



SANTA FE MPO

PRE-TEEN AND TEEN INDEPENDENT TRANSIT AND MOBILITY PLAN

Adopted February 23, 2017

ACKNOWLEDGEMENTS

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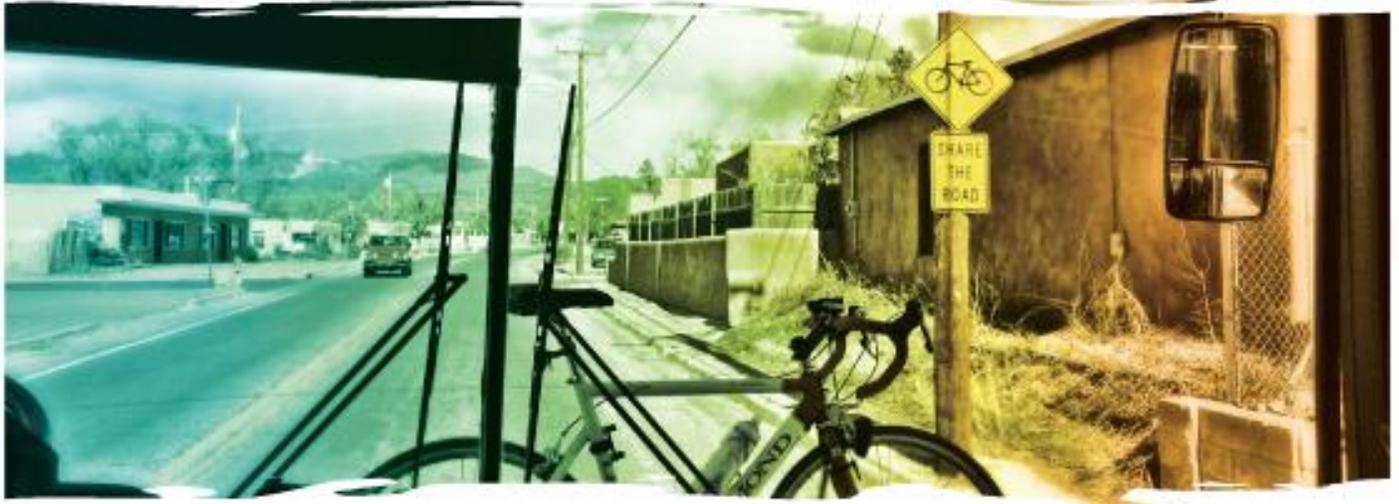


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01. INTRODUCTION

Transportation trends are changing across the United States, and youth are at the forefront of many of these changes. Emerging trends show that the number of transit, bicycling and walking trips have been increasing steadily while there has been a reduction in the number of vehicle miles traveled (VMT). In addition, national studies indicate that drivers are taking *fewer* car trips per driver and *shorter* car trips. These studies indicate that the trend away from the single passenger automobile is being led by young people, who have different preferences, habits, and options available to them than previous generations.

This plan seeks to derive a baseline understanding of mobility independence for youth between the ages of 10 to 17 living and travelling through the Santa Fe Metropolitan Area and how their travel patterns are influenced by accessibility factors (described in Chapter 4) and the national trends described above. This plan analyzes factors affecting mobility independence including physical suitability of the transportation network and perceptual factors that affect the qualitative experience of network users. The goal is to increase independent mobility options for this age group and help decision makers prioritize projects that can improve youth mobility.

Recommendations and finding included in this document rely heavily on data obtained from focus groups and public outreach, demographic data from the Census and the American Community Survey (ACS), existing bicycle, pedestrian and transit master plans through the MPO, data included in the 2015-2040 Metropolitan Transportation Plan (MTP), and Santa Fe Trails youth boarding and riding data. This data helped to supplement data acquired from the survey (discussed in Chapter 3) due to a low response rate.

PLAN PURPOSE

The primary goals of the plan are to understand the factors that influence teen and pre-teen mobility choices, their perceptions of different travel modes, their primary barriers to travel, and their overall level of mobility independence. Understanding these factors can help lead to the development of cost-effective strategies that improve youth mobility, as well help the Santa Fe MPO monitor improvements in youth mobility over time.

This plan fits directly into the mission of the MPO, which is focused on increasing the mobility, safety, and accessibility of all residents of all ages, abilities, and travel modes. The findings in this plan will help MPO member agencies understand potential policies, programs, and projects that would increase teen and pre-teen mobility independence and support an integrated, multimodal transportation system that provides a high level of accessibility to all users. Many of the improvements to the transportation system that enhance youth mobility independence also provide more convenient and safer transportation choices for people of all ages, by potentially reducing school district transportation costs, reducing traffic congestion produced by to-and-from school trips, and reducing time needed for parents to chauffeur children to different activities.

The recommendations in this plan provide a unique perspective on the policies, programs and projects MPO member agencies can take to not only increase teen

mobility, but the mobility and accessibility for all users. By analyzing current attitudes, perceptions and behaviors of youth in the Santa Fe Metropolitan Area the Santa Fe MPO may achieve the following:

- Development of policies and programs that maximize travel independence via transit and active transportation as youth move into adulthood.
- Provide parents and schools with resources and tools that encourage youth to safely travel within the community using transit and active transportation as alternatives to the automobile.
- Increase employment access and opportunities for teens.
- Develop of infrastructure gap analysis that supports current and latent demand for youth travel movements throughout the community.
- Develop new partnerships with SF Public Schools, City Youth and Family Services, and Santa Fe Community Services, Santa Fe Prevention Alliance, Youth Works, the Student Wellness Action Team and other youth organizations.
- Encourage and increase transit ridership from all socio-demographic areas of youth and help to shift perceptions of walking, biking and transit from an un-cool negative stereotype to one of independence, freedom and safety.
- Determine primary youth destinations and primary focus areas for transit, pedestrian, and bike infrastructure investments.

STUDY GROUP

This plan looked specifically at youth ages 10-17 living within and travelling through the Santa Fe Metropolitan Area. According to the American Community Survey, 5-Year Estimates (2010-2014), there are 13,554 youth age 10-17 within the Santa Fe Metropolitan Area, or about 9.3% of the total population. A comparison of demographics in comparable cities to Santa Fe are displayed in Table 1. Travel patterns of youth in this age range are important to study as they begin to become more independent and transition from relying on their parents for transportation to using other modes independently. As pre-teens age, they typically increase the diversity of their after-school trips to include extramural activities such as sports, music, arts and employment opportunities.

One goal of this plan is to determine when this transition happens, which modes youth use at which ages, and to what extent they can use these modes independently.¹ Because youth often rely on many different modes over the course of one day, their experience with public transit, walking, and biking around the Santa Fe Region helps inform the overall accessibility of the Metropolitan Area's transportation network.

In addition, if youth are encouraged to use alternative modes early on, they can potentially develop lifelong habits that improve their personal quality of life (for example: more disposable income and better health) as well as the region's quality of life (reduced traffic congestion, reduced air pollution, etc.).

YOUTH TRANSPORTATION TRENDS

Data from the 2009 National Household Travel Survey indicate that between 2001 and 2009, the average number of vehicle-miles traveled (VMT) by young people (16-34-year-olds) decreased from 10,300 miles to 7,900 miles per capita, or a drop of 23 percent.² This trend is complemented by a rising number of youth who are taking alternative transportation modes, seen in a 24% increase in biking trips between 2001 and 2009, a 40% increase in transit trips, and a 16% increase in walking trips. This is a significant shift away from a long-time national trend of increasing vehicle miles traveled annually, and the general progression toward an increasing reliance on private automobiles.

Studies looking at the reasons behind the decrease in teen VMT have cited several factors, including higher gas prices, new licensing laws, technological shifts, and a

change in the values and preferences of young people. Among these changes in values, some young people may prefer to walk, bike or take transit instead of drive or be driven, while others may reduce their driving habits for environmental reasons. New technologies and new forms of entertainment (video games, the Internet, social media) have also given teens new opportunities to interact with peers that do not involve driving. In addition, studies show declining licensing rates among teens over the past decade.

Although these shifts in travel behavior may be temporary and continue to evolve, understanding how youth view their mobility independence (and hence travel options) is another factor that should be considered. Some studies have argued that there has

¹ For the purposes of this study, mobility independence is defined as a pre-teen or teenager (ages 10-17) traveling through the community without direct assistance from an adult or parent and without an automobile.

² Frontier Group, 2012, Transportation and the New Generation: Why Young People Are Driving Less and What It Means for Transportation Policy.

been a *decline* in overall youth mobility independence due to a variety of factors including:

- **Permission Issues:** Concerns by parents about the safety and security of other modes. For example, some children may not be allowed to ride the bus or bike due to fear of strangers or crime. Some studies have seen an overall decline in the percentage of parents who are comfortable allowing their children to travel independently.
- **Land Use Patterns:** An ongoing shift in land use patterns that do not provide the physical infrastructure to safely or comfortably walk, bike or take transit. Interestingly, young adults (ages 18-29) prefer to live in more walkable, compact neighborhoods. However, as minors, those younger than 18 rarely have the same choice in picking the neighborhoods they live in, even if this preference extends to younger age groups.
- **Transportation Investment:** A lack of investment in non-automobile infrastructure, including a lack of investment in transit and bicycle infrastructure that results in poor transit service, connection issues, and longer travel times as compared to driving.
- **Preference & Technology Changes:** A shift away from traveling to friends' homes, entertainment, or other opportunities as a result of new internet and entertainment technologies. The mobile phone has replaced the personal vehicle as the predominant way for youth to socialize and connect with peers.

These factors, along with changes in transportation planning and funding, complicate the picture on youth mobility. Newer movements, such as the Complete Streets Movement have been at the forefront of changing attitudes, placing emphasis on the needs of all users of all ages and abilities, when designing and operating roadways. The Complete Streets movement has begun to shift the conversation to ensure that all modes are considered when designing roadways. Safe Routes to School programs have also advanced the conversation by looking for ways to improve the health and safety of children by examining the physical conditions around schools that enable or inhibit walking and bicycling.

EXISTING MOBILITY RESEARCH

There have only been a few studies in the United States that have researched teen mobility and travel independence. Most studies focus on the use of specific modes as used by the general adult population, rarely diving into the needs of a specific user group. More recently, however, studies have begun to seriously consider the needs of vulnerable populations, including seniors and the disabled. This has legitimized research and design practices that emphasize the needs of all transportation users.

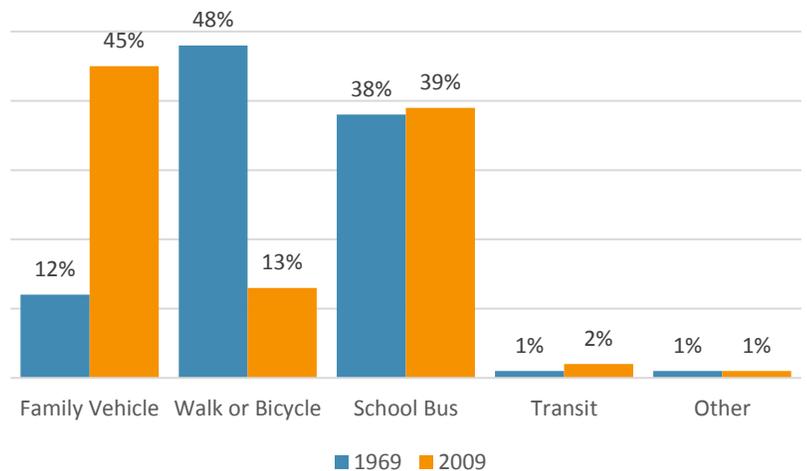
Given the lack of national studies looking at teen and pre-teen mobility, it is important to review the transportation network through the lens of these users, who, along with seniors, are one of the more vulnerable, less independently mobile groups of transportation users. Teens' experience of the transportation system provides a view into how the overall system is working for everyone, and can show where investment in pedestrian, transit, and bicycle infrastructure may provide the most benefit.

Existing research looking at youth mobility has generally assessed changing travel patterns among younger populations—especially trips to and from school. For instance, a review of national travel survey data between 1969 and 2009 shows a marked increase in the number of children grades K-8 being driven to school, and a drastic decline in other modes besides school buses.³ In 1969, 48 percent of K-8 grade students walked or biked to school; by 2009, this percentage had dropped to 13 percent. This trend is strongly associated with the distance between home and school, which has also been increasing. Those children who lived

within one mile of school were more likely to walk or bike in both 1969 and 2009.

Some of this shift can be attributed to land use patterns that have led to larger travel distances between home and school. Especially in some cities, such as Santa Fe, new schools have been built away from existing neighborhoods or on city edges, making them less accessible by walking or biking, and in some cases, public transit. This has created a situation where parents are more likely to drive their children to and from school. Based on 2009 data, it is estimated that 10 to 14 percent of all peak morning period automobile trips are parents driving their kids to school.⁴ Previous studies estimated that upwards of 25 percent of morning trips were parents driving their children to school.

FIGURE 1. K-8 MODE CHOICE TO SCHOOL, 1969 -2009



³ Safe Routes to School, 2011, How Children Get to School.

⁴ Safe Routes to School, 2011, How Children Get to School.

FOUR YOUTH MOBILITY THEMES

The Santa Fe MPO developed a vision that is broad-based, inclusive, and considers the needs of all MPO Planning Area residents. In the development of the MPO's recent planning documents, public participation has been central to the development of the plans' goals, strategies, and recommendations. This plan complements the findings and recommendations of recent plans by focusing on four key themes related to youth mobility independence: *Strong Teens*, *Strong Families*, *Strong Neighborhoods*, and *a Strong Region*. These themes reflect the primary goals and recommendations of this plan to increase not only youth mobility but help prioritize improvements that will benefit residents throughout the Santa Fe region.



STRONG TEENS

Engaging and connecting youth in Santa Fe.

Strong Teens looks at the mobility options available to teens, and whether these options are safe, convenient and accessible. Providing a safe and effective transportation system through all modes for youth is essential in travel and mobility independence in the region. The transportation system in Santa Fe has an opportunity to grow and enhance mobility for all users by incorporating feedback and ideas generated by youth.

GOAL: Connect youth to education, social and other extra-curricular activities by providing a safe and reliable multi-modal transportation system.

OBJECTIVE 1: Provide opportunities for youth to learn about the transportation options available to them in the Santa Fe region, including transit and bicycling options.

OBJECTIVE 2: Promote healthy lifestyle options for youth through active transportation modes.

OBJECTIVE 3: Connect youth leadership with transportation providers and decision makers at the neighborhood, city and regional levels.



STRONG FAMILIES

Providing reliable transportation for families to be able to move independently.

Youth mobility has a large effect on families, from household transportation costs to the time parents spend driving their children to destinations. This theme looks to how to provide reliable transportation that supports families by providing transportation choices for all family members. With the ability to travel more independently, families can budget more time for other activities together.

GOAL: Provide a transportation network that adequately and efficiently connects families to destinations around the region.

OBJECTIVE 1: Provide a means for families to be active and engaged in alternative modes of transportation together.

OBJECTIVE 2: Allow family members to independently travel to destinations regardless of travel mode.

OBJECTIVE 3: Ensure youth safety when traveling independently using all modes.



STRONG NEIGHBORHOODS

Ensuring transportation improvements allow neighborhoods access to desired destinations and enhanced mobility.

Neighborhood development patterns (and the underlying transportation networks that serve them) have a profound impact on mobility choices. A connected transportation system allows for a freedom of mobility and travel, and provides access to all areas of a city. Neighborhoods with connected roadway, transit, bicycle and pedestrian systems are strong due to greater access to destinations, activities, jobs, and recreation.

GOAL: Provide a multi-modal transportation network that connects neighborhoods to desired destinations and allows for recreational opportunities.

OBJECTIVE 1: Provide transit, bicycle, and pedestrian connections to existing multi-modal routes and trails.

OBJECTIVE 2: Provide an opportunity for recreation in existing neighborhoods by implementing a complete, connected trail and sidewalk network.

OBJECTIVE 3: Ensure neighborhoods have adequate access to jobs, shopping, services, and community facilities using all modes.



STRONG REGION

Ensuring regional access and connectivity through all modes of travel to goods and services, and regional recreational opportunities.

Teen mobility reflects the region's overall quality of life and the choices that are available to households throughout the MPO's planning area. Creating a Strong Region involves finding ways to invest in future infrastructure, while also paving the way to make the Santa Fe region a cultural leader in providing alternative transportation options for all users. Regions that provide travel through vehicle, transit, and non-motorized alternatives have greater access to goods and services, recreational opportunities, and promote the economy.

GOAL: Provide a multi-modal transportation network that safely connects residents to jobs, activities, and opportunities.

OBJECTIVE 1: Provide regional connections to bicycle and recreational trails.

OBJECTIVE 2: Provide transit connections to partner transit systems throughout the Santa Fe Metropolitan Area.

OBJECTIVE 3: Promote regional travel by providing multiple travel options to goods, services, and recreation.



02. COMMUNITY PROFILE

The Santa Fe MPO is the regional transportation planning agency for the Santa Fe Metropolitan Planning Area (SFMPA) which includes portions of Santa Fe County, Tesuque Pueblo, the Aqua Fria Traditional Village, and the entire City of Santa Fe. As summarized in the 2040 Metropolitan Transportation Plan (MTP), the SFMPA covers 426.6 square miles and was home to 119,800 residents in 2015, spread over 56,000 households. Youth, ages 10-17 years old, make up about 9.3 percent of the region's total population, and are the primary focus of this plan.

SANTA FE MPO POPULATION

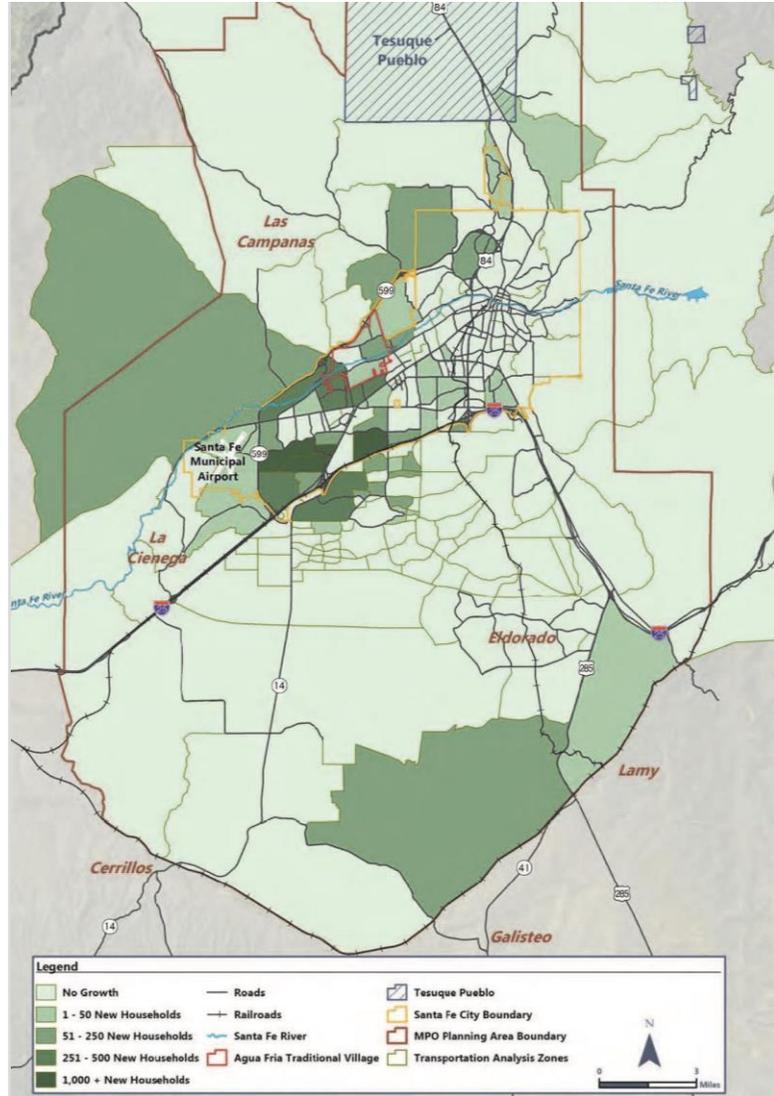
The MPO Planning Area is characterized by an aging population, with a large percentage of future population growth being seen in those over 65 years old. Projections show that the population over 65 years old may increase from 20% of the total population in 2015 to 33% of the total population in 2040. This means that younger residents (including those within the study group age range) is projected to make up a smaller percentage of the total population in upcoming years.

However, the MPO planning area is still expected to grow – with an approximate growth of 17 percent between 2015 and 2040; or an average annual rate of 0.64 percent. During this period, the MPO area is expected to grow from 119,800 people to 140,600 people, which will result in an estimated 20,800 additional people living in the region.

Much of this population growth is expected to take place among seniors, especially those over 75, who are expected to increase as a significant proportion of the population by 2040. This is matched by a relative decline in the percentage of younger residents, as well as working-age adults.

