



Chapter 6 Projects

Projects

This section identifies key projects which if implemented would significantly advance the development of the area as envisioned by this Plan. The project recommendations range from those that create the necessary impetus for redevelopment and new development investment to those that improve the overall quality of life in the area by enhancing existing amenities.

Many of the project recommendations may be realized through the City's Capital Improvement Projects (CIP) program. The CIP program administers approved capital expenditures for acquiring, constructing, replacing, upgrading and rehabilitating Albuquerque's built environment or infrastructure, such as roads, drainage systems, water and wastewater systems and parks.

Other projects may be realized through Metropolitan Redevelopment Planning.

This chapter is divided into the following sections:

1.0 Criteria for Project Priorities

2.0 Project List

3.0 MRA project recommendations

1.0 Criteria for Project Priorities

The following criteria were used to identify and prioritize potential capital improvement projects. These criteria came from a synthesis of the community and City's most pressing ideas about how to bring new development to the corridor.

- a. Efforts should be concentrated on creating an attractive environment in activity centers and along the corridor for new businesses and the customers that frequent them.
- b. Actions should improve safety, transportation safety and public safety
- c. Projects should enhance the corridor's identity, including acknowledging and celebrating the historic and cultural heritage of Route 66.
- d. Projects should be supportive of new and existing businesses.
- e. Projects should foster pedestrian and bicycle safety, traffic calming and improved aesthetics to the corridor.
- f. Projects should help market the corridor as an attractive place to live, work and visit.
- g. Projects should improve and develop infrastructure and facilities in activity centers and along the corridor

2.0 Summary of Projects

The following pages contain the list of projects for the Plan area.

Projects

| | Topic/Segment | Page | Location | Description | Explanation | Lead Agency | Funding |
|----|---------------------------------------|----------|--|---|---|---------------|---------|
| | General Transportation/Traffic | | | | | | |
| | Segment 1 | | | | | | |
| 1 | pedestrian safety | 125, 128 | Central Ave. & 98th St. Intersection | Pedestrian refuges and widen crosswalk striping. | improve pedestrian safety and comfort crossing intersection | DMD | |
| 2 | streetscape | 125 | Volcano Rd. (length in plan area) | Streetscape improvements with planting strip and sidewalk. | Per street tree ordinance | | |
| 3 | streetscape | 125 | Bridge Blvd. (length included in plan area) | Streetscape improvements with planting strip and sidewalk. | Per street tree ordinance | | |
| 4 | medians | 125 | Central Ave. between 98th St. and Victory Rd. | Landscape the unimproved medians with high mesa plant materials, and include depressed drainage areas for storm water runoff | Include trees and shrubs lower in height in order to preserve views | Parks,, DMD | |
| 5 | multi-use trail | 126, 127 | Central Ave Frontage Rd. | Multi-use trail or linear park that includes public art, cross fit stations and drainage swales | multi-purpose, including drainage, recreational and community identity opportunities | Parks,DMD | |
| 6 | intersection | 129 | Central Ave. & Unser Blvd. Intersection | Improvements per Conceptual Roadway Improvement Plan and Gannet Flemming West, Inc. | | DMD | |
| 7 | streetscape | 125 | Central Ave. from 86th St. to Coors Blvd. (MAC) | Streetscape plan for the MAC to include elements that help support its identity as a regional destination for housing, employment and services (pedestrian improvements, wayfinding and area identity elements). | Highlight arrival into MAC; wayfinding and identity making | | |
| 8 | road network | 130 | Central Ave. from 86th St. to Coors Blvd. (MAC) | MAC Connectivity: Require access easements in designated area to ensure overall street network improvements. | improve street network in MAC | Planning, DMD | |
| 9 | intersection | 129 | Central Ave. & Coors Blvd. Intersection | Intersection study to introduce pedestrian safety and traffic calming measures; pedestrian striping, median improvements-including the creation of clear pedestrian refuges, street trees/streetscape improvements, bike lane improvements and right turn slip lanes (in lieu of free-rights) | improve pedestrian safety and comfort crossing intersection; mitigate against unsafe crossings related to transit transfers | DMD, Planning | |
| 10 | intersection | 12 | Coors Blvd. south of the Central Ave. & Coors Blvd. Intersection | Intersection study at Amanda/Bjarne and Coors upon future development/increased traffic warrants. | facilitate pedestrian and bicycle connectivity between the Central Ave. corridor and the Alamosa Community Center. | DMD | |

