1.0 Background / Sector Development Plan Process

The update of the 1984 Coors Corridor Plan occurred over a number of years and in three phases. In late 2005, the City of Albuquerque's Planning Department launched the update, with support from a private planning consulting firm. As directed by Council Enactment R-2005-054, the update focused primarily on revisions to design standards for development adjacent to Coors Blvd.and a view analysis was commissioned as part of that effort. The Planning Department's work was put on hold in 2009 to allow for a transportation study to be undertaken led by the City's Department of Municipal Development (DMD). In late 2013 the DOZ and transportation components were integrated into a Working Draft plan for public input, before the start of the official City review and approval process.

1.1 Planning Process 2005/2006

The 2006 draft Coors Corridor Plan reflected community input from approximately 80 stakeholders, consisting of landowners, developers and neighborhood association representatives, by means of a written survey and various meetings conducted over a 12-month period beginning in late 2005. A common theme to all suggestions from the community was to protect views to the east, specifically of the Sandia Mountains and the Rio Grande Bosque, and to protect the natural environment.

1.2 Plan Objectives 2006

The following objectives were identified through the 2005/2006 public process and from the team's analysis of the planning policy framework:

i) Improve design standards to achieve better spatial relationships.

ii) Improve the visual harmony between new and existing buildings and between the built environment and its natural setting.

iii) Improve site planning standards; balance and integrate the natural setting with building development; preserve unique natural features.

iv) Develop a Corridor Plan that conforms to current planning policies.

v) Improve the site and building design standards and the Design Overlay Zone that help maintain views of the Bosque and the Sandia Mountains.

vi) Develop transit linkages.

vii) Respect the Bosque as it abuts the Rio Grande Valley State Park.

viii) Recognize Coors Blvd. as a commuter route with limited access.

ix) Create safer pedestrian facilities and streetscapes, including new crossings.

x) Create a plan that is easy to follow and apply.

1.3 View Analysis and Visual Resource Preservation 2007-2009

In 2007, a draft of the Coors Corridor Plan was submitted to the Environmental Planning Commission (EPC) as the first step in the public review and approval process. One outcome was the EPC's request for a visual analysis of the east side of the plan area north of Western Trail/Namaste Rd. The Planning Department determined that specialist expertise was required and contracted the work out to a consulting firm.

i) **JF Sato Study (2008)**

In August of 2008, JF Sato and Company, a planning and engineering firm, was hired by the City to do a visual study of the Coors Corridor. The firm assessed the current views in segments 3 and 4 (see Map F-31 for comparison to View Preservation sub-area) and how those views had changed since the

plan was adopted in 1984. The study looked at several components of the "viewshed", but focused primarily on the view of the Sandia Mountains from viewpoints located at increments of one-tenth of a mile along Coors. At these selected viewpoints, the study analyzed how the size and placement of existing buildings related to the view of the natural surroundings and the view of the Sandia Mountains and the bosque.

This study analyzed developed and undeveloped parcels on the eastside of Coors Blvd. between the roadway and the Rio Grande, including residential and commercial land uses. Vacant parcels were identified as being a platted and City-approved development site or having no known development planned.

The existing landscape was documented and compared with photos from the 1984 Coors Corridor Plan. The photographs taken at one-tenth mile intervals were used in determining a "view plane" towards the Sandia Mountains on the east side of Coors. This was used as a gauge to help determine desirable current views and to detail key view points.

The 1984 Coors Corridor Plan required that "not more than 50% of the view area [in segments 3 and 4] ... shall be obscured by the bulk of the building(s) placed on the parcel." Based on their data and assessment, the JF Sato study recommended that this requirement be raised to preserve 70% of the view area. Property-owners in the area affected were concerned that this would be too restrictive.

The JF Sato Study is available for viewing from the public file at the City Planning Department.

ii) **Planning Department Alternative**

It was determined that a 70% view preservation requirement would render several properties adjacent to Coors Blvd. undevelopable, and would severely restrict development on other parcels located along Coors or behind properties that front the boulevard. In response, City staff formulated an alternative approach to balance view preservation with property-owners' rights to enjoy a reasonable level of enjoyment from, and/or financial return on their land. The approach provided two options: a view area or view corridor ["view window" in this Plan] protection. Essentially, where a view plane to the Sandia Mountains cannot be reasonably obtained from a given parcel along the east side of Coors, a view corridor ("view window" in this Plan) to the bosque can be retained in its place.

Over the course of 2009, City staff worked on alternative view preservation regulations with an advisory group consisting of residents, property-owners and developers.

1.4 Transportation Study 2010-2012

The City of Albuquerque's DMD initiated a study to update the transportation component of the Coors Corridor Plan in fall 2010, known as Issue 1 — Traffic Movement/Access and Roadway Design in the original 1984 Coors Corridor Plan. The transportation objectives of the 1984 Plan were to provide policy and guidelines for the design of Coors Boulevard as a limited-access arterial so that it would function as the major north-south arterial serving the Northwest Mesa area. A second objective was to identify a preferred transportation alternative for Coors Boulevard/Coors Bypass to guide future planning and infrastructure improvements.

In contrast to the undeveloped conditions that existed in the early 1980's, most of the land within the Corridor is now developed. The original Plan was largely focused on the roadway, needed right-of-way, intersections, and access. The update evaluated multi-modal improvements to the transportation system to serve existing and future transportation needs within the Corridor through a 2035 design year.

An Alternatives Analysis (AA) specific to Coors Boulevard was completed to evaluate existing and future transportation conditions, focusing on Albuquerque's West Side, and to provide the information needed to select a preferred transportation alternative for the long-term future of the Coors Corridor.

Alternatives were identified using a collaborative and iterative process beginning with a needs assessment. The needs assessment established the basis for the types and range of alternatives considered. Key considerations included: (1) the physical constraints within the Corridor, including available right-of-way and proximity of development adjacent to the existing highway; (2) the characteristics of travel on Coors Boulevard including projected traffic volumes, origin-destination data, and existing transit usage; (3) the relationship of Coors Boulevard to other major streets serving the West Side and the locations of river crossings; (4) long-range plans for the metropolitan area, especially high capacity transit plans and planned improvements to the major street system; and, (5) suggestions received from the general public at public information meetings in 2011.

An interagency steering committee of transportation professionals provided input throughout the AA study process, which is documented in the Coors Corridor Study Alternatives Analysis report available under separate cover from the City DMD or Planning Department for viewing. The steering committee guided the direction of the evaluations and ultimately the selection of a preferred approach for the future of the Coors Corridor which is reflected in Chapter C of the Plan.

1.5 Integration of Transportation Component and DOZ

From 2013 through early 2014, City Planning and DMD staff, with support from a transportation consultant, worked on integrating policies, regulations and project recommendations into a Working Draft. Input from departments, agencies and a range of stakeholders including neighborhood associations, businesses, and design and commercial real estate professionals was provided at two Open Houses and through meetings and written comments.

2.0 Changed Conditions since the Original Plan's Adoption

Significant changes have occurred since the Plan was adopted in 1984, including:

2.1 **Population:** Population in U.S. Census tracts covered by the Plan (see Map F-32) is estimated at 75,500 per the 2007-2011 American Community Survey, representing an increase of approximately .... [pending]

2.2 **Employment:** Employment density as of 2008 ranges from ≤2 jobs to >10 jobs per acre, as shown on Map F-33.

2.3 **Land Development:** Major developments include Cottonwood Mall and St. Pius X High School. Approximately .... acres of vacant land remain in the Plan area. [to be completed]

2.4 **Historic Properties:** La Luz del Oeste Units 1, 2 & 3 were already accepted to the State Register of Cultural Properties in 1977. Piedras Marcadas Pueblo was accepted to the State and National Registers in 1985 and 1990 respectively and is a property within the Petroglyph National Monument, a.k.a. the Las Imagines: Albuquerque West Mesa Archaeological District.

2.5 **Major Public Open Space:** The City has acquired property for Open Space and built visitor facilities at several locations north of I-40 within or adjacent to the Plan area, including the San Antonio Oxbow Marsh, Montaño Picnic Area, Open Space Visitor Center area and Alamo Farm.

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2.6 **Infrastructure**

i) **Coors Blvd.** In the 1980s a link road between Coors Rd. SW and Coors Blvd. NW was provided to relieve congestion on Central Ave. and to connect traffic between "North Coors" and "South Coors." Jurisdiction over the roadway was transferred in 2012 from the City of Albuquerque to NMDOT. Coors Blvd. has been widened, and its elevation over I-40 was extended northward over Ouray. The Coors Bypass was constructed.

ii) **Other infrastructure:** Paseo del Norte, Eagle Ranch Rd., the Montaño bridge and the Piedras Marcadas dam are major facilities that have been built since 1984.

iii) **Transit Services and Facilities:** Local (66 Central, 155 Coors, 157 Montaño/Uptown/Kirtland). commuter (96 Crosstown Commuter, 251 Rio Rancho-ABQ/Rail Runner Connection) and Rapid Ride services (766, 790) operate within the Plan area and the Northwest Transit Center, which includes a park and ride, is located off Coors Bypass.

2.7 **Adopted and/or Amended Higher-Ranked City Plans and Ordinances**

i) **Plans**

a. Rank I Comprehensive Plan (amended through 2013)
b. Rank II West Side Strategic Plan (1993, amended through 2011)
c. Rank II Major Public Open Space Facility Plan (1998/1999)
d. Rank II Bosque Action Plan (1993)
e. Rank II Facility Plan for Arroyos (1986)
f. Rank II Facility Plan: Electric System, Transmission and Generation 2010-2020 (2012)

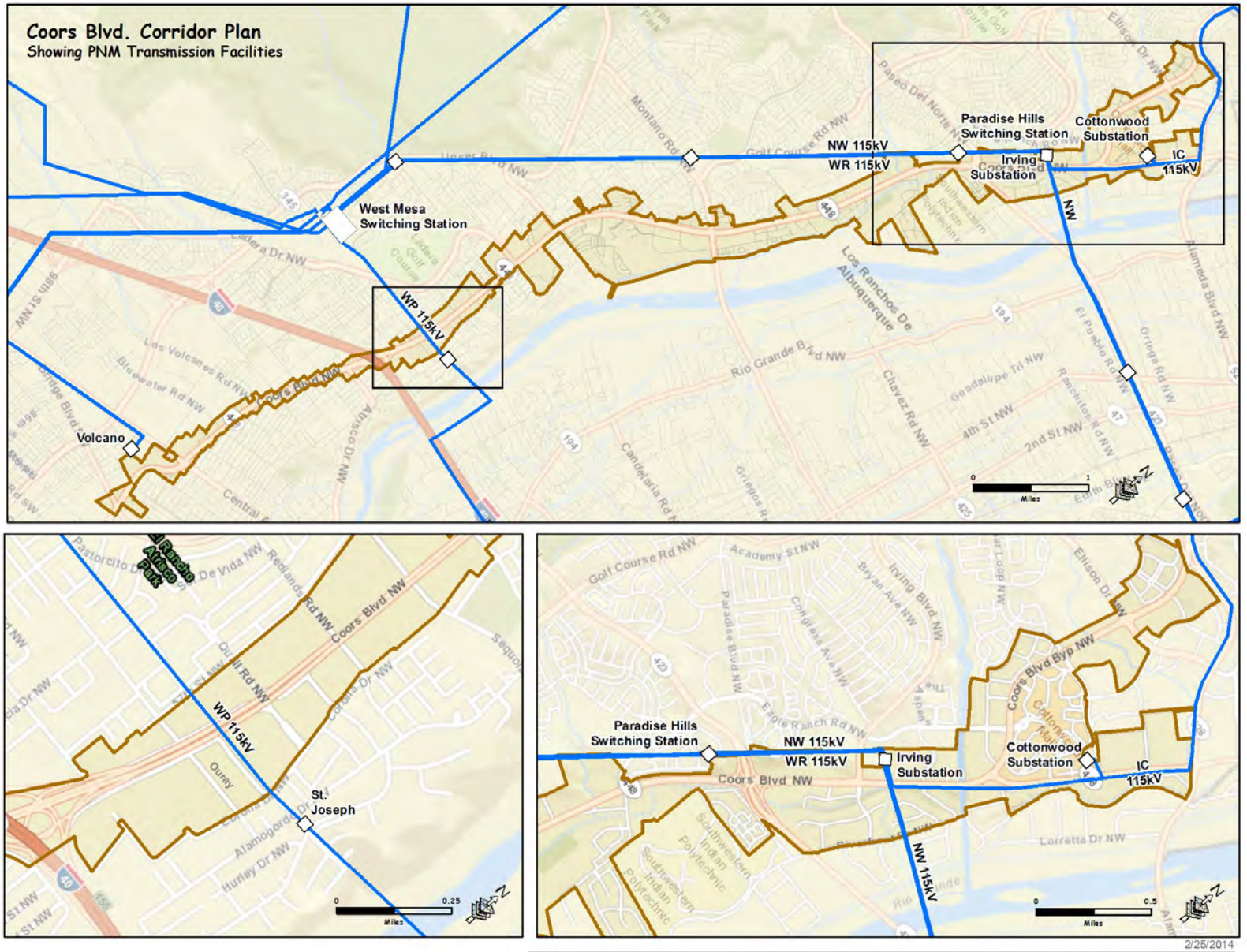
ii) **Ordinances.** The following are some of the more pertinent ordinances to development in the Corridor:

a. Water Conservation Landscaping and Water Waste Ordinance (§ 6-1-1)
b. Streets and Sidewalks (§ 6-5)
c. Street Tree Ordinance (§ 6-6-2-1 et seq.)
d. Albuquerque Pollen Control Ordinance (§ 9-12)
e. Drainage Ordinance (§ 14-5-2-1 et seq.)
f. Planning Ordinance (§ 14-13-2-1 et seq.)
g. Subdivision Ordinance (§ 14-14-1)
h. Comprehensive City Zoning Code (§14-16). Additions and amendments include Wireless Telecommunication Facilities, Electronic Signs, residential uses in C-1 and C-2 zones, the Albuquerque Archaeological Ordinance.

2.8 **Drainage and Flood Control**

The northern half of the Plan area, from Alameda Blvd. to approximately Western Trail/Namaste Rd., presents difficulties for dealing with runoff from developed areas due to limited capacity downstream. Although the Corrales Acequia, Corrales Canal and Corrales Riverside Drain run parallel to Coors Blvd. and the bosque in this area, their primary purpose is irrigation not drainage. In addition, this part of Coors Blvd./Bypass has smaller stormdrains than the City standard because the roadway was constructed to NMDOT specifications, which are based on historic flows, i.e. they do not reflect typical urban development that increases impervious area.

MRGCD controls the use of its facilities for drainage through a licensing system, primarily to control water quality. MRGCD delegates the handling of stormwater requests to AMAFCA. There are a few AMAFCA facilities that developers may use as outfalls. However, due the limited capacity in this area, the City Hydrologist generally requires on-site detention.



Map F-1: *Public Service of New Mexico Electric Transmission Facilities*

Runoff from the top end of the Cottonwood Mall area is routed north of Alameda Blvd. The area extending south of Calabacillas Arroyo to La Orilla Rd. is governed by the North Coors Blvd. Middle Area Master Drainage Plan (dated 2/1/1997).

[to be completed]

3.0 Higher-Ranked Plans relevant to Coors Corridor Plan

3.1 The Albuquerque/Bernalillo County Comprehensive Plan (1988, amended through 2013)

This is the Rank 1 plan that sets the basic long-range policy for the development and conservation of the City and unincorporated area of the County. The following concepts pertain to the Coors Corridor:

i) **Development Areas**

The Comprehensive Plan contains five development areas that allow for development intensities and character based on natural features and man-made development patterns. Many of the current designations are out of date.

ii) **Activity Centers and Transportation Corridors** (see Map F-10 through Map F-15)

The Comprehensive Plan calls for a network of activity centers linked by transportation corridors to guide future development and redevelopment across the metropolitan area.

The activity centers range in scale, intensity and range of uses according to their service or market area: neighborhood, community or major (regional). However, all are meant to be served by transit, in addition to private vehicles, and be convenient to walk around.

a. The Seven Bar/Cottonwood and the West Route 66 Major Activity Centers fall partially within the Plan area. Four community activity centers exist along the Corridor as designated in the Comprehensive Plan: Coors/I-40, Ladera/St Joseph's, Coors/Montaño Village and Coors/Paseo del Norte. There is one neighborhood activity center as designated in the West Side Strategic Plan: Coors/Western Trail.

The Comprehensive Plan designates four types of transportation corridors: Express, Major Transit, Enhanced Transit, and a general category of Arterial. Higher density development, with residential, non-residential or a mix of the two use categories, are desirable to support transit.

b. Express and Major Transit Corridors exist in the Plan Area. Express Corridors are higher speed roadways with commuter transit service. Major Transit Corridors are designated to accommodate frequent transit services that operate for longer hours.

- Coors Bypass and Coors Blvd. south of the Bypass form a Major Transit Corridor, which intersects with corridors that run east-west:
- Alameda Blvd.(Express),
- Paseo del Norte (Express),
- Montaño Rd. (Major),
- I-40 (Express) and
- Central Ave. (Major).

3.2 West Side Strategic Plan (1997, amended through 2011)

This Rank 2 area plan provides a policy framework to guide growth on Albuquerque's West Side, one that reflects its position within the metropolitan area along with its own conditions and community values. The West Side Strategic Plan (WSSSP) includes directives that are especially pertinent to the Coors Corridor Plan, which are summarized below:

i) **Visual Quality.**

a. Maintain development standards that preserve a portion of views east of Coors Blvd. toward the bosque and Sandia Mountains in the area north of Western Trail.

b. Maintain the prohibition on off-premise signs (billboards) and designing on-premise signs to limit impairment of unique views.

c. The design of walls along major streets and arroyos will be controlled to protect key viewpoints and provide pedestrian access.

d. Identify and protect or acquire significant viewpoint sites for enjoyment by the public.

ii) **Transportation**

a. Undertake a corridor study that addresses multiple modes of transportation and, in particular, considers the expansion and upgrade of transit service.

b. Support transit use by concentrating nodes of commercial and employment activity in designated centers that are surrounded by moderate to high-density residential land uses.

iii) **Communities**

a. Seven-Bar Ranch**.** Establish setback criteria for trail and public opens space along Calabacillas Arroyo, which is a defining natural feature of the West Side.

b. Taylor Ranch. It is particularly important in this growth area to incorporate mixed-uses and multi-modal access in the design of community centers, with pedestrian and bicycle linkages to its residential neighborhoods.

c. Ladera. Apply design and site layout standards to the community activity centers, including for pedestrian amenities.

iv) **Natural, cultural and recreational resources**

a. Bosque interface/transition. Protect this multi-faceted resource through design guidelines for new development and tree preservation.

3.3 2035 Metropolitan Transportation Plan

A Metropolitan Transportation Plan (MTP) is adopted every five years by a Board comprised of locally elected officials from the counties and municipalities in the region, along with representatives of the New Mexico Department of Transportation (NMDOT). The MTP evaluates the current transportation system, considers probable growth scenarios with a 20-year horizon and envisions an appropriate future transportation system. Among other components, the MTP includes Long Range System Maps for Roadways and Bikeways. To guide implementation, the MTP proposes regional investments in shorter (5-year) cycles within the Transportation Improvement Program (TIP). The TIP describes projects in more detail and identifies federal and other potential funding sources.

Key themes of the 2035 MTP that influenced the Plan are:

i) Expand Transit and Alternative Modes of Transportation;

ii) Integrate Land Use and Transportation Planning;

iii) Maximize the Efficiency of Existing Infrastructure.

3.4 Facility Plans

The following Rank 2 City plans focus on particular landscape features or infrastructure that are located within or next to the Coors Corridor Plan area and are addressed in its policies and regulations:

i) *Major Public Open Space Facility Plan (1998/1999).* This joint Albuquerque/Bernalillo County plan establishes policies for: planning; making land use decisions; and acquiring and managing lands in the metropolitan area that are dedicated to

conservation, preservation, outdoor education and low impact recreation. The sections on the Rio Grande Bosque and Arroyos are relevant to the Coors Corridor.

ii) *Bosque Action Plan (1993).* This plan identifies specific environmental and recreational improvements for the Rio Grande Valley State Park and sets out general policies for their implementation. Improvements are located southwest of the Alameda Bridge, and around the Calabacillas Arroyo and La Orilla Road.

iii) *Facility Plan for Arroyos (1986).* This plan establishes guidelines and procedures for creating a network of recreational trails and open space along arroyos. The Calabacillas Arroyo is designated both a Major Open Space Arroyo and Link; the Piedras Marcadas a Major Open Space Link; and the San Antonio an Urban Recreational Arroyo.

iv) *Trails & Bikeways Facility Plan (1996)* [3]. This is the City's long-term plan for off-street facilities used by pedestrians, cyclists and equestrians.

v) *Albuquerque Comprehensive On-street Bicycle Plan (2000)* [4]. This plan focuses on bikeways within the public right-of-way.

vi) *Electric System, Transmission and Generation 2010-2020 (2012).* This joint Albuquerque/Bernalillo County plan protects the existing electric system and establishes standards for new generation and transmission facilities to meet future needs. Generation is sourced from utility-owned facilities and privately-owned installations, including wind and solar. 115kV transmission lines exist in the Coors Corridor Plan area around, and north of, Paseo del Norte. The Paradise Hills Substation Unit II is being expanded.

