**Town of Taos Comprehensive Plan**

**Transportation Goals, Policies and Actions/Strategies**

**November 5, 2021 Draft**

**Goals**

1. Site and design transportation infrastructure using “context sensitive” design principles to preserve and enhance Taos’ scenic, aesthetic, historic, and natural resources, and minimal disruption to the community, businesses and facility users.
2. Identify gaps in existing infrastructure, and brings existing development up to the standards required for new development.
3. Reduce traffic congestion through the development of new transportation infrastructure, including new roads, improved public transit, and non-motorized transportation.
4. Require the provision of bike lanes and sidewalks on new arterials.
5. Pursue development of safe routes to schools, routes between parks and schools, and routes to public lands trailheads in conjunction with “greenways” through Taos
6. Require all proposed major developments to make provisions for mass transit and pedestrian and bicycle traffic.
7. Add sidewalks and bike lanes to existing major streets and arterials, whenever possible given existing rights-of-way and road widths.
8. Improve public transportation

**Policies and Actions/Strategies**

1. Make new streets safer for pedestrian and bike traffic by encouraging narrower, slower moving street design with sidewalks and bike paths.
2. Design tree-lined wide streets in places and narrow curvy streets in other areas.
3. Design narrow, more intimate roadways in residential neighborhoods that correspond to the scale and impact of development.
4. Develop adequate parking at densities, locations, and in a manner that minimizes the amount of land dedicated to parking and the visual impact of parking lots.
5. Landscape municipal and public parking lots to make them aesthetically pleasing.
6. Require that landscaping provide for a significant proportion of the site improvements where developments have the greatest visual impact on the public, adjacent to rights of way.
7. Maintain sidewalks so that they are passable in winter from snow and ice and in summer from weeds
8. Require all proposed major developments to prepare traffic studies.
9. Develop a plan for the location of stations for recharging electric vehicles( EV) in strategic locations through the Town, including near apartment buildings, businesses and destinations such as hotels and restaurants
10. Develop a comprehensive network of bicycle facilities utilizing the Enchanted Circle Trails Plan and Town of Taos Bicycle Master Plan, as may be periodically updated and adopted
	1. Identify new priority trails for a variety of user groups and skill levels
	2. Identify active transportation routes, including in-town and backcountry trails that connect communities to each other and that provide access to unique local cultural, historical, natural, and recreational features
	3. Develop a community-based trail plan that guides future trail development efforts
	4. Improve safety as the highest priority for investing in trails
	5. Develop close-to-home trails and organized programming such as walking programs endorsed by health providers
	6. Respond to the priorities and needs of longtime residents, newcomers and visitors for pedestrian and bicycling facilities, which are sometimes different
	7. Improve Taos’ bicycle lanes, routes and trails network to be recognized as a “Bicycle Friendly Community” by the League of American Bicyclists
	8. Leverage additional funds to match limited Town funds to improve the bicycle network.
	9. Budget Town funds for bicycle facility maintenance in the annual budget.
	10. Install signage which corresponds with the three loop rides identified in the Loop Rides Map.
	11. Adopt and implement a policy to build bicycle and pedestrian facilities in all major street resurfacing.
	12. Pursue an approach that favors making improvements when the opportunity emerges (project, ease, & budget) rather than prioritization.
	13. Consider an amendment to the open space dedication requirement of the Land Use Development Code to provide for additional rights of way that may be necessary to provide for the bicycle facility identified in the Master Plan Map.
	14. Secure easements or rights-of-way for trail access to public lands.
	15. Create and maintain rights-of-way and public access easements to trails on adjoining National Forest trails
	16. Participate in and support regional trails planning and projects
		1. Include regional trails in topics addressed by the Enchanted Circle Council of Governments, including joint planning and funding opportunities
11. Pursue transportation improvements recommended in the Strong at Heart plan for downtown
	1. Improve walkability on Paseo del Pueblo Norte
	2. Target near-downtown neighborhoods of Placitas, Paseo del Norte and Paseo del Sur with better sidewalks and trails connectivity to the Historic Core, neighborhood centers and parks.
	3. Validate and program for specific bicycling and walking improvements recommended for: Camino de La Placita, Quesnel, Ledoux, Civic Plaza Drive (festival street), Paseo del Pueblo Norte, Ranchitos (sidewalk on one side and trim bushes), crosswalks in downtown and by schools, Los Pandos (signage), La Posta Rd. (speed radar), Siler Rd at Los Pandos Rd. (speed limit sign), re-time crosswalk signal at Paseo del Pueblo and Los Pandos.
	4. Create new bike and trail opportunities along Rio Fernando, as well as new bike lanes or signed routes on Albright, Los Pandos, Cordoba, and Siler.
	5. Conduct a parking study/audit and feasibility of a shared parking garage by the Historic Plaza.
	6. Develop an ADA Transition Plan.
	7. Create a “Sidewalk Angels” program to help fill the gap between the Town’s limited budget and the need for safe, accessible places to walk, modeled after City of Santa Fe program.
	8. Add bicycle parking throughout downtown.
	9. Experiment with temporary installations of bike infrastructure as a cost- effective way to test out different types of facilities.
	10. Reach out to property and business owners to let them know about interest in enhancing the alley network and encourage participation in relevant action steps, assess opportunities and challenges, prioritize alleys, complete design of alley system.
	11. Review plans, proposals, and upcoming projects to advance downtown bicycle network when opportunities arise.
12. Operate and continue to pursue needed improvements to Taos Regional Airport
	1. Support improvements to Taos Regional Airport to enhance safety and increase air service for tourists/visitors, residents, businesses, and potentially logistics and other business operations.
		1. Continue to work on developing a new terminal building
	2. Work with Taos Air on their provision of commuter air service which benefits the town and region
	3. Seek opportunities for logistical operations and other services related to cargo air transportation that may create living wage jobs and economic activity beneficial to the community
13. Coordinate with the North Central Regional Transit District (NCRTD) in the provision of transit services and transit supporting developments
	1. Include NCRTD in the Development Review Committee review of proposed projects and initiatives
	2. Work with NCRTD on identifying suitable locations for a transit-oriented development and potential public private partnerships to develop mixed use or residential projects
	3. Continue to work with NCRTD on transit service from the Airport, other identified transit needs outside the general routes, and improving bus stops
14. Develop a transportation master plan for the Town, integrating current plans, especially cross-topic, include all or some of the following components:
	1. Major streets plan, including identifying future alignments
	2. Street conditions assessment considering: pavement condition, sidewalk condition, including any missing links
	3. Safe Routes to Schools
	4. Local streets connectivity policy
	5. Private streets policy
	6. Bicycle route, lane and trail plans
	7. Rio Fernando trail
	8. Downtown parking study
	9. Strong at Heart follow-up planning and budgeting for street improvements
	10. Accidents data base and safety assessments (cars, pedestrians, bicyclists)
	11. Complete streets policies and sections, particularly where nodal development - commercial hubs, one stop shop, and business parks
	12. NCRTD transit facilities
	13. Consideration of truck routes