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10.0 Transportation

10.1 Key Findings

This chapter is an assessment of the current transportation system and infrastructure within the city. Santa Fe's transportation network and infrastructure encompasses automobile, freight, bus, rail, bicycle, and pedestrian transportation. This assessment was developed through the comprehensive review of existing transportation plans and policies, with the intent to document and analyze the current conditions of Santa Fe's multimodal transportation system.

Below is a summary of the key findings from this assessment:

- **Public Bus Service Levels and System Network**
 - The Santa Fe Trails transit system provides bus coverage to the residents of Santa Fe, including along key transit corridors, such as Agua Fria Street, Cerrillos Road, St. Francis Drive, and Rodeo Road/Airport Road/Paseo Real. However, residents may benefit from increased service along existing routes. A comprehensive review of the system was done in 2022 with the Multimodal Transition Plan; implementing recommendations from this plan would improve system coverage and efficiency.
 - Areas of the city that do not have a large population base but serve as major destinations, are served by public transportation, including the retail areas along Cerrillos Road near Interstate 25 (I-25), the Santa Fe County/NM-599 Rail Runner Station, and Santa Fe Community College.
 - Future transit routes should consider connecting the downtown core to Santa Fe Regional Airport (SAF).
 - From 2014 onwards, until the COVID-19 pandemic universally and significantly decreased ridership nationwide, a steady decline is visible for most transit services. Although these services have recovered some ridership after 2020, the majority of these services have not reached their previous peaks.
 - There is an opportunity to make maps and schedules simpler and clearer to make the system easier to use.
 - There is a need for more bus stop locations and passenger amenities at stops, including Americans with Disabilities Act (ADA) accessible first- and last-mile connections.
 - School bus services have redundancies with existing public bus service. There are opportunities to reduce school bus coverage and offer public transit options in its place.
 - More frequent and more reliable commuter bus service to/from strategic locations like the Los Alamos National Laboratory (LANL) should be identified to reduce traffic congestion along heavily trafficked corridors.
- **Rail Runner Commuter Rail**
 - A fundamental fixed-rail connection to the largest and most economically productive city and urban area in the state – Albuquerque – as well as a number of tribal communities and rural outlying agricultural areas serves as a backbone for a more robust transit-accessible region that is rare in the American west.

- However, current services only allow for a limited number of trips per day, with less service on weekends. This limited service is seen as a key constraint on residents throughout the region to choose rail as a viable alternative method of travel.
- Expanded services are desirable, but are limited by the current single-track system for portions of the route and its shared tracks with Amtrak passenger and BNSF freight operations. Significant capital investments would be required to address this key constraint.
- Complete Streets/Pedestrian/Bicycle/Multimodal Infrastructure
 - There is a need for the implementation of design standards that reflect Complete Streets goals as new roadway projects are undertaken, which would promote safer and more accessible streets, manage traffic volumes, mitigate speeding more effectively, and reduce vehicle-bike-pedestrian crash hotspots. Public input can be collected to help point toward perceived and actual safety concerns at specific locations, corridors, and street intersections.
 - Crash data were examined to isolate hotspots. Public input collected for the Multimodal Transition Plan, the Local Road Safety Plan, and the Neighborhood Safety Study should be used to further inform hotspots. The Cerrillos Road corridor between St. Michael's Drive and Rodeo Road sees an exceptionally high number of crashes among corridors. This corridor accounts for 28.7 and 22.7 percent of pedestrian and bicycle-involved crashes in the Study Area, respectively. St. Francis Drive and St. Michael's Drive also account for above-typical amounts of crashes.
 - Key destinations and corridors need to be identified to expand multimodal infrastructure that will close sidewalk gaps and better connect corridors to existing infrastructure.
 - Within existing on-street bicycle infrastructure, there are significant gaps throughout the network, with a few examples being along St. Francis Drive/U.S. Route 84 (US-84), San Mateo Road, Siringo Road, Alta Vista Street, Osage Avenue, and Cordova Road.
 - The City of Santa Fe has not engaged with or established many micromobility options; the City does not have any bikeshare or e-scooter programs.
- Hazardous Material Freight Corridor
 - A hazardous material freight corridor for deliveries and disposal traffic has been established to avoid highly traveled, high-population areas. The City should collaborate with LANL to best isolate waste and hazardous shipments onto NM-599/Veterans Highway.
- Parking
 - Parking minimum standards should be reviewed to limit the possible expansion of unnecessary surface parking lots and on-street parking, in favor of using that undeveloped land for multifamily housing and other productive land uses, and the overall prioritization of other multimodal transportation infrastructure.
 - New parking strategies, such as parking maximum standards and curb management strategies that prioritize short-term parking, should be evaluated for future parking policy.
 - The City should identify opportunities to promote existing park-and-ride lot utilization, rideshare, and public transportation services to access the downtown core and reduce parking need.

- The City should review mechanisms to implement paid parking elements outside of the downtown core to disincentivize unnecessary congestion.
- Amending current parking rates at municipally owned parking facilities could help encourage the use of public transportation within the downtown core.
- Santa Fe Regional Airport
 - Expansion of the airport requires further consideration of existing ground transportation and other infrastructure.
 - There is a current lack of appropriate public transportation infrastructure and services that link the airport to local hubs and other destinations, which will need to be addressed as travel demand increases.
 - Other infrastructure, including noise cancelling systems, should also be included in airport expansion considerations to reduce noise pollution and improve the environmental experience around the airport.
- Tourism
 - Cultural corridors are significant drivers of local tourism and face increased traffic volumes. These corridors may require more maintenance to ensure safe and efficient travel for visitors.
 - A notable gap in transportation exists for visitors who arrive via airplane and do not have suitable public transportation to and from the airport. The closest bus stop, served by Trails Route 24, is a 2-mile walk from the terminal building. Overall, traveling directly from the airport to downtown Santa Fe via public transportation would take approximately 1.5 hours.

10.2 Transportation Context

In order to understand the current transportation system in Santa Fe, it is important to look back on how it has historically been developed. As Santa Fe was established as a key trade hub in the developing west, its continued growth has been significantly impacted by its transportation system. Santa Fe's transportation system will persist as a crucial factor in the City's development and the history of this system is vital to understanding the current and future of Santa Fe.

10.2.1 History

Local roads have existed throughout Santa Fe's modern history, as urban and suburban development throughout the twentieth and twenty-first centuries have steadily perpetuated the expansion of local route mileage. US-85 was instituted, along with the original United States Numbered Highway System network, in 1926. Following the commencement of the construction of the interstate highway system in the 1950s, US-85 was converted to interstate standards over two decades and was redesignated as I-25, the most significant vehicular route in the region.

Building along the Raton Pass and part of the historic Santa Fe Trail, the Atchison, Topeka, and Santa Fe Railway (ATSF) constructed the first railroad in New Mexico in 1878. In 1880, ATSF constructed a spur line northward from the main line in Lamy to serve Santa Fe¹.

Public transportation service was introduced to the City of Santa Fe in 1993 as the Santa Fe Trails (Trails) local bus system². In 2003, the New Mexico Department of Transportation (NMDOT) Park-and-Ride commuter bus program began operations³. Following initiation by New Mexico Governor Bill Richardson, planning efforts for the New Mexico Rail Runner Express commuter rail system began in 2003. The rail system commenced operations in 2006, though it was not extended to Santa Fe until 2008⁴. Under Governor Richardson, the Regional Transit Act was passed in 2004 and authorized the creation of the North Central Regional Transit District (NCRTD), which began operating its Blue Bus local and intercity bus service in 2007⁵.

Pedestrian facilities became an increased focus within Santa Fe in 2014, as the Walkable and Livable Communities (WALC) Institute evaluated the city's existing pedestrian facilities and provided recommendations that would increase the role of active transportation within the downtown area. The Santa Fe Metropolitan Planning Organization (MPO) released its Pedestrian Master Plan⁶, using the information and recommendations provided by the WALC Institute's initial evaluation. This plan envisions a more accessible and safe pedestrian system through the identification of infrastructure update needs, policy recommendations, and an overall implementation plan.

In 2022, the Santa Fe MPO adopted a resolution to advance the integration of complete streets and similar designs to foster safe and equitable transportation in Santa Fe⁷. The City of Santa Fe adopted an ordinance in 2023 that amends the definition of bicycle to include electric bicycles and regulates their use along city roadways⁸. Additionally, the City of Santa Fe adopted a resolution in 2024 to develop a regular inspection schedule and geographic information system (GIS) database of pedestrian and bicycle infrastructure. This resolution also calls for pedestrian and bicycle infrastructure maintenance to be included in the City's annual budget⁹.

¹ Notable Dates in New Mexico's Railroad History - Railroads in New Mexico - LibGuides at the Public Library Albuquerque Bernalillo County

² General Plan | City of Santa Fe

³ NMDOT Park and Ride History

⁴ History | Rio Metro Regional Transit, NM

⁵ About NCRTD | North Central Regional Transit District

⁶ Pedestrian Master Plan | Santa Fe Metropolitan Planning Organization

⁷ MPO Resolutions | Santa Fe Metropolitan Planning Organization

⁸ 2023-4_(O)_Establishing_Electric_Bicycle_Definition(1).pdf

⁹ Bicycle_and_Pedestrian_Facilities_Maintenance_(Resolution).pdf

10.2.2 Transportation System

This section provides a detailed description of the current transportation system within Santa Fe and how it serves to connect residents and visitors to and within the city. Future analysis on travel forecasts within Santa Fe will help the City anticipate travel trends and make appropriate and informed transportation decisions and policies.

10.2.2.1 Regional and Statewide Networks

In terms of roadways, Santa Fe is connected both regionally and statewide by routes of diverse character. The principal highway through the Study Area is I-25, which runs through New Mexico from near Raton (to the north) to its junction with I-10 (south of Las Cruces). Importantly, this roadway provides an in-state connection to Albuquerque and Las Cruces, as well as a regional connection throughout the southwest via Colorado and Texas. I-25 has four primary connections to the urban regions of the Study Area: Old Pecos Trail, Saint Francis Drive, Cerrillos Road, and NM-599.

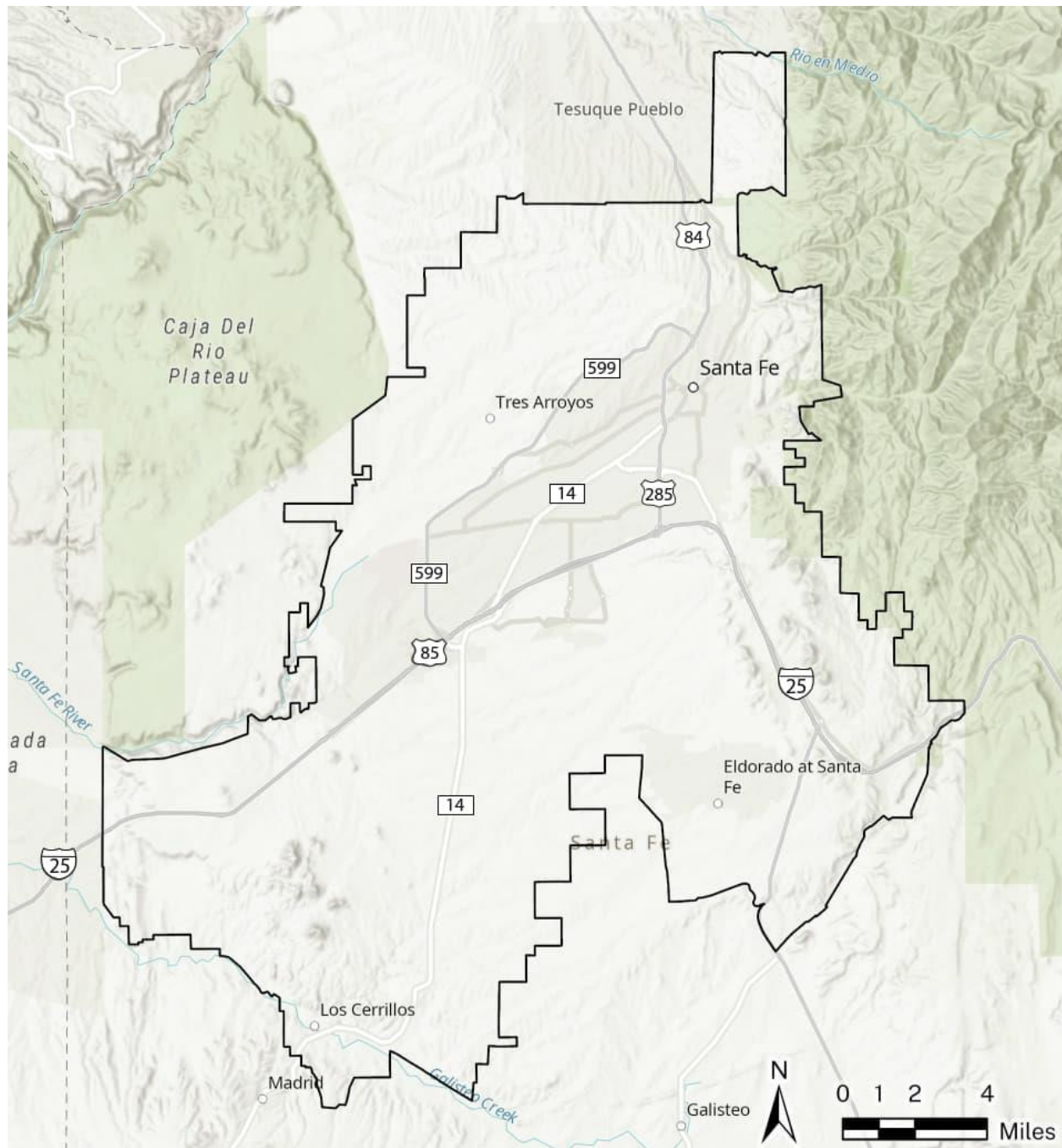
Principal arterials US-84 and US-285 and minor arterials NM-14 and NM-475 also provide regional access to the Study Area. US-84 begins north of downtown at a junction with US-285, passes by Tesuque, Pojoaque, and Española on its northward route to Colorado. US-84 is the first segment of routes to Los Alamos and Taos from Santa Fe. US-285 begins and passes directly through Santa Fe as an urban arterial, then resumes after sharing its designation with I-25 near Eldorado. Going southward, US-285 passes through mostly uninhabited areas as it provides access to Roswell, Carlsbad, and the Texas state line.

NM-14 begins and concludes at interchanges with I-25, with the Santa Fe city limits to the north and Tijeras to the south. Along this section, NM-14 is identified as the Turquoise Trail, which passes through Los Cerrillos, Madrid, Golden, and San Antonito. Beginning as the Paso de Peralta in Santa Fe, NM-475 is a spur route that connects the city to the Santa Fe National Forest via a winding, mountainous route. Located at the end of this route is the Ski Santa Fe resort.

US-285, NM-599, and I-25 are components of officially designated routes carrying hazardous cargo across New Mexico, from and to the LANL. More information about these routes can be found in Section 10.3.3. Figure 10-1 below maps the regional roadway network.

Bus and rail transit connections providing access to the region and state are also made through Santa Fe, principally by rail through the New Mexico Rail Runner Express commuter train and by bus through the NMDOT Park-and-Ride, Santa Fe Trails, and NCRD Blue Bus networks. Amtrak also provides regional and statewide service from Lamy to Raton, Las Vegas, Albuquerque, and Gallup. These public transportation routes are further discussed in Section 10.5.

Figure 10-1. Regional Roadway Network

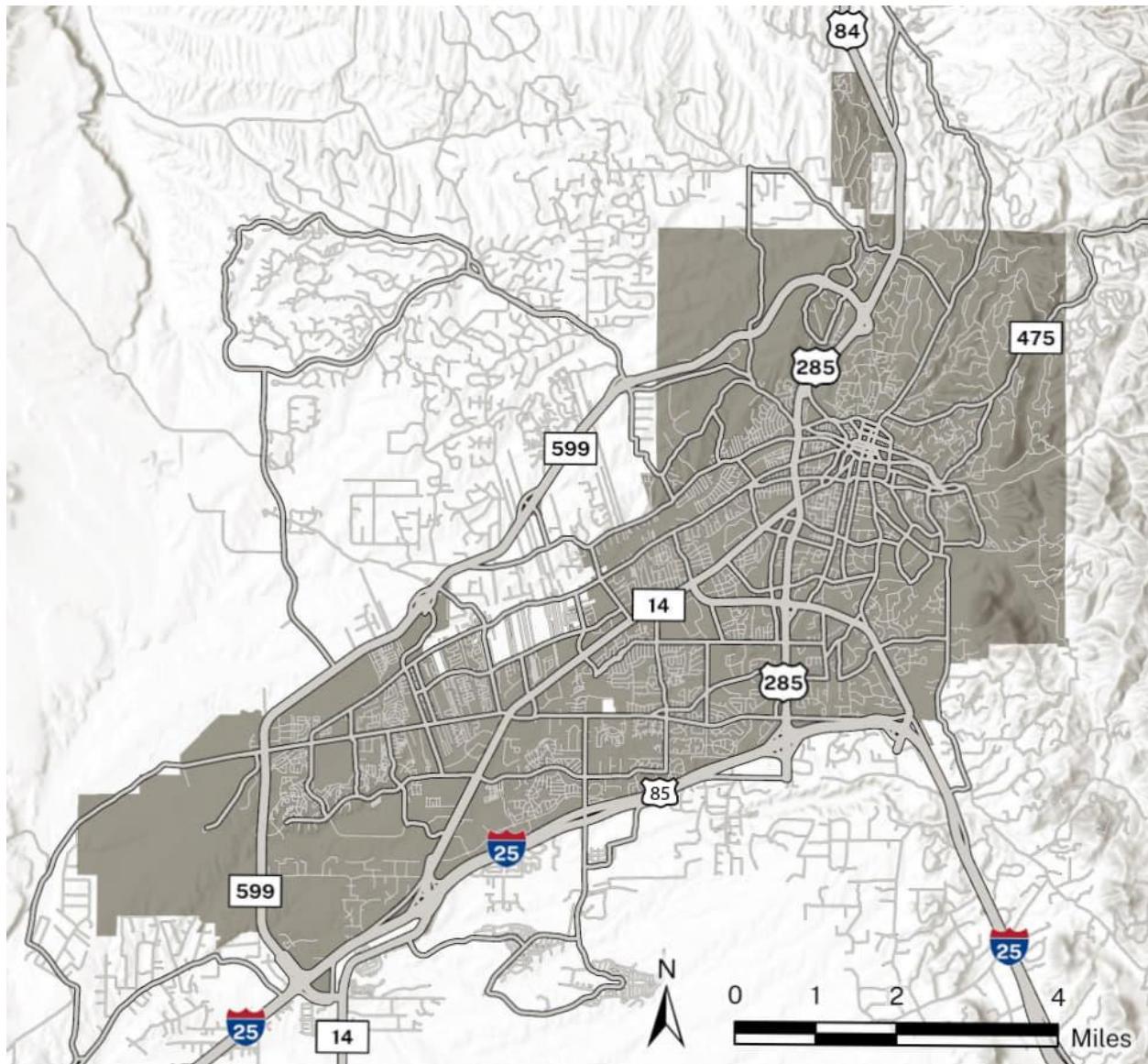


10.2.2.2 Local Roadway Network

Sourced from the New Mexico Resource Geographic Information System program, a GIS calculation returned a length of around 611 miles of roadways in the city of Santa Fe. Of this mileage, it is estimated that there are 25.1 miles of interstate, 88.3 miles of principal arterials, 64.5 miles of minor arterials, 52.2 miles of major collectors, 22.5 miles of minor collectors, and a remainder of 358.4 miles of local roads (see Figure 10-2). Local roads in the Study Area nearly exclusively lie within residential areas and

aim to be low-speed, low-capacity routes, however, some local routes experience congestion and high speeds.

