



Public Meeting #2 Summary Upper Sudderth Revitalization Project Village of Ruidoso, New Mexico September 25, 2025

Public Involvement Overview

The Village of Ruidoso (Village) sponsored a public information meeting to discuss the Upper Sudderth Revitalization Project (the project) in Ruidoso, New Mexico. The project is situated along Upper Sudderth Drive from Mechem Drive (NM 48) to the traffic circle at the intersection of D Street, Vision Street, and Main Road. The purpose of the project is to improve and enhance the roadway with sidewalks, lighting, and other features, thereby stimulating revitalization of the area. The Village has obtained a grant from the U.S. Economic Development Administration for studies, surveys, and engineering plans for improvements in the project area.

The purpose of the meeting was to present the preliminary alternative design concepts and receive public input. A presentation was given at the meeting followed by a question-and-answer session that included responses and discussion with members of the project Study Team. Additional resources and information on the project were available online at the project website: <https://usrp-ruidoso.com/>. The comment period extended from September 11 to October 10, 2025.

The meeting was advertised in the *Ruidoso News* newspaper on September 11, 2025. Copies of the meeting notice were mailed to approximately 140 nearby property owners, local businesses and residences, and other potentially interested parties. The meeting was also announced on the Village's website and social media. (see Appendix A: Notification Materials).

The meeting notice invited the public to attend the in-person and virtual meeting on Thursday, September 25, 2025, from 6:00-7:30 PM. The in-person meeting was held at the Ruidoso Village Hall, 313 Cree Meadows Drive, Ruidoso, NM 88345. The virtual meeting was held via Zoom. Ten members of the public signed-in at the in-person meeting (see Appendix B) and four individuals attended on Zoom.

Presentation

Village Representatives and project team members at the meeting included:

- Ron Sena, Village Manager
- Michael Martinez, Deputy Village Manager
- Alex Koenig, Community Development Director, Project Manager
- Matthew Baird, Parks and Recreation Director
- Chrysanti Jones, Community Development Assistant
- Gene Paulk, P.E., Stantec, Consulting Engineer and Senior Project Manger
- John Taschek, Barr Engineering Co., Public Involvement and Environmental Subconsultant

At approximately 6:00 PM, Gene Paulk, Project Manager with Stantec, welcomed the audience and started the PowerPoint presentation (see Appendix C). Gene noted that later in the meeting, video simulations will be presented to visually illustrate several of the alternative design concepts. The presentation began with a description of the agenda, study team, project location, history and purpose, scope of work, and public involvement plan.

Gene then provided detailed descriptions of the project alternative (Concepts A, B, C, D, E, F, and F1). The presentation continued with a discussion of signage in the corridor and information on how the public can provide input. The meeting was then opened to public comments, as summarized below.

Comments at the Public Meeting

1. **Comment:** The plans appear to show that private land will be acquired for parking on the south side of the roadway.

Response: (Gene Paulk) That may be a mistake in our graphics. We have no intention at this point of acquiring right-of-way.

2. **Comment:** What is the cost of the possible improvements?

Response: (Gene Paulk) The estimated cost, not knowing all the design features, is around \$3 million.

3. **Comment:** Which alternative is most amenable to relocating the sewer line from the river channel to the road?

Response: (Gene Paulk) Currently, there is a sewer line in Sudderth Drive. We mapped and documented it during our field inventories.

(Michael Martinez, Deputy Village Manager) We may have to relocate the sewer line from the river channel in the future, so there would be two lines in Sudderth Drive.

(Ron Sena, Village Manager) We may also have to relocate lift stations and storm sewers from the river channel due to the flooding problems.

(Gene Paulk) The concepts are similar enough so I believe moving the infrastructure in the river channel could be accommodated with any of the options

4. **Comment:** How much was the project grant?

Response: (Ron Sena) We obtained grants for two projects, totaling \$2.3 million for both. This project had a state match, so it was 100-percent grant funding.

5. **Comment:** Why are you considering bike lanes? Have you ever ridden a bike on Meham or Upper Canyon?

Response: (Gene Paulk) No, I've never ridden a bike on either facility. The bike lanes were included in the original concepts because they are typically part of a multimodal transportation facility. We are aware that there aren't any other bike facilities on the Ruidoso street system. If we remove the bicycle lanes from the street, it would be possible to build wider paths that could accommodate pedestrians and bikes.

(Michael Martinez) Consideration of bike lanes is also part of the larger master planning effort in the Village. The idea is to provide better connectivity and access to businesses for pedestrians and bicycles in Midtown and the Upper Canyon area.

6. **Comment:** I can see this as a multi-phase plan for connectivity.

7. **Comment:** Is there a way to see all the different elements in the various concepts in one place?

Response: (Gene Paulk) All the concepts are described in detail on the website. That is a place to start.

(John Taschek) We have considered putting a questionnaire on the website that allows you to vote on specific design elements, independently from the concepts. We will try to put up a matrix on the website that shows the different design elements in each concept.

8. **Comment:** What about including some kind of tourist attraction in the corridor, like a photo board. Maybe it could be in the traffic circle.

Response: (Gene Paulk) That is the kind of feedback that we are here to hear.

9. **Comment:** It would be nice to have a printout showing all the alternatives. Also, I don't think the back-in parking is a good idea.

Response: (Gene Paulk) We are here to get your feedback, and our feelings aren't going to be hurt if you don't like the back-in parking or any other concept. The City of Las Cruces does have some areas in the downtown area where back-in parking is used and works well, but that doesn't mean we should use it here.

10. **Comment:** Which concept provides the most parking?

Response: (Gene Paulk) I don't have that number in front of me, but I will get it for you.

11. **Comment:** Where will people park their bikes. Also, we need safe crosswalks, The bump outs downtown don't cut it. And what about green space?

Response: (Gene Paulk) The simulations that we will present later will illustrate some of the safety and crosswalk features.

(Ron Sena) The Village is going to do habitat restoration in the river channel, which will be a green space. The park area at west end of Sudderth Drive will provide an entrance to the channel area.

12. **Comment:** You could kill yourself riding a bike on Upper Sudderth Drive. It would be nice if we could accommodate bikes. In Midtown, there are poles and other obstructions in the middle of the sidewalk. How are you going to make decisions on a final, preferred design concept? What are you going to do in the roundabout, keep the bear or landscape?

Response: (Gene Paulk) In the roundabout, we have considered low level landscaping or possibly the bear or another type of sculpture. We haven't got to that level of design detail yet. Before making any decisions on the design, we will have a third public meeting. We will look at the feedback received tonight and update the alternatives as appropriate. The final design decisions will follow the third public meeting.

13. **Comment:** Is there an example of sharrow lanes in the Village where we could see the layout?

Response: (Gene Paulk) I think in the simulations that will follow here shortly you be able to see the dimensions and layout of sharrow lanes to scale.

14. **Comment:** Could you spend the funds for this project on something better given all the problems in the Village?

Response: (Ron Sena) We have to follow the terms and conditions of the federal grant that was awarded for this project, which includes a specific scope of work.

(Michael Martinez) The grant was awarded before the recent flooding problems that we have experienced.

(Gene Paulk) The work proposed, for example the larger roundabout, will accommodate big trucks and vehicles that likely will be needed for the repair work in the Upper Canyon.

At approximately 6:50 PM, Gene Paulk presented the video simulations showing the various features that are incorporated into the alternative design concepts. He stated that you can view the simulations on the website and submit comments on which features you like or don't like. The simulations allow the user to pan in a 360-degree arc and view renderings of the design elements.

15. **Comment:** How is parking going to work next to the barber shop?

Response: The final configuration is subject to your input. The concept shown includes a driveway into the paved area behind the sidewalk for deliveries to the businesses in the building that currently houses the barber shop. Parking would be on-street parallel parking.

16. **Comment:** Your assumption of a high number of bikes and pedestrians is overly optimistic. We don't have enough water to sustain a big population growth.

Response: (Gene Paulk) The design concepts that are being developed with this project are in keeping with current federal and state transportation policies, which require consideration of multimodal facilities, including bicycles and pedestrians.

(Michael Martinez) We are also responding to questions from people in the community about how we are going to accommodate bicycles traveling through the community, for example in light of events like the upcoming Iron Man and Xterra triathlon races. The current project is part of a long-term planning process, 10 to 15 years in the future. We are looking at how we are going to shape future growth and accommodate future business. We are asking you, the community, what do want in the future.

17. **Comment:** This area used to be a lot more vibrant. The project will help the Village. There are a lot of people that go through the area every day.

Response: (Ron Sena) We started this process about three years ago with the study committee. John Houghton was on the committee. We were lucky to get funding to carry the project forward.

18. **Comment:** (John Houghton) I think it's unrealistic to destroy parking. I don't want a green space blocking my parking. My customers would have to use a driveway to get into my current parking area, which would be behind the sidewalk. There wouldn't be enough room to back out to turn around or make other maneuvers. We already have a sidewalk on the north side, but it would be the same problem.

Response: (Gene Paulk) I would like to run the simulations, which show how access and circulation will work with the different improvements. These illustrate combinations of the possible elements, such as sidewalks, the multiuse trail, and/or bike facilities, but not necessarily any of the Concepts A through F. The various elements can be mixed and matched.

In this simulation, we see the 14-foot multiuse trail, the mid-block crosswalk, new parallel parking, sidewalk on the south side, and a circular roundabout.

The next simulation shows the multiuse path, back-in parking, and no sidewalk at the roundabout.

Here is one more simulation, which shows angle parking, a buffer between the curb and multiuse path, and a wide, 14-foot driving lane that would accommodate bike and vehicular use.

19. **Comment:** If we have a wider road, does it have to be labelled as a bike lane?

Response: A wider lane would not necessarily have to be stripped and marked for bike use, but it would be wide enough for shared use.

20. **Comment:** Losing parking spaces on the north side is a big problem. If the two-story building that recently became a commercial lodging business loses its three parking spaces, it will be out of business. It also needs handicap access. You need to look at whether you can fit in legal parking spaces, otherwise that is not good for business. Are these renderings to scale? I don't think so.

21. **Comment:** Are you planning to eliminate the center turn lane? It serves a purpose now. Could you leave the rollover curbs with a sidewalk option and allow the continued use of parking on private property?

Response: (Gene Paulk) The grant agreement identifies this project to include a road diet, which means reducing the number of lanes. That is why we are proposing to remove the center turn lane.

The idea of leaving the rollover curb and allowing vehicles to drive over the sidewalk to access parking would create conflicts with pedestrians and safety issues. It would be safer to designate driveways for access to parking. There's a lot to consider here; what travel modes do we want to accommodate and how do we tie it all together.

22. **Comment:** What would happen to the existing sidewalks with these proposed improvements?

Response: (Gene Paulk) We would reconstruct the sidewalks to meet Americans with Disabilities Act (ADA) requirements, including slopes and things like that. The minimum width would be four feet to meet ADA standards, but more likely the sidewalks would be five feet to meet New Mexico Department of Transportation standards.

23. **Comment:** You need to make sure you have contacted all the property owners before making final decisions on the project.

Response: (John Taschek) We sent out a mailing to all the owners and address occupants within a radius along the corridor and also advertised in the newspaper.

