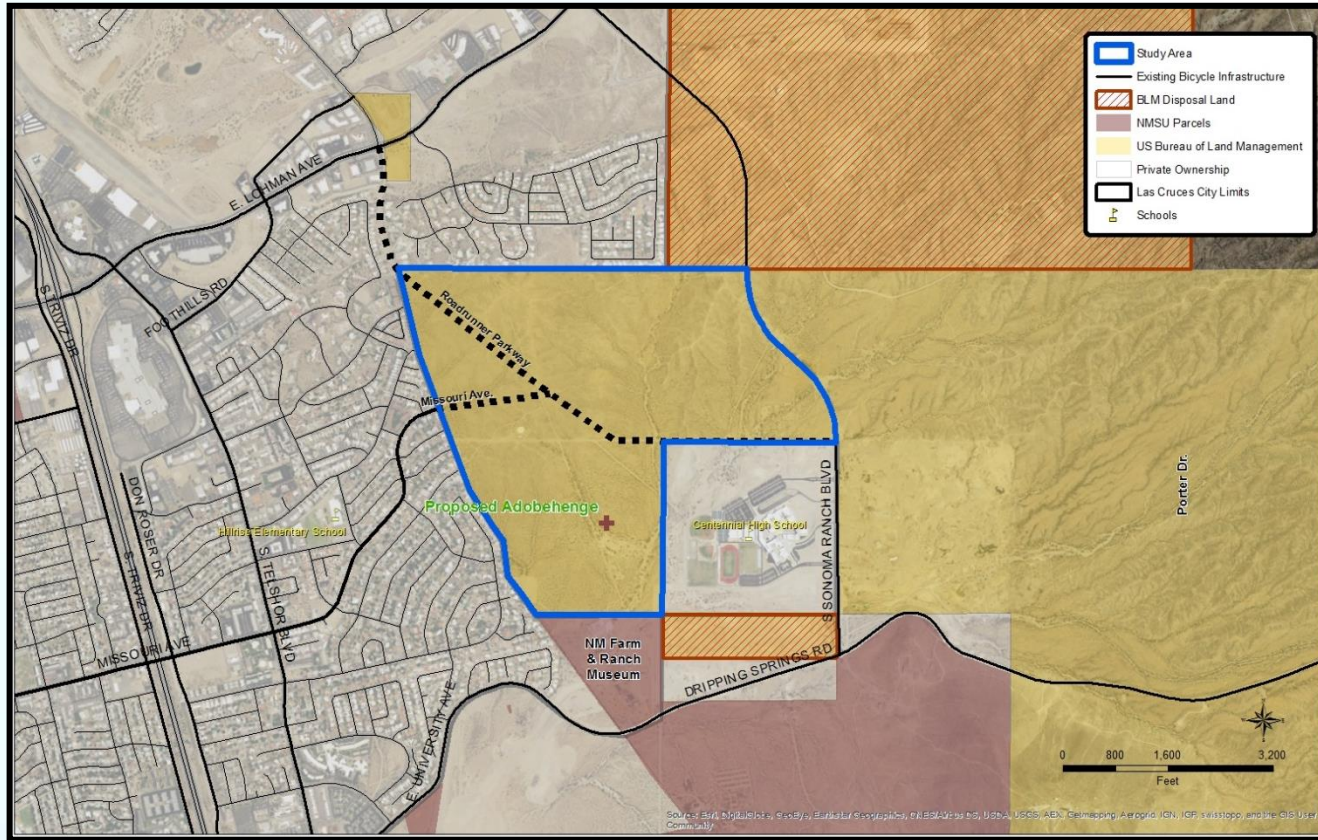


Missouri Avenue Corridor Study



MPO Policy Committee
October 12, 2016



NMDOT Location Study Process

Phase A

Initial Evaluation of Alternatives

Establish Purpose & Need
Establish Existing Conditions
Identify Potential Alternatives
Initial Evaluation of Alternatives

Phase B

Detailed Evaluation of Alternatives

Engineering Investigations
Environmental Investigations
Conceptual Design
Detailed Evaluation of Alternatives

Phase C

Environmental

Issues Identification
Alternative Solutions
Environmental Investigations
Environmental Documentation

Public Outreach

NEPA Compliance

▲ Phase A includes:

- Initial alternatives, screening for fatal flaws, limited engineering
- Recommendations on 1-3 alternatives (including No-Build)

▲ Phase A does not include:

- Exact costs (will consider magnitude of costs)
- Engineering analysis
- Environmental analysis, design, and construction

