

OCTOBER 2013



Prepared by:

sites  
southwest

**PARSONS  
BRINCKERHOFF**



LOS LUNAS MASTER TRANSPORTATION PLAN 2035

SMALL COMMUNITY. BIG POSSIBILITIES.

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## RESOLUTION NO. 13-26

**WHEREAS, THE VILLAGE OF LOS LUNAS COUNCIL**, the governing body of the Village of Los Lunas, has retained the authority to adopt master plans for the physical development of areas within its planning and platting jurisdiction as authorized by Chapter 3, Article 19, NMSA 1978, and

**WHEREAS**, Chapter 3, Article 19 permits the adoption of a master plan in parts provided that the part corresponds with one of the functional subdivisions of the subject matter of the plan or any part thereof, and

**WHEREAS**, the Planning and Zoning Commission, acting as advisor to the Village in matters related to planning has reviewed and recommended the Master Transportation Plan; and

**WHEREAS**, the Planning and Zoning Commission recognizes the need for this as well as other master plans to guide the Village of Los Lunas and other agencies and individuals involved in land use, transportation and environmental decisions to ensure orderly development; and

**WHEREAS**, the Master Transportation Plan has been developed in accordance with findings of supporting studies and in response to the desire and needs of the Village.

**NOW, THEREFORE BE IT RESOLVED, BY THE COUNCIL, THE GOVERNING BODY OF THE VILLAGE OF LOS LUNAS, NEW MEXICO**, that the attached Master Transportation Plan, including the plan maps shall hereafter be designated the Master Transportation Plan.

**BE IT FURTHER RESOLVED BY THE COUNCIL**, that the provisions, maintenance, and design of public and private transportation facilities shall be in accordance with the goals and policies of the Master Transportation Plan.

**PASSED, APPROVED AND ADPOTED** this 10th day of October, 2013.

Charles Griego, Mayor Pro Tem

ATTEST:

Gregory D. Martin, Village Administrator

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## 1.0

# Introduction

## 1.1 Plan Purpose

The 2035 Master Transportation Plan is an element of the Village's 2035 Comprehensive Plan that provides guidance for the future of the Village's transportation system. The key purpose of the Master Plan Transportation is to provide:

- Guidance for the development and function of the Village's multi-modal transportation system compatible with the character and desires of the Village of Los Lunas.
- Appropriate land use assumptions to estimate travel.
- Documentation of existing facilities and services needs, including:
  - An inventory of ground transportation facilities, including state-owned facilities, local facilities, and transit, bicycle and pedestrian facilities.
  - Level-of-service standards for all major streets.
  - Specific goals and actions for bringing into compliance local transportation facilities or services that are below established level-of-service standards.
  - Traffic forecasts for the 20-year horizon based on the adopted land use plan to provide information on the location, timing and capacity needs of future growth.
  - Identification of state and local systems needs to meet current and future demands, including major streets, transit, and pedestrian and bicycle facilities.

## 1.2 Plan Vision

The Village of Los Lunas wishes to become less auto-dependent through the provision of more diverse travel options and land use patterns that support walkability, livability, and sustainability. To do so, the Village's transportation system must be transformed from a conventional auto-oriented pattern to one that provides residents with many transportation options. This requires a change in priorities from moving as much traffic as quickly as possible—at the expense of other modes and adjacent land uses—to providing choices, balance, and connections among driving, transit, walking, and bicycling. Through this process, Los Lunas will grow to become a community of lasting value, character, and sense of place.

## 1.3 Summary of Recommendations

Following are the major recommendations designed to carry out the plan vision:

- Expand the existing roadway network to reduce congestion on NM 6 by constructing a new, limited access east-west arterial roadway from I-25 to NM 47 (Morris alignment).
- Improve connections—particularly east/west—for vehicles, pedestrians, bicyclists throughout the Village by expanding bike lanes, routes and trails; constructing bridges over ditches/canals, and making pedestrian accessibility to travel corridors easier by improving sidewalks and crosswalks.
- Require developers to design roads and dedicate right-of-way to accommodate future growth and full build-out conditions.
- Re-design the right-of-ways for Main Street and NM 314 to maintain optimum vehicular traffic capacity while also better accommodating multi-modal transportation.
- Follow the higher density development recommendations for the Transportation Center area and Main Street area to encourage a more compact and mixed use development pattern.
- Improve access to transit services, and build bus shelters with lighting.
- Establish an ongoing program for sidewalk repair and replacement.

## 1.0



## 2.0

# Planning Process

To develop the 2035 Master Transportation Plan, the project team conducted a document review of existing plans, performed field inventories and conducted analyses of the Village of Los Lunas transportation and land use network using available information and databases. The inventory included the following:

- Streets – An inventory of the existing street system including major collector streets and higher classifications.
- An Excel table, included as Appendix A, that describes the street and pertinent characteristics such as name, termini, number of lanes, traffic volume (from existing count data only), peak hour capacity (based on roadway type, access, and signal spacing) posted speed limit, type and frequency of access, apparent deficiencies (such as lack of turn lanes), pedestrian facilities, number and location of crashes (as available from local and state data), and apparent right-of-ways (from Village GIS data and field observation).
- Some land use information that has been obtained from the Village. Because updated land use information did not exist prior to development of the MTP, the Planning Team developed more specific land use designations through field and aerial observation for the Main Street and Transportation Center areas.
- Connections and Trails – Initial information about existing and proposed trails and connections with other transportation modes was gathered from Village staff and a public meeting held in August 2012.



Once analysis of existing land use was conducted, two future land use scenarios were developed for the Main Street area and Los Lunas Transportation Center. The scenarios include the following

- Overview of Existing Conditions
- Streetscape (two options, including cross sections and potential amenities)
- Other Potential Changes

## **2.1 Agency Coordination**

Transportation data were obtained from primary sources developed by local and state agencies. Roadway classifications and existing traffic volumes were obtained from Mid-Region Council of Government's (MRCOG) published maps. Traffic projections were provided by MRCOG based on employment and population growth projections. These projections were originally prepared for the Los Lunas Corridor Study. Crash data was taken from the NM Statewide Crash Database, which is maintained by the University of New Mexico (UNM).

## **2.2 Public Involvement**

A total of two public meetings were held to give community members a chance to provide input on the plan and to review draft ideas. After the plan was distributed widely to community facilities, residents were invited to two additional workshops at the Planning & Zoning Commission to discuss the plan before adoption.

### ***2.2.1 Public Meeting 1***

A total of 13 members of the public attended the first Los Lunas 2035 Master Transportation Plan Public Meeting, which was held at the Los Lunas Transportation Center on August 7, 2012, from 5:30 to 7:30 pm.

Consultants presented background demographic and land use information for Los Lunas, followed by map depictions of current and future traffic counts, congestion, and crash locations. The Project Team led participants in several small group exercises designed to identify frequent destinations and routes in Los Lunas as well as potential desired locations for bus routes and walking and bicycle lanes and paths. Afterward, representatives from each group presented their results.

## **2.0**

The following table includes all of the results of the Small Group Exercise based on comments made by the meeting attendees:

**Table 1. Land Use**

Assets	Issues	Vision for Future
<ul style="list-style-type: none"> <li>• Compactness of Los Lunas</li> <li>• Open space</li> <li>• Proximity to ABQ</li> <li>• Airport Access</li> <li>• Hospitals</li> <li>• Agriculture</li> <li>• Small Town</li> <li>• Rural atmosphere</li> <li>• Quiet, small</li> <li>• Library</li> <li>• Parks</li> <li>• Rail Runner depot</li> <li>• Running Trails</li> <li>• Huning Ranch, Luna Mansion, and Rio Grande</li> <li>• Skate Park, Daniel Fernandez Park Walking Trail along Hwy 314</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic Problems on Main Street</li> <li>• Zoning not enforced</li> <li>• Zoning</li> <li>• Library too small</li> <li>• Lack of East/West Arterial roads</li> <li>• No transportation for elders</li> <li>• Dangerous bike trails</li> <li>• No true downtown</li> <li>• Ditch culverts</li> </ul>	<ul style="list-style-type: none"> <li>• Bustling and self-sustained city (shopping, restaurants, entertainment, hotels) <ul style="list-style-type: none"> <li>– Self-sustaining without the drive to ABQ</li> <li>– Keep personality while accommodating growth</li> </ul> </li> <li>• Better movement of traffic along Main Street</li> <li>• Small retail businesses that are easy to get to</li> <li>• Create Main Street Walking Avenue around Museum</li> <li>• Enlarge library and add more books, journals, online services, etc. (e-library?)</li> <li>• 3-4 large arterial roads that cross railroad tracks.</li> <li>• East and West mesa development</li> <li>• Walking and biking trails</li> <li>• Access to Tomé Hill (Bike access as well)</li> <li>• Alternate Route off I-25</li> <li>• Need more water lines, and additional parks</li> <li>• Edeal Road</li> <li>• Protect Bosque; Recreational opportunities along river</li> <li>• Need secured open spaces</li> </ul>

**Table 2. Transportation**

Assets	Issues	Vision for Future
<ul style="list-style-type: none"> <li>• Rail Runner</li> <li>• Rio Metro Van Routes (on call) <ul style="list-style-type: none"> <li>– The beginning of a Public transit system</li> </ul> </li> <li>• Access for alternate forms of transportation</li> </ul>	<ul style="list-style-type: none"> <li>• Need more public information about van/bus routes</li> <li>• Walking area around Main and Highway 314</li> <li>• Need better bike access</li> <li>• Limited transportation options.</li> <li>• Only access on East and West Side</li> <li>• Speeding</li> <li>• Roads not well maintained</li> <li>• Public transit need but not likely due to cost and likelihood of riders</li> <li>• Only one east/west arterial road</li> <li>• Buses not available</li> <li>• Congestion</li> <li>• Narrow roads</li> <li>• Few major arterials</li> <li>• Dangerous left-hand turn off Hwy 6</li> <li>• Ambulances</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple access to I-25</li> <li>• Bike paths</li> <li>• 3-4 arterial roads that cross railroad tracks</li> <li>• More public transportation</li> <li>• More access in crossing Rio Grande</li> <li>• Expanded Rail Runner Schedule</li> <li>• Two more I-25 exists</li> <li>• Rio Metro shuttle to ABQ Sunport</li> <li>• Self-sustaining</li> </ul>

Figure 18 (see Appendix B) illustrates all of the results of the mapping exercise performed by the meeting attendees. The map details the locations most frequented by meeting attendees and includes their recommendations for ways to increase access to more multi-modal transportation opportunities.

### 2.2.2. Public Meeting 2

On November 15<sup>th</sup>, 2012, the Project Team updated the Village Council on the status of the 2035 Master Transportation Plan at a special workshop session in the Council Chambers. Consultants from Sites Southwest and Parsons Brinkerhoff gave a PowerPoint presentation that provided an overview of the planning process thus far and included a brief discussion of existing conditions and issues raised in the previous public meeting. Council members also had an opportunity to review and give input on future land use scenarios developed for Main Street and the Transportation Station area. After the presentation and brief question-and-answer session the workshop was adjourned.

## 2.0



### 3.0

Prior studies, existing plans and policies impacting transportation in Los Lunas are listed below, along with relevant policies for the 2035 Master Transportation Plan.

## Existing Plans and Policies

### ***Village of Los Lunas Comprehensive Plan, Village of Los Lunas Community Development Department, 1999.***

The Village of Los Lunas' Comprehensive Plan was adopted in November 1999. The Plan contains a Community Profile that details socio-economic characteristics of the Village's population. The Plan also includes existing conditions for the following elements: Land Use, Natural Resources and Environment, Community Services, and Transportation. Also included in the Plan are Goals and Objectives for each of the aforementioned elements.

The 2035 Master Transportation Plan is consistent with the vision of the Comprehensive Plan and advances a number of the goals and objectives from the Land Use and Growth Management and Transportation Chapters, including:

- Encourage new growth through infill development within the Village limits.
- Implement zoning policies that achieve a desirable mix of different land uses and densities, preserve existing neighborhood character, and respect the rights of private property owners.
- Achieve a range of housing densities that will ensure efficient use of land within the Village limits and the extraterritorial planning area.
- Encourage patterns of land use that decrease trip length of automobile travel and enable trip consolidation.
- Create a comprehensive, safe, and efficient circulation system.
- Develop a transportation plan that tests the present and future adequacy of transportation networks and programs future construction.

***Valencia County Mobility Plan, prepared by Mid-Region Council of Governments, 2006.***

The Valencia County Mobility Plan was initially developed and adopted in 2006 and updated in 2008. This planning document addresses the needs of transportation users throughout Valencia County and covers a timeframe of 20 years. In addition to detailing existing conditions of the County's transportation network, the Mobility Plan also identified a prioritized list of projects that could be used for discussions between local, state and federal officials about Valencia County's transportation needs and the most effective ways to provide funding to meet those needs.

***Los Lunas Rail Runner Express Station Area Plan, Community Design + Architecture, 2008.***

The Station Area Plan was approved by the Los Lunas Village Council in May 2008. Based on input from the public, this planning document adopted the principles of Transit-Oriented Design (TOD) as the planning framework for the area surrounding the Los Lunas Transportation Center. Included in the Area Plan are existing conditions, the station area vision, goals and objectives, recommendations, and implementation steps.

The Station Area Plan proposed certain land uses surrounding the Rail Runner station as well as transportation improvements. These formed the foundation of the current 2035 Master Transportation Plan.

***Village of Los Lunas Transportation Study, Phases I & II, Molzen-Corbin & Associates, 2003-2005***

This study identified improvements to address traffic issues in the Village. Phase I developed a transportation model for the Village. Phase II used the previously prepared VISSUM model to forecast 2025 traffic conditions. The model identified NM 6 as the focus for improvements, along with a new east-west corridor. The study identified and prioritized improvements at eight intersections along NM 6: Desert Willow, Southbound I-25, Emilio Lopez, Los Cerritos, NM 314, Los Lentes, NM 263, and NM 47. Improvements would consist of additional turn and through lanes along with signal and progression improvements.

***Village of Los Lunas Capital Improvement Programs (ICIP)***

The ICIP program is a prioritized list of infrastructure and capital improvement priorities for the Village. The Village's 2013-2017 ICIP includes a number of projects identified in the Thoroughfare Master Plan that are included in this plan. ICIP Projects that are specifically relevant to this Plan are:

### 3.0



- Morris Road Extension
- NM 6/Main Street Intersection Improvements
- NM 314 Gap Project
- NM 314 Reconstruction (North and South)
- Camelot Drive Pedestrian Improvements
- I-25 Interchange/Bridge Construction

***Los Lunas Corridor Study, prepared by DPA for MRCOG, 2012.***

The Mid-Region Council of Governments (MRCOG) initiated a study to investigate the need for an additional east-west roadway to serve the Village and surrounding areas. The study was driven by several needs: 1) to improve traffic flow on NM 6; 2) to provide access to high growth areas; and 3) to allow for efficient emergency response within the Village. Ten alternatives were evaluated, along with sub-options for connections to NM 47. The evaluation was done in coordination with local agencies, and the public was heavily involved in the decision-making process. Ultimately the Morris B Alternative was selected as the locally preferred alternative. This Alternative would achieve the goals of improving traffic flow and emergency response along NM 6.

The Morris B Alternative roughly follows the existing Morris Road near the southern Village limits. The proposed roadway alignment begins at a new I-25 interchange, runs east and crosses the Rio Grande, and ends at NM 47. The roadway is planned to be a limited access arterial. The roadway cross section includes four lanes, a raised median, shoulders, curb and gutter, and a trail along the north side.

Although the Alternatives Analysis Report has been completed, construction funding has not been identified for the proposed roadway. Right-of-way acquisition is proceeding in order to preserve the corridor.

***Metropolitan Transportation Plan 2035***

The Metropolitan Transportation Plan (MTP) is the long-range plan for the region. It includes forecasts of what the region will look like in 20 years, including the transportation system. Regionally significant transportation improvements are included in the MTP. Major planned projects in and near the Village include:

- I-25 Frontage Roads (East and West side) from the North Belen Interchange to NM 6.
- Los Lunas Interchange and River Crossing south of the Village from I-25 to NM 47.
- NM 314 reconstruction from NM 6 to the northern Village boundary.
- NM 6 intersection Improvements.
- NM 6 widening (add 2 lanes) for 4 miles west of I-25.

### ***Transportation Improvement Program (TIP)***

The TIP is the document that programs funding for transportation projects for the region. It has a six-year time horizon and must conform to the MTP, which was described previously. No major projects that would significantly affect the capacity or function of the Village road network are currently included in the TIP; however, the Village currently has a number of applications in process.

## **3.0**



## 4.0

### Existing Conditions

The Village of Los Lunas is a growing community located approximately 20 miles south of Albuquerque. The Rio Grande river bisects Los Lunas, creating both a natural open space corridor and rich soils for the Village's historic agricultural areas. As of 2010, the Village's population was 14,835, and population and income growth have outpaced the state's in recent years.

Los Lunas' existing character in many ways reflects four distinct phases of the Village's history. The early ranching and farming lifestyle of Los Lunas defined the current roadway and settlement patterns, which are generally oriented to the Rio Grande and adjacent acequias. Today, this era is still present and reflected in large agricultural parcels in and around the Village.

The railroad era that began in the 1880s redefined the Village's local economy by linking Los Lunas to the larger region by rail. As the road that would become Highway 314 was established to serve the railroad, the Village would also be connected to the surrounding area by car. This particular development marks the beginning of the connection between the Village's land uses and transportation.

In the 1920s and 30s, Los Lunas underwent dramatic changes in terms of both transportation and land use, as the original Route 66 passed through town on what is now Main Street. This not only established the main commercial thoroughfare that persists to this day, but also catalyzed the overall acceptance of the automobile as the primary means of transportation for Los Lunas residents.

Los Lunas' fourth era began with the expansion of the road that would become Highway 314. Two periods of economic and population growth define the recent era: the 1960s after the construction of I-25; and the 1990s and early 2000s. As Albuquerque's economy underwent a period of growth, many new jobs were created in the region and the population swelled. It was this point in time that Los Lunas was transformed into a bedroom community. Because of its close proximity to Albuquerque and its small-town character and rural setting, Los Lunas emerged as a popular choice for those looking for affordable housing in the Albuquerque metropolitan area. Because I-25 provided a relatively quick commute to Albuquerque, the working population of Los Lunas increasingly transitioned from agriculture and small-town retail to commuting to Albuquerque for employment.