(Michael Martinez) We are still in the concept discussion phase. We have one more meeting planned and can have additional meetings if needed.

(Gene Paulk) Our contract calls for final plans in June 2026, so we need to have direction on the preferred alternative by around the first of the year. The goal is to have a "shovel

ready” project, which will put the Village in a good position to seek construction funding. There is currently no construction funding.

To answer an earlier question on the number of parking spaces with each alternative, the parallel parking concept would have 17 spaces in the westbound (WB) direction and 6 in the eastbound (EB) direction, for a total of 23; the back-in parking concept would have 8 spaces in the WB direction and 9 in the EB direction, for a total of 17; and the angle parking concept would have 6 spaces each in the WB and EB directions, for a total of 12 spaces. This doesn't include spaces off the right-of-way on private property.

(Michael Martinez) So, for next time, we will try to figure out the parking questions. We will 1) compare the availability of parking on and off the right-of-way with the different concepts, 2) create a matrix that shows the design elements provided with each concept, and 3) develop a plan for a walkway that doesn't impact parking and includes crosswalks. If we can maintain the number of parking spaces, are you in favor of the other amenities, or do you want to maintain the existing parking configuration? I think we can give you a better product with more parking.

(John Taschek) You can make comments on the website survey and/or we have comments forms here tonight. Please give us your comments.

(Michael Martinez) Yes, please fill out the survey or comment form even if you have made comments here tonight, so we have your specific comments and ideas. Also, please bring two friends to the next meeting. This project can potentially be a huge benefit to the community. Thank you for coming.

Written Comments (Comment Form, Email, and Website Survey)

1. Lavonne Murphy-Guzman: Website: dozogst@yahoo.com: 9/18/25

Hi! I just opened DoZo Gallery, Spa, & Tea. I am very interested in being a part of this revitalization program. Thank you. 575-310-9129

2. Michael Gonzalez: Website: mike79904@gmail.com: 9/20/24

Build a recirculation river "river walk" with walkways/sidewalks . This will help flooding and dump to excess water to lakes during droughts. This will increase tourism.

3. Lavonne Murphy-Guzman: Website: dozogst@yahoo.com: 9/24/25

I was wondering what will go into the center of the roundabout for decoration and landscaping. A magnificent piece of metal art would be ideal. I already have an idea. My cell is 575-310-9129.

4. Laura Doth: Website Survey: laura@trekwest.com: 10/13/25

After reviewing the multiple plans, I am honestly baffled as to why this project is even being considered. There is no need for this project. Why does the Village of Ruidoso want to spend money on a beautification project when the funds could be better spent fixing the streets that are in desperate need of repair. We do not have bikers or walkers in this 1/4 mile of road. If they do come to that section, there is no place for them to continue on. Upper Canyon is horribly dangerous for bikers/walkers, and has no sidewalks. From Mechem into Midtown, there is no bike paths, and is again extremely dangerous for anyone on a bike. The bump outs with vegetation will only serve to block already sketchy clearances for vehicles, and who is going to maintain them and with what water are you going to keep vegetation alive? I have navigated the circle for 37 years, and the visitors still can't figure out how to negotiate it. Changing the design of it isn't going to improve that scenario. Back in only parking? Dear Lord what a disaster that would be! If you are bound and determined to do something, then a path on the north side of the road (the river side) is the only thing that would be half way workable. There is zero demand for something like this. I would vote to scrap the entire project.

5. Karen Joyce: Website Survey: karenjoyce@yahoo.com: 10/9/25

"Cross walks yes. 6' sidewalks yes. bike lane in the street, 1st choice. bike lane share the road, 2nd choice. keep size of circle as is, move if necessary. I have run across the places where you can check mark yes or no that was mentioned."

6. Karen Joyce: Website Survey: karenjoyce@yahoo.com: 10/9/25

"Finally visiting the site from the 2nd meeting. Well after blowing up the concept designs to get a better view since we weren't given handouts. I was shocked that as the circles and ovals grew in size that the concepts were taking more property away from the land the village purchased on the north west end. I will ponder more and view conceptals later...got to go for now."

7. Barbara Behrens: Website Survey: behrensbj@gmail.com: 9/25/25

It's interesting to see bike paths just in this area. As noted in the comments on one of the suggested plans, there are none in other parts of Ruidoso. Are bike parking areas planned for the bike pathways? Crosswalks seem to be an afterthought. They are important for public safety. Greenspace is also important to maintain the beauty of our mountain town. I didn't see any of that mentioned. I would also like to see the curb cutouts go away. They are hazardous to visitors who do not expect them thank you.

8. Ethan Wright-Magoon: Website Survey: ethan@bentforkz.com: 10/1/25

"Howdy John,

I'm emailing you a PDF shortly—please keep an eye out for it.

If it doesn't land in your inbox, it may have slipped into spam. Happy to resend if needed.

Many Thanks,

Ethan

www.bentforkz.com

ethan@bentforkz.com"

9. Ethan Wright-Magoon: Email: ethan@bentforkz.com: 10/1/25

From: Ethan.Wright-Magoon
To: John.Taschek
Subject: Upper Sudderth Revitalization Project
Date: Wednesday, October 1, 2025 1:54:16 PM
Attachments: SLDDERTH-RP.pdf

CAUTION: This email originated from outside of your organization.

Howdy John,

Hope the project is going well. I'm sending a very quickly put together addendum (*with image-searched visuals*) outlining a stormwater green street treatment for the Upper Sudderth segment, featuring a ribbon-sidewalk bioswale that completely separates a raised two-way bikeway and a pedestrian promenade from traffic. Our wish is straightforward: to create a safer, family-friendly connection between the upper canyon (*where we've had a family cabin for generations*) and Midtown, while utilizing roadway runoff as a resource.

For context, I previously worked for HDR, the I-20 Wildlife Preserve, and the City of Midland, Texas, and have recently proposed stewardship projects for the Rio Rancho Bosque Open Space Preserve. This experience, along with extensive walking and biking along the Upper Sudderth corridor in Ruidoso, has shaped these recommendations.

I'd appreciate your input on whether any of this could be helpful for your team or if it's worth a quick discussion.

Thanks for having a look,
Ethan Wright-Magoon

—
Bentforkz
www.bentforkz.com

Intro From Our Family

As part-time residents, we have a personal connection to the upper Sudderth segment, having walked, run, and biked it numerous times. Our family, which includes two children ages 6 and 11, often moves as a mixed-generation group. We are advocating for the creation of a safe and stress-free pathway that allows us to travel from the upper canyon to Midtown without worrying about traffic. This segment has the potential to become a well-designed transition zone, connecting the peaceful, residential-forest atmosphere of the upper canyon with the bustling shops of Midtown. Additionally, it should responsibly manage stormwater and cater to people of all ages.

The hope for a green-inspired project

Design a stormwater green street featuring a grade-separated, pedestrian-friendly boulevard. This design includes a continuous bioswale alongside the roadway, a raised and protected two-way bike lane, and a spacious pedestrian promenade set back beneath trees, complete with seating and lighting. Together, these elements will manage stormwater runoff, enhance safety and comfort, and connect two distinct district characters.

Core Elements

Ribbon-Sidewalk Bioswale (street → planted strip → walk)

A continuous, unpaved planting strip serves as a stormwater facility, featuring curb cuts, rock forebays, check dams, engineered soil, and an overflow system that returns to the inlets. Plant with drought- and flood-tolerant natives; size for first-flush events; provide maintenance access.

Grade-Separated Two-Way Bike Lane (family-friendly)

Bikeway raised to sidewalk or intermediate grade for clear vertical separation and comfort; two-way where right-of-way allows. Use pavement color and texture, as well as centerlines; add high-visibility treatments at driveways and crossings.

Pedestrian Promenade (clear path + furnishings)

A generous, ADA-compliant walkway behind the bikeway with shade trees, benches, wayfinding, bike parking, trash/recycling, and pedestrian-scale lighting. Maintain a clear pedestrian through-zone; set furniture in a defined furnishing zone.

Crossings + Speed Management

Add mid-block narrowings (paired curb extensions) at long blocks and desire lines—this creates a shorter crossing distance, lower speeds, and room for additional plantings. Coordinate drainage to prevent curb extensions and crosswalks from ponding; consider installing raised crosswalks and refuge islands where feasible.

Typical cross-section

Curb/gutter with curb-cut inlets → Ribbon-sidewalk bioswale (≈10–12 ft) → Raised, two-way cycleway (≈10–14 ft) → Pedestrian promenade (≈14–18 ft) → Frontage. If additional space is needed, consider lane narrowing/road-diet strategies to reallocate width to safety and green infrastructure.

Key Design Considerations

Hydrology/Green Infrastructure

Size the bioswale for the target storm (e.g., first-flush). Provide bypass/overflow. Use engineered soil and underdrain where infiltration is limited. Add check dams for longitudinal grades.

Trees & Planting

Provide continuous rootable soil volumes (soil cells/structural soil), mulch, and drip irrigation. Match species to sun/wind, splash zones, and favor riparian-tolerant species near the swale.

Safety & Separation

Maintain vertical separation between travel lanes, bikeways, and walkways; use tactile cues at transitions and high-visibility treatments across driveways; keep sight triangles clear.

Crossings & Calming

Deploy mid-block narrowings, curb extensions, and, where feasible, raised crosswalks/refuge islands, aligning with drainage patterns.

Accessibility

ADA-compliant cross-slopes and grades, detectable warnings at ramps and blended transitions, and clear widths through furnishings.

Materials & Utilities

durable pavers or scored concrete for the promenade; reinforced edges at bioswale; accessible clean-outs; coordinate utilities to avoid root conflicts and ensure maintenance access.

Lighting & Amenities

pedestrian-scale lighting, benches, shade, bike racks, trash/recycling, and clear wayfinding.

Transitional Placemaking

Establish a cohesive design language—encompassing materials, lighting, furniture, and planting—that signals the arrival/transition from a residential forest to Midtown retail.

Frame key views, add wayfinding to trailheads and shops, and organize small social nodes (benches, shade, bike parking) at regular intervals to encourage strolling and lingering.

Engage a strong, interdisciplinary design team (urban design, landscape architecture, civil/stormwater, lighting/wayfinding) to develop concept alternatives and a pattern book for this “gateway/threshold” segment.

Implementation Outline

Right-of-way fit & Alternatives

Confirm cross-section widths (e.g., 10–12' bioswale / 12–14' two-way cycle / 14–18' promenade); test turning templates and loading.

Hydrology & GI Sizing

Pre- and post-runoff modeling; bioswale volumes; underdrain needs; overflow routing to inlets.

Driveways & Crossings plan

Locate mid-block narrowings, raised crosswalks, and daylighted curb returns; coordinate drainage and sight lines.

Details & Specs

Curb cuts, check dams, detectable warnings, edge protection, pavement/material schedules, lighting, and furniture.

Maintenance/O&M

Define ownership and routine tasks (vegetation care, sediment/debris removal, irrigation checks); consider a village–merchant partnership for stewardship.

Pilot Block → Full Build

Phase construction: monitor comfort, safety, and stormwater performance; refine plant palette and details based on observed results.

Outcome

This addendum promotes a green, safe, and welcoming route—a stormwater green street and pedestrian/bike boulevard that enables families, seniors, and visitors to travel comfortably between the upper canyon and Midtown, while celebrating Ruidoso's character and enhancing climate resilience.