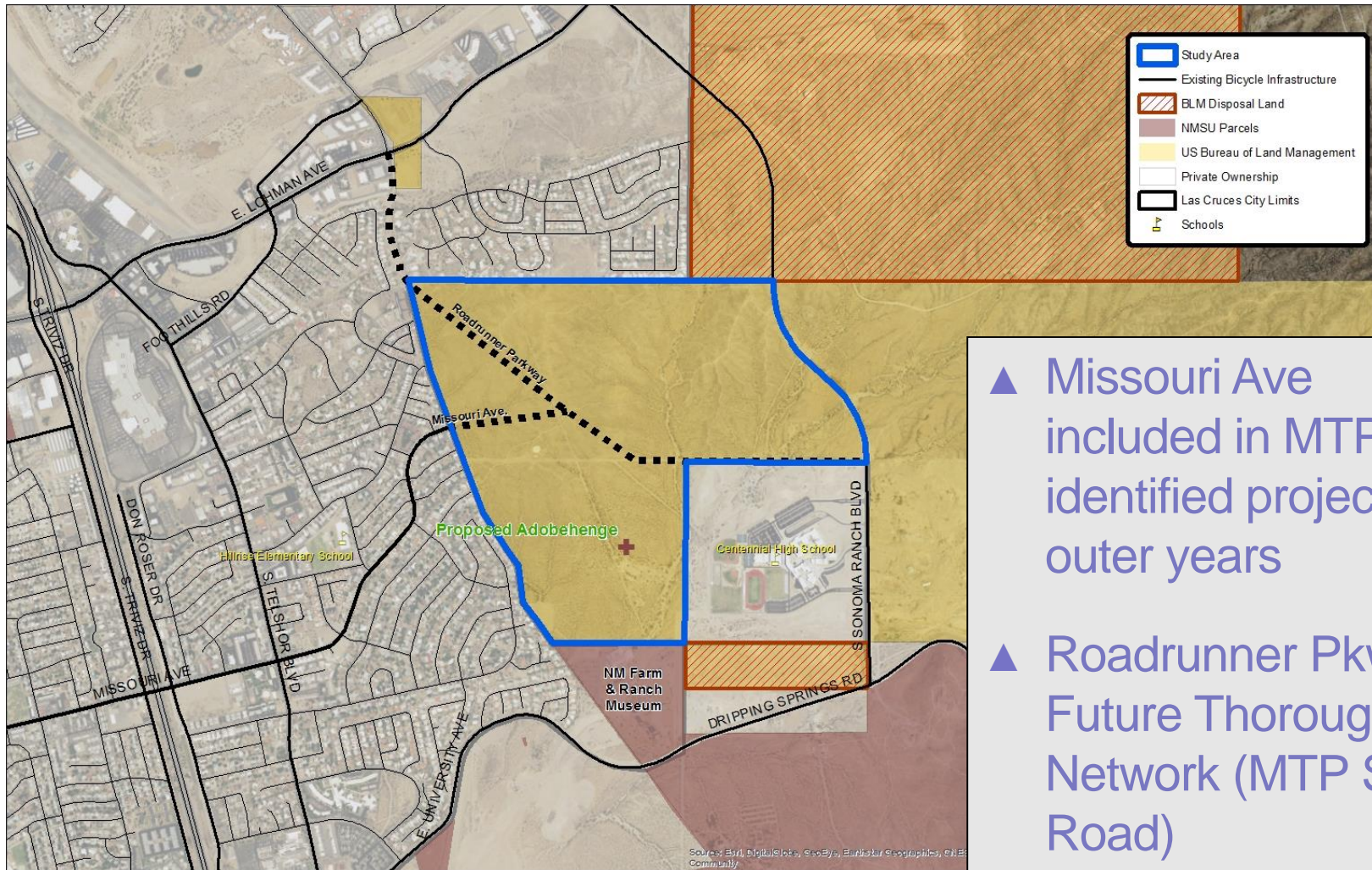
Purpose and Need

The **PURPOSE** of the Missouri Avenue Corridor Study is to provide **additional multi-modal connectivity** from Missouri Ave or Roadrunner Pkwy to Sonoma Ranch Blvd.

The **NEED** is based on the following:

- ▲ Lack of regional transportation **network connectivity** in and near the study area
- ▲ Lack of **pedestrian and bicycle facilities** in study area

Transport 2040 MTP Network



- ▲ Missouri Ave included in MTP as identified project in outer years
- ▲ Roadrunner Pkwy on Future Thoroughfare Network (MTP Study Road)

General Land Use Assumptions

- ▲ No major changes to land use in the study area in the near future (BLM land would remain for low-intensity recreational uses)
- ▲ All projects along BLM land would require environmental analysis considering:
 1. impacts to natural resources, including wildlife and cultural sites
 2. open space uses and the public-land interface