As noted in the MTP, there has been an ongoing trend of population loss in and around the downtown Santa Fe area and an increase in population in the areas to the south and west of downtown (see Map 1). The southwestern side of Santa Fe especially is characterized by a younger population, including more families with children, lower real estate values, lower median household incomes, and a Hispanic majority of the population.

MAP 1. SFMPO REGION AND FUTURE GROWTH AREAS



YOUTH IN SANTA FE

According to the *American Community Survey, 5-Year Estimates (2010-2014)*, there are 13,554 youth age 10-17 within the metropolitan area, or about 9.3% of the total population. As can be seen in Figure 2, youth in this age range are part of an unbalanced population distribution within the Santa Fe Metropolitan Area: although the region has a stable base of children younger than 14, the percentage of young adults between 18 and 24 is much smaller than it is for other cohorts, indicating an outmigration of young adults once they turn 18. Many factors can explain this trend including children leaving home to go to college outside of Santa Fe or a lack of access to suitable jobs for young adults within the Santa Fe Metro Area. A comparison of demographics in comparable cities to Santa Fe are displayed in Table 1.

WHERE DO TEENS LIVE?

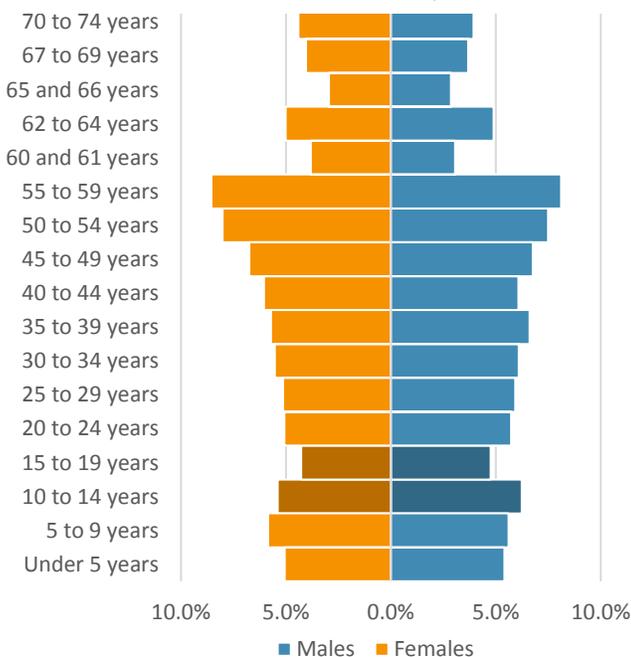
Geographically, as can be seen in Map 2, youth in the study group are concentrated in southwest neighborhoods, especially newer neighborhoods to the north and south of Airport Road. A few neighborhoods closer to downtown also have a high density of youth,

including the neighborhoods immediately to the north of St. Michael's Drive. As a percentage of population by block group, youth in the study group are also concentrated in newer neighborhoods to the southwest of Downtown Santa Fe, as well as more rural areas.

Combined with growth projections by geographic location, these data show that future growth in the study group population is likely to occur in newer neighborhoods on the fringes of Santa Fe. Specifically, newer subdivisions south of Airport Road and Jaguar Drive, and south of I-25 near the intersection with NM 14. This includes areas that already have a higher density of youth residents, meaning transit, bike, and pedestrian investments in these neighborhoods may be a priority in the near future.

Recent growth pressures in these areas have concentrated development on new community facilities including schools, which has led to the establishment of regional schools on the urban edge away from established neighborhoods. Because cars are the predominant means of transportation for children to and from school, this has resulted in increased peak hour trips and congestion.

FIGURE 2. SANTA FE AGE DISTRIBUTION, 2010



YOUTH POPULATION PROJECTIONS

Population projections in the 2040 MTP project that the youth population in the MPO planning area will decline as a proportion of the population by 2040. By 2040, youth ages 10-19 could make up between 8% - 9% of the total population, which represents a proportional decline of about 4% - 5%. However, the total number of youth in this age range may stay relatively stable at around 13,500 residents.

INCOME & POVERTY

Poverty levels for youth in the Santa Fe Metropolitan Area are lower than the state as whole, with an estimated 25% of children under 18 living below the poverty line. 24 states and the District of Columbia have poverty rates higher than the national average of 15%

with the majority of the nation’s poor situated in the south. Mississippi has the highest rate of all residents living below the poverty line at 22.6%. New Hampshire has the lowest rate of residents living below the poverty line at 8.8%. In Iowa and Illinois, where *Poor Kids* was filmed, the poverty rate is 12.8% and 15% respectively (*Higher than the National Average*, 2012, www.census.gov). Within the City of Santa Fe, however, poverty levels among those younger than 18 are comparable to the state average, at about 30% of the population. As noted in previous plans, poorer neighborhoods are concentrated on the southwestern side of Santa Fe, as well as in some of the area’s rural communities. In general, poverty adversely affects mobility, especially if there are not affordable alternative mode choices to the automobile.

YOUTH EMPLOYMENT

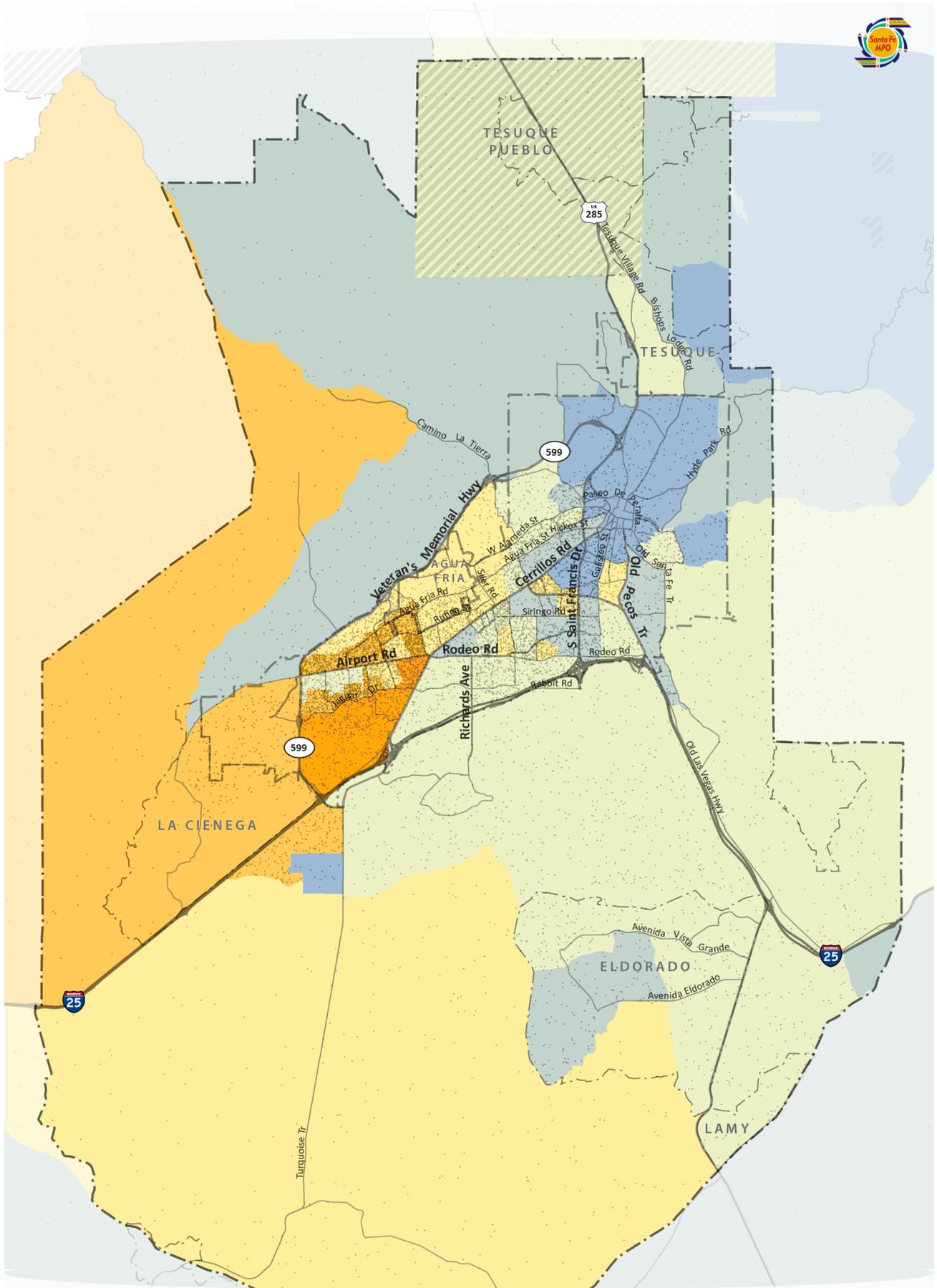
2010-2014 American Community Survey estimates record employment by age, although the age groups reported are for those between 16 and 19 years old or for older age cohorts. These data show that 44.5% of teens between the ages of 16-19 are in the labor force, with 28.1% employed and 36.6% unemployed.⁵ This corresponds to approximately 2,000 teens who are employed within the Metropolitan Area, and about 3,000 in total who are considered part of the labor force. While teens aged 14-15 are not allowed to drive independently, they are still allowed to work with parent permission. Current statistics for teens between 14-15 years old in the workforce were not available.

TABLE 1. DEMOGRAPHIC COMPARISONS OF SANTA FE TO OTHER CITIES, CENSUS 2010 & ACS 2011-2015

	SANTA FE	ALBUQUERQUE	FLAGSTAFF	BOULDER	GREELEY	BEND, OR
Total Population, 2015	84,112	559,131	70,317	107,342	100,883	87,017
Youth 0-18 Years (%)	20.4%	22.9%	18.9%	11.5%	26.5%	23.2%
10-17 Years (%)	8.8%	10.2%	7.4%	5.6%	12.3%	11.2%
18-24 Years (%)	7.6%	9.6%	33.3%	31.1%	15.8%	6.8%
Median Age	44.1	36	23.9	29	31	37.3
Households with Children						
Total Households	34,179	221,855	22,707	43,447	34,611	36,083
Households with Children	20.4%	25.8%	24.8%	17.6%	33.8%	29.5%
Household Size	2.41	2.49	2.55	2.24	2.75	2.39
Poverty						
Individual Poverty Rate	18.1%	18.5%	24.9%	23.2%	21.1%	13.3%
Under 18 Poverty	30.3%	25.6%	27.7%	12.3%	29.0%	15.7%
Labor Force						
Youth 16-19 % in Labor Force	44.0%	38.6%	45.8%	37.3%	41.2%	41.2%
Youth 16-19 % of total Labor Force	2.3%	2.5%	6.9%	4.7%	4.3%	2.7%
Travel Mode to Work						
Drove alone	72.6%	79.8%	65.5%	52.0%	77.2%	76.2%
Carpooled	11.0%	9.5%	11.4%	6.0%	12.3%	7.9%
Public transportation	1.1%	2.1%	3.0%	8.9%	0.9%	0.7%
Walked	3.5%	2.0%	10.0%	10.1%	3.5%	3.2%
Bicycle	1.8%	1.4%	5.0%	10.1%	1.2%	2.2%
Taxicab, motorcycle, or other means	1.3%	1.4%	0.9%	1.4%	1.1%	0.9%
Worked at home	8.6%	3.8%	4.3%	11.4%	3.8%	8.9%
Mean travel time to work (minutes)	18.3	21.2	15.5	19.2	21.7	16.2

⁵ Differences in these percentages are due to different reporting methodologies for who is considered in the labor force, and the type of employment these individuals have.

See American Community Survey, 5 year estimates, 2010-2014, (Table S2103: Employment Status).



MAP 2: Population Aged 10-17 as Percent of Total Population by Block Group, 2010

- 15.1% +
 - 12.6% - 15.0%
 - 10.1% - 12.5%
 - 7.6% - 10.0%
 - 5.1% - 7.5%
 - 0.0% - 5.0%
- 1 DOT = 1 YOUTH
 - MAJOR ROAD
 - ▨ TRIBAL LAND
 - MPO BOUNDARIES

This map shows youth as percentage of the total population. Although this does not show absolute teen density by area, it does show neighborhoods that have more children relative to the total population. Each dot represents one youth, ages 10-17, showing relative density. Data is from the 2010 Census.



YOUTH TRAVEL DESTINATIONS

As part of the planning effort, a list of over 150 youth destinations was developed to better understand where youth are traveling in Santa Fe and the travel options available to them near these destinations. As seen in Map 3, the distribution of destinations is spread throughout the planning area, with a concentration of destinations in Downtown Santa Fe, as well as along Cerrillos Road and near Santa Fe Place. Among the teen destinations identified, the following categories were used to classify teen destinations by primary destination types.

SCHOOLS

The Santa Fe Area has 34 Public Schools, 22 Private Schools, and 5 colleges, all of which are important generators of traffic to-and-from school, as well as after school activities. Some high school students also take courses for college credit at Santa Fe Community College. For this plan, emphasis was placed on the region's five high schools, middle schools and charter schools.

SHOPPING & ACTIVITY CENTERS

Major shopping and activity centers in Santa Fe include Santa Fe Place, DeVargas Center, the Santa Fe Outlets, several strip malls, as well as farmer's markets, including the Railyard Market. There are also several arts and cultural institutions such as Meow Wolf, movie theaters, downtown businesses, and galleries. This study aimed to capture those locations where teens are most likely to socialize.

CIVIC CENTERS & PUBLIC PLACES

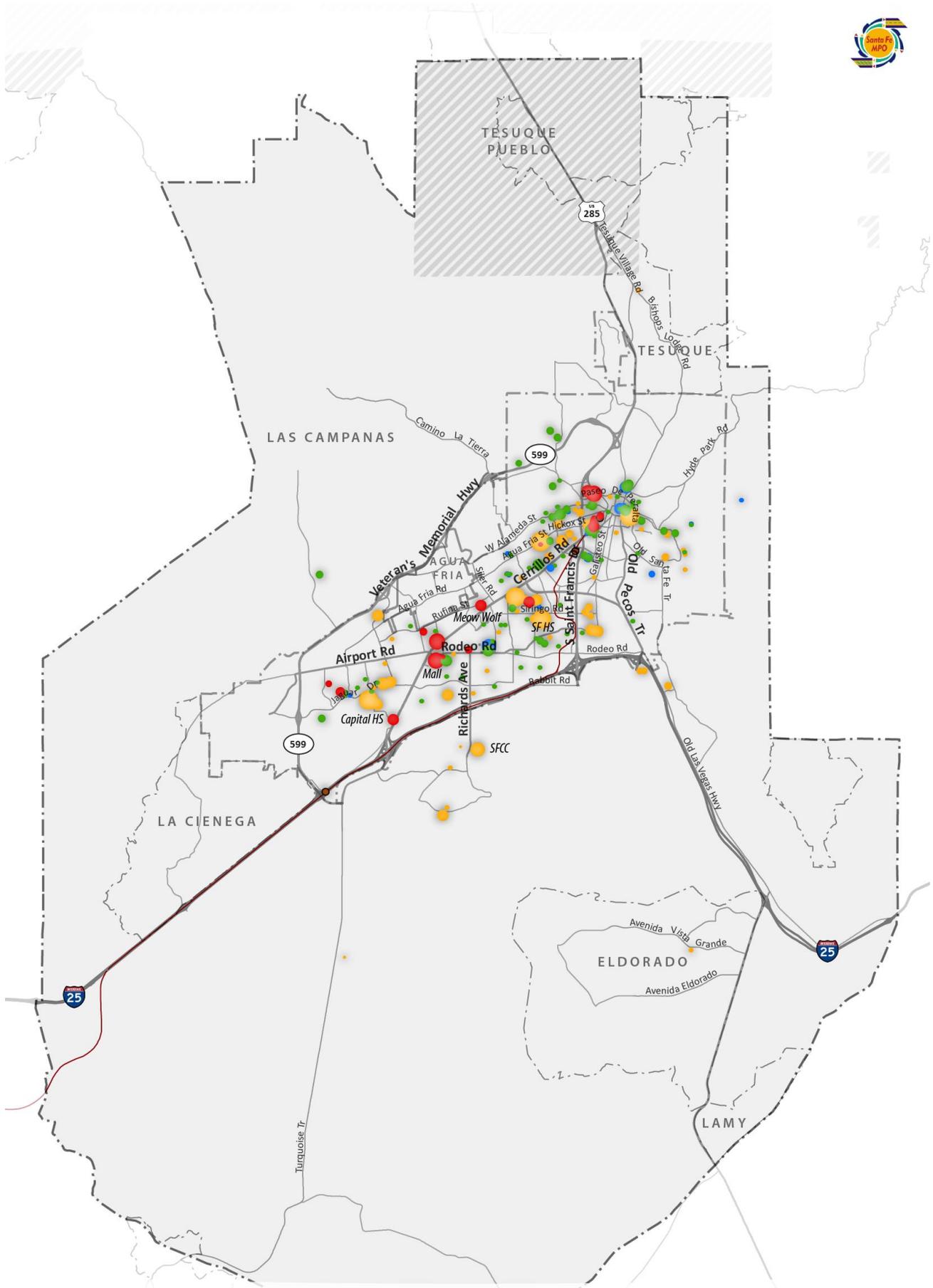
There are four main public community centers in Santa Fe that were identified as teen destinations, including Chavez Community Center, Fort Marcy Center, Carlos Ortega Teen Center, and the Salvador Perez Community Center. There are also three public libraries in Santa Fe: the Main Branch, the Southside Branch and the La Farge Branch. Other public areas were identified including major transit facilities, public plazas, and civic buildings. Many of these are concentrated in downtown Santa Fe, with many outlying neighborhoods and communities lacking the same number of public spaces.

PARKS & OPEN SPACES

The City of Santa Fe has 77 parks totaling approximately 1,100 acres. These include parks of all sizes, from small, quarter acre pocket parks to larger neighborhood parts of up to 100 acres. In addition, there are several larger open space areas, including hiking, and biking trails in the Santa Fe National Forest. Nearby communities also have community parks, including La Cienega.

EMPLOYMENT

Major employment in Santa Fe is concentrated in Downtown, along the Cerrillos Road corridor and along St. Michael's Drive. This includes likely teen employment locations, including entry level, part time retail and service industry jobs that fit with teen schedules.



MAP 3: Primary Teen Destinations by Type

- School
- Park/Skatepark/Field
- Activity Center/Shopping
- Community Center/Civic Space
- MAJOR ROAD
- RAIL RUNNER
- TRIBAL LAND
- MPO BOUNDARIES

This map shows the primary teen destinations inventoried for this report. The larger the dot, the more trips taken by youth to these destinations based on survey and focus group data.



TRANSPORTATION SYSTEM OVERVIEW

The Santa Fe region's transportation system consists of several different systems that provide a high level of mobility to motorists, and, in some places, a high level of accessibility to pedestrians, bicyclists and transit users. While the transportation system functions at a high level for motorists, the system does not exist in a traditional grid which can complicate travel patterns, confuse users, and provide additional points of conflicts between users. Summaries of the major transportation systems as they related to the study group are detailed below.

REGIONALLY SIGNIFICANT ROADWAYS

The Santa Fe MPO is concerned with roadways of regional significance due to their eligibility to receive federal funding, as well as the connectivity and functionality of the network as a whole. Regionally significant roadways in the MPO region include all roadways classified as Interstate, Principal Arterial, Minor Arterial, or Major Collector (interstate being the highest level of mobility for vehicular traffic and major collector having the lowest level of mobility). Roadways listed on the National Highway System are also considered to be Regionally Significant.

TRAFFIC AND CONGESTION

The most current traffic count data were collected in 2011 using temporary recorders, and data coverage is for most major roadways in the City of Santa Fe. Traffic counts vary from almost 44,000 vehicles per day on St. Francis Drive to less than 100 vehicles per day on local streets. I-25, St. Francis Drive, Cerrillos Road, Airport Road, and St. Michael's Drive carry between 23,000 and 44,000 vehicles per day. NMDOT also operates 17 permanent count stations within the Planning Area that collect data continually. Over the past 15 years, these count stations have shown a relatively flat trend in traffic growth, meaning traffic is not increasing, or is increasing at a slow rate.

Many of the regionally significant roadways within the metropolitan area are classified as urban "principal or minor arterials." Arterials are characterized as, "providing the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control" by the "Policy on Geometric Design of Highways and Streets American Association" authored by the American Association of State Highway and Transportation Officials.

The 2015-2040 Santa Fe Metropolitan Transportation Plan characterizes the importance of functional classification and mobility for all users as follows:

"Functional Classification recognizes the need to accommodate vehicular traffic in a manner that reduces congestion and increases connectivity to regional and urban destinations. They also assist in defining eligibility for federal funding sources. An inverse relationship exists between high mobility for vehicular traffic and mobility for pedestrian, bicycle, and, in many cases, transit usage. The MPO recognizes this relationship and is committed to planning for and implementing a balanced transportation network that effectively accommodates vehicles, pedestrians, bicyclists, and transit riders." (Page 4-2, Santa Fe 201-2040 MTP)

CRASH HISTORY

Crash patterns can provide useful data for prioritizing safety improvements. The MPO collected crash data period between 2006 and 2011 shows over 12,500 crashes occurred, an average of nearly 2,100 crashes per year. Roadways with the highest intersection crash ratings in the city include Cerrillos Road, St. Francis Drive, St. Michael's Drive, Rodeo Road, Camino Carlos Rey, and Airport Road. These roadways carry higher amounts of traffic and have higher lane capacities – between four and six lanes – in most cases.