Figure 10-2. Local Roadway Network



10.2.3 Cultural Corridors

The cultural corridors that have historically brought people to Santa Fe in the past continue to bring people to Santa Fe in the present. These cultural corridors encapsulate what makes New Mexico special, acting as key tourist attractions that ensure that Santa Fe is a destination for decades to come. As these cultural corridors are known to be popular tourist destinations, it is crucial that these roadways are well maintained to ensure safe, efficient, and enjoyable travel along the corridors.

10.2.3.1 Route 66

Route 66, formerly signed as U.S. Highway 66, is a transnational highway beginning in Chicago, Illinois, ending in Santa Monica, California. Along its length, Route 66 also passes through Missouri, Kansas, Oklahoma, Texas, New Mexico, and Arizona. In the original 1926 alignment of the route, Route 66 ran for 487 miles through New Mexico, the longest duration of the route in any state. From 1926 to 1937, Route 66 made a northward turn west of Santa Rosa, running concurrent with the current US-84 and I-25 routes, to pass through Santa Fe before returning south toward Albuquerque. The modern alignment of the route is now mostly conterminous with I-40. When not signed alongside I-40, Route 66 typically follows closely parallel to it or serves it as a frontage road.

10.2.3.2 Santa Fe Historic Trail

First pioneered in 1821 by William Becknell, a trader from Missouri, the Santa Fe Trail served as a transcontinental commercial route for nearly 60 years, connecting goods from the east through Santa Fe and onward to the south. Notably, this route was used by the U.S. Army in 1846 to invade New Mexico. The efficacy of the trail as a trade route was made null after the railroad reached Santa Fe in 1880. Though the trail no longer substantially exists in a physical form, a number of highways run near and parallel to the historic route, as it winds from Missouri through Kansas, Colorado, and New Mexico.

10.2.3.3 Turquoise Trail

The Turquoise Trail, signed for most of its duration as NM-14, is a historic route that stretches between Tijeras (east of Albuquerque along I-40) and Santa Fe, where it concludes at its interchange with I-25 and becomes Cerrillos Road. Along its extent, the route passes through the mining towns of Golden, Madrid, and Los Cerrillos. The Turquoise Trail connected mining towns that were developed during a major gold rush in 1825. As a diverse range of ore deposits were discovered, many of the resources were used to create pottery and other arts, developing significant and unique creative communities. The Turquoise Trail received a National Scenic Byway designation in 2000, reflecting its combination of historical depth and scenic beauty. Maintained by the Turquoise Trail Association, areas along this route are currently home to residences and ranches, as well as a number of tourist-oriented and historical attractions.

10.2.4 Local and Regional Transportation Plans

Transportation plans shape the transportation system at every scale, from broad visions to the specific projects that fulfill that image. This section identifies the plans that guide the development of Santa Fe's transportation system and how they interact with one another.

10.2.4.1 Short- and Long-range Plans

A considerable number of both short- and long-range planning efforts have been undertaken to shape the transportation system in Santa Fe. The tables below provide a summary of the most significant short- and long-range transportation plans in the region, which will be considered during the general plan update process.

Table 10-1. Short-range Plans

Name	Developer	Year Range	Update Cycle	Type
New Mexico Pedestrian Safety Action Plan	NMDOT	2021-2026	N/A	Pedestrian
Transportation Improvement Program	Santa Fe MPO	2024-2029	Every 2 Years	All
Safe Routes to School Action Plan	Santa Fe Conservation Trust	2024-2027	N/A	Safety
Transit Service Plan	NCRTD	2020-2027	Every 5 Years	Transit

Table 10-2. Long-range Plans

Name	Developer	Year Range	Type
Public Transit Master Plan	Santa Fe MPO	2015-2035	Transit
Pedestrian Master Plan	Santa Fe MPO	2015-2040	Pedestrian
Bicycle Master Plan	Santa Fe MPO	2019-2040	Bicycle
Metropolitan Transportation Plan	Santa Fe MPO	2020-2045	All
Santa Fe Multimodal Transition Plan	Santa Fe MPO	2020-2030	All
New Mexico 2045 Plan	New Mexico DOT	2020-2045	All
Long-range Strategic Plan	NCRTD	2025-2045	Transit
Bicycle and Pedestrian Advisory Committee's Strategic Plan	City of Santa Fe	2023-2033	Bicycle, Pedestrian
General Plan (1999)	City of Santa Fe	Indeterminate	All
Local Road Safety Plan	Santa Fe MPO	Indeterminate	Safety
New Mexico State Rail Plan	NMDOT	Indeterminate	Rail
Pre-Teen and Teen Independent Transit and Mobility Plan	Santa Fe MPO	Indeterminate	All
New Mexico 2021 Strategic Highway Safety Plan	NMDOT	Indeterminate	Safety
New Mexico Bike Plan	NMDOT	Indeterminate	Bicycle

Note: These plans do not have an identified update cycle, as they are used to set goals and priorities for the City of Santa Fe's transportation system and do not often need regular updates.

These plans detail the transportation vision for Santa Fe by identifying local transportation needs, projects, costs, and funding. Based on these detailed short- and long-range plans, the general plan will be able to further shape the broader vision and priorities of Santa Fe's transportation system, which informs new iterations of the long- and short-range transportation plans.

10.2.4.2 Near-term Major Projects

The Santa Fe MPO adopted its most recent Transportation Improvement Program (TIP) in 2023¹⁰, which provides a list of near-term transportation projects that are anticipated in the fiscal year period of 2024 to 2029. The TIP details all federally funded projects and all regionally significant projects, irrespective of funding source. The full list of projects within the TIP for this period is provided below. For more specific details on each project, please visit the TIP project lists webpage.

Table 10-3. Santa Fe MPO 2024-2029 TIP Programming

Title	Project Type	Cost (All Years)
Acequia Trail - Rufina to San Felipe	Bicycle and Pedestrian	\$3,575,000
Buckman OHV Area Maintenance	Other Trails	\$140,122
St. Michael's Dr. Rail Trail Pedestrian Crossing/Underpass	Safety	\$4,984,999
Traffic Signal Safety Improvements	Safety	\$400,000
Santa Fe Trails- Ridefinders	Transit	\$84,004
Santa Fe Trails- 5307	Transit	\$63,858,798
Arroyo Hondo Trail Segment 1	Bicycle and Pedestrian	\$3,103,596
Avenida del Sur Extension	Road - New Construction	\$6,500,000
NM-466 (St. Michaels)	Road - Add Capacity/Widening	\$51,350,000
I-25 Pavement Preservation	Road - Major Preservation	\$20,000,000
Cerrillos Road NM-14 Roadway Reconstruction	Road - Major Rehabilitation	\$29,070,607
Santa Fe Safe Routes to School Coordinator and Program	Safe Routes to Schools	\$294,001
US-285, Lamy - USDOT 013802M	Rail/Highway Crossing	\$224,000
NCRTD- 5307	Transit	\$2,921,431
All Projects	-	\$186,506,558

The cost figures provided per project are representative of estimated costs over the lifecycle of each project and may include funds that have been obligated prior to the present day. Across the 2024 to 2029 timeline, the total estimated cost of the current TIP programming is \$186,506,558. The individual project costs range from \$84,004 (Santa Fe Trails Ridefinders ride sharing program) to \$63,858,798 (Santa Fe Trails fixed route and paratransit operations). As the short- and long-term transportation plans distinguish a vision for Santa Fe's transportation system, the projects identified in the annual TIP serve as the specific projects that achieve that overarching vision. The projects programmed in the annual TIP are based on the priorities and needs indicated by the local short- and long-term transportation plans. Based on the priorities set by preceding plans, the planned projects in the 2023 TIP are diverse, with a

¹⁰ Transportation Improvement Program (TIP) | Santa Fe Metropolitan Planning Organization

variety of improvements to bicycle and pedestrian trail, sidewalk, rail safety, transit, and roadway infrastructure.

10.2.4.3 Transit-oriented Development

To date, transit-oriented development (TOD) in Santa Fe has primarily consisted of one existing and one recently initiated project along the Rail Runner route. TODs are key to support the local use of public transportation, as they provide high-density residential and commercial options that improve accessibility via public transport to major destinations and points of interest. Affordable housing within these TODs is crucial because they provide access to more transportation options, job opportunities, and greater opportunities for community development.

The existing TOD application is the Santa Fe Railyard, a mixed-use development centered near the Santa Fe Depot station. The early stages of the Railyard redevelopment¹¹ were initiated in 1987, with the creation of the Metropolitan Redevelopment Commission, which developed a master plan for the area. In 1995, the City purchased the 50 acres necessary for the project and the Santa Fe Railyard finally opened in 2008. Since its opening, additional residential and commercial expansions have taken place. Two residential buildings, Capital Flats and Railyard Flats, have been completed, with 76 apartment units collectively. More units are anticipated to be constructed.

The Zia Station TOD will be located in southern Santa Fe, near the site of the Zia Road Rail Runner station. Construction began in 2024, and it is currently unclear when the development will be complete. The project is proposed to include 130,000 square feet of office space, 70,000 square feet of retail space, and 380 housing units, 39 of which are designated as affordable.

10.3 Roadway Network

10.3.1 Roadway Typologies

Chapter 14 of the Santa Fe Municipal Code addresses design standards for roadways, noting that the character of roadways will conform to the general plan. These design standards are based on the Urban Design Street Guide¹², published by the National Association of City Transportation Officials (NACTO), which provides a blueprint for future roadway planning that is inclusive of a variety of transportation modes and promotes increased transportation safety and urban vibrance. Refer to both the Santa Fe Municipal Code and the Urban Design Street Guide for further design elements and details about the identified roadway typologies.

These standard roadway typologies are specific to Santa Fe and have been developed to meet the efficiency and safety needs of the public. The roadway typologies are also considered when determining necessary safety improvements along corridors, to ensure that all modes of travel are accessible and properly accommodated. The City is currently drafting new roadway typologies and design criteria, and the typologies in Table 10-4 will soon be replaced. Table 10-4 demonstrates current design criteria by street type.

¹¹ Dining, Shopping, Arts & Entertainment - Santa Fe Railyard

¹² Urban Street Design Guide - NACTO

Table 10-4. Design Criteria for Street Types

Criteria	Major Arterial (6-Lane)	Major Arterial (4-Lane)	Secondary Arterial	Collector	Collector Mixed-Use	Subcollector		Lane	Lot Access Driveway
						No Parking	With Parking		
Average Daily Traffic	Up to 60,000	Up to 40,000	5,000—15,000	1,000—5,000	1,000—5,000	300—1,000	300—1,000	0—300	Minimum
Minimum Right-of-Way Width	120	98	70	52	50	42	50 or 56	38 or 42	NA
Slope/Grading Easement (conditional upon staff review)	0—30	0—30	0—30	0—30	0—30	0—30	0—30	0—30	NR
Number of Auto Lanes	6—7	4—5	2—3	2	2	2	2	2	1
Width of Driving Lanes	11	11	11	10	10	9	10	9	10
Median/Turn Lane Width	18	18	14	NR	NR	NR	NR	NR	NR
Minimum Bikeway Width	5	5	5	4	NR	NR	NR	NR	NR
On-street Parking Width	NA	NA	NA	NA	6	NA	6	NA	NA
Curb and Gutter	2	2	2	2	2	2	2	2	NR
Minimum Sidewalk Setback	5	5	5	5	NR	5	5	0 or 5	NR
Minimum Sidewalk Width	6	6	5	5	7	5	5	5	NR

Note: NA=not applicable; NR=no requirement

10.3.2 NACTO Guidance

Regarding driving lane widths, NACTO recommendations are generally satisfied. Lane widths of no greater than 11 feet are recommended, with 9 to 10 feet being preferable.

For sidewalks, NACTO guidance is generally met, but improvements could be made. NACTO recommends a desired minimum “through” (unobstructed) zone of 6 feet and an absolute minimum of 5 feet. When sidewalks lie directly adjacent to traffic, the desired minimum also provides a minimum 2-foot buffer for street furniture and utilities, contributing to a total width of 8 feet. In Santa Fe, for those routes smaller than major arterials, with exception to mixed-use collectors, the minimum sidewalk width is 5 feet. Considering this guidance, it is recommended that an additional foot of width be required under design guidance for each of these roadway types. As there is a minimum sidewalk setback required for most roadway types, current design criteria would be compliant with the recommendation for a larger buffer. Mixed-use collectors and lanes are the exception, as they do not require a setback but may engage one in some way.

10.3.3 Hazardous Cargo

The Federal Motor Carrier Safety Administration compiles a list of designated preferred routes to carry hazardous cargo under the National Hazardous Materials Route Registry (NHMRR). These NHMRR routings are not necessarily constrained to the identified routes and in some instances combine multiple roadways under a single designation. The Study Area contains two of these routes. See Figure 10-3.

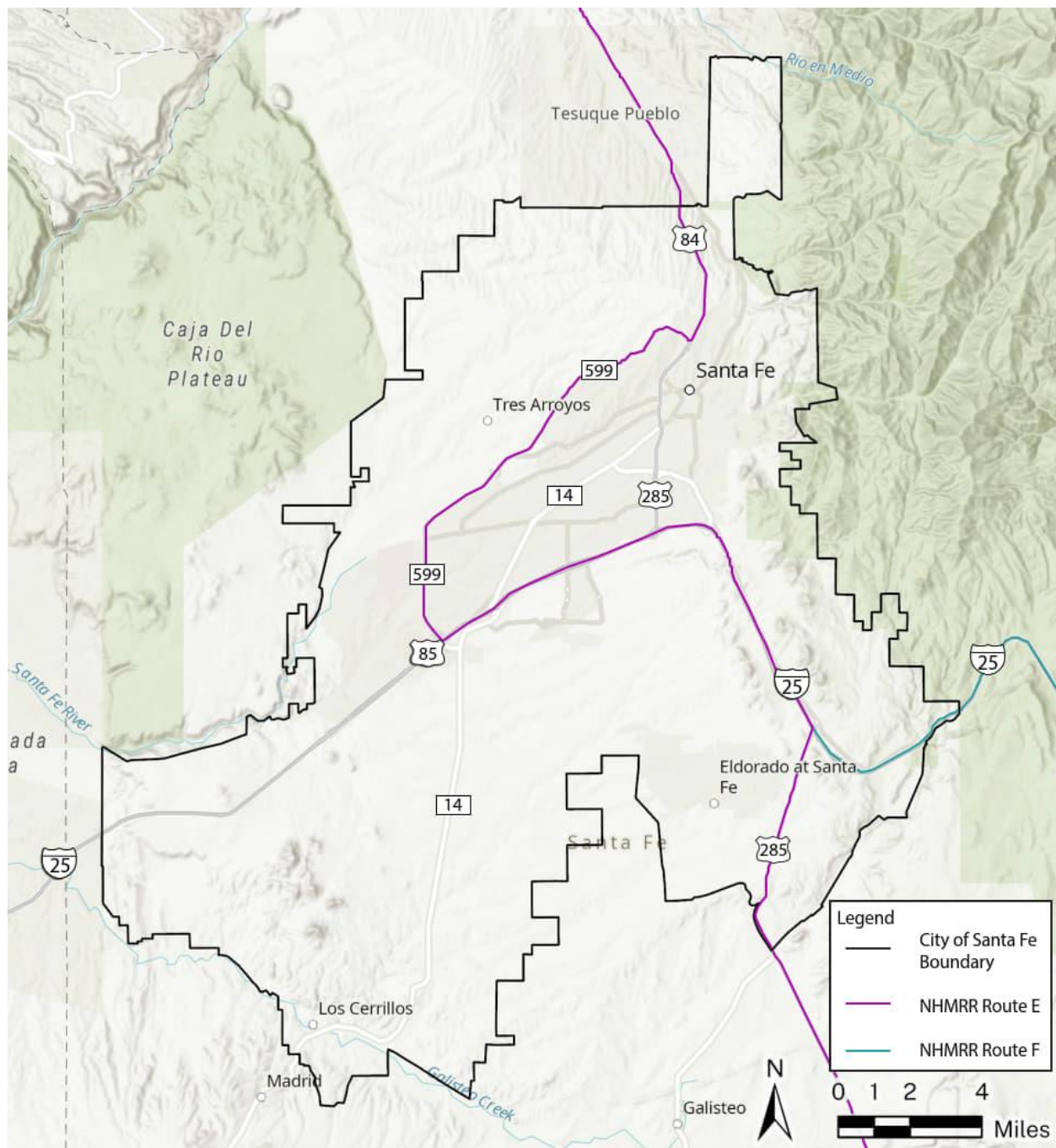
One of these routes is designated as the “Northern Route to WIPP¹³ Facility” (Route F), where I-25 enters southbound from Colorado and continues its typical route until its junction with US-285, just southeast of Santa Fe.

