

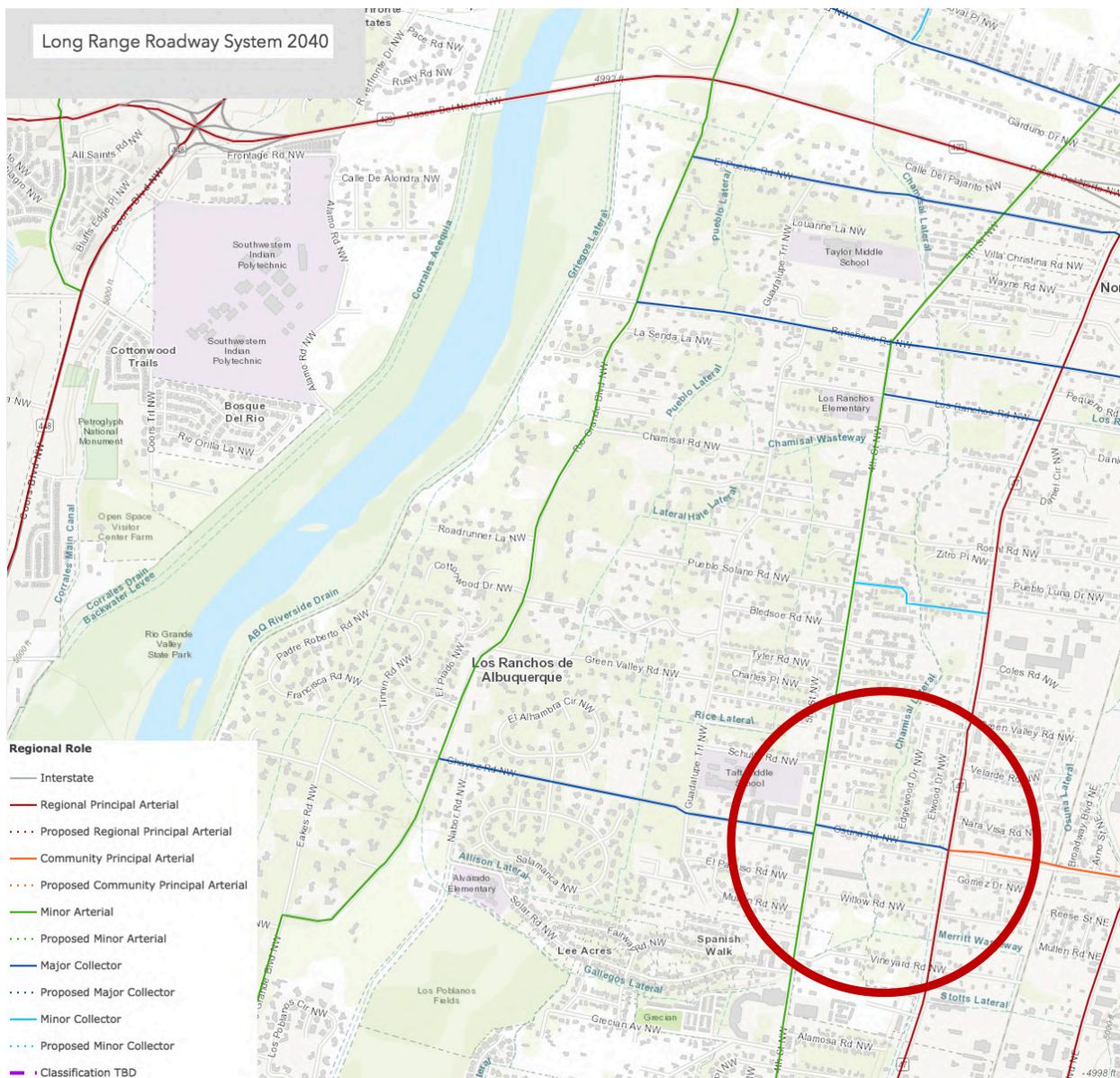
Transportation

Transportation in the Village

Los Ranchos has different facility types for both commuter and recreational use. Road types include public and private roads that are paved and unpaved. Bicycles, walking, and equestrians are alternative modes of transportation aside from vehicles. They use the same facilities as vehicles (roads), but also include ditch trails, right-of-ways, sidewalks, and combined or separated dedicated facilities such as bike lanes.

Roads

The 2040 Long Range Roadway System map shows current and proposed changes to roads in the Middle Rio Grande region.¹ Regional roles are based on traffic volumes and speed. There are no proposed changes to roads in and immediately surrounding the Village. The Village's roads are classified as lower regional roles (less traffic and slower speeds) than the surrounding area. This is seen in the transition of Chavez and Osuna, circled in red.



¹ Mid-Region Council of Governments. Long Range Roadway System 2040. Retrieved Mar 2019 from arccg.is/10DHC00.

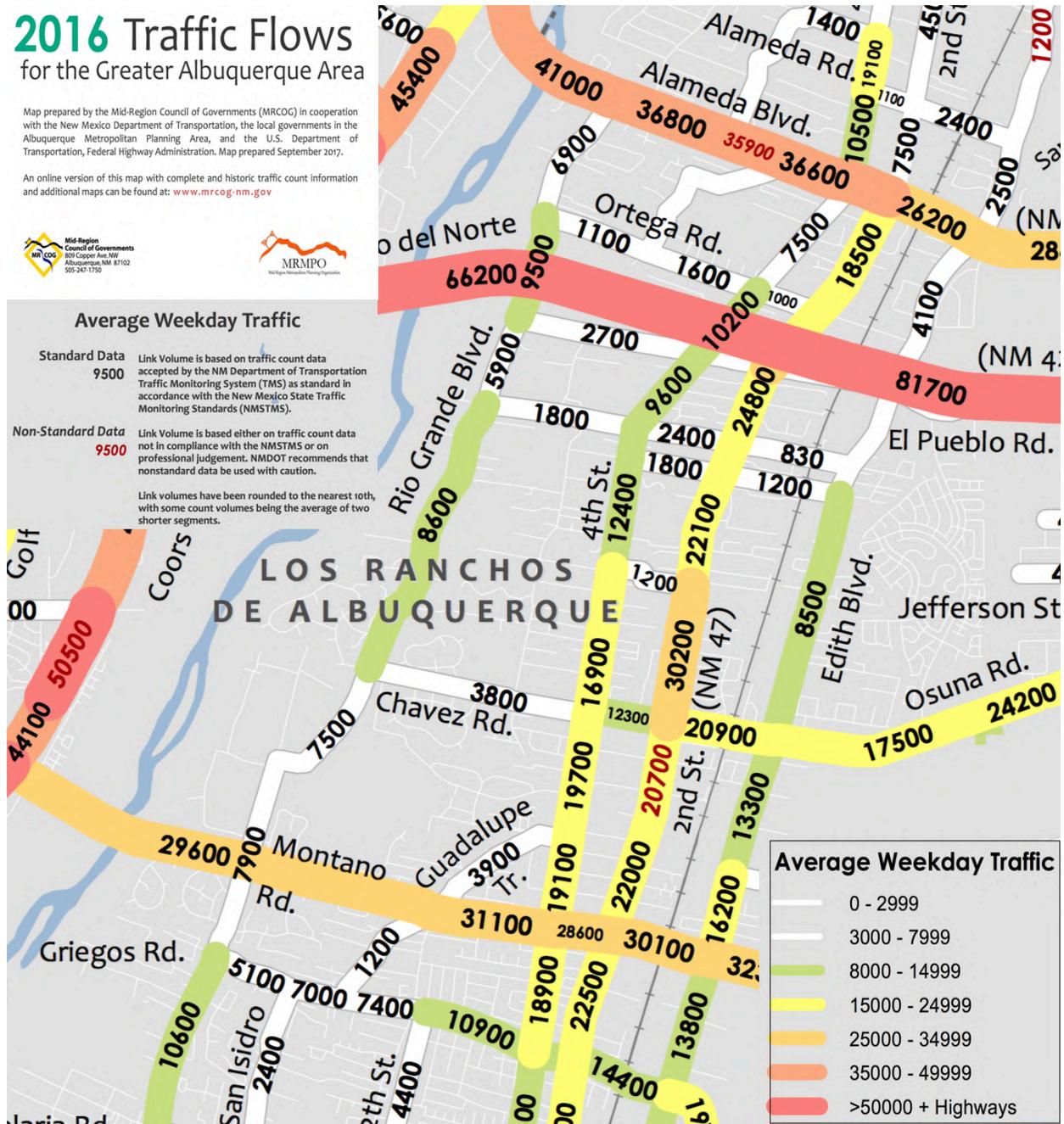
The 2016 Traffic Flows map supports road classifications in the regional roadway map.²

In 2016, Village roads show lower average weekday traffic compared to surrounding roads such as Montano and Second Street.

