



**ABQ** the **PLAN**



*Investing in Our Future*

[abqtheplan.cabq.gov](http://abqtheplan.cabq.gov)



Mayor Richard J. Berry (Photo courtesy of Kim Jew)  
Front and back cover: Albuquerque Cityscape (Photo courtesy of Bill Tondreau)

*Thank you for your interest in ABQ the Plan and in the City of Albuquerque.*

*We have an opportunity to make game-changing improvements to our city, and it is my hope that Albuquerque's residents will join us each step of the way.*

*We are looking at smart public projects and investments that will shape the future of our community. These projects will entice visitors to visit and vacation in Albuquerque and make our residents proud that they live here. These enhancements will incentivize new and existing businesses to grow here, creating new quality jobs. ABQ the Plan will honor our proud heritage while moving forward as a vibrant, modern city.*

*Thank you for taking the time to review and comment on this community designed plan as we look forward to a bright future for our beautiful City.*

*Mayor Richard J. Berry*

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*ABQ the Plan is Albuquerque's long-term strategy for investing in our City and planning for a bright future with new opportunities for current and future generations.*

## EXECUTIVE SUMMARY

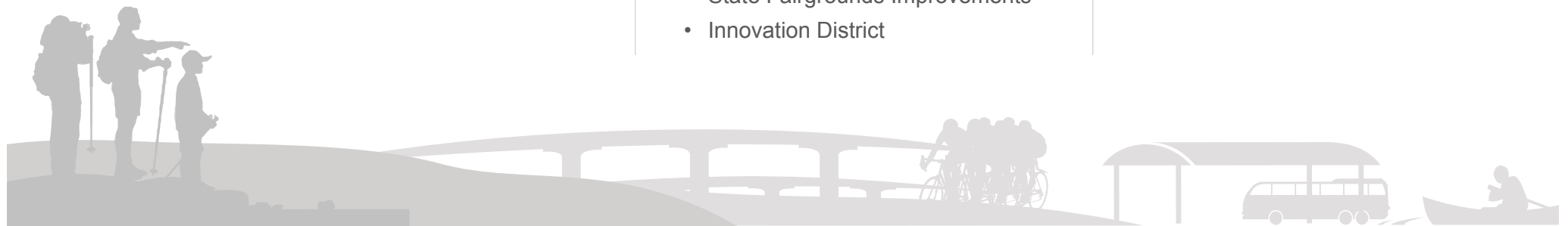
ABQ the Plan is Albuquerque's long-term strategy for investing in the City and planning for a future with new opportunities for the community. Initially, Albuquerque's Mayor Richard J. Berry introduced the idea of having a Plan for the future of Albuquerque in his first State of the City address in November of 2010. Our goal is to craft a vision as a community while developing a long-range plan for projects that will 1) enhance our entire city by stimulating job creation and economic development, and 2) increase opportunities and the quality of life for everyone.

### **ABQ the Plan projects include:**

- Paseo del Norte / I-25 Interchange Reconstruction
- Convention Center Renovations
- Bus Rapid Transit (BRT)
- 50-Mile Activity Loop
- Rio Grande / Bosque Improvements
- Route 66 Revitalization
- Downtown and Rail Yard Revitalization
- Sports Tourism Opportunities
- State Fairgrounds Improvements
- Innovation District

ABQ the Plan began in 2010, and currently several projects are underway and the City is moving forward on funding for additional projects.

This publication includes background information for ABQ the Plan, including overviews of current and potential projects, plus funding and implementation strategies for moving forward.





Isotopes Ballpark (Photo courtesy of Dancing On Dynamite)

# VISION FOR ALBUQUERQUE

## What is ABQ the Plan?

ABQ the Plan is a long range plan for large city-wide projects and investments that will:

- Spur economic development & private sector investments
- Increase quality of life for our residents
- Promote tourism in the metro area
- Encourage job creation

## This Plan Will...

This plan will build upon city assets and previous planning efforts, leverage partnerships with the private sector and other government entities and allow us to invest in our future while honoring our unique past. All projects will adhere to best practices set forth by both the private and public sectors.

## This Plan Will Not...

This plan is not a substitute for the Capital Improvements Program (CIP) process, sector plans or other plans we have in place.

## Public Involvement

In 2011, the Mayor attended neighborhood meetings and engaged Albuquerque residents, encouraging a city-wide dialogue centered around the idea of making smart investments that will continue our city on the path to a bright and prosperous future. In total, the Mayor attended over 100 events, reaching over 40,000 citizens; discussing what these investments could look like and how they could be accomplished. Additionally, various citizen committees were formed to advise the City on projects such as the Route 66 Action Plan, Rio Grande/Bosque Improvements and the 50-Mile Activity Loop.



*The analysis and recommendations contained in the MTP will guide transportation development in the years to come.*

## THE FUTURE OF TRANSPORTATION

In creating ABQ the Plan, the City took into account the Metropolitan Transportation Plan (MTP), the Metro area's long-range transportation plan. It includes forecasts for Albuquerque's metropolitan area 20 years from now in terms of population, employment, housing, and the number of vehicles on roadways. The MTP also proposes strategies for meeting future travel needs. All regionally significant improvements planned for the transportation system must be included in the MTP.

### Key Strategies of the MTP

- Expand transit and alternative modes of transportation.
- Integrate land use and transportation planning.
- Maximize the efficiency of existing infrastructure.

The Mid-Region Council of Governments (MRCOG) analyzes current transportation conditions and develops long-range forecasts for the region to determine what kind of infrastructure needs that growth will create. The resulting plan identifies locations of future congestion and strategies to ensure the mobility of residents across central New Mexico.

The analysis and recommendations contained in the plan will guide transportation development in the years to come.

The 2035 MTP projects significant growth and establishes a need for smart transportation investments. Key strategies for the MTP include targeted roadway improvements, providing more transportation options through alternative modes such as premium transit, and considering land use and transportation decisions collectively.

**The Paseo del Norte / I-25 Interchange Reconstruction, the 50-Mile Activity Loop, and Central Avenue Bus Rapid Transit (BRT), all identified in ABQ the Plan, are important investments that provide a range of transportation options and can help meet growing transportation needs across the region in accordance with the MTP.**



From left to right: Albuquerque International Sunport Before and After, ABQ Bio Park and Albuquerque International Balloon Fiesta (Albuquerque International Balloon Fiesta photo courtesy of Ron Behrmann)

# INVESTMENTS: Our City's Game-Changing Projects

Through the years the City of Albuquerque has invested in a number of game-changing projects in our community such as the Albuquerque International Sunport, ABQ BioPark and the Balloon Fiesta Park. In addition, the City's partnership with Isotopes Park is an excellent example of how great things can happen when the private sector partners with the City.

## Albuquerque International Sunport

The Albuquerque International Sunport is a world-renowned, full-service facility that welcomes more than six million travelers per year and transports over 64,000 tons of cargo. What started out as a place to simply meet basic aviation needs is now a destination that tells people they have arrived in a great city, Albuquerque.

## ABQ BioPark

The ABQ BioPark is New Mexico's most visited attraction. It includes the Zoo, Botanic Gardens, Aquarium and Tingley Beach. The mission of the BioPark is to create recreational opportunities and to foster environmental awareness, recreation and stewardship. It houses events year-round such as Zoo Music, River of Lights, school field trips and many other educational and community events.

## Balloon Fiesta Park

This is more than 40 million dollar investment that is home to the world renowned Albuquerque International Balloon Fiesta. The Fiesta takes off every year in October and brings in over 800,000 visitors from all over the world, generating close to 100 million dollars in economic activity annually. The park covers 360 acres and is used year-round for various events and activities that bring fun and economic opportunity to our City.

## Isotopes Park

The Isotopes Park opened in 2003 and is one of the finest facilities in Triple-A baseball. It incorporates state-of-the-art amenities with world-class views of the Sandia Mountains. The ballpark, sometimes known as "The Lab", is the home of the Isotopes, the Los Angeles Dodgers Triple-A farm club.



From left to right: Oklahoma City Canal Before and After, Denver's 16th Street Mall and Chicago's Millennium Park

# INVESTMENTS: Cities Investing In Themselves

## Oklahoma City

Twenty years ago, the people of Oklahoma City realized their city was going to stagnate if they didn't make investments in their community. They were bold enough to create the Metropolitan Area Projects (MAPS) program. Citizens voted to leverage a one cent sales tax to make game changing investments in their city.

MAPS projects have included the Bricktown Canal District, which was a complete revitalization of an underutilized area that has made downtown Oklahoma City a star attraction. The Bricktown Canal, plus the transformation of the existing river to create a state-of-the-art rowing facility, has significantly raised revenues and improved quality of life in Oklahoma City.

## Denver

The 16th Street Mall is a pedestrian and transit mall that runs along 16th Street in downtown Denver. It is home to over 300 locally owned and chain stores, and over 50 restaurants. The Denver Pavilions is another example of a public improvement that has spurred private business and tourism, as it revitalized downtown Denver, as a place for shopping, dining and entertainment.

## Chicago

Chicago's Millennium Park is a 24.5-acre park with world-class art, music, architecture and landscaping. It attracts locals and visitors from all over the world.

## Indianapolis

Indianapolis has become the amateur sports capital of the world because they have invested in world-class athletic facilities. The City reports substantial revenues from these athletic events and a positive impact on tourism.





Sunset from the foothills (Photo courtesy of Dancing On Dynamite)

# INVESTMENTS: Funding Options

## How do we pay for these game-changing projects?

Potential financing options depend on the project type and location. It is important to note that these projects can be financed without raising taxes!

### **Our strategies to achieve these goals include:**

- Controlling the cost and growth of local government,
- Using creative and resourceful financing techniques,
- Creating meaningful public and private sector partnerships, and
- Offsetting operational costs by treating these investments as enterprises.

