WELCOME

Ernie Blake Road Workshop

20 AUGUST 2016
12:00 – 2:00PM

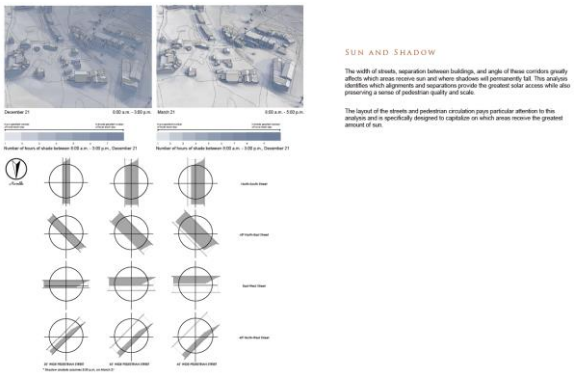
THE VILLAGE OF
Taos Ski Valley

Agenda

- Master Plan Overview and Context
- Approved Plan for Ernie Blake
- Roadway Design 101
- Alternative Alignments
- Alternative Street/Sidewalk Configurations
- Public Feedback (comment cards, boards, individual discussions)
- Next Steps

Master Plan Overview

- 2009-2010 – Village Core Master Plan (Design)
  (included Taos Ski Area, Private Developers, VTSV)



SUN AND SHADOW

The width of streets, separation between buildings, and angle of these corridors greatly affects which areas receive sun and where shadows will permanently fall. This analysis identifies which alignments and separations provide the greatest solar access while also preserving a sense of pedestrian quality and scale.

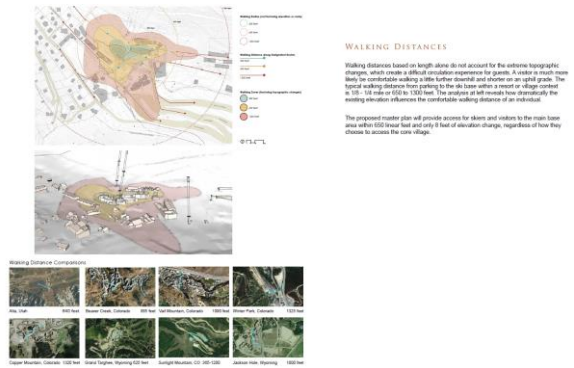
The layout of the streets and pedestrian circulation pays particular attention to this analysis and is specifically designed to capitalize on which areas receive the greatest amount of sun.

EXISTING MOUNTAIN AND SKIER SYSTEM

Al's Run stands as one of the most breath-taking (and intimidating) views from the base of skiing in all of the industry. This is a signature statement of Taos Ski Valley that can be identified in an instant. Capitalizing on this view and utilizing it as a way to orient circulation is key to the core village master plan. All skier and rider traffic returns to the main ski base and all skier services are provided here. The Children's Center and ski school are located west of the main base along the Rio Hondo river.

Day-skiers park in a series of terraced parking lots that the visitor encounters prior to reaching the main drop-off area. These skiers and riders are picked up via shuttles and moved to a centralized shuttle drop-off location adjacent to the Pagoda building. They must then navigate a series of levels and staircases to reach the main ski base and lifts.

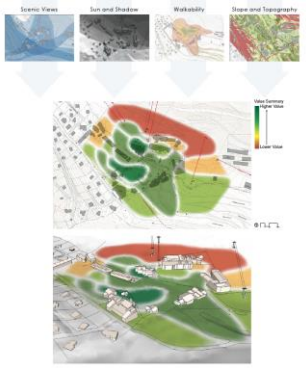
Proposed improvements intend to clarify the guest arrival experience, facilitate access to lodging and retail uses, and provide more efficient skier circulation from parking through to the chair lift.



WALKING DISTANCES

Walking distances based on length alone do not account for the extreme topographic changes, which create a difficult circulation experience for guests. A visitor is much more likely be comfortable walking a little further downhill and shorter on an uphill grade. The typical walking distance from parking to the ski base within a resort or village context is 1/8 - 1/4 mile or 650 to 1300 feet. The analysis at left reveals how dramatically the existing elevation influences the comfortable walking distance of an individual.

The proposed master plan will provide access for skiers and visitors to the main base area within 650 linear feet and only 8 feet of elevation change, regardless of how they choose to access the core village.



VALUE SUMMARY & CONCLUSIONS

The final step in the analysis was to combine multiple layers of information to arrive at a summary of where the best potential is located. Scenic views, sun exposure, walking distance, topographic conditions, and other data all influence the feasibility and selection of appropriate uses for a site. The diagram shows the main village core area on both sides of the river exhibits the greatest value for utilization as primary pedestrian spaces in a future redevelopment scheme.

The team has developed a series of solutions that draw upon this analysis as a foundation of design. These preliminary plans have been refined over a series of meetings and discussions to arrive at a final master plan that adds tremendous value to Taos Ski Valley.

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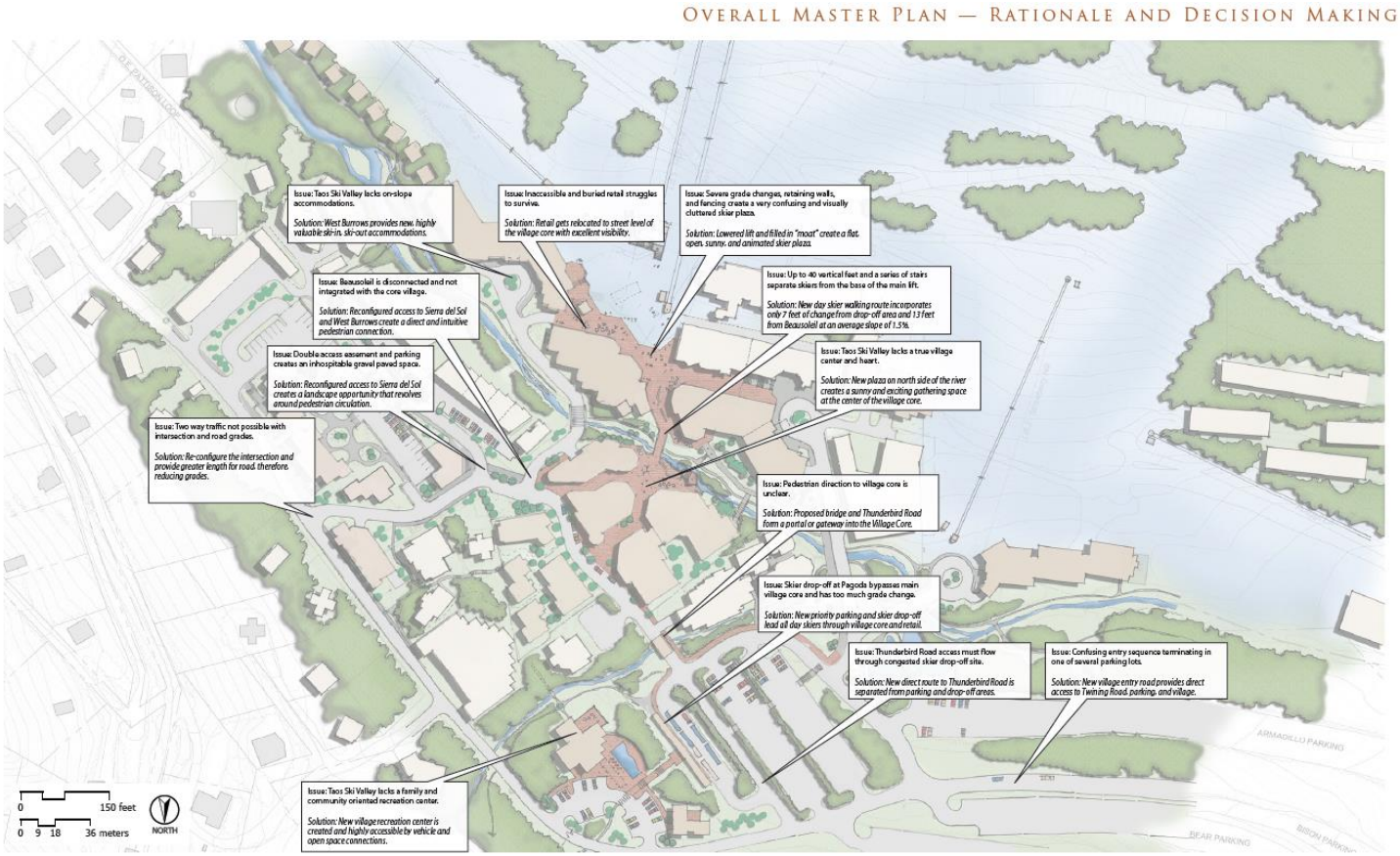

