



PROJECT IDENTIFICATION FORM (PIF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

- 1. **Date of Submittal:** November 14, 2014
- 2. **Initial or Revised PIF?** Initial PIF.
- 3. **Is this project phased? No. If phased:** Enter phase number and total # of phases.
- 4. **Sponsoring public entity:** Village of Corrales
- 5. **Project Name:** Coronado Pedestrian & Bicycle Trail
Note: per MAP-21, Non-Profit Organizations cannot be lead agencies, but they can contribute to projects.
- 6. **Is the project on the ICIP? Yes. If yes, year and priority #:** 2018; 002
- 7. **Is the project in or consistent with a MPO/RTPO/Local planning document? Yes.**
If yes, which document (MTP/SLRP/TTP/etc.): Corrales Master Trails Plan
- 8. **Is the project in the TIP/STIP? No. If yes, year(s):** Enter year(s). **Control #:** Enter CN.
- 9. **Is the project on the MPO TIP/RTPO RTIPR? No. If yes, which year(s):** Enter year(s).
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.
- 10. **County:** Sandoval
- 11. **US Congressional District:** 3
- 12. **New Mexico House District:** 23, 44
- 13. **New Mexico Senate District:** 9
- 14. **Contact Person and/or PDE:** Cynthia C Tidwell, PZA
- 15. **Address:** 4324 Corrales Road, Corrales, NM 87048
- 16. **Phone:** 505-897-0502
- 17. **Fax:** 505-897-7217
- 18. **E-mail:** ctidwell@corrales-nm.org
- 19. **MPO or RTPO:** Mid Region MPO
- 20. **NMDOT District #:** 3

Project Description

21. **In the space below, please provide a narrative describing the Project, its Purpose and Need, i.e., the rationale behind the project. If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.**

This project will connect paved public ROW pedestrian and bicycle facilities, on Coronado Road, with the existing multiuse recreational trail in the City of Rio Rancho at the municipal boundary between Rio Rancho and the Village of Corrales as well as with the paved bicycle lanes on Loma Larga Road. (MR COG 2040 Regional Trail Plan).

22. **Select an Improvement Type for the project: 28 Facilities for Pedestrians, Bicycles**

Notes: See FMIS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: Multi-use Trails and Paths; 28.

Project Details (fill out where applicable)

23. **Route # (or Street) Name:** Coronado Road 24. **Length (mi.):** < 1/10 of a mile (500 feet)
 25. **Begin mile post/intersection:** Municipal boundary 26. **End mile post/intersect.:** 500' easterly
 27. **Directions from nearest major intersection or landmark:** Turn west off Loma Larga, driving up Coronado Road to the terminus at the municipal boundary at the City of Rio Rancho.
 28. **Google Maps link (see tutorial for help):** <https://www.google.com/maps/@35.2286568-106.6430765.913m/data=!3m1!1e3>
 29. **Roadway FHWA Functional Classification(s):** Local

Funding Information

30. **Has this project received Federal funding previously? No. If yes, which years?** Enter year(s).
Which program(s)? Enter program(s).

In the table below, please itemize the total project cost by type and funding source.

| | Federal | State | Local* | Tribal | Other | |
|-----------------------------|-------------|----------|----------|----------|----------|---------------|
| 31. Environmental/Planning | \$Amount | \$Amount | \$Amount | \$Amount | \$Amount | |
| 32. Preliminary Engineering | \$Amount | \$Amount | \$Amount | \$Amount | \$Amount | |
| 33. Design | \$Amount | \$Amount | \$5,824* | \$Amount | \$Amount | |
| 34. Right-Of-Way | \$Amount | \$Amount | \$Amount | \$Amount | \$Amount | |
| 35. Construction | \$34,176.00 | \$Amount | \$Amount | \$Amount | \$Amount | Total |
| 36. Other Process | \$Amount | \$Amount | \$Amount | \$Amount | \$Amount | 40,000 |

* The Village is offering \$5,824 as a "soft match" for expenses already incurred: survey work \$1,000; materials (basecourse/clay mixture); public works labor and equipment. These items were paid for in order to get the trail foundation laid.

