Infrastructure and Transportation

1. Improve existing utility systems, including water, sanitary sewer, and electricity, to ensure there is adequate capacity for existing and future businesses.

2. Improve storm water management to protect public safety and private property investment throughout the MainStreet District.

3. Replace and/or install sidewalks, pedestrian crosswalks, and ADA ramps where needed.

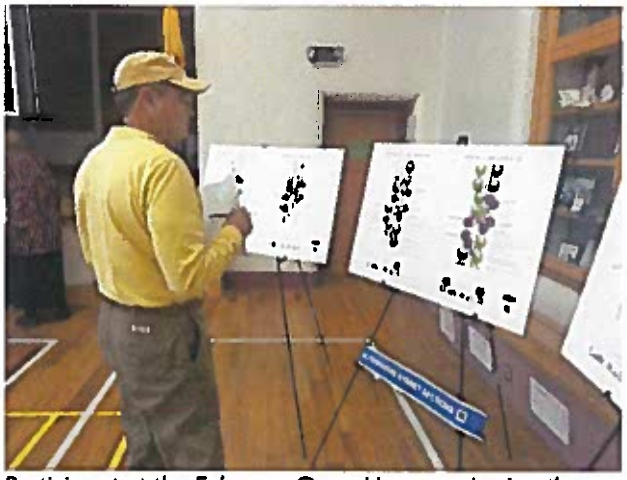
4. Allow for alternative modes of transportation within the MainStreet District.

5. Improve the safety of downtown streets through a program of traffic calming, road diets (lane reduction/removal), on-street parking, street trees, bike lanes, etc.

4.3 DOWNTOWN STRATEGIES

Streetscapes

One of the most noticeable elements about Downtown is the existing roadway system. Based on observation and confirmed by community input, there are blind curves in the roadways, and motorists tend to drive much too fast for an area dependent on pedestrian activity. This conveys to the pedestrian a lack of safety. There are also no bicycle lanes within the MainStreet District.



Participant at the February Open House reviewing the alternative street sections

The primary roads, Main Street and Broadway Streets, are NMDOT facilities, each with 60 feet of right-of-way. They are one-way and function as a couplet. In the past, the roads carried two-way traffic but have been one-way for decades and the community has become accustomed to this traffic pattern. Austin Avenue, which is not a NMDOT facility, also has 60 feet of right-of-way.

This limited right-of-way width is a significant constraint for the MainStreet District and somewhat atypical for a commercial business area in New Mexico. Although there are limitations to what can be done to improve this condition, addressing pedestrian accessibility and safety is integral to the overall success of the MainStreet District. It was noted that a one-way lane has the capacity to serve 800 cars per hour, which is well above the existing traffic volumes.

It should be noted that any modifications to Main and Broadway Streets will require a detailed engineering analysis that explores options for each of these roadways. Any changes to roadway design including sidewalk, number of lanes, width of travel lanes, gateways *(with or without roundabouts)*, and the potential addition of bicycle facilities will require NMDOT approval. The purpose of the following concepts is to elicit comments from the community and to provide

some guidance for future studies that may result in the reconfiguration of each of these facilities within the MainStreet District. The concepts presented are based on existing traffic data, field observations *(by the consultant team)*, review of best practices in other similar situations in other communities, and input from the MainStreet Steering Committee.

Alternative Roadway Sections

A number of alternative roadway sections were presented at the public Open House in February *(see Street Sections for Broadway and Main Streets, and Austin Avenue on the following pages)*. Options for Main Street and Broadway Street included one-way versus two-way; striped bike lane versus protected bike lane; street trees at the intersection versus street trees at the intersection and beyond; parallel parking versus angle parking; enhanced paving at the intersection versus painted asphalt; etc. Options for Austin Avenue included whether the City should widen the sidewalks, add bike lanes, add a landscaped median, or increase parking through angle parking on one side.

