**6.0 Transportation Overview**

The portion of the West Central corridor located within the Plan is approximately 6 miles long. It is designated by the Long Range Roadway System Map (2004) as an existing urban principal arterial with a right-of-way (ROW) varying from approximately 200 feet at the plan's western boundary to 100 feet at its eastern boundary. This classification is based on the primary function of the roadway, not the volume of traffic it carries. The classification criteria for principal arterials include: routes connecting sub-areas within an urbanized region, routes to high density activity centers, and routes characterized by long distances.

The lack of neighborhood and community services along West Route 66 has had a significant effect on how it functions as a roadway. Rather than serving as an area destination for jobs, services, and commercial and entertainment needs, West Route 66 has, over the last 20 years, become a commuter route characterized by peak hour traffic congestion, fast moving traffic, few if any pedestrian friendly features and poor neighborhood connectivity. As a commuter corridor, it currently handles an average of 21,444 vehicle trips per day, bringing area residents east over the bridge to jobs and services. Based on past trends, it is estimated that the number of vehicle trips will double in the next 25 years along with a host of negative impacts on quality of life, the economy and the environment (source: 2035 MTP).

Despite current challenges, there are opportunities for a different outcome: vacant land ready for development, older sites ready for redevelopment and reinvestment, large area populations eager for neighborhood services, historic and cultural identities on which to build, and West Central as the main access to Old Town and the BioPark. Key to making the most of these opportunities is to create a more multimodal transportation environment that encourages redevelopment by addressing problems such as wide streets, narrow sidewalks, poor pedestrian connectivity, high traffic speeds, traffic congestion, lack of shade and vegetation, and an absence of pedestrian destinations which serve area residents and visitors. Transportation and transit improvements, coordinated with land use and urban design changes in the Plan, can help create more employment opportunities, quality higher density housing, and retail and service development to better serve residents' needs and attract visitors to the corridor.

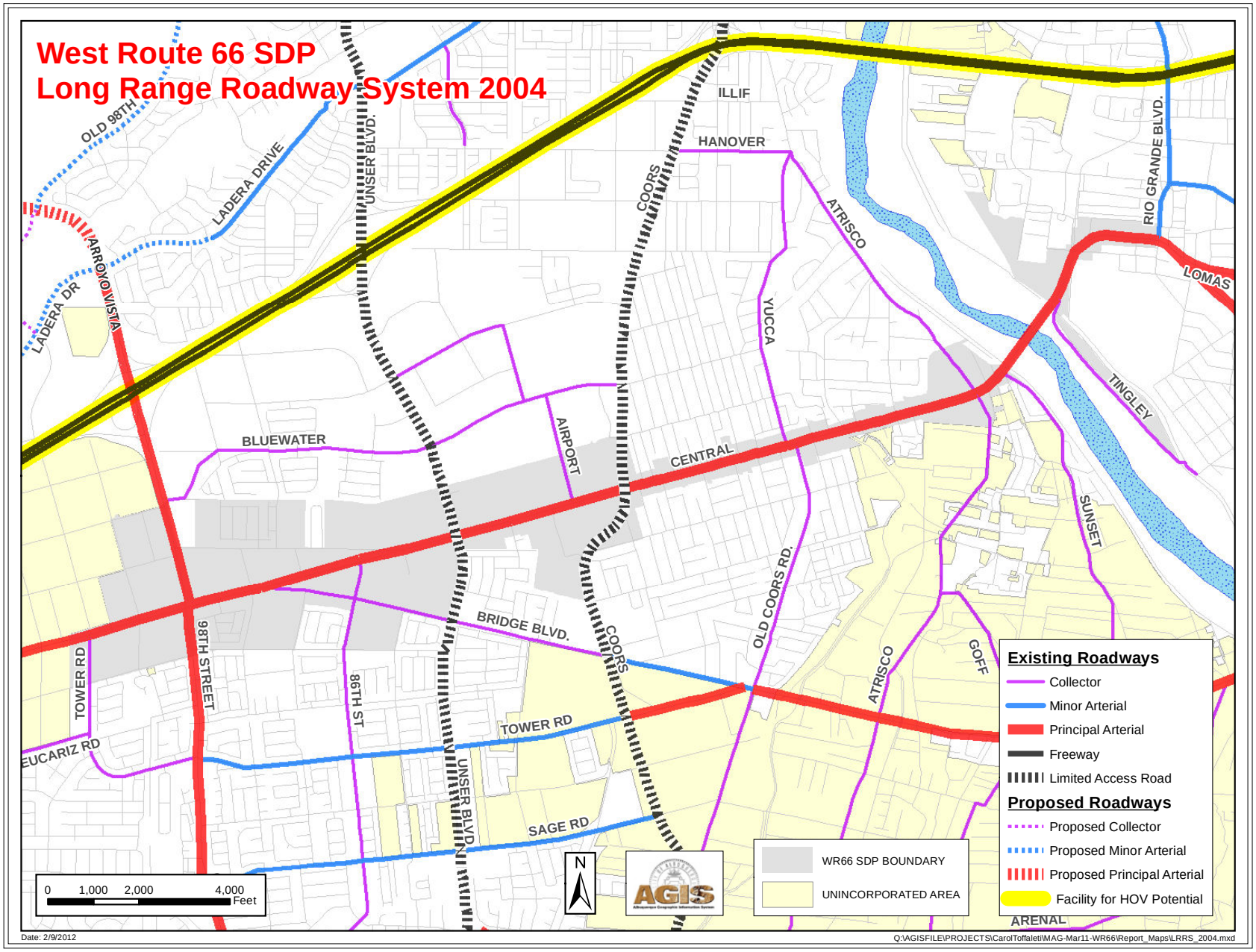


Figure 25: Roadway Classification Map

### 6.1 West Central Pedestrian Composite Index Analysis

In the summer of 2011, the MRCOG performed a Pedestrian Composite Index Analysis for the plan area in order to determine locations that would most benefit from pedestrian improvements. The Pedestrian Composite Index (PCI) is a tool to prioritize pedestrian improvements by comparing pedestrian "generators" and "deterrents." Generators are data that show pedestrian activity or draws for pedestrian activity. Generator data includes proximity to schools, parks, and community and cultural centers, as well as other factors such as percent of people walking or taking transit to work, street connectivity, etc. Deterrent data indicate the area is an uncomfortable or unsafe walking environment. Deterrent data include traffic volumes and speeds and pedestrian crash rates. Locations that have high pedestrian generator and high pedestrian deterrent scores are rated as high priority areas for pedestrian improvements. According to the MRCOG study, the locations with particularly high pedestrian composite index scores are:

1. At Rio Grande Blvd. and the area immediately to the west.
2. Area around New York Ave.
3. West of Old Coors Rd.
4. Area around Coors Blvd.
5. Area around Unser Blvd.
6. Area around Atrisco Dr.

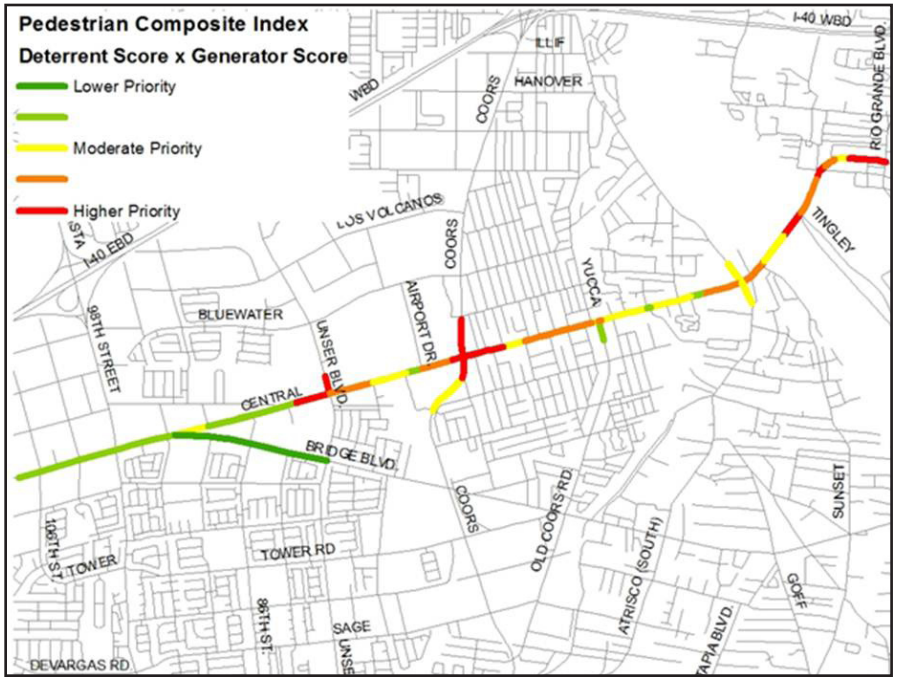


Figure 26: PCI Map

#### 6.1.1. Route 66 Pedestrian Generators and Deterrents

**a. Primary Generators**

The most significant pedestrian generators in the area are the high volume bus stops. On weekdays, transit riders have up to 400 opportunities to catch a bus at bus stops near either end of this corridor. For the Central NM region, the eastern end of this corridor has high percentages of households without motor vehicles (15%) and high percentages of people walking or taking transit to work (10%). Areas in western segments of this corridor have grocery stores and other retail that generate pedestrian activity.

*High Volume Bus Stops* (number in parenthesis is the number of weekday bus visits to the stop for 2010 schedule):

Rio Grande Blvd & Central Ave (406)
Tingley Dr & Central Ave (303)
Atrisco Dr & Central Ave (341)
Coors Blvd & Central Ave (299)
Unser Blvd & Central Ave (408)

*Presence of Educational/Cultural/Community/Park/Recreational Centers:*

Albuquerque BioPark (New York Ave & Central Ave)
Tingley Beach (Tingley Dr & Central Ave)
Bosque Trail Entrance (Tingley Dr & Central Ave)

*Areas with high proportions of people walking & taking transit to work and high proportions of households with no motor vehicles available:*

In neighborhoods surrounding Central Ave. between Rio Grande Blvd. and Tingley Dr., nearly 10% of workers 16 years and older walk or take transit to work (Census 2010).

In neighborhoods surrounding Central Ave between Rio Grande Blvd and New York St, 15% of households have no motor vehicle. A little further west around Tingley, 13% of households have no motor vehicle (Census 2010).

*Roadway Connectivity*

Areas around Central Ave between Old Coors and 65th St have good roadway connectivity, providing good multi-modal access to Central Ave in this area.

*Destinations: Grocery, Restaurants, Some Retail*

Areas near Central Ave and Coors Blvd

**b. Primary Deterrents**

The significant pedestrian deterrents for the area are the high number of pedestrian crashes: 34 pedestrian crashes for the 6.2 mile from 2004 to 2008. The highest number of pedestrian crashes occurs at Coors Blvd and Central Ave. This area also has high motor vehicle speeds for the corridor. Other areas with high numbers of pedestrian crashes are at Rio Grande Blvd and Atrisco Dr. These areas have high volumes of motor vehicles for the corridor.

*High Numbers of Pedestrian Involved Crashes (2004-2008):*

Coors Blvd & Central Ave area (9 pedestrian crashes)
Rio Grande Blvd & Central Ave area (6 pedestrian crashes)
Atrisco Dr & Central Ave area (6 pedestrian crashes)
Unser Blvd & Central Ave area (3 pedestrian crashes)
Total Pedestrian crashes from Rio Grande Blvd to Bridge Blvd: 34

*Areas with high speed traffic (50 percentile or higher, 2010 Travel Survey, Off-Peak Speeds):*

New York Ave through bridge deck over river
55th St to Airport Dr.
Unser Blvd. to 106th St.