| | Topic/Segment | Page | Location | Description | Explanation | Lead Agency | Funding |
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| | Segment 2 | | | | | | |
| 11 | driveway consolidation | 133 | Central Ave.-all of Segment 2 | Develop a plan for consolidating driveways. | | Planning, DMD | |
| 12 | intersection | 133 | Central Ave., Old Coors Rd. and Yucca Rd. (offset intersections) | Develop plan for improved pedestrian crossing zone from Old Coors to Yucca. This might take the form of a large striped area with landscaped median. | facilitate vehicular and pedestrian movements through the intersection | DMD | |
| 13 | pedestrian safety | 133 | Central Ave. & Arenal Canal (and/or other location in vicinity) | Install a HAWK-pedestrian activated signal. | to facilitate pedestrian travel along the Arenal Canal trail across Central Ave. | DMD and/or Trails | |
| 14 | medians | 133 | Central Ave. from Old Coors Rd. to 58th St. | Replace dead plant materials in medians and include depressed areas for stormwater drainage | use plant materials appropriate to high desert/mid mesa setting | Parks | |
| 15 | lighting | 133 | Central Ave. from Old Coors Rd. to the river | Install pedestrian lighting | to address safety and identity issues | | |
| 16 | lighting | 133 | Central Ave. from New York to Rio Grande Blvd. | Install pedestrian lighting | to address safety and identity issues | | |
| 17 | streetscape | 133 | Central Ave. from Arenal. to River | Streetscape improvements to create pedestrian enhancements and community identity; excess right of way on both sides of Central to be improved with landscaping and lighting | ensure improvements utilize opportunities for placemaking and wayfinding such that the unique history and identity of the area is recognized and celebrated | | |
| 18 | streetscape | 133 | Central Ave. & Atrisco Dr. | Streetscape improvements that facilitate pedestrian use and recognize streets location and function in the activity center. Free right should be redesigned to slow turning traffic. | ensure improvements utilize opportunities for placemaking and wayfinding | | |
| 19 | wayfinding | 133 | Central Ave. from Atrisco Dr. to Rio Grande Blvd. | Implement wayfinding and identity measures to connect both sides of the River | Include wayfinding for destinations like Bio Park, Tingley Beach, the Bosque, Atrisco Plaza and Old Town | | |
| 20 | pedestrian bridge | 133 | Central Ave. Pedestrian Bridge | Build a pedestrian bridge across the Rio Grande that parallels the Central Ave. Bridge. | Make connections between Bio Park and MR site on west side of river. Create an area attraction. | | |

Projects

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|----|----------------------------|------|---|--|--|-------------|---------|
| | <i>Segment 2 Continued</i> | | | | | | |
| 21 | multi-use trail | 133 | Central Ave. from River to New York | Plan and design multi-use trail along BioPark at Central Ave. | per West Central Corridor Concept Plan; creates bike route connection to New York and Mountain Road Bike Boulevard via Alameda Lateral | | |
| 22 | wayfinding | 133 | Central Ave. & Tingley Dr. Intersection | Install wayfinding elements that identify entrances and connect Tingley Beach and the Bio Park. | | | |
| 23 | intersection | 135 | Central Ave. & New York Ave. Intersection | Reconfigure the south side of the intersection and implement improvements that facilitate and enhance pedestrian activity at this intersection | | DMD | |
| 24 | streetscape | 134 | Central Ave. from New York Ave. to Rio Grande Blvd. | Streetscape improvements that encourage pedestrian connectivity between Old Town and Bio Park including sidewalk/planting strip extensions at the curb and right of way acquisition in key areas. Commission masterplan for this section to implement a cohesive and comprehensive pedestrian oriented streetscape for this section. | Other improvements may include sidewalk extension with landscape strips, street trees in front setback, lighting. Traffic calming to lessen negative impact of fast moving, high volume vehicular travel in this area. | | |
| 25 | streetscape | 135 | Soto Ave. from Simmonds St. to Rio Grande Blvd. | Improve roadway with landscaping and LID techniques, and use as an alternative pedestrian and bike route from Old Town to the BioPark | LID techniques will help to solve drainage and flooding issues; encourages pedestrian travel between Old Town and BioPark | | |
| 26 | intersection | 135 | Central Ave. and Rio Grande Blvd. Intersection | Implement wayfinding/gateway elements that announce the BioPark, Tingley Beach and the Bosque. Increase pedestrian signal timing. Improve cross walk striping. Install signage that alerts drivers of pedestrians in the area and gives them the ROW in crosswalks | | | |
| 27 | streetscape | 135 | Central Ave. Locations TBD | Develop plan to ensure adequate sidewalk widths in areas where utility poles block or limit access. | sidewalk expansion into street via curb side sidewalk extension or target aquisition of ROW in blocked areas. | | |