PUBLIC TRANSIT

There are currently six transit services that operate within the Santa Fe MPO area. Together, these transit systems serve over 2 million annual trips, which is high volume of transit trips for MPO's comparable to Santa Fe.

1. **Santa Fe Trails:** The City's urban transit system, which provides fixed route service within the City and to selected areas in SFMPO planning area. The system is currently made up of 10 fixed routes. Overall, the performance of the Santa Fe Trails system is very high for a city the size of Santa Fe. As detailed in the Transit Master Plan, ridership has been growing and overall system costs and revenues are similar to peer transit systems. In addition, service coverage provided by Santa Fe trails serves the majority of Santa Fe neighborhoods, although route frequency and operational hours vary by route. Supplemental coverage is provided by Santa Fe Ride, Santa Fe Pick-Up, and NCRTD.
2. **North Central Regional Transit District (NCRTD):** NCRTD operates one route wholly within the SFMPO planning area (Eldorado) as well as the 599 Station shuttle which operates wholly in the SFMPO area during peak hours. Mid-day service is provided to Madrid, which is just outside the planning area. NCRTD, as of January 1st, 2015, is operating the Taos Express.
3. **New Mexico Rail Runner Express:** The Rail Runner regional commuter rail services operates between Belen and Santa Fe, serving the Santa Fe area at three stops on its two-way commute. Each stop has connections to multiple transit systems.
4. **Santa Fe Pick-Up:** This is a local downtown circulator that serves as a feeder to the last stop of the Rail Runner at the Santa Fe Depot. The service has recently transitioned from the City's Parking Division to the Transit Division.
5. **Santa Fe Ride:** This is the City's complementary paratransit service under the Americans with Disabilities Act (ADA).
6. **New Mexico Department of Transportation Park and Ride Service:** This service is geared

toward commuters who can drive to a park and ride facility and pick up a shuttle to their final destination. Park and Ride has three routes internal to Santa Fe: the NM 599 Station Shuttle, the South Capitol Station Shuttle, and the Purple Shuttle. There are several additional routes to regional destinations such as Española and Los Alamos. Existing routes connect to other service providers including the Rail Runner and Santa Fe Trails routes.

PEDESTRIAN INFRASTRUCTURE

Pedestrian infrastructure in Santa Fe consists primarily of sidewalks and trails, either paved or unpaved. According to the *Santa Fe MPO Pedestrian Master Plan (2015)*, there are currently 404.6 miles of existing sidewalks, and 69.6 miles of off-road paved trail segments.

A sidewalk inventory completed in 2013 shows 255.3 miles of missing sidewalks along roadways in Santa Fe. Gaps in sidewalk infrastructure exist in part due to historic building styles leaving little room for sidewalks within the street right-of-way (ROW). Some sections of major roadways, including St. Francis and St. Michael's Drive, also lack sidewalks due to their original construction time period.

Sidewalk conditions change between rural and urban areas. Typically, rural roadways are unpaved and do not have sidewalks. On paved rural roadways, widened shoulders take the place of sidewalks and do not create safe conditions for pedestrians. Historic paved and unpaved roadways in Santa Fe may have sidewalks if the building footprint allows; however, these sidewalks are generally immediately adjacent to the roadway without any type of buffer. Suburban and urban roadways typically have sidewalks and many have a landscape buffer between the sidewalk and vehicular travel lanes. The condition of sidewalks varies between poor and good, depending on time of construction and roadway type.

Some roadways have unpaved paths along the edge of vehicular travel lanes. These paths often mimic a typical

paved sidewalk, but may be interrupted by landscape features, curbs, fences, walls, or the roadway itself. These paths can exist as more informal pathways compared to paved sidewalks. Paths are typically more narrow in nature compared to sidewalks.

Urban trails exist through the metropolitan area away from roadways or other obstructions. Trails are typically paved and marked with wayfinding signage or trail markers intended to indicate location and information to users. Trails continue to be constructed in Santa Fe, and can provide a safe and reliable network for pedestrian and bicycle travel.

SAFETY

Many pre-teen and teen pedestrians feel unsafe walking to and from destinations, such as schools, due to safety perceptions, location, and access to reliable pedestrian infrastructure. Community schools, such as El Camino Real and Nina Otero, exist on the edge of the urban area but draw students from a broader geographic area, making walking to school difficult. In addition, pedestrian related crashes along major roadways in the city is a concern. Pedestrian related crashes, according to the Pedestrian Master Plan (2015), have been highest around the plaza/downtown area, and along major roadways including St. Francis Drive, St. Michael's Drive, and Cerrillos Road. The average number of pedestrian crashes per year is 32. From 2006-2011, there were 13 pedestrian fatalities related to pedestrian-vehicle crashes, and 130 injury-causing crashes (see Map 10, in the Indicators chapter).

Due to the design nature of major roadways in the metropolitan area, pedestrians often cross streets at undesignated locations which poses a safety risk. Often, it is too far for a pedestrian to walk to a designated, marked street crossing to reach a desired destination. This leads to people crossing mid-block throughout the day and can be a concern for both pedestrians and motorists.

BICYCLE INFRASTRUCTURE

Bicycle infrastructure in the SFMPO Planning Area consists of approximately 35.7 miles of off-street paved

and unpaved multiuse trails, as well as on-street bicycle facilities including bike lanes, paved shoulders, and several shared routes (including those with sharrows).

As summarized in the 2040 MTP, Santa Fe's four major multi-use trails are the River Trail, the Acequia Trail, the Rail Trail, and the Arroyo de los Chamisos Trail, which form "arterial bikeways" that are independent of major roadways. Lesser known multi-use trails include the Cañada Rincón Trail (also known as the North Spine Trail); the Arroyo de los Chamisos Trail (north fork) in Tierra Contenta; the District Trail (NM Central RR) in Rancho Viejo; and some trails in city parks including Frenchy's Field and Ashbaugh Park.

During focus group meetings, many teens and pre-teens said they mainly ride their bikes for recreation, and not as a means to get to a particular destination. This increases the importance of ensuring that the region's recreational trails form complete connections and include safe crossing design considerations, such as under-passes or Pedestrian Hybrid Signals/Beacons when major roadways require crossings.

CRASHES

The Bicycle Master Plan summarizes crashes involving bicyclists between 2004-2008, the most recent years that were available for analysis. During that time, there were 136 reports of crashes involving bicyclists in the Santa Fe MPO area, including one fatality. The majority of these crashes occurred at major roadways including Cerrillos Road, Agua Fria, and St. Francis. For the period between 2006 and 2011, data from the 2040 MTP shows that there were 99 crashes involving bicyclists, and no fatalities, revealing a slight decline in the average number of crashes per year.

SCHOOL BUSESSES

Santa Fe Public Schools has a school bus system that consists of over 80 bus routes which include regular pick up and drop off of K-12 students. Students are eligible for this service if they live farther than the minimum walk boundary around the school, which varies depending on grade level. For middle schoolers, the service area radius is 1.5 miles; for high schoolers, this

radius is 2 miles. Students who live within the minimum walk boundary also qualify if they live in a “hazardous walk area” as determined by the school (see box below).

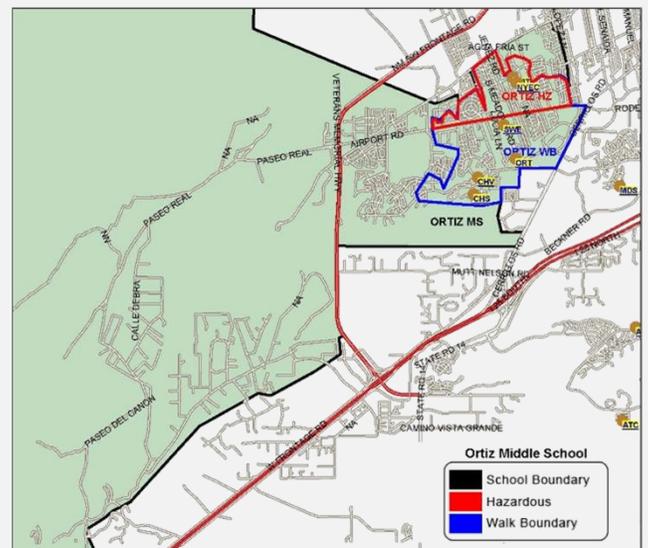
It should be noted that the service area defined by the walk boundary exceeds the walking radius that is desirable for most pedestrians, and is approximately a 30-minute walk for most people.

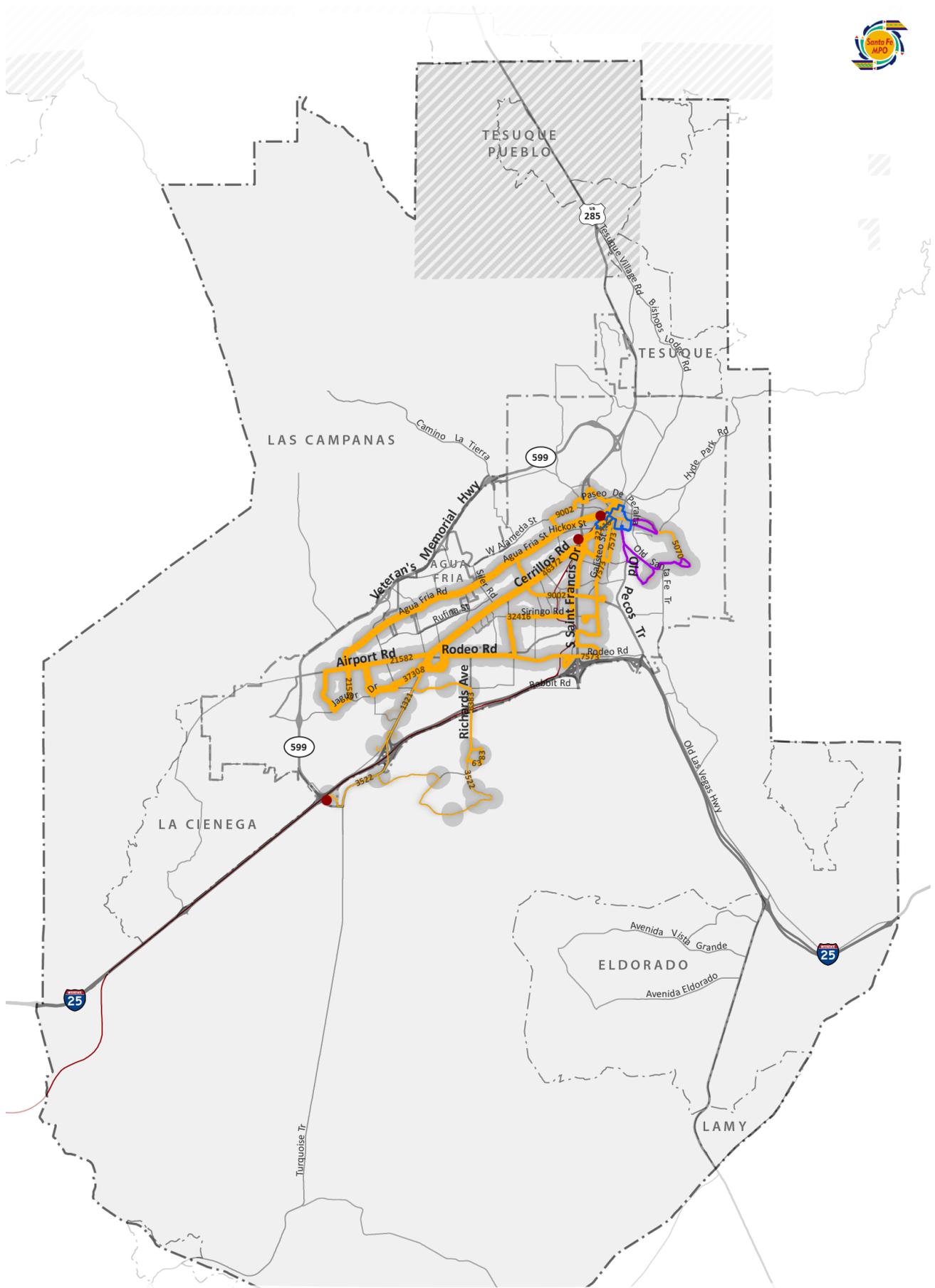
SCHOOL HAZARDOUS WALK AREAS – ORTIZ MIDDLE SCHOOL

Hazardous Walk Areas are defined in the NM Administrative Code (see 6.41.3). Conditions that warrant a hazardous walk area are listed in 6.41.3.9 to include:

- A) Roadway volumes greater than 120 vehicles per hour on roads with little or no walking space available, or more than 60 vehicles per minute with physical obstructions or narrow walking areas.
- B) Walking across major intersections with more than 180 vehicles per hour for unregulated crossings and higher volumes for signalized intersections or crossing of major arterial roadways.
- C) Crossing of Railroads.

Conditions such as these are found around schools in Santa Fe as show with this example of Ortiz Middle School. As seen in the walk area map for the school, a large segment of the school’s walk zone is deemed hazardous due to conditions along Airport Road. Because of these conditions, up to half of students may be bused to school, while the rest are driven. This creates long lines of parents queuing up to drop off and pick up their children.

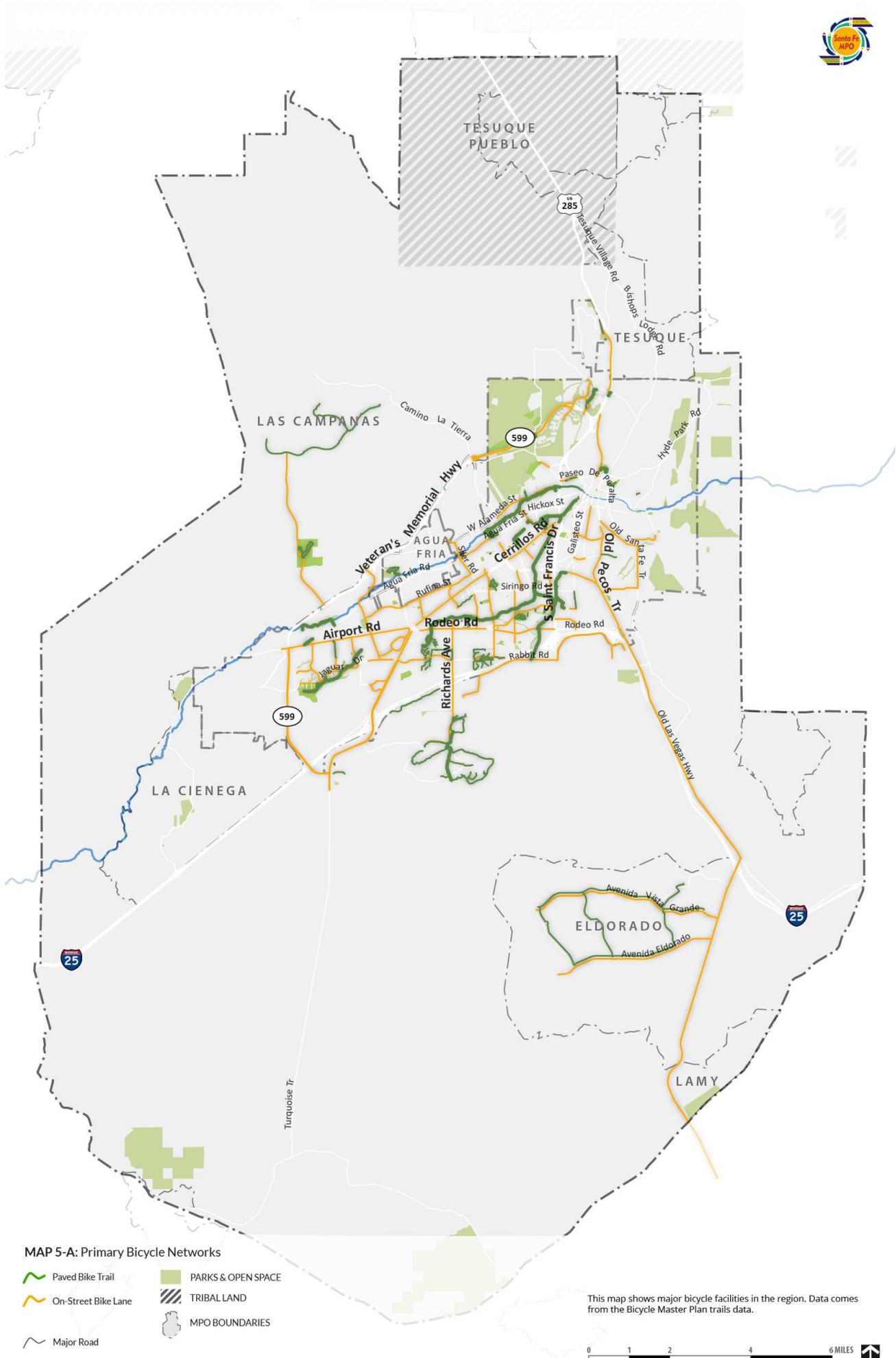




MAP 4: Transit in the Santa Fe Region with Youth Ridership

- Santa Fe Trails [Youth Ridership]
- Downtown Shuttle
- Museum Hill Shuttle
- Bus Stop 1/4 Mile Radii
- MAJOR ROAD
- RAIL RUNNER ROUTE/STOP
- TRIBAL LAND
- MPO BOUNDARIES

This map shows the major transit routes in the Santa Fe MPO region. Santa Fe Trails Routes, which primarily serve the City, are shown in orange; the more teen riders, the thicker the route line. Ridership data was provided by from Santa Fe Trails, July 1015 to July 2016.

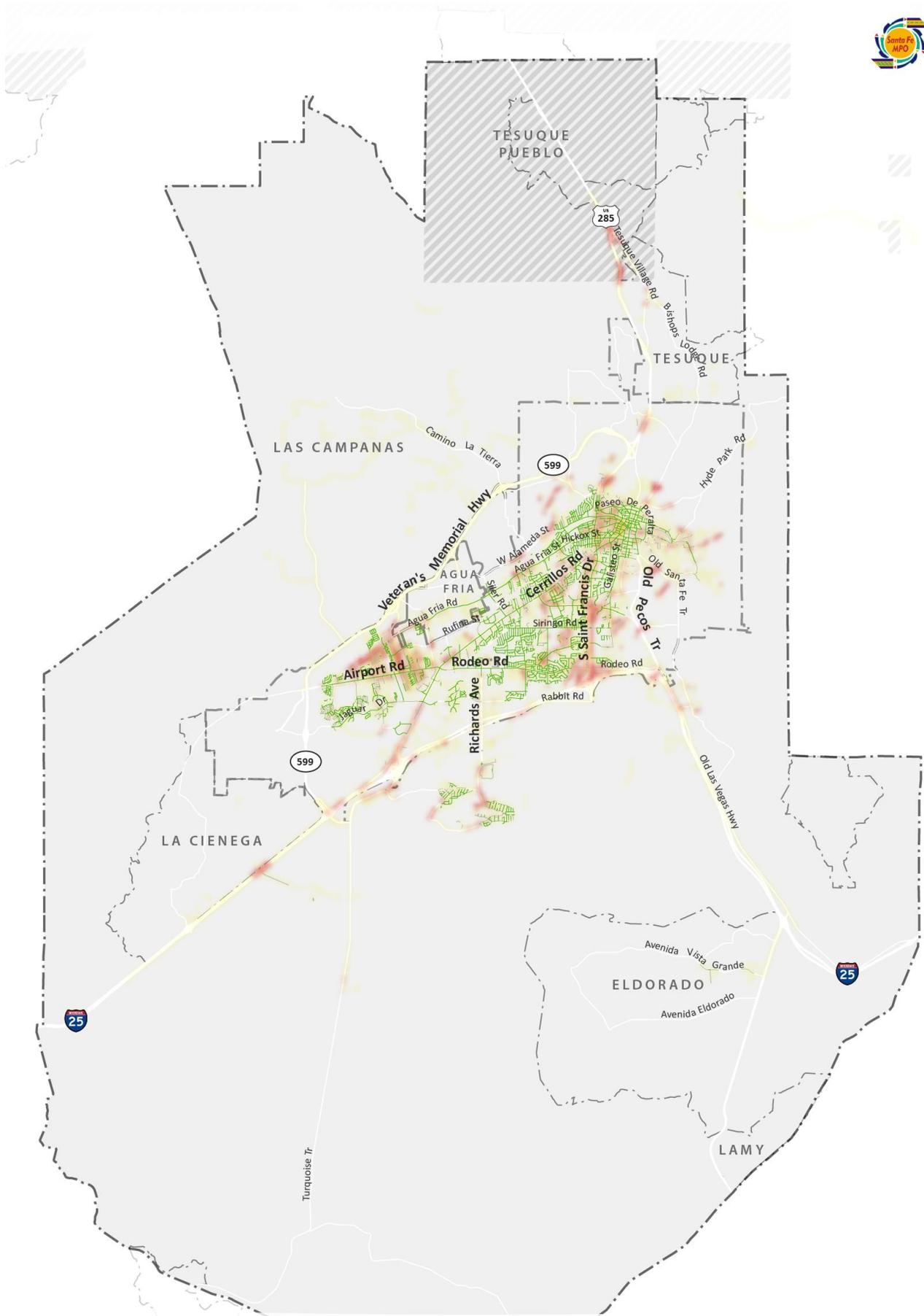


MAP 5-A: Primary Bicycle Networks

- Paved Bike Trail
- On-Street Bike Lane
- Major Road
- PARKS & OPEN SPACE
- TRIBAL LAND
- MPO BOUNDARIES

This map shows major bicycle facilities in the region. Data comes from the Bicycle Master Plan trails data.