Participants at the public Open House indicated their following preferences *(see Appendix A for the full results of the Open House)*:

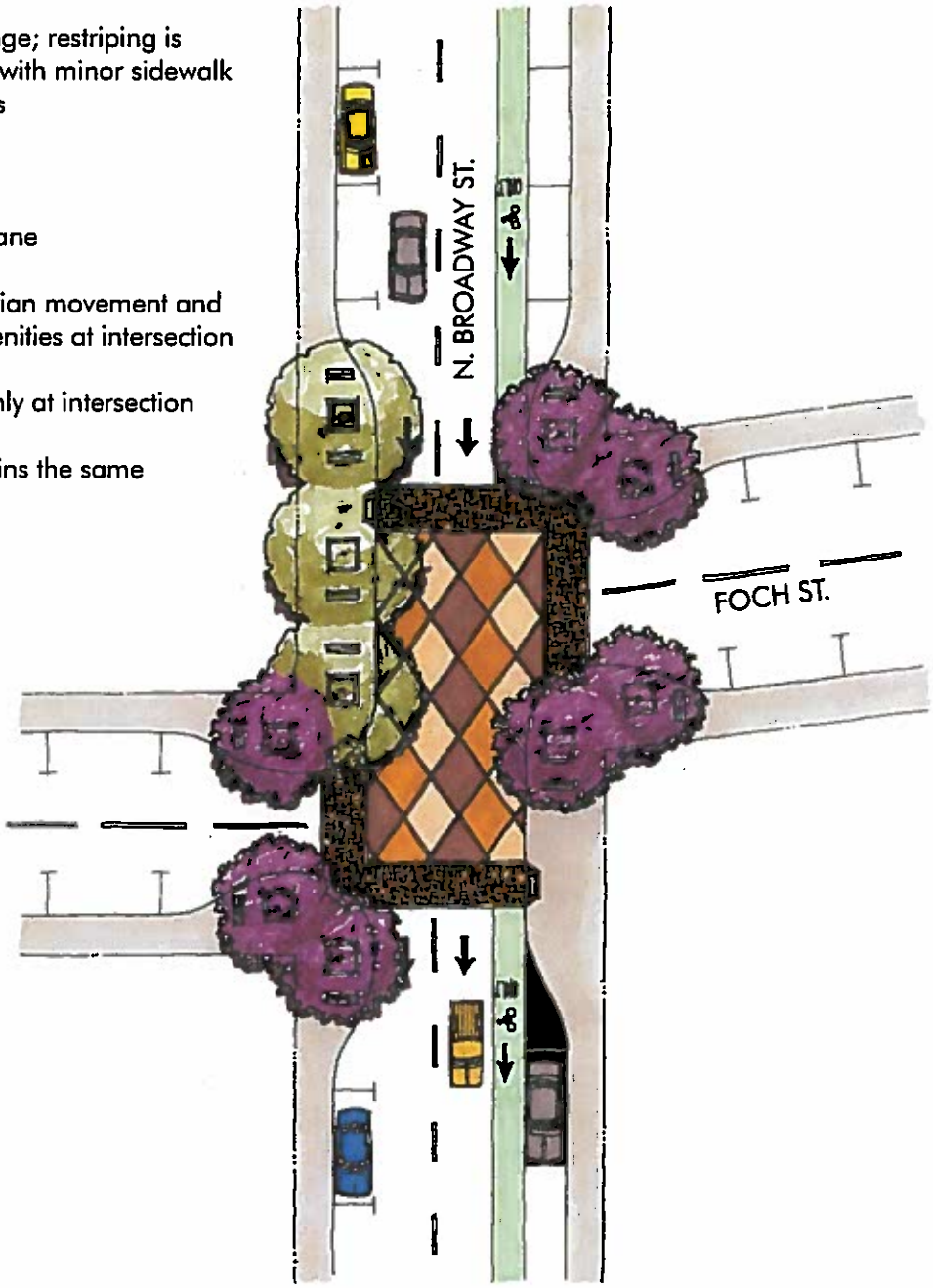
- Main Street and Broadway Street should be maintained as one-way roadways *(Option 1 versus Option 1A)*.
- Participants clearly liked the idea of adding bike lanes to Main and Broadways Streets; however, a majority preferred the striped bike lane over the protected bike lane.
- Participants preferred angle parking on one side over parallel parking on both sides of the road.
- Participants preferred street trees at the intersections and along the road with widened sidewalks versus street trees at the intersection only.
- Participants were more evenly split on how to treat the intersections, with more preferring enhanced paving over painted patterns.
- When participants were asked which of the four options they preferred for Main and Broadway Streets, the results showed Options 2 and 3 with slightly more votes than Option 1. Though not a big difference in votes, Option 1A received the least number of votes.
- Regarding Austin Avenue, participants preferred adding bike lanes, but seemed to like all of the various options in varying degrees. Widening the sidewalks came in second, adding landscaped medians was third, and increase parking through angle parking on one side came in last. Due to the limited right-of-way, all of these options cannot be accommodated; however, the community clearly supports improving Austin Avenue through the addition of bike lanes and wider sidewalks.

