

**WILSON  
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ENGINEERS & ARCHITECTS



# 50 MILE LOOP PLAN



September 2013

## City of Albuquerque

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## Executive Summary

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

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

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

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

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

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

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

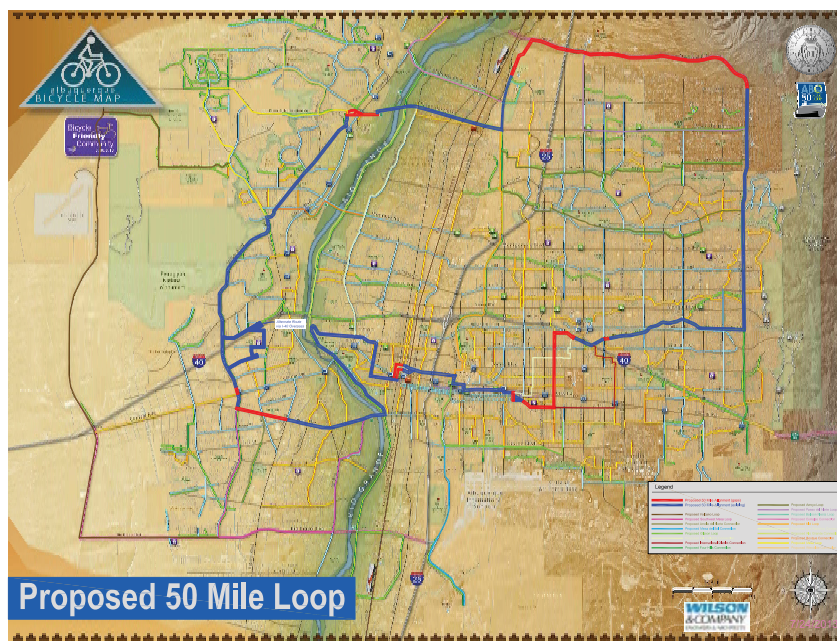


Figure 1ES. Proposed 50 Mile Loop, July 2013

An assessment of the existing infrastructure along the alignment was completed once the alignment was established. The information was used to determine areas in need of improvements, determine gaps in the alignment, and then used for the preliminary estimates for the construction/reconstruction of the facility. Segments 1, Tramway Road; 4, Near Heights/Nob Hill/University; 5, Downtown/Bosque/Bridge; and 8, Paseo del Norte; and 9, Balloon Park, had the most gaps in the infrastructure. Needs included a multi-use trail along Tramway Road (Segment 1), urban trail along Alvarado (Segment 4), multi-use trail along Bridge Boulevard (Segment 5), overpass structure and multi-use trail at Paseo del Norte and Coors Boulevard (Segment 8), and multi-use trail from the Balloon Fiesta Park to Roy Road/Interstate 25 (Segment 9). Existing styles of signing and striping, trails widths, intersection crossing details, types and frequency of obstructions and barriers along the trails, horizontal clearances, and conditions of the facilities were noted for each segment of the 50 Mile Loop and varied throughout the alignment.

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

### ***Intersections***

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

### ***Horizontal Alignment, Cross Slope and Grade***

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

### ***Signing & Striping***

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

### ***Trail Typical Section***

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



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

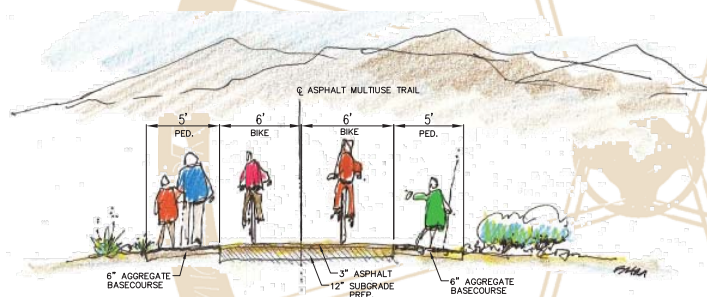


Figure 2ES. Proposed Multi-Use Trail 1

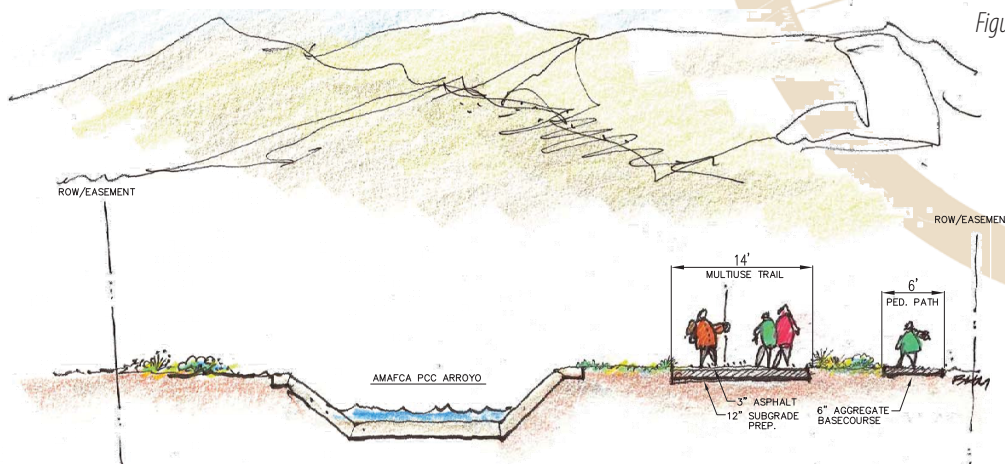


Figure 3ES. Proposed Multi-Use Trail 2

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

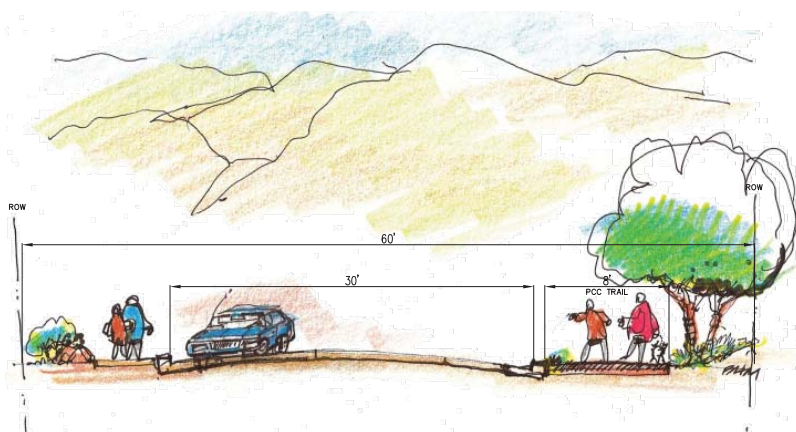


Figure 4ES. Proposed Urban Trail

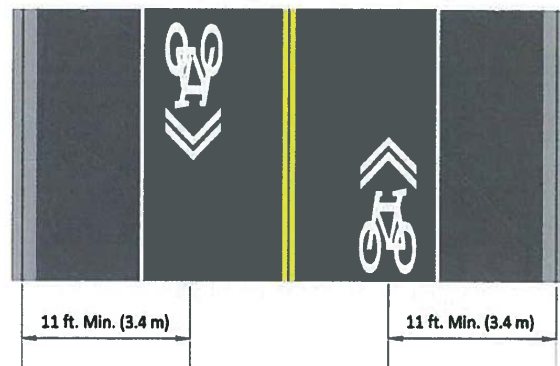


Figure 4-5. Typical Shared-Lane Marking Cross Section on Street with Parking

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

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

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

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

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

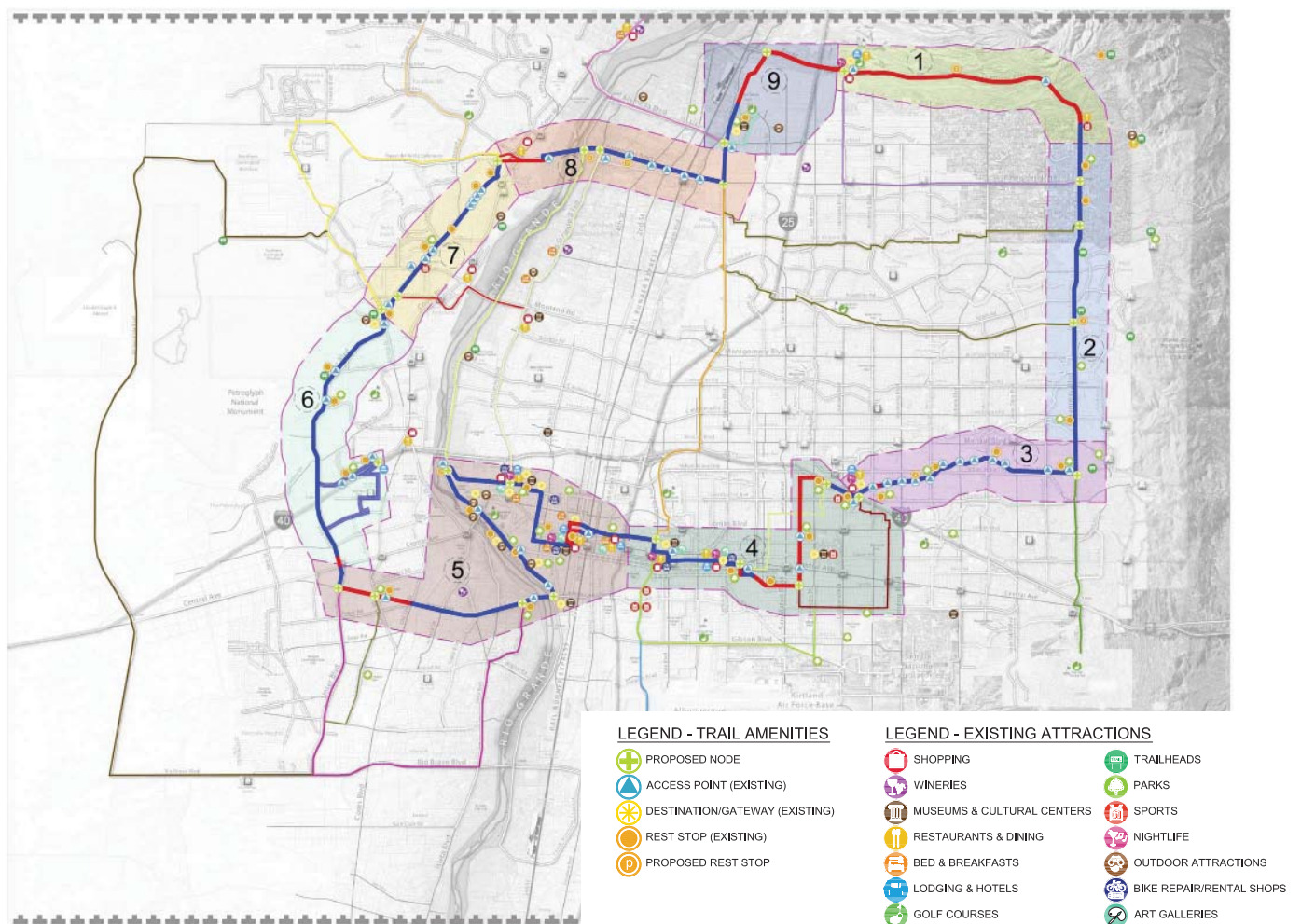


Figure 6ES. Proposed 50 Mile Loop- Amenities & Attractions



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



Figure 7ES. Proposed Wayfinding/Signage

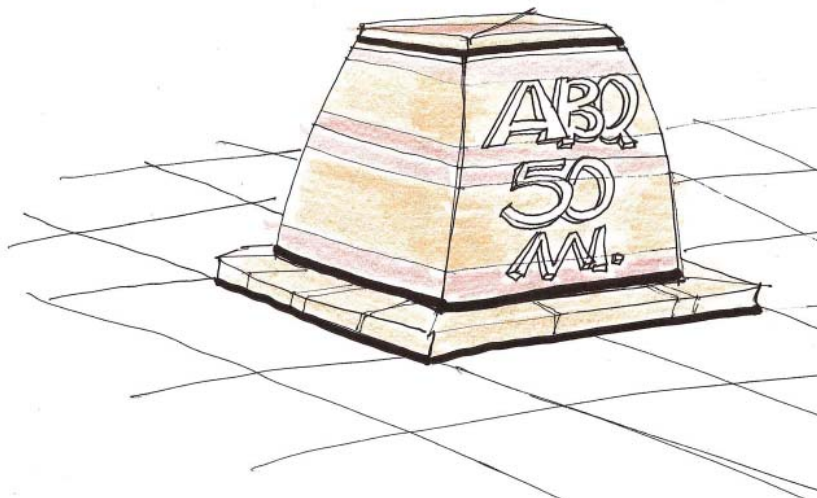


Figure 8ES. Proposed Monument Signage

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

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

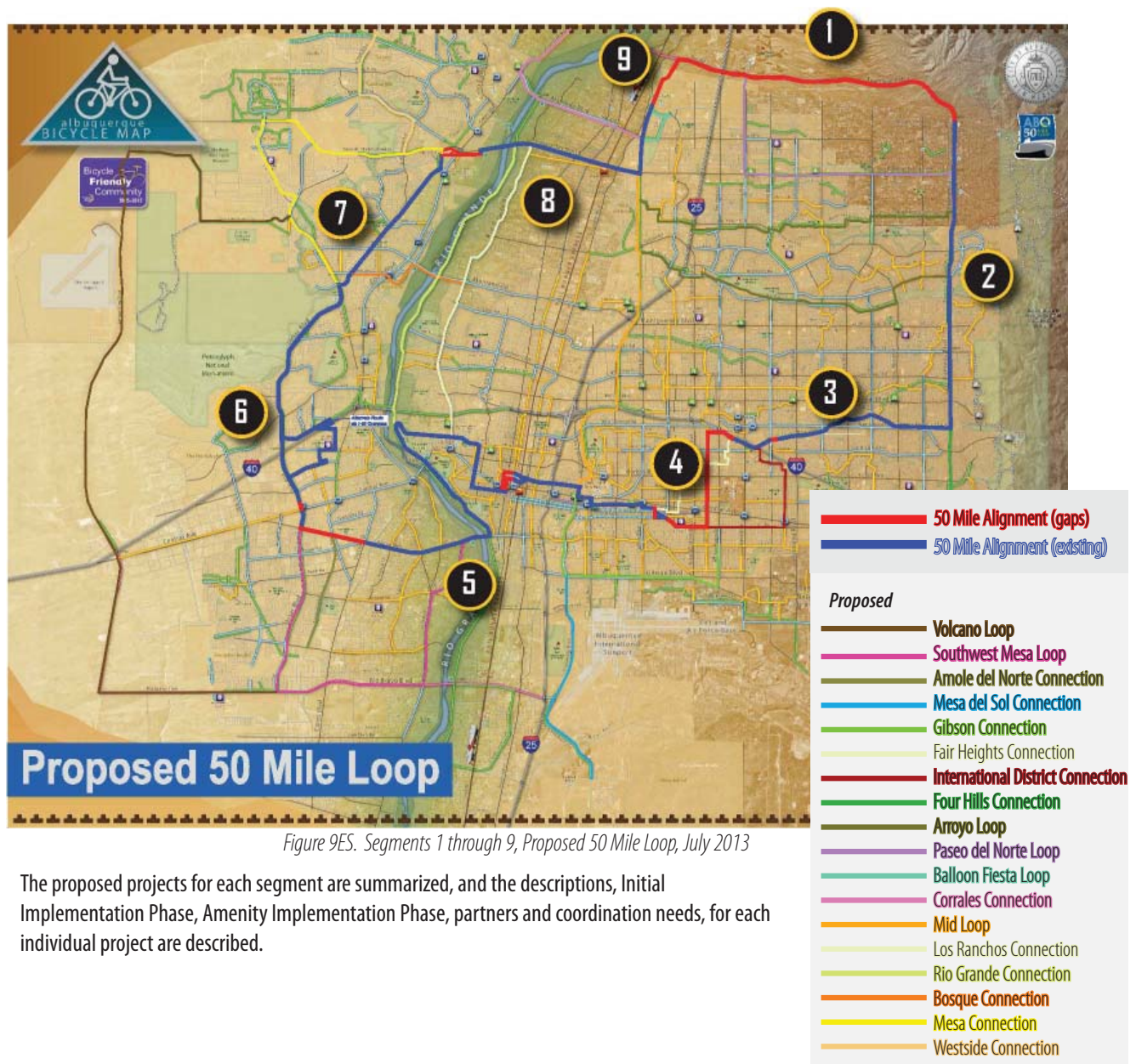


Figure 9ES. Segments 1 through 9, Proposed 50 Mile Loop, July 2013

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



## **Segment 1      Tramway Road (Interstate 25 to Tramway Boulevard)**

### **Location: Tramway Road (Interstate 25 to Tramway Boulevard)**

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

#### **Initial Implementation Phase:**

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

#### **Amenity Implementation Phase:**

Rest Stop  
Wayfinding Signing  
Trail System Map Kiosk

#### **Implementation**

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

#### **Key Stakeholders (in alphabetical order)**

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

## **Segment 2      Tramway Boulevard (Tramway Road to Embudo Arroyo)**

### **Location: Tramway Road (Interstate 25 to Tramway Boulevard)**

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

#### **Initial Implementation Phase:**

Multi-use Trail  
Intersection Improvements  
Signing & Striping

#### **Amenity Implementation Phase:**

Rest Stop  
Wayfinding Signing  
Trail System Map Kiosk

#### **Implementation**

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

#### **Key Stakeholders (in alphabetical order)**

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

### Segment 3      Paseo de las Montañas Trail and Embudo Arroyo (Tramway Boulevard to Interstate 40)

#### Location: Paseo de las Montañas Trail (Juan Tabo to Indian School)

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

#### Initial Implementation Phase:

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

#### Amenity Implementation Phase:

Rest Stop  
Wayfinding Signing  
Trail System Map Kiosk

#### Implementation

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

#### Key Stakeholders (in alphabetical order)

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

### Segment 4      University / Nob Hill / Near Heights (Interstate 40 to Interstate 25)

#### Location: Zimmerman Ave./Haines Ave. (Louisiana to Alvarado), Alvarado Dr. (Haines to Zuni), Zuni Rd. (Alvarado to Washington), Morningside Dr. (Coal to Silver), Intersection of Martin Luther King, Jr. Dr. and University Blvd.

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

#### Initial Implementation Phase:

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

#### Amenity Implementation Phase:

Rest Stop  
Wayfinding Signing  
Trail System Map Kiosk

#### Implementation

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



**Key Stakeholders (in alphabetical order)**

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

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

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

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

**Initial Implementation Phase:**

Multi-use Trail  
 Bike Lanes  
 Intersection Improvements  
 Signing & Striping

**Amenity Implementation Phase:**

Rest Stop  
 Wayfinding Signing  
 Trail System Map Kiosk

**Implementation**

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

**Key Stakeholders (in alphabetical order)**

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

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

**Segment 6      Unser Boulevard (Bridge Boulevard to Vulcan Road)**

**Location: Unser Blvd. (Central to Los Volcanes)**

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

**Initial Implementation Phase:**

Multi-use Trail  
 Bike Lanes  
 Signing & Striping

**Amenity Implementation Phase:**

Rest Stop  
 Wayfinding Signing  
 Trail System Map Kiosk

### Implementation

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

### Key Stakeholders (in alphabetical order)

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

## Segment 7 Mariposa / Riverview Trail (Vulcan Road to Eagle Ranch Road)

### Location: Golf Course Road (La Orilla to 3100-ft north)

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

### Initial Implementation Phase:

Multi-use Trail  
Signing & Striping

### Amenity Implementation Phase:

Rest Stop  
Wayfinding Signing  
Trail System Map Kiosk

### Implementation

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

### Key Stakeholders (in alphabetical order)

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

## Segment 8 Paseo del Norte (Eagle Ranch Road to North Diversion Channel)

### Location: Paseo del Norte (Eagle Ranch Rd to Alamo Rd)

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

### Initial Implementation Phase:

Multi-use Trail  
Pedestrian Bridge Overpass  
Signing & Striping

### Amenity Implementation Phase:

Rest Stop  
Wayfinding Signing  
Trail System Map Kiosk

### Implementation

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



**Key Stakeholders (in alphabetical order)**

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

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

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

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

**Initial Implementation Phase:**

Multi-use Trail  
Signing & Striping

**Amenity Implementation Phase:**

Rest Stop  
Wayfinding Signing  
Trail System Map Kiosk

**Implementation**

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

**Key Stakeholders (in alphabetical order)**

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

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## I. Introduction

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

### Vision and Approach

**Imagine** . . . connecting the City’s infrastructure to create a 50 Mile bicycling, running, and walking trail with amenities like benches, shade structures, water fountains, rest stops, parks, wayfinding signing and maps. Imagine a healthier community and a destination for tourists.

The purpose of this plan is to leverage the City’s on-going investments in its approximately 160 miles of multi-use trails, and 310 miles of bike lanes, routes and boulevards, and:

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

### Public Involvement Summary – 2013

City staff held four joint town hall meetings for the Rio Grande Vision and the 50 Mile Loop. These meetings were held in October of 2012 with follow-up presentations in December of 2012. The public was invited to these meetings.

The following tables provide a summary of the comments received at these four public meetings. The full list of comments is provided in Appendix D.

Town Hall Meetings October 2nd & 3rd, 2012 Comments
SUMMARY OF MAIN TOPICS/COMMENTS
Design and construct an attractive trail that limits conflicts between user types, propose a wider trail with separate or offset walking paths
Maintain and keep the landscape attractive along and around the facility, provide shade trees and native vegetation, control weeds, sweep debris and dirt/rocks on trails
Design and install signing to provide information on location within the facility, distance to amenities, rules of etiquette, other trails that connect to each other
Provide amenities such as restrooms, water fountains, bicycle rental locations, shade structures, benches, lighting, picnic areas, areas for vendors, and parking
Minimize interaction with vehicles with trails away from roadways, improve intersections where trail has to cross roadway, separate trail from roadway with some type of buffer
Minimize trail crossing of the streets with underpass or overpass structures to avoid interaction with vehicles
Provide connections to other trails and paths, design routes off the Loop to popular commuter areas and city attractions

**Town Hall Meetings  
December 4th & 5th, 2012  
Comments**

**SUMMARY OF MAIN TOPICS/COMMENTS**

- Connect existing paths with each other and improve the safety of the existing trails
- Create separate paths for casual users and promote city programs concerning bicycle and pedestrian etiquette and safety
- Extend access to neighborhoods of varying socioeconomic status and provide signing directing these areas to the 50 Mile Loop
- Bring events such as marathons and races based on the 50 Mile Loop, examine current process for obtaining permits for these type of events to simplify and make cost effective
- Raise awareness for drivers of the trails and routes and make them more visible

In addition to the joint public meetings, the 50 Mile Loop team presented to the Greater Albuquerque Bicycling Advisory Committee (GA-BAC) and Greater Albuquerque Recreational Trails Committee (GARTC), and formed an ad hoc committee representing these and other trail user groups. The ad hoc committee met four times from October 2012 through February 2013.

ABQ the Plan projects have been discussed in monthly Neighborhood Newsletters as well as the ABQ the Plan e-newsletter.

In February 2013, Mayor Berry asked for additional input from the community. Below is a brief summary of the survey results for the 50 Mile Loop.

**Online Survey #2: 50 Mile Loop**

(374 Responses)

This survey wanted to get a sense of how people currently use existing trails and bicycle lanes and what they'd like to see implemented with the 50 Mile Loop.

**Results:**

- Frequency of use of existing infrastructure – 58% use the facilities often
- Types of recreation enjoyed on the trails and bike lanes – 82% bicycling, 68% walking, +35% running or dog walking
- Amenities that appeal to user – Top amenities include restrooms, benches/shelters, water fountains, signs/mile markers, and water & air stations.
- Proposed 50 Mile Loop alignment considered a good route – 57.9% yes
- Sections of 50 Mile Loop to be completed first – even responses for each quadrant of the city to be completed first
- Educate trail users on trail etiquette and safety to reduce conflicts between users – 78% yes

**Comments:**

- The existing trail system is a great asset to Albuquerque
- Education for bicyclists and motorists to share the road is needed
- Important to get our citizens exercising
- Need to provide more connections between trails
- Maintenance of trails is important to keep them clear of weeds and stickers
- Need safe street crossings and separation between roads and trails

## City Policies, Goals and Objectives

The City of Albuquerque's Planning Department is responsible for developing plans, policies and programs designed to guide the physical design and development of Albuquerque. Specifically, the Department develops, maintains and implements a coordinated, comprehensive general planning program for quality growth and development of the city that balances social, economic, and environmental goals. The historic past and the dynamic present provide the framework upon which the future can be built. This is documented through a number of Plans and these Plans are ranked as follows:



- Rank 1: The General or Comprehensive Plan is the Rank 1 plan. It is a Citywide plan with broad Goals and Policies for all areas of the built and natural environment.
- Rank 2: Area and facility plans are Rank 2 plans. Area plans cover large swaths of the City, such as the North Valley or the West Side, but not all areas of the City have an Area plan. Facility plans address various types of City-wide utilities or public facilities such as the Facility Plan For Arroyos or the Trails and Bikeways Plan.
- Rank 3: Sector and Corridor plans are the typical Rank 3 plans. Other Rank 3 plans may be specific to unique areas or an occasional neighborhood plan. Rank 3 plans address smaller geographic areas (sectors) that have common characteristics and/or conditions. They typically have tighter land use controls than the City's Zoning Code and often include specific design standards for the particular sector.

Lower ranking plans should be consistent with higher ranking plans. In the event of conflict, the provisions of the higher-ranking plan shall govern ([www.cabq.gov](http://www.cabq.gov)).

The two types of Rank 2 plans, Area plans and Facility plans contain further policies that are either specific to an area or a particular city-wide topic. Area plans cover diverse, major geographic parts of the metropolitan area, typically 15 or more square miles, and specify important development standards. Facility plans are specialized in subject matter and they normally cover only one type of natural resource utility or public facility citywide. In relation to this 50 Mile Loop Plan, there is relevant policy language in the *Albuquerque and Bernalillo County Comprehensive Plan* and in the *Bikeways and Trails Facilities Plan*.

The following examples of city policies, goals and objectives that support the 50 Mile Loop Plan. Once adopted the 50 Mile Loop Plan is proposed to be a component or addendum to the *Bikeways and Trails Facilities Plan*.

*Albuquerque and Bernalillo County Comprehensive Plan, 2003 – Rank 1 Plan:*

**Policy II.C.8.b, Developed Landscape:** Public facilities (including buildings, parks, plazas, utilities, bridges, streets, stadiums, and airports) shall be designed to realize opportunities for City/County beautification.

The proposed 50 Mile Loop Plan would help realize this policy by providing an opportunity for a continuous loop with amenities that takes advantage of the dramatic views that the city has to offer. It also provides concepts for design of the facilities including wayfinding signage and amenities throughout the Loop.

**Policy II.D.4.h, Transportation and Transit:** A metropolitan area-wide recreational and commuter bicycle and trail network that emphasizes connections among Activity Centers shall be constructed and promoted.

Possible Technique 2) Coordinate bikeway construction and street improvements; finance through the Capital Implementation Program, federal funding and other available resources.

The proposed 50 Mile Loop Plan would help realize this policy through improvements to connections around and within the existing network of bicycle trails, lanes and routes; and by promoting and encouraging use of the network.

**Policy II.D.7.e, Education:** Variety and flexibility in educational and recreational resources shall be encouraged through joint use facilities.

Possible Technique 4) Develop and maintain a trail network, separated from the motorized traffic, to serve all schools and parks, and to serve both recreational and transportation purposes to combine pleasure and exercise with daily commuting.

The proposed 50 Mile Loop Plan would help realize this policy through developing additional trail facilities separated from motorized traffic. The public will be able to enter the trail network from a variety of points to travel the entire loop or sections of the loop, and to use the loop to connect to other network facilities. The multi-use trails will be used by a variety of users including pedestrians, cyclists, skaters, and other forms of non-motorized travel and recreation.

*Bikeways and Trails Facilities Plan, 1993 – Rank 2 Plan:*

Goals and Objectives from the plan, pages 19 and 20.

**Develop a map of proposed trails throughout the Albuquerque metropolitan area.**

- *Link existing and proposed trails, to form a connected network*
- *Connect neighborhoods to commute destinations*
- *Connect neighborhoods to parks and open space*
- *Attempt to distribute trail improvements area-wide*
- *Determine appropriate locations for major improvements, such as overpass structures*
- *Create recreational loops*
- *Connect the heights and the westside to the valley*
- *Update the map annually*
- *Encourage the addition of neighborhood level trails*
- *Digitize the map for ease of reproductivity, revision, and publication*

**Accommodate the following users in the trail system recognizing that not all can be accommodated on every trail: cyclists (both mountain and touring), pedestrians, runners, equestrians, and the physically challenged.**

- *Develop trail design standards*
- *Perform a corridor analysis or specialized study where necessary to address environmental agency or neighborhood concerns, or to determine a precise alignment*
- *Develop maps for use by the public which show which portions of the trail system are appropriate for particular types of trail users and highlight major destinations*

**Develop strategies to mitigate conflict between trail user types.**

- *Identify trails which may expect heavy bike commuter traffic*
- *Require an extra design effort on those trails to separate user types*
- *On all trails, develop strategies and use design techniques on available right of way to minimize conflict of use*
- *Inform the public on trail rules of etiquette*

**Develop a safe trail system.**

- *Locate and prioritize grade-separated crossings of arterials and other obstructions*
- *Where crossings of arterials must occur at-grade, design safe at-grade crossings*
- *Cooperate to inform the public on ditch and arroyo safety matters*
- *Coordinate emergency access locations*
- *Develop policies to utilize volunteers for safety patrols as appropriate*
- *Consider safety issues in development of the trail design standards*
- *Develop a public information campaign regarding trail user safety*
- *Assign responsibility for maintenance of the trails system*
- *In developed areas of the city, utilize innovative techniques to make the street system safe to provide critical connections in the trail system*

**Provide amenities for the trail system.**

- *Develop and install a system of signs to identify the trail network*
- *Develop a landscape policy for the trail system which can be easily maintained*
- *Develop interpretive and historic trails*

The proposed 50 Mile Loop Plan would help realize these goals and objectives by improving the overall trail network through improved connections within the loop as well as from the loop to other trails, bicycle lanes and routes. The objectives that are *italicized* would be realized by the 50 Mile Loop.

## II. Establishment of Alignment and Assessment of Existing Infrastructure

This chapter describes the establishment of the alignment and the conditions of the existing infrastructure along the alignment for the 50 Mile Loop. It is broken down into nine (9) segments, and each segment is described.

The City of Albuquerque has several types of existing infrastructure for multi-use and bicycles. They include multi-use trails, bicycle lanes, bicycle routes, and bicycle boulevards. They also identify roads with wide shoulders.

Multi-use Trail – A paved trail closed to automotive traffic for use by pedestrians, cyclists, equestrians, and other non-motorized uses

Bicycle Lane – A portion of the street with a designated striped lane for bicycles

One-way Bicycle Lane – Similar to bicycle lane but only a single direction provided in the direction of the one-way roadway

Bicycle Route – Cars and bicycles share the street

Bicycle Boulevard – A shared roadway optimized for bicycle traffic

Currently, there are over 160 miles of multi-use trails, 310 miles of bicycle lanes, bicycle routes, and bicycle boulevards throughout the City, with additional infrastructure being constructed each year. The Albuquerque Bike Map shown in Figure 1a and 1b is updated each year to identify this infrastructure and is available online (<http://documents.cabq.gov/parks-and-recreation/bike/bike-map.pdf>).



Figure 1a. 2013 Albuquerque Bicycle Map



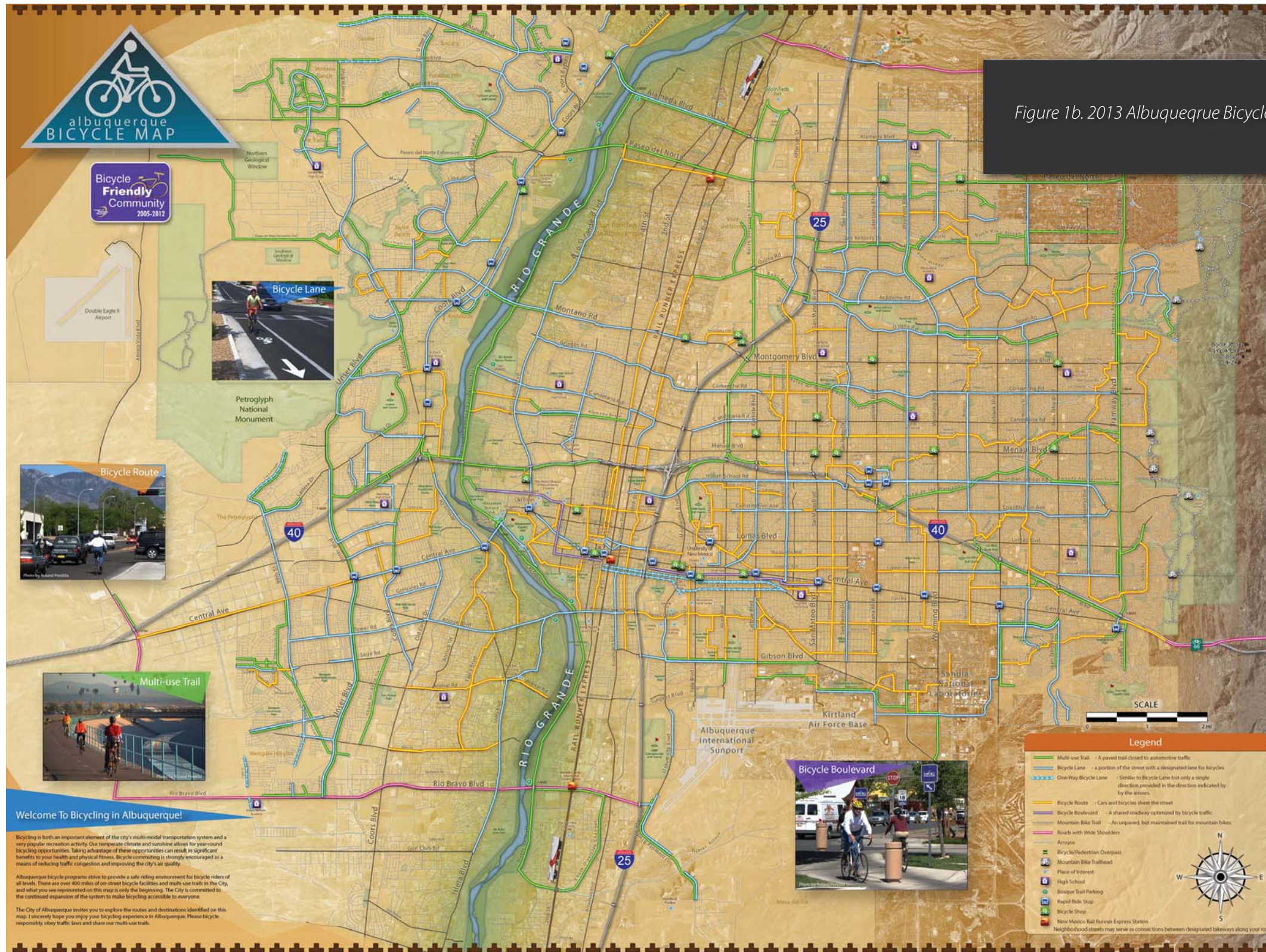


Figure 1b. 2013 Albuquerque Bicycle Map



## Alignment

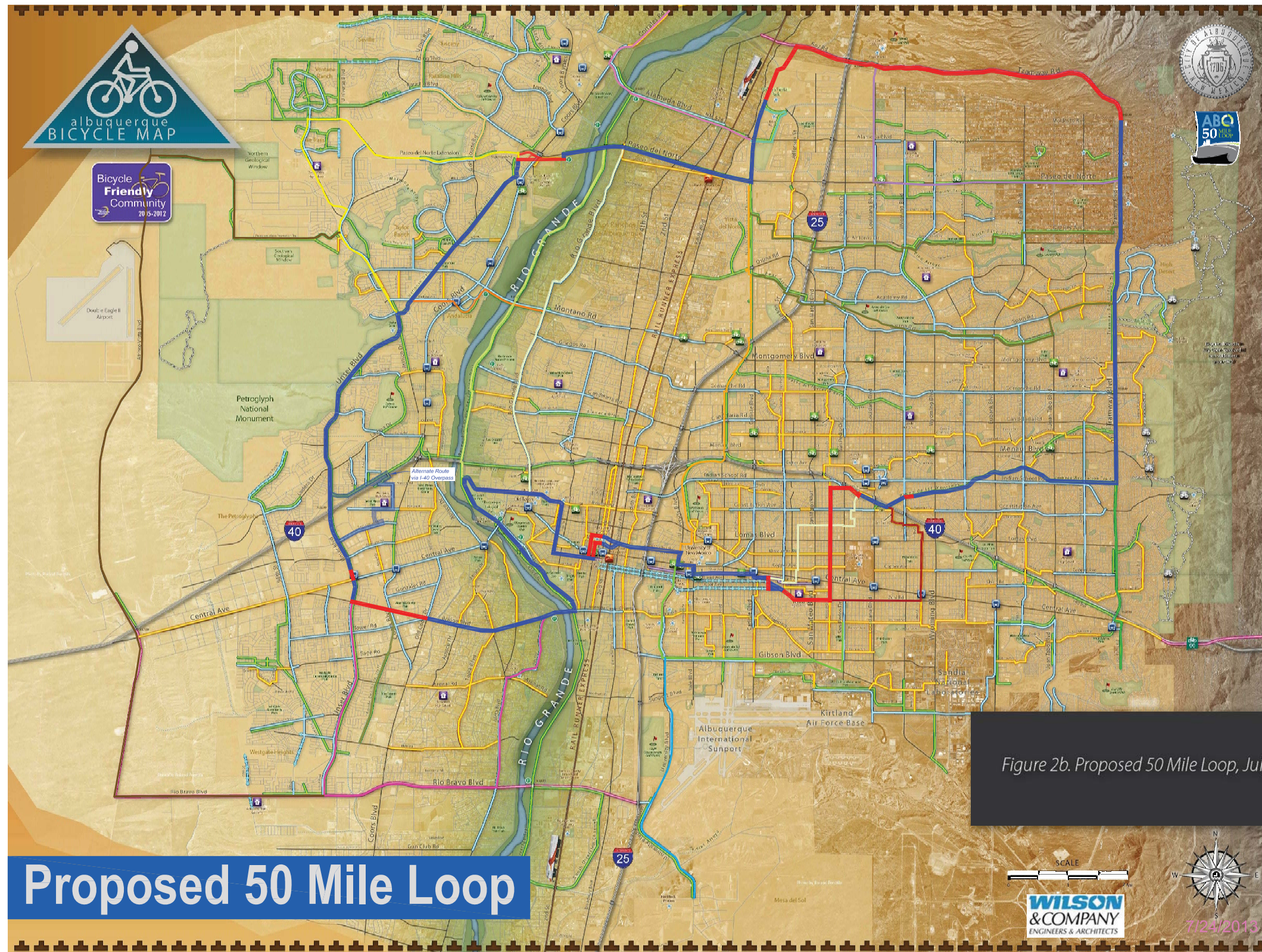
As part of the public outreach during the preliminary work of the ABQ the Plan, the 50 Mile Loop began with a preliminary alignment that navigated the City along Paseo del Norte, Tramway Boulevard, Gibson Boulevard, Rio Bravo Boulevard, and Unser Boulevard. In some areas, the alignment was too far away from the City's core and it missed some of Albuquerque's unique and scenic attractions such as Balloon Fiesta Park, Tingley Lakes, Old Town, Downtown, and the University of New Mexico. The 50 Mile Loop project team began laying out a new alignment that would make the Loop accessible to more of the population and connect with more of the City's neighborhoods.