Today, Los Lunas' physical character is defined by the land use and transportation decisions made in each of these historic eras. Much of the Village's built environment is a reflection of the fact that a significant number of the Village's residents commute to work in Albuquerque. Many families live in neighborhoods of relatively new, middle income single-family homes that surround older properties of ranch homes and lower-income neighborhoods consisting of mobile homes. Main Street remains the central commercial corridor in the Village, and it still retains relics of the past, such as the Luna Mansion and Otero's 66 Service. Interstate 25, Highway 314, and Highway 47 provide connection to Albuquerque and regional destinations, as well as to many people's daily work, while local streets predominantly serve private automobiles heading to local destinations. Finally, the agricultural lands and open space found throughout the Village are what define the identity of Los Lunas for most people.

In conclusion, these elements of the local character are important considerations in understanding the desired future of Los Lunas. As traffic congestion on the highways has grown, the arrival of commuter rail in the early 2000s was both timely and welcomed by the community. The Village has voiced its desire to offer an alternative to the current land use patterns by encouraging infill and higher density development both in the comprehensive plan and this 2035 Master Transportation Plan.

## 4.0

## 4.1 Overview of Existing Village of Los Lunas and Regional Transportation System

### 4.1.1 Regional motor vehicle transportation and its impact on the Village

The Village is transected by Interstate 25 (I-25) and three state highways: NM 6/Main Street, NM 47, and NM 314. The three state highways serve as the main roadways for the Village, connecting it with other population centers and also providing access to and from destinations within the Village. The characteristics of the major interstate and state facilities are briefly described below.

#### *Road Classification System*

Functional classification defines streets and roads according to the type of service they are intended to provide. Two major considerations are to: (1) serve the through movement of traffic and (2) provide access to abutting property. MRCOG classifies streets using the following general guidelines, which are applicable to the Village road network and have been used to classify the streets within the Village, as shown in Figure 1.

**Principal arterials** are major routes that connect subareas within the urbanized region. Principal arterials provide access to activity centers; serve outlying satellite communities or provide access to the urbanized region from outlying rural areas; are continuous or long-distance and may cross major topographic or man-made barriers, such as rivers and interstate highways; have designs or abutting land uses that permit relatively high speed operation (35 mph or higher); have access restrictions (limitations on curb and median cuts); and include through streets in a downtown area.

**Minor arterials** are transportation facilities that are shorter than principal arterials. These facilities generally contain only one trip destination in an area through which the street passes. Minor arterials tend to be continuous, long-distance routes that carry intermediate length (1-3 mile) trips; abut land uses that are mixed, possibly with direct driveway access; connect abutting urban communities or neighborhoods; provide access to the principal arterial system; provide access to major regional facilities that are not part of an activity center (e.g., regional parks and athletic facilities); are shorter in length than principal arterials but may cross major topographic or man-made barriers, such as rivers and interstate highways; and connect two principal arterials over a short distance.



**Collector** facilities are distinguished from local streets in that collectors carry longer distance trips than locals and are better connected to the principal and minor arterial system. Collectors are shorter routes with at least one trip destination in the area served by the route. Collectors provide access to the arterial system; connect principal and minor arterials; have trip lengths that are relatively short (less than one mile); do not provide driveway access in residential areas; in commercial and industrial districts, provide for internal circulation as well as driveway access; in commercial districts, are characterized by high volumes of turning traffic and numerous local delivery vehicles; and, in industrial areas, primarily provide access to activity concentrations or are characterized by heavy truck traffic and industrial work trips.

#### *I-25*

I-25 is an interstate highway that runs north-south through the western part of the Village, along the top of the Rio Grande Valley escarpment. It has two lanes in each direction with a wide median. I-25 connects to Albuquerque to the north and Belen to the south, so it is an important route for commuters. It is also used to access services in Bernalillo County that are not available in Valencia County including, but not limited to, hospitals and emergency facilities. New two-way frontage roads are planned along both sides of I-25 from Belen to the NM 6 interchange. Improvements at the I-25/NM 6 interchange are also planned. These projects are included in the 2035 Metropolitan Transportation Plan (MTP).

#### *NM 6/Main Street*

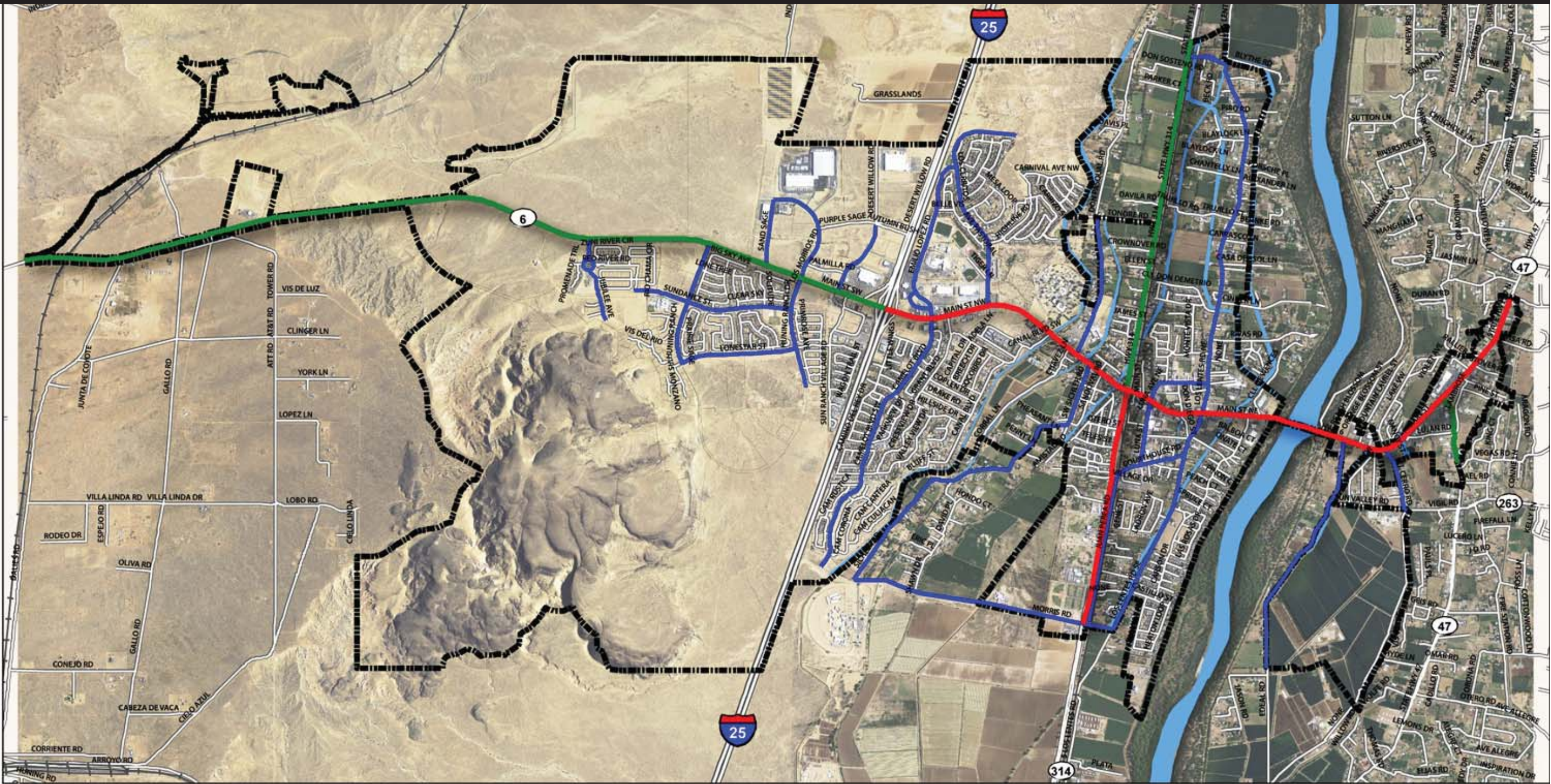
NM 6 is the only interchange and river crossing serving the Los Lunas area. Consequently, all east-west travel demand within Los Lunas, Peralta, and the unincorporated communities to the south and east of Los Lunas rely on NM 6 to travel to work, school, shopping, and services. NM 6 is classified as an urban minor arterial west of I-25, and an urban principal arterial east of I-25. Within the Village, NM 6 serves multiple functions:

- It is only one of two highways available to residents living in the northern half of the county to access commuter routes that connect Valencia County workers with jobs in Bernalillo County. A large percentage of all workers within Valencia County are employed in Bernalillo County. This condition results in very high northbound traffic flows in the morning and high southbound traffic flows in the evening. Of the north-south commuter routes available, all of them connect directly to NM 6.
- In addition to heavy commuter traffic on NM 6, this route is also used by residents on both sides of the Rio Grande to access employment, shopping, services, and government offices within the Los Lunas Main Street (NM 6) district. The vast majority of large and small commercial retail, restaurants, banks, and other similar commercial operations in Los Lunas are along NM 6.

## 4.0



Figure 1. Transportation Network – Major Streets and Road Classification



Sources: Village of Los Lunas GIS data  
All data has been obtained from public sources and no warranty is made to its absolute accuracy

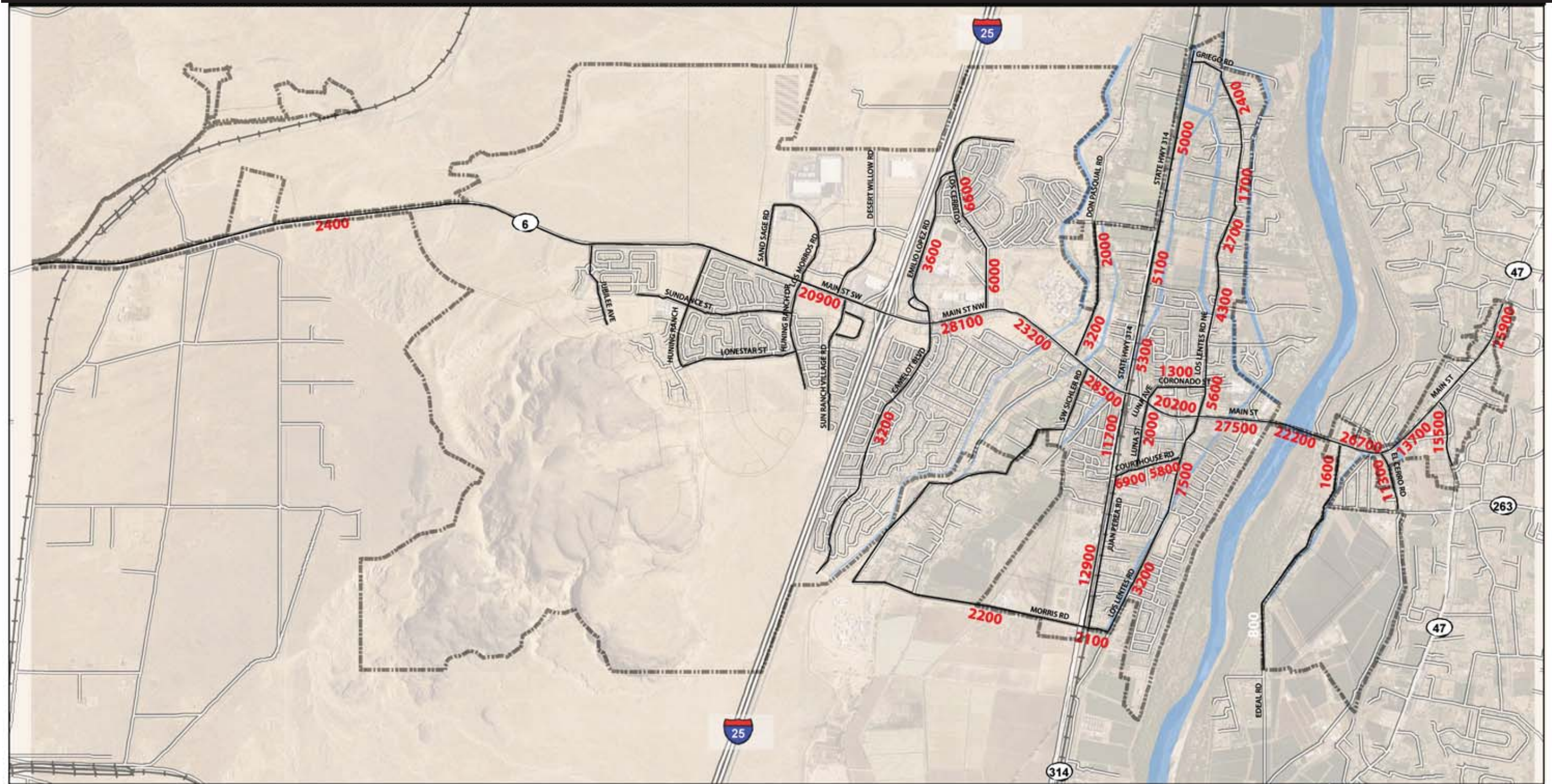
**LEGEND**

- Village limits
- Waterways
- Existing Urban Principal Arterial
- Existing Urban Minor Arterial
- Existing Urban Collector

Prepared by:  
 sites



### Figure 2. 2010 Average Weekday Traffic



### 2010 Average Weekday Traffic



- 10000** Average Weekday Traffic Flows  
 ..... Village limits  
 Waterways

**Sources:** Village of Los Lunas GIS data  
All data has been obtained from public sources  
and no warranty is made to its absolute accuracy



- NM 6 is also used to access several schools and government complexes including:
  - Los Lunas High School north of NM 6 on Emilio Lopez Road, immediately east of I-25. This school has a student population of approximately 2,200 and employs 128 teachers, plus administrative and support staff.
  - Katherine Gallegos Elementary School, located on Don Pasqual just north of NM 6. This school has a student population of 479 and employs 29 teachers.
  - Los Lunas Middle School, located on Luna Avenue, just south of NM 6. It has a student population of 724 and employs 42 teachers.
  - The Village of Los Lunas' main offices and police headquarters, located on Don Pasqual just north of NM 6.
  - In addition to the Village offices, the fire department, library, and water department are located on NM 6 between Luna Avenue and Los Lentes Road (east of NM 314).

West of I-25, NM 6 transitions from a rural two-lane section to an urban four-lane section with shoulders, curb and gutter, and a raised median. East of I-25, NM 6 has four lanes, a two-way left turn lane, shoulders, curb and gutter, and sidewalks. Bike lanes exist along a portion of the route. The portion of NM 6 between Los Cerritos Road and NM 314 has a narrow right-of-way and lacks a median or shoulders.

#### *NM 47*

NM 47 runs north-south near the eastern Village boundary. Classified as an urban minor arterial south of the Valencia "Y," it connects a number of small communities east of the Rio Grande, eventually reaching Albuquerque to the north. It has four lanes, a two-way left turn lane, curb and gutter, shoulders, and sidewalks.

#### *NM 314*

NM 314 bisects the Village in a north-south direction. It is classified as an urban minor arterial north of NM 6 and an urban principal arterial south of NM 6. It extends the length of Valencia County, west of the Rio Grande. It connects to Belen to the south, and it becomes Coors Boulevard in Albuquerque to the north. It typically has a four-lane rural section, with a median and shoulders. A portion of NM 314 from NM 6 to Park Lane has bike lanes, curb and gutter, and sidewalks.

#### 4.1.2 Overview of Los Lunas major street system

Collector roadways provide connections between local streets and the major facilities described above. The Village network of collectors includes north-south roadways that connect to NM 6, with several east-west roadways that connect to NM 314 and other collectors. These roads typically have two lanes, curb and gutter, and sidewalks. Median and shoulder configurations vary, and bike lanes are typically absent.

#### 4.1.3 Existing Traffic Conditions

Traffic conditions for the major roadways (collector and above) within the Village were evaluated for existing conditions, assuming a base year of 2010. Existing traffic volumes were obtained from the MRCOG “2010 Traffic Flows for the Greater Albuquerque Area” map. Daily traffic volumes for major roadways for 2010 are shown in Figure 2 .

The traffic assessment included a volume-to-capacity (V/C) analysis for major roadway links within the Village. The V/C analysis was based on a comparison of the existing volumes for each roadway link with the estimated capacity for that link. Capacity thresholds are based on assumptions for the roadway conditions. Roadway capacity was estimated based on 800 to 900 vehicles per hour per lane (vphpl), depending on the spacing of traffic signals.

The table below summarizes the V/C analysis for NM 6 for 2010. It shows the worst case for both directions over the a.m. or p.m. peak hours. The V/C values reflected in the figure are based on the following assumed criteria:

V/C Ratio	Link Operating Conditions	Level of Service
0.0 to 0.89	Acceptable Traffic Flows	LOS A,B,C,D
0.9 to 0.99	Approaching Capacity	LOS E
1.0 to 1.09	Over Capacity	LOS F
1.10 and above	Severe Congestion	LOS F+

- Acceptable Traffic Flows (LOS A-D) are when vehicles operate under conditions ranging from free flow to reduced travel speeds because of traffic conditions.
- Approaching Capacity (LOS E) means vehicle travel speeds are noticeably reduced due to traffic volumes.
- Over Capacity (LOS F) indicates that traffic volume exceeds the roadway capacity, so travel speed is severely impacted.
- Severe Congestion (LOS F+) is when traffic volumes far exceed capacity, travel speed is further reduced, and traffic density increases substantially.

## 4.0



## 4.2 Traffic Issues

### 4.2.1 Traffic Congestion



**CONGESTION ON NM 6 DURING RUSH HOUR**

Several traffic issues exist in the Village. NM 6, NM 314 and NM 47 are the main arterials for local Village residents and traffic passing through the Village. Alternative north-south or east-west routes are intermittent and limited. The result is significant congestion on NM 6 (Main Street), which is over capacity between Los Cerritos and Sichler Road, and approaching capacity between Sichler Road and Luna Street. Back-ups also occur at I-25 and the ramp roadway intersections immediately east and west of the interstate.

Because of the reliance on I-25 as a commuter route between Valencia County and Bernalillo County, the failing conditions at the interchange and connecting roadways will have far-reaching impacts on commuter delay. In addition, emergency response times during peak hours have increased as a result of congestion. NM 314 is an obvious choice for an alternate route, but without other roadway and system improvements, it is expected to be highly congested in the future.

Other traffic issues on NM 6 contribute to congestion. Frequent and short traffic signal cycles compound the congestion. Several segments of NM 6 have closely spaced driveways that provide direct access to NM 6. These segments include the areas near NM 314 and NM 47. Such close, frequent

access often results in vehicles having to slow or stop for other turning vehicles, which causes delays and increases the potential for crashes. Also, NM 6 between Don Pasqual and NM 314 lacks left turn lanes, further reducing traffic capacity when vehicles turning left block the through lane.