As an example: as part of the 2011 fiscal year budget the Berry administration proposed and the City Council approved the dedication of 3 million dollars, from the City's operating budget to the capital fund. With this money, the City issued 50 million dollars in bonds to finance the Paseo del Norte & I-25 improvements, all without raising taxes.

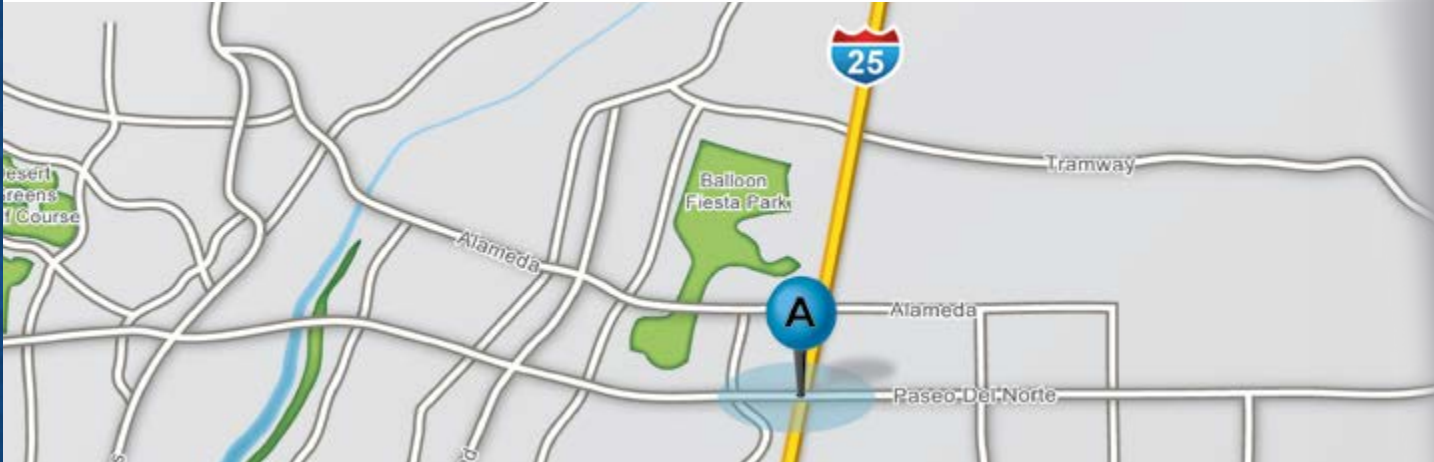
From 2004 through the 2010 fiscal year budget (prior to the Berry administration), city leaders shifted 4 mils of property tax revenues into the general operating fund for the city and away from the city's capital investment program in order to balance budgets. This equates to approximately 48 million dollars a year, every year, that goes into the cost of government rather than being invested in our city's built environment. This means we only have a current general obligation bond program of approximately 110 million dollars, rather than a healthy bond program of 200 million dollars or more. Over time, a weak bond program will starve Albuquerque of critical projects, infrastructure, quality of life projects and general maintenance of our city.

By shifting these property taxes back into our capital program over time, our city will get back on track while controlling the cost of local government. We will also be able to use these bond dollars to make game-changing investments like those highlighted and proposed in ABQ the Plan.

# CURRENT PROJECTS

- A. Paseo del Norte / I-25 Interchange Reconstruction Project
- B. Bus Rapid Transit (BRT)
- C. Convention Center Renovations
- D. 50-Mile Activity Loop
- E. Rio Grande/Bosque Improvements
- F. Route 66 Revitalization
- G. ABQ Rail Yards





## PASEO DEL NORTE / I-25 INTERCHANGE RECONSTRUCTION PROJECT

*Improving One of New Mexico's Busiest  
Transportation Corridors.*

This project uses City funds to leverage investments from State, County, and Federal agencies to reconstruct the Paseo del Norte and I-25 interchange to reduce traffic congestion, advance safety and improve air quality.





Conceptual Design for Paseo del Norte / I-25 Interchange Reconstruction Project (Rendering courtesy of Wilson & Company)



Conceptual Design for Paseo del Norte / I-25 Interchange Reconstruction Project (Rendering courtesy of Wilson & Company)

## Vision

The key benefits for the project are to move traffic more freely and reduce the bottleneck effect that drivers currently experience.

### Expected Traffic Benefits

Based on engineering traffic modeling, the estimated project results are:

- Potential savings of more than 350,000 hours in travel time annually
- Safety improvements to Paseo del Norte/I-25 area – reducing more than 500 accidents per year at this interchange
- Congestion relief on parallel river crossings
- Improved air quality due to reduced congestion

### Economic Analysis

Based on Mid-Region Council of Governments Economic Modeling, the projected outcomes for the local economy include:

- \$2.8 billion net in new economic activity from the years 2013-2031 for the Albuquerque region
- More than 3,000 net new jobs within 20 years
- An estimated \$2.5 million annual savings in fuel for the region over the next 20 years, supporting a local workforce of approximately 38,000 current jobs (20% of the workforce)



Conceptual Design for Paseo del Norte / Jefferson Reconstruction Project (Rendering courtesy of Wilson & Company)

## Goals

The proposed Paseo del Norte/I-25 Interchange Reconstruction Project is designed to address these needs:

- **Traffic Congestion Relief:** Currently, the interchange has an estimated 154,000 vehicles passing through on an average day and more than 56 million vehicle trips annually. Additionally, there will be reductions in traffic congestion on parallel river crossings (Montgomery/Montano, Alameda, etc.).
- **Safety Enhancements:** The Paseo del Norte/I-25 interchange area experiences an average of 470 crashes a year, which is more than one accident per day.
- **Air Quality Improvements:** Regional air quality is impacted when traffic backs up due to cars and trucks idling.
- **Safe Passage for Pedestrians:** There is a need for a safe passage across I-25 for bicyclists and pedestrians.

## Budget

The project budget was established at \$93 million. The following organizations worked together to develop a fiscally responsible project:

<b>City of Albuquerque</b>	\$50 million
<b>New Mexico Department of Transportation (NMDOT) / State of New Mexico</b>	\$29.75 million
<b>Federal Highway Administration (FHWA)</b>	\$8.25 million
<b>Bernalillo County</b>	\$5 million
<b>Total</b>	<b>\$93 million</b>



Construction on the Paseo del Norte/I-25 Interchange Reconstruction Project (Photo courtesy of Wilson & Company)

## Approach

This project is funded through a partnership between local, state and federal sources with the City of Albuquerque providing the largest portion of the funding. The project is being built by the New Mexico Department of Transportation (NMDOT) who has jurisdiction of I-25 and Paseo del Norte. Other key agencies include Bernalillo County and the Mid-Region Council of Governments (MRCOG).

### The project includes six major improvements:

- A free-flow ramp to improve the eastbound-to-southbound traffic movement in the morning peak travel time (7-9 a.m.)
- A flyover ramp to improve the northbound-to-westbound traffic movement in the evening peak travel time (4:30-6:30 p.m.)
- A reconfiguration of Paseo del Norte over the Jefferson intersection to improve the east-west traffic flow while maintaining local access
- Bicycle and pedestrian improvements to provide a link across I-25 and to connect existing paths in the area
- Freeway access improvements for traffic originating from the area east of the Paseo del Norte/I-25 interchange
- I-25 mainline improvements between Alameda Boulevard and Jefferson Street interchanges for safety and traffic flow





Construction on the Paseo del Norte/I-25 Interchange Reconstruction Project (Photo courtesy of Wilson & Company)

## Moving Forward

- Construction on the project began in October 2013 and will be substantially completed by December 2014.
- The Design-Build team will be working in various areas of the project in both day and night shifts.
- A Business Advisory Group meets monthly to provide updates to businesses in and around the construction zone as well as answer questions and help resolve issues.
- A comprehensive Project website ([www.paseoi25.com](http://www.paseoi25.com)) provides real-time traffic updates via 12 cameras in the construction zone and allows visitors to sign up for email or text updates.



## BUS RAPID TRANSIT (BRT)

*Taking the Next Big Step for Public Transportation in Albuquerque.*

The City of Albuquerque's transit department, ABQ RIDE, is looking at using Bus Rapid Transit (BRT) to improve transit services on Central Avenue, the city's busiest transit corridor. The department has taken the first steps to determine physical and financial feasibility, and has held public input sessions to understand the context of the different neighborhoods served by Central Avenue. In March of 2014, ABQ RIDE received authorization from the Federal Transit Administration to move into the Project Development phase for BRT.

BRT was "invented" in South America in the 1970's and has spread around the world because it offers a substantially cheaper way to provide rail-like walk-on/walk-off transit service. It may be the perfect fit for Central as we bring Route 66 forward into the future.





(Photo courtesy of Greater Cleveland Regional Transit AUTHORITY (GCRTA))



(Photo courtesy of Greater Cleveland Regional Transit AUTHORITY (GCRTA))

## Vision

Central Avenue is the longest urbanized stretch of Route 66 in the country passing through the heart of a metropolitan area. It serves and connects many major businesses, educational institutions, and cultural destinations in the City. Central Avenue is home to three of the City's 40 transit routes. Those three routes carried 5.4 million passengers in 2012 – a full 42% of all the total system ridership of 13,000,000 while using only 26% of all the operating hours in the system. Such success also brings challenges, including lengthening trip times and long waiting lines to board. BRT technology can be used to address these challenges by creating more consistent travel speeds and improving the boarding process.

Improvements to service on Central have been matched by increased ridership. The average annual growth in ridership throughout the system has been between five and six percent over for the past ten years. This new look at Central is being mirrored by a regional look at other places where High Capacity Transit might be useful; Coors Boulevard, University Boulevard, and Paseo del Norte are all being studied in cooperation with other agencies and departments.

Growing evidence suggests that the existence of BRT systems has a positive effect on land values and development activity in the corridors they serve.