The other designated route within the Study Area is the “Los Alamos National Laboratory to WIPP Facility” (Route E). This route is composed of multiple roadways that stretch between White Rock to its terminus at the intersection of US-285 with I-40. The route first extends along NM-4 to NM-502 near Los Alamos. After traveling eastward and interchanging with US-285, it travels southward to the northernmost extent of Santa Fe city limits. The route then travels westward along NM-599, avoiding urban Santa Fe, to the interchange with I-25. I-25 carries this traffic eastward to an intersection with US-285 and the northern route to the WIPP facility. Traffic then travels southward to the terminus at I-40.

See Section 3.5.1 of the Santa Fe General Plan for more detailed information regarding emergency evacuation.

¹³ Waste Isolation Pilot Plant (WIPP), located near Carlsbad in southern New Mexico

Figure 10-3. National Hazardous Materials Route Registry Corridors in Santa Fe



10.3.4 Access

In a transportation context, access refers to the ability of the public to access the local transportation system and different portions of the community. The major access concerns in Santa Fe are related to automobile use through driveway and curbside management and parking. Driveway and curbside management refer to the public's ability to access key transportation corridors and parking refers to the public's ability to access their desired destination by foot.

10.3.4.1 Driveway and Curbside Management

Along the segment of Cerrillos Road north of its interchange with I-25 to its intersection with Rodeo Road, driveway cuts are made relatively sparingly, often around every 400 feet, depending on which side of the roadway is examined. For its entire duration north of Rodeo Road, cuts are made frequently, with some portions of the roadway being essentially contiguous with the parking area entrances for businesses located along the route. In other instances where the roadway is not contiguous with driveways, cuts are made sometimes with as few as 40 feet between cut edges.

Along the non-grade separated portions of St. Francis Drive, which is the segment of the route between Sawmill Road (to the south) and Alamo Drive (to the north), driveway cuts appear much more frequently in some areas than others. Between Sawmill Road and San Mateo Road, a distance of approximately 1.4 miles (out of a total non-grade separated length of 3.8 miles), there are no cuts and only five intersections or interchanges (inclusive). North of San Mateo Road, cuts appear relatively frequently as they directly serve residential, institutional, and office uses. Along this portion of the route, St. Francis Drive functions much more principally as an urban arterial and provides immediate access to local uses.

The character of driveway cuts and roadway intersections vary along segments of Rodeo Road/Airport Road. Along Rodeo Road specifically, which stretches between Old Pecos Trail and Cerrillos Road, driveway cuts in particular are made very infrequently, with nearly all roadway exits made to local or collector routes that enter residential neighborhoods. Along the Airport Road segment, roadway exits to neighborhoods are also made with similar frequency with the addition of several driveway cuts made to serve commercial areas located along the corridor.

10.3.4.2 Parking

Existing Parking Options

The availability and character of vehicle parking in Santa Fe tends to vary based on proximity to the downtown area. The City of Santa Fe maintains approximately 1,850 off-street parking spaces across three garages and three surfaces lots downtown¹⁴. There are also a significant number of on-street paid parking spaces that are offered along downtown streets. Overall, there is an approximate total of 6,495 paid parking spaces available to the public in the downtown area¹⁵.

In off-street lots and garages, parking is typically around \$2 per hour, up to a \$12 daily maximum. For on-street parking, metering is enforced Monday through Saturday from 8 a.m. to 6 p.m., excluding holidays, at a rate of \$2 per hour. Outside of downtown, parking in Santa Fe is generally free. However, restrictions are at the discretion of other property owners. Incentivizing parking in urban areas through low rates, or not charging for parking at all, can produce results contrary to the goals of Transportation Demand Management efforts and encourage greater motor vehicle mode share. Additionally, especially in urban areas, off-street parking lots and structures consume space that can otherwise be used for more economically productive land uses that generate greater property tax revenue. For these reasons, it is recommended that rates at municipally owned parking facilities be adjusted to encourage traveling

¹⁴ PARKING | City of Santa Fe

¹⁵ 20210416_Santa-Fe-Multimodal_Parking-Existing-Conditions-Reduced-1.pdf

downtown by modes other than a private vehicle. Specifically, parking rates for on-street parking should be higher than at off-street parking facilities to encourage greater turnover at spaces with direct access to adjacent businesses. Other cities, such as San Francisco¹⁶, have introduced demand-responsive pricing to disincentivize car usage during busier hours and events. Where possible, it is also recommended that the economic productivity of maintaining dedicated off-street parking facilities be examined in comparison to alternative uses that better suit the vibrant, mixed-use character of downtown. The Santa Fe MPO's Metropolitan Transportation Plan suggested that a study of the parking supply be completed, as free or inexpensive parking can lead to overuse.

Parking Standards

Standards for the development of off-street parking are guided by Municipal Code Section 14-8.6¹⁷. Minimum parking stall requirements vary between applicable land uses. For residential uses, the required minimum number of spaces are: 1 assigned space and 0.25 unassigned spaces per unit for dwelling structures with over 5 units (and less than 800 square feet of heated floor area) and 2 spaces per unit for detached structures and structures with between 2 and 5 units. For nonresidential uses, the required minimum number of spaces are: 1 space per 1,700 square feet of leasable area (for auto and junkyard uses) to one space per 30 square feet (for drive-in eating and drinking establishments). There are no maximum parking requirements set in this code.

The Santa Fe MPO's Metropolitan Transportation Plan suggested that a study of the parking supply be completed, as free or inexpensive parking can lead to overuse. Based on this recommendation, the Santa Fe MPO developed a Parking Strategy Plan, as part of the 2021 Multimodal Transition Plan¹⁸. This plan recommends that minimum parking standards be reduced, in favor of using the undeveloped land for multifamily housing and the overall prioritization of other multimodal transportation infrastructure. The plan also recommends the implementation of a parking maximum, curb management strategies that prioritize short-term parking, and shared parking agreements between different land uses.

10.3.5 Congestion and Safety

Congested and high-trafficked areas typically associated with higher instances of crashes and dangerous conditions for pedestrians, bicyclists, and other drivers. These corridors require more substantial multimodal infrastructure, from high visibility crosswalk to protected bicycle lanes, to promote safe and efficient multimodal use of local corridors. This section addresses key corridors that have been identified with infrastructure upgrade needs.

10.3.5.1 High-volume Traffic Areas

The Santa Fe MPO provides a mapping application¹⁹ that displays daily traffic counts for all traffic counting stations in the region. These data points are available for the year 2023. Among all stations in the Study Area, Average Annual Daily Traffic figures range from 139 (Seton Village area, southeast of Santa Fe) to 45,631 (along Cerrillos Road near its intersection with Camino Carlos Rey). See Figure 10-4.

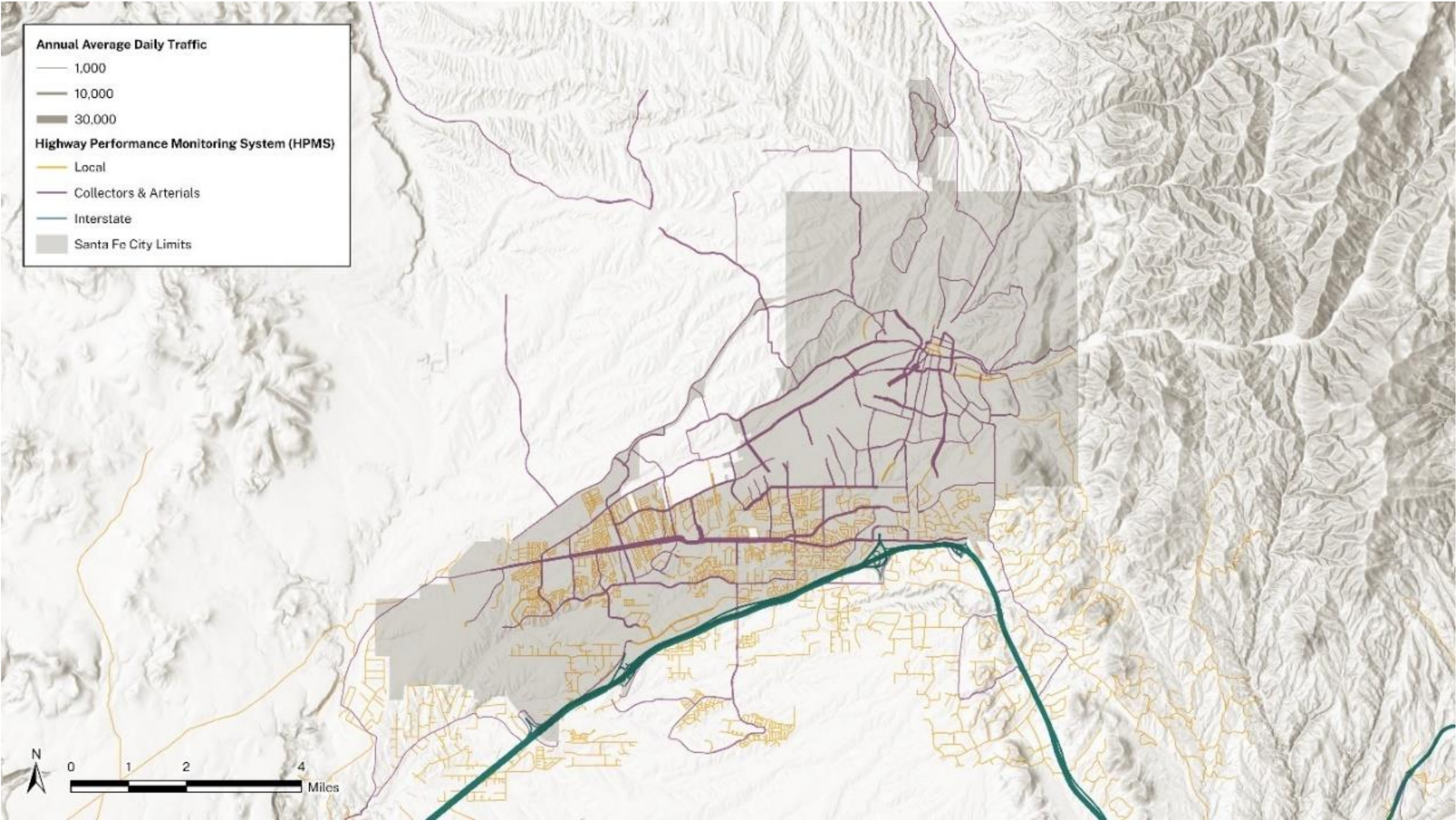
¹⁶ San Francisco MTA On-Street Parking Pricing Policies

¹⁷ Article 14-8 - DEVELOPMENT AND DESIGN STANDARDS | Code of Ordinances | Santa Fe, NM | Municode Library

¹⁸ Santa Fe Multimodal Transition Plan- Executive Summary

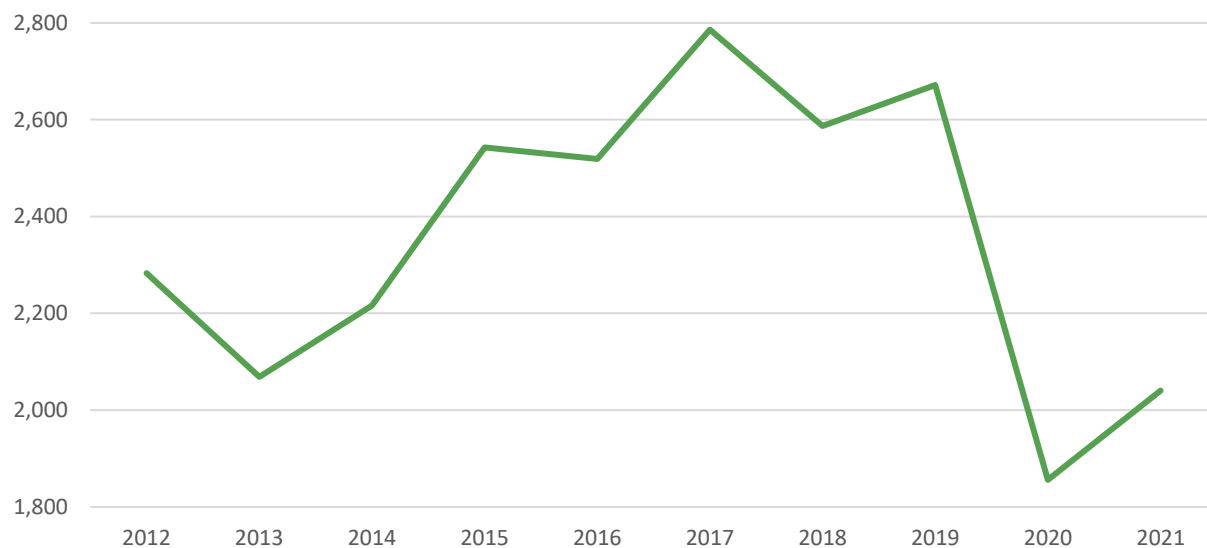
¹⁹ Traffic Count Database System (TCDS)

Figure 10-4. Average Annual Daily Traffic in Santa Fe



The Santa Fe MPO hosts data and mapping applications²⁰ that characterize the locations of all vehicle crashes and pedestrian and bicyclist fatalities/serious injuries. These applications were developed by the NMDOT, the UNM Earth Data Analysis Center, and the Center for Pedestrian and Bicyclist Safety. Within the confines of the Study Area, 23,571 vehicle crashes were reported between 2012 and 2021. The highest reported annual figure was 2,786 vehicle crashes in 2017, and the lowest figure was 1,856 vehicle crashes in 2020. The annual average among all studied years was 2,357 vehicle crashes per year. Generally, annual crashes increased during the years prior to 2020, with counts decreasing drastically with the commencement of the COVID-19 pandemic. The chart below displays vehicle crashes per year.

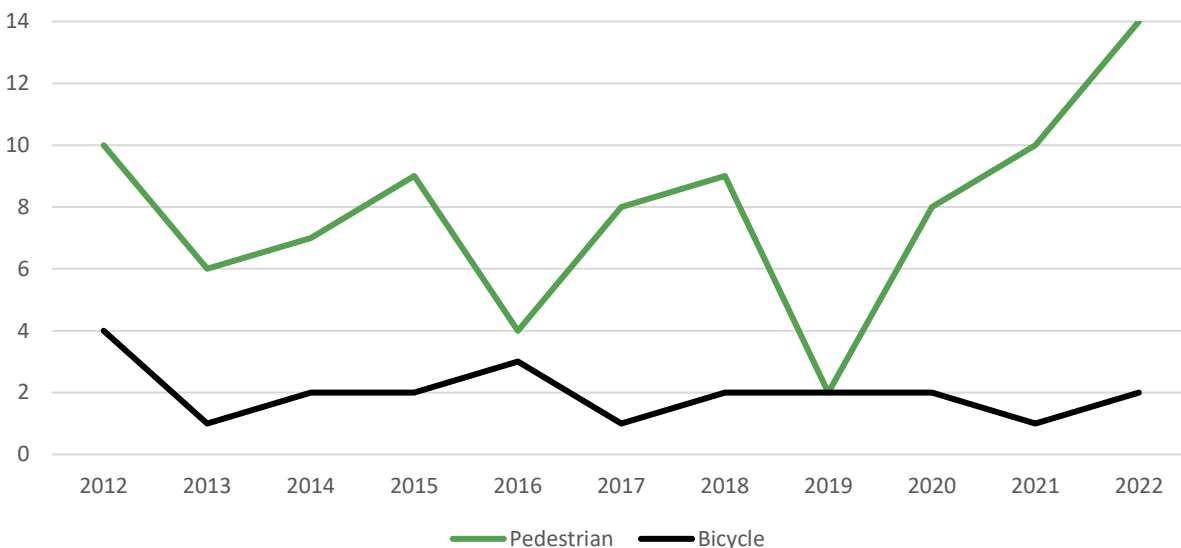
Figure 10-5. Vehicle Crashes per Year in Santa Fe (2012-2021)



Crash data from 2021, the most recent year available, were examined to isolate hotspots; see Figure 10-6. As expected, the greatest densities of crashes appeared at intersections of major routes. Several intersections along Cerrillos Road showed a high rate of crashes, with the highest rate of annual vehicle crashes (44) occurring at its intersection with Zafarano Drive. Several intersections along St. Francis Drive also reported above-typical rates, with the highest number of annual vehicle crashes along this route (25) occurring at its intersection with Cerrillos Road.