Potential Alternatives to be Considered

▲ Roadway Typical

- Travel lanes / bicycle lanes / multi-use trail

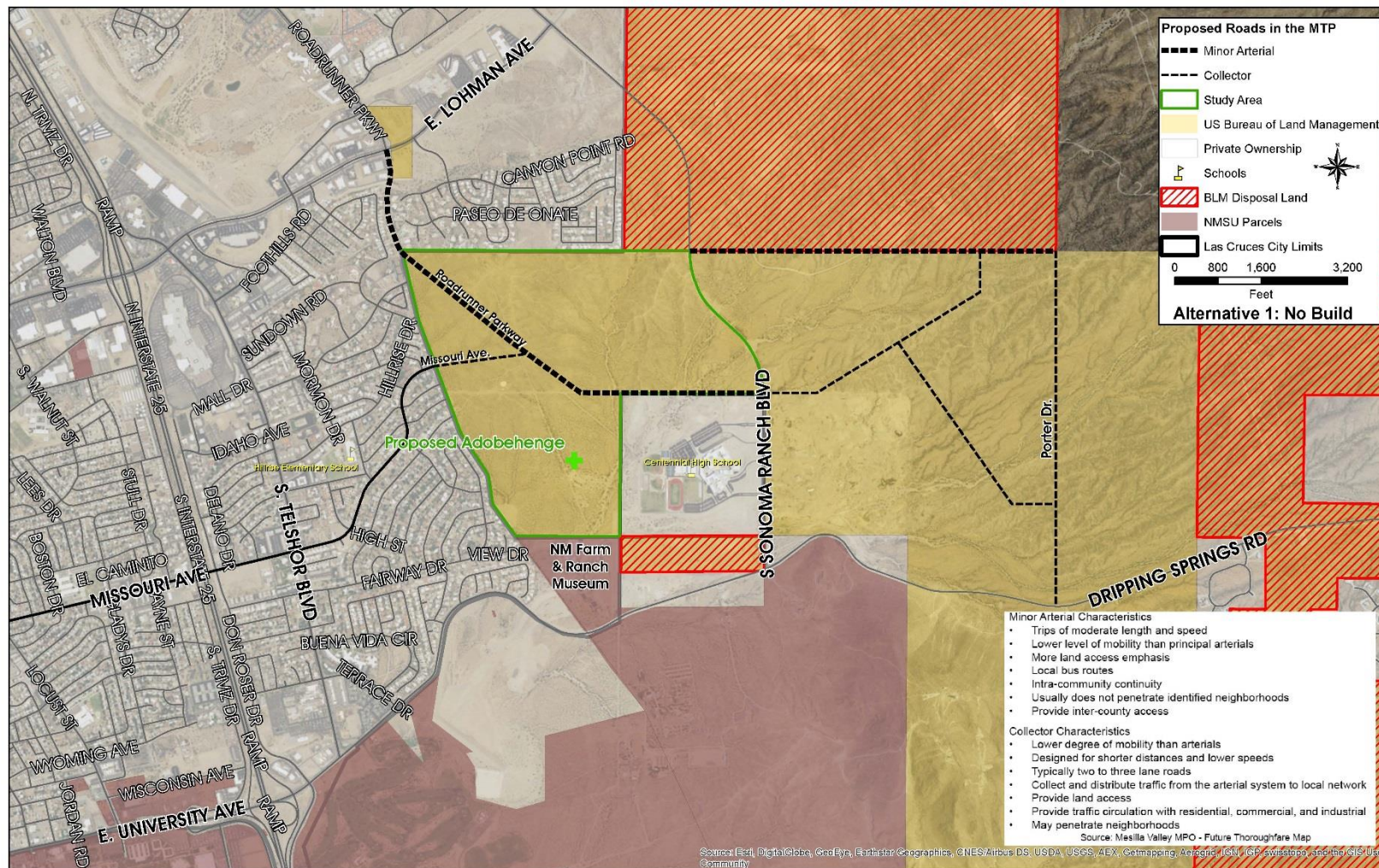
▲ Non-Motorized Trail

- Trail to accommodate bicycles and pedestrians

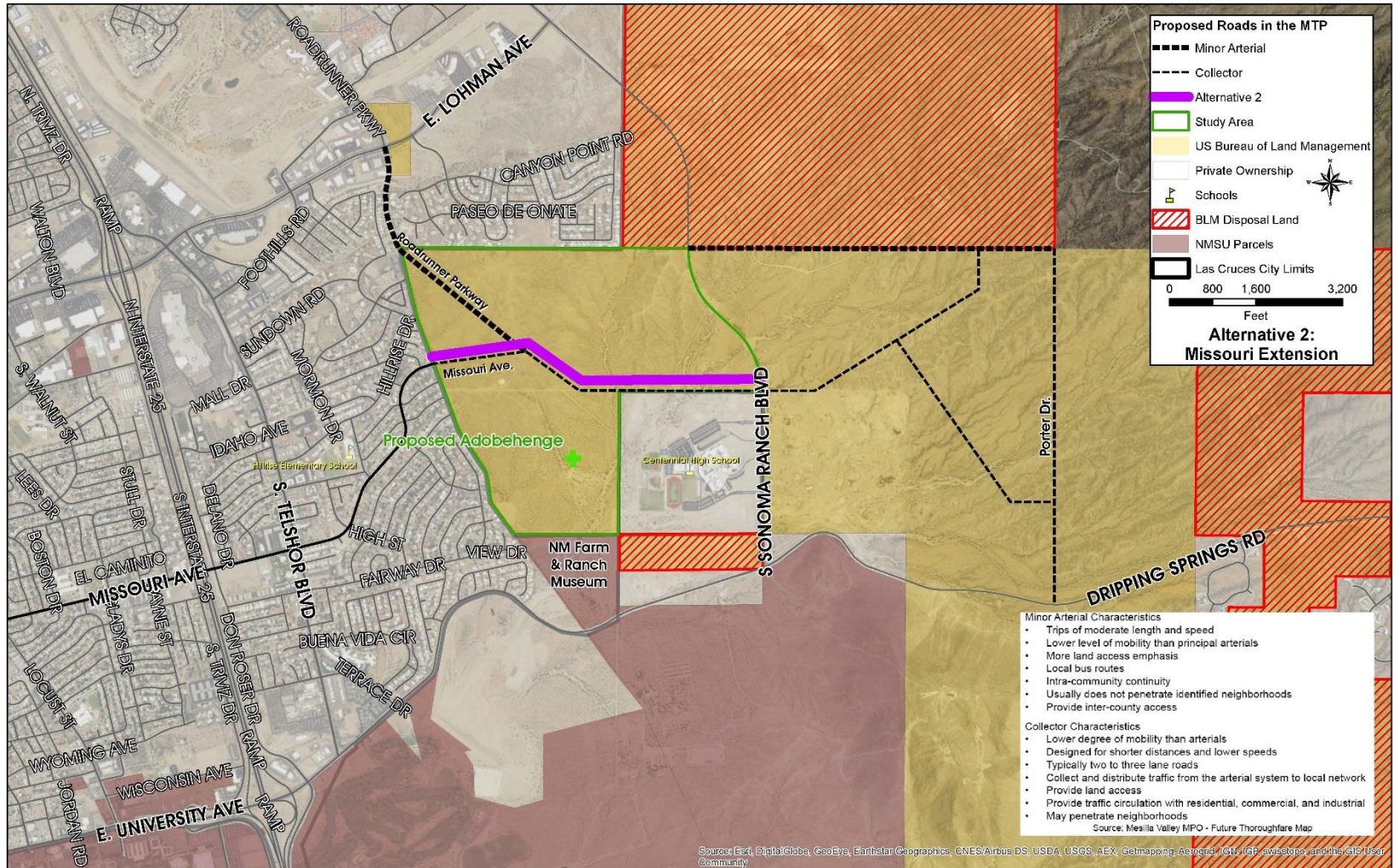
▲ No-Build

- Do nothing at this time

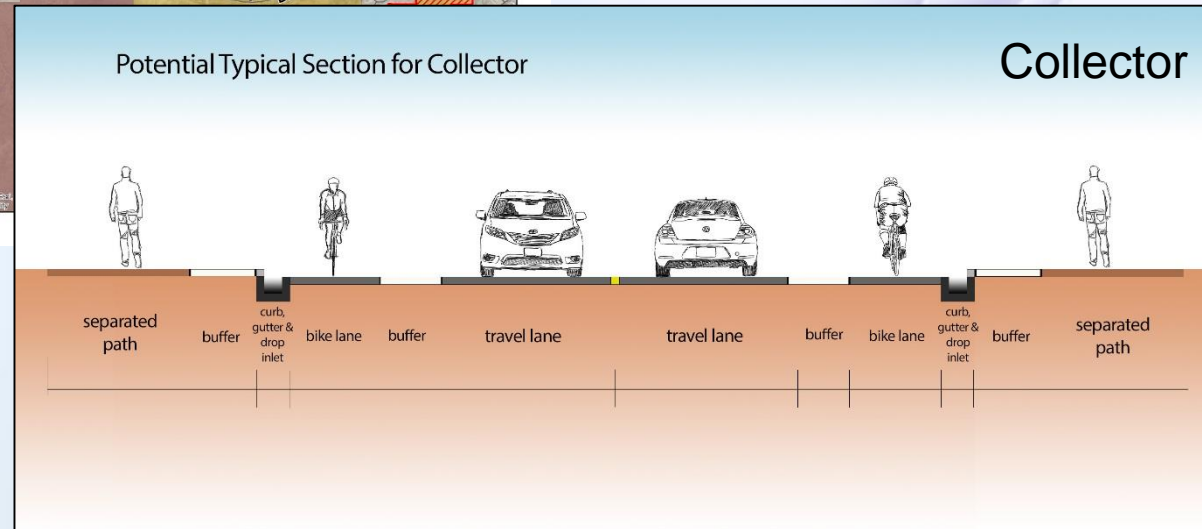
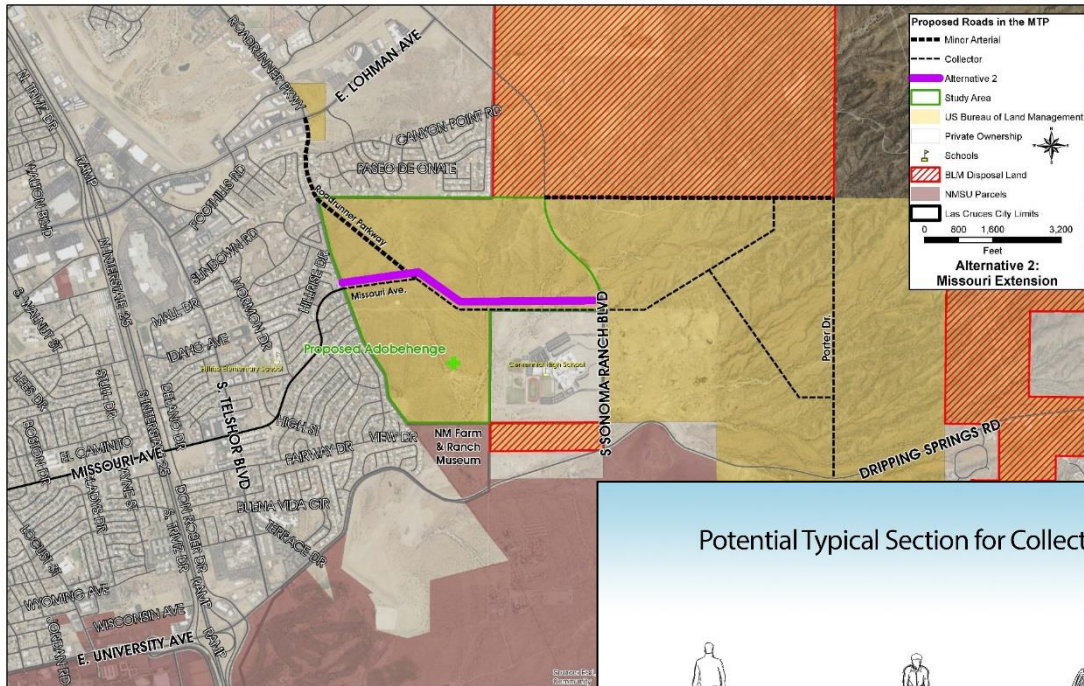
Alternative 1: No-Build