By gathering input from the public at the October/December 2012 public meetings, and working through various test alignments at the ad hoc committee meetings, a working alignment was established. Further review of the working alignment continued with test rides by the project team and an assessment of the existing infrastructure along the alignment. Fine tuning of the alignment continued with the establishment of the 50 Mile Loop alignment as shown on Figure 2a and 2b. The existing infrastructure is shown in blue while the gaps in the infrastructure along the alignment are shown in red. Also shown on Figure 2a and 2b, are mini-loop connections and connection alignments to further connect with the City's neighborhoods.



Figure 2a. Proposed 50 Mile Loop, July 2013





**Legend**

- **50 Mile Alignment (gaps)**
  - **50 Mile Alignment (existing)**
- 
- Proposed*
- **Volcano Loop**
  - **Southwest Mesa Loop**
  - **Amole del Norte Connection**
  - **Mesa del Sol Connection**
  - **Gibson Connection**
  - **Fair Heights Connection**
  - **International District Connection**
  - **Four Hills Connection**
  - **Arroyo Loop**
  - **Paseo del Norte Loop**
  - **Balloon Fiesta Loop**
  - **Corrales Connection**
  - **Mid Loop**
  - **Los Ranchos Connection**
  - **Rio Grande Connection**
  - **Bosque Connection**
  - **Mesa Connection**
  - **Westside Connection**

Figure 2b. Proposed 50 Mile Loop, July 2013



## Mini-Loops and Connection Alignments

The vision of the 50 Mile Loop of connecting the community to the multi-use trails and bicycle facilities by providing better access to the multi-use trails and bicycle facilities, was a large concern for the public and the 50 Mile Loop committee. This vision of being able to connect to the 50 Mile Loop from nearly anywhere in the City is achieved by utilizing smaller neighborhood loops and other connecting corridors. Users can select from a short trip to go shopping, or a day long ride around the whole city. Several mini loops and connections have been identified but there are many others that can be established as the 50 Mile Loop becomes a larger part of people's daily lives.

50 Mile Loop Alignment					
Name	Mileage	Description	50 Mile Alignment Segment Connection	Mini-Loop Connection	Intersection Connection
<b>Volcano Loop</b>	19.1	Northern Geologic Window, Atrisco Vista Blvd., Senator Dennis Chavez Blvd.	5 / 6 / 7	Mesa Loop & Southwest Mesa Loop	Unser Blvd. & Molten Rock, Unser Blvd. & Rio Bravo Blvd.
<b>Southwest Mesa Loop</b>	9.6	Unser Blvd., Rio Bravo Blvd., Isleta Blvd.	5 / 6	---	Unser Blvd. & Bridge Blvd., Isleta Blvd. & Bridge Blvd.
<b>Amole del Norte Connection</b>	2.4	Amole del Norte Trail - Blake Rd. to Bridge Blvd.	5	---	---
<b>Mesa del Sol Connection</b>	4.6	University Blvd. - Mesa del Sol to Gibson Blvd.	4	Gibson Loop	Gibson Blvd. & University Blvd.
<b>Gibson Loop</b>	5.6	University Blvd., Gibson Blvd., San Pedro Dr.	4	International District Connection	University Blvd. & Martin Luther King Jr. Drive, San Pedro Dr. & Zuni Rd.
<b>Fair Heights Connection</b>	3.1	Silver Avenue, Monroe Street, Mountain Road, Dakota St.	4	---	Silver Avenue & Morningside Dr., Dakota St. & Zimmerman Ave.
<b>International District Connection</b>	3.6	Zuni Road, Utah Street, Dallas St.	3 / 4	---	Zuni Road & Alvarado Street, Constitution Ave. & San Pablo St.
<b>Four Hills Connection</b>	3.3	Four Hills Road, Tramway Blvd.	3 / 4	---	Four Hills Road & Stagecoach Rd., Tramway Blvd. & Embudo Arroyo
<b>Arroyo Loop</b>	15.8	Bear Canyon Arroyo - North Diversion Channel to Tramway Blvd.; and San Antonio Drive, North Pino Arroyo, Del Rey Ave., San Rafael Ave.	2 / 4 / 8 / 9	Mid Loop	Spain Rd. & Tramway Blvd., San Rafael Avenue & Tramway Blvd.
<b>Paseo del Norte Loop</b>	6.0	Louisiana Blvd., Paseo del Norte	1 / 2	---	Rainbow Rd. & Tramway Rd., Paseo del Norte & Tramway Blvd.
<b>Balloon Fiesta Loop</b>	1.4	Alameda Blvd., Balloon Museum Dr.	9	---	---
<b>Corrales Connection</b>	4.2	Corrales Road, Alameda Blvd.	9	---	Alameda Blvd. & North Diversion Channel
<b>Mid Loop</b>	7.3	North Diversion Channel, Yale Blvd., Las Lomas Road, Redondo Dr.	4 / 8 / 9	---	North Diversion Channel & Paseo del Norte, Redondo Dri. & Martin Luther King Jr. Dr.
<b>Los Ranchos Connection</b>	6.3	Rio Grande Blvd. - Paseo del Norte to Mountain Rd.	5 / 8	---	Rio Grande Blvd. & Paseo del Norte, Rio Grande Blvd. & Mountain Rd.
<b>Rio Grande Connection</b>	6.3	Bosque Trail - Paseo del Norte to Mountain Rd.	5 / 8	---	---
<b>Bosque Connection</b>	2.6	Dellyne Avenue, Learning Road, Montaño Rd.	7	Los Ranchos Connection	Mariposa Trail & Dellyne Ave., Montaño Rd. & Rio Grande Blvd.
<b>Mesa Loop</b>	7.9	Unser Blvd., Rainbow Blvd., Paseo del Norte	6 / 7 / 8	---	Vulcan Road & Unser Blvd., Paseo del Norte & Eagle Ranch Rd.
<b>Westside Connection</b>	3.3	Unser Blvd., Paradise Blvd., Golf Course Rd.	7 / 8	Mesa Loop	Unser Blvd. & McMahon Blvd., Golf Course Rd. & Paseo del Norte

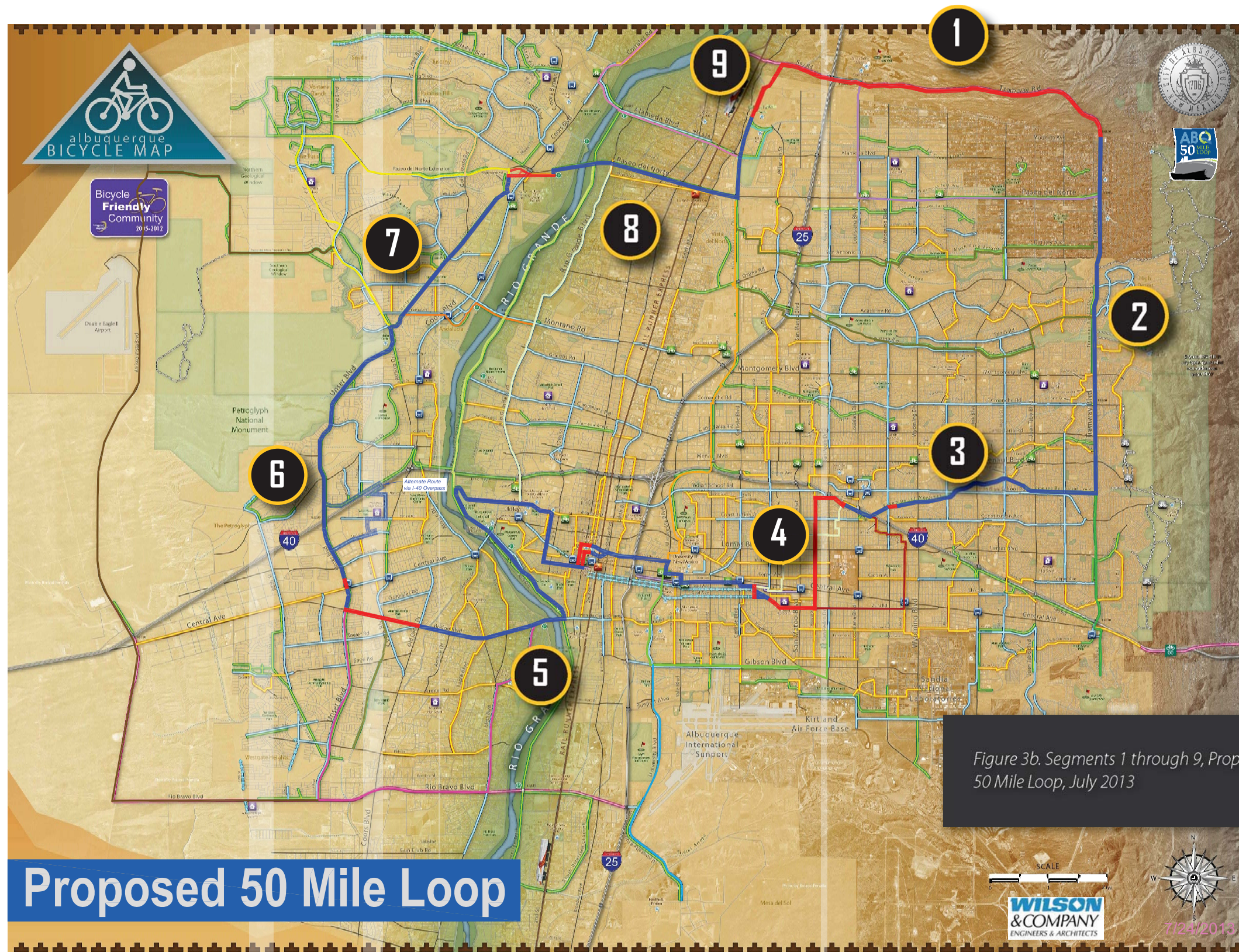


Figure 3a. Segments 1 through 9, Proposed 50 Mile Loop, July 2013

The alignment was then broken down into nine (9) segments and each segment is analyzed in the following sections. The map shown in Figure 3a and 3b details the locations of each segment 1 through 9:

- |                  |   |
|------------------|---|
| <b>Segment 1</b> | <b>Tramway Road (Interstate 25 to Tramway Boulevard)</b>                                  |
| <b>Segment 2</b> | <b>Tramway Boulevard (Tramway Road to Embudo Arroyo)</b>                                  |
| <b>Segment 3</b> | <b>Paseo de las Montañas Trail and Embudo Arroyo (Tramway Boulevard to Interstate 40)</b> |
| <b>Segment 4</b> | <b>Near Heights / Nob Hill / University (Interstate 40 to Interstate 25)</b>              |
| <b>Segment 5</b> | <b>Downtown / Bosque / Bridge (Interstate 25 to Unser Boulevard)</b>                      |
| <b>Segment 6</b> | <b>Unser Boulevard (Bridge Boulevard to Vulcan Road)</b>                                  |
| <b>Segment 7</b> | <b>Mariposa / Riverview Trail (Vulcan Road to Eagle Ranch Road)</b>                       |
| <b>Segment 8</b> | <b>Paseo del Norte (Eagle Ranch Road to North Diversion Channel)</b>                      |
| <b>Segment 9</b> | <b>Balloon Park (North Diversion Channel to Interstate 25)</b>                            |





**Legend**

- 50 Mile Alignment (gaps)**
- 50 Mile Alignment (existing)**

**Proposed**

- Volcano Loop**
- Southwest Mesa Loop**
- Amole del Norte Connection**
- Mesa del Sol Connection**
- Gibson Connection**
- Fair Heights Connection**
- International District Connection**
- Four Hills Connection**
- Arroyo Loop**
- Paseo del Norte Loop**
- Balloon Fiesta Loop**
- Corrales Connection**
- Mid Loop**
- Los Ranchos Connection**
- Rio Grande Connection**
- Bosque Connection**
- Mesa Connection**
- Westside Connection**



Existing Infrastructure

The existing infrastructure of each segment is described in this section. Please see Appendix A for additional existing infrastructure characteristics.

Segment 1      Tramway Road (Interstate 25 to Tramway Boulevard)

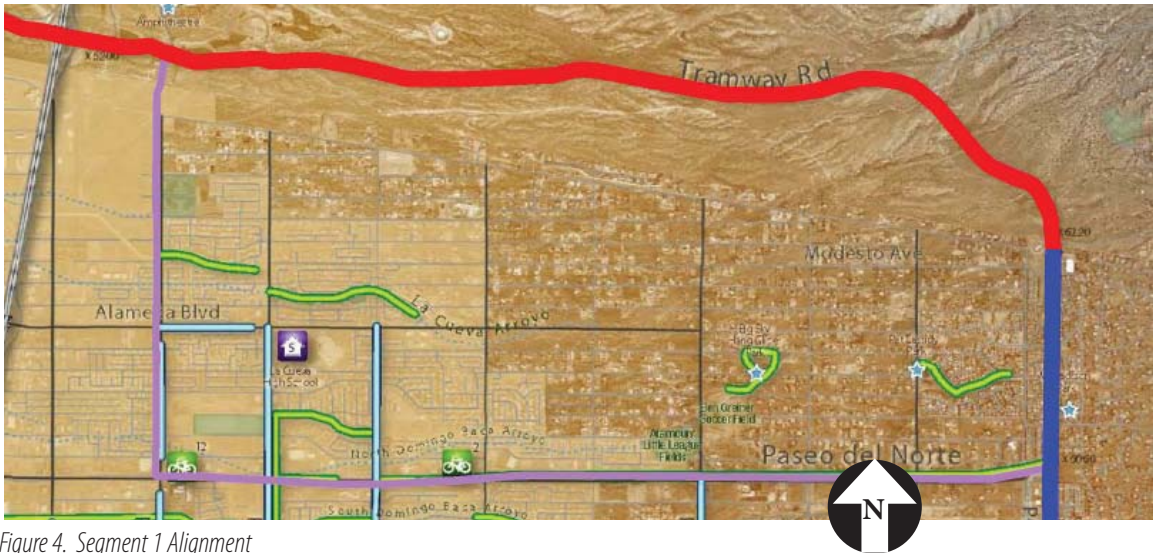
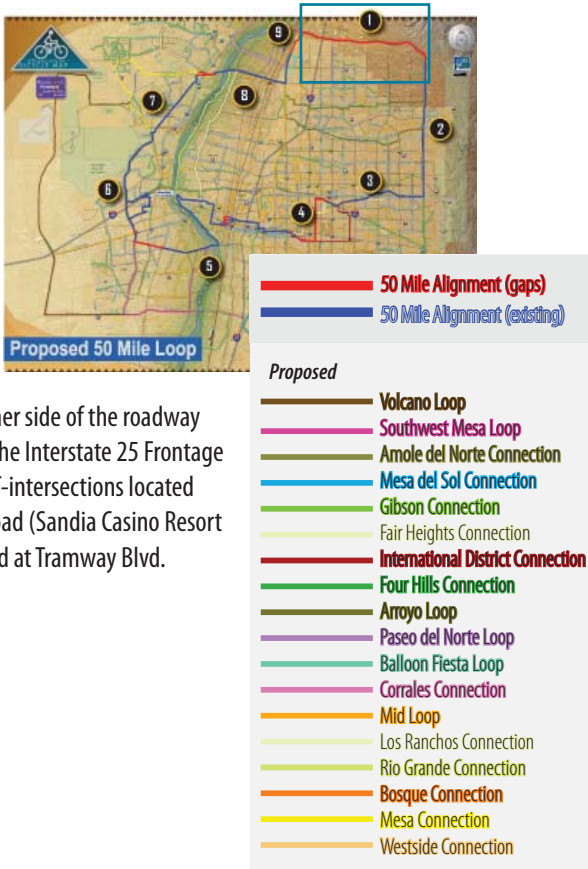


Figure 4. Segment 1 Alignment

The major attractions along the Tramway Road segment of the 50 Mile Loop alignment include Sandia Casino & Resort, Outpost Ice Arena, Sandia Peak Tramway, and the buffalo herd that can often be seen along the roadway, with connections to surrounding neighborhoods via the proposed Paseo del Norte Loop. The views of the Sandia Mountains while traveling eastbound and the volcanoes while traveling westbound are unmatched, and this portion of the segment is also very challenging with an elevation change of nearly 1,000 feet. The segment does not currently have any infrastructure, except for the bicycle lanes between the Interstate 25 and the Sandia Resort entrance, and is therefore shown in red denoting a gap in the alignment. Tramway Road does have wide shoulders on either side of the roadway that is currently utilized by bicyclists. Signalized intersections exist at the Interstate 25 Frontage Road, and Rainbow Road (Sandia Casino entrance); with unsignalized T-intersections located midway between Interstate 25 and Rainbow Road, at Hummingbird Road (Sandia Casino Resort entrance, at the east end of the segment – Forest Service 333 Road, and at Tramway Blvd.





*Figure 5. Segment 1, Existing bicycle lane*



*Figure 6. Segment 1, Existing roadway shoulder*



## Segment 2 Tramway Boulevard (Tramway Road to Embudo Arroyo)

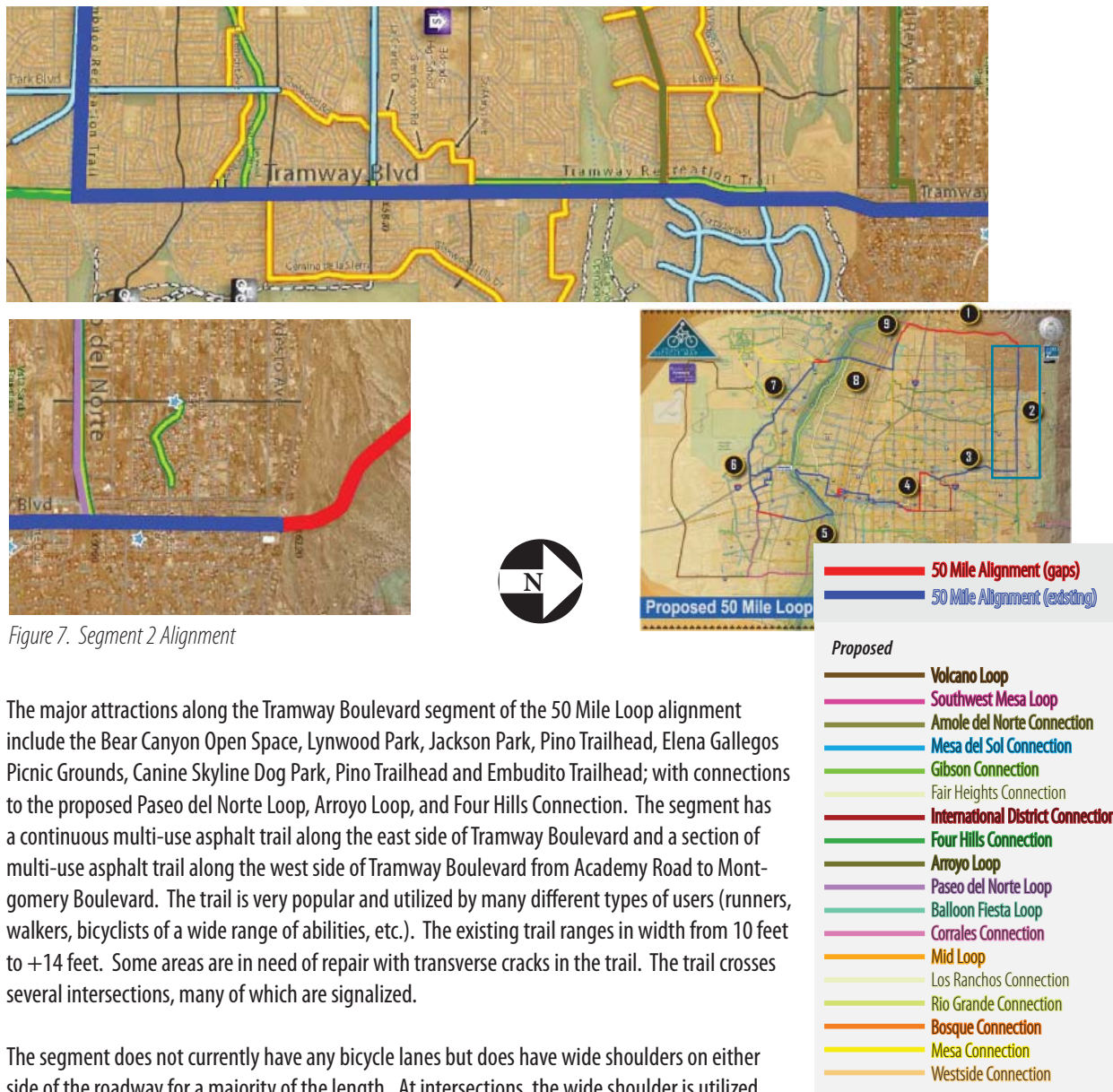


Figure 7. Segment 2 Alignment

The major attractions along the Tramway Boulevard segment of the 50 Mile Loop alignment include the Bear Canyon Open Space, Lynwood Park, Jackson Park, Pino Trailhead, Elena Gallegos Picnic Grounds, Canine Skyline Dog Park, Pino Trailhead and Embudito Trailhead; with connections to the proposed Paseo del Norte Loop, Arroyo Loop, and Four Hills Connection. The segment has a continuous multi-use asphalt trail along the east side of Tramway Boulevard and a section of multi-use asphalt trail along the west side of Tramway Boulevard from Academy Road to Montgomery Boulevard. The trail is very popular and utilized by many different types of users (runners, walkers, bicyclists of a wide range of abilities, etc.). The existing trail ranges in width from 10 feet to +14 feet. Some areas are in need of repair with transverse cracks in the trail. The trail crosses several intersections, many of which are signalized.

The segment does not currently have any bicycle lanes but does have wide shoulders on either side of the roadway for a majority of the length. At intersections, the wide shoulder is utilized and striped as a right turn lane at the approach and an acceleration lane at the departure. The geometry for several intersections along this segment includes a free-right turn/yield condition or large radii returns that act similar to the free-right turn/yield condition.

There are three pedestrian/bicycle overpass bridges at the south end of the segment that connect the Tramway Boulevard multi-use trail to multi-use trails or bicycle lanes on the west side of roadway. They are located at Comanche Road, just south of Candelaria Road, and at the Embudo Arroyo. Each overpass has a chain link fence enclosure with wood plank decking and the width is approximately 8 feet. The wood planks are warped and provide a rough ride.

Tramway Boulevard serves as the parallel facility for the more experienced bicyclists utilizing the shoulder along the roadway.





*Figure 8. Segment 2, Pedestrian bridge over Tramway*



*Figure 9. Segment 2, North Glenwood Hills Arroyo*



*Figure 10. Segment 2, Yield at Academy Rd.*



*Figure 11. Segment 2, Multi-use Trail and roadway shoulder*

**Segment 3 Paseo de las Montañas Trail and Embudo Arroyo (Tramway Boulevard to Interstate 40)**

Figure 12. Segment 3 Alignment

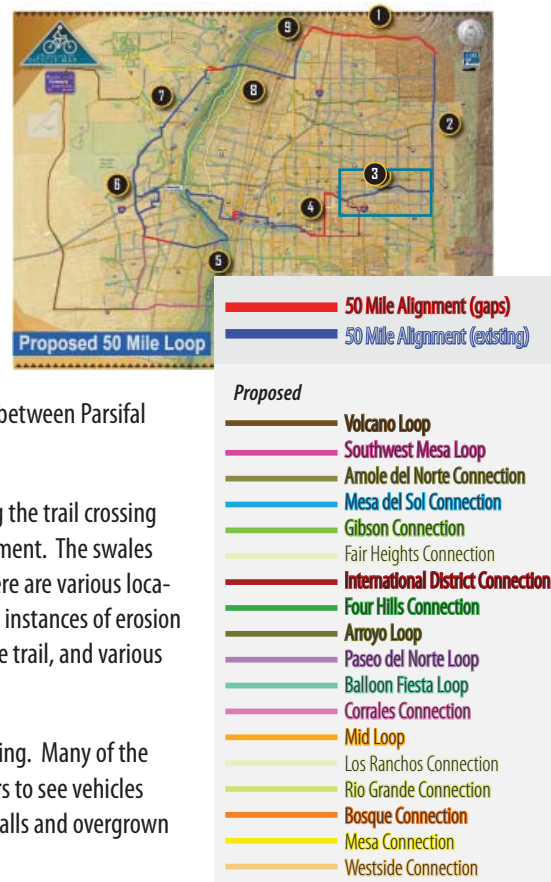
The major attractions along the Paseo de las Montañas & Embudo Arroyos segment of the 50 Mile Loop alignment include the Uptown District, Snow Heights Park, Snow Park, Crest View Heights Park, Piedra Lisa Park, South Foothills Trailhead, Los Altos Skate Park, and Los Altos Golf Course; with connections to the proposed Four Hills Connection, and International District Connection. The segment has a continuous multi-use trail along the Embudo Arroyo named the Paseo de las Montañas Trail, continuing along Winrock Loop to Interstate 40. Along the arroyos, the existing trail ranges in width from 8 feet to 12 feet and is constructed of asphalt, with the exception of two segments that are concrete. They include a short piece (approximately 400 feet) just west of Tramway Boulevard along Crestview Heights Park and an approximately 800 feet long section along Snow Park in between Parsifal Street and Indian School Road.

The proximity to the arroyo brings several characteristics to this trail including the trail crossing several concrete drainage swales that connect into the arroyos along this segment. The swales vary in length and design and are sometimes uncomfortable to ride over. There are various locations where the trail is directly adjacent to the concrete channel (1.5:1 slope), instances of erosion or loose material alongside the edge of the trail, overgrown weeds against the trail, and various railing and fencing against the trail.

The trail crosses several roadways and the geometry varies for each trail crossing. Many of the intersections have poor sight distance and it is difficult for multi-use trail users to see vehicles on the roadway at each intersection. This is mainly due to residential block walls and overgrown vegetation that block the visibility.

There is one pedestrian/bicycle bridge at the east end of the segment that crosses the trail from the north side of the Embudo Arroyo to the south side. It is a prefabricated steel bridge with wood plank decking and the clear distance width is approximately 8 feet. The wood planks are slightly warped.

Indian School serves as the parallel facility for the more experienced bicyclists and has bicycle lanes from Chelwood Park Boulevard to Pennsylvania Street.







*Figure 13. Segment 3, Piedras de las Montañas Trail - drainage swale*



*Figure 14. Segment 3, Trail crossing at Indian School*



*Figure 15. Segment 3, Intersection*



*Figure 16. Segment 3, Multi-use trail*



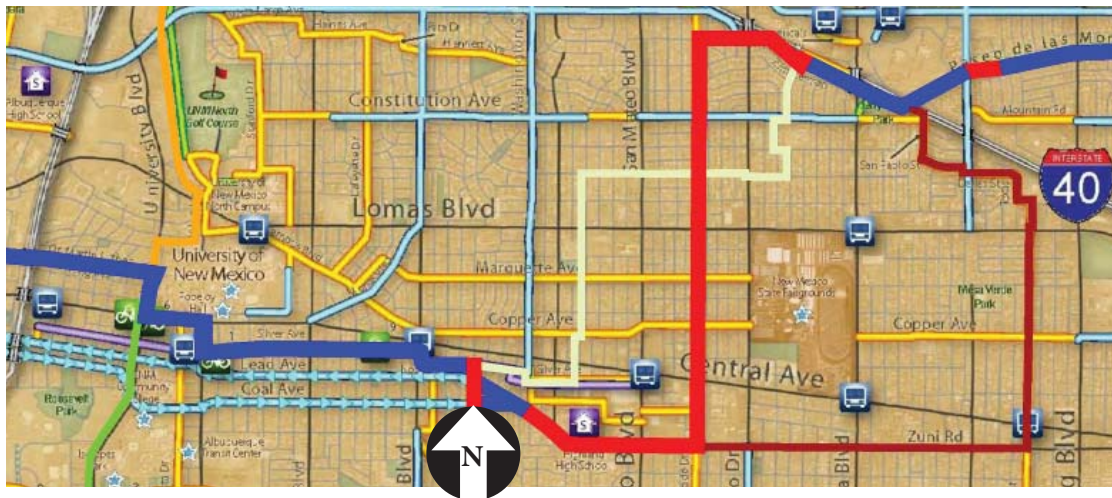
**Segment 4 Near Heights / Nob Hill / University (Interstate 40 to Interstate 25)**

Figure 17. Segment 4 Alignment

The major attractions along the Near Heights / Nob Hill / University segment of the 50 Mile Loop alignment include Route 66 (Central Ave.), University of New Mexico (UNM District), Nob Hill District, Morningside Park, EXPO New Mexico, Marion Fox Park, Phil Chacon / New Mexico Veteran's Memorial Park, Jerry Cline Park & Tennis Center, Tom Bolack Urban Forest Park, International District, CNM Community College, Isotopes Park, University Stadium, The Pit, BMX Facility, and Puerto del Sol Golf Course; with connections to the proposed International District Connection, Fair Heights Connection, Gibson Loop, and Mid Loop. The segment has an existing multi-use trail along Jerry Cline Park and Tom Bollack Urban Forest (located at the southeast and southwest quadrants of the intersection of Interstate 40 and Louisiana Blvd.) from the Interstate 40 Overpass to Zimmerman Avenue. An existing bicycle route continues along Zimmerman Avenue to San Pedro Drive, and transitions to an approximately 250 feet long segment of bicycle lanes along Haines Avenue. The portion of the segment along Haines Avenue, Alvarado Drive, and Zuni Road does not have existing infrastructure, except that Alvarado Drive between Haines Avenue and Zuni Road is designated as a bicycle route.

At Washington Street, Zuni Road ends and Lead and Coal Avenues begin. Lead and Coal Avenues have existing bicycle lanes and +8 feet wide sidewalk. Morningside Drive between Lead and Coal Avenues does not have existing infrastructure. The alignment continues along Silver Avenue's designated bicycle boulevard to Yale Boulevard. At the intersection of Martin Luther King, Jr. Drive and University Boulevard, an existing bicycle lane continues west to Interstate 25.

The alignment crosses several roadways and the geometry varies for each with most of the intersections being stop sign controlled. The two signalized intersections are at San Pedro Drive and Central Avenue.

Lead and Coal Avenues serve as the parallel facility for the more experienced bicyclists and they have one-way bicycle lanes from Interstate 25 to Washington Street.





Figure 18. Segment 4, Existing trail at underpass at Louisiana



Figure 19. Segment 4, Alvarado Dr. approaching Lomas Blvd.



Figure 20. Segment 4, Bike Boulevard at Carlisle Blvd. and Silver Ave.



Figure 21. Segment 4, Bike Boulevard pavement marking on Silver Avenue



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

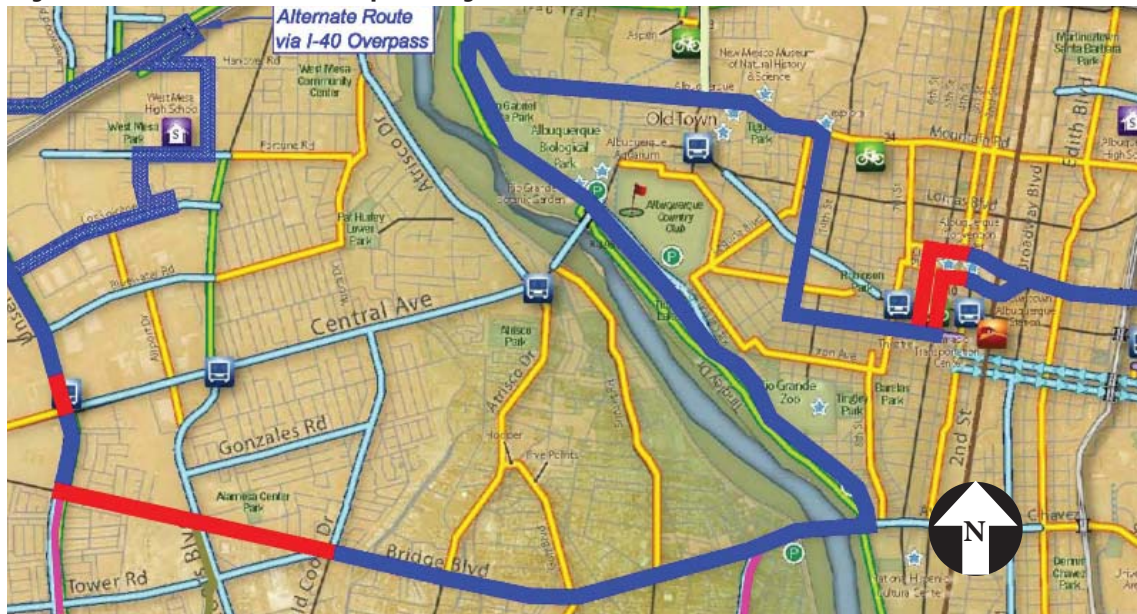
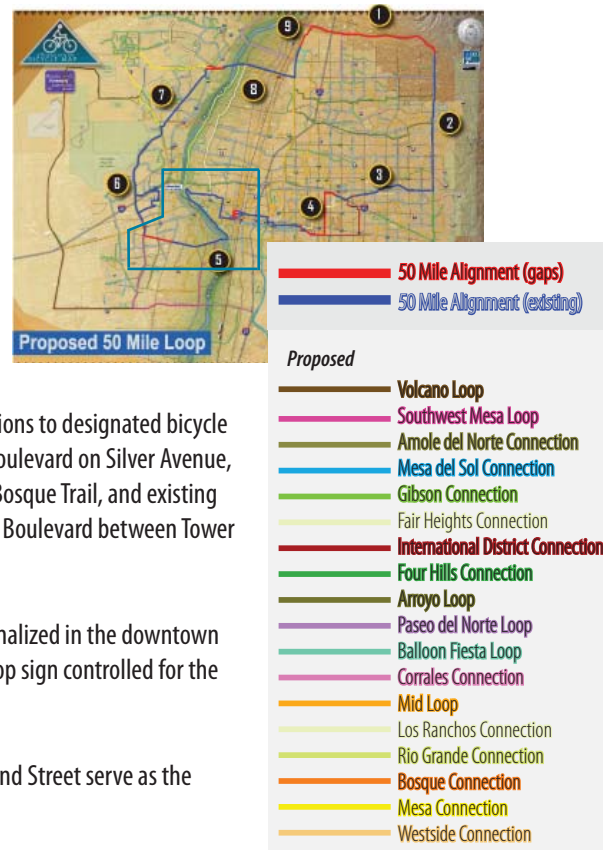


Figure 22. Segment 5 Alignment

The major attractions along the Downtown / Bosque / Bridge segment of the 50 Mile Loop alignment include Route 66 (Central Ave.), Civic Plaza, Convention Center, Downtown District, Martineztown Park, EDO District, Robinson Park, New Mexico Museum of Natural History & Science, Explora, Albuquerque Museum, National Hispanic Cultural Center, Old Town District, Albuquerque Biological Park – Botanic Gardens & Aquarium, Albuquerque Country Club, Kit Carson Park, Rio Grande Zoo, Tingley Beach/Lakes, Baretas Park, Tingley Park, Alvarado Transportation Center, Railrunner Station, South Valley Gateway Park, Tierra Encantada Winery, Alamosa Center Park; with connections to the proposed Southwest Mesa Loop, Los Ranchos Connection, and the Rio Grande Connection. The segment has existing bicycle lanes on Martin Luther King, Jr. Drive and transitions to designated bicycle routes on Marquette Avenue and Tijeras Avenue. The designated bicycle boulevard on Silver Avenue, 14th Street, and Mountain Road continue the alignment to the Paseo del Bosque Trail, and existing bicycle lanes on Bridge Boulevard. The section of the alignment on Bridge Boulevard between Tower Road and Unser Boulevard does not have any existing facilities.