Many Thanks,

The Wright-Magoons (Ethan, Emily, Cora, and Sofia)







TANAKA

ASSEMBLY HALL

P
4
hours

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9























10. Carlo Trujillo: Email: nmjerky@gmail.com: 9/24/25

Mr. Koenig ,

I left you a message but wanted to follow up with an email as I know you and the village staff are very busy.

Please call me at your earliest convenience to discuss. 575-650-8887

My name is Carlo Trujillo along with my wife Rebecca, we are the owners of 2904 Sudderth. I am very excited to see that this project is moving forward.

The Video Renderings all showed access to our current approved parking taken away. According to village code we must have

the parking spots in the front of our building off of Sudderth as designated parking spots. We had a considerable expense and

had to go through a very long process to obtain our curb cut out and parking to comply with the village requirements as well as obtaining all required permits for designated parking spots.

It would be great to return that area to the beautiful landscaping it was prior to the parking requirement.

We did see a rendering as shown below where 3 parking spaces were placed in front of our

business which would work for us assuming they could be assigned as designated for our property. We are pleased that the

village is improving this area and are open to suggestions and or assisting in any way.

If possible please contact me to discuss options that would work for this comprehensive plan!

Carlo Trujillo

575-650-8887

I am all for this option or something similar assuming these can be considered as designated parking for our business.



11. Carlo Trujillo: Email: nmjerky@gmail.com: 9/26/25

Mr. Taschek and Staff and Mr. Koenig,

Good morning and thank you for taking the time to listen to our input regarding the Upper Sudderth Revitalization project in Ruidoso.

My wife and I are the owners of 2904 Sudderth that will be impacted and improved by this project. We are excited for the prospect of this project. As are many of the neighboring businesses and residents. However, as you may have gathered from this last meeting, this area has many parking concerns. I have included Alex Koenig since I have been in direct contact with him regarding my concerns and he is aware of our current situation.

During the Zoom meeting, it was impossible to hear audience feedback however, I would guess that our property was a topic of discussion. We purchased this property knowing the parking limitations but also knew its potential. We dedicated a lot of time and resources into the remodel and improvement of this property that had been neglected.

We attempted to get a variance to reduce the required parking requirements, per Village code to 3 parking spaces, in an effort to minimize impact on the community. However, that idea was shot down many times by the village and the neighboring community. We complied with the current requirements by removing beautiful landscaping and causing more impact to our neighbors which, was not our intention when purchasing the property. Now we may have an opportunity to improve upon a situation that over time has created itself. We look forward to possibilities going forward.

We recently completed a large remodel on our property converting it from an office type business to a traditional nightly lodging rental space. Prior to obtaining approval on our required designated front parking and curb cut from the village, we were required to have a survey completed on the property. After the survey we discovered that our property

extends well past the sidewalk into Sudderth Street. It was a challenge for us to create required designated parking spaces however, we made it happen with the assistance of village staff and local contractors.

With requirement of Village Code, we feel it's important that the design reflects our required designated parking. Due to the fact that our property extends into Sudderth, I believe there is an opportunity to minimize the impact of our current approved parking and allow for several options within the concepts provided. We would be eager to discuss all avenues and ready to work with you along with the village to come up with a design that works to benefit all neighboring businesses.

With designated parking being a requirement for our business and village code, perhaps this would be a good time to explore more options that would help our current parking situation. While creating minimal impact to neighboring businesses due to limited parking.

I am attaching our survey as well as a general markup of what we had in mind.

Due to the fact that these changes have a direct impact on our current property footprint as well as Village Parking Code, we feel it is necessary to meet to come up with a solution. We are more than willing to meet and discuss options on how we can better The Ruidoso community.

Lastly I would like to provide my opinion to some of the designs. Although I think a bike path is a great idea in certain areas and towns, I am concerned that this may take up valuable space that could more utilized for parking which is the major concern for this area. My opinion is that a walking path shared with a bike path would provide convenience to the limited people who travel on bicycles in that area. Biking is great but once they no longer have the path on that ¼ mile stretch where will they go from there?

I lived in Okinawa Japan for 4 years while working for the Army Corps of Engineers. While on my travels in Thailand and many other Asian countries they had transportation called a Tuc Tuc. Basically, it's a moped Motorcycle that had the ability to carry 4-5 guests acting as a taxi/uber. It was very inexpensive and easy to find. I know this may not be your department but if the village were to consider an option such as this in the warmer months that simply was on a rotating schedule connecting Upper Canyon to mid-town? Keeping the fee to a minimal or free I think would offer visitors an exciting new way to travel to their favorite locations. I for one as a business owner would be happy to contribute to a service such as this as it would add extreme value to my place as well as others. All it would take is to have 3 or 4 continuously running during core business hours.

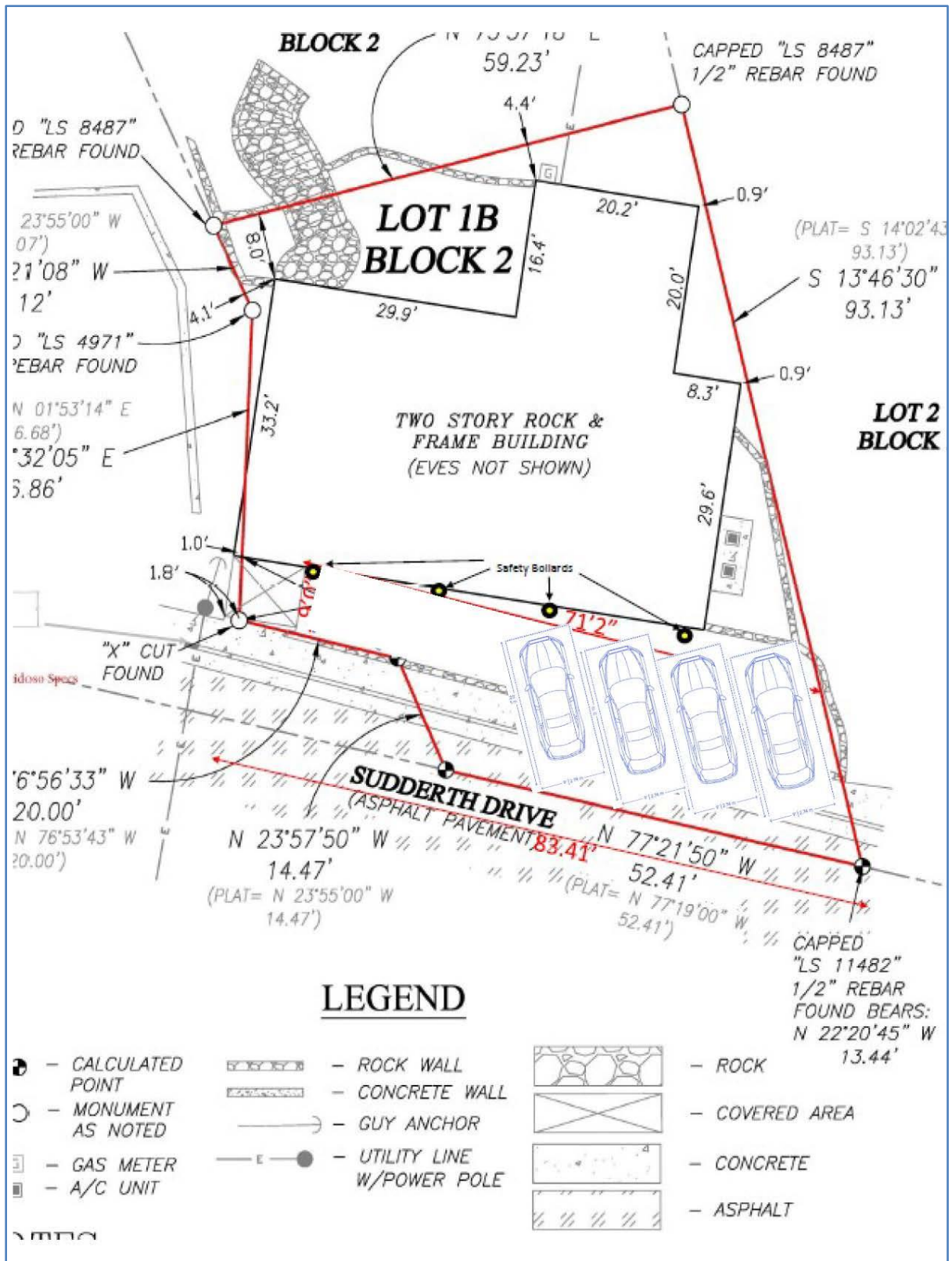
I know we are very early in the design process but want to provide as much information as possible so that all possible solutions can be taken into consideration.

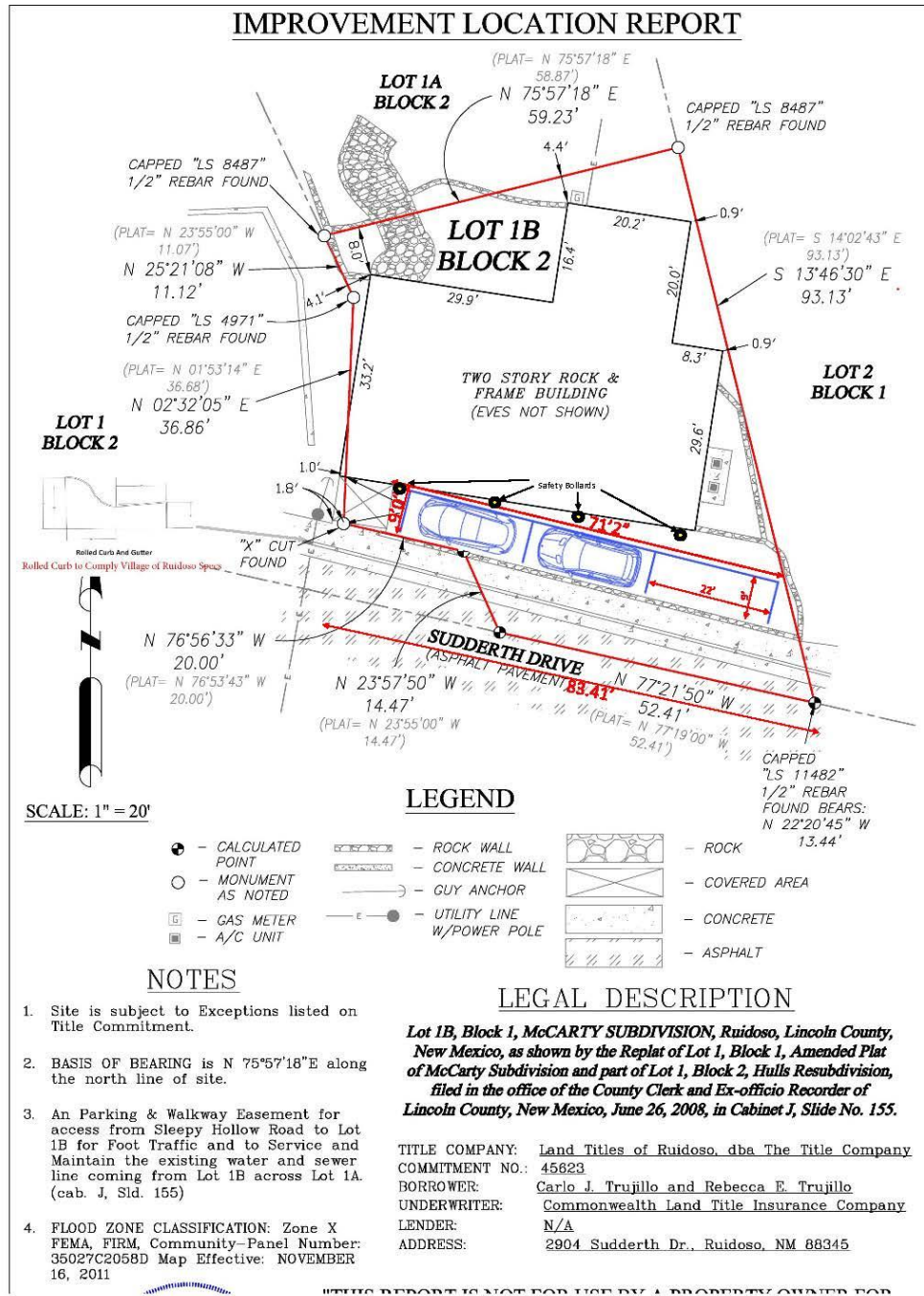
Thank you for your time and efforts on this project.