Project Readiness

This is a list of certifications, clearances, and other processes that could apply to the project. These steps may not be required at this time, but could be necessary at a later date. Identify the **date** that the certification or clearance was received **OR** if a certification/ clearance is under way **OR** will be started in the future **OR** the step is not applicable (N/A). **Do not leave any field blank.**

37. **Public Involvement:** February 2015
 38. **Right of Way:** N/A. Coronado Road is public Right of Way, terminating at the municipal boundary.
 39. **Design:** April 2015

40. **Environmental Certification**:** February 2015

41. **Utility Clearances:** April 2015

42. **ITS Clearances:** N/A

43. **Railroad Clearances:** N/A

44. **Other Clearances:** N/A

** NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.**

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP or RTP funds, leave this section blank and complete the supplemental TAP or RTP application.**

45. **Economic Vitality:** Type explanation.

46. **Safety for Motorized and Non-motorized Users:** Type explanation.

47. **Security for Motorized and Non-motorized Users:** Type explanation.

48. **Accessibility and Mobility of People and Freight:** Type explanation.

49. **Environment, Energy Conservation, Quality of Life:** Creating a paved trail and soft trail for pedestrians and equestrians connecting the Village of Corrales with the City of Rio Rancho improves the quality of life for residents in both municipalities. People in Corrales and Rio Rancho enjoy an active outdoor lifestyle; having an improved trail will enhance their experience by offering additional "routes" away from heavy traffic on West Meadowlark Lane.

50. **Integration and Connectivity:** Type explanation.

51. **System Management and Operation:** Type explanation.

52. **System Preservation:** Type explanation.

REQUIRED DISTRIBUTION

53. **Send a completed electronic version** to appropriate MPO/RTPO, District staff, and NMDOT Planning liaison.



RECREATIONAL TRAILS PROGRAM (RTP) APPLICATION

INSTRUCTIONS: Applicants are required to read through the FFY16/17 New Mexico RTP Guide prior to completing this application. Please complete the Project Identification Form (PIF) first, complete this RTP application form and submit both forms to your MPO/RTPO.

Introduction

As outlined in the FFY16/17 NM RTP Guide, this application will be completed by entities applying for RTP funds, and used by the Recreational Trails Advisory Board (RTAB) to score and rank projects submitted for RTP funding. The process is competitive and the highest scoring projects will be the first priority for funding.

Please refer to the FFY16/17 New Mexico RTP Guide when filling out this application. The Guide provides information on the application questions, the overall RTP process, eligible entities, and eligible projects. *Before submitting an application, if within an RTPO area, applicants are required to complete the PFF process and must have District recommendation. If within an MPO area, please first consult with your MPO planner to ensure project feasibility and eligibility.*

Basic Project Information

- A. Date of Submittal: November 14, 2014
- B. Sponsoring entity and type (Non-profits must partner with a governmental entity): Village of Corrales
- C. Project Name: Coronado Pedestrian & Bicycle Trail
- D. Project Category from section G (page 8) of the NM RTP Guide (enter only one number, from 1-5):
Category 2
- E. Enter the estimated number of people the proposed project will serve. Corrales: 9,000; Rio Rancho 90,000.
- F. Project Trail Length: 500 feet
- G. Project Location: The western terminus of Coronado Road, at the municipal boundary with the City of Rio Rancho.
- H. If located within an RTPO area, was the project recommended by the District Representative via the PFF process? No
- I. Total amount of RTP funding requested (do not include local match or other sources of funding). Please indicate separate amounts for FFY16 (design and certifications) and FFY17 (construction):
FFY16 \$40,000
FFY17 Enter RTP funding in \$0.00

Planning

The Planning factor is intended to ensure that RTP projects are consistent with adopted plans and policies. If the RTP project is identified in an adopted local, regional or state plan, study or other document, this indicates a level of public involvement and support for the project. In

addition to completing this section of the application, applicants must provide a copy of the title page of the plan and page(s) identifying the proposed RTP project(s) (do not attach the entire document). Proposed RTP projects identified in plans receive 2 points per plan, with a maximum of 8 points available (meaning the project is listed in 4 documents). If your project is in an MPO area, the MTP may not be used to score planning points, as it is a minimum requirement that the project be consistent with the MTP. State or Federal natural resource or public land agency applications for maintenance projects that do not disturb new ground; purchase of equipment; educational programs; or construction projects located entirely within the agency's jurisdiction and not connected to a Federal-Aid transportation facility are expected to conform **at a minimum** with the agency's own Management Plan for an automatic 4 points. If the project involves a partnership with another entity and therefore also conforms to other entity plans, the projects may earn additional points accordingly, up to the established maximum of 8 points (meaning the project is listed in the agency's own Management Plan and 2 additional documents).