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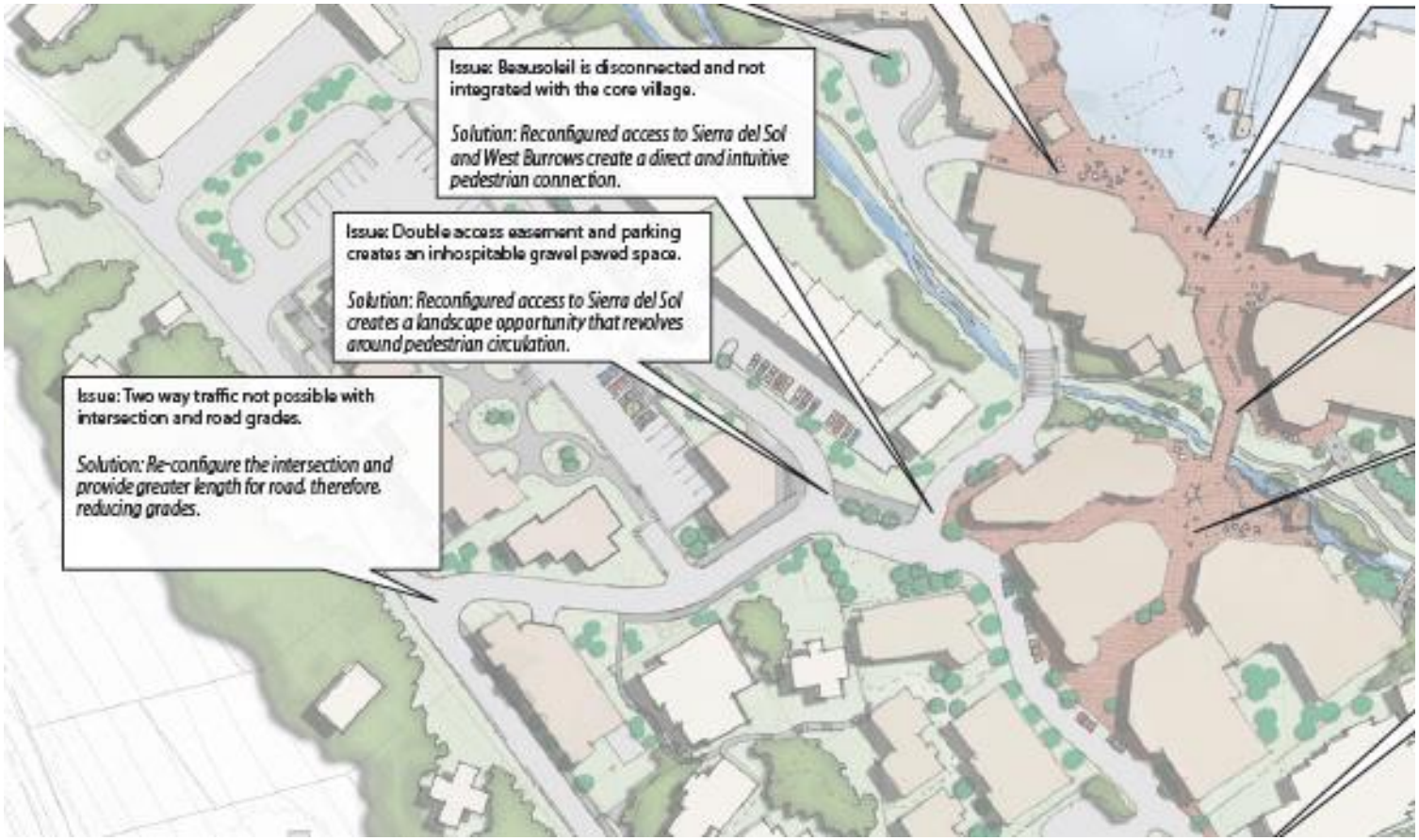

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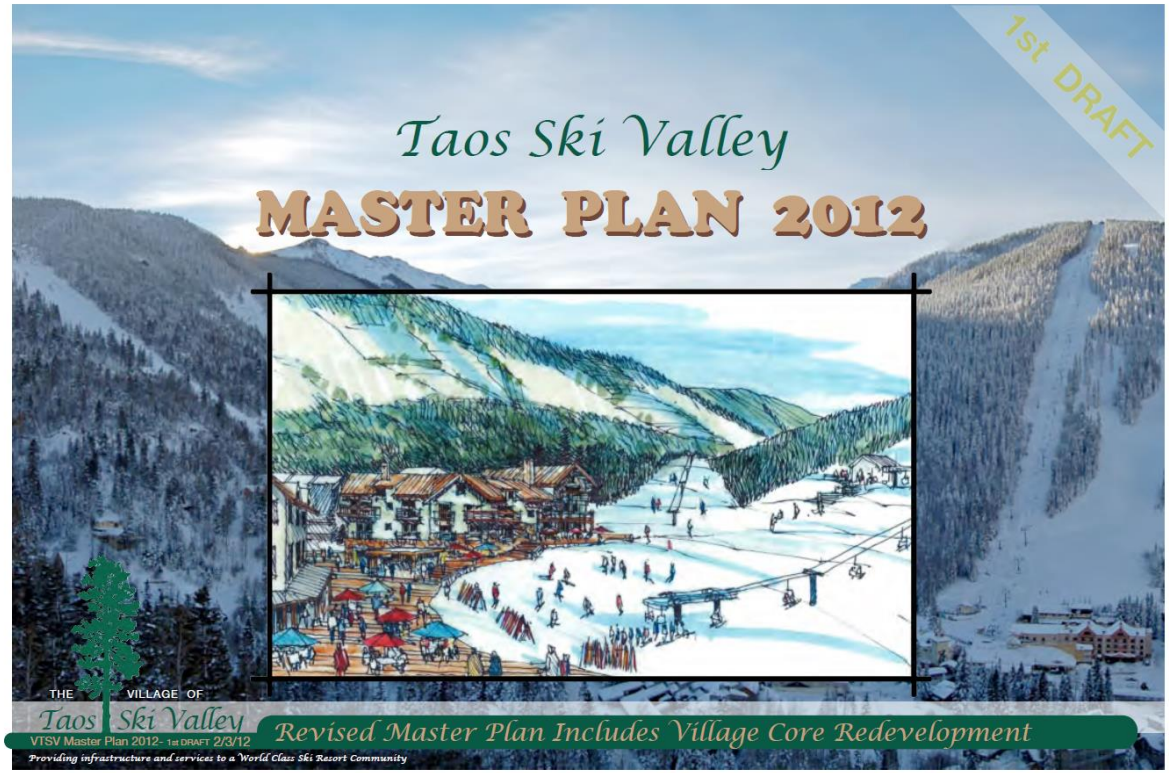
- 2012 – Overall VTSV Master Plan Adopted (Regulatory)



Master Plan Overview

- 2009-2010 – Village Core Master Plan (Design)
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- 2012 – Overall VTSV Master Plan Adopted (Regulatory)
- Aug 2014 – Current Version of Ernie Blake Road Alignment
  Approved by P&Z Commission
- Jul 2015 – Roadway Improvements Element
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- Jul 2015 – Roadway Improvements Element
  Adopted by Village Council

Goal for Ernie Blake

- Guarantee two-way emergency vehicle access and multiple entry/exit points from Village Core
- Improve vehicular circulation and enhance traffic safety
- Provide snow removal and drainage improvements
- Enhance pedestrian experience and aesthetics
- Improve mobility options throughout TSV for all modes (pedestrians, bicycles, vehicles)

