

Master Plan 2035 Transportation Focus Public Input Workshop

March 19, 2019

This meeting was the first half of a two-part meeting held on March 19th. The facilitator began the meeting and Tiffany Justice in the Los Ranchos Planning and Zoning Department presented overarching information on multimodal transportation in and around the Village, including vehicles, bicycles, pedestrians, and transit users. Information covered maps and statistics on physical infrastructure (roads, bicycle facilities, etc.), commuting, recreation, safety, and all in relation to the surrounding area.

There were several main questions for small group discussion:

- Over the next 10-15 years, what will be the biggest transportation needs, innovations, and challenges to plan for?
- How do we incorporate/address/balance the needs and modes [listed below]?
 - Transportation Purposes/Needs:
 - Commuters
 - Visitors
 - Recreation
 - Local residents
 - Transportation Modes:
 - Cars
 - Bicycles
 - Transit
 - Pedestrians
- What transportation projects or investments are needed now? Are needed long-term? Where?

Small tables discussed broad values and specific actions in response to those questions before reconvening as a whole. Each table was asked to provide its top two ideas. The following are some ideas mentioned by attendees grouped into themes:

Traffic Calming

- Vehicular traffic quantity and high speeds are a concern
- Possible techniques to address traffic amount and to encourage drivers to slow down:
 - Signage, crossing paint
 - Calming areas (chicanes)
 - Maintain narrow streets
 - Roundabouts
 - Speed bumps
 - Low(er) speed limits
- Speed enforcement, possibly through cameras

Facilities, Services, and Access

- For multimodal transportation, in particular for bicyclists, pedestrians, equestrians, and transit users
- Address ADA accessibility in transportation facilities and services
- Facilitate access to:
 - Parks, trails, or open space. Example: Bridge to open space for all non-vehicular modes
 - Fourth Street bus system
 - Rail Runner
- Possible ways to facilitate access:
 - Uber
 - Park & Ride
 - Village Van (Shuttle)
 - Signage
 - Annexation to Rail Runner

Regional Planning

- Coordinate interjurisdictionally and with regional entities such as the Mid-Region Council of Governments (MRCOG)
- Develop a map to evaluate transportation network issues and solutions
- Coordinate roadwork activity

Fourth Street

- Fourth Street was highlighted by attendees as a location to address the quantity and speed of vehicular traffic as well as facilities for other transportation modes.
- Possible interventions include:
 - Bicycle access at Paseo del Norte and Fourth Street
 - Lane reduction and add bicycle lane to Fourth Street south of Alameda Boulevard, an extension from north of Alameda Boulevard
 - Traffic circle at Ortega Road and Fourth Street
 - Lower speed limit along Fourth Street

Safety

- Through better visibility and lower vehicular speed for those not in vehicles
- Add signage and crossing paint to acknowledge pedestrians, equestrians, and bicyclists to motorists
- Segments of the population highlighted for additional safety measures:
 - Pedestrians
 - Bicyclists
 - Equestrians
 - Children (in all modes of transportation)

Feasibility

- Consider potential costs to residents when adding to, maintaining, or reducing facilities and services for all transportation modes
- In the Village some interventions may run into challenges, such as amount of right-of-way (ROW)
- Carefully approach and consider drawbacks to adding curb, gutter, and paving

Future Challenges & Opportunities

- Given the rate of technological innovation, the Village may need to address self-driving cars in the next 10-15 years
- As there is a dependence on cars to travel, amenities and services for residents who cannot drive need to be considered
- To address vehicular commuter traffic, a policy or encouragement of travel during off-peak hours

Some general themes across all table conversations included safety, feasibility, and how interventions can address multiple issues. Safety of non-vehicular modes of transportation is a key concern for all attendees. Several specific locations were mentioned for possible interventions, but feasibility throughout the Village needs to be addressed. Should interventions be implemented, they can possibly benefit multiple groups of users and address multiple issues. For example, narrowing roads by adding bicycle lanes or sidewalks for pedestrians can slow down cars.

The next Master Plan public input meeting will be Tuesday, April 16, 2019 from 7-9 PM at Village Hall. This meeting was originally planned for February 19 but due to inclement weather was rescheduled. The discussion will focus on the current and potential business climate of the Village to address commercial land use, businesses, tourism, technology and infrastructure, and the Village's financial health and tax base.