2016 Traffic Flows for the Greater Albuquerque Area

Map prepared by the Mid-Region Council of Governments (MRCOG) in cooperation with the New Mexico Department of Transportation, the local governments in the Albuquerque Metropolitan Planning Area, and the U.S. Department of Transportation, Federal Highway Administration. Map prepared September 2017.

An online version of this map with complete and historic traffic count information and additional maps can be found at: www.mrcog-nm.gov

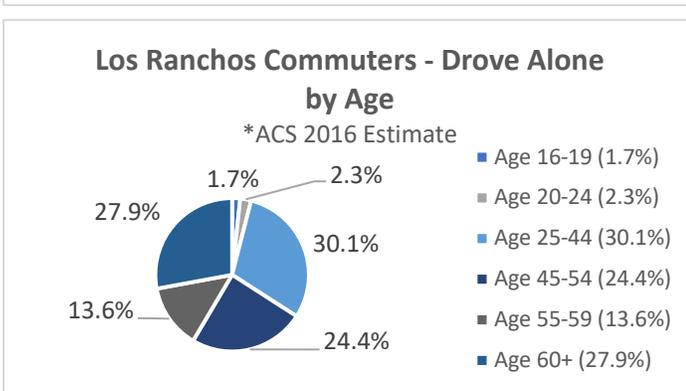
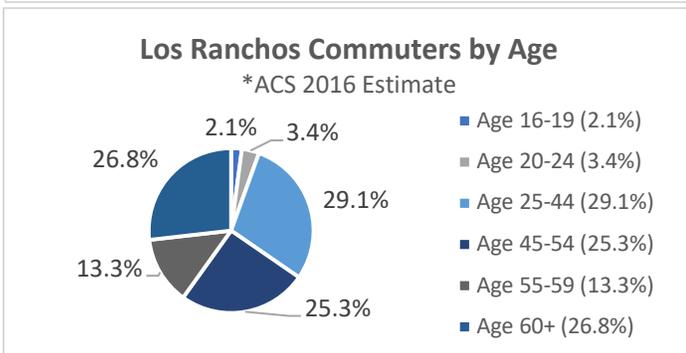
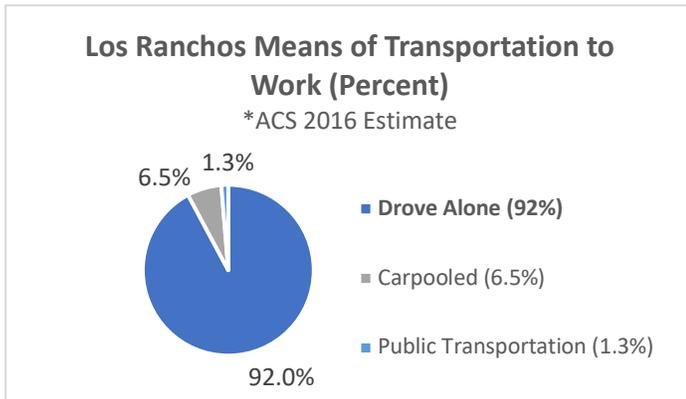


² Mid-Region Council of Governments. 2016 Traffic Flows for the Greater Albuquerque Area. Retrieved Mar 2019 from mrcog-nm.gov/DocumentCenter/View/2520/2016-Traffic-Flow-Map-for-Greater-Albuquerque-Area-PDF.

Commuting

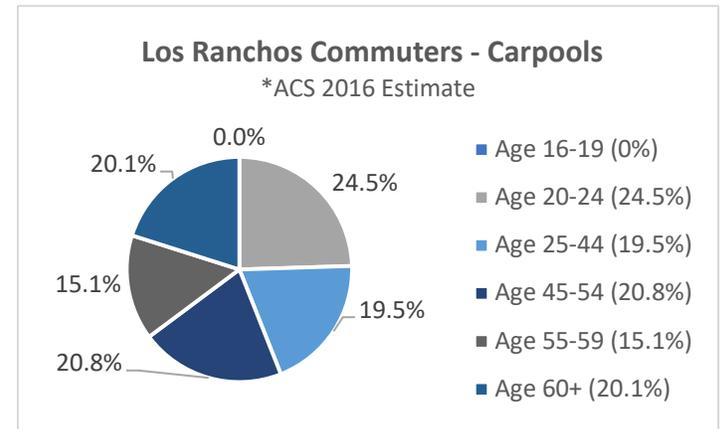
According to U.S. Census Bureau American Community Survey 2016 Estimates,³ Los Ranchos commuters (age 16+) primarily drive alone (92%). A small number carpool (7%) or take public transit (1%).

Though these are estimates, the results of a travel study for the Albuquerque Metropolitan Area from the Mid-Region Council of Governments supports the high percentage of those who drive alone and low percentage of other modes of transportation.⁴ The age distribution in the study was very similar to the age distribution of Los Ranchos commuters.



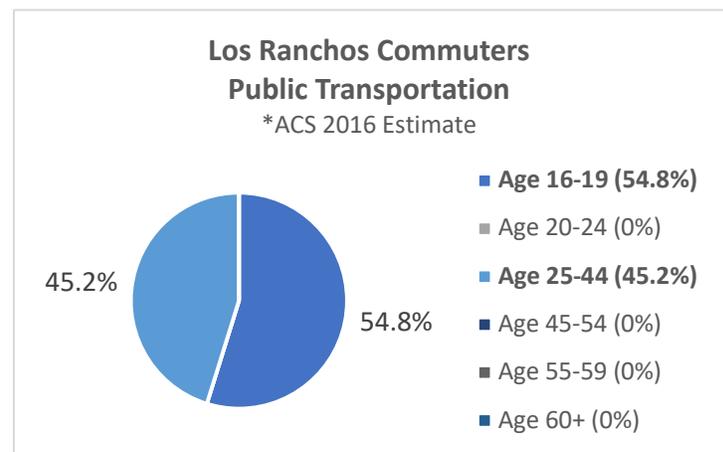
Carpool

The age distribution of those who carpool is varied, though Village commuters age 16-19 are estimated to not carpool (0%). Though the percent of Village commuters aged 20-24 is estimated to be small (3.4%), they are estimated to comprise 24.5% of Village carpoolers.



Public Transportation

Very few Village commuters are estimated to take public transportation, but of those commuters, they are estimated to be those age 16-19 and those age 25-44. It is estimated that no Village commuters age 20-24, 45-54, 55-59, or 60+ take public transportation.⁵ The type and location of public



³ It is possible to see general trends with this data, however the population size is small and there is a margin of error for every estimate.

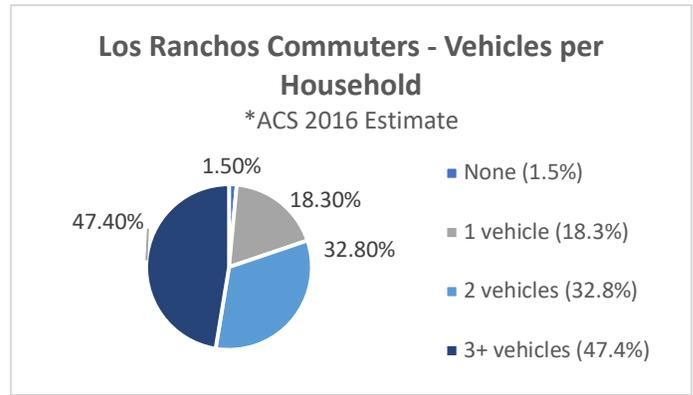
⁴ Mid-Region Metropolitan Planning Organization. (2015). Futures 2040 Metropolitan Transportation Plan. Retrieved Mar 2018 from www.mrcog-nm.gov/DocumentCenter/View/2201/Futures-2040-MTP-All-Chapters-no-Appendices-PDF.