Subdivision Ordinance

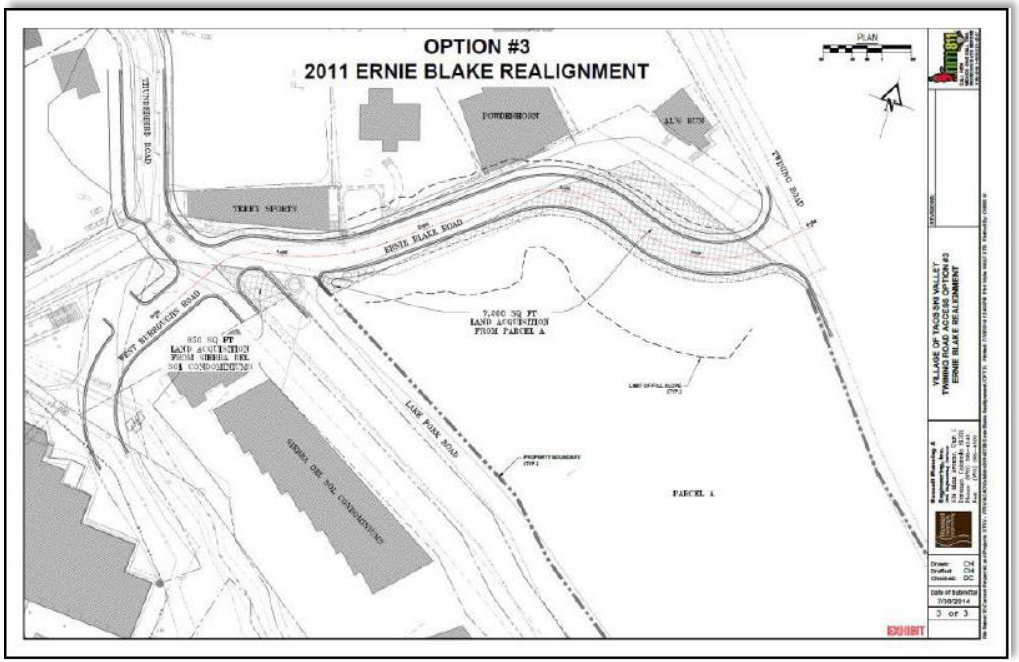
- Subdivision Ordinance defines Designs Standards for both public and private roadways
- These standards also apply to re-construction of existing roadways when a development necessitates roadway improvements
- Requires a minimum street right-of-way of thirty (30) feet, two 12-foot travel lanes, twenty (20) feet snow storage easement on each side (excluding driveways), and a slope not to exceed 12% grade

Existing Conditions

Currently, Ernie Blake Road has one 18’ (approx. average, width varies) lane, gravel surface, steep grades (average 11% grade, steepest 14.5%), poor drainage, one way uphill circulation, no pedestrian facilities.

Approved Plan for Ernie Blake

- Current Ernie Blake Road is not compliant with Design Standards and not safe for two-way traffic.
- P&Z Commission approved Alignment Option #3 on August 4, 2014.
- New road will include two paved travel lanes, curb/gutter, and sidewalks.



- New road will be less steep and provide safe, perpendicular intersection at Twining Road.
- Land acquisition or exchange will be required to make the improvements and permit two-way traffic.

TIDD

- TIDD (Tax Increment Development District)
- Mechanism to support economic development and job creation through financing of public infrastructure improvements
- TIDD in TSV was established and approved in 2015
- TIDD included funding for Ernie Blake Road improvements, but does NOT include funding for Lake Fork Road or roadways
- Money is specific to the project and cannot be redirected

Road Design 101: International Fire Code
Road Width

503.2.1 Dimensions.

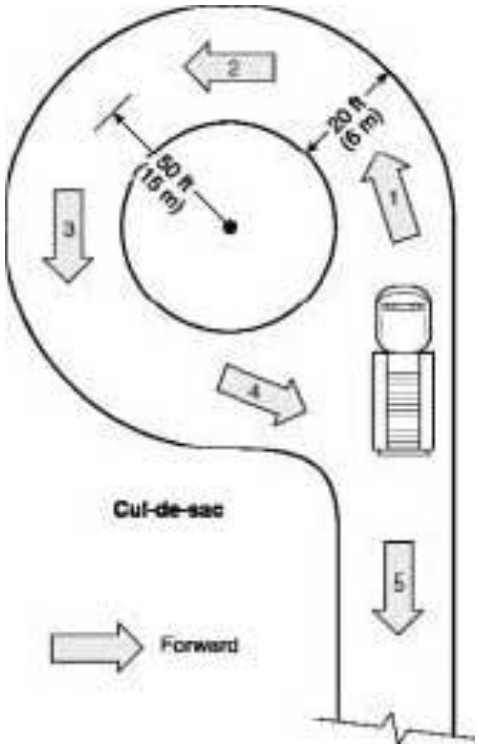
Fire apparatus access roads shall have a unobstructed width of no less than 20 feet (6098 mm), exclusive of shoulders, except for *approved* security gates in accordance with Section 503.6, and an unobstructed vertical clearance of no less than 13 feet 6 inches (4115 mm).

Road Design 101: International Fire Code Turnaround Radius

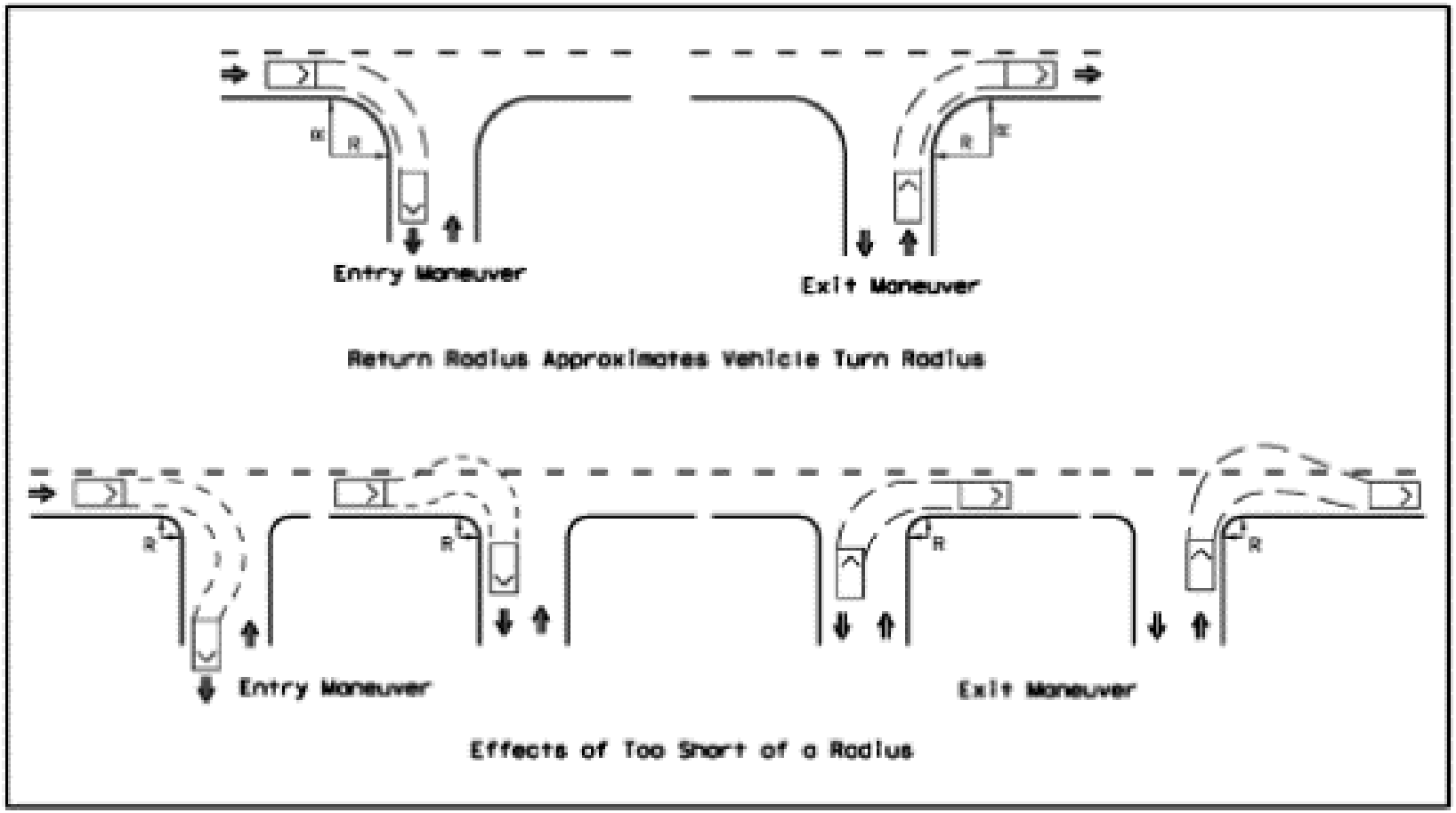
TABLE D103.4
REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0–150	20	None required
151–500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
501–750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
Over 750	Special approval required	

For SI: 1 foot = 304.8 mm.