3.5 **Overlapping sector development plans.**

The following Rank 3 plans have overlapping boundaries with the Plan area at the time of its adoption. Their goals, policies and regulations may therefore also apply (see AGIS Zoning Map or consult the Code Enforcement Division of the Planning Department). Their relationship with the Coors Corridor Plan at adoption is summarized below:

i) *Seven-Bar Ranch Sector Development Plan.* This plan established zoning (land uses) and includes design guidelines. It continues to apply to development of properties along Coors Bypass and Coors Blvd. north of the Calabacillas Arroyo. The Coors Corridor Plan applies up-to-date transportation policies and design standards.

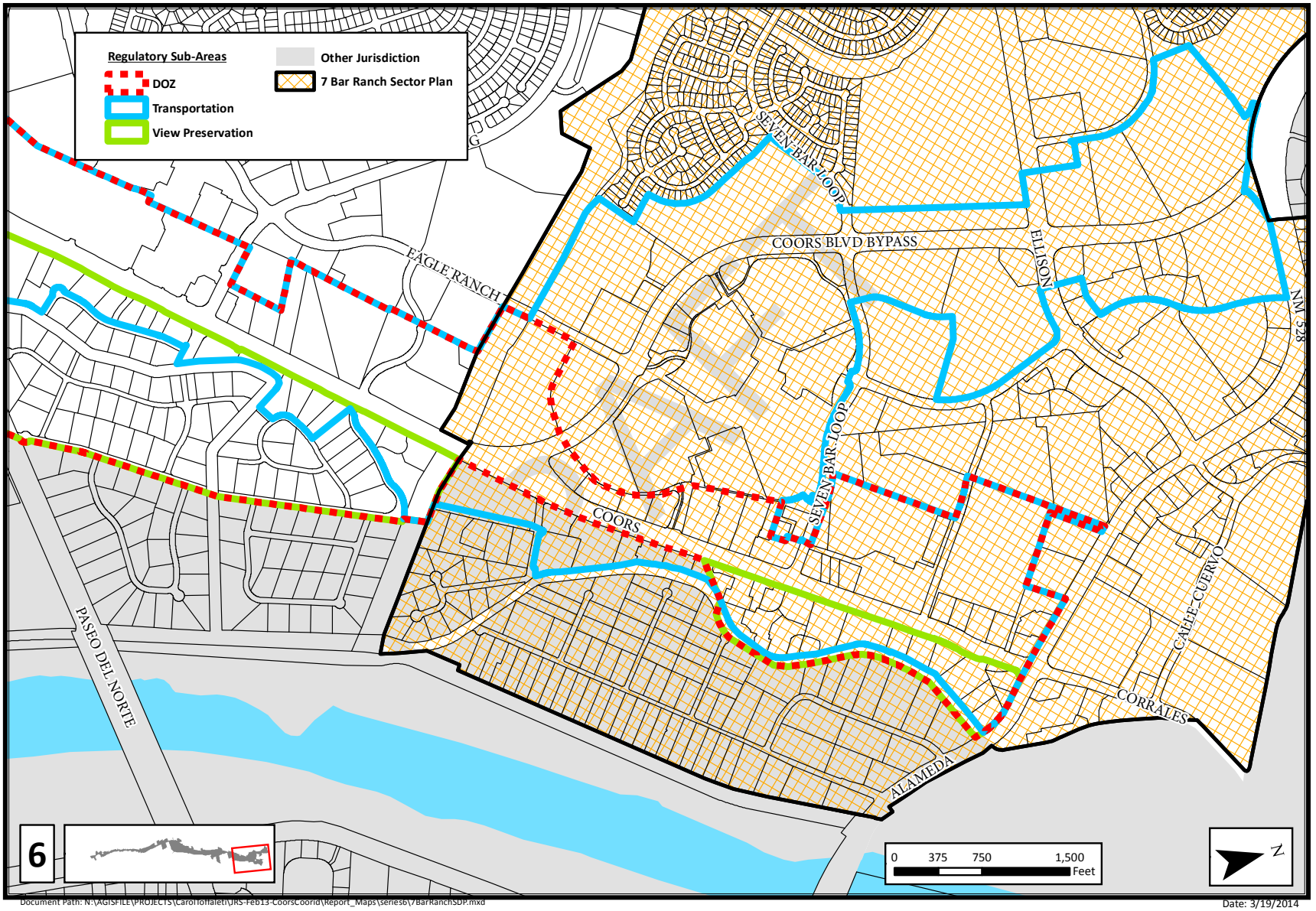
ii) *Riverview Sector Development Plan.* The small area of overlap is limited to a drainage-way south of Paseo del Norte on the west side of Coors Blvd. and a handful of properties around its intersection with Eagle Ranch Rd. The Coors Corridor Plan applies up-to-date transportation policies and design standards.

iii) *University of Albuquerque Sector Development Plan.* The plan area spans Coors Blvd. around Western Trail and Saint Joseph's Dr. This older, one-page plan established an SU-3 Special Center zone on 12 parcels that refers to conventional zone categories. It specifies allowable land uses, acreages and densities on each parcel. The Coors Corridor Plan applies up-to-date transportation policies and design standards.

iv) *East Atrisco Sector Development Plan.* The area of overlap is west of Coors Blvd. between Quail Rd. and I-40. However this older. basic plan has no content that conflicts with the Coors Corridor Plan transportation policies and design standards.

3 is being replaced by a consolidated city plan for off-street multi-use trails and on-street bikeways

4 see footnote 3



Map F-2: *Plan Area Overlap with 7 Bar Ranch SDP*

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v) *West Route 66 Sector Development Plan*. The area of overlap, located between Avalon Rd. and Central Ave., only relates to the transportation element of the Coors Corridor Plan. Transportation projects affecting the intersection or function of the arterials will need to be coordinated.

4.0 References and Resources

4.1 Streetscape Design

i) City Parks and Recreation Department: Streetscape Design Criteria and Master Plan List (2013) [to be inserted]

5.0 Additional Figures and Maps

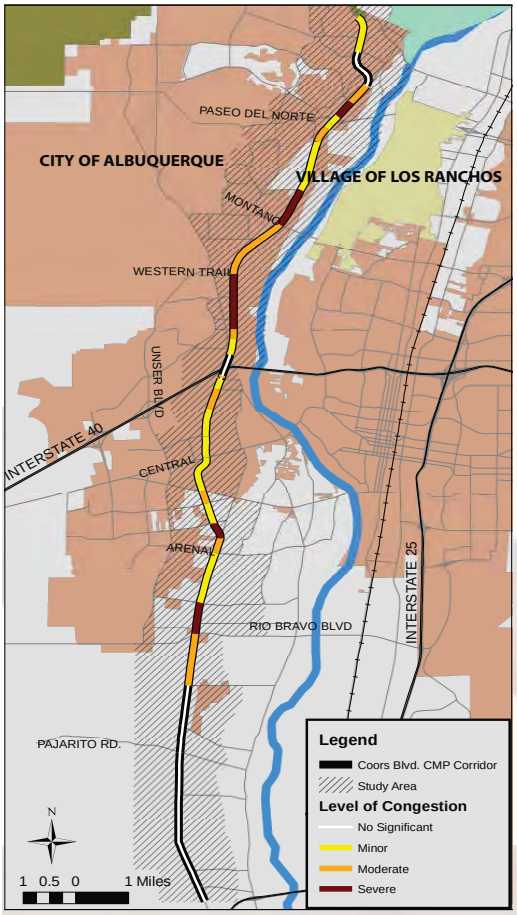
1. Traffic Congestion Profile for Coors Blvd. from 2035 MTP
2. Average Weekday Traffic Flows 2012, see page 129
3. Maps referenced in Chapter D. Design Overlay Zone:
   - Activity Centers and Transportation Corridors, see page 134
   - AMAFCA & MRGCD Facilities, see page 141
   - Bikeways and Multi-Use Trails, see page 147
4. 1984 Plan Area & Segments compared to updated Plan, see page 152
5. 2010 US Census Tracts, see page 156
6. 2008 Employment Density, see page 157

6.0 Priority Plan for Corridor Segment Recommendations

See end of Plan document.

Coors Blvd

#8



Corridor Notes

- Coors Blvd is the primary north-south facility in the AMPA west of the Rio Grande.
- The Coors CMP corridor extends nearly 20 miles from I-25 to NM 528. The corridor covers parts of unincorporated Bernalillo County and the City of Albuquerque, and provides access to the City of Rio Rancho (via NM 528).
- The most severe congestion occurs between I-40 and the Coors Bypass. Congestion is tied to overall slow speeds across the corridor and particularly high volumes during the peak periods between Montaño and Paseo del Norte. There is very little congestion south of Rio Bravo Blvd.
- Sections of Coors at Paseo del Norte and I-40 have daily **volumes** of more than 60,000 and 80,000 respectively.
- The slowest **speeds** along Coors are found south of Pajarito Rd.
- **Crash rates** across the corridor are significantly above the regional average and a major source of non-recurring congestion. The intersections at Central and Paseo del Norte both have crash rates more than four times the regional average.
- A considerable amount of **growth** and infill development is projected along corridor with more than 13,000 new residents and 12,000 jobs apiece by 2035.

Profile & Statistics

Corridor Profile*			
Study Area	32.5 Sq. Miles		
Length & No. of Segments	19.6 Miles - 42 segments		
Functional Class	Principal Arterial		
Access Control	Limited Access: Rio Bravo to Coors Bypass		
Lanes	4 - 7 lanes		
	Majority of corridor is 6 lanes		
Intelligent Transportation Systems	Designated corridor: Yes		
	ITS deployment: Yes - PF, CCTV, DMS, VDS		
Transit	*ABQ Ride* : 790 (Rapid Ride Blue), 155 (local)		
	Northwest Transit Center at Coors/Ellison		
Bicycle Facilities	Lanes: South of Sage to Central		
	Lanes: Ladera to Paseo del Norte		
Summary Data^			
Daily Volume	5,000 - 80,500		
Average Speeds (PM North)	19 - 56 mph		
Average Speeds (PM South)	19 - 59 mph		
Total Delay (PM North)	404 seconds (21 sec./mile)		
Total Delay (PM South)	529 seconds (27 sec./mile)		
Demographic Trends			
Measure	***2000***	***2008***	***2035***
Population	78,171	95,142	108,417
Employment	20,892	30,467	42,619
Corridor Ranks			
Volume/Capacity Ratio	**14 / 30**		
Speed Differential	**12 / 30**		
Crash Rates	**2 / 30**		
Overall Rank	**8 / 30**		

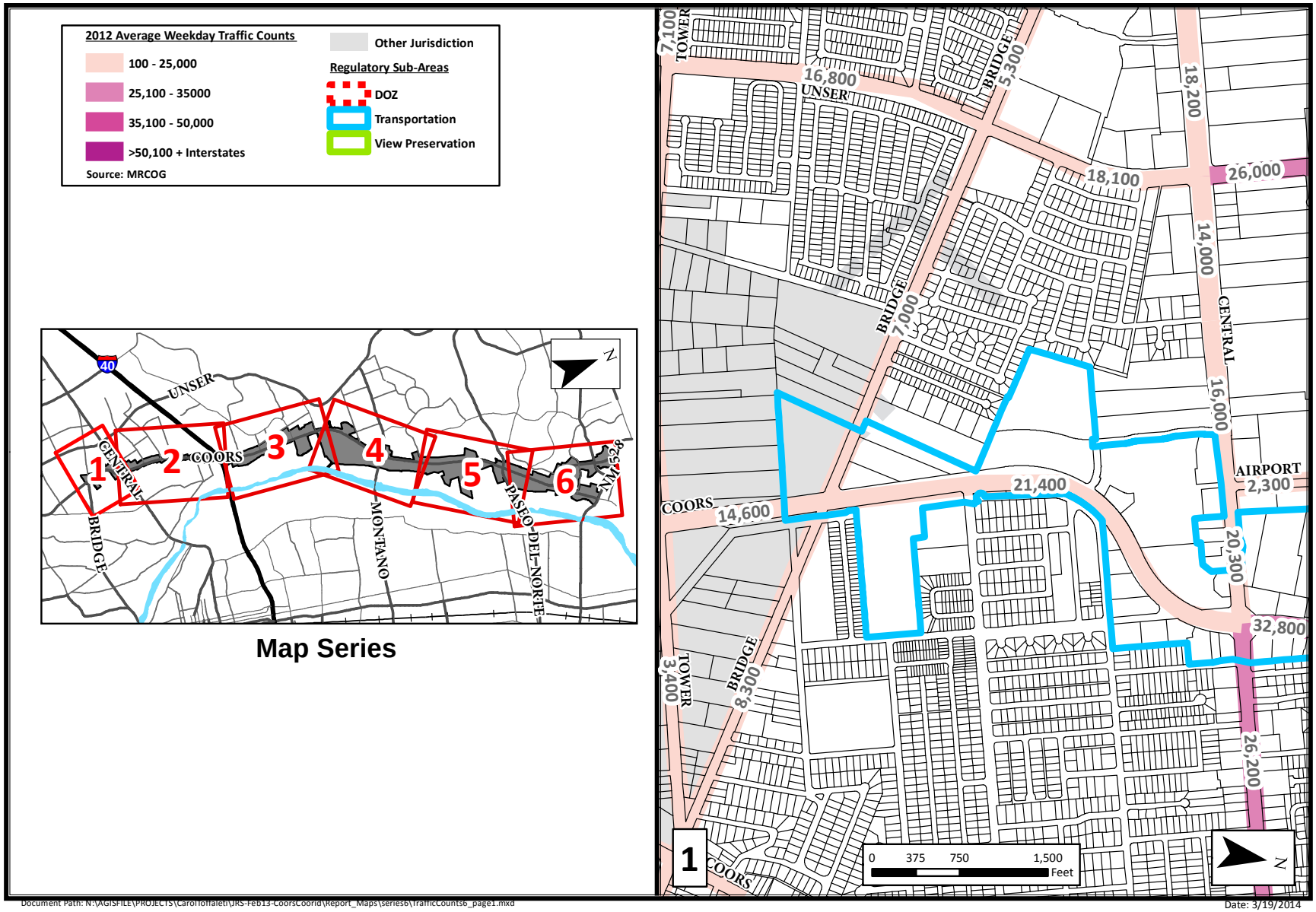
* See the introduction section for further explanation.
^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

Transit Characteristics

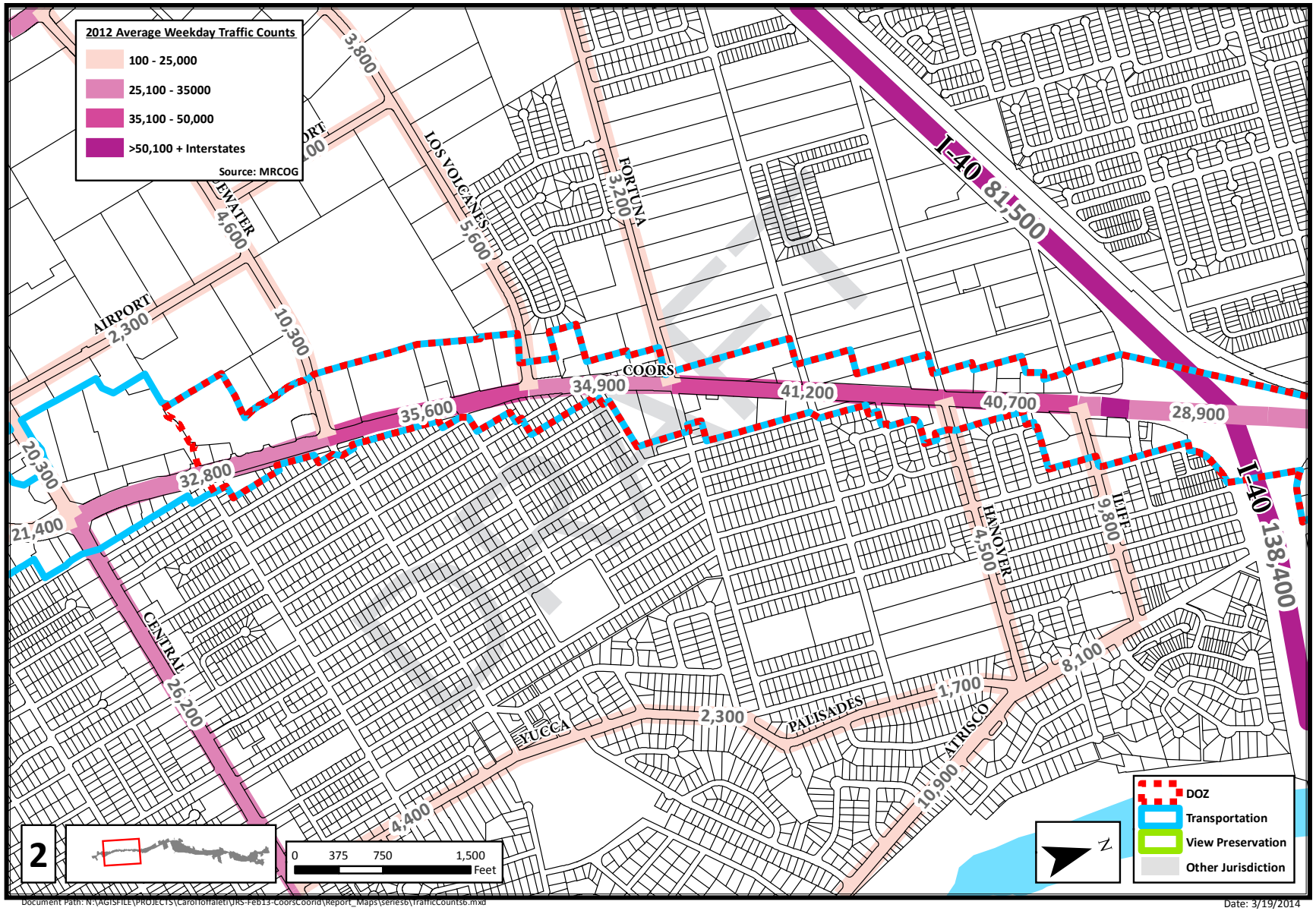
- ABQ Ride operates two routes along Coors Blvd (additional commuter routes run along small portions of northern Coors).
- The Rapid Ride Blue Line (Route 790) originates at the Northwest Transit Center and runs south on Coors to I-40 before connecting to Downtown and the University of New Mexico. Ridership on the Blue Line surpasses 2,000 on weekdays while UNM is in session. The vast majority of Blue Line riders board at the Northwest Transit Center or at Cottonwood mall and travel to UNM. Route 155 provides north-south local service along the Coors CMP corridor between Rio Bravo and Ellison and averaged more than 1,100 riders per weekday in April 2011.
- The Northwest Transit Center at Coors and Ellison is a major regional transit facility. A total of nine routes, four of which are commuter, operate out of the facility.

