manufacturing are other significant economic sectors. Santa Fe has emerged as a regional medical center; CHRISTUS St. Vincent Regional Medical Center, just east of the Study area, is one of the city's largest employers and serves seven counties. Both St. Francis Drive and St. Michaels Drive provide access to significant retail, commercial offices, and institutional development.

The primary land use and transportation planning documents that guide development in the Study area are the Santa Fe General Plan (City 1999), the Santa Fe Metropolitan Transportation Plan (MTP) 2015-2040 (SFMPO 2015), the Sustainable Santa Fe Plan (City 2008), and the Sustainable Growth Management Plan (County 2010). These plans reflect Santa Fe's progressive approach to transportation planning, including emphasis on sustainability, multi modal travel (bikes and pedestrians), the "Complete Streets¹" concept, and high levels of public involvement.

- The City's current General Plan (1999) contains a transportation chapter that establishes policies and standards to provide a multimodal transportation system that encourages alternatives to automobile travel. Two of the established themes within the Transportation chapter of the Santa Fe General Plan are quality of life and transportation alternatives. Walking is an encouraged mode of transportation. The Plan recommends that new development increase the number of access points and pedestrian/bicycle connections to the neighborhood network.
- The MTP (SFMPO 2015) is a framework to address the transportation needs of the Santa Fe MPO over a 25-year horizon. It provides an approach to transportation planning that includes multiple modes of travel: walking, biking, public transit, and driving. The MTP enables the use of federal funding for a range of transportation network improvements and identifies the St. Francis/St. Michaels Interchange Study as a priority in its list of Fiscally Constrained Regional Roadway Projects. The vision of the MTP is for Santa Fe residents and visitors to enjoy safe and convenient access along a comprehensive network of multiuse trails and Complete Streets, connecting residential neighborhoods with employment centers, parks, open

¹ Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, and operated to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods.

space, schools, retail centers, and other public and private services throughout the metropolitan area. The MTP includes the Metropolitan Bicycle Master Plan (SFMPO 2012, Updated in 2019), Metropolitan Pedestrian Master Plan (SFMPO 2015), and Metropolitan Public Transit Master Plan (SFMPO 2015).

- The City's Sustainable Santa Fe Plan (2008) was developed to promote "community sustainability" through social justice, economic health, and environmental stewardship. The Plan supports the use of transportation alternatives to vehicles. The plan prioritizes zero emission transportation (walking, bicycling, and electric vehicles), safe routes for zero emission transit, design and construction of a comprehensive pedestrian / bike trail system, and Complete Streets.
- The Sustainable Growth Management Plan (2010) is the County's equivalent to the City's General Plan. The primary goal of the Sustainable Growth Management Plan is to ensure compatibility among various land uses in order to protect the health, safety, and general welfare of the County. This Plan considers Land Use; Open Space, Trails, Parks, and Recreation Areas; Green Design and Development; and Transportation. The Plan seeks to use Complete Streets and Context Sensitive Solutions to encourage the use of non-motorized transportation alternatives and increase pedestrian connectivity throughout communities within the County.

2.5 Community Context

Development within the St. Francis/St. Michaels Study area includes a mix of commercial, institutional, and residential land uses. In the northwest quadrant of the interchange, major uses include the Tres Santos apartments, Mc Donald's restaurant, and Shell service station, accessed from Pacheco Street, and a US Bank branch and Coca-Cola bottling facility, accessed from San Mateo Road. The northeast quadrant of the interchange includes a variety of medical-related offices and the Marriot Residence Inn of Santa Fe, accessed off Harkle Road and Galisteo Street, and the CHRISTUS St. Vincent Regional Medical Center, located slightly to the east of the Study area off Hospital Drive. The southeast quadrant includes the Santa Fe Magistrate Court, County Teen Court, NM Higher Education Department, and several commercial developments accessed from Galisteo Street. The NM Human Services Department, NM Medical Board, US Post Office, CHRISTUS St. Vincent Heart and Vascular Center, Plaza del Sol shopping center, and other single-family residences, apartments, and office are located in the southwest quadrant of the interchange, with access primarily from Pacheco Street. Although the interchange itself provides no direct access, the surrounding street system, including St. Francis Drive and St. Michaels Drive, are highly developed with intense traffic-generating land uses.

Community context includes civil rights and environmental justice considerations, which relate to potential disproportionate adverse impacts on minority, low-income, or other special status populations such as the elderly and physically handicapped. Data from the U.S. Census Bureau (2015) were reviewed to characterize economic and demographic information for Santa Fe County, the City, and postal zip code area 87505, which contains the Study area, in comparison to the overall state of New Mexico. Table 1 provides Census data for these characteristics. As shown, the Study area has a lower percentage of minority racial groups and people of Hispanic ethnicity compared to the state as a whole. The population in Santa Fe County, the City, and Study area zip code area has higher percentages of elderly people and smaller percentages of younger people compared to the state. The percentages of low-income people and those below the poverty level in the City, County, and Study area are lower than the comparable statewide percentages. Based on these data, Spanish language translation is likely not necessary as part of the public involvement process.

St. Francis/St. Michaels Interchange Study

Table 1. Study Area Demographic Characteristics

	New Mexico		Santa Fe County		City of Santa Fe		Zip Code 87505	
Total Population	2,084,117	100%	147,108	100%	83,008	100%	31,007	100%
Race and Ethnicity								
White	1,524,911	73.2%	122,459	83.2%	69,417	83.6%	26,696	86.1%
African American	43,738	2.1%	1,149	0.8%	800	1.0%	293	0.9%
Native American	190,528	9.1%	4,677	3.2%	1,565	1.9%	696	2.2%
Asian	28,761	1.4%	1,785	1.2%	1,346	1.6%	447	1.4%
Pacific Islander	1,276	0.1%	83	0.1%	43	0.1%	0	0.0%
Some other race	226,850	10.9%	13,115	8.9%	7,386	8.9%	1,987	6.4%
Two or more races	68,053	3.3%	3,840	2.6%	2,451	3.0%	888	2.9%
Hispanic Ethnicity	952,569	46.3%	75,131	51.1%	44,888	54.1%	12,842	41.4%
Age (years)								
Under 5	137,989	6.6%	7,377	5.0%	4,335	5.2%	1,342	4.3%
5-9	142,552	6.8%	8,272	5.6%	4,882	5.9%	1,290	4.2%
10-14	141,844	6.8%	8,544	5.8%	4,767	5.7%	1,316	4.2%
15-19	142,996	6.9%	8,246	5.6%	4,778	5.8%	1,558	5.0%
20-24	150,914	7.2%	7,914	5.4%	4,625	5.6%	2,038	6.6%
25-34	276,652	13.3%	16,648	11.3%	10,741	12.9%	3,440	11.1%
35-44	245,501	11.6%	17,602	12.0%	10,110	12.2%	3,137	10.1%
45-54	270,854	13.0%	20,871	14.2%	11,414	13.8%	4,102	13.2%
55-59	140,333	6.7%	12,111	8.2%	5,955	7.2%	2,673	8.6%
60-64	128,004	6.1%	12,323	8.4%	6,232	7.5%	2,974	9.6%
65-74	178,442	8.6%	17,341	11.8%	9,055	10.9%	4,117	13.3%
75-84	92,833	4.5%	7,079	4.8%	4,193	5.1%	1,934	6.2%
85 and over	35,203	1.7%	2,780	1.9%	1,921	2.3%	1,086	3.5%
Income								
Median Household Income	\$44,963	X	\$54,315	X	\$50,737	X	\$53,372	X
Per Capita Income	\$24,012	X	\$33,044	X	\$31,973	X	\$36,349	X
Families Below Poverty	X	15.9%	X	11.0%	X	12.8%	X	9.5%
All People Below Poverty	X	21.0%	X	15.6%	X	17.6%	X	14.6%

Source: U.S. Census Bureau 2015

2.6 Environmental Context

The St. Francis/St. Michaels Interchange Study is located entirely within the city limits of Santa Fe, in Santa Fe County, New Mexico. The Study area itself is largely disturbed with most adjacent land developed for commercial, institutional, and residential uses. The existing environment is generally consistent with developed urban arterial roadways. Potential environmental considerations are described below.

- The area adjacent to the northeast corner of the interchange appears to pond stormwater and contains a number of trees, which may contain bird nests that require consideration under the Migratory Bird Treaty Act. Natural vegetation in the rest of the Study area is largely disturbed although the shoulders and medians on St. Francis Drive are vegetated with native species.
- Although the Study area is outside the City's historic districts, a cultural resource survey will be conducted by qualified specialists and a report will be prepared that meets the standard of the Santa Fe Archeological Review Committee. Historic buildings, archeological sites, acequias, or other cultural resources are not anticipated to be present in the area due to its disturbed condition.
- Because the Study may involve substantial lane re-configurations and geometric changes to the existing roadway, a detailed traffic noise analysis will be conducted in accordance with the NMDOT's Infrastructure Design Directive IDD-2011-02 (NMDOT 2011), including measurements and modeling with the FHWA's Traffic Noise Model program (FHWA 2004). The apartments in the northwest and southwest quadrants of the interchange are the primary noise sensitive receptors. If consideration of noise abatement is warranted, various design concepts will be evaluated to determine if they are reasonable and feasible according to state and federal policy. Public involvement will be part of this process.
- Trails connectivity is a key community issue, as previously described, and will be addressed in the Study. Pedestrian and bicycle needs will be reexamined, including public input and coordination with the City and SFMPO.

2.7 Visual Context

The visual landscape of the Study area consists of a developed commercial corridor with a mixture of retail, institutional, and residential land uses. Several mountain ranges are visible on the distant horizon, including the Sangre de Cristo Mountains to the east, the Ortiz and Sandia Mountains to the south, and Tetilla Peak and the Jemez Mountains to the southwest and west. The corridor has a relatively wide right-of-way that contains mature native shrubs and grasses. There are currently no other aesthetic themes or landscaping treatments that unify the visual character of the corridor. Because improvements resulting from the Study may affect the visual landscape and provide an opportunity for aesthetic design treatments, a visual impact assessment will be prepared and presented to the public to help identify issues, concerns, and mitigation measures.

2.8 Public Health

Public health considerations in the St. Francis/St. Michaels Study area include elements such as air quality, access to emergency services, drainage, and pedestrian/bicycle accessibility. Although air quality in Santa Fe County currently meets all state and federal standards, maintaining traffic flow and reducing the number of idling vehicles can help to reduce emissions of traffic-related air pollution such as carbon monoxide. Similarly, reducing congestion will help to facilitate rapid response emergency service. The Study will include a drainage plan that addresses management of stormwater and related drainage issues. The proposed Study will also include enhanced bicycle and pedestrian facilities that will help to address issues such as obesity, diabetes, and other health concerns related to a lack of physical activity.

3. Context Sensitive Public Involvement Approach

The specific approach used to develop context sensitive solutions involves several elements: 1) a multidisciplinary Study Team with a full complement of technical disciplines needed to identify, understand, and respond to the Study within its context; 2) a Study-specific communication strategy for how the Study Team will communicate with stakeholders, and 3) a collaborative design and decision-making process to identify and evaluate potential alternatives. Each of these elements is discussed below. An understanding of critical Study area values and resources and the different perspectives of the public and other stakeholders are also essential to developing context sensitive solutions.

3.1 Multi-Disciplinary Study Team

A multidisciplinary Study Team will provide a connection between the technical specialists and stakeholders and will be responsible for developing and evaluating alternatives, recommending a preferred alternative, and making other recommendations for the St. Francis/St. Michaels Interchange Study. The Study Team includes the NMDOT Project Development Engineer, North Region Design, Environmental Bureau, District 5, and other NMDOT representatives; FHWA; City agencies and departments; SFMPO, Radian; and sub-consultants.

The Study Team mixes individuals with varied technical expertise, including specialists in NMDOT project development, roadway engineering and design, right-of-way acquisition, traffic analysis, public involvement, cultural and natural resources, and other environmental categories. Input from these different disciplines will be integrated throughout the scoping, alternatives development, environmental analysis, and design processes. This diverse team will ensure that the approach to the Study considers all identified values and solutions.

3.2 Study-Specific Communication Strategy

The Study Team will ensure that communication is established with all stakeholders, and that input and information about the Study will flow between the Study Team and stakeholder groups. Strategies to engage stakeholders in the Study process are described below, including two public involvement meetings, three local government briefings, and a project website. Because of the current need to maintain social distancing, we will primarily use a virtual public involvement process to provide information and obtain input. The virtual public involvement process would include an advertising campaign; an internet website to display information, supplemented with a detailed written newsletter for those without internet; and an organized method to receive and respond to comments and questions. This CSPIP is being developed in the early stages of the Study; therefore, some of the methods may change as other stakeholders are identified, concerns are better defined, and the effectiveness of outreach methods is determined. If the need for social distancing expires a live/physical meeting may be appropriate in the latter part of the Study.

