

**WILSON
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ENGINEERS & ARCHITECTS



50 MILE LOOP PLAN



September 2013

City of Albuquerque

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City Council

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Roxanna Meyers, District 2
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50-Mile Loop Ad Hoc Committee

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Kristen Woods, City of Albuquerque Mayor's Office
Bruce Farmer, Cyclist
Chris Marsh, Cyclist
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Don Simonson, Cyclist
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Enrique Cardiel, Urban Health Extension
Ian Maddieson, Pedestrian/Runner
James Lewis, City of Albuquerque Parks and Recreation
Jim Arrowsmith, City of Albuquerque Department of Municipal Development
Julie Luna, Mid-Region Council of Governments
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Greater Albuquerque Bicycling Advisory Committee (GABAC)

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Executive Summary

The 50 Mile Loop is part of ABQ the Plan, Mayor Berry's long term plan to invest in the future of Albuquerque. ABQ the Plan is about large scale public projects that will increase quality of life for residents, enhance economic development opportunities, promote tourism, and spur private sector investments.

By leveraging the City's on-going investments in its approximately 160 miles of multi-use trails, and 310 miles of bike lanes, routes and boulevards, this plan will:

- Establish an alignment for the 50 Mile Loop
- Assess and evaluate the existing infrastructure along the alignment
- Propose improvements and enhancements to the existing infrastructure in need of improvement and gaps along the alignment in need of completion for all types of users
- Identify existing amenities and attractions, and propose new amenities for the 50 Mile Loop
- Propose a plan for implementation of these improvements and enhancements
- Provide a proposed marketing plan for promoting the 50 Mile Loop for health and wellness benefits for the residents of Albuquerque, identifying the 50 Mile Loop as a way for tourists and residents to enjoy the City's unique destinations, and to stimulate tourism and economic development



Four joint town hall meetings for the Rio Grande Vision and the 50 Mile Loop were held in October 2012 and December 2012. In addition to the joint public meetings, the 50 Mile Loop team presented to the Greater Albuquerque Bicycling Advisory Committee (GABAC) and Greater Albuquerque Recreational Trails Committee (GARTC), and formed an ad hoc committee representing these and other trail user groups. The ad hoc committee met four times from October 2012 through February 2013.



Once adopted, the 50 Mile Loop Plan is proposed to be a component or addendum to the Bikeways and Trails Facilities Plan.

By gathering input from the public at the October/November 2012 public meetings, and working through various test alignments at the ad hoc committee meetings, a working alignment was established. Further review of the working alignment continued with test rides by the project team and an assessment of the existing infrastructure along the alignment. Fine tuning of the alignment continued with the establishment of the 50 Mile Loop alignment as shown in Figure 1ES. Also shown, are mini-loop connections and connection alignments to further connect with the City's neighborhoods.

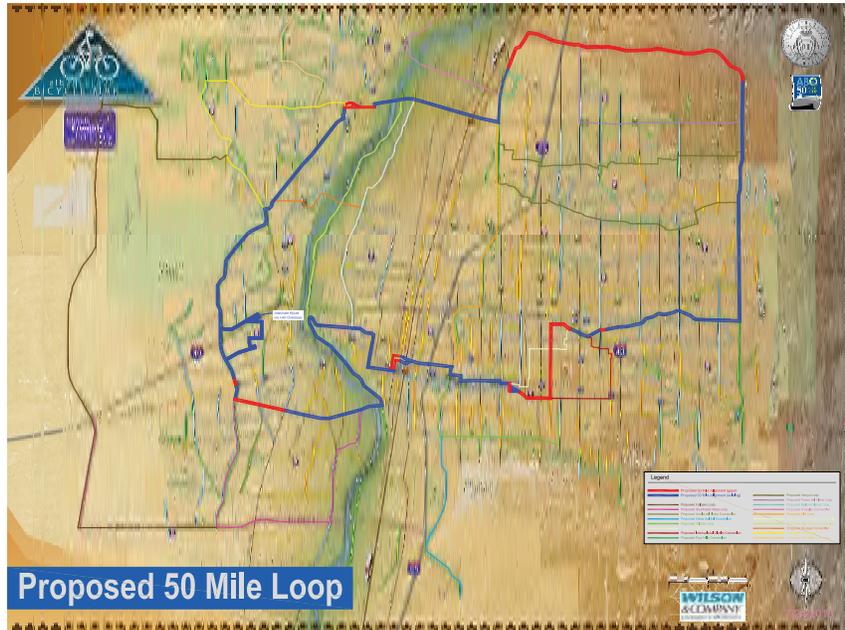


Figure 1ES. Proposed 50 Mile Loop, July 2013

The existing infrastructure is shown in blue while the gaps in the infrastructure along the alignment are shown in red.