## Goals

- Improve corridor transit service in a cost effective manner.
- Meet current and future corridor travel demands.
- Promote economic vitality and revitalization efforts.
- Support a healthy and livable community.

## Approach

The Rapid Ride service on Central Avenue today has two characteristics of Bus Rapid Transit – articulated “bending” 60-foot buses and the signature red-roofed shelters. However, at least three critical BRT characteristics are missing. These three, when combined, facilitate getting on and off the bus and keep the bus moving in a more efficient manner. The three characteristics are:

- **Raised Platforms:** The floor of the bus becomes an extension of the platform. Just climb aboard! This helps with bicycles and wheelchairs, too.
- **Off-Board Fare Purchases:** Buying the fare off the bus avoids having to stand in line while boarding the bus. Plus, all the doors on the bus can be used for can be used to get off and on, greatly decreasing the “dwell time” – the time the bus must be standing still at the BRT station platform.
- **Dedicated Lanes:** Dedicated lanes are used to get the bus out of the flow of general traffic, making it less susceptible to traffic delays. There are three basic options – down the middle (median running), down the outside (side running), and in rare cases, bi-directionally, where buses take turns in the use of a single lane. BRT can use any pavement and even run like an ordinary bus, making them incredibly flexible.



*(Photo courtesy of Greater Cleveland Regional Transit AUTHORITY (GCRTA))*

## Budget

\$1.2 million of current funding (federal funds and local match) is being used for the feasibility study now underway. The next steps – environmental studies, associated conceptual design, and continued public input – will be funded using the same source.



Bus Rapid Transit Public Meeting and Maps Elicited Diverse Opinions (Photo courtesy of the ABQ RIDE)

## Project Status

An initial feasibility study in 2011 determined that it was possible to physically fit BRT lanes within the existing curb lines of Central Avenue. The current feasibility study goes beyond that simple test, because BRT technology goes far beyond the mere installation of lanes.

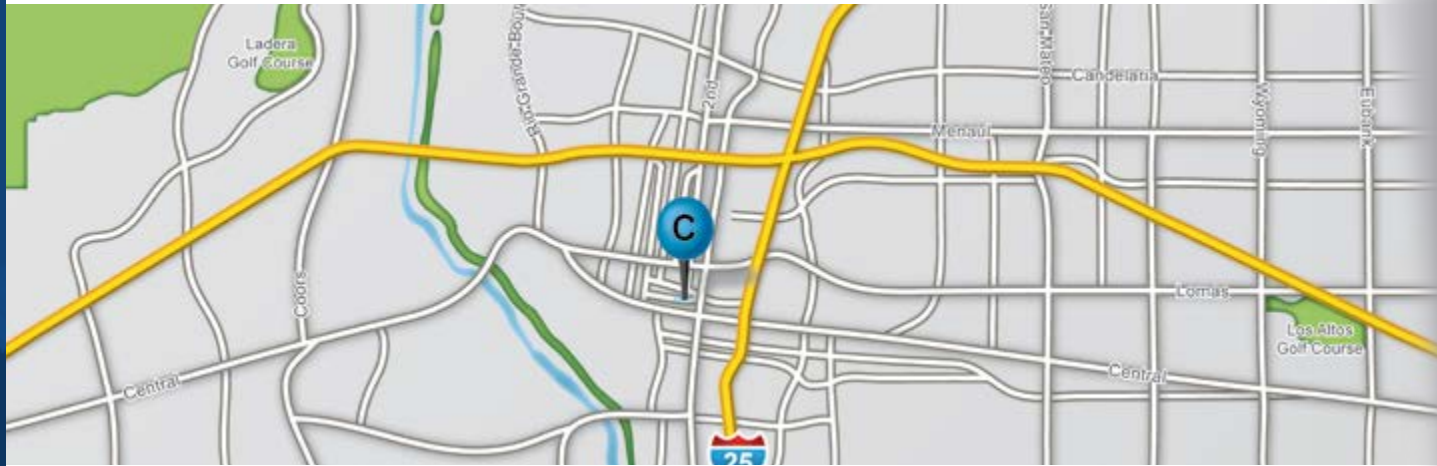
The current corridor under study is the entire change to 17.5 miles of Central between its intersections with Atrisco Vista and Tramway. ABQ RIDE planners are looking at a myriad of factors: existing rights-of-way; existing infrastructure in the street; medians, trees, and sidewalks; historical buildings; how many stations there might be; and how many buses might be needed. One essential question is: Of that 17.5 miles, what length makes the most sense in terms of balancing services against acceptable financial cost? The latter question refers not only to the cost of the BRT itself, but to the cost of operating and maintaining it as well.



BRT-ABQ Simulation (Photo courtesy of ABQ RIDE)

## Moving Forward

“BRT on Central” is becoming more than an idea. After more consideration of the physical issues within the right-of-way, the ideas received from the public, and establishment of a conceptual approach, ABQ RIDE has applied and received authorization from the Federal Transit Administration for Entry into Project Development. In this phase, the BRT concept will be evaluated in more detail with regard to potential environmental, cultural, and social impacts within and adjacent to Central Avenue, as well as for cost effectiveness. Public input sessions will continue throughout this process.



## CONVENTION CENTER RENOVATIONS

### *Revitalizing the Albuquerque Convention Center.*

This project is providing a much-needed face-lift for the Albuquerque Convention Center. The improvements will allow Albuquerque to be more competitive as a convention site, offering facilities that can attract more conventions to the city. Albuquerque visitors pay a lodger's tax/hospitality fee and gross receipt tax, which contribute to the economic vitality of the area. Conventions bring additional exposure to Albuquerque and can often attract more economic development to the City.







(Rendering courtesy of Dekker/Perich/Sabatini)



(Rendering courtesy of Dekker/Perich/Sabatini)

## Vision

Improving the Albuquerque Convention Center to bring more conventions and events to Albuquerque and make it more attractive for community use.

## Goals

- Renovate the facility to improve operations.
- Give the interior and exterior a face-lift to improve aesthetics and comfort levels.
- Make these improvements while keeping the Convention Center as operational as possible.



East Convention Center Complex (Photo courtesy of Marble Street Studios)

## Approach

Plans for the Convention Center face-lift involve targeting multiple renovations needed for the structure to better facilitate large conventions and events. The renovations include several updates to the current infrastructure and amenities. These renovations will allow the structure to be better equipped at handling larger local and traveling events. This has the potential to bring a great deal of extra business and tourism to the City of Albuquerque.

## Budget

Design and construction 20 million dollars, roadway funds and 3% energy funds.



Mayor Berry and Staff at Convention Center Press Conference

## Project Status

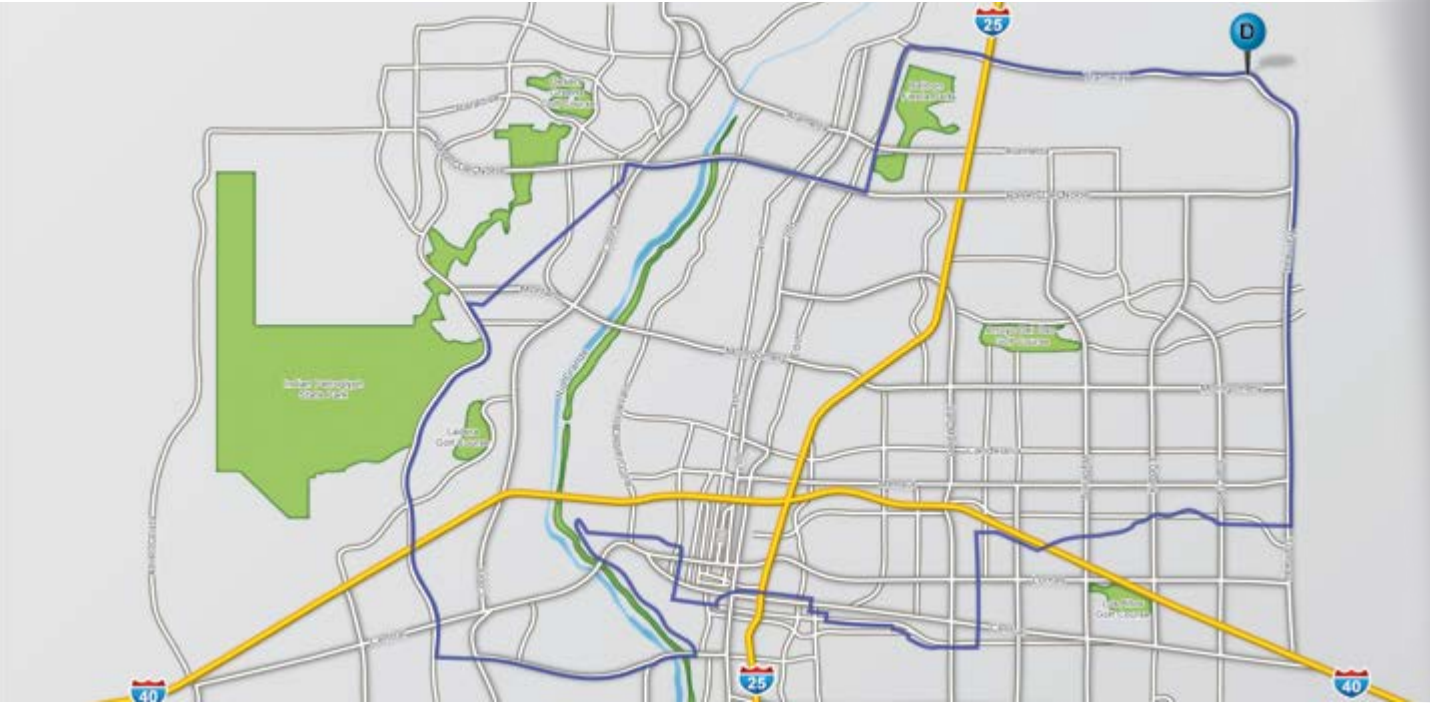
Phase 1 included renovation of the West Building ballrooms and kitchen, a new service elevator, renovation of the dock area, and restuccoing the exterior of the East Building. Ballrooms and kitchen were completed in the summer of 2013 and the remainder of the Phase 1 was completed in September 2013.