MAP 5-B: Pedestrian Network and Pedestrian Deficiency Score

- PED DEFICIENCY SCORE**
- Highest Deficiency
 - Lowest Deficiency
- Sidewalk Both Sides
 - Sidewalk One Side
 - TRIBAL LAND
 - MPO BOUNDARIES

This map shows sidewalks inventoried during the Pedestrian Master Plan, and the pedestrian deficiency score which outlines areas that are most in need of pedestrian improvements. Both data sources are from the Pedestrian Master Plan, completed in 2014.



EXISTING PLANS & STUDIES REVIEW

Santa Fe MPO has recently completed or updated its transportation plans and studies. Although these plans do not address youth mobility directly, many of the findings in these plans are applicable to the study group. Identification of physical barriers as well as policy and project recommendations are especially applicable to teen mobility. The following summarizes the primary plans released by the MPO and the key takeaways from these plans in regards to youth.

2040 METROPOLITAN TRANSPORTATION PLAN – 2015

The 2040 Metropolitan Transportation Plan (MTP), adopted in 2015, was developed to address regionally significant transportation issues in the Santa Fe Metropolitan area including roadway congestion, transportation mode choice, environmental issues, and transportation funding gaps. The MTP's vision is to create and maintain a safe, efficient, and reliable transportation system with viable transportation options accessible for all users. The MPO aims to complete that vision through the following goals:

- **Safety:** a safe and secure transportation system for motorized and non-motorized users
- **System preservation:** a well-maintained transportation system
- **Mobility and Accessibility:** an accessible, connected, and integrated transportation system
- **Congestion Relief and System Operations:** efficient operation and management of the transportation system
- **Economic and Community Vitality:** a transportation system that supports economic and community vitality
- **Environmental Stewardship:** a transportation system that protects and enhances the natural, cultural, and built environment
- **Partnerships and Funding:** regional collaboration in transportation planning, funding, and implementation.

One requirement under the Fixing America's Surface Transportation (FAST) Act legislation, which provided funding for the plan and included projects, is tracking the transportation system and project implementation through performance measures. Measures that affect pre-teen and teen mobility outlined in the plan include:

- mode split
- housing and transportation affordability index
- annual transit ridership
- bicycle crashes
- percent of road, bike, pedestrian, and transit facilities in good or fair condition
- miles of sidewalks, multi-use paths, and on-road bicycle facilities
- total transportation funding by mode.

The MTP also tracks regionally significant corridors and prioritizes projects based on regional significance and available funding. Funding for non-motorized and transit related projects is typically less than roadway projects, however the MTP notes an increase in bicycling, walking, and transit ridership in the region. Increases in alternative transportation modes could be related to expanded infrastructure, increase awareness and concern about climate change, health and wellness impacts, and time and money savings. Complete streets policy (roadways designed to accommodate safe access for all modes of transportation) is included in the MTP as a means of providing a fair, safe, and efficient transportation system.

PUBLIC TRANSIT MASTER PLAN – 2015

The Public Transit Master Plan was adopted in 2015 and seeks to address the need to integrate the Santa Fe Metropolitan Area’s transit systems and guide the development of public transit in the region over the next 20 years. The plan included data from five surveys that reviewed riders’ satisfaction of the area’s four transit providers. Although the needs of youth riders were not the specific focus of these surveys, several key findings have applicability to this plan:

- Most respondents use public transportation to get to work, and a majority of Santa Fe Trails riders use the bus for most of their transportation needs.
- Overall, satisfaction with the public transit system in Santa Fe was high, although some riders felt that there was a need for additional evening and weekend service, shorter travel times, and more frequent service. With increased services, respondents to the surveys said they would take public transit more frequently.
- Respondents in all age groups did not raise any major safety concerns related to riding public transit. However, some riders mentioned that the Cerrillos Road route (Route 2) sometimes had inebriated passengers. Safety was also perceived as an issue for some women and students.
- Among respondents to the Santa Fe Trails Survey, the youngest survey respondent was 12 and the oldest respondent was 84, with a median age of 41 (the median age of respondents to the online survey was 53 years old). Twenty-five percent of riders were students (at St Johns College and Santa Fe Community College), although the age range of these riders was not cross-analyzed.
- Students cited the need for longer service hours and better connections, especially to Santa Fe Community College in the evenings and on the weekend.

- Travel time for SF Trails riders after getting off the bus was more than 15 minutes for more than one third of riders. This shows the importance of creating higher levels of accessibility and connections for the “last mile.”
- Real time information, integrated apps, and rider information was cited as important, especially for younger riders.

PEDESTRIAN MASTER PLAN – 2015

The MPO completed a pedestrian master plan in 2015 that identifies priority pedestrian improvement areas, proposes design criteria for roadway projects, and presents a list of goals and strategies to improve pedestrian conditions in the MPO Planning Area. The plan takes a Complete Streets approach, emphasizing the need to design roadways that are safe, accessible, and well-connected for users of all ages and abilities.

The plan points out that 20% of Planning Area residents are over the age of 65 years old and 20% are under 18 years old. Combined, these populations are more likely to rely on alternative modes besides the automobile, making investment in pedestrian and transit infrastructure a priority to meet the needs of these populations. For youth, investing in Safe Routes to School is a huge priority to ensure children can walk to neighborhood schools or after-school activities. Unfortunately, the plan points out that many area schools are either too far for children to walk to or reaching them requires crossing major roads and/or dangerous intersections.

As part of this plan, an inventory of sidewalks within Santa Fe was completed, as well as composite indices showing pedestrian demand areas, pedestrian improvement need areas, and priority project areas. Areas of critical concern were also identified, and included many major roadway corridors including St. Michaels Drive, Parts of St. Francis Drive, southern portions of Cerrillos Road, the mid-Cerrillos Corridor, North Guadalupe, and the Airport Road Corridor. Major pedestrian concerns along these corridors were missing sidewalks, long crossing distances, long distances between signalized intersections and crosswalks, high

traffic volumes, higher pedestrian crash rates, and a poor pedestrian environment.

BICYCLE MASTER PLAN – 2012

The most recent Bicycle Master Plan was completed in 2012 and outlines a vision for a comprehensive, safe, and well-connected bicycle network in Santa Fe that integrates well with other modes, including pedestrian infrastructure and transit. The plan was developed with support from a Citizen’s Advisory Group (CAG), which consisted of cyclists living and working within Santa Fe and the County.

The plan uses the “Five E’s Approach” to address where bicycle improvements should be made, including:

Engineering needs, Education, Enforcement, Equity, and Evaluation. At the time of the plan, the MPO Planning Area had 35.7 miles of major paved and unpaved trails. The plan lists several million dollars of priority projects to expand this network over the next 20 years.

As with the Pedestrian Master Plan and Public Transit Master Plan, the plan addresses gaps in the current network, areas of special concern due to high crash rates, integration with other modes (such as transit), bike parking issues, Safe Routes to School, bicyclist education programs, and enforcement of local laws.



03. WHAT WE HEARD

The public participation process used during the development of this plan was integral to understanding teen and pre-teen travel behaviors in Santa Fe. In light of challenges obtaining survey data for the targeted age group, the consultant team relied heavily on utilizing available data from focus groups and public outreach, demographic data from the Census and the American Community Survey (ACS), existing bicycle, pedestrian and transit master plans through the MPO, data included in the 2015-2040 Metropolitan Transportation Plan (MTP), and Santa Fe Trails youth boarding and riding data.

The public participation process occurred over a seven-month period, beginning in May 2016 and concluding in December 2016. During this time staff from the Santa Fe MPO and the consultants held six focus groups, reaching out to 113 youth within the target age group. In addition, parents of the focus group held with the Boy and Girls Club were also interviewed to determine perceptions around the existing transportation system and inform findings from the youth-based focus groups, determine parent roles in youth transportation decisions, and identify parent permissions related to mobility independence. A public survey rounded out the process and provided valuable insight into mode choices and perceptions of youth in Santa Fe.

MARKETING & OUTREACH

Engaging youth in this project using multiple platforms was a priority. One primary goal was to get youth interested in the different travel options available to them, as well as gather feedback about their preferred modes, obstacles to travel, and stories about getting around the Santa Fe area. To accomplish these goals, the team developed a project website (movesantafe.com) for youth to express their feedback and stories about

transportation options. This site included maps of different travel options in Santa Fe, information about teen destinations, and a place to upload pictures and content. The website was designed to elicit feedback from youth, who were encouraged to share stories about traveling around Santa Fe, and learn more about the project.

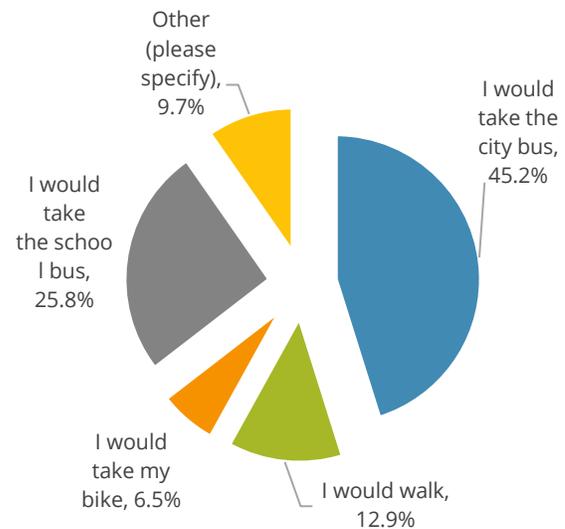
MOBILITY SURVEY RESULTS

To collect baseline data on how youth travel around the Santa Fe region, a short convenience survey was developed that included questions about trips to-and-from school, the safety of various modes, and preferred travel options. The survey was developed based on research conducted in the UK and Germany that assessed youth mobility across three time periods. A survey developed for that study was modified to answer specific questions related to the indicators outlined in Chapter 4 (see Appendix for a copy of the survey).

Overall, there were 40 responses from youth, ages 10-18. Results from the survey confirmed many of the findings from the youth focus groups (see section below). A vast majority of youth take most of their trips using private automobiles (being driven by parents, themselves, or friends), while only a few take other modes on a regular basis. When asked what mode youths would use to get to school if a car was not available, 46% responded that they would take the city bus, and 27% responded that they would take a school bus. Only 18% said they would walk or ride their bike see Figure 3).

These results point to the fact that although youth can travel independently, there are still barriers to this travel, especially as these barriers relate to age. (More discussion of this point is included in Chapter 4 and 5).

FIGURE 3. IF BEING DRIVEN OR DRIVING A CAR WAS NOT AN OPTION FOR YOU, HOW WOULD YOU GET TO SCHOOL?



FOCUS GROUPS

To solicit feedback from the targeted age group about current perceptions on the overall transportation system in the Santa Fe Metropolitan region, the team held a series of five workshops with schools and teen groups. In total, 76 youth participants ages 10-18, and four parents participated in the focus groups and provided feedback on travel perceptions by mode, safety indicators, level of transportation independence, and possible improvements to increase pre-teen and teen travel independence in the region. Common themes and feedback are summarized below. Detailed feedback is included in Appendix B.

MAY 10, 2016 PROJECT KICKOFF AND FOCUS GROUP

On May 10, 2016, the project team held a kickoff meeting with a focus group of 27 students to gather input and reactions to existing travel modes, patterns, and the overall transportation system in Santa Fe. The purpose of the meeting was to begin to understand how the targeted age group moves around the Santa Fe area,

and whether or not they are independently and/or dependently mobile.

Students were selected due to their participation in the Community Learning Network's Youth Ambassadors program in Santa Fe. In total, 28 students participated ranging in age from 12 to 17 years, or grades 8 through 11.

AUGUST 29 AND 30, 2016 FOCUS GROUPS

The team held a series of four focus groups on August 29 and 30, 2016 involving students at the Academy for Technology and the Classics, Santa Fe High School, and youth and parent members of the Boys and Girls Club and Carlos Ortega Teen Center. Overall, 49 youth participants ranging in age from 10-18 and four parents were solicited for input during the focus groups. The team sought to gather reactions to existing travel modes, patterns, and input on the overall transportation system in Santa Fe as well as safety and social perceptions around alternative modes of transportation.

FEEDBACK BY MODE

TRANSIT

During the focus group meetings, the majority of comments gathered by the team were centered around the existing transit system and possible transit improvements in the Santa Fe Metropolitan Area. Common themes heard included:

- Complicated bus schedules
- No previous knowledge of the Santa Fe Trails website or mobile application
- Safety concerns around stops and fellow bus riders
- Lack of experience using the transit system
- Lack of advertising by Santa Fe Trails

- Buses are unreliable and schedules don't meet needs
- Drivers are rude to youth and don't intervene if another passenger harasses them

Many focus group participants agreed that the current city transit system (Santa Fe Trails) is confusing due to lack of communication from the transit provider and complicated scheduling systems. The youth agreed maps and printed schedules should be updated to more accurately reflect arrival and departure times, and route maps should show all stops and bus frequencies. Participants also agreed that certain areas of the city presented a perceived safety hazard around the bus stops, such as Santa Fe Place.

WALKING, BIKING & SKATEBOARDING

Comments gathered around walking and biking in the metro area were more focused on time and distance rather than perceived safety. Common themes included:

- Not walking/biking to destinations due to distance and time
- Many users do not use designated crosswalks due to distance and inconvenience
- Many users did not use the existing trail system due to lack of knowledge or accessibility to trails and destinations
- Crossing times are not sufficient enough to cross major roadways such as Saint Francis and Cerrillos
- Sidewalk conditions are not favorable in many places due to age, width, or even lack of sidewalks

Most of the participants agreed they would like to see safe crossings and mid-block crossing locations more often; mid-block crossings could even serve bus stops more frequently, allowing users easier access to the transit system. Some participants also stated they would bicycle more often if there were added safety features

and separated/buffered facilities such as trails, buffered bike lanes, separated bike lanes, and stop boxes.

While the majority of participants did not own a skateboard, those who did stated they did not ride often due to sidewalk/roadway conditions and safety perceptions. Many areas of the city do not have adequate sidewalk conditions for skateboarding, forcing users to travel in the street with vehicular traffic. Only a few participants rode their skateboards on existing trails. One even stated they did not like to bring their skateboard to school because she feared it would be confiscated.

VEHICULAR TRAVEL

During the focus groups, the team gathered that most of the youth participants moved around the metro area by car, having either a parent or friend drive them to destinations. An increase in self-driving was seen in participants aged 16 and up. Common themes around vehicular travel included:

- Drivers are aggressive and travel too fast
- Vehicles do not yield to pedestrians, bicyclists, or skateboarders
- There is a high level of traffic congestion at major intersections, especially during peak travel times and in construction zones

PARENT PERCEPTIONS & PERMISSIONS

During the focus groups, participants were asked about independent transportation permissions granted to them by parents and/or guardians, and how their parents/guardians perceived safety regarding various modes of transportation. Most of the participants said they were allowed to travel around the city by car independently or with friends, and around their immediate neighborhoods by walking, skateboarding, and bicycling. However, most stated they were not allowed to use the transit system alone. Participants cited safety concerns as the main reason for not taking the bus independently. Most also stated they were driven to school and other destinations by their parents/guardians, another family member, or friends.

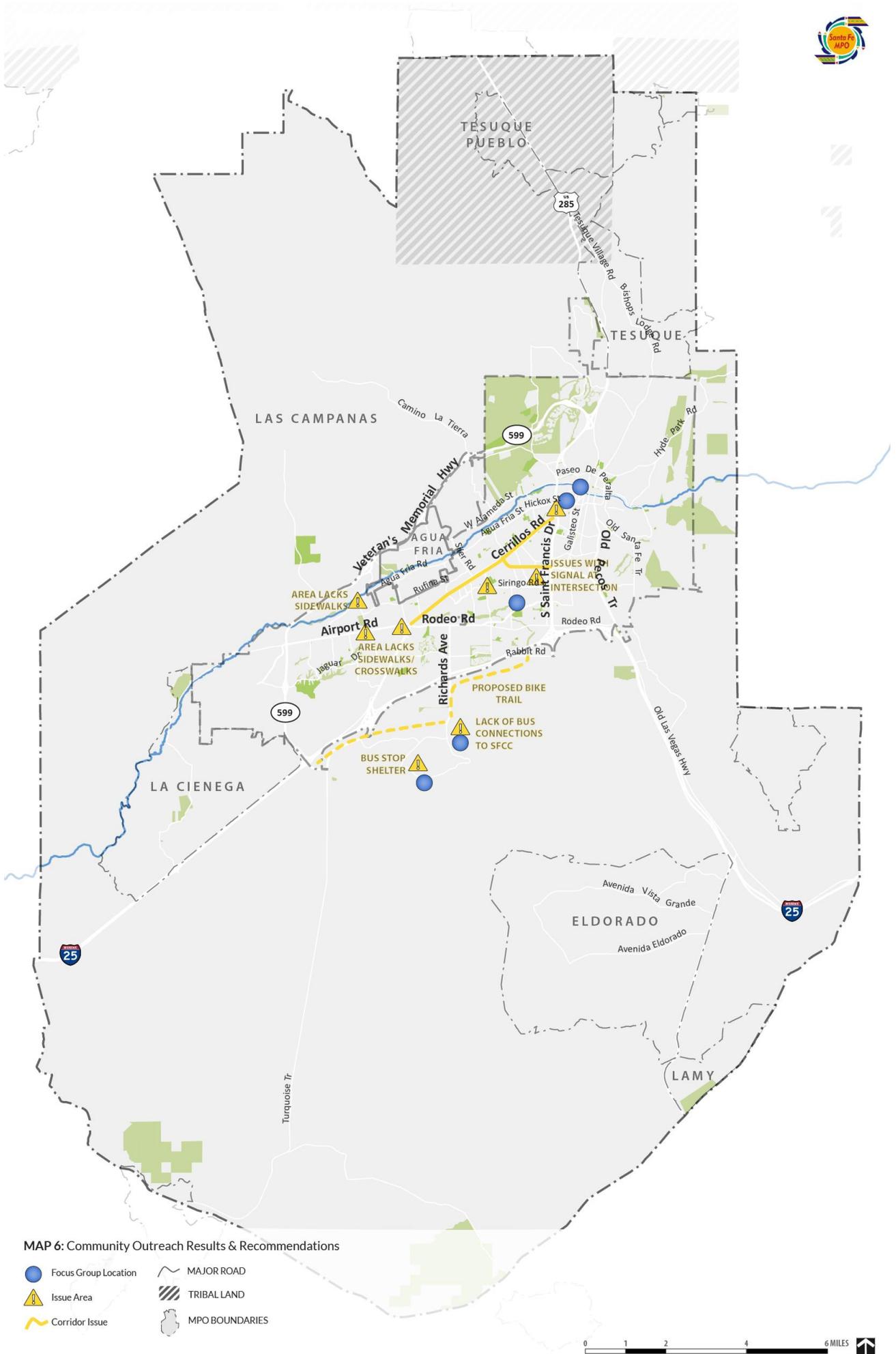
PARENT FOCUS GROUP – AUGUST 30, 2016

As stated above, a focus group of four parent participants was held on August 30, 2016 at the Carlos Ortega Teen Center. Parents were selected for their involvement with the Boys and Girls Clubs in Santa Fe. During this focus group, the team gathered feedback on safety perceptions, levels of independence, and how their children currently travel around the area. All of the parents stated they typically drive their children to and

from school and related activities, and their children do not usually travel around the region independently. Some of the participants' children were old enough to drive themselves to school, work, and other activities. The parents also stated they enjoy driving their children to destinations because it allows for quality time spent with the children that would otherwise not be available.

When asked about the current transit system in Santa Fe, parents said they were uncomfortable with their children traveling alone on the system, but admitted there is a negative safety perception around transit in general. They also stated their children own bicycles and are typically allowed to travel around their immediate neighborhoods, and to visit friends and relatives alone. Some admitted to using the trail system for recreation, but not often.

Overall, parents didn't mind if their children travel to destinations in groups or with a parent/guardian present. The safety perception seemed to lessen for those children over the age of 16 as they could typically drive themselves and their friends around the city.