*Areas with high traffic volumes (40 percentile or higher, 2010 Traffic Counts):*

Rio Grande Blvd to Tingley Dr
Area around Atrisco Dr.

**6.2 Issues and Opportunities Inventory**

The following sections outline the specific transportation issues and opportunities by corridor segment. From these issues and opportunities, strategies and recommendations were developed for roadway improvements which support the Plan's goal to:

*Make Central Ave. an attractive and inviting corridor that accommodates all modes of transportation including walking, biking, transit use and automobile travel.*

**6.2.1 General Overview Segment One, 106th St. to Coors Blvd.:**

Throughout this segment, Central Avenue is a four lane roadway divided by 36' wide medians. The road is improved with curb and gutter from Victory (in Unser Crossing) to Coors; however sidewalks are intermittent. This section of West Central is characterized by large areas of undeveloped or underutilized land. The vacant land, in conjunction with the large ROW and street width, as much as 200 feet, creates an impression of openness with often unobstructed views to the Sandia, Jemez and Manzano mountain ranges as well as views of the City of Albuquerque in the valley below. A frontage road, provides access to businesses along Central's north side.

**a. Missing sidewalks, curbs and street trees:** As much of the land adjoining West Central is undeveloped, standard improvements to the roadway have not yet been made. Generally, City policy is that these improvements are made by the adjoining parcel owner upon development of their parcel. There is missing curb and gutter along sections of the frontage road on the north side of Central Ave., especially in areas where the street is separated by unimproved vegetated areas.

**b. Missing sections of bike lanes:** Bike lane striping is intermittent in this section. From 98th to 86th St., there are no bike lanes. From 86th to Unser 4 foot wide bike lanes (five feet including gutter) are in place on the south side of Central and intermittently on the north side. Between Unser and Coors bike lanes are in place on both sides of Central; however at both the Unser and Coors intersections they are not striped, making bicycle travel through the intersection difficult, particularly along the free right hand turn lanes.

**c. Medians:** Between 98th St. and Unser there are 36 foot wide unimproved medians. Between Unser and Coors the medians are improved with landscaping installed in 2005. The width of the medians gives the roadway a sense of great openness in this segment, a visual experience that many in the community want to protect.

**d. Central Ave. frontage road/drainage area:** There is a frontage road on the north side of Central which extends just west of Unser Blvd. to past the City limits. It is lower than the grade of Central and serves as a separate access road. The road is owned and maintained by the City of Albuquerque. City records indicated the street condition between 90th St. and Unser Blvd. was poor to very poor (2011). According to property owners in the area, the road floods periodically, preventing or complicating access to parcels. There is an informal, naturally vegetated area between the frontage road and Central, which varies in width. Some portions of it have been depressed to capture surface runoff.

**e. 98th Street:** 98th north of Central is a busy street as it carries local traffic as well as eastbound motorists exiting I-40 at what is the first major exit with traveler-related services. As a potential first experience of Albuquerque, the roadway along 98th lacks wayfinding elements that could connect travelers to Route 66. Where new development has occurred, the street has been improved with sidewalks, street trees and landscaping. While the number of street trees is meeting code requirements, they are located far from the sidewalks and are not providing pedestrians with shade. The speed limit on Central Ave. from 98th St. to Unser Blvd. is 55 miles per hour. There is excess right of way on both the north and south side of Central Ave.

**f. 98th and Central intersection:** There is considerable pedestrian use of this intersection by area residents walking to and from stores and services at the strip center located at the intersection's northeast corner. There are some pedestrian safety issues at this intersection related to the north/south crossings and high traffic speeds, wide street width, wide right turning lanes, and lack of developed pedestrian refuges, but as the traffic volumes on Central Ave. are still relatively low, those conflicts only occur at peak hours.

**g. Volcano Road and Bridge Boulevard:** The portions of these roads within the Plan area are missing curb, gutter and sidewalks, as much of the land remains vacant or underutilized. The diagonal alignments of Volcano Road and Bridge Boulevard where they intersecct with Central may become problematic if the properties along those roads develop more intensively, which may trigger a reconfiguration of the intersections.

**h. Unser and Central intersection:** There are pedestrian and bike safety issues at this high volume intersection related to wide street widths, free rights, lack of adequately sized pedestrian refuges and high traffic speeds. The speed limit is 55 miles per hour. This section of Central Ave. has curb and gutter with intermittent sidewalks. Under an agreeement between the City and State, Unser is owned and maintained by the City. It is a limited acces roadway.

This intersection was identified as a high priority for pedestrian improvements in the MRCOG PCI (see MRCOG Pedestrian Analysis section). A conceptual roadway improvement plan for this intersection was accepted in 2009 and is moving forward. The goal of this plan was to address pedestrian and cyclist needs at this intersection in order to facilitate the multi-modal development of the Activity Center in this area, in addition to accommodating forecast vehicular traffic on Unser Blvd. and Central Ave. The key components of the intersection designs that were selected as the preferred alternatives include:

1. Two through lanes on Central Ave. in each direction (traffic forcast in three per 2035 MTP).
2. Three through lanes on Unser Blvd. in each direction with no extended storage length required.
3. Dual left turn lanes on Central Ave. in each direction with extended storage length to accommodate expected queuing for projected 2035 traffic.
4. Dual left turn lanes on Unser Blvd. in each direction.
5. Pedestrian and cyclist improvement features that include:
    a. Right-turn speed table with rumble strips on the approach.
    b. Pedestrian countdown signals.
    c. High visibility crosswalks.
    d. 10 foot sidewalks with landscape buffer zone.
    e. 10 foot wide medians to provide pedestrian refuge areas and bull-noses on the intersection side to separate refuge areas from vehicular traffic.
    f. 6' wide bicycle lanes with colored treatment.
    g. Extended timing push buttons at channelized islands.
    h. Reduced speed limit on Central Avenue to 40 or 45 MPH.

**i. Coors and Central intersection:** There are pedestrian and bike safety issues related to free rights in all directions and wide street widths, which make crossing this intersection difficult. There is significant usage at this intersection by transit riders making the Central/Coors transfer. The speed limit is 45 miles per hour from Coors Blvd. to Airport Drive, and 50 miles per hour west of Airport Drive. This area was identified as a high priority for pedestrian improvements in the MRCOG PCI. The City and State have entered an agreement to transfer Coors Boulevard from City to State jurisdiction, which would mean future improvement projects would be developed and constructed by the NMDOT. Coors is a limited access roadway.

**j. Coors Blvd.and Airport Drive:** East-west pedestrian and bicycle connectivity to the Alamosa community center is limited to Bridge Blvd. and Central Ave. Access could be improved in the future if a signal was located at Airport Drive, which is located roughly halfway between those intersections. As development occurs in this area, a future signal at this intersection may also help alleviate conjestion at the Coors and Cental Ave. by allowing a bypass to that intersection.

**k. General Segment One Transportation Issues:**

Distance between intersections: Currently there are signalized intersections at 98th, 86th, Unser and Coors. A non-operational signal exists at Victory to provide signalized access into Unser Crossing upon its development. The large distances between intersections, in combination with the wide ROW, may inhibit pedestrian connectivity and use across Central and maintain more auto oriented land uses in this segment.

1. Views: It is in this segment that views feel the most open and expansive. Any streetscape plans should preserve vistas.
2. Traffic accidents: According to MRCOG data, the intersections with the highest number of accidents are Central and Coors, Central and Unser Blvd.
3. Traffic speeds: Speed limits in this segment range from 45 miles per hour at Coors Blvd. to 55 miles per hour at 106th St. These high speed limits are not conducive to pedestrian activity. According to MRCOG data (on speed differentials) actual speeds are 10-30% also higher than the speed limit throughout this segment.
4. Signal timing: According to MRCOG data, the current timing of signals appears to hinder vehicular traffic flow in the corridor.
5. Improved Connectivity: Generally, the corridor in this segment would benefit from improved connectivity particularly in the area between Coors and Unser Blvds. Improved connectivity would help alleviate congestion at these intersections and also provide additional access opportunities for many of the deep, front loaded lots in the area.

**6.2.2 General Overview Segment Two, Coors to Rio Grande Boulevard:** Segment 2 is generally characterized by smaller lots accessed by individual curb cuts. The most significant grade change on the corridor occurs in this section around 59th St., where there is a grade difference of 70 feet. In addition, this section is marked by a significant narrowing of the ROW. This narrowing combined with the grade change creates unique transitions for the roadway which should be recognized by streetscape improvements. From Atrisco Dr. east, the street changes from a 4 lane, median divided roadway to a 6 lane, median divided roadway as it crosses the river and continues to Rio Grande Boulevard.

a. **The West Central Corridor Concept Plan:** A concept plan for the segment of Central Avenue that extends from 8th St. to 47th St. was produced in the summer of 2010. The goal of this plan was to make recommendations and present preliminary design concepts that would improve the pedestrian and cyclist environment along Central Avenue. The plan overlaps West Route 66 Sector Development Plan area, and makes the following observations and recommendations concerning this segment. There is an abundance of curb cuts along Central Avenue between 47th St. and Rio Grande Blvd.; driveways should be narrowed and curb cuts reduced where possible in order to create a more comfortable pedestrian environment. The plan also recommends pedestrian improvements for the Central Avenue/Rio Grande Blvd. intersection that include: providing a two-to-five second leading pedestrian signal in order to give pedestrians a head start when crossing Central Avenue; extending the median on the west side of the intersection in order to provide pedestrians a small refuge; eliminating the westbound turn lane in order to provide a larger median refuge and landscaping; decreasing the turn radii at the northeast corner of the intersection as means of slowing right-turning vehicles; and restriping the crosswalks.

b. **Median improvements:** Median improvements were installed in the period between 1997 and 2002. Much of the vegetation in the medians located between Old Coors and Coors Blvd. appears to have died.

c. **Sidewalks, street trees, street lights and curb cuts:** Sidewalks exist along both sides of the road throughout this segment, but are narrow, at the curb, and interrupted by frequent curb cuts. From Old Coors to Atrisco and from the river to Rio Grande Boulevard, the sidewalk is frequently obstructed by utility poles. In other areas the sidewalks are in disrepair. The sidewalk is missing on the east side of Atrisco Dr. in front of the New Mexico Gas Company site. There is no pedestrian street lighting along this segment of Central which undermines safety at night.

d. **Distance between intersections:** Signalized intersections generally occur every ¾ to ½ mile between Coors Blvd. and 47th St. and every ¼ mile between 47th St. and Rio Grande Blvd. The limited number of signalized intersections make pedestrian accessibility across Central difficult and unsafe, particularly in areas that are planned for more pedestrian oriented development.

e. **Views:** The higher elevations and steeper grades of this segment, generally between 59th St. and the Arenal Canal, boast significant views, which should be preserved in streetscape design.

f. **Varying street widths and excess ROW:** According to City ROW data, there is an excess of 5 to 8 feet along both sides of Central from Coors Blvd. to Atrisco Drive. Marking the edge of this ROW are power and phone lines, which run the length of this section. This excess ROW should be considered for streetscape improvements.

g. **Pedestrian improvements:** From Atrisco Drive to Rio Grande Boulevard is the only six lane section of Central, with traffic volumes on the road that make pedestrian experience very unpleasant in terms of noise and vehicular activity. Any plans to create a new pedestrian oriented land use environment must be coordinated with transportation improvements that mitigate the effects of this 6 lane section, in order to ensure their mutual success.

h. **Vehicular traffic speeds:** This section is characterized by high traffic speeds, often in excess of 15 miles per hour higher than posted speeds. Much of the speeding occurs as vehicles move up and down the hill and over the bridge. Speed limits in this segment are 40 miles per hour between Coors and Old Coors, and 35 miles per hour between Old Coors and Rio Grande Blvd.

i. **Off-set intersection at Old Coors and Yucca:** The offset intersection creates problems for vehicular movement through the intersection, as well as confusion for pedestrians about when and how to cross. Crosswalks at Yucca and Old Coors

are not well defined. There is no crosswalk on the east side of the intersection at Yucca or on the west side of the intersection at Old Coors.