The alignment crosses several roadways with most of the intersections signalized in the downtown areas. As the alignment continues west the intersections vary between stop sign controlled for the minor street and signalized.

The existing bicycle lanes on Lead and Coal Avenues and bicycle route on 2nd Street serve as the parallel facilities for the more experienced bicyclists.







*Figure 23. Segment 5, Bosque Trail just west of Mountain Rd.*



*Figure 24. Segment 5, Bosque Trail along drain*



*Figure 25. Segment 5, Bosque Trail approaching Central Ave.*



*Figure 26. Segment 5, Bosque Trail approaching Bridge Blvd.*



**Segment 6 Unser Boulevard (Bridge Boulevard to Vulcan Road)**

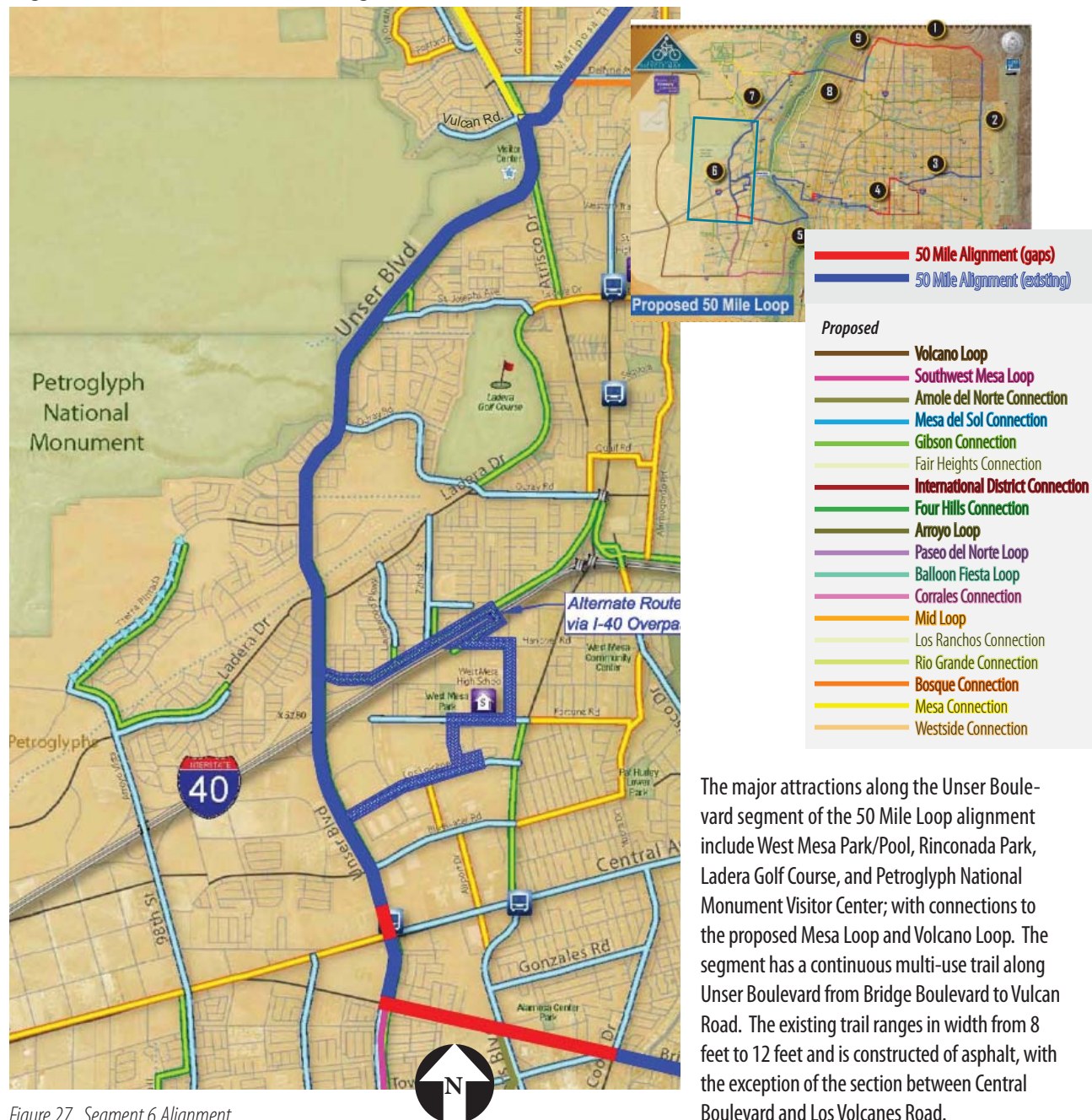


Figure 27. Segment 6 Alignment

The major attractions along the Unser Boulevard segment of the 50 Mile Loop alignment include West Mesa Park/Pool, Rinconada Park, Ladera Golf Course, and Petroglyph National Monument Visitor Center; with connections to the proposed Mesa Loop and Volcano Loop. The segment has a continuous multi-use trail along Unser Boulevard from Bridge Boulevard to Vulcan Road. The existing trail ranges in width from 8 feet to 12 feet and is constructed of asphalt, with the exception of the section between Central Boulevard and Los Volcanes Road.

The trail crosses several roadways and the geometry varies for each trail crossing. Many of the intersections are signalized and have free-right turn/yield geometry at the corners. The remaining side street intersections are stop sign controlled.

Unser Boulevard also has bicycle lanes for the more experienced bicyclists. Gaps in the bicycle lane infrastructure currently exist between Central Avenue and Los Volcanes Road, and Interstate 40 and Ouray Road (currently under construction).

An alternate route has been identified to avoid crossing the on and off ramps at the I40/Unser interchange. It takes users away from the interchange and allows them to travel over the Interstate 40 via the existing pedestrian/bicyclist overpass bridge.





*Figure 28. Segment 6, Unser Blvd. Trail*



*Figure 29. Segment 6, Unser Trail & bike lane north of W. Trail*



*Figure 30. Segment 6, Unser Trail at Atrisco*



*Figure 31. Segment 6, Unser Trail & bike lane north of bridge*

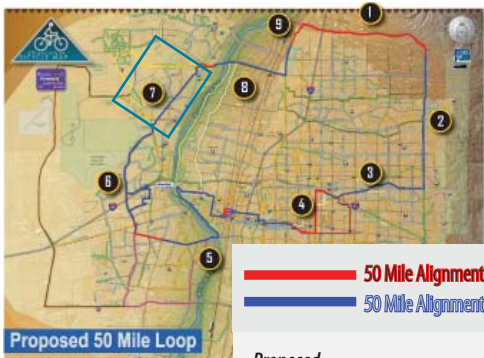
Segment 7 Mariposa / Riverview Trail (Vulcan Road to Eagle Ranch Road)



Figure 32. Segment 7 Alignment

The major attractions along the Mariposa / Riverview Trail segment of the 50 Mile Loop alignment include Santa Fe Village Park, Taylor Ranch Library, Taylor Ranch Community Center, Sierra Vista Tennis Complex and Pool, Mariposa Basin Park, Open Space Visitor Center; with connections to the proposed Mesa Loop, Westside Connection, Bosque Connection, and Volcano Loop. The segment has a continuous multi-use asphalt trail along the South Branch San Antonio Arroyo, Mariposa Diversion Channel, Mariposa Detention Dam, and the Riverview Trail. The existing trail ranges in width from 8 feet to 12 feet, with a short section along Kachina Street at 6 feet wide. Some areas are in need of repair/replacement with extensive cracking and heaving from tree roots, while others were recently reconstructed. The trail crosses several intersections, with treatments ranging from median refuge to a signalized intersection with free-right turn/yield condition.

The existing bicycle lanes on Coors Boulevard serve as the parallel facility for the more experienced bicyclists.



- 50 Mile Alignment (gaps)

50 Mile Alignment (existing)
- Proposed
  - Volcano Loop
  - Southwest Mesa Loop
  - Amole del Norte Connection
  - Mesa del Sol Connection
  - Gibson Connection
  - Fair Heights Connection
  - International District Connection
  - Four Hills Connection
  - Arroyo Loop
  - Paseo del Norte Loop
  - Balloon Fiesta Loop
  - Corrales Connection
  - Mid Loop
  - Los Ranchos Connection
  - Rio Grande Connection
  - Bosque Connection
  - Mesa Connection
  - Westside Connection





*Figure 33. Segment 7, New trail at Piedras Marcadas Dam*



*Figure 34. Segment 7, Riverview Trail*



*Figure 35. Segment 7, Riverview Trail along Golf Course Rd.*



*Figure 36. Segment 7, Mariposa Trail south of Kachina St.*



*Figure 37. Segment 7, Mariposa Trail crossing Montañó Rd.*



*Figure 38. Segment 7, Mariposa Trail approaching Unser*



**Segment 8 Paseo del Norte (Eagle Ranch Road to North Diversion Channel)**

Figure 39. Segment 8 Alignment

The major attractions along the Paseo del Norte segment of the 50 mile Loop alignment include the Paseo del Bosque Trail, Southwest Indian Polytechnic Institute, Village of Los Ranchos, Los Ranchos/Journal Center Railrunner Station, North Diversion Channel Trail, and Journal Center; with connections to the proposed Mid Loop, Mesa Loop, Los Ranchos Connection, and Rio Grande Connection. This segment has a continuous multi-use asphalt trail along the south side of Paseo del Norte but does not have a direct crossing over Coors Boulevard. The existing trail ranges in width from 10 feet to 14 feet. The river crossing along the roadway bridge is approximately 10 feet wide. Some areas are in need of repair/replacement with transverse cracking and instances of erosion or loose material alongside the edge of the trail. The trail crosses Rio Grande Boulevard at a mid-block crossing, while there are bridges at 4th Street (underpass) and 2nd Street (overpass) and the NMRX railroad crossing. The trail crosses Edith Boulevard at a signalized intersection. As the trail approaches the North Diversion Channel, the trail crosses El Pueblo Road, a set of railroad tracks and transitions into the North Diversion Channel trail.





*Figure 40. Segment 8, Wide transverse cracks in trail*



*Figure 41. Segment 8, Trail approach at railroad overpass*





*Figure 42. Segment 8, Paseo del Norte Trail at 4th St. Underpass*



*Figure 43. Segment 8, Paseo del Norte Trail east of Rio Grande Blvd.*



*Figure 44. Segment 8, Paseo del Norte Trail crossing Rio Grande River*



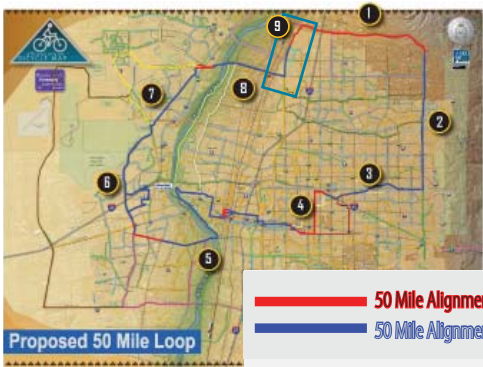
*Figure 45. Segment 8, Paseo del Norte Trail approaching Alamo Rd.*

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



Figure 46. Segment 9 Alignment

The major attractions along the Balloon Park segment of the 50 Mile Loop alignment include International Balloon Museum, Alameda Community Center BMX Course, Albuquerque Golf Training Center, and Balloon Fiesta Park; with connections to the proposed Balloon Fiesta Loop, Corrales Connection. The segment has a continuous multi-use asphalt trail along the west side of the North Diversion Channel from Paseo del Norte to Balloon Museum Drive. The existing trail ranges in width from 10 feet to 13 feet. The trail crosses Paseo del Norte and Alameda Boulevard using underpasses. The trail ends at Balloon Fiesta Park but continues into the park along the Balloon Fiesta Loop with pedestrian bridge to cross over the North Diversion Channel.



- 50 Mile Alignment (gaps)

50 Mile Alignment (existing)
- Proposed

Volcano Loop

Southwest Mesa Loop

Amole del Norte Connection

Mesa del Sol Connection

Gibson Connection

Fair Heights Connection

International District Connection

Four Hills Connection

Arroyo Loop

Paseo del Norte Loop

Balloon Fiesta Loop

Corrales Connection

Mid Loop

Los Ranchos Connection

Rio Grande Connection

Bosque Connection

Mesa Connection

Westside Connection





*Figure 47. Segment 9, North Diversion Channel (NDC) Trail*



*Figure 48. Segment 9, Notch at Alameda Blvd.*



*Figure 49. Segment 9, Bridge over NDC Trail at end of trail*



*Figure 50. Segment 9, NDC Trail at Balloon Park*

## Assessment of Existing Facilities

A review of the existing conditions and their effect on the safety of the facility was completed along the 50 Mile Loop alignment. The existing facilities were reviewed and several issues were recognized. Each of these issues is described further in the following sections along with examples of each issue along the working alignment.

### Intersections

Intersections have the most potential for conflicts between the 50 Mile Loop user and vehicles. They can be broken down into three types of Shared Use (multi-use) Path Crossings. These types of path crossings occur along the alignment of the 50 Mile Loop and each is identified and described further in Appendix A *Existing Infrastructure Characteristics*. These include mid-block, side-path, or grade separated crossings. A crossing is considered mid-block if it is located outside of the functional area of any adjacent intersection. A sidepath crossing occurs within the functional area of an intersection of two or more roadways and are typically parallel to at least one roadway (Guide for the Development of Bicycle Facilities, 2012).

- Mid-block crossings along the alignment generally occur within Segments 3, 7, and 8.
- Side path crossings are the most common and occur along the entire alignment.
- Grade separated crossings are located within each of the segments in one form or another.

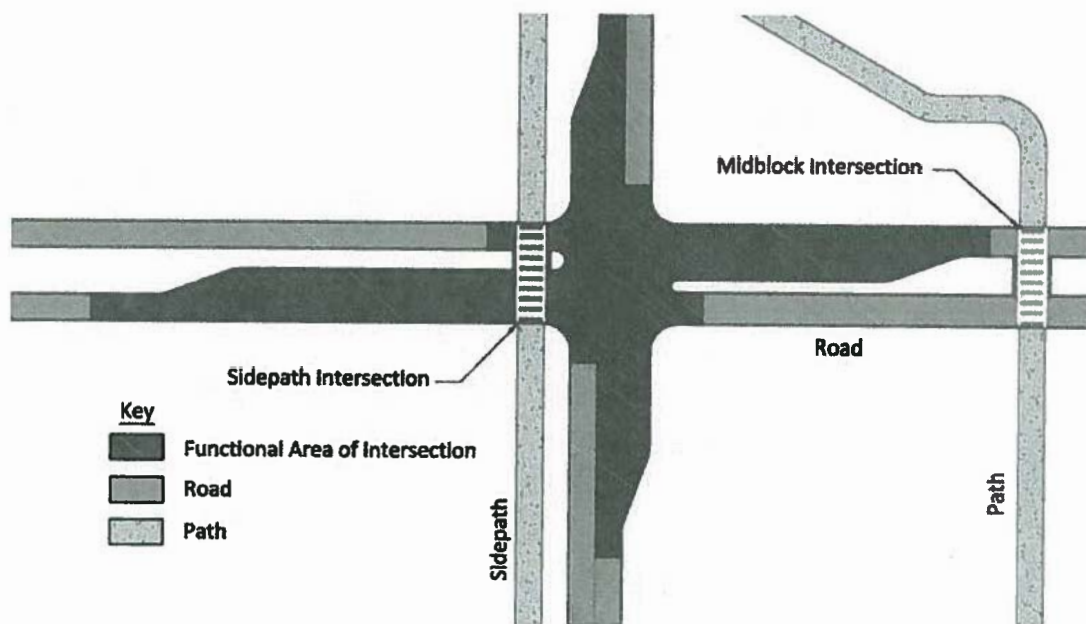
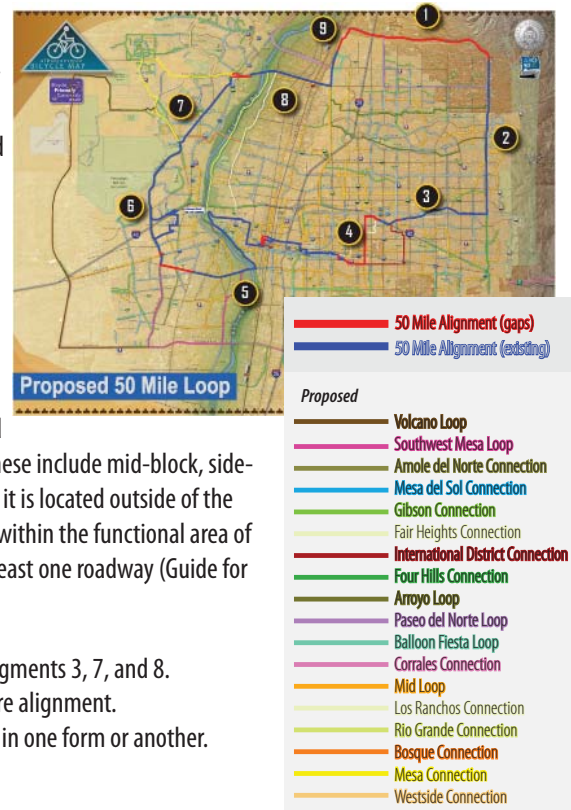


Figure 5-13. Mid-Block and Sidepath Crossings Relative to Intersection Functional Area

Figure 51. shared use (multi-use) path crossings, *Guide for the Development of Facilities*, 2012



Observations of the intersections along the Loop include:

- Inconsistent signing and striping of the trail intersection with roadways and other trails – Cross walks across roadway vary in style and location; approach signing and striping on the trails warning of an intersection vary in style, layout, and location; and crossings treatments on the roadway vary from none to overhead signals and signing with roadway markings.
- Inconsistent use of bollards at intersections
- Inconsistent use of ADA ramp geometry and construction for crossing roadways – Styles vary around the city depending on the guidelines in place for design and construction at the time.
- Free-right turn or yield condition turn lanes at intersections – This type of intersection normally occurs along the higher speed arterial roadways such as Unser Boulevard and Tramway Boulevard.

The photos below illustrate examples of existing conditions along the 50 Mile Loop alignment.



*Figure 52. Segment 3, Bridge decking*



*Figure 53. Segment 8, Trail intersection with roadway, approach signing and striping*



*Figure 54. Segment 7, Mid-block crossing with marked crosswalk and use of bollards*



*Figure 55. Segment 3, Obstructed sight distance and intersection with roadway without trail approach signing and striping*



Figure 56. Segment 6, Free-right turn/yield at side trail crossing



Figure 57. Segment 6, Free-right turn/yield at side trail crossing

### **Horizontal Alignment**

Overall the horizontal alignment for the facilities was satisfactory as the multi-use trail generally followed existing roadway, river, or arroyo alignments. Some difficult horizontal alignments were noted at trail transition points such as the transition from Segment 8 to Segment 9 which has a 180 degree turn necessary to transition from the North Diversion Channel trail to the Paseo del Norte trail, and within Segment 5 at the transition between Bridge Blvd. and the Paseo del Bosque Trail.



Figure 58. Transition from Segments 8 & 9, at NDC Trail



Figure 59. Transition from Segments 8 & 9, at NDC Trail



### **Obstructions & Barriers**

Obstructions and barriers occur throughout the Loop alignment and tend to constrict the available width of the multi-use trail for its users. In instances of vegetation and trees, this can be improved with maintenance and trimming of the vegetation and trees, keeping the trail intact. Other types, such as power poles, utility boxes, and concrete structures, may need to be relocated or the alignment adjusted to go around the obstruction or barrier. When the cost associated with a relocation or adjustment becomes cost prohibitive, appropriate signing and striping can help alleviate the issue.



*Figure 60. Segment 2, Utility poles and boxes*



*Figure 61. Segment 5, Trail narrowing by fencing and vegetation*



*Figure 62. Segment 3, Trail narrowing utility box and concrete wall*



*Figure 63. Segment 5, Trail narrowing by fencing, timber curb and power pole*

### **Signing & Striping**

Striping of varying styles occurs along the Loop alignment with some trails striped with a yellow or white centerline, solid white edge striping, and pavement markings; but in most cases the trail is not striped or the striping is faded. Signing of varying layouts occurs along the alignment denoting horizontal alignment changes, rules of etiquette, and approaches to intersections; but in most cases the trails do not have very many signs.



Figure 64. Segment 5, Trail striping



Figure 65. Segment 9, Trail striping



Figure 66. Segment 4, Faded centerline striping



Figure 67. Segment 3, Trail striping and pavement markings



Figure 68. Segment 3, Existing signing



Figure 69. Segment 3, Existing signing



### **Horizontal Clearance**

Throughout the Loop alignment issues of horizontal clearance occur along the trails. Fencing, retaining walls, guardrail, or pedestrian railing are in place along the alignment and have usually been constructed at the edge of the asphalt instead of providing a buffer. Along the arroyos, the trail does sometimes get near the edge of the arroyo. Trees and vegetation too close to the trail also pose an issue by narrowing the trail to the user and dropping leaves and goat heads (*tribulus terrestris*) onto the trail. The concrete lined arroyo side slopes range from 3H:1V with some instances of 1.5H:1V.



*Figure 70. Segment 8, Tree adjacent to trail*



*Figure 71. Segment 8, Overgrown vegetation*



*Figure 72. Segment 3, Channel slope adjacent to trail*



*Figure 73. Segment 3, Pedestrian railing against trail*



Figure 74. Segment 2, Guardrail and fencing against trail



Figure 75. Segment 3, Channel slope adjacent to trail

### **Trail Typical Section**

The existing trails are mostly asphalt trail ranging in width from 8 feet to over 14 feet. Eroded edges, overlays that thicken the asphalt but keep the shoulder at the same elevation and loose material at the edge of the asphalt trail tends to make the trail feel narrower as users shy away from this edge. This was observed in many locations along the Loop along with horizontal transverse cracks, longitudinal cracks, and some instances of map cracks.



Figure 76. Segment 8, Trail edge higher than shoulder



Figure 77. Segment 8, Loose material along edge



### III. Concept Design

The main focus of this section is to provide conceptual designs for multi-use trails with all users in mind. Trails should be wide enough to accommodate for expected usage and to allow for some separation between different types of users. It is recognized that on-road alternatives may be desired for advanced bicyclists who desire a more direct facility that accommodates higher speeds and minimizes conflicts with intersection and drive-way traffic, pedestrians, and young bicyclists (AASHTO Guide for the Development of Bicycle Facilities, 2012).

#### Recommendations for Improvements

A majority of the existing facilities were constructed prior to the publication of the 2012 Fourth Edition of the Guide for the Development of Bicycle Facilities, and the recommended width for a multi-use trail has changed over the years from 8 feet to now a minimum of 10 feet. As recommended by the 2012 Fourth Edition of the Guide for the Development of Bicycle Facilities, the minimum paved width for a two-directional shared use path is 10 feet. In higher use locations and areas where a wider variety of user groups are expected, the widths should range from 10 feet to 14 feet. Clearance recommendations along the sides of the trail include a graded shoulder of at least 3 to 5 feet with a maximum side slope of 6H:1V, or a wider separation when the trail is adjacent to downward slopes of 3H:1V such as along a concrete lined arroyo. There are many more design guidelines in the Guide and they should be incorporated into the design and construction of new facilities and improvements to existing facilities. In addition, the Bikeways and Trails Facility Plan design guidelines shall be adhered to for any project.

The following recommendations address improving the existing facilities and address the design and construction of new facilities in the future.

##### ***Intersections***

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

##### ***Horizontal Alignment, Cross Slope and Grade***

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

##### ***Signing & Striping***

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

##### ***Trail Typical Section***

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

Proposed Typical Sections for Facilities

Proposed typical sections for the 50 Mile Loop are based on the characteristics and context of the location, and the volume and mix of users that are likely to utilize the facility. The popularity of some existing multi-use trail facilities has led to conflicts between the different types of users. This is due to several factors but the narrower multi-use trails tend to exacerbate the conflicts. As detailed by the 2012 Edition of the Guide for the Development of Bicycle Facilities, the minimum paved width for a two-directional shared use path is 10 feet and they typically vary from 10 feet to 14 feet wide. A wider trail would be applicable to areas with high use and a wider variety of user groups such as the Paseo del Bosque Trail, North Diversion Trail, and the multi-use trail along Tramway Boulevard.

During discussions with the 50 Mile Loop ad hoc committee and citizens during the project public meetings, the need for not just a wider paved multi-use trail but a wider shoulder or offset walking/running path was discussed. This would allow for a further separation between users and allow for more efficient use of the high volume trail areas.



The characteristics of the surrounding neighborhoods, urban areas, and open space vary dramatically along the alignment. There are multi-use trails offset from the roadway, multi-use trails adjacent to the roadway, and the more urban areas in Segments 4 and 5.

Proposed Multi-Use Trails

A majority of Segments 2, 6, and 8 consist of existing multi-use trails alongside a roadway. While Segment 1 and the north section of Segment 9 are proposed to have multi-use trails alongside Roy Road and Tramway Road. The proposed trail section for this area is a wider trail with shoulders available for walking and running. Compacted aggregate base course shoulders will also help protect the edges of the trail.

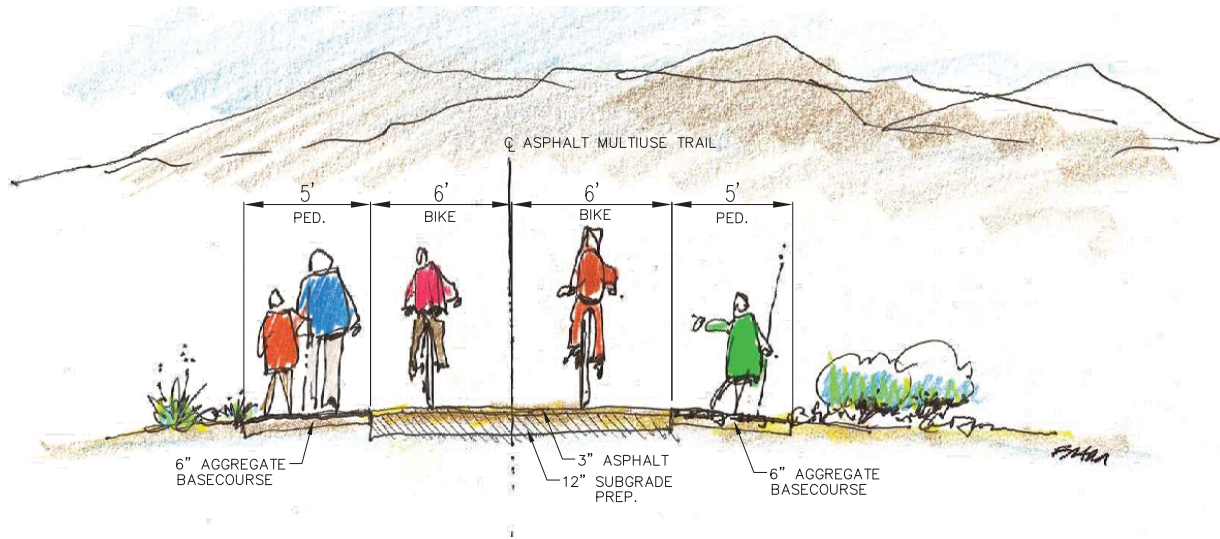


Figure 78. Proposed Multi-Use Trail 1



A majority of Segments 3 and 5 consist of existing multi-use trails alongside a roadway. The proposed trail section for this area is a wider trail with a separated shoulder available for walking and running. Compacted aggregate base course shoulders will also help protect the edges of the trail.

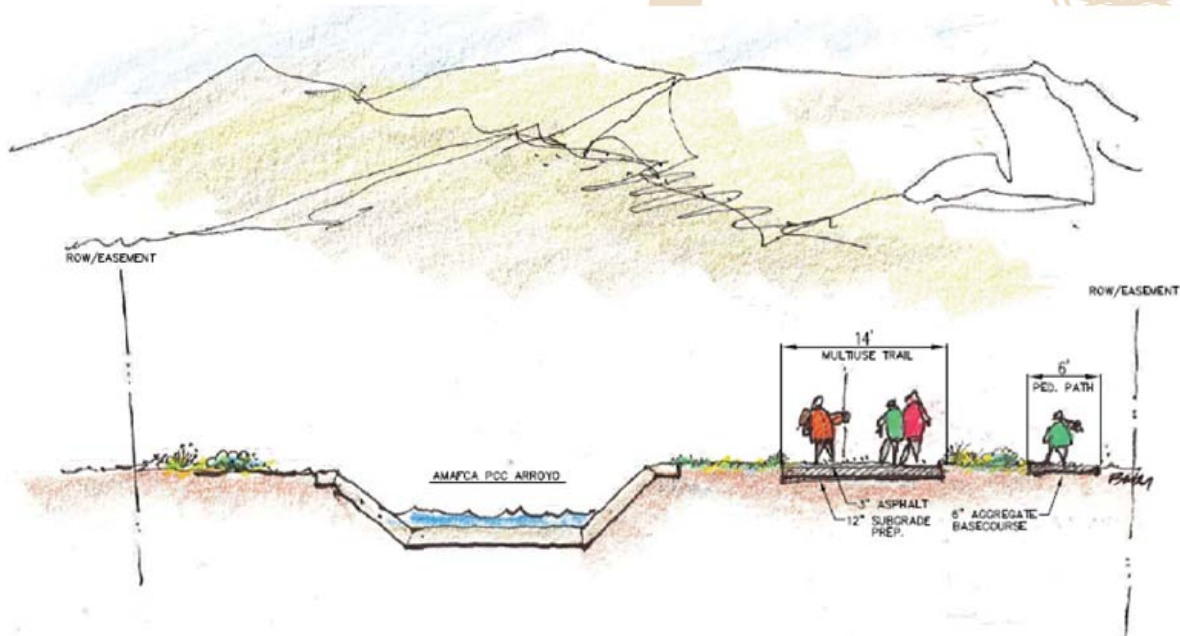


Figure 79. Proposed Multi-Use Trail 2

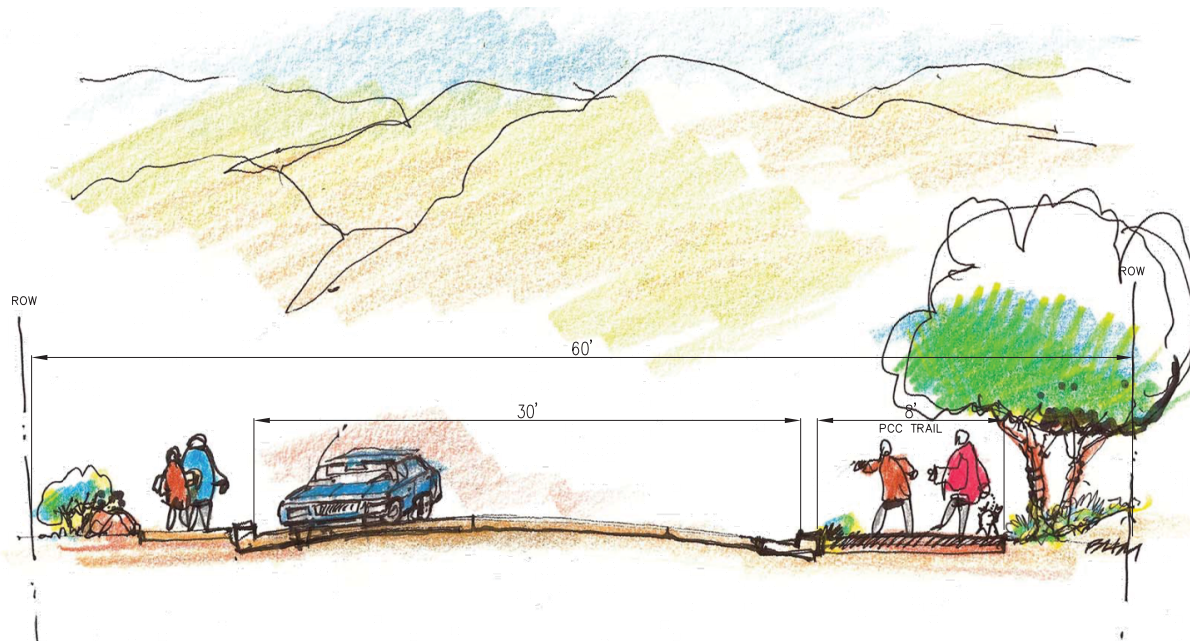


Figure 80. Proposed Urban Trail

A majority of Segments 4 and 5 travel through fully built out urban areas that include residential neighborhoods, business districts, and the City’s downtown. The right of way is generally fully built and the available property for construction of the Loop facilities is much narrower than other areas. Right of way could be purchased but it would likely be cost prohibitive. Therefore an Urban Trail (Figure 80, pg. 41) combined with a shared lane is proposed for these areas. It would consist of an 8-foot wide concrete trail on one side of the roadway or both sides. For bicyclists and other appropriate users, the roadway would be signed and striped as a shared-lane facility still allowing the on-street parking that is typical along these roads.

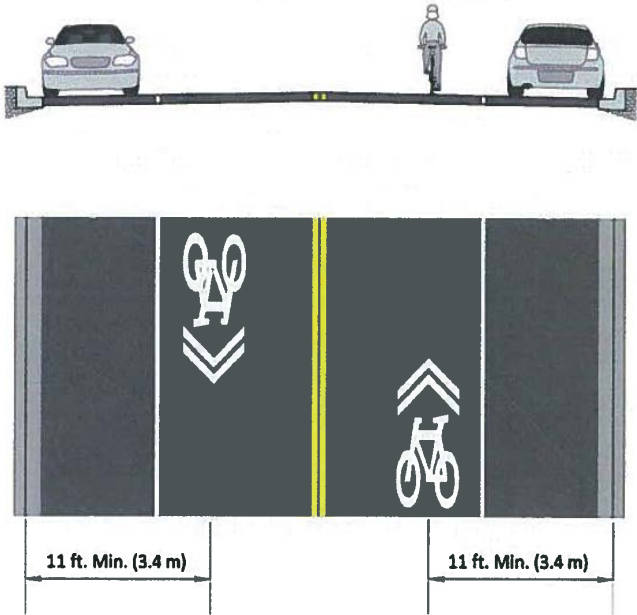


Figure 4-5. Typical Shared-Lane Marking Cross Section on Street with Parking

Figure 81. *Proposed Shared Lane, Guide for the Development of Bicycle Facilities, 2012*

### Proposed Signing and Striping

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



## Proposed Site Features/Built Elements

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

The four primary site features/built elements to be incorporated into the 50 Mile Loop include:

- Nodes
- Rest Stops
- Destinations/Loop Gateways
- Access Points

Figure 82a and 82b identify the locations of the existing attractions, amenities, and proposed site features/built elements along the 50 Mile Loop; they are described further in this section.

