



Future Thouroughfare Plan

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The Mesilla Valley MPO Future Thoroughfare Plan provides the blueprint for how the future transportation network should look. The purpose of the Future Thoroughfare Plan is to preserve rights of way, especially in undeveloped corridors. While it shows federal functional classification categories it differs from the Functional Classification Map in that it shows a desired future condition of a corridor whether or not the roadway currently exists. The Functional Classification Map should be consulted to determine whether a project is eligible for federal aid. The Future Thoroughfare Plan should be consulted to determine the dedication of rights of way and project design.

Limited Access Characteristics

- Includes Interstate Highway System
- Access only through ramps at interchanges
- Restricted bicycle and pedestrian use in urbanized area
- Are considered Principle Arterials for functional classification guidelines

Principal Arterial Characteristics

- All limited access freeways and expressways
- Highest level of mobility for automobiles
- Usually highest speed and longest trips
- Usually highest traffic volume
- Complete network without stubs, except in certain cases
- Serves most trips entering/leaving the urban area
- Provides connections to major suburban centers and major traffic generators
- Related to greater trip-end density characteristics and cross-town traffic

Minor Arterial Characteristics

- Trips of moderate length and speed
- Lower level of mobility than principal arterials
- More land access emphasis
- Local bus routes
- Intra-community continuity
- Usually does not penetrate identified neighborhoods
- Provide inter-county access

Collector Characteristics

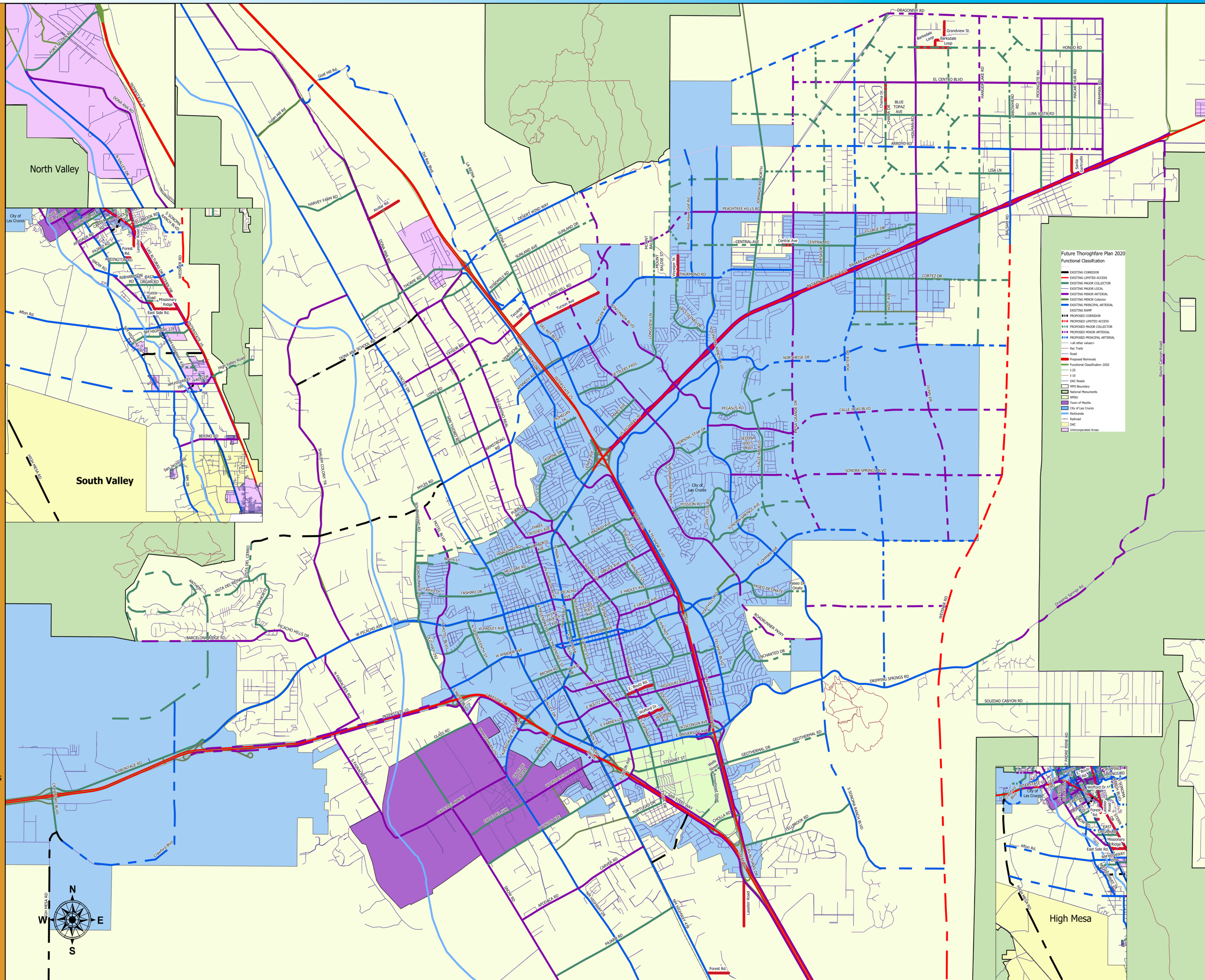
- Lower degree of mobility than arterials
- Designed for shorter distances and lower speeds
- Typically two to three lane roads
- Collect and distribute traffic from the arterial system to local network
- Provide land access
- Provide traffic circulation with residential, commercial, and industrial
- May penetrate neighborhoods

Determining Proposed Collector Alignments:

- Collectors within any ~1 square mile of planned arterials shall maintain a connection to arterials in every cardinal direction and to each other
- A collector should contain 2 or 3 vehicle lanes, Bicycle lanes in each direction, and pedestrian facilities on both sides appropriate to the roadway context
- Recommend maintaining existing routes and connections where feasible

Metropolitan Transportation Plan (MTP) Policies

- The Future Thoroughfare Plan serves as the tool for right-of-way preservation pursuant to the design standards and subdivision codes of Doña Ana County and the City of Las Cruces
- The MPO encourages its members to require a cost benefit analysis that considers the maintenance and future replacement cost before using public funding for the expansion of the roadway system or accepting any privately financed roadway into its' maintenance.



Mobility 2045

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