**j. Atrisco and Central Ave intersection:** This intersection is difficult to cross on foot due to free rights, wide street widths, and a lack of pedestrian refuges. The forced right onto northbound Atrisco is often a surprise to westbound drivers, who must either dart back into the west bound Central Ave traffic lane or take the right onto Atrisco and circle back to Central Ave. This area was identified as a high priority for pedestrian improvements in the MRCOG PCI.

**k. Atrisco Drive:** The primary entrance for the Atrisco Plaza is located at the northwest corner of Atrisco and Central Ave., near the western edge of the site. With a free right into the parking lot from westbound Central Ave. As a result, it is very difficult to cross this drive pad/curb cut into the Atrisco Plaza on foot. There is currently no pedestrian access to and through the site from the eastern edge of the site or from the Rapid Ride stop on Central Ave. A high volume of traffic also accesses Atrisco Plaza from Atrisco Drive, especially from the eastbound left turn lane on Central Ave.

**l. Atrisco to Central Bridge:** The sidewalk along the north side of Central in this section is less than 6 feet wide and meanders along the street edge, with some portions separated by minimally planted landscape buffers. Even in portions with a landscape buffer, vehicular noise is high and speeds exceeding 50 mph make walking unpleasant for the pedestrian. The sidewalk along Central's south side is less than 6 feet wide and is located at the curb. A small landscaped strip is located on the southern edge of the sidewalk with street trees. This landscaped strip provides some shade, but no buffer between fast moving vehicular traffic and the pedestrian realm.

**m. Sunset Drive and Central intersection:** Crosswalks are not well defined and there is no pedestrian refuge.

**n. Bridge Crossing:** Despite improvements, which include artwork and balconies which open up views onto the River, the lack of buffering from the high traffic speeds still creates an unpleasant walking experience, potentially discouraging pedestrian crossings of the bridge to area destinations on both sides of the River.

**o. Tingley Drive:** Pedestrian crossings are not well defined at this wide intersection. Vehicles exit onto Central from multiple locations--the Bosque parking lot, BioPark parking lot, and Tingley Drive. Improvements have been made for vehicular access to the BioPark, including a right turn slip lane and wide drives, which may lead to the perception that this entrance is the primary entrance into the BioPark. An insectarium is being built on the west side of the property and the parking lot accessed from Tingley Drive will be reconfigured as a part of this project. However, the entrance to the east, at New York Ave., will continue to be the primary entrance to the Bio Park.

**p. Central along the BioPark:** There is a wide sidewalk in front of the BioPark, but it is at the curb, with landscaping on the parcel side, so that pedestrians are not buffered from fast moving traffic. On the south side of Central, a narrow sidewalk runs along the curb. There is a significant problem of speeding during non-peak hours in this section of Central Ave.

**q. New York Ave. and Central Ave. intersection:** Pedestrian crossing of this six lane intersection is difficult and uncomfortable. This intersection was identified as a high priority for pedestrian improvements in the MRCOG PCI. The entrance to the BioPark is often unclear to first time visitors and, with no streetscape improvements in place at this intersection, gives a rundown image of Central Ave. The Alameda Lateral runs underground at this intersection leaving an unimproved area which could become a pocket park, with landscaping that enhances the appearance of the intersection. A bike route along this lateral could be signed to indicate a connection via Panmunjon Road to the Mountain Road Bike Boulevard.

**r. Rio Grande Boulevard and Central intersection:** This is a heavily used intersection which is unsafe and difficult for pedestrians to cross. Traffic congestion, high traffic speeds, multiple turn lanes, and wide street sections discourage pedestrian travel from Old Town to the BioPark. The pedestrian signal at this intersection does not allow enough time for pedestrians to cross Central Ave. and vehicles making right turns from Central Ave. on to Rio Grande Blvd. are not yielding to pedestrians who have the right of way. This intersection and the area immediately west were identified as a high priority for pedestrian improvements in the MRCOG PCI.

**s. Soto Ave. from Simmonds St. to Rio Grande Blvd.:** Soto Ave. is paved but looks and functions more like an alley than a street. It currently has issues with drainage when it rains, and does not connect to Rio Grande Blvd due to a vacation that blocked its connection with Rio Grande Blvd. However, there maybe an opportunity to reconnect Soto Ave. with Rio Grande Blvd. via Hollywood Ave. for pedestrians and cyclists.

**t. Flooding in streets (Rio Grande Blvd. to river):** Flat topography and too much impervious surface area create drainage issues in this area (see also Drainage Conditions).

**u. Traffic accidents:** According to MRCOG data, the highest numbers of vehicle/pedestrian accidents along Central Ave. in Segment Two are at Rio Grande Blvd. and Atrisco Dr.

**v. Arenal Canal, Isleta Drain, Atrisco Lateral/Drain/Ditch and Alameda Lateral.** These MRGCD facilities cross Central and may offer opportunities for trail connections from surrounding residential neighborhoods to the corridor. Under current MRGCD policy, trails would remain informal unless another entity is prepared to obtain a permit to improve and maintain them (See Trails section page xx for more information).

**6.3 Transit Overview**

Public transit plays a key role in the transportation system of the West Route 66 plan area. West Central Avenue has been identified as a Priority Transit Improvement Corridor by the 2035 Metropolitan Transportation Plan (MTP) . This designation identifies the West Central corridor as "well suited for further evaluation and development of potential high frequency and high volume transit service over the coming decades". Portions of the Corridor are also designated as either an "Enhanced Transit Corridor" or "Major Transit Corridor" by the Albuquerque/Bernalillo County Comprehensive Plan. The segment of Central Avenue within the plan area is also of particular regional interest because of the Rio Grande bridge crossing which will be facing increased congestion based on projected growth trends. To reduce projected vehicular crossings, the 2035 MTP has identified a mode share goal of 10% of all river crossing trips to be taken by transit by 2025 and 20% of all trips by 2035.

**6.3.1 City Transit Policy**

Albuquerque/Bernalillo County Comprehensive Plan has designated Central Avenue with two separate transit designations within the plan area: Enhanced and Major Transit Corridor. From the City limit to Atrisco Blvd, Central is an Enhanced Transit Corridor, and from Central Bridge to Rio Grande Boulevard, it is designated a Major Transit Corridor. The designations of the major roadways intersecting Central are:

a. Unser Blvd. as an Express Corridor on the north side of Central Avenue and as an Enhanced Transit Corridor on the south side of Central Avenue.
b. Coors Blvd as an Enhanced Corridor on the north side of Central Avenue and as an Express Corridor on the south side of Central Avenue.
c. Rio Grande Blvd. as an Enhanced Transit Corridor.

The purpose of an Express Corridor is to move passengers quickly from one destination to another, in a manner that supports commuter travel. It is often characterized by limited access restrictions and a recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers.

An Enhanced Corridor is characterized by some access control and pedestrian improvements that facilitate transit. Other identifying elements include:

- speed limits 35-45 mph
- travel lanes shared between transit and autos
- on street parking on a case by case basis
- maximized pedestrian connections to transit stops and between adjacent developments
- 6-8 foot sidewalks
- 4 foot sidewalk setback
- bicycle circulation based on bike plan
- Modal Hierarchy: Transit, Auto, Pedestrian, Bikes

**6.3.2 Issues and Opportunities Inventory:**

There are three existing bus routes along Central Avenue within the plan area. Route 198 serves Central Avenue from 98th St. to the Central and Unser Transit Center. Route 66 is a local line that has frequent stops and serves the plan area from the Central and Unser Transit Center to Tramway. The 766 Rapid Ride route also serves Central Ave. from the Central and Unser Transit Center to Rio Grande Blvd. The Rapid Ride is a minimal form of Bus Rapid Transit (BRT). ABQ Ride is beginning an "Alternatives Analysis" to decide how to enhance transit service significantly in the Central Avenue corridor. Potential improvements include dedicated lanes for buses, raised platform stops, transit signal priority, queue jumpers, and off- board fare collection. ABQ Ride does not have fixed route service from 106th St. to 98th St. This area is currently only covered by paratransit.

**a. Central and Unser Transit Center/Park and Ride:** This facility was opened in 2009 and serves about 2% of 66 Central westbound and eastbound boardings and about 5% of all Rapid Ride 766 boardings. At this time the Central and Unser Transit Center is the only Park and Ride located or planned in the area. However, ABQ Ride has suggested that additional locations west of the Central Bridge could increase transit ridership and reduce vehicular bridge crossings.

**b. Red Line Rapid Ride:** Rapid Ride stops are located along Central at the Unser Transit Center, Coors Blvd, Atrisco Drive and Rio Grande. The Red Line Rapid Ride connects with the Railrunner Commuter Train in downtown Albuquerque at the Alvarado Transportation Center.

The intersections with Rapid Ride stops should be enhanced to improve pedestrian safety and accessibility. Passengers are currently exiting the buses and crossing

Central Ave. outside of crosswalks in order to make their connecting bus. Rapid Ride stops provide easy regional access to existing and proposed shopping centers. However, difficult pedestrian access along and across Central often impedes pedestrian movement making public transportation difficult, especially when carrying goods or travelling with young children.

**c. Route 66:** extends within the plan area from the Central and Unser Transit Center to Rio Grande Blvd., stops are placed less than ¼ mile apart for both east and west bound lines. Route 66 connects with the Railrunner Commuter Train in downtown Albuquerque at the Alvarado Transportation Center. Bus stop facilities are missing or inadequate in many locations.

**d. Route 198**: serves Central Ave. from 98th St. to the Central and Unser Transit Center. From the Transit Center, passengers can connect to either the Red Line Rapid Ride or the Route 66 to continue travelling east on Central Ave.

**e. Condition of Bus Stops:** Bus Stops located at major intersections within the plan area all have shelters and benches. For the most part, other stops for the Route 66 have benches, but no shelter. Some notable locations without benches include the stop just west of Coors in front of Verizon Wireless, Legacy Church, 64th St, 52nd St., Cypress St., 48th St., and the Beach Apartments. The stop just east of Unser, on the south side of Central, is located in the dirt ROW with no improvements. ABQ Ride is working on a City-wide project to install shelters at higher ridership stops that have sufficient right-of-way. That project will include adding shelters at some locations identified here.