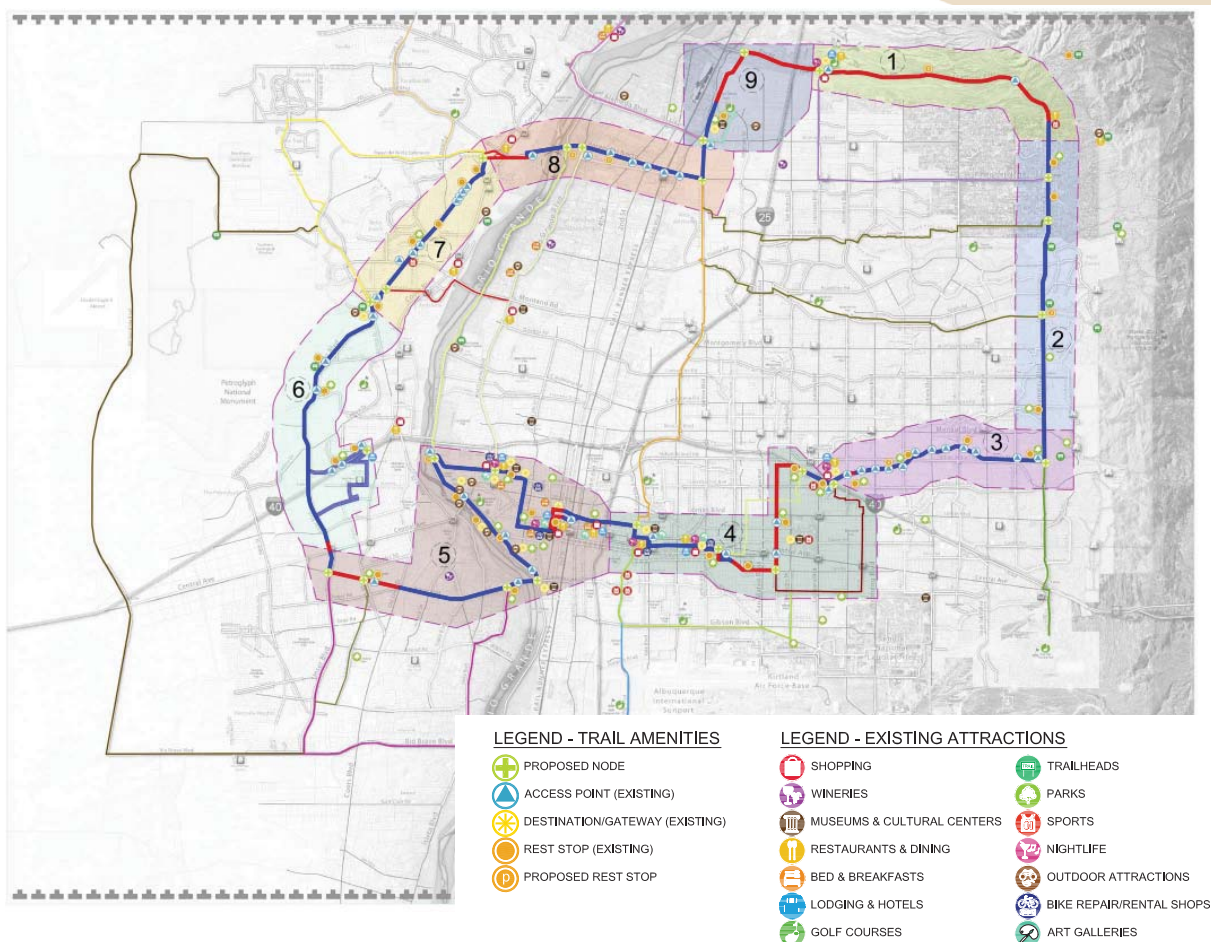


Figure 82a. Proposed 50 Mile Loop- Amenities & Attractions



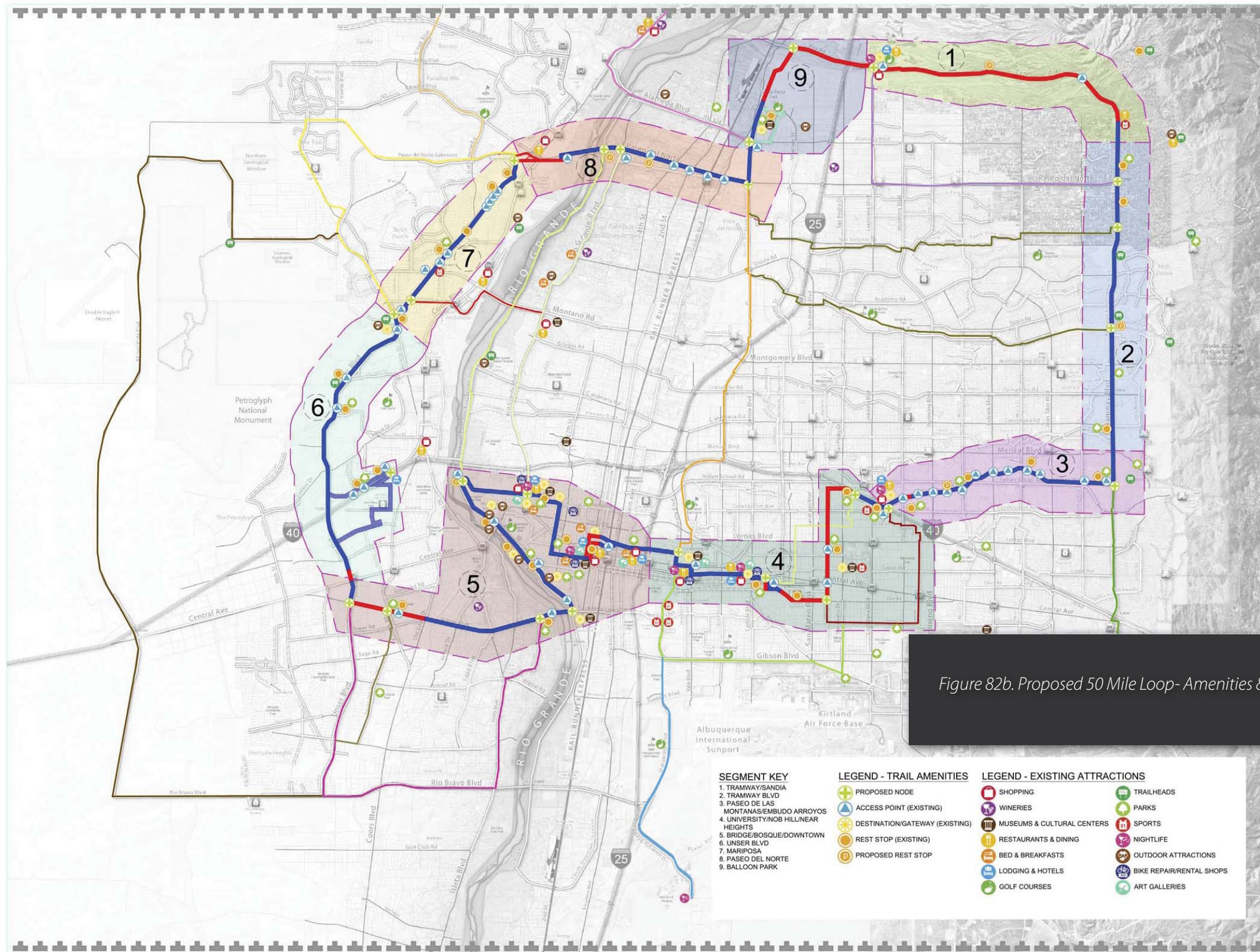


Figure 82b. Proposed 50 Mile Loop- Amenities & Attractions





Figure 83. Proposed Node

### Nodes

Nodes are locations where the 50 Mile Loop intersects with sub-loops or other important City trails. “Major” nodes are those at significant intersections (i.e. 50 Mile Loop at the Paseo del Bosque Trail), while “Minor” nodes occur at less significant intersections. Important features of Nodes are as follows:

- Pull-offs may be provided (if space permits) to allow users to stop, evaluate trail options and rest.
- Benches, leaning rails, and/or shade may be provided.
- Wayfinding elements and signage (mileage markers, distance/direction towards other features, “you are here” marker on a map, etc.) should be used to signify these intersections.



*Figure 84. Proposed Rest Stop*

### **Rest Stops**

Rest stops offer areas for respite along the loop where users can stop for a break/rest or to escape the elements. They may be provided in conjunction with another built feature. Important features of Rest Stops are as follows:

- a. Some will be as simple as a bench and a trash can.
- b. Some will have bathrooms, shade structures, drinking fountains/bottle filling stations, pet waste stations, tire pumps, bike racks, leaning rails, landscaping, wildlife habitat, etc.
- c. Rest stops are located to take advantage of existing public or private infrastructure (i.e. Parks, Community Centers, Shopping Centers, etc.) and/or where adequate right-of-way exists to create these features.
- d. Locating rest stops to take advantage of scenic views or opportunities for wildlife viewing is encouraged.
- e. Wayfinding elements and signage should be used to mark Rest Stops, to alert users of the Loop that they are approaching (at reasonably close locations on the Loop), and indicate distance to the next rest opportunity.



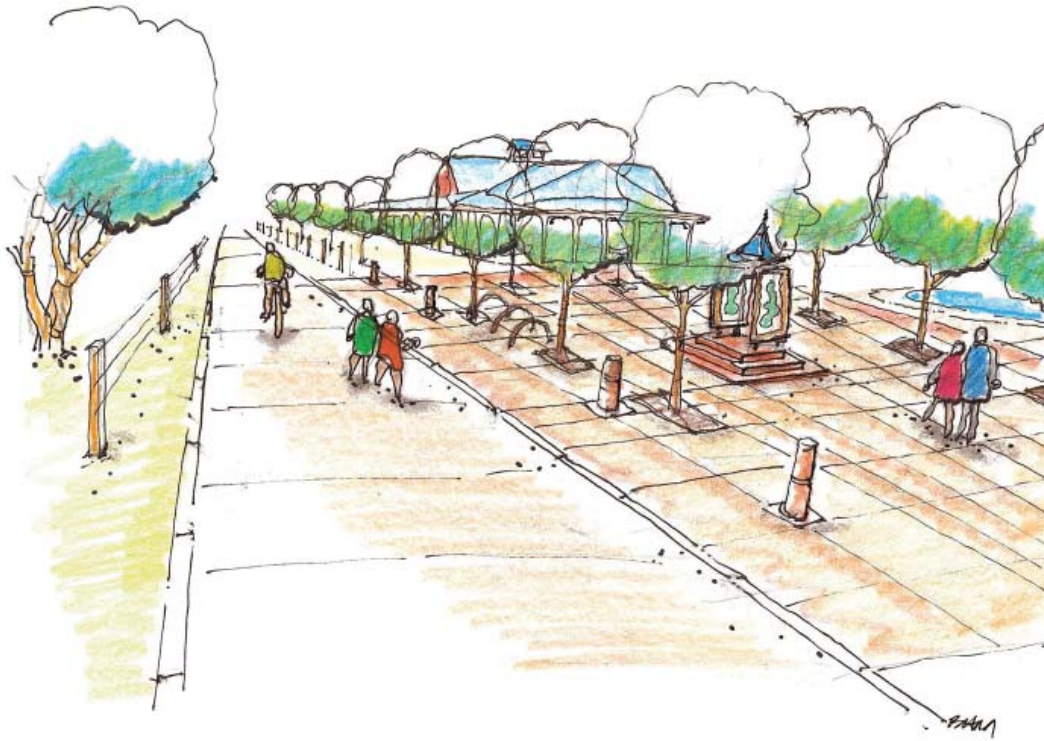
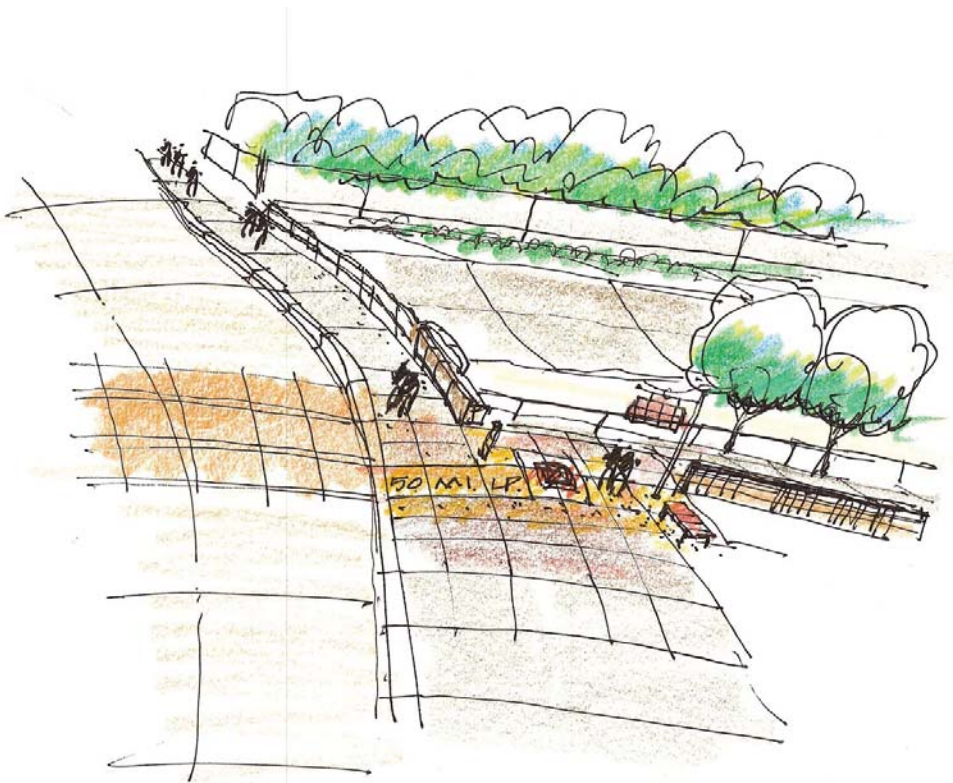


Figure 85. Proposed Destination/Loop Gateway

### **Destinations / Loop Gateways**

Destinations / Loop Gateways are important public or private spaces where groups of people gather for special events and provide opportunities to enter or exit and/or interact with the Loop. Important features of Destinations / Loop Gateways are as follows:

- a. May be large existing destinations (i.e. Tingley Beach, Balloon Fiesta Park, etc.).
- b. May be an upgrade to an existing destination.
- c. May be a new proposed facility.
- d. Public parking and adjacent access to public transportation would be an important feature.
- e. Should provide open space for events (concerts, festivals, tours, races, etc.).
- f. May create opportunity for public/private partnerships, economic development.
- g. Wayfinding elements and signing should be used to mark Destinations / Loop Gateways and to alert users of the Loop that they are approaching (at reasonably close locations on the Loop).



*Figure 86. Proposed Access Point*

### **Access Points (Trail Heads)**

Access Points are locations with opportunities for people to enter or exit the Loop. “Minor” Access Points are those that provide users access from adjacent neighborhoods or streets. “Major” Access Points are those that provide opportunities for multi-modal transportation connections (to the Rail Runner, ABQ Ride, existing parking areas, etc.). Important features of Access Points are as follows:

- a. “Minor” Access Points may be as simple as creating a small access path from an adjacent feature (residential street, shopping center, school, city park, etc.) to the Loop to provide a clear connection where it didn’t previously exist.
- b. Parking and adjacent access to public transportation would be an important feature of “Major” Access Points.
- c. Adjacent facilities may provide parking, but these access points may only be available on foot or bike.
- d. Wayfinding elements and/or signing leading users to these points from surrounding areas will be an important feature.



The proposed site features and built elements as well as existing attractions are further described for Segments 1 through 9 of the 50 Mile Loop.

Segment 1      Tramway Road (Interstate 25 to Tramway Boulevard)

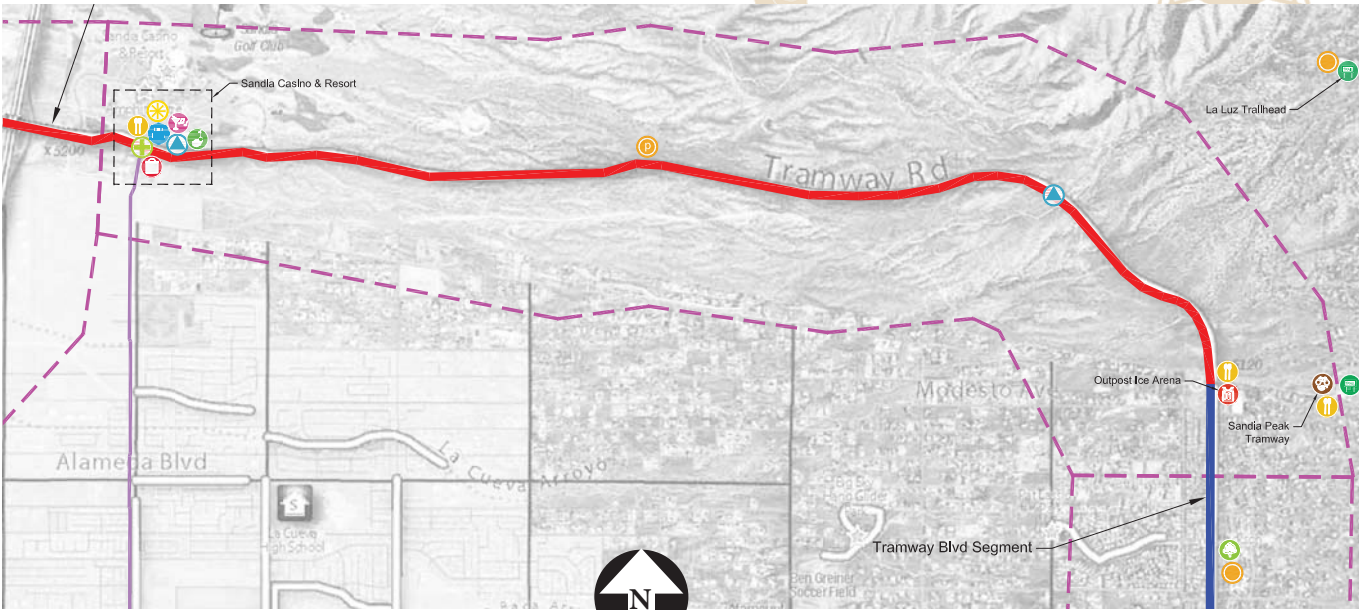
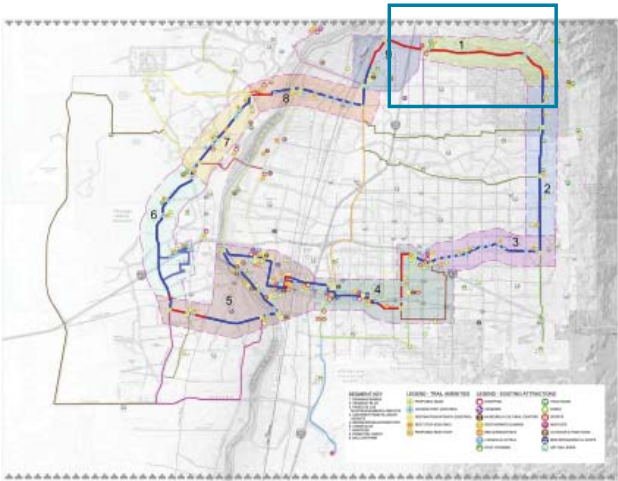


Figure 87. Segment 1 Amenities

The natural beauty of the city is on display along the first segment of the 50 Mile Loop Tramway Road. Sandia Casino & Resort is identified as an existing destination/gateway, while the La Luz Trailhead is an existing rest stop. A second rest stop is proposed at the middle point of this segment. Several existing attractions are located near the east end of the segment including the Outpost Ice Arena and Sandia Peak Tramway.



Segment 2
 Tramway Boulevard (Tramway Road to Embudo Arroyo)

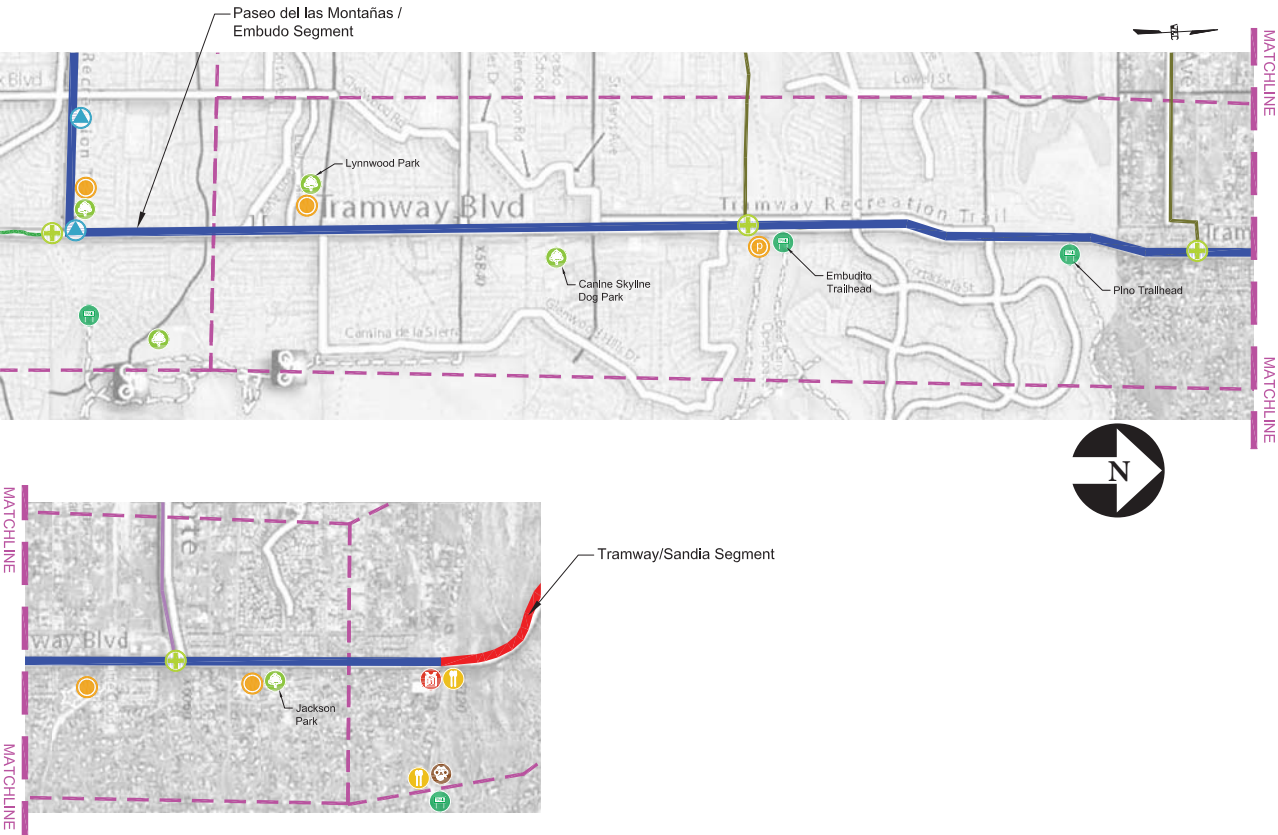


Figure 88. Segment 2 Amenities

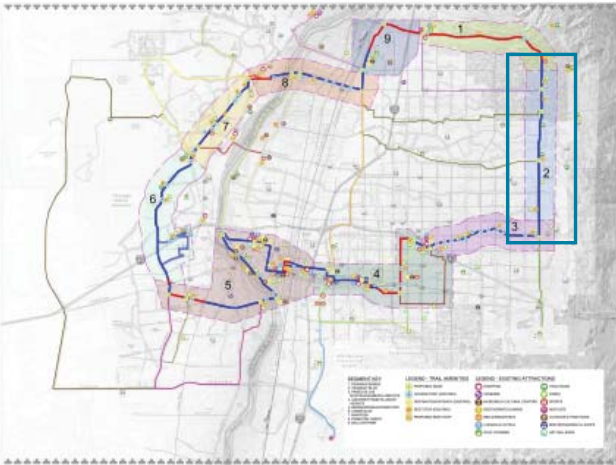
- LEGEND - TRAIL AMENITIES

  - PROPOSED NODE
  - ACCESS POINT (EXISTING)
  - DESTINATION/GATEWAY (EXISTING)
  - REST STOP (EXISTING)
  - PROPOSED REST STOP

LEGEND - EXISTING ATTRACTIONS

  - SHOPPING
  - WINERIES
  - MUSEUMS & CULTURAL CENTERS
  - RESTAURANTS & DINING
  - BED & BREAKFASTS
  - LODGING & HOTELS
  - GOLF COURSES
  - TRAILHEADS
  - PARKS
  - SPORTS
  - NIGHTLIFE
  - OUTDOOR ATTRACTIONS
  - BIKE REPAIR/RENTAL SHOPS
  - ART GALLERIES

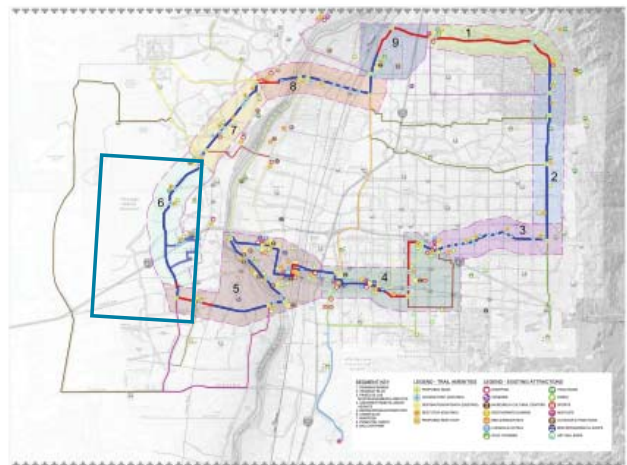
The existing trail along the Tramway Boulevard segment of the 50 Mile Loop includes access to several parks (Lynnwood Park, Canine Skyline Dog Park, and Jackson Park), and trailheads such as the Embudito Trailhead. The 50 Mile Loop intersects with several sub-loops along this section and nodes are proposed at the proposed Arroyo Loop, Paseo del Norte Loop, and Four Hills Connection. A rest stop is proposed at the middle point of the segment near the Embudito Trailhead.





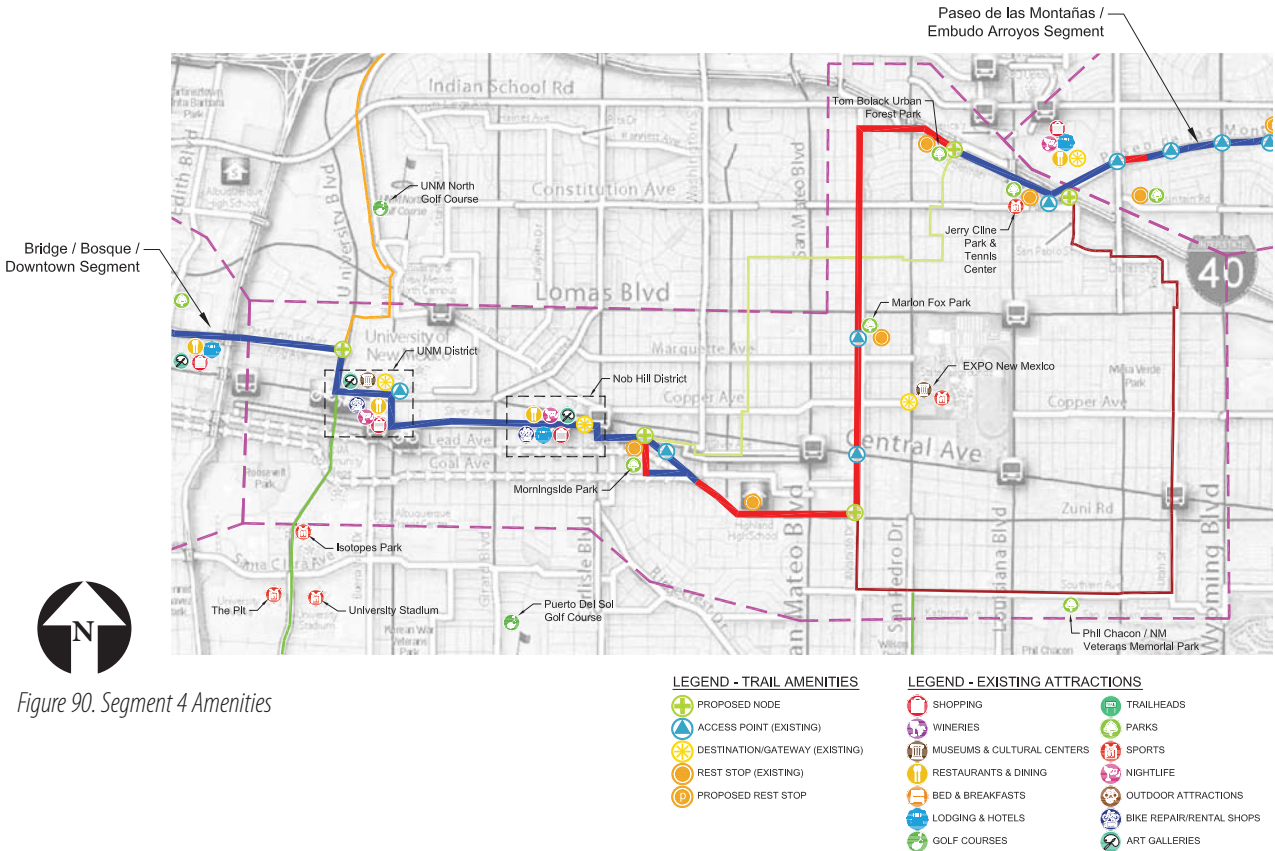


The existing Paseo de las Montañas trail includes access points to existing bicycle lanes and routes as well as other trails, and existing parks such as Snow Park and Snow Heights Park. The Uptown District is at the west end of the segment is identified as a destination/gateway and provides for dining, shopping, and lodging & hotels. A rest stop is proposed in between Wyoming Boulevard and Moon Street.

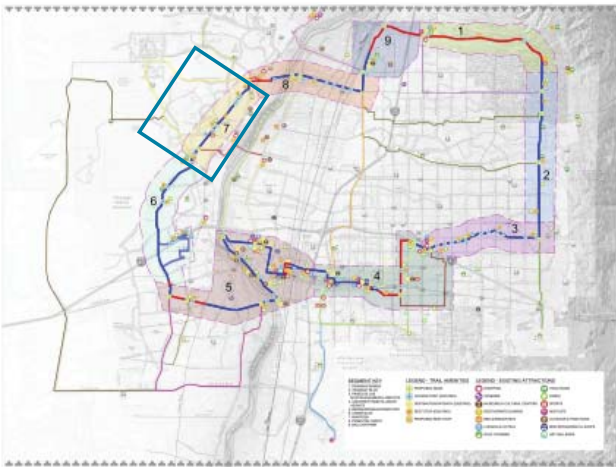


Segment 4

Near Heights / Nob Hill / University (Interstate 40 to Interstate 25)



The Segment 4 course takes the user through several distinct areas of the city – the Near Heights, Nob Hill and the University area. Several destination/gateways are identified including EXPO New Mexico, Nob Hill District, and the University of New Mexico District. They provide a wide variety of dining, shopping, museums and cultural centers, as well as sports venues and nightlife. Jerry Cline Park & Tennis Center, Tom Bolack Urban Forest Park, Marion Fox Park, and Morningside Park are spread throughout the segment. The 50 Mile Loop intersects with several sub-loops along this section and nodes are proposed at the proposed International District Connection, Fair Heights Connection, Gibson Loop, and Mid Loop.





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

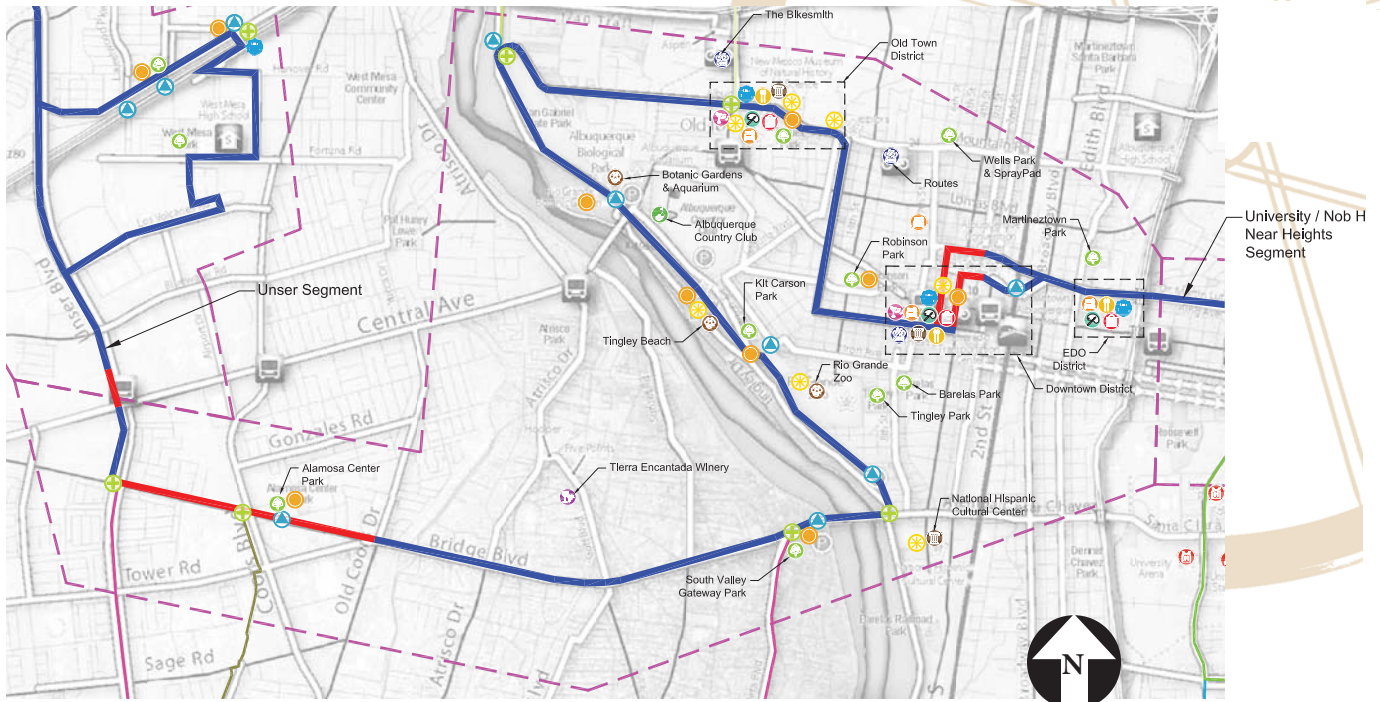
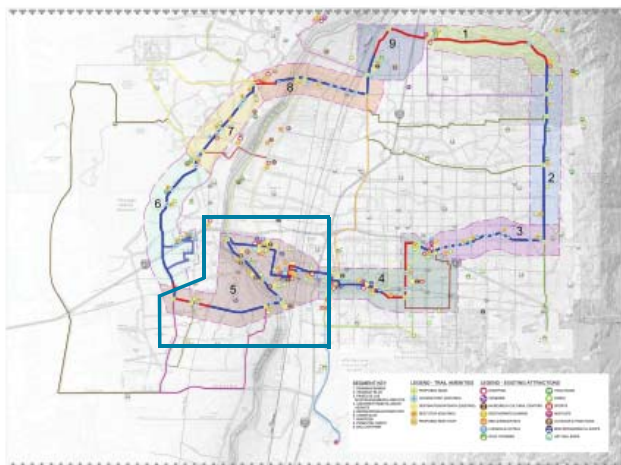


Figure 91. Segment 5 Amenities

LEGEND - TRAIL AMENITIES	LEGEND - EXISTING ATTRACTIONS
PROPOSED NODE	SHOPPING
ACCESS POINT (EXISTING)	WINERIES
DESTINATION/GATEWAY (EXISTING)	MUSEUMS & CULTURAL CENTERS
REST STOP (EXISTING)	RESTAURANTS & DINING
PROPOSED REST STOP	BED & BREAKFASTS
	LODGING & HOTELS
	GOLF COURSES
	TRAILHEADS
	PARKS
	SPORTS
	NIGHTLIFE
	OUTDOOR ATTRACTIONS
	BIKE REPAIR/RENTAL SHOPS
	ART GALLERIES

The segment between Interstate 25 and Unser Boulevard takes the user through the Downtown area, and along the Rio Grande river and South Valley. Several existing parks will serve as rest stops including Kit Carson Park and Alamosa Center park. The EDO District, Downtown District and Old Town District have been identified as destination/gateways within this segment. They offer numerous dining choices, lodging and hotels, bed & breakfasts, shoppings, art galleries, and museums and cultural centers. The 50 Mile Loop intersects with several sub-loops including the proposed Los Ranchos Connection, Rio Grande Connection, and Southwest Mesa Loop.