Carlo Trujillo

575-650-8887





12. Timea Eckerdt: Comment Form: timeamarie@gmail.com: 9/25/25

Acquire 2926 Sudderth Drive for green space or parking.

No concrete barriers.

More open concept design, less strict, i.e., bike, walk, drive, even consider a future with public transportation.

13. William Hall: Comment Form: sogoldice@yahoo.com: 9/25/25

North side businesses have diminished parking in all options. Need to address for two story past mini mall.

Use street signals (bike/road) on pavement for bike path.

14. John Houghton: Email: johnchoughton1@gmail.com: 10/10/25

Dear Ron,

Pursuant to our recent meeting at City Hall I would like to communicate conversations I have had with several stake holders of the Upper Canyon business district.

We think the various contemplated plans are an overkill and are especially concerned with any plan that would degrade existing parking and or degrade critical existing pull in access to parking for our businesses. (Pictures attached)

Harkening back to our original mission and request to Mayor Crawford, we focused on the following:

- 1) Fix and beautify the crumbling Circle.
- 2) Crosswalks for pedestrians at the Circle for access to the business district.
- 3) Fix existing sidewalks and curbs.
- 4) Create planter boxes to plant the white blossoming pear trees to esthetically tie the district to Midtown. Six boxes?
- 5) Add signage, so visitors will be drawn to explore the Upper Canyon offerings.

We think these improvements are appropriate, ideal, and realistic for the limited space considerations. We also don't want the road itself to be an annoying and unnecessary traffic "choke point" because of over-development. The existing three lane configuration seems to handle the brisk traffic burden very well.

Thank you for your consideration and all your efforts in this regard!

John Houghton, Owner
The Adobe Fine Art, (Stakeholder)

15. Dr. Chuck Harré: Email: chuck.harre@yahoo.com: 9/26/25

Good Afternoon

Please see below comments from the Public Meeting held on 25 Sep 2025

1. Parking. Anything less than current parking spaces is unacceptable and goal would be to increase parking. There is private land in the area that could be used for parking but not sure if the costs prohibits this idea.
2. Bicycle pathways. The improvements as presented in the meeting allowed for bicycle pathways; however, a decision to have a pathway or not does not need to be decided in this phase as the infrastructure proposed supports a bicycle pathway if needed. I would just state bicycle pathways can be supported with revitalization project. There was a lot of discussion on this topic and believe we focused on an area that does not need to be decided upon.
3. Tourist Attraction. I would recommend that create a reason for people to visit that area other than just businesses. For example on Sudderth in Midtown, there several photo opportunities. A consideration is to have a structure potentially in the roundabout such as a digital background board that allows the person to choose the background for a photo opportunity.

Thank you

Dr. Chuck Harré
Chairman, Ruidoso Valley Chamber of Commerce

Appendix A: Meeting Notification Materials



IN-PERSON AND VIRTUAL PUBLIC MEETING #2

for the

Upper Sudderth Revitalization Project Village of Ruidoso, New Mexico

The Village of Ruidoso is sponsoring a public information meeting to discuss the Upper Sudderth Revitalization Project in Ruidoso, New Mexico. The Project is situated along Upper Sudderth Drive from Mechem Drive (NM 48) to the traffic circle at the intersection of D Street, Vision Street, and Main Road.

The purpose of the Project is to improve and enhance the roadway with sidewalks, lighting, and other features, thereby stimulating revitalization of the area. To this end, the Village has obtained a grant from the U.S. Economic Development Administration for studies, surveys, and engineering plans for improvements in the Project area.

The **Purpose of the Meeting** is to present the alternative design concepts, and to receive your input. A presentation will be given followed by a question-and-answer session. Also visit <https://usrp-ruidoso.com/> for additional information.

JOIN THE IN-PERSON MEETING

Thursday, September 25, 2025, 6:00-7:30 PM

Ruidoso Village Hall
313 Cree Meadows Drive
Ruidoso, NM 88345

or

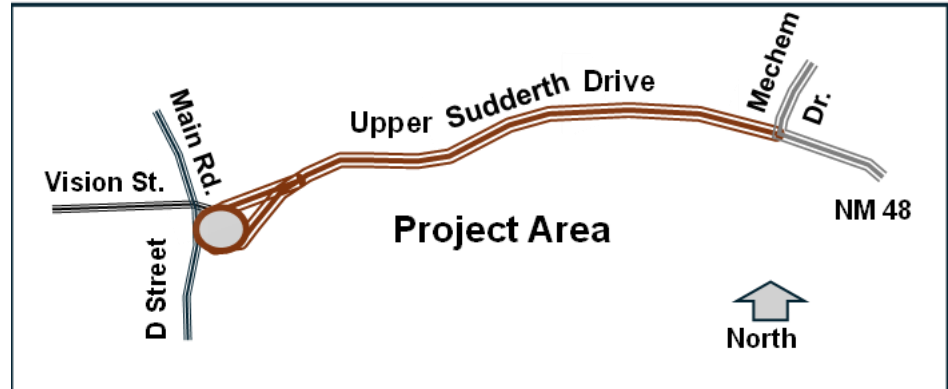
JOIN THE ZOOM MEETING

<https://us06web.zoom.us/j/89174218483?pwd=aMk4wvXhH0zykhnsDidoHuEbouAPim.1>

Meeting ID: 891 7421 8483
Passcode: 427213

TO REQUEST ASSISTANCE

For more information or other assistance, contact John Taschek 505-980-0993.



WE WANT TO HEAR FROM YOU!

Attend the in-person or virtual public meeting

Submit feedback online at:
www.usrp-ruidoso.com

Email comments to:
jtaschek@barr.com

Provide verbal feedback:
505-980-0993

Mail written comments to:
Attn: USRP-Ruidoso
Barr Engineering
320 Osuna Road NE, Suite G4
Albuquerque, NM 87107

Please submit comments by
October 10, 2025

Ruidoso Upper Sudderth Revitalization Project: Mailing List

Parcel Number	Owner Address	Site Address
4071064179526000000	SML RUIDOSO, INC 5469 E HIDALGO ST APACHE JUNCTION AZ 85119	OCCUPANT 107 MAIN RD RUIDOSO NM 88345
4071064142528000000	REYNOLDS, DONALD W 317 CR 252 SWEETWATER, TX 79556	OCCUPANT 117 MAIN RD RUIDOSO, NM 88345
4071064151525000000	HAARMAYER ELECTRIC, INC PO BOX 478 LOVINGTON, NM 88260	OCCUPANT 115 MAIN RD RUIDOSO, NM 88345
4071064158524000000	Duplicate	OCCUPANT 113 MAIN RD RUIDOSO, NM 88345
4071065135008000000	MARTINEZ, LEOPOLDO; TRUSTEE PO BOX 7908 RUIDOSO, NM 88345	OCCUPANT 126 WINGFIELD AVE RUIDOSO, NM 88345
4071065150008000000	MOUNTAIN HIGH INVESTMENTS 1402 E 29TH ST WOLFFORTH, TX 79382	OCCUPANT 122 VISION DR RUIDOSO, NM 88345
4071065157008000000	GONZALEZ, GONZALO & DOLORES H 424 NORTH AVENIDA AZOGGE TUCSON, AZ 85745	OCCUPANT 118 VISION DR RUIDOSO, NM 88345
4071065172008000000	RUIDOSO VISION DRIVE MGMT PO BOX 1278 RUIDOSO, NM 88345	OCCUPANT 116 VISION DR RUIDOSO, NM 88345
4071065194008000000	STERLING MANAGEMENT OF NM PO BOX 1278 RUIDOSO, NM 88345	OCCUPANT 100 VISION DR RUIDOSO, NM 88345
4071065138025000000 4071065150025000000	BONITO RIVER SERVICES, INC 127 VISION DRIVE RUIDOSO, NM 88345	OCCUPANT 420 FIRST STREET RUIDOSO, NM 88345
4071065160025000000	117 VISION, LLC 3055 WILDFLOWER DR DALLAS, TX 75229	OCCUPANT 117 VISION DR RUIDOSO, NM 88345
4071065167025000000 4071065172025000000	MURILLO, KAYLEIGH BRIANNA 229 JUNCTION RD RUIDOSO, NM 88345	OCCUPANT 115 VISION DR RUIDOSO, NM 88345
4071065180025000000	LSEP, LLC PO BOX 1067 CAPITAN, NM 88316	OCCUPANT 408 FIRST STREET RUIDOSO, NM 88345
4071065195025000000	PORPHUROPOLIS TRUST 101 VISION DR RUIDOSO, NM 88345	Same as owner
4071065216009000000 4071065235007000000 4071064248527000000 4071064229525000000	VILLAGE OF RUIDOSO 313 CREE MEADOWS DRIVE RUIDOSO, NM 88345	Don't need