3.2.1 Public Meetings

Two public information meetings will be held with advertisements and notifications to be approved by the NMDOT Environmental Bureau.

- The first meeting will be held near the initiation of the Study to present the initial screening of alternatives and receive comments on alternatives that have been selected for advancement. This virtual meeting will be conducted by posting a narrated PowerPoint or comparable presentation for a set period of time on the Study website. During this period, the public can review and comment on the presentation at their own convenience. Other digital information and responses to questions/comments will also be posted on

the website. A newsletter with the presentation material, including a detailed written Study description and comment forms, will also be available upon request. Comments and questions will be received by mail and/or email and responses will be posted on the website and sent to those without internet.

- The second meeting would be held to present the detailed analysis with rankings of the alternatives. Based on analysis and public comments, a preferred alternative will be selected. The second meeting could be a virtual format similar to the first meeting or live at a location in Santa Fe.

All public involvement meetings will utilize the following:

- A means to collect attendee contact information
- Displays that are easy to read and informative
- Presentations that are informative and easy to understand
- Return-addressed comment forms
- Information on how to submit comments and how to contact the Study Team

Documentation of public input, newspaper clippings, and stakeholder comments will be maintained throughout the process as part of the Study record. Questions and comments received from the public will be addressed and responded to as appropriate and incorporated into the Study documentation. Post-meeting information will be distributed to meeting attendees and through summaries posted to the project website.

Publicity and Meeting Notices

For the purposes of this Study, publicity is defined as the dissemination of information for public use by means that are typically free of charge. The Study Team will support and encourage publicity about the Study.

Traditional forms of notification (published newspaper notices) will also be used to fulfill legal meeting notice requirements and to inform stakeholders of Study meetings and events. Legal notices for these meetings will be placed in the local newspaper to satisfy Open Meetings Act requirements. The first public notices will be published at least two weeks prior to the public information meetings.

Notification of public involvement meetings will be achieved through the following:

- Meeting notices sent via mail/email to businesses, organizations, property and other stakeholders
- Meeting notices and/or “political” signs posted at prominent locations within the Study area
- Advertisements in the *Santa Fe New Mexican* newspaper
- Outreach and involvement techniques that use various forms of social media, including the NMDOT Public Information Office’s Facebook and Twitter accounts and the Study website.

An initial stakeholder mailing will include neighborhood associations, property owners, and businesses within the Study area, as well as agencies and other organizations with potential interests in the Study. The list is dynamic and additional stakeholders will be added as appropriate. Individuals who attend public meetings or express interest in the Study will be added to the list. Flyers/notices will be mailed/emailed in advance of public meetings and will have the following format and content:

- 8 ½” x 11” pages
- Identification of the sponsoring agencies
- Purpose of the meeting in relation to the overall corridor Study
- Meeting date, location, and time
- Map showing the Study area and meeting location
- Note that comments will be accepted on bicycle, pedestrian, equestrian, cultural resource, or other issues
- Contact number for further information and ADA accommodations

Study Web Site

A specific Study website will be developed in support of the public involvement effort (<https://stfrankstmike.public-involvement.com/>). The website will contain pages with Study information, for example Home, Documents and Links, Public Involvement and Presentations, Study Process and Team, and Comment Form and Project Survey. The Home page will consist of the basic description of the Study and connection to other pages. The Document and Links page will include all documents and links to material pertinent to the Study in a downloadable PDF format. The Public Involvement and Presentations page will include the schedule of public meetings including times and comment periods, the agenda, narrated PowerPoint presentations, posters and handouts (if used), and available methods for submitting comments. The Study Process and Team page will explain the steps and participants in the NMDOT's process. The website also will include a Study-specific form or questionnaire to receive public input. The website will be refined in the early stages of the Study.

3.2.2 Local Government Briefings

Three local government briefings would be held during the Project to provide updated information and obtain input. (City Council, County Commission, Metropolitan Planning Organization, City technical committees, Bicycle Trails Advisory Committee, etc.). These meeting may be held in-person due to the limited size of the group or in a virtual format through an internet platform.

3.3 Initial Identification of Stakeholders

Stakeholders can generally be divided into three categories: (1) those directly impacted by proposed improvements because they are located adjacent to the Study corridor or frequently use potentially affected facilities as part of their travel routes; (2) those indirectly impacted because they represent the traveling public or other affected interests; and (3) agencies with jurisdictional authority over the infrastructure or land use within the Study area. The three stakeholder groups are identified below:

3.3.1 General Public: Directly Impacted Stakeholders

Those with properties located adjacent to the Study area

- Property owners on adjoining properties or within the Study limits
- Institutions, business owners, or managers on adjacent properties or within the Study limits (e.g. Tres Santos apartments, Mc Donald's restaurant, Shell service station, US Bank branch, Coca-Cola bottling facility, medical-related offices, Marriot Residence Inn of Santa Fe, Santa Fe Magistrate Court, County Teen Court, NM Higher Education Department, NM Human Services Department, NM Medical Board, US Post Office, and CHRISTUS St. Vincent Heart and Vascular Center)
- Owners of vacant properties or within 300 feet of the Study limits
- Neighborhood Associations adjacent to or within the Study limits

Those who frequently travel through the Study area

- Residents of the Santa Fe area
- Customers of businesses in the Study area
- Commuters (local, metro, regional)
- Bicyclists, pedestrians, and potential bus users and advocacy groups
- Goods transporters, including truck drivers
- Santa Fe Public School District
- City and county police, fire, and emergency services providers
- CHRISTUS St. Vincent Regional Medical Center

3.3.2 General Public: Indirectly Impacted Stakeholders

- Chamber of Commerce
- Local citizens' groups
- General public
- Elected officials

3.3.3 Agencies and Government Agencies

- City (multiple departments)
- NCRTD
- SFMPO
- Santa Fe County
- New Mexico Office of Cultural Affairs, Historic Preservation Division
- New Mexico Environment Department

4. Collaborative Design and Decision-Making Process

4.1 Opportunities for Participation

4.1.1 Issues Identification and Screening of Alternatives

Public input is important to presenting a complete picture of Study-related concerns. Residents, business owners, landowners, and others in the area have an on-the-ground perspective that enhances the information provided by design data. In the initial public meeting, stakeholders will be presented information on the analysis process and initial screening of alternatives, and the Study Team will receive comments on the process and alternatives that have been selected for advancement.

4.1.2 Detailed Evaluation Alternatives and Preferred Alternative

The detailed analysis and ranking of alternatives will be presented at the second public meeting. Based on the analysis and public comments, a preferred alternative will be selected. Design features and/or alternatives may be refined as a result of input received. Public input will be incorporated into the evaluation criteria considered by the Study Team. The evaluation process and recommended alternative will be described in the Phase B report. The decisions regarding the preferred alternative will be communicated to the public.

4.2 Decision-Making

The Study Team will strive to keep the decision-making process transparent and accessible to stakeholders. All decisions and recommendations will be documented as the Study develops. The Study Team meetings, local government briefings, and public information meetings will be documented with meeting summaries. All comments received will be maintained in the Study record. Decisions and commitments made during the Study will be addressed during the final design and construction phases. Figure 3 shows the decision-making process.

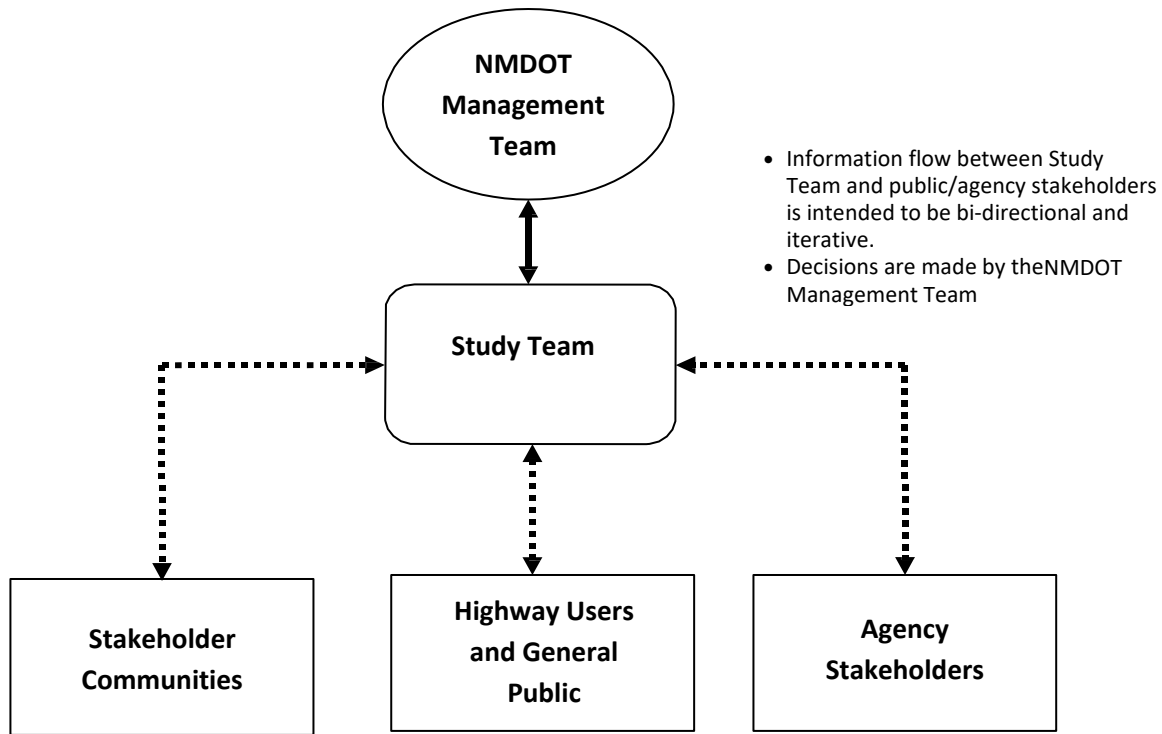


Figure 2. General Study Process and Decision-Making Responsibilities

4.3 Scale the Solution to the Problem

4.3.1 Affordability

The Study implementation and funding plan will be refined based on the information and recommendations developed throughout the Study and will be updated as decisions are made to ensure that the selected alternatives are financially feasible.

4.3.2 Supported by the Community

Community support will be essential for the Study to move forward and public involvement will play a critical part in developing Study plans. This CSPIP outlines an approach that includes public involvement activities with opportunities for input.

4.3.3 Can be Implemented in a Reasonable Time Period

Development of preliminary engineering is scheduled for Fiscal Year 2021. The project development process will proceed at a steady pace. The Study will have regular Study Team meetings and coordination with the public during design and construction.

5. References

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Santa Fe Metropolitan Planning Organization



MEMORANDUM

Date: November 16th, 2020
 From: Leah Yngve, MPO Transportation Planner
 To: Eligible Agencies for National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBG) funding
 Re: **Federal Fiscal Years 2022-2027 Transportation Improvement Program – Call for Projects**

The Santa Fe MPO is soliciting applications for projects to be considered for funding in the development of the Federal Fiscal Year (FFY) 2022-2027 Transportation Improvement Program (TIP) within the [MPO Planning Area](#). The process for developing a new TIP is outlined in the MPO's [Public Participation Plan](#). The development of the TIP is done in cooperation with NMDOT District 5.

This Call for Projects covers projects eligible for National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBG) funding. This Call for Projects **does not** include applications for funding under the Highway Safety Improvement Program (HSIP), Transportation Alternatives Program (TAP), Recreational Trails Program (RTP), and Congestion Management Air Quality (CMAQ) Program as these funds are awarded under separate processes.

Funding Eligibility

- NHPP provides support for the condition and performance of the [National Highway System \(NHS\)](#), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. (<https://www.fhwa.dot.gov/fastact/factsheets/nhppfs.cfm>)
- STBG provides flexible funding that may be used by States and localities for projects to preserve and improve conditions and performance on any [Federal-aid highway \(Collector and above\)](#), bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. (<https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>)

Both funding programs have a 14.56% match requirement.

Projects must be included in, or consistent with the [Metropolitan Transportation Plan 2020-2045](#). If you have a project that you do not see listed in the Metropolitan Transportation Plan, please contact MPO Staff to discuss if the project is eligible.

Project Applications **must** be made by completing a [Project Prospectus Form](#) (PPF) and [ITS Project Checklist](#). Projects listed in the UNFUNDED [2018-2023 Project Prioritization List](#) of the FFY2018-2023 TIP must be resubmitted by completing a PIF and ITS Project Checklist if you wish them to be considered in this process.