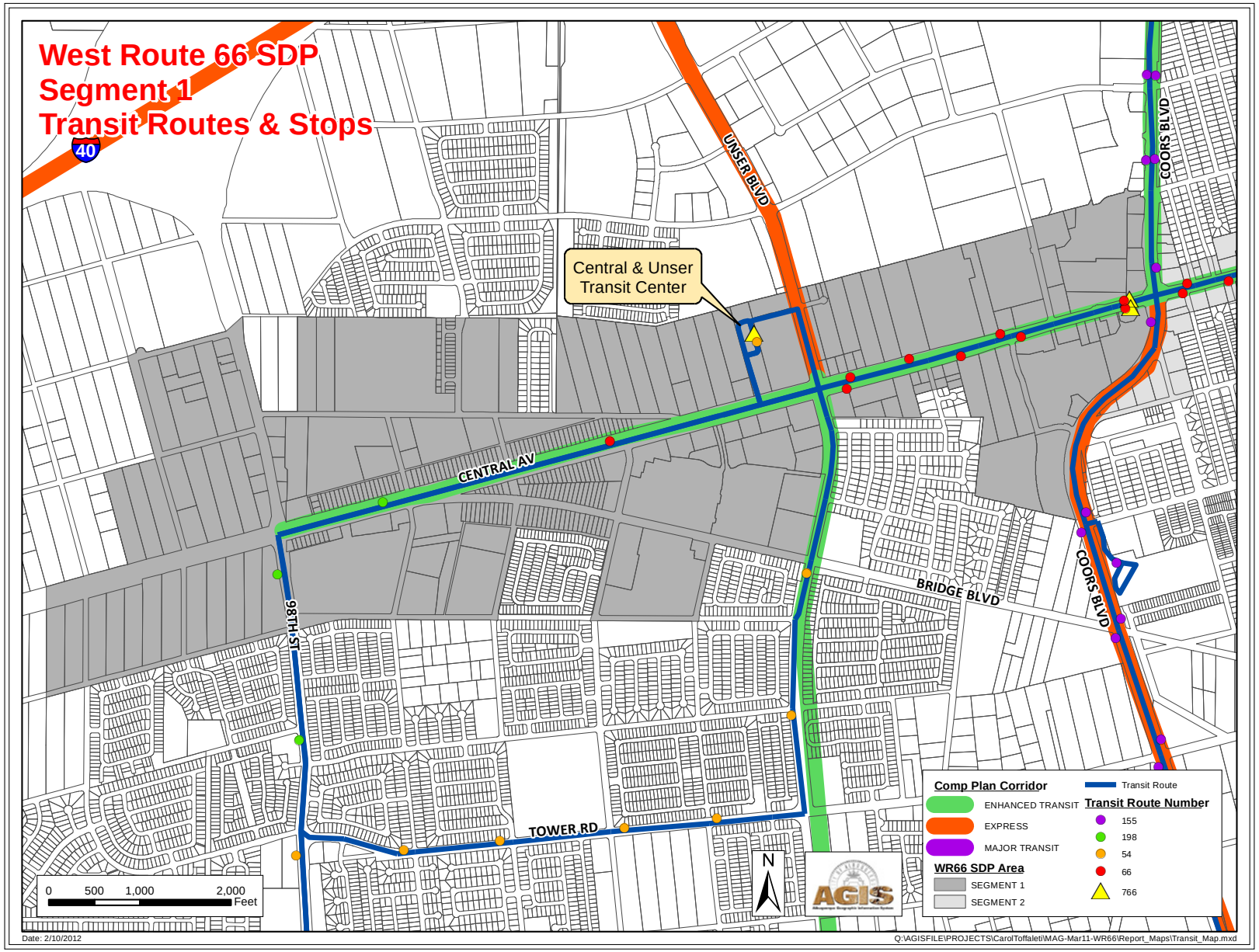


Figure 27: Transit, Segment One

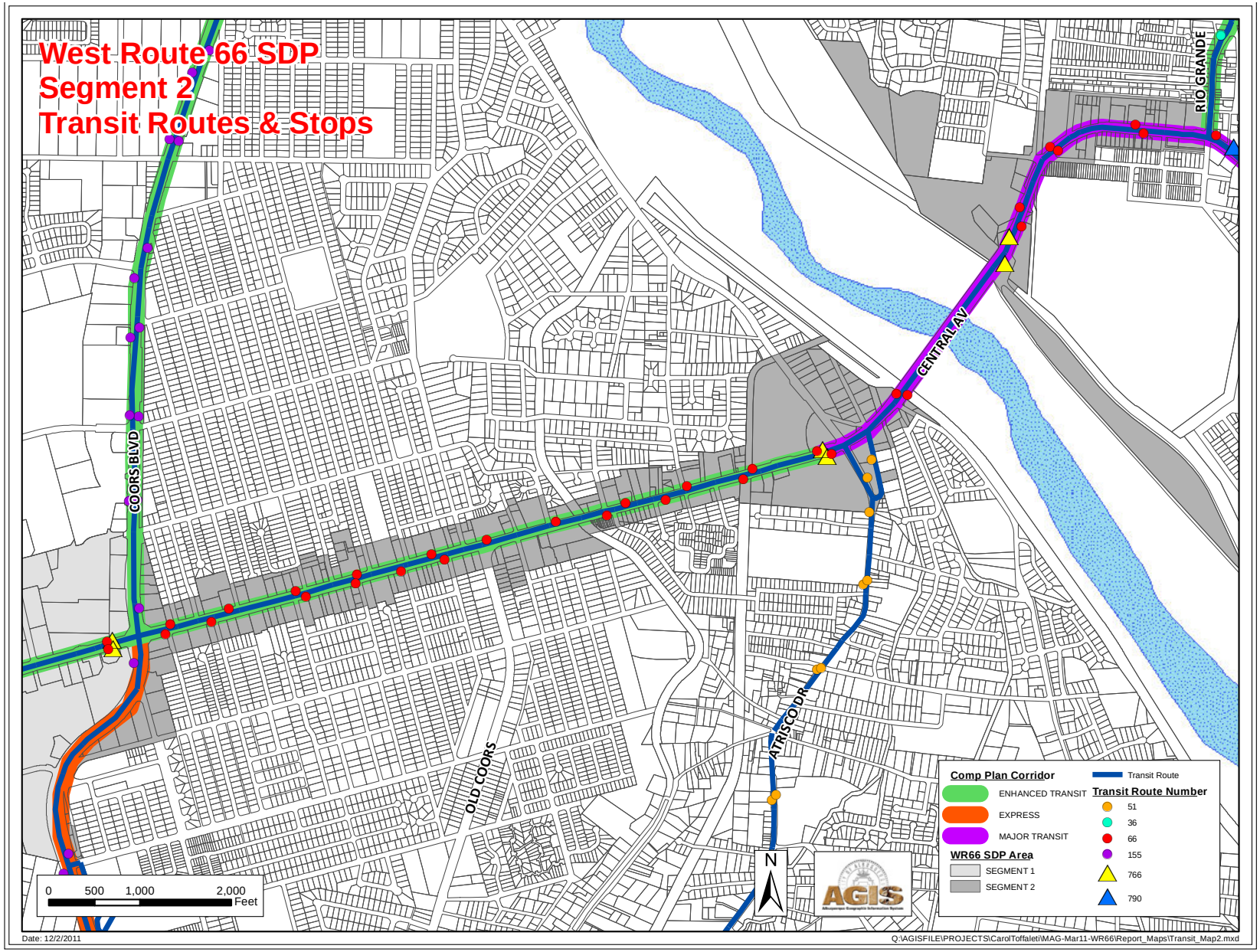


Figure 28: Transit, Segment Two

**6.4 Bikeways and Multi-Use Trails**

There are three types of bicycle facilities within the plan area: bike lanes and routes maintained by the Department of Municipal Development, multi-use trails maintained by the Parks Department and multi-use trails maintained by the Open Space Division. Existing conditions for bike lanes and multi-use trails are outlined below. Please see the Parks, Open Space and Trails Section for information on Open Space and MRGCD trails.

**6.4.1 Issues and Opportunities Inventory**

Bike lanes are complete from Unser to Tingley Drive. From 106th St. to Unser Blvd. they are intermittent and from Tingley Ave. to Rio Grande Blvd. they are missing.

The multi-use trails that intersect the plan area are: the Paseo del Bosque (Open Space), the north side of Coors Blvd., the south side of Unser Blvd., and the south side of 98th St. (Parks). The gap in the multi-use trail on the north side of Unser Blvd. would be completed as part of the Central Ave./Unser Blvd. intersection project.

**a. Missing sections of bike lanes:**

Segment 1: Bike lane striping is intermittent in this section. From 98th to 86th St., there are no bike lanes. From 86th to Unser 4 foot wide bike lanes (5 feet including gutter) are in place on the south side of Central and intermittently on the north side. Between Unser and Coors bike lanes are in place on both sides of Central. However at both the Unser and Coors intersections they are not striped, making bicycle travel through the intersection difficult, particularly along the free right hand turn lanes. The gap in the multi-use trail on the northside of Unser Blvd. would be completed as part of the Central Ave./Unser Blvd. intersection project.

Segment 2: Bike Route between New York and Rio Grande. The preferred alternative for the reconfiguration of the Central Avenue/Lomas Boulevard intersection in the West Central Avenue Corridor Concept Plan proposes that rather than travel west on Central Avenue, bicyclists should be directed to turn left on San Pasquale Avenue, just east of the plan area, in order to connect to the bike route on Alhambra and New York Avenues. Bicycle safety would be improved on this route by the indication of shared use between bicycles and vehicles through the use of sharrows (special arrows that indicate the lane is to be shared by bicycles and vehicles) and colored pavement.

**b. Other identified issues:**

In Segment 2, excessive vehicular speeds and frequent curb cuts create an unsafe biking experience.

- Bicycle crash data from 1995 to 2005 (2006-2009 data was unavailable) indicates that Central Ave. is a high crash corridor. Statistics for Central Ave. west of the river show that there were 33 bicycle crashes in this area. The intersection at Central Ave. and Sunset Blvd. was identified as a high crash intersection, with 6 crashes occurring in the 1995-2005 period.

- Data obtained through community surveys for the update of the Bicycle Facilities Masterplan, indicate that Central Ave. between Rio Grande Blvd. and Coors Blvd. has a high bicycle ridership with riders performing errands and travel to other destinations. According to the surveys, these are trips that are being performed by bicycle that would otherwise likely be taken by automobile.