Road Design 101: Turning Radius



Why Two-Way?

From *The Atlantic* CITYLAB

NAVIGATOR | CITYFIXER | MAPS | PHOTOS

COMMUTE | WORK | HOUSING | WEATHER

The Case Against One-Way Streets

One civil engineer believes trip capacity will increase if cities turn to two-way streets.

ERIC JAFFE | @e_jaffe | Jan 31, 2013 | 30 Comments

750 Shares | Share on Facebook | Tweet

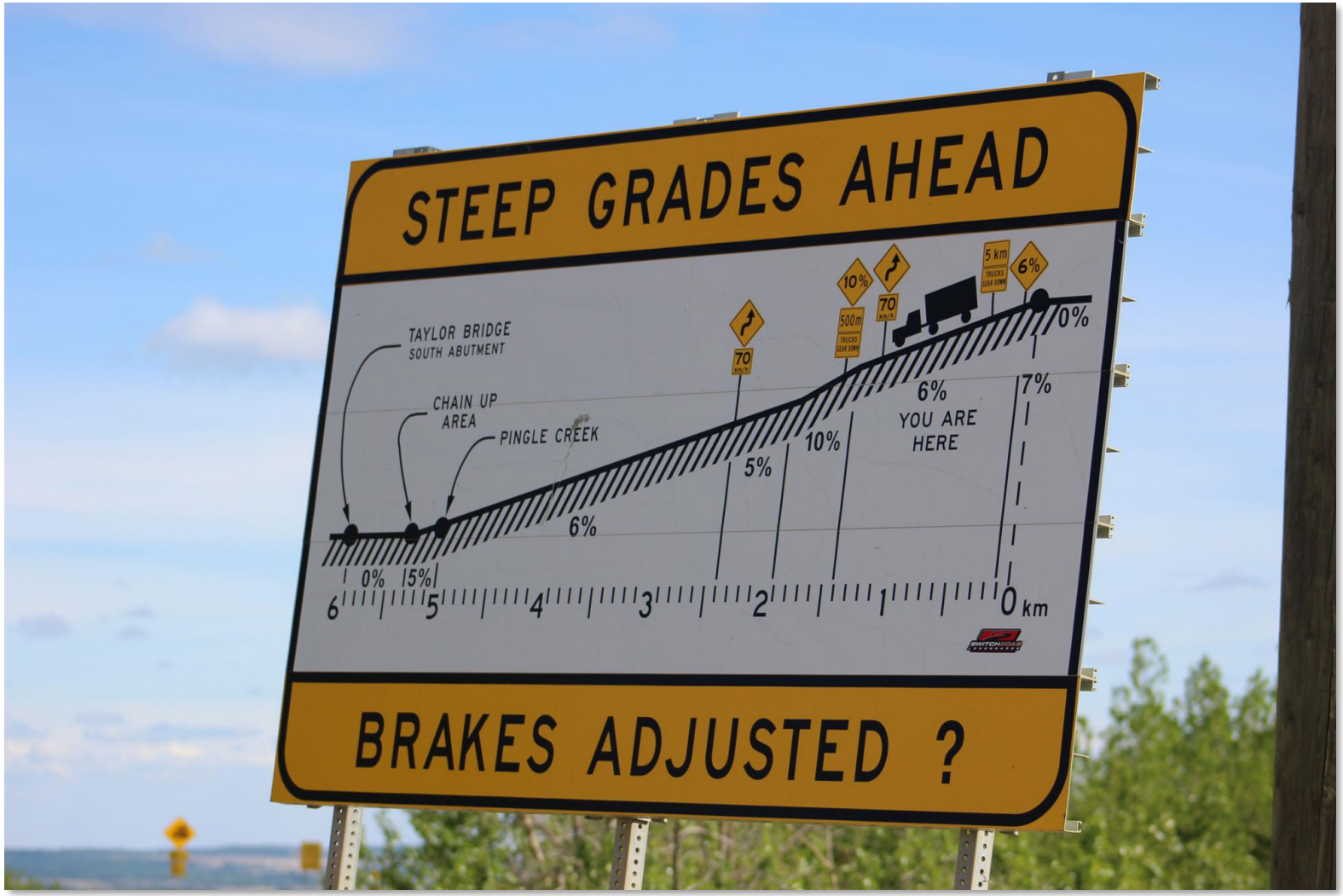
Shutterstock

You might say that a number of cities are heading the other direction on one-way streets. Dallas, Denver, Sacramento, and Tampa are just some of the places that have converted one-ways into two-way streets in recent years. Any number of reasons are cited for the shift:

Why Two-Way?

- **Livability:** vehicles stop less on one-way streets, which is hard for bikers and pedestrians.
- **Navigation:** one-way street networks are confusing for drivers, which leads to more vehicle-miles traveled; they also make it tough for bus riders to locate stops for a return trip.
- **Safety:** speeds tend to be higher on one-way streets, and some studies suggest drivers pay less attention on them because there's no conflicting traffic flow.
- **Economics:** local businesses believe that two-way streets increase visibility.

Road Grades Explained



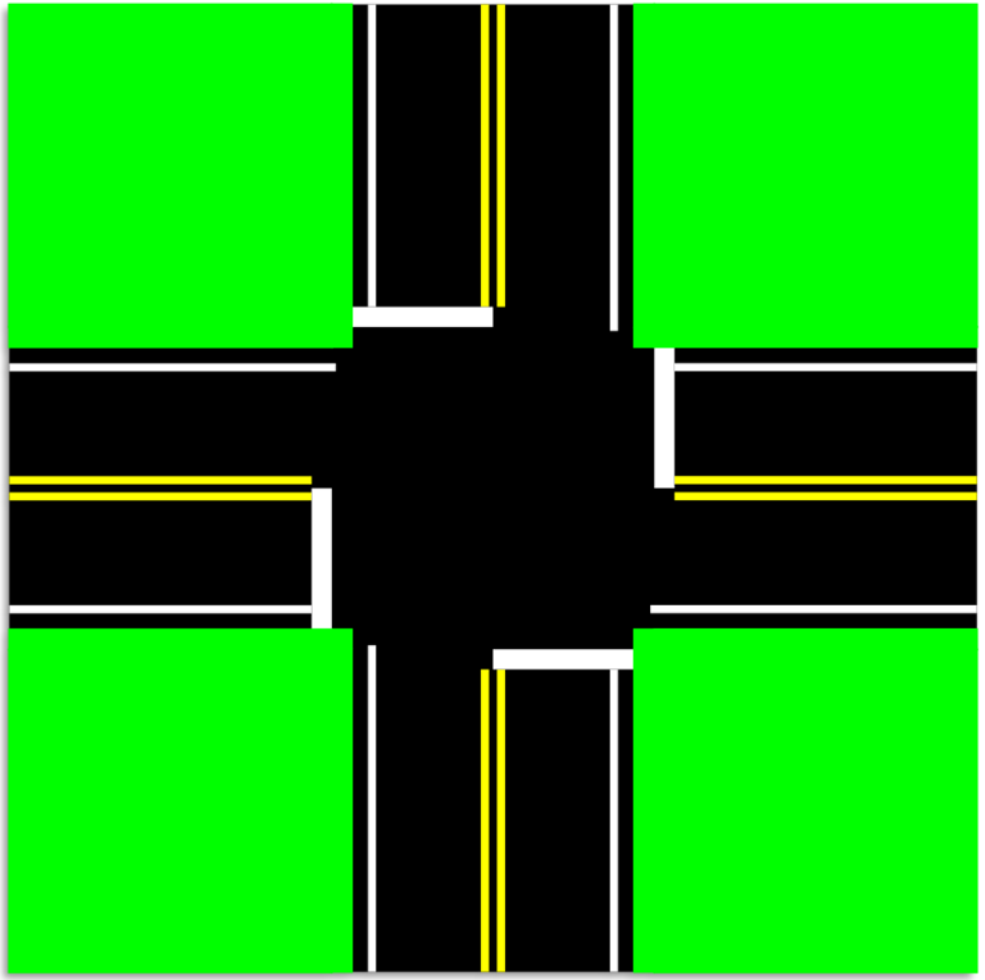
Road Grades

http://www.fatcyclist.com/2012/08/01/a-handy-guide-to-climbing-grades/

Intersections: Sight Distance

Heights Pertaining to Stopping Sight Distance.