An assessment of the existing infrastructure along the alignment was completed once the alignment was established. The information was used to determine areas in need of improvements, determine gaps in the alignment, and then used for the preliminary estimates for the construction/reconstruction of the facility. Segments 1, Tramway Road; 4, Near Heights/Nob Hill/University; 5, Downtown/Bosque/Bridge; and 8, Paseo del Norte; and 9, Balloon Park, had the most gaps in the infrastructure. Needs included a multi-use trail along Tramway Road (Segment 1), urban trail along Alvarado (Segment 4), multi-use trail along Bridge Boulevard (Segment 5), overpass structure and multi-use trail at Paseo del Norte and Coors Boulevard (Segment 8), and multi-use trail from the Balloon Fiesta Park to Roy Road/Interstate 25 (Segment 9).

Existing styles of signing and striping, trails widths, intersection crossing details, types and frequency of obstructions and barriers along the trails, horizontal clearances, and conditions of the facilities were noted for each segment of the 50 Mile Loop and varied throughout the alignment.

Conceptual designs and recommendations were determined based on input from the public, established City planning documents, the AASHTO Guide for the Development of Bicycle Facilities, and the assessment of the existing infrastructure. Recommendations to improve the existing facilities and address the design and construction of new facilities in the future include:

Intersections

- Directional ADA ramps to allow for 90 degree crossing at an intersection – design new facilities to have directional ADA ramps, and enhance existing intersections with new directional ADA ramps
- Use of smallest curb return radius appropriate for design vehicle – allows for better placement of directional ADA ramps
- Remove free-right / yield condition for vehicles at existing intersections – conflicts with pedestrians/bicycle crossing
- Clear obstructions at existing intersections – remove trees and overgrown vegetation, place new trees and vegetation outside of buffers to avoid this scenario and aid in maintenance
- Addition of audible signal crossing devices for the visually impaired

Horizontal Alignment, Cross Slope and Grade

- Provide additional width to allow extra room for slower moving users to maneuver trail transitions and allow for extra visibility on curves
- Provide clear and consistent signing and striping for trail junctions
- Establish design speed for trail types, existing characteristics and for new construction
- Provide cross slopes not to exceed 2% on shared-use paths
- Keep grades at a minimum, and not to exceed 5%

Signing & Striping

- Use of consistent signing and striping layout and design – use of 50 Mile Loop specific signing and striping to bring attention to the crossing and the intersection
- Use signing to identify 50 Mile Loop and connection locations to other trails, mini-loops and connector loops
- Use pavement markings on trails to identify approaches to intersections and trail names

Trail Typical Section

- Widen existing trails that are less than 10 feet wide
- Install compacted aggregate base course shoulder along the edges of the existing trails to help alleviate erosion – the shoulder can also be used as a walking or running path
- Design trail typical section with separate walking or running paths

The proposed multi-use trail sections are wider with aggregate base course shoulders available for walking and running. This will also help protect the edges of the trail from erosion. In areas with available right of way, a separate pedestrian path can be used for additional separation between user types.

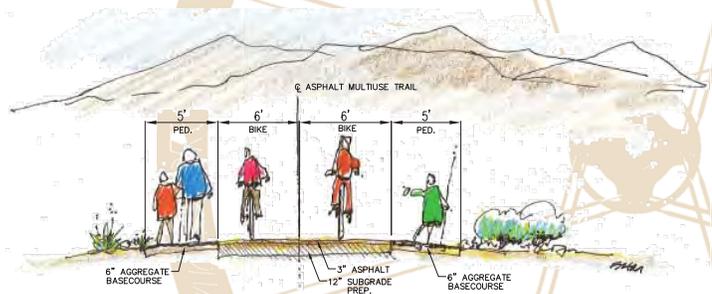


Figure 2ES. Proposed Multi-Use Trail 1

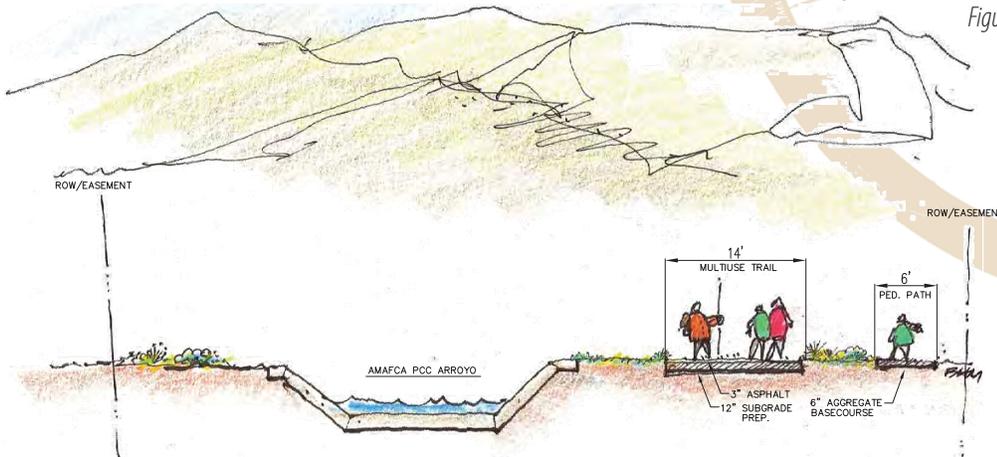


Figure 3ES. Proposed Multi-Use Trail 2

In areas that are fully built, an Urban Trail is proposed. It would consist of an 8 feet wide concrete trail on one side of the roadway or both sides. For bicyclists and other appropriate users, the roadway would be signed and striped as a shared-lane facility still allowing the on-street parking that is typical along these roads.