MAP 6: Community Outreach Results & Recommendations

- Focus Group Location
- ▲ Issue Area
- Corridor Issue
- MAJOR ROAD
- TRIBAL LAND
- MPO BOUNDARIES



04. ASSESSING TEEN MOBILITY

Reviewing transportation conditions in the Santa Fe region through the lens of youth is the focus of this plan and led to the development of several indicators that seek to measure youth mobility. These indicators are important because they not only capture teens' and pre-teens' experience of the transportation system, but provide a view into how the overall system is working for everyone, and show where investment in pedestrian, transit, and bicycle infrastructure may provide the most benefit.

This chapter outlines some of the factors influencing youth mobility and provides a series of performance measures and benchmarks that can be used to measure progress over time.

ASSESSMENT TERMINOLOGY

Factors: Things that affect and/or contribute to each indicator. For example, parents' perception of safety of youth using non-motorized modes.

Indicator: What is being measured. For example, increase in teen independent mobility.

Performance Measure (or Benchmark): The target for each indicator. This is the goal for the SFMPO and its partners to commit to work towards. For example, to increase in youth use of non-motorized modes by X% in the next 10 years.

FACTORS AFFECTING MOBILITY INDEPENDENCE

Many factors influence mobility independence, including physical factors related to the transportation network and land use, perceptual and cognitive factors such as a user's access to information, and factors related to permission, age, and the availability of mobility options. Through focus groups and survey data, some of these factors were explored in depth, to understand which have the most influence on teen mobility and mode choices.

ACCESSIBILITY

One useful framework to assess mobility and independence is through the lens of *accessibility*, which considers both physical factors and non-physical factors that influence travel behavior. Among these factors are:

- **Affordability:** Whether transportation options have financial costs within the targeted users' budget.
- **Availability:** Whether transportation options exist at the location and time users require.
- **Access:** Whether transportation options accommodate users' abilities, including people with disabilities and special needs, taking into account the total journey (i.e., door-to-door), i.e. integration of modes.
- **Acceptability:** Whether transport options are considered suitable to users.

Together these factors provide a useful framework for evaluating the barriers to teen and pre-teen travel independence, as well as helping inform recommendations on how to increase youths' travel independence.

Within the overall framework of accessibility, there are two broad categories of factors that were reviewed for this study: *physical factors* and *perceptual factors*.

PHYSICAL FACTORS

One series of factors that influence teen mobility are the *physical factors* that include the physical features of a roadway or transportation network that make it more or less suitable, safe, and convenient for people to use. Some of these factors include roadway volumes, traffic speeds, presence (or lack) of physical connections, trail connections, etc.

Each of these factors affects mobility by enabling or disabling travel, such as providing sidewalks in all neighborhoods, installing bike trails, or improving transit stops.

PERCEPTUAL FACTORS

Complementing the physical factors of the transportation network are *perceptual factors* that affect the qualitative experience of users, including the perceptual, cognitive, and permission issues related to users' perceptions of transportation options. These factors touch on both the acceptability of the transportation option, and the overall access and accessibility to that option, as perceived by different users. An example is the perception of the lack of safety on the bus, which could include a fear of strangers, getting lost, or being bullied.

FIGURE 4. ACCESSIBILITY FACTORS

ACCESSIBILITY

PHYSICAL FACTORS

Primarily measure the physical features of a roadway or transportation network.

- Traffic Counts
- Vehicle Speeds
- Cost of Service/trip
- Roadway Size
- Bicycle Infrastructure
- Transit Service
- Presence of Sidewalks
- Intersection Safety
- Crash Rates
- Land Use

PERCEPTUAL FACTORS

Measure the qualitative experience of users, including perceptual, cognitive, and permission issues.

- Teen Ridership of Routes
- Teen Evaluation of Routes
- Perceived Safety/Risk
- Permissions Issues
- User Perception of Route
- User Information of Route
- Convenience
- Availability of Substitutes

MOBILITY INDICATORS

To translate the primary factors that may contribute to levels of teen and pre-teen mobility independence, a series of indicators were chosen to measure overall mobility. Indicators were selected based on the capacity needed to collect and update these indicators (e.g., data availability, complexity) and whether the indicators measure factors that are important to certain policy outcomes (e.g., increased transit ridership, increasing safety, education initiatives, etc.). The overall goal was to choose indicators that the Santa Fe MPO can review on a periodic basis to assess whether teen mobility is improving.

These indicators were then organized around the plan's four themes (*Strong Families, Strong Teens, Strong Neighborhoods, and Strong Region*), which were chosen to show the importance of mobility not only for teens, but for families, and for the communities in which teens live.

Each indicator was evaluated in comparison to both national benchmarks, as well as the MPO's primary goals. A summary of these indicators can be shown in Table 2; a more detailed summary follows. Indicators were tied to specific benchmarks given the MPO's needs and priorities:



DOING WELL: the region excels in this area compared to similar regions.



SATISFACTORY: although there could be improvement in this area, the overall trend is positive and similar to other regions.



NEEDS IMPROVEMENT: more needs to be done to improve in this area comparable to other Metropolitan Planning Areas.

TABLE 2. SANTA FE TRAILS TEEN TRANSIT RIDERSHIP

INDICATOR	CURRENT STATUS
THEME: STRONG TEENS	
Youth Mode Choices To-and-From School	
Youth Who Use Alternative Modes Independently	
Youth Reporting Alternative Modes Are Safe	
Youth Transit Ridership	
THEME: STRONG FAMILIES	
Housing & Transportation Costs as a Percentage of Income	
Travel Mode & Travel Time to Work	
Percentage of Parents Reporting Alternative Modes Are Safe	
Annual Transit Trips per Household	
THEME: STRONG NEIGHBORHOODS	
Transit Access Score by Block Group	
Pedestrian Deficiency Score by Block Group	
Bus Connections to Teen Destinations	
THEME: STRONG REGION	
Percent of Injury and Fatal Crashes per Year	
Percentage of TIP Funds With a Youth Focus	



STRONG TEENS

These indicators seek to understand how independently mobile teens are using different modes, as well as

measure their perceptions of these travel options.

Primary indicators include teen mode choices as reported at focus groups and on surveys, teen perceptions of their mobility independence, teen transit ridership, and perceptions of safety.



YOUTH TRANSIT RIDERSHIP

Data: Transit Ridership Counts

All youth ride Santa Fe Trails for free including teens eighteen and under, which makes up a significant portion of Santa Fe Trails total ridership, especially on specific routes. Of the 911,927 total trips taken on Santa Fe Trails between July 1, 2015 - June 30, 2016, 170,549 were by teens and youth. This is 18.7% of the transit agency's total ridership. Although 18.7% is an impressive youth ridership statistic, the reality of youth travel is that the vast majority are driven to school (see Youth Mode Choices Indicator). In comparison, the youth transit ridership in Greeley, Colorado is at 19%.

Some routes carried a significant amount of youth riders, with ridership along Route 21 – Community College, being made up of 42% youth riders. Route 1 – Agua Fria, also has a high percentage of teen riders, at 34.6%, followed closely by Route 24 – Country Club. These routes all serve either neighborhoods with a high density of youth residents, or serve primary teen destinations such as the Community College (see Map 4).

The Cerrillos Road Route (Route 2) is the busiest Santa Fe Trails route (over half of all riders), and also has the highest number of absolute youth ridership (46,372). However, it also has the smallest proportion of youth riders, at 9.6% of all riders. As the primary route to many destinations, improving youth ridership on this line may be an important goal. This line was mentioned during focus groups as having a perception of being less safe, either due to strangers, inebriated passengers, or unsupportive/unhelpful bus drivers.

TABLE 3. SANTA FE TRAILS RIDERSHIP TOTALS, JULY 2015 - JULY 2016

ROUTE	TOTAL RIDERSHIP	TEEN AND YOUTH RIDERSHIP	% TEEN RIDERS
Route 1 - Agua Fria	107,789	37,308	34.6%
Route 2 - Cerrillos Road	481,641	46,372	9.6%
Route 4 - Southside	113,524	32,416	28.6%
Route 5 - Crosstown	45,762	9,002	19.7%
Route 6 - Rodeo Road	39,963	7,573	19.0%
Route 21 - Community College	15,195	6,383	42.0%
Route 22 - Rancho Viejo	20,042	3,522	17.6%
Route 24 - Country Club	63,196	21,582	34.2%
Route 26 - Santa Fe Place	7,923	1,321	16.7%
Route M - Museum Hill	16,892	5,070	30.0%
Total	911,927	170,549	18.7%



YOUTH MODE CHOICES

Data: Mode Choice Survey, Focus Groups

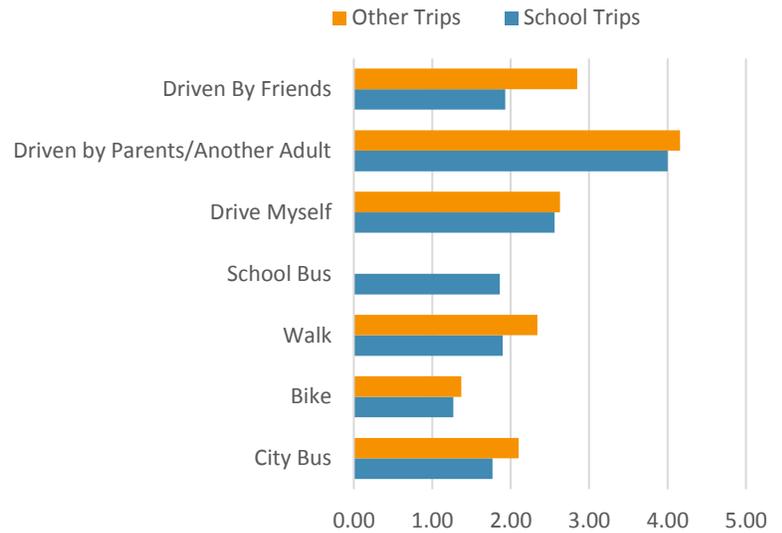
Most youth are driven to school by parents, drive themselves, or take the school bus (see Figure 5). Given feedback from focus groups, very few walk or take public transit, although there are a few who report using the bus several days a week. Even though about 19% of Santa Fe Trails riders are youths, this is only a small proportion of all youth trips.

About the same number of students walk to school as take the bus, which is different than national trends that show that a declining number of youth walk to school. In Santa Fe, a higher number of youth may take the city bus and walk to school an average of two days per week, which is positive news. Given the results of focus groups and the mobility survey, a smaller number of youth take the school bus, especially after they reach middle school and high school age.

Responses from focus group participants revealed that many youths do not take the school bus because there are more convenient options available, including: 1) parents who was willing to drive them, 2) friends who was willing to drive them, or 3) they are old enough to drive themselves. These other mode choices may explain why a small number of youth take the school bus (as well as other travel options).

Youth mode choices for trips other than school are also heavily weighted towards the automobile, with more youth reporting they are driven by friends to non-school destinations. The good news is that youth report walking and taking the bus for several trips although bike use is very low and may be primarily used for recreation.

FIGURE 5. YOUTH SCHOOL & OTHER TRIPS PER WEEK BY MODE



YOUTH WHO REPORT USING ALTERNATIVE MODES INDEPENDENTLY

Data: Mode Choice Survey, Focus Groups

A critical survey question regarding youth's perception of independence asked whether youth felt they could use alternative modes independently. Overall, for all modes, youth rated their travel independence a "3" on a 1-5 scale (excluding the use of automobiles). Perceptions of independence were highest for walking (3.6) and biking (3.5). They were lowest for the school bus (2.7) and taking the Rail Runner (2.9). The city bus (SF Trails) was rated 3.2, but had a wide range between those youths who felt they were not independent when taking this mode to those who felt very independent.

Overall, these results show that perceptions of independence could be improved for those who current feel they are not independent when taking the city bus, as well as those who feel the school bus constrains their mobility.

Results from the focus groups suggest that youth felt less independent for alternative modes that are perceived as less both less acceptable (to peers) and less convenient. For

example, the school bus is viewed as "not independent" possibly due to the rules for riding the school bus, peer influence, fixed pickup locations, and the bus schedule. Alternatively, biking and walking do not have these limitations and were rated as being more travel options that provided more independence.



YOUTH REPORTING ALTERNATIVE MODES ARE SAFE

Data: Mode Choice Survey, Focus Groups

Generally, youth reported that they felt that driving was the safest travel mode, followed by the school bus and Rail Runner. For both walking and biking, there were few respondents who felt these modes were "very safe," although youth rated these modes with the highest perceived independence. The good news is that although youth in focus groups shared anecdotal data about the city bus not being safe, about one-third of youth felt the bus was "safe" or "very safe."

FIGURE 6. YOUTH PERCEPTIONS OF INDEPENDENCE BY MODE

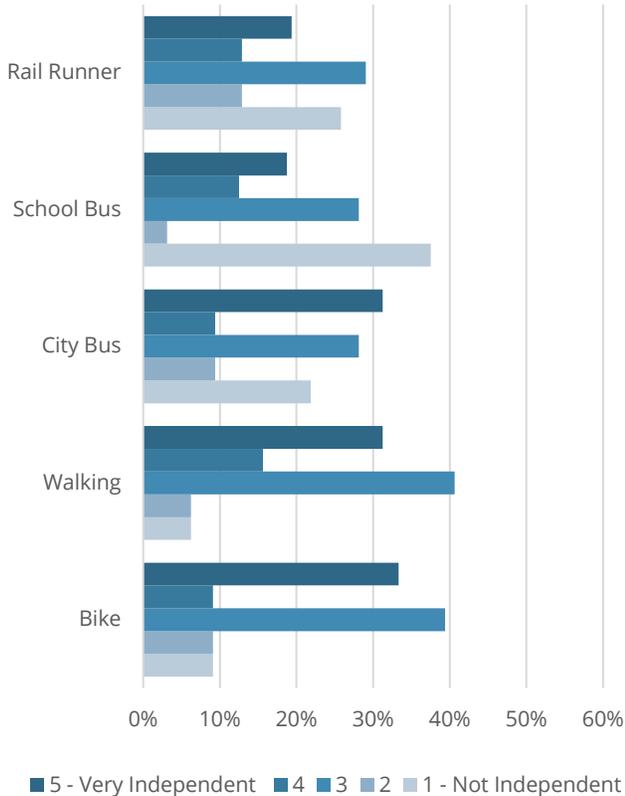
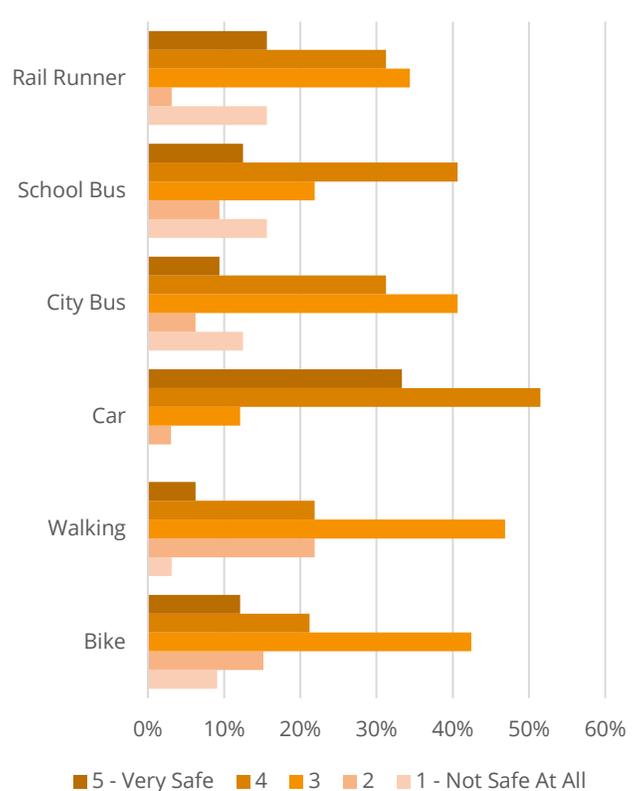


FIGURE 7. YOUTH PERCEPTIONS OF SAFETY BY MODE





STRONG FAMILIES

Relative teen mobility also has an effect on families, related to the time parents spend driving children to destinations, the real and perceived safety of different travel modes, and perceptions of each mode as being more or less accessible. The following indicators seek to better understand how teen mobility independence is influenced by family living arrangements, perceptions of parents, and the location of workplaces in relation to home and school.

Combining block group data on youth population density, these contrasts are more apparent, with some rural census tracts having both higher teen population densities and housing and transportation costs. These data indicate that neighborhoods along Jaguar Drive and south of Rodeo Rd have a high level of need, which could increase in the future as these neighborhoods continue to grow (see Map 9).



TRAVEL MODE & TRAVEL TIME TO WORK

Data: 2014 Census ACS

2010-2014 American Community Survey estimates of travel time to work show that a majority (over 70%) of residents of all ages with the Metropolitan Area commute to work by automobile. Although these data are estimates, they do show a slight shift in mode choices among younger, middle age, and older workers.

Workers between 16 and 19 were more likely to work from home (7.0%), or take a bicycle, taxi or other means to work (9.3%) than workers between 20 and 54 years old. In addition, 3.7% of workers in this age range reported that they walked to work, which is higher than the Santa Fe Metropolitan Area average. However, 80% workers between 16-19 still reported that they drove alone or carpooled to get to work, following the general trend of high automobile



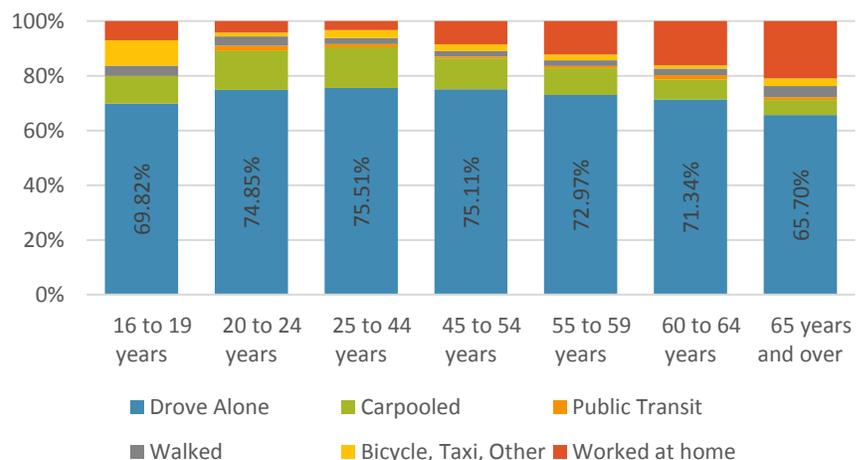
HOUSING & TRANSPORTATION COSTS AS A PERCENTAGE OF INCOME

Data: H+T Index

Combined household housing and transportation costs for the Santa Fe MPO area show a clear contrast between urban and rural census block groups (see Map 9). In general, there is a gradation from lower combined costs in the City of Santa Fe, to higher costs in rural subdivisions. Communities to the north, east, and south of Santa Fe (e.g., Eldorado, Las Campas) have the highest costs, with some households in these census block groups spending upwards of over 50 percent of their income on housing and transportation. This pattern can be explained in part by the higher transportation costs associated with more driving, and longer trips, which is reflected in the number of vehicle miles traveled in these communities.

Within the City of Santa Fe, there are some neighborhoods where residents spend less income on housing and transportation, including some of the neighborhoods that have high youth concentrations (around St. Michael's Drive, and neighborhoods along north of Airport Road).

FIGURE 8. TRAVEL MODE TO WORK, SANTA FE, 2010



usages. A very small percentage (less than 1%) reported that they took public transit to work.

An even higher percentage of workers between the ages of 20 and 54 reported driving alone or with another to work. This was tempered by a clear pattern with older workers over 55 years old gradually working more from home.



PERCENTAGE OF PARENTS FEELING ALTERNATIVE MODES ARE SAFE

Data: Parent Focus Groups

When asked about the current transit system in Santa Fe, participants responded they were uncomfortable with their children traveling alone on the system, but admitted there is a negative safety perception around transit in general.

Overall, parents didn't mind if their children travel to destinations in groups or with a parent/guardian present. The safety perception seemed to lessen for those children over the age of 16 as they could typically drive themselves and their friends around the city.



ANNUAL TRANSIT TRIPS PER HOUSEHOLD

Data: H+T Index Datasets

Reviewing data on annual transit trips by household shows that the highest transit ridership is led by households living closest to downtown Santa Fe and areas with the most transit options. Some outlying areas, including those near the 599 Rail Runner station, also have a high number of annual transit trips. In general, these are areas with higher residential density; excluding the core blocks of downtown Santa Fe, which has a lower total population.

Overall, transit ridership is highest in those areas with the highest transit accessibility – showing a correlation between areas with increased transit investment and emphasis (better service hours, more frequent buses) and higher transit ridership. Although many other factors are at work here (including land use patterns, family composition, density, etc.), these data suggest that households in several neighborhoods would not only benefit from better transit service, but might take advantage of this service and ride more frequently.