The deadline to submit project applications is **5:00PM on December 18th, 2020**. MPO staff is available to meet or assist with the completion of the Project Applications. NMDOT District 5 in consultation with MPO Staff will review the needs for their whole district in determining the level of funding that will be available for projects in the Santa Fe MPO TIP. The funding available to the Santa Fe MPO area will be allocated based on the finalized prioritized list of projects approved by the TCC.

MPO Staff will review the eligibility of submitted projects and create an initial ranking using the Regional Roadway Project Evaluation Criteria outlined in Chapter 6 of the [Metropolitan Transportation Plan](#). The list of projects will be presented to the MPO Technical Coordinating Committee (TCC) for discussion and review at the January 25th meeting.

- November 16th – TCC approves the FFY 2022-2027 TIP Call for Projects.
- December 18th – Deadline for submission of PPFs and ITS Project Checklists.
- January 25th – The TCC shall discuss the project proposals, review the project ratings and rankings, and give feedback to SFMPO staff.
- February 22nd – A draft TIP will be developed and presented to the TCC for approval to release for a 30-day Public Review.
- February 23rd to March 24th – 30 day public review period during which one public meeting will be held.
- April 26th – The TCC will review public input and make a recommendation on the FFY 2022-2027 Transportation Improvement Program to the Transportation Policy Board (TPB)
- April 29th – The TPB will hold a Public Hearing before taking action on the FFY 2022-2027 Transportation Improvement Program.
- June 30th – The Deadline to submit an approved FFY 2022-2027 Transportation Improvement Program to NMDOT. [Metropolitan Transportation Plan](#).

Support Documents

- [TIP Development Schedule](#)
- [MPO Planning Area Map](#)
- [National Highway System \(NHS\) Map](#)
- [Roadway Functional Classification Map](#)
- [Metropolitan Transportation Plan 2020-2045](#) [See Chapter 6: Making Choices]
- [National Highway Performance Program \(NHPP\) Fact Sheet](#)
- [Surface Transportation Block Grant \(STBG\) Fact Sheet](#)
- [Project Prospectus Form \(PPF\)](#)
- [ITS Checklist](#)
- [Santa Fe MPO Public Participation Plan](#) [See Pages 18-19]
- [Current FFY2020-2025 Transportation Improvement Program Document](#)
- [NMDOT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM \(STIP\)](#)

MPO Staff Contact

Leah Yngve

lyngve@santafenm.gov

409-771-1506

TIP ID	LEAD	TITLE
S100650	City of Santa Fe	Acequia Trail Preliminary Engineering Rufina to
S100660	City of Santa Fe	Canada Trail Connection
S100670	City of Santa Fe	Santa Fe Safe Routes to School Coordinator
S100460	City of Santa Fe	Guadalupe St. Reconstruction Road Diet
S100470	City of Santa Fe	St. Michael's Dr. Rail Trail Pedestrian
S100370	City of Santa Fe	Agua Fria St./Cottonwood Drive Intersection
S100630	County of Santa	Arroyo Hondo Trail Segment 2
S100640	County of Santa	Arroyo Hondo Trail Segment 3
S100122	County of Santa	South/East Connector
S100570	NM Dot	Cerrillos Rd./ Second St.
S100710	NM Dot	I 25 - Bridge 7177
S100610	NM Dot	JUNCTION OF 1-25/US 285
S100590	NM Dot	I 25 Frontage Bridge
S100680	NM Dot	Cerrillos Road Phase IA, B, C, D; phase II Final
S100440	NM Dot	NM 466 (St. Michaels)
M501138	NM Dot	NM 599: Mill/Inlay
M501135	NM Dot	NM 599: Nova Chip Overlay
S100250	NM Dot	La Cienega/La Bajada Area Bridge
S100430	NM Dot	NM 599/US285 Ramp

PROJECT TYPE	FUND YRS	TOTAL COST	Funding Source
			Surface Transportation (STBG)
Bicycle and Pedestrian (28)	2021	\$300,000	
Bicycle and Pedestrian (28)	2021	\$900,000	
Safe Routes to Schools (28)	2020	\$343,406	
Safety (21)	2021, Prior	\$4,742,201	
Safety (21)	2020, 2022	\$4,984,999	
Safety (21)	2021, Prior	\$1,796,000	
Bicycle and Pedestrian (28)	2021	\$1,437,046	
Bicycle and Pedestrian (28)	2020, 2022	\$1,721,870	
Road - New Construction (1)	2020, 2021, Prior	\$10,700,000	
ADA Improvements (28)	2020, 2022, 2023	\$1,386,000	\$ 934,270
Bridge - Rehab (14)	2021, 2022	\$1,500,000	
Bridge - Rehab (14)	2020, 2021	\$705,000	
Bridge - Rehab (14)	2021	\$930,300	
Preliminary Engineering (15)	2020	\$1,004,386	
Road - Add Capacity/Widening	2020, Future,	\$17,290,210	\$ 1,495,200
Road - Major Preservation (6)	2020	\$4,899,572	
Road - Minor Preservation (6)	2020	\$2,500,000	
Road - Resurf (5)	2020, Prior	\$22,783,777	\$ 14,980,948
Safety (21)	2021, Prior	\$4,292,849	\$ 3,667,809

National Highway Performance Program	Congestion Mitigation and Air Quality	Highway Safety Improvement Program	Transportation Alternatives Program	Local Funds	Percent Local Funds
			\$ 256,320	\$43,680	14.56%
			\$ 768,960	\$131,040	14.56%
			\$ 293,406	\$50,000	14.56%
	\$ 44,600	\$ 4,221,000		\$476,601	10.05%
	\$ 243,503	\$ 4,230,000		\$511,496	10.26%
		\$ 1,616,400		\$179,600	10.00%
	\$1,227,812			\$209,234	14.56%
	\$1,471,165			\$250,705	14.56%
				\$10,700,000	100.00%
	\$ 249,928			\$201,802	14.56%
\$ 1,281,600				\$218,400	14.56%
\$ 602,352				\$102,648	14.56%
\$ 794,848				\$135,452	14.56%
				\$1,004,386	100.00%
\$ 13,277,555				\$2,517,455	14.56%
				\$4,899,572	100.00%
				\$2,500,000	100.00%
\$ 4,288,256				\$3,514,573	15.43%
				\$625,040	14.56%



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.

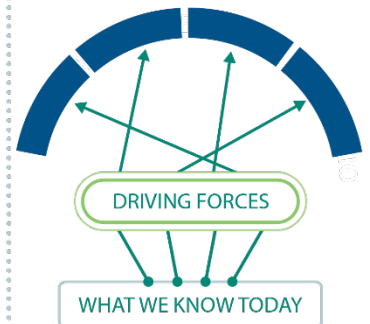
SCENARIO PLANNING

Traditional forecast planning projects a future by extrapolating from the recent past and what is known today. Scenario planning is a tool for foresight that improves perception by creating memories of the future and learning by imaging the years ahead. Scenario planning provides a structured environment to alter assumptions about the future, discover blind spots, and identify new opportunities.

FORECAST PLANNING EXTRAPOLATING FROM THE RECENT PAST



SCENARIO PLANNING ENVISIONING MULTIPLE FUTURES



A scenario planning workshop with approximately 25 stakeholders representing different interests from around the region was held on November 12, 2019, to better imagine the range of influence that disruptive and emerging technologies may have on the future of mobility in Santa Fe. The purposes of the workshop were to:

- Imagine the range of influence of unknown forces and the impacts of disruptive and emerging technologies
- Identify common themes and strategies for integration into the Metropolitan Transportation Plan

SCENARIOS....

are “tools for foresight – discussions and documents whose purpose is not a prediction or a plan, but a change in the mindset of the people who use them.” – *Arie DeGeus*

DRIVING FORCES

The pre-workshop survey asked workshop participants to consider several key trends/forces that may impact transportation and mobility in Santa Fe. We asked for input on the level of potential impact of and uncertainty associated with mobility-as-a-service, transportation electrification, driverless cars, demographic shifts, policy implications, and the economy.

Plotting the average values of the responses received for impact and uncertainty of the surveyed

trends/forces revealed that driverless cars have the highest level of uncertainty, while economic health has the potential to have the highest impact. Figure 6-1 summarizes the survey results showing the range of responses received from participants.

The survey also inquired about other driving forces and key trends that participants thought would impact the future of transportation and mobility in Santa Fe. Survey responses included transportation mode preferences, environmental impacts and climate change, preferences for experiences vs. things, neighborhood autonomy, oil and gas prices, work/employment trends and zoning, land use and development codes.

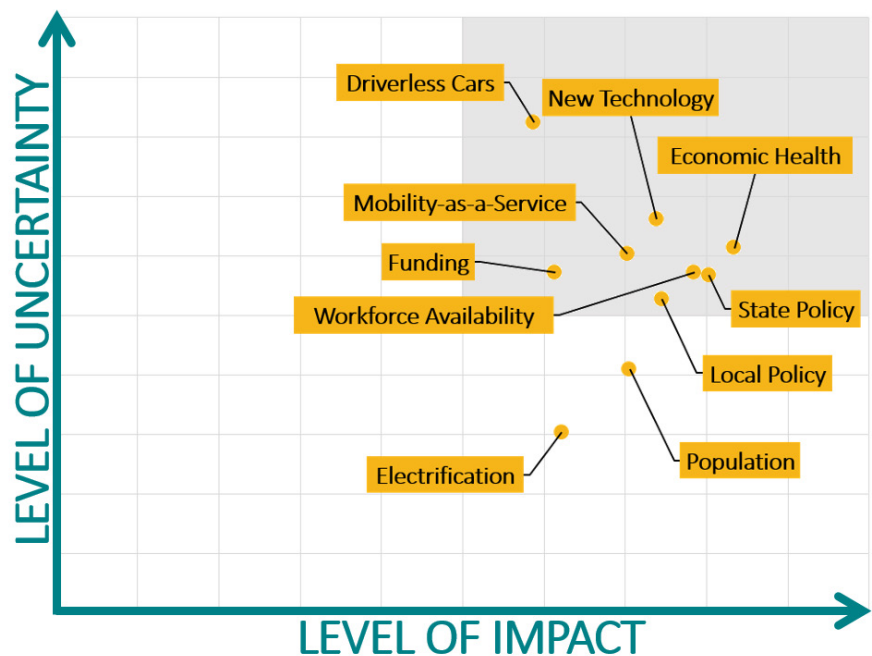
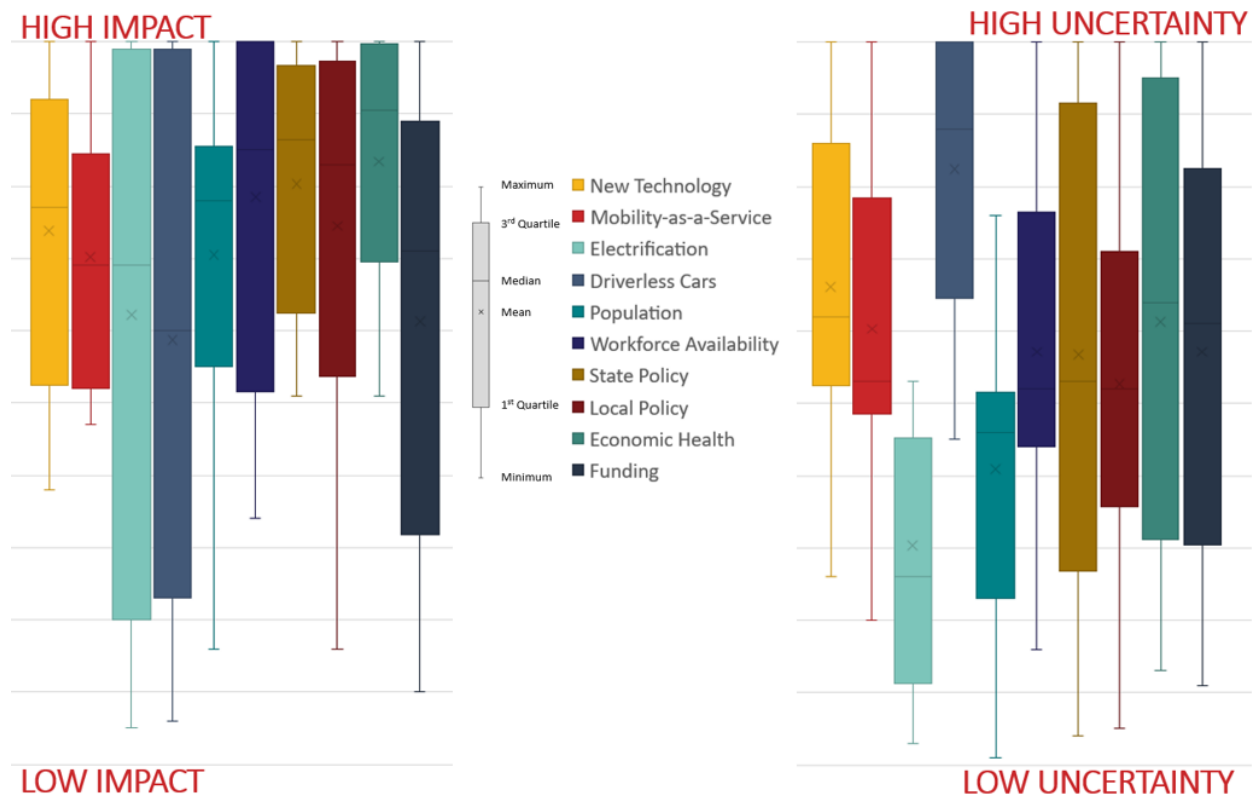


FIGURE 6-1. IMPACT AND LEVEL OF CERTAINTY OF DRIVING FORCES AND TRENDS



ELECTRIFICATION EXAMPLE

The graph in Figure 6-1 shows the minimum, first quartile, median, mean, third quartile, and maximum values for the responses received. The larger the box, the greater the range in responses for the given category. For example, the impact of electrification received a wide range of responses about the level of impact, whereas the uncertainty of electrification was shown to have a greater level of agreement. This response suggests that electrification is a driving trend that is relatively certain to advance, however, the level of impact on the community is unclear and will require monitoring.