²⁰ Crash Data | Santa Fe MPO

Figure 10-6. Pedestrian and Bicycle-related Crashes in Santa Fe (2012-2022)



Within the confines of the Study Area, there were 87 pedestrian-involved crashes and 22 bicycle-involved crashes reported between 2012 and 2022. The highest figure of reported pedestrian-involved crashes was 14 in 2022 and the lowest number of reported pedestrian-involved crashes was two in 2019. There have been fewer bicycle-involved crashes reported in the Study Area, with the highest annual number of crashes being four in 2012 and one in 2013, 2017, and 2021. While bicycle-involved crashes have remained steady, pedestrian-involved crashes have varied significantly by year and appear to be rising.

Crash data from all studied years were examined to isolate hotspots. The Cerrillos Road corridor between St. Michael's Drive and Rodeo Road saw an exceptionally high number of crashes among corridors, with 25 pedestrian-involved crashes and five bicycle-involved crashes reported during the study period. This corridor accounted for 28.7 and 22.7 percent of pedestrian and bicycle-involved crashes in the Study Area, respectively. St. Francis Drive and St. Michael's Drive also accounted for above-typical amounts of crashes, with ten and seven pedestrian-involved crashes respectively and one bicycle-involved crash (St. Michael's Drive).

Average daily traffic and crash rates are essential for assessing the reasoning for hotspots, whether that be lack of infrastructure or inappropriate speed limits. Future analysis could be informed by enhanced public engagement, and may provide valuable insights in to the prevailing issues and opportunities.

10.3.5.2 Traffic Calming Designs

The City of Santa Fe published an update to its 2000 traffic calming program in 2013, titled the Traffic Calming Program 2013²¹. Streets eligible for the program must be designated as local, collector, or minor arterial routes. These routes are eligible for two types of projects: local street projects and complex

²¹ <https://www.santafecountynm.gov/userfiles/SFCTrafficCalmingPolicy.pdf>

traffic calming projects. Municipal code Section 14-9.2(D) permits traffic calming measures to be included in new developments and allows for specific traffic calming requirements to be enforced by the planning commission.

Higher speed limits typically indicate higher crash rates, especially along multimodal roadways. Reducing speed limits and the addition of traffic calming infrastructure along these key corridors would increase driver, bicyclist, and pedestrian safety. Based on this understanding of how speed impacts vehicle crashes, the City's Traffic Calming Program is funded through speeding violation fees within the city, with the aim to reduce future vehicle crashes. Potential projects are graded on various eligibility criteria, including traffic volumes, speeds, and adjacent residential zoning. The precise nature of implemented techniques varies project-by-project, but the extent of applicable measures can be summarized into three groups: vertical, horizontal, and narrowing measures. Vertical measures consist of speed humps, speed tables, and raised intersections. Horizontal measures consist of traffic circles, chicanes, chicanes with center islands, and lateral shifts with center islands. Narrowing measures include bulb outs, center island narrowings, gateways, and chokers.

10.4 Active Transportation Network

10.4.1 Pedestrian Safety and Connectivity

Pedestrian and bicycle infrastructure encourage safe active transportation for daily commute and recreational purposes. The introduction of more pedestrian and bicycle infrastructure that separate these modes from automobiles improves safety and comfort of these facilities, further encouraging the public to engage in active modes of transportation. Additionally, Santa Fe has an overall average Walk Score of 39, classifying the city generally as car-dependent. Certain neighborhoods, particularly around Downtown Santa Fe are rated as very walkable, with scores around 82. Increased sidewalk coverage and walkable access to services and amenities could increase this score and promote active transportation.

10.4.1.1 Crosswalk Protections

The Santa Fe Metropolitan Pedestrian Master Plan(SFMPMP), prepared in 2015, provided an assessment of then-existing conditions along pedestrian paths and at intersections. Included in this assessment are analyses of safety concerns at intersections and recommendations for improvements. In most instances, the assessment provided individual analyses for unique locations with adverse crossing conditions for pedestrians. Generally, areas for improvement were organized into the following categories: crossing marking/stripping/signage, intersection safety, and mid-block crossings. The assessment observed that conditions across each of these categories was suboptimal along and at intersections of both major and minor routes across the city.

In the SFMPMP, the following recommendations for crossings were provided, drawn from Figure 4.1 of the plan.

- Install ADA-compliant curb ramps at all marked and unmarked crosswalks.
- Revise subdivision regulations to allow curb radii smaller than 15 feet in new residential developments where truck, bus, and other large vehicle traffic will be infrequent.
- Increase installation of curb extensions (bump outs) and include plantings where possible, where this would not adversely affect bike lanes.

- Establish guidelines for the use of raised medians for pedestrian refuge areas.
- Where highway ramps enter the urban street network, design intersections with attention to pedestrian safety.
- Improve non-standard intersections.
- Improve at-grade railroad track crossings to ensure they have proper gates and signage.
- Avoid multiple turning lanes wherever possible.
- Expand use of traffic calming to reduce speeding and protect pedestrians.
- Review the potential for reducing lane widths to minimize pedestrian crossing distance

10.4.1.2 Sidewalk Infrastructure

The SFMPMP includes a sidewalk inventory, which identifies 348 miles of roadway with sidewalks on at least one side. A significant number of gaps were identified in the existing network, with some routes facing only gaps between segments of sidewalks and others without sidewalks along their entire duration. The Pedestrian Facility Improvement Program²², commissioned by the MPO, identified 40 miles of sidewalk improvements of the highest-priority and 29 miles of improvements at the next highest priority within the city.

Figure 10-7 illustrates the existing sidewalk network and its compliance with ADA guidelines. As the figure shows, the sidewalk infrastructure of downtown Santa Fe seem to exhibit medium to high rates of deficiency with their compliance with ADA guidelines. Sidewalks with lower rates of deficiency tend to be along major arterials and in suburban neighborhoods. This data indicates that the older and more heavily trafficked sidewalk infrastructure needs increased maintenance to ensure that they are ADA compliant and remain functional for all users.

In the SFMPMP, the following recommendations for sidewalks were provided, drawn, and summarized from Figure 4 from the plan.

Sidewalk Design

- Establish a sidewalk zone to ensure clear pedestrian routes on sidewalks.
- Coordinate sidewalk standards to the roadway classification system.
- Improve pedestrian connectivity to transit.
- Limit the width, number and location of driveways.

Sidewalk Furnishings

- Encourage street trees and landscaping. Balance space for the free flow of pedestrian movement.
- Accommodate necessary utility infrastructure.
- Allow for sustainable street furnishings, signage, and amenities.

²² Pedestrian Facility Improvement Project | Santa Fe Metropolitan Planning Organization

- Accommodate commercial enterprises. Inventory existing street lighting; repair/replace damaged lights and install new ones for safety.
- Include green stormwater infrastructure where possible to reduce flood hazards and improve walkability.

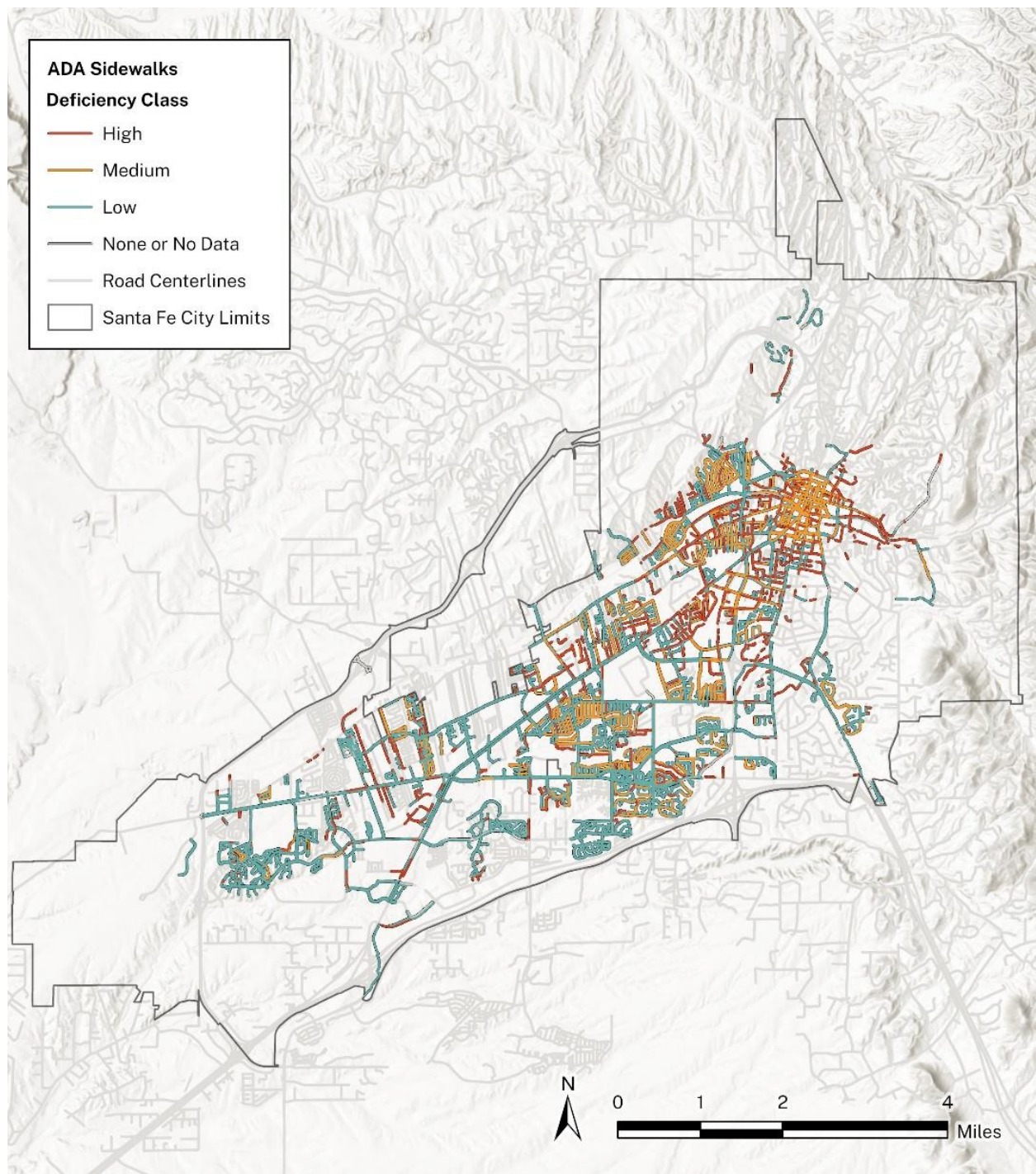
Sidewalk Gaps + Barriers

- Complete the documentation of identifying barriers and gaps in the existing pedestrian network.
- Develop and implement a reporting and evaluation system for pedestrian-related improvements.
- Establish guidelines for requiring property owners to build or replace missing or substandard sidewalks and outline possible funding assistance programs.
- Consider opportunities to expand or improve sidewalks and other pedestrian facilities as part of routine street upgrade, maintenance, and rehabilitation projects.
- Phase pedestrian improvements with development. Develop clear regulations as to who will pay for future sidewalks if pedestrian improvements are not installed at the time of initial development.

Sidewalks in New Development

- Require sidewalks in new developments to follow the recommended sidewalk design standards.
- Promote sustainable development practices for new sidewalks.
- Establish standards for pedestrian facilities within parking lots.

Figure 10-7. Existing Sidewalk with ADA Compliance



10.4.2 Bicycle and Trail Connectivity

Pedestrian and bicycle infrastructure encourage safe active transportation for daily commute and recreational purposes. The current trail system encourages healthy lifestyles and habits for residents and high-quality recreational opportunities for tourists through the City's provision of safe active transportation options throughout the Study Area. Additionally, in 2024, Santa Fe was named a Silver-Level bicycle friendly community by the League of American Bicyclists. The award recognizes the City for its commitment to creating transportation and recreational resources that benefit its residents of all ages and abilities while encouraging healthier and more sustainable transportation choices.

10.4.2.1 Bike Paths and Trails

The public can access paved and unpaved bicycle paths and trails within city limits, as well as the broader Study Area. Major paved paths generally lie adjacent to railway infrastructure or along waterways, while minor paved paths are largely integrated at smaller scales within residential neighborhoods.

Significant mileage of paved paths can be found along the corridor between the Santa Fe Depot Rail Runner station and Villa Linda Park southwest of the city. This corridor begins along the Santa Fe Rail Trail, which extends into both paved and unpaved segments far south of the city to Eldorado de Santa Fe. At Siringo Road, a three-way trail junction allows trail users to follow a river gulch to Villa Linda Park, intersecting with connecting bike lane routes and residential neighborhoods along the way. Other major paved trails include the routes running parallel to Alameda Street eastward from downtown and Caja del Rio Road.

Residential paved trail networks are most present in the south of the city, east of Cerrillos Road, and in neighborhoods south of the city limits.

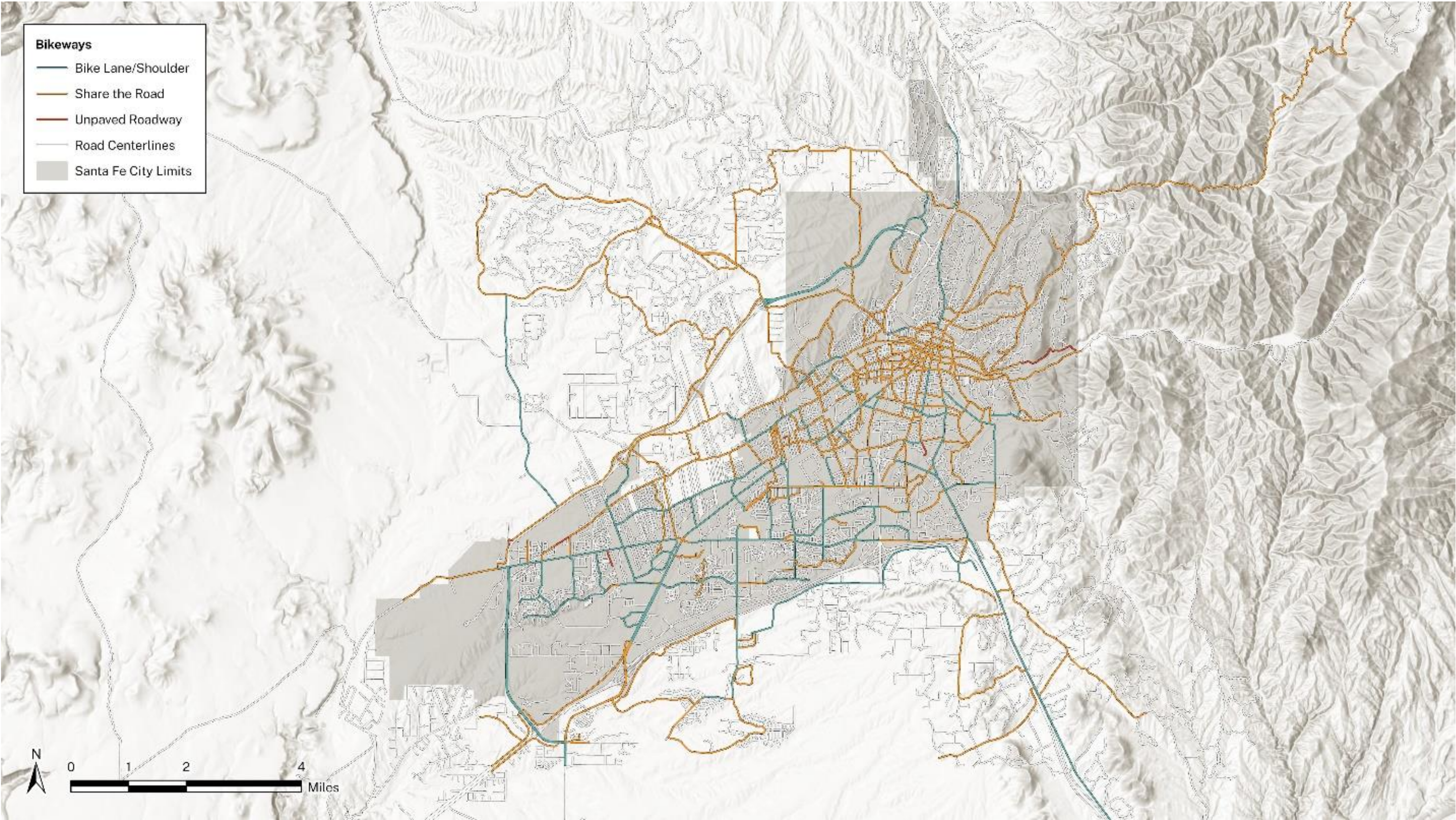
Unpaved trails are more plentiful in the area, though they do not offer the same accommodations to all users as paved trails. These trails can be found intermittently in the city, many along Santa Fe's numerous arroyos. There is a significant amount of unpaved trail mileage present in the hilly regions just north and east of the city, often with ultimate connections to the unpaved arroyo network that leads into more urban areas.

10.4.2.2 Bicycle Infrastructure

On-street bicycle infrastructure is present along many routes in the city and constitutes a generally connected network; see Figure 10-8. Though typically not present in downtown, bike lanes are focused along several significant corridors that expand outward and along the collector streets that connect them.

Along Cerrillos Road, a bikeway corridor hosts bike lanes beginning west of St. Francis Drive, continues through the entire duration in city limits, and extends an additional 2.3 miles into unincorporated Santa Fe County. Other routes with few to no disruptions in bike lane connectivity include Rodeo/Airport Road, Rufina Street, Agua Fria Street within city limits, and Old Santa Fe Trail.