Below is the written work product from the transportation focus meeting. The bulleted list and sticky notes in the photos are not grouped by category or importance. Asterisks (*) indicate support for the idea from multiple tables.

Big Ideas (Orange Sticky Notes)

- Speeding **
- Signage & Calming Areas **
- Bike stop signs
- Regional Planning with MRCOG
- 4th St Bus/RR
- Pedestrian bridge to open space
- Promote safety for pedestrians/horses
- Slow down “Dead man’s curve”
- Tame 4th St Traffic
 - North end
 - Rio Grande Blvd
- Lane for self-driving cars
- Off-peak hours road policy
- Annex Rail Runner adjacent property
- Paving, curb and gutter – care [[regarding it]]
- More access to trails
- Use narrow streets to enhance multiple modes

Recommendations

- Connections to 4th Street bus service & Rail Runner
 - 1) Uber
 - 2) Park & Ride place
 - 3) Village Vans
- Additional Connection (bridge) to open space walk & bike paths
- Enforcement. i.e. cameras
- Roundabouts
- Speed bumps
- Slower corridors
- #1 safety
- Driver’s situation
- Incentives for travel
- Change in residents’ situation
- Known as cut throughs
- Cost to residents
- Coordinate roadwork
- Pedestrian, equestrian protection
- Protection
- Preservation
- Signage
- Rail Runner Annex
- Shuttle
- Parks, trails, open space, recreation
- Traffic calming devices
- Traffic circle on Ortega & Fourth
- Three lanes (2 + center turn) on Fourth from Alameda to Pueblo Solano with bike lanes
- Lower speed limit on Fourth St
- Discourage freight trucks with lane reduction and barriers
- Access off Paseo to 4th for bikes
- Future – self driving vehicle lanes
- More bike access/walking
- Safety (visibility and speed) (especially for kids)
- Tame 4th Street traffic
- Road map for the Village to evaluate issues/solutions
- No widening of existing streets
- Improve road surface for ADA needs and not vehicle
 - Not too good
- Look at more traffic calming methods
- Look at means to manage non-local traffic on Village streets
- Lower speed limits on “walking” streets
- Make 4th south of Alameda 3 lane + bike lanes, same as North
- Create access to bike trail from 4th & Paseo
- Roundabout at 4th and Ortega
- Reduce speed on 4th
- Village needs to be more involved in MRCOG and Regional Planning