Map F-3: *Traffic Congestion Profile (2035 MTP)*

F. Appendix



Map F-4: *Average Weekday Traffic Flows*



Map F-5: *Average Weekday Traffic Flows*

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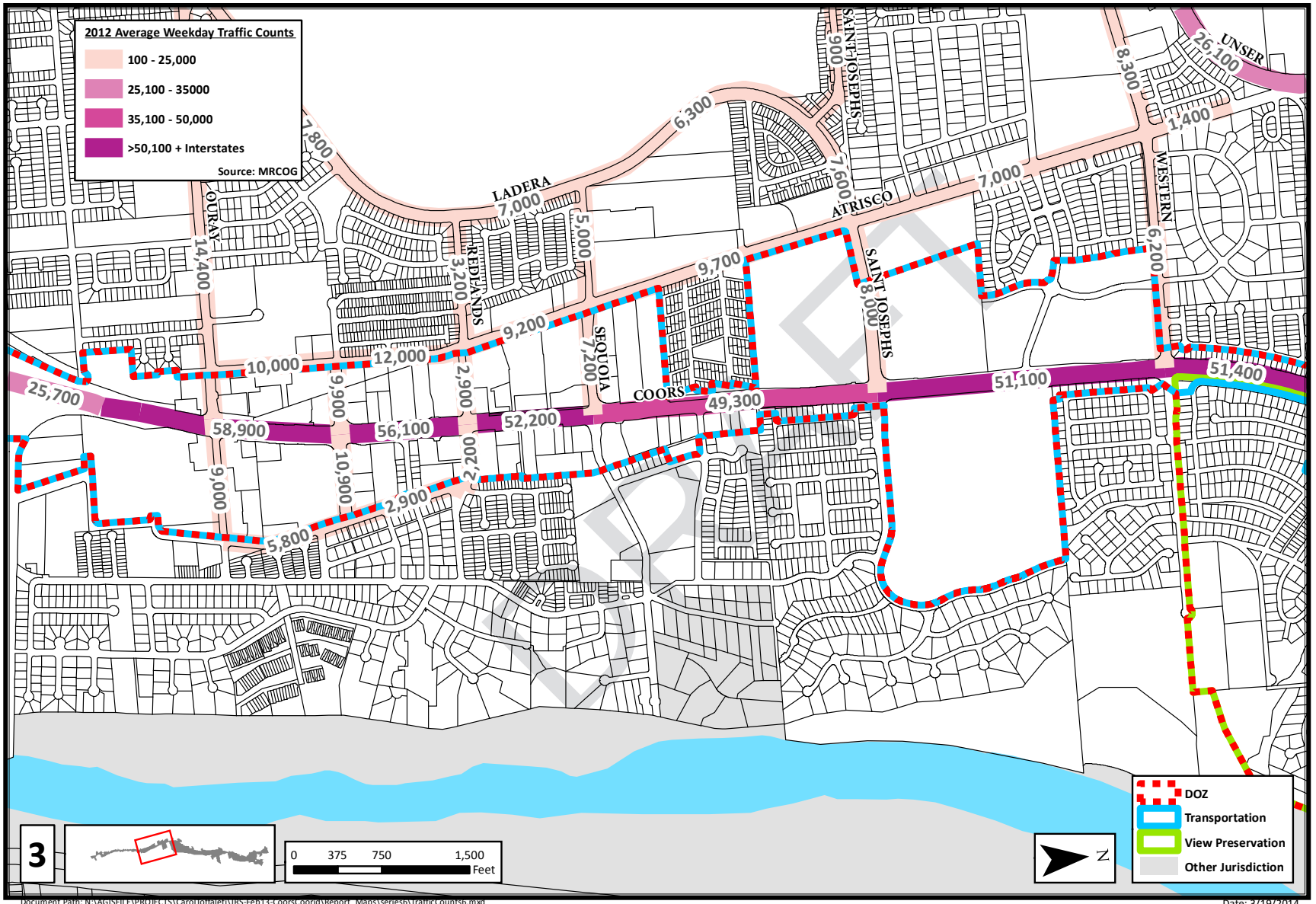
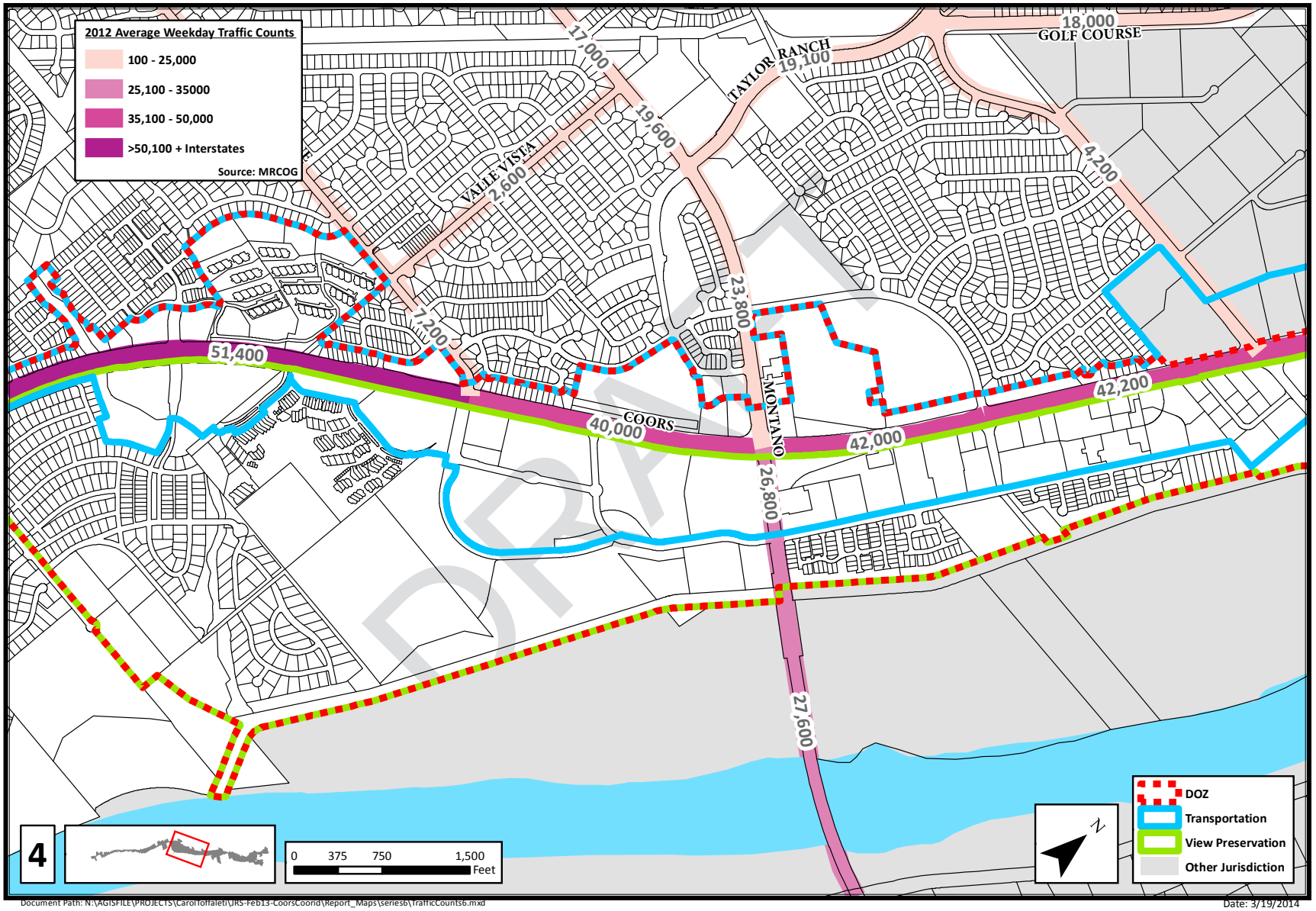
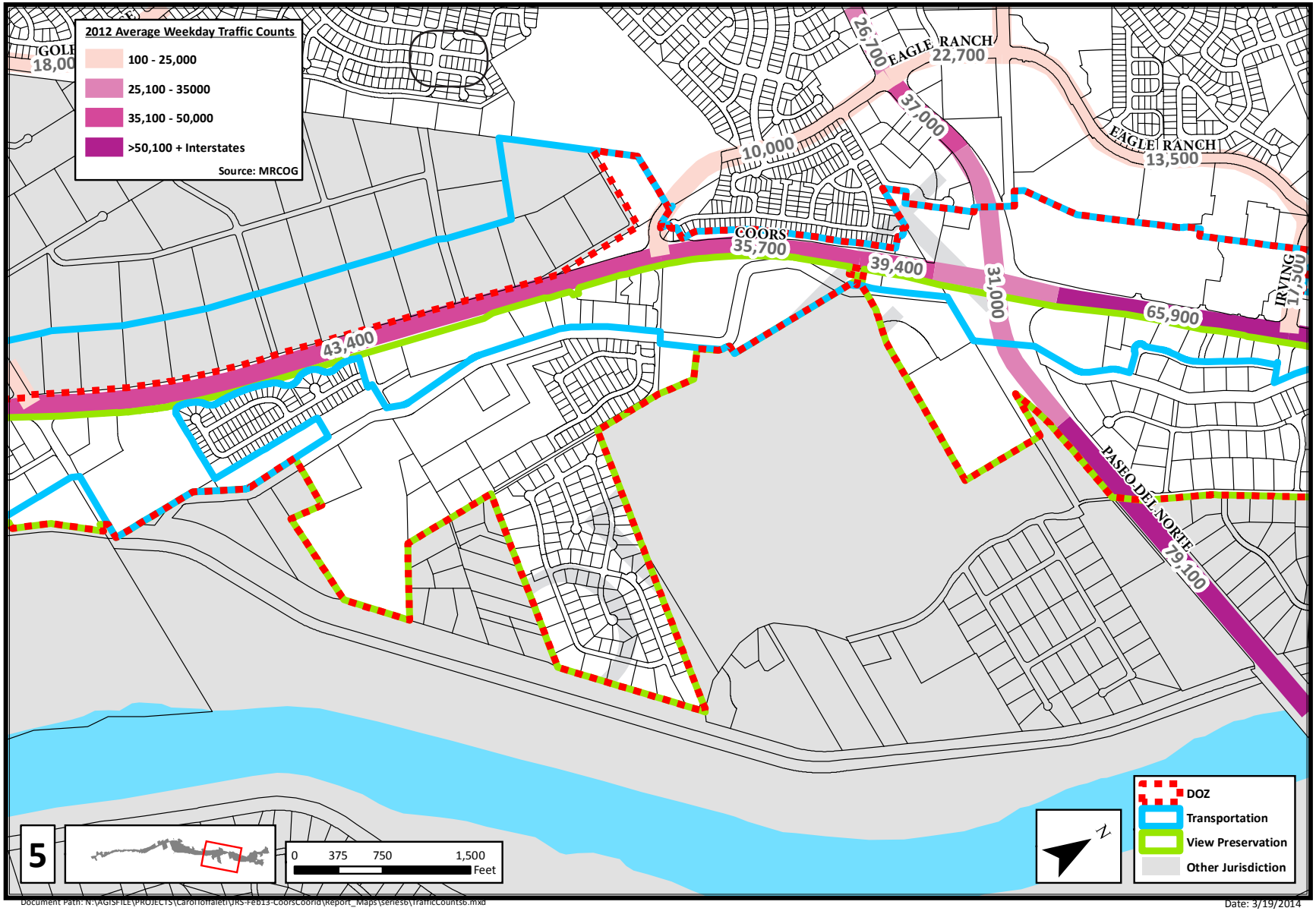