STRONG NEIGHBORHOODS

As described above, many physical factors at the neighborhood and street level affect mobility. To help assess mobility within specific areas of the MPO planning area, Census block groups were used to compare physical characteristics across neighborhoods. The primary indicators here looked to measure areas with a large teen population, a lower amount of transit connections, a large concentration of teen destinations, and overall neighborhood transit access.

In addition, physical barriers related to specific modes was reviewed, including bus routes travel reliability, transit connections to teen destinations, and primary gaps in bicycle and pedestrian infrastructure.



TRANSIT ACCESS SCORE BY BLOCK GROUP

Data: H+T Index Datasets

Reviewing transit accessibility scores along with relative youth density shows where there is a higher need for improved transit service that would serve the most users. In other words, those areas that have lower overall transit access and a higher teen population are neighborhoods that should be targeted for future transit improvements (e.g., increased service hours, more bus stops, longer routes).

The neighborhoods that stand out in this analysis are once again neighborhoods in southwest Santa Fe, including those along Airport Road, and Jaguar Drive. Other neighborhoods include those to the west of Governor Miles Road, in Eldorado, and just south of the Village of Tesuque (see Map 7).



PEDESTRIAN DEFICIENCY SCORE BY BLOCK GROUP

Data: SFMPO Pedestrian Master Plan, H+T Index

Reviewing block groups with a high pedestrian deficiency score (as developed in the Pedestrian Master Plan) and controlled for by teen density, show that many inner neighborhoods within Santa Fe have a need for pedestrian improvements. Once again, these areas are those along Airport Road, Jaguar Drive, St Michael's Drive, Zia Road.

Many of these areas are noted in the Pedestrian Master Plan as areas of critical concern, especially Airport Road, St. Michael's Drive, and parts of Cerrillos Road. These data suggest that there may be additional areas to focus on along smaller, less traffic roadways that are closer to schools and concentrations of youth destinations and homes. These include the neighborhoods along Jaguar Drive and Zia Road (see Map 8).



BUS CONNECTIONS TO TEEN DESTINATIONS

Data: Santa Fe Trails, Physical Inventory

The majority of teen destinations identified during focus groups were accessible by bus either within a ¼ mile walk or ½ walk radius.

However, there are gaps in coverage, especially for a few key destinations. Under served destinations include parts of Agua Fria, areas south of Rodeo Road, and roads along Zia Road. In addition, rural areas, including along old Pecos Trail and northern Santa Fe are also underserved by Santa Fe Trails, although the region's other transit agencies cover these areas.

In addition to physical accessibility, several of the identified bus routes had infrequent operating hours and/or headways, making these routes less convenient for youth riders.



STRONG REGION

Teen mobility also reflects the region's overall quality of life and the choices that are available to households

throughout the MPO's planning area. These indicators review the region-wide factors including overall crash rates and the amount of public investment in alternative modes that increase accessibility for teens.



PERCENT OF INJURY AND FATAL CRASHES PER YEAR

Data: SFMPO Pedestrian Master Plan, H+T Index

According to the 2040 MTP, between 2006 and 2011, there were 12,500 crashes within the Santa Fe Metropolitan Area (see Map 10). Of these crashes, 54 were fatal, and 4,000 resulted in injuries. Overall, 0.43 percent of crashes were fatal, and 32 percent resulted in injuries. As recommended in the MTP, a goal is to reduce the total number of crashes by 2 percent annually, and reduce fatal crashes to zero.

In addition, the MTP recommended the MPO collect data on total crashes per VMT; however, these data were not available for this report. In the future, data should be collected on these measures to get a better sense of how the MPO's crash rates compare to state and national benchmarks.



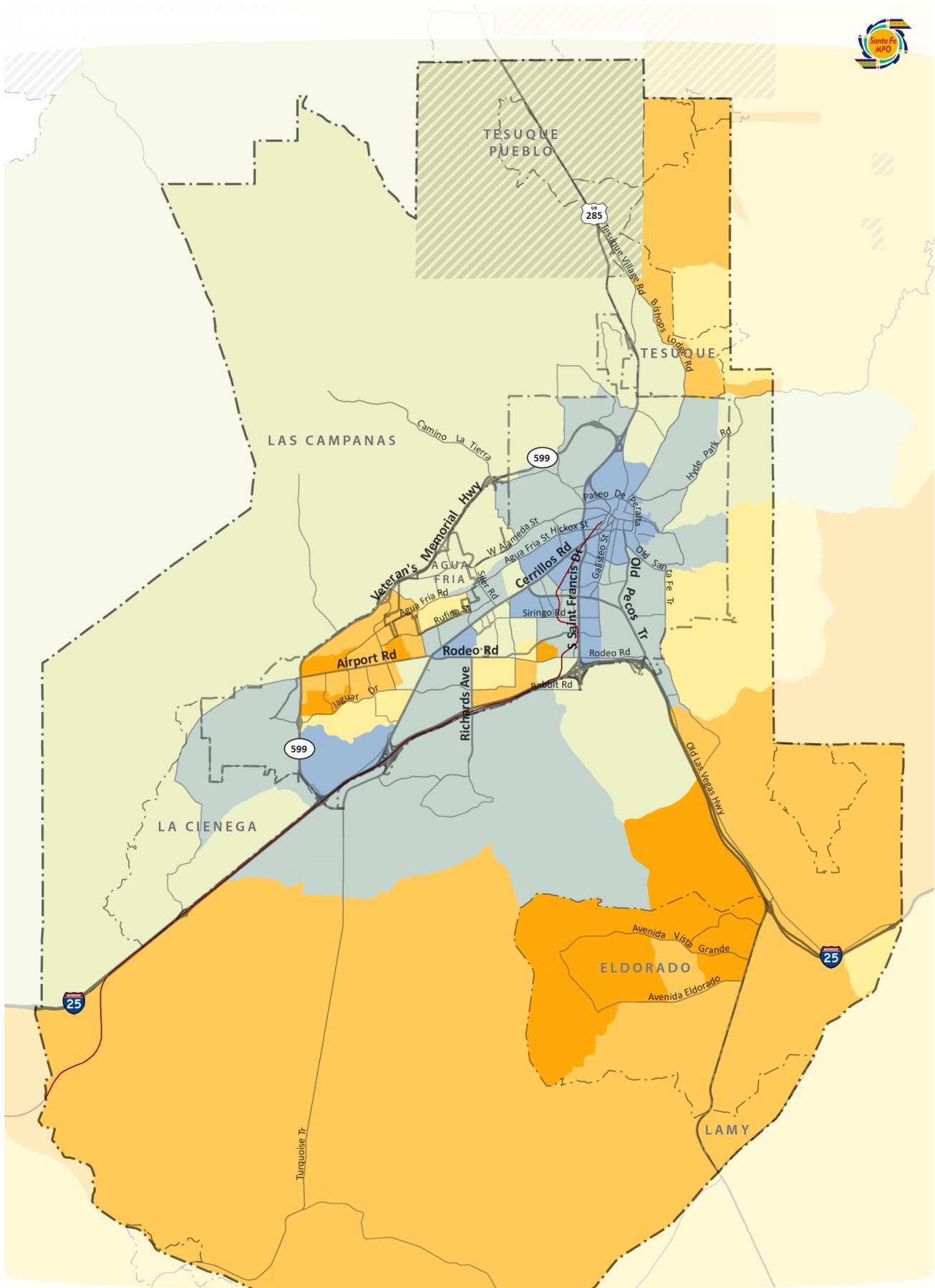
PERCENTAGE OF TIP FUNDS WITH A YOUTH FOCUS

Data: SFMPO Pedestrian Master Plan, H+T Index

The total dollar amount of roadway, transit and rail, and non-motorized projects included in the Santa Fe MPO Transportation Improvement Program (TIP) for FY2016-2019 is \$74,572,943. Of the total dollar amount, 65% of the funds are programmed for safety, transit and rail, and non-motorized projects with 47% of total funds specifically programmed under transit and rail and 10% of total funds specifically programmed under non-motorized projects.

It is important to note that federal funding carries specific requirements to project type, and most of the federal funding authorized under the current Fixing America's Surface Transportation (FAST) Act, is dedicated to roadway improvements under the Federal Highway Administration (FHWA). Many funding sources under FHWA are intended for project construction, while some grants can also be used for project planning and design. Transit and rail funds under the Federal Transit Administration (FTA) can be used for planning, design, construction, facility upgrades and public engagement.

While a good amount of total funding is programmed for safety, transit and rail, and non-motorized projects, none of the projects listed in the TIP have a specific youth focus. However, programmed projects support youth mobility by enhancing safety for vehicles, pedestrians and cyclists, providing non-motorized connections to existing facilities, and through transit based planning and improvements to busses and bus facilities.

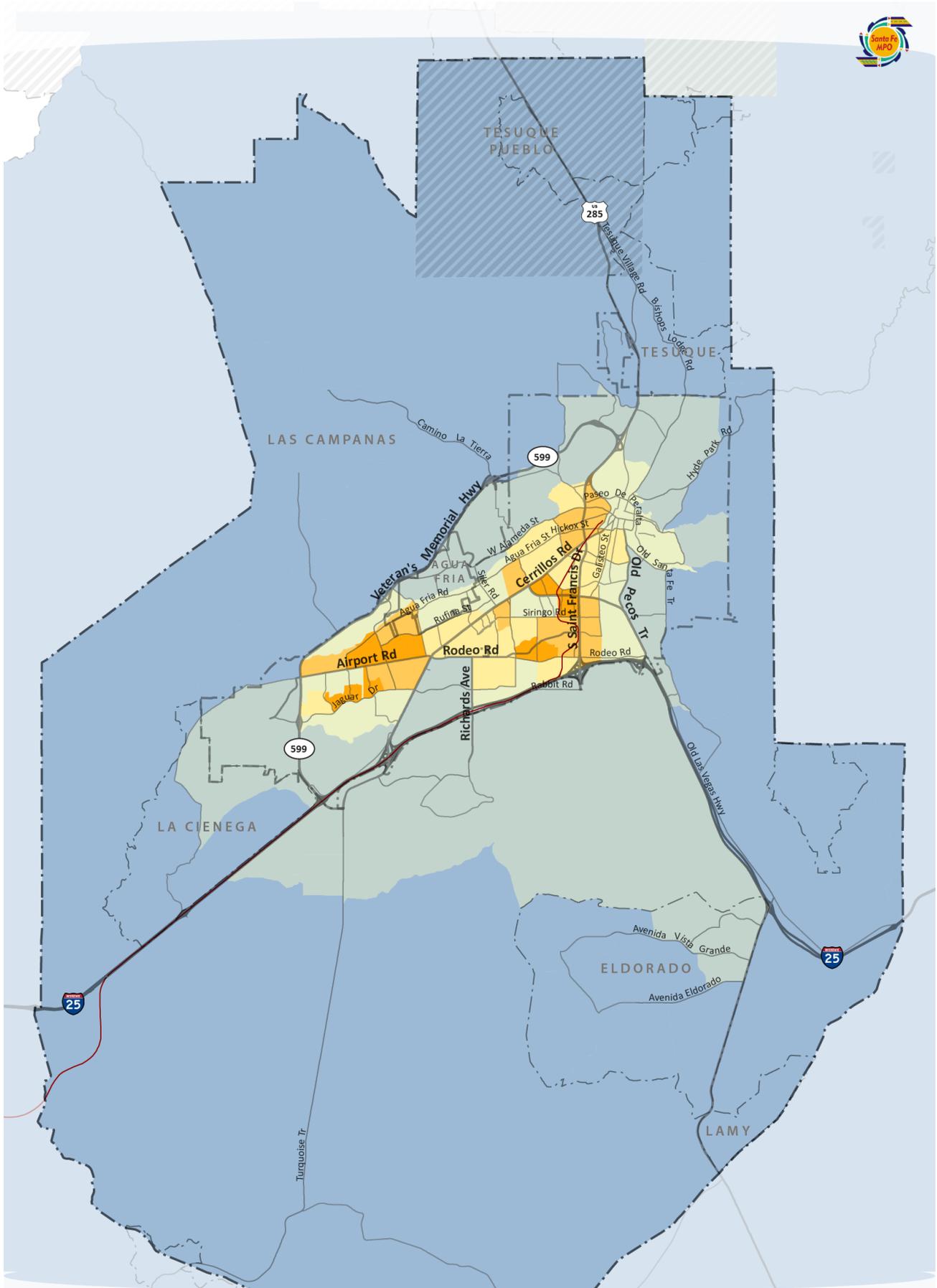


MAP 7: Composite Need for Improved Transit by Block Group



This map combines three metrics at the block group level: youth per square mile, transit access score, and household VMT. Youth population density and the transit access scores were weighted equally, while household VMT was given half the weight of the other two (i.e., VMT was judged to be less of a factor affecting teen mobility, although it is important to household income and travel times).



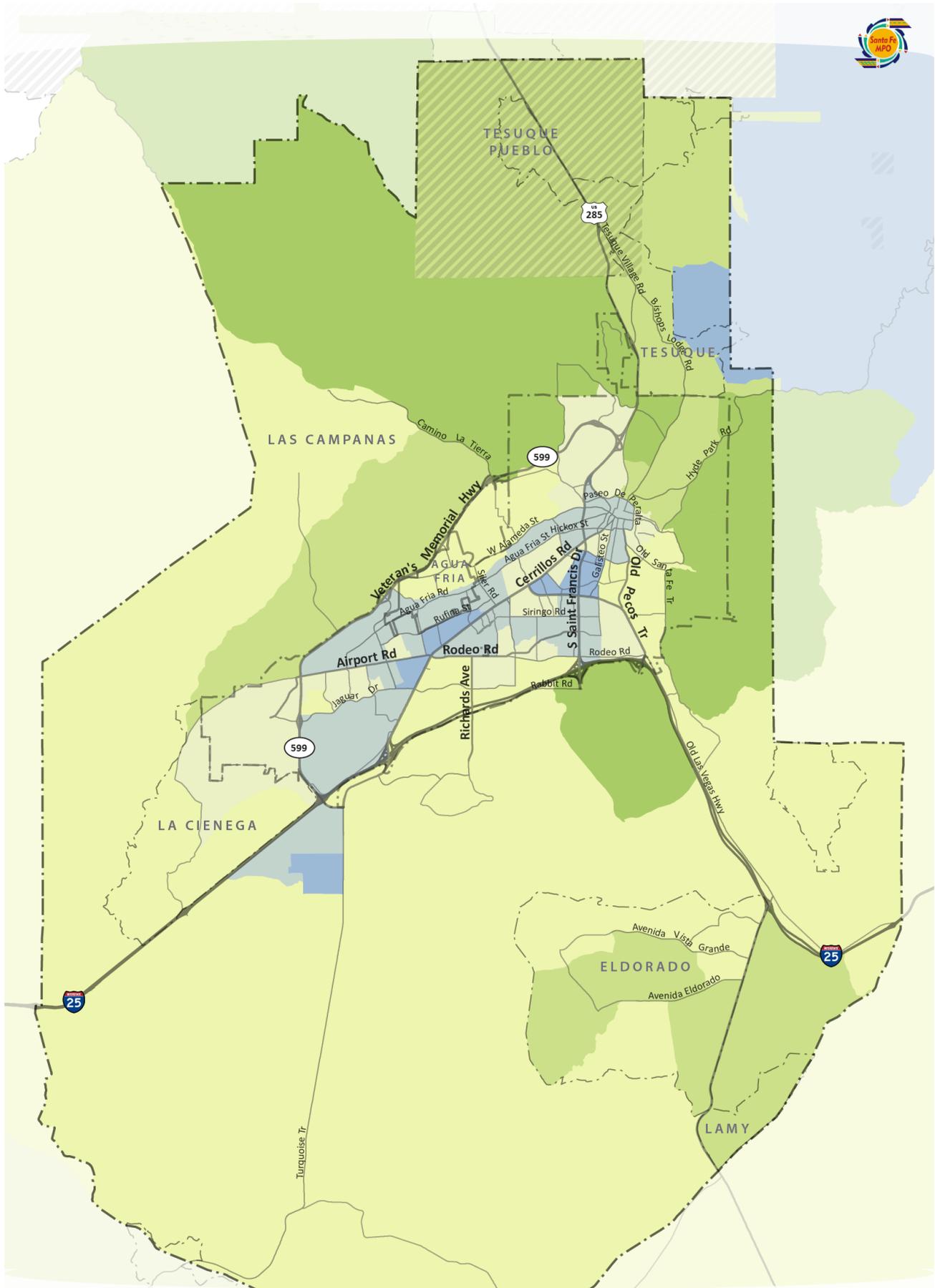


MAP 8: Composite Pedestrian Need Areas by Block Group



This map combines two metrics at the block group level: youth per square mile and average pedestrian deficiency score. Youth population density and pedestrian deficiency scores were weighted equally. Data for the pedestrian deficiency score is from the Pedestrian Master Plan.



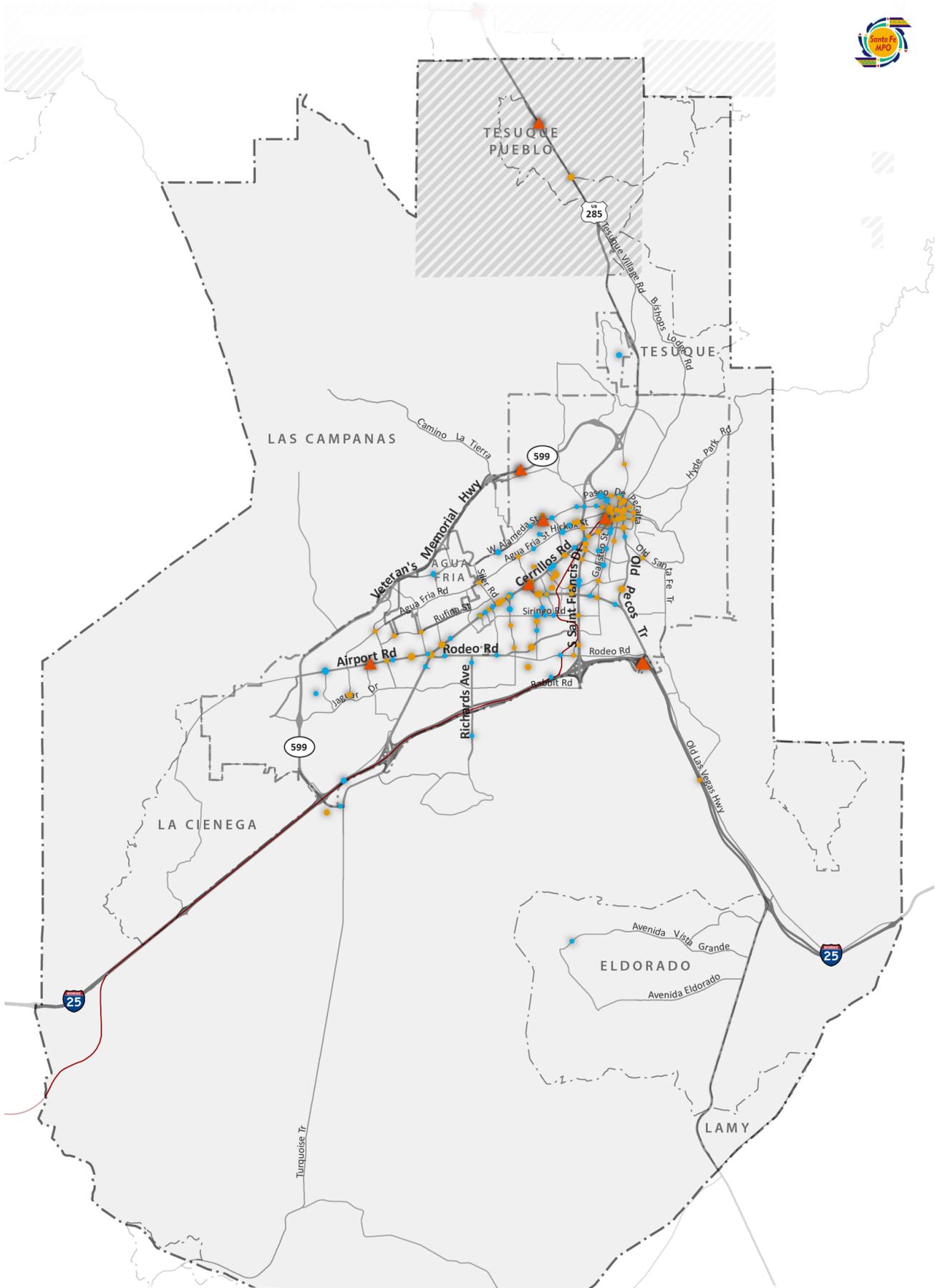


MAP 9: Housing + Transportation Costs as a Percentage Income for the Regional Typical Household

- 90%+ Highest Costs
- 80%
- 70%
- 60%
- 50% MEDIAN
- 40% Lowest Costs
- MAJOR ROAD
- MUNICIPAL BOUNDARIES
- TRIBAL LAND
- MPO BOUNDARIES

This map shows the average housing and transportation costs as a percentage of income for a regional typical household. The Regional Typical Household assumes a household income that is the median income for the region, the average household size for the region, and the average commuters per household for the region. An important aspect of the H+T Index is that transportation costs are modeled for the "typical" household in a region, or the household represented by these three values.





