



Draft

Transit Systems Priorities Plan

As the MPO Planning Area changes in growth direction and demographic composition, it becomes increasingly challenging to serve the existing and potential ridership of the Area. The map to the right presents a concept where there will be a series of express and Bus Rapid Transit (BRT) routes. It is envisioned that circulator routes would complement these routes. BRT and express routes could be candidates for a future light rail transit. Transit Oriented Development should be encouraged along the express and BRT corridors and at transit transfer centers.

Regional Transit Initiatives

The MPO will assist the planning efforts of RoadRUNNER Transit, South Central Regional Transit District (SCRTD) and the New Mexico Department of Transportation (NMDOT) Park and Ride to create an integrated transit system that serves the needs of the region.

Associated Policies:

- Assist RoadRUNNER Transit and SCRTD in developing coordinated short and medium range transit plans.
- Assist in the development of a long range regional public transportation plan
- Assist in the further study of a commuter rail service between Las Cruces and El Paso Corridor
- Study the location of additional transfer centers to improve service to growth areas (i.e., East Mesa.)

Suggested alternate locations are:

- between Lohman and Foothills
- City/BLM owned land at the southeast corner of Lohman/Paseo de Onate.

TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Development (TOD) designates a mix of commercial, residential, office and entertainment centered around or located near transit stops on express, BRT and rail lines. Dense, walkable, mixed-use development near transit attracts people and adds to vibrant, connected communities. Successful TOD depends on access and density around the transit station. Convenient access to transit fosters development, while density encourages people to use the transit system.

The structure of a TOD is composed of a relatively high-density development near the transit stops with progressively lower density development spreading outward from the center.

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