#### **4.2.2 Safety**

Intersection crash data was obtained for the Village from 2006 through 2008. Crash totals are shown in Figure 4. Crashes are generally related to the level of congestion at heavily used intersections, with the majority of reported crashes at intersections along NM 6.

Police, fire, and emergency medical responses depend upon an efficient roadway system for rapid response to emergency situations. Emergency response in the Village is hindered by the limited number of river crossings and continuous east-west roadways, as well as the long distance between interchanges on I-25 in the area. Because there are currently no hospitals or trauma centers within Valencia County, trauma patients must be transported to the closest trauma hospitals located in Downtown Albuquerque (approximately 22 miles north of Los Lunas). Transport from locations within Los Lunas to the regional trauma centers in Albuquerque ultimately requires travel on NM 6 or NM 47, or both. The full or partial closure of NM 6 due to crashes can significantly increase emergency response and travel times.

#### **4.2.3 Other Issues**

Other transportation-related issues exist throughout the Village. A number of major streets lack accommodations for alternative modes of transportation, such as walking, bicycling, and transit.

Walkable routes are intended to provide safe, convenient, and efficient mobility for pedestrians. They generally consist of hard-surface sidewalks or trails with the following elements:

- Uninterrupted connections along both sides of roadways, with access to adjacent destinations.
- Safety features such as buffers to separate pedestrian and roadway traffic, roadway crossings, curbs, pavement markings signing, and lighting.
- Design to engineering standards, including adequate walkway surfacing, width, grade, and cross slope.
- Accommodations for the disabled and elderly, such as curb ramps and warning surfaces per adopted Americans with Disability Act (ADA) standards.

Existing sidewalks in some areas of the Village are narrow and lack buffers, continuity, and connections. Obstacles exist for the disabled, including utility poles, steeply sloped driveways, and mailboxes.

### **4.0**

In terms of bicycle facilities, many major streets in the Village lack bike lanes, or the bike lanes lack continuity. In addition, heavy traffic congestion along main routes such as NM 6, along with the lack of alternative routes, may discourage bicycle travel.



Figure 3.2010 Network Congestion



# 2010 NETWORK CONGESTION

**VOLUME TO CAPACITY RATIO (V/C)**

- |   |   |
|---|---|
|  Acceptable V/C = 0 - 0.89             |  Over Capacity V/C = 1.0 - 1.09         |
|  Approaching Capacity V/C = 0.9 - 0.99 |  Severely Congested V/C = 1.1 and Above |

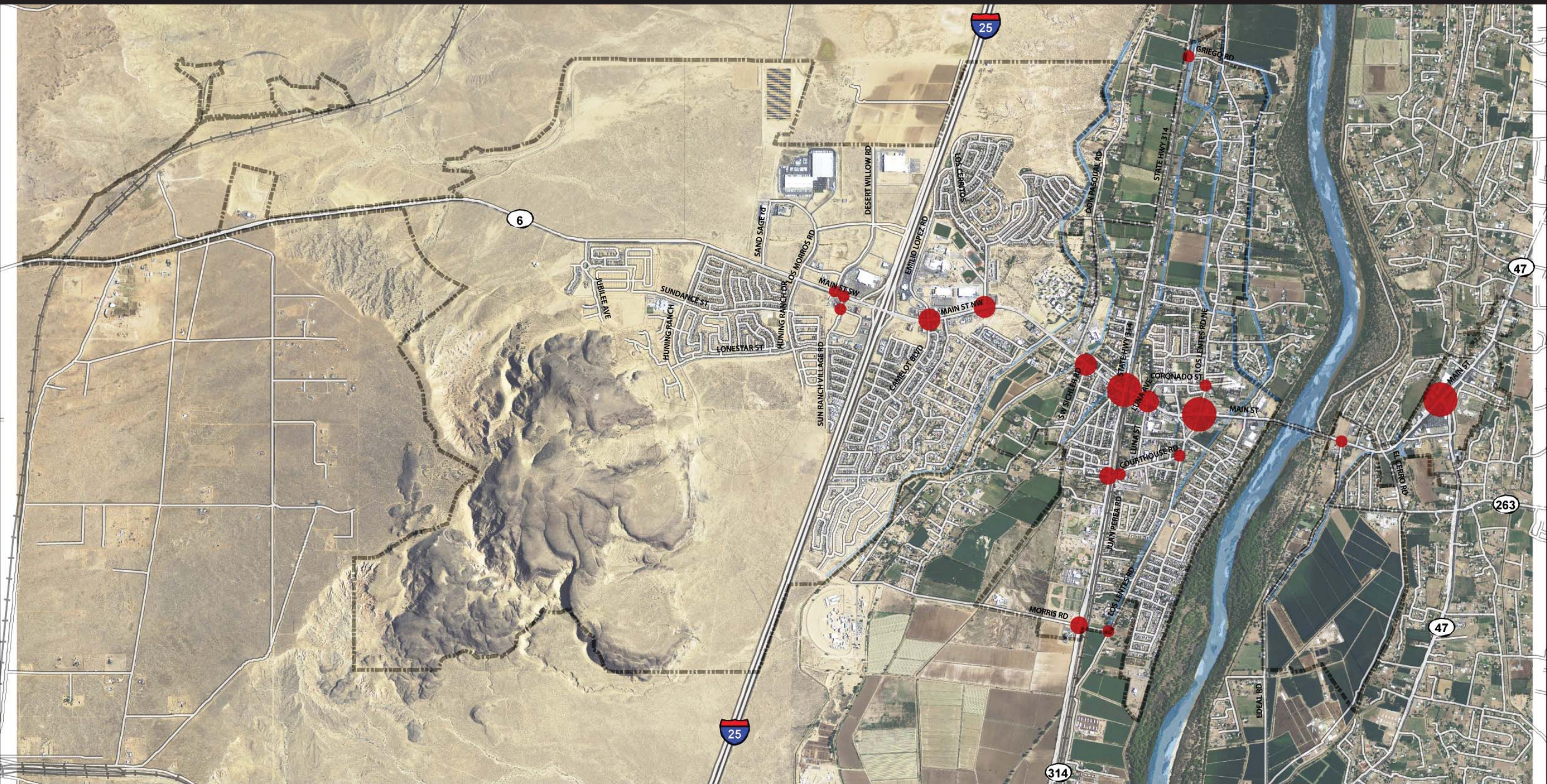
- |  |
|--|
|  Village limits |
|  Waterways      |

**Note:** Congestion shown on this map reflects the highest V/C ratio from the AM peak and the PM peak.

**Sources:** Village of Los Lunas GIS data  
All data has been obtained from public sources and no warranty is made to its absolute accuracy



Figure 4. Three Year Intersection Crash Data 2006-2008

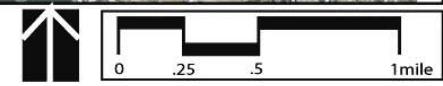


### THREE YEAR INTERSECTION CRASH DATA 2006-2008

**NUMBER OF CRASHES**

- 1-10
- 11-20
- 21-30
- 31-40
- >41

----- Village limits  
Waterways



**Sources:** Village of Los Lunas GIS data  
All data has been obtained from public sources  
and no warranty is made to its absolute accuracy



## 4.3 Other Transportation Modes

### 4.3.1 NM Rail Runner

The Rio Metro Regional Transit District (RTD) operates the NM Rail Runner, a dedicated commuter train with service between Belen and Santa Fe. The Rail Runner stops at the Los Lunas Station, which is adjacent to the Los Lunas Transportation Center. The Rail Runner operates on a commuter schedule that favors northbound commuters. There are several northbound trains earlier in the morning with no other scheduled trains until the early afternoon. Headways are typically an hour to an hour-and-a-half. A Rio Metro Regional Transit District (RTD) bus supplements the train schedule once northbound and once southbound in the morning. Limited weekend service is also provided.

### 4.3.2 Transit

The Rio Metro Regional Transit District is the primary regional transit provider for Bernalillo, Sandoval, and Valencia counties, offering transit service between municipalities and across county lines. Rio Metro manages the New Mexico Rail Runner Express commuter rail and operates and/or funds select bus routes within the three-county area. Rio Metro's services also provide links to other statewide destinations and transportation markets including Santa Fe, Taos, and Socorro. The agency's top priority is providing service that enables customers to access regional destinations, a critical transportation need since tens of thousands of trips occur each day between different towns, cities, Tribal areas, and counties in the service area.

#### *Fixed Route Bus Service*

Rio Metro provides rural fixed route bus service directly in Belen and Los Lunas; these services were launched in 2011 and 2012, respectively. These routes were designed primarily to connect riders to the Rail Runner. These routes will be categorized as urban fixed routes beginning in August 2012.

As detailed in Figure 5, West Route is a commuter route that connects to the Los Lunas Rail Runner Station. The schedule begins with three buses to the Station early in the morning and ends with the last bus arriving at the station by mid-evening. Headways vary from an hour to an hour-and-a-half to coincide with Rail Runner departure times. Four buses leave the Station in the mid-afternoon and evening. Headways are similar to the morning schedule, coinciding with the Rail Runner arrivals. Bus stops typically have minimal improvements, such as colored concrete sidewalks, and are marked with Rio Metro signs. Plans are in place to provide a new route.

#### 4.3.3 On-Demand Bus Service

The Rio Metro RTD operates both transit and paratransit service for Los Lunas residents on weekdays. Paratransit service, also known as “Dial-a-Ride,” provides transportation to passengers directly from origins to destinations at the times they need to travel. There are no fixed routes, fixed schedules, or published timetables associated with Dial-a-Ride services. The service requires 24-hour advance notice to facilitate scheduling, and offers subscription services for frequent riders. Fares for the service are \$1 each way, with 50 percent discounts for seniors, youth, and disabled riders. This service is “curb-to-curb,” meaning that drivers pick up passengers but do not assist them to and from the vehicle, and is available to anyone traveling in Los Lunas or Belen. The system uses buses equipped with lifts for disabled access.



BIKEPATH NEAR STATION

#### 4.3.4 Bikeways

Figure 6 details the Village's existing bicycling network, which is based on the 2010 Bikeway Plan. As detailed in the figure, there is currently very limited connectivity within the Village's bikeway system. The Village is making significant progress in implementing the Bikeway Plan, however. In 2012 an off-road trail was constructed along the east side of NM 314. Upon completion of the plan, the Village will have increased connectivity and, in turn, improved bicycle mobility along Main Street from Jubilee Boulevard on the west to Stover Road on the east, just north of NM 47, with a stop at the Rail Runner Station.

Bike Trail: Off street multi-use path

Bike Lane: On-street designated lane

Bike Route: On-street shared lane

## 4.0



Figure 5.Existing and Proposed Transit

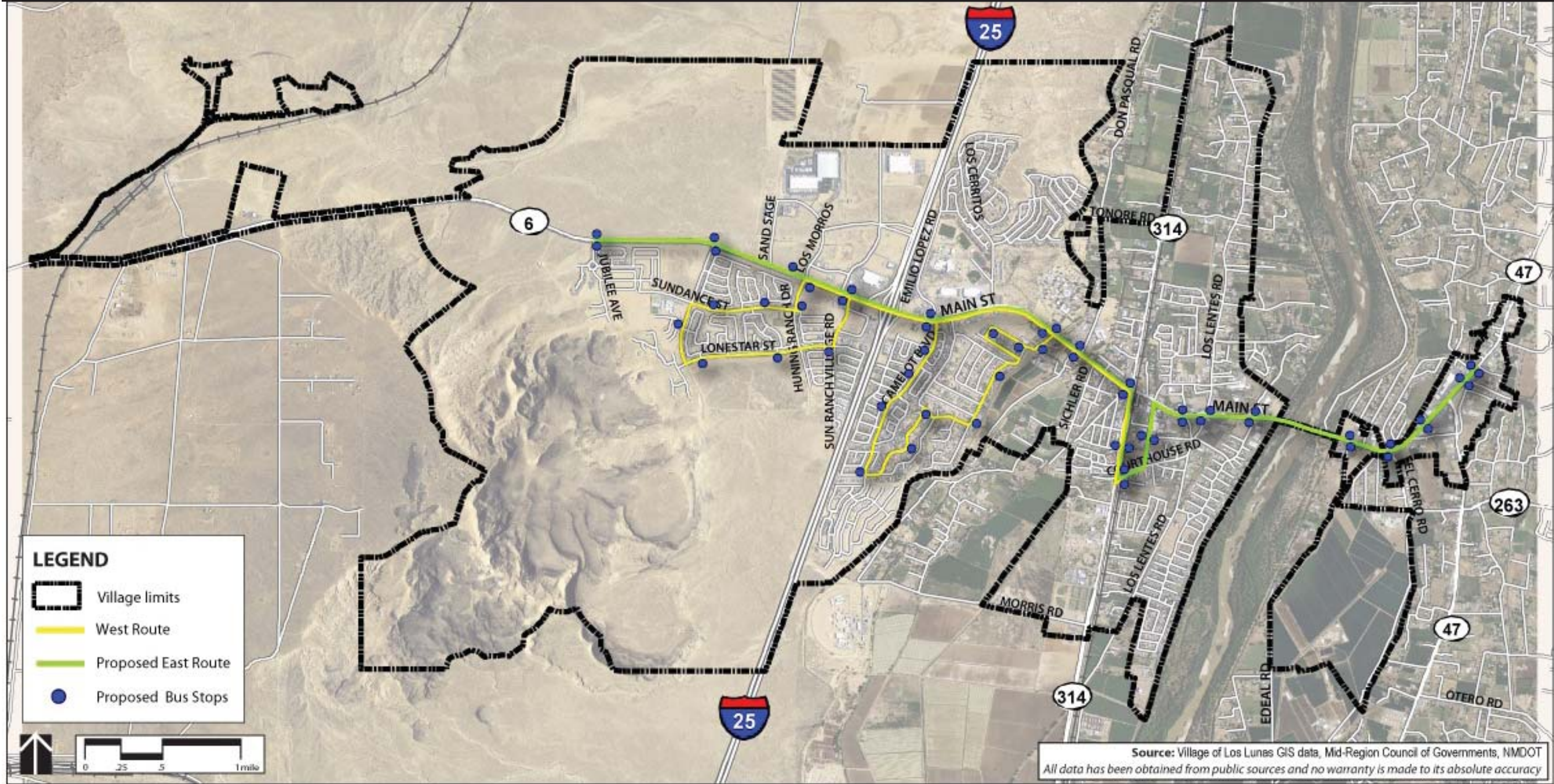
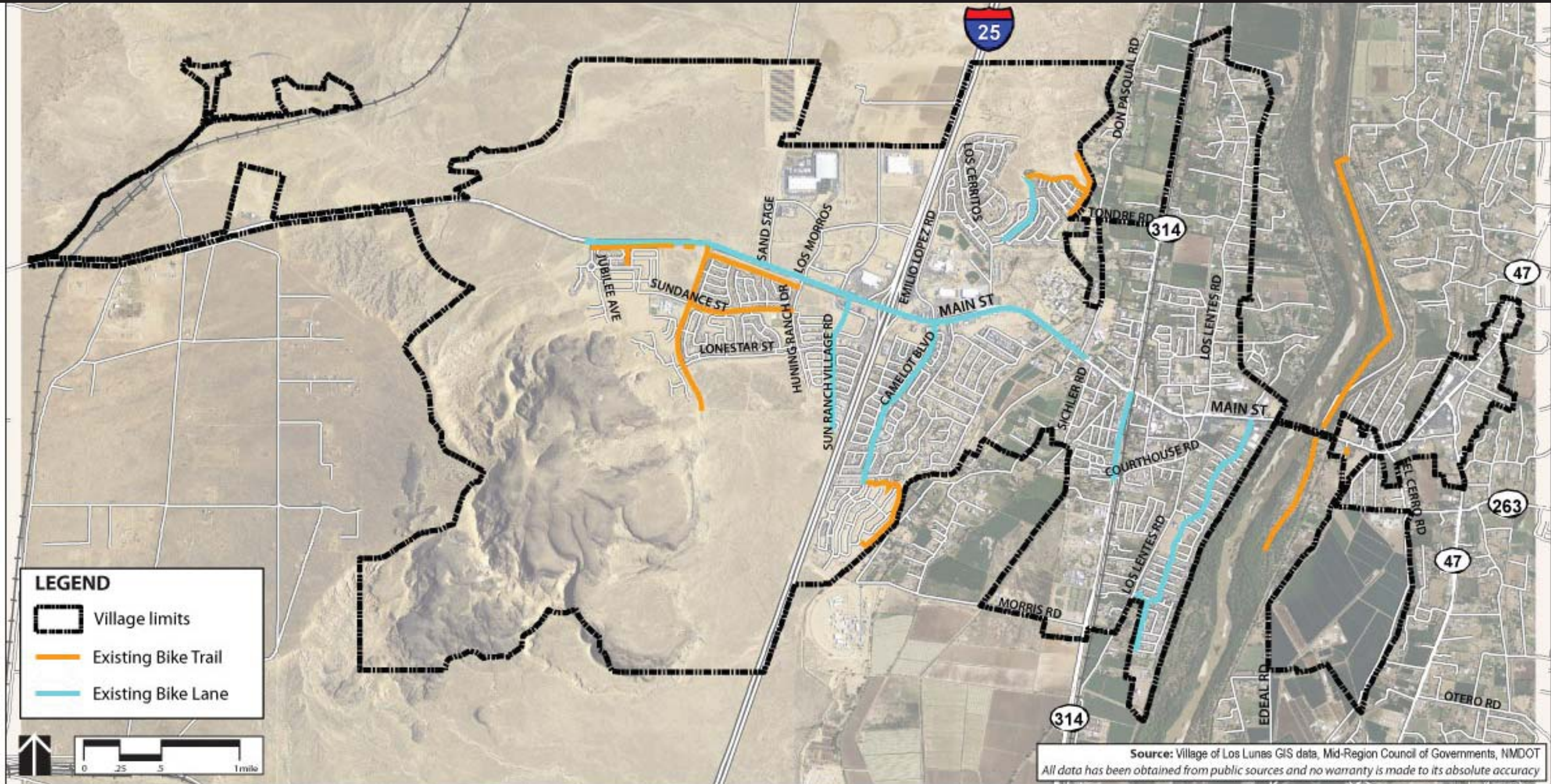




Figure 6. Existing Bikeways







## 5.0

# Existing Land Use and Future Land Use Scenarios

Existing Land Uses for the Village are illustrated in Figure 7. As detailed in Section 3.0, the Village's existing land uses reflect the four distinct phases of the Village's history. Perhaps the most prevalent land use in Los Lunas is single family residential; there is a large presence of agricultural land and associated rural housing located throughout the Village. Commercial uses are located primarily along Main Street and Highway 314, which serve as the Village's main corridors. Also located throughout the Village are a significant amount of public/institutional land uses, primarily due to the presence of Valencia County's administration building and the former State Training School, located west of Don Pasqual Road.