Figure 10-8. On-street Bike Lanes

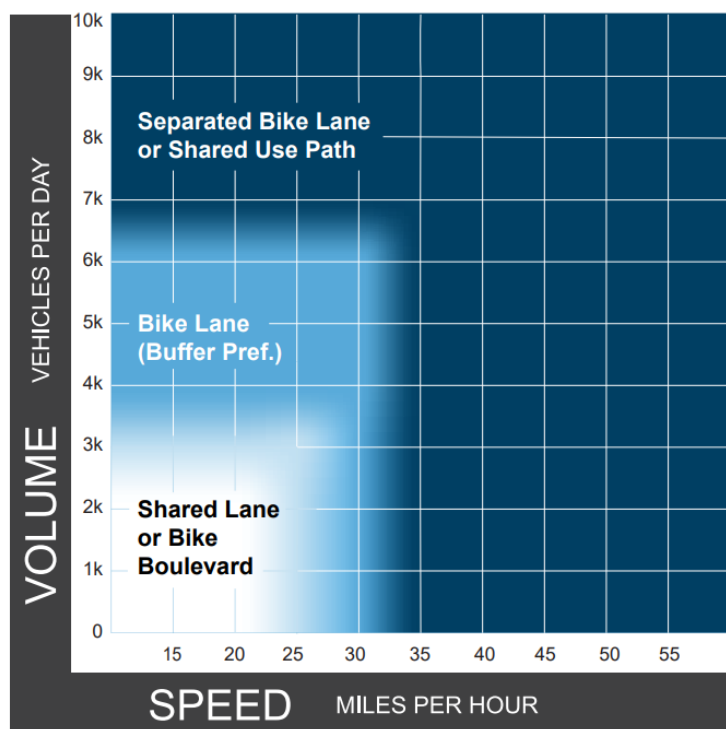


Despite continuity of other bike routes, there are still some gaps present within the system. One of the most significant gaps is along St. Francis Drive/US-84. While there are bike lanes present on nine streets connecting to this route, bicycle accommodations are generally not present along this key north-south route of the city, with exception to a multi-use path between St. Michael's Drive and Zia Road. Some routes have bike lanes along multiple segments with significant gaps between, such as San Mateo Road, Siringo Road, Alta Vista Street, Osage Avenue, and Cordova Road.

There is a total of 71.4 miles of roadways with bike lanes within the Santa Fe city limits, and a total of 113 miles within the overall Study Area²³.

Bike lane design is guided by the City Municipal Code, which requires minimum widths of 4 or 5 feet depending on functional classification.²⁴ Bikeways are required for non-mixed-use collector routes and all arterials. Bikeways are not mandated by code to be separated from vehicle traffic. Much of the bike infrastructure in Santa Fe does not meet Federal Highway Administration's (FHWA) recommendations for level of comfort. The graphic below, which comes from FHWA's Bikeway Selection Guide, compares traffic volumes and speeds and provides recommendations for the type of bike facility that should be implemented. On roads with speed limits greater than 30 miles per hour or 6,000 vehicles per day, separated bike facilities should be strongly considered to ensure the safety of cyclists.

Figure 10-9. FHWA Bikeway Selection Graphic



²³ Sourced from GIS data from the City of Santa Fe (City of Santa Fe)

²⁴ Table 14-9.2-1 (Article 14-9 - INFRASTRUCTURE DESIGN, IMPROVEMENT AND DEDICATION STANDARDS | Code of Ordinances | Santa Fe, NM | Municode Library)

A citizen committee associated with the City, the Santa Fe Bicycle and Pedestrian Advisory Committee, advises on the development and maintenance of active transportation infrastructure and has introduced resolutions and ordinances that provide funding for bicycle and pedestrian facilities²⁵ and modify roadway design standards to comply with Complete Streets recommendations.²⁶

10.4.3 Micromobility Options

The City of Santa Fe has not engaged with many micromobility options, outside of the use of personal vehicles. This section describes current efforts that have been explored by the Study Area.

10.4.3.1 Bikeshare

Presently, Santa Fe does not operate a public bikeshare program. The Santa Fe Metropolitan Bicycle Master Plan, published by the Santa Fe MPO in 2019, provides a policy recommendation to continually explore opportunities to establish such a program. Furthermore, this plan specifically recommends a feasibility analysis to evaluate the cost/benefit ratio of implementation, the preferred bikeshare system structure, and potential equity concerns regarding system facility selection.

10.4.3.2 Electric Scooters

In 2019, Santa Fe City Council passed an ordinance²⁷ that amended the City's uniform traffic ordinance to include language that defines electric scooters and prohibits their use in any public area. This ordinance made an exception for the purposes of a pilot program that was scheduled to be conducted between 2020 and 2021. Appendix A of the Santa Fe MPO Metropolitan Transportation Plan 2020-2045 provides more specific recommendations to the City of Santa Fe regarding the implementation of a one-year pilot program for electric scooters.

The current Municipal Code shows that the requirements of the 2019-6 ordinance appear to no longer be implemented. Neither the definition of an electric scooter nor its prohibition is present in the current code.

10.5 Transit and Rail

Public transit infrastructure in Santa Fe can be broadly characterized as a multimodal network that connects residents, workers, and visitors of the city to local and regional residential, employment, recreation, and commercial centers.

10.5.1 Transit Service Providers

Santa Fe has engaged with a variety of transit service providers that provide different transit options for public use. This section provides a summary of the local service providers, and the types of services provided.

²⁵ https://santafenm.gov/Bicycle_and_Pedestrian_Facilities_Maintenance_Resolution_2024-12.pdf

²⁶ 2022-46.pdf

²⁷ Ordinance 2019-6 (Ordinance No. 2019-6 | Code of Ordinances | Santa Fe, NM | Municode Library)

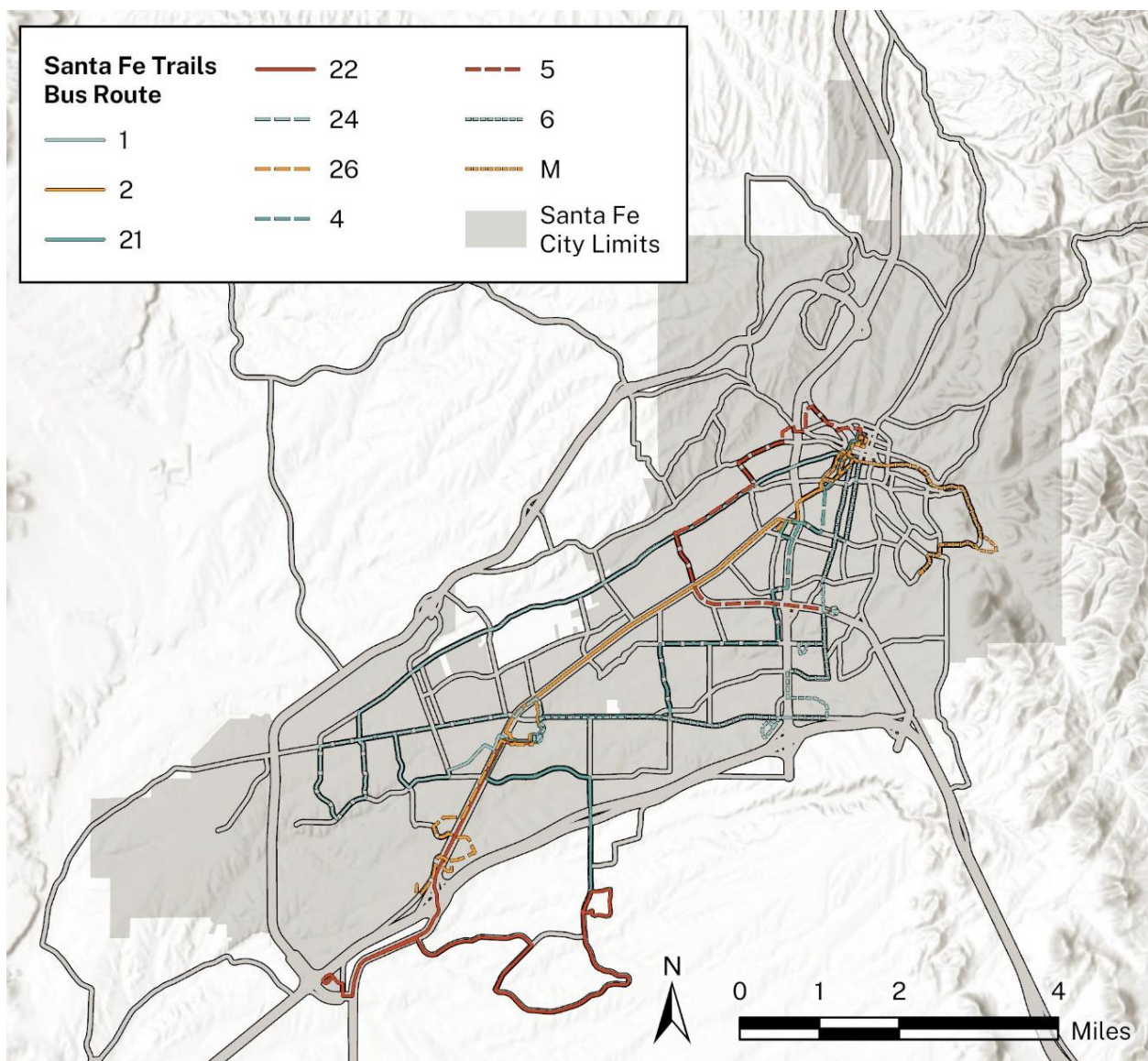
10.5.1.1 Fixed-Route Bus Service

Santa Fe Trails

Santa Fe Trails, the municipally operated fixed-route bus transit provider for the city, operates a network of 10 core bus routes (see Figure 10-10). Santa Fe Trails also operates a free downtown shuttle, Santa Fe Pick-Up (Pick-Up), which provides enhanced accessibility throughout downtown Santa Fe. The majority of these routes (seven) originate at the Sheridan Downtown Transit Center, with the remaining routes (four) originating at the Santa Fe Place Transit Center.

Routes 1, 2, 4, and 6 fan out from downtown to the south and southwest, respectively, running generally near Agua Fria Street, Cerrillos Road, St. Francis Drive, and Galisteo Street in route to Santa Fe Place.

Figure 10-10. Santa Fe Trails Routing



Route 5 shares some of its length with Route 1 along Agua Fria Street, additionally serving neighborhoods northwest of downtown and later functioning as an east-west route, terminating at the St. Vincent Regional Medical Center. Both Route M and the Pick-Up connect downtown to the east, where Route M stretches farther east to St. John's College.

Routes 21, 22, 24, and 26 radiate from Santa Fe Place, with Routes 24 and 26, respectively, serving the Airport Road and Cerrillos Road corridors and Routes 21 and 22 serving far southern neighborhoods and Santa Fe Community College.

Service hours and frequencies for each route are displayed in the table below.

Table 10-5. Santa Fe Trails Service Schedules by Route

Route	Weekday		Saturday		Sunday	
	Service Frequency	Hours	Service Frequency	Hours	Service Frequency	Hours
Route 1	Every 60 minutes	8:30 AM – 6:08 PM	Every 60 minutes	8:30 AM – 6:08 PM	Every 60 minutes	8:30 AM – 6:08 PM
Route 2	Every 20-30 minutes	7:00 AM – 7:59 PM	Every 20-30 minutes	7:00 AM – 7:59 PM	Every 20-30 minutes	7:00 AM – 7:59 PM
Route 4	Every 60 minutes	9:00 AM – 6:18 PM	Every 60 minutes	9:00 AM – 6:18 PM	Every 60 minutes	9:00 AM – 6:18 PM
Route 5	Every 60-75 minutes	6:26 AM – 7:51 PM	Every 55-60 minutes	9:20 AM – 5:15 PM	Every 55-60 minutes	9:20 AM – 5:15 PM
Route 6	Every 60-90 minutes	5:41 AM – 8:02 PM	Every 60 minutes	9:11 AM – 7:03 PM	Every 60 minutes	9:11 AM – 7:03 PM
Route 21	Every 70 minutes	7:30 AM – 10:04 PM	On-demand	7:30 AM – 10:00 PM	On-demand	7:30 AM – 10:00 PM
Route 22	Every 60-75 minutes	7:09 AM – 6:24 PM	On-demand	7:00 AM – 6:30 PM	On-demand	7:00 AM – 6:30 PM
Route 24	Every 40-70 minutes	7:15 AM – 8:13 PM	Every 70 minutes	8:18 AM – 6:48 PM	Every 70 minutes	8:18 AM – 5:38 PM
Route 26	Every 70 minutes	8:38 AM – 6:28 PM	Every 70 minutes	8:38 AM – 6:28 PM	Every 70 minutes	8:30 AM – 5:18 PM
Route M	Every 55-90 minutes	6:50 AM – 8:00 PM	Every 60 minutes	10:20 AM – 6:04 PM	Every 60 minutes	10:15 AM – 5:59 PM

Blue Bus

The Blue Bus network, operated by the North Central Regional Transit District, operates 28 bus routes and provides on-demand service in northern New Mexico. Of these routes, nine are routed at least partially within the Santa Fe city limits. The majority of the routes provide a connection to Sheridan Downtown Transit Center, with exception of two routes that connect to the NM-599 Rail Runner station.

The Blue Bus connects Santa Fe to towns, tribal lands, and pueblos across the region. This service extends as far north as Taos Pueblo and as far south as Edgewood. Additionally, this network provides

service to Hyde Memorial State Park for recreational activities, including hiking, skiing, and mountain biking. The Blue Bus operates a fixed route service from Pojoaque to Los Alamos via the Los Alamos High School and to LANL via the Atomic City Transit Center, located outside of the facility. The NCRTD has found low commuter demand along this route and recently suspended one fixed bus route due to low performance. LANL does not provide dedicated funding to the NCRTD and is itself expanding a private shuttle service around the LANL campus, as well as into Santa Fe, that is becoming increasingly popular for its direct access to LANL facilities that public transit cannot reach.

Blue Bus routes operate relatively infrequently, with one-directional trips ranging from one to five service(s) per day. The majority of routes, except for two, operate only on weekdays. Route 255 operates each day of the week and Route 305 operates only on weekends.

NMDOT Park-and-Ride

The NMDOT funds, manages, and contracts for the operation of the NMDOT Park-and-Ride, which is a network of intercity bus routes. The complete network contains 12 routes, with 10 routes operating in northern New Mexico and 2 operating in the El Paso metropolitan area. Seven of these routes operate as core intercity transportation, and 5 operate as shuttles within Santa Fe.

Precise scheduling varies between routes, but scheduling can generally be characterized by operations during peak hours, approximately 5 a.m. to 9 a.m. in the morning peak and 4 p.m. to 8:30 p.m. in the evenings. On the core routes, service is bidirectional during both peaks, with one-directional service on the shuttle routes.

Nine of the 12 routes operate at least partially within Santa Fe city limits and each route interfaces with at least one Rail Runner station. Combined service provided by this network connects Santa Fe regionally, with routes extending as far as Las Vegas to the east, Albuquerque to the south, and is an important commuter option to/from Los Alamos and Española to the north. Park-and-Ride service to Los Alamos is popular among commuters for its nonstop connection to Santa Fe and direct route to the Atomic City Transit Center.

10.5.1.2 On-Demand Service

Santa Fe Ride

The Santa Fe Ride service, operated by the City of Santa Fe, provides curb-to-curb transportation for those users whose disabilities prevent them from accessing fixed-route Santa Fe Trails bus routes. Service is also provided to adults aged 60 and older residing in city limits.

The service area for Santa Fe Ride is inclusive of the entirety of Santa Fe city limits and additionally serves portions of unincorporated Santa Fe County within 3/4 mile of a Santa Fe Trails route. Service is offered seven days a week: 5:30 a.m. to 10 p.m. Monday through Friday, 8 a.m. to 8 p.m. on Saturdays, and 8 a.m. to 6:30 p.m. on Sundays.