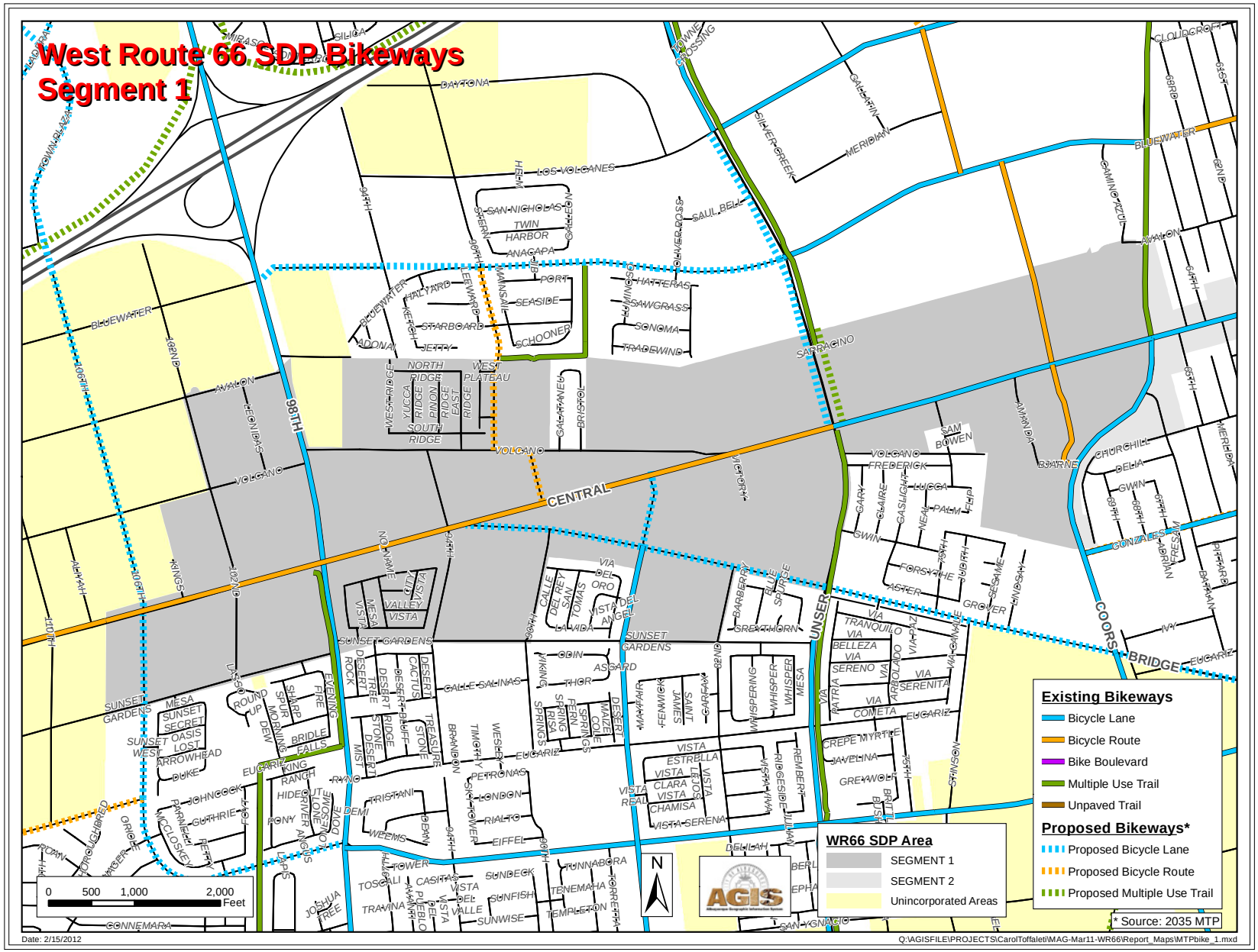


Figure 29: Bikeways, Segment One

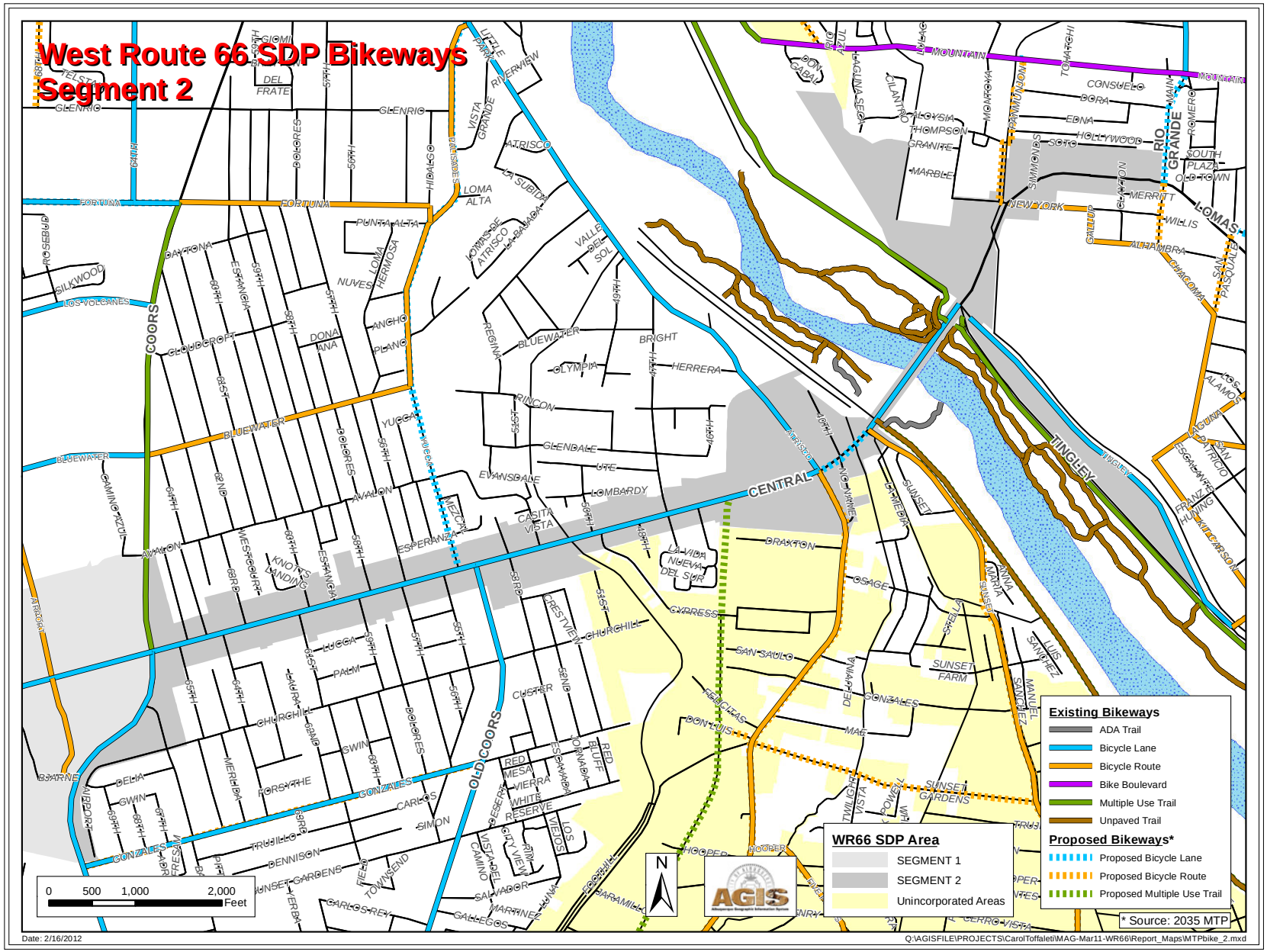


Figure 30: Bikeways, Segment Two

**7.0 City Facilites and Services Overview**
City Facilities within and near the Plan area include Fire and Police Stations, Libraries, Community Centers and the Bio Park. The map in Figure 27 indicates the location of City Facilities serving the Plan area.

**7.1 Fire Stations and Police Sub Stations**
Fire Station 7 is currently located just north of Central on 47th St., however it is being replaced by a new station located at Central and 57th St. The existing Fire Station 7 serves a 4.1 square mile area. Fire station 14 lies just south of the plan area off 98th street, but with a coverage of 17.5 square miles serves the plan area as well. East of the river is covered by Fire Station 1, located downtown at 724 Silver SW. The response zone is 2.1 square miles.

The Plan area west of the river is served by the Shawn McNethy Police Substation west of Coors. The Old Town Substation located just outside the Plan area no longer serves as a police substation.

**7.2 Libraries**
There are currently no libraries located within the plan area. The Robert L. Murphy library, located inside the Alamosa Community Center, serves the middle and western portion of the plan area. The Westgate Library is located south of Central and east of 114th St. and serves the southwestern edge of the plan area. A new library project is underway, to be located on the City-owned Metropolitan Redevelopment site at Central and Unser.

**7.3 Community Centers**
**7.3.1 Alamosa Multi-Service Center.** This center, just south of the plan boundary off Coors, serves the western portion of the plan area. It shares a building with a City-operated Health and Social Service Center, a Child and Family Development Services Program and the Alamosa/Robert L. Murphy Library. The Center has a gymnasium, game room, outdoor basketball courts, arts and crafts room, meeting rooms, fitness center and an outdoor amphitheater/performance space. An early childhood development center is also located at this facility. Adjacent to the Center is the Alamosa Skate Park, managed by Parks, which was designed for BMX bikes, skateboards, and in-line skates. The Health and Social Services Center provides emergency food, clothing, utility assistance, as well as community meeting rooms and seasonal services and activities to residents of the Southwest Mesa. The following health care and social service organizations have facilities inside the Alamosa Center: Community Dental Services, First Choice Community Healthcare, First Choice Women, Infant, and Children, Public Health Division, UNM Hospital Clinic, UNM Hospital-Maternity and Family Planning Clinic, Ser de New Mexico, Youth Development Inc., and the Alamosa Child Development Center.

**7.3.2 West Mesa Community Center.** This center, located off Glenrio Rd. NW, just north of the plan boundary serves the eastern portion of the plan area. The facility has two large meeting rooms, a small kitchen, 2 classrooms, a crafts room, fitness center, lockers and showers, a children's library, game room, computer lab and a mini gym. Outside there is a park facility managed by Parks, (see Parks Context), which includes: 1 playground, 1 softball field, 1 indoor pool, in outdoor pool, 1 volleyball court, and 2 picnic tables.

**7.3.2 Pat Hurley Center.** This center is a small community center located at 3928 Rincon Drive NW, adjacent to Pat Hurley Park, and just north of the plan boundary. The Center has before and after school youth programs, provides transportation to other community centers for sports activities and provides meeting space for neighborhood associations.

**7.4 Issues and Opportunities**
The community is generally well served by community services; however pedestrian and bicycle connectivity should be improved between the services and adjacent neighborhoods. There are areas in and around the western portion of the plan area that are not as well served by community centers. West of Coors there are no community centers to serve the large residential population north and south of the Central area. Improved connections between Alamosa Community Center across Coors could help alleviate some of this need. Currently there is no east west pedestrian access across Coors to the Alamosa Center. Future plans for Coors should consider improving the connectivity across this limited access roadway.

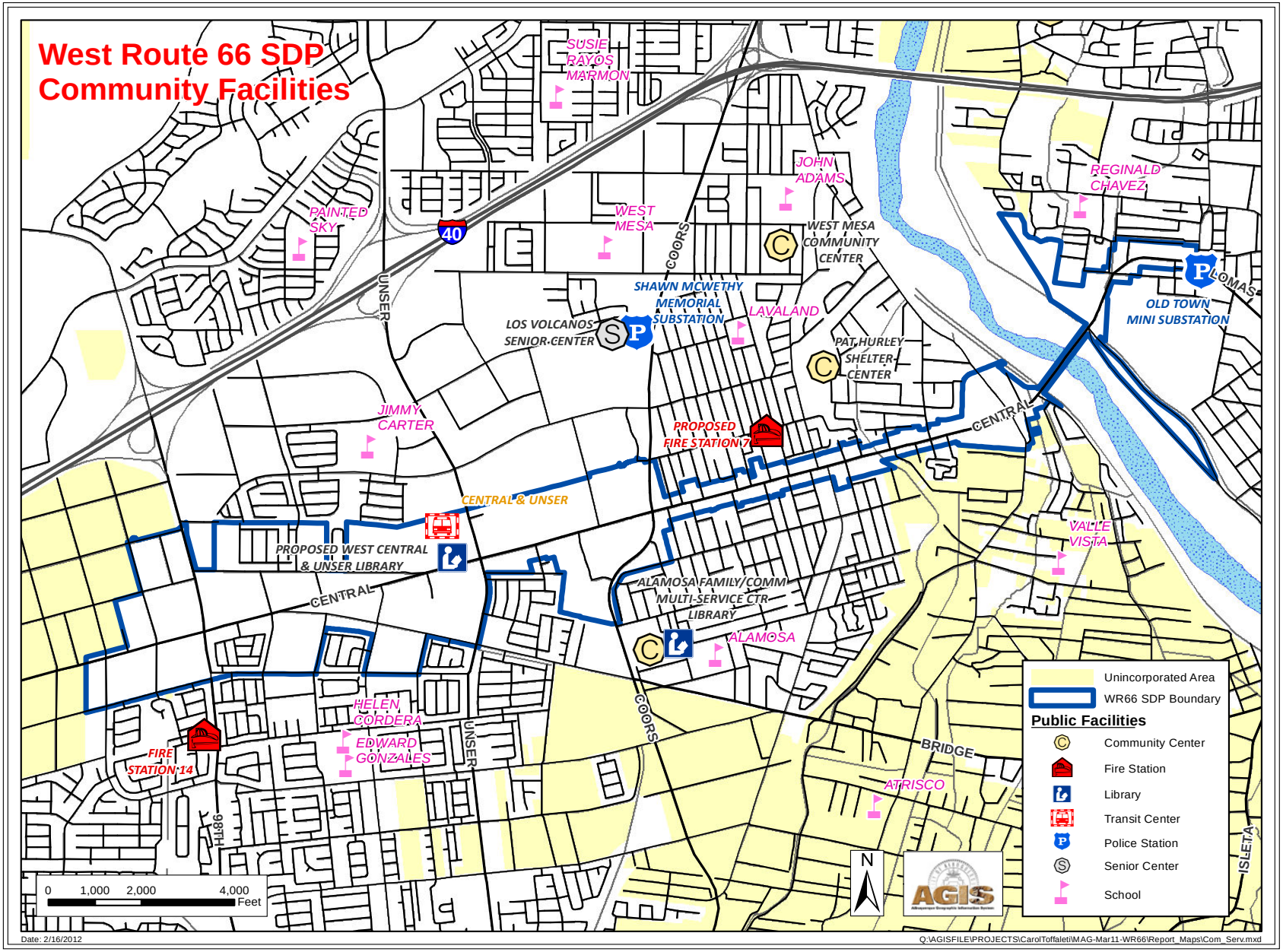


Figure 31: Community Facilities

**7.7 Albuquerque Bio Park.** The Plan area contains the following facilities of the Albuquerque Bio Park: the Albuquerque Aquarium, the Rio Grande Botanic Garden and Tingley Beach. The Zoo is also part of the BioPark, but is locted south of the Plan area. A small trail links it to the other BioPark facilties. These facilities are a premier destination within the City of Albuquerque for residents and visitors alike, attracting over 400,000 visitors a year. The Albuquerque Biological Park operates as a division of the Department of Cultural Affairs under policy direction set by the Mayor, City Council, the Director of the Department of Cultural Affairs and the Albuquerque Biological Park Advisory Board.