Planning

- 1) Corrales Master Trails Plan (2008) and 2) Corrales Comprehensive Plan (2008) calls for the development of safe, well-marked trails for walking, bicycling and equestrian use to provide linkages between existing trails within and adjacent to the Village. 3) The Corrales Codified Ordinances (1989 to present) require trails within public Rights of Way at subdivision approval. The Coronado Road trail connection is shown in the Master Trails Plan as a desired access point and trail route; and, 3) the Codified Ordinances of the Village of Corrales Section 18-81. Design Standards. (a) Minimum requirements for streets and alleys within a subdivision. (2) (4) Trails. Trails will be required and constructed with the right of way or easement for all streets constructed in the village. The minimum trail width for streets having a street width of forty (40) feet or more will be five (5) feet on both sides of the constructed roadway, or ten (10) feet on one side.... To provide for access connections to existing or planned trails or ditchbanks, the commission may require that trails be extended to specified locations on the external boundary of subdivided property.... The Coronado Subdivision was approved by Sandoval County (approximately 1951 some 20 years prior to incorporation of the Village of Corrales and 22 years prior to enactment of subdivision standards in the municipality. County Subdivision standards at that time did not require neither pedestrian/cyclist facilities, nor a cul de sac at the terminus of Coronado Road. This project modifies the 50 foot wide platted roadway by creating a paved trail the last 500 feet or so at the western terminus of Coronado Road—the ROW will never be paved to the municipal boundary as there is no vehicular access into the City of Rio Rancho. However, a trail will connect Coronado Road with the paved multi-use trail constructed along the Thompson Fence line in Rio Rancho.

Partnerships

Partnerships are essential to the success of RTP projects and partners must indicate their level of commitment to the project. A commitment can include materials, staff time, volunteer labor or other resources. It is feasible that the commitment can count towards the required local match; however, this needs to be outlined in the application proposal. Each letter of commitment from

a project partner is awarded 2 points per letter, with a maximum of 8 points available (meaning there are 4 letters).

Partnerships

List the partners involved in the project and describe how their commitment will contribute to the project's success.

Additional Scoring Factors

Beyond planning and partnerships, RTP projects are evaluated on the following considerations, which are adapted from the "planning factors" outlined in Federal transportation legislation. Responses to the questions will be scored according to the following scale:

- 3 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.
- 2 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.
- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.
- 0 points: Does not meet factor.

In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.

*Your responses are **limited to 250 words** for each question below.*

1. Compatibility and Safety of Users

Most recreational trails will have a variety of uses, including, but not limited to bicycling, mountain biking, cross-country skiing, hiking/jogging/fitness, nature trail activities, equestrian, snowmobiling, and/or motorized uses such as motorcycle or OHV. Therefore, it is critical to encourage responsible use by different user groups. The project can include etiquette signage and pavement markings to encourage trail sharing by different types of users. Safety is also critical as users will not utilize a trail perceived as being unsafe. Examples of safety factors include lighting and in some case, a trail patrol program. Educational programs such as off-highway vehicle safety are also eligible projects.

The Coronado Trail connects various users to the multi-use trail on the west side of the municipal boundary in Rio Rancho. Equestrians, cyclists, and pedestrians will have expanded opportunities for recreational use as well as commuter use. Coronado Road terminates at the municipal boundary; there is no through vehicular traffic. Development of a trail connection will give users a safe option for accessing trails in Rio Rancho and on Loma Larga Road in the Village; the Coronado Trail pulls some users off high-traffic ROW with a safe, low traffic volume alternative.

2. Health and Quality of Life

One of the goals of the NMDOT RTP is to improve the health and quality of life for New Mexicans by increasing recreational opportunities within and around communities. Projects can provide a broad array of quality-of-life improvements, such as access to culturally or historically significant sites, or improved community health resulting from increased infrastructure for recreational bicycling and walking. Examples of such projects could include an urban trail that increases multi-modal access to a school, thus reducing motor vehicle congestion, improving air quality and providing opportunities for daily physical activity, which helps improve quality of life and overall community health. An example of a motorized project is a

snowmobiling trail that provides recreational opportunities in winter months or a motocross track geared towards teenagers on the outskirts of a community.