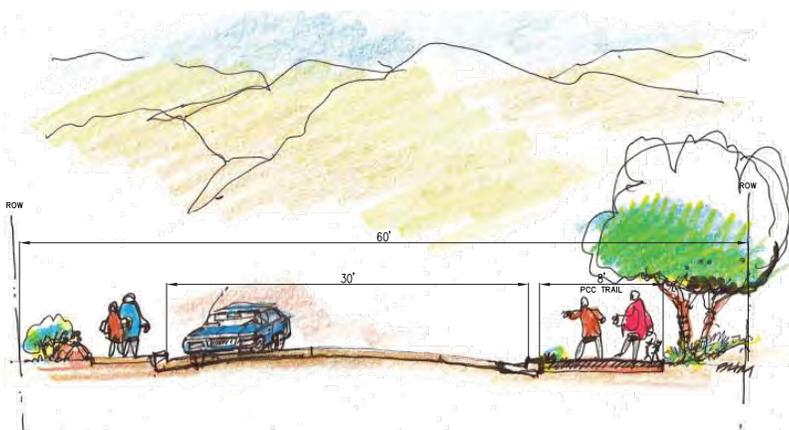


Figure 4ES. Proposed Urban Trail

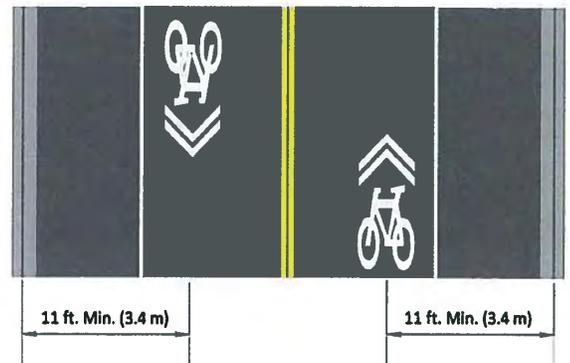


Figure 4-5. Typical Shared-Lane Marking Cross Section on Street with Parking

Figure 5ES. Proposed shared lane, *Guide for the Development of Bicycle Facilities, 2012*

As the popularity of the city's network of trails and bicycle facilities continues to grow, a consistent signing and striping design will make the facilities more functional, easier to follow, and establish Albuquerque as having a high-quality multi-modal system. Proposed wayfinding signing will be important to help users plan their route and stay on course. For users not familiar with the system, signing and striping will assist them at decision points, transitions between trails and other types of facilities, and if they should become lost.

During the public involvement meetings many comments expressed a desire for amenities and features that would enhance the user's experience and allow for places to enjoy the attractions and features that are unique to Albuquerque. We have identified four primary site features/built elements to be incorporated into the 50 Mile Loop to meet this need. We have also identified the existing amenities, attractions, and features that are already established along the 50 Mile Loop that will enhance the use and enjoyment of the Loop. The four primary site features/built elements to be incorporated into the 50 Mile Loop include:

- Nodes- *locations where the 50 Mile Loop intersects with sub-loops and other trails*
- Rest Stops- *offer respite along the 50 Mile Loop where users stop for a break or to escape the elements*
- Destinations/Loop Gateways- *public or private spaces where groups of people gather and provide opportunities to enter/exit and interact with the 50 Mile Loop*
- Access Points - *locations with opportunities for users to enter or exit the loop*

Figure 6ES identifies the locations of the existing attractions, amenities, and proposed site features/built elements along the 50 Mile Loop.