| | Topic/Segment | Page | Location | Description | Explanation | Lead Agency | Funding |
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| | Bikeways and Multi-use Trails | | | | | | |
| | <i>Segment 1</i> | | | | | | |
| 28 | bike lane | 138 | Central Ave. from 98th St. to 86th St. | Complete missing sections of bike lanes on the south side of Central Ave. Bring bike lanes up to the DPM standard of seven feet for principal arterials with posted speeds of 40mph or greater. | | DMD and Planning | |
| 29 | bike lane | 138 | Central Ave. along the Frontage Rd. | Stripe missing bike lanes | | DMD | |
| 30 | intersection | 138 | Central Ave. & Unser Blvd. Intersection | Install bike box, bike lane striping | Intersection is slated for other improvements, ensure bikeway improvements simultaneously | DMD | |
| 31 | multi-use trail | 138 | Central Ave. & Unser Blvd. Intersection | connect unser multi-use trail to proposed frontage road multi-use trail | Intersection is slated for other improvements, ensure bikeway improvements simultaneously | DMD | |
| 32 | intersection | 138 | Central Ave. & Coors Blvd. Intersection | Install bike box, bike lane striping | Intersection is slated for other improvements, ensure bikeway improvements simultaneously | DMD | |
| 33 | multi-use trail | 126, 127 | Central Ave Frontage Rd. | Trail or linear park that includes public art, cross fit stations and drainage swales | multi-purpose, including drainage, recreational and community identity opportunities | Parks | |
| | <i>Segment 2</i> | | | | | | |
| 34 | bike lane | 138 | Central Ave. & New York Ave. Intersection | Move bike lane from Central Ave. to New York Ave. per the West Central Corridor Concept Plan | | DMD | |
| 35 | bike connection | 138 | Central Ave. & New York Ave. Intersection | Sign a bike route connection to Mountain Road Bike Boulevard via Alameda Canal | | DMD | |
| 36 | multi-use trail | 133 | Central Ave. from River to New York | Plan and design multi-use trail along BioPark | per West Central Corridor Concept Plan | | |

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|----|------------------|------|--|--|--|-------------|---------|
| | Transit | | | | | DMD | |
| | Segment 1 | | | | | | |
| 37 | bus stop | 137 | Central Ave. just east of Unser Blvd. | Install ADA accessible bus stop with shade structure | | Transit | |
| 38 | bus stop | 137 | Central Ave. & Airport Dr. (at Verizon Wireless) | Install seating and shade structure | | Transit | |
| 39 | bus stop | 137 | Central Ave. west of Airport Dr. (at Legacy Church) | Install seating and shade structure | | Transit | |
| | Segment 2 | | | | | | |
| 40 | bus stop | 137 | Central Ave. & 64th St. | Install seating and shade structure | | Transit | |
| 41 | bus stop | 137 | Central Ave. & 52nd St. | Install seating and shade structure | | Transit | |
| 42 | bus stop | 137 | Central Ave. & Cypress St. | Install seating and shade structure | | Transit | |
| 43 | bus stop | 137 | Central Ave. & 48th St. | Install seating and shade structure | | Transit | |
| 44 | park and ride | 137 | Central Ave. & Atrisco Dr. Area | Plan for a Park and Ride facility to serve eastbound transit service | Investigate potential incentives in exchange for park and ride area. | Transit | |
| 45 | bus stop | 137 | Central Ave. just east of Tingley Dr. (in front of The Beach Apartments) | Install seating and shade structure | | Transit | |