**7.8 Issues and Opportunities pending**

**8.0 Water and Sewer Overview**

The Albuquerque Bernalillo County Water Utility Authority (ABCWUA) is the government entity in charge of water and sewer service for the City Albuquerque. One issues related to the service was identified during the community planning process: an ongoing odor problem at the gravity interceptor sewer line located at Central and Yucca.

**8.1 Issues and Opportunities**

The source of the sewerage problem is a gravity-fed sewer line that runs from the northwest mesa to the ABCWUA wastewater treatment plant in Mountain View. There is a dramatic grade change around the Central and Yucca intersection. When the sewage travels through this grade change, it creates a lot of turbulence and excess gases are released at manholes and other openings in the system.

In order to remedy this problem, the city installed a biofilter at the site in 2007. The biofilter seemed to solve the problem in part by reducing the area where the smell was an issue. However the city continued to receive complaints from residents immediately adjacent to the site of the biofilter.

An outside engineering firm was hired to perform tests on the effectiveness of the biofilter, measure scent levels and analyze neighborhood complaints. Their 2010 report indicates that while the biofilter was performing to expectations, some smell did remain in the area.

Based on this finding, the Authority re-designed the filter; this new system was installed in May 2010. The Authority believes that this new system is taking care of the problem; however they continue to monitor the issue. According to the community, the smell in the general area, if not on this particular site on Yucca, continues to be a problem.

**9.0 Drainage Overview**

The City of Albuquerque is currently working on their application to the Environmental Protection Agency (EPA) for a new stormwater permit. The EPA has tightened their regulations regarding stormwater pollution and on site management of stormwater since the last permit was issued in XX. In response to these new EPA regulations, the City is also strengthening its requirements. The City is drafting a new Stormwater Ordinance that may be approved in 2012. In anticipation of the ordinance approval, the City's Hydrology and Stormwater Management Divisions are very supportive of innovative on-site stormwater management techniques that help reduce pollution, volume and velocity of stormwater. Once the Ordinance is approved these types of techniques will become a mandatory element of development.

The following is a list of drainage studies and projects that affect the plan area:

Plans and Studies:

- Alameda and Riverside Drains (Leedshill-Herkenhoff, 1991): Projects ARD-7A and ARD-8A Albuquerque Master Drainage Study, Volume 1 (Bohannan-Huston Inc, 1981): no projects in area
- Amole Watershed Drainage Master Plan (Holmes & Narver Inc, 1986): no projects in area
- Amole-Hubbell Drainage Master Plan (Leedshill-Herkenhoff, 1999): no projects in area
- Isleta Watershed Study (CH2M HILL, 1986): Projects CE2-513B, CE3-515C, and VA1-630C
- Southwest Valley Flood Damage Reduction Study (Resource Technology Inc, 2004): Project K-12D
- West Bluff Drainage Plan (Andrews, Asbury & Robert Inc, 1987): no projects in area

Projects:

- ARD-7A: Reach No. 7 from Mountain to Central: concrete line the Alameda Drain - Construct an additional 6'x10' box culvert at Hollywood
- ARD-8A: Reach No. 8 from Central to the Riverside Drain: concrete line the Alameda Drain
- CE2-513B: Replace 2,000 feet of 12" and 15" RCP with a 24" RCP along 57th St from Bluewater Rd. to Central
- CE3-515C: Replace approx 1,100 feet of 15" RCP with 24" RCP along Yucca Dr from Avalon Rd. to Central Ave.
- VA1-630C: Construct 2 inlets and 400 feet of storm drain with a flap gate from Sunset Place to the Riverside Drain.
- K-12D: Approximately 900 feet of storm drain in Sunset Road north of La Media Rd.

Additional studies and projects are available from the Hydrology section of the Planning Department.

**9.1 Issues and Opportunities**

a. There are two drainage ponds/jurisdictional dams that are owned by the City and managed by the Office of the State Engineer located at the northwest corner of the Central Avenue and 98th St. intersection. These ponds are mostly handling stormwater drainage from undeveloped properties in the area. These ponds are located on land that is more ideally suited for commercial and/or higher density commercial development, as the rest of the intersection has already begun to develop in this way;. However this drainage facility will likely not change unless there is significant development in the area which would require property owners to manage more of their stormwater on-site.

b. There is a significant issue with poor drainage and flooding along the frontage road which extends from Unser Boulevard to the western plan boundary. The most significant flooding issues appear to be in the portion from Unser Boulevard to 98th St. The flooding has been reported to create access issues for properties located along this road. Opportunities exist to redirect stormwater from the road into street side swales, particularly in the vegetated area between the frontage road and Central Ave.

c. There is limited stormwater capacity in the storm drain between Unser Blvd. and Coors Blvd. This constraint requires development in this area to pond on site. Opportunities exist in this area to employ Low Impact Development techniques to reduce stormwater runoff and to treat required ponding as landscape amenities.

d. There are some issues with flooding in the area between the river and Rio Grande Boulevard. This is largely due to the flat topography and the abundance of impervious surfaces, but also to an insufficient electricity supply in the area. The Alcalde pump station is not operating at optimal capacity due to

electricity voltage fluctuations. This would be a good location within the Plan area to manage the excess stormwater through increased landscaping and Low Impact Development techniques.

e. The portion of the Plan area along Central Ave. from the river to Rio Grande Blvd. falls within the Alcalde Drainage Basin. This is a closed basin that is lower in elevation than the River and has minimal opportunities for storage of excess water can be conveyed to the river by the pump station. This causes the excess water to be stored in the roadways and areas around the lowest point in the drainage basin.