MAP 10: Pedestrian and Bicyclist Crash Locations, 2008-2011

- Pedestrian Involved Crash
- Bicyclist Crash
- ▲ Fatal Crash
- MAJOR ROAD
- RAIL RUNNER
- TRIBAL LAND
- MPO BOUNDARIES

This map shows crash locations involving a pedestrian or bicyclist between 2008 and 2011.





05. RECOMMENDATIONS

Being able to use all the transportation options available in the Santa Fe region gives youth the ability to exercise independence while also contributing to their communities. A strong transportation system will support Strong Teens, Strong Families, Strong Neighborhoods, and a Strong Region:



1. **STRONG TEENS** are able to effectively move around their neighborhoods, towns, cities, and regions to get to and from school, social events, and other extra-curricular activities.



2. **STRONG FAMILIES** encourage each other to be successful and social by taking part in a number of activities around the places they live. This includes being able to independently get to the things people need to do every day, such as school, sports, the mall, the museum, etc.



3. **STRONG NEIGHBORHOODS** offer a variety of options for travel that are safe and effective, allowing users to easily and successfully move from place to place, and from activity to activity.



4. A **STRONG REGION** has a multimodal, equitable, and resilient transportation system that supports Strong Teens, Strong Families, and Strong Neighborhoods, provides non-auto options for most trips, and ensures that all the region's residents have equal access to opportunities.

Recommendations to improve the transportation system to enhance youth mobility in the Santa Fe Metropolitan Area are outlined in this chapter. Recommendations are organized into three separate categories as follows:

1. **Projects:** recommendations for capital projects to improve and better integrate the region's pedestrian, bicycle, and pedestrian networks.
2. **Promotions and Programs:** recommendations for investments in marketing, operational changes, or other programmatic improvements.
3. **Policies:** recommendations for policy changes to support and incentivize the recommended projects and programs.

Each individual recommendation is formatted as a one-to-two page “workplan” intended to support timely and cost-effective implementation by the Santa Fe MPO and its public-sector and private-sector partners. To facilitate this goal, the implementation details of each recommendation workplan are structured as follows:

1. **Overview:** a high-level summary of each recommendation.
2. **What Will This Do?:** a description of the desired outcomes to be achieved through the implementation of each recommendation.
3. **Success Metrics:** a list of the mobility indicators from Table 1 (“Youth Mobility Indicators”) that each recommendation is intended help improve or maintain the region’s current performance (classified as Doing Well, Satisfactory, or Needs Improvement) in that area. Emphasis during implementation should be given to improving performance on mobility indicators where the region is currently underperforming relative to national benchmarks and Santa Fe MPO primary goals.
4. **Priority:** a prioritization of each recommendation as High Priority, Medium Priority, or Lower Priority. This ranking was based on input from community and technical stakeholders and the consultant team’s analysis of regional youth mobility needs.
5. **Who Will Do This?:** a proposed assignment of likely implementers for each recommendation. These can include lead implementers (generally the Santa Fe MPO) and supporting implementers (including public agencies, private-sector organizations, and other educational or community institutions) that have a vested interest in partnering with the MPO to achieve shared regional policy goals.
6. **Action Steps:** a chronological listing of some of the key next steps that need to be taken in order to implement each recommendation.
7. **Completion Timeframe:** a targeted timeframe for completing each recommendation as follows: Short Term (completion within 1-3 years), Moderate Term (completion within 4-10 years), Long Term (completion within 11-20 years), and/or Ongoing (for recommendations that are implemented on an ongoing basis). The proposed timeframe was based on the relative priority for each recommendation coupled with the relative complexity and cost of implementing each recommendation.
8. **Potential Funding Sources:** an illustrative list of potential funding sources for implementing each recommendation. More details for each funding source are provided in Appendix A “Funding Sources.” Note that the number before each funding source corresponds to the numbering of all the funding sources in Appendix A.
9. **Case Studies:** a list of applicable case studies pertaining to each project, program or policy. Details for each case study are provided in Appendix B “Case Studies.” Note that the number before each case study corresponds to the numbering in Appendix B.
10. **Related Recommendations from Previous Plans:** a summary of projects and policies in previously adopted plans that provide additional clarity and/or support for each recommendation in this plan.

PROJECTS

PRIORITY

Medium

WHO WILL DO

THIS?

City of Santa Fe
Santa Fe MPO

IMPLEMENTATION

TIMEFRAME

Short Term (1-3 years)
to
Moderate Term (4-10
years)

PROJECT 1: PEDESTRIAN SYSTEM UPGRADES



OVERVIEW

Missing connections and aging infrastructure deter pedestrian activity and traveling to destinations by foot. This project will look at existing sidewalk conditions, plan for future improvements, and use information provided in the 2015 Pedestrian Master Plan to identify areas for crosswalk upgrades with connections to transit lines and bicycle facilities.

WHAT WILL THIS DO?

Provide pedestrian access to destinations and promote walkability in the Santa Fe MPO region. Prioritize investments based on the geographic needs analysis shown in Map 8 (Composite Pedestrian Need Areas by Block Group).

SUCCESS METRICS

This recommendation is intended help improve or maintain the region's current performance on the mobility indicators listed below. Emphasis during implementation should be given to improving performance on mobility indicators where the region is currently underperforming relative to national benchmarks and Santa Fe MPO primary goals.

STRONG TEENS

1. Youth Mode Choices To and From School (Current Performance: Satisfactory)
2. Youth Who Use Alternative Modes (Current Performance: Satisfactory)
3. Youth Reporting Alternative Modes are Safe (Current Performance: Satisfactory)

STRONG FAMILIES

1. Housing & Transportation Costs as a Percentage of Income (Current Performance: Doing Well)
2. Travel Mode & Travel Time to Work (Current Performance: Satisfactory)
3. Percentage of Parents Reporting Alternative Modes are Safe (Current Performance: Satisfactory)

STRONG NEIGHBORHOODS

1. Pedestrian Deficiency Score by Block Group (Current Performance: Satisfactory)

STRONG REGION

1. Percent of Injury and Fatal Crashes per Year (Current Performance: Needs Improvement)

ACTION STEPS

1. Utilize Metropolitan Pedestrian Master Plan, The City of Santa Fe's pending ADA Transition Plan, and the Santa Fe

MPO's 2016 Bus Stop and Sidewalk Connectivity Assessment.

2. Identify and prioritize sidewalk improvements and upgrades.
3. Ensure ADA compliance on sidewalk facilities.
4. Identify possible areas for crosswalk upgrades.

POTENTIAL FUNDING SOURCES

Potential funding sources are listed below. More details for each funding source are provided in Appendix A "Funding Sources." The number before each funding source listed below corresponds to the numbering of all the funding sources in Appendix A.

(2) STP Block Grant; (4) Transportation Alternatives Program; (5) Highway Safety Improvement Program; (13) Capital Improvements Bonds; (14) City of Santa Fe Impact Fees; (15) Special Assessment Districts; (16) Gross Receipts Tax

CASE STUDIES

Applicable case studies are listed below. More details for each case study are provided in Appendix B "Case Studies." The number before each example listed below corresponds to the numbering of all studies listed in Appendix B.

(05) Walk and Bike Program; (06) Safer Routes to School

RELATED RECOMMENDATIONS FROM PREVIOUS PLANS

Areas of critical concern and proposed study areas were outlined in the 2015 Santa Fe MPO Pedestrian Master Plan. These areas are important to study with the listed action steps in mind, and are listed in order of importance based on feedback from the survey and focus groups:

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

PRIORITY

Medium

WHO WILL DO**THIS?**

City of Santa Fe
 Santa Fe County
 Santa Fe MPO

IMPLEMENTATION**TIMEFRAME**

Moderate Term (4-10
 years)

PROJECT 2: BICYCLE SYSTEM UPGRADES

**OVERVIEW**

This project will look at existing bicycle pathways and conditions through the Bicycle Master Plan, plan for future improvements, and use information gathered and provided for upgrades with connections to transit lines and pedestrian facilities.

WHAT WILL THIS DO?

Provide bicycle connections to existing infrastructure, promote bicycle activities and safety, and identify gaps in the system for project implementation. Prioritize investments based on network gaps in Map 5 ("Primary Bicycle Networks") that present barriers for accessing youth destinations by bicycle, such as those shown in Map 3 ("Primary Teen Destinations by Type").

SUCCESS METRICS

This recommendation is intended help improve or maintain the region's current performance on the mobility indicators listed below. Emphasis during implementation should be given to improving performance on mobility indicators where the region is currently underperforming relative to national benchmarks and Santa Fe MPO primary goals.

STRONG TEENS

1. Youth Mode Choices to and From School (Current Performance: Satisfactory)
2. Youth Who Use Alternative Modes (Current Performance: Satisfactory)
3. Youth Reporting Alternative Modes are Safe (Current Performance: Satisfactory)

STRONG FAMILIES

1. Housing & Transportation Costs as a Percentage of Income (Current Performance: Doing Well)
2. Travel Mode & Travel Time to Work (Current Performance: Satisfactory)
3. Percentage of Parents Reporting Alternative Modes are Safe (Current Performance: Satisfactory)

STRONG NEIGHBORHOODS

1. Pedestrian Deficiency Score by Block Group (Current Performance: Satisfactory)

STRONG REGION

1. Percent of Injury and Fatal Crashes per Year (Current Performance: Needs Improvement)

ACTION STEPS

1. Identify corridors for possible protected and/or buffered bicycle facilities that serve schools and other teen-related destinations.
2. Continue to implement projects detailed in the 2012 Bicycle Master Plan
3. Utilize elements outlined in this plan to inform an update to the 2012 Bicycle Master Plan

POTENTIAL FUNDING SOURCES

Potential funding sources are listed below. More details for each funding source are provided in Appendix A “Funding Sources.” The number before each funding source listed below corresponds to the numbering of all the funding sources in Appendix A.

(2) STP Block Grants; (4) Transportation Alternatives Program; (13) Capital Improvements Program Bonds; (14) City of Santa Fe Impact Fees; (16) Gross Receipts Tax

CASE STUDIES

Applicable case studies are listed below. More details for each case study are provided in Appendix B “Case Studies.” The number before each example listed below corresponds to the numbering of all studies listed in Appendix B.

(05) Walk and Bike Program; (06) Safer Routes to School

RELATED RECOMMENDATIONS FROM PREVIOUS PLANS

The 2012 Bicycle Master Plan outlines a series of recommendations to preserve and enhance the bicycle network in Santa Fe. Applicable recommendations to this plan include:

- 1.2: Create and implement programs to retrofit roadways in need of bicycle facilities
- 1.4: Target investments in new infrastructure that maximizes cost effectiveness toward a better bikeway system
- 1.6: Coordinate planning of bikeway facilities in the MPO Area
- 1.7: Provide bicyclists with useful guidance through Bike Route Signage and other wayfinding assistance on trails and roads
- 1.9: Improve and expand bicycle parking
- 1.11: Provide critical connectivity for bicyclists and pedestrians

The Bicycle Master Plan also outlines a series of recommendations for bicycle education, encouragement, and enforcement which could be tailored to the youth population. Recommendations include the following:

- Promotional events
- Educating and Equipping Bicyclists
- Educating Motorists
- Establish a district-wide Safe Routes to School Program
- Supporting Bicycle Education for Children and Adults
- Establish a bike sharing program

PRIORITY

High

WHO WILL DO**THIS?**

Santa Fe Trails
North Central Regional
Transit District
(NCRTD)

**IMPLEMENTATION
TIMEFRAME**

Short Term (1-3 years)
to Moderate Term (4-
10 years)

PROJECT 3: TRANSIT SYSTEM UPGRADES

**OVERVIEW**

This project will ensure concentrations of youth populations are effectively served by transit to various destinations, as well as enhance safety and accessibility for all users.

WHAT WILL THIS DO?

Provide increased transit frequency where necessary, promote teen ridership through safety improvements and enhancements, and ensure stops are properly located to serve teen destinations. Prioritize investments based on the geographic needs analysis shown in Map 7 (“Composite Need for Improved Transit by Block Group”).

SUCCESS METRICS

This recommendation is intended help improve or maintain the region’s current performance on the mobility indicators listed below. Emphasis during implementation should be given to improving performance on mobility indicators where the region is currently underperforming relative to national benchmarks and Santa Fe MPO primary goals.

STRONG TEENS

1. Youth Mode Choices to and From School (Current Performance: Satisfactory)
2. Youth Who Use Alternative Modes (Current Performance: Satisfactory)
3. Youth Transit Ridership (Current Performance: Doing Well)

STRONG FAMILIES

1. Housing & Transportation Costs as a Percentage of Income (Current Performance: Doing Well)
2. Travel Mode & Travel Time to Work (Current Performance: Satisfactory)
3. Annual Transit Trips per Household (Current Performance: Satisfactory)

STRONG NEIGHBORHOODS

1. Transit Access Score by Block Group (Current Performance: Satisfactory)
2. Bus Connections to Teen Destinations (Current Performance: Doing Well)

ACTION STEPS

1. Physical Improvements: Continue to operationalize the Santa Fe MPO Bus Stop and Sidewalk Connectivity Assessment to improve bus stops, shelters and access utilizing FTA5339 funds.
2. Ensure ADA standards are met at stops and shelters.
3. Bus Schedule and Timing: At a time when service providers consider funding a system route analysis and recommendations to review bus routes and headways, incorporate means to ensure student populations are being served during the morning and afternoon hours at specific locations (around schools, mall, downtown, and teen centers).
4. Coordination with the school bus system: review service in areas within the no-bus zone (as I have called it, or the

area too close to schools for the bus to serve), provide more frequent headways if necessary.

POTENTIAL FUNDING SOURCES

Potential funding sources are listed below. More details for each funding source are provided in Appendix A “Funding Sources.” The number before each funding source listed below corresponds to the numbering of all the funding sources in Appendix A.

At this time, each transit service provider utilizes Federal Transit Authority (FTA) funding to support operations to the maximum extent available.

FTA Federal Formula Funds: (6) FTA 5339, (12) FTA 5307, and (11) FTA 5311 (Rural Areas). FTA Federal Planning Funds: (9) FTA 5303, 5304, and 5305. Other Funding Options: (13) Capital Improvements Program Bonds, (14) City of Santa Fe Impact Fees, (16) Gross Receipts Tax, (17) Fare Revenue.

CASE STUDIES

Applicable case studies are listed below. More details for each case study are provided in Appendix B “Case Studies.” The number before each example listed below corresponds to the numbering of all studies listed in Appendix B.

(02) Center for Cities + Schools; (03) Mile High Connects; (04) Intercity Transit Vans Program

RELATED RECOMMENDATIONS FROM PREVIOUS PLANS

The Santa Fe Metropolitan Public Transit Master Plan (2015) outlined future development strategies to improve transit routes, connections and facilities in the Santa Fe Metropolitan Area. Relevant strategies to this plan include:

- Revise Routes/Eliminate Potential Duplication
- Route Timing and Interlining
- Fare Policy
- Hybrid Bus Rapid Transit along Cerrillos Road
- Extended service to La Cienega
- Extended service to Canoncito/Glorieta
- Changes to existing transfer facilities
- Upgraded facilities at the Santa Fe Depot
- Improve bus stops
- Safety and Security
- ADA Compliance
- Technology
- Capital Bus Replacement

PROMOTION AND PROGRAMS

PRIORITY

High

WHO WILL DO THIS?

City of Santa Fe
Santa Fe County
Santa Fe MPO
Partnership with Santa Fe Public Schools

IMPLEMENTATION TIMEFRAME

Short Term (1-3 years)
and Ongoing After Implementation

PROGRAM 1: BICYCLE AND PEDESTRIAN PROGRAMS



OVERVIEW

During this planning process, youth and their parents consistently reported their perception that walking and biking wasn't safe, even when presented with data suggesting that traveling on foot or by bike was no more dangerous than traveling by other modes. The perceived risks of youth traveling on foot or by bike included both physical danger (e.g. risk of being hit by a vehicle) and "stranger danger" (e.g. risk of being abducted). This series of programs is intended to encourage youth and families to use the current bicycle and pedestrian infrastructure for everyday travel and recreation through promoting safety and increasing bicycle and pedestrian education.

WHAT WILL THIS DO?

Programs will be aimed at education on bicycle safety guidelines and how to ride on and off-street, and on pedestrian safety guidelines and how to properly use provided pedestrian facilities. Prioritize investments based on where youth live as shown in Map 2 ("Population Aged 10-17") and where youth want to travel to as shown in Map 3 ("Primary Teen Destinations by Type").

SUCCESS METRICS

This recommendation is intended help improve or maintain the region's current performance on the mobility indicators listed below. Emphasis during implementation should be given to improving performance on mobility indicators where the region is currently underperforming relative to national benchmarks and Santa Fe MPO primary goals.

STRONG TEENS

1. Youth Mode Choices to and From School (Current Performance: Satisfactory)
2. Youth Who Use Alternative Modes (Current Performance: Satisfactory)
3. Youth Reporting Alternative Modes are Safe (Current Performance: Satisfactory)

STRONG FAMILIES

1. Housing & Transportation Costs as a Percentage of Income (Current Performance: Doing Well)
2. Travel Mode & Travel Time to Work (Current Performance: Satisfactory)
3. Percentage of Parents Reporting Alternative Modes are Safe (Current Performance: Satisfactory)

STRONG NEIGHBORHOODS

1. Pedestrian Deficiency Score by Block Group (Current Performance: Satisfactory)

STRONG REGION

1. Percent of Injury and Fatal Crashes per Year (Current Performance: Needs Improvement)

ACTION STEPS

1. Family walk/bike night: Monthly or quarterly/seasonal family nights that promote bicycle and pedestrian safety and education (offer prizes, food, games, etc.)
2. Bike to School Day: Promote bicycle safety and education through an annual bike to school day, to happen in the fall or spring (offer prizes at various stop locations, incentives to bike).
3. School-based programs on bicycle safety: educating youth in the classroom on rules of the road, how to properly signal while riding, and bicycle safety.
4. Partner with Santa Fe Community College (SFCC) School for Trades, Technology, Sustainability and Professional Studies, Film Department, or other local educational institutions to develop digital media educational and promotional products such as short educational films surrounding local mobility issues and options. Target several short films detailing real experiences of youth exercising their independence by taking advantage of various modes of travel within the transportation network as a measure to advance the tenants of the mobility plan. Digital media products may be placed strategically within social media campaigns and as part of public presentations highlighting the opportunities for increased investment in mobility options.
5. In addition to the partnerships identified above, the Santa Fe MPO should explore public-private partnerships (P3). For example, owners of major teen destinations (movie theaters) and/or employers (retail and service sectors) could play a role in implementing some of the recommendations of this Plan in order to help achieve shared goals of reducing regional barriers to youth mobility.

POTENTIAL FUNDING SOURCES

Potential funding sources are listed below. More details for each funding source are provided in Appendix A “Funding Sources.” The number before each funding source listed below corresponds to the numbering of all the funding sources in Appendix A.

(4) Transportation Alternatives Program; (16) Gross Receipts Tax

CASE STUDIES

Applicable case studies are listed below. More details for each case study are provided in Appendix B “Case Studies.” The number before each example listed below corresponds to the numbering of all studies listed in Appendix B.

(05) Walk and Bike Program; (06) Safer Routes to School

RELATED RECOMMENDATIONS FROM PREVIOUS PLANS

Related programs from the Pedestrian Master Plan (2015) include:

- Education programs focusing on pedestrian safety for specific audiences
- Safety awareness campaign emphasizing the rules of the road
- Staff training for jobs that affect pedestrian safety
- Marketing campaign to promote walking
- Walk and Bike to School Day

- Promoting a car-free day

Related programs from the Bicycle Master Plan (2012) include:

- Promotional events including bike to school day
- Safety programs to educate children
- Safe Routes to School
- Supporting bicycle education for children and adults
- Establish a bike-sharing program

**PRIORITY**

High

WHO WILL DO**THIS?**

Santa Fe MPO
 Santa Fe Trails
 NCRTD
 Partnership with Santa Fe Public Schools

IMPLEMENTATION TIMEFRAME

Short Term (1-3 years)
 and Ongoing After Implementation

PROGRAM 2: TRANSIT PROGRAMS

OVERVIEW

The New Mexico Department of Transportation Transit and Rail Bureau hosts the Northern and Central New Mexico Transit Providers Group. The purpose of the group is to improve coordination and integration of regional transit services in North and Central New Mexico. Transit service providers who are members of this group include:

NCRTD, Atomic City Transit (Los Alamos), Santa Fe Trails, ABQ Ride, Rio Metro, representing the New Mexico Rail Runner Express and NMDOT representing NM Park & Ride and the New Mexico Rail Runner Express. The Santa Fe MPO is an active member and can share recommendations, policies and other such opportunities that may advance the mobility of youth served by transit providers in the metropolitan area.

WHAT WILL THIS DO?

Programs will be aimed at ridership training including how to board/ride busses, how to interpret and read system schedules and maps, and safety initiatives.