⁵ Public transportation breakdown by age has the highest margin of error among the transportation means, +/- approximately 50 people. It is possible that there are those in the age groups that take public transportation to commute as this is only an estimate.

transportation is not specified in the estimate, but the Village’s main connection to the ABQ Ride system is through line #10, North Fourth, along Fourth Street.

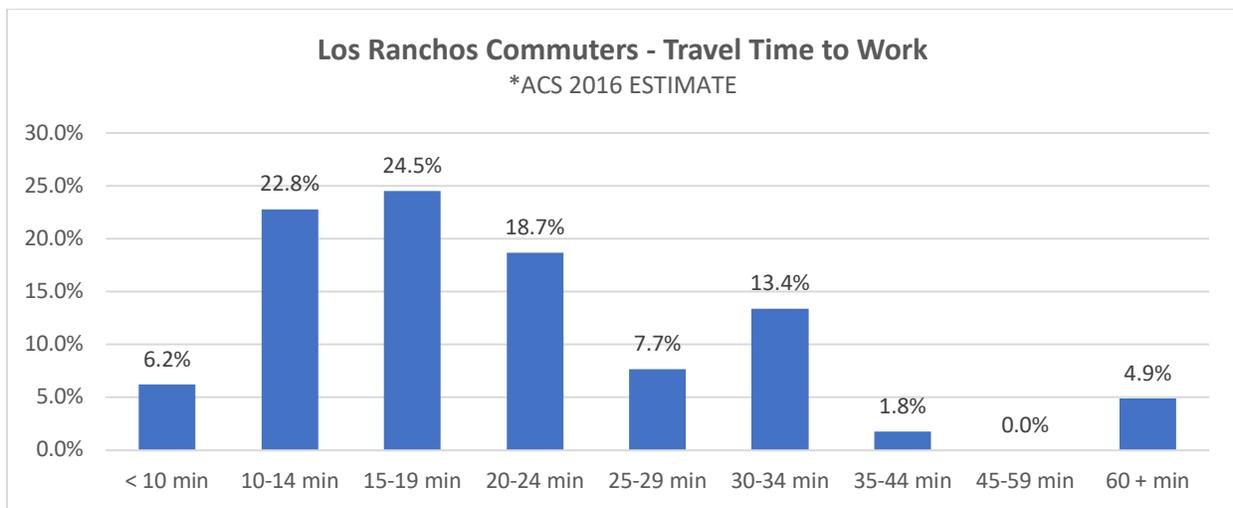
Number of Vehicles

Almost all Village commuters have at least one vehicle per household and almost half of Village commuters have three or more vehicles per household.



Travel Time to Work

Travel time to work estimates show that commuters spend about 10-24 minutes commuting to work. This breakdown of travel time is for all modes of commuting (driving alone, carpooling, and taking public transportation). A separate breakdown of commuters who take public transportation estimates that 55% of travel time is 20-24 minutes and 45% of travel time is an hour or longer.



Bicycles

The Long Range Bikeway System 2040 map shows current and proposed bicycle facilities.⁶ There are various types of facilities listed, though not all of the proposed may be suitable for bicyclists (such as unpaved ditches). There is no timeframe for any of the proposed facilities.

There are a few outside proposed facilities that could be worth connecting to, such as the Alameda Drain Trail along Second Street, which is already beginning construction (in 2019), and the multi-use trail on Osuna proposed to extend to Second and Osuna.

The 2040 Long Range Bikeway System map shows current and proposed changes to bicycle facilities in the greater region. The Village currently has three bicycle facilities: the Rio Grande Boulevard bicycle lane, the El Pueblo bicycle route, and the Paseo del Norte trail. The El Pueblo bicycle route does not have any differentiation between it and a road not classified as a bicycle route, though usually a bicycle route has distinctions such as signage indicating the road as a bicycle route and occasionally marking paint on the road.

⁶ Mid-Region Council of Governments. Long Range Bikeway System 2040. Retrieved Mar 2019 from arcg.is/1091Dv.

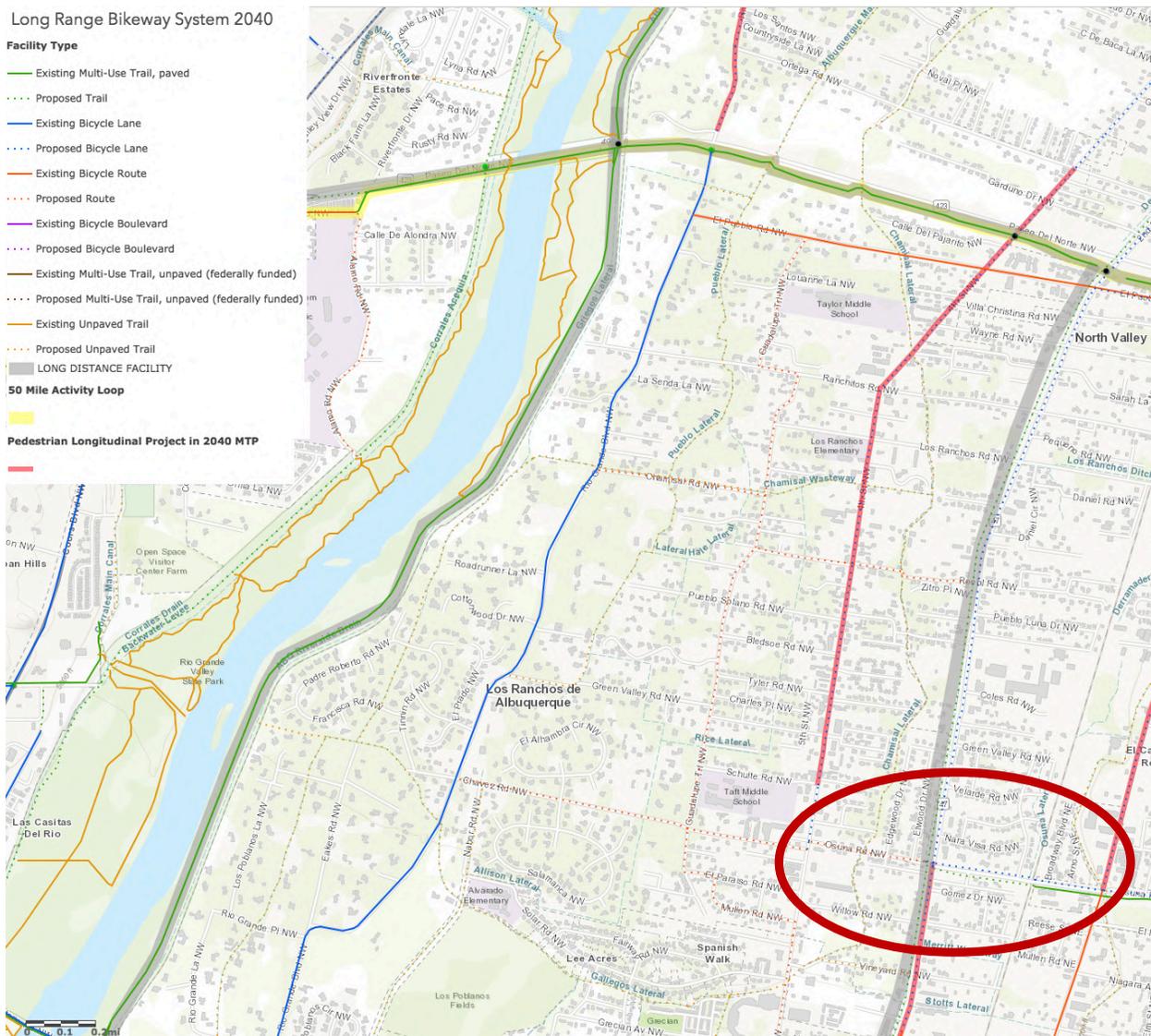
Long Range Bikeway System 2040

Facility Type

- Existing Multi-Use Trail, paved
- ⋯ Proposed Trail
- Existing Bicycle Lane
- ⋯ Proposed Bicycle Lane
- Existing Bicycle Route
- ⋯ Proposed Route
- Existing Bicycle Boulevard
- ⋯ Proposed Bicycle Boulevard
- Existing Multi-Use Trail, unpaved (federally funded)
- ⋯ Proposed Multi-Use Trail, unpaved (federally funded)
- Existing Unpaved Trail
- ⋯ Proposed Unpaved Trail
- LONG DISTANCE FACILITY
- 50 Mile Activity Loop

Pedestrian Longitudinal Project in 2040 MTP

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Many other paths in the Village are proposed bicycle routes or proposed unpaved trails (usually ditch trails). However, a proposed facility does not necessarily mean that said facility will become a route or unpaved trail in the future as there are no timeframes given. In addition, the proposed unpaved trails along the ditches are already being used by Village residents for walking and running and are not necessarily meant for bicyclists.