Map F-6: *Average Weekday Traffic Flows*

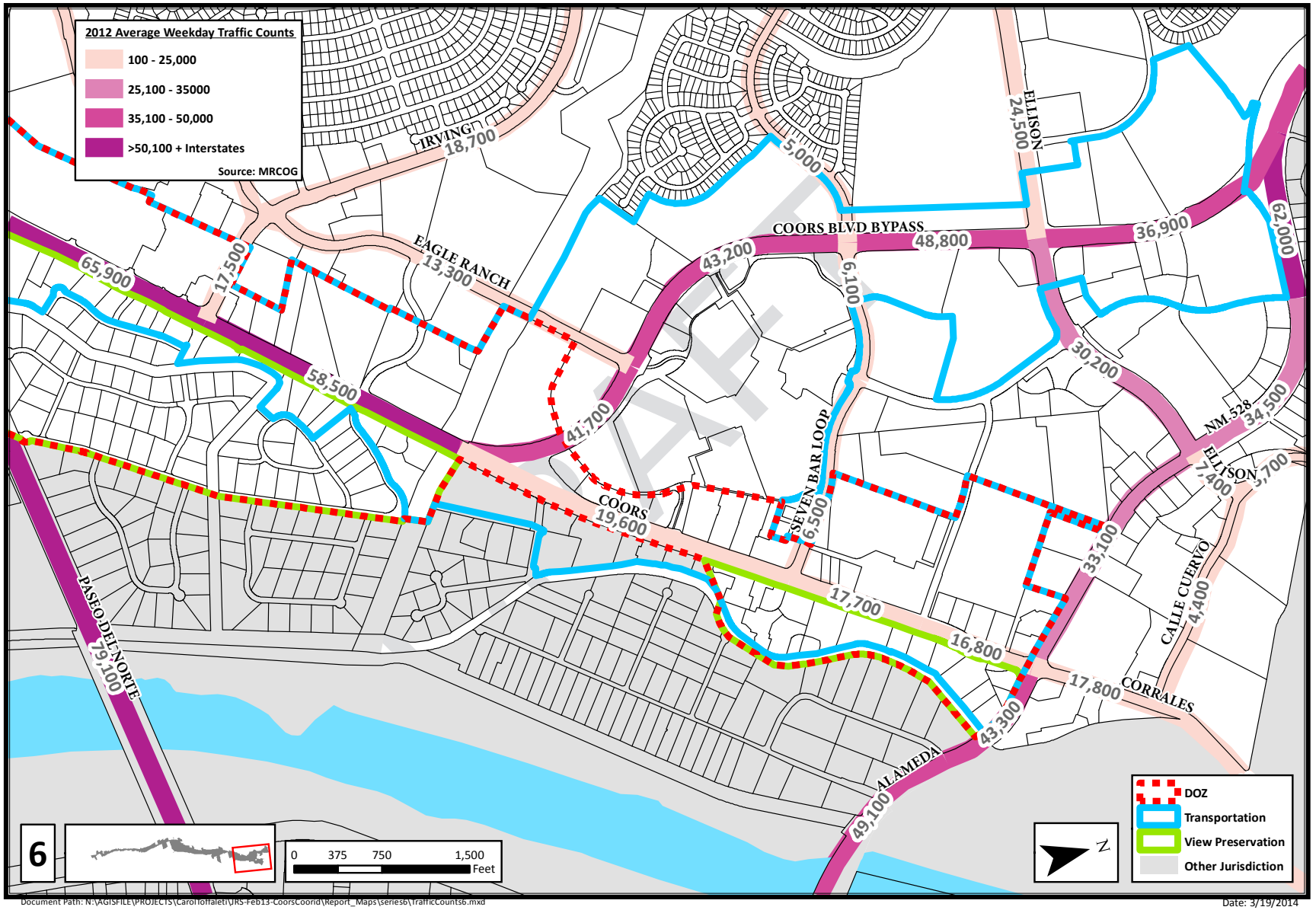


Map F-7: *Average Weekday Traffic Flows*

F. Appendix

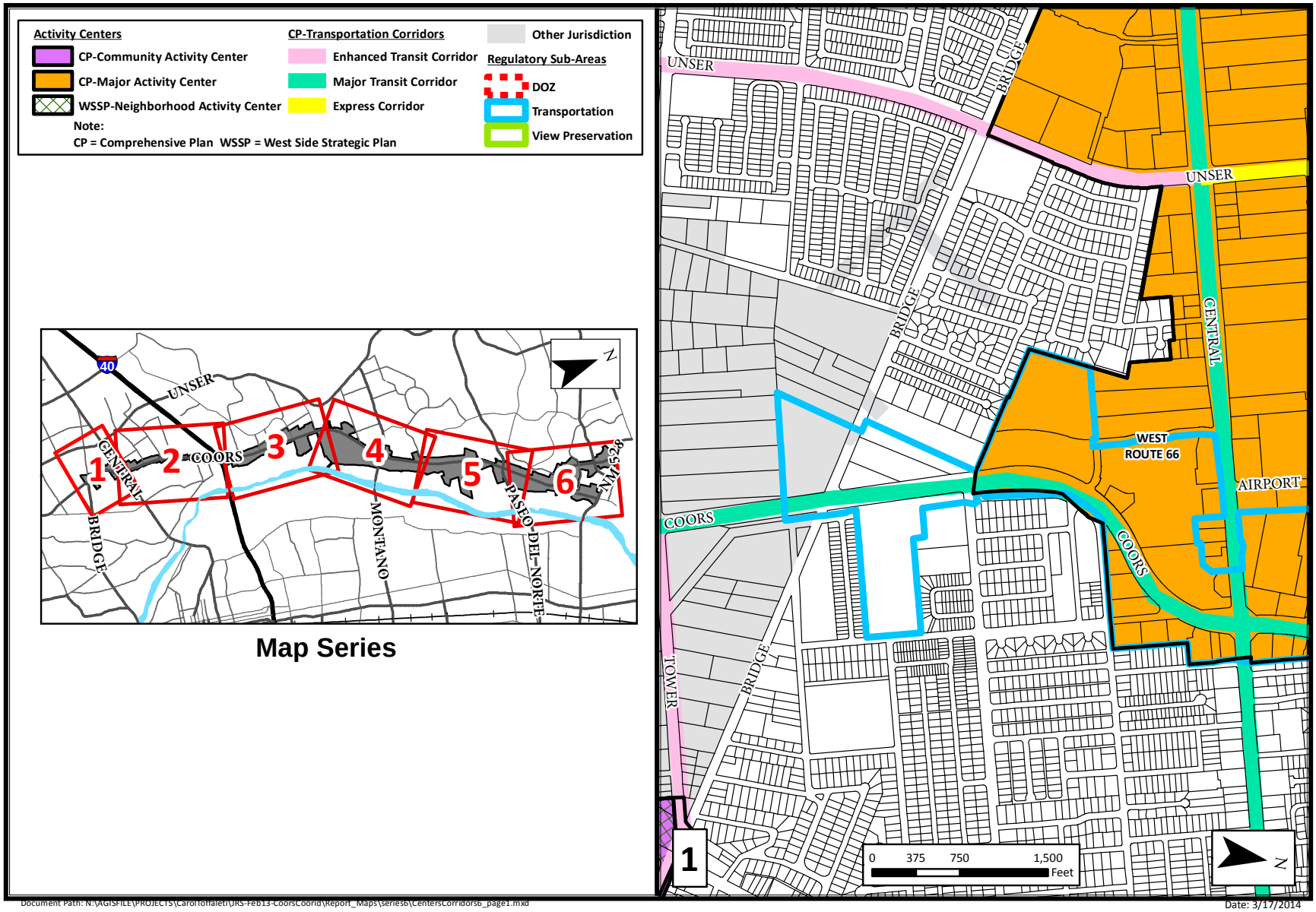


Map F-8: *Average Weekday Traffic Flows*

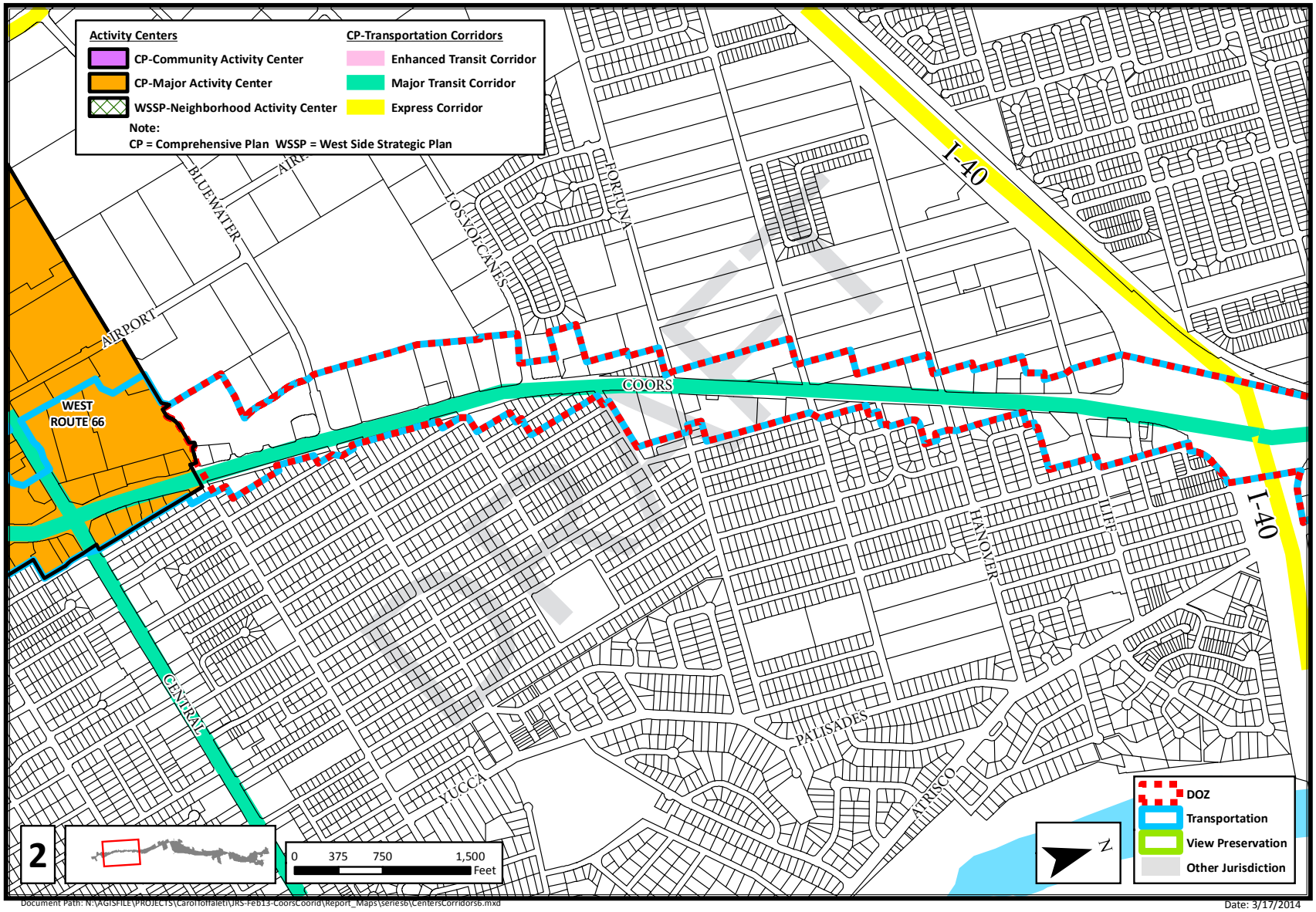


Map F-9: *Average Weekday Traffic Flows*

F. Appendix

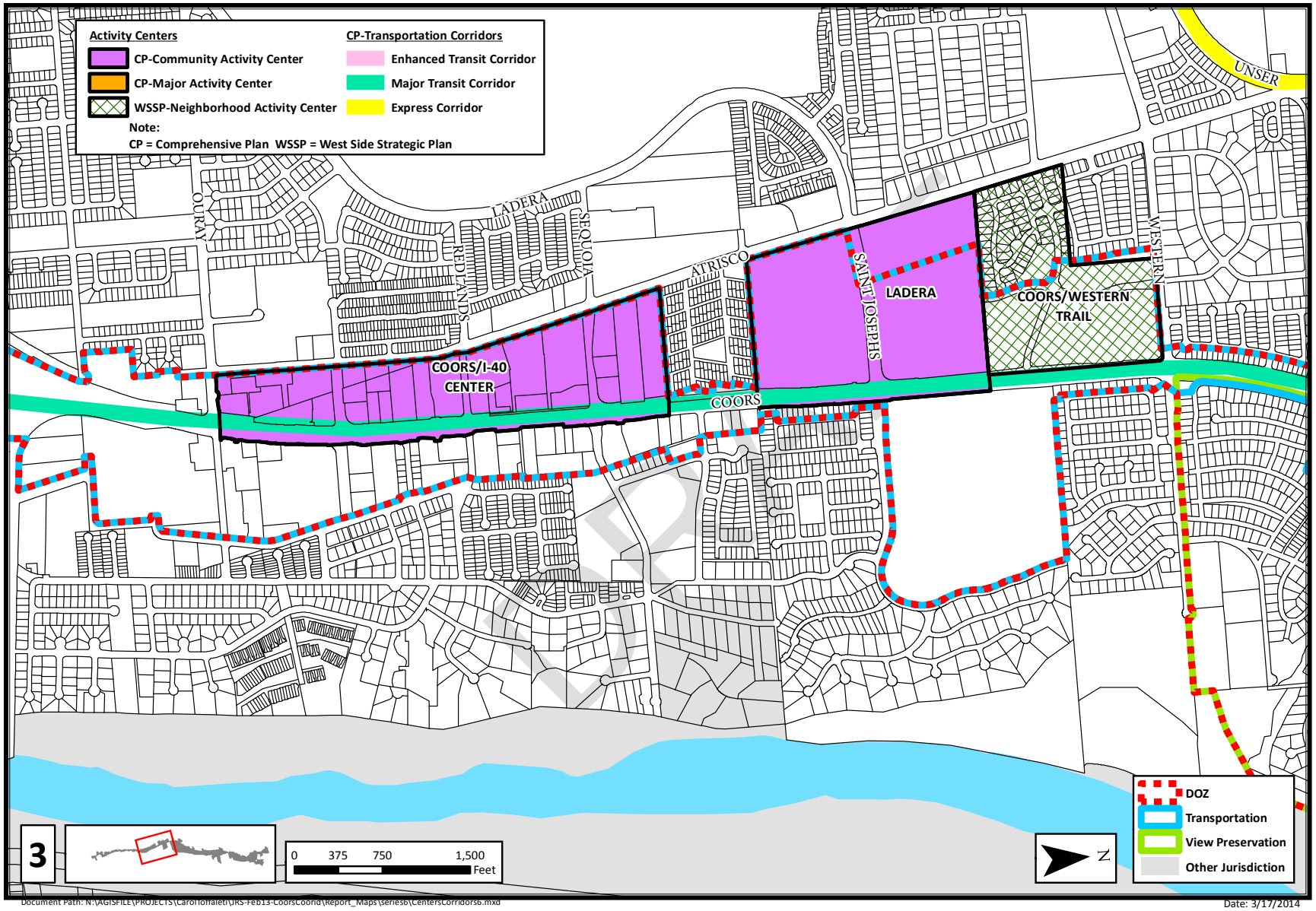


Map F-10: *Activity Centers and Transportation Corridors*

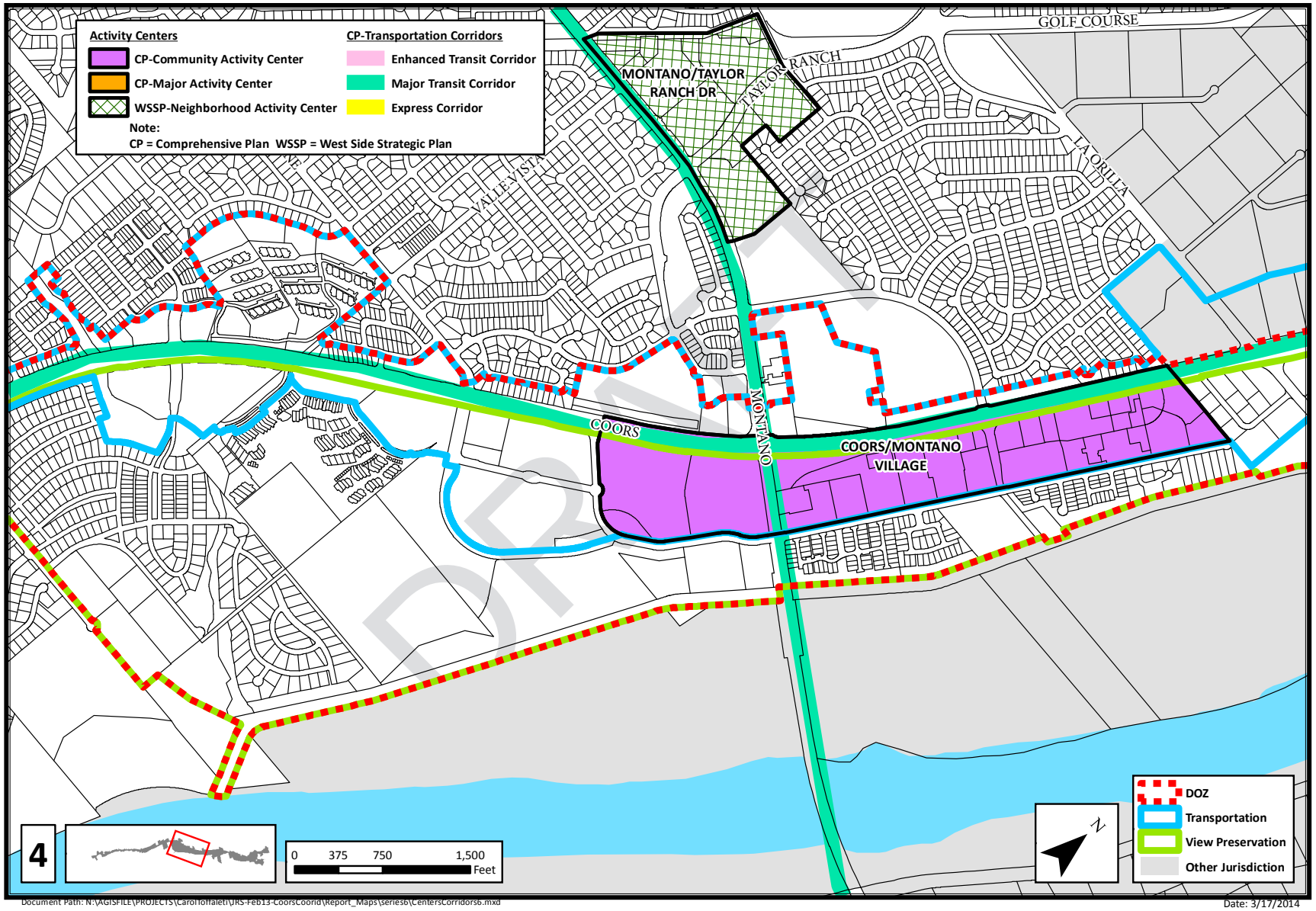


Map F-11: *Activity Centers and Transportation Corridors*

F. Appendix

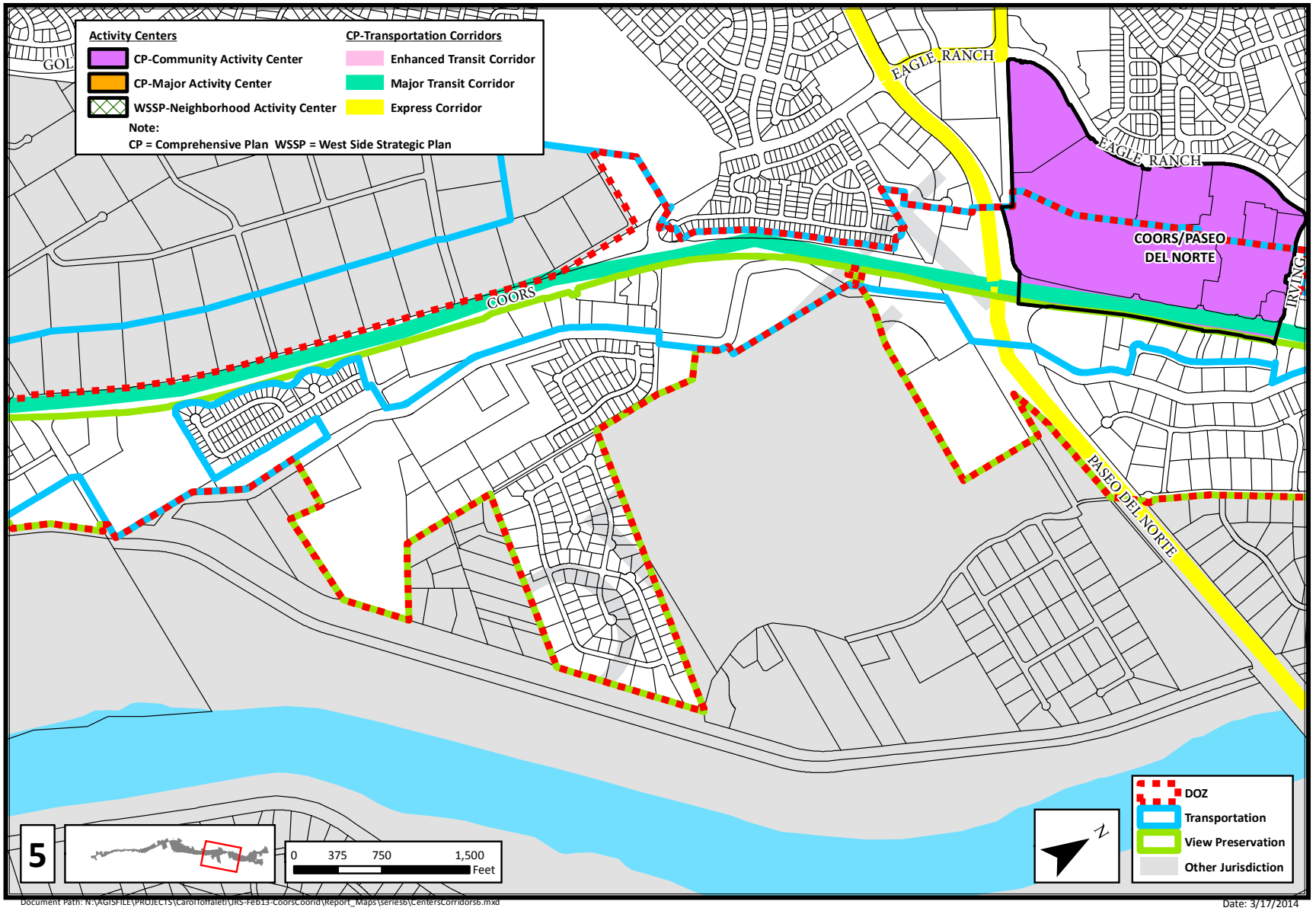


Map F-12: *Activity Centers and Transportation Corridors*