In 2010 there were a total of 5,758 housing units in Los Lunas, which is 10 square miles in size. The average housing density is 1.0 unit per every 0.89 acre.

### 5.1 Special Focus Areas

To maximize the flexibility of landowners and developers to respond to the market for transit-oriented development (TOD), two new areas should be designated with special land use and design conditions.

To promote development that is consistent with the visions for the two areas, changes from past development practices are proposed for both areas. Both districts should have design standards for more pedestrian-oriented parking, landscaping, signage and building design to help create an environment more conducive to walking in neighborhoods and commercial areas. Densities in both districts should be increased from Los Lunas' current average of 1 dwelling unit/0.89 acre to 4-8 dwelling units/acre. Changes such as allowing accessory dwelling units for all

single-family residences will encourage homeowners to add a secondary unit to their property. This can add activity and housing diversity to existing neighborhoods while providing an additional revenue source to homeowners.

Additionally, both areas should include incentives for mixed-income housing in new multi-family developments, which would allow low-income families to spend less on transportation by reducing auto-ownership costs while encouraging transit ridership.

Every new development in the two districts should incorporate some level of mixed uses and be designed with pedestrians and cyclists in mind. Having living, working, shopping, educational, and recreational opportunities in close proximity (within walking or biking distances) is an advantage of growing importance as populations within settlements continued to grow.

In addition to a mix of uses, neighborhoods should strive to have a diversity of housing types. This will help to create affordable housing throughout the Village without creating large concentrations of any one type of housing. A diversity of housing also allows a variety of people in different stages of their lives to live harmoniously together, generating a more stable, active community.

All transit users begin and end their journeys as pedestrians. Thus, prioritizing streets for walkability enlivens the areas around transit and bus stops to attract more users and to help businesses close to stations thrive. Creating higher quality pedestrian environments makes transit options more effective. Illuminating the pathways and trimming shrubs improve pedestrian safety and visibility. To attract users, transfer stations should be integrated within a surrounding city-style form of mixed-use centers. Making walkability a priority along the transit corridors will attract more pedestrians along the route and also make a more pleasant environment to drive and ride through.

## **5.2 Main Street District**

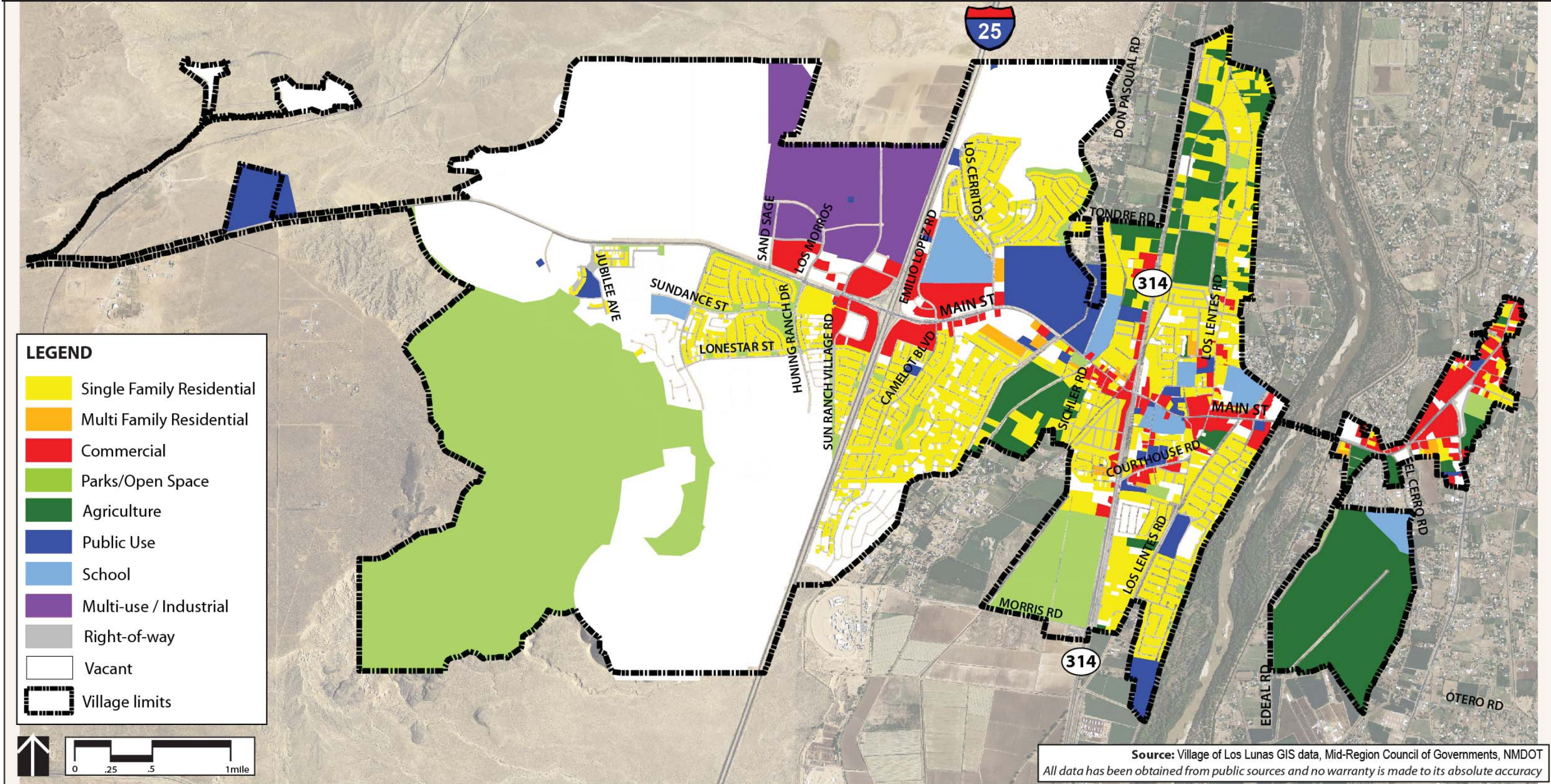
### ***5.2.1 Overview of Existing Conditions***

The Main Street District is 76 net acres in size and is primarily composed of the parcels along Main Street from Don Pasqual Road to Los Lentos Road. It is considered the heart of Los Lunas and contains a number of mixed land uses ranging from commercial to single family residential. The building forms are primarily stand-alone and strip commercial uses interspersed with some single family residential housing. The majority of surrounding land uses are single family residential subdivisions and agricultural uses.

## **5.0**



Figure 7.Existing Land Use

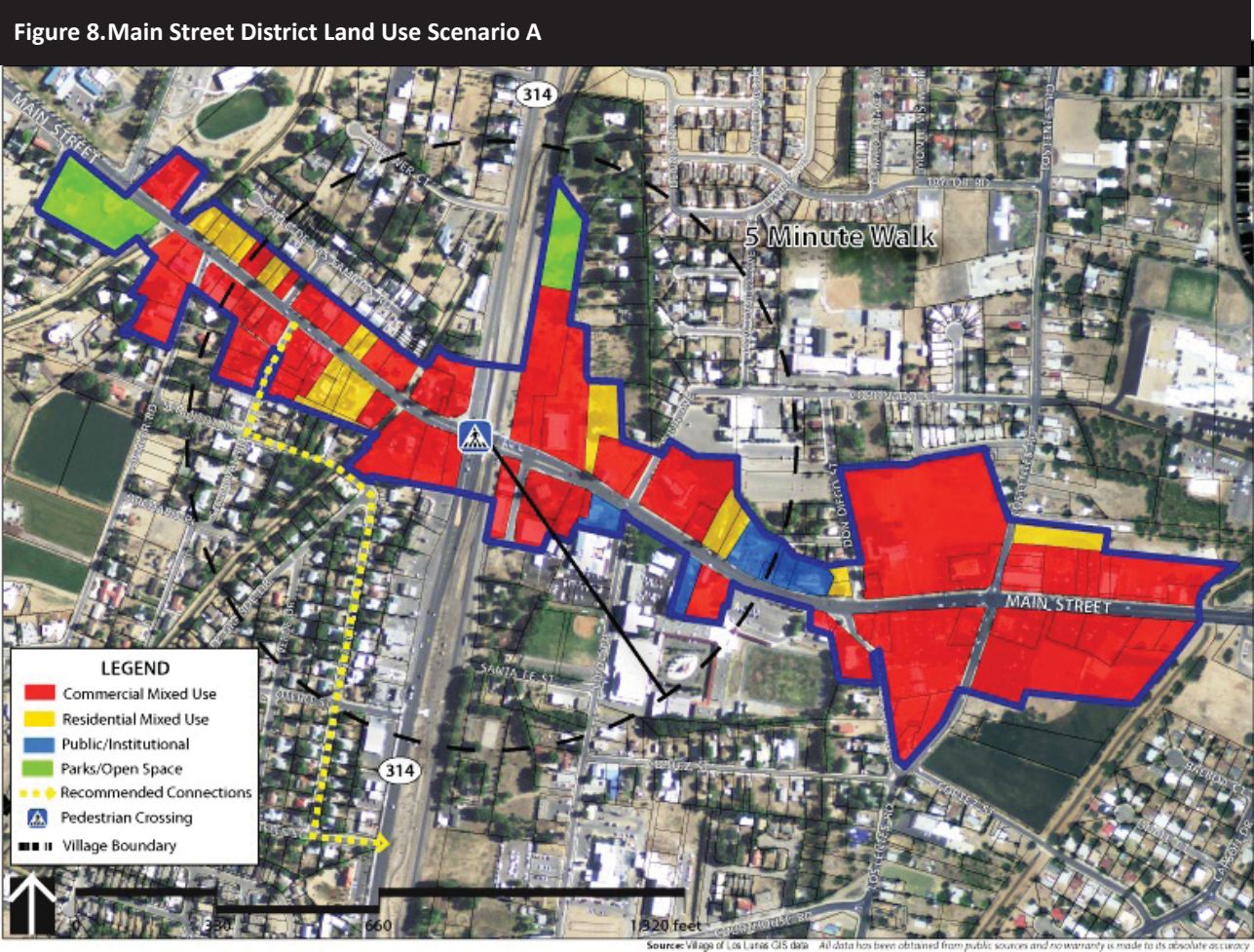




5.2.2 Future Land Use Scenarios

The intent of the Main Street District is to create a transition of densities and intensities from existing neighborhoods to a higher density mixed-use district, resulting in a town center and more dense and active areas along Main Streets. Proposed residential densities should be at a minimum of 4-6 dwelling units per acre. Two future land use scenarios have been developed for the Main Street District, each with slight variations. Generally, Scenario A includes more Commercial Mixed Use land than Scenario B, which includes more Residential Mixed Use land. Both scenarios maintain the same amount of Public/Institutional land and Open Space.

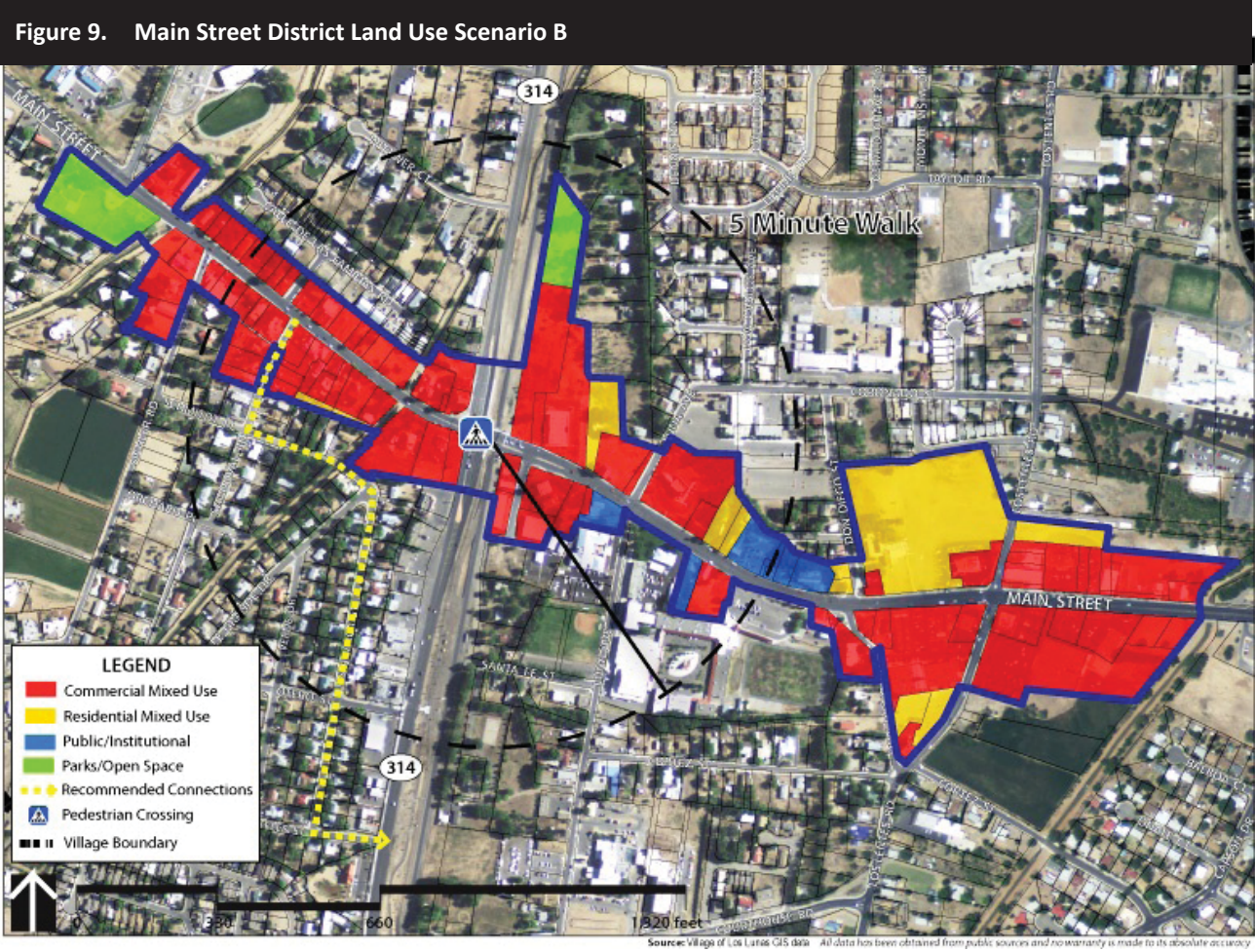
Main Street District Land Use Scenario A



MAIN STREET DISTRICT LAND USE SCENARIO A

Land Use	Acreage	Existing Land Use	Acreage
Commercial Mixed Use	57.1	Commercial	30.7
Residential Mixed Use	6.1	Residential	30.7
Public/Institutional	2.9	Public/Institutional	2.9
Open Space	4.7	Open Space	--

Main Street District Land Use Scenario B



MAIN STREET DISTRICT LAND USE SCENARIO B

Land Use	Acreage
Commercial Mixed Use	50.0
Residential Mixed Use	13.2
Public/Institutional	2.9
Open Space	4.7



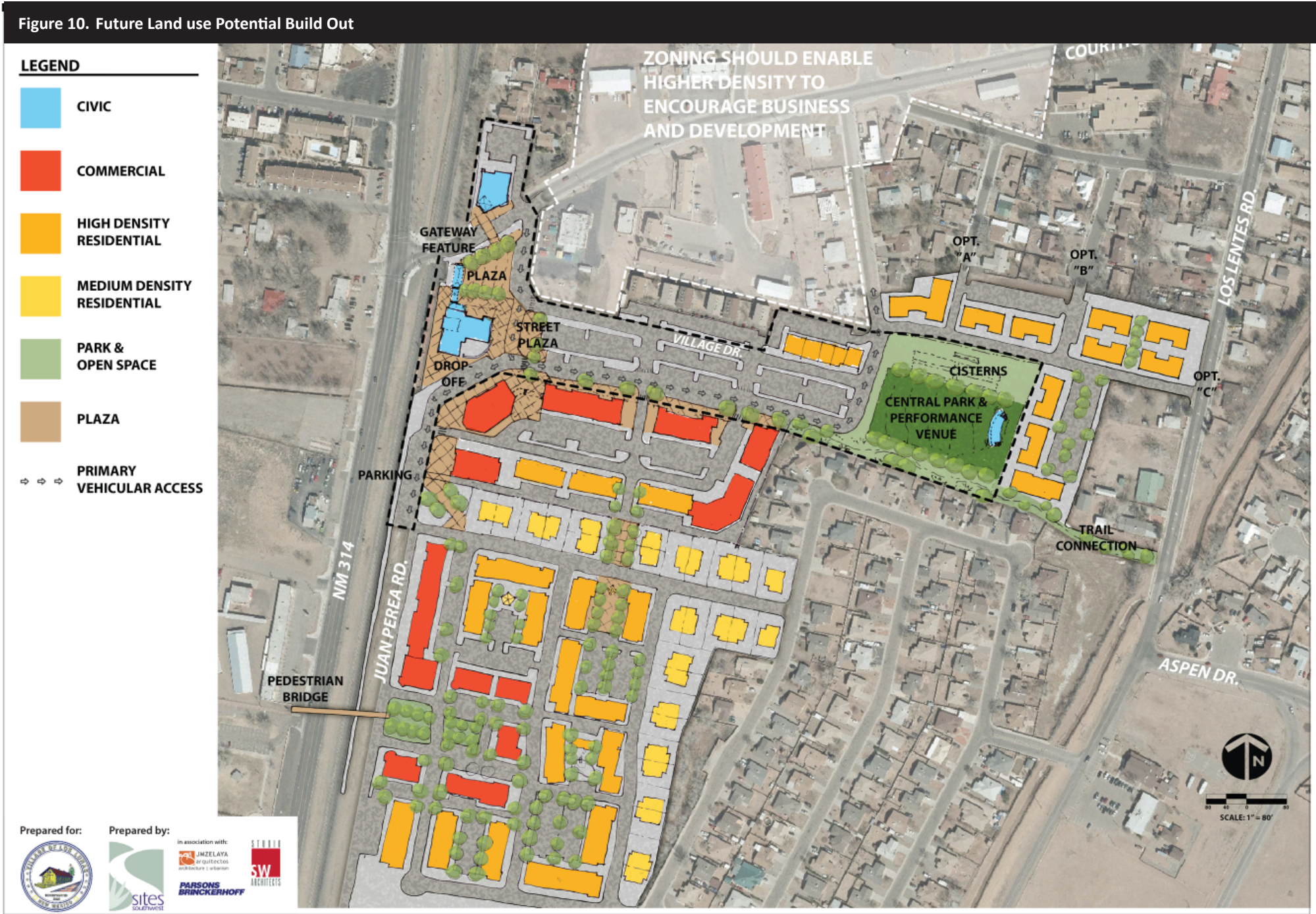
5.3 Transportation Station District

The Transportation Station District consists of 153 net acres in size and is composed of the parcels along Highway 314, Luna Avenue and Courthouse Road. The existing land uses are primarily standalone and strip commercial uses along the major corridors, while the interior areas are characterized by single family residential housing. The area is also characterized by a significant amount of public/institutional land uses due to the presence of Los Lunas Middle School and Valencia County’s administrative offices. The majority of surrounding land uses is single family residential subdivisions and agricultural uses.