Figure 32: Drainage Facilities, Segment 1- A

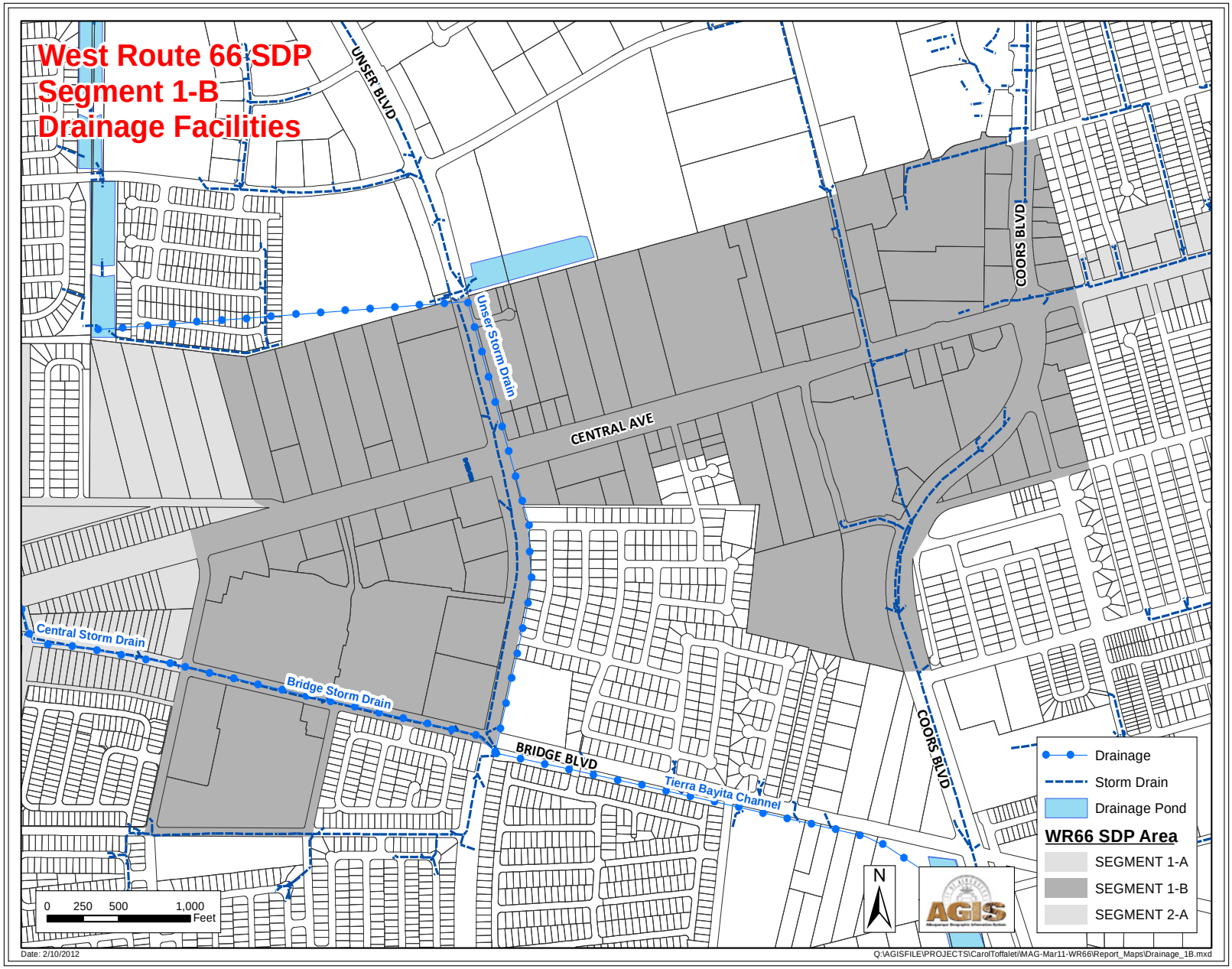


Figure 33: Drainage Facilities, Segment 1-B

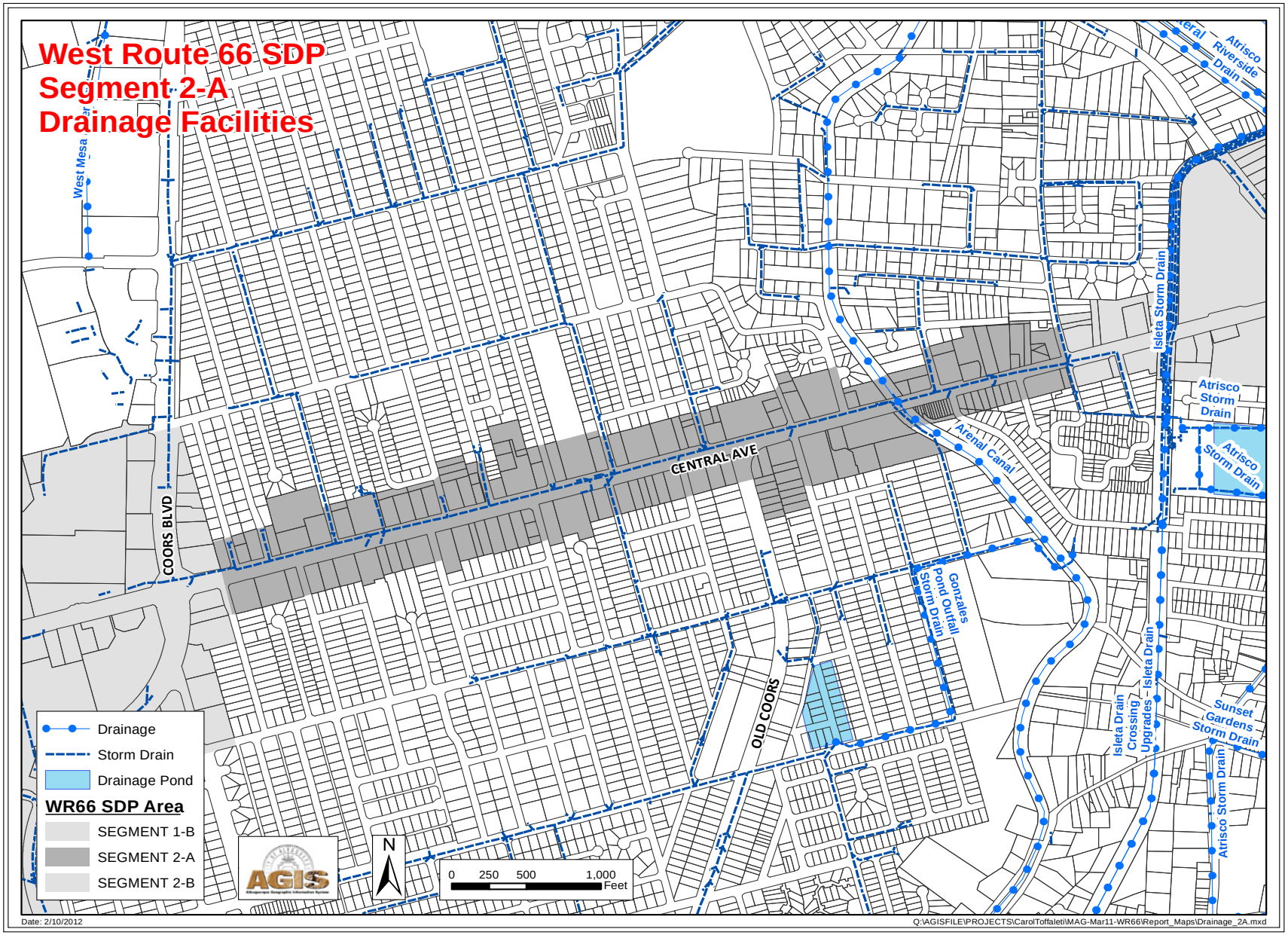


Figure 34: Drainage Facilities, Segment 2-A

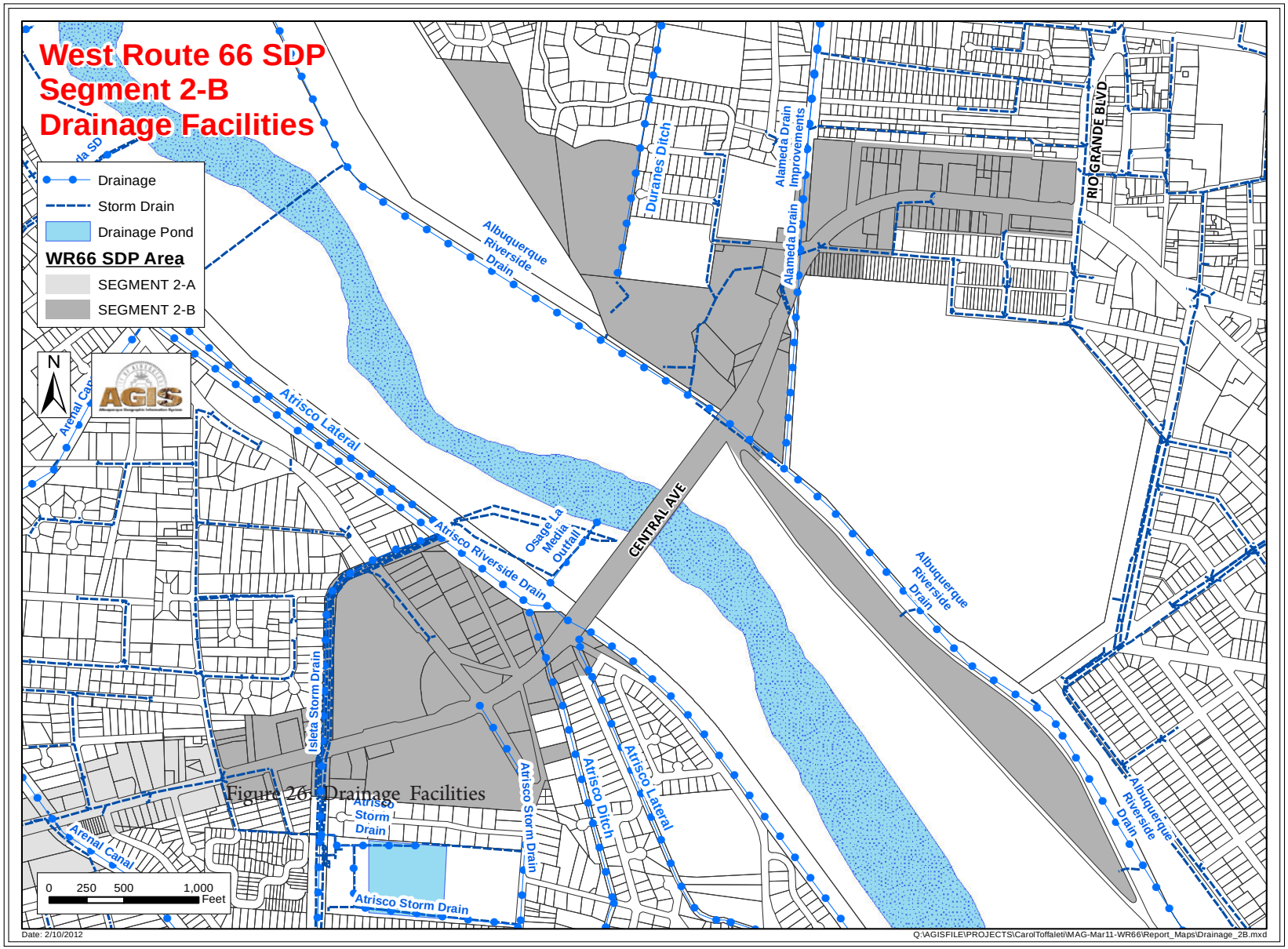


Figure 26: Drainage Facilities

Figure 35: Drainage Facilities, Segment 2-B

**10. Utilities**

**10.1 Gas**

There is a New Mexico Gas Company border station which is used to reduce pressure from distribution levels to transmission levels just north of Central Ave. on Atrisco Dr. The New Mexico Gas Company has no plans to develop or change the site in the near future.

**10.1.1 Issues and Observations**

The border station site is fenced by a chainlink fence with no landscaping to screen the facility and sidewalks are missing along the site. The lack of improvements gives the site and adjacent streetscape a aura of neglect. There are no special landscaping requirements for public utility facilities located in C-2 zones, the existing zoning of the property.

**10.2 Electricity**

Two double-circuit 115 kV transmission lines, the PM line and the PW line, are located within the West Route 66 Sector Development Plan area (see Figure xxx). The line is located on 80 to 100 foot high poles which run at the edge of the ROW. The transmission voltage is "stepped down" to lower voltages at distribution substations and distribution lines, called feeders, to provide electric service to residential and business customers. The distribution lines are located throughout the Plan area. Smaller power lines and telephone lines run intermittently along the corridor.

Public utility easements exist within the Plan area. Overhead and underground electric distribution lines are typically located within PUEs. They are compatible with other "dry" utilities such as cable, telephone and fiber optic facilities. The width of the PUE is typically 10 feet in order to provide necessary clearances for safety. Water lines, sewer lines and storm water drainage or "wet" utilities are not compatible with "dry" utilities and separation is required for safety purposes.

**10.2.1 Issues and Opportunities**

a. The power and telephone transmission poles and lines can create visual clutter along Central Avenue, but are generally located at the edge of the ROW, outside the walking zone, for most of the corridor.

b. From Cypress Dr. to Atrisco Dr., on the south side of Central Ave., and from New York Ave. to Rio Grande Blvd., on both sides of Central, utility poles are located in the sidewalk, intermittently blocking the sidewalks, creating unsafe conditions, and rendering them inaccessible to wheelchairs users.

c. In the section between New York Ave. and Rio Grande Blvd. there have been reports of excessive power outages due to inadequate power transmission. This issue also affects the drainage of stormwater, as the Alcalde pump station is not functioning at optimal capacity due to fluctuations in voltage.

**10.3** A 2010 Facility Plan: Electric Service Transmission and Subtransmission Facilities, is currently undergoing the standard review and approval processes of the City and County.

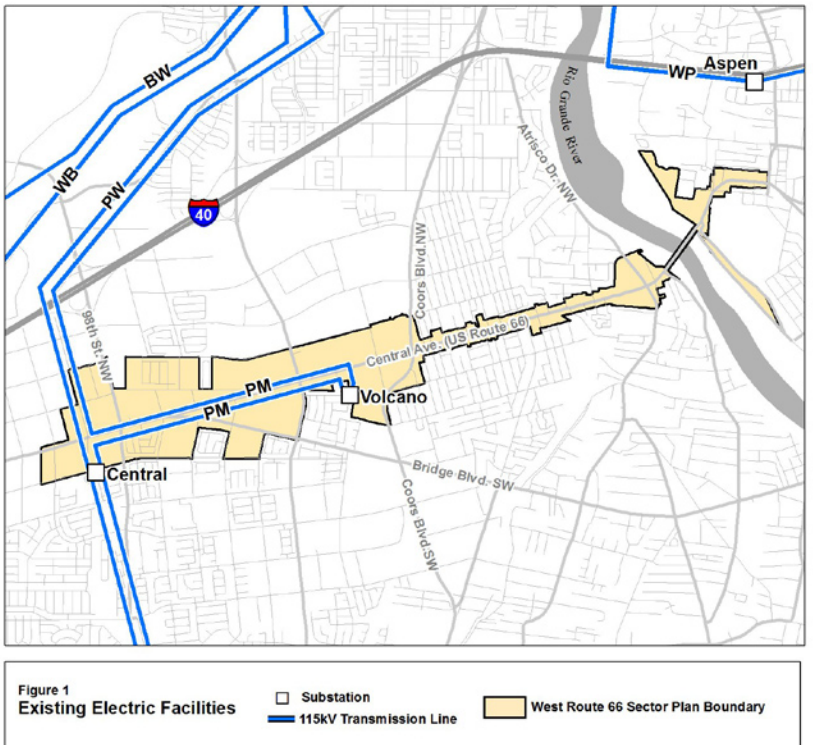


Figure 36: PNM Facilities

### 11.0 Parks, Trails and Open Space Overview

The Plan area is characterized by two very distinct levels of service for Parks, Trails and Open Space. The western portion of the plan area, between 98th and Coors, including the communities living in proximity to it, is significantly underserved in comparison to the area east of Coors to Rio Grande Blvd. There is a need in the western portion of the plan area to introduce new opportunities for outdoor recreation, including trails and parks.