People gather for a banquet at the Convention Center (Photo courtesy of [www.kipmalone.com](http://www.kipmalone.com))

## Moving Forward

Phase 2 construction began in October 2013 and is scheduled to be complete in late summer 2014. Phase 2 will include the installation of a new glass façade on the west side of the West Building, a new paint and restucco for the exterior of the West Building, a new balcony, a new executive conference room, renovations to the atrium common spaces and meeting rooms including carpeting and finishes, and improvements to 3rd Street between Marquette Avenue and Tijeras Avenue.



## 50-MILE ACTIVITY LOOP

*Connecting the City's Trail System to Create a 50-Mile Bicycling, Running, and Walking Trail.*

This project will create a 50-mile multi-use trail for bicyclists, pedestrians, and runners to enjoy. It will fill in the gaps in existing trails and on-street bicycle system to create a 50-Mile Activity Loop. In addition, the mini-loops will provide neighborhood connections to the Loop. The 50-Mile Activity Loop will promote a healthier community and create tourism opportunities.







*Under the Cottonwood Trees in the Rio Grande Valley (Photo courtesy of [www.itsatrip.org](http://www.itsatrip.org))*

## Vision

The 50-Mile Activity Loop will be formed by filling in the gaps in the City's current multi-use trail and bikeway system, while utilizing smaller neighborhood loops (or mini-loops) and other connecting corridors to make it accessible from almost anywhere in the City. Adding amenities such as benches, shade structures, water fountains, landscaping, pocket parks, and wayfinding signs will help make this a quality of life investment for the future of Albuquerque.

Benefits include health and wellness for cyclists, runners, walkers and families, not to mention the environmental benefits of walking and bicycling instead of driving a car.

The 50-Mile Activity Loop offers opportunities for ecotourism. For example, visitors can come to Albuquerque to stay at a Bed & Breakfast for a long weekend. During their stay they might rent a bike and go on a short bike trip and perhaps go shopping, or choose a fun day-long ride around the whole city. The Loop will also lend itself to events such as bike rides, runs or charity walks.





*Bicyclist in Albuquerque, N.M. (Photo courtesy of City of Albuquerque)*

## Goals

- Establish an alignment for the 50-Mile Activity Loop.
- Assess and evaluate the existing infrastructure along the alignment.
- Identify existing amenities and attractions, and propose new amenities for the 50-Mile Activity Loop.
- Propose a plan for implementation of these improvements and enhancements.
- Create a marketing plan for the 50-Mile Activity Loop that includes the health and wellness benefits for the residents of Albuquerque, plus identify it as a way for tourists and residents to enjoy the City's unique destinations, and to stimulate tourism and economic development.

### Budget

**Planning**                      \$150,000

**Design**                         \$150,000

**Additional funds needed for construction**



Fostering an Active Lifestyle (Photo courtesy of [www.cabq.gov](http://www.cabq.gov))

## Approach

A local engineering firm, Wilson and Company, has identified nine segments throughout the loop and has outlined the improvements needed for each area. The 50-Mile Activity Loop Plan makes recommendations for improving existing facilities, and design and construct new facilities in the future. An Implementation Phase for design and construction is included in the plan.

## Project Status

City staff held public meetings in 2012. In addition to the public meetings, the 50-Mile Activity Loop team presented to the Greater Albuquerque Bicycling Advisory Committee (GABAC) and Greater Albuquerque Recreational Trails Committee (GARTC). There was an ad-hoc committee formed representing these and other trail user groups that met in 2012 and early 2013. The 50-Mile Activity Loop planning document is complete.



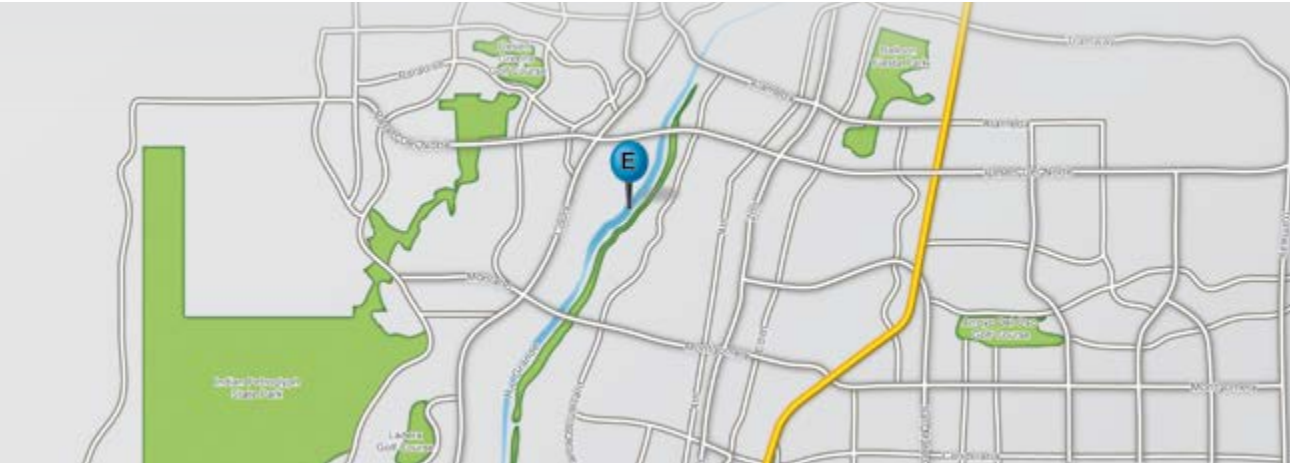
Road Biking (Photo courtesy of [www.itsatrip.org](http://www.itsatrip.org))

## Moving Forward

Implementation for the proposed segments includes initial improvements (infrastructure: trail, intersection, signing and striping, etc.) with amenities such as rest stops, wayfinding, signing, maps, and kiosks to follow. Projects will be identified as funding is received based on priority and needs. As the project moves forward, stakeholder involvement (neighborhoods, public and private agencies and City/County departments) will be included in the process.

In January of 2014, the City began design on the first segment of the 50-Mile Activity Loop, connecting Nob Hill to the Uptown area. The project scope includes signing, striping and a pedestrian bridge.

This first project is currently funded for design. Additional funds will be needed for construction. Legislative partners such as City Council, County Commission and State Legislature may assist with funding and policy implementation. The recommended funding strategies for this segment are the City Capital Improvement Program (CIP) funds, General Obligation Bond funds, State Capital Outlay, and Transportation Improvement Program (TIP) funds. This project will be a catalyst for health, tourism and economic activity in the city.



## RIO GRANDE / BOSQUE IMPROVEMENTS

*Connect! Protect! Excite!*

*Bringing the River Into Our Daily Lives.*

In 2012-2013, the City of Albuquerque developed a concept and visioning document called The Rio Grande Vision. The purpose of the visioning process was to consider ideas for the future of the Rio Grande corridor. This is a conceptual plan, not a blueprint, and the initial visioning process is now complete. The City is now entering into an implementation phase called the Rio Grande / Bosque Improvements, which will include environmental monitoring, Bosque restoration, planning, design and construction from the Central Ave. bridge to I-40. The amount of \$2.9 million has been allocated for Rio Grande / Bosque Improvements.





Rio Grande River in Albuquerque, NM (Photo courtesy of Bill Tondreau)



*Bosque Trail in Autumn (Photo courtesy of City of Albuquerque)*

## Vision

Based on research and public input, the planning team developed concepts for improvements along the river corridor that will protect, provide better physical connections to, and create new ways for people to experience the river. Project concepts include, but are not limited to, restoration, improved access, better parking, signage, ADA access, kayak and paddle board access, education and interpretive signage. All improvements will be in alignment with the Bosque Action Plan.

## Goals

- Connect people to the Rio Grande and Bosque through recreation, education, stewardship and other quality of life opportunities.
- Protect the Bosque through restoration and conservation projects.
- Excite people with new ways to enjoy this wonderful natural resource.

## Approach

### CONNECT

- Connect citizens to the Rio Grande and the Bosque by making it easier to access and by providing a variety of opportunities for activities and experiences.
- Connect to a bigger vision – The Blue/Green Trail, located in and along the Rio Grande, will connect New Mexico communities, and connect New Mexico to Colorado and Texas.
- Connect all of the land and water managers, so that they can collaboratively refine the details of improvements and implement the plan.

### PROTECT

- Protect the Rio Grande by promoting a naturally functioning river system by showcasing environmental and cultural processes at work.
- Protect the ecosystem through coordinated and collaborative best practices, operations and management along the Rio Grande and contributing watersheds.
- Protect the corridor's public and natural qualities with no private development or heated structures inside the levees.
- An environmental consultant has been hired as an integral part of the team before, during and after project design.

### EXCITE

- Be bold and persistent in implementing improvements that connect and protect.
- Be strategic by incrementally building and maintaining high quality recreation/education improvements that the community wants, which will create a momentum for further implementation.
- Be inclusive by engaging the community to refine the Rio Grande / Bosque Improvements, which will build public pride in the river.