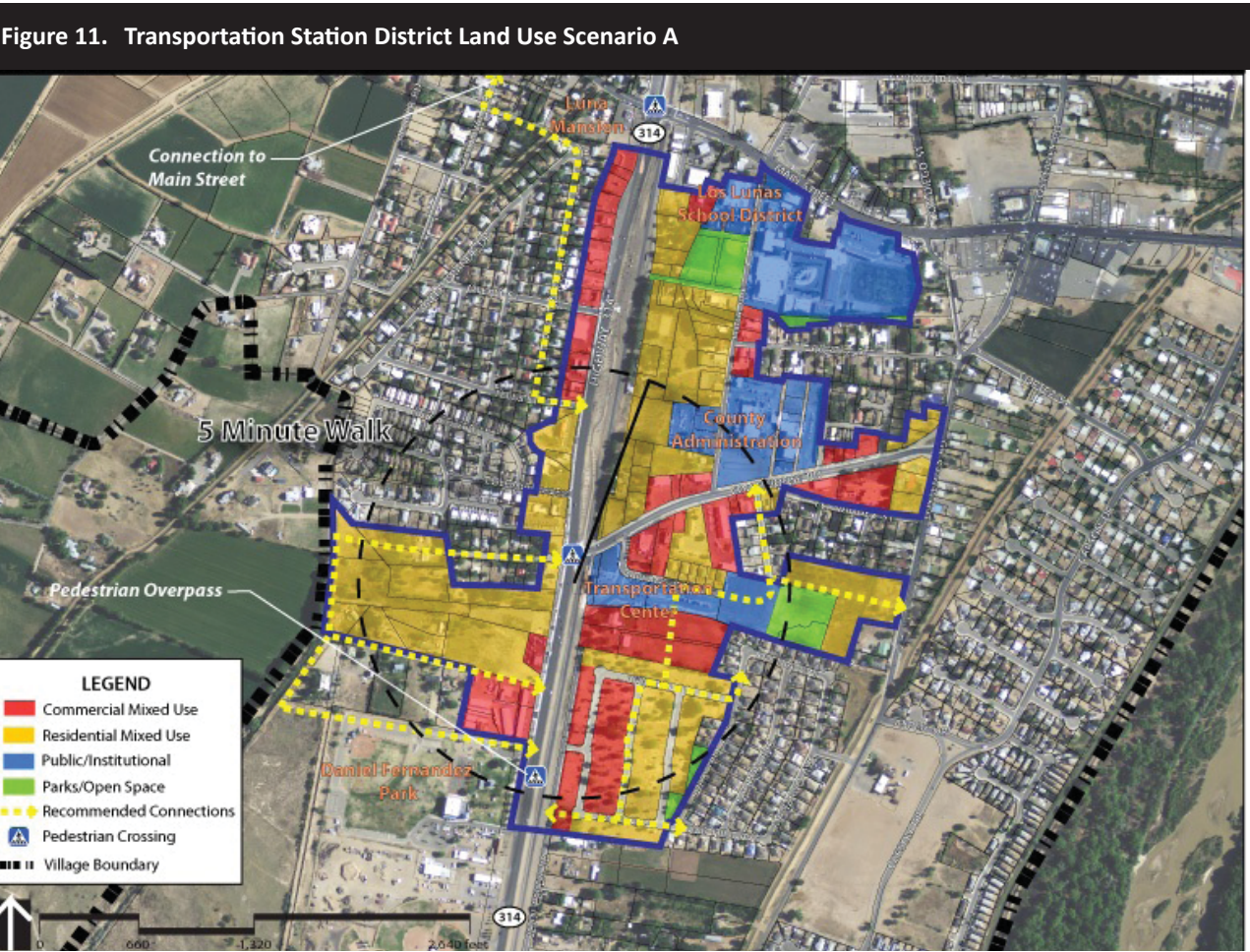
5.3.1 Future Land Use Scenarios

The intent of the Transportation Station Area District is to allow for a scale and intensity of development that supports transit ridership, walking and bicycling in areas near the Rail Runner station. Like the Main Street District, future residential density should be significantly increased to 6-8 dwelling units per acre. Two future land use scenarios have been developed, each with slight variations. Scenario A includes more land categorized as Residential Mixed Use than Scenario B, which includes more Commercial Mixed Use land. Both scenarios maintain the same amount of Public/Institutional land, while Scenario B includes slightly more Open Space.

Figure 10 offers a conceptual illustration of what potential build-out could look like under either proposed Scenario.

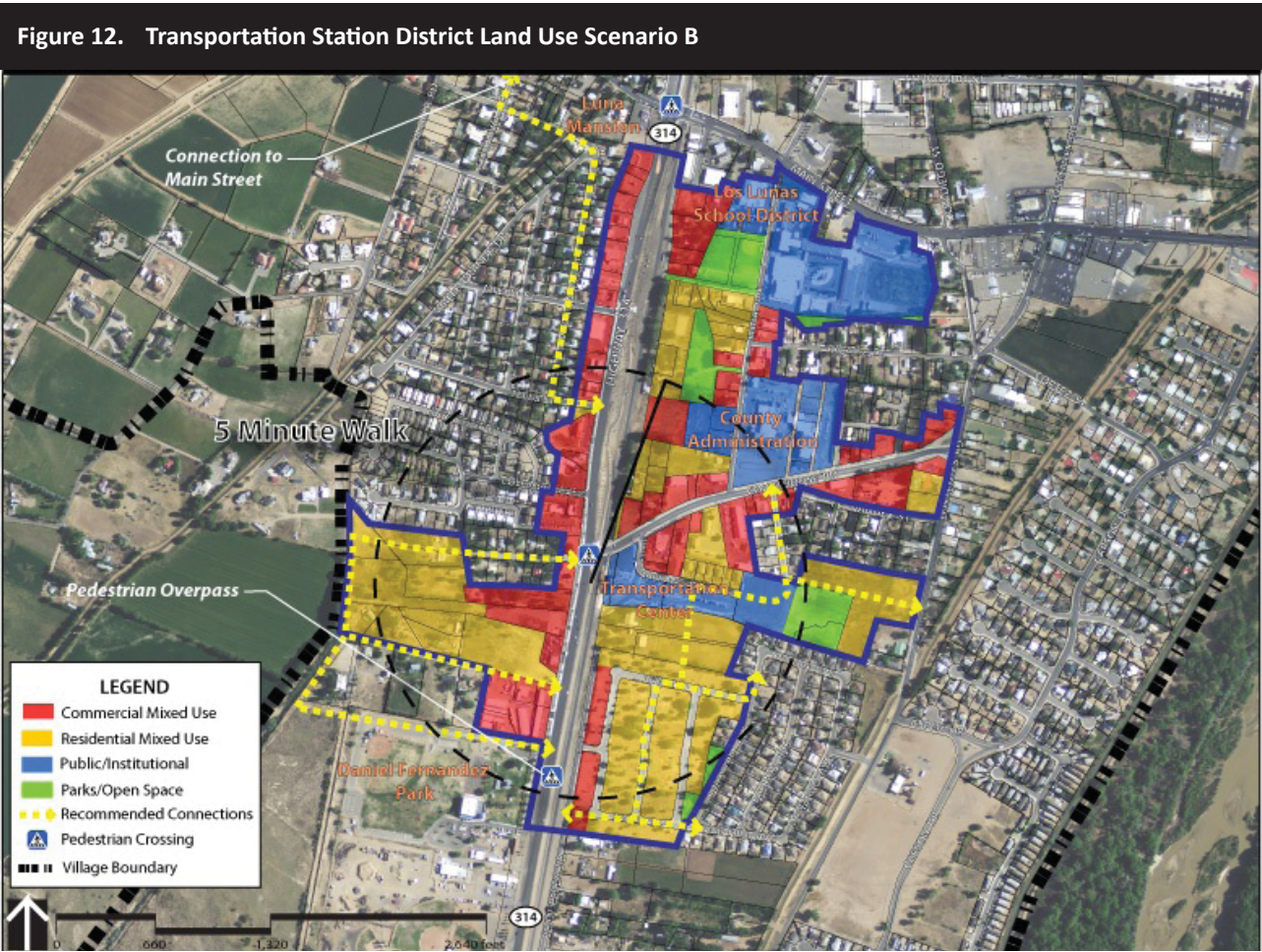






TRANSPORTATION DISTRICT LAND USE SCENARIO A

Land Use	Acreage
Commercial Mixed Use	37.0
Residential Mixed Use	65.6
Public/Institutional	32.1
Open Space	6.5



TRANSPORTATION DISTRICT LAND USE SCENARIO B

Land Use	Acreage
Commercial Mixed Use	42.7
Residential Mixed Use	57.8
Public/Institutional	32.1
Open Space	8.6



## 5.4 Alternative Road Sections

The road section designs presented in this section illustrate the desired elements within the cross-section; however, existing conditions along Main Street limit the width of the available right-of-way. Thus, it is important to note that designing thoroughfares in constrained rights-of-way requires prioritizing the design elements and emphasizing the higher priority elements in constrained conditions. Higher priority design elements are those that help the thoroughfare meet the vision and goals of the community (based upon input garnered at the public meeting). Lower priority elements have less influence on achieving the objectives and can be given less emphasis in cases of insufficient right-of-way.

The design guidelines detailed in Table 3 come directly from the Institute of Transportation Engineers' 2006 publication entitled *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*. The manual provides minimum recommended dimensions for roads with constrained conditions.

In residential areas, the buffer zone can be a minimum of 3 feet. This width provides a buffer between pedestrians and the travel lanes and also allows a minimal width for plantings and other utilities. The travel path for pedestrians (sidewalk) should be a minimum of 5 feet wide, although 6 feet better accommodates two people walking side-by-side. The frontage zone should be a minimum of 1 foot wide adjacent to buildings or eliminated adjacent to landscaping. These dimensions result in a minimum residential roadside width of 9 feet.

In predominantly commercial areas, the buffer zone minimum width is 4 feet to allow for street trees, utilities, and the like. The travel path for pedestrians is a minimum of 6 feet to allow for a higher level of pedestrian activity, and the frontage zone minimum is 2 feet to provide a buffer between moving pedestrians and buildings, resulting in a 12-foot roadside width. When a wider frontage zone is needed (for street dining, etc.), consider requiring the adjacent property to provide an easement to effectively expand the roadside width.

Because Main Street is a severely constrained right-of-way, the proposed design solutions in this section will vary slightly from the recommended widths to fit into existing roadway and roadside widths while minimizing the need to secure additional rights-of-way..

**Table 3. Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities**

Roadside Zone	Recommended Minimum Width
<b>Residential</b>	
Buffer and Street Furnishing Zone (Planting Strip, Utilities, etc.)	3 ft
Pedestrian Travel Path (Sidewalk)	5 ft
Frontage Zone	1 ft
<b>Total Minimum Roadside Width:</b>	<b>9 ft</b>
<b>Commercial</b>	
Edge and Street Furnishing Zone (Treewell, Utilities, Bus Stop, etc.)	4 ft
Pedestrian Travel Path (Sidewalk)	6 ft
Frontage Zone	2 ft
<b>Total Minimum Roadside Width:</b>	<b>12 ft</b>

\*Plant only small caliper trees (4 in. diameter when mature) in 4 foot tree wells.

Source: *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*, Institute of Transportation Engineers, 2006.

## **Main Street**

### *Existing Street Characteristics*

Main Street is a four-lane, principal arterial with the following characteristics:

- Functional classification: Principal Arterial
- Right-of-way: 55-60 ft.
- On-street parking: none
- 2010 Average Weekday Traffic: 23,200—28,500
- Speed limit: Varies between 40 and 35 mph
- Average Intersection spacing: 840 ft
- Center turn lane: Present in some portions of the route
- Transit: low frequency local route
- Bicycle facilities: Bike lane exists along a portion of the route
- Sidewalks: Ranges from 4-6 feet wide on both sides
- Inconsistent landscaping
- Conventional street and safety lighting
- Curb and gutter

### *Desirable Design Elements*

- Lower operating speed
- Wide sidewalks
- Street furniture and landscaping including benches and space for cafes, public space, etc.
- Pedestrian-scaled lighting
- Street trees
- Bus stops with shelters
- Lighted Crosswalks
- Bike lanes

### *Factors to Consider/Potential Trade-Offs*

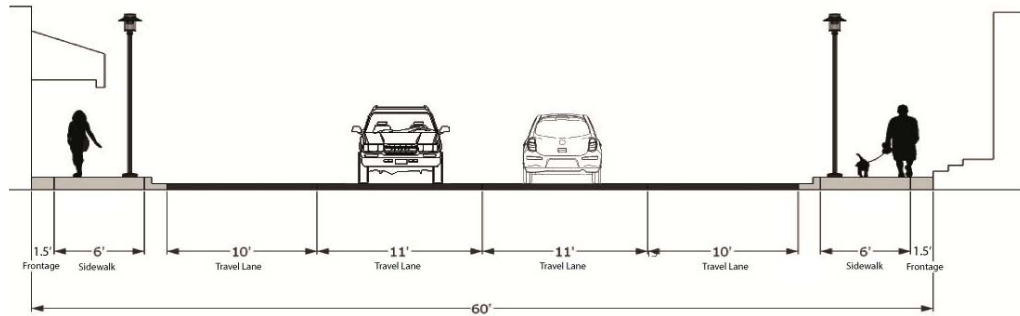
Main Street has a varying right-of -way that is constrained to 60 feet maximum at its widest point. Another consideration/potential trade-off necessary to achieve the community's vision for Main Street is the reduction in the number of travel lanes and vehicle capacity to allow for wider sidewalks and bike lanes that can accommodate multi-modal transportation and activities.

### *Alternative Solutions*

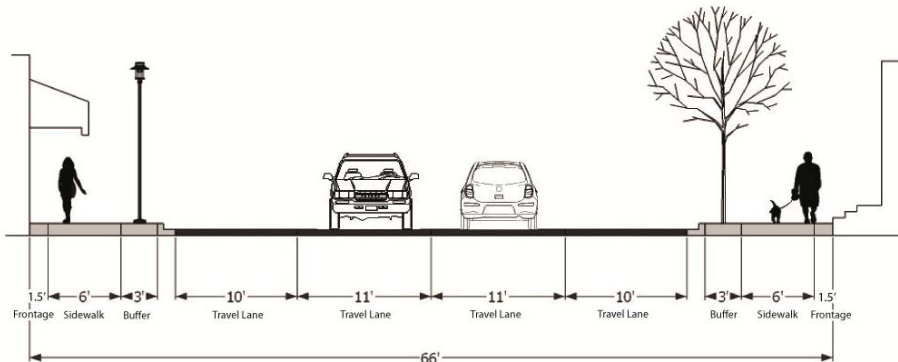
The following design solutions are based upon a 60-foot right-of-way. In sections of Main Street that are constrained to under 60 feet, it is necessary for NMDOT to obtain the needed right- of-way or work with adjacent property owners to provide all easements necessary to expand the right-of-way width.

## **5.0**

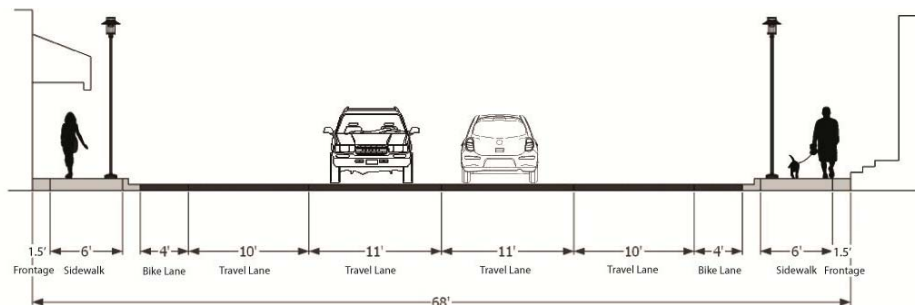
- **Main Street Alternative 1** - Alternative 1 emphasizes vehicular capacity by retaining the existing four-lane cross-section with 10- and 11-foot-wide travel lanes to allow for 6-foot-wide sidewalks and 1.5-foot frontage zones, but no buffer zones or landscaping. The space between the sidewalk and travel lane allows 18 inches for the curb and gutter pan.



- **Main Street Alternative 2** - Alternative 2 would require an additional 6-8 feet of right-of-way for improvements and potential road alignment. This alternative emphasizes increased pedestrian access by providing 6-foot-wide sidewalks, 1.5-foot frontage zones, and 3-foot buffer zones. It retains the two 10-foot travel lanes and two 11-foot travel lanes.



- **Main Street Alternative 3** - Alternative 3 emphasizes increased multimodal transportation and requires an additional 8-10 feet of right-of-way for improvements and potential road alignment. In addition to 1.5-foot frontage zones and 6-foot-wide sidewalks, this alternative provides 4-foot bike lanes (in addition to the 1-foot wide gutter pan) on both sides of the road. It retains the two 10-foot travel lanes and two 11-foot travel lanes.



## Highway 314

### *Existing Street Characteristics*

Highway 314 is a four-lane State Highway with the following characteristics:

- Functional classification: urban minor arterial north of NM 6 and an urban principal arterial south of NM 6
- Right-of-way: 90 feet
- On-street parking: none
- 2010 Average Weekday Traffic: 23,200—28,500
- Speed limit: 35 mph (in Los Lunas)
- Average Intersection spacing: 1,010 ft
- Center turn lane: Present in some portions of the route
- Transit: low frequency local route
- Bicycle facilities: Bike lanes/shoulders exist along portions of the route
- Sidewalks: A portion from NM 314 to Park Lane has bike lanes, curb and gutter and sidewalk along the east side
- Inconsistent landscaping
- Conventional street and safety lighting
- Curb and gutter
- Shoulders

### *Desirable Design Elements*

- Pedestrian access (improved ability to cross Hwy 314)
- Buffered sidewalks
- Street furniture and landscaping including benches
- Pedestrian-scaled lighting
- Street trees
- Bus stops with shelters
- Lighted Crosswalks
- Bike lanes or adjacent bike trails

### *Factors to Consider/Potential Trade-Offs*

Highway 314 is a major north-south thoroughfare, so maintaining the efficient conveyance of vehicle traffic while also accommodating multi-modal forms of transport and pedestrian access are also high priorities. In addition, access to businesses on the west side of Hwy 314 (from north-bound traffic) will need to be considered in coordination with the Village, NMDOT and property owners.