MyBlue

Complementing its Blue Bus fixed-route transit service, the NCRTD operates the MyBlue on-demand ridesharing service. MyBlue serves the northern New Mexico areas of Española, Taos, Pojoaque-Nambé, and Edgewood. As these services are provided only locally within these areas, MyBlue does not provide

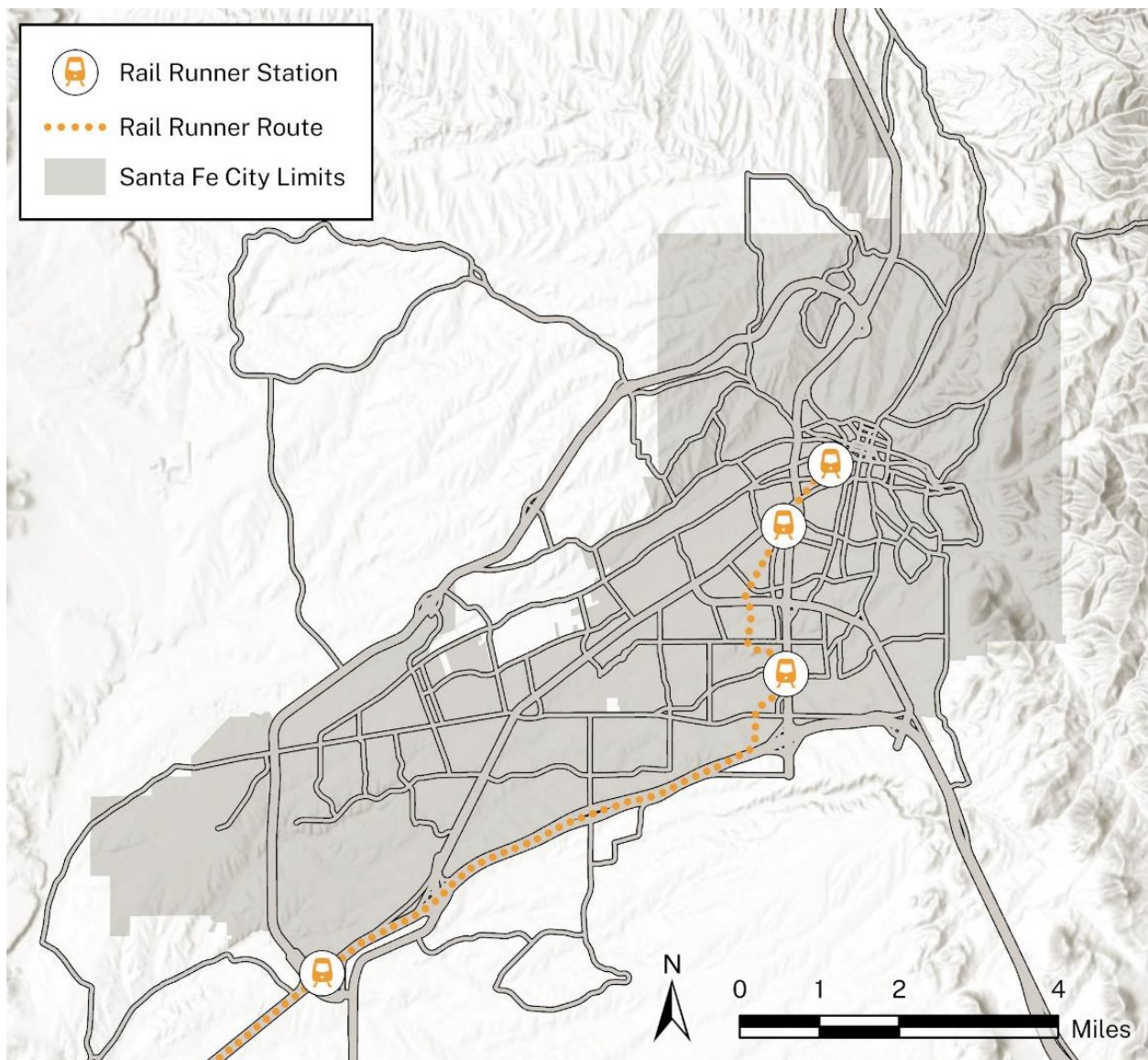
direct service to Santa Fe. However, this service provides an indirect connection to Santa Fe via the Blue Bus routes that serve all four areas and the NMDOT Park-and-Ride services serving Pojoaque and Española.

10.5.1.3 Private Ridehailing Programs

The Santa Fe Municipal Code does not restrict the operation of ridehailing programs, like Uber or Lyft, in the city. These services are available in addition to other private vehicle-for-hire operations like local taxi and limousine services.

10.5.1.4 Passenger Rail Service

Figure 10-11. Rail Runner Route in Santa Fe



Beginning operation in 2006, the New Mexico Rail Runner Express (Rail Runner or NMRX; Figure 10-11 above) provides local commuter rail service in New Mexico and is operated by the Rio Metro Regional

Transit District (RMRTD). The Rail Runner spans 97 miles of route length between the Santa Fe Depot and Belen, a city along the Rio Grande approximately 30 miles south of Albuquerque. There are 15 Rail Runner stations along the route that serve a significant number of population centers in northern New Mexico and provide a direct connection between the downtowns of Santa Fe and Albuquerque. In the city of Santa Fe alone, four rail stations are positioned along the approximately northeast-southwest route: Santa Fe Depot, South Capitol, Zia Road, and Santa Fe County/NM-599. A report commissioned by the New Mexico Legislative Finance Committee²⁸ states that these stations, respectively, have the first, third, seventh, and eighth highest total station activity counts in the network, as shown in the table below.

Table 10-6. 2023 Annual Rail Runner Ridership, by Station

Station	Total Station Activity
Santa Fe Depot	247,506
South Capitol	121,358
Zia Road	54,268
Santa Fe County/NM-599	51,768
Kewa Pueblo	31,404
Sandoval County/US-550	119,906
Downtown Bernalillo	11,383
Sandia Pueblo	20,501
Los Ranchos	119,304
Montano	80,157
Downtown Albuquerque	197,439
Bernalillo County	13,020
Isleta Pueblo	15,127
Los Lunas	43,079
Belen	46,398

The Rail Runner connects cities and towns across north central New Mexico, spanning the region and providing access between the state capital and its largest city, Albuquerque. Along this route, there are non-rail connections at its termini that provide increased accessibility to a larger number of communities within the proximity of the route. Additionally, the Rail Runner provides direct and connecting service to tribal and rural communities, with stations in Kewa, Sandia, and Isleta Pueblos. As a result, the Rail Runner serves as a fundamental fixed-rail connection between the center of governance and the most populous and economically productive city and urban area in the state, as well as a number of tribal communities and rural outlying agricultural areas. In this way, it serves as a backbone for a more robust transit-accessible region that is rare in the American west.

²⁸ Cost Effectiveness and Operations of the New Mexico Rail Runner Express

The Rail Runner is distinguished from traditional urban fixed-route services both by its length and its frequency. One-way services are offered ten times each weekday along the core routing between Santa Fe and Albuquerque, six times on Saturdays, and four times on Sundays. Though expanded service is desirable, the Rail Runner is subject to operational constraints that are not mirrored in other fixed-route urban rail services. The route is primarily single track, which severely constrains the maximum level of service. Additionally, the Rail Runner shares most of its trackage with both Amtrak passenger and BNSF freight operations.

The New Mexico Legislative Finance Committee commissioned a report in 2024²⁹ that examined the costs and impacts of several Rail Runner service improvements. This report notes that the RMRTD completed a double-track study to identify infrastructure improvements that, if fully implemented, would allow for 35 percent more weekday trains. The cost for double tracking alone is estimated at over \$96 million. As the RMRTD is presently focused on funding the construction of an operations and maintenance facility, development of these improvements is pending.

Santa Fe Depot Station

The Santa Fe Depot Station is well-positioned near downtown and is adjacent to a number of retail, restaurant, cultural, creative, and institutional sites. Additional bus transit connections can be made here to the Santa Fe Trails 1, 2, M, and Pick-Up routes, the NCRTD 255 and 305 routes, and the NMDOT Park-and-Ride Purple Shuttle route. Santa Fe Plaza is approximately 15 minutes walking distance from the station.

South Capitol Station

South Capitol Station is located approximately 1 mile southwest from the Santa Fe Depot and is also positioned near a variety of uses, including New Mexico state offices, the New Mexico School for the Deaf, and the commercial corridor along Cordova Road. Bus connections to the Santa Fe Trails 2 and 4 routes, the NCRTD 200, 255, 280, 290, 305, and 500 routes, and NMDOT Park-and-Ride Blue, Orange, Red, Anaya Complex Shuttle, Purple Shuttle, and Rodeo Park Shuttle routes are available here. The station provides bicycle lockers, which are available to reserve.

Zia Road Station

Zia Road Station is located directly south of South Capitol, near the southern border of the city. This station serves primarily residential neighborhoods in its catchment area, with some commercial areas located nearby to the south and east. Currently, neither bus connections nor vehicle parking is available at this station, as it is intended more for “kiss-and-ride” connections. The station provides bicycle racks.

Santa Fe County/NM-599 Station

Though functionally within the Santa Fe city limits, the Santa Fe County/NM-599 is located at the far southwestern extent of the city, adjacent to limited residential uses and the I-25 and NM-599 highway corridors. Over 200 parking spaces are available at this station. There are bus connections to the Santa Fe Trails Route 22, NCRTD 270 and 275 routes, and NMDOT Park-and-Ride Blue, Purple, National

²⁹ Cost Effectiveness and Operations of the New Mexico Rail Runner Express

Guard/Corrections Shuttle, Purple Shuttle, and Santa Fe Place Shuttle can be made here. The station provides bicycle lockers, which are available to reserve.

10.5.1.5 Intrastate Passenger Rail Service

Amtrak provides both intrastate and interstate passenger rail service to the Santa Fe area through a station located in the community of Lamy, approximately 18 miles south of Santa Fe in Santa Fe County. The *Southwest Chief* service, running from Los Angeles, California, to Chicago, Illinois, serves this station. Note that the Amtrak service does not run on the same tracks as the Rail Runner, within the City of Santa Fe, and serves to connect across multiple states while the Rail Runner provides regional services.

This route provides additional intermediate service to four other stations in New Mexico: westward to Albuquerque and Gallup and eastward to Las Vegas and Raton. Typically, one *Southwest Chief* train runs in both directions each day, with the eastbound departure occurring between 12 noon and 1 p.m. and the westbound departure occurring between 1 and 2 p.m. Public bus transit service is not offered by any local or regional entities to and from the station. However, Amtrak offers its *Thruway* connecting bus services twice daily in each direction, coordinating with respective arrival and departure times of *Southwest Chief* services at Lamy.

10.5.1.6 Public School Bus Service

Much of Santa Fe County, including wholly the city limits of Santa Fe, is served by Santa Fe Public Schools (SFPS). In total, SFPS operates 23 fixed bus routes, with many serving more than one school along their routes. There are 19 schools within Santa Fe city limits that are served by this route network.

10.5.2 Transit Propensity Travel Corridors

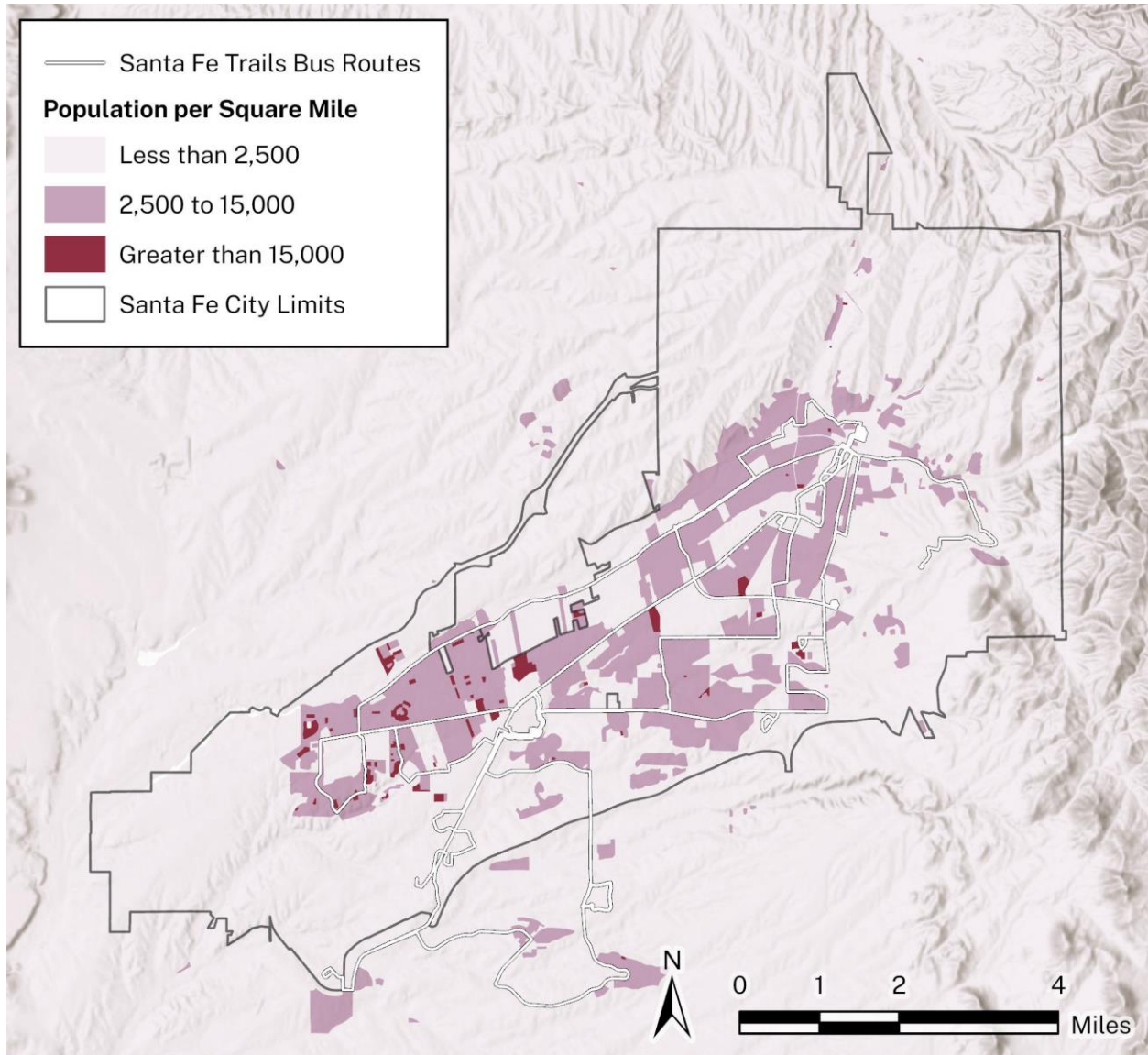
Existing bus transit routes typically span significant portions of the city along its major northeast-southwest road corridors. These routes were generally determined based on the density and efficiency benefits that are inherent to the relatively linear orientation of the city.

The Santa Fe Trails transit system provides bus coverage to the residents of Santa Fe as presented in Figure 10-12; however, they may benefit from increased service along existing routes. Areas of the city that do not have a large population base are also served by public transportation, including the retail areas along Cerillos Road near I-25, the Santa Fe County/NM-599 Rail Runner station, and Santa Fe Community College. While these areas do not have high population densities, they serve major destinations in the city that people want to travel to.

Although the downtown core of the city of Santa Fe does not have many residents, it receives high-priority transit services due to its significance to tourists and residents. As the majority of downtown Santa Fe seems to serve tourists through its variety of local restaurants, retail stores and services, hotels, and other attractions, it is crucial for future transit routes to connect the downtown core to SAF.

The roadways below were identified as key transit corridors within Santa Fe, based on the population density³⁰ of the city. Generally, population density can be used to identify growth patterns within the city and can assist where transportation service and infrastructure upgrades are needed.

Figure 10-12. Transit Routes and Population Density of Santa Fe



10.5.2.1 Agua Fria Street

Agua Fria Street runs relatively parallel to the Santa Fe River, beginning where Guadalupe Street intersects with the Santa Fe River and ending at the Agua Fria Street and Airport Road intersection. There are varying levels of residential density along this route, spanning from semi-rural to semi-urban,

³⁰ Esri Updated Demographics Variables 2023 - Overview

with greater housing density in the manufactured home communities present toward the southwest portion of the route.

Population densities for tracts along this corridor range from 853 to 7,584 persons per square mile. The average population density for all tracts along the corridor is approximately 4,350 persons per square mile.

Based on population density and existing transit routes, the current transit system seems to adequately serve the population along the corridor.

10.5.2.2 Cerrillos Road

Cerrillos Road runs between intersections with Galisteo Street near downtown to its interchange with I-25, in the far southwest of the city. This route begins in a heavily mixed-use environment near downtown, transitions into an arterial serving residential neighborhoods and regional-scale commercial centers, then transforms into a suburban corridor that serves large-scale commercial, and hotel uses, and ends with a connection to I-25.

The population densities along this route range from 1,232 persons per square mile (near the I-25 interchange) to 5,277 persons per square mile (near Camino Carlos Rey). The average population density for all tracts along the corridor is approximately 3,200 persons per square mile.

Based on population density and existing transit routes, the current transit system seems to adequately serve the population along the corridor.

10.5.2.3 St. Francis Drive (US-84/US-285)

US-84 and US-285 are signed together along one route. This route enters Santa Fe from the north and terminates at its interchange with I-25 in the south of the city. The route is partially grade separated along the first 2.5 miles (north) and its final 2 miles (south). The middle portion of this route functions as an urban arterial and hosts many driveway connections to residential neighborhoods and commercial centers. This route provides the principal transportation connection between downtown and Santa Fe's southern communities.

The development along this route varies in nature and becomes denser as the route passes near downtown. Notably, the route provides access to high-density residential areas near Alta Vista Street and the South Capitol Rail Runner station. The route also connects to the Zia Road Rail Runner station, which is anticipated to become a TOD community.

The population density along this route ranges from 310 persons per square mile (far north of the city) to 4,690 persons per square mile (west of downtown). The average population density for all tracts along the corridor is approximately 2,650 persons per square mile.

Based on population density and existing transit routes, the current transit system seems to adequately serve the population along the corridor.

10.5.2.4 Rodeo Road/Airport Road/Paseo Real (US-300/US-284)

Rodeo Road, signed with US-300, begins at its intersection with Old Pecos Trail (NM-466) and stretches westward. After intersecting with Cerrillos Road, it is signed as Airport Road (alongside US-284), until its

intersection with NM-599, where it is identified as Paseo Real until it exits city limits. Distinct from other major routes in the city, this route does not approach downtown, and instead provides a diagonal routing through the city. The majority of this route is surrounded by suburban residential uses, with exception to its intersection at Cerrillos Road, where regional commercial uses are present.

Service along this route is beneficial to users traveling along the southern portion of the city without a need to connect downtown. Additionally, these users are able to access other major corridors, such as Cerrillos Road.

The population density along this route ranges from 1,879 persons per square mile (to the east) to 7,584 persons per square mile near its intersection with Cerrillos Road. The average population density for all tracts along the corridor is approximately 3,700 persons per square mile.

As previously noted, there is a lack of transit options that connect to the SAF. Regarding the residents that live along this corridor, the current transit system seems to adequately serve the population along the majority of the corridor.

