



Public Transportation Priorities Plan

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION
ORGANIZACIÓN DE PLANIFICACIÓN METROPOLITANA DEL VALLE DE MESILLA



LONG TERM TRANSIT CONCEPT

As the City grows, it becomes increasingly difficult to cover the whole region in a quick and efficient manner with transit. The map to the right presents a concept for the future where sub-areas would be served by smaller circulator vehicles which would take people to main transit centers. The transit centers, in turn, would be connected to each other via high capacity express vehicles. This system could begin as express buses, and later turn into light rail or bus rapid transit. The main transit centers may be ideal locations to pursue Transit Oriented Development.

Regional Transit Initiatives

The MPO will work with RoadRUNNER transit to coordinate regional transit efforts undertaken by the South Central Regional Transit District (SCRTD) and the New Mexico Department of Transportation (NMDOT)

Associated Policies:

- Assist RoadRUNNER transit in implementing the Long Range Transit Plan
- Continue to assist with implementation of the RoadRUNNER 5-Year Strategic Plan
- Continue to support SCRTD
- Pursue a rail feasibility study for the Las Cruces-El Paso Corridor
- Study to move the Mesilla Valley Mall Transfer area out of the mall as it is a time consuming location to access. Suggested alternate locations are:
 - (1) the water retention area between Lohman and Foothills behind Petco
 - (2) City/BLM owned land at the southeast corner of Lohman/Paseo de Onate.

Regional efforts underway include:

- NMDOT Park and Ride Gold Route to El Paso
- ZTrans service between Las Cruces and Alamogordo

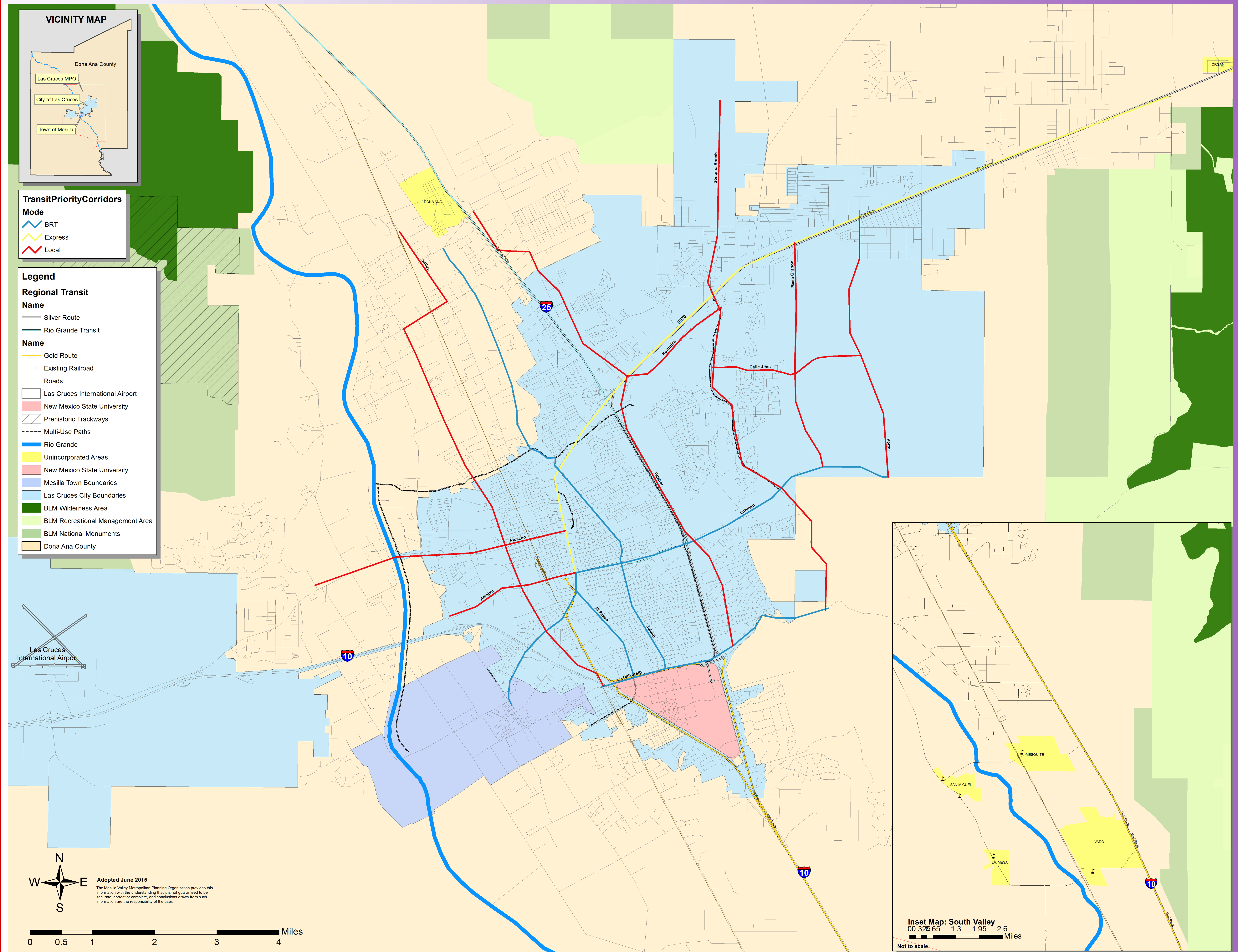
TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Development (TOD) is development around a transit stop that contains a mix of uses such as housing, jobs, shops, restaurants and entertainment designed to maximize access to public transportation. The center of a TOD is surrounded by relatively high-density development with progressively lower density development spreading outward from the center. TODs generally are located within a radius of one-quarter to one-half mile (0.4 to 0.8 km) from a transit stop. TOD neighborhoods increase economic value for the public and private sectors, provide for a lifestyle that's convenient, affordable, and active, and create a sense of community and place for both new and existing residents.

Associated Policies:

Support TOD in appropriate corridors through land use and zoning decisions such as:

- efficient location of land uses (appropriate land use density, diversity, and distribution) so people can walk, bicycle, and take transit for short trips
- a rich mix of housing, jobs, shopping and recreational choices
- economic value for the public and private sectors, and for both new and existing residents a sense of community and of place



Transport 2040

Regional Transportation Planning for the Mesilla Valley
Planificación de Transportación Regional para el Valle de Mesilla