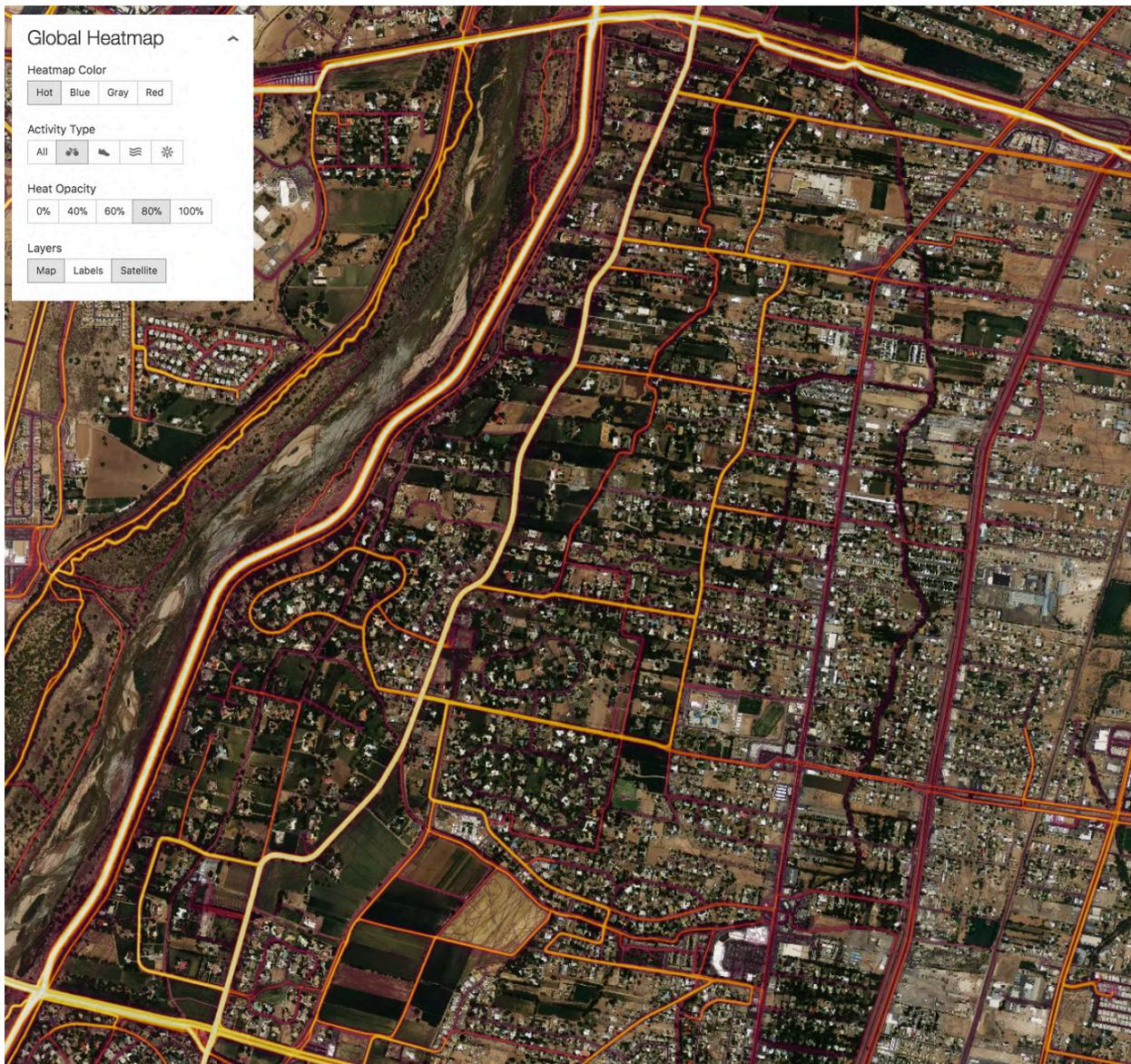
Types of Bicycle Facilities:⁷

- Bicycle Routes/Sharrows – A shared roadway for bicyclists and vehicles.
- Bicycle Lanes – A lane separate from vehicular traffic. With additional striping or vertical buffers, a bicycle lane can become a Buffered Bicycle Lane.
- Bicycle Boulevards – A shared roadway for bicyclists and vehicles with more bicycle infrastructure and traffic calming than a bicycle route.
- Multi-Use Trail – For many types of non-motorized users such as bicyclists, pedestrians, and equestrians, a trail is a facility completely separate from the roadway.
- Paved Shoulders – Usually along highways and in rural areas, the shoulders of paved roads are wide enough to accommodate bicyclists.

⁷ MRCOG. (2015). Bikeways & Trails Facilities Plan Albuquerque, NM. Retrieved Mar 2019 from documents.cabq.gov/planning/adopted-longrange-plans/BTFP/Final/BTFP%20FINAL_Jun25.pdf.