SUCCESS METRICS

This recommendation is intended help improve or maintain the region's current performance on the mobility indicators listed below. Emphasis during implementation should be given to improving performance on mobility indicators where the region is currently underperforming relative to national benchmarks and Santa Fe MPO primary goals.

STRONG TEENS

1. Youth Mode Choices to and From School (Current Performance: Satisfactory)
2. Youth Who Use Alternative Modes (Current Performance: Satisfactory)
3. Youth Reporting Alternative Modes are Safe (Current Performance: Satisfactory)
4. Youth Transit Ridership (Current Performance: Doing Well)

STRONG FAMILIES

1. Percentage of Parents Reporting Alternative Modes are Safe (Current Performance: Satisfactory)
2. Annual Transit Trips per Household (Current Performance: Satisfactory)

STRONG NEIGHBORHOODS

1. Transit Access Score by Block Group (Current Performance: Satisfactory)

ACTION STEPS

1. Continue to attend regularly scheduled convening's of the Northern and Central New Mexico Transit Providers Group
2. Partner with Santa Fe Community College (SFCC) School for Trades, Technology, Sustainability and Professional Studies, Film Department, or other local educational institutions to develop digital media educational and promotional products such as short educational films surrounding local mobility issues and options. Target

several short films detailing real experiences of youth exercising their independence by taking advantage of various modes of travel within the transportation network as a measure to advance the tenants of the mobility plan. Digital media products may be placed strategically within social media campaigns and as part of public presentations highlighting the opportunities for increased investment in mobility options.

3. Identify opportunities to further advance the findings and recommendations outlined in this plan

POTENTIAL FUNDING SOURCES

Potential funding sources are listed below. More details for each funding source are provided in Appendix A “Funding Sources.” The number before each funding source listed below corresponds to the numbering of all the funding sources in Appendix A.

(9) FTA 5303, 5304, 5305; (11) FTA 5311 (c)(2)(B); (12) FTA 5307; (16) Gross Receipts Tax; (17) Fare Revenue

CASE STUDIES

Applicable case studies are listed below. More details for each case study are provided in Appendix B “Case Studies.” The number before each example listed below corresponds to the numbering of all studies listed in Appendix B.

(01) GTOWN Promise; (02) Center for Cities + Schools; (03) Mile High Connects; (04) Intercity Transit Vans Program

RELATED RECOMMENDATIONS FROM PREVIOUS PLANS

Related programs from the Santa Fe Metropolitan Public Transit Master Plan (2015) include:

- Professionally marketing services and route schedules
- Safety and security training
- ADA and Paratransit service and ridership training
- General travel training
- Enhanced customer service

POLICIES

PRIORITY

High

WHO WILL DO THIS?

Santa Fe MPO

IMPLEMENTATION TIMEFRAME

Short Term (1-3 years)

POLICY 1: YOUTH REPRESENTATION

OVERVIEW

The Santa Fe MPO could improve youth representation in regional transportation decision-making by having a youth-based advisory council or nominating a youth advisory representative to the MPO Policy Board or Technical Coordinating Committee (TCC). The youth-based advisory council or youth representative would inform decision makers as to youth impacts and opportunities regarding projects, programs, and policies, and give youth updates to the board periodically. The representative would serve as an ambassador of sorts to local schools and youth activities, and could help educate youth on transportation program and project funding at the regional level.

WHAT WILL THIS DO?

Nominating youth representation will help promote transportation education among youth and provide the MPO Policy Board with valuable information when it comes to planning and project selection. This will add a more comprehensive view to transportation among various age groups.

SUCCESS METRICS

This recommendation is intended help improve or maintain the region's current performance on the mobility indicators listed below. Emphasis during implementation should be given to improving performance on mobility indicators where the region is currently underperforming relative to national benchmarks and Santa Fe MPO primary goals.

STRONG REGION

1. Percentage of TIP Funds that may serve to increase youth independence as outlined in this plan. (Current Performance: Needs Improvement)⁶

ACTION STEPS

1. Nominate a youth advisory member to act as an ambassador between the school system, community, and the MPO Policy Board or TCC
2. Hold a quarterly youth update at MPO Policy Board meetings
3. Invite youth representative to project selection processes and to provide input on other programs or policy issues

CASE STUDIES

Applicable case studies are listed below. More details for each case study are provided in Appendix B "Case Studies." The number before each example listed below corresponds to the numbering of all studies listed in Appendix B.

(02) Center for Cities + Schools; (07) Quality Schools Coalition

⁶ Note that if this recommendation is implemented, it will help maintain or improve the region's current performance on all of the mobility indicators shown in Table 1 of this Plan.



RELATED RECOMMENDATIONS FROM PREVIOUS PLANS

See the last section of this chapter for a summary of related policies from previous plans that support this recommended policy change.

**PRIORITY**

High

WHO WILL DO THIS?

Santa Fe MPO

IMPLEMENTATION TIMEFRAME

Short Term (1-3 years)

POLICY 2: FUNDING**OVERVIEW**

This policy aims to track regional TIP expenditures beginning in FFY 2018 relative to multi-modal transportation improvements that have the capacity to reduce barriers to youth mobility and improve youth access. This policy will also document expenditure trends annually as a means to inform future updates to the Santa Fe Metropolitan Transportation Plan (MTP).

WHAT WILL THIS DO?

The U.S. Department of Transportation Federal Highway Administration tasked with implementing the 2015 Fixing America's Surface Transportation Act or "FAST Act" specifically requires that state DOTs and consequently MPOs establish performance measures in a number of areas that collectively make progress toward national goals. The 2015-2014

Santa Fe MTP honors the shift toward performance-based planning with the following statement: "Performance-based planning is a strategic approach to transportation planning that analyzes data to determine how effectively transportation investments are working toward achieving the identified transportation goals" (Page 1-8). Specific goals identified in the MTP include, Safety, System Preservation, Multimodal Mobility and Accessibility, Congestion Relief, Economic and Community Vitality, Environmental Stewardship and Partnerships and Funding. Beginning to track regional TIP expenditures beginning in FFY 2018 the Santa Fe MPO begins to satisfy requirements set forth in the FAST Act and identified MTP performance measures to be collected by Santa Fe MPO staff outlined in Chapter 6: Measuring Success in the MTP (Pg 6-1).

SUCCESS METRICS

This recommendation is intended help improve or maintain the region's current performance on the mobility indicators listed below and inform the Santa Fe MPO Technical Coordinating Committee, member agencies and the Policy Board of how investments may be reducing barriers to youth mobility and improving access. Emphasis during implementation should be given to improving performance on mobility indicators where the region is currently under-performing relative to national benchmarks and Santa Fe MPO primary goals.

STRONG REGION

1. Percentage of TIP Funds with a Youth Focus (Current Performance: Needs Improvement)⁷

ACTION STEPS

1. Change Transportation Improvement Program (TIP) project selection criteria to ensure that a target range of 10-15% of all new federal grant money is expended on multi-modal improvements that provide significant youth mobility benefits. The target range would be applied in the evaluation, ranking, and funding of both existing and new projects on the regional TIP project list. The target range can be calculated on a 5 year rolling average to account for the higher costs and "lumpiness" (episodic expenditures) for large capital projects.

⁷ Note that if this recommendation is implemented, it will help maintain or improve the region's current performance on *all* of the mobility indicators shown in Table 1 of this Plan.

CASE STUDIES

Applicable case studies are listed below. More details for each case study are provided in Appendix B “Case Studies.” The number before each example listed below corresponds to the numbering of all studies listed in Appendix B.

(05) Walk and Bike Program

RELATED PROGRAMS FROM PREVIOUS PLANS

See the last section of this chapter for a summary of related policies from previous plans that support this recommended policy change.

RELATED RECOMMENDATIONS FROM PREVIOUS PLANS

PEDESTRIAN MASTER PLAN (2015)

1. **Connectivity:** sidewalks should provide a well-connected, attractive and safe pedestrian environment separated from cars that includes space for walking and appropriate street amenities.
2. **Safety:** the primary goals for improving safety are to reduce the incidence of pedestrian crashes and to increase the perception of safety for pedestrians.
3. **Livability and Health:** promote physical activity and improve community health through increased levels of walking and bicycling.
4. **Complete Streets:** this approach requires inter-agency cooperation and coordination to design and implement solutions that benefit all users. Santa Fe’s streets and roadways should be balanced among all users of the public Right-of-Way including cyclists, motorized vehicles, transit and pedestrians.

1. Support bicycle education for children and adults.
2. Educate motorists about safe operating behavior around bicyclists.
3. Enforce traffic laws relating to bicycling.
4. Establish a district-wide Safe Routes to School Program.
5. Encourage and facilitate the use of bicycles by public agency staff and in the private sector.
6. Create incentives and remove barriers to travel by bicycle.

SANTA FE METROPOLITAN PUBLIC TRANSIT MASTER PLAN (2015)

1. Continue with NMDOT Transit and Rail Division quarterly meetings to coordinate services and support regional planning activities.
2. Develop region wide standards and/or guidelines for bus stops and pathways.
3. Conduct coordinated marketing of services including marketing to local schools.

BICYCLE MASTER PLAN (2012)

PERFORMANCE MONITORING AND REPORTING

As discussed in Chapter 4, the mobility indicators in Table 1 are intended to help the Santa Fe MPO measure and report to stakeholders the region's progress in achieving the goals of this Plan. Upon adoption of this Plan, the Santa Fe MPO should develop a performance monitoring and reporting protocol to measure progress on each of targeted mobility indicators for each of the recommendations. Data collection may be ongoing, but

reporting of data should be done at least every 2-3 years. Please note that the mobility indicators were selected to ensure that performance monitoring and reporting would not create an undue burden for MPO staff (e.g. all of the data needed to monitor progress on the mobility indicators is already collected by the MPO or publicly-available at no cost or low cost).

06. APPENDIX A - FUNDING SOURCES

FEDERAL HIGHWAY FUNDING SOURCES

Appropriations for each state are determined through the current Surface Transportation Act determined by congress. The current reauthorization, the Fixing America's Surface Transportation (FAST) Act, was approved in 2015 and includes many of the same funding sources and requirements established under the Moving Ahead for Progress in the 21st Century (MAP-21) Act before it. Generally, population based formulas are used to determine the Statewide and MPO appropriations. The following funding sources are currently being utilized under the FAST Act and are administered by the Federal Highway Administration (FHWA).

1. National Highway System (NHS)

Agency: NMDOT

Type: Federal Aid Grant

Description: Funds used to construct and maintain urban and rural roadways designated as part of the NHS, such as I-25 and US 84/85.

2. Surface Transportation Program Block Grant (STPBG)

Agency: NMDOT, SFMPO

Type: Federal Aid Grant

Description: Funds that can be used to construct and maintain all Federal-Aid roadways, NGS roadways, and bridge projects. This is the most flexible of the federal funding sources.

3. Highway Bridge Program

Agency: NMDOT

Type: Federal Aid Grant

Description: Funding to replace or rehabilitate deficient highway bridges and to perform preventative maintenance.

4. Transportation Alternatives Program (TAP)

Agency: NMDOT, SFMPO

Type: Federal Aid Grant

Description: Used to construct bicycle and pedestrian facilities and safety improvements. Other eligible projects include environmental impact remediation to preserve roadways; rail to trail development; and restoration of historic railroad facilities.

5. Highway Safety Improvement Program (HSIP)

Agency: NMDOT

Type: Federal Aid Grant

Description: Designated funding through each state's Congressional Delegation for specific projects identified in the FAST Act.

FEDERAL TRANSIT FUNDING SOURCES

The following funding sources are currently being administered by the Federal Transit Administration (FTA), and are based on area population formulas.

6. Buses and Bus Facilities Program - 5339

Agency: Applicable Transit Agencies

Type: Federal Aid Transit Grant

Description: 5339 grants make federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

7. Capital Investment Grants - 5309

Agency: Applicable Transit Agencies

Type: Federal Aid Transit Grant

Description: 5309 is the FTA's primary grant program for major transit capital investments including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. It is a discretionary grant program where projects compete for funds over several years through the completion of a series of requirements.

8. Formula Grants for Rural Areas - 5311

Agency: Applicable Transit Agencies

Type: Federal Aid Transit Grant

Description: 5311 grants provide capital, planning, and operating assistance to states that support public transportation in rural areas with populations of less than 50,000 people where many residents rely on public transportation to reach their destinations. This grant also provides state and national training, and technical assistance to rural areas.

9. Metropolitan and Statewide Planning and Nonmetropolitan Transportation Planning – 5303, 5304, 5305

Agency: Applicable Transit Agencies

Type: Federal Aid Transit Grant

Description: These grants provide funding and procedural requirements for multimodal

transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.

10. State of Good Repair Grants - 5337

Agency: Applicable Transit Agencies

Type: Federal Aid Transit Grant

Description: 5337 grants provide capital assistance for maintenance, replacement and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. These grants are also eligible for developing and implementing Transit Asset Management Plans.

11. Tribal Transit Formula Grants – 5311(c)(2)(B)

Agency: Applicable Transit Agencies

Type: Federal Aid Transit Grant

Description: These grants provide funding to federally recognized Indian tribes to provide public transportation services on and around tribal lands in rural areas.

12. Urbanized Area Formula Grants - 5307

Agency: Applicable Transit Agencies

Type: Federal Aid Transit Grant

Description: 5307 grants make federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 people or more designated as such by the U.S. Census Bureau

LOCAL FUNDING SOURCES

13. Capital Improvements Program (CIP) Bonds

Agency: City of Santa Fe

Type: Revenue Bonds

Description: The City sells revenue bonds pledged with local gross receipts taxes. From these, approximately \$18 million is generated every two years. CIP Bonds are used to undertake projects such as building roads, parks, and other necessary improvements to the City.

14. City of Santa Fe Impact Fees

Agency: City of Santa Fe

Type: Impact Fee

Description: Development impact fees are assessed when building permits are obtained for residential, commercial, and industrial developments. City code regulates impact fees, which can be used for new growth-related transportation infrastructure or traffic improvements. The 10-year total collected from 2005 through 2014 was \$14.1 million.

15. Special Assessment Districts

Agency: City of Santa Fe

Type: Assessment Fee

Description: Assessment districts can be used to generate revenue for transportation improvements. The property owners within the designated district will pay a fee to be used on a specific type of improvement that serves the district.

16. Gross Receipts Tax (GRT)

Agency: City of Santa Fe, Santa Fe County

Type: Tax

Description: GRT is collected by: selling property in New Mexico; leasing or licensing property employed in New Mexico; granting a right to use a franchise employed in New Mexico; performing services in New Mexico; and selling research and development services performed outside New Mexico, the product of which is initially used in New Mexico. The current GRT tax rate from July 2016-December 2016 for the City of Santa Fe is 8.3125%. Tax rates for other communities in the County vary from 7.0000% to 8.3125%. GRT can be used for operating and improvement fees.

17. Fare Revenue

Agency: Santa Fe Trails, North Central Regional Transit District (NCRTD)

Type: Direct Revenue

Description: Fare revenue is collected on-board at the time of boarding on local bus systems, and with ticket purchases on local and regional systems. Currently, fare revenue for Santa Fe Trails is about 5% of their overall operating expenses.

07. APPENDIX B - CASE STUDIES

01. GTOWN PROMISE / GET ON THE BUS: GREELEY, CO

OVERVIEW

The G-Town Promise in Greeley, Colorado is an arm of the larger Achieving Community Excellence (ACE) program that was started by the Greeley City Council in 2013 to support and improve Greeley's infrastructure. The G-Town Promise provides students living in Greeley and Evans, Colorado with the resources and support they need to become successful, productive adults. Resources include access to internships and jobs, post-secondary education assistance, and free access to the Greeley-Evans Transit (GET) system.

STRUCTURE

G-Town Promise is structured into three categories:

1. Post-Secondary Education Assistance
2. Youth Leadership Summit
3. Career Pathways
4. Crown Jewels Bussing – Ride Free with ID

The program works collaboratively with City officials and local business, education and community leaders to ensure students have adequate access to resources to career pathways, including both post-secondary education and trade positions.

GET ON THE BUS

GET started their ride free with student ID program in response to community outreach efforts that prompted additional service and route changes to ensure efficient transportation to various activities throughout the area. According to Greeley Unexpected, "Greeley and Evans youth are our city's Crown Jewels and without available, affordable, safe transportation many will struggle to achieve academic success." Starting in 2014, GET began offering students free rides on all routes in their system with their Student ID. Rides are available to all students in the Greeley-Evans District 6 school system. The website goes on to state, "in its first year, the ride free program increased student ridership 313 percent and student participation in after school activities rose 13 percent."

FUNDING

The G-Town promise program is funded under Greeley's larger ACE program with help from local business grants, partnerships with six local businesses, and internships from over 20 local businesses, non-profits, government offices and school districts. Transit funding is provided through Federal Transit Administration (FTA) grant and local matching funds.

02. CENTER FOR CITIES + SCHOOLS: UNIVERSITY OF CALIFORNIA AT BERKELEY.

OVERVIEW

The Center for Cities + Schools aims to “promote high-quality education as an essential component of urban and metropolitan vitality to create equitable, health and sustainable communities for all.” The program engages youth in planning and promotes collaboration between city and school leaders to strengthen communities. CC+S was founded at UC Berkeley in 2004 as an interdisciplinary initiative between the Graduate School of Education and the College of Environmental Design.

CC+S's Y Plan (Youth – Plan, Learn, Act Now!) engages youth in urban planning and provides them a platform to be involved with changes in the community. Under the Y-Plan structure, students are allowed to identify problems where they live and engage with local leaders

in providing solutions. The program prides itself on providing career and college preparation for students through its real-world, project-based learning.

BEYOND THE YELLOW BUS

Beyond the Yellow Bus is a joint initiative between CC+S and Mile High Connects in Denver, CO. The focus of the program is on equitable transportation to selected schools. The program works to encourage students to use local transit and local school bus systems through safety promotion, technology, identification of challenges, equity, and elevating students to stakeholders. In some cases, shared service agreements were needed for smaller school districts, and allowed districts to share drivers, maintenance staff, and bus barns for school provided transportation.

03. MILE HIGH CONNECTS: DENVER, CO

OVERVIEW

Mile High Connects is a partnership between organization in the public, private and nonprofit sectors committed to increased access to housing, jobs, quality schools and essential services. The program has a project specifically targeting affordable bus and light rail fares for students, and ensures access to quality schools in the region. The project works as a partnership between the City of Denver, Denver Public Schools, the Donnell-Kay Foundation and Together Colorado. Another project also aims to ensure accessible bus

service routes for low-income communities connecting residents to jobs, schools, and essential services.

FUNDING

Mile High Connects is funded through federal, state and local grants and partnerships with private sector companies. The program also awards grants for effective, inclusive approaches to building healthy transit-oriented communities, and transit connections to low-income neighborhoods, access to jobs, access to schools and access to services.

04. INTERCITY TRANSIT VAS PROGRAM: OLYMPIA, WA

OVERVIEW

The Intercity Transit Village Vans Program provides on-demand transportation to community members with limited income and who are actively searching for work. The service is free and available to youth ages 16-18 who are enrolled in a local career training program. The service grew out of local research highlighting the lack of transportation options for low-income families, especially those making the transition from government aid to economic independence.

STRUCTURE

Intercity Transit leads the initiative and recruits drivers from local employment programs including the WorkFirst Community Jobs Program under the

Washington State Office of Trade and Economic Development. Drivers receive professional driving training, work experience and skill development to help them transition into employment. Low-income citizens looking for work, and youth aged 16-18 enrolled in local career training programs, may use the service.

FUNDING

Initial funding was provided through a grant from the FTA under their Job Access and Reverse Commute program. Remaining funding came from the Washington State Office of Trade and Economic Development's Work First Transportation Initiative Program. The program continues to be funded through FTA Grants and local matching funds.

05. WALK AND BIKE PROGRAM: MARIN COUNTY, CA

OVERVIEW

This program was the prototype for the National Safe Routes to School program which was federally funded. The program used 11% of transportation taxes for a school-based program which included coordination with transportation agencies, information distribution,

events, hiring crossing guards, and implementing infrastructure improvements.

FUNDING

11% of transportation taxes. The program continues to be funded through federal grants

06. SAFER ROUTES TO SCHOOL: PORTLAND, OR

OVERVIEW

Portland, Oregon's Safer Routes to School Program launched in 2005 as a five-year pilot program involving eight elementary schools. The program continues to add more schools each year, and is designed to increase walking and biking to school using elements from the "6 E's" – Encouragement, Education, Engineering, Enforcement, Equity and Evaluation.

FUNDING

Originally, funding was provided through an increase in City traffic fine revenues. The program continues to be funded through the City of Portland Bureau of Transportation's Community and School Traffic Safety Partnership (CSTSP).

07. QUALITY SCHOOLS COALITION: CLARKE COUNTY, WA

OVERVIEW

The Quality Schools Coalition aims at collaboration and communication between local school boards and county

and city planning departments. The purpose of the coalition is to track and discuss trends and how to serve existing and new population with quality schools and infrastructure.