

E. Public Projects

1.0 Transportation Projects

- 1.1 The Bus Rapid Transit (BRT) and major roadway projects recommended in the ROW of Coors Blvd. and Bypass are described in Chapter C Sections 4.0 and 6.3. A priority plan by corridor segment for all the transportation-related recommendations combined is in Chapter F Section 6.0.
- 1.2 BRT projects are also being pursued on Paseo del Norte and Central Ave., which intersect and impact the Corridor:
 - i) In 2013, MRCOG drafted a Locally Preferred Alternative for a BRT on Paseo del Norte, as part of the Paseo del Norte High Capacity Transit Study. Paseo del Norte intersects Coors Blvd. in the northern part of the Corridor and is the most heavily used river crossing in the metropolitan area after I-40.
 - ii) The City Transit Department (ABQ RIDE) has undertaken an Alternatives Analysis as the first step in determining the operational and financial feasibility of a BRT system along Central Avenue (historic Route 66), which crosses the southern part of the Corridor.

All the BRT projects will need to be coordinated to create an integrated system and make efficient use of funding.

- 1.3 To support transit ridership on local routes and a future BRT route, the City and other transit providers as appropriate should identify potential sites for park & ride in the Corridor as stand-alone facilities (or shared facilities on commercial sites such as shopping centers, see Chapter D Section 3.8). [S]

2.0 Streetscape and Pedestrian Improvements along Coors Blvd.

- 2.1 The Priority Plan for Corridor Segment Recommendations calls for prioritizing improvements to pedestrian connectivity regardless of the location along the Corridor. This section expands on

how these improvements would be implemented and, in addition, recommends beautification of the Corridor through streetscape improvements. There are strips of vacant land and missing or deficient sidewalks in several parts of the Corridor. The “orphan” strips are land that may be within the Coors ROW or may be privately-owned land that was left-over when Coors Blvd. was initially built or later widened. They are unlikely to be developed because they are narrow or small and they adjoin developed property under different ownership. Sidewalks do not exist in certain parts of the Corridor because they may not have been required in the past when roadway projects or adjacent private development were constructed. Streetscape improvements would enhance the appearance of the Corridor for all road users, encourage private investment and buffer adjacent residential properties. Note that the recommended improvements are not intended to replace the landscaping and sidewalks that are required as part of new development and redevelopment projects.

- 2.2 City departments (including at minimum Planning, Parks and Recreation and DMD) should work jointly to develop a project strategy, including:
 - i) Identify locations and nature of improvements. Known locations include:
 - a. Segments on both sides of Coors Blvd. between Bridge Blvd. and Central Ave.
 - b. The eastside of Coors Blvd south of I-40 between Avalon and Daytona.
 - c. The northeast corner of Coors and Glenrio.
 - d. The eastside of Coors Blvd. south of Eagle Ranch Rd.
 - ii) Research and assess feasibility, taking into account landownership, existence of utilities, etc.
 - iii) Agree criteria for prioritizing projects for implementation.

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The following should be considered:

- a. Prioritize sidewalks that connect residential neighborhoods to developed and developing Activity Centers, shopping centers and other destinations that are within walking distance, e.g. 1/2 mile;
- b. Prioritize the outer edges of the Corridor over medians in streetscape improvements to benefit pedestrians more directly **and to anticipate possible alignment of BRT in medians in the future** [208];
- c. Take advantage of opportunities to coordinate sidewalk and streetscape improvement with other public projects programmed in the same area.
- iv) Develop design and maintenance specifications for the improvements.
- v) Estimate costs and identify and secure funding.
- vi) Draft agreements between City and ROW- or land-owner as appropriate.

3.0 Public Viewsites

- 3.1 Public roadway projects in the area north of Western Trail/Namaste Rd. should incorporate public viewsites in order to enhance viewing opportunities in the Corridor for pedestrians and cyclists. When transportation projects are initiated that create new sidewalks and multi-use trails, or improve existing ones, the lead department or agency shall consider integrating public viewsites into the project in consultation with City Planning and Parks and Recreation Departments. Other parcels of publicly owned land in the Corridor also offer potential locations for public viewsites.
- 3.2 Map E-1 through Map E-3 show recommended locations for public viewsites at the Plan's adoption, based on one or a combination of the following factors:

- i) Segments with characteristic views of the Sandia Mountains and bosque per the 2008 study that informed the Plan;
- ii) Proximity to designated multi-use trails, Major Public Open Space and transit stops;
- iii) Opportunity sites typically due to terrain and lot configuration that together ensure the view will remain open and a small viewsite would not compromise the development potential of the site.