Segment 6
 Unser Boulevard (Bridge Boulevard to Vulcan Road)

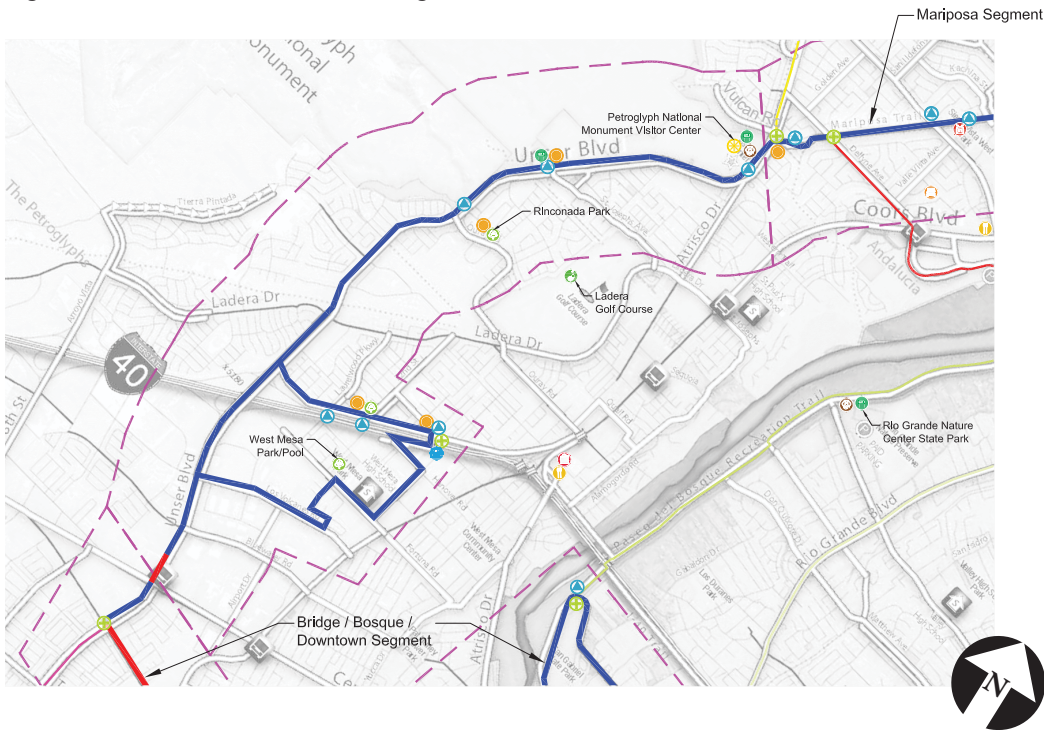
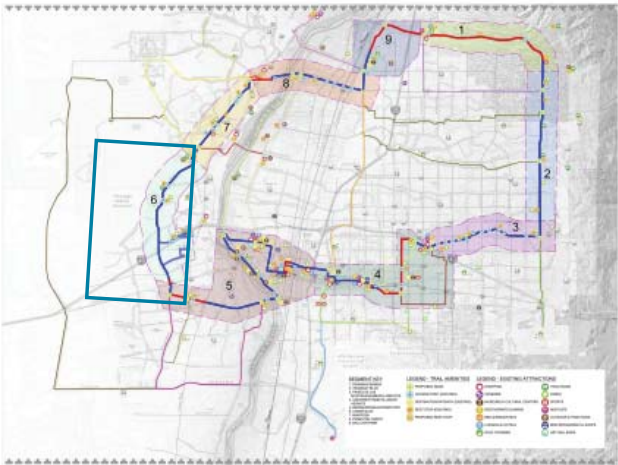


Figure 92. Segment 6 Amenities

LEGEND - TRAIL AMENITIES		LEGEND - EXISTING ATTRACTIONS	
	PROPOSED NODE		SHOPPING
	ACCESS POINT (EXISTING)		WINERIES
	DESTINATION/GATEWAY (EXISTING)		MUSEUMS & CULTURAL CENTERS
	REST STOP (EXISTING)		RESTAURANTS & DINING
	PROPOSED REST STOP		BED & BREAKFASTS
			LODGING & HOTELS
			GOLF COURSES
			TRAILHEADS
			PARKS
			SPORTS
			NIGHTLIFE
			OUTDOOR ATTRACTIONS
			BIKE REPAIR/RENTAL SHOPS
			ART GALLERIES

The Unser Boulevard course between Bridge Boulevard and the Mariposa Trail provides access to several parks (West Mesa Park and Pool and Rinconada Park), as well as the Petroglyph National Monument Visitor Center. Ladera Golf Course is located just east of the route. The Petroglyph National Monument Visitor Center is identified as a destination/gateway and includes a trailhead, and access to the park. Several existing rest stops are located along the Loop.





Segment 7

Mariposa / Riverview Trail (Vulcan Road to Eagle Ranch Road)

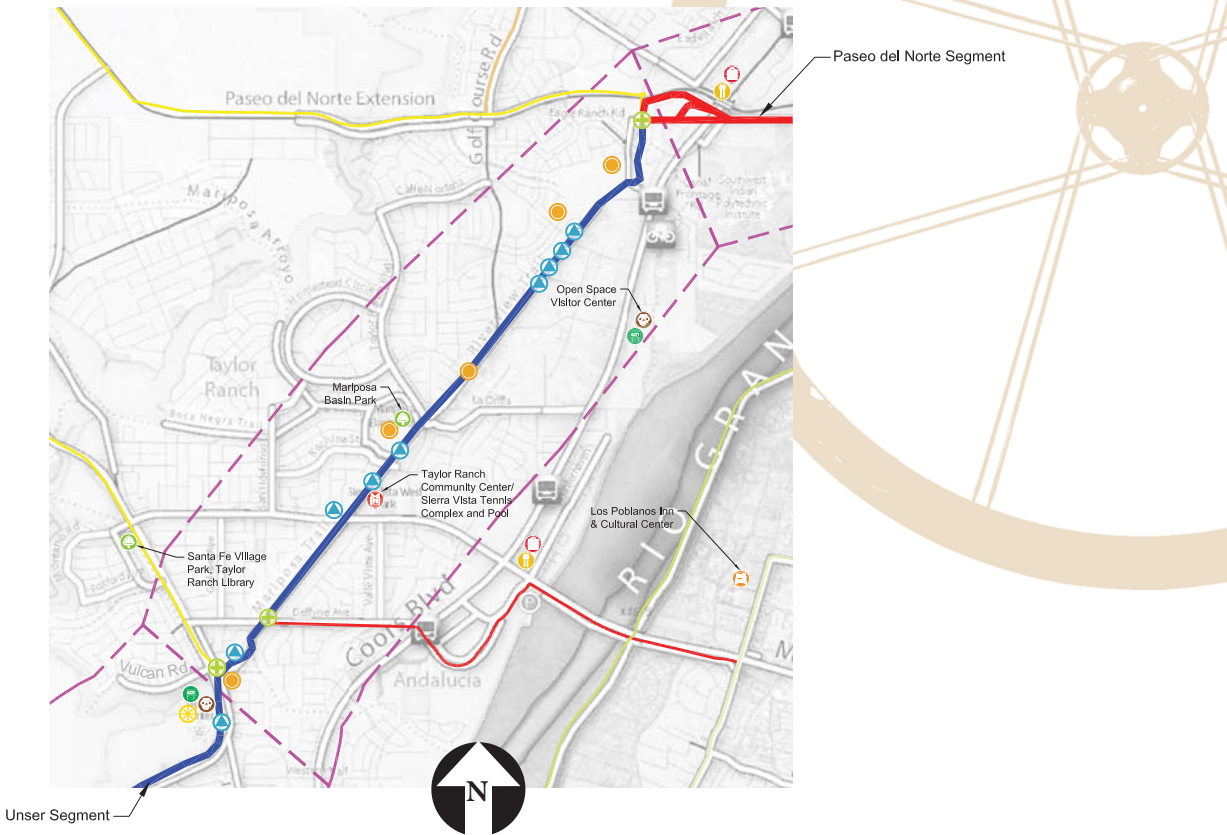
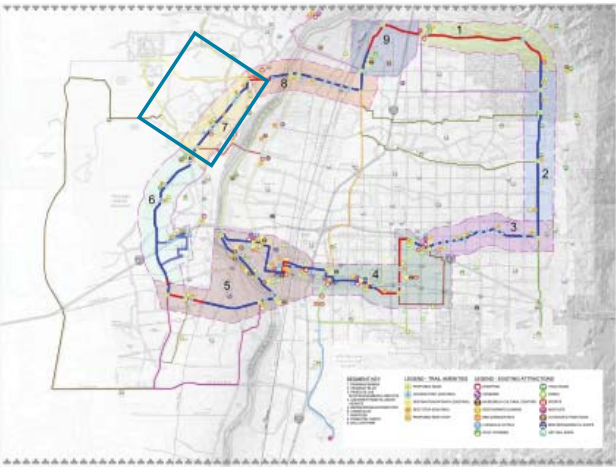


Figure 93. Segment 7 Amenities

The existing Mariposa Trail and Riverview Trail includes access points to existing bicycle lanes and routes as well as other trails, and the Mariposa Basin Park. The 50 Mile Loop intersects with several sub-loops including the proposed Bosque Connection, Mesa Loop, Westside Connection, Los Ranchos Connection, and Rio Grande Connection. Several rest stops already exist along this route.



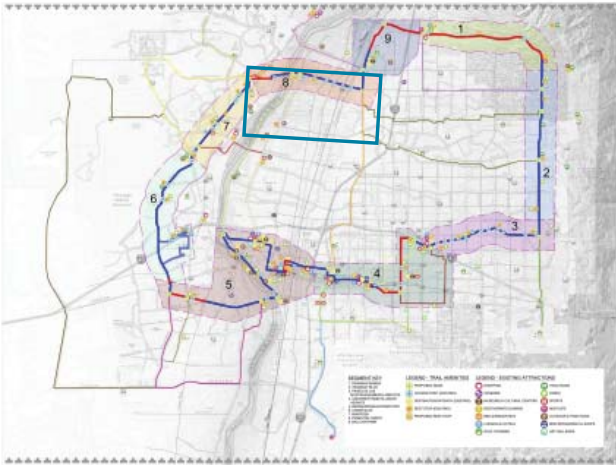
Segment 8
 Paseo del Norte (Eagle Ranch Road to North Diversion Channel)



Figure 94. Segment 8 Amenities

LEGEND - TRAIL AMENITIES	LEGEND - EXISTING ATTRACTIONS
PROPOSED NODE	SHOPPING
ACCESS POINT (EXISTING)	WINERIES
DESTINATION/GATEWAY (EXISTING)	MUSEUMS & CULTURAL CENTERS
REST STOP (EXISTING)	RESTAURANTS & DINING
PROPOSED REST STOP	BED & BREAKFASTS
	LODGING & HOTELS
	GOLF COURSES
	TRAILHEADS
	PARKS
	SPORTS
	NIGHTLIFE
	OUTDOOR ATTRACTIONS
	BIKE REPAIR/RENTAL SHOPS
	ART GALLERIES

The Paseo del Norte route has several access points located along the segment. The 50 Mile Loop intersects with several sub-loops including the Bosque Connection, Los Ranchos Connection, and Mid Loop. Restaurants & dining, and shopping are located at the west end of the segment. Two rest stops are proposed along the Paseo del Norte route near the Rio Grande river and between Rio Grande Boulevard and 4th Street.





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

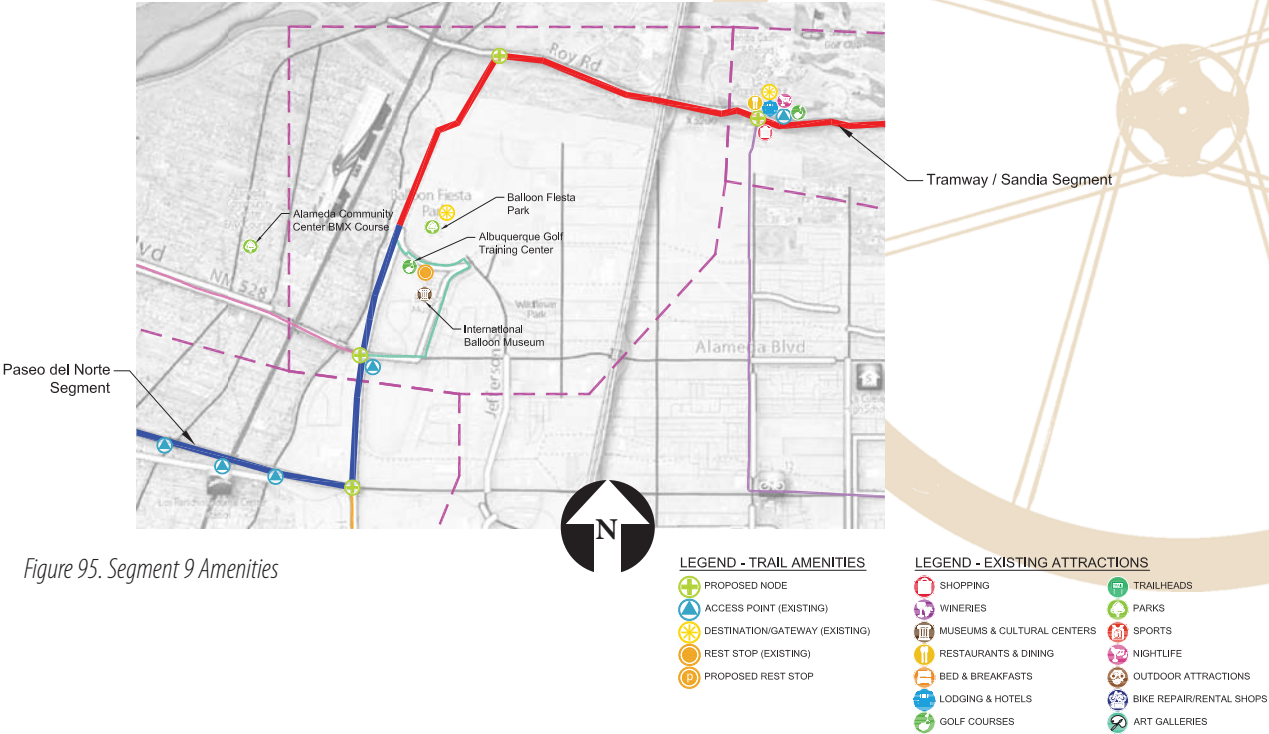
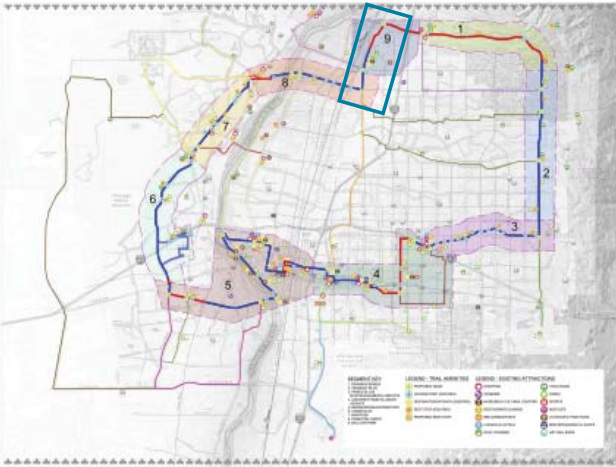


Figure 95. Segment 9 Amenities

The Balloon Fiesta Park is identified as the destination/gateway for the 9th segment of the 50 Mile Loop. The area is flanked by the International Balloon Museum and Albuquerque Golf Training Center. The Alameda Community Center and BMX Course is just west of the route. The Balloon Fiesta Loop provides access to all the park has to offer. A node is proposed at Roy Road and Alameda Boulevard. The 50 Mile Loop intersects with the Balloon Fiesta Loop and the Corrales Connection.



## Wayfinding / Branding and Technology

In addition to these built elements the following wayfinding/branding elements and technological components could be incorporated into various aspects of the Loop experience.

### Wayfinding / Branding

It will be important for City residents and visitors alike to be able to easily identify the Loop and gain an interest in exploring it as a new destination / experience in the City. The use of some iconic imagery, color, and / or monuments at key locations along the Loop would be a good way to attract interest and invite people to visit the Loop. Locations selected should be visible not just to users on the Loop, but to passing pedestrians, drivers, and cyclists. Once on the Loop, similar elements can help mark the different character zones and alert users to key features of interest. Possible wayfinding / branding elements include:

- Colored bollards
- Post mounted logo/icon (similar to the 'Q' at ABQ Uptown)
- Mile markers
- Monument Signage (similar to Lead/Coal)
- Painted logos/icons on pavement
- Public art



Figure 96. Proposed wayfinding/signage

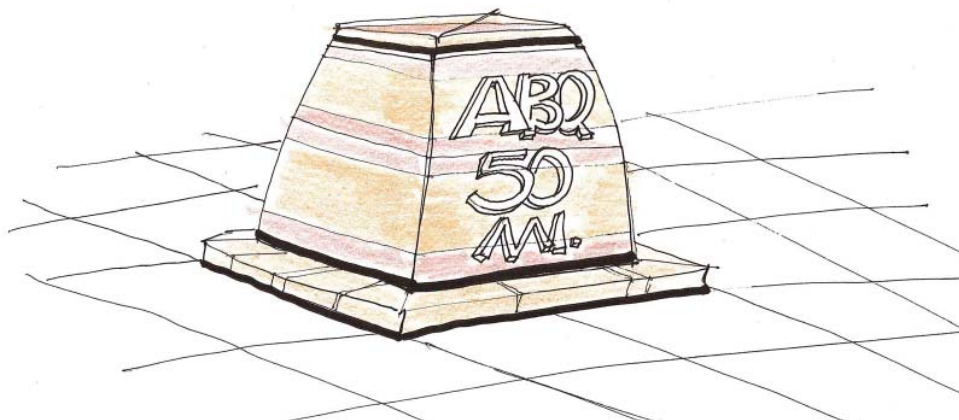


Figure 97. Proposed monument signage



**Technology**

QR Codes with links to Google maps, City web pages, Apps, self-guided tours, custom route planners, event and cultural information unique to specific locations along the Loop. These could be incorporated into any of the four proposed built element types as follows:

- All Nodes
- All Destinations / Loop Gateways
- Some Rest Stops
- Some Access Points

Webcams and Weather Stations to provide real time views and access to current weather conditions at key locations on the Loop.

Webcams and Weather Stations could be incorporated into the following types of built elements along the Loop:

- Some Destinations / Loop Gateways
- At other key locations along the Loop

Wi-Fi hot spots to allow users of the Loop to have free Wi-Fi connectivity along the Loop without relying on cellular phone technology.

Wi-Fi hot spots could be incorporated into the following types of built elements along the Loop:

- All Destinations / Loop Gateways
- Some Rest Stops
- At other key locations along the Loop

Digital trail signage and message boards to provide users of the Loop with updates about special events, trail closures, and trail conditions. Digital trail signage and message boards could be incorporated into the following types of built elements along the Loop:

- Some Nodes
- Some Destinations / Loop Gateways
- At other key locations along the Loop

## Private Amenities / Business Opportunities

- Bike Shops
- Bike rentals
- Bike Share programs
- Portable food/drink kiosks
- Bicycle Tourism
- Bed & Breakfasts
- Bike In Zoning (BIZ)

**Bike In Zoning (BIZ)**

The City of Albuquerque and Bernalillo County have committed substantial resources toward developing a community bicycling network that includes miles of multi-use trails, dedicated bikes lanes, bicycle boulevards, bridges, underpasses, bus bike racks; all to accommodate cyclists and encourage cycling as a routine alternative to motor vehicle transportation. ABQ the Plan and the 50 Mile Loop is a continuation of these efforts. Albuquerque is now widely recognized as one of the nation's most "bicycle-friendly cities" And there is an ever growing community here which actively adopts non-motorized transportation alternatives.

The BIZ initiative proposes amendments to the respective zone codes that will enhance private sector participation in utilization of these incredible amenities, while supplementing the amenities that serve the cycling community as well as other users of the multi-

use trails. Limited commercial activities will be made available to cyclists, pedestrians and others who use the existing and proposed multi use trail system. The parameters of this new zoning consideration need to be fleshed out including:

- Uses that might be appropriate for consideration, including small businesses offering food and beverage services to cyclists and pedestrians, cycle services (such as rentals, repairs, flats fixed, tubes), lodging options targeting bike tourism, small-scale mercantile businesses could provide cyclists and other trail users with a broad range of shopping and service options.
- Criteria for mapping the properties that might be able to utilize BIZ.
- Regulations and restrictions that would protect adjoining property and neighborhoods, including standards for implementation.

One example of a demonstration use is Bike In Coffee at the Old Town Farm, which serves cyclists, walkers and other users of the adjacent multi-purpose trail.

The costs associated with this new commerce model would come from the private sector but the benefits would be shared by both the private and public sector; creating a positive impact on gross receipts taxes, job creation and encouragement of small business development with few, if any, infrastructure additions. The zoning would clearly encourage increased use by present cyclists and other trail users. Its adoption could well increase the use of our transportation alternative, and really put Albuquerque and Bernalillo County on the map for increased tourism.

The cost to the city for implementing BIZ would be minimal, yet the recognition the city would receive from cyclists, health professionals, urban transportation planners, environmental organizations and a public facing increasing fuel prices would be priceless.



## IV. Implementation Plan

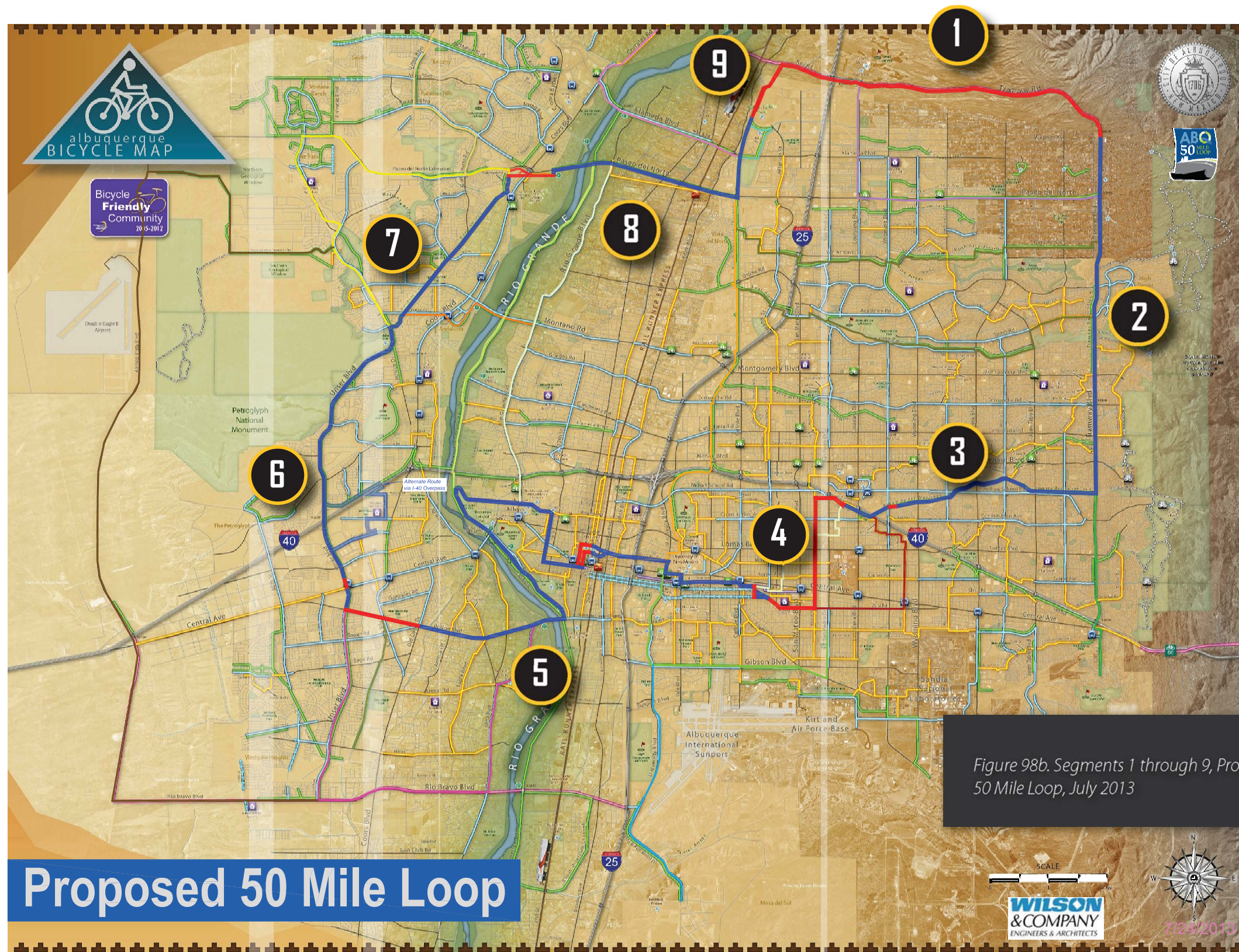
Utilizing the recommendations established in Section III Concept Design, the AASHTO Guide for the Development of Bicycle Facilities, and the City of Albuquerque Bikeways and Trails Master Plan, the designs and construction for the 50 Mile Loop would begin and be completed in stages. The gaps in the alignment of existing facilities in need of repair/reconstruction have been identified. Preliminary estimates for the first phases of proposed improvements for each segment have been prepared and are located in Appendix C. They are based on the existing conditions in 2013. The typical implementation of shared-use trails is undertaken by the City of Albuquerque's Parks & Recreation Department, while bicycle lanes and sidewalks are implemented by the City of Albuquerque's Department of Municipal Development.



Figure 98a. Segments 1 through 9, Proposed 50 Mile Loop, July 2013

Of the 50 miles, 13 miles are identified as gaps in the Loop. To complete the 50 Mile Loop, the first phase of the proposed project for each segment are described further in the following pages. The descriptions also include the Initial Implementation Phase, Amenity Implementation Phase, partners and coordination needs, for each individual project.





**Legend**

- 50 Mile Alignment (gaps)**
- 50 Mile Alignment (existing)**

**Proposed**

- Volcano Loop**
- Southwest Mesa Loop**
- Amole del Norte Connection**
- Mesa del Sol Connection**
- Gibson Connection**
- Fair Heights Connection**
- International District Connection**
- Four Hills Connection**
- Arroyo Loop**
- Paseo del Norte Loop**
- Balloon Fiesta Loop**
- Corrales Connection**
- Mid Loop**
- Los Ranchos Connection**
- Rio Grande Connection**
- Bosque Connection**
- Mesa Connection**
- Westside Connection**



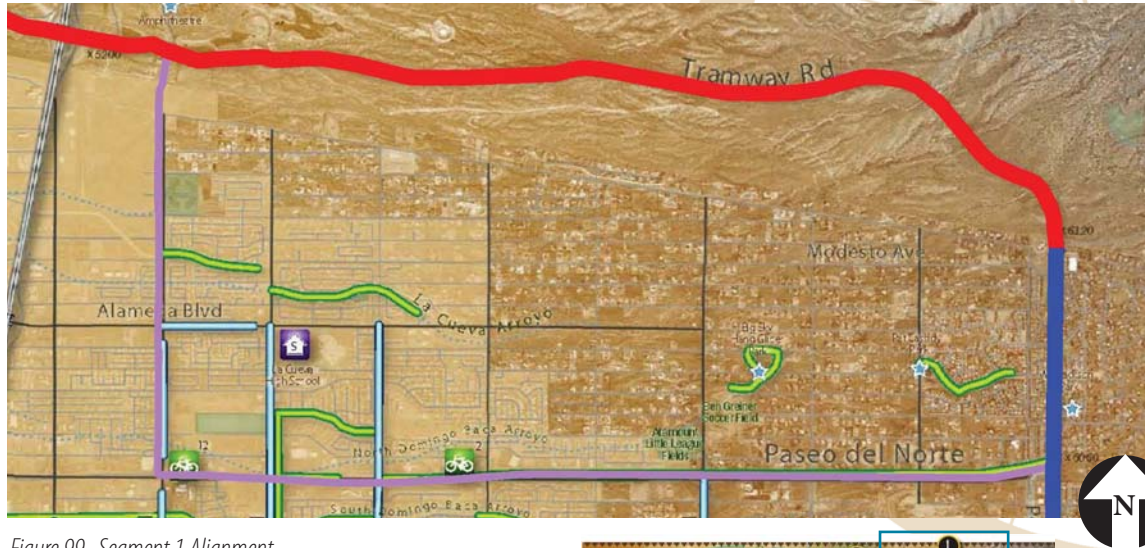
**Segment 1 Tramway Road (Interstate 25 to Tramway Boulevard)**

Figure 99. Segment 1 Alignment

**Location: Tramway Road (Interstate 25 to Tramway Boulevard)**

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

**Initial Implementation Phase:**

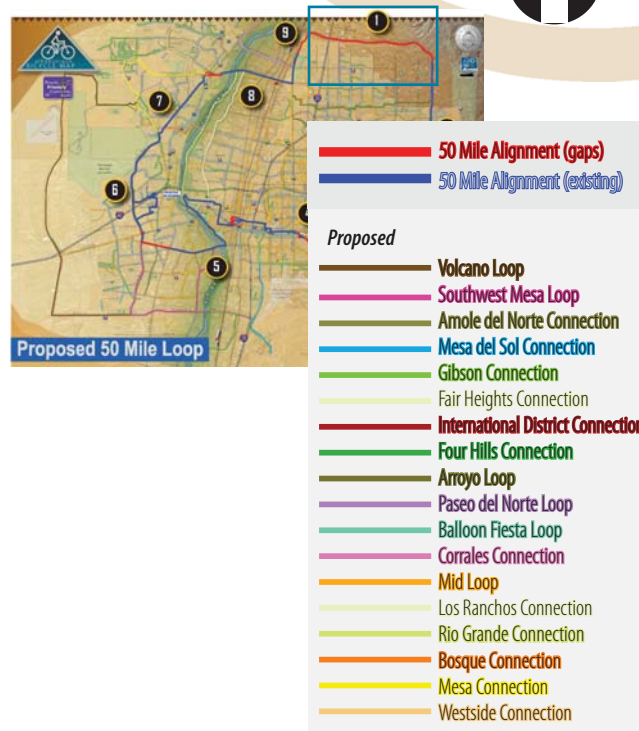
Multi-use Trail  
Intersection Improvements  
Signing & Striping (Bike Lanes)  
Signing & Striping (Trail)

**Amenity Implementation Phase:**

Rest Stop  
Wayfinding Signing  
Trail System Map Kiosk

**Implementation**

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



***Legislative Districts***

- City Council District (n/a)
- County Commission District 4
- State Representative District 31
- State Senate District 21

***Key Stakeholders (in alphabetical order)***

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

***Funding Strategies***

For this segment, the following funding options are recommended:

- City Capital Improvement Program (CIP) funds (General Obligation Bond funds)
- Capital Outlay
- Transportation Improvement Program (TIP) funds
- Partner with Sandia Pueblo



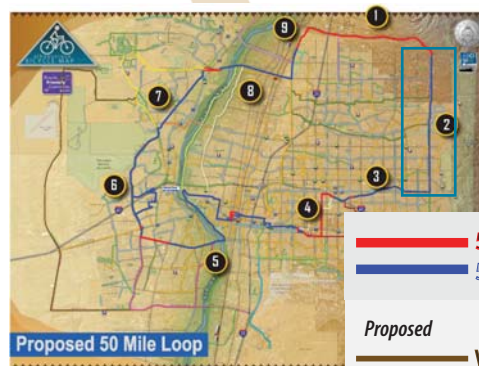
**Segment 2 Tramway Boulevard (Tramway Road to Embudo Arroyo)**

Figure 100. Segment 2 Alignment

**Location: Tramway Boulevard (Montgomery Blvd. to Embudo Arroyo)**

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

**Initial Implementation Phase:**

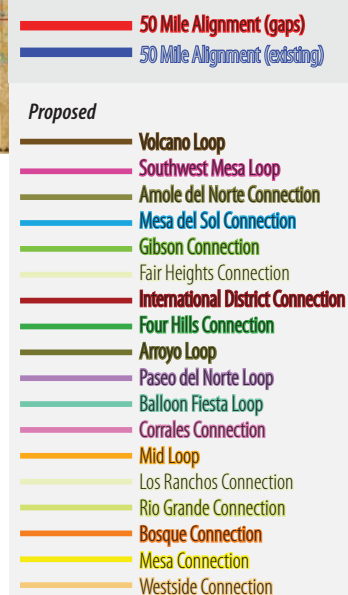
Multi-use Trail  
Intersection Improvements  
Signing & Striping

**Amenity Implementation Phase:**

Rest Stop  
Wayfinding Signing  
Trail System Map Kiosk

**Implementation**

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



#### ***Legislative Districts***

- City Council Districts 8 and 9
- County Commission District 4
- State Representative District 31
- State Senate District 21

#### ***Key Stakeholders (in alphabetical order)***

- Bernalillo County
- City of Albuquerque
- Corps of Engineers
- Neighborhood Associations – *Antelope Run, High Desert Residential, Pepper Tree/Royal Oak, John B. Roberts, Eldorado Heights, Glenwood Hills, South Casa Grande, Cibola, Tramway Highpoint HOA, Inc., Oñate.*
- New Mexico Department of Transportation

#### ***Funding Strategies***

For this segment, the following funding options are recommended:

- City Capital Improvement Program (CIP) funds (General Obligation Bond funds)
- Capital Outlay
- Transportation Improvement Program (TIP) funds



**Segment 3 Paseo de las Montañas Trail and Embudo Arroyo (Tramway Boulevard to Interstate 40)**

Figure 101. Segment 3 Alignment

**Location: Paseo de las Montañas Trail (Juan Tabo to Indian School)**

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

**Initial Implementation Phase:**

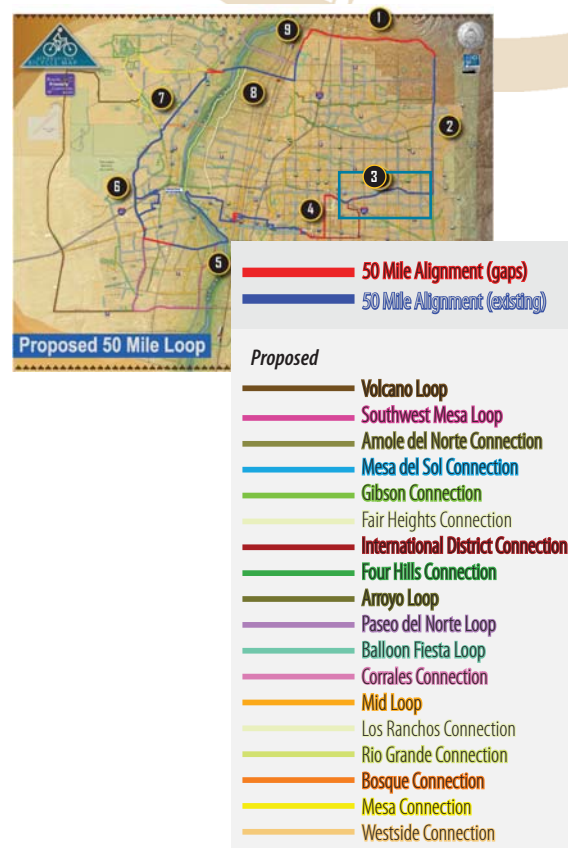
Multi-use Trail  
Bridge Rehab  
Intersection Improvements  
Drainage Channels  
New Pedestrian Bridge  
Signing & Striping

**Amenity Implementation Phase:**

Rest Stop  
Wayfinding Signing  
Trail System Map Kiosk

**Implementation**

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



***Legislative Districts***

- City Council District 7 and 9
- County Commission District 5
- State Representative Districts 24, 25, and 28
- State Senate Districts 15, 18 and 20

***Key Stakeholders (in alphabetical order)***

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

***Funding Strategies***

For this segment, the following funding options are recommended:

- City Capital Improvement Program (CIP) funds (General Obligation Bond funds)
- Capital Outlay
- Transportation Improvement Program (TIP) funds



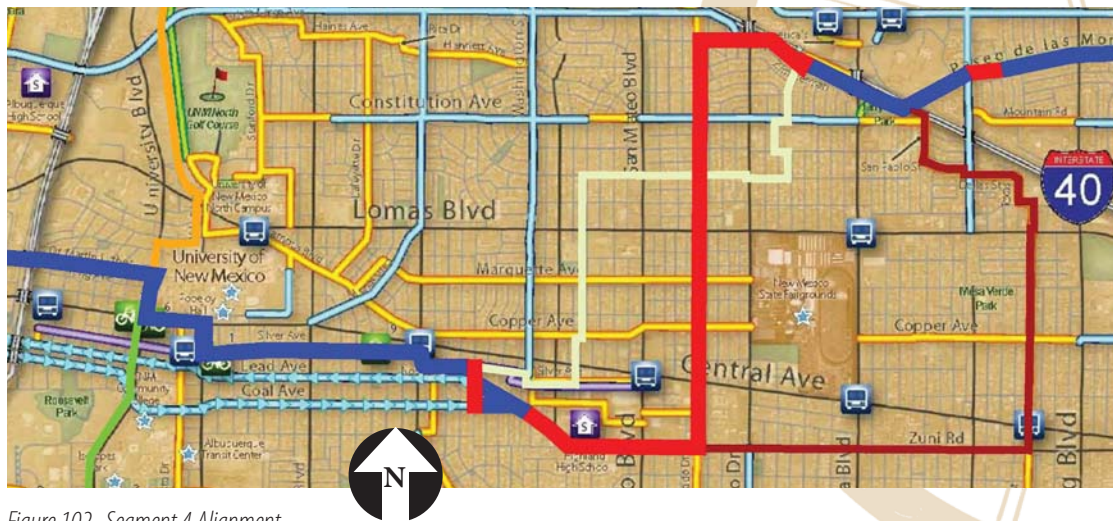
**Segment 4 Near Heights / Nob Hill / University (Interstate 40 to Interstate 25)**

Figure 102. Segment 4 Alignment

**Location:** Zimmerman Ave./Haines Ave. (Louisiana to Alvarado), Alvarado Dr. (Haines to Zuni), Zuni Rd. (Alvarado to Washington), Morningside Dr. (Coal to Silver), Intersection of Martin Luther King, Jr. Dr. and University Blvd.