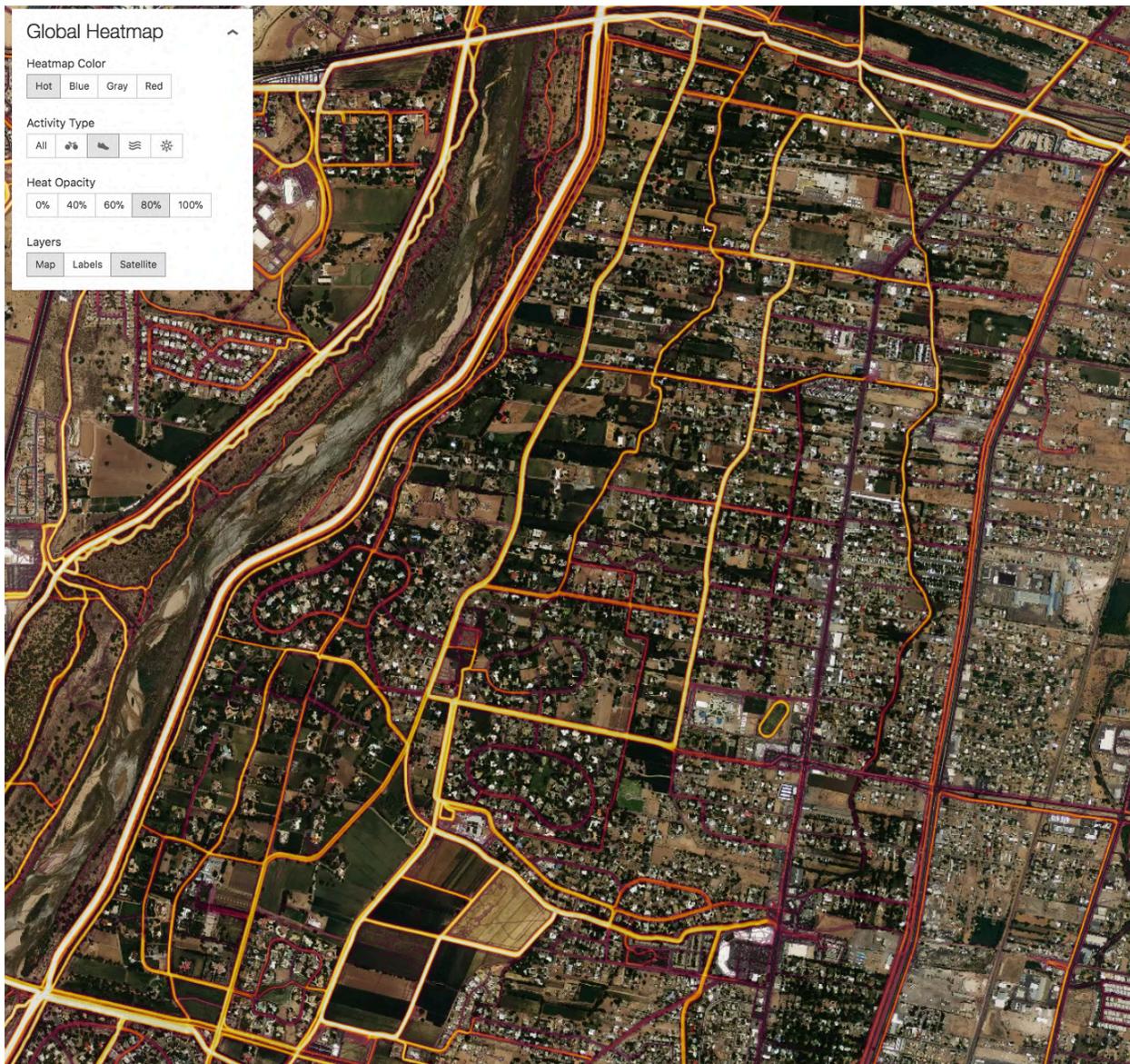
Recreation

This recreational data is publicly accessible from the application Strava,⁸ which tracks users' routes. Note that this Strava data is best used as an example of what routes are being used by a subset of primarily recreational walkers, runners, and bicyclists and is not representative of the Village's walkers, runners, and bicyclists. It only shows what routes are most popular for a subset of mainly recreational users who have the Strava app. Additionally, the use of these routes is not necessarily only by Village residents. There is no differentiation between users who live in the Village and do not live in the Village.



Bicycle Strava Heatmap

⁸ Strava Global Heatmap. Accessed Mar 2018 from strava.com/heatmap.



Walk and Run Strava Heatmap

Given the data's limitations, popular routes for recreational users are still visible, including informal ditch trails for walkers and runners. By far the most popular trail for all recreational users is along the Bosque. Bicyclists also use Rio Grande Boulevard's bike lanes and the Paseo del Norte trail while walkers and runners also use the trails around Los Poblanos Field and the Paseo del Norte trail. Less popular routes for walkers and runners include Guadalupe Trail, Chavez Road, Griegos Drain/Nabor Road, and the Griegos and Gallegos Laterals. Rio Grande Boulevard may be used as a connector to the Paseo del Norte trail and the Alameda Open Space located outside the Village.

Though El Pueblo is classified as a Bicycle Route, it does not appear to be used more frequently than other East-West roads in the Village by bicyclists who use Strava, possibly due to its close proximity to the Paseo del Norte trail, which is likely a safer alternative, and a lack of signage.

Regional (Albuquerque) Transportation Connection

Awareness of current and proposed plans for transportation connected to areas outside the Village can help to create a cohesive system between municipalities and governing bodies.

The Futures 2040 Metropolitan Transportation Plan (MTP) focuses on the Albuquerque Metropolitan Planning Area (AMPA), of which Los Ranchos is located within.⁹ This plan looks at current, trend, and preferred future cohesion of housing and transportation within this area.

Though there are general shifts in generational preferences for alternative modes of transportation, by far most trips are still made by driving alone.

Results from the 2040 MTP Questionnaire shows issues for all forms of transportation in the area. These issues affect the larger area and likely affect the Village as well.

In the 2040 MTP, Fourth Street is ranked 21 out of 30 Congested Corridors based on Volume-to-Capacity (V/C) ratios, speed differential (travel times and delays), and crash rates.

Figure 3-35: All Trips by Mode, Household Travel Study

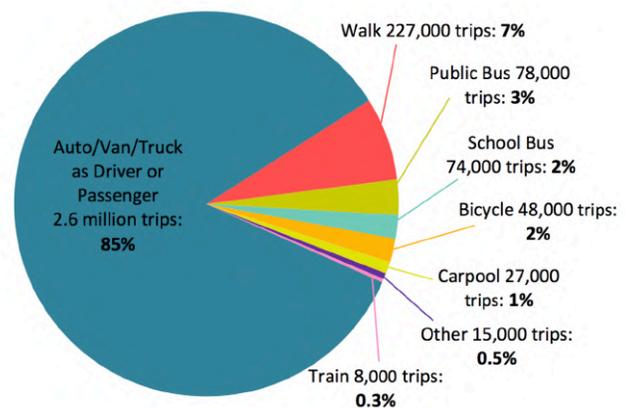
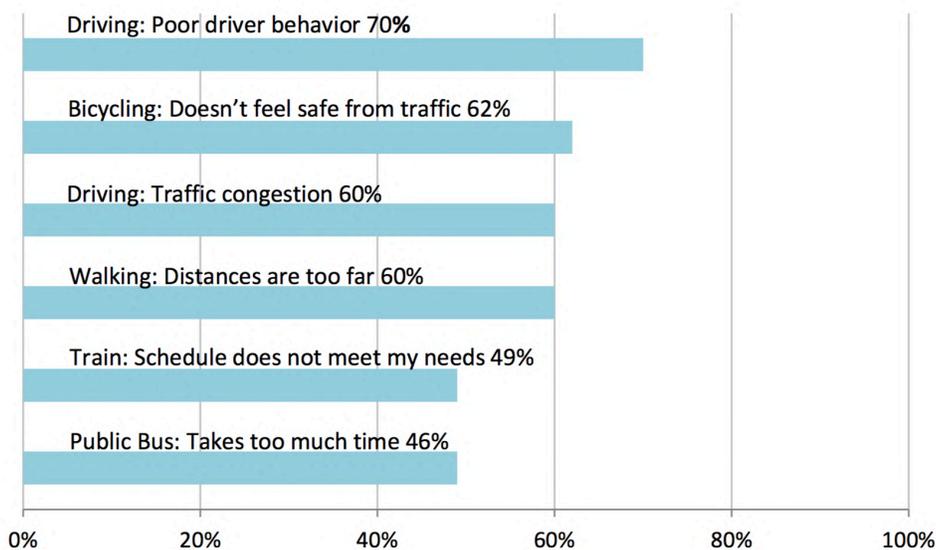


Figure 3-36: Top Reported Issues for All Transportation Modes, 2040 MTP Questionnaire



⁹ Mid-Region Metropolitan Planning Organization. (2015). Futures 2040 Metropolitan Transportation Plan. Retrieved Mar 2018 from www.mrcog-nm.gov/DocumentCenter/View/2201/Futures-2040-MTP-All-Chapters-no-Appendices-PDF.

Age

Changing demographic and market preferences for housing impact transportation preferences as well, notably from both younger and older generations.

Millennials had the lowest satisfaction of any age group for the Albuquerque Metro Planning Area's transportation system in the conducted survey, but though there are changing preferences, single-family housing and lifestyles will still be in demand.

Baby Boomers will likely use more public transit as they age, as "in 2009 seniors took 328 million more trips via transit than they did in 2001."¹⁰ Some transit options for seniors are limited, such as paratransit, which is only for those with ADA eligibility. However, there will likely also be a large group of Baby Boomers who will remain in their current homes away from public transit.

"Baby Boomers are a generation that have become accustomed to the individual mobility and convenience of car ownership, and expect to remain active and mobile well into retirement. The National Association of Area Agencies on Aging reports that by 2030, 25 percent of licensed drivers in the U.S. will be over the age of 65."¹¹

Safety

Vehicular, pedestrian, and bicyclist safety is an issue in the surrounding area. In terms of overall safety, Albuquerque was ranked second in the nation in 2016 for the number of pedestrian fatalities per capita with a fatality rate per 100,000 people of 5.54, just behind Phoenix, Arizona at 5.57.¹²

New Mexico has also seen an increase in driving fatalities between 2015 and 2016, with a 35% increase in total fatalities, the highest percent change among states.¹³

Los Ranchos roads appear to have fewer crashes compared to the region, and thus a lower regional priority. When looking at the predicted 2040 Pedestrian Composite Index, which looks at factors that generate and deter pedestrians, roads in Los Ranchos have a lower regional priority than other areas in the 2040 MTP.

Los Ranchos' intersections had an about average intersection crash rate, fatal and injury intersection crash rate, pedestrian intersection crash rate, and bicycle intersection crash rate when comparing intersections from 2008-2012. The only intersection with a higher than average crash rate was Ranchitos and Fourth Street, which had up to two times the average bicycle intersection crash rate. These averages are determined for the Mid-Region area.