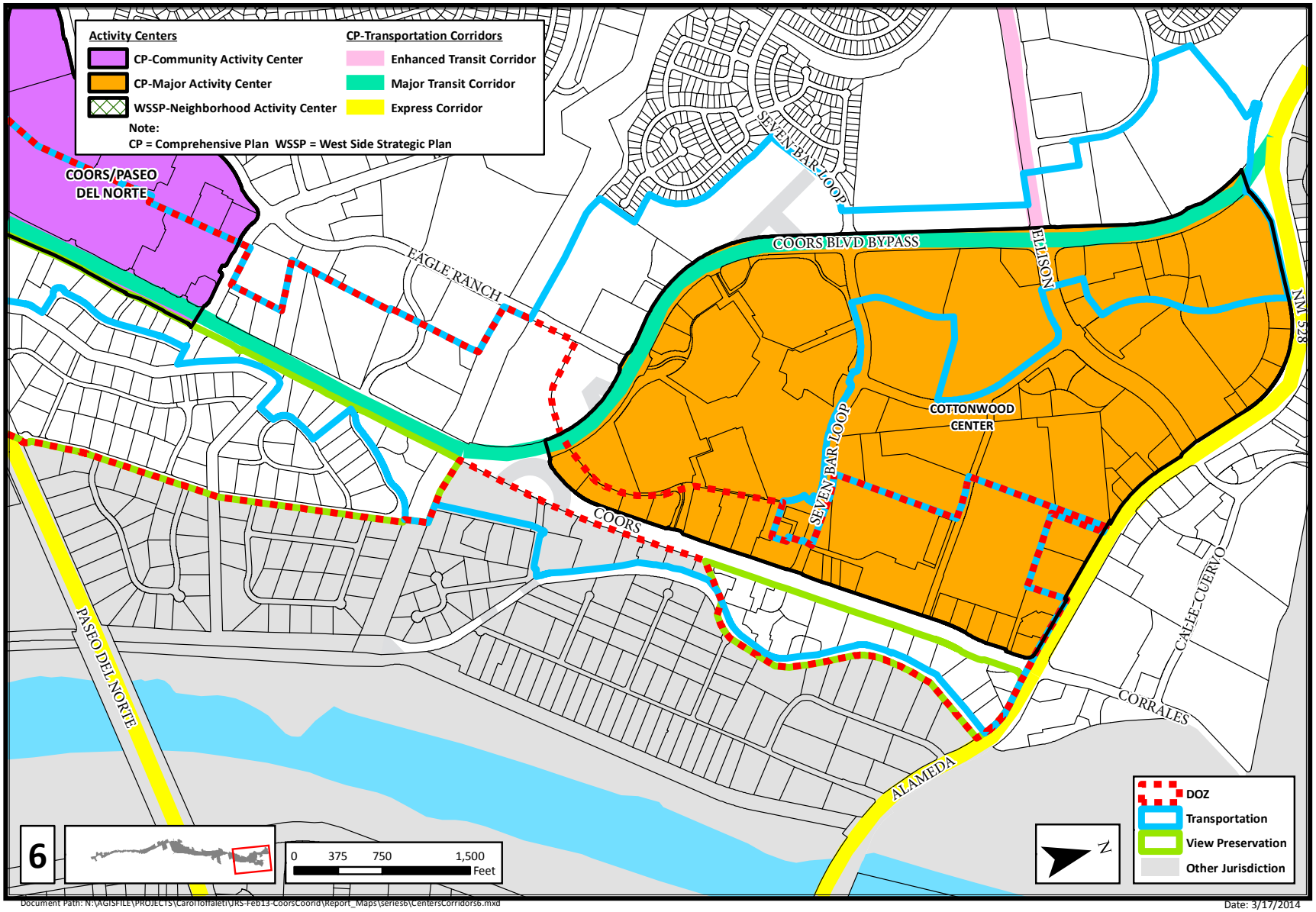


Map F-13: *Activity Centers and Transportation Corridors*

F. Appendix

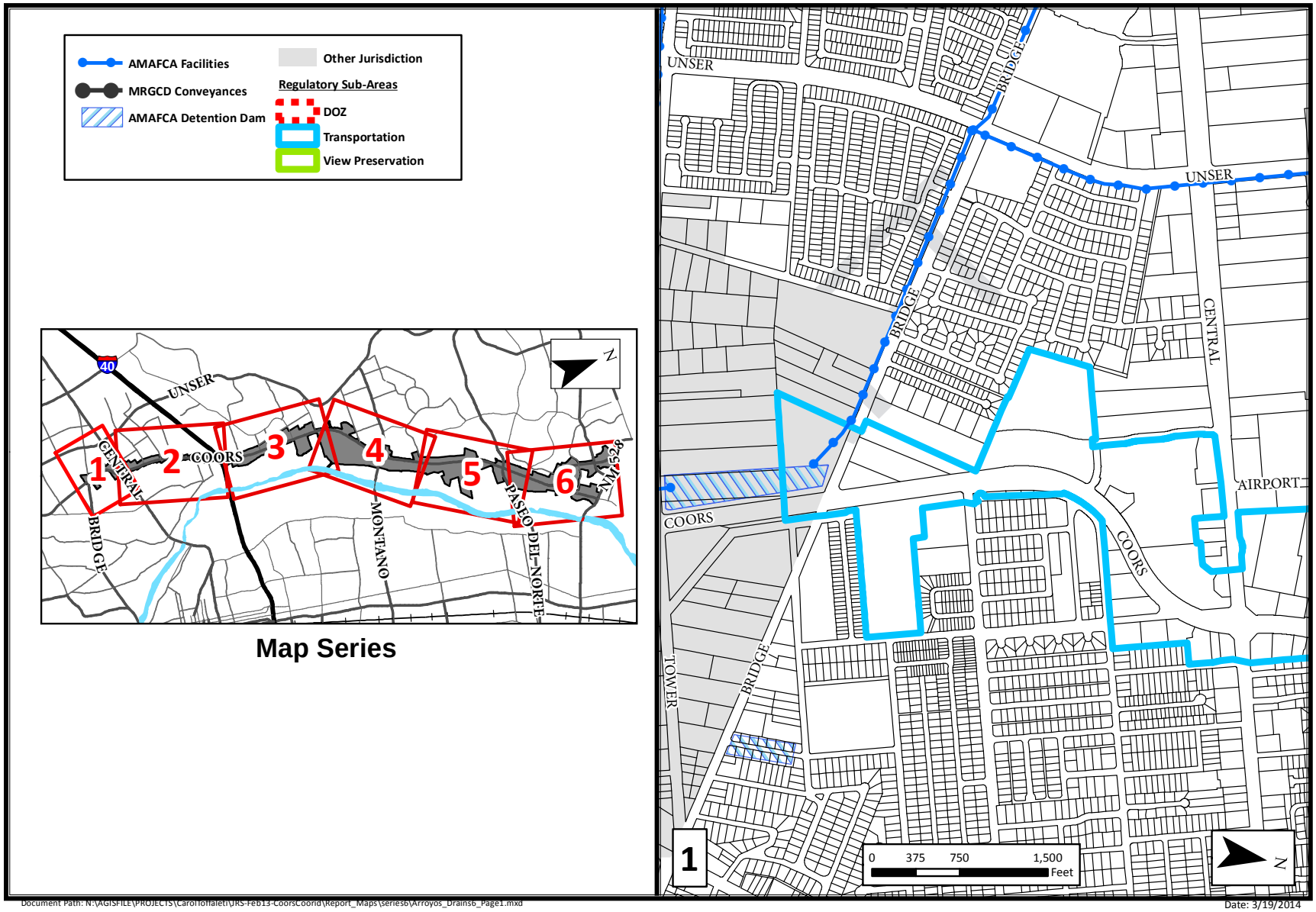


Map F-14: *Activity Centers and Transportation Corridors*

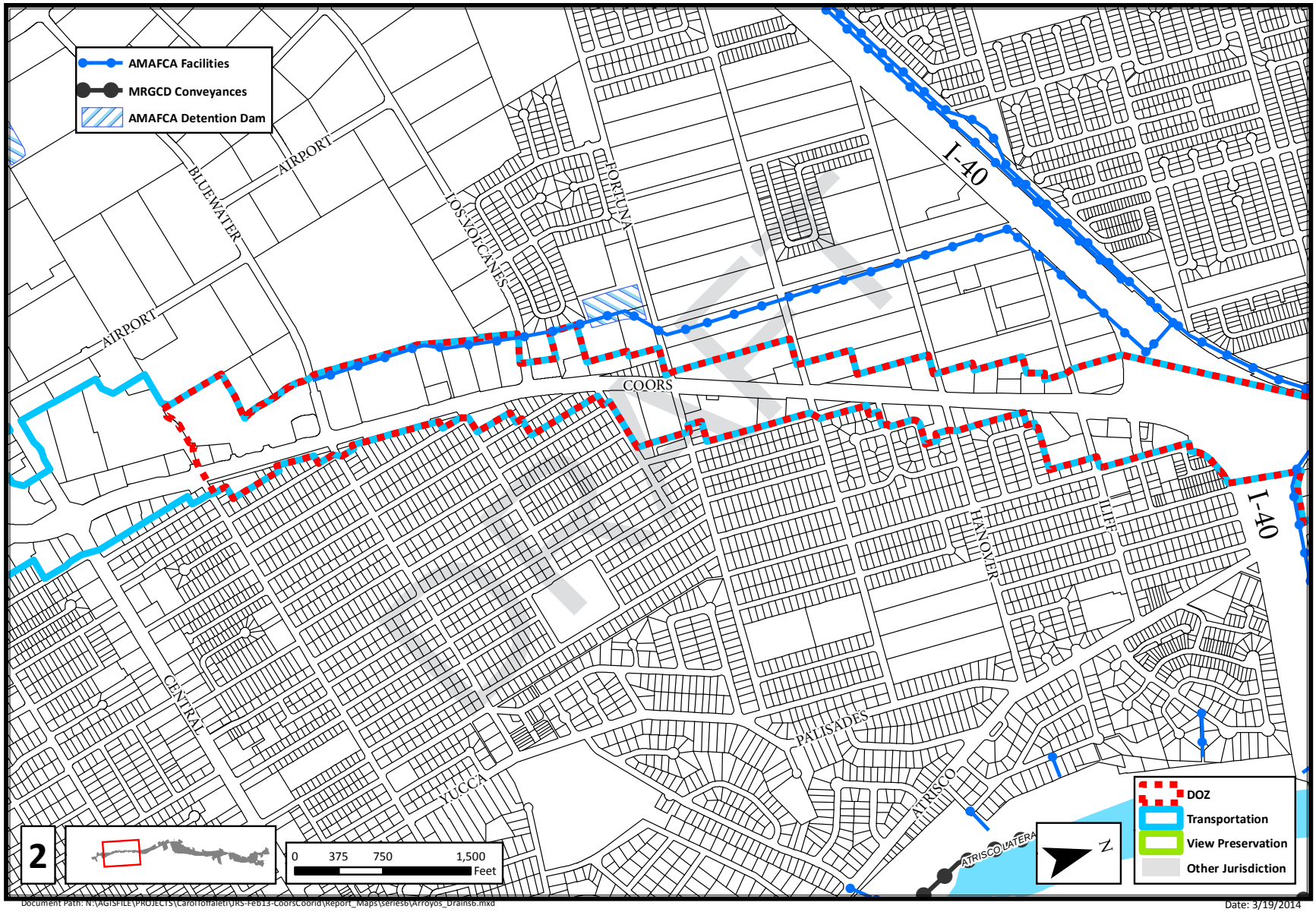


Map F-15: *Activity Centers and Transportation Corridors*

F. Appendix



Map F-16: *AMAFCA & MRGCD Facilities*



Map F-17: *AMAFCA & MRGCD Facilities*

COORS CORRIDOR PLAN

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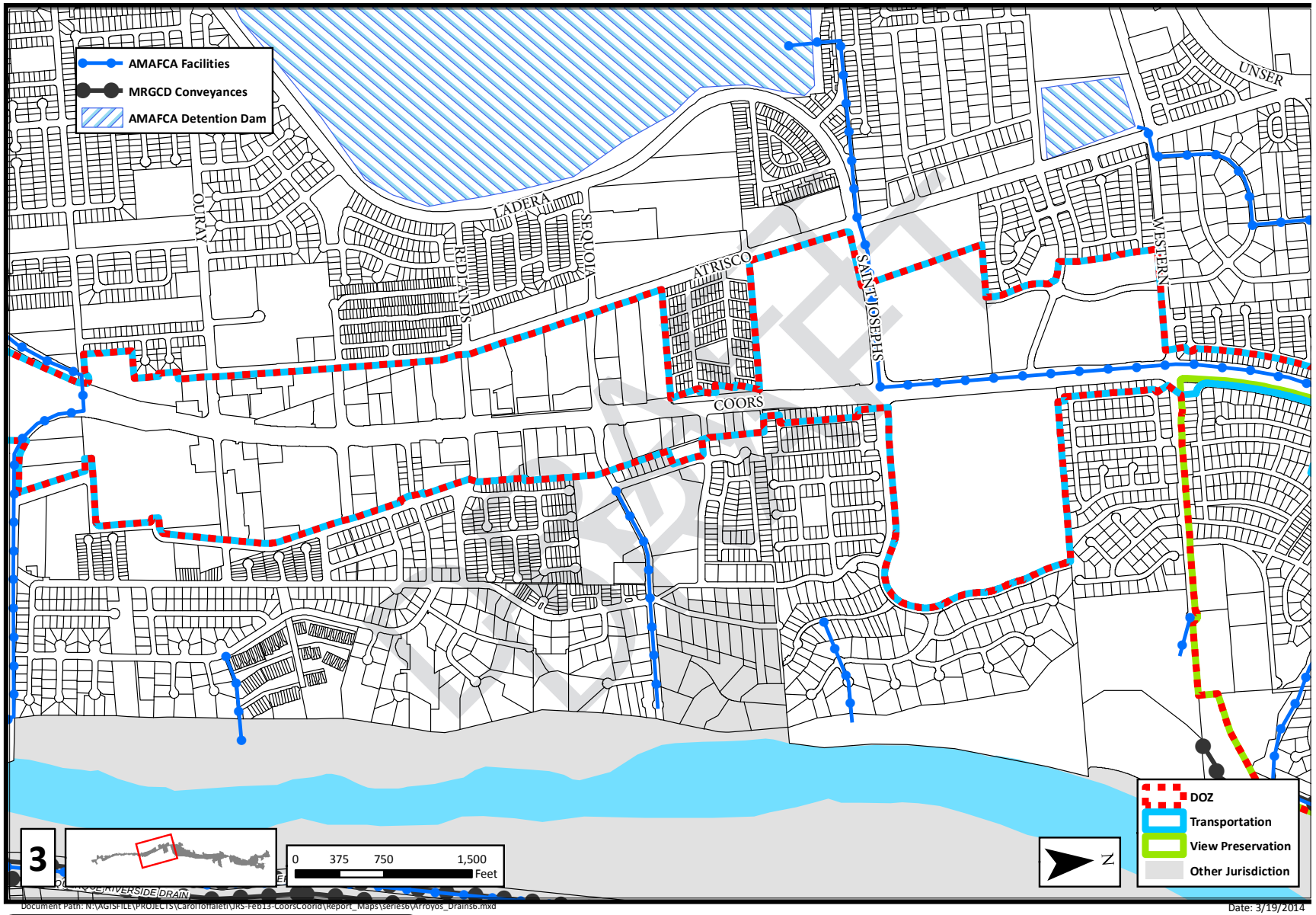
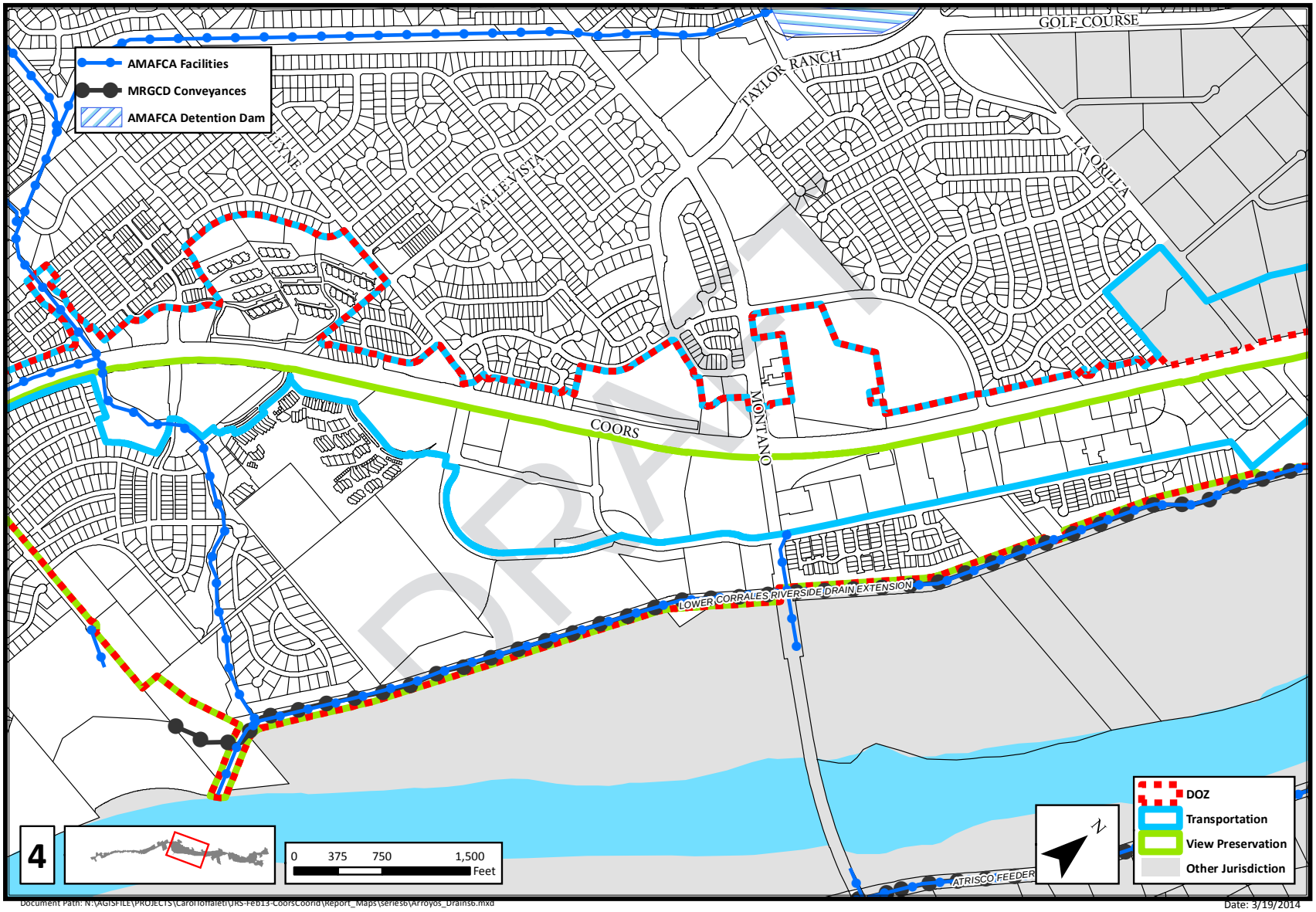
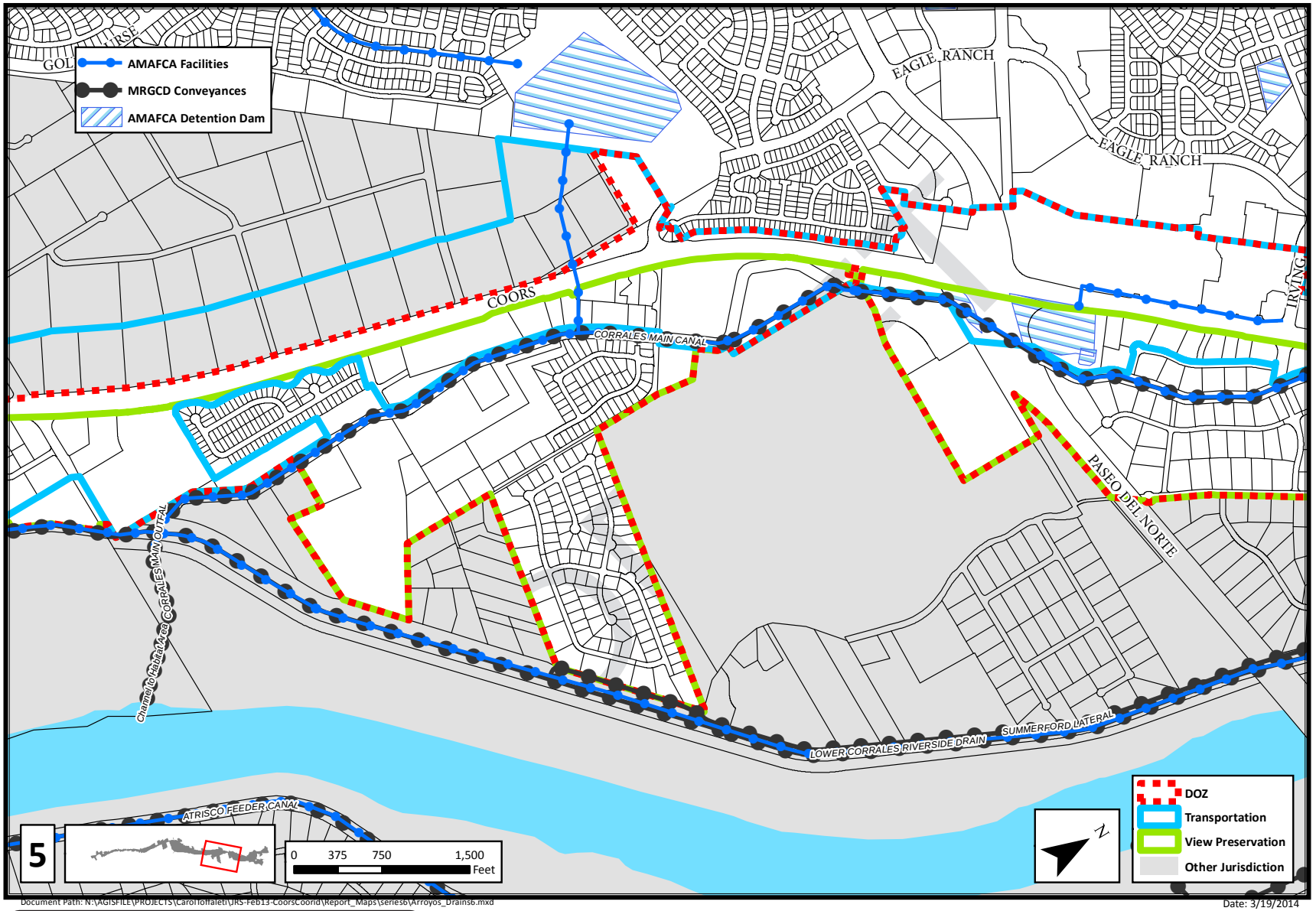