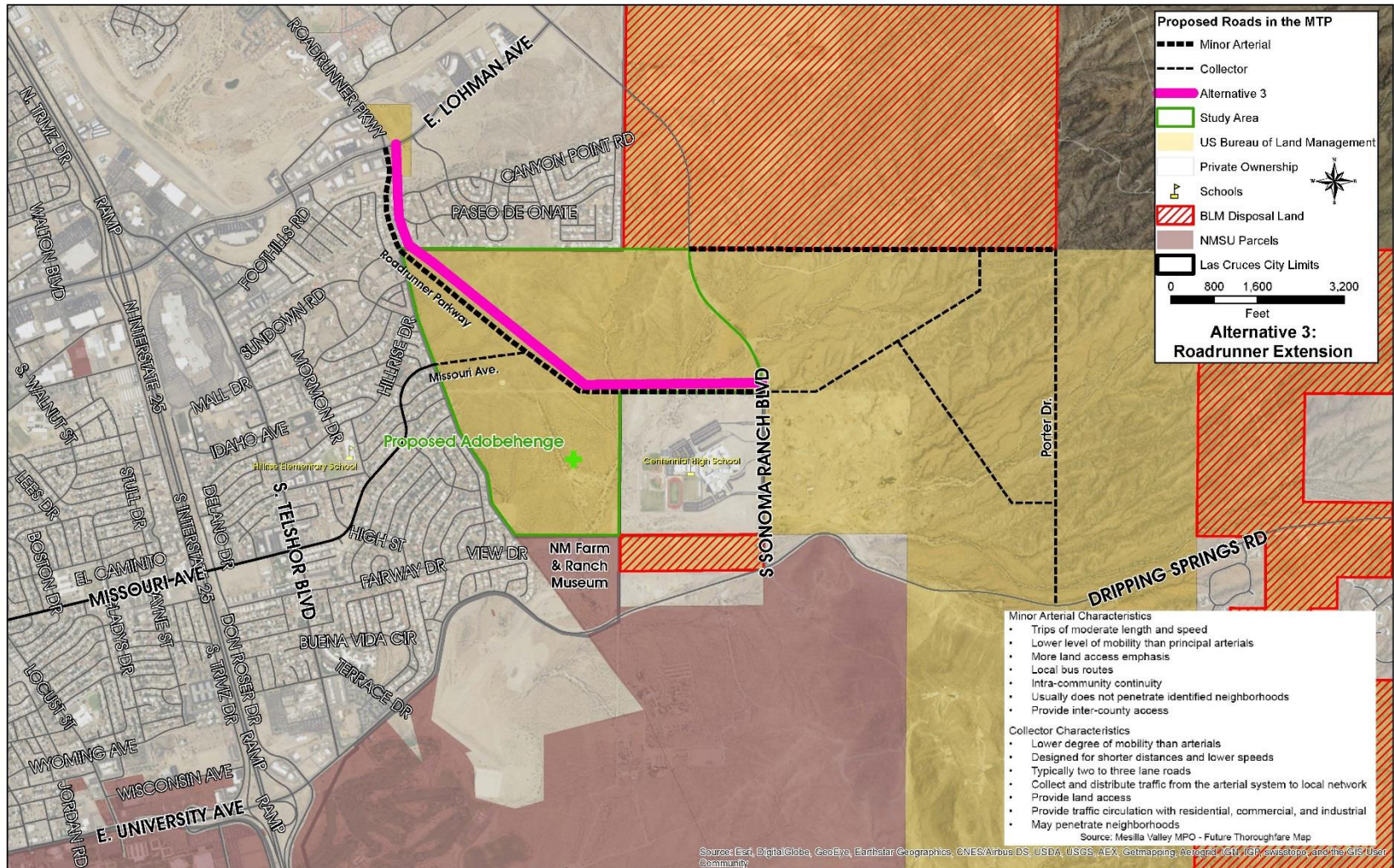
Alternative 2: Missouri Extension



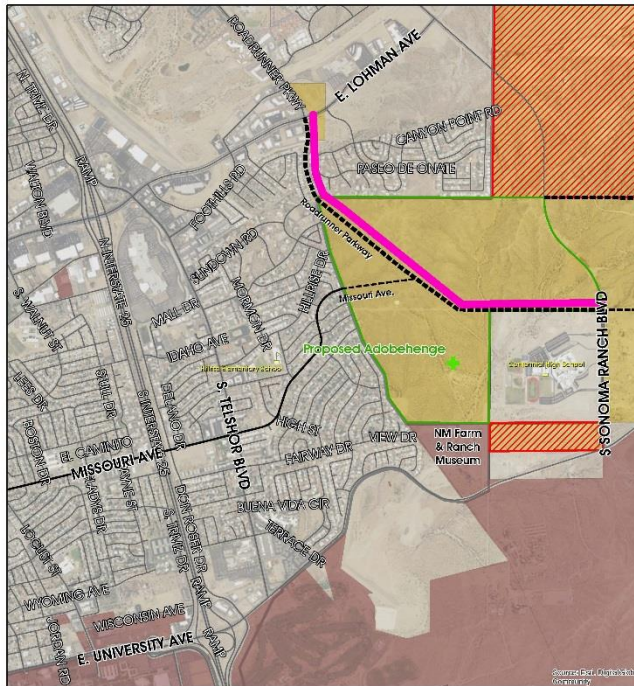
Alternative 2: Missouri Extension



Alternative 3: Roadrunner Extension

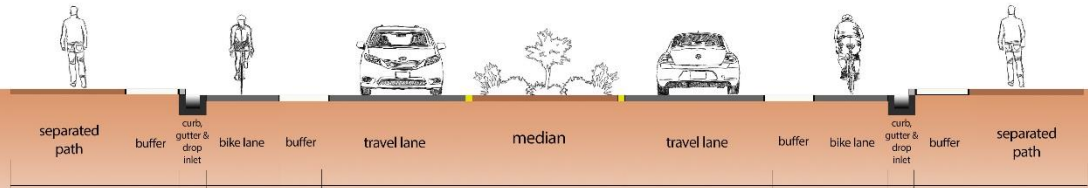


Alternative 3: Roadrunner Extension



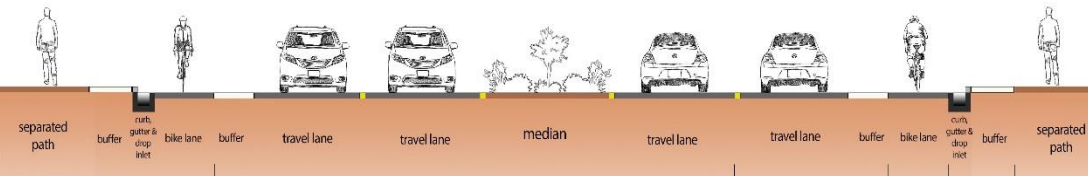
Potential Typical Section for Minor Arterial A