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| | Parks | | | | | | |
| | <i>Segment 1</i> | | Location | Description | Explanation | Lead Agency | |
| 46 | park | 144 | West of Coors Blvd. Location TBD | Consider a future joint use community center/community park to serve populations west of Coors. | | Parks and/or Family & Community Services | |
| | <i>Segment 2</i> | | | | | | |
| 47 | park | 144 | Central Ave at New York | Pocket park/joint use with MRGCD interpretative site. | provides gateway element to Bio Park, improves New York intersection, ditch history and information for visitors | Parks, MRGCD | |
| | Drainage | | | | | | |
| | <i>Segment 1</i> | | | | | | |
| 48 | medians | 140 | Locations TBD | As medians are installed or retrofitted, ensure they are depressed from the roadway | Depressions will help capture and treat stormwater run-off | DMD, Parks | |
| 49 | multi-use trail | 140 | Central Ave. Frontage Rd. | Employ stormwater capture and treatment techniques as part of multi-use trail improvements | | DMD, Parks | |
| | <i>Segment 2</i> | | | | | | |
| 50 | medians | 140 | Locations TBD | As medians are installed or retrofitted, ensure they are depressed from the roadway | | DMD, Parks | |
| 51 | private development/setback | 140 | Locations TBD | pocket gardens which pond stormwater (surface runoff or roof runoff). Encourage coordination with BioPark staff to identify plantings and sustainable design concepts. | Increases pervious area to mitigate against flooding in area, helps create identity for SAC which complements location near BioPark. Ponding areas as amenity. | DMD | |
| | Utilities | | | | | | |
| | <i>Segment 2</i> | | | | | | |
| 52 | border station | 143 | Central Ave. & Atrisco Dr. | Use landscape screening, and/or removal and replacement of chainlink visible from public rights-of-way with an alternate appropriate fencing material. | Improve aesthetics of NM Gas Co. Border Station | NM Gas Company | |
| 53 | utility poles | 143 | Locations TBD | As new streetscape improvements are made investigate moving utility poles out of the sidewalk | | | |

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| | Trails (MRGCD and Open Space) | | | | | | |
| | <i>Segment 2</i> | | | | | | |
| 54 | trails | 145 | Central Ave. & Atrisco Ditch | Enhance and extend the trail along the Atrisco Ditch. | Pedestrian and bicycle gateway to the South Valley from the Central Ave. corridor. | CoA & MRGCD | |
| 55 | pocket park | 145 | Central Ave. & Alameda Lateral | Create an educational interpretive exhibit that explains the history and continued use of acequias for agricultural irrigation, and provides way-finding to area amenities. Remove existing chain-link fence or replace with a more attractive design. | | MRGCD | |
| | Open Space | | | | | | |
| 56 | parking | 145 | Central Ave. & Sunset Dr. | Improve Bosque access parking on the west side of the river, enhance the aesthetics and safety of the parking area | Encourage more visitor use | Open Space | |
| 57 | ADA | 145 | Central Ave. & Sunset Dr. | make ADA connection between parking area and ADA trail. | | | |
| | Historic Route 66 | | | | | | |
| 58 | | | Plan area | Develop a conservation easement program for preserving historic facades and signs | | Planning | |
| 59 | | | Plan area | Develop a neon sign incentive programs | | Planning | |
| 60 | | | New York and Central | Redevelop the El Vado Motel with a strong interpretive component and public access | | Planning/MR | |

3.0 Metropolitan Redevelopment Projects

The following is a list of potential Metropolitan Redevelopment Projects in the Plan area:

- a. The multi-use trail along the frontage road from Unser Blvd. to the a. west end of the plan area. The project could offer the community a unique recreational opportunity.
- b. Pedestrian bridge across the river at Central Ave. and enhance vehicular bridge
- c. MR projects that bring mixed income and senior housing corridor to the corridor in partnership with Albuquerque Housing Authority &/or Family & Community Services.
- d. MR projects that bring opportunities for tourism to the corridor:
 - i. SAC streetscape improvements (intersection treatments, extended sidewalk/planting areas, LID rain gardens, adobe wall theme)
 - ii. SAC signage and wayfinding
 - iii. SAC MR sites redevelopment: visitor friendly and public oriented, restaurants, visitor center, museums, galleries, shops
 - iv. SAC Soto/Simmonds ped/bike connection between Rio Grande Blvd. and Central Ave. (supporting connectivity to Old Town/Museum District) in coordination with DMD
 - v. River/Bosque visitor destination: restaurant, iconic structure, river activity and viewing amenities, equestrian opportunities
- e. MR projects that bring pedestrian oriented, mixed use development:
 - i. MAC LID implementation: Plazas, linear park
 - ii. MAC signage and wayfinding
 - iii. MAC MR sites redevelopment: mixed use component, public space, plazas
 - iv. MAC identity and development marketing
- f. Other projects:
 - i. Route 66/Car culture museum, area for display, parking, drive in opportunities (restaurant, theatre). Area to celebrate car culture in New Mexico (including Lowrider, classic cars), market as part of the overall corridor identity.

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