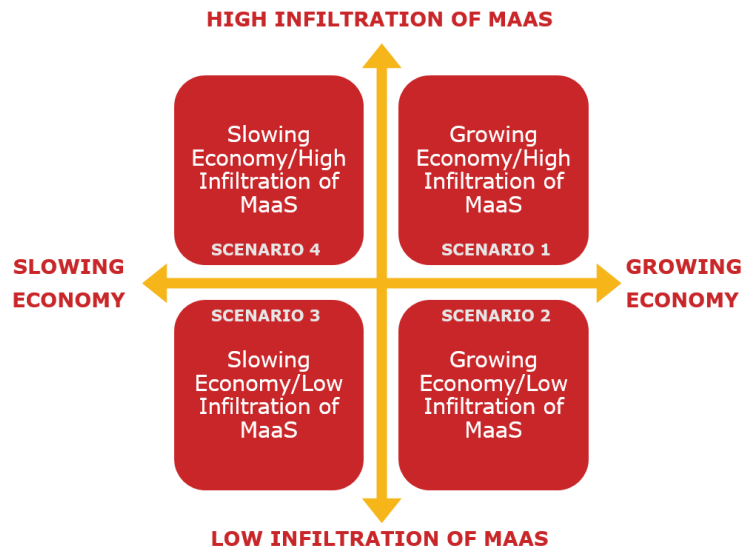
SCENARIOS

For the scenario planning exercise, two key forces/trends were selected from the survey that helped capture a wide range of potential futures. The scenarios looked at (1) health of the economy and (2) infiltration of mobility-as-a-service.

These two forces/trends were selected to explore the intersection of economic health (a trend that is predominantly outside the control of the SFMPO) and mobility-as-a-service (a trend on which the SFMPO could have a high degree of influence). Mobility-as-a-service (MaaS) options have the potential to serve as a platform for some of the other key trends/forces such as electrification, driverless vehicle technologies, etc.

The two trends were plotted on intersecting axes to explore the range of potential scenarios:

- Economic Health: Growing Economy vs. Slowing Economy
- Infiltration of Mobility-as-a-Service: High Infiltration of MaaS vs. Low Infiltration of MaaS



Workshop participants were given examples of how transportation technologies are changing the way that people and goods are moved and how citizens engage with transportation and mobility options. Potential MaaS options to consider in the scenarios include car-share, ride-hailing, bike share, e-scooter, and other programs that may emerge as new mobility options.

Participants were asked to think about how MaaS options may materialize in various scenarios and to give due consideration to complementary technologies—including the potential for vehicle automation to target shared mobility vs. private mobility, electrification of fleets vs. private vehicles—and to help identify strategies to ensure that the spectrum of citizen mobility needs are met.

Participants were split into four groups, and attendees from the same office were asked to join different groups. Each group was given a scenario to explore and a brief narrative of their assigned scenario to set the stage for small group discussion. The scenario descriptions are summarized below.

SCENARIO 1 – GROWING ECONOMY/HIGH INFILTRATION OF MAAS

A growing economy and public acceptance of MaaS make Santa Fe an attractive market for a variety of MaaS options including, but not limited to, dockless bikes, e-scooters, ride-hailing, automated shuttles, carshare, and other products that may not exist today. Citizens do not feel a strong affinity for owning a personal vehicle, prioritizing convenience and comfort over ownership.

SCENARIO 2 – GROWING ECONOMY/LOW INFILTRATION OF MAAS

Population prefers being in private vehicles reflecting that private ownership provides the greatest degree of independence. There is low demand for MaaS options, and private providers view Santa Fe as a risky market for investment. A growing economy provides a steady revenue stream for the City to invest in transportation infrastructure and Santa Fe has invested in a well-connected bike/ped network and high-quality transit service.

SCENARIO 3 – SLOWING ECONOMY/HIGH INFILTRATION OF MAAS

A slowing economy creates a financial strain on budgets. A growing percentage of the population cannot afford to own a car, generating a demand for alternative transportation and mobility options. MaaS options include bike share, e-scooters, automated shuttles, ridesharing/ride-hailing, carshare, and more. The constrained economic environment reduces the ability for public and private sectors to unilaterally meet demand for mobility options.

SCENARIO 4 – SLOWING ECONOMY/LOW INFILTRATION OF MAAS

A slowing economy leads many to adopt a business-as-usual approach. The City continues to plan, invest, and build infrastructure as it has been for years and private companies are offering service only when conditions and incentives reduce risk. People may not be able to afford a car, but the number of transportation options does not differ greatly from those offered today.

OPPORTUNITIES & IMPLICATIONS

The workshop participants were divided into four groups, and each group was assigned a scenario. The four scenario groups were given an Opportunities & Implications worksheet and were encouraged to consider:

- How could the conditions in the scenario impact Santa Fe?
- What opportunities does the scenario present?
- What pitfalls do you want to be sure to avoid?

A summary of the groups' discussions is provided in Appendix C.

STRATEGIES & POLICIES

The groups were given a Strategies worksheet and were asked to think of scenarios as different hands of cards that they have been dealt and to strategize ways to play their hand. Each group was asked to identify the top three strategies that they felt would most increase the likelihood of success under their scenario. The group then worked together to test the strategies by asking:

- Which strategies are common among all scenarios?
- Which strategies would be beneficial in one scenario but detrimental in another?

The strategy and policy ideas from the scenario planning workshop are summarized in Appendix C. These strategies, particularly those that were deemed beneficial regardless of the scenario, have been considered in making choices about transportation priorities as described in the remainder of this chapter.

STRATEGIES

Examples of strategies identified through the scenario planning workshop include:

- Develop and implement **EDUCATION CAMPAIGNS** as new transportation technologies are introduced to ensure equal opportunities and understanding.
- Develop public/private partnerships to **SUBSIDIZE MOBILITY-AS-A-SERVICE** for low-income populations.
- **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.

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.



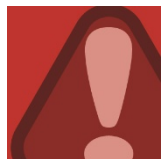
PROJECT EVALUATION

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
- Congestion Relief & System Operations
- Economic & Community Vitality
- System Preservation
- 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.

EVALUATION CRITERIA



SAFETY

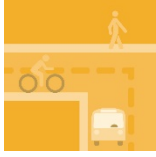
Goal: A safe and secure transportation system for motorized and non-motorized users.

Evaluation: How well does the project improve safety for all users? Does it alleviate a known 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.

Highest Score Example: A roadway project involving a new grade separated crossing at a location with a crash history showing a high occurrence of severe (injury or fatal) crashes. The project would eliminate the safety problem.

- Project will resolve a major identified safety issue
- ◐ Project will resolve an identified safety issue
- Project has no identified safety issue
- ◑ Project will have a negative impact on safety
- Project will have a major negative impact on 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.

Highest Score Example: A corridor improvement and streetscape project that includes access control improvements, new sidewalks, bike lanes, and bus stop amenities.

- Project will greatly increase or improve the accommodation and/or availability of two or more travel modes (car/freight, transit/rail, pedestrian, bicycle)
- Project will increase or improve the accommodation and/or availability of two or more travel modes
- Project will not change or improve the accommodation or availability of any travel modes other than car/freight
- Project will reduce the accommodation and/or availability of one or more travel modes
- Project will greatly reduce the accommodation and/or availability of one or more travel modes



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.

Highest Score Example: An intersection reconstruction project that would significantly reduce congestion and idling time; or a new roadway connection that would eliminate out-of-direction travel resulting in a significant reduction in VMT.

- Project will result in a significant reduction in VMT or idling time
- Project will result in some reduction in VMT or idling time
- Project will have no net impact on VMT and idling time
- Project will result in some increase in VMT or idling time
- Project will result in a significant increase in VMT or idling time



CONGESTION RELIEF & SYSTEM OPERATIONS

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

Evaluation: How does the proposed project impact current or projected congestion or the mobility of the targeted mode(s)?

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

Highest Score Example: A roadway reconfiguration that optimizes traffic flow and supports multimodal travel, such as introducing a roundabout at an intersection.

- Project will resolve a major congestion or mobility issue
- Project will resolve a congestion or mobility issue
- Project will have no impact on congestion or mobility
- Project will have a negative impact on congestion or mobility
- Project will have a major negative impact on congestion or mobility



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.

Highest Score Example: A new facility on the National Highway System that will provide more direct routing for freight.

- Project will make improvements to a freight carrying facility of statewide significance (Interstate or NHS roadway)
- Project will make improvements to a regional freight carrying facility (non-NHS roadway)
- Project will have little or no benefit to a freight carrying facility
- Project will have a negative impact on a freight carrying facility

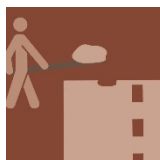
- Project will have a major negative impact on a freight carrying facility

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.

Highest Score Example: A corridor improvement project along an established commercial corridor that includes access control and urban design improvements (such as raised, landscaped medians), widened sidewalks, streetscape improvements, and bus stop amenities that are fitting with the context of the historic and current land uses.

- Project significantly adds value to surrounding commercial uses and supports a more attractive, safe, healthy, and walkable transportation experience for all users
- ◐ Project moderately adds value to surrounding commercial uses and supports a more attractive, safe, healthy, and walkable transportation experience for all users
- Project does not enhance or detract from the existing commercial uses or the transportation experience for any users
- ◑ Project moderately reduces the value of surrounding commercial uses and the existing transportation experience (attractive, safe, healthy, and walkable) for all users
- Project significantly reduces the value of surrounding commercial uses and the existing transportation experience (attractive, safe, healthy, and walkable) for all users.



SYSTEM PRESERVATION



Goal: A well-maintained transportation system.

Evaluation: Does the project improve the condition of the existing transportation system?

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.

Highest Score Example: An interchange reconstruction project that includes replacement of a bridge that is in poor condition.

- Project will reconstruct or repair infrastructure that is in poor condition
- ◐ Project will reconstruct or repair infrastructure that is in fair condition or will provide relief to infrastructure in poor condition
- Project will have no impact on the condition of the existing system

-  Project will add miles to the transportation network, requiring additional maintenance
-  Project will negatively impact transportation assets



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.

Highest Score Example: A new interchange that has strong support from the City of Santa Fe, Santa Fe County, and NMDOT; the project is expected to receive funding contributions from a nearby developer, and a planning study and preliminary design have been completed for the interchange.

- Project has strong support from partner agencies or strong potential for collaborative and/or unique funding approaches, or has undergone a planning study and preliminary design
- Project has some support from partner agencies or some potential for collaborative and/or unique funding approaches, or has undergone a planning study
- Project has neither strong support nor opposition from partner agencies
- Project has some opposition from partner agencies
- Project has strong opposition from partner agencies

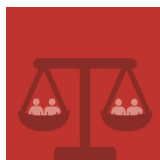


PUBLIC HEALTH

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?

Proposed projects that are expected to contribute to public health are denoted in Table 6-1.



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?

Proposed projects that are located in areas with concentrations (top quartile) of traditionally underserved low-income and minority populations and that don't primarily benefit vehicles 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.