Minor Arterial: Option A

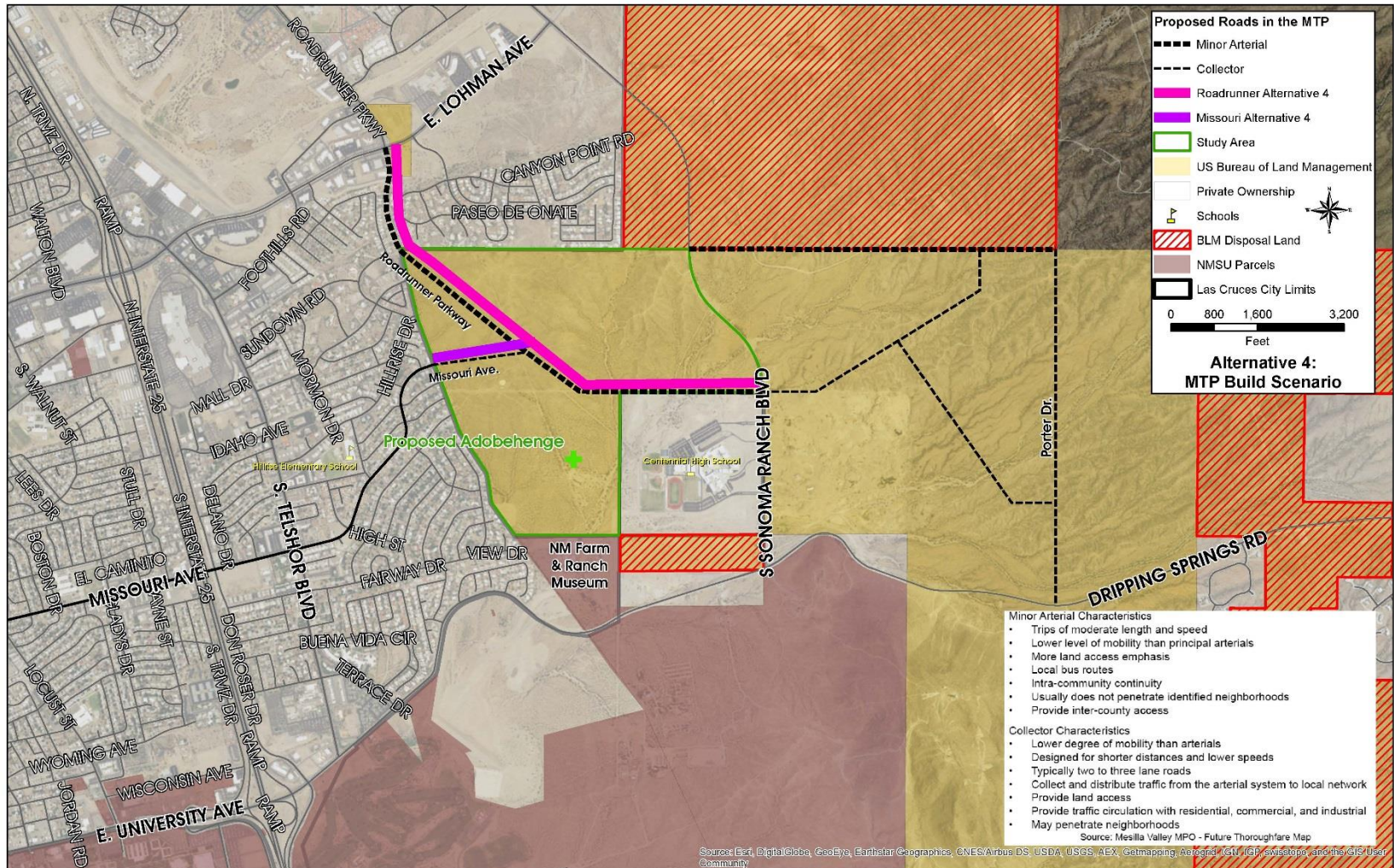


Potential Typical Section for Minor Arterial B

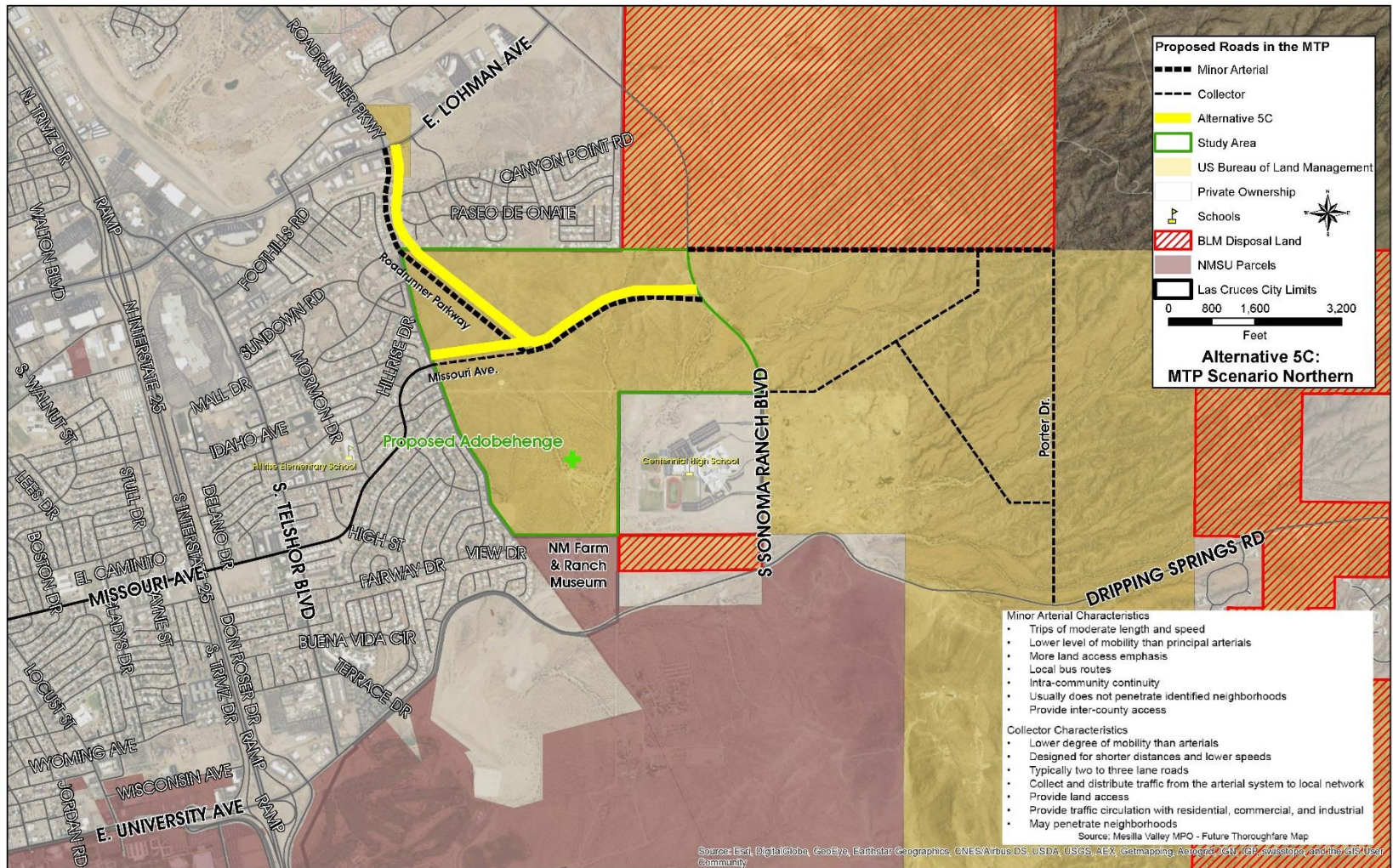
Minor Arterial: Option B



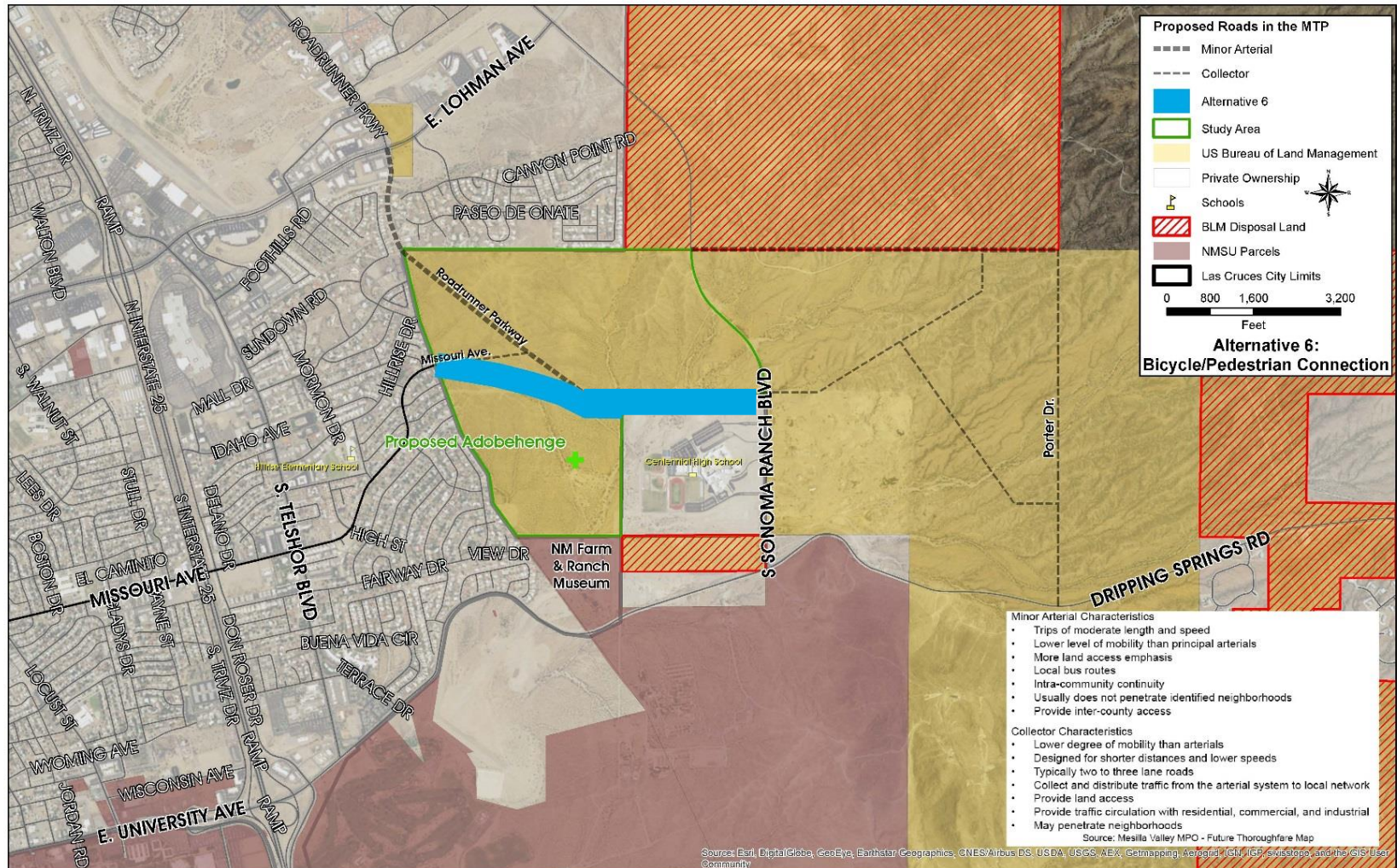
Alternative 4: MTP Build Scenario



Alternative 5: Northern Alignment



Alternative 6: Bicycle/Pedestrian Connection