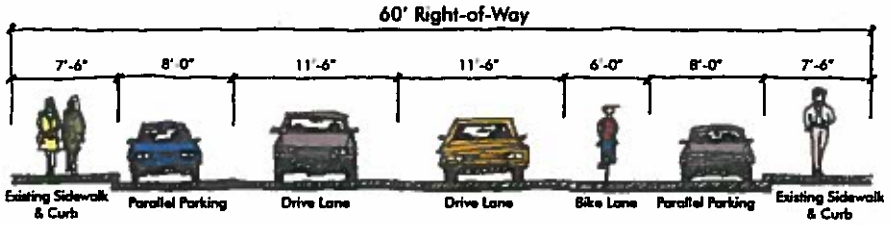
Downtown Vision

BROADWAY STREET - OPTION 1

Features:

- Minimal change; restriping is cost efficient, with minor sidewalk improvements
- Stays 1-way
- Adds a bike lane
- Better pedestrian movement and room for amenities at intersection
- Street trees only at intersection
- Parking remains the same

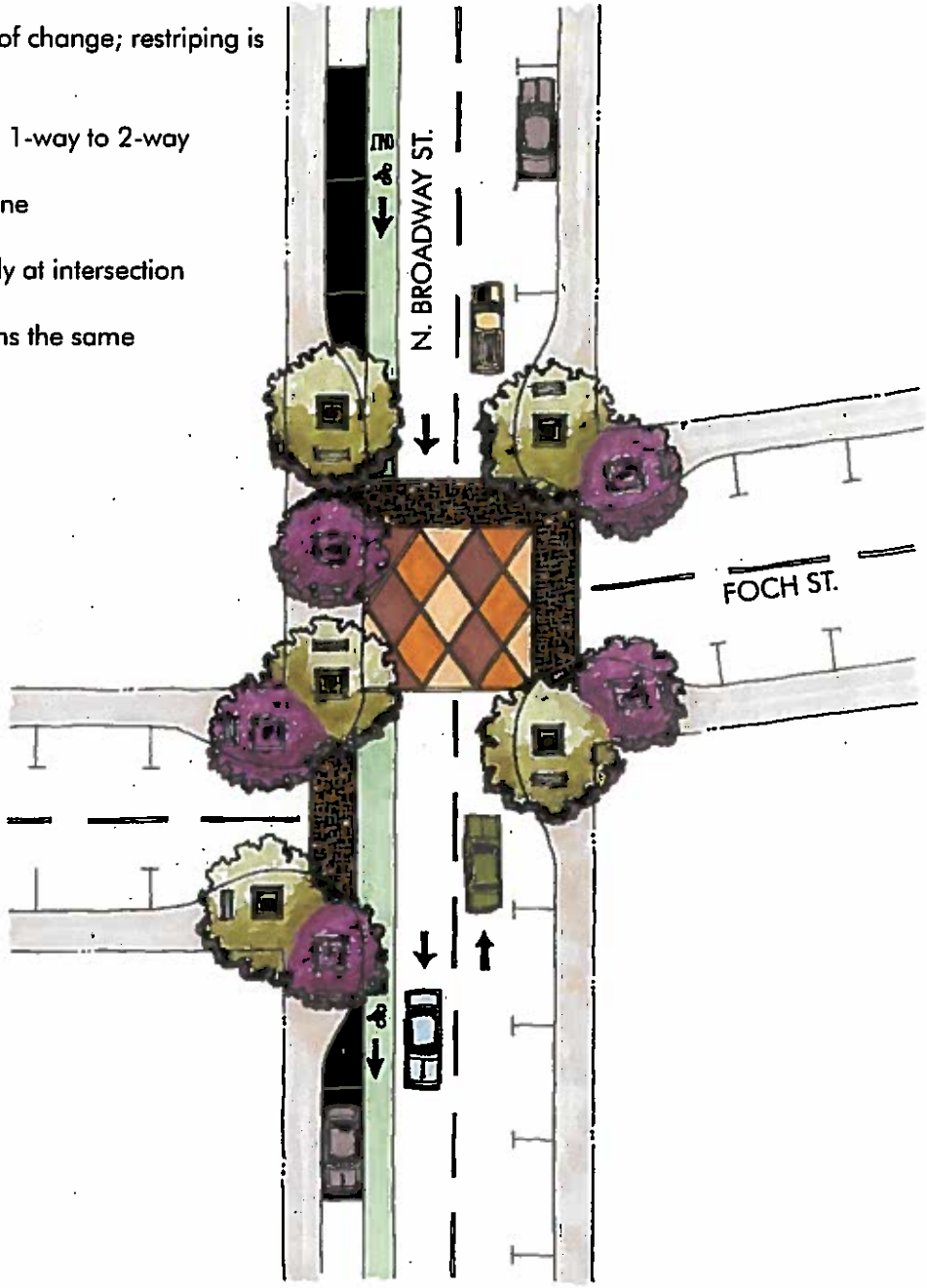


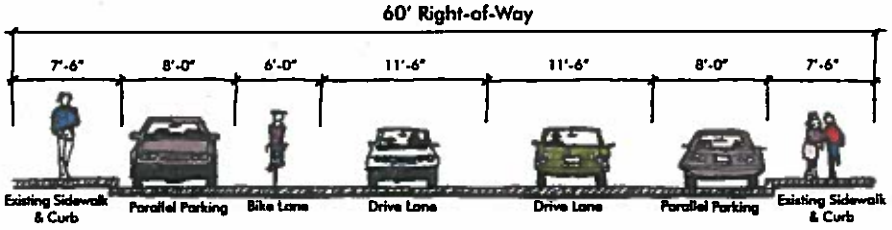


BROADWAY STREET - OPTION 1A

Features:

- Least amount of change; restriping is cost efficient
- Changes from 1-way to 2-way
- Adds a bike lane
- Street trees only at intersection
- Parking remains the same