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. A comprehensive list of Santa Fe County project is provided in Appendix D.

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
- 2019 Metropolitan Bicycle Master Plan
- 2015 Metropolitan Pedestrian Master Plan

MYTH: Transportation costs in America are low.

FACT: According to the Bureau of Labor Statistics, average transportation costs (gas, insurance, car payments, maintenance, etc.) in America grew from \$9,049 to \$9,761 from 2016 to 2018 and comprise approximately 16 percent of consumer expenses. This is second only to housing costs, which comprise approximately 33 percent of consumer expenditures.










































Within the Santa Fe MPO, the average household spends \$12,321 on transportation annually; approximately 23 percent of income is spent on transportation.

“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.”

STREET STORY

TABLE 6-1. REGIONAL ROADWAY PRIORITIES

Legend: ● = Positive impact ◐ = Partially positive impact ○ = No net impact ◑ = Partially negative impact ● = Negative impact  = Bike  = Pedestrian  = Transit  = Public Health  = Social Equity

Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Multimodal, Public Health and Social Equity Elements	Evaluation Criteria								Time Frame/ Need
					Safety & Security	Multimodal Mobility & Accessibility	Greenhouse Gas Reduction	Congestion Relief & System Operations	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation	Partnership & Funding	
1	Cerrillos Road Reconstruction (St. Michaels Drive to St. Francis Drive): Reconstruct to add medians, drainage, bike lanes, sidewalks and transit facilities.	NMDOT	\$18,000,000	    	●	●	○	●	○	●	◐	●	Short
2	S100440 - NM 466 (St. Michaels): Study, design, and construction of the St. Francis Drive/St. Michaels Drive interchange; pedestrian ADA improvements; pavement preservation; bridge reconstruction.	NMDOT	\$15,540,000	  	●	●	○	●	○	◐	●	◐	Short
3	S100460 - Guadalupe Street Road Diet & Paseo de Peralta/Guadalupe Street Intersection Improvements: Reduce the roadway from 4 to 3 lanes, add bike lanes, widen sidewalks, and add additional pedestrian crossing from Paseo de Peralta (North) to Agua Fria Street. Reconfigure intersection to improve pedestrian crossings and upgrade traffic signals.	City of Santa Fe	\$4,150,000	  	●	●	◐	○	○	●	◐	◐	Short
4	S100122 - South/East Connector: ROW acquisition, design, and construction of a new roadway.	Santa Fe County	\$4,750,000	  	●	●	◐	●	○	○	◑	●	Short
5	S100470 - St. Michaels' Underpass; Design and construction of an underpass along the Rail Trail.	City of Santa Fe	\$4,700,000	   	●	●	○	○	○	◐	○	●	Short
6	S100370 - Agua Fria Street/Cottonwood Drive Intersection Safety Improvements: Construct a roundabout at the intersection.	City of Santa Fe	\$1,775,000	 	●	◐	○	◐	○	○	◐	◐	Short
7	Tierra Contenta Trail: Buffalo Grass to South Meadows Road	City of Santa Fe	\$575,000	   	◐	●	○	○	○	●	◑	●	Short
8	S100660 - Cañada Rincon Trail: Calle Mejia to Camino Francisca	City of Santa Fe	\$900,000	  	●	●	○	○	○	◐	◑	◐	Short
9	S100650 - Acequia Trail: Rufina to San Felipe	City of Santa Fe	\$1,500,000	   	●	●	○	○	○	◐	◑	◐	Short
10	S100630 - Arroyo Hondo Trail Segment 2: Construct segment 2 of the Arroyo Hondo Trail 1.2 miles.	Santa Fe County	\$1,400,000	  	●	●	○	○	○	◐	◑	◐	Short
11	S100640 - Arroyo Hondo Trail Segment 3: Construct segment 3 of the Arroyo Hondo Trail. 1.6 miles Engineering for connection to Richards Avenue.	Santa Fe County	\$1,700,000	  	●	●	○	○	○	◐	◑	◐	Short
12	Agua Fria/South Meadows Intersection Improvements: Reconfigure intersection to include left turn bays on Agua Fria and improve pedestrian crossings and upgrade traffic signals.	City of Santa Fe	\$3,150,000	  	◐	◐	○	●	○	○	○	◐	Short
13	S100430 - NM 599/US285 Ramp: Lengthen southbound on-ramp from NM 599 to US 84/285	NMDOT	\$3,200,000		◐	○	○	◐	○	○	○	◐	Short

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Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Multimodal, Public Health and Social Equity Elements	Evaluation Criteria								Time Frame/ Need
					Safety & Security	Multimodal Mobility & Accessibility	Greenhouse Gas Reduction	Congestion Relief & System Operations	Economic Vitality, Freight & Commerce	Commercial & Community Vitality	System Preservation	Partnership & Funding	
14	St. Michaels Roadway Reconstruction Study	City of Santa Fe	\$500,000	🚲 🚶 🏠 ⚖️	●	●	○	◐	◐	●	●	●	Short/Medium
15	Cerrillos/Sandoval Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians.	City of Santa Fe	\$1,800,000	🚶 🏠	●	●	○	◐	○	◐	●	◐	Short/Medium
16	Hyde Park Road (NM 475) Shoulder Improvements: Widen from Artist Road to Hyde Memorial State Park – Design.	NMDOT	\$1,600,000	🚲 🏠	●	●	○	○	○	○	●	●	Short/Medium
17	Bishops Lodge Road and Tesuque Village Road Multimodal Road Safety Audit	Santa Fe County	\$50,000	🚲 🚶 🏠 ⚖️	●	●	○	◐	○	○	○	●	Short/Medium
18	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	\$120,000	🚲 🏠	●	◐	○	○	○	◐	◐	◐	Short/Medium
19	St. Francis Drive Pedestrian Intersection improvement: Pedestrian improvements at all the intersections along St. Francis Drive.	NMDOT/City of Santa Fe	\$600,000	🚶 🏠	●	◐	○	○	○	◐	○	◐	Short/Medium
20	US-285 Frontage Road Corridor Study through the Pueblo of Tesuque.	NMDOT	\$175,000	🏠 ⚖️	●	◐	○	○	○	○	◐	●	Short/Medium
21	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/Medium
22	Segment 1 of the Arroyo Hondo Trail	Santa Fe County	\$1,900,000	🚲 🚶 🏠	●	●	○	○	○	◐	◑	◐	Short/Medium
23	Sandoval/Montezuma Intersection Improvements: Pedestrian improvements, striping, signage.	City of Santa Fe	\$850,000	🚶 🏠	◐	◐	○	○	○	◐	○	◐	Short/Medium
24	NM 599/Via Veteranos (CR 70) Interchange: Construct a new interchange.	NMDOT	\$8,000,000	🏠	●	○	○	◐	○	○	○	◐	Short/Medium
25	San Felipe Road Reconstruction: Reconstruct roadway from Airport Road to Agua Fria Street and add bike lanes, curb and gutter, sidewalk.	City of Santa Fe	\$1,600,000	🚲 🚶 🏠 ⚖️	○	●	○	○	○	◐	○	◐	Short/Medium
26	Rancho Viejo Boulevard Bike Lanes (Shoulders): Widen from NM 14 to Avenida del Sur to add bike lanes.	Santa Fe County	\$1,000,000	🚲 🏠	○	●	○	○	○	○	○	◐	Short/Medium
27	Rehabilitation or Replacement of Paseo de Peralta Bridge over the Santa Fe River	City of Santa Fe	\$2,500,000		○	○	○	○	○	○	●	○	Short/Medium
28	Cerro Gordo Reconstruction: Roadway improvements from Armijo Lane to Canyon Road. Existing road consists of millings over a dirt road and will need to be engineered for drainage and pavement.	City of Santa Fe	\$2,750,000		○	○	○	○	○	○	●	○	Short/Medium
29	Santa Fe River Trail – Constellation Drive to Paseo Real	City of Santa Fe	\$7,000,000	🚲 🚶 🏠 ⚖️	●	●	○	○	○	◐	◑	●	Medium

Legend: ● = Positive impact ◐ = Partially positive impact ○ = No net impact ◑ = Partially negative impact ◒ = Negative impact 🚲 = Bike 🚶 = Pedestrian 🚗 = Transit 🏠 = Public Health ⚖️ = Social Equity

Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Multimodal, Public Health and Social Equity Elements	Evaluation Criteria								Time Frame/ Need
					Safety & Security	Multimodal Mobility & Accessibility	Greenhouse Gas Reduction	Congestion Relief & System Operations	Economic Vitality, Freight & Commerce	Commercial & Community Vitality	System Preservation	Partnership & Funding	
30	Santa Fe River Trail – From Siler South to San Ysidro Crossing	Santa Fe County	\$5,000,000	🚲 🚶 🏠 ⚖️	●	●	○	○	○	◐	◑	●	Medium
31	Santa Fe River Trail – From Caja del Oro Grant Road to San Felipe Road	Santa Fe County	\$7,980,000	🚲 🚶 🏠 ⚖️	●	●	○	○	○	◐	◑	●	Medium
32	Bike Lane Loop: Richards, A Van Nu Po, and Avenida del Sur	Santa Fe County	\$2,000,000	🚲 🏠	●	●	○	○	○	◐	○	○	Medium
33	Bishop Lodge Road bicycle, pedestrian, ADA, and transit improvements.	Santa Fe County	\$4,000,000	🚲 🚶 🚗 🏠 ⚖️	●	●	○	○	○	○	○	◐	Medium
34	Agua Fria Road/Henry Lynch Street Intersection Roundabout	Santa Fe County	\$130,000	🏠 ⚖️	◐	◐	◐	◐	○	○	◐	○	Medium
35	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	🚲 🚶 🏠	○	●	○	○	○	○	◐	◐	Medium
36	Henry Lynch Road Reconstruction: Reconstruction from Agua Fria to Rufina Street and add bike lanes, sidewalk.	City of Santa Fe	\$2,200,000	🚲 🚶 🏠 ⚖️	○	●	○	○	○	◐	○	◐	Medium
37	NM 599/Camino de los Montoyas Interchange w/ Frontage Road: Construct a new interchange.	NMDOT	\$11,050,000	🏠	●	○	○	◐	○	○	○	◐	Medium
38	St. Francis Street Lights Between W. San Mateo and Cerrillos	NMDOT	\$500,000	🚶 🏠 ⚖️	●	◐	○	○	○	◐	○	○	Medium
39	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
40	Avenida Del Sur Extension: Construct a new road and upgrade existing roadway from NM 14 to A Van Nu Po.	Santa Fe County	\$3,675,000	⚖️	○	○	◐	○	○	○	◑	○	Medium
41	Hyde Park Road (NM 475) Shoulder Improvements: Widen from Artist Road to Hyde Memorial State Park – Construction.	NMDOT	\$14,400,000	🚲 🏠	●	●	○	○	○	○	●	●	Medium/Long
42	Rufina Street/Lopez Lane Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians.	City of Santa Fe	\$1,800,000	🚶 🏠 ⚖️	●	●	○	○	○	◐	○	○	Medium/Long
43	Beckner Road/Richards Avenue Intersection Improvements: Pedestrian improvements, striping, signage.	City of Santa Fe	\$2,000,000	🚶 🏠	●	●	○	○	○	◐	○	○	Medium/Long
44	Tesuque Village Road Bike Lanes: Extend bike lanes from the Tesuque Pueblo Fire Department to the Pueblo of Tesuque boundary.	Santa Fe County	\$1,650,000	🚲 🏠 ⚖️	◐	●	○	○	○	○	○	◐	Medium/Long
45	Jaguar Drive Extension to Municipal Airport: Roadway connection from NM 599 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

