

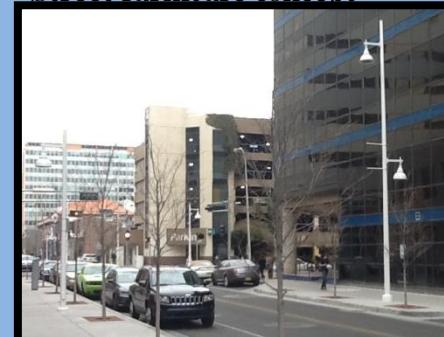
What We Have Accomplished

- In the summer of 2012 Fair Heights Neighborhood Association hosted the well-attended San Pedro Promenade.
- The San Pedro Drive Bike Facility Assessment was published and several public meetings were held to review the planned improvements.
- In fall of 2014 the Mile-Hi signs were installed thanks to Commissioner Hart Stebbins.
- By 2014 the neighborhoods began working with developers and non-profits to recruit businesses to the area.
- Formal recognition received in early 2015 when Councilor Gibson sponsored R-14-146 creating The Mile-Hi District.
- By summer of 2015 re-striping completed the road diet and buffered bike lanes.
- Mile-Hi farmers market opened in the fall of 2014 at nearby Alvarado Park.

- Councilor Gibson and APS BLUZ team worked collaboratively to install school crossing beacons at Constitution Avenue.
- Improved lighting currently under design by Wilson and Company will enhance the pedestrian experience along San Pedro. Scheduled completion: December 2016.
- Developing the City's first bike in Hub to add a new market sector to the District by extending the Silver Bike Boulevard Trails to Tom Bolack Park to tie together the Constitution and San Pedro Bike Lanes, the Paseo De Las Mantanas Trail and the 50 mile Activity loop. Design underway.



Street furniture concept



Example of pedestrian-friendly streetlights

Lifting a Mile High



We present this summary of the history, vision, accomplishments and future plans for one of Albuquerque's most unique areas

The Mile High District encompasses San Pedro NE from Lomas to Haines, the Mark Twain, Fair Heights and Alvarado neighborhoods.

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Our Story

In 2010, a combined effort among the Fair Heights Neighborhood Association, Commissioner Maggie Hart Stebbins, and students from the UNM School of Community and Regional Planning resulted in a street scape plan for revitalizing the San Pedro Corridor between Lomas and Haines.

The plan focused on rejuvenating the area and creating a walkable commercial corridor by making the street safer for all users -- motorists, cyclists and pedestrians. It also recommended slowing traffic so that small businesses are more visible and accessible to motorists, encouraging bicycle traffic and reversing the decline in commercial property values and encouraging redevelopment.

With the assistance of Parsons Brinckerhoff and Vector Inc. (Parametrix), the San Pedro Drive Bike Facility Assessment Study was created. It called for reducing San Pedro between Haines Avenue and Marble Avenue from a four lane cross-section to a three lane cross-section with a through lane in each direction a continuous middle turn lane (a “road diet”) and bike lanes.



San Pedro before the 2015 Road Diet



San Pedro after the 2015 Road Diet
Fewer travel lanes, addition of bicycle lanes and a middle turn lane.



Neighborhood favorites

During the spring of 2014, Dan Burden, the head of the Walkable and Livable Communities Institute, visited Albuquerque and made the San Pedro corridor one of his team's destinations. Toward the goals of walkability and building an appealing business environment, Burden's team made several recommendations along San Pedro which included the three lane cross-section suggested in the Parametrix study.

Ultimately nearby neighborhood associations and many businesses endorsed the concept of a “road diet” on San Pedro.

A new vision and plan called for a new identity. Neighborhood associations branded the corridor and surrounding area the “Mile-Hi District” to highlight the fact that the area is at 5,280 feet above sea level. This distinguishes the area from north east heights anonymity and showcases its individuality.

In a City that prides itself with a topography ranging from below to well above sea level, the Mile-Hi District at an even one mile is the pivot of the axis for the city's fluctuating elevation.