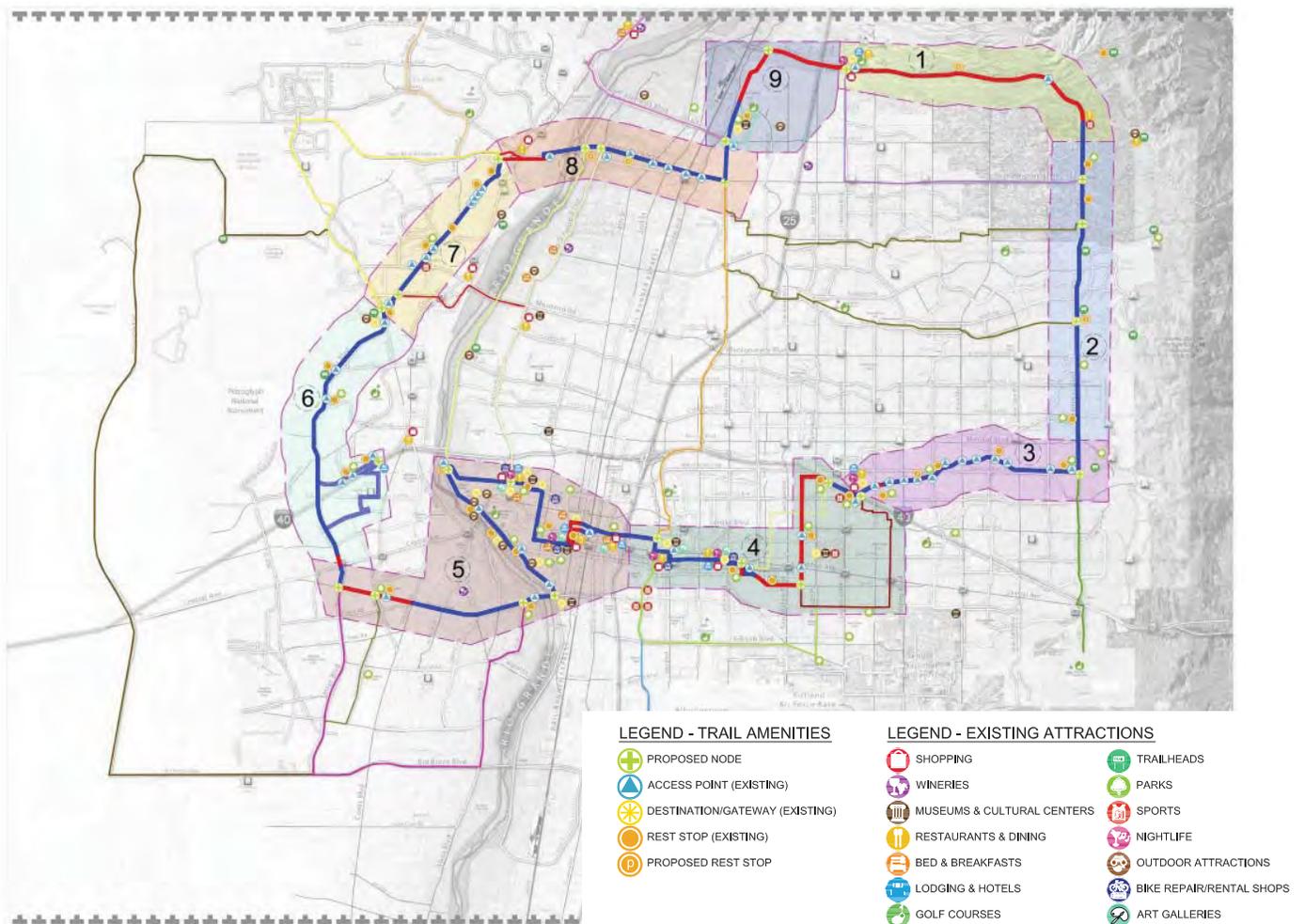


Figure 6ES. Proposed 50 Mile Loop- Amenities & Attractions

In addition to these built elements the following wayfinding/branding elements and technological components could be incorporated into various aspects of the Loop experience. The use of some iconic imagery, color, and / or monuments at key locations along the Loop would be a good way to attract interest and invite people to visit the Loop. Locations selected should be visible not just to users on the Loop, but to passing pedestrians, drivers, and cyclists. Once on the Loop, similar elements can help mark the different character zones and alert users to key features of interest. QR Codes (matrix barcodes) could be incorporated into any of the proposed nodes, rest stops, destinations/gateways, or access points. They could have links to Google maps, City web pages, Apps, self-guided tours, custom route planners, event and cultural information unique to specific locations along the Loop.



Figure 7ES. Proposed Wayfinding/Signage

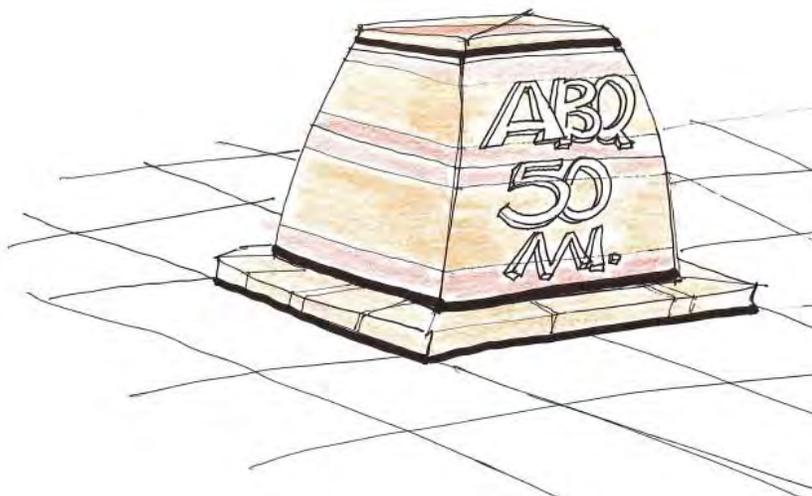


Figure 8ES. Proposed Monument Signage

As the Loop becomes more popular, private amenities and business opportunities will begin to be established. They could include bike shops, bike rentals, Bike Share programs, portable food/drink kiosks, bicycle tourism, bed & breakfasts, and other such small-scale commercial and service uses, possibly through Bike In Zoning (BIZ).