4071064220524000000 4071065359026000000		
4071064272524000000	ECKERDT TRUST PO BOX 767 RUIDOSO DOWNS, NM 88346	OCCUPANT 2318 SUDDERTH DR RUIDOSO, NM 88345
4071064212524000000	WEST, JEFFREY S 4101 HILDRING DR W FORT WORTH, TX 76109	OCCUPANT 102 MAIN RD RUIDOSO, NM 88345
4071064207517000000	NORRIS, JOHN D PO BOX 1567 LOVINGTON, NM 88260	OCCUPANT 104 MAIN RD RUIDOSO, NM 88345
4071064198513000000	RICE, RALPH DOUGLAS 10 BACTON LANE BELLA VISTA, AR 72714	OCCUPANT 106 MAIN RD RUIDOSO, NM 88345
4071064190508000000	REINHARDT, DALE T 450 COOPER ST MERRYVILLE, LA 70653	OCCUPANT 108 BLOODWORTH ST RUIDOSO, NM 88345
4071064186501000000	YOUNG, JOSEPH 50 PRESTWICK ODESSA, TX 79762	OCCUPANT 110 BLOODWORTH ST RUIDOSO, NM 88345
4071064184489000000	HODGE, EDWARD D IV 218 HILLVIEW DR SAN ANTONIO, TX 78209	OCCUPANT 112 BLOODWORTH ST RUIDOSO, NM 88345
4071064173507000000	110 MAIN ROAD, LLC 4751 SAINT ROCH AVE NEW ORLEANS, LA 70122	OCCUPANT 110 MAIN RD RUIDOSO, NM 88345
4071064174489000000	FOSTER, EDWARD J III 1231 COUNTY RD 57 LOCKNEY, TX 79241	OCCUPANT 120 SLAY RD RUIDOSO, NM 88345
4071064165506000000	ISAACSON, CYNTHIA 11602 BUTTONWOOD DR AUSTIN, TX 78759	OCCUPANT 112 MAIN RD RUIDOSO, NM 88345
4071064157506000000	RIGGS, TAYLOR J PO SOB 1515 RUIDOSO, NM 88345	OCCUPANT 114 MAIN RD RUIDOSO, NM 88345
4071064158491000000	PECOS POINTE LLC 1001 NORTH SHORE DR CARLSBAD, NM 88220	OCCUPANT 110 SLAY RD RUIDOSO, NM 88345
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4071064127509000000	FITCH, G MORRIS & 2819 24TH ST LUBBOCK, TX 79410	OCCUPANT 106 SLAY RD RUIDOSO, NM 88345
4071064133501000000	INNS, VICKI D 6516 CALLE BONITA LN EL PASO, TX 79912	OCCUPANT 108 SLAY RD RUIDOSO, NM 88345
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4071065264011000000	DOTH, MARK 201 OAK GROVE PL RUIDOSO, NM 88345	OCCUPANT 2321 SUDDERTH DR RUIDOSO, NM 88345
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4071065278009000000 4071065285009000000	CHENG, NANA H 2911 SUDDERTH DRIVE RUIDOSO, NM 88345	OCCUPANT 2913 SUDDERTH DR RUIDOSO, NM 88345
4071065290008000000 4071065301008000000 4071065307009000000 4071065299008000000	HOUGHTON, JOHN C 2905 SUDDERTH DR RUIDOSO, NM 88345	OCCUPANT 2313 SUDDERTH DR RUIDOSO, NM 88345
4071065294008000000	SPARKS, WYATT 2907 1/2 SUDDERTH DR RUIDOSO, NM 88345	OCCUPANT 2311 SUDDERTH DR RUIDOSO, NM 88345
4071065271029000000	BRADFORD, MARK 13811 HUNTERS PASS AUSTIN, TX 78734	OCCUPANT 244 FIRST STREET RUIDOSO, NM 88345
4071065281029000000 4071065294029000000	KRAUSE, EDWIN T PO BOX 1120 RUIDOSO, NM 88345	OCCUPANT 228 FIRST STREET RUIDOSO, NM 88345
4071065313024000000	MARBOB ENERGY CORPORATION PO BOX 400 RUIDOSO, NM 88345	OCCUPANT 2301 SUDDERTH DR RUIDOSO, NM 88345
4071065278021000000	CHENG, GLEN 2911 SUDDERTH DR RUIDOSO NM 88345	OCCUPANT 2941 BURRO LN RUIDOSO, NM 88345

407106528602000000	ELIZONDO, GEORGE H PO BOX 1533 ALAMOGORDO, NM 88310	OCCUPANT 2939 BURRO LN RUIDOSO, NM 88345
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407106529702000000	Duplicate	OCCUPANT 2931 BURRO LN RUIDOSO, NM 88345
407106532902300000	FLETCHER, WAYNE R; TRUSTEE 1240 SANDY HILLS DRIVE WEST COVINA, CA 91791	OCCUPANT 2223 SUDDERTH DR RUIDOSO, NM 88345
407106533902400000	CMM INVESTMENTS, LTD 2815 SUDDERTH DR RUIDOSO, NM 88345	OCCUPANT 2815 SUDDERTH DR RUIDOSO, NM 88345
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407106430752500000	TRUREALESTATE, LLC 5005 LAWRENCE DR SE LOS LUNAS, NM 87031	OCCUPANT 2304 SUDDERTH DR RUIDOSO, NM 88345
407106430451700000	JENKINS, JAMES MICHAEL 104 ASPEN CIRCLE RUIDOSO, NM 88345	OCCUPANT 105 SLEEPY HOLLOW RUIDOSO, NM 88345
407106431952300000	WALL, ANDRE M 2664 S OLD CHURCH ROAD CAMPE VERDE, AZ 88322	Not available
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Adjacent Businesses		
Martha's Fabric Shop 101 Vision Dr. Ruidoso, NM 88345	Pena's Place 2963 Sudderth Dr. Ruidoso, NM 88345	
Upper Canyon Lodging Co 2959 Sudderth Dr. Ruidoso, NM 88345	Pine Needles Gift and Decor 2959 Sudderth Dr. Ruidoso, NM 88345	
Anytime Fitness 2927 Sudderth Dr. Ruidoso, NM 88345	Casitas Café 2919 Sudderth Dr. Ruidoso, NM 88345	
Josie's Framery 2917 Sudderth Dr. Ruidoso, NM 88345	Torino's 2913 Sudderth Dr. Ruidoso, NM 88345	
Farmers Insurance 2911 Sudderth Dr. Ruidoso, NM 88345	The Adobe Fine Art 2905, 2907, 2909 Sudderth Dr. Ruidoso, NM 88345	
Vacant 2901 Sudderth Dr. Ruidoso, NM 88345	Tina's Café 2825 Sudderth Dr. Ruidoso, NM 88345	
Cabinet & Stone 2825 Sudderth Dr. Ruidoso, NM 88345	T-Mobile 2825 Sudderth Dr., Ste E Ruidoso, NM 88345	
Liam Griffin Law Office 2825 Sudderth Dr., Suite D Ruidoso, NM 88345	Mossy Oak Properties, Real Estate Agency 2825 Sudderth Dr. Ruidoso, NM 88345	
Advanced Hearing Care 2825 Sudderth Dr., Ste H Ruidoso, NM 88345	First American Bank 2825 Sudderth Dr., Suite I Ruidoso, NM 88345	
Residences 2939, 2937, 2935 Sudderth Dr. Ruidoso, NM 88345	Good Life Senior Living and Memory Care 100 Vision Dr. Ruidoso, NM 88345	
Hair & Nail Salon Shawntell 2910-2916 Sudderth Dr. Ruidoso, NM 88345	Vacant 2906 Sudderth Dr. Ruidoso, NM 88345	
Vickie Peebles DC 2902 Sudderth Dr. Ruidoso, NM 88345	Vacant 128 Mechem Dr. Ruidoso, NM 88345	
The Ranchers Steak and Seafood Restaurant 2823 Sudderth Dr. Ruidoso, NM 88345	Allsup's Convenience Store 2820 Sudderth Dr. Ruidoso, NM 88345	

Appendix 2: Meeting Sign-In Sheet and Comments



In-Person and Virtual Public Meeting #2

Sign-in Sheet

Upper Sudderth Revitalization Project

Thursday, September 25, 2025, Starting at 6:00 P.M.

Ruidoso Village Hall, 13 Cree Meadows Drive, Ruidoso, NM 88345

Name	Interest	Address	Email Address
Chuck Harice	Chair Chamber	200 King Avenues CT	Chuck.harice@yahoo.com
LaVonne Murphy-Gemmen	Doro Gallery, Spa & Tea	2906 Sudderth Dr	lavogst@yahoo.com
Gene Paulik	Stauter	Las Cruces	gene.paulik@stauter.com
Bill Hall	Neighborhood	108 Larch Ave	so.pallice@yahoo.com
Karen Joyce	Resident	223 Junction Rd	karenjoyce@yahoo.com
Mike Dilalva	Upper Canyon bldg	416 1/2 428 Main	sspm2014@gmail.com
Toodie Stone	Resident of UC	110 metate	texas.toodie.telleride@yahoo.com
Deb Donds	Chamber		Membership@Ruidosonow.com
Barbara Bohrens	resident	109 E. Santa Rosa Dr	bohrensbj@gmail.com
Salvador Dill	Doro Gallery	2906 Sudderth	salvadorchavesdill@gmail.com



Comment Form

In-Person and Virtual Public Meeting #2

Upper Sudderth Revitalization Project

Thursday, September 25, 2025, Starting at 6:00 P.M.

Ruidoso Village Hall, 13 Cree Meadows Drive, Ruidoso, NM 88345

Comments:

* Acquire 2926 Sudderth Drive for
Green Space or Parking

* No Concrete Barriers

* More open concept design, less
strict. ie. Bike, Walk, Drive, even consider
a future w/ public transportation.

Name: Timea Eckerdt

Address: 2926 Sudderth

Phone: 575-937-3484

Email: timeamarie@gmail.com

Please submit comments at the meeting or send them by October 10, 20245

by Email to jtaschek@barr.com or by mail to:

Upper Sudderth Revitalization Project | Barr Engineering

320 Osuna Road NE, Ste. G-4, Albuquerque, NM 87107

Appendix C: Meeting PowerPoint Presentation

Upper Sudderth Revitalization Project Village of Ruidoso, New Mexico

Public Meeting
September 25, 2025



Presentation Topics/Agenda



1. Project Location and Overview
2. Study Team
3. Current Scope of Work
4. Public Involvement Plan
5. Preliminary Alternatives - Concepts A-F
6. Parking Accommodations
7. Bicycle Facilities Accommodations
8. Gateway Signage
9. Your Input

Study Team

- **Village of Ruidoso**
 - Ron Sena, Village Manager
 - Micheal Martinez, Deputy Village Manager
 - Alex Koenig, Community Development Director, Project Manager
 - Matthew Baird, Parks and Recreation Director
 - Eddie Ryan, Manager of Strategic Partnerships
 - Vyanca Vega, Capital Projects Coordinator
 - Chrysanti Jones, Community Development Assistant
- **Stantec**
 - Gene Paulk, P.E., Senior Project Manager
 - Gabby Contreras-Apodaca, P.E., Senior Associate
- **Barr Engineering**
 - John Taschek, Environmental Scientist



Project Location and Overview



Project History and Purpose

- 2022: Historic Upper Canyon Gateway and Streetscape Improvements Project
- 2023: Stantec Fee Estimate for Corridor Study and Design
- 2024: U.S. Economic Development Administration Grant Metropolitan Redevelopment and Regional Job Growth

Current Scope of Work

1. Scoping Report
2. Public Involvement Plan
3. Environmental Investigation and Documentation
4. Engineering Design Support Studies
5. Preliminary Roadway Design Plans
6. Final Roadway Design Plans