Intersections: Alignment (horizontal)



Intersections: Alignment (vertical)

Sidewalks

6 foot sidewalk - Thunderbird

12 foot sidewalk - Thunderbird

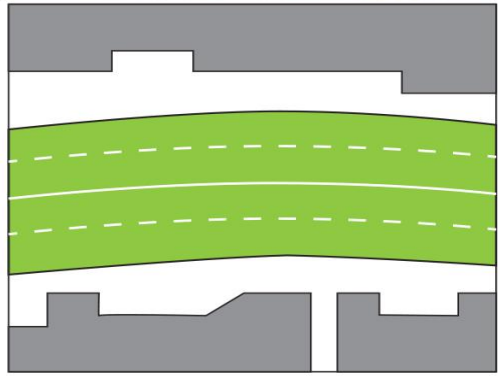
Moving From Link To Place

CHARACTER: A REFLECTION OF PRIORITIES

LINK

Street as a movement conduit

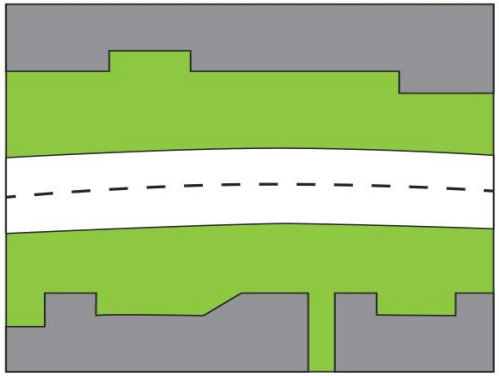
Design objective: **Save time**



PLACE

Street as a destination

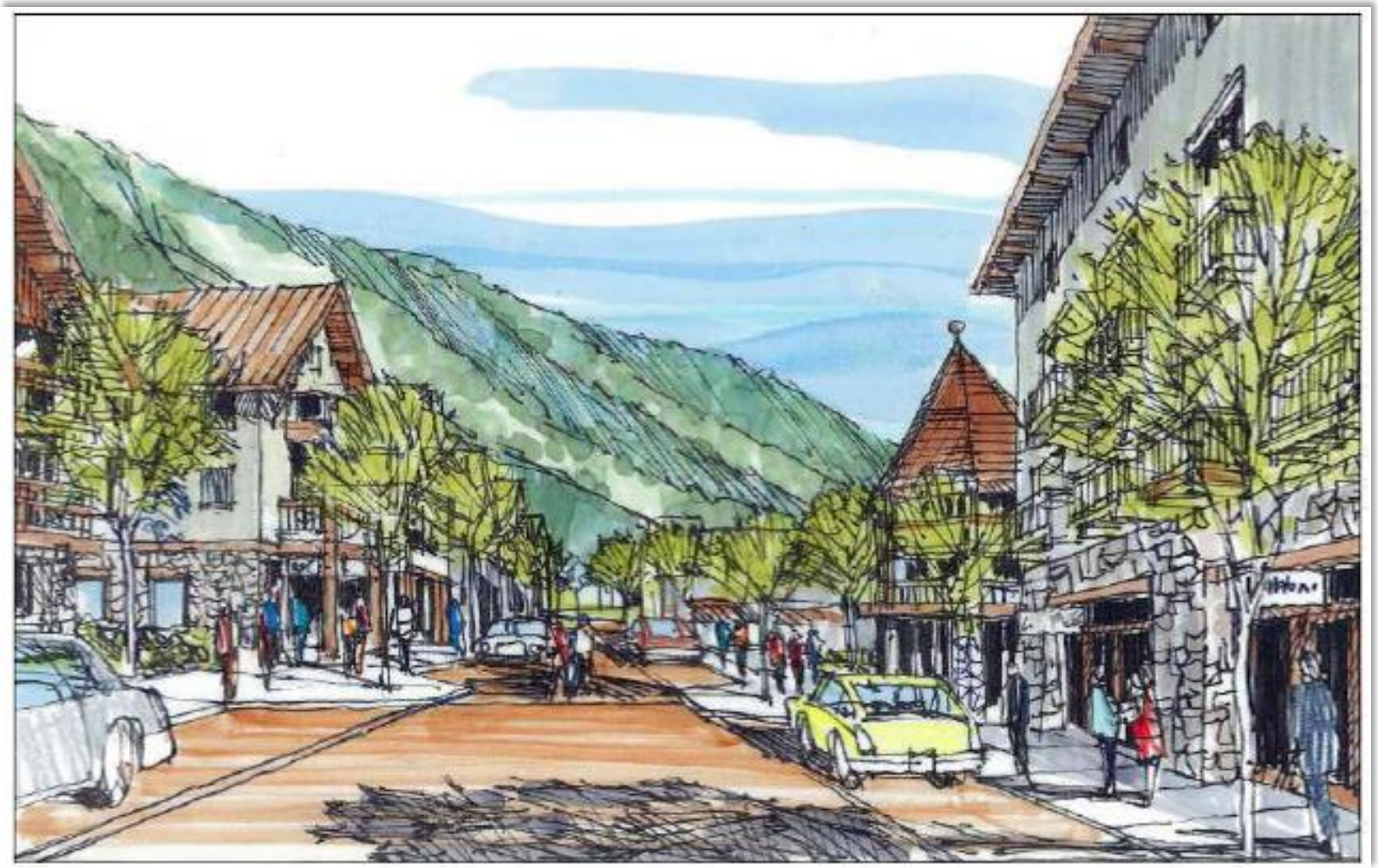
Design objective: **Spend time**



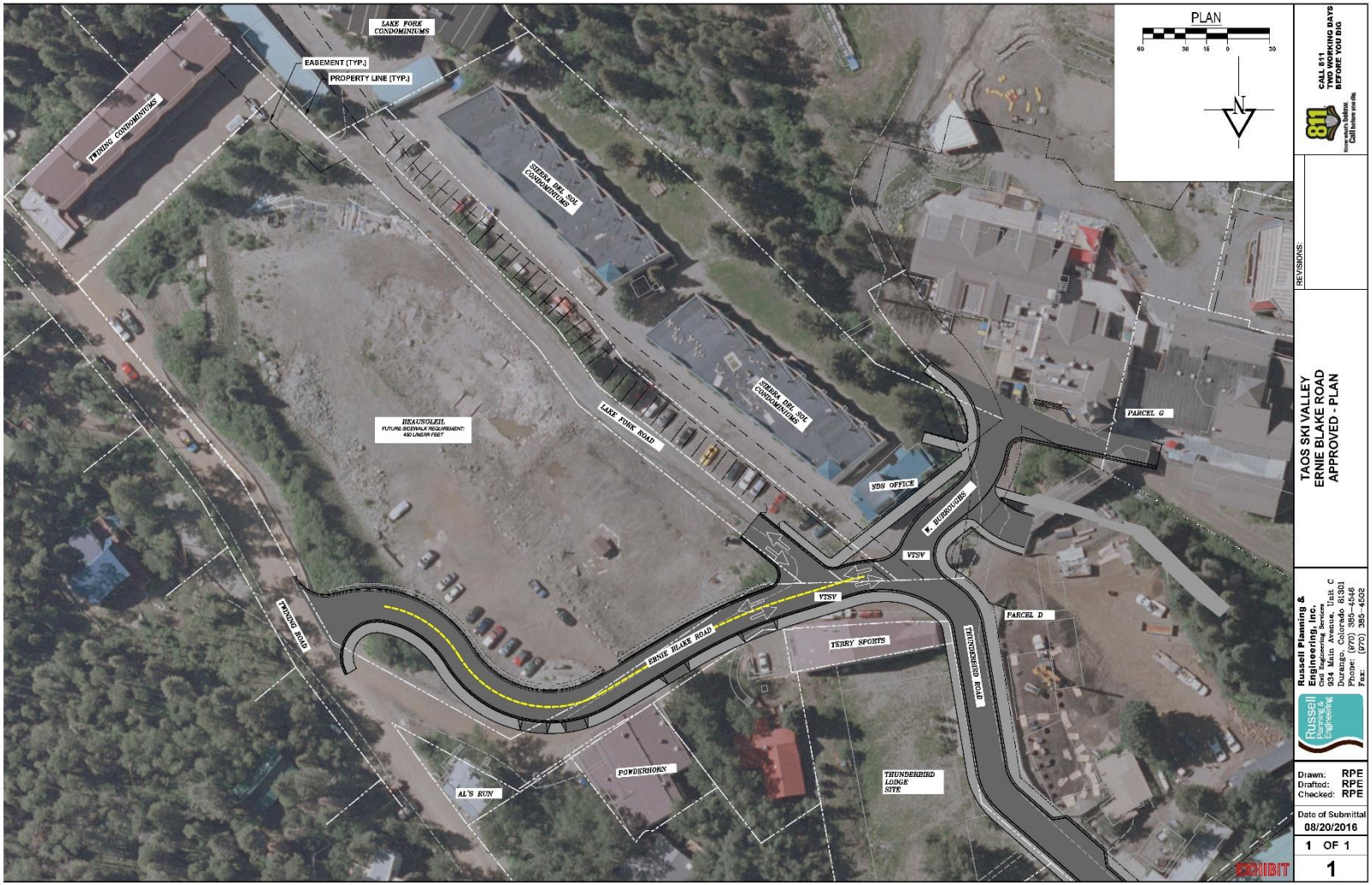
Private Development | **Prioritized Users** | **Secondary Users**