TRANSPORTATION IDEAS

SPEEDING!
 SIGNAGE & CALMING
 AREAS *
 BIKE STOP SIGNS

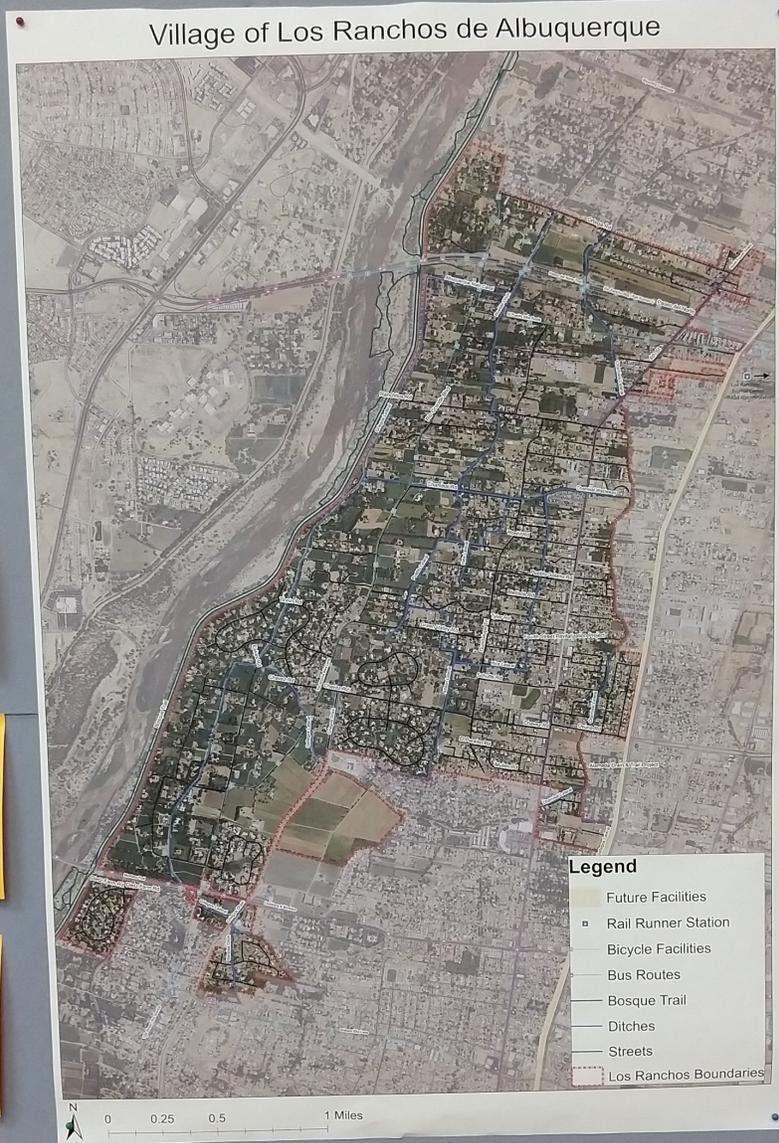
REG'L
 PLANNING
 w/ MRCOG

4th St ✓
 BUS/RR

PED
 BRIDGE
 TO O.S.

PROMOTE
 SAFETY FOR
 PED/HORSE

SLOW DOWN
 "DEAD MAN'S
 CURVE"



TAME 4TH
 ST TRAFFIC
 - NOTH END.
 - RG BLVD

SELF-DRIVING
 (LANE FOR)

OFF-PEAK
 HRS ROAD
 POLICY

ANNEX
 R. P.-ADJ
 PROPERTY

PAVING / CARE
 RE.
 CURB + GUTTER
 MORE ACCESS
 TO TRAILS

USE NARROW
 STREETS TO
 ENHANCE
 MULT. MODES

#1 SAFETY

PROTECTION

Rail Runner
Annex
Trucks

PEDESTRIAN,
EQUESTRIAN
PROTECTION

Access off Paseo
to 4th for bikes

CHANGE IN
RESIDENT'S
SITUATION

Safety ^{visibility} ^{speed}
(especially for kids)

- 1. future - self driving vehicle lanes.
- 2. more bike access/walking
- 3.

SLOWER
CORRIDORS

COST TO
RESIDENTS

ENFORCEMENT
CAMERAS

No widening of
existing streets.

look at means to
manage non-local
traffic on village streets.

KNOWN AS
CUT THROUGHS

~~Three~~ lanes on
Fourth from
Alameda to
Pueblo Solano
w/ bike lane (mid turn lane)

Village needs to be
more involved in MRCOG
and Regional Planning.

COORDINATE
ROADWORK

Road MAP for the
Village to evaluate
issues/solutions

①

INCENTIVES
FOR
TRAVEL

SPEED
BUMPS

4/2 PARK'S
TRAIL'S
OPEN SPACE
Trans

DRIVER'S
SITUATION

ROUND
ABOUTS

4/2 DECRETION
Trans.

SIGNAGE

Traffic circle
On Ortega &
Fourth



ADDITIONAL CONNECTION
(BRIDGE) TO OPEN
SPACE WALKS &
BIKE PATHS

PRESERVATION

Look at more Traffic
Calming methods.

CONNECTIONS TO 4th STREET
BUS SERVICE & RAIL RIVERS

- 1) UBSR
- 2) PARK & RIDE PLACE
- 3) VILLAGE VANS

TRAFFIC
CALMING
DEVICES
Trans

Improve ROAD SURFACE
FOR ADA NEEDS +
Not Vehicle
- Not too good -

Tame 4th
Street traffic

Discourage freight
trucks w/ lane
reduction and barriers

Shuttle
Trans

Lower Speed Limits
ON "walking" streets.

Lower speed
limit on
Fourth St.



1. Make 4th South of Alameda 3 lane + Bike lanes same as North.
2. create access to bike trail from 4th [Ⓢ] Paseo
3. Round about at 4th & Ortega
4. Reduce Speed on 4th