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

**Initial Implementation Phase:**

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

**Amenity Implementation Phase:**

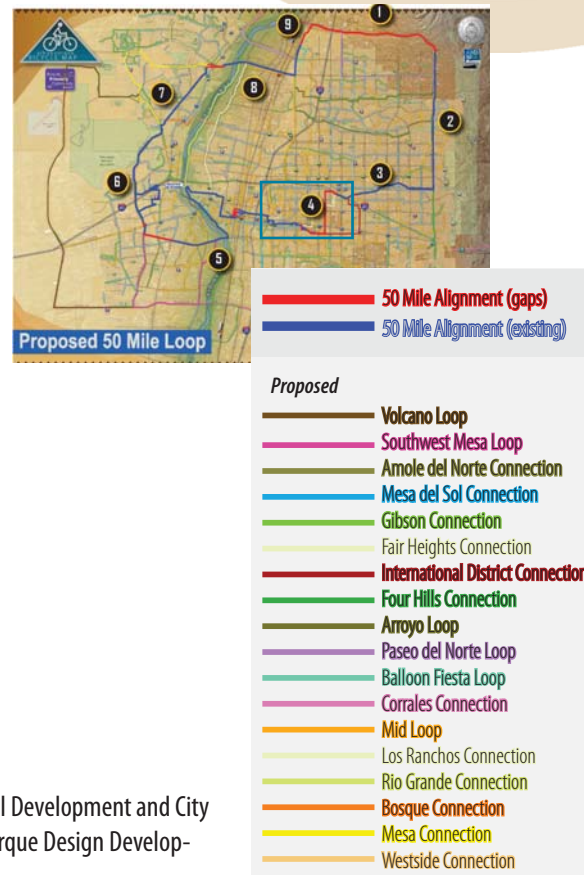
Rest Stop  
Wayfinding Signing  
Trail System Map Kiosk

**Implementation**

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

**Legislative Districts**

- City Council Districts 2, 6, and 7
- County Commission District 3



- State Representative Districts 18, 19, and 25
- State Senate Districts 12, 16, and 17

***Key Stakeholders (in alphabetical order)***

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

***Funding Strategies***

For this segment, the following funding options are recommended:

- City Capital Improvement Program (CIP) funds (General Obligation Bond funds)
- Capital Outlay
- Transportation Improvement Program (TIP) funds



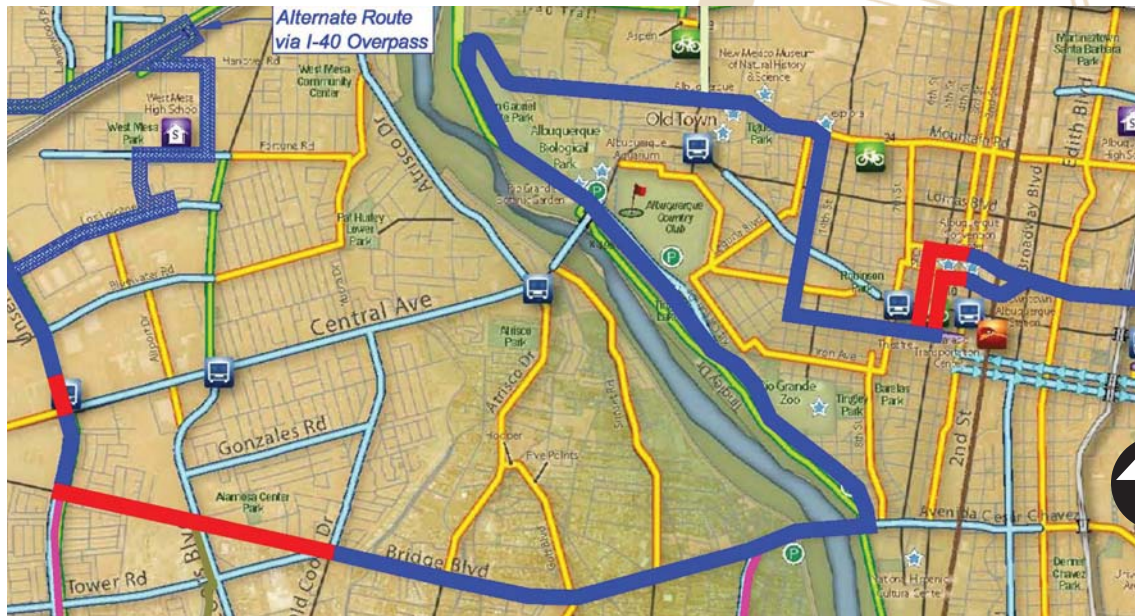
**Segment 5      Downtown / Bosque / Bridge (Interstate 25 to Unser Boulevard)**

Figure 103. Segment 5 Alignment

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

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

**Initial Implementation Phase:**

Multi-use Trail  
Bike Lanes  
Intersection Improvements  
Signing & Striping

**Amenity Implementation Phase:**

Rest Stop  
Wayfinding Signing  
Trail System Map Kiosk

**Implementation**

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



- Proposed**
- Volcano Loop
  - Southwest Mesa Loop
  - Amole del Norte Connection
  - Mesa del Sol Connection
  - Gibson Connection
  - Fair Heights Connection
  - International District Connection
  - Four Hills Connection
  - Arroyo Loop
  - Paseo del Norte Loop
  - Balloon Fiesta Loop
  - Corrales Connection
  - Mid Loop
  - Los Ranchos Connection
  - Rio Grande Connection
  - Bosque Connection
  - Mesa Connection
  - Westside Connection

the Albuquerque Metropolitan Arroyo Flood Control Authority for any work affecting their infrastructure (North/South Coors Detention Dam and Yerba Drive Pond).

***Legislative Districts***

- City Council Districts 2 and 3
- County Commission District 2
- State Representative District 14
- State Senate District 11

***Key Stakeholders (in alphabetical order)***

- Albuquerque Metropolitan Arroyo Flood Control Authority
- Bernalillo County
- City of Albuquerque
- Downtown Action Team
- Neighborhood Associations – *Citizens Imp. Comm. Of Martineztown, Huning Highland Historic District, Raynolds Addition, Huning Castle, Downtown, Sawmill Area, Historic Old Town Property Owners, West Old Town, West Park, Barelas, Vecinos del Bosque, Tapia Meadows, Los Altos Civic, Alamosa, Encanto Village HOA, Stinson Tower, Skyview West.*

***Funding Strategies***

For this segment, the following funding options are recommended:

- City Capital Improvement Program (CIP) funds (General Obligation Bond funds)
- Capital Outlay
- Transportation Improvement Program (TIP) funds



**Segment 6 Unser Boulevard (Bridge Boulevard to Vulcan Road)**

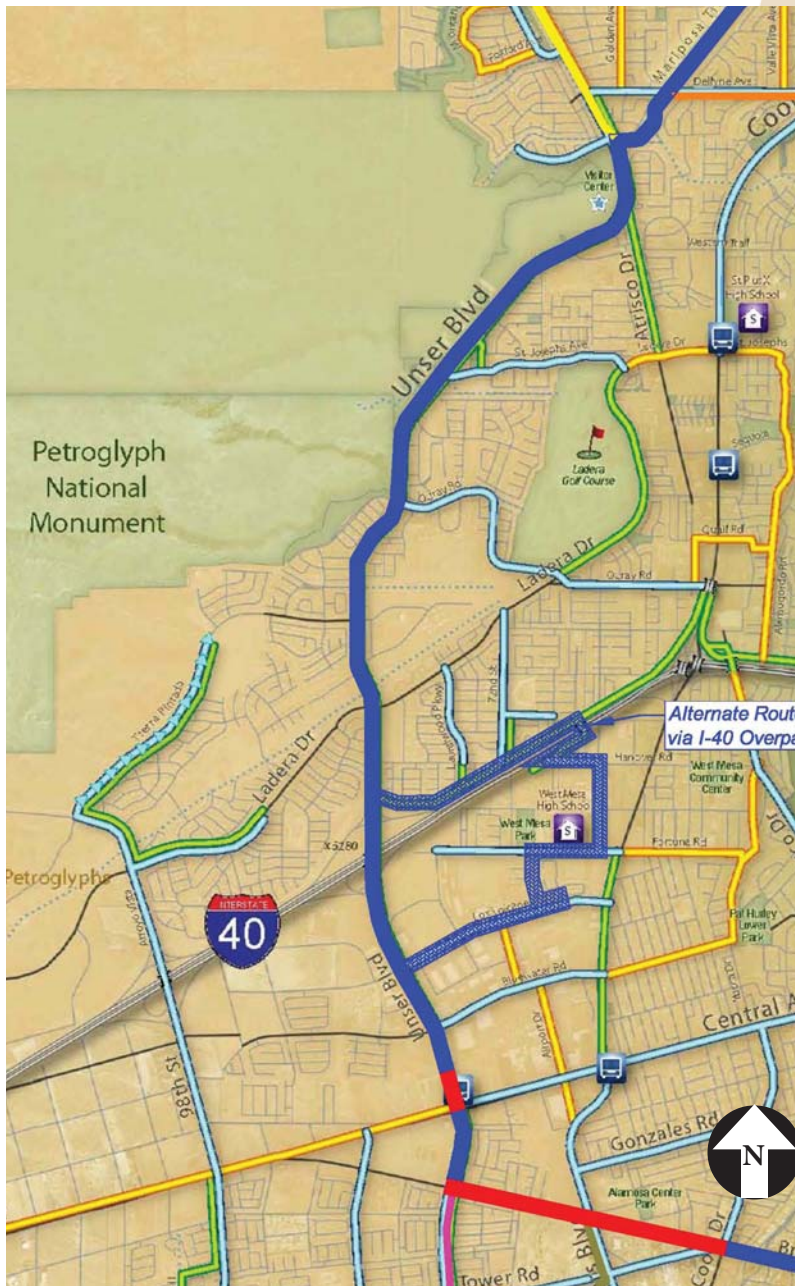
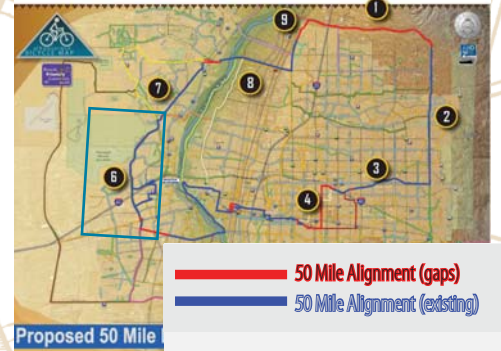


Figure 104. Segment 6 Alignment

**Amenity Implementation Phase:**

Rest Stop  
Wayfinding Signing  
Trail System Map Kiosk



**Proposed**

- Volcano Loop
- Southwest Mesa Loop
- Amole del Norte Connection
- Mesa del Sol Connection
- Gibson Connection
- Fair Heights Connection
- International District Connection
- Four Hills Connection
- Arroyo Loop
- Paseo del Norte Loop
- Balloon Fiesta Loop
- Corrales Connection
- Mid Loop
- Los Ranchos Connection
- Rio Grande Connection
- Bosque Connection
- Mesa Connection
- Westside Connection

**Location: Unser Blvd. (Central to Los Volcanes)**

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

**Initial Implementation Phase:**

Multi-use Trail  
Bike Lanes  
Signing & Striping

### ***Implementation***

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

### ***Legislative Districts***

- City Council District 1
- County Commission District 1
- State Representative District 26
- State Senate District 26

### ***Key Stakeholders (in alphabetical order)***

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

### ***Funding Strategies***

For this segment, the following funding options are recommended:

- City Capital Improvement Program (CIP) funds (General Obligation Bond funds)
- Capital Outlay
- Transportation Improvement Program (TIP) funds



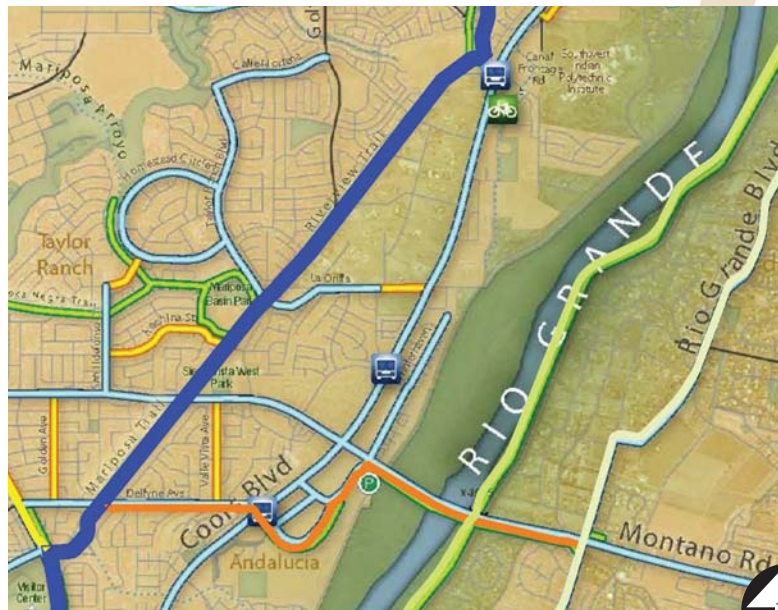
**Segment 7 Mariposa / Riverview Trail (Vulcan Road to Eagle Ranch Road)**

Figure 105. Segment 7 Alignment

**Location: Golf Course Road (La Orilla to 3100-ft north)**

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

**Initial Implementation Phase:**

Multi-use Trail  
Signing & Striping

**Amenity Implementation Phase:**

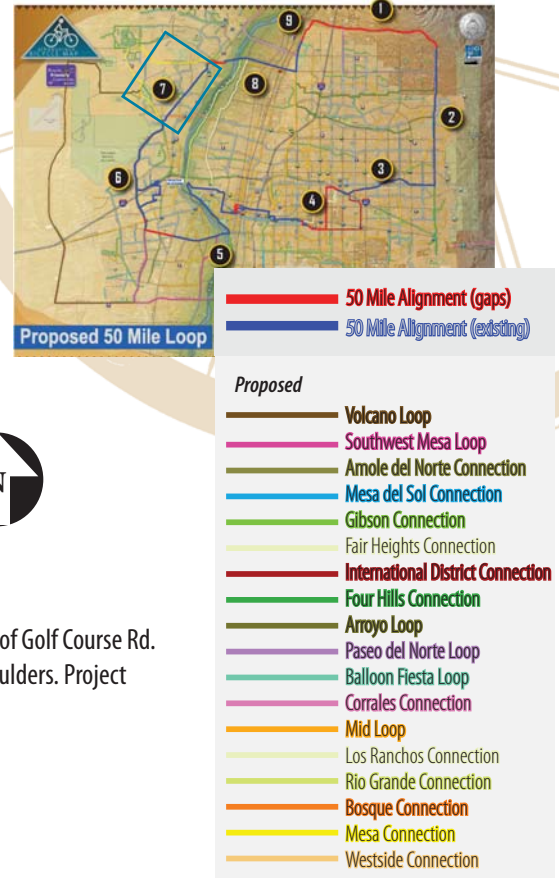
Rest Stop  
Wayfinding Signing  
Trail System Map Kiosk

**Implementation**

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

**Legislative Districts**

- City Council District 5
- County Commission District 1
- State Representative District 23
- State Senate District 23



***Key Stakeholders (in alphabetical order)***

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

***Funding Strategies***

For this segment, the following funding options are recommended:

- City Capital Improvement Program (CIP) funds (General Obligation Bond funds)
- Capital Outlay
- Transportation Improvement Program (TIP) funds



**Segment 8 Paseo del Norte (Eagle Ranch Road to North Diversion Channel)**

Figure 106. Segment 8 Alignment

**Location: Paseo del Norte (Eagle Ranch Rd to Alamo Rd)**

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

**Initial Implementation Phase:**

Multi-use Trail  
Pedestrian Bridge Overpass  
Signing & Striping

**Amenity Implementation Phase:**

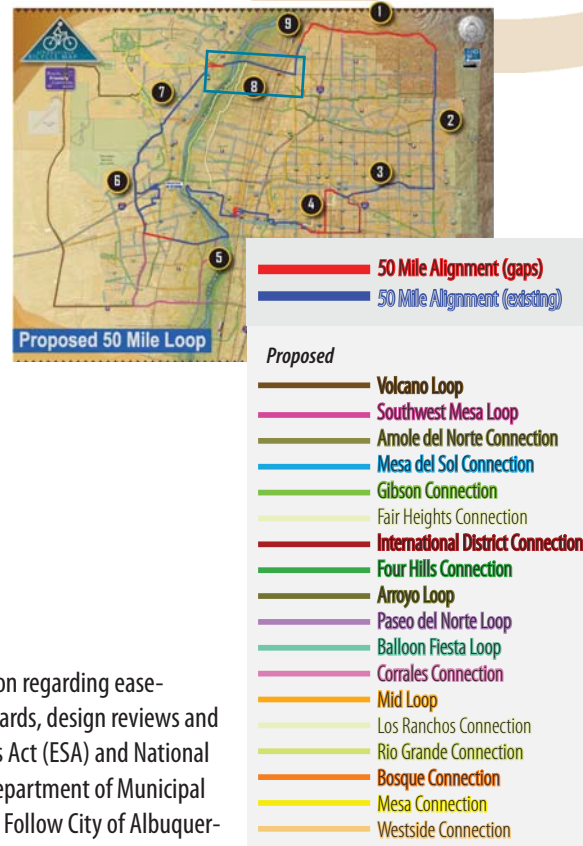
Rest Stop  
Wayfinding Signing  
Trail System Map Kiosk

**Implementation**

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

**Legislative Districts**

- City Council Districts 1, 4, and 5
- County Commission District 1
- State Representative Districts 15 and 23
- State Senate Districts 10 and 23



***Key Stakeholders (in alphabetical order)***

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

***Funding Strategies***

For this segment, the following funding options are recommended:

- City Capital Improvement Program (CIP) funds (General Obligation Bond funds)
- Capital Outlay
- Transportation Improvement Program (TIP) funds



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



Figure 107. Segment 9 Alignment

**Location: North Diversion Channel (Balloon Fiesta Park to Roy Rd.), Roy Rd. (Edith Blvd. to I25)**

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

**Initial Implementation Phase:**

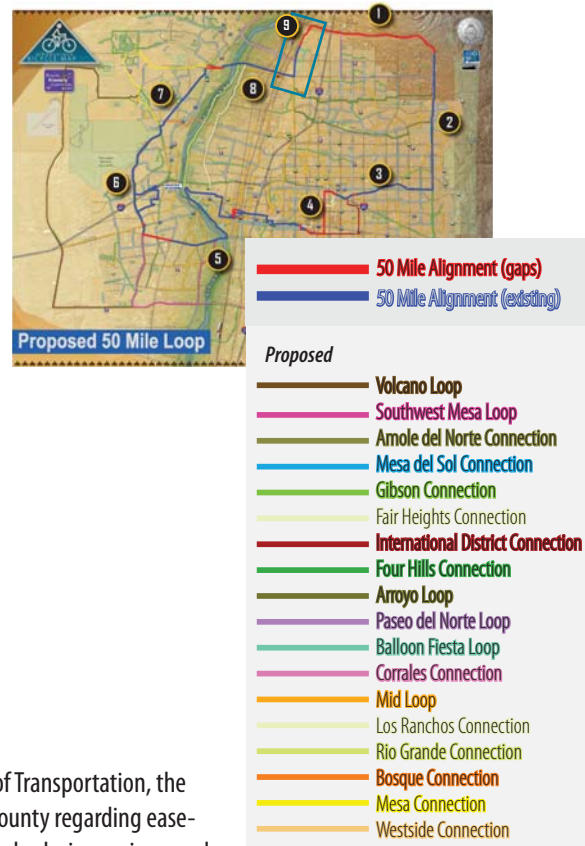
Multi-use Trail  
Signing & Striping

**Amenity Implementation Phase:**

Rest Stop  
Wayfinding Signing  
Trail System Map Kiosk

**Implementation**

Partner and coordinate with Sandia Pueblo, the New Mexico Department of Transportation, the Albuquerque Metropolitan Arroyo Flood Control Authority and Bernalillo County regarding easements, right of way/ownership, maintenance responsibility, design standards, design reviews and construction requirements. Partner with Sandia Pueblo for access to and marketing of attractions and the Sandia Casino & Resort. Partner with the Albuquerque International Balloon Fiesta for access to and marketing of attractions and events. Coordinate with the Albuquerque Metropolitan Arroyo Flood Control Authority and the Corps of Engineers for any work affecting arroyos (Waters of the United States), and



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

***Legislative Districts***

- City Council District 4
- County Commission District 4
- State Representative District 15
- State Senate Districts 13

***Key Stakeholders (in alphabetical order)***

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

***Funding Strategies***

For this segment, the following funding options are recommended:

- City Capital Improvement Program (CIP) funds (General Obligation Bond funds)
- Capital Outlay
- Transportation Improvement Program (TIP) funds



## Marketing Plan

### 1. Mission Statement

To promote the safe use of the 50 Mile Loop for multi-use recreation and alternative transportation, and to educate user groups on shared-use etiquette, safety and consideration of others.

### 2. Vision Statement

- To establish the 50 Mile Loop as a popular route and to increase usage for all types of users non-motorized users.
- To position the 50 Mile Loop as a premier regional tourist destination.

### 3. Rationale

A multi-use trail serves as part of the community transportation system that supports multiple recreational opportunities. For most multi-use trails, cyclists are the primary user group. This may include a variety of cyclists from bicycles to tandems to recumbents to hand-powered three-wheelers as well as parents pushing strollers or towing kids in bike trailers. Other users also include walkers, joggers, in line skaters, skateboarders, people in wheelchairs and equestrians.

**Bicycling and Economic Development:** In addition to health benefits and reduced automobile traffic and carbon-dioxide emissions, walking and cycling are known to stimulate tourism, increase property values and provide place-making and livability for communities. A healthy trail system helps recruit talent by providing fun outdoor recreation for young professionals.

### 4. Health and Wellness

Albuquerque consistently ranks in the top ten in Men's Health list of the fittest cities in America. To create the ranking, Men's Health looked at: 1) percentage of the city's population who are overweight; the percentage of citizens diagnosed with type 2 diabetes; 2) the percentage of residents who haven't left the couch in a month based on the CDC Behavioral Risk Factor Surveillance System (an ongoing telephone survey); 3) the money spent on junk food using figures on consumer spending from Bureau of Labor Statistics; and finally, 4) the number of people who ate fast food nine or more times in a month with statistics supplied by Mediamark Research and Intelligence (MRI), an independent research firm.

Cycling and walking are two of the easiest and least expensive ways to exercise. Many people put off participating in certain sports because of the level of skill or cost that may be required, but most of us know how to walk or cycle. Cycling is a low impact sport that improves cardiovascular health and increases lower body strength and balance. Moreover, individuals can regulate the pace of their activity to low, moderate or high intensity to match their fitness level. Any regular exercise can reduce stress and depression and improve wellbeing and self-esteem.

A primary component of this marketing plan is to educate the public on the health benefits of walking or cycling by focusing on providing resources and events that increase awareness. Marketing may include activities such as recruiting trainers or health professionals to coach and instruct participants in healthy exercise or set workout plans and schedules, organizing bike rides or pedestrian walks for beginners and intermediate athletes, or sponsoring demonstrations and presentations on proper dieting and stretching before exercise.

The City of Albuquerque has recently began a program called Step it Up! which encourages walking in an easy social atmosphere. In addition, the Parks and Recreation Department offers bicycle programs that promote the health, recreational, and transportation benefits of cycling for youth and adults.

### **5. Priority Destinations**

By using segments of the 50 Mile Loop trail network as well as bicycle lanes and bicycle routes it is possible to get to most popular destinations such as the Albuquerque Zoo, the Bio Park, cultural centers, parks, museums and shopping, as well as many major employers including the University of New Mexico. On the east side, the path running along Tramway Boulevard affords access to trails in the Sandia foothills, the Sandia Peak Tramway and finally north to Sandia Casino. The Paseo del Bosque Trail, on the west side, provides access to Tingley Beach, the Albuquerque Biopark, the Rio Grande Nature Center and Balloon Fiesta Park.

### **6. Regional and National Recognition**

Albuquerque has achieved a bronze level from the League of American Bicyclists' list of Bicycle-Friendly Communities. The Paseo del Bosque Trail (part of the 50 Mile Loop) ranked #11 on Sunset Magazine's 2012 list of Top Twenty Bike Paths. One goal of the marketing plan is to keep these and other media sources apprised of additions and improvements to the 50 Mile Loop to continue to gain editorial coverage. Advertising costs are also included at the end of this plan.

### **7. Communications and Educational Objectives**

This marketing plan incorporates six communications objectives in combination with three educational objectives. Together they represent a comprehensive approach that addresses the entire lifecycle of the plan from introduction to growth to sustainability over time.

#### **BRANDING**

##### **Logo Development**

The communications strategy begins with developing a logo that is recognizable and memorable and can stand on its own to depict the 50-Mile Loop. Three potential designs and two taglines have been developed:

Design #1 – Utilizes a 50 Mile loop encircling the downtown skyline

Design #2 – Utilizes the loop itself encircling the downtown skyline

Design #3 - Is more of a type solution, although the "0" in 50 is turned into a Q in a nod to Albuquerque

We have also developed two taglines to promote multiple uses of the 50-Mile Loop:

*Hike, Ride, Bike...Explore!*

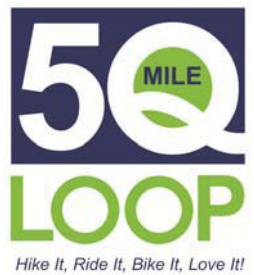
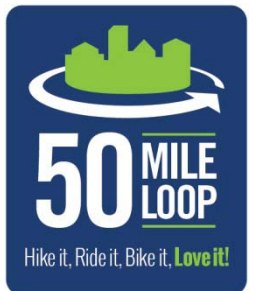
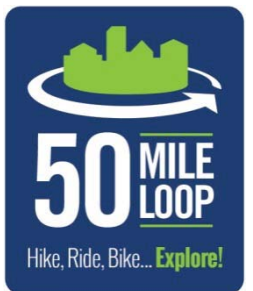
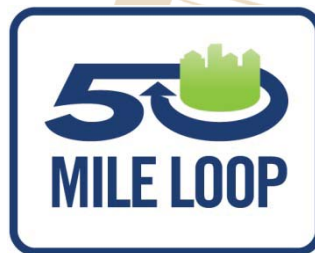
*Hike it, Ride it, Bike it, Love it!*

We have incorporated versions of all three logo designs with the two taglines and alone on the following page.

Vote for Your Favorite!

We recommend the City of Albuquerque continue to solicit input from the stakeholder groups who will be utilizing the Loop and from the public by allowing them to "vote" for their favorite. In this way, the City can continue building buy-in to the project and instill a sense of ownership. We recommend the City post the versions electronically, and allow interested persons to vote on their favorite (one vote per email address) for a period of four weeks. At the end of that period, the selected "brand" would be announced and would be applied to all communications relating to the 50-Mile Loop.



**COMMUNICATIONS OBJECTIVE ONE:**

**Introduce the 50 Mile Loop to the public in spring and build sustained interest over the summer and fall seasons.**

**Strategies and Tactics:**

- a. Contact chambers of commerce for ribbon cutting events.
- b. Hold a celebrity kickoff event featuring local dignitaries and celebrities of note who will join in an inaugural ride (e.g., Mayor Richard J. Berry, U.S. Senator Martin Heinrich and family, Albuquerque city councilors, CEOs, etc.). Enlist sponsors from local businesses (bike shops, REI, Defined Fitness, Gold's Gym and others) and nonprofit organizations (Lung Association, Heart Association, United Way). Invite members of the media to participate and take photos. Have different types of musical groups stationed at different points along the way (string quartet, rock band, jazz group, etc.). Continue as an annual event with a branded name.
- c. Launch a 50 Mile Loop challenge, where medals or other forms of recognition are awarded for completing a portion or the entire Loop (gold for 50 miles, silver for 25 miles, bronze for 10 miles).
- d. Create and widely distribute a new trail map.
- e. Make the public aware of the City bicycle map and interactive map on the City's website.
- f. Collect data to determine usage patterns, trail counts before and after construction.
- g. Send out press releases to local media.
- h. Encourage local media to write a feature or cover story on bicycling in Albuquerque.
- i. Advertise in local publications (See Media Strategy).
- j. Hold a photo contest and post winning photos online.

- k. Encourage riders to film short video diaries of various sections of the trail and post them online.
- l. Create 50 Mile Loop posters to be placed at bike shops, local businesses, community centers, libraries, schools, etc.

### COMMUNICATIONS OBJECTIVE TWO:

**Encourage the idea of multi-use activities and promote safety and courtesy to others.**

#### *Strategies and Tactics:*

- a. Create, print and distribute a brochure or handout on trail etiquette and sharing the trail with others (bicyclists, kids in trailers, in line skaters, etc.).
- b. Hold free safety instruction classes or repair classes in conjunction with local bike shops (see Objective Four).

### COMMUNICATIONS OBJECTIVE THREE:

**Establish recreational and commuter routes to priority destinations.**

#### *Strategies and Tactics:*

- a. Identify safe, convenient routes in proximity to priority destinations such as workplaces, schools and universities.
- b. Identify connections to popular destinations such as the Albuquerque Zoo, the Albuquerque Bio Park, cultural centers, parks, museums, shopping, etc.
- c. Publicize selected routes using maps and other literature.
- d. Work with employers, schools and universities to make sure their constituents are aware of routes.
- e. Educate the public on the ease of bicycling to work.
- f. Encourage businesses to promote bicycling by installing showers, providing bike parking, etc.



### COMMUNICATIONS OBJECTIVE FOUR:

**Promote health, recreation and wellness.**

#### *Strategies and Tactics:*

- a. Include messaging in brochures and handouts regarding the health benefits of walking and cycling.
- b. Suggest possible alternative fitness routines to get into shape.
- c. Hold free safety instruction classes or repair classes in conjunction with local bike shops.
- d. Facilitate a bike swap meet.

### COMMUNICATIONS OBJECTIVE FIVE:

**Promote the 50 Mile Loop as a place to host charity events for nonprofit organizations.**

#### *Strategies and Tactics:*

- a. Launch Inaugural Ride/Kick-Off Event (See Objective One).
- b. Cooperate with various charities to hold fund raising events throughout the year.

### COMMUNICATIONS OBJECTIVE SIX:

**Establish 50 Mile Loop as a regional tourist destination.**

#### *Strategies and Tactics:*

- a. Pitch the 50 Mile Loop as a destination to regional tourism and travel publications and bicycling magazines as well as statewide newspapers.
- b. Work with New Mexico Tourism Department and Albuquerque Convention and Visitor's Bureau to include the 50 Mile Loop in their itineraries and statewide attractions.



**EDUCATION OBJECTIVE ONE:**

**Develop bicycle education programs for specific target audiences that focus on bicycle safety and health and wellness.**

**Strategies and Tactics:**

- a. Start an after-school program in schools to educate students on bicycle safety and maintenance.
- b. Promote a “Share the Trail campaign” through distribution of literature and outreach to various groups including bicycling groups, hiking groups, etc.
- c. Appoint bike ambassadors from local high schools to attend events and promote awareness and bicycle safety for all road users – bike riders, in line skaters, and pedestrians – and encourage all Albuquerque residents to ride their bikes more.
- d. Create a speakers bureau and book presentations.

**EDUCATION OBJECTIVE TWO:**

**Partner with media and local businesses to educate people about bicycling.**

**Strategies and Tactics:**

- a. Work with bike groups, other groups and retailers to conduct safety classes.
- b. Promote Helmet Use
- c. Encourage businesses to provide showers and other accommodations for bicycle commuters.

**EDUCATION OBJECTIVE THREE:**

**Educate the public about amenities available such as shade structures, water fountains, bike parking, pumping stations, kiosks with maps, bike racks, lighting, wireless Internet services, food or beverage services.**

**Strategies and Tactics:**

- a. Encourage local businesses to sponsor signage and other amenities.
- b. Create distinctive and highly visible rest stations, signage, etc.

### *8. Media Strategy*

The media strategy focuses on print and digital media. We believe that local print media offers the best opportunity to engage the widest demographics most efficiently, from young people to parents to seniors. We also believe that earned media and community engagement can play prominent roles, especially since the introduction of the 50 Mile Loop will offer a new experience in Albuquerque. We believe the project will receive a great deal of coverage from print and broadcast media outlets and will generate word of mouth to build initial awareness.

From a regional or national perspective where advertising costs are expensive (1/3 page in *Bicycling Magazine* is \$29,500), we recommend promoting the Albuquerque 50 Mile Loop as a destination by pitching popular lists such as *Bicycle Magazine's* Top 50 Bike Friendly Cities or *Complex Magazine's* Fifty Best Bike Trails in America.

The Marketing Plan calls for three strategic advertising flights which can be coordinated with specific seasons and events. The flights will be implemented in phases depending on funding availability. The plan begins by promoting an Inaugural Ride as a kickoff event in spring (April or May), which is the beginning of the heaviest usage months. Care should be taken to avoid conflicts with other events such as Spring Break, Mother's Day, etc. Special events or tours can be held a month prior to the Inaugural Ride to familiarize the media with the Loop so they can begin writing about it. As stated previously, local celebrities, dignitaries and government officials should be invited to participate in the Inaugural Ride, and a ribbon cutting ceremony can be sponsored by chambers of commerce. Local businesses can be encouraged to set up tables or tents.

A second advertising flight in June will sustain awareness through midsummer high-usage months, and the third flight will promote the 50 Mile Loop during fall when colors are at their peak and activity is high. Overall activity is greatly reduced in the winter months, so we recommend cutting back marketing efforts until the following spring.

### 9. Estimated Budget

This plan establishes a three-tier budget with options for promotion of the 50 Mile Loop to accommodate different levels of spending. All three tiers include a Kick-Off/Inaugural Ride as their centerpiece to drive momentum for media outreach efforts. They also include a brochure, website, and some social media.

Tier I, in addition to the above, includes earned media (public relations and community outreach) which involves contacting local reporters and community organizations. Local IQ Magazine has already expressed interest in writing a feature story. Tier I is the most modest budget.

Tier II is a more robust budget and incorporates all the earned media activities from Tier I with the addition of paid advertising in local print media such as the Albuquerque Journal, the Weekly Alibi, Duke City Fit, etc. Tier II is a moderate budget.

Tier III is the most comprehensive budget. It includes all of the earned media in Tier I, the paid local advertising in Tier II, and the addition of paid advertising in regional and national media. Tier III could include national publications such as Bicycling Magazine and regional additions of Outside Magazine and Sunset Magazine. Communications Objective Six calls for establishing the bike path as a regional tourist destination. Extending advertising to regional and national publications would serve this objective.

The City may already be undertaking some of the activities outlined, but they are included for consideration. Tasks that could be performed by City staff are indicated or an external contractor with an estimated an hourly rate of \$85.

Local media was selected based on its ability to reach the broadest demographic, including everyone from children to seniors. Regional media was selected based on its appeal to tourists and use by the New Mexico Department of Tourism. National media was selected based on its appeal to bicyclists and outdoors enthusiasts.

### 10. Outreach

Activities surrounding a kickoff strategy, followed by events and seasonal promotions for Summer and Fall.