10.5.3 Transit Facilities and Fleet

10.5.3.1 Facilities

Sheridan Downtown Transit Center

The Sheridan Downtown Transit Center is located along Sheridan Street, between Palace Avenue and Marcy Street, in downtown Santa Fe. The Sheridan Downtown Transit Center hosts bus service from many routes operated by Santa Fe Trails and the NCRTD, acting as the origin point for many routes. The Sheridan Downtown Transit Center is served by seven Santa Fe Trails routes and seven NCRTD routes.

In 2022, the City of Santa Fe Public Works Department began a public engagement initiative to solicit feedback for planning improvements to the Sheridan Downtown Transit Center. Design for construction is complete; however, construction is currently on hold until construction at the Georgia O’Keeffe Museum finishes. Facility upgrades include realignment of bus lanes, road repaving, sidewalk widening and repaving, and the installation of new trees, lighting, curbs, and bus shelters.

Santa Fe Place Transit Center

The Santa Fe Place Transit Center is a bus station in the parking lot of the Santa Fe Place Mall, located in the southwest of the city. As with the Sheridan Downtown Transit Center, Santa Fe Place Transit Center hosts bus service from both Santa Fe Trails and the NCRTD, functioning as a terminus for some routes and as an origin for others. The Santa Fe Place Transit Center is served by seven Santa Fe Trails routes and two NCRTD routes.

10.5.3.2 Fleet

In 1992, the City had the first all-compressed natural gas (CNG) in the United States³¹. Each bus on the Santa Fe Trails fixed-route network is still fueled by CNG. Santa Fe's CNG fleet is efficient, as it is cleaner burning, less expensive, and faces no obstacles from the City's high altitude and cold winter weather³².

As Santa Fe strives to set an example of sustainability for the entire community, the City developed a 25-Year Sustainability Plan³³. This plan identified fleet electrification as a priority based on the resolution made by the Santa Fe governing body.

10.5.4 Ridership Demand

Ridership demand is one clear way to show the popularity of each local transit service. These ridership demand numbers tell a story of how the local public and tourists prefer to move throughout the city and can indicate the need for increased or decreased services.

Complete monthly ridership figures³⁴, provided by the Federal Transit Administration (FTA), provide insight into ridership trends across the transit agencies serving northern New Mexico. These monthly figures have been compiled at the annual level. Ridership figures for services operated by the City of Santa Fe, NMDOT, and RMRTD were gathered directly from the FTA's National Transit Database (NTD) Complete Monthly Ridership table for urban Full Reporters. The NTD is a nationwide repository of financial, operating, and asset condition data for transit systems, and the data contained therein are reported to the FTA by transit agencies³⁵.

Ridership figures from the NCRTD were unavailable from the NTD Complete Monthly Ridership table. NCRTD figures from 2014 to 2023 were gathered from the NTD Transit Agency Profiles, submitted to the FTA by all agencies filing an Annual NTD Report.³⁶ The NCRTD figure for 2024 was gathered from the American Public Transportation Association's (APTA) Public Transportation Ridership Report for the fourth quarter of 2024.³⁷ For agencies that participate in direct submission to the APTA, agency-specific ridership is provided in this report.³⁸ For bus agencies that have not provided ridership data, ridership is extrapolated based on the population of the urbanized area an agency serves, reported ridership data to the NTD, and the percentage change in ridership experienced by nearby agencies that report to the APTA. Table 10-7 below lists annual ridership numbers for various transit providers in the region.

³¹ Transportation#electric Vehicles | Santa Fe Sustainability Dashboard

³² PassengerTrans FP

³³ Santa Fe Sustainability Plan

³⁴ Complete Monthly Ridership (with adjustments and estimates) | FTA

³⁵ [The National Transit Database \(NTD\)](#) | FTA

³⁶ [NTD Transit Agency Profiles](#) | FTA

³⁷ [Ridership Report Archives](#) - American Public Transportation Association

³⁸ [Ridership Report](#) - American Public Transportation Association

Table 10-7. Annual Ridership by Transit Service

Year	Santa Fe Trails ³⁹	Santa Fe Ride ⁴⁰	NMDOT Park-and-Ride	NM Rail Runner ⁴¹	NCRTD
2002	507,824				
2003	556,578				
2004	532,938				
2005	571,592				
2006	612,059				
2007	654,949	32,592			
2008	735,487	40,824			
2009	824,733	41,390		1,351,087	
2010	893,022	37,114		1,165,687	
2011	970,864	43,396		1,242,174	
2012	1,036,495	41,611		1,129,303	
2013	1,074,024	44,803		1,082,588	
2014	1,089,918	43,311		1,063,217	208,894
2015	1,063,596	40,479		931,324	197,213
2016	987,327	38,487		851,409	274,007
2017	947,389	42,297		811,421	283,147
2018	903,469	34,183		771,602	284,967
2019	904,685	34,517	88,595	744,050	294,823
2020	145,352	10,070	93,430	143,462	224,204
2021	304,108	25,528	97,060	186,595	63,556
2022	338,908	28,150	118,780	439,368	100,533
2023	350,382	28,260	129,469	586,309	119,420
2024	378,632	26,880	190,210	601,417	141,900

Ridership across the Santa Fe Trails, Santa Fe Ride, and Rail Runner services remained relatively steady between the years 2009 and 2014. From 2014 onwards, until the COVID-19 pandemic universally and significantly decreased ridership nationwide, a steady decline is visible for most services. As these services have recovered some ridership after 2020, the majority of these services have not reached their previous peaks. While there is no specific explanation for this trend, expansion of suburban residential development that is less supportive of urban fixed-route transit can lead to reduced patronization of this mode. This idea is supported by consistent growth in ridership on the NMDOT Park-and-Ride service,

³⁹ Ridership for 1/2020 through 6/2020 is unavailable.

⁴⁰ Ridership for 1/2020 through 6/2020 is unavailable.

⁴¹ Ridership for 4/2020 through 2/2021 is unavailable.

which itself is structured to attract passengers that arrive at park-and-ride facilities by private vehicle. The NMDOT Park-and-Ride service is the only service that has consistently increased its ridership between 2019 and 2024.

10.5.4.1 Santa Fe Trails

Santa Fe Trails' fixed-route bus ridership figures are available as far back as January 2002. During the period from 2002 to 2019, during which full-year ridership figures were available, annual ridership rose steadily to a peak of 1,089,918 passengers in 2014 and slowly declined to 903,469 in 2018. Full-year figures were again available for 2021, 2022, 2023, and 2024. Post-pandemic, 2021 showed a significant decrease to 304,108 passengers. Subsequent years have seen a slow recovery, with 2024 figures showing an annual ridership of 378,632 passengers, representing 34.7 percent of its 2014 peak ridership.

10.5.4.2 Santa Fe Ride

Ridership figures for the Santa Fe Ride service are available as far back as January 2007. There was no visible ridership trend between 2007 and 2019, during which full-year ridership figures were available. The peak annual ridership during this period was 44,803 passengers in 2013, with annual ridership rarely falling below 37,000 passengers. Annual ridership in 2021 showed a notable decrease to 25,528 passengers. Since 2021, ridership has remained consistent, with 2024 annual ridership totaling 26,880 passengers, around 60 percent of the 2013 peak ridership.

10.5.4.3 NMDOT Park-and-Ride

Beginning in 2019, full-year passenger totals of the NMDOT Park-and-Ride are available for every year to present. Rather uniquely, NMDOT Park-and-Ride has shown ridership increases in every succeeding year, with 2019 showing the lowest annual ridership with 88,595 passengers and 2024 values indicating an annual ridership of 190,210 passengers. Based on the past five years, ridership of the NMDOT Park-and-Ride has increased by approximately 115 percent and is expected to continue that trend. It is recommended that a capacity analysis be undertaken to examine future constraints for this service and explore providing greater capacity and additional new routes.

10.5.4.4 Rail Runner

From 2009 through 2019, Rail Runner has exhibited a continuous decline in ridership. Annual ridership peaked in 2009 with 1,351,087 passengers and has since hit a full-year low of 439,368 passengers in 2022. There has been a slight recovery in annual ridership, with the latest full-year ridership report from the APTA⁴², released for 2023, showing an annual ridership of approximately 584,400 passengers and an average weekday ridership of approximately 1,900 passengers. The 2024 ridership totals 601,417 passengers, exhibiting an overall increase in ridership of approximately 222 percent over the past three years.

⁴² 2023-Q4-Ridership-APTA-Update-1.pdf

10.5.4.5 NCRTD Services

Ridership on the NCRTD system varied greatly between 2014 and 2024. Ridership peaked in 2019 at 294,823, and fell significantly in 2020 due to the COVID-19 pandemic. Post-pandemic ridership has recovered to about half the levels it was pre-pandemic. Note that revenue hours in the 2020s are also lower than they were pre-pandemic.

10.6 Santa Fe Regional Airport

SAF is a public use airport serving northern New Mexico, located approximately 9 miles southwest of downtown Santa Fe. SAF served approximately 282,000 passengers in 2023 and approximately 360,000 passengers through December 2024, which is the greatest passenger throughput in the airport's history. Federal Aviation Administration (FAA) figures for calendar years 2022 and 2023⁴³ are available and show SAF as a high-growth airport. The 13.6 percent year-over-year growth in enplanements can be compared to other major airports in the southwest, such as Albuquerque at 12.4 percent, Las Vegas at 9.5 percent, and Phoenix Sky Harbor at 9.3 percent. The airport is served by SkyWest, CommuteAir, and Envoy Air—connecting passengers directly to Dallas, Denver, Phoenix, and Houston.

SAF is not presently served by any public transportation system. The Santa Fe MPO Public Transit Master Plan⁴⁴ recommends a spur extension of Route 24 to the airport as part of a limited-service pattern. The NCRTD has stated that low demand and the layout of its route network do not suggest providing service to the airport. However, the City of Santa Fe, through Santa Fe Trails, is implementing microtransit zones that include the airport for non-fixed route transit service. It is recommended that a study be conducted to examine the feasibility of extending Route 24 to the airport with regular service frequencies to support expanding mobility options for travelers and improving transit accessibility for airport employees.

Ground transportation is provided at SAF via private passenger vehicles and shuttles. There are two rental car companies, Hertz and Avis, that provide service at the airport, while Enterprise and Budget are located off the airport site. Shuttles are provided by local hotels and private services. There are also a number of limousine, taxi, rideshare, and other bus shuttle services available.

10.6.1 Long-range Plans for Expansion of Service

In anticipation of increases to passenger throughput at the airport, SAF developed its Airport Master Plan⁴⁵, which identifies future capital investment through a phased format. In late 2024, an expansion of the terminal structure was completed, adding around 8,000 square feet of new space to the building. Remaining construction phases will expand the terminal building to around 35,000 square feet.

As SAF aims to complete the second phase of terminal construction in 2027, SAF is working to acquire nonstop operations to Los Angeles (expected to begin in October 2025) and Chicago (seasonal service expected to begin in December 2025). In February 2025, funding sources were confirmed for the

⁴³ Final CY23 Enplanements at All Commercial Service Airports

⁴⁴ Santa-Fe-Metropolitan-Public-transit-Master-Plan-Final-6-25.pdf

⁴⁵ SAF-Introduction_1.pdf

development of an additional connection to the airport, extending Jaguar Drive from its interface with NM-599 to the airport property, which would increase accessibility for passengers.

10.6.2 Noise Mitigation Opportunities

SAF complies with the FAA requirement to have a noise exposure map, which was submitted in 2008. The FAA maintains a related regulation under Part 150 to develop a noise compatibility program. It is unknown whether SAF is compliant with this regulation, as it is not mentioned as an approved airport in noise compatibility program data.⁴⁶

In 2009, SAF published an update to its 2001 voluntary noise abatement program.⁴⁷ This program enumerates a number of guidelines on aircraft procedures, such as refraining from flying between 10 p.m. and 6:30 a.m., climbing straight to 7,000 feet mean sea level before turning, and avoiding overflight of homes within known noise sensitive areas near the airport. It is unclear if this voluntary noise abatement program is still in effect.

10.7 Freight

Freight traffic volumes are high within Santa Fe, as its proximity to the I-25, I-40, and other rail corridors allow for the interstate transportation of a variety of goods. As Santa Fe is relatively central to these routes, there is a high volume of freight traffic that moves through the city. This is of key consideration for the City, as hazardous cargo routes, at-grade rail crossing upgrades, and the impact of freight traffic on residents and local operations need to be included in future plans.

10.7.1 Rail Corridors

10.7.1.1 Glorieta Subdivision

The Glorieta Subdivision begins westbound as track enters New Mexico and continues to its end southwest of Albuquerque. From the state border to Lamy, it is owned by BNSF and Amtrak has trackage rights. From Lamy to its western end, the subdivision is owned by NMRX and Amtrak and BNSF have trackage rights. Information regarding BNSF freight traffic along this route is currently unavailable.

10.7.1.2 Santa Fe Southern Railway

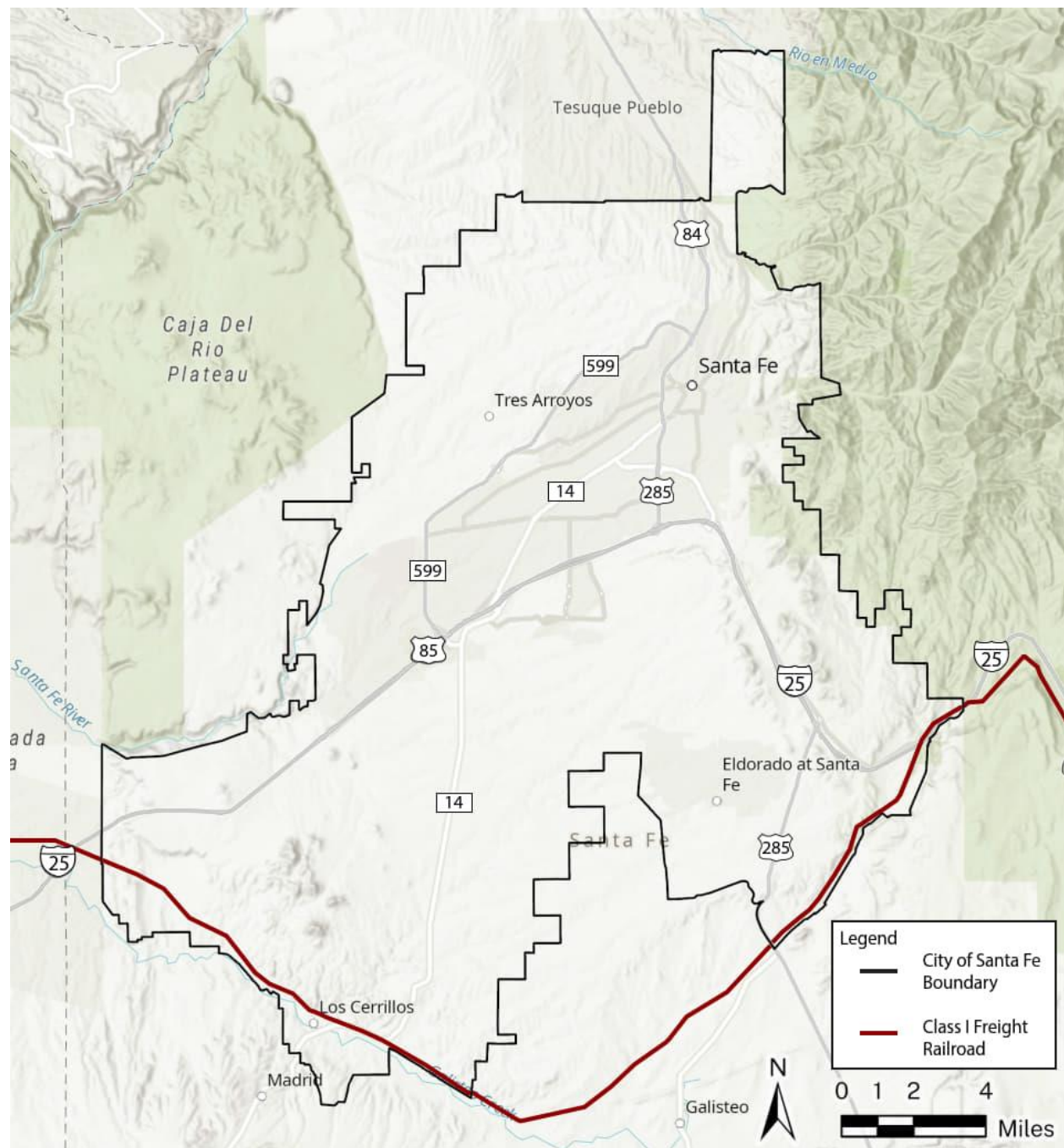
The Santa Fe Southern Railway is an 18.1-mile short line railroad running between Santa Fe Depot and Lamy, intermittently hosting cargo operations and tourist trains. After the 2012 operating season, the railroad did not operate freight trains. In 2014, the railroad was restored to operating conditions for tourist trains and has not carried freight traffic since and is now known as Sky Railway.

Figure 10-13 below maps the freight rail lines traversing the study area.