Utilizing the recommendations established in the Concept Design, the AASHTO Guide for the Development of Bicycle Facilities, and the City of Albuquerque Bikeways and Trails Facility Plan, the designs and construction for the 50 Mile Loop would begin and be completed in stages. The typical implementation of shared-use trails is undertaken by the City of Albuquerque's Parks & Recreation Department, while bicycle lanes and sidewalks are implemented by the City of Albuquerque's Department of Municipal Development.

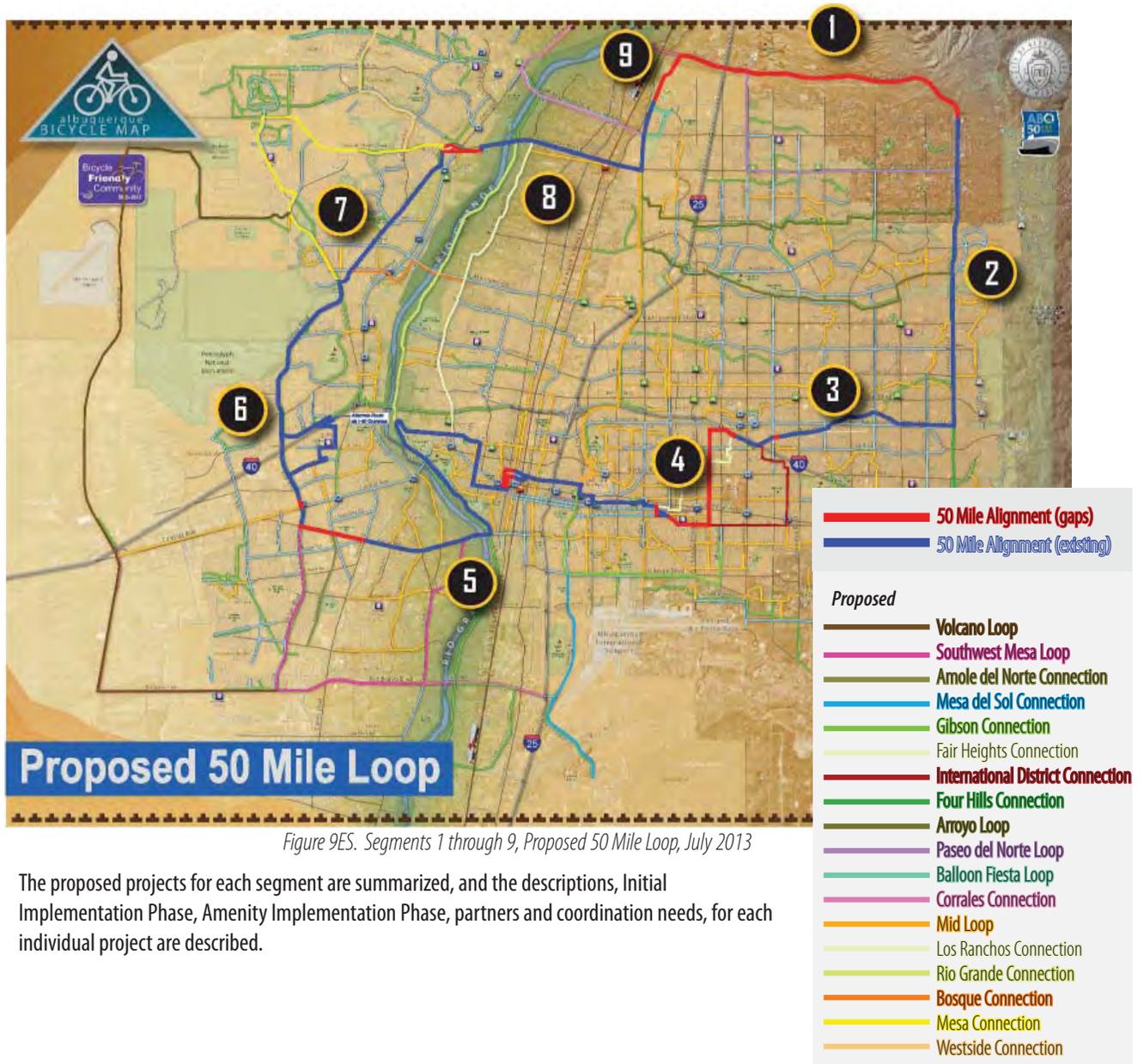


Figure 9ES. Segments 1 through 9, Proposed 50 Mile Loop, July 2013

The proposed projects for each segment are summarized, and the descriptions, Initial Implementation Phase, Amenity Implementation Phase, partners and coordination needs, for each individual project are described.

Segment 1 Tramway Road (Interstate 25 to Tramway Boulevard)

Location: Tramway Road (Interstate 25 to Tramway Boulevard)

Description: Construct 5.11 miles (approx. 27,000 ft.) of new multi-use trail on the south side of the existing Tramway Rd. Proposed trail is 14' wide, asphalt, with shoulders. Restripe existing Tramway Rd. shoulders to become bicycle lanes for eastbound and westbound. Improve intersection for trail crossing at Tramway Rd. and Tramway Blvd. Project located in Sandia Pueblo/NMDOT right of way.