#### a. Local Newspapers

- a.1. *Albuquerque Journal*
- a.2. *Rio Rancho Observer*
- a.3. *Valencia County News Bulletin*
- a.4. *The Daily Lobo*

#### b. Regional Newspapers

- b.1. *Santa Fe New Mexican*
- b.2. *Santa Fe Reporter*

#### c. Local Magazines

- c.1. *Albuquerque the Magazine*
- c.2. *Local IQ*
- c.3. *Weekly Alibi*
- c.4. *Duke City Fit*
- c.5. *Prime Time*
- c.6. *New Mexico Kids*



**d. Local Organizations**

- d.1. Greater Albuquerque Bicycling Advisory Committee (GABAC)
- d.2. BikeABQ (bikeabq.org)
- d.3. Greater Albuquerque Recreational Trails Committee (GARTC)
- d.4. New Mexico Bicycle Racing Association (nmcycling.org)
- d.5. New Mexico Touring Society (nmts.org)
- d.6. Meet-up Groups
- d.7. Duke City Wheelmen
- d.8. Albuquerque Senior Citizens Hiking Group
- d.9. UNM Bicycle Club
- d.10. Rio Cycling Club
- d.11. Sport System Mountaintop Cycling Club
- d.12. New Mexico Horse Council (NMHC)

**e. Local Websites**

- e.1. City of Albuquerque website (cabq.gov/parksandrecreation/recreation/bike/bicycling)
- e.2. City newsletters and e-newsletters
- e.3. Social media – Facebook, twitter, etc.
- e.4. Bike Safety Newsletter (City of Albuquerque)
- e.5. dukecityfix.com
- e.6. abqjournal.com
- e.7. koat.com
- e.8. kob.com
- e.9. krqe.com
- e.10. bikehubnm.com

**f. Regional Magazines**

- f.1. *Sunset Magazine Rocky/Mountain Southwest Edition*
- f.2. *Outside Magazine*
- f.3. *New Mexico Magazine*
- f.4. *Southwest Airlines Spirit*
- f.5. *National Geographic Traveler*

**g. National Bicycling Magazines**

- g.1. *Bicycling Magazine* (www.bicycling.com)
- g.2. *Bicycle Times Magazine* (bicycletimes.com)
- g.3. *Road Bike Action Magazine* (roadbikeaction.com)
- g.4. *Mountain Bike* (mountainbike.com)
- g.5. *Momentum Magazine* (momentummag.com)

**h. Tourism Magazines and Websites**

- h.1. New Mexico Department of Tourism (newmexico.org)
- h.2. Albuquerque Convention and Visitor's Bureau (itsatrip.org)
- h.3. travel.nationalgeographic.com
- h.4. bicycling.com
- h.5. budgettravel.com

**i. Marketing Partners**

- i.1. Albuquerque Bike Shops
  - i.1.1. High Desert Bicycles
  - i.1.2. Bike World
  - i.1.3. The Kickstand



- i.1.4. Bikes Plus
  - i.1.5. The Bike Co-op
  - i.1.6. Routes, Rentals and Tours
  - i.1.7. Two Wheel Drive
  - i.1.8. Fat Tire Cycles
  - i.1.9. Bikeworks
  - i.1.10. Cycle Cave
  - i.1.11. Trek Bicycle Superstore
  - i.1.12. Southwest Cycling Specialists
  - i.1.13. Northeast Cyclery
  - i.1.14. Performance Bicycle Shop
  - i.1.15. Stevie's Happy Bikes
  - i.1.16. Fixed and Free Bike Chop
  - i.1.17. Gold Avenue Bicycle Company
  - i.1.18. Q Cycle
- i.2. Local Sporting Goods Stores
  - i.2.1. REI
  - i.2.2. The Sports Authority
  - i.2.3. Big 5 Sporting Goods
  - i.2.4. Sports Systems
  - i.2.5. Other local retailers (Target, Kmart, Sears, etc.)
- i.3. Santa Fe Bike Shops
  - i.3.1. Bicycle Technologies International
  - i.3.2. Bike N Sport
  - i.3.3. Rob and Charlie's
  - i.3.4. Spin Doc
  - i.3.5. The Broken Spoke
- j. Coordinate Co-operative Marketing Opportunities**
  - j.1. New Mexico Department of Tourism
  - j.2. New Mexico Tourism Association
  - j.3. Coordinate with ABQ Ride Programs
    - j.3.1. ABQ RIDE provides detailed maps of walking and bike trails/routes, a great "Bike/Walk Buddy Program," trip planning, and more.
  - j.4. Free training on bicycle safety and trip planning
  - j.5. Biking/walking buddy program
  - j.6. Guaranteed Ride Home program
  - j.7. Recruit local businesses, especially those on route
  - j.8. Bike share concept
- k. Team with charities (Lung Association, Susan G. Komen, United Way, Heart Association, Leukemia and Lymphoma Society, etc.)**





## Appendix A

### Existing Infrastructure Characteristics

#### Segment 1 Tramway Road (Interstate 25 to Tramway Boulevard)

Table A1. Segment 1 Existing Facility Characteristics

Type of Facility	Location	Limits	Width	Material	Material Condition & Description	
Bicycle Lanes	Tramway Rd.	Interstate 25 to Bien Mur/Rainbow	8 ft	asphalt	good	new asphalt
		Bien Mur/Rainbow to Resort Entrance*	8 ft	asphalt	good	new asphalt
Roadway Shoulders	adjacent to driving lane, eastbound & westbound	Resort Entrance to Forest Rd. 333	8 ft to 10 ft**	asphalt	fair	some transverse cracks
		Forest Rd. 33 to Tramway Blvd.	8 ft to 10 ft**	asphalt	fair	some transverse cracks

\* bicycle lanes end approximately 1000 ft east of the Resort Entrance.

\*\* shoulder width narrows slightly at intersections (width ranges 5 ft to 8 ft).

Table A2. Segment 1 Existing Intersection Characteristics

Street	Roadway Intersection	Control	Trail Intersection	Description
Bien Mur/Rainbow	full intersection	signalized	none	intersection with Tramway Rd., striped bicycle lanes through intersection
Resort Entrance	T intersection	side street STOP	none	intersection with Tramway Rd., striped bicycle lanes through intersection
Forest Rd. 333	T intersection	side street STOP	none	intersection with Tramway Rd.
Tramway Blvd.	full intersection	all way STOP	none	intersection with Tramway Rd.

**Segment 2      Tramway Boulevard (Tramway Road to Embudo Arroyo)**

Table A3. Segment 2 Existing Facility Characteristics

Type of Facility	Location	Limits	Width	Material	Material Condition & Description	
Multi-use Trail	east side of Tramway Rd.	Tramway Rd. to Academy Rd.	12 ft to 14 ft	asphalt	good	new asphalt, centerline stripe
		Academy Rd. to Manitoba Dr.	12 ft to 14 ft	asphalt	good	sealed transverse cracks, centerline stripe
		Manitoba Dr. to Montgomery Blvd.	+14 ft	asphalt	good	some transverse cracks, centerline stripe
		Montgomery Blvd. to Embudo Arroyo	10 ft	asphalt	good	centerline stripe
Overpass	over arroyo	Bear Canyon Arroyo	12 ft	asphalt	good	roadway bridge
	over arroyo	North Glednwood Hills Arroyo	12 ft	wood plank deck	good	seal coat overlayed on planks
	over Tramway Rd.	Commanche Rd.	8 ft	wood plank deck	poor	warped and loose planks
	over Tramway Rd.	Candelaria Rd.	8 ft	wood plank deck	poor	warped and loose planks
	over Tramway Rd.	Tramway Rd.	8 ft	wood plank deck	poor	warped and loose planks



Table A4. Segment 2 Existing Intersection Characteristics

Street	Roadway Intersection	Control	Trail Intersection	Description
Tramway Lane	full intersection	side street STOP	side trail	intersection with T ramway Rd.
Cedar Hill Rd.	full intersection	signalized	side trail	intersection with T ramway Rd.
Live Oak Rd.	full intersection	signalized	side trail	intersection with T ramway Rd.
Paseo del Norte	T intersection	signalized	side trail	intersection with T ramway Rd., free-right turn/yield condition
San Bernardino Dr.	full intersection	signalized	side trail	intersection with T ramway Rd.
Tramway Terrace Pl.	full intersection	signalized	side trail	intersection with T ramway Rd.
San Rafael Ave.	full intersection	signalized	side trail	intersection with T ramway Rd.
Simms Park Rd.	full intersection	signalized	side trail	intersection with T ramway Rd., right-in/right-out
Academy Rd.	full intersection	signalized	side trail	intersection with T ramway Rd., free-right turn/yield condition
Spain Rd.	full intersection	signalized	side trail	intersection with T ramway Rd., free-right turn/yield condition
Manitoba Dr.	full intersection	signalized	side trail	intersection with T ramway Rd.
Tramway Ridge Dr.	T intersection	side street STOP	side trail	intersection with T ramway Rd., right-in/right-out
Montgomery Blvd.	full intersection	signalized	side trail	intersection with T ramway Rd., large radii returns
Comanche Rd.	full intersection	signalized	side trail	intersection with T ramway Rd., large radii returns
Candelaria Rd.	full intersection	signalized	side trail	intersection with T ramway Rd., large radii returns
Menaul Blvd.	full intersection	signalized	side trail	intersection with T ramway Rd., large radii returns
Rover Ave.	full intersection	signalized	side trail	intersection with T ramway Rd.

**Segment 3** *Paseo de las Montañas Trail and Embudo Arroyo (Tramway Boulevard to Interstate 40)*

Table A5. Segment 3 Existing Facility Characteristics

Type of Facility	Location	Limits	Width	Material	Material Condition & Description	
Multi-use Trail	north side of Embudo Arroyo	Tramway Blvd. to pedestrian bridge	8 ft	concrete	good	sidewalk
	south side of Embudo Arroyo	pedestrian bridge to Juan Tabo Blvd.	10 ft to 12 ft	asphalt	good	some transverse cracks
		Juan Tabo Blvd. to Morris St.	10 ft to 12 ft	asphalt	good	some transverse cracks
		Morris St. to Parsifal St.	8 ft	asphalt	good	some transverse cracks
	north side of Embudo Arroyo	Parsifal St. to Indian School Rd.	8 ft	concrete	fair	some heaving of sidewalk
	south side of Embudo Arroyo	Indian School Rd. to Pennsylvania St.	8 ft to 10 ft	asphalt	good	some transverse cracks
	along Winrock Center property	Pennsylvania St. to Interstate 40	10 ft	asphalt	good	some transverse cracks, centerline stripe
Overpass	over arroyo	Embudo Arroyo	+10 ft	wood plank deck	poor	warped planks
	over Interstate 40	Interstate 40	+10 ft	concrete deck	good	

Table A6. Segment 3 Existing Intersection Characteristics

Street	Roadway Intersection	Control	Trail Intersection	Description
Chelwood Park Blvd.	full intersection	side street STOP	side trail	intersection with Indian School Rd.
Juan Tabo Blvd.	full intersection	signalized	side trail	intersection with Indian School Rd.
Martha St.	trail intersects	none	mid-block	painted cross walk
Morris St.	trail intersects	none	mid-block	
Britt St.	trail intersects	none	mid-block	painted cross walk
Eubank Blvd.	trail intersects	flashing lights, overhead signing	mid-block	median refuge
Parsifal St.	trail intersects	none	mid-block	
Indian School Rd.	trail intersects	none	mid-block	median refuge
Moon St.	trail intersects	none	mid-block	painted cross walk
Wyoming Blvd.	trail intersects	flashing lights, overhead signing	mid-block	median refuge
Hendola Dr.	trail intersects	none	mid-block	
Pennsylvania St. (north)	T intersection	signalized	side trail	intersection with Winrock Loop
Pennsylvania St. (south)	trail intersects	none	mid-block	narrow entrance/exit, dead end



**Segment 4 Near Heights / Nob Hill / University (Interstate 40 to Interstate 25)**

Table A7. Segment 4 Existing Facility Characteristics

Type of Facility	Location	Limits	Width	Material	Material Condition & Description	
Multi-use Trail	south side of I40	Interstate 40 to Louisiana Blvd.	+10 ft	asphalt	good	some uneven areas
		Louisiana Blvd. to Dakota St.	+10 ft	asphalt	good	some uneven areas
Sidewalk	Zimmerman Ave.	Dakota St. to San Pedro Dr.	3.5 ft	concrete	good	some uneven areas
	Haines Ave.	San Pedro Dr. to Alvarado Dr.	3.5 ft	concrete	good	some uneven areas
	Alvarado Dr.	Haines Ave. to Zuni Rd.	4 ft	concrete	good	some uneven areas
	Zuni Rd.	Alvarado Dr. to Washington St.	6 ft to 8 ft	concrete	good	some uneven areas
	Lead Ave./Coal Ave.	Washington St. to Morningside Dr.	8 ft	concrete	good	new construction
	Morningside Dr.	Lead Ave./Coal Ave. to Silver Ave.	3 ft to 6 ft	concrete	good	some uneven areas
	Silver Ave.	Morningside Dr. to Carlisle Blvd.	3 ft to 6 ft	concrete	good	some uneven areas
	Carlisle Blvd.	Silver Ave. to Silver Ave.	6 ft	concrete	good	some uneven areas
	Silver Ave.	Carlisle Blvd. to Yale Blvd.	3 ft to 8 ft	concrete	good	some uneven areas
	Yale Blvd.	Silver Ave. to Redondo Dr.	8 ft	concrete	good	some uneven areas
	Redondo Dr.	Yale Blvd. to M. L. King, Jr. Dr.	6 ft to 8 ft	concrete	good	some uneven areas
	ML King, Jr. Dr.	Redondo Dr. to Interstate 25	6 ft	concrete	good	new construction
Bicycle Boulevard	Silver Ave.	Morningside Dr. to Carlisle Blvd.	-	asphalt	good	roadway has some transverse and longitudinal cracks
	Carlisle Blvd.	Silver Ave. to Silver Ave.	-	asphalt	good	roadway has some transverse and longitudinal cracks
	Silver Ave.	Carlisle Blvd. to Yale Blvd.	-	asphalt	good	roadway has some transverse and longitudinal cracks
Bicycle Lanes	ML King, Jr. Dr.	University Blvd. to Interstate 25*	6 ft	asphalt	good	roadway has some transverse and longitudinal cracks
Underpass	under Louisiana Blvd.	Louisiana Blvd.	+14 ft	concrete	good	concrete box

\* A sharrow is in place between Mulberry St. and Oak St.

Table A8. Segment 4 Existing Intersection Characteristics

Street	Roadway Intersection	Control	Trail Intersection	Description
Louisiana Blvd.	trail under roadway	none	underpass	
Dakota St.	trail intersects		trail ends	
San Pedro Dr.	full intersection	signalized		intersection with Haines Ave.
Alvarado Dr.	full intersection	STOP control	no trail	intersection with Haines Ave.
Hannett Ave.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Aspen Ave.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Constitution Ave.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
El Encanto Pl.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Summer Ave.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Rosemont Ave.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Mountain Rd.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Granite Ave.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Marble Ave.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Alice Ave.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Lomas Blvd.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Roma Ave.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
San Juan Rd.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Marquette Ave.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Nambe Rd.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Grand Ave.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Copper Ave.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Zia Rd.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Domingo Rd.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Central Ave.	full intersection	signalized	no trail	intersection with Alvarado Dr.
Acoma Rd.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Highland Ave.	full intersection	STOP control	no trail	intersection with Alvarado Dr.
Zuni Rd.	full intersection	STOP control	no trail	intersection with Alvarado Dr.



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

Table A9. Segment 5 Existing Facility Characteristics

Type of Facility	Location	Limits		Width	Material	Material Condition & Description	
Sidewalk	ML King, Jr. Dr.	Interstate 25	to Broadway Blvd.	6 ft to 8 ft	concrete	good	some uneven areas
	Marquette Ave.	Broadway Blvd.	to 5th St.	6 ft to 8 ft	concrete	good	some uneven areas
	Tijeras Ave.	Broadway Blvd.	to 4th St.	6 ft to 8 ft	concrete	good	some uneven areas
	4th St.	Tijeras Ave.	to Silver Ave.	6 ft to +8 ft	concrete	good	some uneven areas
	5th St.	Marquette Ave.	to Silver Ave.	6 ft to +8 ft	concrete	good	some uneven areas
	Silver Ave.	4th St.	to 14th St.	6 ft to +8 ft	concrete	good	some uneven areas
	14th St.	Silver Ave.	to Mountain Rd.	6 ft	concrete	good	some uneven areas
	Mountain Rd.	14th St.	to P. del Bosque Trail	4 ft to 8 ft	concrete	good	some uneven areas
	Bridge Blvd.	P. del Bosque Trail	to Unser Blvd.	6 ft to 8 ft	concrete	good	some uneven areas
Bicycle Lanes	ML King, Jr. Dr.	Interstate 25	to Broadway Blvd.	6 ft	asphalt	good	some transverse cracks
	Bridge Blvd.	P. del Bosque Trail	to Old Coors Rd.	4 ft to 6 ft	asphalt	fair	transverse cracks, rough areas
Bicycle Boulevard	Silver Ave.	4th St.	to 14th St.	-	asphalt	good	roadway has some transverse and longitudinal cracks
	14th St.	Silver Ave.	to Mountain Rd.	-	asphalt	good	roadway has some transverse and longitudinal cracks
	Mountain Rd.	14th St.	to P. del Bosque Trail	-	asphalt	good	roadway has some transverse and longitudinal cracks
Multi-use Trail	Paseo del Bosque Trail	Mountain Rd.	to Central Ave.	10 ft to 13 ft	asphalt	poor	numerous transverse cracks, centerline and shoulder stripes
		Central Ave.	to Bridge Blvd.	10 ft to 12 ft	asphalt	good	some transverse & longitudinal cracks, centerline and shoulder
Underpass	under Central Ave.	Central Ave.		+12 ft	asphalt	good	trail travels under Central Ave. roadway bridge
	under Bridge Blvd.	Bridge Blvd.		+12 ft	asphalt	good	trail travels under Bridge Blvd. roadway bridge

Table A10. Segment 5 Existing Intersection Characteristics

Street	Roadway Intersection	Control	Trail Intersection	Description
Locust St.	full intersection	signalized	no trail	intersection with MLK, Jr. Dr.
Elm St.	full intersection	signalized	no trail	intersection with MLK, Jr. Dr.
Walter St.	full intersection	STOP control	no trail	intersection with MLK, Jr. Dr.
Edith Blvd.	full intersection	signalized	no trail	intersection with MLK, Jr. Dr.
Broadway Blvd.	full intersection	signalized	no trail	intersection with MLK, Jr. Dr.
2nd St., 3rd St., 4th St., 5th St.	full intersection	signalized	no trail	intersection with Marquette Ave.
Tijeras Ave., Copper Ave., Central Ave., Gold Ave.,	full intersection	signalized	no trail	intersection with Fifth St.
2nd St., 3rd St., 4th St.	full intersection	signalized	no trail	intersection with Tijeras Ave.
Copper Ave., Central Ave., Gold Ave., Silver Ave.	full intersection	signalized	no trail	intersection with Fourth St.
6th St., 7th St., 8th St., 9th St., 10th St., 11th St., 12th St., 13th St., 14th St.	full intersection	signalized	no trail	intersection with Silver St.
Gold Ave., Park Ave., Los Alamos Ave., Central Ave., Marquette Ave., Roma	full intersection	STOP control	no trail	intersection with 14th St.
Lomas Blvd., Orchard Pl., Marble Ave., Granite Ave., Mountain Rd.	full intersection	STOP control	no trail	intersection with 14th St.
Claire Ct.	T intersection	STOP control	no trail	intersection with Mountain Rd.
Sawmill Rd.	full intersection	STOP control	no trail	intersection with Mountain Rd.
15th St.	T intersection	STOP control	no trail	intersection with Mountain Rd.
Old Town Rd.	full intersection	STOP control	no trail	intersection with Mountain Rd.
18th St., 19th St., 20th St.	T intersection	signalized	no trail	intersection with Mountain Rd.
San Felipe St.	full intersection	signalized	no trail	intersection with Mountain Rd.
Rio Grande Blvd.	full intersection	signalized	no trail	intersection with Mountain Rd.
Main St.	full intersection	STOP control	no trail	intersection with Mountain Rd.
Tohachi Trail	T intersection	STOP control	no trail	intersection with Mountain Rd.
Montoya St.	full intersection	STOP control	no trail	intersection with Mountain Rd.
Lulac Ave.	T intersection	STOP control	no trail	intersection with Mountain Rd.
Laguna Seca Ln.	T intersection	STOP control	no trail	intersection with Mountain Rd.
Gabaldon Rd.	T intersection	STOP control	no trail	intersection with Mountain Rd.
Don Gabal Loop	T intersection	STOP control	no trail	intersection with Mountain Rd.



Table A10. Segment 5 Existing Intersection Characteristics continued

Street	Roadway Intersection	Control	Trail Intersection	Description
Central Ave.	underpass		underpass	trail
Bridge Blvd.	underpass		underpass	trail
La Vegas Dr.	T intersection	signalized	no trail	intersection with Bridge Blvd.
Orchard Garden Rd.	T intersection	STOP control	no trail	intersection with Bridge Blvd.
Lansing Dr.	T intersection	STOP control	no trail	intersection with Bridge Blvd.
Isleta Blvd.	T intersection	signalized	no trail	intersection with Bridge Blvd.
Hartline Rd.	T intersection	STOP control	no trail	intersection with Bridge Blvd.
Cannon Rd.	T intersection	STOP control	no trail	intersection with Bridge Blvd.
Ethel Ave.	T intersection	STOP control	no trail	intersection with Bridge Blvd.
Young Ave./Saavedra Rd.	full intersection	STOP control	no trail	intersection with Bridge Blvd.
Sunset Rd./Five Points Rd.	full intersection	signalized	no trail	intersection with Bridge Blvd.
Gatewood Ave.	full intersection	STOP control	no trail	intersection with Bridge Blvd.
Goff Blvd.	full intersection	signalized	no trail	intersection with Bridge Blvd., free right turn at NW and SE quads
Lura Pl.	T intersection	STOP control	no trail	intersection with Bridge Blvd.
Pear Rd.	T intersection	STOP control	no trail	intersection with Bridge Blvd.
Anthony Ln.	full intersection	STOP control	no trail	intersection with Bridge Blvd.
Atrisco Dr.	full intersection	signalized	no trail	intersection with Bridge Blvd., large radii returns
Perez Rd.	full intersection	STOP control	no trail	intersection with Bridge Blvd.
Abo St., Paulette Rd., Foothill Dr.	T intersection	STOP control	no trail	intersection with Bridge Blvd.
Old Coors Rd.	full intersection	signalized	no trail	intersection with Bridge Blvd.
Tower Rd., Cortez Dr., Carlos Rey Dr., Eucariz Ave.	T intersection	STOP control	no trail	intersection with Bridge Blvd.
Coors Blvd.	full intersection	signalized	no trail	intersection with Bridge Blvd., free right turn at NW and SE quads
Lindsay Pl., Sesame St., Stinson St., 75th St., Via Arealado	T intersection	STOP control	no trail	intersection with Bridge Blvd.
Unser Blvd.	full intersection	signalized	no trail	intersection with Bridge Blvd.

**Segment 6      Unser Boulevard (Bridge Boulevard to Vulcan Road)**

Table A11. Segment 6 Existing Facility Characteristics

Type of Facility	Location	Limits	Width	Material	Material Condition & Description	
Multi-use Trail	east side of Unser Blvd.	Bridge Blvd. to Central Ave.	10 ft to 12 ft	asphalt	good	centerline stripe
		Central Ave. to Sarcino Pl.	6 ft	concrete	good	sidewalk
		Saracino Pl. to Bluewater Rd.	12 ft	concrete	good	joint in middle of concrete trail
		Bluewater Rd. to Los Volcanes Rd.	10 ft	concrete	good	joint in middle of concrete trail
		Los Volcanes Rd. to I40 EB Frontage Rd.	+10 ft	asphalt	good	centerline stripe
		I40 EB Frontage Rd. to I40 WB Frontage Rd.	12 ft	concrete	good	joint in middle of concrete trail
		I40 WB Frontage Rd. to Ladera Dr.	12 ft	asphalt	good	centerline stripe
				concrete	good	joint in middle of concrete trail
		Ladera Dr. to 1000 ft south of Ouray Rd.	8 ft	asphalt	fair	some transverse cracks, exposed aggregate
			6 ft	concrete	good	asphalt adjacent to sidewalk
		1000 ft south of Ouray Rd. to Western Trail	12 ft	asphalt	fair	transverse cracks
		Western Trail to San Antonio Arroyo	10 ft to 12 ft	asphalt	fair	transverse cracks, rough edges
Bicycle Lanes	Unser Blvd.	Bridge Blvd. to Central Ave.	6 ft	asphalt	good	newer asphalt
		Los Volcanes Rd. to Interstate 40	+ 6 ft	asphalt	fair	transverse cracks, lip along edge of OGFC
		Interstate 40 to Ouray Rd.	7 ft	asphalt	--	under construction
		Ouray Rd. to San Antonio Arroyo	+ 6 ft	asphalt	good	transverse cracks
Overpass	over Interstate 40	Interstate 40	+8 ft	concrete	good	
	over channel	West I40 Diversion Channel	10 ft	concrete	good	
	over arroyo	South Branch San Antonio Arroyo	10 ft	wood plank deck	fair	wood planks weathering



Table A12. Segment 6 Existing Intersection Characteristics

Street	Roadway Intersection	Control	Trail Intersection	Description
Gwin Rd.	T intersection	STOP control	side trail	intersection with Unser Blvd.
Frederick Ln.	T intersection	STOP control	side trail	intersection with Unser Blvd.
Central Ave.	full intersection	signalized	side trail	intersection with Unser Blvd.
Bluewater Rd.	full intersection	signalized	side trail	intersection with Unser Blvd.
Los Volcanes Rd.	full intersection	signalized	side trail	intersection with Unser Blvd.
I40 EB Frontage Rd.	T intersection		mid-block	intersection with Unser Blvd.
Interstate 40	overpass bridge	none	overpass	
I40 WB Frontage Rd.	full intersection	signalized	side trail	intersection with Unser Blvd.
Ladera Dr.	full intersection	signalized	side trail	intersection with Unser Blvd., free right turn lane for nb to eb (SE quad), large radii returns
La Morada Pl.	T intersection	STOP control	side trail	intersection with Unser Blvd., large radii returns with deceleration lane
Vista Oriente St./Tierra Pintada Blvd.	full intersection	signalized	side trail	intersection with Unser Blvd., free right turn lanes for all quadrants
Old Ouray Rd.	T intersection	STOP control	side trail	intersection with Unser Blvd., large radii returns with deceleration lane
Brawley Rd.	T intersection	STOP control	side trail	intersection with Unser Blvd., large radii returns with deceleration lane
Ouray Rd./Lava Bluff Dr.	full intersection	signalized	side trail	intersection with Unser Blvd., free right turn lane for nb to eb (SE quad), large radii returns
Vista Alegre St.	T intersection	STOP control	side trail	intersection with Unser Blvd., large radii returns with acceleration and deceleration lanes
St. Joseph's Ave.	full intersection	signalized	side trail	intersection with Unser Blvd., free right turn lane for nb to eb (SE quad), large radii returns
Black Volcano Rd.	T intersection	STOP control	side trail	intersection with Unser Blvd., large radii returns with acceleration and deceleration lanes
Western Trail	full intersection	signalized	side trail	intersection with Unser Blvd., free right turn lane for nb to eb (SE quad), large radii returns
Sipapu Ave.	T intersection	STOP control	side trail	intersection with Unser Blvd., large radii returns with acceleration and deceleration lanes

**Segment 7      Mariposa / Riverview Trail (Vulcan Road to Eagle Ranch Road)**

Table A13. Segment 7 Existing Facility Characteristics

Type of Facility	Location	Limits		Width	Material	Material Condition & Description	
Multi-use Trail	north side of South Branch San Antonio Arroyo	Unser Blvd.	to Dellyne Ave.	10 ft	asphalt	good	some transverse cracks, centerline stripe
	east side of Mariposa Diversion Channel	Dellyne Ave.	to Montaño Rd.	10 ft	asphalt	good	some transverse cracks, centerline stripe
	west side of Mariposa Diversion Channel	Montaño Rd.	to Kachina St.	10 ft	asphalt	good	some transverse cracks, centerline stripe
	Mariposa Detention Basin and Park	Kachina St.	to Golf Course Rd.	10 ft	asphalt	good	some transverse cracks and broken edges of asphalt, centerline stripe
				6 ft	asphalt	poor	warped/uneven due to landscape growth, gravel covering trail
	Riverview Trail (along east side of Golf Course Rd.)	La Orilla Rd.	to El Malecon Rd.	8 ft to 10 ft	asphalt	poor	exposed aggregate, wide transverse and map cracks, overgrown grass
	Riverview Trail	El Malecon Rd.	to Rancho Grande Pl.	10 ft	asphalt	fair	transverse & longitudinal cracks
	Riverview Trail	Rancho Grande Pl.	to Eagle Ranch Rd.	+12 ft	asphalt	good	new construction, centerline & shoulder stripes
	west side of Eagle Ranch Rd.	Eagle Ranch Rd.	to All Saints Rd.	10 ft to 12 ft	asphalt	good	some transverse cracks
	west side of Eagle Ranch Rd.	All Saints Rd.	to Paseo del Norte	6 ft to +12 ft	concrete	good	some uneven areas



Table A14. Segment 7 Existing Intersection Characteristics

Street	Roadway Intersection	Control	Trail Intersection	Description
Azueto Ave.	trail intersects	none	mid-block	
Dellyne Ave.	trail intersects	none	mid-block	offset crossing, west side of arroyo to east side
Montaño Rd.	trail intersects	none	mid-block	painted cross walk, median refuge
Kachina St.	trail intersects	none	mid-block	no ramp to access trail on north side
Taylor Ranch Rd.	trail intersects	none	mid-block	painted cross walk
La Orilla Rd./Taylor Ranch Rd.	full intersection	signalized	side trail	free right turns all quadrants
Riverton Dr.	trail intersects	none	mid-block	residential street with access to one/two homes
Hillcrest Ave.	trail intersects	none	mid-block	residential street with access to one/two homes
Rio Salado Ct.	trail intersects	none	mid-block	residential street with access to one/two homes
Rancho Solano Ct.	trail intersects	none	mid-block	residential street with access to one/two homes
Rancho Bonito Dr.	trail intersects	none	mid-block	residential street with access to one/two homes
Rancho Verde Ct.	trail intersects	none	mid-block	residential street with access to one/two homes
Rancho Grande Pl.	trail intersects	none	mid-block	residential street with access to one/two homes
Rancho Milagro Rd.	full intersection	STOP control	side trail	intersection with Eagle Ranch Rd.
All Saints Rd.	full intersection	STOP control	side trail	intersection with Eagle Ranch Rd.

**Segment 8      Paseo del Norte (Eagle Ranch Road to North Diversion Channel)**

Table A15. Segment 8 Existing Facility Characteristics

Type of Facility	Location	Limits	Width	Material	Material Condition & Description	
Multi-use Trail	north side of Frontage Rd.	Paseo del Norte to Alamo Rd.	8 ft	asphalt	poor	transverse cracks, overgrown with landscape
	south side of Paseo del Norte	Alamo Rd. to Rio Grande	12 ft to 14 ft	asphalt	good	some transverse & longitudinal cracks, centerline stripe
		Rio Grande to Rio Grande Blvd.	12 ft to 14 ft	asphalt	fair	transverse & longitudinal cracks, intermittent centerline stripe
		Rio Grande Blvd. to 4th St.	14 ft	asphalt	fair	sealed transverse cracks, rough edges, centerline stripe
		4th St. to 2nd St.	14 ft	asphalt	fair/poor	transverse & longitudinal cracks, intermittent centerline stripe
		2nd St. to Edith Blvd.	10 ft to 12 ft	asphalt	fair/poor	transverse & longitudinal cracks, intermittent centerline stripe
		Edith Blvd. to El Pueblo Rd./NDC	12 ft to 14 ft	asphalt	fair/poor	wide transverse cracks, centerline stripe
Overpass or Underpass	over river	Rio Grande river	9.5 ft	concrete deck	good	roadway bridge
	under 4th Street	4th Street	14 ft	asphalt	good	trail travels under 4th St.
	over 2nd Street	2nd Street	10 ft	concrete deck	good	loose joint plates at approach joints
	over NMRX railroad tracks	NMRX railroad tracks	10 ft	concrete deck	good	some settling at approach joints



Table A16. Segment 8 Existing Intersection Characteristics

Street	Roadway Intersection	Control	Trail Intersection	Description
Rio Grande Blvd.	trail intersects	none	mid-block	
4th Street	trail intersects	none	mid-block	
2nd Street	overpass	none	overpass	
NMRX railroad tracks	overpass	none	overpass	
Edith Blvd.	full intersection	signalized	side trail	
El Pueblo Rd.	trail intersects	none	mid-block	
NMRX railroad tracks	trail intersects	none	mid-block	

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

Table A17. Segment 9 Existing Facility Characteristics

Type of Facility	Location	Limits	Width	Material	Material Condition & Description	
Multi-use Trail	west side of North Diversion Channel	El Pueblo Rd./NDC to Alameda Blvd.	10 ft to 12 ft	asphalt	good	centerline stripe
		Alameda Blvd. to Balloon Fiesta Park	10 ft to 12 ft	asphalt	good	centerline stripe
Overpass or Underpass	under Paseo del Norte	Paseo del Norte	13 ft	concrete*	good	trail under PDN via NDC notch
	under Alameda Blvd.	Alameda Blvd.	13 ft	concrete	good	trail under Alameda via NDC notch
	over North Diversion Channel	North Diversion Channel	+10 ft	concrete deck	good	trail dead ends northbound, and continues over NDC

\* Also has a 3 ft wide rubber path for equestrian use.

Table A18. Segment 9 Existing Intersection Characteristics

Street	Roadway Intersection	Control	Trail Intersection	Description
El Pueblo Rd.	trail intersects	none	mid-block	
Paseo del Norte	underpass	none	underpass	
Alameda Blvd.	underpass	none	underpass	
North Diversion Channel	overpass	none	overpass	trail ends and is diverted to this bridge



## Appendix B

### Neighborhood Associations

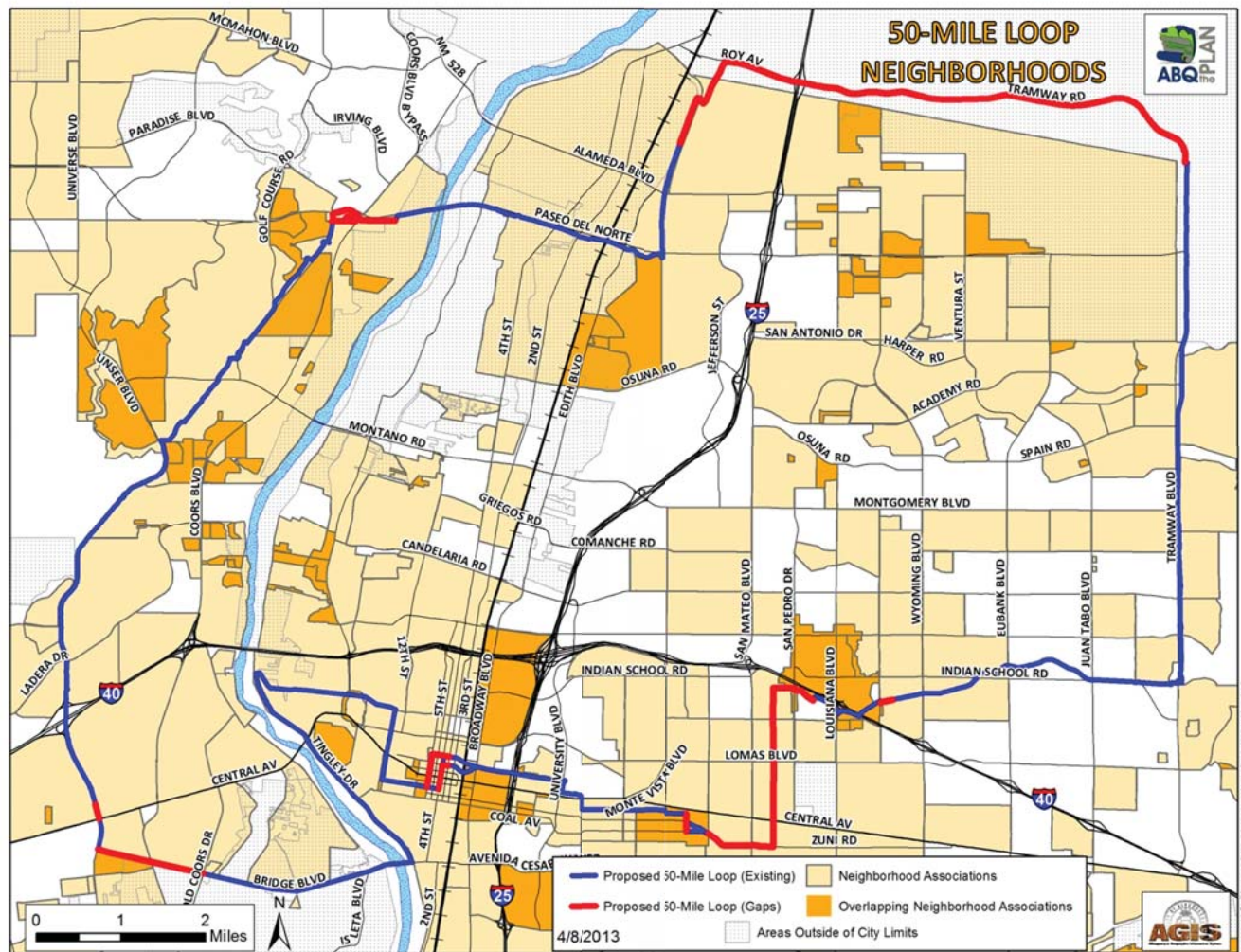


Figure B1. 50 Mile Loop Neighborhoods

There are numerous neighborhoods and neighborhood associations along the 50 Mile Loop Alignment. The figure above depicts the existing neighborhood associations along with areas in which the neighborhood associations overlap. The lists below include the names of these neighborhood associations as well as neighborhood coalitions within 200 feet of the alignment. Please contact the City of Albuquerque Office of Neighborhood Coordination (ONC) for the most up to date list of neighborhood associations (Neighborhood Liaison, 505.924.3902).