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Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Multimodal, Public Health and Social Equity Elements	Evaluation Criteria								Time Frame/ Need
					Safety & Security	Multimodal Mobility & Accessibility	Greenhouse Gas Reduction	Congestion Relief & System Operations	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation	Partnership & Funding	
46	NM 599/I-25 Frontage Road Overpass: Construct an overpass to carry the North Frontage Road over NM 599. Reconfigure existing Frontage Road at grade intersection with NM 599 to right in/right out only.	NMDOT	\$6,000,000	🏠	◐	○	○	◐	○	○	○	◐	Medium/Long
47	West Alameda Street Bike Lanes (City): Widen from Calle Nopal to Siler Road to add bike lanes and improve drainage.	City of Santa Fe	\$7,000,000	🚲 🏠 ⚖️	○	●	○	○	○	○	○	◐	Medium/Long
48	West Alameda Street Bike Lanes (County): Widen from Chicoma Vista to Frontage Road to add bike lanes.	Santa Fe County	\$1,000,000	🚲 🚶 🚗 🏠 ⚖️	○	●	○	○	○	○	○	◐	Medium/Long
49	Calle Po Ae Pi Extension: Pave dirt section include sidewalks.	City of Santa Fe	\$1,000,000	🚲 🏠	○	◐	○	○	○	◐	●	○	Medium/Long
50	Acequia Trail – Otowi to La Cieneguita via Maclovio Park, Gallegos Drive, and Los Hermanos Rodriguez Park	City of Santa Fe	\$750,000	🚲 🚶 🚗 🏠 ⚖️	◐	●	○	○	○	◐	◑	○	Medium/Long
51	Los Sueños Trail and La Vida Lane Road Improvements	Santa Fe County	\$3,000,000		○	○	○	○	○	○	◐	○	Medium/Long
52	Rufina Street Connection: New roadway connection between Harrison Road and Camino Carlos Rey	City of Santa Fe	\$500,000	🏠 ⚖️	○	◐	○	○	○	○	◑	○	Medium/Long
53	Los Sueños Trail street extension	Santa Fe County	\$3,000,000		○	○	◐	○	○	○	◑	○	Medium/Long
54	Caja del Rio/Paseo Real Connector	Santa Fe County	\$3,433,647		○	○	◐	○	○	○	◑	○	Medium/Long
55	County Road 62 Realignment and Improvements: NM 599 to Caja del Oro Grant Road	Santa Fe County	\$3,000,000		○	○	○	○	○	○	◑	○	Medium/Long
56	NM 599/Airport Road Interchange: Construct a new interchange.	NMDOT	\$11,000,000	🏠	●	○	○	◐	○	○	○	◐	Long
57	I-25/NM 466: Interchange Improvements: Reconfigure interchange and lengthen ramp.	NMDOT	\$7,200,000	🏠	●	○	○	◐	○	○	○	◐	Long
58	I-25/NM 599: Interchange Ramp Improvements: Lengthen on- and off-ramps.	NMDOT	\$2,500,000	🏠	◐	○	○	◐	○	○	○	◐	Long
59	Old Santa Fe Trail Bike Lanes (County): Widen from El Gancho Way to Two Trails Road.	Santa Fe County	\$1,000,000	🚲 🏠	○	●	○	○	○	○	○	◐	Long
60	I-25/St. Francis Drive: Interchange Improvements: Reconfigure interchange and lengthen ramp.	NMDOT	\$8,300,000	🏠	◐	○	○	◐	○	○	○	◐	Long
61	North West Quadrant Trail: Segment of trail within the North West Quadrant area.	City of Santa Fe	\$300,000	🚲 🚶 🏠	◐	●	○	○	○	○	◑	○	Long
62	La Tierra/Jacona Connection Study	Santa Fe County	\$500,000		○	○	◐	◐	◐	○	◑	○	Long

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Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Multimodal, Public Health and Social Equity Elements	Evaluation Criteria								Time Frame/ Need
					Safety & Security	Multimodal Mobility & Accessibility	Greenhouse Gas Reduction	Congestion Relief & System Operations	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation	Partnership & Funding	
63	I-25 Auxiliary Lanes: NM 599 to Cerrillos: Construct a third lane in each direction between interchanges.	NMDOT	\$4,000,000		○	○	○	◐	○	○	◑	◐	Long
64	I-25 Auxiliary Lanes: St. Francis Drive to NM 466: Construct a third lane in each direction between interchanges.	NMDOT	\$2,000,000		○	○	○	◐	○	○	◑	◐	Long
65	I-25 Auxiliary Lanes: Cerrillos to St. Francis Drive: Construct a third lane in each direction between interchanges.	NMDOT	\$17,000,000		○	○	○	◐	○	○	◑	◐	Long
66	I-25/Richards Avenue Interchange: Construct a new interchange.	NMDOT	\$25,000,000		○	◑	○	◐	◐	○	◑	◐	Long
67	Extension of NM 599 Frontage Road across SF River: Construct a bridge over Santa Fe River and upgrade roadway on south side to Airport Road.	NMDOT	\$4,300,000		○	○	○	○	○	○	○	◑	Long



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 \$15 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*.

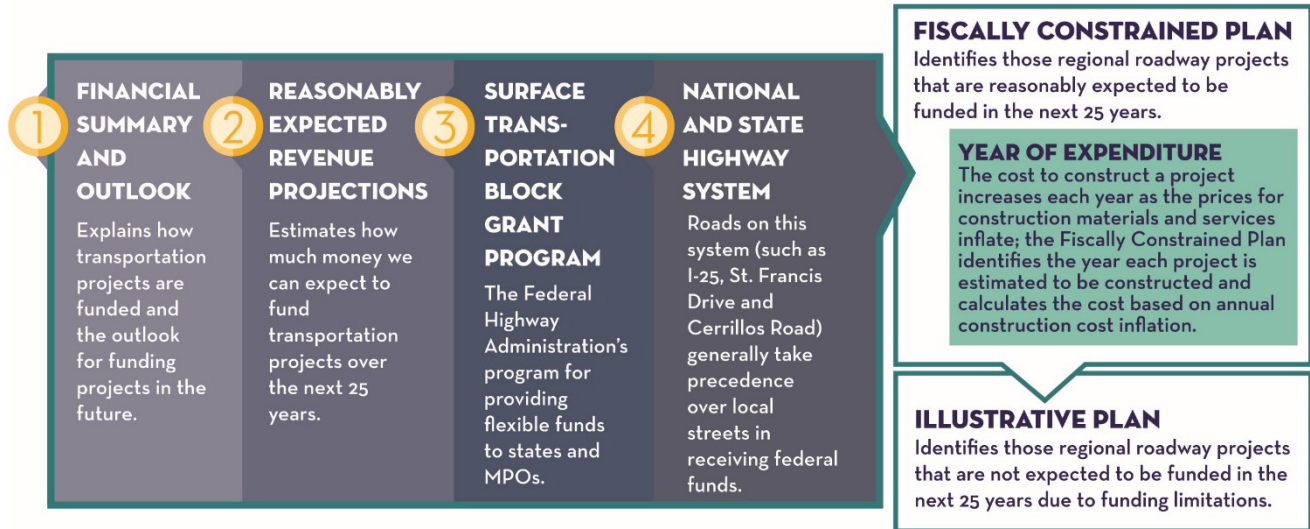


TABLE 7-1. CALCULATION OF BASE REASONABLY EXPECTED REVENUE PROJECTION

5 Year Average	Federal	State	Local	Total
Total Programmed Funding	\$10,132,466	\$2,301,435	\$2,857,035	\$15,290,936
Maintenance Activities	\$6,706,930	\$2,640,856	\$0	\$9,347,786
% Maintenance	66.19%	114.75%	0%	61.13%
Base Revenue Projections	\$3,425,537	(\$339,421)	\$2,857,035	\$5,943,150

This analysis indicates approximately 61.13 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 \$5,943,150 per year. This estimate is rounded to **\$6.0 million** per year for calculating the expected funding to be applied to the MTP.

Based on the funding projections in the New Mexico Transportation Plan, funding is expected to grow at 2 percent per year through 2040. We are simply extending that formula 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
2021 – 2025	\$62,268,620*
2026 – 2030	\$31,848,726
2031 – 2035	\$35,163,567
2036 – 2040	\$38,823,419
2041 – 2045	\$42,864,192
Total	\$210,968,523

*The first 5 year average from 2021-2025 includes a projected funding level of \$62,268,620 based on actual project costs programmed in the current Transportation Improvement Program and/or with funding earmarked.

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.

“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

TABLE 7-3. FISCALLY CONSTRAINED PROJECTS

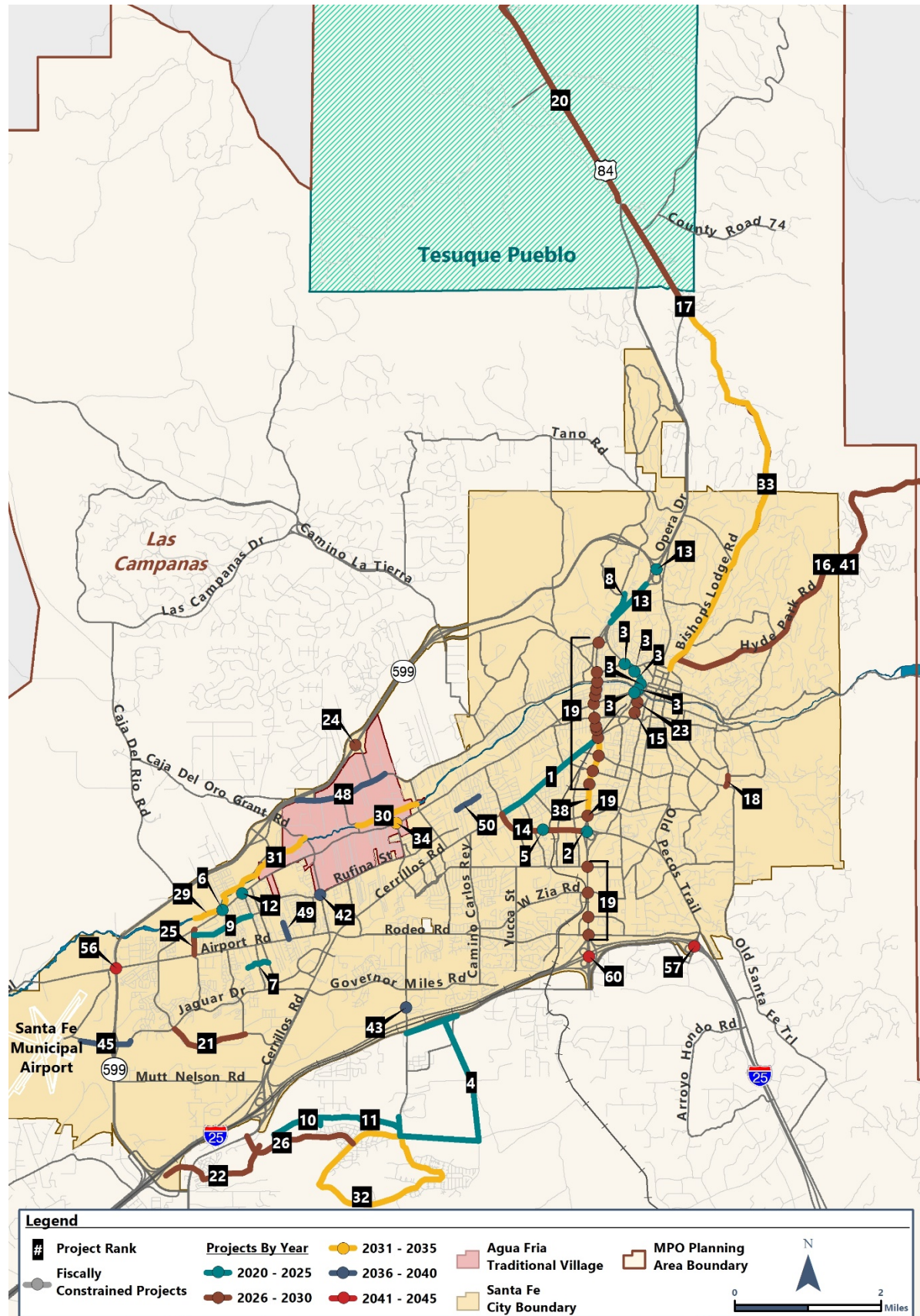
Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Time Frame/ Need	Year of Expenditure (YOE)		
					Year	YOE Cost	Cumulative Cost (YOE)
1	Cerrillos Road Reconstruction (St. Michaels Drive to St. Francis Drive): Reconstruct to add medians, drainage, bike lanes, sidewalks, and transit facilities.	NMDOT	\$18,000,000	Short	2021	\$18,000,000	\$18,000,000
2	S100440 - NM 466 (St. Michaels): Study, design, and construction of the St. Francis Drive/St. Michaels Drive interchange; pedestrian ADA improvements; pavement preservation; bridge reconstruction.	NMDOT	\$15,540,000	Short	2021	\$15,540,000	\$33,540,000
3	S100460 - Guadalupe Street Road Diet & Paseo de Peralta/Guadalupe Street Intersection Improvements: Reduce the roadway from 4 to 3 lanes, add bike lanes, widen sidewalks, and add additional pedestrian crossing from Paseo de Peralta (North) to Agua Fria Street. Reconfigure intersection to improve pedestrian crossings and upgrade traffic signals.	City of Santa Fe	\$4,150,000	Short	2021	\$4,150,000	\$37,690,000
4	S100122 - South/East Connector: ROW acquisition, design, and construction of a new roadway.	Santa Fe County	\$4,750,000	Short	2021	\$4,750,000	\$42,440,000
5	S100470 - St. Michaels' Underpass: Design and construction of an underpass along the Rail Trail.	City of Santa Fe	\$4,700,000	Short	2021	\$4,700,000	\$47,140,000
6	S100370 - Agua Fria Street/Cottonwood Drive Intersection Safety Improvements: Construct a roundabout at the intersection.	City of Santa Fe	\$1,775,000	Short	2021	\$1,775,000	\$48,915,000
7	Tierra Contenta Trail: Buffalo Grass to South Meadows Road	City of Santa Fe	\$575,000	Short	2021	\$575,000	\$49,490,000
8	S100660 - Cañada Rincon Trail: Calle Mejia to Camino Francisca	City of Santa Fe	\$900,000	Short	2021	\$900,000	\$50,390,000
9	S100650 - Acequia Trail: Rufina to San Felipe	City of Santa Fe	\$1,500,000	Short	2021	\$1,500,000	\$51,890,000

Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Time Frame/ Need	Year of Expenditure (YOE)		
					Year	YOE Cost	Cumulative Cost (YOE)
10	S100630 - Arroyo Hondo Trail Segment 2: Construct segment 2 of the Arroyo Hondo Trail 1.2 miles.	Santa Fe County	\$1,400,000	Short	2021	\$1,400,000	\$53,290,000
11	S100640 - Arroyo Hondo Trail Segment 3: Construct segment 3 of the Arroyo Hondo Trail. 1.6 miles Engineering for connection to Richards Avenue.	Santa Fe County	\$1,700,000	Short	2021	\$1,700,000	\$54,990,000
12	Agua Fria/South Meadows Intersection Improvements: Reconfigure intersection to include left turn bays on Agua Fria and improve pedestrian crossings and upgrade traffic signals.	City of Santa Fe	\$3,150,000	Short	2021	\$3,150,000	\$58,140,000
13	S100430 - NM 599/US285 Ramp: Lengthen southbound on-ramp from NM 599 to US 84/285.	NMDOT	\$3,200,000	Short	2021	\$4,128,620	\$62,268,620
14	St. Michaels Roadway Reconstruction Study	City of Santa Fe	\$500,000	Short/Medium	2026	\$565,704	\$62,834,324
15	Cerrillos/Sandoval Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians.	City of Santa Fe	\$1,800,000	Short/Medium	2026	\$2,036,535	\$64,870,859
16	Hyde Park Road (NM 475) Shoulder Improvements: Widen from Artist Road to Hyde Memorial State Park – Design.	NMDOT	\$1,600,000	Short/Medium	2026	\$1,810,253	\$66,681,112
17	Bishops Lodge Road and Tesuque Village Road Multimodal Road Safety Audit	Santa Fe County	\$50,000	Short/Medium	2027	\$57,985	\$66,739,097
18	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	\$120,000	Short/Medium	2027	\$139,163	\$66,878,260
19	St. Francis Drive Pedestrian Intersection Improvements: Pedestrian improvements at all the intersections along St. Francis Drive.	NMDOT/City of Santa Fe	\$600,000	Short/Medium	2028	\$713,211	\$67,591,471
20	US 285 Frontage Road Corridor Study through the Pueblo of Tesuque	NMDOT	\$175,000	Short/Medium	2028	\$208,020	\$67,799,491

Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Time Frame/ Need	Year of Expenditure (YOE)		
					Year	YOE Cost	Cumulative Cost (YOE)
21	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/Medium	2028	\$9,509,486	\$77,308,977
22	Segment 1 of the Arroyo Hondo Trail	Santa Fe County	\$1,900,000	Short/Medium	2029	\$2,314,966	\$79,623,943
23	Sandoval/Montezuma Intersection Improvements: Pedestrian improvements, striping, signage.	City of Santa Fe	\$850,000	Short/Medium	2029	\$1,035,642	\$80,659,585
24	NM 599/Via Veteranos (CR 70) Interchange: Construct a new interchange.	NMDOT	\$8,000,000	Short/Medium	2030	\$9,990,904	\$90,650,489
25	San Felipe Road Reconstruction: Reconstruct roadway from Airport Road to Agua Fria Street and add bike lanes, curb and gutter, sidewalk.	City of Santa Fe	\$1,600,000	Short/Medium	2030	\$1,998,181	\$92,648,670
26	Rancho Viejo Blvd Bike Lanes (Shoulders): Widen from NM 14 to Avenida del Sur to add bike lanes.	Santa Fe County	\$1,000,000	Short/Medium	2030	\$1,248,863	\$93,897,533
29	Santa Fe River Trail – Constellation Dr. to Paseo Real	City of Santa Fe	\$7,000,000	Medium	2031	\$8,960,592	\$102,858,125
30	Santa Fe River Trail – From Siler South to San Ysidro Crossing	Santa Fe County	\$5,000,000	Medium	2031	\$6,400,423	\$109,258,547
31	Santa Fe River Trail – From Caja del Oro Grant Road to San Felipe Road	Santa Fe County	\$7,980,000	Medium	2032	\$10,470,452	\$119,728,999
32	Bike Lane Loop: Richards, A Van Nu Po, and Avenida del Sur	Santa Fe County	\$2,000,000	Medium	2033	\$2,689,778	\$122,418,777
33	Bishop Lodge Road bicycle, pedestrian, ADA, and transit improvements	Santa Fe County	\$4,000,000	Medium	2034	\$5,514,044	\$127,932,821
34	Agua Fria Road/Henry Lynch Street Intersection Roundabout	Santa Fe County	\$130,000	Medium	2034	\$179,206	\$128,112,027
38	St. Francis Street Lights Between W. San Mateo and Cerrillos	NMDOT	\$500,000	Medium	2035	\$706,487	\$128,818,514

Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Time Frame/ Need	Year of Expenditure (YOE)		
					Year	YOE Cost	Cumulative Cost (YOE)
41	Hyde Park Road (NM 475) Shoulder Improvements: Widen from Artist Road to Hyde Memorial State Park – Construction.	NMDOT	\$14,400,000	Medium/Long	2036	\$20,855,494	\$149,674,008
42	Rufina Street/Lopez Lane Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians.	City of Santa Fe	\$1,800,000	Medium/Long	2037	\$2,672,110	\$152,346,118
43	Beckner Road/Richards Avenue Intersection Improvements: Pedestrian improvements, striping, signage.	City of Santa Fe	\$2,000,000	Medium/Long	2038	\$3,043,237	\$155,389,354
45	Jaguar Drive Extension to Municipal Airport: Roadway connection from NM 599 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	2039	\$7,798,294	\$163,187,648
48	West Alameda Street Bike Lanes (County): Widen from Chicoma Vista to Frontage Road to add bike lanes.	Santa Fe County	\$1,000,000	Medium/Long	2037	\$1,484,506	\$164,672,154
49	Calle Po Ae Pi Extension: Pave dirt section include sidewalks.	City of Santa Fe	\$1,000,000	Medium/Long	2040	\$1,598,650	\$166,270,804
50	Acequia Trail – Otowi to La Cieneguita via Maclovia Park, Gallegos Drive, and Los Hermanos Rodriguez Park	City of Santa Fe	\$750,000	Medium/Long	2040	\$1,198,988	\$167,469,791
56	NM 599/Airport Road Interchange: Construct a new interchange.	NMDOT	\$11,000,000	Long	2041	\$18,024,781	\$185,494,572
57	I-25/NM 466: Interchange Improvements: Reconfigure interchange and lengthen ramp.	NMDOT	\$7,200,000	Long	2041	\$11,798,038	\$197,292,611
60	I-25/St. Francis Drive: Interchange Improvements: Reconfigure interchange and lengthen ramp.	NMDOT	\$8,300,000	Long	2041	\$13,600,516	\$210,893,127

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 \$210 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

Pending Surface Transportation (FAST) Act Reauthorization, 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.

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 \$10.4 million over the next seven 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.

Appropriations to each state will be determined through negotiations and reauthorization of the FAST Act or a subsequent federal transportation bill. Until then, funding is being approved by continuing resolutions that create uncertainty in what is a reasonable expectation of future funding. That uncertainty is compounded by the fact that transportation funding sources depend on current economic conditions and motor fuel supply. 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. Please note as this version of the MTP is being drafted, the short and long-term uncertainty resulting from the COVID-19 pandemic and existing and pending economic and policy impacts cannot be speculated but may be impacted by future reauthorizations.

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.

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 33 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 (2020 Dollars)	Time Frame/ Need
27	Rehabilitation or Replacement of Paseo de Peralta Bridge over the Santa Fe River	City of Santa Fe	\$2,500,000	Short/Medium
28	Cerro Gordo Reconstruction: Roadway improvements from Armijo Lane to Canyon Road. Existing road consists of millings over a dirt road and will need to be engineered for drainage and pavement.	City of Santa Fe	\$2,750,000	Short/Medium
35	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	Medium
36	Henry Lynch Road Reconstruction: Reconstruction from Agua Fria to Rufina Street and add bike lanes, sidewalk.	City of Santa Fe	\$2,200,000	Medium
37	NM 599/Camino de los Montoyas Interchange w/ Frontage Road: Construct a new interchange.	NMDOT	\$11,050,000	Medium
39	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
40	Avenida Del Sur Extension: Construct a new road and upgrade existing roadway from NM14 to A Van Nu Po.	Santa Fe County	\$3,675,000	Medium
44	Tesuque Village Road Bike Lanes: Extend bike lanes from the Tesuque Pueblo Fire Department to the Pueblo of Tesuque boundary.	Santa Fe County	\$1,650,000	Medium/Long
46	NM 599/I-25 Frontage Road Overpass: Construct an overpass to carry the North Frontage Road over NM 599. Reconfigure existing Frontage Road at grade intersection with NM 599 to right in/right out only.	NMDOT	\$6,000,000	Medium/Long
47	West Alameda Street Bike Lanes (City): Widen from Calle Nopal to Siler Road to add bike lanes and Improve drainage.	City of Santa Fe	\$7,000,000	Medium/Long
51	Los Sueños Trail and La Vida Lane Road Improvements	Santa Fe County	\$3,000,000	Medium/Long
52	Rufina Street Connection: New roadway connection between Harrison Road and Camino Carlos Rey.	City of Santa Fe	\$500,000	Medium/Long
53	Los Sueños Trail Extension	Santa Fe County	\$3,000,000	Medium/Long
54	Caja del Rio/Paseo Real Connector	Santa Fe County	\$3,433,647	Medium/Long
55	County Road 62 Realignment and Improvements: NM 599 to Caja del Oro Grant Road	Santa Fe County	\$3,000,000	Medium/Long

Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Time Frame/ Need
58	I-25/NM 599: Interchange Ramp Improvements: Lengthen on- and off-ramps.	NMDOT	\$2,500,000	Long
59	Old Santa Fe Trail Bike Lanes (County): Widen from El Gancho Way to Two Trails Road.	Santa Fe County	\$1,000,000	Long
61	North West Quadrant Trail: Segment of trail within the North West Quadrant area.	City of Santa Fe	\$300,000	Long
62	La Tierra/Jacona Connection Study	Santa Fe County	\$500,000	Long
63	I-25 Auxiliary Lanes: NM 599 to Cerrillos: Construct a third lane in each direction between interchanges.	NMDOT	\$4,000,000	Long
64	I-25 Auxiliary Lanes: St. Francis Drive to NM 466: Construct a third lane in each direction between interchanges.	NMDOT	\$2,000,000	Long
65	I-25 Auxiliary Lanes: Cerrillos to St. Francis Drive: Construct a third lane in each direction between interchanges.	NMDOT	\$17,000,000	Long
66	I-25/Richards Avenue Interchange: Construct a new interchange.	NMDOT	\$25,000,000	Long
67	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	\$4,300,000	Long