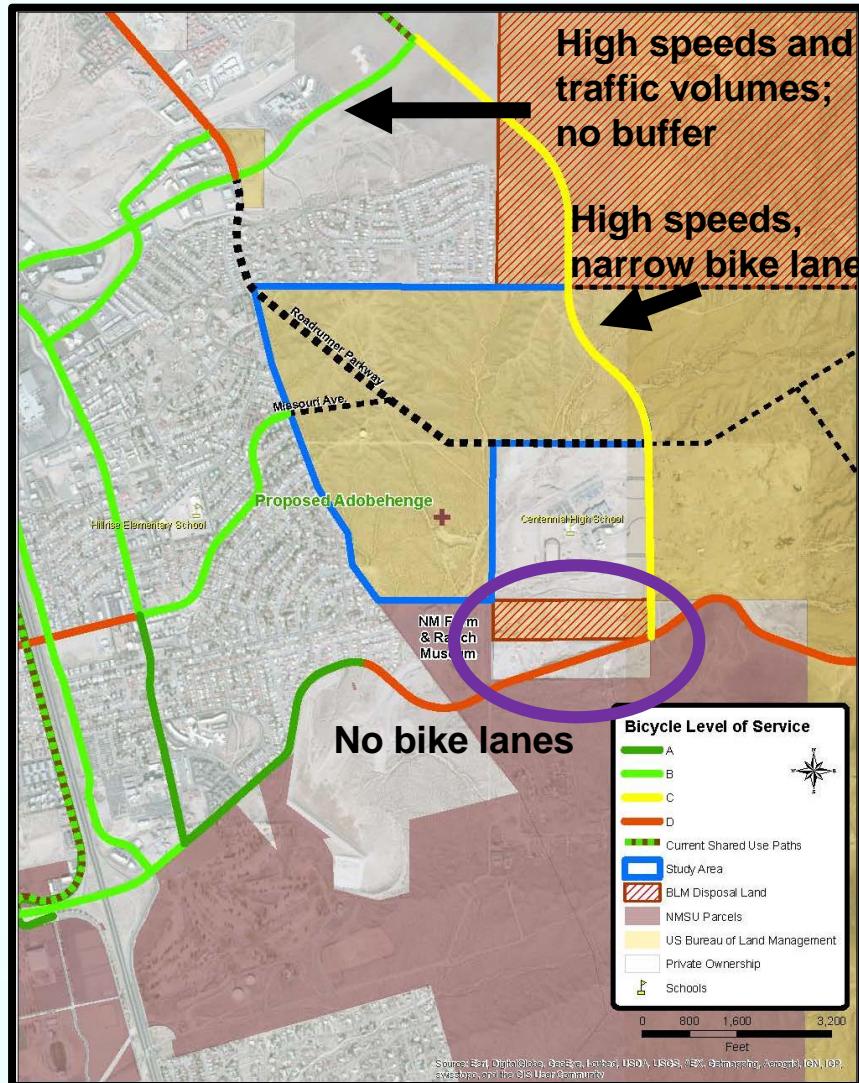


Alternatives Evaluation Criteria

- ▲ Purpose and Need
(including bicycle and pedestrian connectivity)
- ▲ Access to Study Area Destinations
- ▲ Network Connectivity
- ▲ Engineering Feasibility
- ▲ Traffic Impacts
- ▲ Environmental Impacts
- ▲ Community Impacts
- ▲ Consistency with Existing Plans
- ▲ Right of Way Needs and Magnitude of Costs