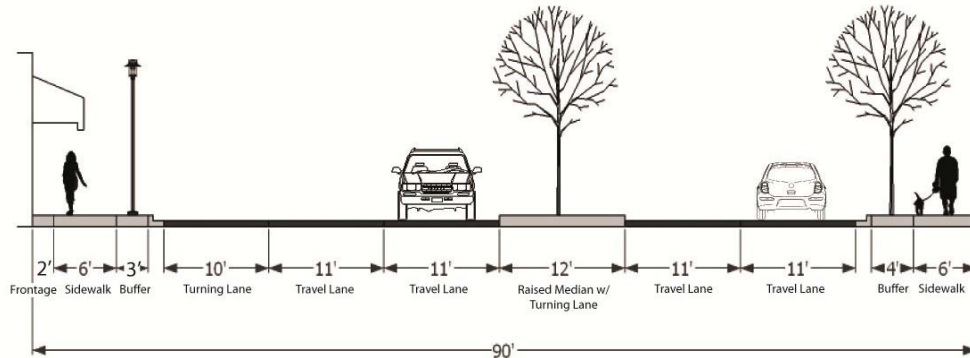
### *Alternative Solutions*

The following design solutions were developed for NM 314 from Park Lane to NM 6, based upon a 90-foot right-of-way. In sections of Highway 314 that are constrained to under 90 feet, it is necessary for the NMDOT to obtain the needed right-of-way or work with adjacent property owners to provide all necessary easements to expand the right of way width.

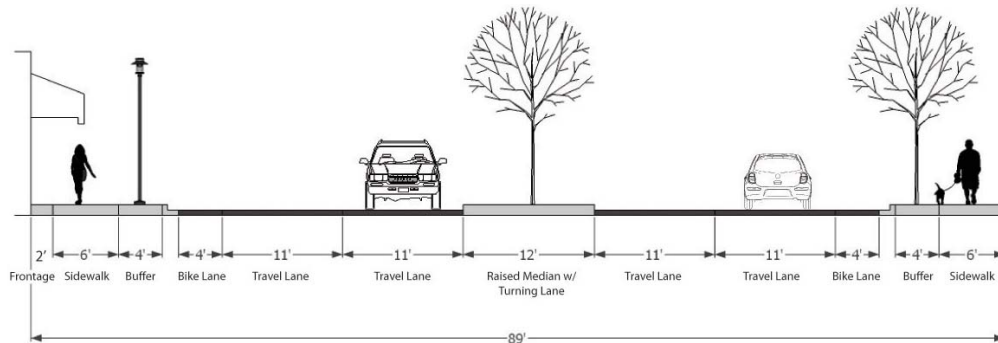
## 5.0



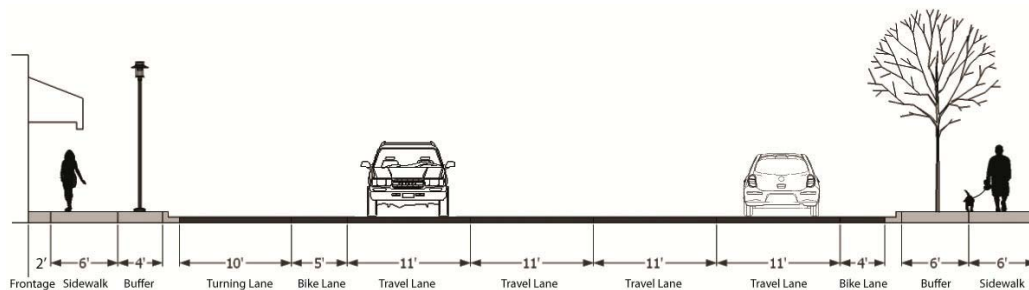
- Highway 314 Alternative 1** - Alternative 1 emphasizes vehicular capacity by retaining the existing four-lane section with 11-foot-wide travel lanes and a south-bound right turn lane. It also allows for a 2-foot frontage zone, 6-foot-wide sidewalk, and a 3-foot buffer zone on the west side of Hwy 314. The east side of the road section has a 4-foot buffer zone and a 6-foot-wide sidewalk.



- Highway 314 Alternative 2** - Alternative 2 retains the existing four-lane section with two 11-foot wide travel lanes and 4-foot bike lanes (with the additional 1-foot wide gutter pan) along both sides of Hwy 314. The west side of the road includes a 2-foot frontage zone, 6-foot-wide sidewalk and 4-foot buffer zone. The east side of the road section has a 4-foot buffer zone and 6-foot wide-sidewalk.



- Highway 314 Alternative 3** - Alternative 3 emphasizes multi-modal travel by retaining the existing four-lane section with 11-foot-wide travel lanes and a 10-foot right turn lane on the west side of Hwy 314. It also allows for a 5-foot-wide bike lane, a 4-foot buffer zone, a 6-foot sidewalk, and a 2-foot-wide frontage zone, on the west side. The east side of the road section accommodates a 4-foot bike lane (5 feet with the gutter pan,) a 6-foot buffer and a 6-foot-wide sidewalk.



## 5.5 Village Traffic Forecasts 2035

Daily traffic volumes for major roadways for 2035 are shown in Figure 13. Forecasts were taken from the traffic models used for the Los Lunas Corridor Study, which were based on population and employment growth projections from MRCOG. Based on the projections, traffic volumes are projected to increase substantially. On NM 6 from east of NM 314 to NM 263, including the river crossing, traffic will increase to 43,300 vehicles per day along the busiest segment, a 95 percent increase. On NM 6 from west of NM 314 to I-25, traffic will increase to 66,000 vehicles per day, a 135 percent increase. The segments of NM 6 west of I-25 are projected to have the greatest demand with a net volume of over 84,000 vehicles per day. This represents a traffic volume increase of about 300 percent. Note that the projected traffic volumes do not include the effect of new major roadways or improvements to the existing street network in the Village.

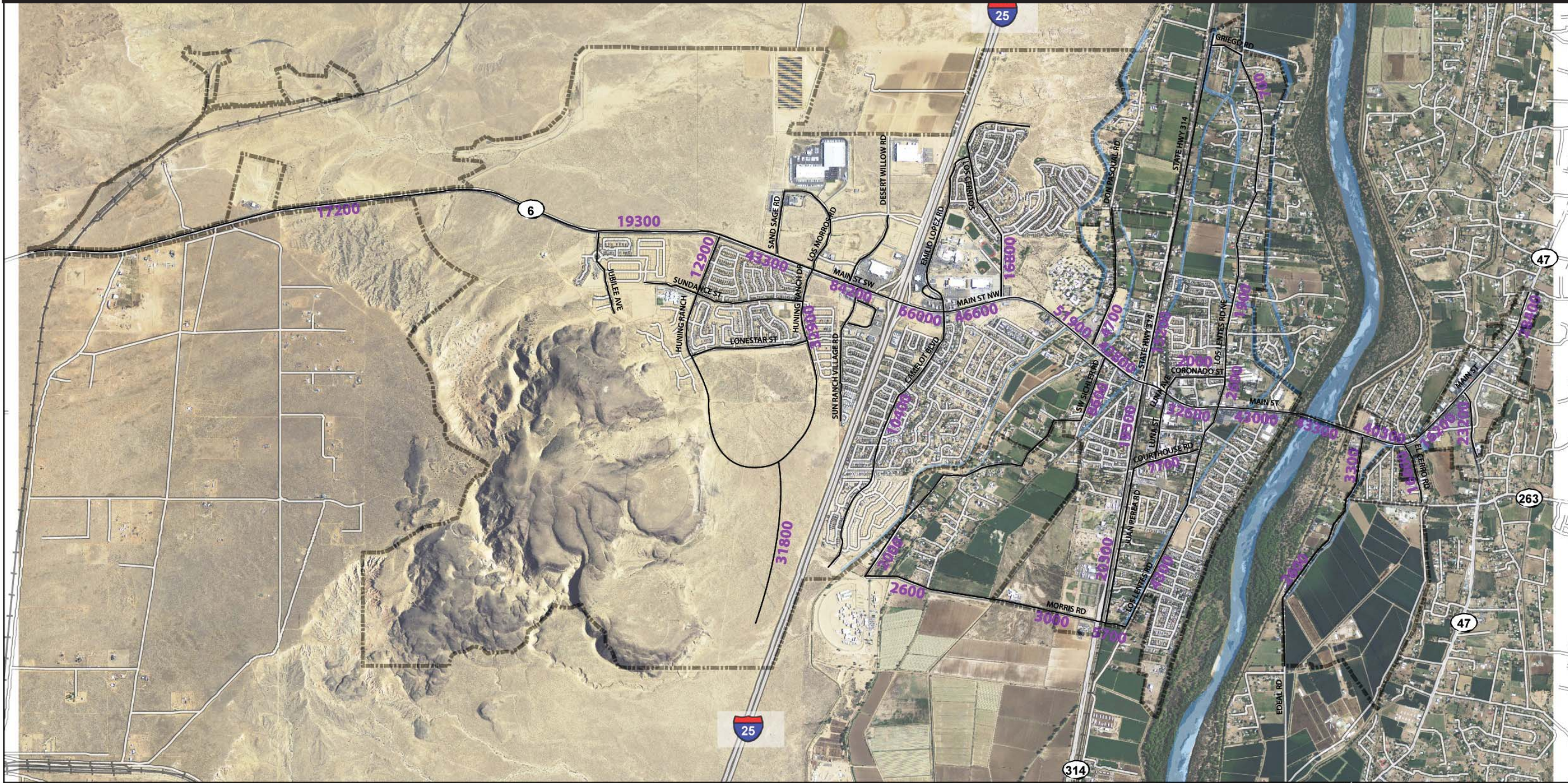
Figure 14 summarizes the volume-to-capacity (V/C) analysis for NM 6 for 2035. The data shown indicate the majority of NM 6 east of Huning Ranch will either approach or be over capacity during the a.m. and p.m. peak hours. NM 314 north of Tonore Road also will be over capacity. Severe congestion also can be expected on Huning Ranch Road due to traffic generated by new development.

The results demonstrate the need for another river crossing route to provide east/west capacity for the Village of Los Lunas. Achieving improved walkability goals without at least one alternative east/west route will be difficult.

Commuter traffic to locations outside the Village will need to be accommodated safely and efficiently. It is important to find a balance between commuter and local travel needs.



Figure 13. 2035 Average Daily Traffic



## 2035 Average Daily Traffic



10000 Average Daily Traffic Flows

Village limits

Waterways

**Note:** Traffic projections based on EMME/2 travel demand model.

**Sources:** Village of Los Lunas GIS data  
All data has been obtained from public sources  
and no warranty is made to its absolute accuracy




Figure 14. 2035 Network Congestion



2035 NETWORK CONGESTION

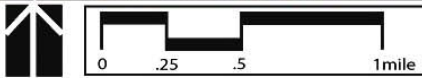
VOLUME TO CAPACITY RATIO (V/C)

- |   |   |
|---|---|
|  Acceptable V/C = 0 - 0.89             |  Over Capacity V/C = 1.0 - 1.09         |
|  Approaching Capacity V/C = 0.9 - 0.99 |  Severely Congested V/C = 1.1 and Above |

- |  |
|--|
|  Village limits |
|  Waterways      |

**Note:** Congestion shown on this map reflects the highest V/C ratio from the AM peak and the PM peak.

**Sources:** Village of Los Lunas GIS data  
All data has been obtained from public sources and no warranty is made to its absolute accuracy







## 6.0

### Vision, Goals and Objectives

For the future, the Village envisions a multi-modal transportation system that is compatible with the Village character and integrated with the Village land use pattern. The goals, objectives and actions of the Transportation Plan are intended to guide the achievement of safe, convenient and economical transportation for the travelling public. The goal statements provide the framework for changes to the transportation system. Objectives are actions to be taken to accomplish the stated goals. Elements of the multi-modal system will be:

- Integrated land use and transportation.
- A full range of mobility options for Village residents and visitors—pedestrian paths and bicycle lanes and paths, transit services and roadways—that give people the opportunity to walk, bicycle and take the bus or train, promoting healthier lifestyles.
- A roadway system that facilitates traffic flow, minimizes congestion and the potential for accidents, meets acceptable level of services and creates more connections village-wide.
- Good quality infrastructure construction.
- Signage and other public education to inform and encourage residents to take advantage of the various multi-modal options.

## Policies for Multi-Modal Transportation

### ***6.1 Goal: Enhance the existing roadway system to reduce congestion and improve east-west mobility.***

- 6.1.1 Objective: Make roadway and intelligent transportation system (ITS) improvements consistent with the MTP and the TIP.
- 6.1.2 Objective: Require developers to design roads and rights-of-way to accommodate anticipated future growth or full build-out conditions. Provide and maintain a network of arterial, collector, and local streets that provide smooth traffic flows and relieve congestion on existing roadways.
- 6.1.3 Objective: For new and redevelopment projects along major roadways such as NM 6 and NM 314, require developers to limit and consolidate access in accordance with the NMDOT Access Management Manual, including shared access if feasible.
- 6.1.4 Objective: Provide LOS D (desirable) or LOS E (minimum) performance during peak travel periods.

### ***6.2 Goal: Expand the existing roadway network to reduce congestion on NM 6 and improve access to I-25, improving connections between the west side, inner valley, and east side of the Village.***

- 6.2.1 Objective: Construct a new, limited access east-west arterial roadway from I-25 to NM 47. The location of this facility should follow the recommendations of the Los Lunas Corridor Study (MRCOG, 2012) and should follow the locally preferred Morris Alignment, with an interchange at I-25, and connecting to future development west of I-25.
- 6.2.2 Objective: Manage access for the new east-west arterial by limiting connections to the recommended access points listed below. Additional access points should be considered only if the access will not diminish the function of the proposed roadway and if it meets the spacing requirements for a small urban principal arterial as specified in the NMDOT Access Management Manual.
  - Connection between Camelot Boulevard and Morris Road
  - Sichler Road/Central NM Corrections Facility Main Driveway (north and south)
  - Future Access Road between Sichler Road and NM 314 to access State lands south of Morris Road (south side only)

## 6.0



- Connection to existing Morris Road immediately east of the Valencia County Courthouse to provide access to the lands along the north side of Morris Road (north side only)
- Los Lentes Road (north and south)
- Driveway to the Los Lunas Waste Water Treatment Plant property (south side only)
- Edeal Road (north and south)
- Future Access Road serving the master planned area east of Edeal Road (north and south)
- Access road between the Peralta Main Canal and La Costancia Acequia (north and south)
- NM 47

**6.3 Goal: Improve safety and emergency response efficiency within the Village.**

- 6.3.1 Objective: Make intersection improvements such as constructing curb extensions, improving pedestrian signalization, and creating high visibility striping to minimize walking distances and enhance safety and traffic operations, consistent with the MTP and the TIP.
- 6.3.2 Objective: Consider traffic calming measures that do not interfere with emergency response or change traffic flows through existing neighborhoods.

**6.4 Goal: Provide access and connectivity for pedestrians and bicyclists.**

- 6.4.1 Objective: Implement the bikeways plan.
- 6.4.2 Objective: Implement the Safe Routes to School program.
- 6.4.3 Objective: Establish an ongoing program for sidewalk repair and replacement, remedying the ADA obstacles identified in the street inventory and installing sidewalks where missing, and require sidewalks in new developments. Sidewalks should be a minimum of six feet wide.
- 6.4.4 Objective: Establish additional sidewalk and bicycle connections, first addressing the connectivity issues identified in the street inventory.
- 6.4.5 Objective: Establish a partnership with MRGCD to allow for more formalized pedestrian usage of ditch trails throughout Los Lunas.
- 6.4.6 Objective: Identify funding sources for and construct bridge crossings at ditches/canals identified in the Master Thoroughfare Plan.
- 6.4.7 Objective: Ensure that future major roadway projects integrate bicycle and pedestrian improvements as appropriate.

**6.5 Goal: *Improve access to transit service.***

- 6.5.1    Objective: Work with the Rio Metro Regional Transit District to provide routes that improve circulation and regional access for all citizens.
- 6.5.2    Objective: Build bus shelters with lighting to improve safety and convenience.
- 6.5.3    Objective: Develop walkable streetscape with buffers and 6-foot sidewalks, lighting and amenities. Create secure facilities.

**6.0**



## 7.0

# Master Thoroughfare Plan

Figure 15 details the Master Thoroughfare Plan. Projects identified in the Plan come from the 2035 MTP, TIP, the Village's 2013—2017 ICIP Plan, and the Valencia County Mobility Plan. Intersection improvements detailed in the Plan are also referenced in the Pedestrian Plan.

The Morris Alignment and associated I-25 Interchange are the key improvements to reducing traffic congestion by providing an additional east/west corridor and river crossing. According to the Los Lunas Corridor study conducted by MRCOG in 2010, the alignment will eventually connect with NM 47, which will also be expanded by 2-3 lanes just north of the proposed alignment.

Also identified in the Thoroughfare Plan is the addition of a number of short-distance road corridors within the Transportation Station District area to increase connectivity and pull localized traffic off Hwy 314, as well as connections north of NM 6 that would absorb trips on Main Street. These new corridors are detailed in the graphic.