For comparison, averages for the Mid-Region are:

- Average intersection crash rate: 1.0716
- Average fatal and injury intersection crash rate: 0.3422
- Average pedestrian intersection crash rate: 0.0441
- Average bicycle intersection crash rate: 0.037

^{10, 11} Mid-Region Metropolitan Planning Organization. Futures 2040 Metropolitan Transportation Plan. April 17, 2015.

¹² Of cities with populations 500,000+. NHTSA's National Center for Statistics and Analysis. Traffic Safety Facts 2016 Data. Revised March 2018.

¹³ NHTSA's National Center for Statistics and Analysis. Traffic Safety Facts 2016 Fatal Motor Vehicle Crashes: Overview. October 2017.

Public Transit

Train

The Village is in close proximity to a Rail Runner station, which is just outside the Village. The Los Ranchos/Journal Center station is located on El Pueblo Road between Second Street and Edith Boulevard.

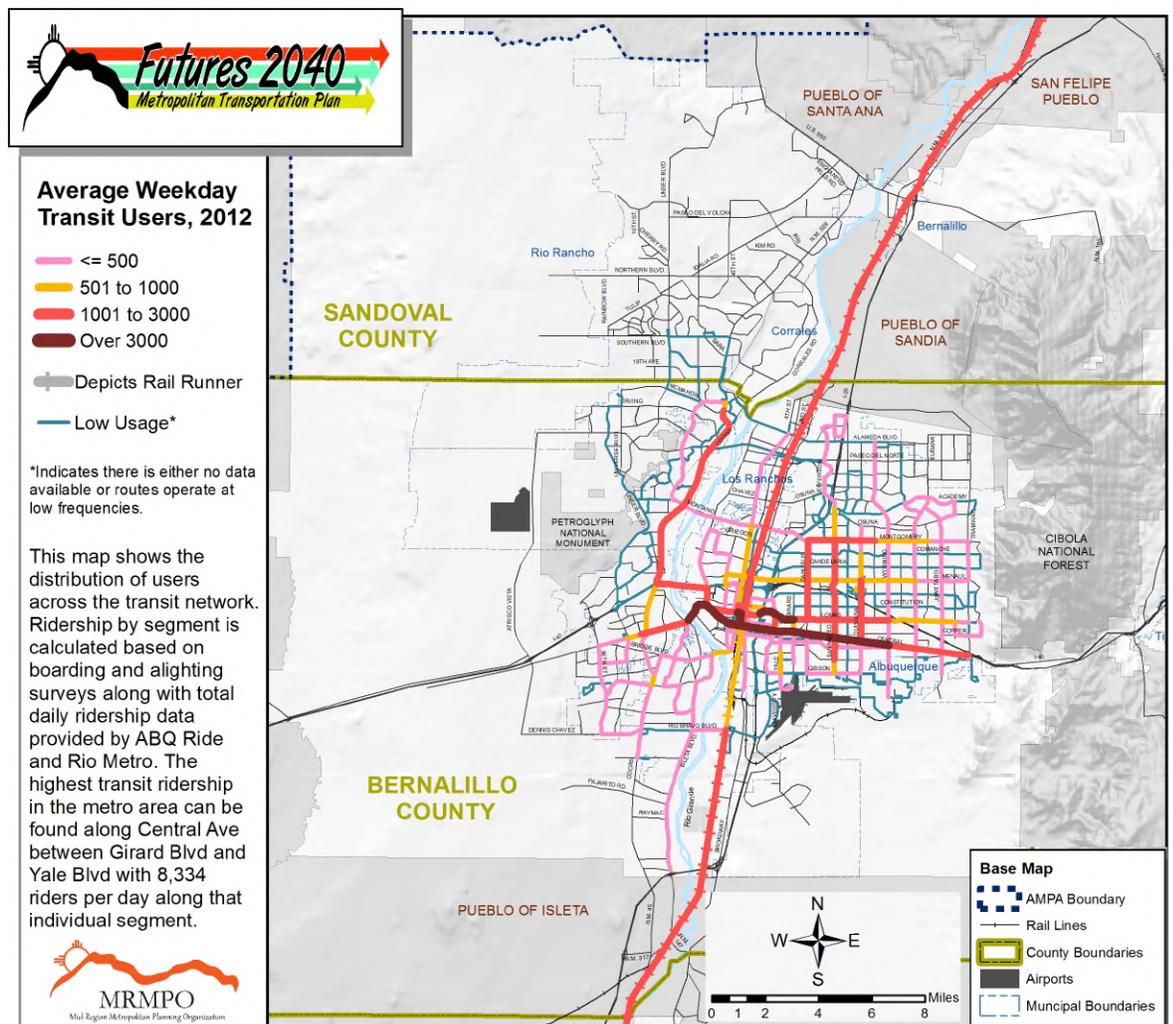
Paratransit

Paratransit is a transportation service for people with disabilities. ABQ Ride provides paratransit based on ADA eligibility through Sun Van to any address in Albuquerque and most of Bernalillo County, which includes the Village. Sun Van provides service at least to and from points within three-quarters of a mile along each ABQ Ride bus route, except for commuter routes, during the days and times that ABQ RIDE operates.¹⁴

Bus

The Village's connection to the ABQ Ride bus system is through the Light Blue line #10, North Fourth, along Fourth Street. This route is tenth most used in the 2012 Top 10 ABQ Ride Routes based on quantity of annual passenger trips (430,689) and average weekday passenger trips (1,541). However, the area south of Montano Road has a higher average weekday transit use compared to north of Montano Road according to 2012 data. There is less ridership and fewer stops/shorter hours north of Montano Road.

East-West bus connections near the Village are along Montano (line #157) and Paseo del Norte (lines #251 and #551). The Montano route (line #157) does have stops near the Village but the Paseo del Norte routes (lines #251 and #551) do not have stops in the Village. The closest Paseo bus stops are at the Los Ranchos / Journal Center Rail Runner Station.

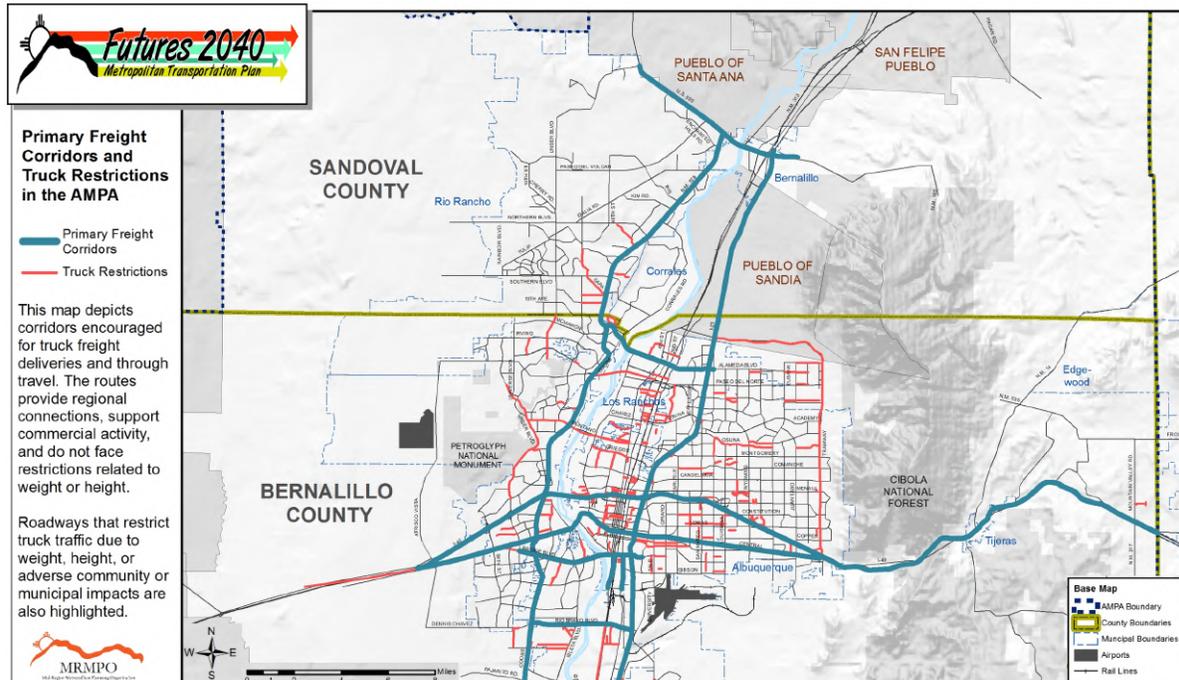


¹⁴ City of Albuquerque. (2018). Sun Van & You A Passenger's Guide to Public Transportation Services for Persons with Disabilities. www.cabq.gov/transit/documents/sun-van-and-you-revised-july-2018-11-18.pdf

Freight

Many roads around the Village have truck restrictions and no roads through the Village are considered primary freight corridors.