Blue Heron Standing (Photo courtesy of Dick Thompson)

## Budget

<b>Planning</b>	\$150,000
<b>Design &amp; Construction</b>	\$2.9 million
<b>Additional funds needed for other sections</b>	



Bosque Ecosystem Monitoring Program (BEMP) Field Trip

## Project Status

The visioning process took place from August 2012 to August 2013. Key phases of the visioning process included: research and analysis, public outreach, and concept development. City staff held public meetings for the Rio Grande Vision and the 50-Mile Activity Loop, plus a Steering Committee comprised of various community leaders and advocates of the Rio Grande and Bosque, and a Technical Committee that included project professionals from the various land and water management agencies (Middle Rio Grande Conservancy District (MRGCD), US Army Corps of Engineers, US Bureau of Reclamation, City of Albuquerque Open Space, etc.) were formed. The Rio Grande Vision is a concept and visioning document, however it is not a blueprint for projects. The Planning Phase of the Rio Grande Vision is complete. The next step in the process is to begin the Design Phase for Rio Grande / Bosque Improvements, which includes 2.9 million dollars in Capital Improvement funds for improvements in the area between the Central Avenue river crossing to I-40.



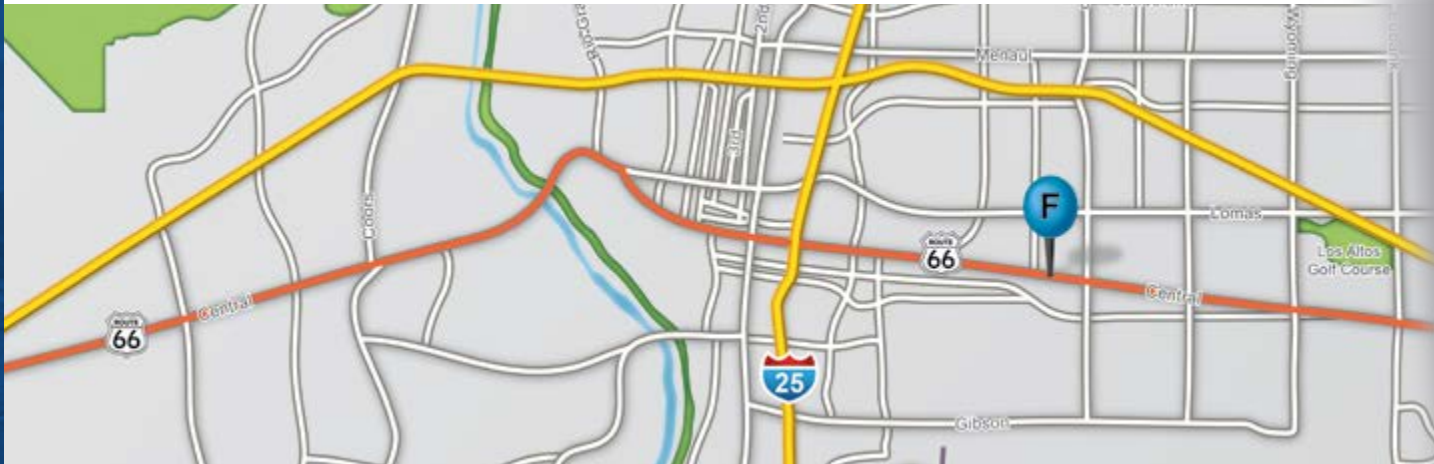


Rio Grande River (Photo courtesy of Bill Tondreau)

## Moving Forward

The Rio Grande / Bosque Improvements project team and committees will further continue to focus on connecting, protecting, and exciting the Albuquerque community around the Rio Grande. The City of Albuquerque Open Space Division will lead the planning, design and development of the Rio Grande / Bosque Improvements, and explore various funding options and partnerships, so that elements of the plan can be implemented over time.

As mentioned, 2.9 million dollars in Capital Improvement Program funds have been approved for improvements to the Rio Grande from the Central river crossing to I-40. There will be opportunities for public involvement as the project progresses. Initially we will focus on typical facilities (trails, fencing, signs, incidental parking and access improvements). These projects will comply with the Bosque Action Plan and other existing approval processes. Moving forward there will be a similar process for future sections of the river corridor, as funding is made available.



## ROUTE 66 REVITALIZATION

*Bringing Back the Mother Road to Albuquerque.*

Albuquerque has the longest intact stretch of Route 66 in an urbanized area, which covers the 15 miles of Central Avenue/Route 66 within Albuquerque city limits from 116th Street to I-40 at Tramway. The City of Albuquerque has been working with community leaders and citizen groups to write the Route 66 Action Plan, a long-term plan to bring the 'Mother Road' back to Albuquerque and promote it as a destination for visitors, as well as a great place to live, work and play.

Key areas include transportation improvements, inviting streetscapes, business improvements and incentives for development, and a strong Route 66 brand and experience.





Nob Hill (Photo courtesy of Marble Street Studios)



(Photo courtesy of Keith Skelton)

## Vision

Route 66 in Albuquerque is a vibrant and rich experience for all generations; its appeal builds upon the memories of the past and contributes to the present lives of locals with an ever-evolving appeal that expands into the future.

Since its designation in 1926, Route 66 has offered opportunity: initially, a lifeline connecting generations to the west, and later, for the American family, an exciting road trip adventure. It is referenced as the ‘Mother Road,’ a term penned by John Steinbeck in “The Grapes of Wrath,” as it represented the hopes, dreams and desperation of Americans. Throughout its almost 100 years, Route 66 has played a vital role in Albuquerque’s growth and development, driving the landscape of the city and becoming its economic pulse.

Businesses and neighborhoods flourished on both the pre-1937 and post-1937 alignments in Albuquerque. However, the completion of Interstates 40 and 25 in the late 1960’s and early 70’s diverted traffic and consumers from Route 66. Recent efforts by local communities to revive commercial businesses along Route 66 have been met with great success. The success of these efforts, combined with the sentimental legacy of Route 66, has led to the City’s desire to develop an action plan to bring the ‘Mother Road’ back to Albuquerque and promote it as a destination for tourists, as well as locals as a great place to live, work and play.



Route 66 in Downtown Albuquerque from 1958 to Present (Photo courtesy of City of Albuquerque and Marble Street Studios)

## Goals

As a result of an extensive public participation process, the following goals have been developed for Route 66:

- **Historical Legacy:** Celebrate Route 66 for its past, present and future experiences.
- **Infrastructure and Transportation:** Ensure public infrastructure responds to current and future development needs. Develop and support an attractive, comfortable, efficient and easily accessible multi-modal transportation system.
- **Public Space:** Support real places for real people.
- **Business and Development:** Support opportunities that are catalytic for a strong and diverse business economy.
- **Promotion and Tourism:** Recognize and support the potential Route 66 has to create a thriving local and tourist economy.

## Budget

Planning	\$150K
Grant (Scenic Byways)	\$150K
Additional funds needed for implementation	

## Approach

These suggested investments throughout the Route 66 corridor will provide an attractive and thriving venue for doing business, living, recreating, and shopping. These improvements will modernize infrastructure and create an attractive environment for both residents and tourists. These investments require a collaboration of both public and private resources and are listed below.

### 1. Infrastructure and Transportation

- *Digital Backbone*, adding state-of-the-art digital infrastructure to integrate and develop new technology, while attracting high tech businesses.
- *Enhanced Transportation Level of Service*, creating a safe multi-modal corridor for cars, buses, bicycles and pedestrians.
- *Bus Rapid Transit (BRT)*, offering higher level of transit services, with faster travel times through the use of a dedicated bus lane, pre-pay boarding and easier access for pedestrians.

### 2. Streetscape and Public Space

- *Signage & Wayfinding*, enticing travelers from I-40 and I-25 onto Route 66 to explore historic sites, attractions, and neighborhoods.
- *Streetscape Infrastructure & Amenities*, creating a comprehensive streetscape design that provides safe and comfortable places for pedestrians and all modes of transportation.
- *Public Art*, creating opportunities for public art to contribute to great public spaces, drawing visitors and reinventing Albuquerque's stretch of Route 66.
- *Neon Signage*, adding new signs to the extensive collection of neon signage, while preserving and maintaining existing signs.
- *Preservation and Redevelopment of Historic Route 66 Buildings*, caring for Route 66 era buildings, such as motels, service stations and retail buildings that are iconic to the

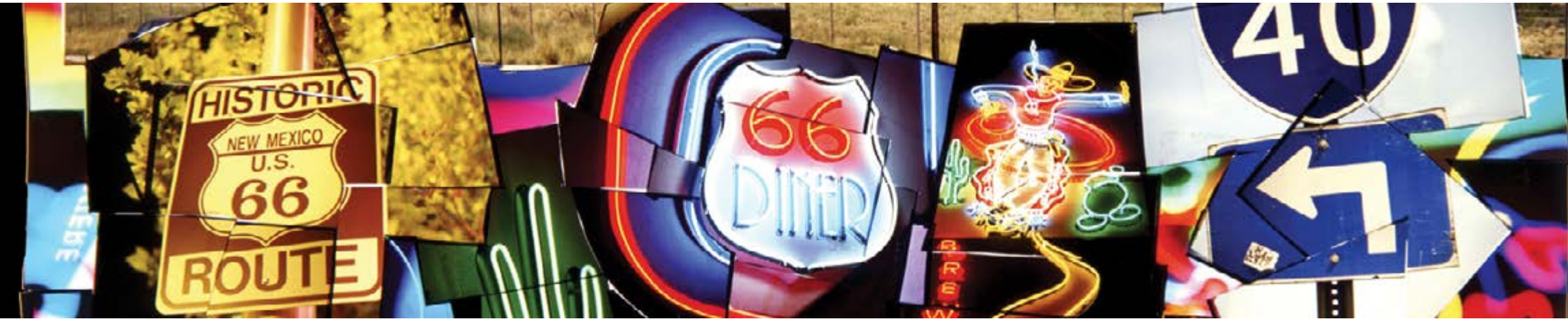
experience of Route 66.

### 3. Business Incentives

- *Façade Improvement Program*, encouraging improvements to existing buildings to beautify and enhance the area.
- *Minimize "Gaps" on Central*, filling in gaps and undeveloped areas with new developments that stimulate affordable housing, sustainability, and economic development.
- *Encourage and Incentivize Business Development*, making it easier to do business with the City and provide incentives for business development.
- *Attract Residential Density*, increasing residential density along Central Avenue making it the place to be – to live, work and play.