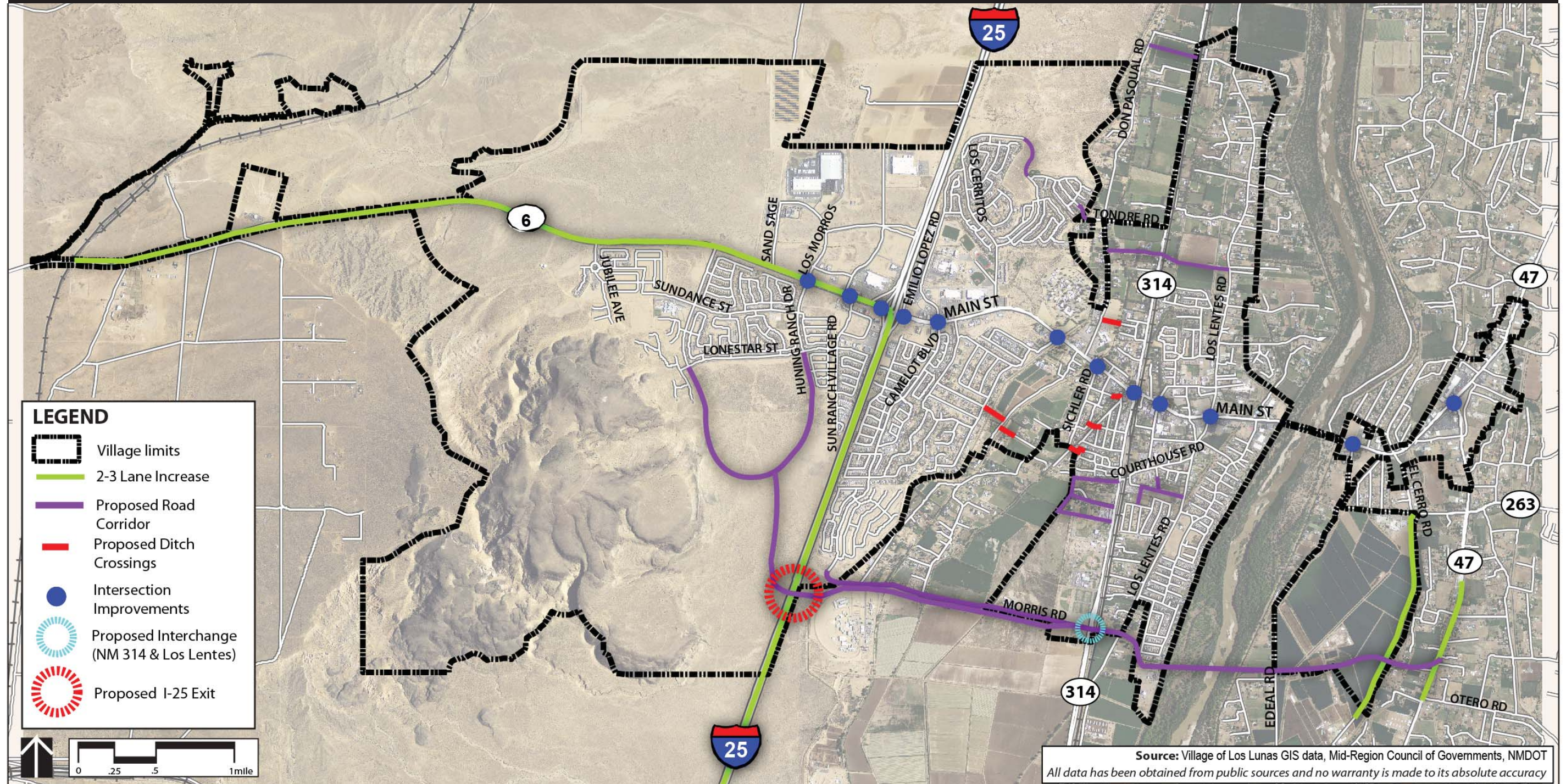


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## **7.0**



Figure 15. Thoroughfare Plan





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## 8.0

### Pedestrian Plan

Perhaps the biggest impediment to pedestrian access to the transportation system is the land use patterns that dominate the Village. As stated in the discussion of Main Street's existing conditions in Section 4.1, the average distance between intersections along Main Street is 840 feet. This is in part due to the un-gridded settlement pattern that the Village's block structure is based upon. In some cases, single blocks extend for up to 1,200 feet and greater, exceeding what is considered to be the maximum comfortable walking distance for most pedestrians. Site analysis conducted throughout the planning process showed that many of the Village's streets have sidewalks that are in relatively good condition with minimal obstructions.



**LUNA STREET**

These large and varying distances between destinations within the Village have contributed to conditions that inhibit pedestrian travel, specifically along Main Street and Highway 314. Increasing densities of both residential and commercial land uses will assist in increasing pedestrian mobility by decreasing the distances that pedestrians have to travel between destinations.





**NM 6 BETWEEN DON PASQUAL AND 314**

Improvements to the pedestrian environment, such as ensuring that there are continuous sidewalks and high quality streetscaping on both sides of streets, are other strategies for increasing pedestrian access. Such improvements include the use of street trees for shade, special paving, high quality pedestrian street lighting, and pedestrian furnishings to encourage pedestrian mobility. Another strategy for increasing pedestrian mobility is to improve pedestrian connections across intersections, especially along Main Street and Highway 314.

As recommended in the Los Lunas Rail Runner Station Area Plan, intersection safety should be increased by implementing the following practices:

- Minimizing crossing distance through the construction of curb extensions (bulb-outs);
- Clearly marking crosswalks and using raised median pedestrian refuges;
- Using automatic countdown signals for pedestrian crossings and ensuring that signal timing allows for safe crossing; and,
- Providing clear views that are not obstructed by parking or plantings.

Examples of pedestrian intersection improvements are shown below:



**EXAMPLE OF A RAISED PEDESTRIAN REFUGE**



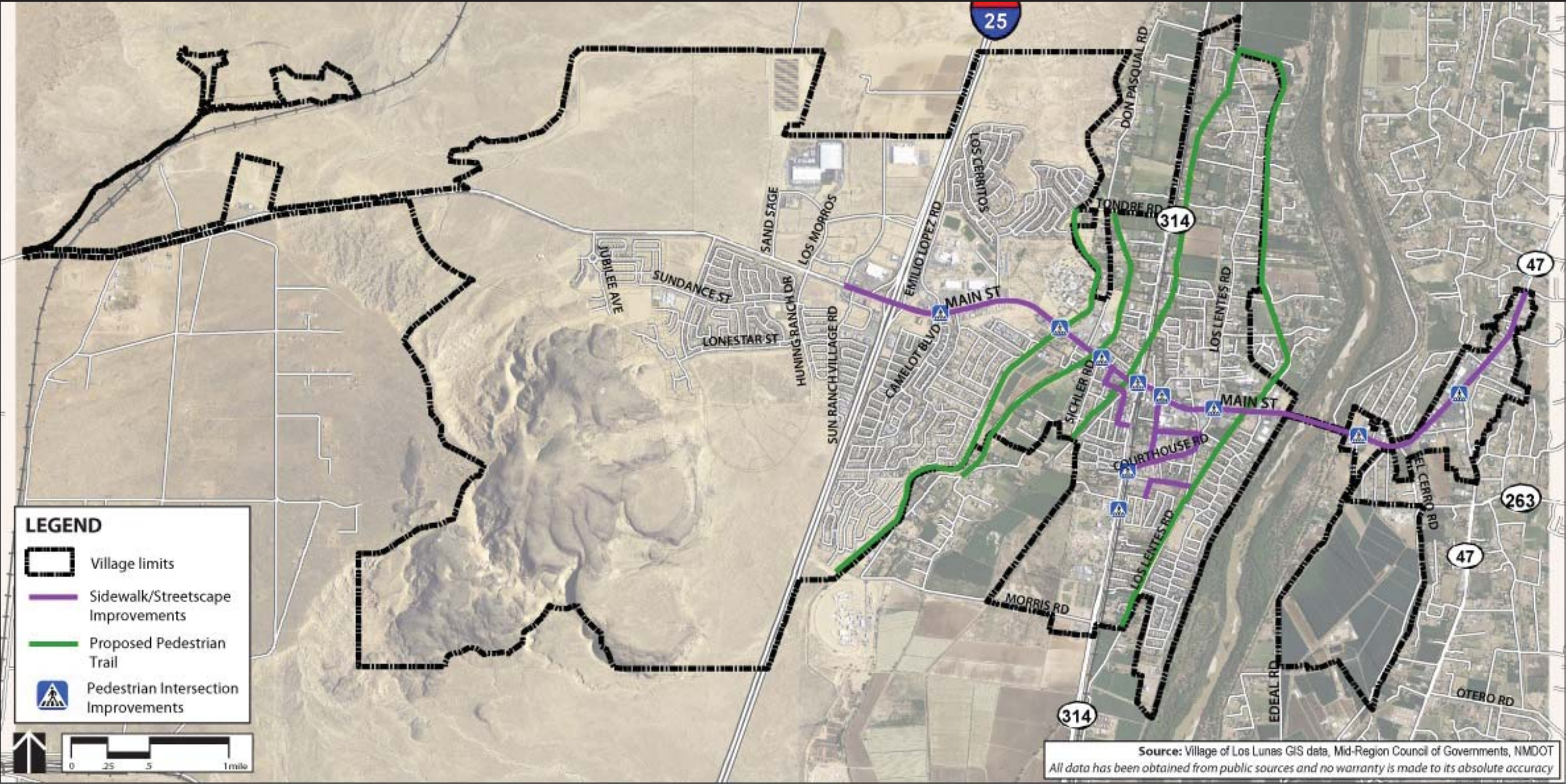
**EXAMPLE OF A CURB EXTENSION (BULB-OUT)**

## 8.0

Figure 16 details the pedestrian plan. Improvements at key intersections and locations identified for sidewalk improvements such as the provision of pedestrian lighting and street trees are illustrated in the graphic, as are potential locations for pedestrian corridors. One key strategy of the pedestrian plan involves working with the Middle Rio Grande Conservation District to formalize the already used walking trails along ditch facilities to provide ample north-south pedestrian mobility.



Figure 16. Pedestrian Plan





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## 9.0

### Bicycle Plan

Facilities such as bicycle routes, lanes, and paths should be used to create connections that are safe for bicyclists traveling within and to various destinations in and around Los Lunas. In addition bikeways, safe and convenient areas for secure bicycle parking should also be provided to encourage bicycle activity.

Figure 17 is based upon the Village's 2010 Bikeways Plan. The existing plan appears to provide effective coverage throughout Los Lunas; thus, full build-out will result in better connectivity and increased bicycle mobility throughout the Village. Many local streets could also be used for bike routes.

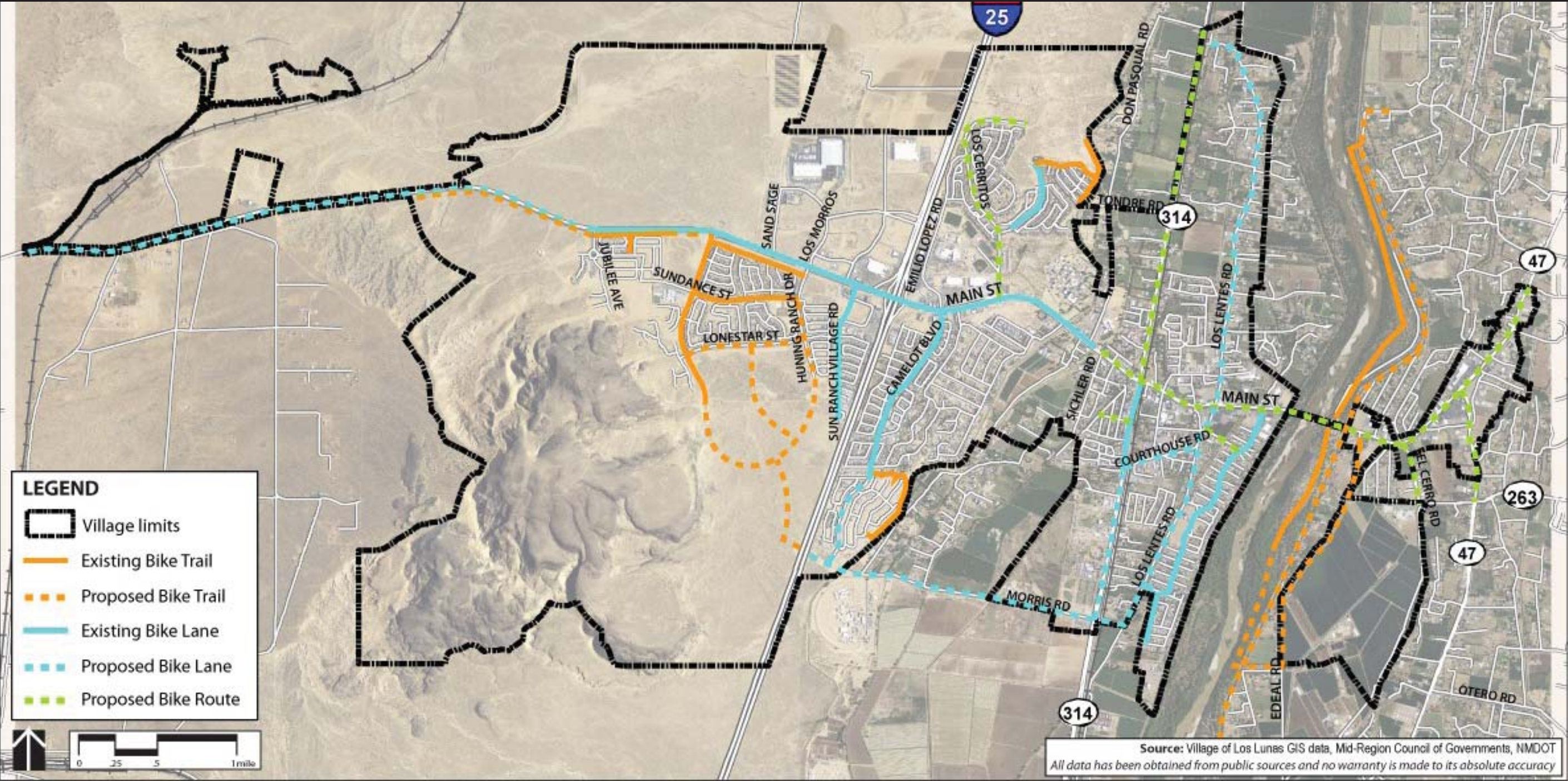


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## **9.0**



Figure 17. Proposed Bikeway Plan





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## 10.0

# Implementation

Implementation of this plan will require the collaborative efforts of both the public and private sectors. Public sector responsibilities include facilitating and removing obstacles to compatible development (for example, amending the zoning regulations to allow for mixed uses), catalyzing redevelopment by providing linkages to the Los Lunas Rail Runner Station, and providing public financing for desired public amenities.

Private sector responsibilities include aggregating sufficient land holdings for marketable development projects, working with current property owners, and incorporating the concepts delineated in this plan into the site-specific redevelopment proposals.

To continue the planning process, an implementation priorities matrix is included in this section. The matrix highlights key projects and actions, responsibilities, and funding tools that will need to occur over the next decade to achieve the plan vision. The matrix provides details on infrastructure projects that address multimodal transportation needs, unresolved areas of study, the community's priorities, agency coordination, and financing tools required to build the necessary infrastructure.



**Land Use/Development Actions**

Action	Process	Priority	Responsible Agency	Supporting Agency	Potential Financing Tools
<b>Implement Zoning</b>	<ul style="list-style-type: none"> <li>Integrate Land Use recommendations of Comprehensive Plan into existing Village zoning policy</li> <li>Adopt new zoning</li> </ul>	High	Los Lunas Community Development Department  Village Council	N/A	N/A
<b>Establish Framework For Public/ Private Partnerships</b>	<ul style="list-style-type: none"> <li>Establish approach based on case studies of successful public/ private partnerships</li> <li>Work with local and regional lenders to understand financing terms</li> <li>Identify a role for the NM Mortgage Finance Authority</li> </ul>	High	Community Development Department  Village Council	Private developers  MRCOG  NMMFA	N/A
<b>Identify Financing Gaps</b>	<ul style="list-style-type: none"> <li>Estimate potential costs and revenues for commercial and residential development</li> <li>Identify the gaps likely to be incurred by land developers and commercial tenants</li> </ul>	High	Economic Development Department  Community Development Department	N/A	N/A
<b>Pursue Developers</b>	<ul style="list-style-type: none"> <li>Conduct a workshop with local developers to discuss necessary conditions to implement desirable development patterns</li> </ul>	High	Community Development Department	Private developers  Valencia Chamber of Commerce	N/A
<b>Pursue Anchor Retail Tenants</b>	<ul style="list-style-type: none"> <li>Contact major retail chains</li> <li>Develop policy incentives to locate in new districts (as opposed to elsewhere)</li> </ul>	Medium	Economic Development Department  Village Council	Community Development Department	N/A

Action	Process	Priority	Responsible Agency	Supporting Agency	Potential Financing Tools
<b>Address Infrastructure Needs</b>	<ul style="list-style-type: none"> <li>Construct pedestrian/ bike trails and roadways to link surrounding neighborhoods to Main Street and Transportation Station Districts</li> <li>Address any deficiencies in existing infrastructure (i.e. incomplete sidewalks, etc.)</li> </ul>	High	Parks, Recreation, and Streets Department		ICIP
<b>Create Design Prototypes</b>	<ul style="list-style-type: none"> <li>Work with UNM to create both residential and commercial design prototypes that reflect local priorities and facilitate higher densities</li> </ul>	Medium	Community Development Department	UNM Community and Regional Planning Program	N/A
<b>Identify Critical Land Assemblages</b>	<ul style="list-style-type: none"> <li>Identify the ideal land assemblages that should occur to facilitate redevelopment</li> <li>Establish roles for public sector in facilitating assemblages</li> </ul>	Medium	Community Development Department		N/A
<b>Develop Amenities</b>	<ul style="list-style-type: none"> <li>Based upon future land use map, secure spaces for new parks</li> <li>Pursue funding to develop and maintain new parks</li> </ul>	Medium	Parks, Recreation, and Streets Department  Economic Development Department	State of NM	ICIP  State Funds



**Transportation System Improvement Actions**

Project	Description	From	To	Estimated Cost	Funding Status	Time Frame
Los Lunas Corridor	Construct a new interchange on I-25 south of the village with a new roadway easterly across the Rio Grande to NM 47. Alignment/alternatives per the Los Lunas Corridor Study.	I-25	NM 47	\$70,000,000	MTP	Long term
NM 6 Intersection Improvements	Construct intersection improvements. NM 6 at: Los Morros, Desert Willow/Sun Ranch, Emilio Lopez, Grant, Los Cerritos, Canal, Don Pasquale, Sichler, Sandoval, Munoz, NM314, Luna, Carson, Wences, Los Lentos, River Park Rd, Blue Bonnet, NM263.	various	various	\$2,106,742	MTP	Near term
NM 6 Widening	Widen roadway, add 2 lanes.	Approx. 4 miles west of I-25	I-25/NM 6 Interchange	\$23,823,800	MTP	Near term
I-25 Interchange	Construct new interchange and bridge			\$70,000,000	ICIP	Mid term
I-25/Hwy 6 Interchange	Make improvements to I-25/Hwy 6 Interchange			\$2,400,000	ICIP	Mid term
NM 314 Reconstruction	Redesign and reconstruct NM 314 within Village Limits			\$5,578,000	ICIP	Mid term
Los Lentos Road SE	Road improvements to Los Lentos Road	Huning Lateral	Morris Rd	\$1,500,000	ICIP	Long term
Courthouse Road	Drainage and Road Improvements to Courthouse Road	NM 314	Los Lentos	\$1,500,000	ICIP	Near term
Village Sidewalk Program	Improve sidewalks throughout Los Lunas	Village wide	--	\$1,000,000	ICIP	Ongoing
Camelot Drive	Pedestrian/Landscape improvements for Camelot Drive			\$1,300,000	ICIP	Near term