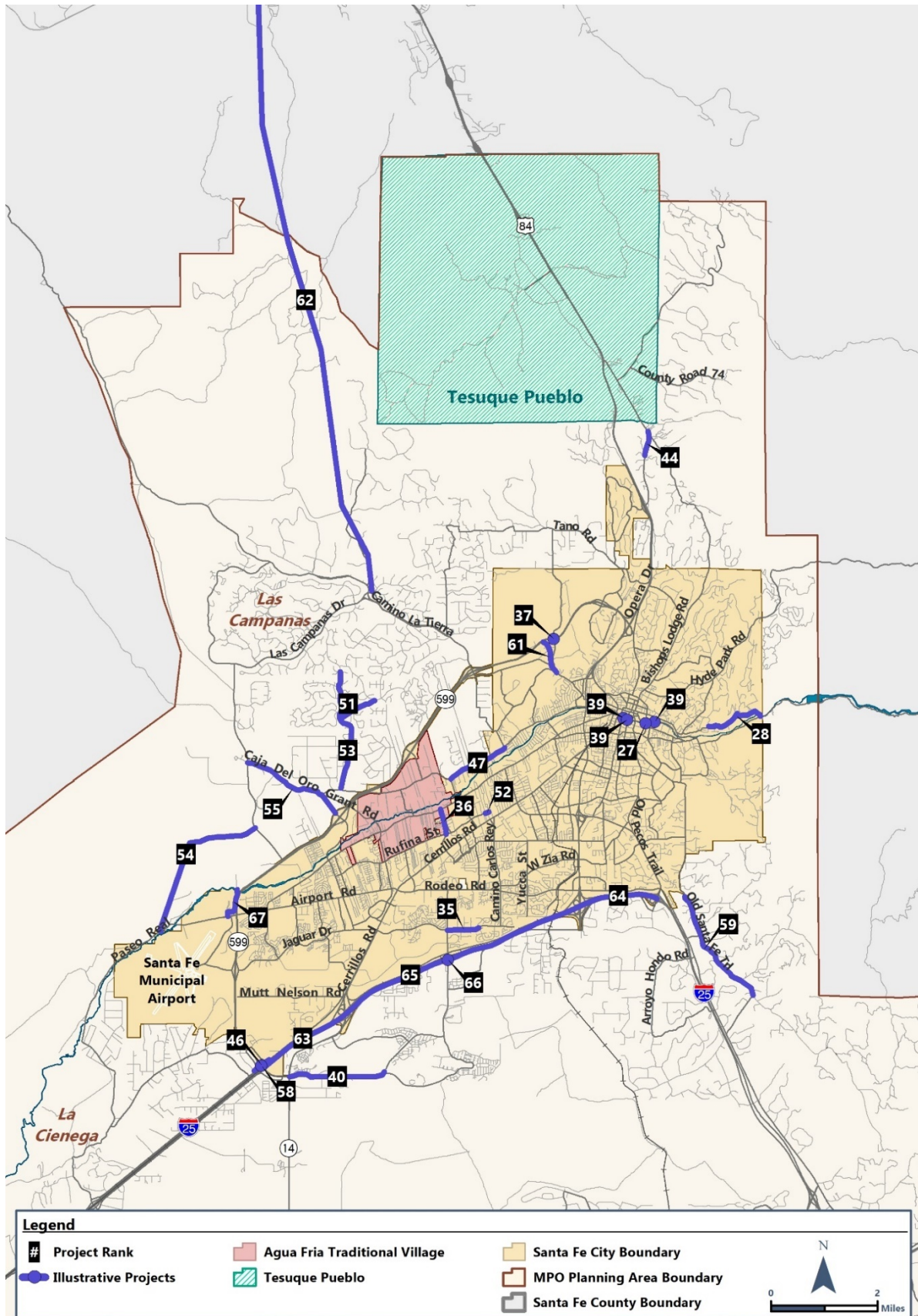
MYTH: Increasing transit funding does not increase ridership and transit should be defunded because no one uses it. Similarly, pedestrian and bicycle infrastructure should not be supported due to lack of use.

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 quarterly 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

BICYCLE PRIORITIES

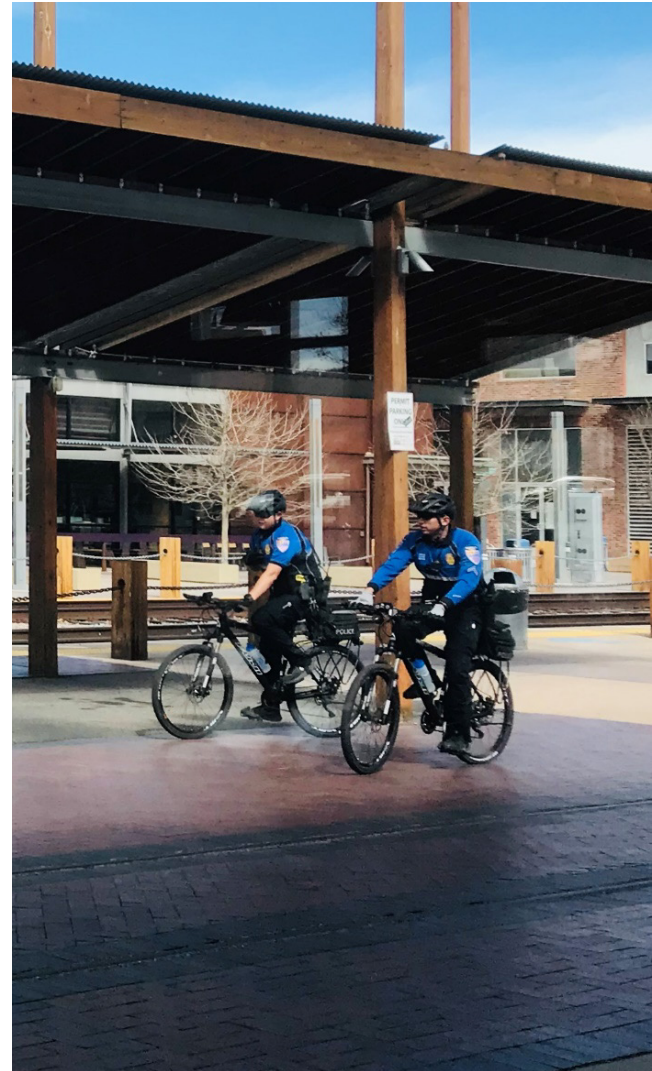
The priorities for new bicycle infrastructure include the extension of seamless multi-use trail and bikeway alignments from the downtown Plaza and Railyard areas to the southern, western, and northern extremes of the metropolitan area, as well as improved local bikeway connections and road crossings 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, once the City has assumed responsibility for this facility
- 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

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://bike.santafempo.org/#>.



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.





**FOR AGENDA ITEM # 7.g
ACTIVE ROADWAY AND TRAILS PROJECTS STATUS REPORT**

PROJECT NAME	DESCRIPTION	FUNDING (F)/ COST ESTIMATE (CE)	STATUS	PROJECT ADMIN
Acequia Trail Connection	Preliminary engineering design for Acequia Trail link from Rufina to San Felipe. Approximately 1 mi.	F: TAP \$300,000 for design	Requested Agreement from NMDOT. Target project start date: July 2021.	RGM
Agua Fria/ Cottonwood Intersection Improvements	Engineering design and construction of a roundabout at the intersection of Agua Fria and Cottonwood.	F: HSIP \$1,796,000 for design & construction	90% Design Plan to be submitted January 2021.	TMG
Agua Fria/South Meadows Intersection Improvements	Intersection improvements at Agua Fria Street and South Meadows Road to relieve congestion and reduce delays caused by construction of El Camino Real Academy and anticipated future growth in the area.	F: NMDOT & MAP \$1,151,492	90% Design Plan to be submitted January 2021.	TMG
Arroyo De Los Chamisos Crossing	Alternative study to extend Richards Avenue from its current southern terminus at Rodeo Road, north across the Arroyo Chamiso to Cerrillos Road. Project vital to alleviating traffic flow through adjacent neighborhood roads including Zafarano, Avenida de Las Campanas, Camino Carlos Rey, Zia, and Governor Miles.	F: IFCIP \$269,222 for Alternative Study.	Phase A: Initial Evaluation of Alternatives 95% complete. Early Neighborhood Notification meeting held in March 2020. Phase B: Detailed Evaluation of Alternatives to commence Jan/Feb 2021.	RGM
Camino Entrada Intersection Improvements	Plan, design and construct a roundabout and other street improvements (sidewalks, curb ramps, cross walks, drainage and lighting) at the intersections of Camino Entrada to improve ADA connectivity and traffic flow at the Southside Transit Center.	F: IFCIP \$1,144,585 design & construction CE: for construction based on 30% design from low of \$1.35 M to high of \$1.5 M. Anticipated short: from \$467,339 to \$617,339.	90% Design Plan to be submitted January 2021. Construction anticipated Summer 2021.	RGM
Canada Rincon Trail	Construct Canada Rincon Trail Connection (0.38 mi) from Calle Mejia to Camino Francisca Streets.	F: TAP \$900,000 for construction	Requested Agreement from NMDOT. Has to update the design plan completed in 2018 as well as PS&E; needs to	RGM

PROJECT NAME	DESCRIPTION	FUNDING (F)/ COST ESTIMATE (CE)	STATUS	PROJECT ADMIN
			obtain permits and certifications from NMDOT. Construction anticipated Summer 2021.	
Guadalupe Bridge Rehabilitation Project	Plan, design, and rehabilitate the Guadalupe St. Bridge.	F: LGTP \$750,000 for design & construction.	Engineering design update: 15% completed.	RGM
Guadalupe St. Reconstruction Project	Reconstruction of Guadalupe Street from Agua Fria Street to Paseo de Peralta (0.679 mi). Project includes lane reduction, pedestrian & bicycle improvements, signalized intersections improvements, lighting, drainage accommodations, new signing & striping.	F: CMAQ & HSIP \$4,742,201 for design & construction CE: for construction based on 90% design plan: \$6,539,161 Anticipated short: \$2,439,161	90% Plan review scheduled with NMDOT Dec. 10. Will apply for additional construction funding from CIP.	RGM
Harrison Rd. Sidewalk & Lighting Improvements Project	Study alternatives and costs for adding sidewalk and street lighting to Harrison Road.	F: NMDOT & GRT \$400,000 for design & construction	Conceptual Design 90% complete. Early Neighborhood Notification meeting scheduled Dec. 17, 2020. Next step is engineering design.	RGM
Old Santa Fe Trails Bike Lane Expansion Project	Construction of bike lanes along Old Santa Fe Trails from E. Zia Rd to Mt. Cloud Zen.	F: 2014 GOB Bonds & IFCIP \$349,983	Construction almost complete. Just lacking guardrail work.	JMM
Rail Trail	Construction of the Rail Trail from Pen Rd. to Alta Vista Rd.	F: 2014 GOB Bonds \$1,093,635 for construction	Construction 70% complete.	JMM
Sandoval/ Montezuma Intersection Improvements	Pedestrian & signal improvements at Sandoval St. and Montezuma Ave Intersection.	F: NMDOT \$679,000 for design and construction.	90% Engineering design to be submitted January 2021.	TMG
St. Michael's – Rail Trail Underpass Project	Design and construction of an underpass to improve safety and decrease travel delays from pedestrians/bicyclists crossing St. Michael's Drive at the current at-grade crossing.	F: CMAQ & HSIP \$4,984,999 for design & construction	RFP for Engineering Design submitted to Central Purchasing Office for review. Tentative release date Feb. 2021.	RGM
Tierra Contenta Trail from Buffalo Grass to South Meadows	Construction of a multi-purpose trail from Buffalo Grass to South Meadows Road.	F: 2014 GOB Bonds \$426,428 for design & construction. Most probably would need additional funding for construction.	Additional engineering design for the final trail grades for one of the roadway crossings started November 2020. Project is in condemnation proceedings for remaining two trail easements.	RGM

PROJECT NAME	DESCRIPTION	FUNDING (F)/ COST ESTIMATE (CE)	STATUS	PROJECT ADMIN
Wayfinding Signage Project	Plan and design of wayfinding signage.	F: IFCIP \$26,000	Phase A Plan completed April 2020. Plan was reviewed by PW Traffic Signal Shop Supervisor. For implementation Winter/Spring 2021.	RGM



FOR AGENDA ITEM #8.b PROMOTION, EDUCATION AND PROGRAMMING SUB-COMMITTEE REPORT

Suggestions for safety and promotion:

1. Partner on messaging with Bike Santa Fe, SF Conservation Trust, SFPD, the Parks and Recreation Dept. “Adopt a Trail” program, and SRTS on a unified safety and promotion message.
2. Use the media to get the message out (I have a date for us with KSFR’s morning show)*. Get opinion pieces in the New Mexican.
3. Engage our existing LCI resources and look into LCI certification for BTAC members.
4. Bicycle Friendly Driver classes as court mandated diversion program.
5. Pull out safety messaging from Santa Fe bike map as a standalone flyer in bike shops. Can we get the individual frames?
6. Advise Governing Body to ensure path and road signage is current, visible, and not worn out while not creating sign clutter. For example, getting those BMUFL signs up, repainting sharrows where they are already mandated but worn out.

*As far as item 2. Tom Trowbridge, News Director for KSFR, has invited us to participate in a Morning Wake Up show. We need to decide on a date and on who will participate. We can include subcommittee chairs or a combination of subcommittee chairs and BTAC members subject to not having a quorum, just to be safe. Let’s decide at the meeting.

A more detailed report will be forthcoming.