The Coronado Trail provides an improved connection to the extensive trails in the City of Rio Rancho; and residents of Rio Rancho can access the Corrales trails along Loma Larga Rd. and other Village roadways as well as the bosque. There are many residents who seek recreational and commuting trails—pedestrian, cycle, and equestrian—as a means of exercising and improving their health. Having safe, accessible trails increases the quality of life for residents in the Village.

3. Protection and Enhancement of the Environment

This factor emphasizes how RTP eligible projects can protect and enhance the environment, including the re-design, reconstruction, non-routine maintenance, or relocation of trails in order to mitigate and minimize impact to the natural environment. Projects may promote environmental conservation in diverse ways, from reducing motorized vehicle usage, to erosion control improvements. An example is construction of an OHV trail to minimize environmental impacts on other areas. An example of a non-motorized project is an urban trail that increases pedestrian and bicycle access to a school, thus reducing motor vehicle congestion, and improving air quality around the school.

The Coronado Trail project provides an engineered, paved trail for various users, where there is only unimproved, highly erodible soil at present. The engineered trail head mitigates uncontrolled storm water flows and reduces erosion downslope on Coronado Road. Coronado Road was created as ROW in the original 1951 subdivision, but was not constructed beyond the last parcels due to the "dead end" at the private property boundary known as the Alameda Cattle Company (now City of Rio Rancho). Design and construction address the safety of users, as well as protection of the environment.

4. Protection and Enhancement of the Environment

Please provide information as to how your RTP project will promote environmental conservation. Please cite and provide any supporting documents or studies.

The Village Codified Ordinances, Chapter 18, include design regulations for terrains and storm water management in the steep hills west of Loma Larga Road, including the Coronado Trail area. These regulations protect the natural environment as well as public and private property by controlling storm water flows. The damage from uncontrolled flow of storm water will be mitigated at the highest point on Coronado Road—the municipal boundary—with various design features (such as, but not limited to, bar ditches and retention ponds) along the length of Coronado Road west of Loma Larga.

Please describe how your RTP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.

Residents of the Village value and support a "rural" lifestyle that includes outdoor recreation in the form of walking and running, equestrian activity, and cycling. Adding trails and connections complements that lifestyle, by constructing a safe, usable paved trail providing an east/west link to trails in Rio Rancho. Retrofitting substandard subdivisions with appropriate infrastructure for pedestrians and cyclists, as well as equestrians, is on-going in the Village.

Please explain how your RTP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.

The Coronado Trail project remediates a deficiency in a 64 year old public ROW. Coronado Road was created as part of the Coronado Subdivision in 1951, with approval by Sandoval County, with the Alameda Cattle Company comprising the boundary between the subdivision and what is now known as the City of Rio Rancho. County regulations at that time did not require infrastructure to be constructed prior to development, nor were facilities for multiple users required. This project brings the ROW up to current standards regarding construction of a paved trail within the platted 50' wide ROW. The Village

subdivision regulations require trails within public ROW; there are design standards for hardened and soft trails – Section 18-81.

5. Efficient System Management and Operation

Please describe how your eligible RTP project will promote efficient system management and operation, particularly with regard to the maintenance of the RTP-funded improvement. Please cite and provide any supporting documents or studies.

The Coronado Trail will be maintained by Village staff, as needed. All public roadways are maintained by Village public works staff; storm water facilities are inspected and cleaned out on a regular basis, and especially after monsoon rainstorms.

6. System Preservation

Please explain how your eligible RTP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.

Coronado Road was created in 1951 as public ROW some 50' in width. While it does not cross the municipal boundary (it was private property known as the Alameda Cattle Company at the time the subdivision was approved), it is of adequate width to provide paved drive lanes for residential vehicular use, cyclists, and pedestrians, soft trails on both sides, and storm water control facilities. This project utilizes the existing ROW within which to construct an engineered trail, providing a vital east/west connection between our two communities – Village of Corrales and City of Rio Rancho.