Public Involvement Plan

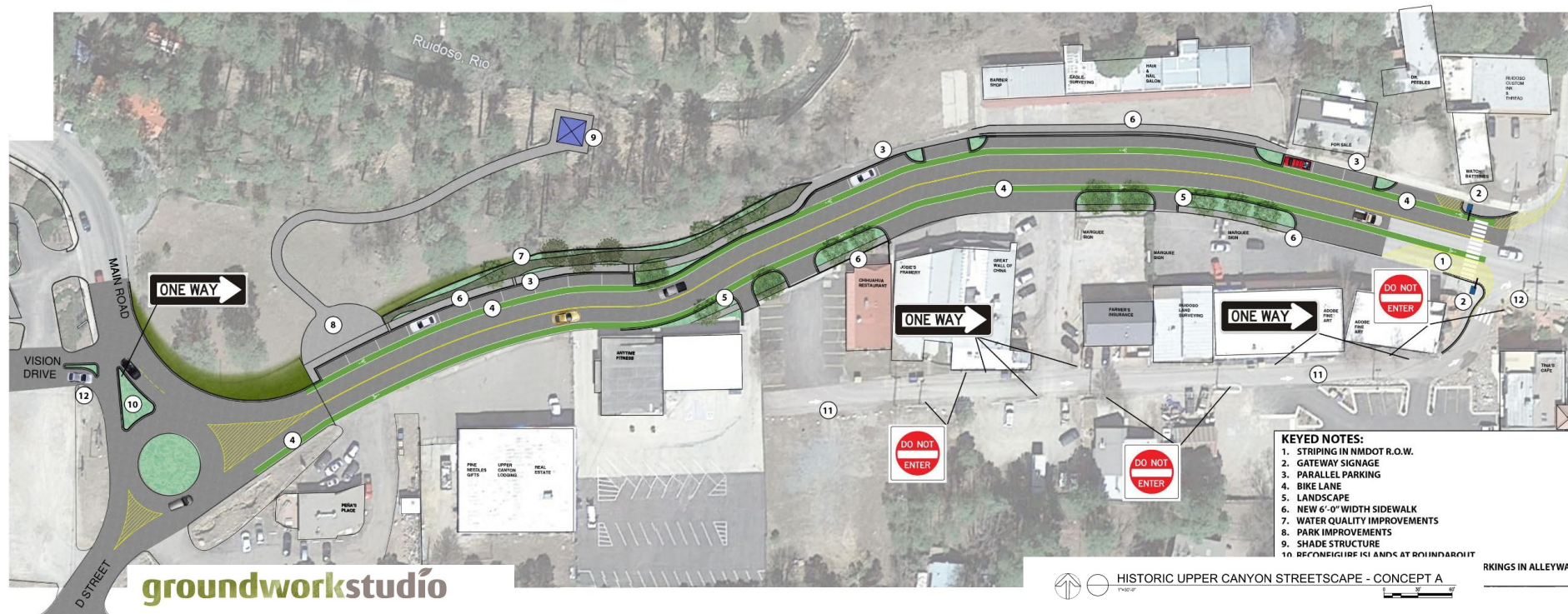
2025								
TASK	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT
Study Team Meetings	■	■	■	■	■	■	■	■
Public Involvement Plan	■							
1 st Stakeholder Meeting		■	■					
2 nd Stakeholder Meeting					■			
1 st Public Meeting			■	■				
2 nd Public Meeting							■	
3 rd Public Meeting								■



WE ARE HERE

- Project Study Team
- Project Website
- Stakeholder Meetings
- Public Meetings

Preliminary Alternative - Concept A



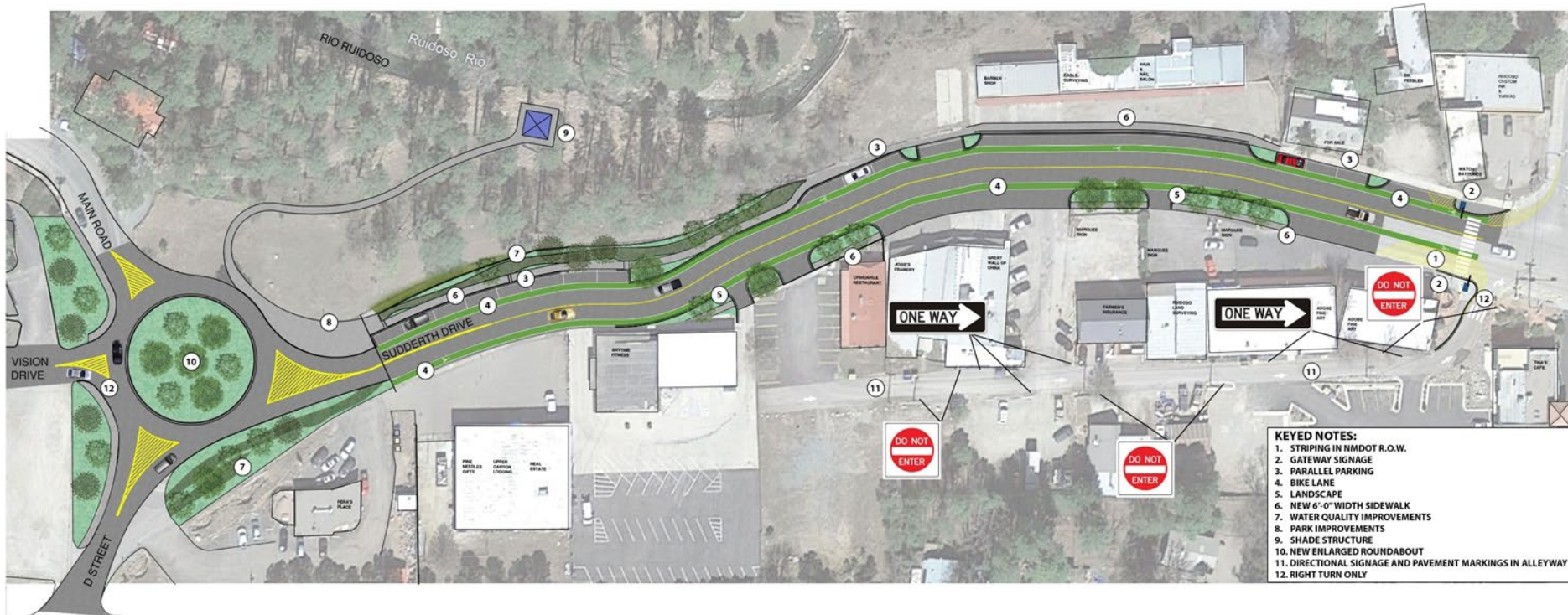
Corridor

- Bike Lanes Eastbound & Westbound
- 6 ft Sidewalks
- Parallel On-Street Parking

Roundabout

- Circular
- Pavement markings
- No Sidewalk or Crosswalks
- Raised Islands

Preliminary Alternative - Concept B



groundworkstudio

HISTORIC UPPER CANYON STREETSCAPE - CONCEPT A

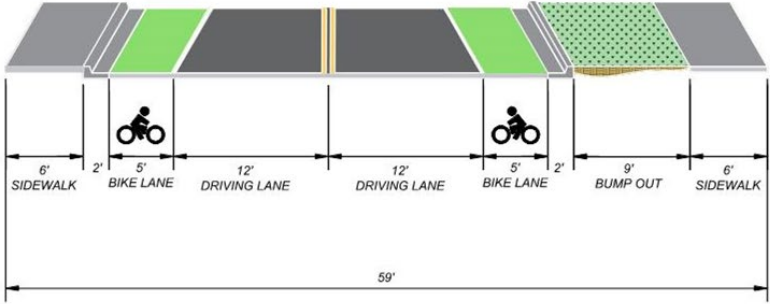
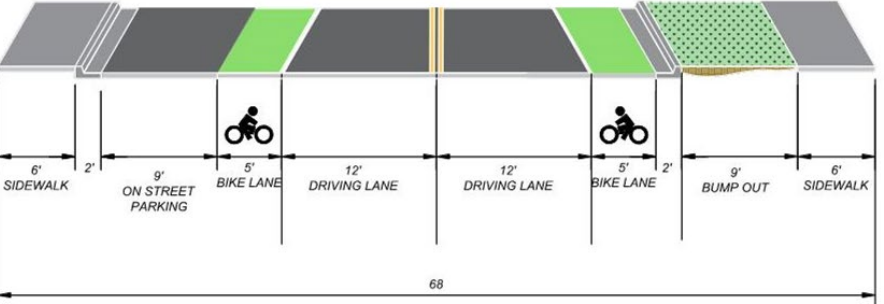
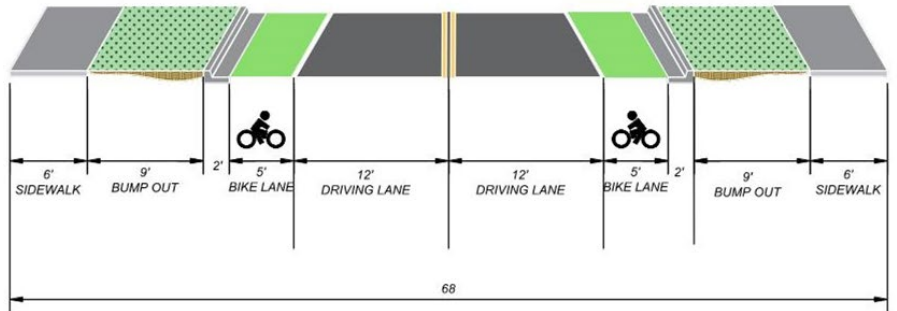
Corridor

- Bike Lanes Eastbound & Westbound
- 6 ft Sidewalks
- Parallel On-Street Parking

Roundabout

- Circular-Large
- Pavement markings
- No Sidewalk or Crosswalks

Preliminary Alternative - Concept A&B



Preliminary Alternative - Concept C



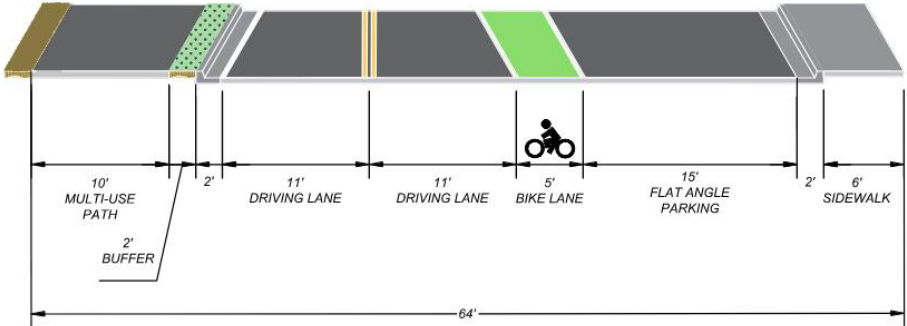
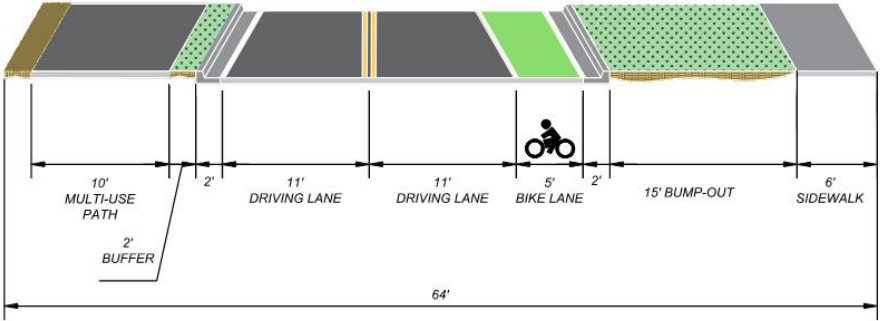
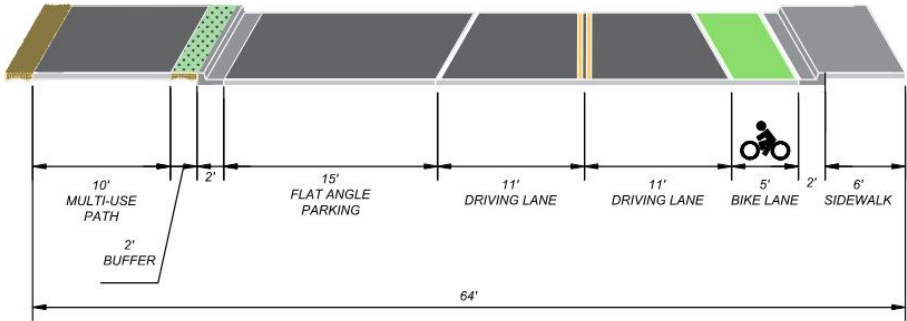
Corridor