Freight does not appear to be a significant factor impacting Village transportation as primary freight corridors are outside the Village and several streets surrounding the Village have truck restrictions, such as Paseo del Norte.



Alameda Drain & Trail Project

The Alameda Drain and Trail Project is a project between the Public Works Division of Bernalillo County, the Middle Rio Grande Conservancy District, the City of Albuquerque, and the Albuquerque Metropolitan Flood Control Authority that will go along Second Street. The segment with the highest priority is the section from Montano Road to Paseo del Norte, which is adjacent to the Village. The phase from Montano to Osuna is currently under construction in 2019.

If it is completed as expected in its Master Plan, this will provide a pedestrian and bicycle trail amenity with connection to the Paseo del Norte trail, creating two north-south bicycle and pedestrian trails on either side of the Village (the other being the Bosque Trail). It will provide pedestrian and bicycle connection to the North Valley Library, Alameda Soccer Complex, and the Raymond G. Sanchez Community Center all along Second Street.

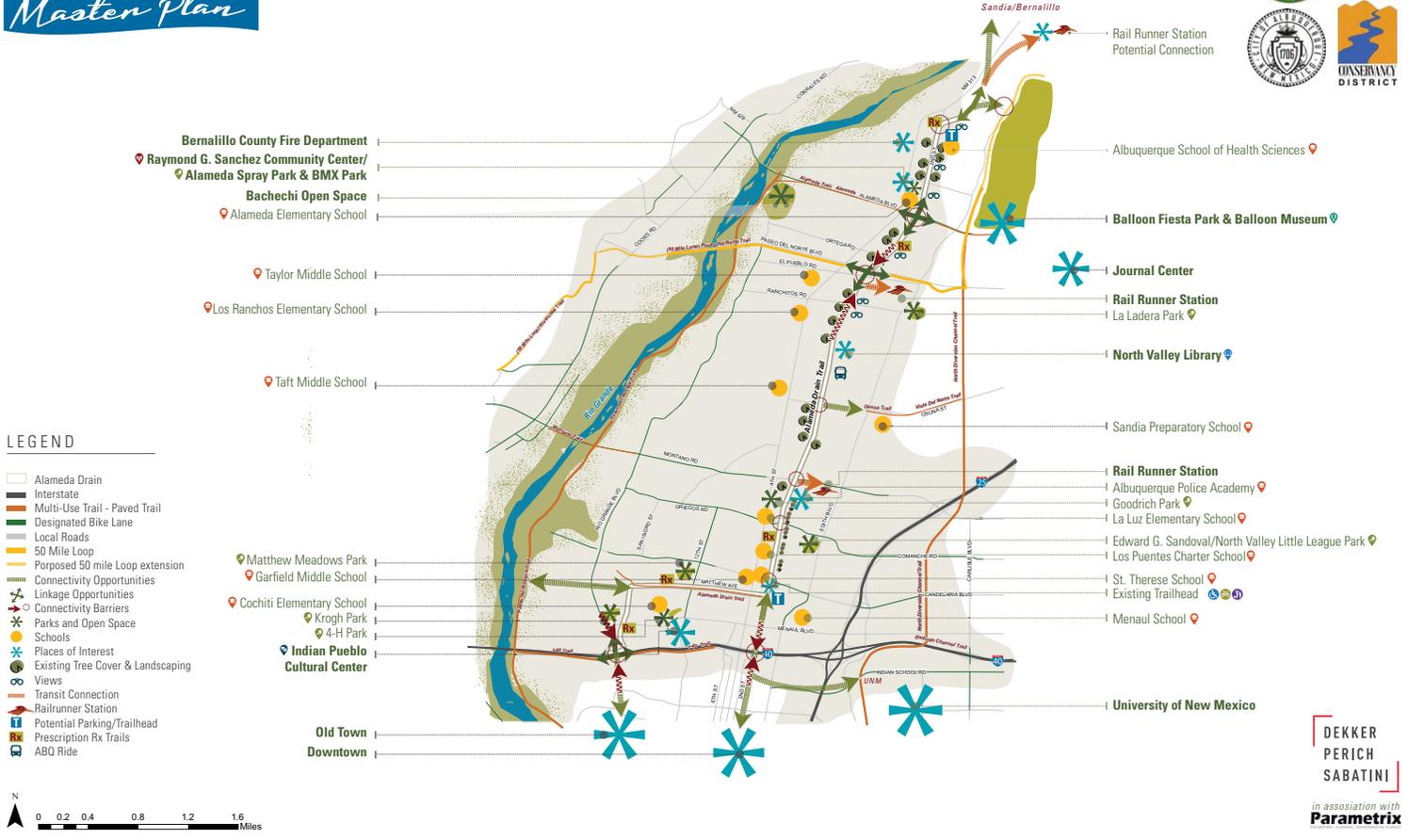
It will also have space for several food truck courts and community gardens. Several locations will have linear parks, outdoor equipment areas, public art, and bike obstacle courses.

The project has some similarity with the Fourth Street Revitalization Project – some plants along the trail will be fruit trees and shrubs to reflect the agricultural nature of the North Valley.

There are opportunities for the Village to connect east-west with the Alameda Drain and Trail Project, such as along Osuna, which also has a proposed bicycle facility east of Second Street, Pueblo Solano Road, Ranchitos Road, and El Pueblo Road. Notably, Ranchitos Road and El Pueblo Road could connect the North end of the Alameda Drain and Trail Project with Rio Grande Blvd. Pueblo Solano Road could also connect near the North end of the Fourth Street Revitalization Project and Osuna/Chavez could connect near the South end.

Alameda DRAIN & TRAIL Master Plan

Opportunities & Constraints





Preferred Scenario Key Activity Centers, Transit Nodes and Commercial Corridors

Activity Centers

- ★ Regional Center
- ★ Opportunity Center
- ★ Reinvestment Center
- ★ Employment Center
- ▲ Key Transit Nodes
- Key Commercial Corridors

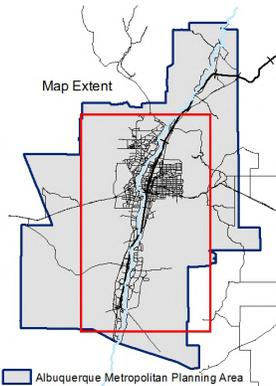
Regional Center
 a. Large regional market with existing employers and mix of uses
 b. Existing transit connections

Opportunity Center
 a. Currently vacant or growing center
 b. Opportunity to become a mixed use destination