Initial Implementation Phase:

- Multi-use Trail
- Intersection Improvements
- Signing & Striping (Bike Lanes)
- Signing & Striping (Trail)

Amenity Implementation Phase:

- Rest Stop
- Wayfinding Signing
- Trail System Map Kiosk

Implementation

Partner and coordinate with Sandia Pueblo and the New Mexico Department of Transportation regarding easements, right of way/ownership, maintenance responsibility, design standards, design reviews and construction requirements. Partner with Sandia Pueblo for access to and marketing of attractions and the Sandia Casino & Resort. Coordinate with Bernalillo County for transition at intersection of Tramway Road and Tramway Boulevard. Coordinate with Corps of Engineers for any work affecting arroyos (Waters of the United States), and Endangered Species Act (ESA) and National Environmental Policy Act (NEPA). Coordinate with City of Albuquerque Department of Municipal Development and City of Albuquerque Parks and Recreation Department. Follow both City of Albuquerque Design Development Guidelines.

Key Stakeholders (in alphabetical order)

- Bernalillo County
- City of Albuquerque
- Corps of Engineers
- Neighborhood Associations – North Albuquerque Acres
- New Mexico Department of Transportation
- Sandia Pueblo

Segment 2 Tramway Boulevard (Tramway Road to Embudo Arroyo)

Location: Tramway Road (Interstate 25 to Tramway Boulevard)

Description: Reconstruct 2.18 miles (approx. 11,500 ft.) of multi-use trail on the east side of road from Montgomery Blvd. to Embudo Arroyo. Proposed trail is 14' wide, asphalt, with shoulders. Replace timber bridge decks with concrete decks of 3 existing overpass pedestrian bridges. Project located in City of Albuquerque/NMDOT right of way.

Initial Implementation Phase:

- Multi-use Trail
- Intersection Improvements
- Signing & Striping

Amenity Implementation Phase:

- Rest Stop
- Wayfinding Signing
- Trail System Map Kiosk

Implementation

Partner and coordinate with the New Mexico Department of Transportation regarding easements, right of way/ownership, maintenance responsibility, design standards, design reviews and construction requirements. Coordinate with the Albuquerque Metropolitan Arroyo Flood Control Authority and the Corps of Engineers for any work affecting arroyos (Waters of the United States), and Endangered Species Act (ESA) and National Environmental Policy Act (NEPA) if any modifications or improvements are made to any arroyos. Coordinate with City of Albuquerque Department of Municipal Development and City of Albuquerque Parks and Recreation Department. Follow City of Albuquerque Design Development Guidelines.

Key Stakeholders (in alphabetical order)

- Bernalillo County
- City of Albuquerque
- Corps of Engineers
- Neighborhood Associations – North Albuquerque Acres
- New Mexico Department of Transportation

Segment 3 Paseo de las Montañas Trail and Embudo Arroyo (Tramway Boulevard to Interstate 40)**Location: Paseo de las Montañas Trail (Juan Tabo to Indian School)**

Description: Reconstruct 1.61 miles (approx. 8,500 ft.) of multi-use trail (Paseo de las Montañas Trail) along the Embudo Arroyo from Juan Tabo to Indian School. Proposed trail is 14' wide, asphalt, with shoulders. Replace timber bridge deck with concrete deck of existing overpass pedestrian bridge. Reconstruct and improve ADA accessibility of intersections (Martha, Morris, Britt, Parsifal, Moon, and Pennsylvania) and drainage channels (10 locations) where trail crosses. Construct new pedestrian bridge over arroyo at Pennsylvania. Project located in City of Albuquerque right of way.

Initial Implementation Phase:

Multi-use Trail
Bridge Rehab
Intersection Improvements
Drainage Channels
New Pedestrian Bridge
Signing & Striping

Amenity Implementation Phase:

Rest Stop
Wayfinding Signing
Trail System Map Kiosk

Implementation

Partner and coordinate with the Albuquerque Metropolitan Arroyo Flood Control Authority regarding easements, right of way/ownership, maintenance responsibility, design standards, design reviews and construction requirements. Coordinate with the Corps of Engineers for any work affecting arroyos (Waters of the United States), and Endangered Species Act (ESA) and National Environmental Policy Act (NEPA) if any modifications or improvements are made to any arroyos. Coordinate with City of Albuquerque Department of Municipal Development and City of Albuquerque Parks and Recreation Department. Follow City of Albuquerque Design Development Guidelines.