Map F-18: *AMAFCA & MRGCD Facilities*

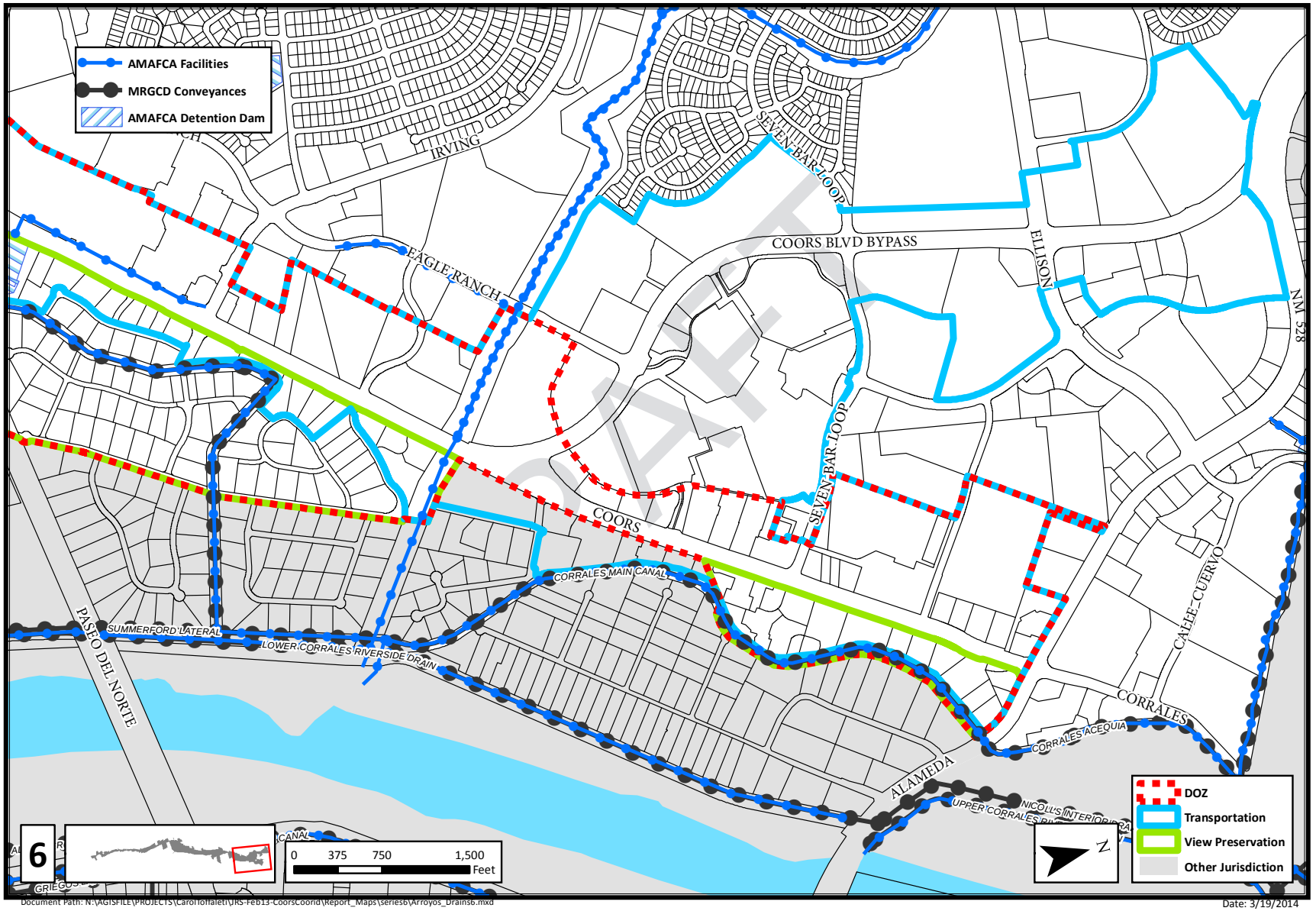


Map F-19: *AMAFCA & MRGCD Facilities*

F. Appendix

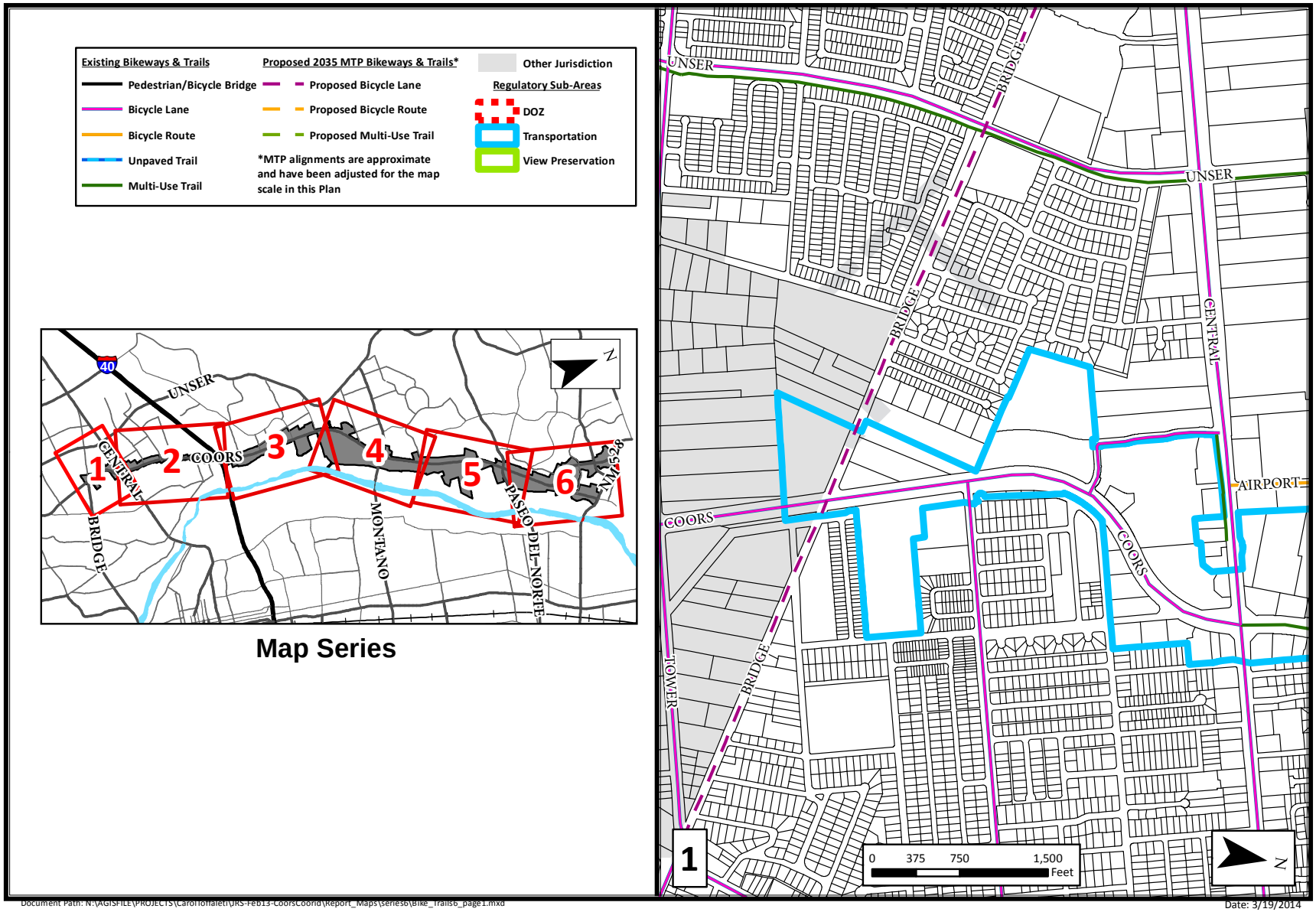


Map F-20: *AMAFCA & MRGCD Facilities*



Map F-21: *AMAFCA & MRGCD Facilities*

F. Appendix



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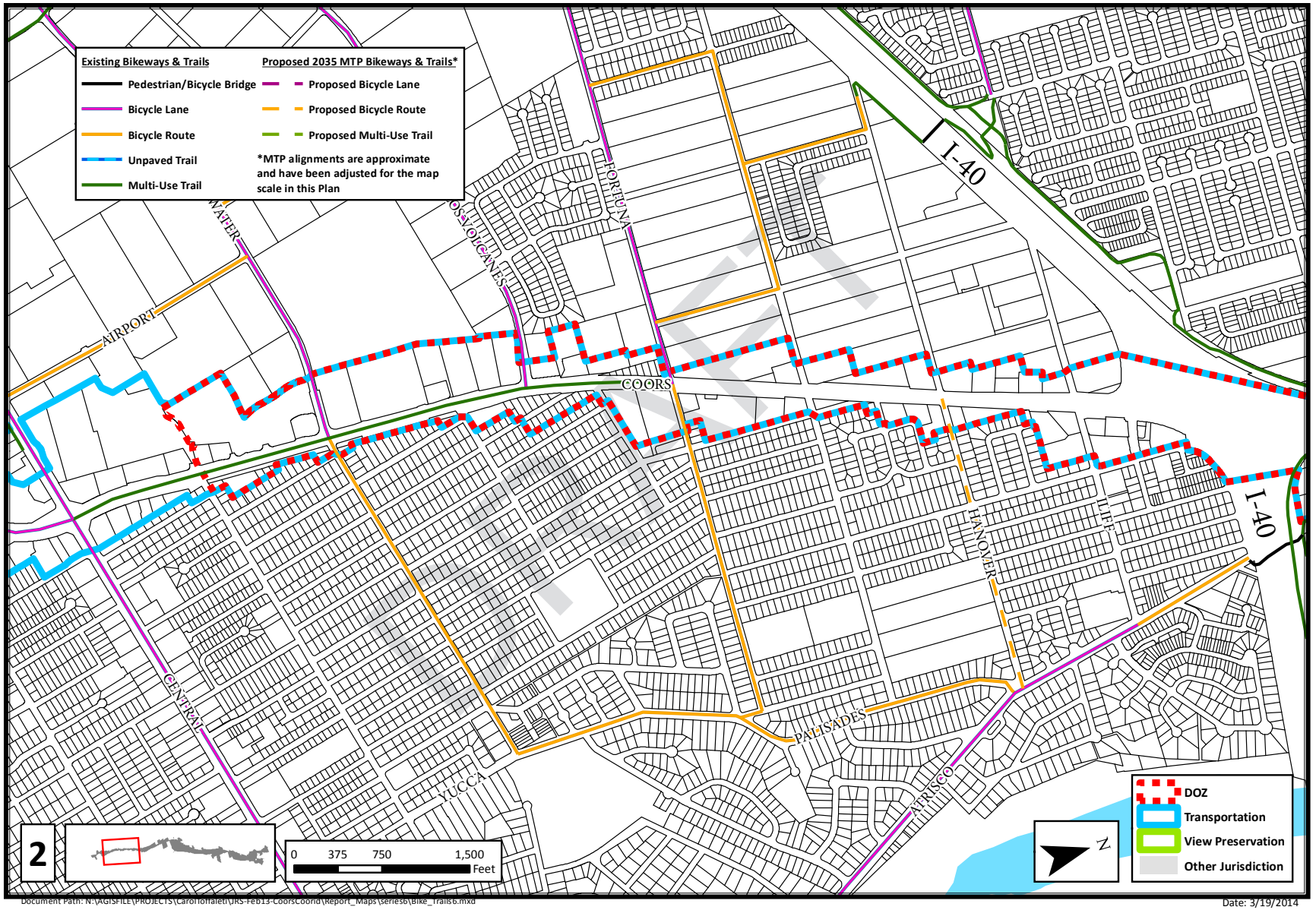
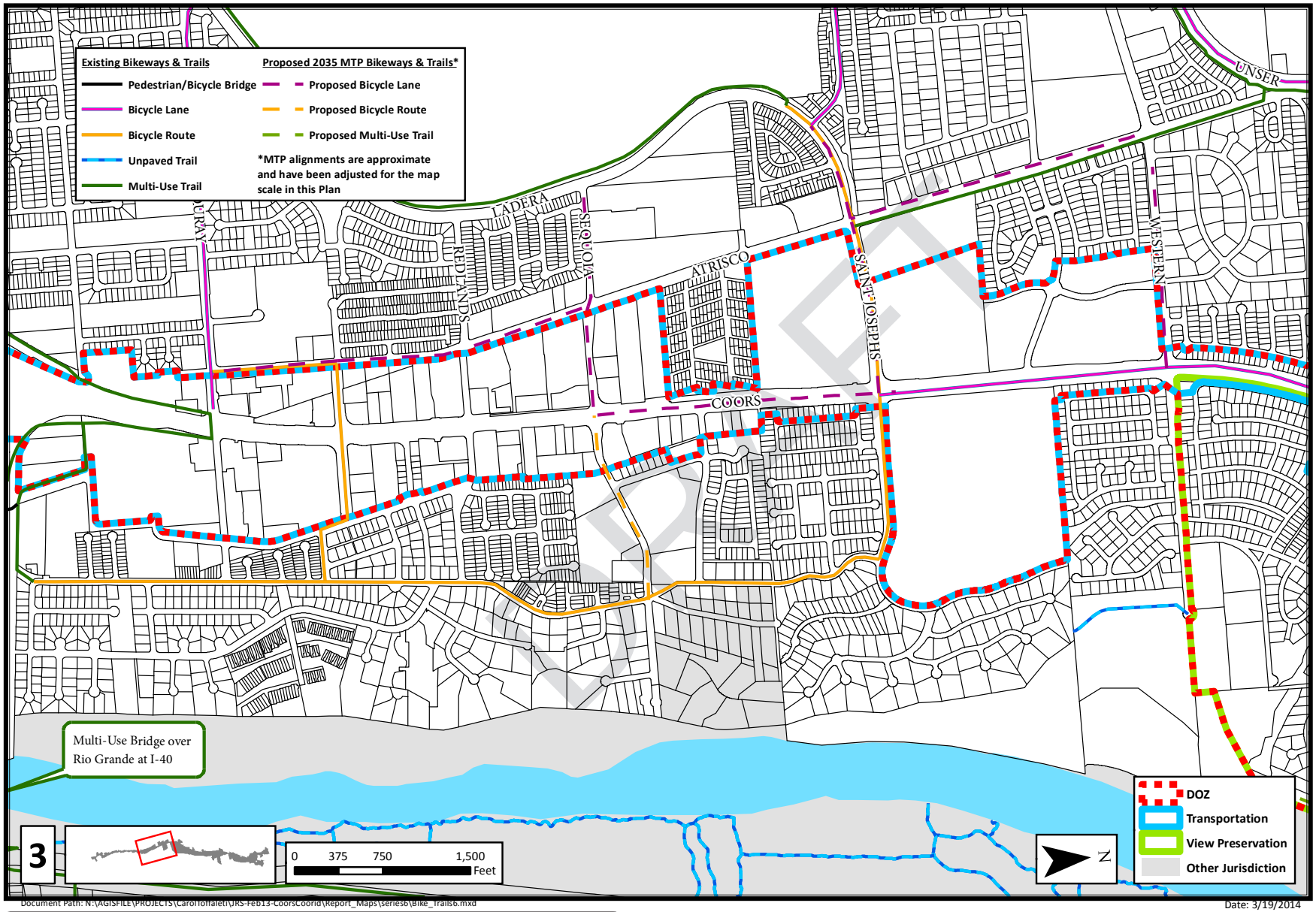
Date: 3/19/2014