### 11.1 Parks Overview

The following parks serve the neighborhoods adjoining the Plan area:

| Name | Location | Facilities | Size |
|---|---|---|---|
| Alamosa | Sunset Garden Rd. & Bataan Dr. SW | 4 tennis courts, skate park, 1 playground, 2 half basketball courts and 10 picnic tables. | 5 acres |
| Lavaland | 64th St. & Avalon Rd. NW | 2 playgrounds. | 1 acre |
| Pat Hurley | Yucca Dr. & Bluewater Rd. NW | 2 playgrounds, 4 tennis courts, 4 half basketball courts, 1 full basketball court, 3 picnic tables. | 19 acres |
| West Mesa Community Center | 5300 Glenrio Rd. NW | 1 playground, 1 soccer field. | 3 acres |
| West Mesa | 6705 Fortuna Rd. NW | 1 playground, 1 softball field, 1 indoor pool, in outdoor pool, 1 volleyball court, and 2 picnic tables. | 9 acres |
| Tom Cooper (Osage) | Osage Ave. & Atrisco Blvd. SW | 1 playground and 1 picnic table. | .22 acres |
| Atrisco Park & Little League Fields (County) | 229 Atrisco Blvd. SW | 1 horseshoe pit, 1 basketball court, 1 playground, 5 youth ball fields. | 16 acres |

The current level of service standard used by the City of Albuquerque Parks Department is 2.6 acres per 1,000 population. Based on this level of service, the Plan area is adequately served by parks under existing development conditions. In the past, funding for parks has been obtained through impact fees; however there is currently a moratorium on impact fees while they are being studied to determine their efficacy. The only funding that is currently available for parks is General Obligation (GO) bond money. The priority for this money is to construct parks on land that has already been obtained by the Parks Department.

#### 11.1.1 Issues and Opportunities

a. There is a 2.2 acre City owned vacant parcel of land located at 90th St. and Volcano Rd. This is a potential joint use site for Parks and Family and Community Services.

b. East-west pedestrian and bicycle access across Coors Blvd. to the park facilities at Alamosa should be improved; that access could be coordinated with a future signal at Airport Drive south of the Verizon site.

c. Plan a linear park within the R.O.W. of the Central Ave. frontage road which runs from Unser Blvd. to the City limits. See page xxx for more details.

**11.2 Trails Overview**

Many trails in the Albuquerque area are located along waterways, ranging from natural waterways like the Rio Grande, to agricultural irrigation ditches and waterways used for drainage and flood control. These trails and waterways are an important part of the history of Albuquerque and often serve triple functions as recreational pathways, commuter connections for pedestrians and cyclists, as well as conveying water.

Two types of trails that are separate from the road network exist in the plan area: the formal trails, either paved or made of compacted crusher fines, located in the Bosque, which are managed and maintained by City of Albuquerque Open Space or the Middle Rio Grande Conservancy District (MRGCD); and informal dirt trails in the Bosque or along MRGCD waterways that have been created through community use. During the planning process, residents expressed a strong desire to maintain and enhance the existing paths in the plan area, as well as to formalize trails along the canals, ditches and drains in the area.

The named irrigation ditches, drains and laterals may not be owned in fee simple by MRGCD. However, MRGCD may have easements, or at minimum an agreement with the land-owners, for maintenance and access to their facilities. MRGCD is undertaking a comprehensive mapping project of its facilities, many of which go back to the early 20th century. It reviews development proposals affecting its facilities on a case-by-case basis. The agency currently allows informal use of paths along its open waterways at the user's risk and does not have policies to surface paths or clear vegetation alongside them. Paths may be converted to official trails through a licensing procedure that requires evaluation by MRGCD staff and review and approval by the elected MRGCD Board. A trail then becomes the responsibility of the licensee. An example is the Paseo del Bosque trail where the licensee is the City. Under current MRGCD policy, a separate entity would need to take the initiative to implement any new official trail along MRGCD waterways and take on the responsibility for maintaining them.

**11.3 Issues and Opportunities**

a. Arenal Canal. There is an informal trail on the east side of the canal on both the north and south sides of Central. This canal begins at the Rio Grande in the Atrisco area and extends south all the way to Isleta Pueblo.

b. Isleta Drain. The Isleta Drain goes underground where it intersects with Central, flowing under the alley behind Pro's Ranch Market and an informal access road to residential properties on the north side of Central, before daylighting just west of the river. The alley is owned by Pro's Ranch Market and may not be the most desired trail link for users due to aesthetic, safety, ownership and maintenance issues. On the southside of Central Ave. the drain runs under an informal access drive to the Kmart site. The drain on the southside may be widened in the future to handle increased stormwater flows.

c. Atrisco Lateral and Ditch. The Atrisco Lateral splits into the Atrisco Lateral and the Atrisco Ditch near Central Ave. and continues south. On the north side of Central Ave., the Atrisco Ditch runs along the vacant site owned by the City's Metropolitan Redevelopment Agency. The Lateral goes underground under Central Ave. and resurfaces just south of Central Ave and west of Sunset Rd. There is an unimproved trail along the Lateral that could be developed into a multi-use trail that would connect the plan area with Albuquerque's South Valley.

d. ADA Accessible Trail. There is a short MRGCD Americans with Disabilities Act (ADA) accessible trail west of the river on the north and south sides of Central Ave. While the MRGCD trail has been designed to be accessible, there is currently no ADA access or ADA parking at the trailhead.

e. Alameda Lateral. The Alameda Lateral intersects Central Ave. east of the BioPark at New York Ave. On the north side of Central Ave. there is a small parcel of undeveloped land, owned by the MRGCD, just before the lateral daylights. This small parcel currently appears neglected and adds to the rundown appearance of the area. There is an opportunity at this site to design a mini park or plazuela (with sculptural amenities rahter than plants) which would enhance the appearance of the corridor at this gateway location to the BioPark. A component of the site's design could be to provide information about the acequia system.

The lateral provides informal trail access between Central Ave. and the adjacent neighborhoods to the north. The lateral is partially fenced with chainlink and the section visible from Central appears rundown. There is significant community interest in removing the fencing along the Lateral and improving

its appearance so that it could once again become an asset to area neighborhoods and the corridor. On the south side of Central Ave. the lateral runs behind buildings and along the Albuquerque Country Club property in a tight configuration that is not conducive to trail access.

**11.3 Open Space**

The Rio Grande State Park is the only Open Space in close proximity to the Plan area. It is located in the Bosque on both banks of the Rio Grande and is managed by the City in collaboration with MRGCD and the Army Corps of Engineers. The formal Open Space access point in the plan area is located on the northeast corner of the Central Avenue Bridge, and provides parking, a picnic area and access to the river and the Paseo del Bosque Trail. Access to the river and the Bosque is also available from the south side of Central along the Paseo del Bosque Trail. There are additional access points on the west side of the river, north and south of Central. However the north parking area is unimproved and no parking is available on the south side, and trailheads are informal and not well marked.

**11.3.1 Issues and Opportunities**

a. There are numerous illegal homeless campsites in and around the Central Avenue area of the Bosque. In the spring of 2011, Albuquerque Police Department officers joined forces with the Crisis Outreach and Support Team and the Crisis Intervention Team to remove twenty homeless camp sites and provide assistance to homeless citizens living in the area of the Central Ave. Bridge. Reducing the number of illegal homeless campsites in the area will require this kind of on-going effort and collaboration.

b. Parking on the west side of river is deficient and trailheads are unclear.

c. There are concerns regarding fires in the Bosque.

d. There is no ADA access to the ADA trails located on the west side of the river in the Bosque.

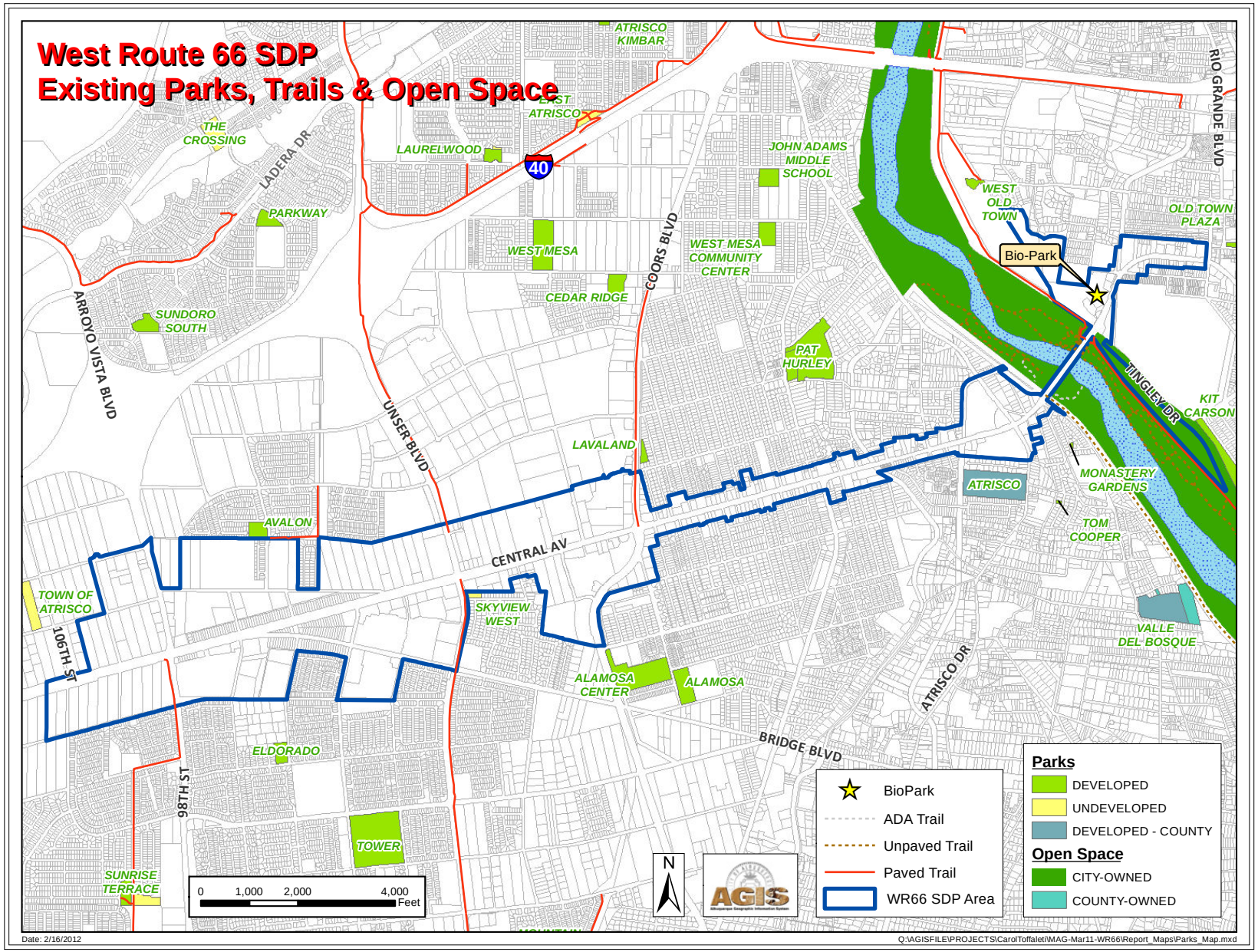


Figure 37: Parks, Trails and Open Space