Adapted from a graphic by Complete Mobility (twitter.com/dewanmkarim)
Image credit: (L) flickr.com/photos/countylemonade I (R) flickr.com/photos/la-citta-vita

Illustration Of Thunderbird Road



Approved Alignment



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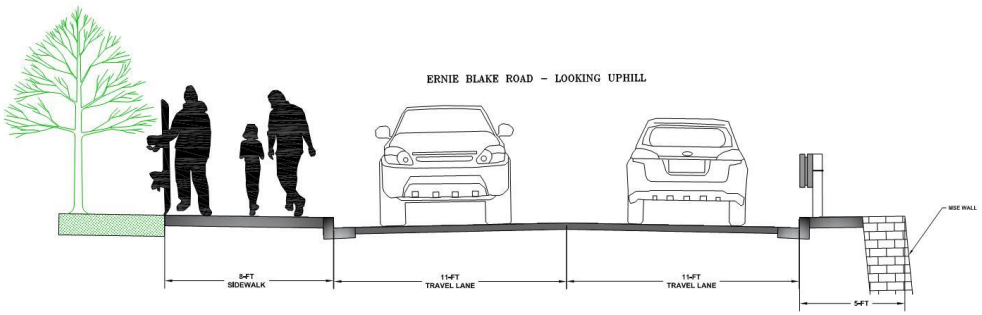

TWO WAY TYPICAL ROAD SECTION
N.T.S.

EXHIBIT

CALL 811
TWO WORKING DAYS
BEFORE YOU DIG

REVISIONS:

TAOS SKI VALLEY
ERNIE BLAKE ROAD
APPROVED - SECTION

Russell Planning & Engineering, Inc.
Durango Office
924 Main Avenue, Unit C
Durango, Colorado 81301
Phone: (970) 385-4546
Fax: (970) 385-4552

Drawn: RPE
Drafted: RPE
Checked: RPE

Date of Submittal
08/12/2016

1 OF 1

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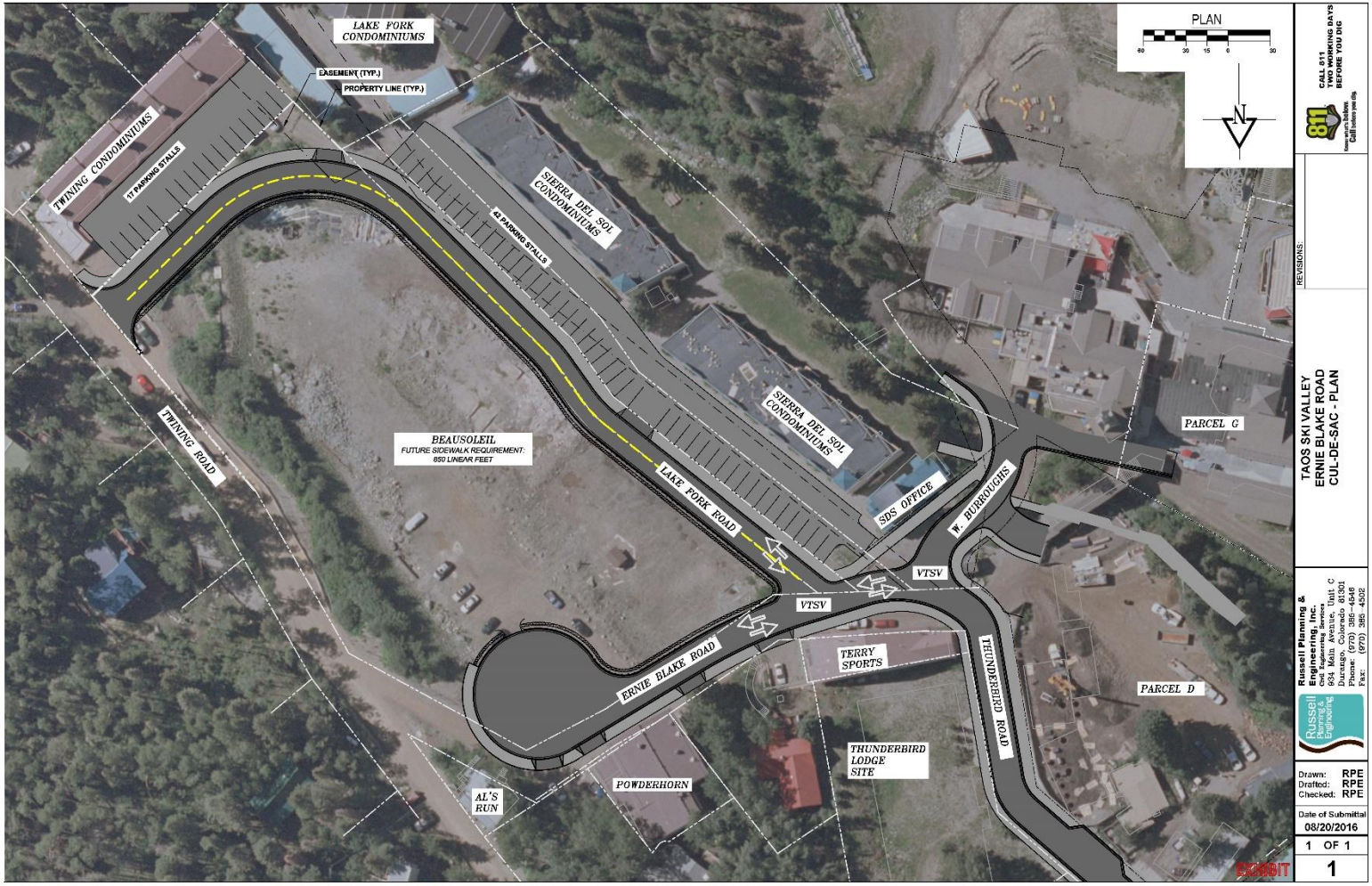
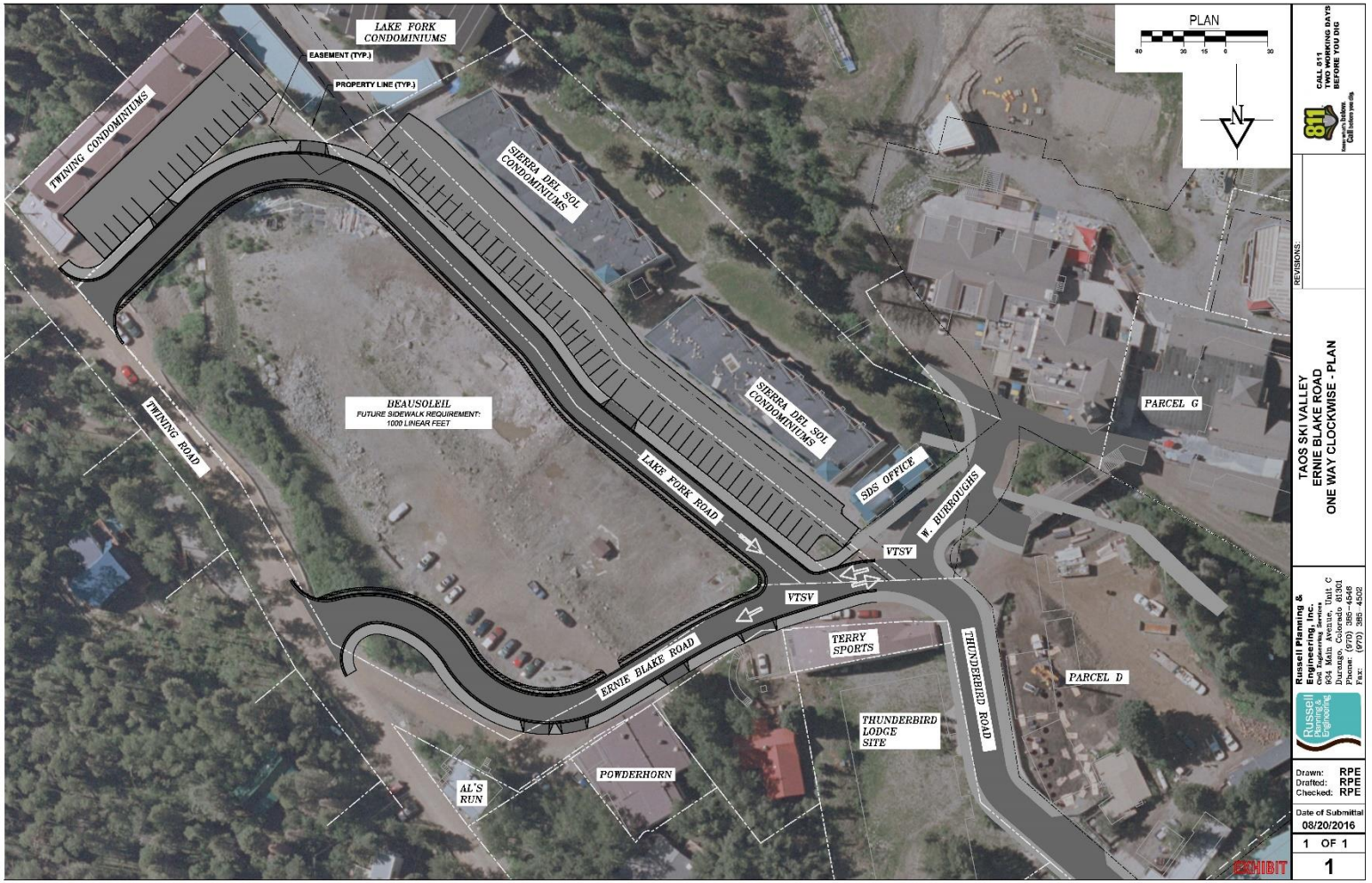
File Name: H:\Current Projects\Land Projects 3YSV • Village Hubs and Roads\ACAD\Exhibits\Ernie Blake Exhibits\20160808 EXHIBITS\Approved Option - Planned 8/12/2016 3:01 PM By: Skyler Hall_ESTS Plotted By: JENNA FIELMICHE