⁴⁶ Planning Data and Noise Compatibility Program Status - New Mexico | Federal Aviation Administration

⁴⁷ 7871

Figure 10-13. Freight Rail Lines in Study Area

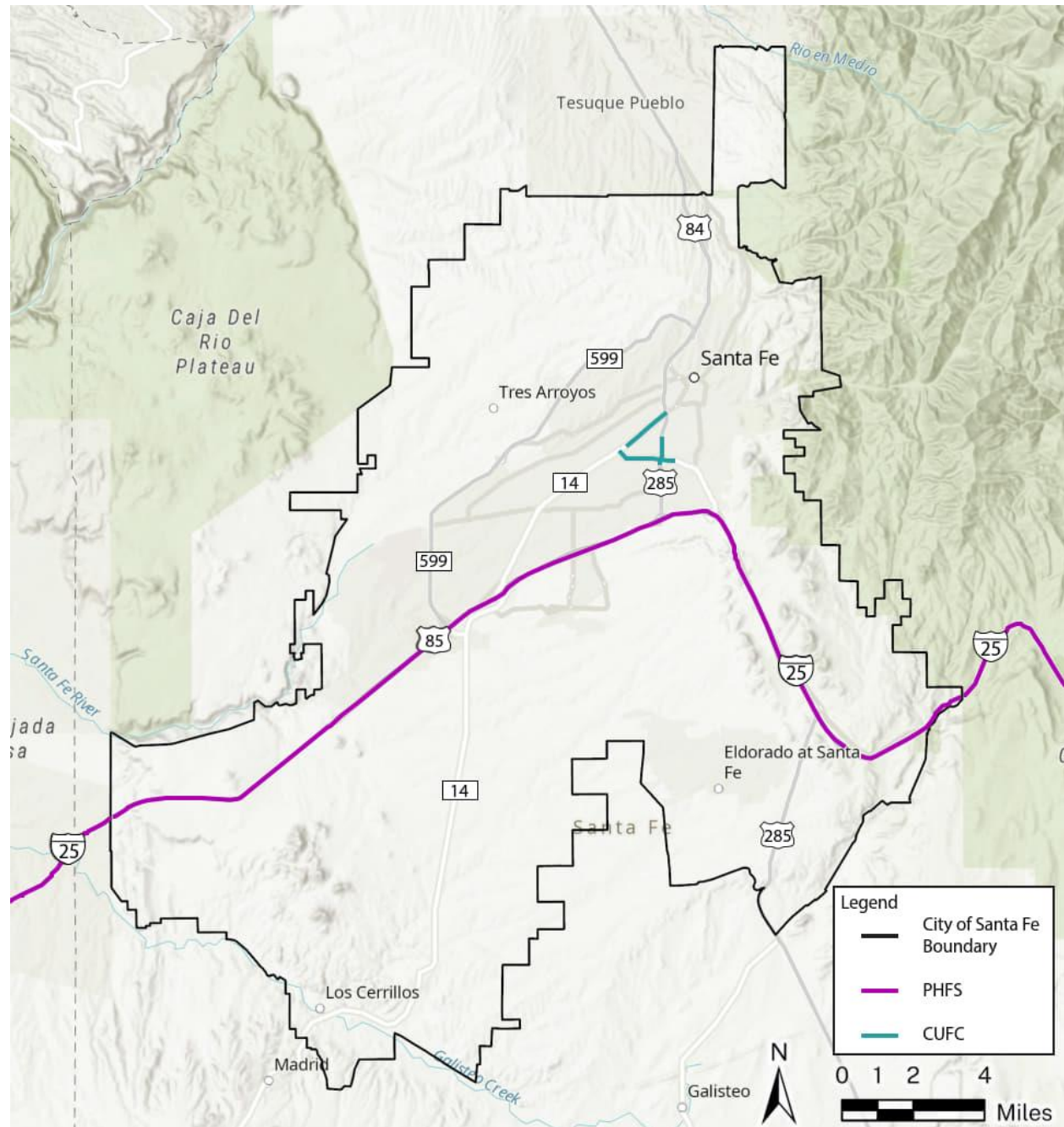


10.7.2 Truck Corridors

The FHWA designates key roadway freight routes under the National Highway Freight Network (NHFN); see Figure 10-14. Routes on the NHFN are categorized by their level of importance to the national freight network, as well as their urban or rural context and functional classification. In the Study Area, four routes fall under these designations: I-25 under the Primary Highway Freight System and US-84, NM-466, and NM-14 as Critical Urban Freight Corridors.

While the entirety of the I-25 in New Mexico lies within the NHFN system, only select portions of these non-interstate routes are applicable. All portions are within the city limits of Santa Fe. US-84 is included from where it intersects NM-466, northward to Columbia Street. NM-466 is included from where it intersects Cerrillos Road (NM-14) eastward to Galisteo Street. NM-14 is included from where it intersects US-84 westward to just short of San Felipe Avenue.

Figure 10-14. National Highway Freight Network Corridors in Santa Fe



10.8 Electric Vehicle Infrastructure

10.8.1 EV Policy and Funding

The Sustainable Santa Fe 25-Year Plan⁴⁸ was adopted in 2018 and specifically notes an increase in electric vehicle (EV) use within the city would be a key factor in reducing local greenhouse gas emissions. Two specific strategies identified in the plan to achieve this goal include the transition of the administrative fleet to electric and/or hybrid vehicles and the deployment of EV charging infrastructure for public use.

In 2022, the governing body of Santa Fe began to address these strategies with their approval of funding for 17 electric fleet vehicles and the installation of six charging stations.⁴⁹ Santa Fe County was then awarded \$3.3 million to expand EV charging stations in 2024, as a part of a nationwide effort to invest in EV infrastructure.⁵⁰ These funds will lead to the development of 33 chargers installed across 13 sites. Seven of these sites are located in the Study Area and are composed of four Level 2 charger sites and three direct current fast charging (DCFC) sites.

In addition to Santa Fe County, NMDOT received \$38.3 million to distribute to individual entities through 2026.⁵¹ The first round of funding was disbursed to six entities, with one entity being Red E Charging LLC, which has a location in Santa Fe.

10.8.2 EV Charging Infrastructure

NMDOT maintains a repository of data regarding EV charging stations statewide on its EV Planning Dashboard.⁵² In the Study Area, it was determined that there are presently 69 public chargers of all types. One of these chargers is a Level 1 device, which can charge a battery electric vehicle (BEV) to 80 percent in 40 to 50 hours and a plug-in hybrid electric vehicle (PHEV) in 5 to 6 hours. The 51 chargers are Level 2 devices, which can charge a BEV in 4 to 10 hours and a PHEV in 1 to 2 hours. The 17 chargers are DCFC devices, which can charge a BEV in 20 minutes to an hour. Figure 10-15 below maps electric vehicle charging stations across the Santa Fe area.

⁴⁸ Sustainable Santa Fe 25-Year Plan

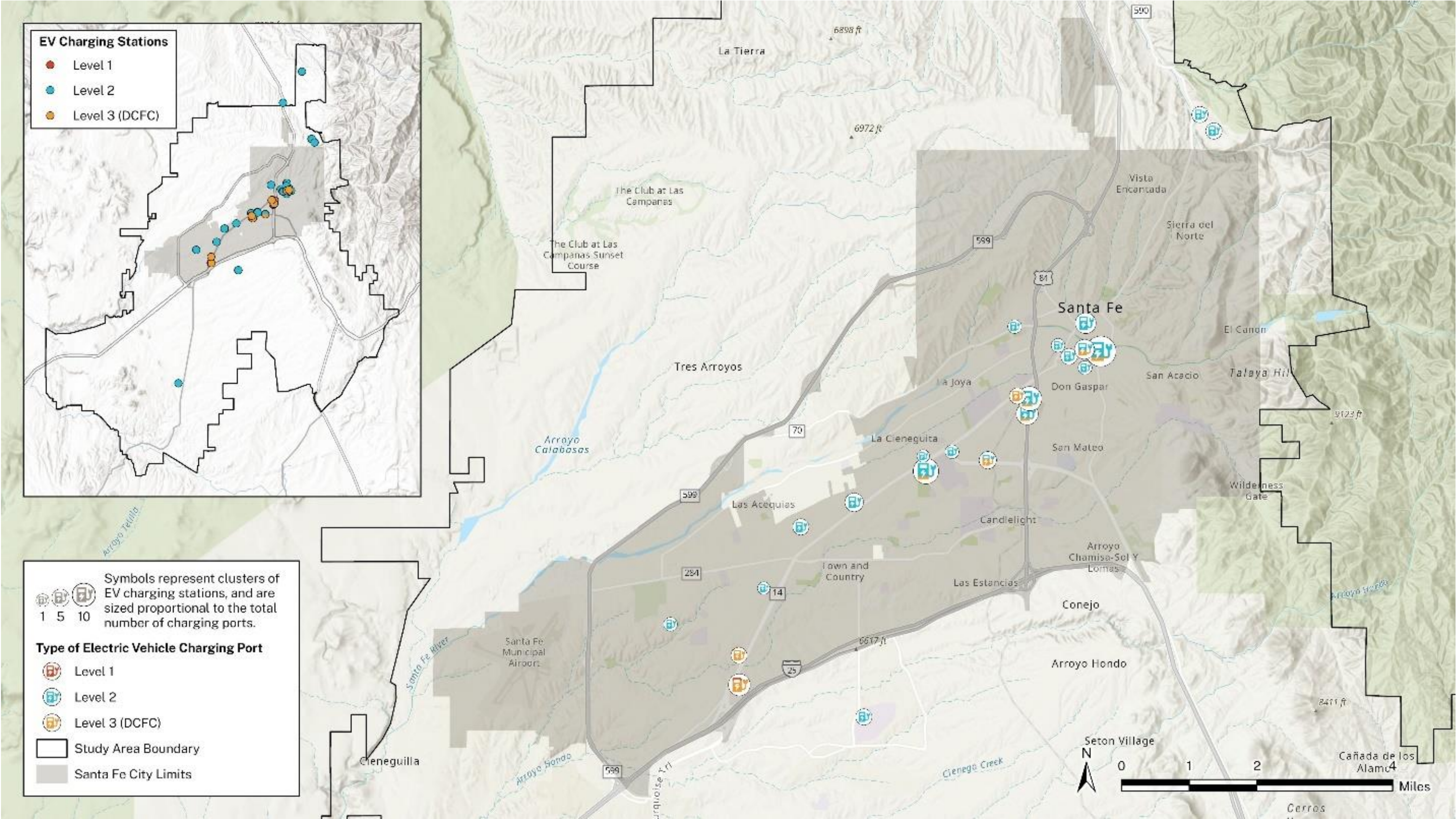
⁴⁹ City Approves Purchase of Electric Vehicles | City of Santa Fe

⁵⁰ Clean Commute | Santa Fe County

⁵¹ NMDOT Announces First Round of Funding Awards for \$11.9 Million from National Electric Vehicle Infrastructure (NEVI) Formula Funding | NMDOT

⁵² NMDOT EV Planning Dashboard

Figure 10-15. Electric Vehicle Charging Stations in Santa Fe

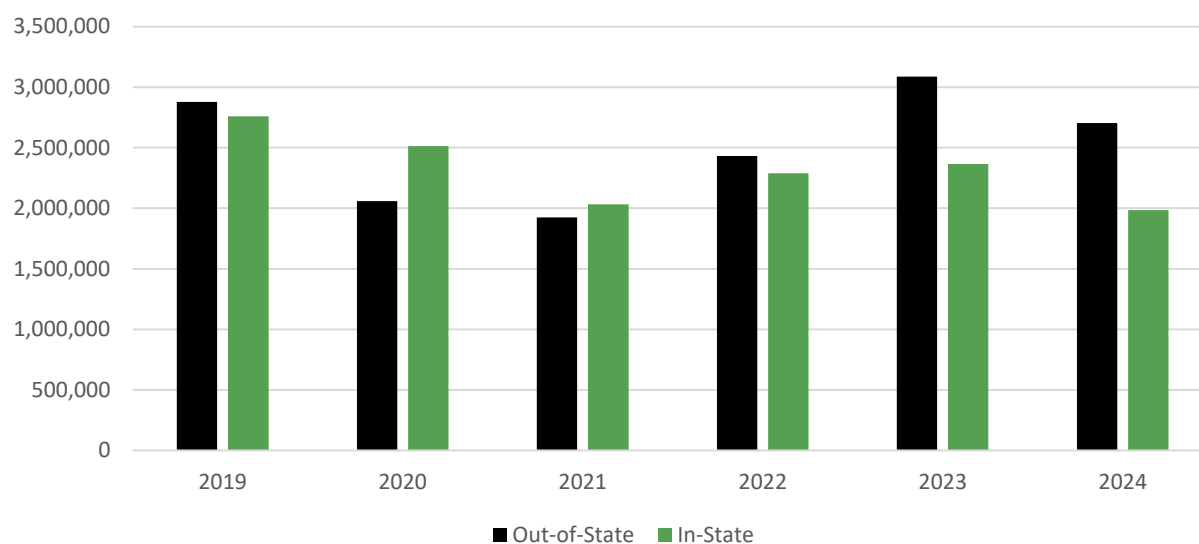


10.9 Travel Market

10.9.1 Past

In February 2024, Tourism Santa Fe, in partnership with the Santa Fe Data Platform, released a dashboard that reveals characteristics of tourism travel patterns both in the city of Santa Fe and surrounding Santa Fe County; see Figure 10-16. Although the dashboard only contains data between 2019 and 2024, it assists in providing a view of expected tourism levels based on pre-2020 tourism levels and the rebound of tourism in the region in the years since.

Figure 10-16. Tourism Levels



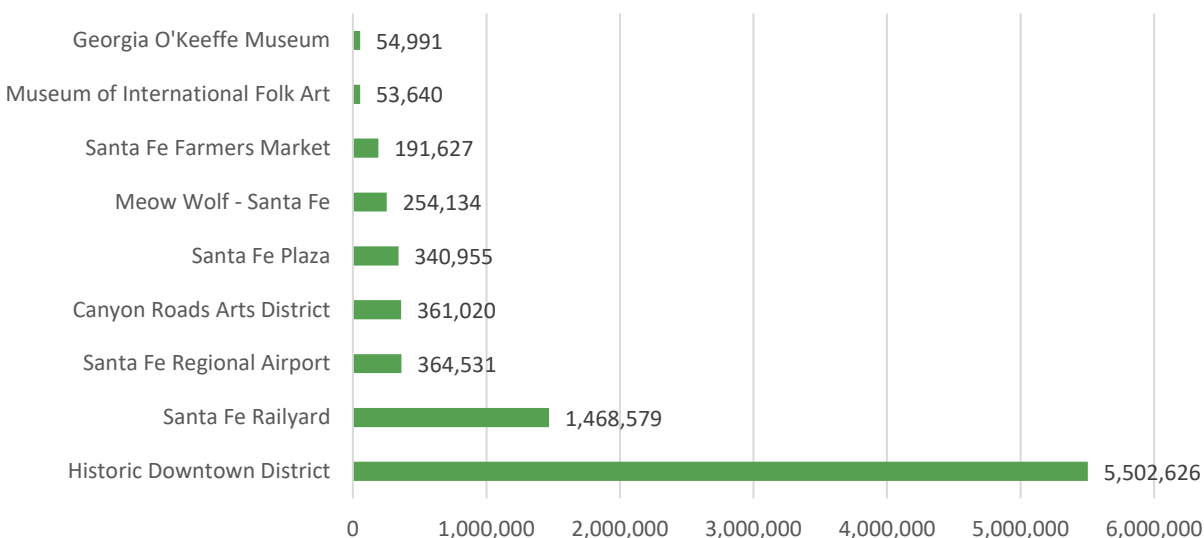
The above graph displays total trip data from the Santa Fe Tourism Dashboard for out-of-state and in-state visitors in the city of Santa Fe. The final pre-2020 count showed 2,878,412 out-of-state and 2,759,529 in-state visitors, with a total of 5,637,941 visitors. In 2020, there was a significant decrease in out-of-state visitors and a modest decrease in in-state visitors. There was another decrease in visitors in 2021, with in-state and out-of-state counts nearly equalized. Since 2021, there have been slight increases in visitors, but overall tourism volume has remained fairly consistent.

10.9.2 Present

The Santa Fe Tourism Dashboard, in addition to collecting total visitor numbers, has collected visitor figures for “hot spots” in the city. The nine largest attractions that tourists visited in 2024 in Santa Fe are displayed in the graph on the following page.

As shown, Santa Fe’s Historic Downtown District attracts tremendously higher visits than any other location in the city. Both the Georgia O’Keeffe Museum and the Santa Fe Plaza are located in the Historic Downtown District, further demonstrating the universal draw to this area. The Santa Fe Railyard district is the second-most popular attraction, which is located approximately 0.5 miles away from downtown Santa Fe.

Figure 10-17. Tourism Hotspots



10.9.3 Future

It is important to note the role of transportation access and multimodal transportation options within local tourism efforts. Although out-of-state visitors may elect to rent a vehicle if arriving by air or navigate the city by vehicle if they have arrived in the area in one, it is crucial to provide a robust set of alternative transportation options. These multimodal transportation options may also provide visitors without an individual vehicle an additional incentive to extend their visit beyond the core of downtown.

A notable gap in transportation exists for visitors who arrive via airplane and do not have suitable public transportation to and from SAF. Currently, the closest bus stop to the airport is the Paseo del Sol West and Airport Road stop, served by Trails Route 24. This stop is a 2-mile walk from the terminal building. Additionally, Route 24 only runs hourly on weekdays, only offers on-demand service on weekends, and requires a transfer to get to downtown Santa Fe. Overall, traveling directly from SAF to downtown Santa Fe via public transportation would take approximately 1.5 hours. To address this, the City of Santa Fe, through Santa Fe Trails, is implementing microtransit zones that include the airport for non-fixed route transit service.

The Santa Fe Tourism Dashboard reports that the Cerrillos Road corridor hosts the largest concentration of hotels in the city, with 27 properties containing 2,198 rooms along the route. To access this portion of the city, public transportation users would use Trails Route 2 to access downtown Santa Fe. Although Route 2 offers acceptable 15-minute headways during the week, weekend visitors will find 30-minute headways and a shutdown of service after 7:30 p.m. on Saturdays and 5:30 p.m. on Sundays from downtown.

Public transportation services need to be improved to make public transportation more efficient and reliable for residents and visitors.