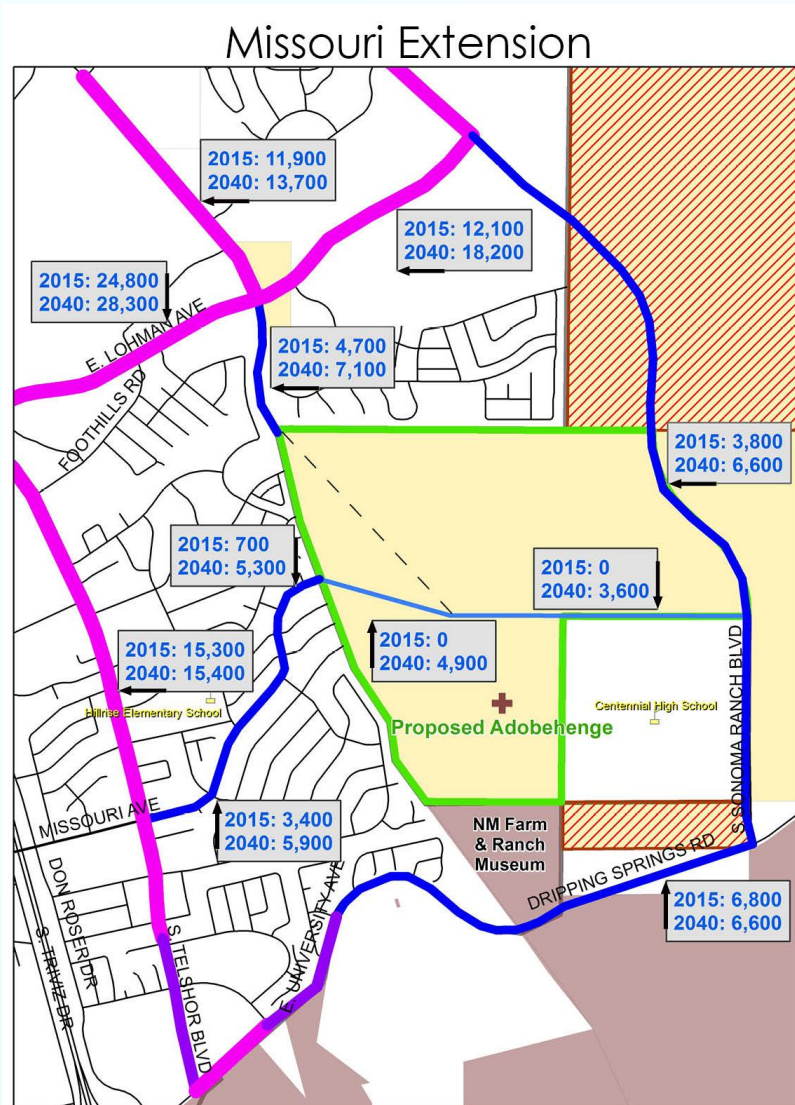
Bicycle Level of Service (LOS)

- ▲ LOS analysis considers bicyclist comfort level resulting from vehicle traffic, speeds, lane widths, on-street parking, and pavement conditions



Road	Speed Limit	Volume	Lane Width
Lohman	35 MPH	27,200	5'
Sonoma Ranch	45 MPH	8,000	4'
Dripping Springs (west of museum)	40 MPH	12,700	6'
Missouri	30 MPH	2,500	5'

Travel Model Results



▲ 4 Scenarios Evaluated:

- No-build
- Missouri extension
- Roadrunner extension
- MTP scenario (extension of both roadways)

▲ Compare base year (2015) to forecast year (2040)

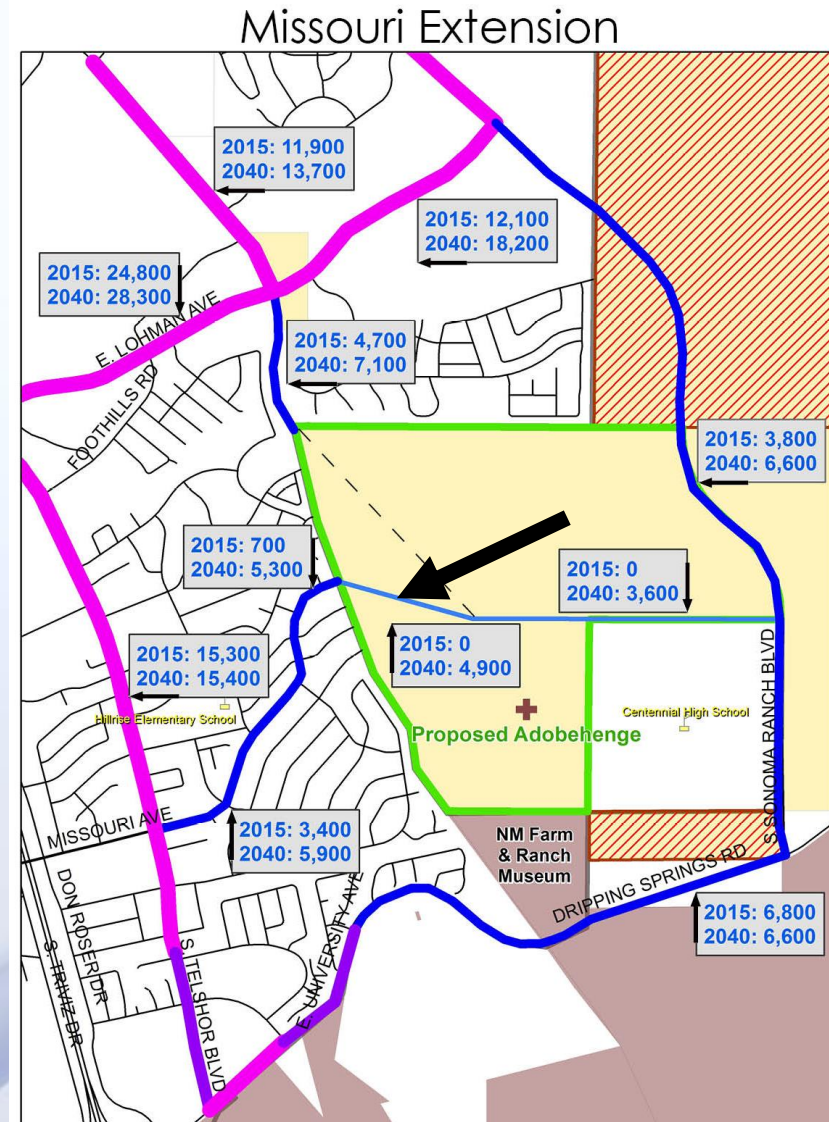
Travel Model Results

▲ Missouri Extension (Alternative 2):