Other locations for public viewsites may also be considered.

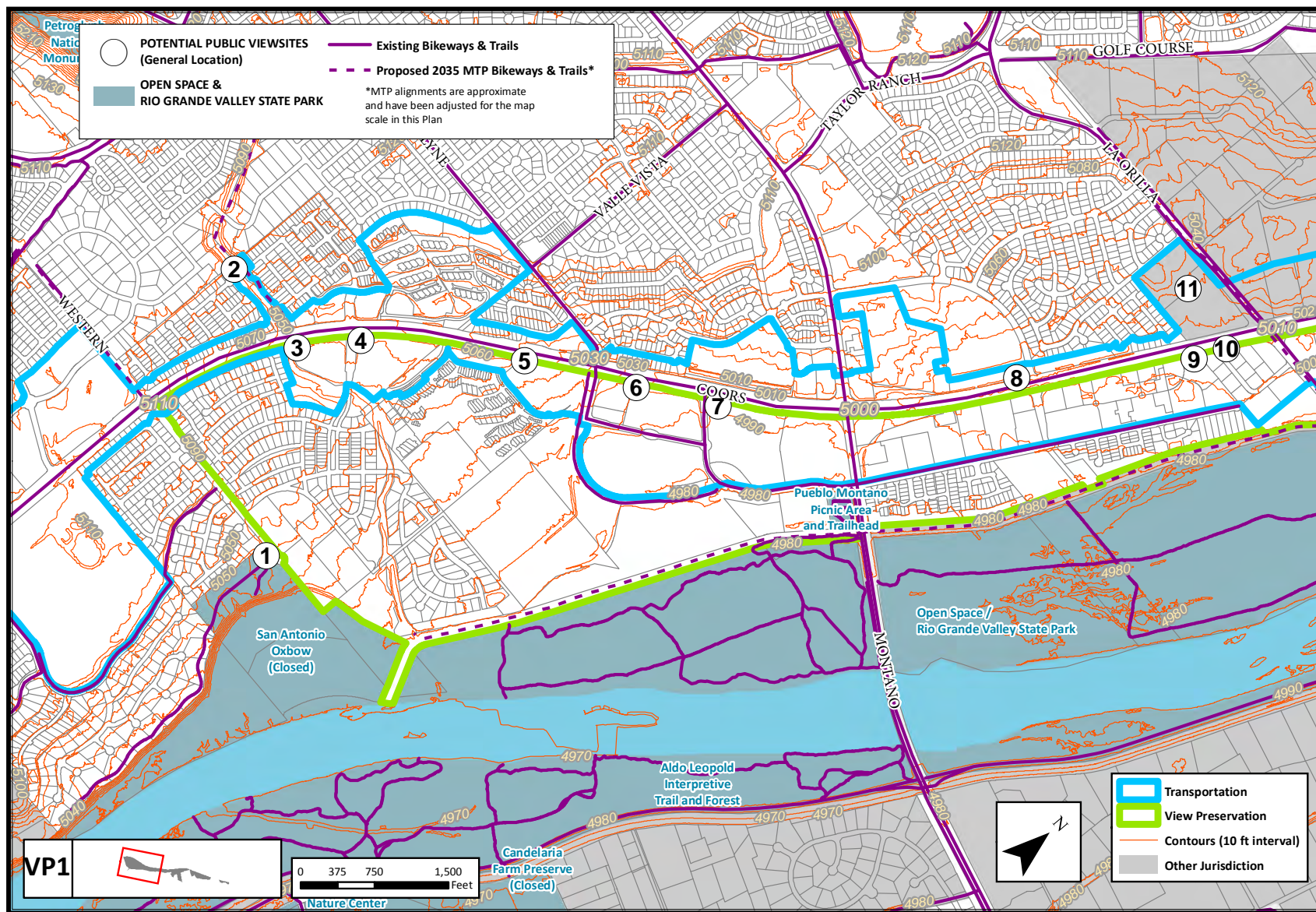
- 3.3 City departments (including but not limited to Planning, DMD and Parks and Recreation) should work jointly to develop a project design, implementation **and maintenance** [209] strategy. Public viewsites should be of sufficient size to include:

- i) Informational signage;
- ii) Permanent seating;
- iii) Shelter consisting at minimum of a shade structure or tree(s). Low wall(s) are encouraged to provide shelter from the wind and delineate the space. Trees shall comply with landscaping regulations in the Plan.
- iv) Lighting, such as pedestrian scale lightpole or recessed lighting in a shade structure or wall;
- v) Public viewsites shall be designed, implemented and maintained by the appropriate department or agency.