### 4. Promotion and Tourism

- *Neighborhood Identity & Branding of Route 66*, enhancing the Route 66 identity and brand for Albuquerque.
- *Route 66 Website*, with information about Albuquerque Route 66 events and activities.
- *Visitor and Interpretive Centers*, creating visitor centers and interpretive sites to help visitors learn more about the history of the Route.
- *Special Events & Festivals*, celebrating Route 66 with special events and create new ones to attract local residents and visitors.



Historic Route 66 Photo Collage (Photo courtesy of Marble Street Studios)

## Project Status

Revitalizing Route 66 was one of the initial projects suggested to be part of ABQ the Plan. The City hired a consulting firm, Strata Design, to develop a City plan to implement community based ideas and goals. A Route 66 Working Group committee was formed, consisting of representatives of various user groups and Route 66 enthusiasts. This group was instrumental in advising the project team.

Once complete the Route 66 Action Plan will be presented to the City Council for adoption. When adopted, the Plan will prioritize and coordinate public investment on Route 66. There are currently no city funds allocated for this program; however, several city departments already contribute to the goals outlined in this plan.

## Moving Forward

The Route 66 Action Plan is intended to serve as a master plan that is used as a reference for city planners and project managers, coordinating department efforts. The City of Albuquerque will explore various funding options and partnerships. Proposed projects will most likely be implemented in phases over several years.

Some key elements are needed to move forward with this vision for Albuquerque. Current strategies include designating a project coordinator at the City and forming a public/private Route 66 Team to identify opportunities, find funding and keep the momentum moving forward. A project plan is also being developed in order to coordinate efforts on Route 66.



## ABQ RAIL YARDS

*Preserving and Redeveloping the Historic Rail Yards.*

The City of Albuquerque bought the 27.3-acre Rail Yards site in 2007 for \$8.9 million as a preservation and revitalization project. The City has hired a master developer to redevelop the site and implement a Master Development Plan that provides guidance for the redevelopment of the site with a mix of uses. These uses include retail, dining, office, light industrial, housing, and cultural facilities, including a transportation museum.







Former Albuquerque Rail Yards Site (Photo courtesy of Bill Tondreau)



Former Albuquerque Rail Yards Site (Photo courtesy of Bill Tondreau)

## Vision

Once redeveloped, the former Rail Yards site is intended to become a focal point for social and commercial activity in the City by restoring connectivity between the site, the adjoining neighborhoods, and downtown Albuquerque, while preserving the historic locomotive shops and generating significant employment opportunities as it once did.

The site is located along the mainline tracks of the railroad (New Mexico Rail Runner Express) and is in close proximity to the Alvarado Transportation Center. The project is intended to integrate with and complement existing amenities in the surrounding area, including the Albuquerque BioPark, the National Hispanic Cultural Center, and the historic 4th Street Corridor.

A variety of funding sources were used to acquire the site, including the City's Workforce Housing Trust Fund and state grants for a transportation museum. This means that certain uses – a minimum of 30 units of Workforce Housing and space for the museum – are required to be part of the redevelopment. Other preferred uses for the site are being identified through the Master Development Plan process.

## Goals

The main goals of the project, initially developed by the City's Rail Yards Advisory Board, are as follows:

- **Architecture and Historic Preservation:** Preserve, reuse, and capitalize on the historic value of the site, including its architectural and engineering resources. The City is in the process of nominating the site for consideration to be listed in the National Register of Historic Places and has also adopted policies in support of designating the site as a City Landmark.
- **Art and Culture:** Develop facilities that provide opportunities to convey and promote the history, art, and culture of the site, the community, and the region.
- **Community Connectivity:** Create strong connections and access points to and from the adjacent neighborhoods, and ensure that redevelopment activities complement rather than compete with revitalization efforts in the surrounding areas.
- **Housing:** Integrate housing into the redevelopment of the Rail Yards to include affordable housing, minimized displacement as a result of the project, and to create a true mixed-use environment.
- **Job Generation and Economic Development:** Have the Rail Yards, once an economic pillar for the community, become a hub of economic activity again, providing quality jobs for Albuquerque residents.
- **Land Uses:** Become a model of mixed-use development and catalyze redevelopment opportunities in the surrounding areas.



Former Albuquerque Rail Yards Site (Photo courtesy of Bill Tondreau)

## Budget

Acquisition	\$8.9 million
Blacksmith Shop Improvements	\$1.3 million (spent)
Maintenance Funds	\$350,000
Additional funds needed for implementation	



Former Albuquerque Rail Yards Site (Photo courtesy of Bill Tondreau)

## Approach

The current redevelopment process began in 2008 with the adoption of the Barelas Sector Development Plan, which established new zoning for the site. In 2008, the City of Albuquerque, along with the WHEELS Museum and the University of New Mexico School of Architecture and Planning, invited the Urban Land Institute (ULI) to conduct an Advisory Services Panel to help the City determine the potential highest and best uses for redeveloping the site. The ULI panel produced a series of recommendations and concluded that several steps should be followed prior to the redevelopment of the Rail Yards.

One of those steps was to create an advisory board comprised of elected and community representatives to provide community guidance for the redevelopment process. Recognizing the complexity of this project, which is anticipated to span a number of decades, the City Council established the Rail Yards Advisory Board (RYAB). The RYAB assisted the City in selecting a Master Developer in 2010, and the Mayor and City Council approved the selection in 2011.



Former Albuquerque Rail Yards Site (Photo courtesy of Bill Tondreau)

## Project Status

The City is currently working with Samitaur Constructs, the selected Master Developer, to explore ways to reactivate the site and find new uses for its historic structures, which have been described as “cathedrals of industry.” In 2012, the City held a series of public meetings to solicit input as part of the ongoing process to create a Master Development Plan to guide future redevelopment. Hundreds of members of the public participated in the meetings. The Master Development Plan is required to be approved by the City Council. It has been reviewed by the RYAB and the City’s Environmental Planning Commission.

Full redevelopment of the site is expected to take many years, and the City is taking steps now to make the site accessible to the public in meaningful ways. Interim uses include two efforts aimed at opening the site to the public. One building on the site, the Blacksmith Shop, has been rehabilitated and brought up to code in order to allow the public limited access to the site for special events. In addition, regularly scheduled guided tours of the Rail Yards are being established to provide opportunities for the public to see the site. The site has been used as a location for filming movies and television shows, including *The Lone Ranger*, *Terminator Salvation*, and *Breaking Bad*. Income generated from film productions is used to secure and maintain the site.

The full cost of redeveloping the site is unknown and a specific financing structure has not been put in place yet. Limited funds, to make small improvements to the site, have been secured through City General Obligation bonds and state grants. Priority projects to receive funding include roof and other repairs to protect the structural integrity of the historic buildings. The City expects a substantial portion of the redevelopment cost to be privately funded.

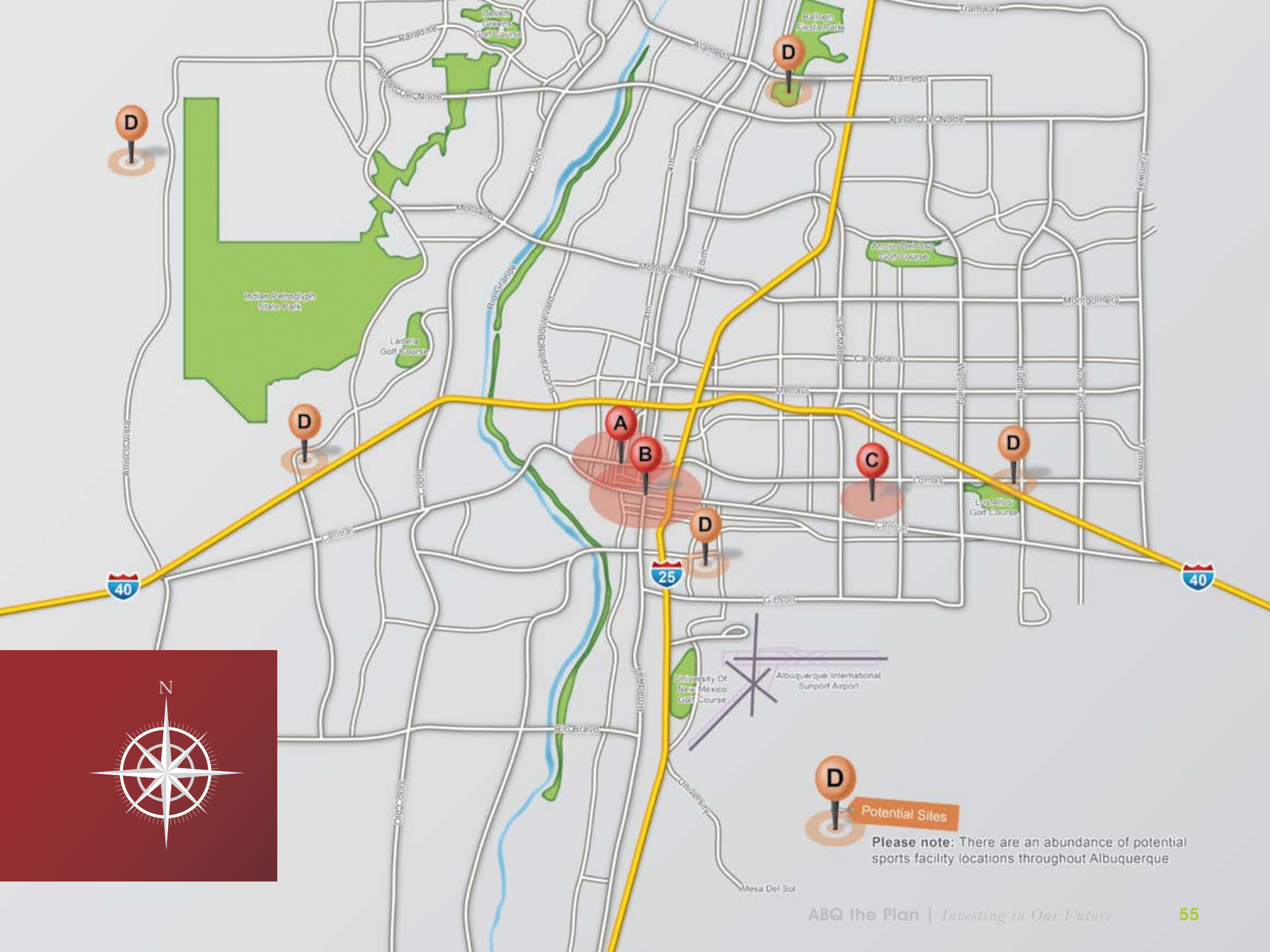
## Moving Forward

Anticipated next steps by the City in the redevelopment process include, but are not limited to:

- Completing and adopting a Master Development Plan
- Using the Blacksmith Shop for public uses
- Continuing to offer the public access to the site through guided tours
- Seek funding to conduct roof and other structural repairs

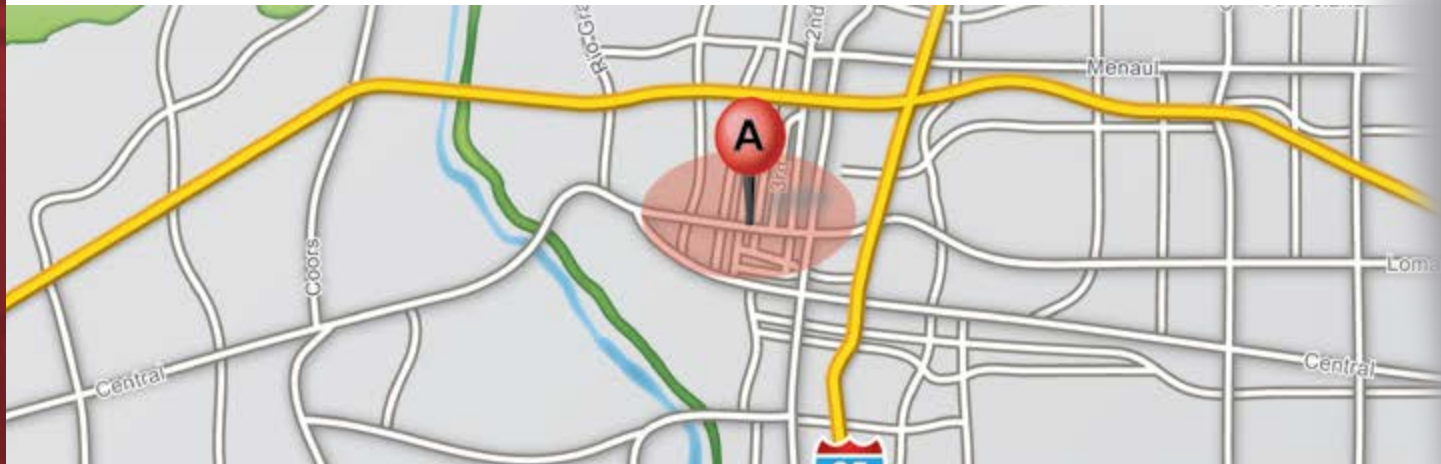
# FUTURE POSSIBILITIES

- A. Downtown Revitalization: Downtown Grocery, Civic Plaza, Route 66 Crossroads and Cultural Trail
- B. Innovation District
- C. Fairgrounds (with EXPO NM)
- D. Sports Tourism



**D** Potential Sites

Please note: There are an abundance of potential sports facility locations throughout Albuquerque



## DOWNTOWN REVITALIZATION

*Creating a Vibrant Sense of Place in Downtown Albuquerque.*

These projects aim to improve the Downtown area in ways that will increase quality of life for residents, create attractions, and draw visitors to the area. By focusing on a variety of projects in the area, along with the Route 66 Action Plan, the Convention Center Facelift and the Rail Yards Project, the Downtown can become an economic and cultural hub for Albuquerque residents and visitors.







*Downtown Grocery Store Concept Drawings (Photo Credit by Erikker Perich Sabatini)*



From left to right: Downtown Grocery Store Concept Drawings (Photo Credit by Dekker Perich Sabatini), Event at Civic Plaza, Historic 1920s Pueblo Deco Style KiMo Theatre in Downtown (Photos courtesy of Richard Zita and Marble Street Studios)

## Vision

We see Downtown Albuquerque as a vibrant space with limitless economic potential and cultural opportunities. The Downtown projects aim to spur economic activity, create public-private partnerships and promote tourism in the Downtown area. These projects have been brainstormed by the Mayor's ABQ the Plan vision group in order to create more vitality in the area. These projects will foster partnerships between various City departments and private entities, creating more business opportunities in the area.

## Goals

- Leverage authentic historic assets for enhanced local and tourist appeal.
- Attract visitors to the Downtown area.
- Increase business activity in the Downtown area.
- Improve the aesthetic quality of the City and create a place for residents.

## Approach

This handful of projects has been identified as key strategies in improving the Downtown area. These projects are improvements to Civic Plaza, Route 66 Crossroads where old and new Route 66 meet, a new Downtown grocery store and a Cultural Trail connecting the cultural attractions in the area.

## Downtown Grocery

The Imperial Building Project implements the community-wide commitment to the revitalization of the Downtown urban core. The mixed-use project, which includes retail and three floors of multifamily housing, is designed to successfully integrate a pedestrian friendly development. It will feature a grocery store to serve the growing population of residents living in and around Downtown Albuquerque. The Imperial Building is planned to be located on the north side of Silver Avenue between 2nd and 3rd Street, and it will also include: a rooftop garden terrace, underground parking, a sustainable storm water collection system, and a ground level commercial space with a bike valet.

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## Civic Plaza

This project looks at repurposing and improving Civic Plaza to be an inviting public place where people want to be. Civic Plaza hosts large events, but currently it is limited. Structural, practical and aesthetic improvements, such as shade structures, food, local arts and crafts vendors, and performance activities, can make it an even better place for locals and tourists alike. Key players include the Parks Department, the Cultural Services Department, the Public Art Program and the Department of Municipal Development.

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## The Route 66 Crossroads

This project would create a monument to honor the only place in the country where the two alignments of Route 66 intersect. It would commemorate the changing of routes and the historic impact that the highway had on Albuquerque. This would be not only a tourist destination, but it would be a public art piece that would contribute to the overall prosperity of the downtown area. This project is still in the conceptual/design phase.

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## The Cultural Trail

The Cultural Trail would connect the BioPark (Zoo, Aquarium, and Botanic Gardens), National Hispanic Cultural Center, Explora, Downtown, KiMo Theatre, Alvarado Transportation Center, Convention Center, Civic Plaza and other cultural destinations. It would create a better wayfinding system and identification for locals and tourists. This will be a walking and bike trail loop that would increase opportunities for fun, education and exercise. These resources are of great importance to Albuquerque and should be celebrated by creating easy access between the attractions, while also encouraging economic opportunity.



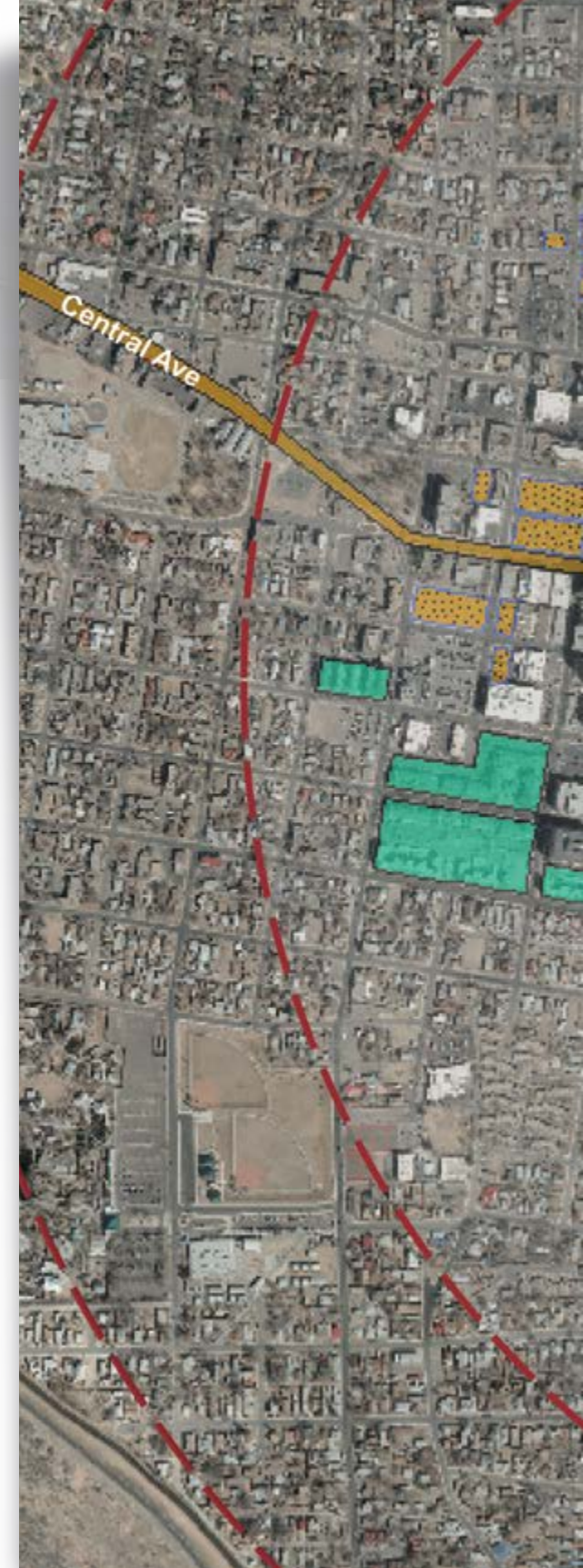
## INNOVATION DISTRICT

*Connecting our Community to Promote Innovation.*

The newly-established Innovation District will be founded on four key pillars: education, entrepreneurship, innovation, and entertainment. The district will cultivate greater economic outcomes for all residents of Albuquerque, and will promote a culture of collaboration and innovation.