Map F-22: *Existing and Proposed Bikeways and Multi-Use Trails*

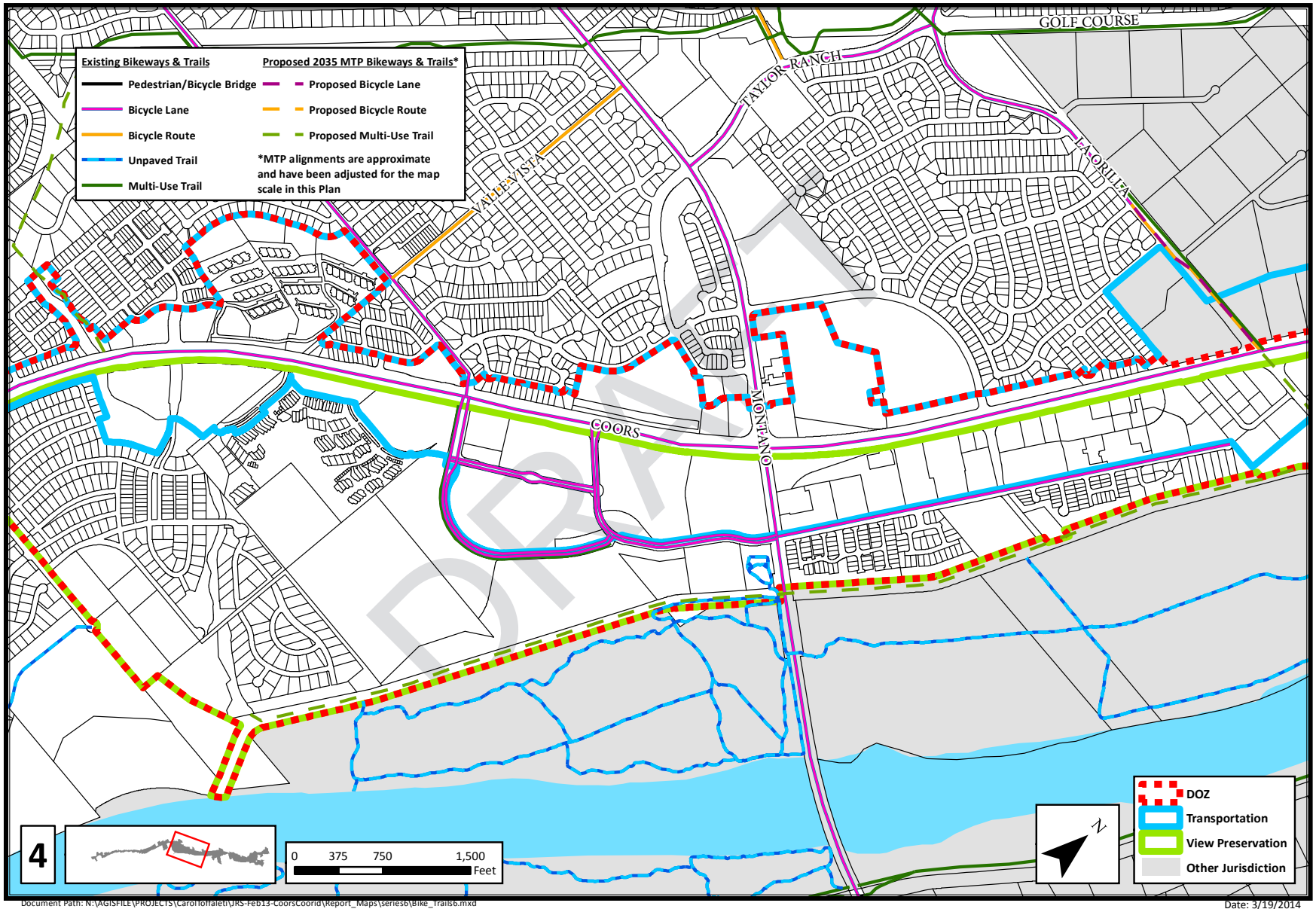


Map F-23: *Existing and Proposed Bikeways and Multi-Use Trails*

F. Appendix

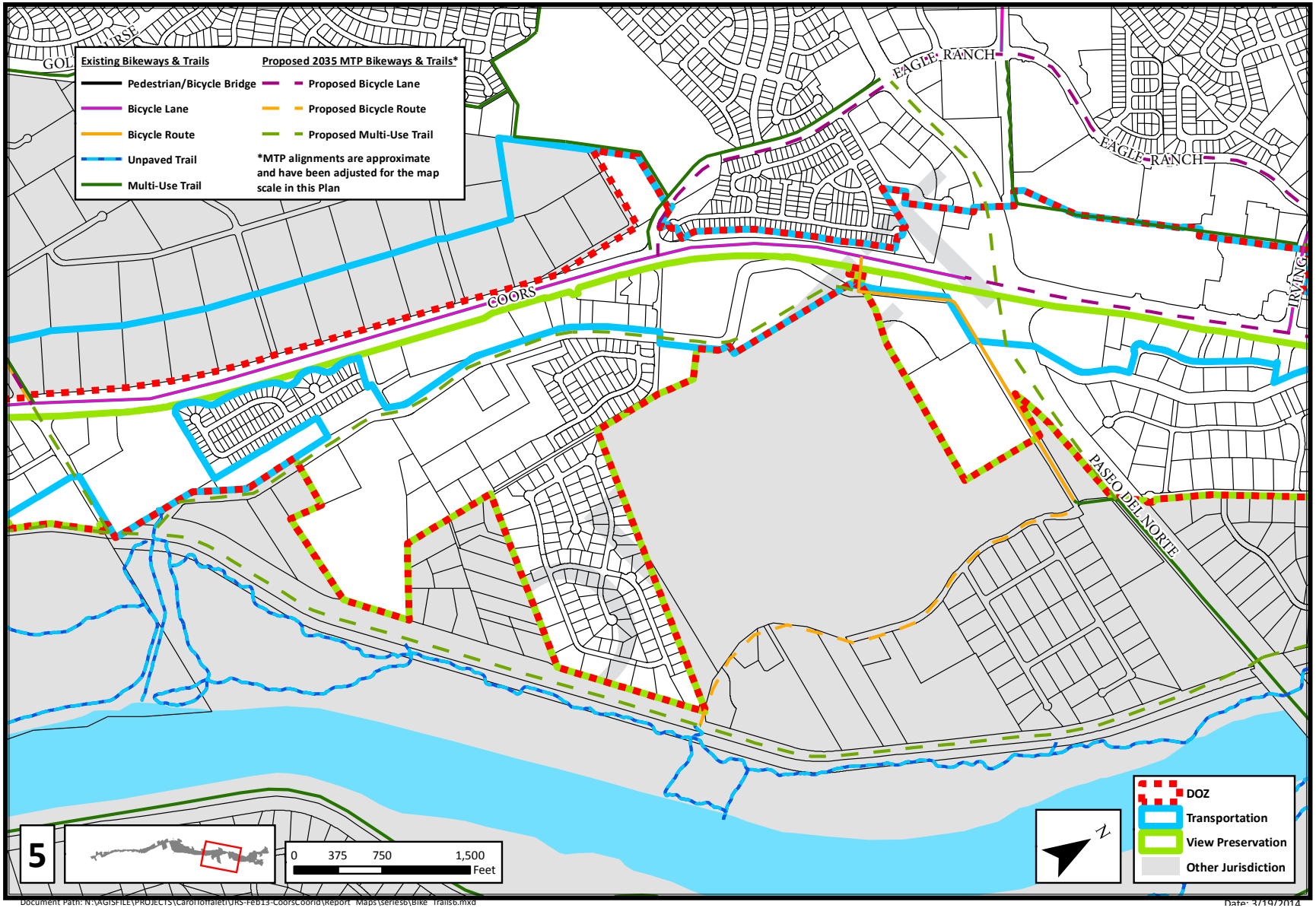


Map F-24: *Existing and Proposed Bikeways and Multi-Use Trails*

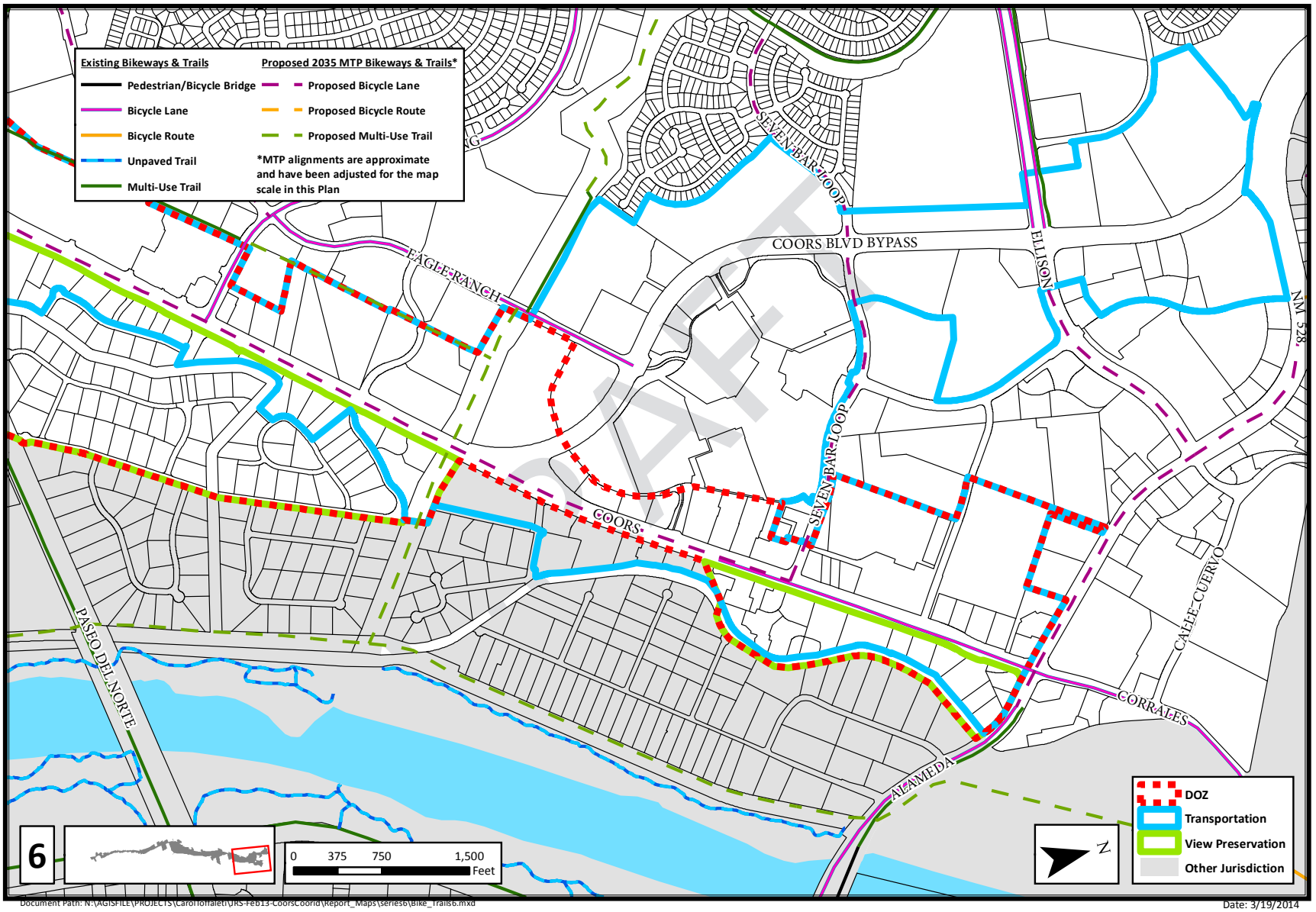


Map F-25: *Existing and Proposed Bikeways and Multi-Use Trails*

F. Appendix

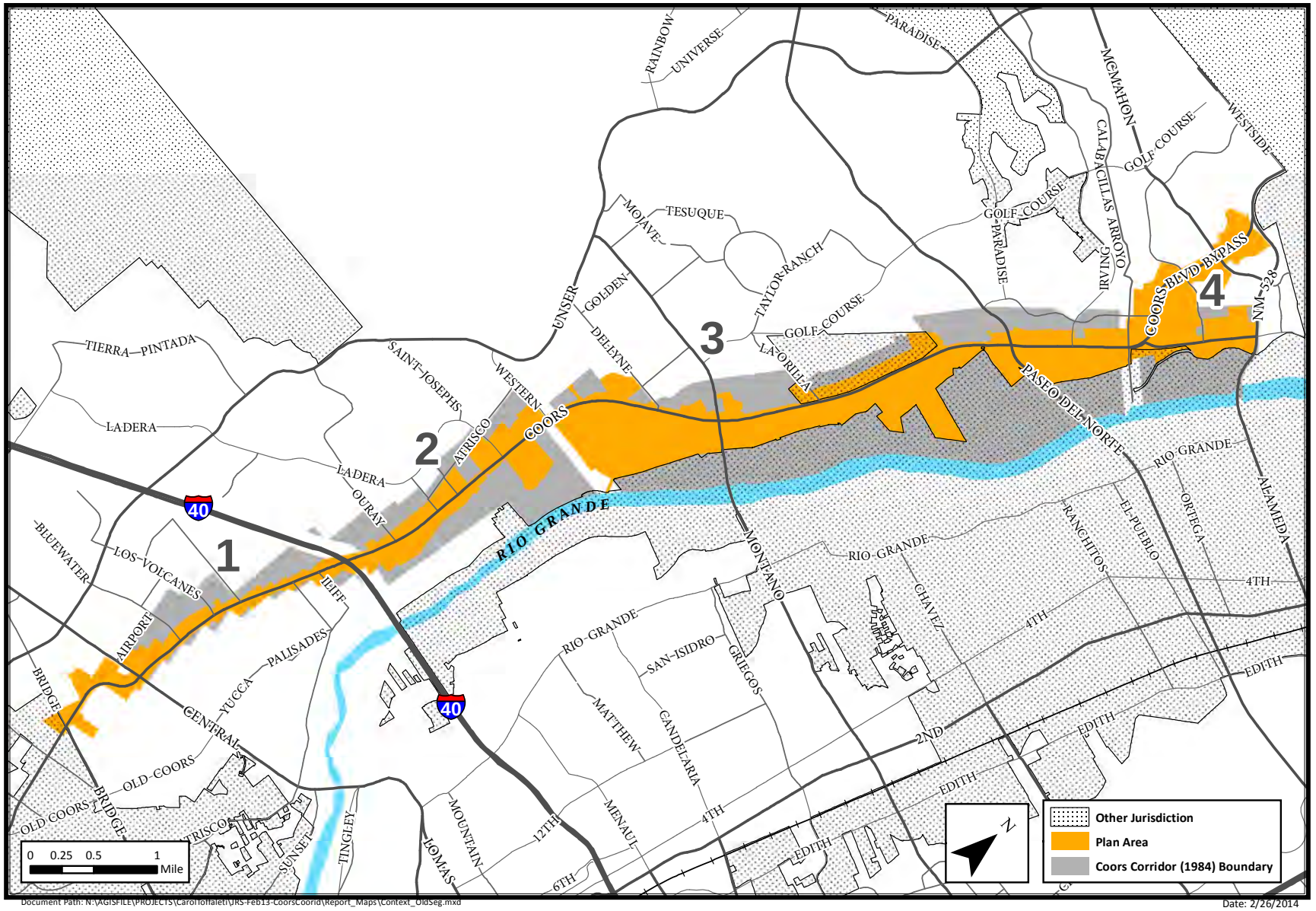


Map F-26: *Existing and Proposed Bikeways and Multi-Use Trails*

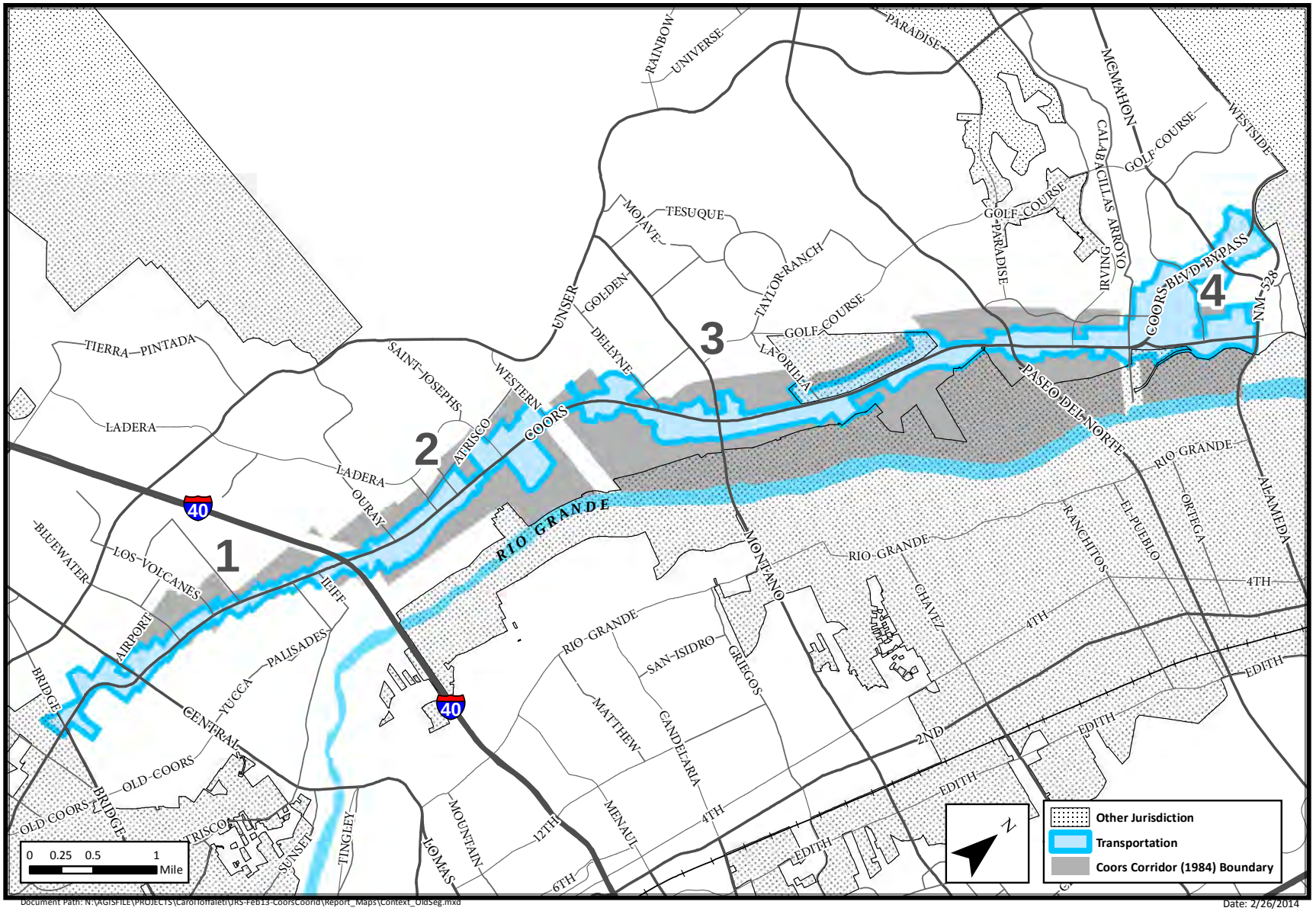


Map F-27: *Existing and Proposed Bikeways and Multi-Use Trails*

F. Appendix

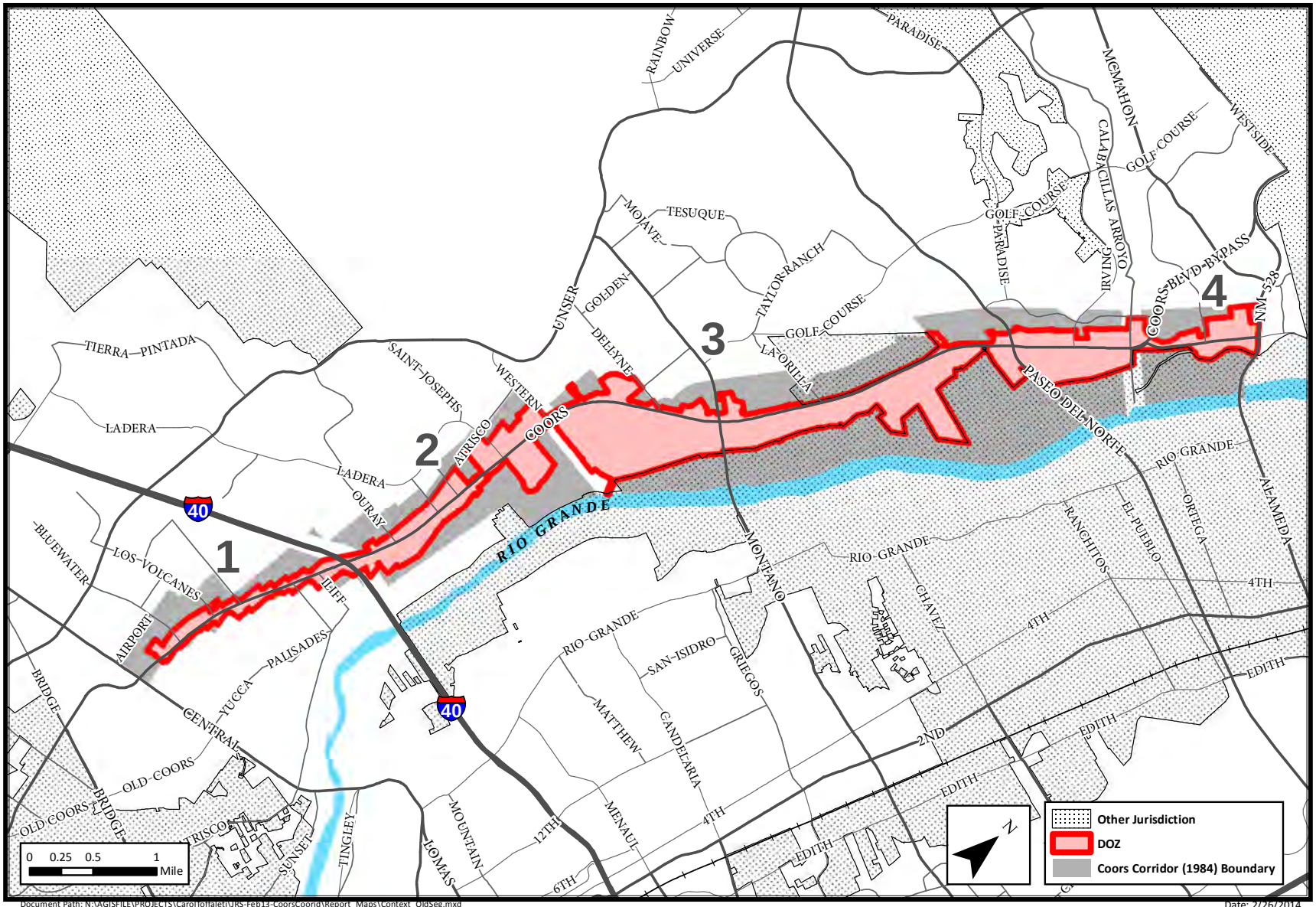


Map F-28: *1984 Plan Area & Segments Compared to New Plan*

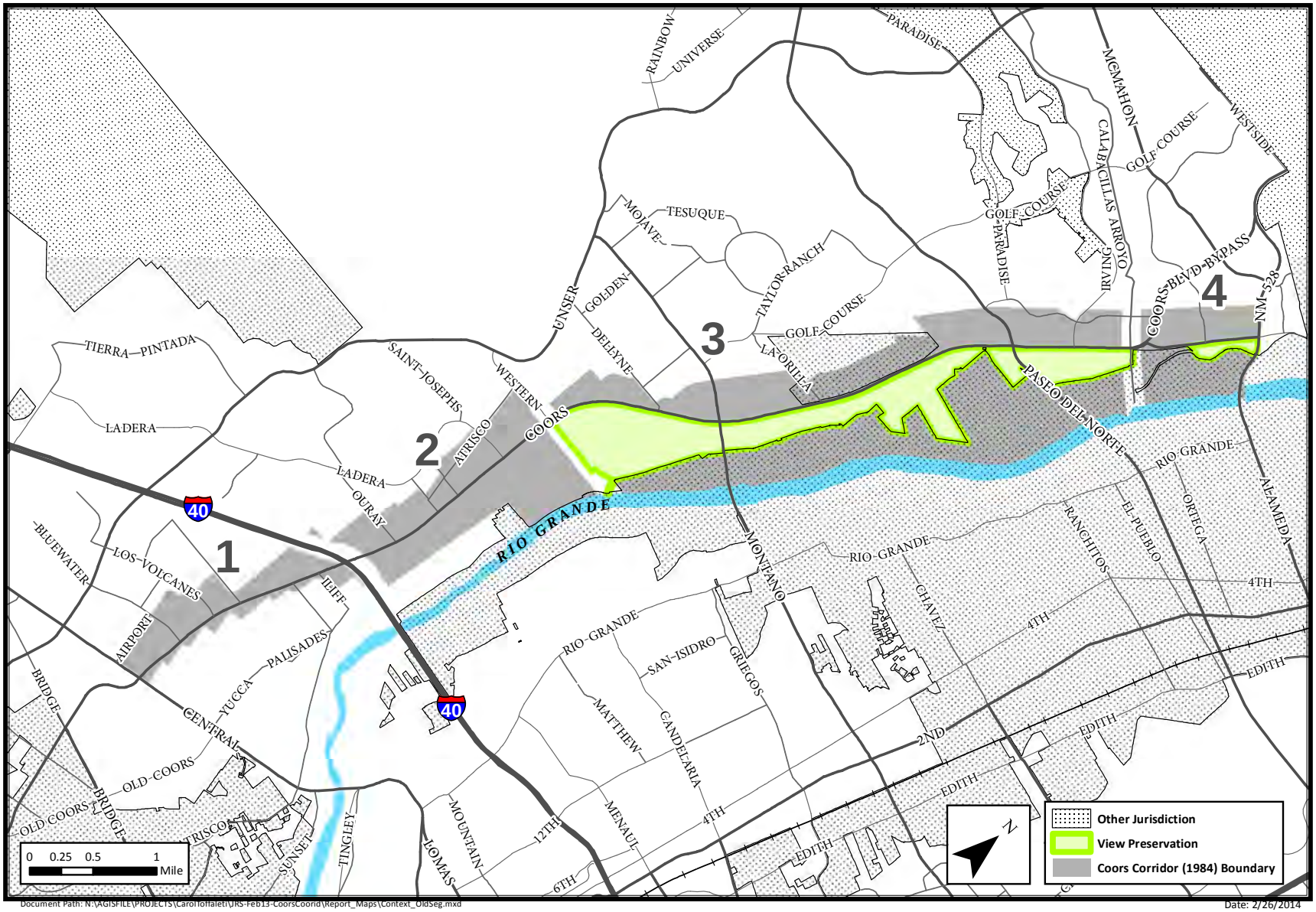


Map F-29: *1984 Plan Area & Segments compared to Transportation Sub-Area*

F. Appendix

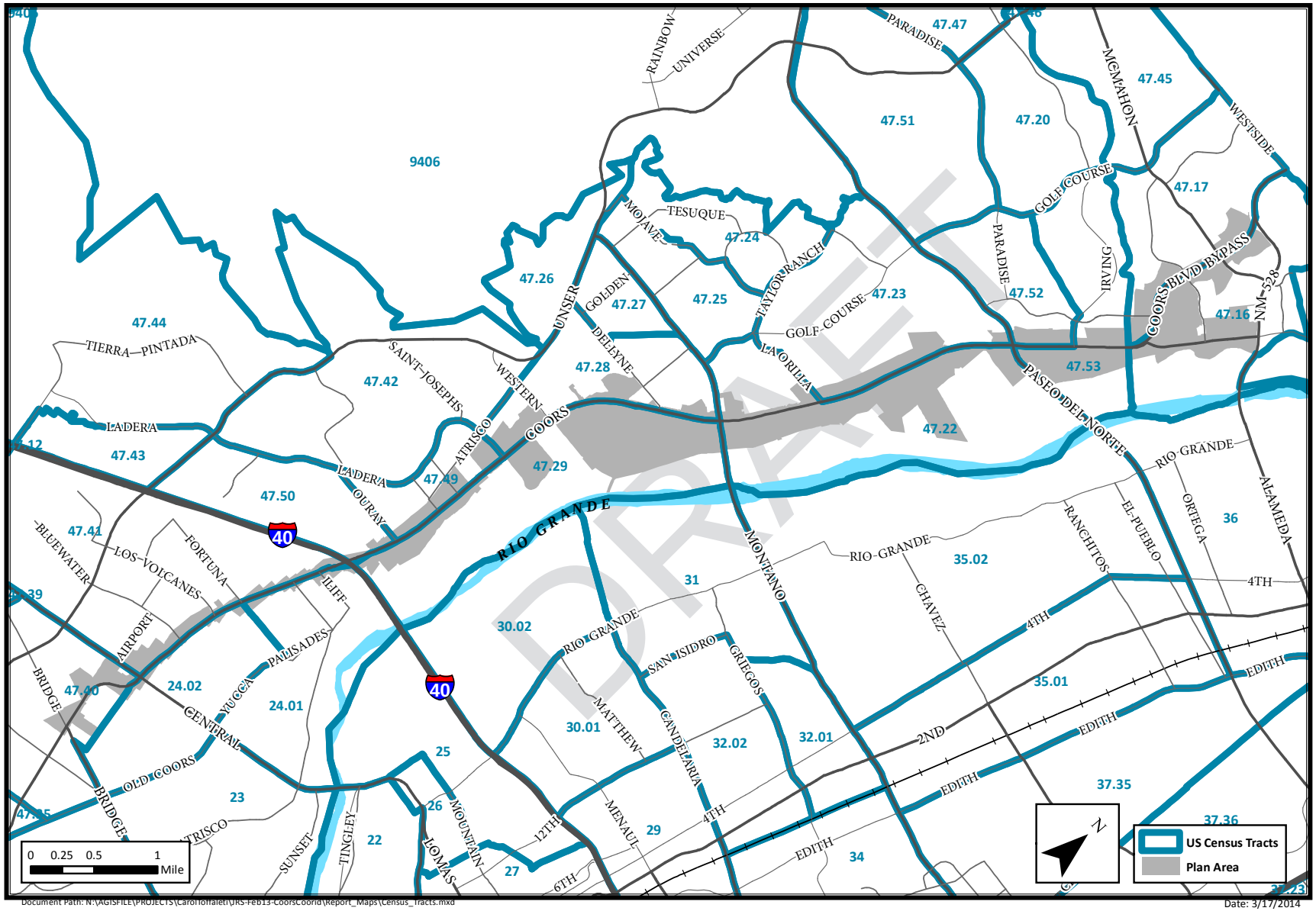


Map F-30: *1984 Plan Area & Segments compared to Design Overlay Zone*

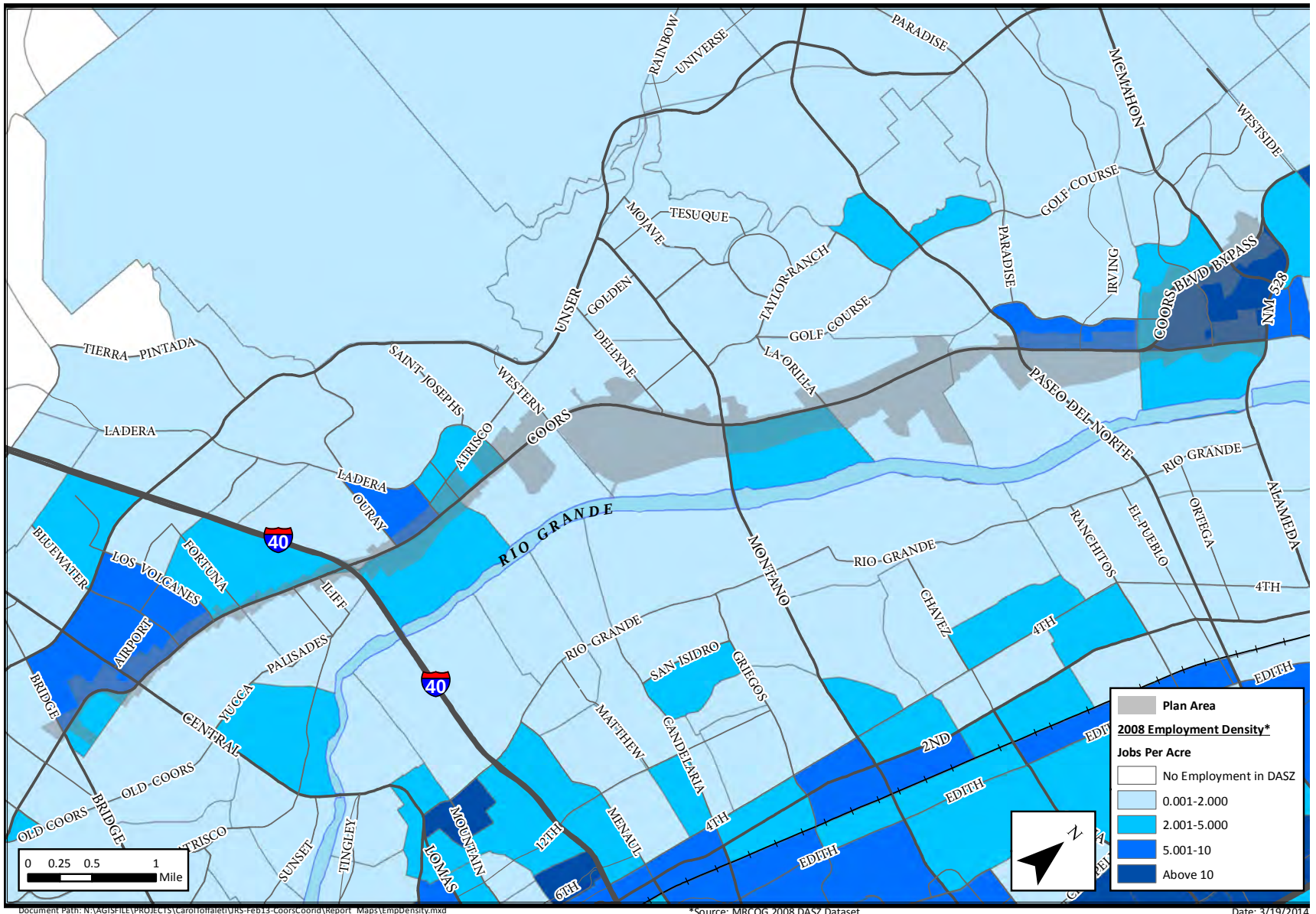


Map F-31: *1984 Plan Area & Segments compared to View Preservation Sub-Area*

F. Appendix



Map F-32: *2010 US Census Tracts*



Map F-33: *2008 Employment Density*

CITY OF ALBUQUERQUE

Coors Corridor Plan update

Albuquerque, New Mexico

Priority Plan

IDENTIFICATION OF CORRIDOR PRIORITIES

PROJECT NUMBER 6602.91

INTRODUCTION

Coors Boulevard is a major north/south arterial serving the Albuquerque Westside. This route is directly connected to six river crossings within the Albuquerque/Bernalillo County area, which contributes to Coors Boulevard currently operating at or near capacity. Traffic forecasts for the 20-year horizon indicate that the traffic demand on Coors will increase significantly in the coming years. The Coors Corridor Transportation Policy Plan Update, Chapter C of the Coors Corridor Plan, provides specific strategies and measures to preserve the function and traffic performance of Coors Boulevard that are critical to regional mobility. The Coors Corridor Transportation Policy Plan Update will be referred to as the Plan Update in this document.