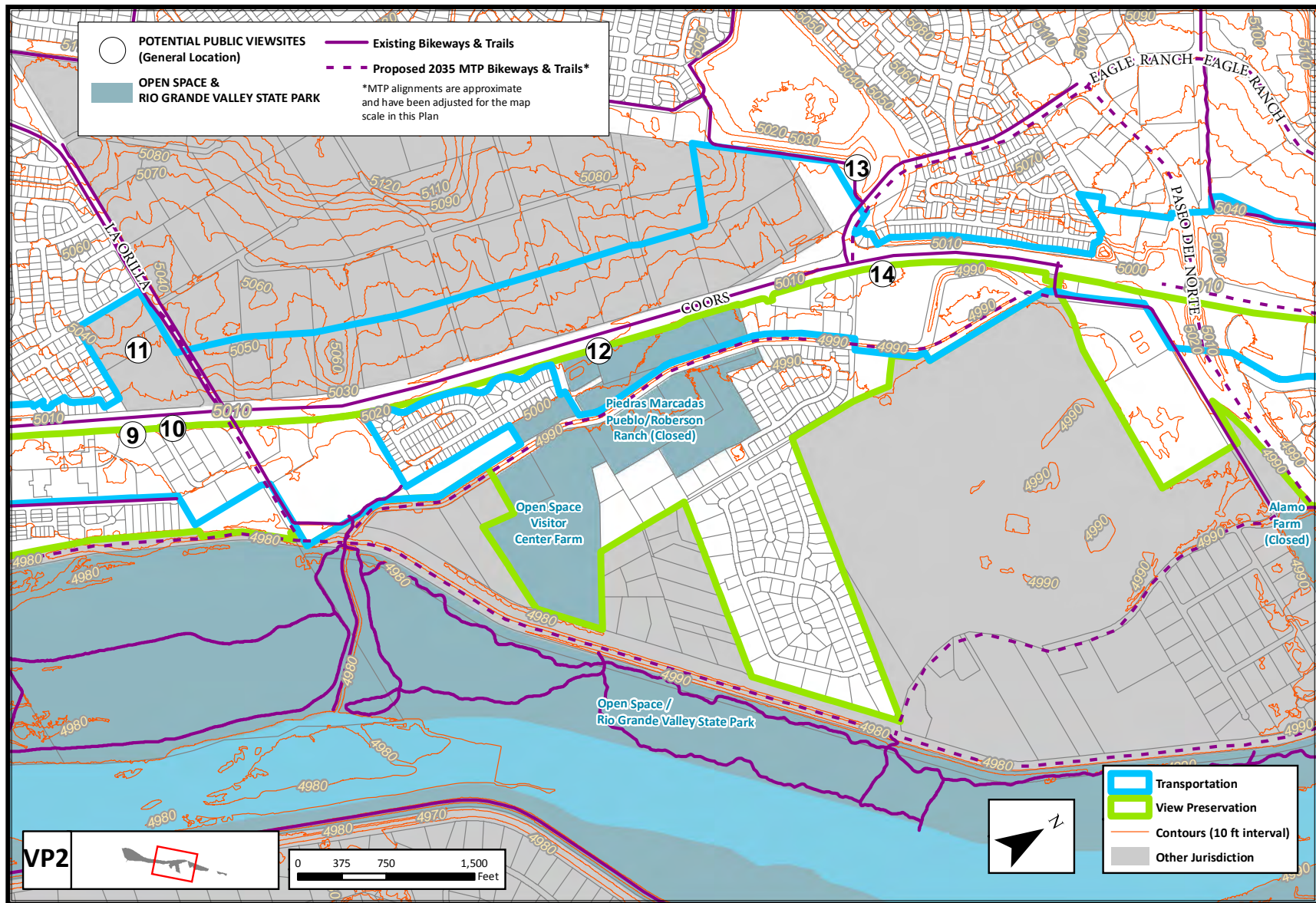
- 3.4 Some of the viewsites may be provided on private property as amenities for customers, employees and/or residents. These would not be public capital projects, but result from the development process e.g. contribute to public space or usable open space that is required by the underlying zoning. In some developments such as shopping centers, the viewsites would typically be accessible to the public although they are owned, controlled and maintained by the private sector.