Key Stakeholders (in alphabetical order)

- Albuquerque Metropolitan Arroyo Flood Control Authority
- City of Albuquerque
- Corps of Engineers
- Neighborhood Associations – *Ocate, Embudo Canyon, North Eastern Association of Residents, Indian Moon, Snow Heights, Uptown Progress Team, Winrock South, Jerry Cline Park.*

Segment 4 University / Nob Hill / Near Heights (Interstate 40 to Interstate 25)**Location: Zimmerman Ave./Haines Ave. (Louisiana to Alvarado), Alvarado Dr. (Haines to Zuni), Zuni Rd. (Alvarado to Washington), Morningside Dr. (Coal to Silver), Intersection of Martin Luther King, Jr. Dr. and University Blvd.**

Description: Construct 4.50 miles (approx. 23,760 ft.) of urban trail (8' sidewalk) along roadways. Reconstruct and improve ADA accessibility of intersections – San Pedro & Zimmerman; Alvarado & Constitution, Lomas, Central, Zuni; Zuni & San Mateo, Adams; and MLK, Jr./University (new signal). Project located in City of Albuquerque right of way.

Initial Implementation Phase:

Urban Trail
MLK/University New Signal
Intersection Improvements
Signing & Striping

Amenity Implementation Phase:

Rest Stop
Wayfinding Signing
Trail System Map Kiosk

Implementation

Partner and coordinate with City of Albuquerque Department of Municipal Development. Follow City of Albuquerque Design Development Guidelines.

Key Stakeholders (in alphabetical order)

- City of Albuquerque
- Neighborhood Associations – *Uptown Progress Team, Winrock South, Jerry Cline Park, Alvarado Park, Fair Heights, Fair West, South San Pedro, Highland, Parkland Hills, Nob Hill, Southeast Heights, University Heights, Silver Hill, Sycamore, Spruce Park.*
- Nob Hill Merchants Association/Nob Hill Main Street
- University of New Mexico

Segment 5 Downtown / Bosque / Bridge (Interstate 25 to Unser Boulevard)

Location: Bridge Blvd. (Tower Rd. to Unser Blvd.), Intersection of 14th and Lomas

Description: Construct 1.23 miles (approx. 6,500 ft.) of new multi-use trail and 6' wide bike lanes along Bridge Blvd. Proposed trail is 14' wide, asphalt, with shoulders. Reconstruct and improve ADA accessibility of intersections where trail crosses – Unser and Bridge, 14th and Lomas, Bridge and River Trail.

Initial Implementation Phase:

- Multi-use Trail
- Bike Lanes
- Intersection Improvements
- Signing & Striping

Amenity Implementation Phase:

- Rest Stop
- Wayfinding Signing
- Trail System Map Kiosk

Implementation

Partner and coordinate with Bernalillo County regarding easements, right of way/ownership, maintenance responsibility, design standards, design reviews and construction requirements. Coordinate as needed for Endangered Species Act (ESA) and National Environmental Policy Act (NEPA). Coordinate with City of Albuquerque Department of Municipal Development and City of Albuquerque Parks and Recreation Department. Follow City of Albuquerque Design Development Guidelines. Coordinate with the Albuquerque Metropolitan Arroyo Flood Control Authority for any work affecting their infrastructure (North/South Coors Detention Dam and Yerba Drive Pond).

Key Stakeholders (in alphabetical order)

- Albuquerque Metropolitan Arroyo Flood Control Authority
- Bernalillo County
- City of Albuquerque
- Downtown Action Team
- Neighborhood Associations

Citizens Imp. Comm. Of Martineztown, Huning Highland Historic District, Reynolds Addition, Huning Castle, Downtown, Sawmill Area, Historic Old Town Property Owners, West Old Town, West Park, Barelvas, Vecinos del Bosque, Tapia Meadows, Los Altos Civic, Alamosa, Encanto Village HOA, Stinson Tower, Skyview West.

Segment 6 Unser Boulevard (Bridge Boulevard to Vulcan Road)

Location: Unser Blvd. (Central to Los Volcanes)

Description: Construct 0.19 mile (approx. 1,000 ft.) of new multi-use trail along east side of Unser Blvd. from Central to Bluewater. Proposed trail is 14' wide, asphalt, with shoulders. Construct 0.76 mile (approx. 4,000 ft.) of new 6' bicycle lanes along each side of Unser Blvd. from Central to Los Volcanes. Project located in City of Albuquerque/Bernalillo County right of way.

Initial Implementation Phase:

- Multi-use Trail
- Bike Lanes
- Signing & Striping

Amenity Implementation Phase:

- Rest Stop
- Wayfinding Signing
- Trail System Map Kiosk

Implementation

Coordinate with both City of Albuquerque Department of Municipal Development and City of Albuquerque Parks and Recreation Department. Follow City of Albuquerque Design Development Guidelines. Coordinate as needed for Endangered Species Act (ESA) and National Environmental Policy Act (NEPA).

Key Stakeholders (in alphabetical order)

- City of Albuquerque
- National Park Service
- Neighborhood Associations – *Los Volcanes, Avalon, Laurelwood, Parkway, Ladera West, Tres Volcanes, Las Lomitas, Villages of Parkwest, Ladera Heights, Quaker Heights, Story Rock HOA, Taylor Ranch, Santa Fe Village.*

Segment 7 Mariposa / Riverview Trail (Vulcan Road to Eagle Ranch Road)**Location: Golf Course Road (La Orilla to 3100-ft north)**

Description: Reconstruct 0.58 miles (approx. 3,100 ft.) of multi-use trail along east side of Golf Course Rd. from La Orilla to 3,100 ft. north of La Orilla. Proposed trail is 14' wide, asphalt, with shoulders. Project located in City of Albuquerque right of way.