Alternative alignment (Lake Fork Road)



Alternative Alignment (one way) Clockwise



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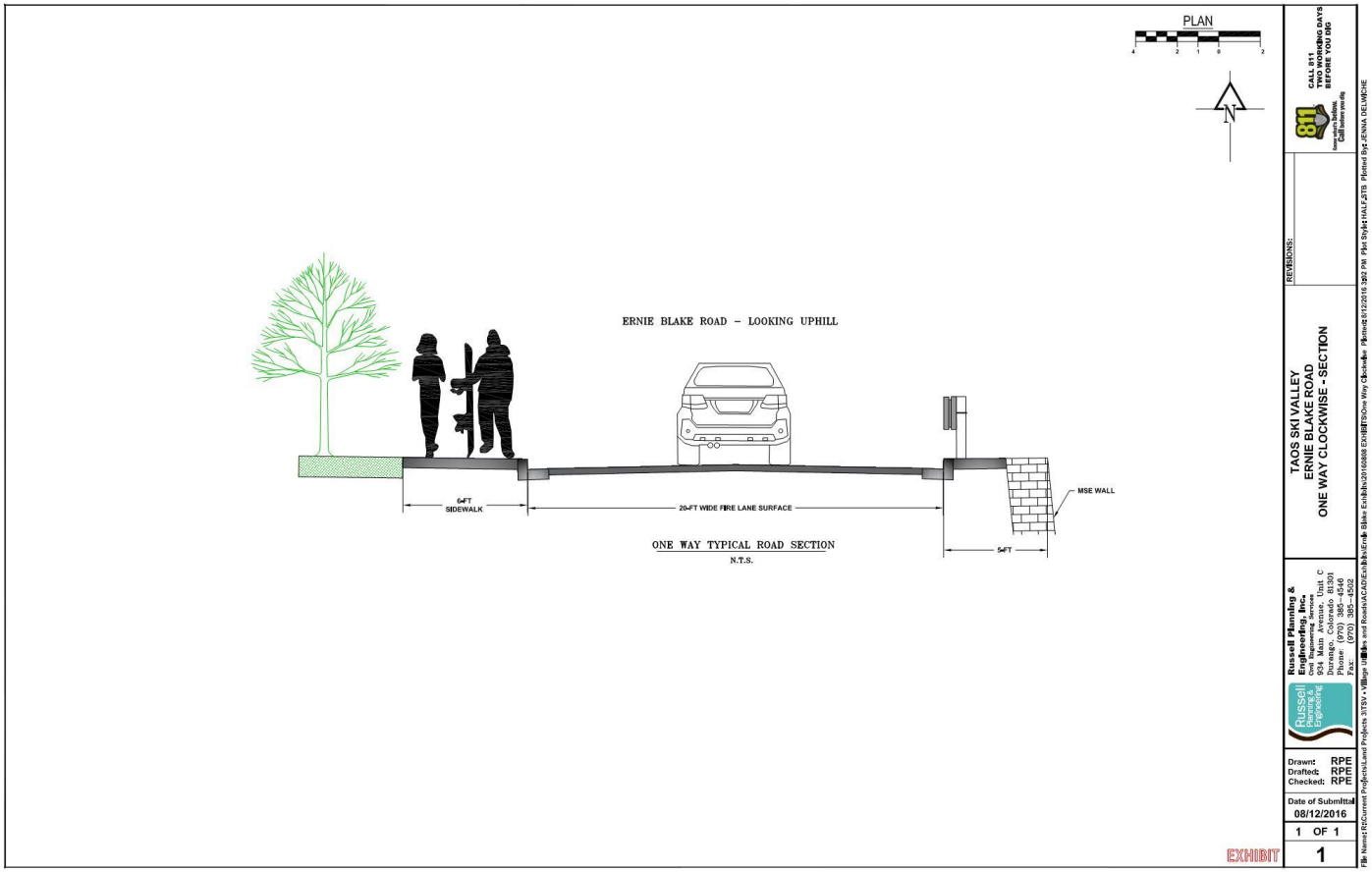
PLAN
N
ERNIE BLAKE ROAD – LOOKING UPHILL
6-FT SIDEWALK
20-FT WIDE FIRE LANE SURFACE
MSE WALL
5-FT
ONE WAY TYPICAL ROAD SECTION
N.T.S.
EXHIBIT
CALL 811 TWO WORKING DAYS BEFORE YOU DIG
REVISIONS:
TAOS SKI VALLEY
ERNIE BLAKE ROAD
ONE WAY CLOCKWISE - SECTION
Russell Planning & Engineering, Inc.
924 Main Avenue, Unit C
Durango, Colorado 81301
Phone: (970) 385-4546
Fax: (970) 385-4552
Drawn: RPE
Drafted: RPE
Checked: RPE
Date of Submittal