Red = proposed additions Struck-out = proposed deletions

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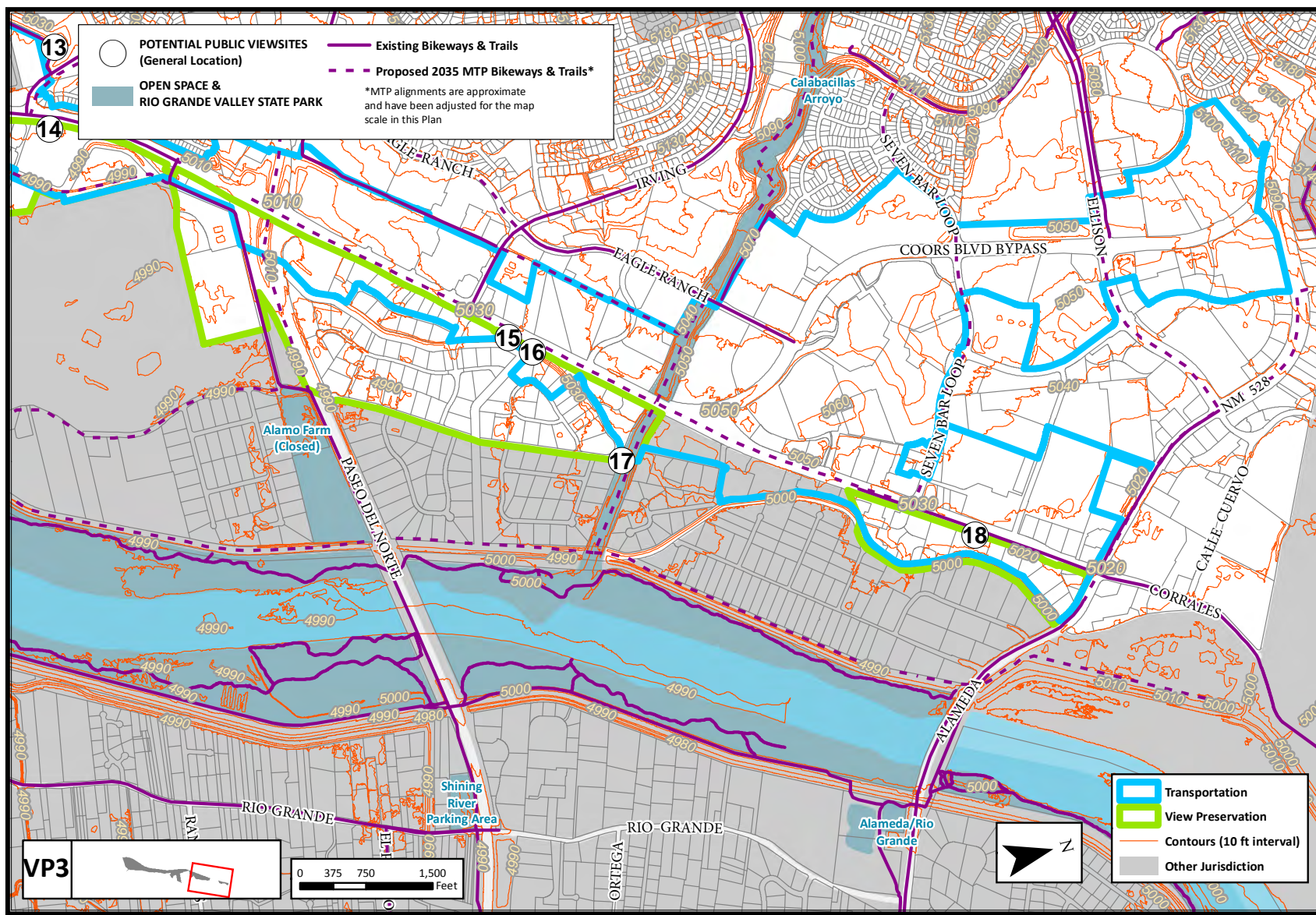
Map E-2: Potential Public Viewsites

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October 2014 EPC Red-Line

Red = proposed additions Struck-out = proposed deletions

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Contours generated from Bohannon Huston Inc. Orthomage and LIDAR 2010 project.