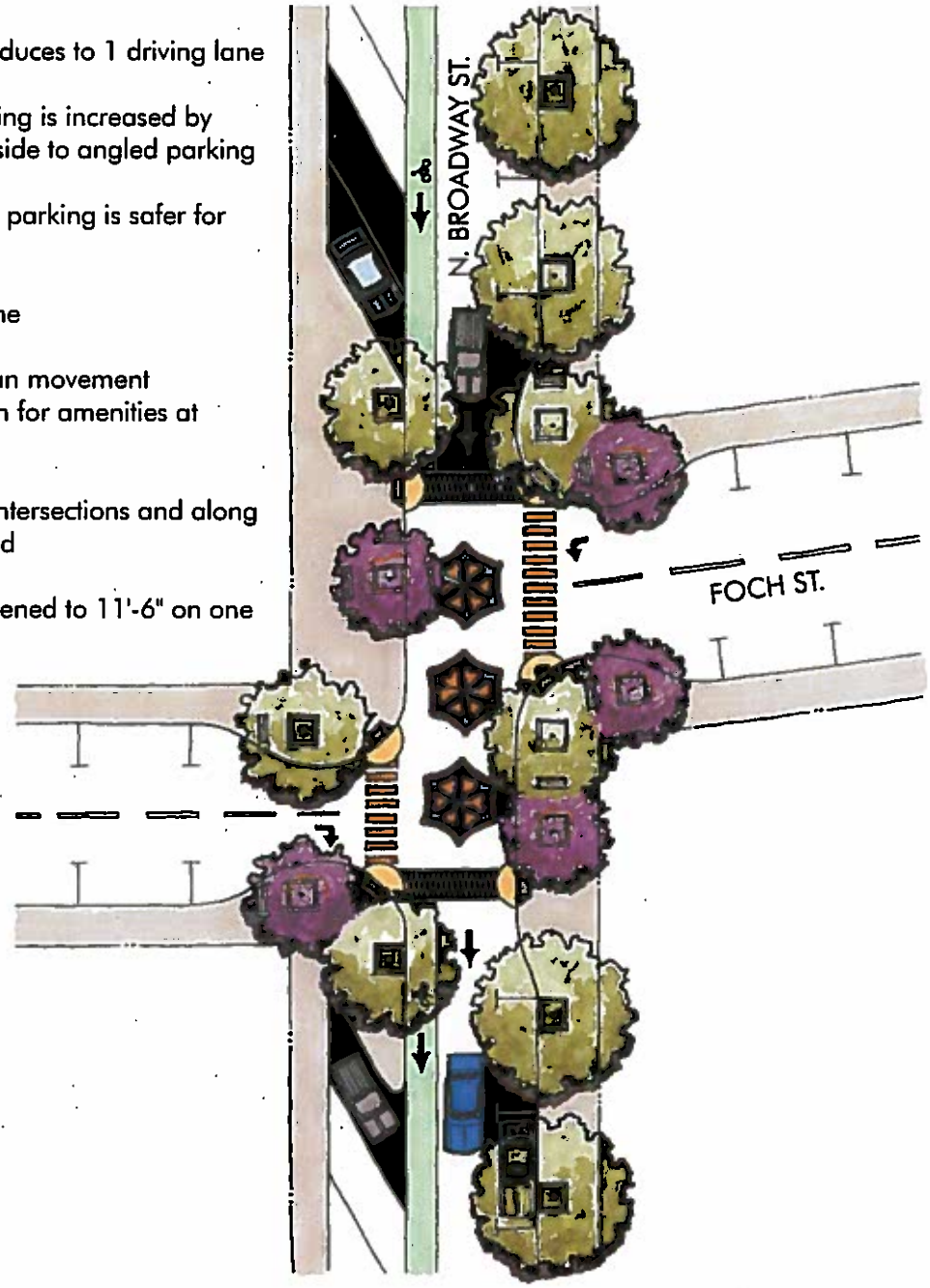


Downtown Vision

BROADWAY STREET - OPTION 2

Features:

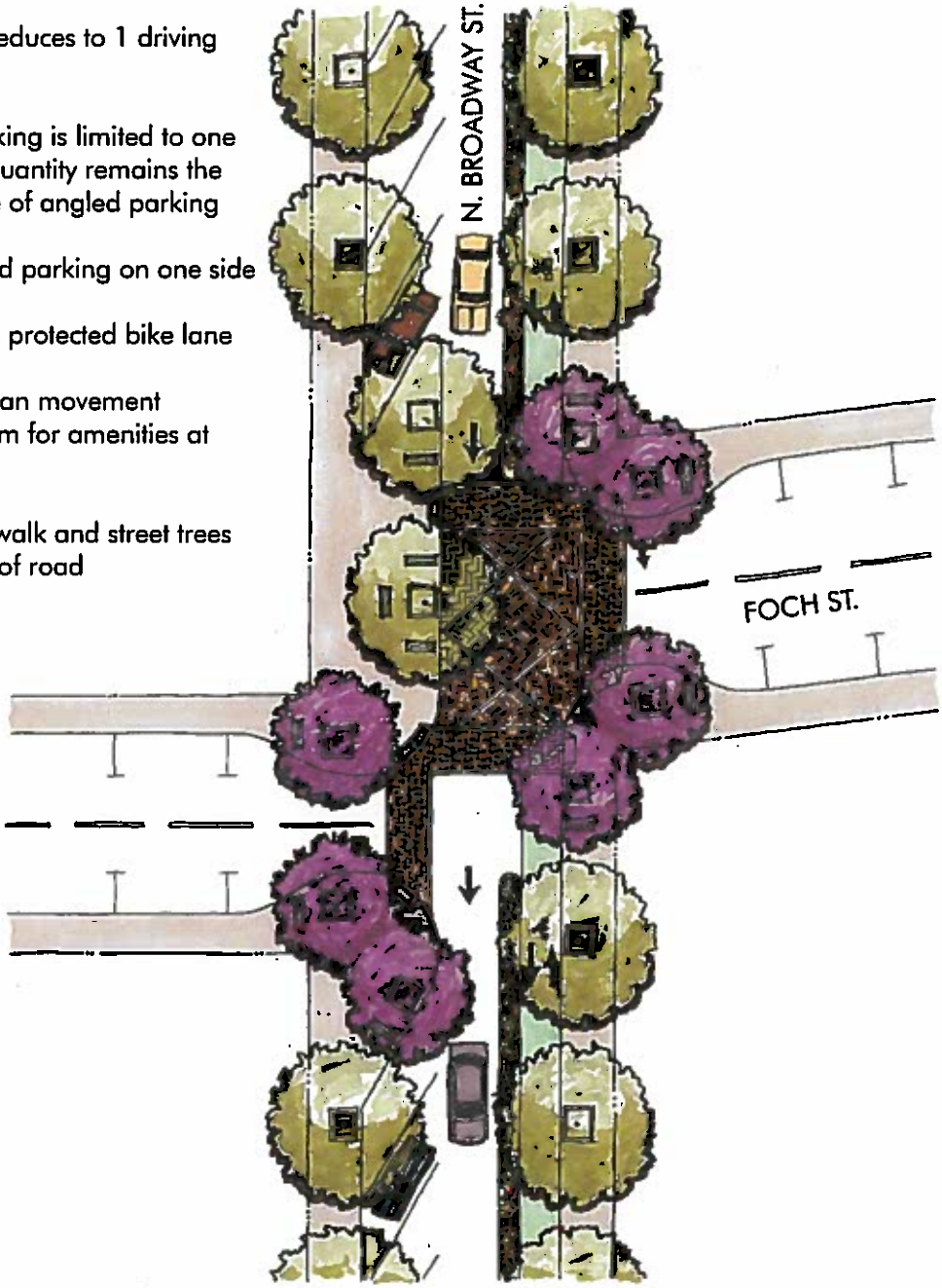
- Stays 1-way, reduces to 1 driving lane
- On-street parking is increased by changing one side to angled parking
- Back-in angled parking is safer for bicyclists
- Adds a bike lane
- Better pedestrian movement and more room for amenities at intersections
- Street trees at intersections and along one side of road
- Sidewalk is widened to 11'-6" on one side

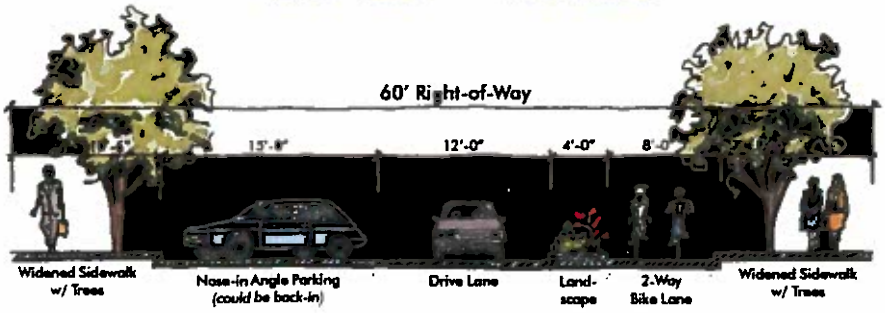


BROADWAY STREET - OPTION 3

Features:

- Stays 1-way, reduces to 1 driving lane
- On-street parking is limited to one side, but the quantity remains the same because of angled parking
- Front-in angled parking on one side
- Adds a 2-way, protected bike lane
- Better pedestrian movement and more room for amenities at intersection
- Widened sidewalk and street trees on both sides of road





Downtown Vision

MAIN STREET - OPTION

Features:

- Stays 1-way, reduces to 1 driving lane
- On-street parking is limited to one side, but the quantity remains the same because of angled parking
- Front-in angled parking on one side
- Adds a 2-way, protected bike lane
- Better pedestrian movement and more room for amenities at intersection
- Widened sidewalk and street trees on one side of road