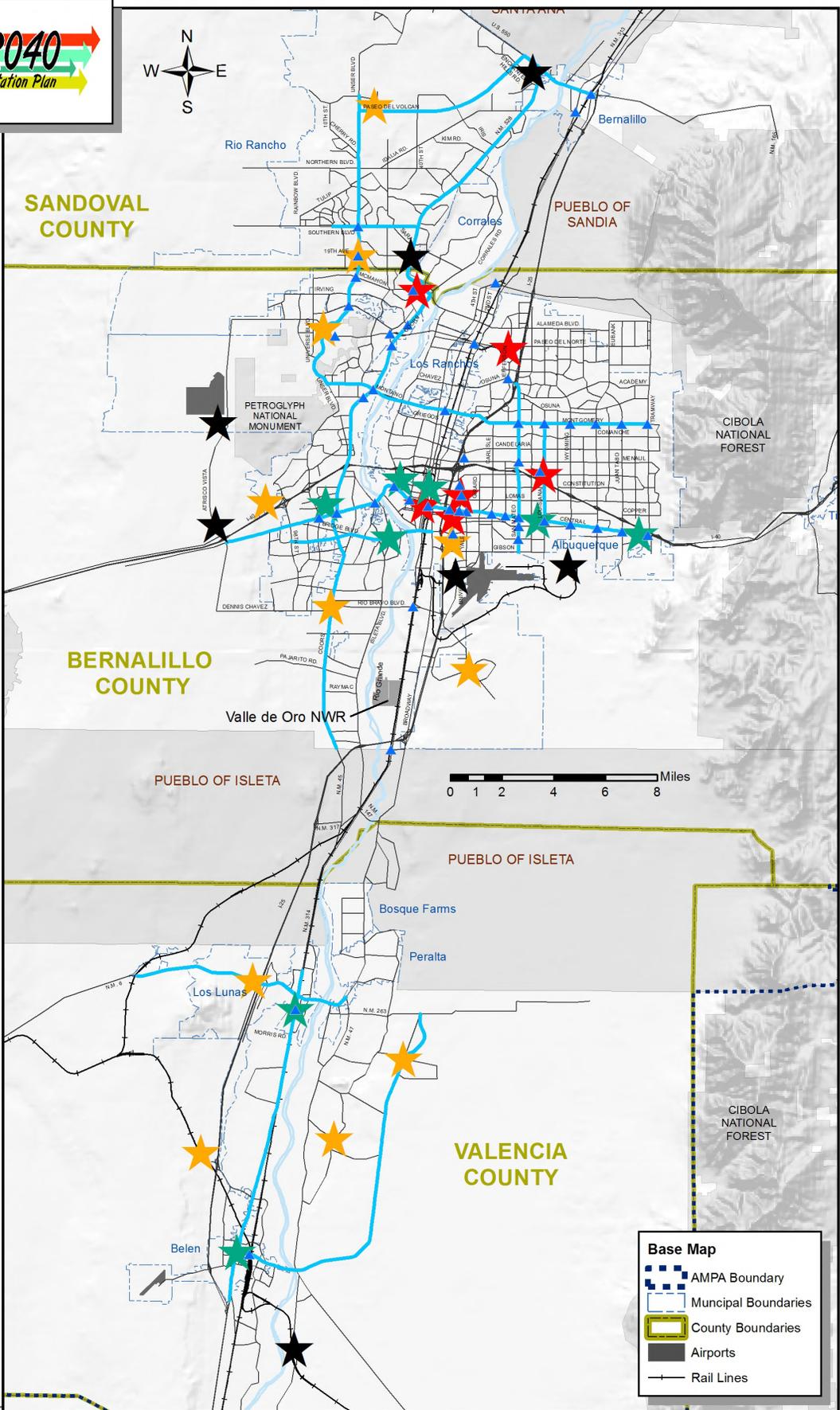
Reinvestment Center
 a. Existing node of activity
 b. Targeted for redevelopment
 c. Central location for sub-regional market

Employment Center
 a. Large existing single employer or business center
 b. No plans for housing
 b. Not targeted for change

Map Extent



Albuquerque Metropolitan Planning Area



MTP Activity Centers

Larger versions of the maps and more information around their methodology can be found in Chapter 2 of the Futures 2040 Metropolitan Transportation Plan.¹⁵

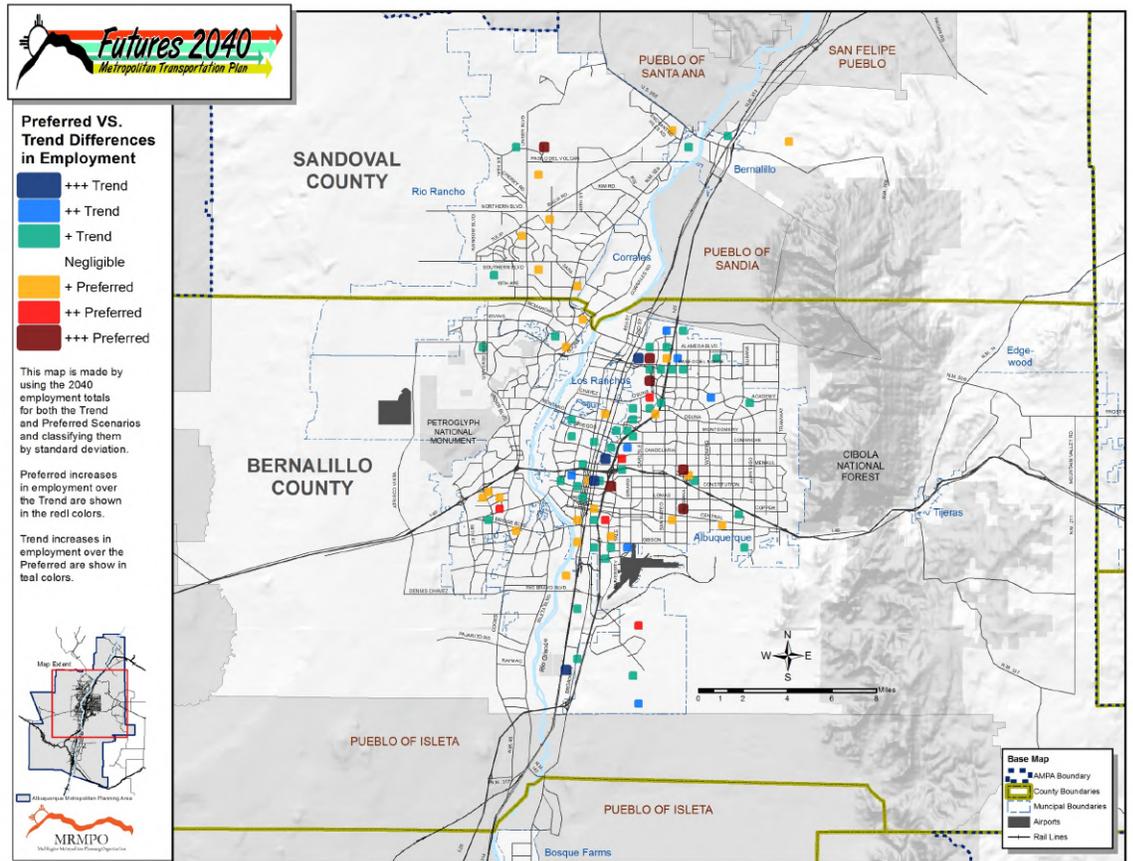
The 2040 Metropolitan Transportation Plan mentions activity centers where proposed transportation interventions based on population and employment is likely (trend) or preferred to grow in the region. The preferred scenario is an alternative to the current trend and focuses growth in key locations (activity centers). The activity center growth could show where there will be future development and could be worth considering regarding proximity to the Village. The closest location to the Village is Journal Center, which is likely to grow in employment regardless of trend or preferred scenario, though the preferred scenario places a larger population living in that area. On the other side of the river, the closest activity center is the Cottonwood Mall area.

The 2040 MTP shows proposed transportation interventions based on population and employment trend and preferred growth for the region. The preferred scenario is an alternative to the current trend and focuses growth on key locations. The key locations are areas “where additional investments could be targeted to realize important transportation benefits.”¹⁶

The closest key locations from the Village are the Journal Center (Jefferson St./ North I-25) Regional Center and the Cottonwood Mall Regional Center and US 550/ Rio Rancho Employment Center.

Regional centers: “Large regional market with existing employers and mix of uses currently served by public transit.”¹⁷

Employment centers: “Business center or location of a large single employer” with “no plans for housing or major changes in uses.”¹⁸



^{15, 16, 17, 18} Mid-Region Metropolitan Planning Organization. (2015). Chapter 2: Demographics, Scenario Planning, and the Future of the Region. Retrieved Mar 2018 from www.mrcog-nm.gov/DocumentCenter/View/2207/2-Demographics-Scenario-Planning-and-the-Future-of-the-Region-PDF

The Journal Center regional center will likely grow in employment regardless of trend or preferred scenario, though the preferred scenario places a larger population living in that area. The Cottonwood Mall and US 550/Rio Rancho centers show smaller employment growth in both the trend and preferred scenarios.

The Village's proximity to a regional center (Journal Center) could be an attractive housing alternative for those who are or will work in that area and strengthening the transportation connection between the two could more easily allow that. The same can be said of the Cottonwood Mall regional center and US 550/Rio Rancho employment center, though the river crossing aspect can be a deterrent. On the other hand, the Village's proximity to a preferred scenario key commercial corridor (Montano) could put Fourth Street at a disadvantage.