- 4,900 new trips
- Increase in north-south travel on Sonoma Ranch

▲ Roadrunner Pkwy

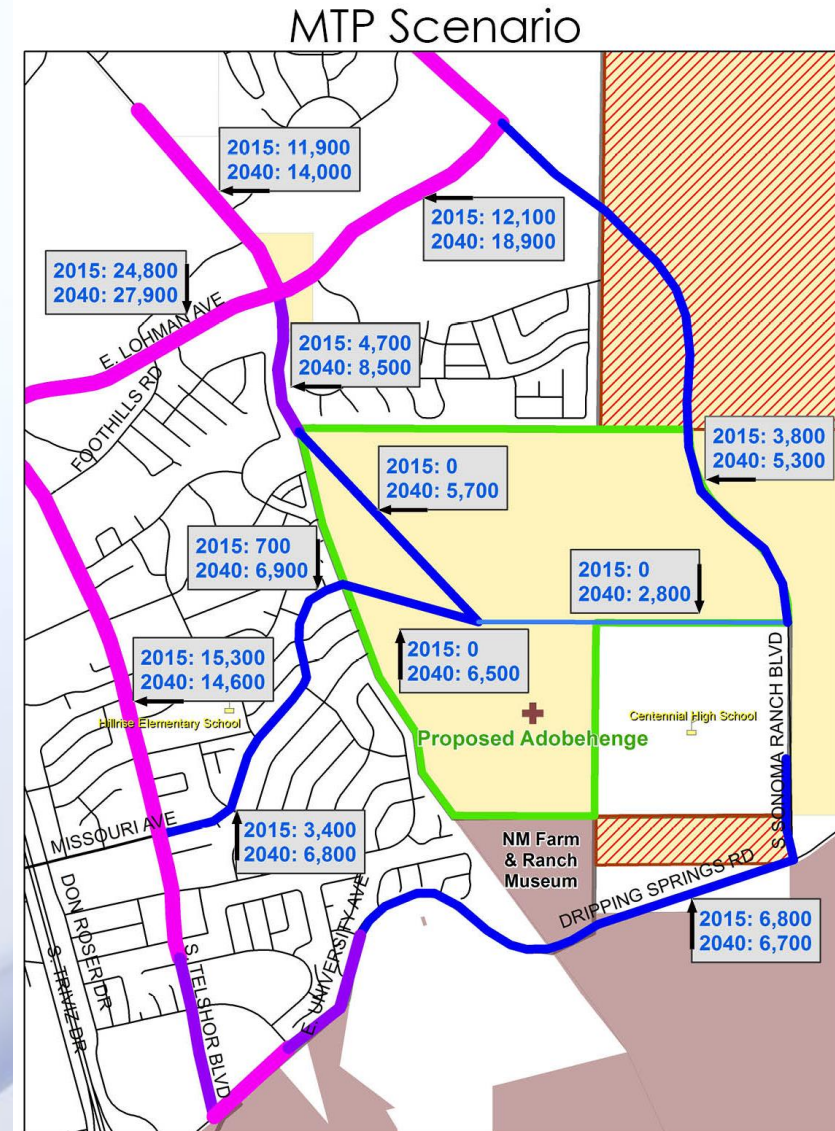
- Provides east-west alternative to Lohman Ave
- Few additional trips



Travel Model Results

▲ MTP (Alternative 4):

- 6,500 new trips on Missouri Ave
- Increase in north-south travel on Sonoma Ranch and Roadrunner Pkwy



Model Results Summary

- ▲ Transportation challenges outside of the study area require further analysis
- ▲ Clear displacement of trips onto Missouri Ave
 - Missouri Ave becomes an attractive alternative path for accessing north-south roadways
- ▲ Analysis needed on potential improvements to complete transportation system, not just within Missouri Ave study area

Other Observations

- ▲ Balance residential and environmental impacts with desire for improved access and regional travel opportunities
- ▲ Arroyo systems located across study area; additional roadways require drainage infrastructure

Draft Recommendations

- ▲ Two alternatives carried forward for further analysis (plus **No-Build**):
 - **Non-motorized path (Alternative 6)**
 - **Missouri Ave extension (Alternative 2)**
- ▲ Three alternatives removed from consideration:
 - **Roadrunner extension (Alternative 3)**
 - **Northern alignments (Alternative 5)**
 - **MTP Scenario (Alternative 4)**

Recommendations: Non-Motorized Path / Bicycle-Pedestrian Connection

- ▲ Minimal impacts to environment; benefits for surrounding neighborhoods and cyclists
- ▲ Support from public and technical committees
- ▲ Implementation could be pursued as stand-alone project **OR** part of a phased approach toward full roadway typical
- ▲ **Recommendation:** Alternative is ready for environmental analysis, design, and construction

Recommendations: Non-Motorized Path



Triviz Trail



Recommendations: Missouri Extension

- ▲ Missouri Avenue Extension (complete street typical) **recommended** for further analysis
- ▲ NMDOT Phase B or independent study depending on funding agency
- ▲ Further traffic analysis to address:
 - Required improvements outside study area
 - Potential traffic calming measures on Missouri Ave
- ▲ Bottom line: There is enough benefit to warrant further study, but not enough information to make a decision or justify investment in a new roadway at this time

Recommendations: Roadrunner Pkwy

- ▲ Extension of Roadrunner Pkwy **not recommended** for further analysis at this time
 - Does not meet the purpose and need
 - Current model results do not show independent benefit based
- ▲ Roadway should remain on Mesilla Valley MPO Future Thoroughfare Map

Recommendations: Northern Alignment

- ▲ Extension of Missouri Ave and/or Roadrunner Pkwy along northern alignment is **not recommended** for further analysis at this time
 - Northern alignment makes more sense from a drainage standpoint
 - Makes less sense from a transportation perspective; direct access to high school is compromised
 - Greater potential environmental impacts

Recommendations: MTP Scenario

- ▲ Extension of *both* Missouri Ave *and* Roadrunner Pkwy **not recommended** for further analysis at this time
 - Both roadways are not necessary from capacity perspective
 - Potentially greater environmental and community impacts
 - High costs relative to benefits (shorter path and improved regional traffic flow is not a sufficient reason to build both roads)
- ▲ Roadrunner Pkwy should remain on Mesilla Valley MPO Future Thoroughfare Map
- ▲ Regional transportation network can be re-evaluated during development of next MTP

Public Meeting Summary – September 28 at Farm & Ranch Museum

- ▲ Continued concern from residents along Missouri Ave (some residents express support)
 - Further traffic calming on existing Missouri Ave is appropriate if roadway is extended
- ▲ Recognition that there are regional traffic challenges
 - Desired improvements outside scope of Missouri Ave Corridor Study (e.g. Sonoma Ranch)
 - Congestion related to Centennial HS
 - Residents outside of study area often express support for roadway extensions
- ▲ Concern about BLM land being developed, despite assurances that current uses are projected to continue

Next Steps

- ▲ Finalize recommendations and discussion of funding options
- ▲ TAC and Policy Committee will consider study for approval
- ▲ Final report – end of 2016

Questions?

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