Initial Implementation Phase:

Multi-use Trail
Signing & Striping

Amenity Implementation Phase:

Rest Stop
Wayfinding Signing
Trail System Map Kiosk

Implementation

Partner and coordinate with the Albuquerque Metropolitan Arroyo Flood Control Authority regarding easements, right of way/ownership, maintenance responsibility, design standards, design reviews and construction requirements. Coordinate with City of Albuquerque Department of Municipal Development and City of Albuquerque Parks and Recreation Department. Follow City of Albuquerque Design Development Guidelines. Coordinate as needed for Endangered Species Act (ESA) and National Environmental Policy Act (NEPA).

Key Stakeholders (in alphabetical order)

- Albuquerque Metropolitan Arroyo Flood Control Authority
- City of Albuquerque
- Neighborhood Associations – *Taylor Ranch, Alban Hills, Rancho Sereno.*

Segment 8 Paseo del Norte (Eagle Ranch Road to North Diversion Channel)**Location: Paseo del Norte (Eagle Ranch Rd to Alamo Rd)**

Description: Construct 0.28 mile (approx. 1,500 ft.) of new multi-use trail between Eagle Ranch Road and Coors Blvd, pedestrian bridge over Coors Blvd, and 0.34 mile (approx. 1,800 ft.) of multi-use trail between Coors and Alamo Rd. Proposed trail is 14' wide, asphalt, with shoulders. Project located in City of Albuquerque/ NMDOT right of way.

Initial Implementation Phase:

Multi-use Trail
Pedestrian Bridge Overpass
Signing & Striping

Amenity Implementation Phase:

Rest Stop
Wayfinding Signing
Trail System Map Kiosk

Implementation

Partner and coordinate with the New Mexico Department of Transportation regarding easements, right of way/ownership, maintenance responsibility, design standards, design reviews and construction requirements. Coordinate as needed for Endangered Species Act (ESA) and National Environmental Policy Act (NEPA). Coordinate with City of Albuquerque Department of Municipal Development and City of Albuquerque Parks and Recreation Department. Follow City of Albuquerque Design Development Guidelines.

Key Stakeholders (in alphabetical order)

- Albuquerque International Balloon Fiesta, Inc.
- Balloon Fiesta Park Commission
- Bernalillo County
- City of Albuquerque
- Corps of Engineers
- Neighborhood Associations – *Taylor Ranch, Riverfronte Estates Inc., Alameda North Valley, Vista del Norte Alliance.*
- New Mexico Department of Transportation
- Sandia Pueblo

Segment 9 Balloon Park (North Diversion Channel to Interstate 25)

Location: North Diversion Channel (Balloon Fiesta Park to Roy Rd.), Roy Rd. (Edith Blvd. to I-25)

Description: Construct 1.06 miles (approx. 5,600 ft.) of new multi-use trail on the North Diversion Channel/Edith Blvd. (from Balloon Fiesta Park to Roy Rd.), and 1.21 miles (approx. 6,400 ft.) along Roy Rd. (from Edith Blvd. to Interstate 25). Proposed trail is 14' wide, asphalt, with shoulders. Proposed trail is 14' wide, asphalt, with shoulders. Project located in City of Albuquerque, AMAFCA, Sandia Pueblo and NMDOT right of way.

Initial Implementation Phase:

- Multi-use Trail
- Signing & Striping

Amenity Implementation Phase:

- Rest Stop
- Wayfinding Signing
- Trail System Map Kiosk

Implementation

Partner and coordinate with Sandia Pueblo, the New Mexico Department of Transportation, the Albuquerque Metropolitan Arroyo Flood Control Authority and Bernalillo County regarding easements, right of way/ownership, maintenance responsibility, design standards, design reviews and construction requirements. Partner with Sandia Pueblo for access to and marketing of attractions and the Sandia Casino & Resort. Partner with the Albuquerque International Balloon Fiesta for access to and marketing of attractions and events. Coordinate with the Albuquerque Metropolitan Arroyo Flood Control Authority and the Corps of Engineers for any work affecting arroyos (Waters of the United States), and Endangered Species Act (ESA) and National Environmental Policy Act (NEPA). Coordinate with City of Albuquerque Department of Municipal Development and City of Albuquerque Parks and Recreation Department. Follow City of Albuquerque Design Development Guidelines.

Key Stakeholders (in alphabetical order)

- Albuquerque International Balloon Fiesta, Inc.
- Balloon Fiesta Park Commission
- Bernalillo County
- City of Albuquerque
- Corps of Engineers
- Neighborhood Associations – *Alameda North Valley, Wildflower Area*
- New Mexico Department of Transportation
- Sandia Pueblo