The hub of this district will be at the Innovate ABQ site, located at Central and Broadway, and will expand from there to cover a one-mile radius to be supported by existing and future businesses, incubators, amenities, and resource providers. The anchor institution, the University of New Mexico, will provide tremendous support to the success of the district.

Innovation Central will connect our community with resources and opportunity like never before, and will result in the growth of small businesses, flourishing startups, workforce development, and economic opportunity. The intentional proximity of this one-mile district will foster a beehive of collaboration and bring Albuquerque to the forefront of innovative cities.



# INNOVATION DISTRICT





## FAIRGROUNDS (WITH EXPO NM)

*Recast the EXPO New Mexico Fairgrounds as a thriving, year-round recreational, arts, business, cultural, and equestrian destination for Albuquerque and all of New Mexico.*

The fairgrounds host the annual State Fair and additional attractions, such as the African American Cultural Center, the Hispanic and Native American villages, Tingley Coliseum, and horse races. This project considers ways to improve the fairgrounds and increase the programs they offer to create year-round activities and community access. This project would spur economic development, promote public-private partnerships and create jobs.

This project would create an intergovernmental partnership between the City of Albuquerque and the State of New Mexico. It would aim to open the space up to the public year-round and offer venues that can be used for art shows and music concerts. It would also promote equestrian activities as an attraction, and increase its accessibility from the neighborhoods surrounding the facility creating a sense of community. This would foster support for the development of facilities and programs that can support the sustainability of outside access making the project financially feasible.

The City of Albuquerque has had preliminary discussions with the administrators of EXPO New Mexico. The City and the State need to evaluate strategies that would make this project financially feasible and mutually beneficial for the communities served by the fairgrounds.





Enjoying Various Activities at the New Mexico State Fair in September (Photo courtesy of [www.itsatrip.org](http://www.itsatrip.org))

# SPORTS TOURISM

*Creating an Economic Base for Sports Tourism, Where People Come To Albuquerque to Play, Stay, Dine and Shop.*

Sports tourism facilities would offer state-of-the-art sports and recreational opportunities for citizens, as well as tourists coming to Albuquerque. Attracting tourists to sports facilities in Albuquerque means more tourists will eat in our restaurants, stay in our hotels and contribute to the local economy.

Sports that would be accommodated with sports tourism facilities include soccer, softball, baseball, indoor sports, basketball, volleyball/sand volleyball, batting cages, and whitewater rafting. Partnerships with the private sector could spur sponsorship of sports events, equipment rentals and business activity for the facilities in general.

The key areas of focus for the development of the sports tourism facilities are to create facilities that can attract tourists and locals. A sports complex with multiple fields for local and tournament play will need a large piece of land (80 to 120 acres) and ample space for parking; whereas a white water facility would need ample space and access to water. Interestingly, a whitewater park uses less water per year than an average City golf course.

Moving forward with these projects requires funds, public outreach, planning, design and construction. The key players in this project are the City Parks and Recreation Department, the Economic Development Department and the Albuquerque Convention and Visitors Bureau (ACVB).







# PROJECT TIMELINE

In 2010, Mayor Richard J. Berry wanted to find out how other cities had invested in themselves. He visited several cities such as Oklahoma City, Denver, Chicago, and Indianapolis, to learn their best practices. In November of 2010, he introduced the concept of the Plan in his State of the City Address. In that speech, he had stacks of city plans brought in, demonstrating that though the City had a lot of plans, it didn't have an overall plan for the future of Albuquerque.

In 2011, ABQ the Plan began to take shape. Numerous committees were assembled to create a vision for the Plan and compile a list of project ideas for public consideration. In total, the Mayor attended over 100 events, reaching over 40,000 citizens, including community groups, business organizations, government functions, town halls and summer festivals. ABQ the Plan information has also been on the City's website, Facebook and Twitter.

In 2012, large projects were moving forward with \$50 million in funding for Paseo del Norte at I-25. Convention Center designs were underway and the Bus Rapid Transit (BRT) Alternatives Analysis looked at options for a Central BRT system. In addition, planning efforts began for Rio Grande / Bosque Improvements, 50-Mile Activity Loop and the Route 66 Action Plan.

In 2013, progress continued on the Paseo project with the selection of a Design-Build contractor and construction is anticipated to be complete in the fall of 2015. The Transit team finished up the BRT Alternatives Analysis and is considering the next steps, and the Convention Center renovation is planned to finish by summer of 2014.

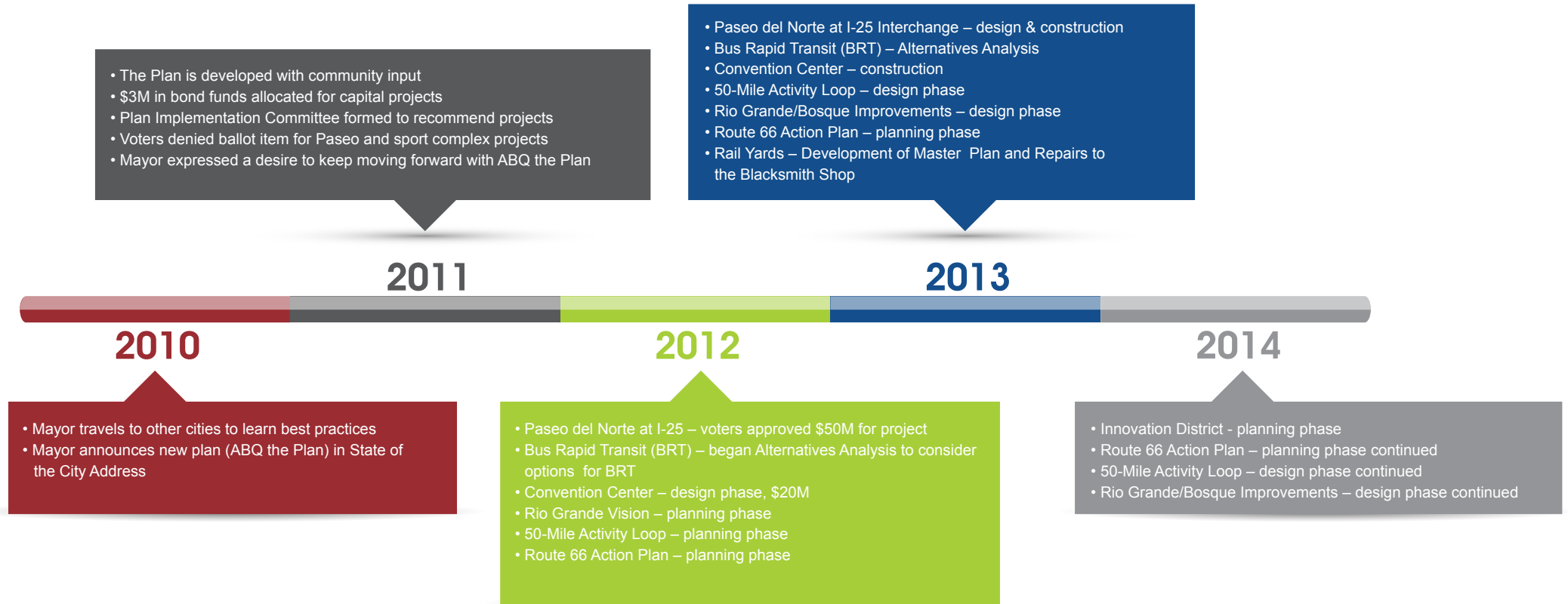
The 50-Mile Activity Loop and Rio Grande Vision plans are complete and the consultants are beginning design work. The Route 66 Action Plan will continue on to the Environmental Planning Commission and City Council for final adoption.

For the Rail Yards project, the City has hired a Master Developer to create a Master Development Plan, looking at long and short term uses for the 27.3-acre site. In addition, interim uses for the site are being utilized and considered.

Moving forward, as current projects are completed, future projects for consideration include a Sports Tourism, Cultural Trail, Downtown and Civic Plaza improvements, an Innovation District and possible improvements to the State Fairgrounds, in partnership with EXPO NM.

ABQ the Plan is an ever-evolving plan to continue progress for the future of Albuquerque. Funding opportunities will continue to be sought in order to make these dreams a reality.

# PROJECT TIMELINE



# CONCLUSION

This plan marks the beginning of Albuquerque's commitment to investing in the City's future. Our goal is to keep moving forward with ABQ the Plan, and continuing to find positive ways to invest in our community.

Albuquerque is known as a great place to live, work, raise a family, enjoy outdoor activities, and of course, the best place to find green chile.

Whether it is Mayor Berry or future leaders in City Hall, it is important that we continue to invest in Albuquerque and attract prosperous companies, while offering residents spectacular amenities, infrastructures, affordable housing, and over 300 days of sunshine per year. ABQ the Plan is the right step in making a great city even better.





*Albuquerque Cityscape from the Sandia Mountains (Photo courtesy of Dancing On Dynamite)*

# *Investing in Our Future*

[abqtheplan.cabq.gov](http://abqtheplan.cabq.gov)



ABQ the Plan is Albuquerque's long-term strategy for investing in the City and planning for a future with new opportunities for the community. Albuquerque's Mayor Richard J. Berry introduced the idea of having a Plan for the future of Albuquerque in his State of the City Address in November of 2010. Our goal is to, together as a community, develop a long-range plan for projects that will enhance our entire city by stimulating job creation and economic development, while improving the quality of life for everyone.