08/12/2016
1 OF 1
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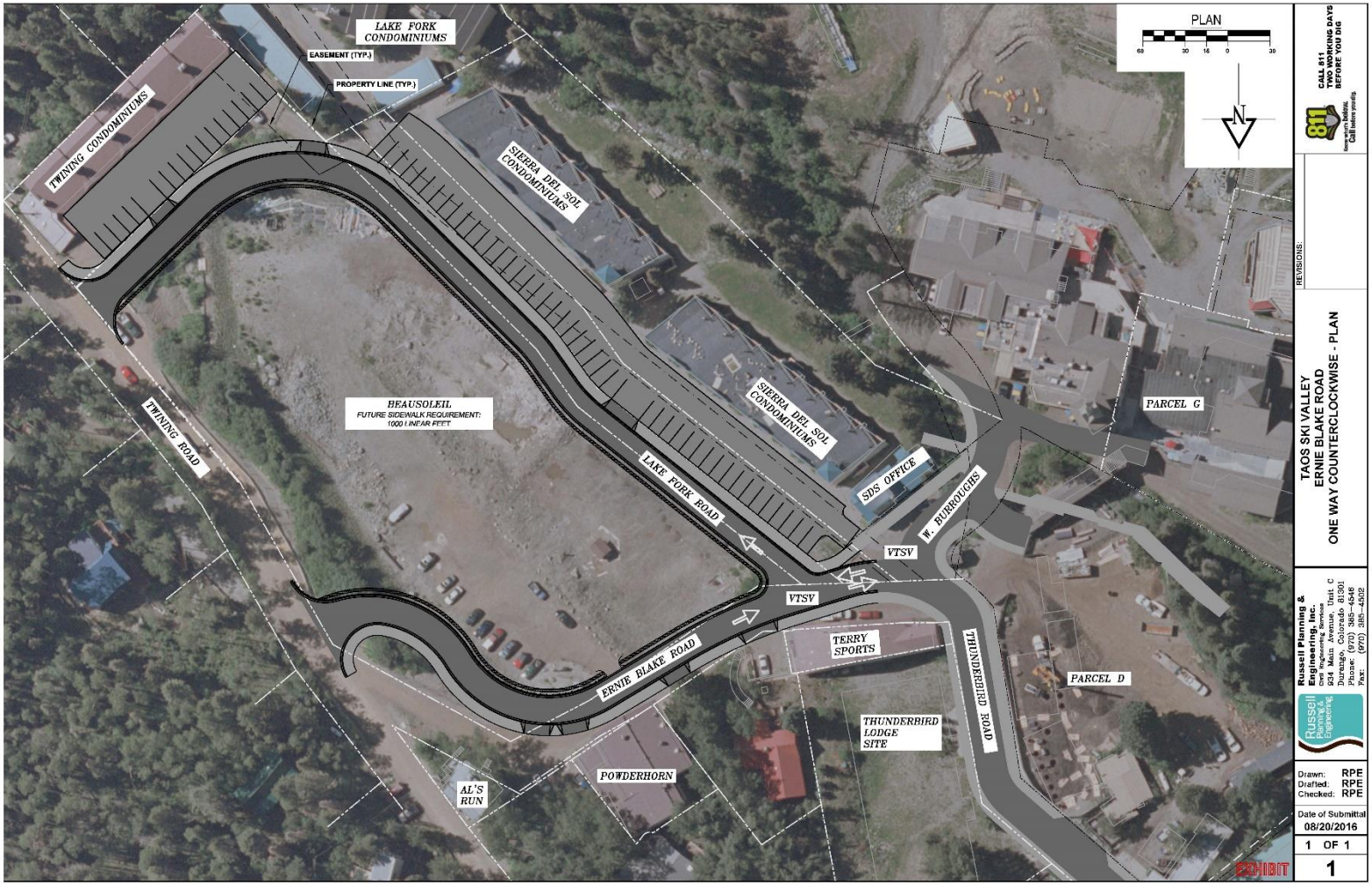
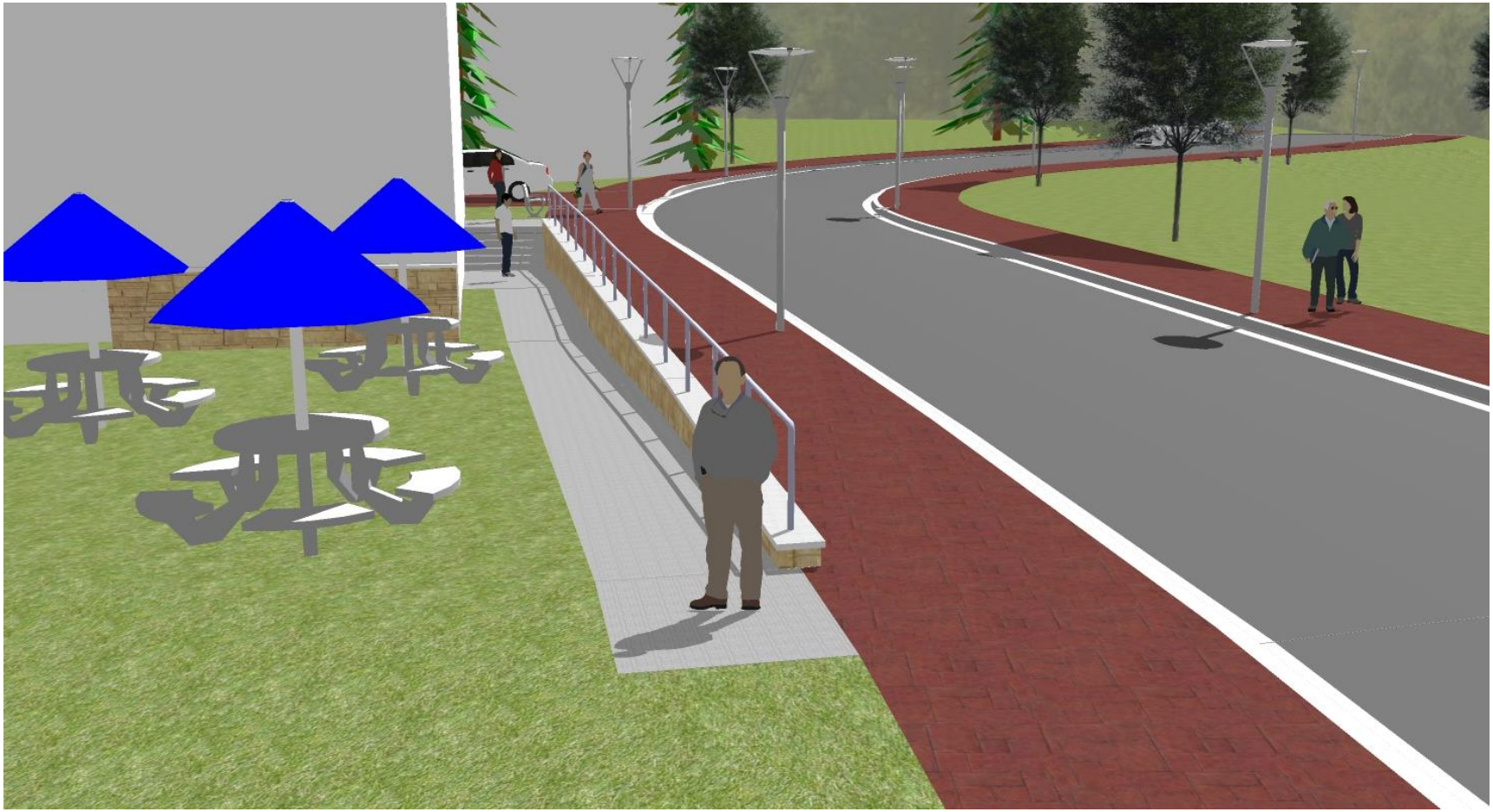
Alternative Alignment: One Way counter clockwise



Powderhorn revised access



Sierra Del Sol: Drainage Issues

Public Feedback

- Boards around the room show other possible alternatives, treatments and priorities for Ernie Blake Road.
- Please take some time to review and provide your comments.
- Comment cards are available around the room, please use them to provide feedback.

- Comments can also be emailed to Nancy Lauro at: nancyl@russellpe.com

Thank You