- Bike Lane Eastbound
- 10 ft Multi-Use Trail North Side
- 6 ft Sidewalk South Side
- Flat Angle On-Street Parking
- Mid-Block Crossing

Roundabout

- Circular
- Apron
- Raised Islands
- Sidewalk & Crosswalks

Preliminary Alternative - Concept C



Preliminary Alternative - Concept D



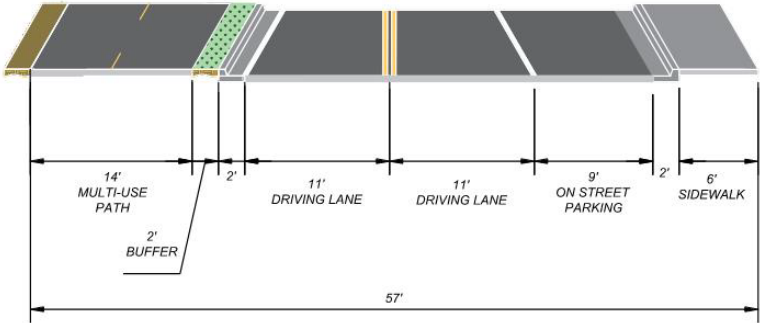
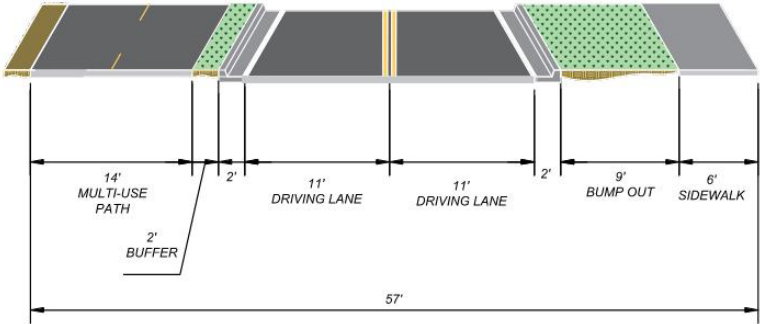
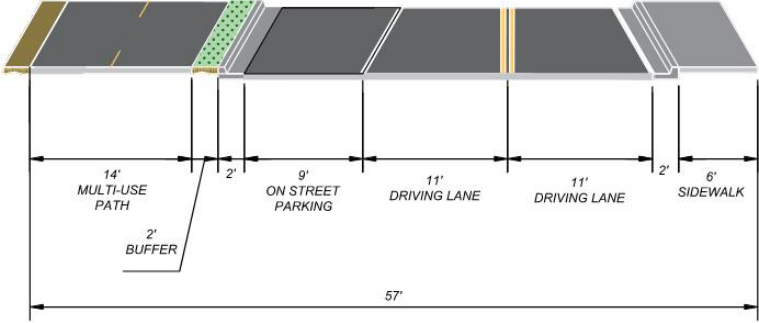
Corridor

- 14' Bi-directional Multi-Use Trail North Side
- 6 ft Sidewalk South Side
- Parallel On-Street Parking
- Mid Block Crossing

Roundabout

- Oval
- Apron
- Raised Islands
- Sidewalk & Crosswalks

Preliminary Alternative - Concept D



Preliminary Alternative - Concept E



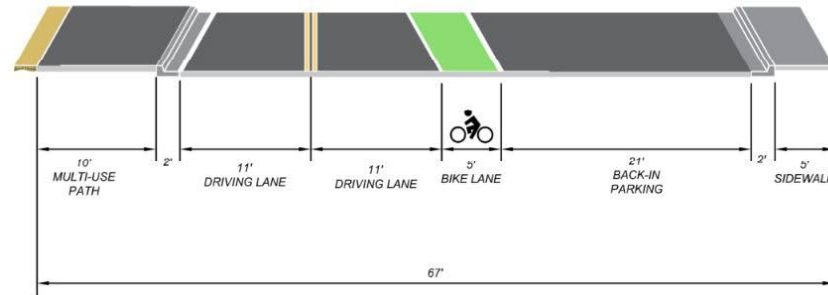
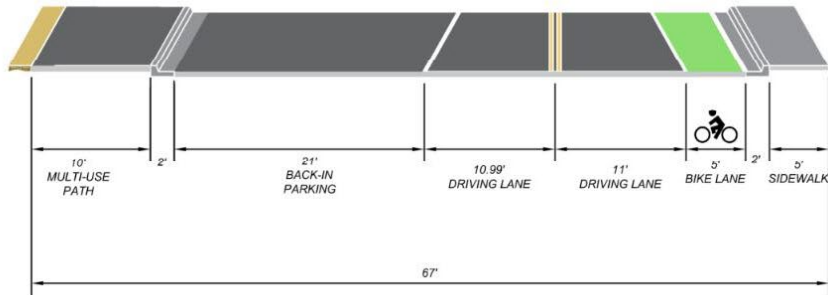
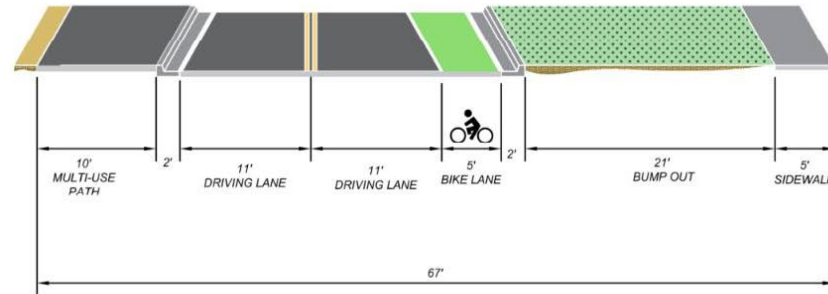
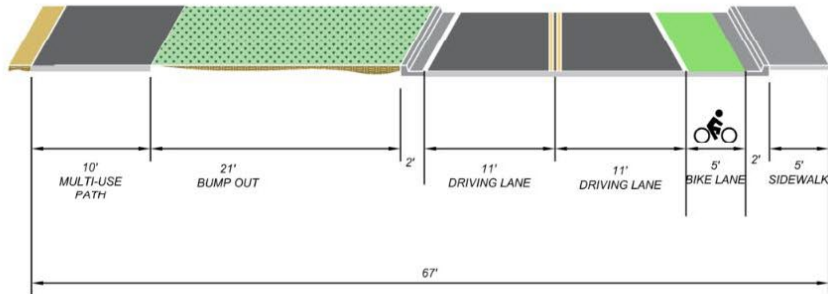
Corridor

- Bike Lane Eastbound
- 10 ft Muti-Use Trail North Side
- 5 ft Sidewalk South Side
- Back-In On-Street Parking
- Mid-Block Crossing
- Off-Street Parking

Roundabout

- Oval
- Apron
- Raised Islands
- No Sidewalk & Crosswalks

Preliminary Alternative - Concept E



Preliminary Alternative - Concept F



Corridor

- Shared Lane Eastbound
- 10 ft Multi-Use Trail North Side
- 6 ft Sidewalk South Side
- Flat Angle On-Street Parking
- Mid-Block Crossing

Roundabout

- **Circular**
- Apron
- Raised Islands
- Sidewalk & Crosswalks

Preliminary Alternative - Concept F-1



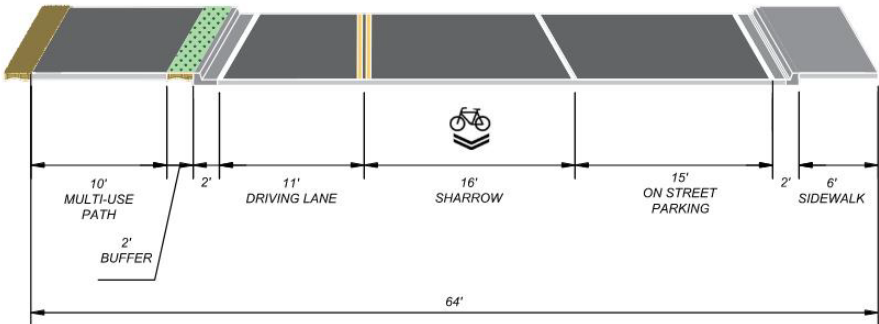
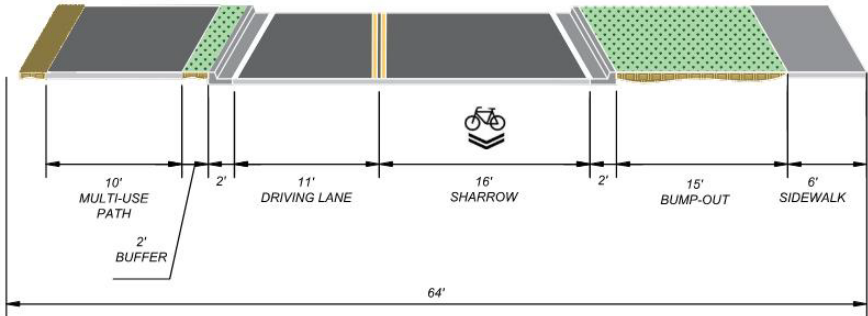
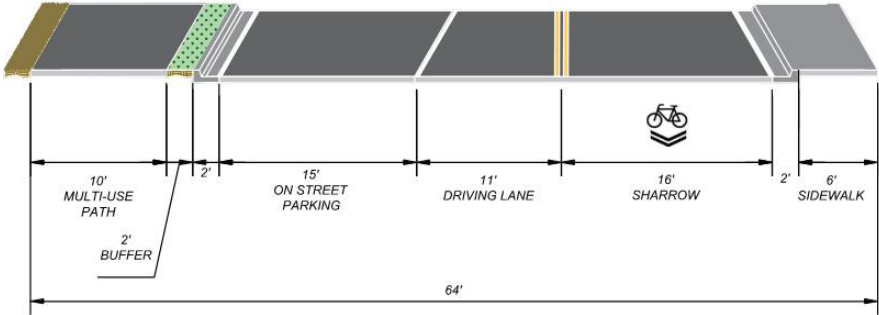
Corridor

- Shared Lane Eastbound
- 10 ft Multi-Use Trail North Side
- 6 ft Sidewalk South Side
- Flat Angle On-Street Parking
- Mid-Block Crossing