Neighborhood Associations:		
NOB HILL	FAIR WEST	LAS LOMITAS
AVALON	STINSON TOWER	GLENWOOD HILLS
HUNING HIGHLAND HISTORIC DISTRICT	UNIVERSITY HEIGHTS	SOUTHEAST HEIGHTS
PARKWAY	HIGH DESERT RESIDENTIAL OWNERS ASSC	BROADWAY CENTRAL CORRIDOR PART- NERSHIP INC
LOS VOLCANES	LADERA HEIGHTS	WEST OLD TOWN
SILVER HILL	PIEDRAS MARCADAS	VILLAGES OF PARKWEST
ALAMOSA	HUNING CASTLE	WILDFLOWER AREA
SOUTH SAN PEDRO	LOS ALTOS CIVIC	ALBAN HILLS
ENCANTO VILLAGE HOA	FAIR HEIGHTS	VISTA DEL NORTE ALLIANCE
RIVERFRONTE ESTATES INC	ONATE	WEST PARK
PEPPERTREE ROYAL OAK	DOWNTOWN	NORTH EASTERN ASSOC OF RESIDENTS
SANTA FE VILLAGE	GLENWOOD HILLS SOUTH CASA GRANDE	ALVARADO PARK
PARKLAND HILLS	SPRUCE PARK	BARELAS
STORY ROCK HOA	WINROCK SOUTH	TRES VOLCANES
INDIAN MOON	QUAKER HEIGHTS	TAYLOR RANCH
ANTELOPE RUN	SNOW HEIGHTS	LADERA WEST
EMBUDO CANYON	CRESTVIEW BLUFF	NOTIFY DOWNTOWN LIST
CITIZENS IMP COMM OF MARTINEZTOWN	JOHN B ROBERT	ELDORADO HEIGHTS
SAWMILL AREA	VECINOS DEL BOSQUE	NOTIFY UPTOWN LIST
CIBOLA	HISTORIC OLD TOWN PROPERTY OWNERS	SKYVIEW WEST
RANCHO SERENO	SYCAMORE	ALAMEDA NORTH VALLEY
UPTOWN PROGRESS TEAM	LAURELWOOD	RAYNOLDS ADDITION
HIGHLAND BUSINESS AND NA		

Neighborhood Coalitions:	
NORTH VALLEY COALITION	COALITION OF NEIGHBORHOOD ASSOCIATIONS, DISTRICT 4
SOUTHWEST ALLIANCE OF NEIGHBORS	COALITION OF NEIGHBORHOOD ASSOCIATIONS, DISTRICT 7
WESTSIDE COALITION OF NEIGHBORHOOD ASSOCIATIONS	DISTRICT 6 COALITION OF NEIGHBORHOOD ASSOCIATIONS
SOUTH VALLEY COALITION OF NEIGHBORHOOD ASSOCIATIONS	EAST GATEWAY COALITION OF NEIGHBORHOOD ASSOCIATIONS
COALITION OF NEIGHBORHOOD ASSOCIATIONS, DISTRICT 8	



## Appendix C

### Preliminary Construction Costs (March 2013)

#### Segment 1 *Tramway Road (Interstate 25 to Tramway Boulevard)*

##### **Initial Implementation Phase (preliminary estimates):**

Multi-use Trail:	\$52.19/ft; \$275,563.20/mile
Intersection Improvements:	\$58,262.11/each
Signing & Striping (Bike Lanes):	\$5.06/ft; \$26,716.80/mile
Signing & Striping (Trail):	\$1.10/ft; \$5,808.00/mile

##### **Amenity Implementation Phase (preliminary estimates):**

Rest Stop	\$6750.00
Wayfinding Signing	\$500.00 to \$3000.00
Trail System Map Kiosk	\$3000.00

#### Segment 2 *Tramway Boulevard (Tramway Road to Embudo Arroyo)*

##### **Initial Implementation Phase (preliminary estimates):**

Multi-use Trail:	\$52.31/ft.; \$276,196.80/mile
Bridge Rehab:	\$24,819.11 each
Signing & Striping:	\$2.04/ft.; \$10,718.40/mile

##### **Amenity Implementation Phase (preliminary estimates):**

Rest Stop	\$6750.00
Wayfinding Signing	\$500.00 to \$3000.00
Trail System Map Kiosk	\$3000.00

#### Segment 3 *Paseo de las Montañas Trail and Embudo Arroyo (Tramway Boulevard to Interstate 40)*

##### **Initial Implementation Phase:**

Multi-use Trail:	\$75.93/ft.; \$400,910.40/mile
Bridge Rehab:	\$24,756.64 each
Intersection Improvements:	\$41,261.07 each
Drainage Channels:	\$30,533.19 each
New Pedestrian Bridge:	\$89,051.73 each
Signing & Striping:	\$11.82/ft.; \$62,409.60/mile

##### **Amenity Implementation Phase (preliminary estimates):**

Rest Stop	\$6750.00
Wayfinding Signing	\$500.00 to \$3000.00
Trail System Map Kiosk	\$3000.00

Segment 4      University / Nob Hill / Near Heights (Interstate 40 to Interstate 25)

**Initial Implementation Phase (preliminary estimates):**

Urban Trail:	\$155.13/ft.; \$819,112.46/mile
MLK/University New Signal:	\$247,317.89 each
Intersection Improvements:	\$41,197.60 each
Signing & Striping:	\$6.80/ft.; \$35,904.00/mile

**Amenity Implementation Phase (preliminary estimates):**

Rest Stop	\$6750.00
Wayfinding Signing	\$500.00 to \$3000.00
Trail System Map Kiosk	\$3000.00

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

**Initial Implementation Phase (preliminary estimates):**

Multi-use Trail:	\$53.88/ft.; \$284,486.40/mile
Bike Lanes:	\$109.70/ft.; \$579,216.00/mile
Intersection Improvements:	\$41,597.18 each
Signing & Striping:	\$6.90/ft.; \$36,432.00/mile

**Amenity Implementation Phase (preliminary estimates):**

Rest Stop	\$6750.00
Wayfinding Signing	\$500.00 to \$3000.00
Trail System Map Kiosk	\$3000.00

Segment 6      Unser Boulevard (Bridge Boulevard to Vulcan Road)

**Initial Implementation Phase (preliminary estimates):**

Multi-use Trail:	\$40.00/ft.; \$211,200.00/mile
Bike Lanes:	\$250.44/ft.; \$1,322,330.69/mile
Signing & Striping:	\$7.97/ft.; \$42,081.60/mile

**Amenity Implementation Phase (preliminary estimates):**

Rest Stop	\$6750.00
Wayfinding Signing	\$500.00 to \$3000.00
Trail System Map Kiosk	\$3000.00

Segment 7      Mariposa / Riverview Trail (Vulcan Road to Eagle Ranch Road)

**Initial Implementation Phase (preliminary estimates):**

Multi-use Trail:	\$150.58/ft.; \$795,045.51/mile
Signing & Striping:	\$2.23/ft.; \$11,774.40/mile

**Amenity Implementation Phase (preliminary estimates):**

Rest Stop	\$6750.00
Wayfinding Signing	\$500.00 to \$3000.00
Trail System Map Kiosk	\$3000.00



Segment 8      *Paseo del Norte (Eagle Ranch Road to North Diversion Channel)*

**Initial Implementation Phase (preliminary estimates):**

Multi-use Trail:	\$160.94/ft.; \$849,763.20/mile
Pedestrian Bridge Overpass:	\$7,746,954.59 each
Signing & Striping:	\$3.50/ft.; \$18,480.00/mile

**Amenity Implementation Phase (preliminary estimates):**

Rest Stop	\$6750.00
Wayfinding Signing	\$500.00 to \$3000.00
Trail System Map Kiosk	\$3000.00

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

**Initial Implementation Phase (preliminary estimates):**

Multi-use Trail:	\$61.74/ft.; \$325,987.20/mile
Signing & Striping:	\$1.82/ft.; \$9,604.64/mile

**Amenity Implementation Phase (preliminary estimates):**

Rest Stop	\$6750.00
Wayfinding Signing	\$500.00 to \$3000.00
Trail System Map Kiosk	\$3000.00

## Appendix D Public Comments

Town Hall Meetings  
October 2nd & 3rd, 2012  
Comments

Alignment Comments  
Amenity Comments  
Trail Characteristics Comments

Summary of Main Topics/Comments
Separation and conflicts between different users - wider facility
Maintained and attractive facility
Signing - location, distance to amenities, etiquette
Amenities
Minimize interaction with vehicles
Minimize crossing streets - underpass/overpass
Connections with existing

General Comments
For these type of public meetings, post notices at bike shops.
Three principles to bear in mind in design & construction of this loop.
-An attractive trail will draw more users
-A trail that limits conflicts between user classes will draw more
-Signing and facilities along the trail draws more users
First point suggests that trails such as Paseo del Norte (on the east side of Barstow) or North Diversion Channel or the I-40 trail (east of Los Altos) should not be incorporated in the 50 loop, as they are unappealing, same goes for most west side trails.
Second point suggests that wider 'footprints' are desirable. For example, the Tramway trail could be widened as the ROW is wide enough so that separation between peds and cyclists could be greater.
Third point suggests that signing is important. Unlike many trail systems, Alb lacks signs, giving trail names, destinations and distances. Also, few facilities except the occasional bench are directly along the trails. We need restrooms, shaded shelters, etc.
illuminating the loop for night time usage might be good for some portions of the trail that have high usage capabilities & easy access. All lights should be fully shielded to eliminate direct glare and incidental glow.
In as much as possible, separating walkers & bicyclists with a trail barrier (individual paths) would improve safety.
Where other paths/trails intersect the loop, these locations provide opportunities to emphasize access with signing, further development of these intersections could envision full rest stops with bathrooms, vendors and vehicle parking.
Public relations & advertizing are key to increase public awareness.
Where loop trails adjoin/parallel vehicle thoroughfares, adequate buffer space with motor vehicle crash protection methods are paramount.
Once completed, an interactive website should be implemented. This would improve a medium for advertising the resource for visitors as well as providing an educational resource for visitors for all. with clever use of streaming media, adjacent resources would get valuable exposure.
In as much possible, trail alignments should minimize intersections with motor vehicle movements that require trail users to cross streets. Use bridges or underpasses!
Periodic signing along trails indicating upcoming resource access points, direction arrows @ curves & junctions, mile markers, additional signing for rest stops & bathroom distances.
Since so much of the existing bike path system already exists within the proposed loop route, having a smaller (shorter) distance loop as an alternative would be great, a number of possibilities are evident.
Separate bikers from walkers and children on bikes.
Design routes off the loop to popular commuter areas, such as Sandia Lbs, and also get people out to Old 66 going through the tijeras Canyon
Directional signing cannot be stressed enough along with appropriate solar lighting opportunities that will guide adventurers
Appropriate traffic signals when crossing major streets.
Family attraction area or zone such as Hinkle, Putt Putt, etc.
Paved trails, wide enough to allow for cyclists to ride next to each other. Gravel trail alongside of paved trail to allow walkers/runners to step off trail if needed.



Town Hall Meetings  
October 2nd & 3rd, 2012  
Comments

### Alignment Comments

### Amenity Comments

### Trail Characteristics Comments

Bathroom stop stations at least every 5-7 miles, if not more frequently. Add water fountains
If bike lanes are utilized in the loop, traffic lights will need to be recalibrated to recognize cyclists with sensors.
Separate bikers from walkers. Have clear lanes & signs.
The trail should be separate from cars for safety, bridges or underpasses
Less riding, walking through commercial areas. More use of open areas for 50 mile loop.
Silver Ave is not safe for biking.
ABQ has never been bike friendly. Thus, a great deal of education is still needed.
Are we planning on setting "pick-a-bike" stations? The only examples I can think of are Barcelona, Spain and Amsterdam, The Netherlands.
It will be interesting to see the Loop priorities.
We need better east/west connections between the river and I-25. Griegos/Comanche on street lane is not sufficient. A separate off-street paved trail is preferred.
For the loop to work, conflict points, such as at grade intersections with streets must be minimized. Paseo del Bosque, North Diversion Channel Trail
Need good trail connections to the loop
Do not want other trails to suffer as all capital in dedicated to the loop.
Connect to Balloon Fiesta Park
The loop must be multi-use
Mixed use area, MUST make it safe for diverse use.
Bike safety - any trail must be mixed use, signing must stress sharing road. Safety issues currently are a problem
Create a cut through from North to South to make a 25 mile option
Can the 50 mile loop include the underpasses that were recently implemented along the North Diversion Channel?
Can the loop be made wider to make it safer for the increased traffic?
Can there be signs for slower traffic to keep right, and passing safely on the left? Can this sign be painted on the trail rather than on a post that disrupts the views?
Can there be signs for people to be responsible pet owners?
Need inner loops and outer loops on the escarpment.
Need bathrooms, water, picnic tables, etc.
Where is parking?

### Maintenance Issues

Suggest the loop to be maintained at all times.
Build good, natural surface trails only make sure City has enough people to maintain what they build.
Often when the City repairs the cracks along the trails the fills are raised above the originals grade of the path, making veritable speed bumps, particularly for skaters and skinny bike tires. Can this be fixed?
Can the City periodically sweep the 50 mile loop of debris and rocks that make travel on them more dangerous?

Town Hall Meetings  
December 4th & 5th, 2012  
Comments

General Comments  
Recommendation Comments

50 Mile Loop

Summary of Main Topics/Comments
Keep the river as wild as possible
Connect existing facilities
Restrooms and water fountains are needed and existing need to be maintained
Amenities
Minimize interaction with vehicles
Separation for bikes/peds is a good idea

General Comments
Bicycle Boulevard should be closed off to motor vehicles and be an exclusive bicycle and pedestrian route.
Extend the bike lane on Candelaria the whole length of the road.
Strongly supports the bike loop going through the International District.
Need to be careful not to under develop close to the river as not to take away from the natural and wild aspect of the area.
Will need to keep paved bike trails, lanes, etc. properly maintained for bike use (sweep, free of glass, debris, major cracks)
To continue Arroyo del Norte bike trail from Sage Rd to Tower, and possibly to Bridge to access 50 mile loop.
There is adequate access to the Bosque. There are numerous trails. There really is no need for the type of development being discussed.
Anyone who desires the Bosque experience can enjoy it right not the way it is.
I like the river as it is.
Advertise the river/Bosque on TV and the schools to let the public know about our lovely river/Bosque if you want more exposure.





# City of Albuquerque 50 MILE LOOP PLAN

50 Mile Loop

Town Hall Meetings  
December 4th & 5th, 2012  
Comments

General Comments  
Recommendation Comments

The Bosque is a special place, do not turn it into a tourist trap. It is its untamed, coyote nature that is special.
Spend your money on going to schools to educate the kids and give them a sense of the history of the Bosque and its use as a source of irrigation
Get with all the neighborhood meetings and their newsletters.
Give maps of access, but don't take the untamed life out of it.
I am not in favor of commercial development of the Rio Grande in Abq.
Pond/swimming access is found at Tingley Beach
Safe access for paddle craft thru diversion dam south of Alameda.
Provide bike access on Avenida Cesar Chavez from east to west across I-25
Like the idea of separating paths from the cars.
Keep up the good work
I would like to see the habitat restoration, non-native special removal, and jetty jack removal happens first because that will have a bigger impact on helping sustain our aquifer and wild life, while engraving access.
I would like to see dirt trails extend all along the Rio Grande
Restrooms are needed along the trails. There are picnic areas with no restrooms.
I really like the 2 proposed pedestrian bridges across the river, but please make them wide enough for horses. I don't like the boardwalk proposals. Where is it ecologically sensitive enough to warrant them? They will be a waste of money.
Also, do we need to clear the Bosque so the mayor can toss a football? He can go to a number of parks to do that. There is only one Bosque.
All these plans would make me want to leave Abq. The river would no longer be natural & it would be just like other cities & I love here because of the natural area.
The urban upgrades peds/bikes are a good idea to improve
Keep the river natural
Why don't you fix the downtown infrastructure, such as sidewalks on south Broadway? Curb cuts for ADA ramps? Recycling bins throughout downtown?
The River is not an amenity.
I suggest you meet with the Alvarado Neighborhood Assoc. & the Rio Grande compound residents to clarify the proposed use increase at Campbell Rd & Candelaria Rd. These streets have speeding & traffic issues that must be addressed/recognized.
This should be addresses directly with residents in all impacted neighborhoods as well.
Developing the river is an excellent plan.
DPS has done an incredible job at synthesizing and relating their findings
I like the idea of developing the Rio Grande/Bosque corridor but only to a certain extent.
This city needs more recreational areas/activities and if such activities can incorporate out local environment and the natural pockets we have in Abq, than it's a plus.
Make sure that plant and animal and overall ecological health of this area is preserved. There must be a true and honest balance.
We do not need food and music on the Bosque. These do not keep the wildlife around.
The city must keep the river wet through Abq
Protect the Bosque. It will take a massive political effort to ensure the Rio Grande remains wet, the city needs to lead the charge.
I love the potential this project has to draw more people to the river to engage in healthy, recreational activities.
Important to make access extend to neighborhoods of varying socioeconomic status because Abq's low income/minority populations are some of the areas struggling the most with health disparities.
I am interested in providing support for this project in the form of a policy brief for the legislature packet on the public health and community wellness impacts this project would have in Albuquerque. Feel free to contact me about this.

I do not object to improvements of existing trails & facilities, if they will be adequately maintained. Presently maintenance is not adequate. A major increase in support staff is essential.
To put more boats on the river is not so important to me, though I would not object to guided boat activities. This is particularly a problem during the winter when cranes are here.
Improving the bike trails is great - 50 mile loop is a great idea.
Separating bikes from pedestrians is great
Keep most of it wild!! Maintain the wildlife corridor along the entire length of the area.
Need to make connections with all major areas of daytime populations. (employment, high schools)
The connections should be made through the 50 mile loop and the other smaller loops. We need to encourage high school students to start cycling at a younger age so they are less dependant on vehicles and recognize they don't need a car.
Create a system to maintain along with expansion of services so they don't fall to despair and become waste
A large trail is nice, but it will only be used by more experienced cyclists. Create turn offs or separate paths for casual users. Ramp up city programs concerning bike/ped etiquette and safety.
Connect already existing paths
Want wildlife, not viewing stations
Want restoration not recreation
The Rio Grande is unique geomorphologic and can be dangerous to change.
COA permit process needs to be examined. Many marathons/races/ etc. have moved to other cities because the permit process is lengthy and expensive. To promote the 50 mile loop as bringing such activities into town, the city must fix this process.
Environmental stewardship vs. more people
How can a greater population of visitors be the river/Bosque reconcile with maintaining the ecology? It will be harmed.
My family and I regularly is the Bosque around Alameda, and river access is still difficult.
Whatever trails, bikes/pedestrian route, make it obvious to drivers.
I know you want to bring tourists/citizens to old town, but it doesn't connect well enough/safe for commuters.
Mountain, if your going to continue to use it, use the whole length east and west, otherwise it is really too narrow and too full of traffic to be safe.
Need more discussion to get people on board. Preserve the Bosque but allow more access, difficult to balance these concepts but good start. Keep up the good work.
I support both projects. It is sad that some people feel that they are the rivers owners. This land belongs to the people of ABQ, so lets make it accessible for everybody!
If you are successful connecting and getting more people using/visiting the Bosque and amenities. Does the plan include steps and process minimizing the impact of increased traffic on the features such as wildlife, beauty, and solitude that make it special.
The 50 mile loop includes the tramway trail, currently there are segments along that trail indicates is maintained by the NMDOT. More signing!
I support guided nature walks and scientific conferences. I do not want to see float events and open boating.
Long term maintenance needs to be priced in. I support putting restrooms at all parking areas. Restaurants are not a good idea, they demand lots of traffic. Wild as possible!
Maybe it would be good for the city to create an advisory group related to the river.
Make the access areas to the river publicized as it is not easy to find.
No commercial. Having a bus so trail users can get a ride back is a good idea. Some boardwalks for those mobility issues is good.



## Albuquerque 50-Mile Loop Master Plan








### 1. How often do you use the trail or bike lanes?

		Response Percent	Response Count
Often	<div></div>	58.0%	214
Occasionally	<div></div>	32.0%	118
Never	<div></div>	10.0%	37
Comments			68
answered question			369
skipped question			8

### 2. What type of recreation do you enjoy? (Check all that apply)

		Response Percent	Response Count
Bicycling	<div></div>	82.6%	309
Walking	<div></div>	68.4%	256
Running	<div></div>	37.2%	139
Roller Blading	<div></div>	7.5%	28
Dog Walking	<div></div>	35.8%	134
None, but I'm willing	<div></div>	1.1%	4
N/A		0.0%	0
Other (please specify)			28
answered question			374
skipped question			3

**3. Which amenities appeal to you most? (Check all that apply)**

		Response Percent	Response Count
Restrooms		64.2%	224
Benches/Shelters		51.6%	180
Water Fountains		54.7%	191
<b>Signs/Mile Markers</b>		<b>64.5%</b>	<b>225</b>
Bike Rental		20.3%	71
Bike Shops / Repair		18.6%	65
Water & air stations		41.3%	144
Information Kiosks/Maps		28.9%	101
Cafes / Snack bars		29.8%	104
Other (please specify)			59
		<b>answered question</b>	<b>349</b>
		<b>skipped question</b>	<b>28</b>



4. Our goal is to create a 50-mile loop, as shown on our map. Is this a good route?			
		Response Percent	Response Count
Yes	<div></div>	57.9%	151
No	<div></div>	6.1%	16
Maybe	<div></div>	27.2%	71
I don't know	<div></div>	8.8%	23
Comments			65
answered question			261
skipped question			116

5. What sections should we do first?			
		Response Percent	Response Count
North	<div></div>	37.9%	86
South	<div></div>	34.4%	78
East	<div></div>	21.1%	48
West	<div></div>	25.6%	58
Other (please specify)			38
answered question			227
skipped question			150

6. To reduce conflicts between bicyclists, pedestrians and equestrians, it has been suggested that we educate trail users on trail etiquette and safety measures. Do you think that's a good idea?

		Response Percent	Response Count
Yes	<div></div>	78.7%	207
No	<div></div>	3.4%	9
Maybe	<div></div>	14.8%	39
I don't know	<div></div>	3.0%	8
Other (please specify)			58
answered question			263
skipped question			114

7. What other changes would you like to see?

	Response Count
	178
answered question	178
skipped question	199

8. In what year were you born? (enter 4-digit birth year; for example, 1976)

	Response Count
	214
answered question	214
skipped question	163



## Appendix E Proposed Signing and Striping

### Proposed Signing



## Proposed Striping

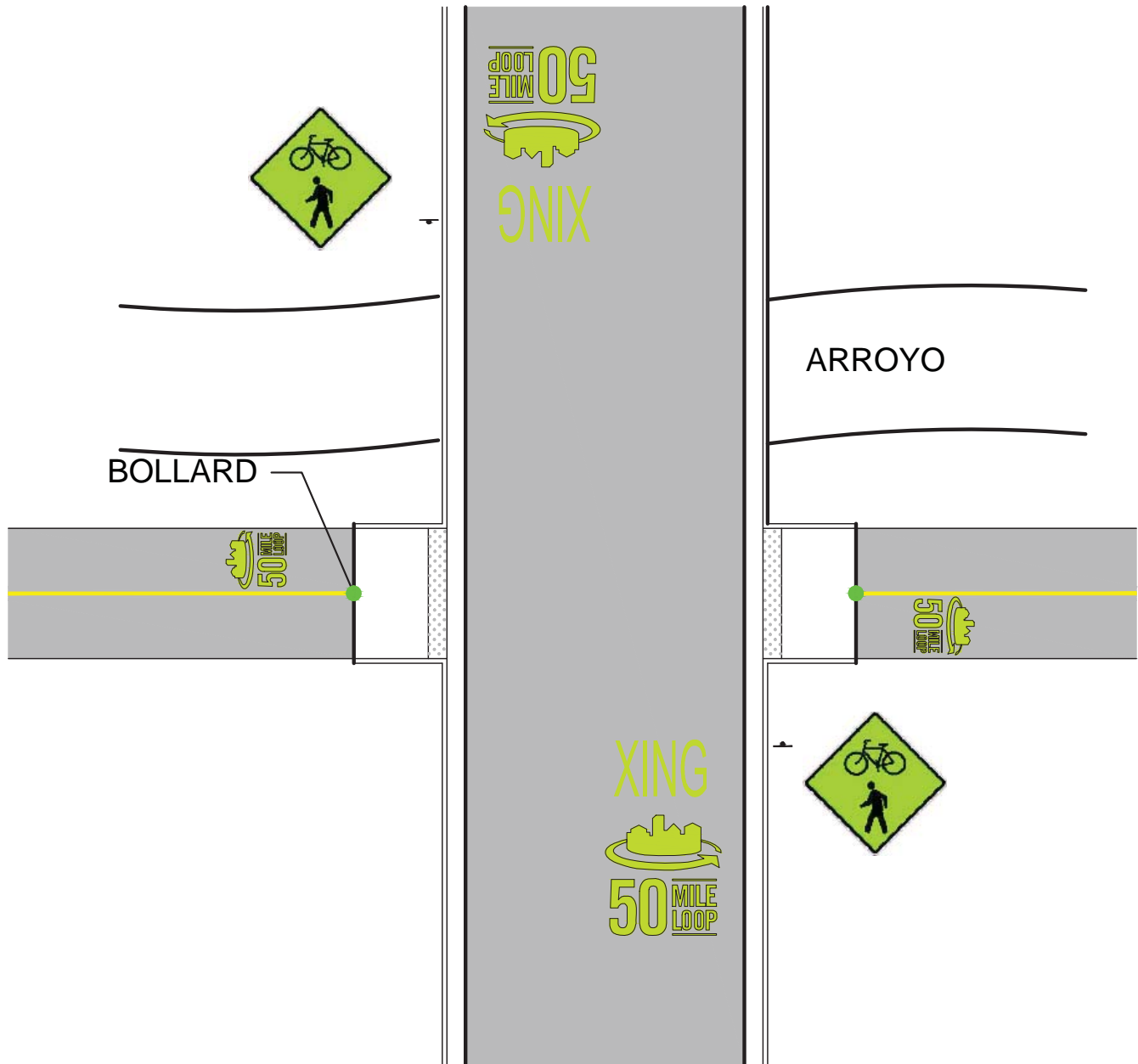


Figure 1. Trail crossing minor roadway



## Proposed Striping

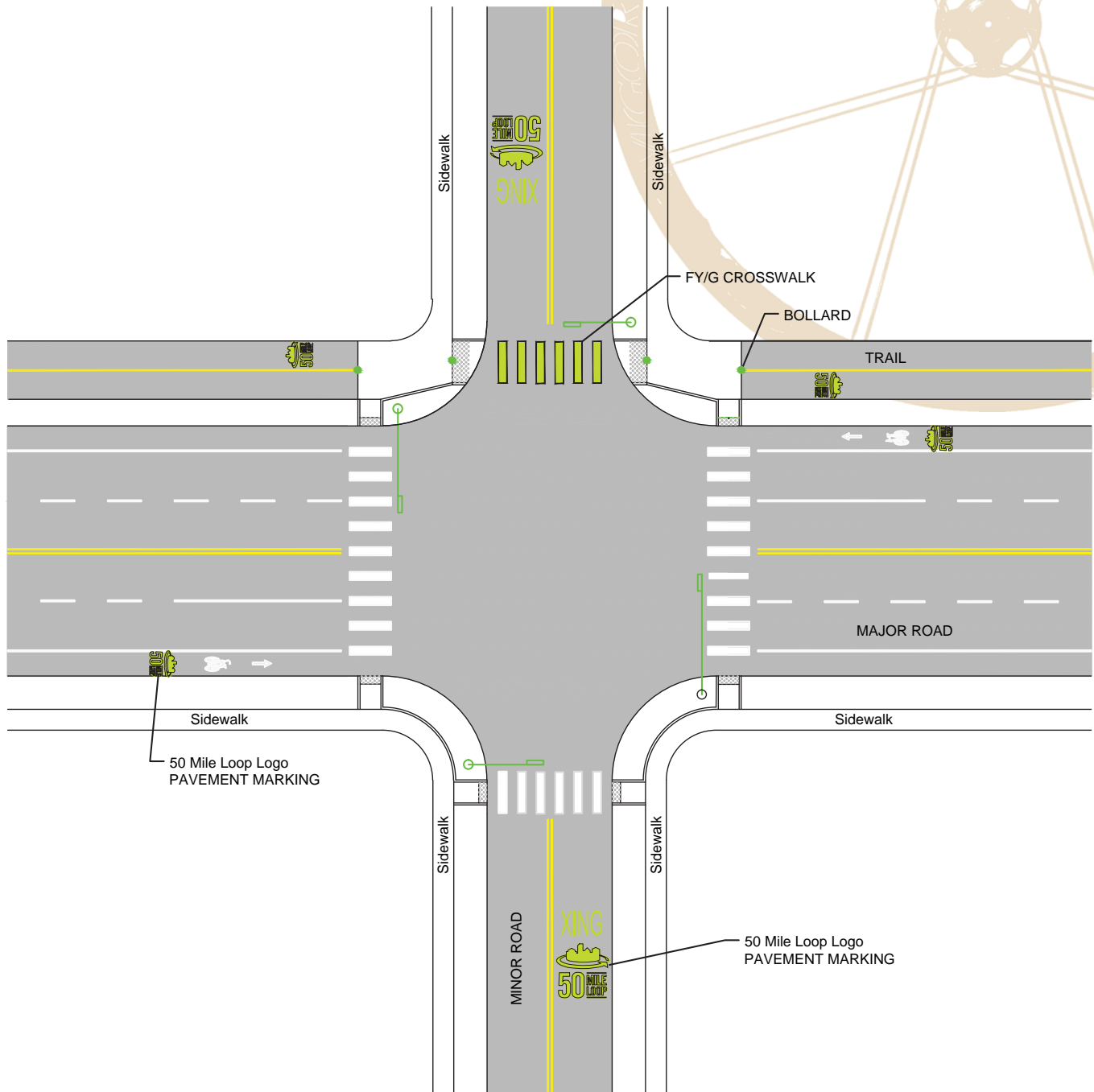


Figure 2. Side path trail crossing

## Proposed Striping

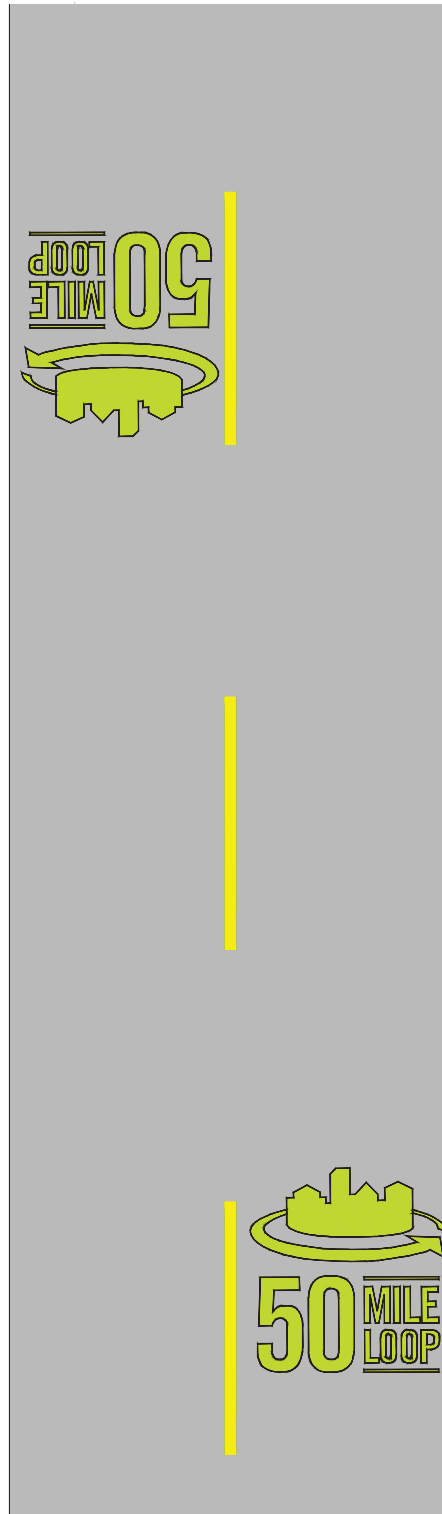
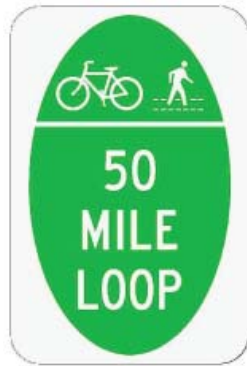


Figure 3. Multi-use trail



Proposed Striping

50 Mile  
Loop Logo  
PAVEMENT  
/ TRAIL  
MARKINGS

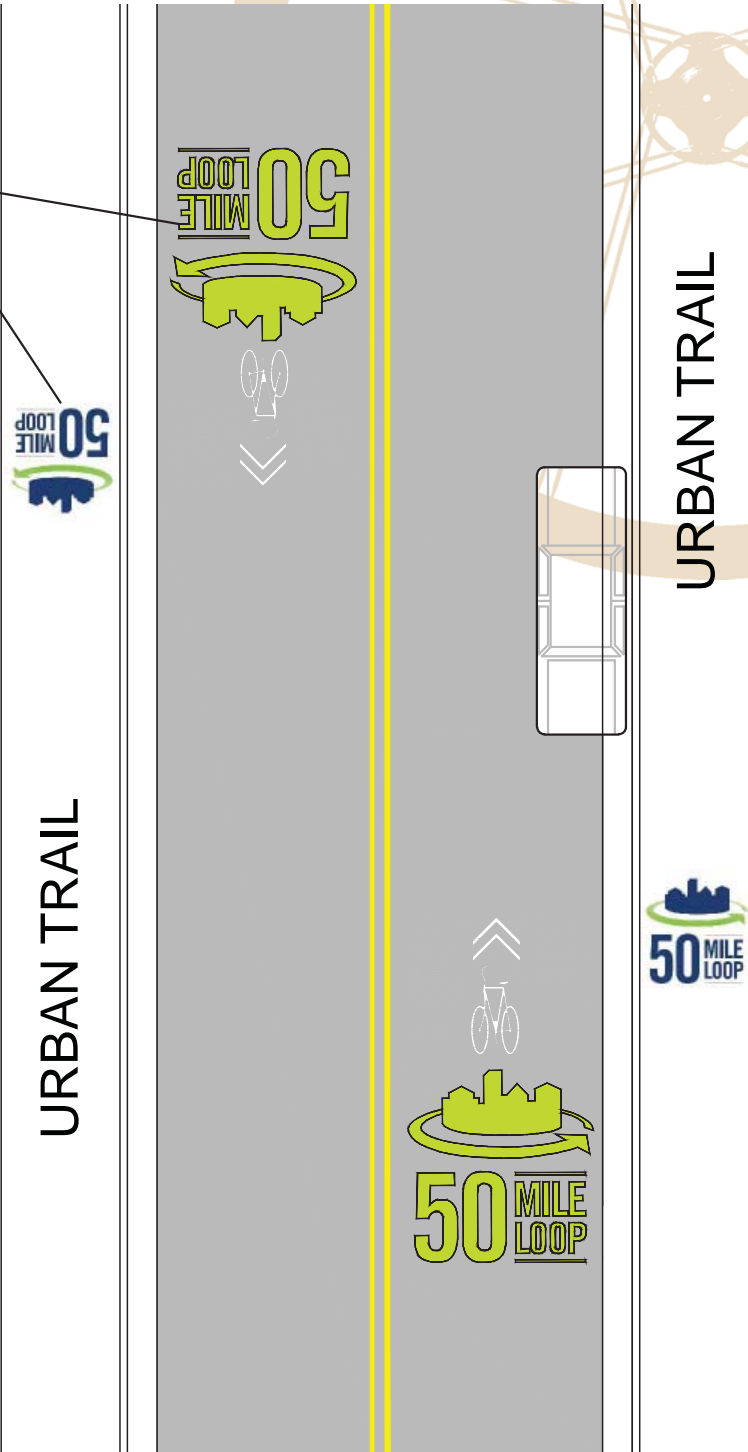


Figure 4. Shared lane with urban trail



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