11.0 Appendices

Appendix A

Roadway Attributes																														
Completing for Collector Streets and Above																														
Street/Highway Name/Number		Function- al Class	Seg- ment Length (miles)	Existing Traffic Volume		Right-of- Way Width (feet)	Urban or Rural Section	Median Type	Approx. Median Width (feet)	Median Opening Loca- tions	Major/ Signalized Intersections	Pedes- trian Crossing Loca- tions	Through Lanes				Non- Intersection Auxiliary Lanes	Shoulders (feet)	Bike Lanes (feet)	Side- walks (feet)	Sidewalk Buffer	ADA Ob- stacles	Posted Speed (mph)	Roadway Lighting	Notable Transit Features	Notable Drainage Features	Potential Utility Conflicts	Drive- ways/ Access Points	System Connectivity Issues	
													EB	WB	NB	SB														
NM 6/Main Street																														
1	West Village Limits to Huning Ranch Loop (West)	Minor Arterial	4.1	2,400	240	200	no C&G	none			Jubilee, Huning Ranch Loop W	unmarked	2	1	1		none	0 to 4	no	none				60 W/45 E of Jubilee	no		arroyo cross- ing, roadside swale pipe inlets parallel to roadway		limited	no pedes- trian facilities between Jubilee and Huning Ranch develop- ments
2	Huning Ranch Loop (West) to Sand Sage Rd.	Minor Arterial	0.36			180	some C&G	painted/ raised	over 12	no open- ings	Sand Sage Rd	unmarked	none	1	1		none	4 to 8	no	none				45	no				none	no pedes- trian facilities between Huning Ranch develop- ment and Sun Ranch Village Rd.
3	Sand Sage Rd. to Sun Ranch Village Rd.	Minor Arterial	0.52			210	C&G	raised	over 12	no open- ings	Los Morros/ Huning Ranch Loop E, Desert Willow Rd, Sun Ranch Village Rd.	at inter- section at inter- section	none	2	2		none	4 to 8	no	none			45	no	Rio Metro Route 207	storm sewer	Signal wiring for Huning Ranch E already in place	none		
4	Sun Ranch Village Rd. to I-25	Minor Arterial	0.25	20,900	2,090	200	C&G	raised	over 12	no open- ings	I-25 SB ramps	at inter- section	1	2	2		none	4 to 8	no	4 to 6	no		45	yes	Rio Metro Route 207	storm sewer		limited		
5	I-25 to Los Cerritos Rd	Principal Arterial	0.63	28,100	2,810	100	C&G	raised	1 to 12	few open- ings	I-25 NB ramps, Emilio Lopez/ Camelot, Los Cerritos Rd	at inter- section	none	2	2		none	4 to 8	yes	4 to 6	varies	some cross slope is- sues, miss- ing stones, tenting, util. in sidewalk missing sidewalk stone, util. in sidewalk	40	yes	Rio Metro Route 207	storm sewer some concrete lined ditch on N side, storm sewer	water, sewer electric, cable, fire hydrants, irrigation fire	frequent	bike lane isn't well marked	
6	Los Cerritos Rd to Don Pasqual Rd.	Principal Arterial	0.62	23,200	2,320	100	C&G	painted	over 12	TWLTL	Don Pasqual Rd	at inter- section	1	2	2		none	4 to 8	yes	4 to 6	varies	util. in sidewalk, driveway tapers	40	yes	Rio Metro Route 207			occasional		
7	Don Pasqual Rd to Highway 314	Principal Arterial	0.37	28,500	2,850	54	C&G	none			Highway 314	at inter- section	none	2	2		none	0 to 4	no	4 to 6	no		30	yes	Rio Metro Route 207, school zone	canal crossing, storm sewer	hydrants, cable, overhead electric water, sewer, overhead electric, fire hydrants, cable, storm sewer	frequent	significant dis- tance between some intersec- tions, making pedestrian crossing dif- ficult, sidewalks end at Village limits	
8	Highway 314 to East Village Limits	Principal Arterial	2.8	27,500	2,750	70 to 100	C&G	painted	over 12	TWLTL	Luna, Los Len- tes, Edeal, El Cerro, Hwy 47	at inter- section	1	2	2		none	0 to 4	no	4 to 6	varies	power pole/ utilities in sidewalk, changes in level, driveway tapers	30 W /40 E of Edeal	yes	school zone	storm sewer		frequent		
Highway 314																														
9	South Village Limits to Morris Rd.	Principal Arterial	0.36	12,900	1,290	140	no C&G	earth	over 12	no open- ings	Morris Rd	unmarked	none		2	2	none	over 8	no	none			55	no		swale in median	manholes at inter- section	none	no sidewalks or bike lanes leading to the soccer, baseball, BMX park at Morris and 314	
10	Morris Rd. to Park Ln SW	Principal Arterial	0.74	12,900	1,290	150	no C&G	none			none	unmarked	none		2	2	none	4 to 8	no	none			45	no		overhead electric	occasional			



Completing for Collector Streets and Above																													
Street/Highway Name/Number		Function- al Class	Seg- ment Length (miles)	Existing Traffic Volume	Right-of- Way Width (feet)	Urban or Rural Section	Median Type	Approx. Median Width (feet)	Median Opening Loca- tions	Major/ Signalized Intersections	Pedes- trian Crossing Loca- tions	Bridges	Through Lanes	Non- Intersection Auxiliary Lanes	Shoulders (feet)	Bike Lanes (feet)	Side- walks (feet)	Sidewalk Buffer	ADA Ob- stacles	Posted Speed (mph)	Roadway Lighting	Notable Transit Features	Notable Drainage Features	Potential Utility Conflicts	Drive- ways/ Access Points	System Connectivity Issues			
11	Park Ln. to NM 6	Principal Arterial	0.7	11,700	1,170	60 to 80	some C&G	none		Courthouse Rd, NM 6	at intersec- tions, one midblock	none	2	2	none	0 to 4	yes	(some) 4 to 6	varies	intermittent sidewalk	35	no	Rio Metro Route 207		overhead electric, fiberoptic	frequent	sidewalk on West side ends N of Otero St to NM 6, only op- tion is multi-use path on E side of 314 sidewalk does not continue to businesses N of NM 6		
12	NM 6 to James St. NW	Minor Arterial	0.41	5,300	530	70 to 90	no C&G	none			at inter- sections	none	2	2	none	0 to 4	no	none			45	no		swale on E side	sewer, water	frequent			
13	James St. to North Village Limits	Minor Arterial	2.1	5,100	510	60 to 70	no C&G	none		Griego	unmarked	none	1	1	none	4 to 8	no	none			45	no		roadside swale	sewer	occasional			
14	Highway 47	Minor Arterial	0.52	12,600	1,260	50 to 80	C&G	painted	over 12	TWLTL	NM 6	at inter- sections	none	2	2	none	0 to 4	no	4 to 6	yes	utility covers in sidewalk	45	yes		storm sewer	roadside man- holes, in-road sewer	occasional	sidewalk on W side ends with no crossing or connection	
15	Jubilee Blvd (NM 6 to Red River)		0.15			110	C&G	raised	over 12	few open- ings	NM 6	midblock	none	1	1	none	none	no	4 to 6	yes		25	no		storm sewer, culvert cross- ing	water, large util. vault sewer, fire hydrants, water, cable, electrical boxes, telecom	none		
16	Jubilee Blvd (Red River to end)		0.3			50	C&G	none			unmarked	none	1	1	none	none	no	4 to 6	yes	intermittent sidewalks	25	no				occasional	sidewalk and multi-use trail end on W side		
17	Huning Ranch Loop West		0.75			70 to 100	C&G	raised/ painted/ none	over 12	few open- ings	NM 6, Sun- dance, Lonestar	at inter- sections	none	1,2	1,2	none	gutter pan	no	4 to 6	yes		35	yes	Rio Metro Route 207, school zone	storm sewer	sewer, cable, telecom fire hydrants, water, sewer, cable, telecom, irrigation water, sewer, fire hydrants, irrigation, telecom	occasional		
18	Sundance St.		0.88			70	C&G	painted	over 12	few open- ings	Huning Ranch Loop West and East	at inter- sections	none	1	1		none	gutter pan	no	4 to 6	yes	some sidewalk covered in dirt	35	no	Rio Metro Route 207	storm sewer	hydrants, water, sewer, cable, telecom, irrigation water, sewer, fire hydrants, irrigation, telecom	occasional	does not con- nect to Jubilee on W end
19	Lonestar St		0.7			70	some C&G	none		Huning Ranch Loop West and East	at inter- sections	none	1	1		none	gutter pan	no	4 to 6	yes		35	some	Rio Metro Route 207	storm sewer	fire hydrants, water, sewer, cable, telecom, irrigation water, sewer, fire hydrants, irrigation, telecom	occasional		
20	Huning Ranch Loop East		0.65			100	C&G	raised	over 12	no open- ings	Lonestar, Sun- dance, NM6	at inter- sections	none	2	2	none	gutter pan	no	4 to 6	yes	dirt con- struction driveway completely obstructing sidewalk	35	no	Rio Metro Route 207	storm sewer	fire hydrants, water, sewer, irrigation overhead electric, fire	none		
21	Sun Ranch Village Rd.		0.76			70 to 100	C&G	none		NM 6, Sun Ranch Loop	unmarked	none	1	1	none	none	yes	4 to 6	yes	curb cuts with no sidewalk, cross slope too high	30	partial	Rio Metro Route 207	rundown and pond, some storm sewer	hydrants, cable, fiberoptic water, fire hydrants, fiberoptic sewer,	occasional	sidewalk ends (both sides) near Sun Ranch Loop South		
22	Sun Ranch Loop		0.4			70	C&G	none		Sun Ranch Vil- lage Rd	unmarked	none	1	1		none	none	no	4 to 6	yes	breaks in sidewalk	25	partial		storm sewer	hydrants, fiberoptic sewer, water, cable, fire hydrants, util vault at Los Morros sewer, water, fire hydrants	frequent	pieces of side- walk missing	
23	Sand Sage Rd		0.4			70	C&G	painted	over 12	TWLTL	Los Morros, NM 6	unmarked	none	1	1	none	none	no	4 to 6	yes		35	no		arroyo cross- ing	at Los Morros sewer, water, fire hydrants	occasional	sidewalks only on N end	
24	Los Morros Rd.		0.76			100	C&G	painted/ raised	over 12	few open- ings	NM 6, Sand Sage	unmarked	none	1	1	none	none	no	none		35	partial		arroyo cross- ing			occasional		

Completing for Collector Streets and Above																												
Street/Highway Name/Number		Function- al Class	Seg- ment Length (miles)	Existing Traffic Volume	Right-of- Way Width (feet)	Urban or Rural Section	Median Type	Approx. Median Width (feet)	Median Opening Loca- tions	Major/ Signalized Intersections	Pedes- trian Crossing Loca- tions	Bridges	Through Lanes	Non- Intersection Auxiliary Lanes	Shoulders (feet)	Bike Lanes (feet)	Side- walks (feet)	Sidewalk Buffer	ADA Ob- stacles	Posted Speed (mph)	Roadway Lighting	Notable Transit Features	Notable Drainage Features	Potential Utility Conflicts	Drive- ways/ Access Points	System Connectivity Issues		
25	Desert Willow Rd.		0.49		80 to 90	C&G	painted	over 12	TWLTL	NM 6	at inter- sections	none	2	2	none	none	no	(some) 4 to 6	yes		30	yes		storm sewer	fire hydrants, storm, water, sewer, telecom, cable	limited	sidewalks end N of WalMart sidewalk on W side ends N of High School, crossing N of High School doesn't connect to a sidewalk	
26	Emilio Lopez Rd	Collector	1	3,600	360	70 to 80	C&G	painted/ none	over 12	TWLTL	Los Cerritos, NM 6, Emelio Lopez NW	at inter- sections, midblock	none	1,2	1,2	none	none	no	4 to 6	yes		30	partial		storm sewer	overhead electric, fiberoptic, water, sewer water,	occa- sional	
27	Emelio Lopez NW		0.18		60	C&G	painted	over 12	TWLTL	Emilio Lopez Rd	at inter- sections	none	1	1		none	none	no	4 to 6	yes	changes in level	20	yes		storm sewer	sewer, fire hydrants cable,	frequent	
28	Los Cerritos	Collector	1.23	6,000	600	70 to 110	C&G	raised/ painted/ none	varies	few open- ings	Emilio Lopez Rd, NM 6	at inter- sections	none	1,2	1,2		gutter pan	no	varies	yes		30	no		storm sewer	storm, fiberoptic, sewer	occa- sional	sidewalk is intermittent no sidewalk connection to Village buildings, and sidewalk ends N of school on
29	Don Pasqual Rd		0.84	3,200	320	30 to 40	some C&G	none		NM 6	at inter- sections	none	1	1	none	0 to 4	no	(some) 4 to 6	no	sidewalk ends N of Village bldg	25	no			overhead electric, cable, fire hydrants	frequent	E side bicycle lanes end south of Valley View, Morris does not connect to Camelot on	
30	Camelot Blvd	Collector	1.7	5,900	590	50 to 70	C&G	raised/ none	varies	few open- ings	Morris, NM 6	at inter- sections	none	1	1	none	none	yes	4 to 6	varies	curb cut missing at Walgreens S entrance, tenting	30	at cross streets	Rio Metro Route 207, some curb painted "BUS STOP"	storm sewer	Qwest, fire hydrants, telecom, sewer, water sewer, water, cable, fire hydrants, fiberoptic, overhead electric, gas pipeline facility and elec- tric facility on S side of road cable, telecom,	frequent	S end
31	Morris Rd		1.6	2,200	220	60 to 100	no C&G	none		NM 6, Sichler	unmarked	none	1	1		none	0 to 4	no	none		35	no		roadside swale, canal crossings	electric facility on S side of road cable, telecom,	occa- sional	does not con- nect to Camelot Blvd. on W end	
32	Sichler Rd		2.1			20 to 50	some C&G	none		NM 6, Morris	at inter- sections	none	1	1	none	0 to 4	no	(few) less than 4	no	no curb on narrow sidewalk much of sidewalk covered in dirt, no curb, some conc ravel- ing pole/util covers in sidewalk, no curb in places, driveway tapers	30	no		roadside canal in come places, conc edge on road- side, canal crossings	fire hydrants, water, sewer, overhead electric	frequent		
33	Juan Perea Rd		0.95			40 to 50	C&G	none		Morris, Court- house	at inter- sections, midblock	none	1	1	none	none	no	less than 4	no		30	no	LL Transp Ctr.	conc edge, roadside swale	cable, fire hydrants, water, overhead electric	occa- sional		
34	Los Lentes	Collector	3.8	7,500	750	30 to 60	varies	painted/ none	1 to 12	some TWLTL	Morris, Court- house, NM 6, Coronado, Griego	at inter- sections	none	1	1	none	0 to 4	no	4 to 6	varies	intermit- tent	school zone	conc edge, canal crossing, storm sewer, roadside swale/buffer	water, cable, fire hydrants, phone, overhead electric overhead electric, cable, sewer	frequent	sidewalk, C&G disappear S of Aspen Dr.		
35	Courthouse Rd	Collector	0.45	6,900	690	60 to 90	C&G	painted	over 12	TWLTL	NM 6, Luna, Los	at inter- sections	none	1	1		none	0 to 4	no	4 to 6	no	driveway tapers, util in sidewalk	30	yes	LL Transp Ctr.	storm sewer		



Roadway Attributes																											
Completing for Collector Streets and Above																											
Street/Highway Name/Number		Function- al Class	Seg- ment Length (miles)	Existing Traffic Volume	Right-of- Way Width (feet)	Urban or Rural Section	Median Type	Approx. Median Width (feet)	Median Opening Loca- tions	Major/ Signalized Intersections	Pedes- trian Crossing Loca- tions	Bridges	Through Lanes	Non- Intersection Auxiliary Lanes	Shoulders (feet)	Bike Lanes (feet)	Side- walks (feet)	Sidewalk Buffer	ADA Ob- stacles	Posted Speed (mph)	Roadway Lighting	Notable Transit Features	Notable Drainage Features	Potential Utility Conflicts	Drive- ways/ Access Points	System Connectivity Issues	
36	Luna St	Collector	0.4	2,000	200	30 to 40	C&G	none		Courthouse, NM 6	at inter- sections, midblock	none	1	1	school drop- off lane	none	no	4 to 6	no	driveway tapers, util in sidewalk, tenting	20	no	school zone, roadside parking	storm sewer	overhead electric, cable, fire hydrants, sewer, water overhead	frequent	
37	Luna Ave NE/Coronado St.	Collector	0.4	1,100	110	30 to 40	C&G	none		Los Lentes, NM 6	at inter- sections, midblock	none	1	1	none	0 to 4	no	varies	no	driveway tapers, mailboxes in sidewalk	20	no	school zone	some storm sewer	electric, sewer, water, fire hydrants, cable, telecom sewer,	frequent	curb and sidewalk are intermittent on N
38	Griego Rd.	Collector	0.22			30	C&G	none		NM 314, Los Lentes	unmarked	none	1	1	none	none	no	less than 4	no	intermittent sidewalks, no curb	30	no	railroad crossing	canal crossing	water, overhead electric	frequent	side of street
39	Edeal Rd		1.5	1,600	160	30 to 50	flush curb	none		NM 6	at inter- sections	none	1	1	none	0 to 4	no	none	no		25/35	no		roadside ditch, conc edge	electric, cable, Qwest overhead	frequent	
40	El Cerro Rd/ NM 263	Collector	0.38	11,300	1,130	50	no C&G	none		NM 6, Vigil Rd	at inter- sections	none	1	1	none	0 to 4	no	none	no		35	no			electric, cable	occa- sional	
							C&G	painted	1 to 12		at signals			none	0 to 4	yes	less than 4	yes	frequent		yes	bus stops	storm sewer		frequent		
							no C&G	raised	over 12		midblock			right	4 to 8	no	4 to 6	no	occasional		no		roadside ditches		occa- sional		
											both unre- stricted			left	over 8				limited				adjacent pond		limited		
																			none						none		



Figure 18. Public Meeting Mapping Exercise – Aggregated Results

August 2012