Roundabout

- **Oval**
- Apron
- Raised Islands
- Sidewalk & Crosswalks

Preliminary Alternative - Concept F

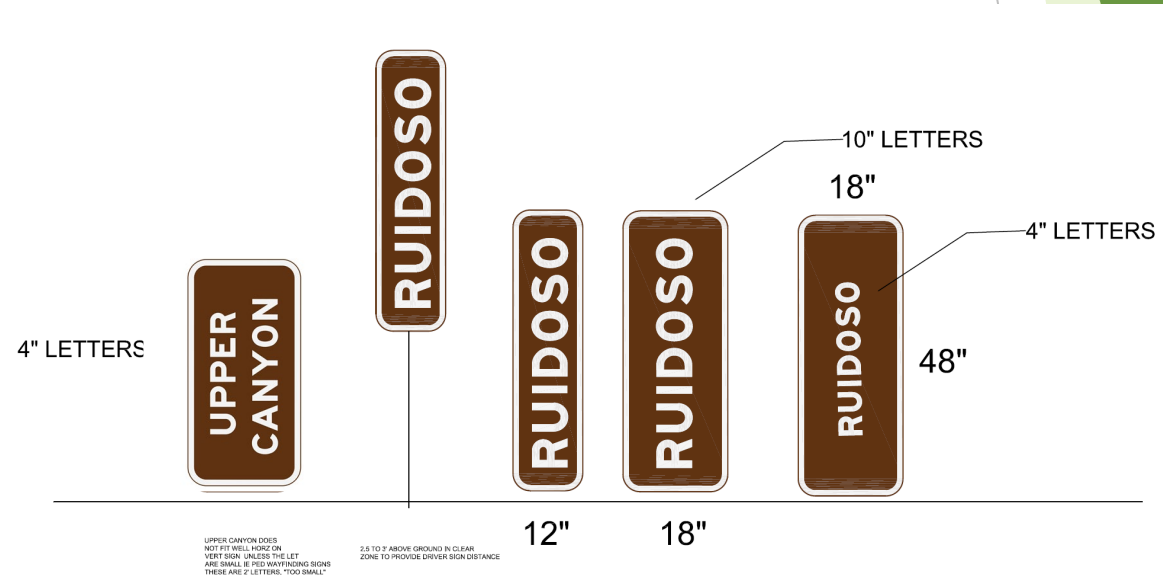


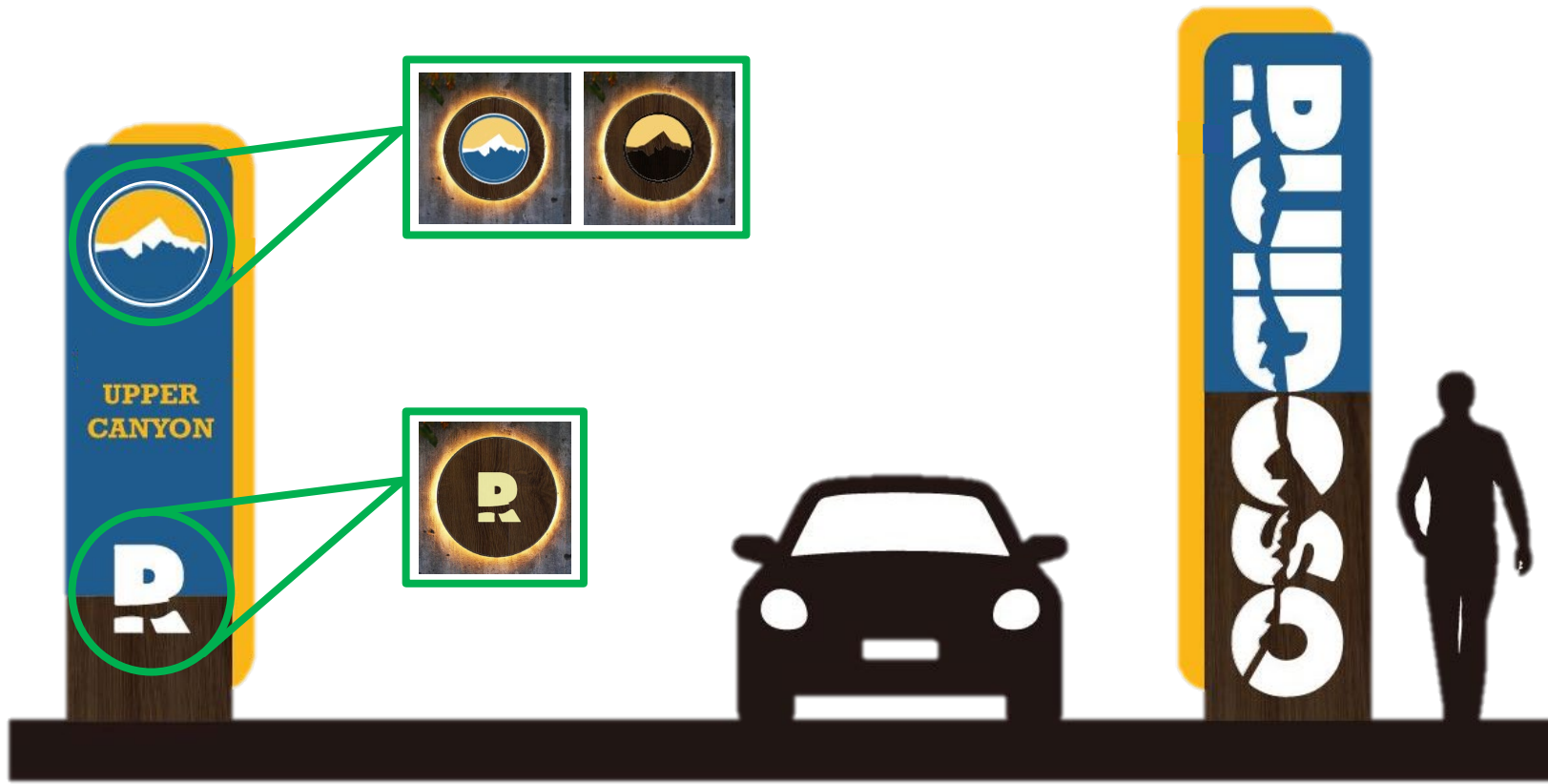
Gateway Signage Requirement

► Requirements

Wayfinding/Gateway sign	Wayfinding Gateway Sign
In Clear zone	Outside of clear zone
5' min height above ground	Can be place bottom touching ground
5' + 4' height top = approx 9 feet tall	Top approx 4 feet
Letter height 4" min unless for ped only can go smaller Issue getting upper canyon (horiz text on vert sign)	Letter height 4" min unless for ped only can go smaller; issure getting upper canyon (horiz tet on vert sign)
Looking at 12" to 18" inch wide sign x 4 FT vertical sign for "Ruidoso" Consider upper canyon horizontal sign? 4" letters to 10" letter height.	Looking at 12" to 18" inch wide sign x 4 FT vertical sign for "Ruidoso" Consider upper canyon horizontal sign?
Consider talking with fabricator or artist for signs "eg Structural" for artistic sign design	Consider talking with fabricator or artist for signs "eg Structural" for artistic sign design

► Dimensions

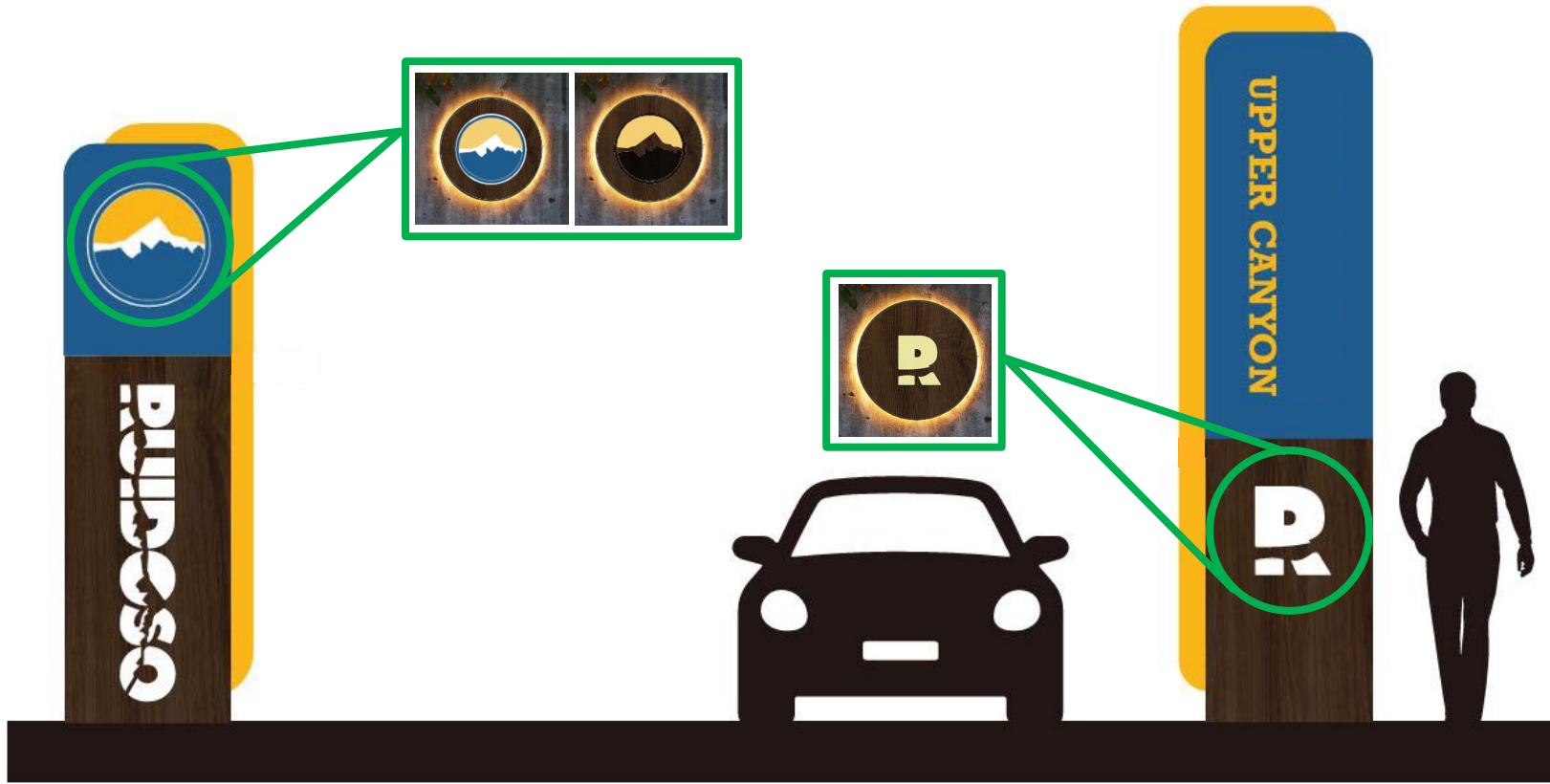




Gateway Signage 03



Gateway Signage 03



Gateway Signage 05



Gateway Signage 05

We Want to Hear Your Ideas!

Comments here at the meeting or in the future to:

www.usrp-ruidoso.com

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