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Map E-3: Potential Public Viewsites

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4.0 Bikeways and Multi-use Trail Network

- 4.1 The *Long Range Bikeway System* (LRBS) map prepared by MRCOG incorporates the existing and proposed trail facilities of the City and other jurisdictions, such as Bernalillo County, within the Albuquerque metropolitan area. The trails and bikeway maps in the Coors Corridor Plan are based on the LRBS, but alignments for proposed trails have been adjusted to make sense at the smaller scale used for the Coors Corridor (see Map F-23 through Map F-27). For example, where possible the alignments are shown on public land or easements, and skirt rather than bisect private property.
- 4.2 The City's Parks and Recreation Department has identified the primary bikeways and trails in its *Trails and Bikeways Facility Plan* as priorities for construction and maintenance. They overlap with the Coors Corridor Plan area in the following locations listed from South to North:
 - i) Existing trail along the northside of I-40, that crosses Coors Blvd. at grade on Ouray Rd., and crosses to the east side of the river. on a pedestrian/bike bridge,
 - ii) Existing trail along Piedras Marcadas Arroyo that connects to the trails along Eagle Ranch Rd.
 - iii) Existing trail along Eagle Ranch Rd. with a proposed overcrossing at Coors Blvd.
 - iv) Proposed trail along Paseo del Norte with an overcrossing of Coors Blvd.
 - v) Proposed trail along Calabacillas Arroyo.

[The above is subject to revision, pending completion of the new City's Bikeways and Trails Facility Plan. - S]
- 4.3 The 50 Mile Loop is part of ABQ the Plan, the current Mayor's long term plan to invest in the future of Albuquerque. The intent of

the 50 Mile Loop is to provide health and wellness benefits for the residents of Albuquerque, a different way for tourists and residents to enjoy the City's unique destinations, and to stimulate tourism and economic development. The proposed alignment loops around the City and crosses Coors Blvd near Paseo del Norte. A crossing at Coors/Eagle Ranch and link to the existing trail south of Paseo is prioritized for construction by 2017 (Segment 8 in the Loop Plan and also designated in the Trails & Bikeway Facilities Plan, see Map F-27). It would supplement a crossing as part of a future major interchange project at Coors/Paseo del Norte in the longer term.

- 4.4 Chapter C proposes grade-separated pedestrian/bike crossings of Coors Blvd. In addition, closing gaps in the designated multi-use network within the Coors Corridor Plan area should be given due priority in the City's general program for implementing the designated trail system. These facilities would make a significant contribution to expanding non-vehicular travel options on the West Side for recreation, commuting and other daily trips. The City (Parks and Recreation Department and DMD) will pursue opportunities to implement trail facilities through the Capital Implementation Program, and with federal and state grants through the metropolitan TIP. Improvements to trails should also be coordinated with all future roadway projects in the Coors Corridor, to fulfill the Plan's multi-modal strategy and make optimal use of scarce funding resources. The proposed interchange at Coors Blvd. and Paseo del Norte is a prime example of a project that should be designed to incorporate trail facilities (see Chapter C Section 6.3).

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5.0 Implementation

Project	Location	Timeframe	Lead Agency
C. Transportation Projects in the Coors Blvd/Bypass ROW (see Priority Plan at F 6.0)			
Grade-separated roadways and interchanges	North of I-40, at Montaña, at Paseo del Norte	(see C.6.3)	NDMOT
Bus Rapid Transit and related facilities	Alameda Blvd. (NM528) to Central Ave.	long term	RMRTD or ABQ RIDE
Connector streets	off Dellyne, Bosque Plaza, Eagle Ranch	(see C.8.3)	City DMD
Bicycle facilities	at various locations	on-going	NDMOT
Pedestrian facilities	at various locations	on-going	NDMOT
E. Other Public Projects			
Public viewsites	View Preservation sub-area	on-going	City Planning
Streetscape and Pedestrian Improvements	at various locations along Coors Blvd.	short term	City Planning
Bikeways and Multi-use Trails	per City Facility Plan	medium term	City DMD and Parks & Recreation

Table E-1: Public Projects Implementation [to be completed]