The Plan Update has established policies for the continued growth of Coors Boulevard between Bridge Boulevard and Alameda Boulevard. This Priority Plan attempts to prioritize the segments and infrastructure that were presented in the Plan Update to make the best use of available resources.

Coors Boulevard is to be designed as a multi-modal facility that includes six through lanes (three northbound and three southbound), dedicated transit lanes, as well as bicycle and pedestrian facilities. Dedicated transit lanes are proposed in the Plan Update, as high capacity transit can significantly increase the person-carrying capacity of Coors Boulevard, whereas analysis has shown that adding general purpose lanes will not significantly improve traffic flow. Two options are presented for the placement of the dedicated transit lanes – median based or curbside. Both options will use the same amount of right-of-way, typically proposed as 160 feet midblock and 200 feet with a bus station (sections up to 225 feet are proposed where dual left turn lanes are necessary).

Due to the length of the Coors Boulevard corridor (10.65 miles), Coors has been divided into nine segments for analysis. This Priority Plan establishes a ranking for each segment based on cost, available right-of-way, the future of BRT (Bus Rapid Transit) facilities in the area, and the availability of pedestrian/bicycle facilities to determine the best use of resources required to maintain the functionality of Coors Boulevard. In summary, improvements that would immediately help with traffic congestion were ranked at the top of the list, followed by segments needed to provide a continuous BRT network.

Pedestrian and bicycle improvements to create a continuous network were also considered. Most segments are missing some portion of the sidewalk to create a continuous pedestrian corridor. Connections to improve pedestrian and bicycle connectivity should be considered a priority regardless of the segment priority.

The nine segments are listed below in order of priority and are presented in greater detail on the following pages, which are organized from south to north along Coors Corridor.

1. **Paseo del Norte to Coors Bypass**
   This segment of Coors Boulevard is the first priority, as it includes a southbound to eastbound flyover from Coors Boulevard to Paseo del Norte. This has the potential to provide much-needed relief of congestion at the Coors/Paseo del Norte interchange until a full redesign of the interchange is completed. In addition, this will provide a connection to the proposed BRT route on Paseo del Norte. The BRT connection should be coordinated with the Paseo del Norte High Capacity Transit Study that is currently underway.

2. **I-40 to St. Josephs Drive**
   This would be the second priority, as it includes an elevated roadway for the median BRT option. The elevated roadway would provide relief for congestion on northbound Coors coming from I-40.

3. **Coors Blvd/NM 448 from Coors Bypass to Alameda**
   This segment would be the third priority of the plan due to its inexpensive cost and adjacency to the Cottonwood Activity Center. Completing this segment will create a continuous pedestrian route and bike lanes in both northbound and southbound directions.

4. **Central Avenue to I-40**
   This would be the fourth priority due to the need to relieve traffic congestion and increase pedestrian and bicycle connectivity in this segment. It may be necessary to phase improvements as right-of-way becomes available due to development or redevelopment of existing parcels.

5. **Coors Bypass to Alameda Boulevard**
   This segment is the fifth priority, as it would provide a complete BRT route from Alameda/NM 528 to Paseo del Norte, connecting the Northwest Transit Center to Paseo del Norte. Paseo del Norte is part of a BRT project currently being studied.

6. **La Orilla Road to Paseo del Norte**
   This segment is the sixth priority, as it would provide a portion of the connection between the completed northern section (Alameda to Paseo del Norte) and the Montano river crossing.

7. **Dellyne Avenue/Learning Road to La Orilla Road**
   This would be the seventh priority, as it would provide a complete BRT route from Alameda to Montano Road and start extending the BRT lanes south toward I-40. A complete BRT route would then extend from Alameda to Montano Road.

8. **St. Joseph's Drive to Dellyne Avenue/Learning Road**
   This would be the eighth priority, as it would continue extending the BRT lanes south towards I-40.

9. **Bridge Blvd to Central Ave**
   This would be the ninth priority due to its lower traffic volume and relative lack of congestion.

BRIDGE BOULEVARD TO CENTRAL AVENUE

Existing Condition

The section of Coors from Bridge to Central is approximately 4095 feet long, and the existing average right-of-way (ROW) width is 156 feet. The existing typical section consists of two through lanes and a bike lane both northbound and southbound with a center landscaped median.

Proposed Condition

An additional 4 feet of right-of-way is required between Bridge and Central. An additional 19 feet of ROW is necessary at the Bridge intersection and 63 feet at the Central intersection. Improvements in this section consist of widening Coors to provide an additional third travel lane in each direction. These improvements will be constructed when traffic volumes increase to the point at which the additional lanes are warranted.

Intersections

There are four intersections along this stretch of Coors: two are signalized, and two are unsignalized. No changes are proposed to the access or spacing of the intersections.

- *Signalized*: Bridge and Central
- *Unsignalized*: Gonzales, Bjarne, and Bataan

Costs

The cost for the required improvements in this segment is estimated at $2,800,000.

Priority

This is the ninth and last priority due to its lower traffic volume and relative lack of congestion.

CENTRAL TO I-40

Existing Condition

The section of Coors from Central to I-40 is approximately 10,000 feet long, and the existing apparent right-of-way (ROW) width varies from 120-156 feet. The existing typical section consists of three through lanes both northbound and southbound with a center landscaped median. There are no existing bike lanes on this stretch of Coors, and sidewalks are continuous throughout the segment except for a small portion missing north of Iliff Road.

Proposed Condition

Additional ROW is necessary between Central and I-40. In addition, the ROW requirements will be greater at the intersections of Bluewater Road, Los Volcanes Road, Fortuna Road Hanover Road, and Iliff Road. Improvements in this section consist of widening Coors to provide one lane in each direction for the BRT and the BRT stations as required. Sidewalks and bike lanes would be added to increase bicycle and pedestrian connectivity.

Intersections

There are twelve intersections along this stretch of Coors: six are signalized, and six are unsignalized. No changes are proposed to the access or spacing of these major intersections.

- *Signalized*: Central, Bluewater, Los Volcanes, Fortuna, Hanover and Iliff
- *Unsignalized*: Avalon, Cloudcroft, Daytona, Glenrio, Brayton, and I-40

Costs

The costs for the required improvements in this corridor are estimated as $20,000,000 for the curbside BRT alternative and $27,000,000 for the median BRT alternative.

Priority No. 4

This segment of Coors is the fourth priority due to the need to relieve traffic congestion and increase pedestrian and bicycle connectivity in this segment. This segment will require large amounts of ROW and purchasing of existing buildings, which increase the cost of the improvements along the corridor. It may be necessary to phase improvements as right-of-way becomes available due to development or redevelopment of existing parcels.

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I-40 TO ST. JOSEPH'S DRIVE

Existing Condition

The section of Coors from I-40 to St. Joseph's is approximately 7900 feet long, and the existing apparent right-of-way (ROW) width varies from 140-225 feet. The existing typical section consists of four through lanes both northbound and southbound from I-40 to Redlands. After Redlands, the section changes to three through lanes in each direction with a center median. There are no existing bike lanes on this stretch of Coors, and the existing sidewalks are not continuous throughout the entire segment.

Proposed Condition

Additional ROW is necessary between I-40 and St. Joseph's Drive to implement the proposed improvements. In addition, the ROW requirements will be greater at the intersections of Quail Road, Sequoia Road, and St. Joseph's Drive. Improvements in this section consist of widening Coors to provide one lane in each direction for the BRT and the BRT stations as required. In addition, Coors shall be widened from Redlands Road to Sequoia Road to accommodate an auxiliary lane in each direction. A northbound elevated roadway for the option with the BRT lanes in the median is proposed from Quail Road through Sequoia Road. Sidewalks and bike lanes would be added to increase bicycle and pedestrian connectivity.

Intersections

There are eight intersections along this stretch of Coors: four are signalized, and four are unsignalized. No changes are proposed to the access or spacing of the major public street intersections.

- *Signalized*: Ouray (grade separated), Quail, Sequoia and St. Joseph's
- *Unsignalized*: Pheasant, Redlands, Tucson, and Oxbow Enclave

Costs

The costs for the required improvements in this corridor are estimated as $13,200,000 for the curbside BRT alternative and $13,500,000 for the basic median BRT alternative. The cost for the median BRT alternative increases to $43,500,000 when the elevated section is included.

Priority No. 2

This segment of Coors is the second priority due to the traffic volumes associated with the I-40/Coors interchange. The elevated section will help alleviate traffic congestion due to the high volume of traffic coming northbound off I-40 even in the short term before the entire length of Coors is widened.

ST. JOSEPH'S DRIVE TO DELLYNE AVENUE/LEARNING ROAD

Existing Condition

The section of Coors from St. Joseph's Drive to Dellyne Avenue/ Learning Road is approximately 7200 feet long, and the existing apparent right-of-way width (ROW) is 156 feet. The existing typical section consists of three through lanes with a bike lane both northbound and southbound. Sidewalks exist in some areas of the segment but are not continuous.

Proposed Condition

Additional ROW is necessary between St. Joseph's Drive and Dellyne Avenue/ Learning Road. In addition, the ROW requirements will be greater at the intersections of Namaste Road/Western Trail, Sevilla Avenue, and Learning Road/Dellyne Avenue. Improvements in this section consist of widening Coors to provide one lane in each direction for the BRT and the BRT stations as required. In addition, sidewalks would be added to provide a continuous pedestrian corridor through the segment.

Intersections

There are nine intersections along this stretch of Coors: four are signalized, and five are unsignalized. No changes are proposed to the access or spacing of the major intersections.

- *Signalized*: St. Joseph's, Namaste Road/Western Trail, Sevilla Avenue, Dellyne Avenue/Learning Road
- *Unsignalized*: Milne Road, St. Joseph's Place, Bridgeport, La Luz del Sol, Mirador

Costs

The costs for the required improvements in this corridor are estimated as $6,500,000 for the curbside BRT alternative and $10,700,000 for the basic median BRT alternative. The segment includes a connector road from Costa Maresme Drive to Dellyne Avenue that would cost an estimated $1,400,000 to construct.

Priority No. 8

This segment of Coors is the eighth priority and will continue the extension of the BRT lanes from north to south.

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DELLYNE AVENUE/LEARNING ROAD TO LA ORILLA ROAD

Existing Condition

The section of Coors from Dellyne Avenue/Learning Road to La Orilla Road is approximately 6890 feet long, and the existing average right-of-way (ROW) width varies from 156-165 feet. The existing typical section consists of three through lanes with a bike lane both northbound and southbound. Sidewalks exist in some areas of the segment but are not continuous.

Proposed Condition

Additional ROW is necessary between Dellyne Avenue/Learning Road and La Orilla Road. In addition, the ROW requirements will be greater at the intersections of Montaño Road and Montaño Plaza Drive. Improvements in this section consist of widening Coors to provide one lane in each direction for the BRT and the BRT stations as required. In addition, sidewalks would be added to provide a continuous pedestrian corridor through the segment.

Intersections

There are eight intersections along this stretch of Coors: three are signalized, and five are unsignalized. No changes are proposed to the access or spacing of the intersections.

- *Signalized*: Montaño, Montaño Plaza Drive, La Orilla
- *Unsignalized*: Mirandela, Stonebridge Trail, Woodside Trail, Riverside Plaza Lane, Bosque Plaza Lane

Costs

The costs for the required improvements in this corridor are estimated as $6,200,000 for the curbside BRT alternative and $10,200,000 for the basic median BRT alternative. The segment includes a connector road from Winter Haven Road to Bosque Plaza Lane that will cost an additional $250,000 to construct. Should the Montaño interchange concept be advanced, it would add an estimated $22 million to each alternative.

Priority No. 7

This segment of Coors is the seventh priority as it would complete the BRT route from Alameda to the Montaño Road river crossing.

LA ORILLA ROAD TO PASEO DEL NORTE

Existing Condition

The section of Coors from La Orilla Road to Paseo del Norte is approximately 8500 feet long, and the existing average right-of-way (ROW) width varies from 156-165 feet. The existing typical section consists of three through lanes with a bike lane northbound to SIPI Road and a southbound bike lane between SIPI Road and La Orilla. Sidewalks exist in some areas of the segment but are not continuous.

Proposed Condition

Additional ROW is necessary at the intersections of Eagle Ranch Road and SIPI Road. Improvements in this section consist of widening Coors to provide one lane in each direction for the BRT and the BRT stations as required. Sidewalks and bike lanes would be added to increase bicycle and pedestrian connectivity.

Intersections

There are seven intersections along this stretch of Coors: three are signalized, and four are unsignalized. SIPI Road signal is removed, and a new connector street is proposed from Eagle Ranch to SIPI.

No other changes are proposed to the access or spacing of the major intersections

- *Signalized*: Eagle Ranch, Paseo del Norte
- *Unsignalized*: Roberson Lane, El Malecon, Bosque Meadows, La Rambla

Costs

The costs for the required improvements in this corridor are estimated as $9,200,000 for the curbside BRT alternative and $13,500,000 for the basic median BRT alternative. The segment includes a connector road from Eagle Ranch to SIPI Road that adds an additional $1,600,000 to the costs for each alternative.

Priority No. 6

This segment of Coors is the sixth priority as this would provide a portion of the connection between the completed northern section (Alameda to Paseo del Norte) and the Montaño river crossing.

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PASEO DEL NORTE TO COORS BYPASS

Existing Condition

The section of Coors from Paseo del Norte (PDN) to Coors Bypass is approximately 5600 feet long, and the existing apparent right-of-way (ROW) width varies from 156-190 feet. The existing typical section consists of three through lanes both directions with a center median and no bike lanes. This increases to four northbound existing lanes from Irving to the Coors Bypass. Sidewalks exist in some areas of the segment but are not continuous. In addition, there are two northbound auxiliary lanes from PDN to Irving and one southbound auxiliary lane from Irving to PDN.

Proposed Condition

Additional right-of-way is necessary between PDN and Coors Bypass Boulevard. The ROW requirements will be greater at the intersections of Irving and Coors Bypass Boulevard. Improvements in this section consist of widening Coors to provide one lane in each direction for the BRT and the BRT stations as required. Sidewalks and bike lanes would be added to increase bicycle and pedestrian connectivity. Pedestrian grade separations are proposed on Coors at the Calabacillas Arroyo and at the PDN interchange.

Intersections

There are five intersections along this stretch of Coors: three are signalized, and two are unsignalized. No changes are proposed to the access or spacing of the intersections

- *Signalized*: Paseo del Norte, Irving, Coors Bypass
- *Unsignalized*: Valley View Place, Westside Drive

Costs

The costs for the required improvements in this corridor are estimated as $4,200,000 for the curbside BRT alternative and $7,700,000 for the basic median BRT alternative. This segment includes the potential for a new flyover lane from southbound Paseo del Norte to eastbound Coors. If this option is advanced, it adds an additional $22,300,000 to the costs for each alternative.

Priority No. 1

This segment of Coors is the first priority due to the congestion at the Paseo del Norte/Coors interchange. The flyover has the potential to solve some of the congestion problems at the intersection. In addition, this will provide a connection to the proposed BRT route on Paseo del Norte. The BRT connection should be coordinated with the Paseo del Norte High Capacity Transit Study that is currently underway. The pedestrian grade separations will provide pedestrian connectivity between the east and west sides of Coors.

COORS BOULEVARD TO ALAMEDA BOULEVARD/NM 528 (ON COORS BYPASS)

Existing Condition

Coors Bypass from Coors Boulevard to Alameda Boulevard is approximately 7400 feet long, and the existing apparent right-of-way (ROW) width is 156 feet. The existing typical section consists of three through lanes both directions with a center median and no bike lanes. Sidewalks exist in some areas of the segment but are not continuous.

Proposed Condition

Additional ROW is necessary between Coors and Alameda. In addition, the ROW requirements will be greater at the intersections of Eagle Ranch Road, 7 Bar Loop, and Ellison Road. Improvements in this section consist of widening Coors Bypass to provide one lane in each direction for the BRT and the BRT stations as required. Sidewalks and bike lanes would be added to increase bicycle and pedestrian connectivity.

Intersections

There are six intersections along the Coors Bypass: four are signalized, and two are unsignalized. No changes are proposed to the access or spacing of the major intersections

- *Signalized*: Coors Bypass, Eagle Ranch, 7 Bar Loop, Ellison Drive
- *Unsignalized*: Cibola Place, NM 528

Costs

The costs for the required improvements in this corridor are estimated as $6,000,000 for the curbside BRT alternative and $9,700,000 for the basic median BRT alternative.

Priority No. 5

Coors Bypass is the fifth priority, as it will provide a connection from Alameda/NM 528 to Paseo del Norte along one of the more congested portions of the corridor. This segment would provide a complete BRT route from Alameda/NM 528 to Paseo del Norte, connecting the Northwest Transit Center to Paseo del Norte. Paseo del Norte is part of a BRT project being currently studied.

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COORS BLVD/NM 448 FROM COORS BYPASS TO ALAMEDA

Existing Condition

The section of Coors Blvd/NM 448 from the Coors Bypass to Alameda is approximately 4710 feet long, and the existing apparent right-of-way (ROW) width varies from 150-156 feet. The existing typical section consists of two through lanes with a center median. There is an existing northbound bike lane from Cottonwood Loop to Alameda. No southbound bike lane exists on this section of Coors Blvd. Sidewalks exist in some areas of the segment but are not continuous.

Proposed Condition

Improvements in this section consist of adding sidewalks to have a continuous pedestrian route and adding a southbound bike lane.

Intersections

There are five intersections along this stretch of Coors: four are signalized, and one is unsignalized. No changes are proposed to the access or spacing of the intersections.

- *Signalized*: Cottonwood Loop, 7 Bar Loop, Old Airport Avenue and Alameda
- *Unsignalized*: Corrales Road

Costs

The cost for the required improvements in this corridor is estimated at $500,000 to add a southbound bike lane and the missing sidewalk segments both northbound and southbound.

Priority No. 3

This is the third priority due to the ability to create a continuous pedestrian and bicycle accessible segment adjacent to the Cottonwood Activity Center.