Application Submission

Please submit an electronic copy of your entire application package to your MPO or RTPO planner or contact. See page 20 of the NM RTP Guide for a list of contacts.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. NMDOT RTP Application
3. Signed Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front. (There is a sample Resolution of Sponsorship in the Appendix of the NM RTP Guide.)
4. Letter(s) of concurrence from the jurisdiction(s) with ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Basic map of project location (not required for non-infrastructure projects).
6. Any documentation—such as plans or studies—that are referenced and support the application.

Land now or formerly of
Alameda Cattle Company

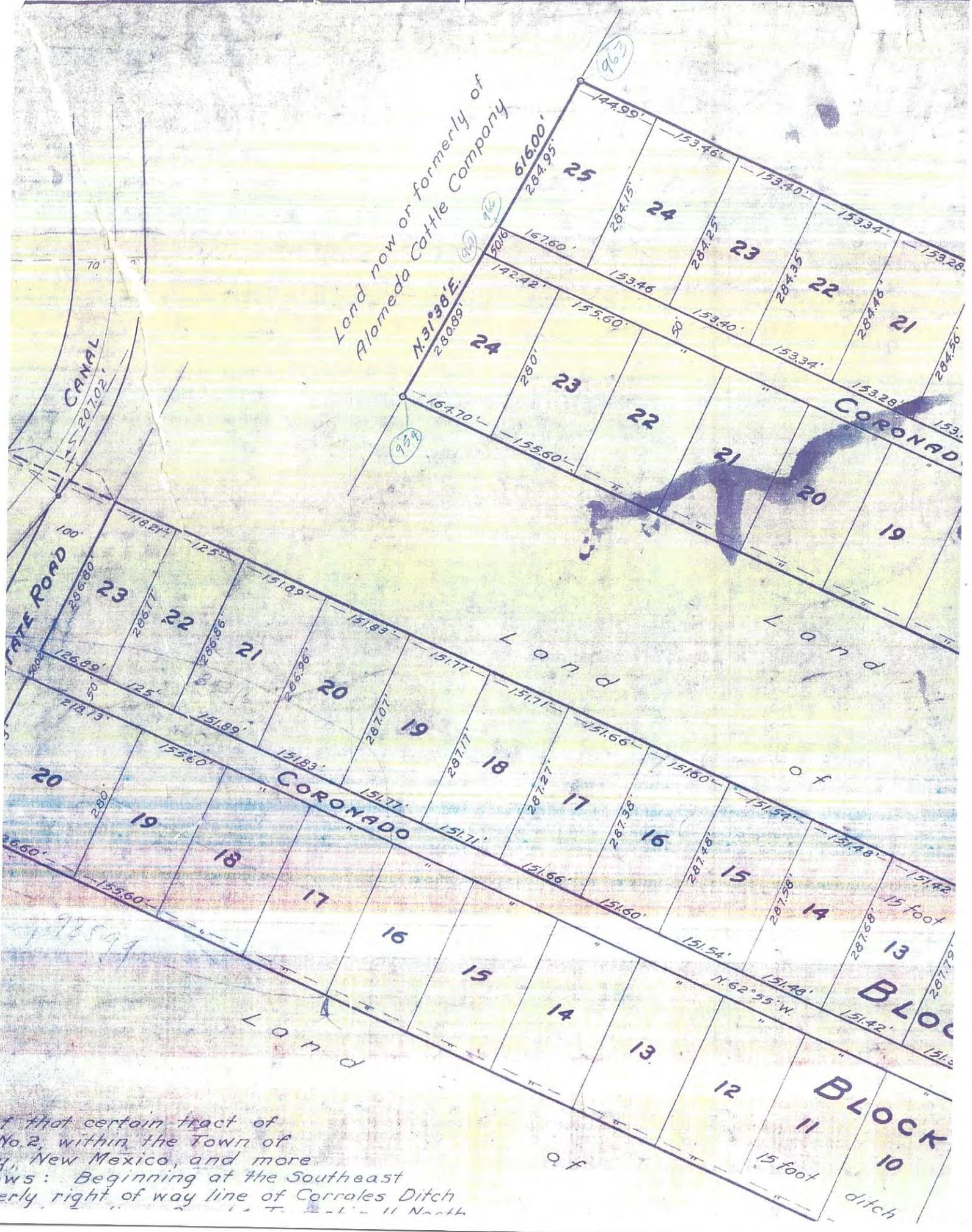
N. 31° 30' E.
280.89'

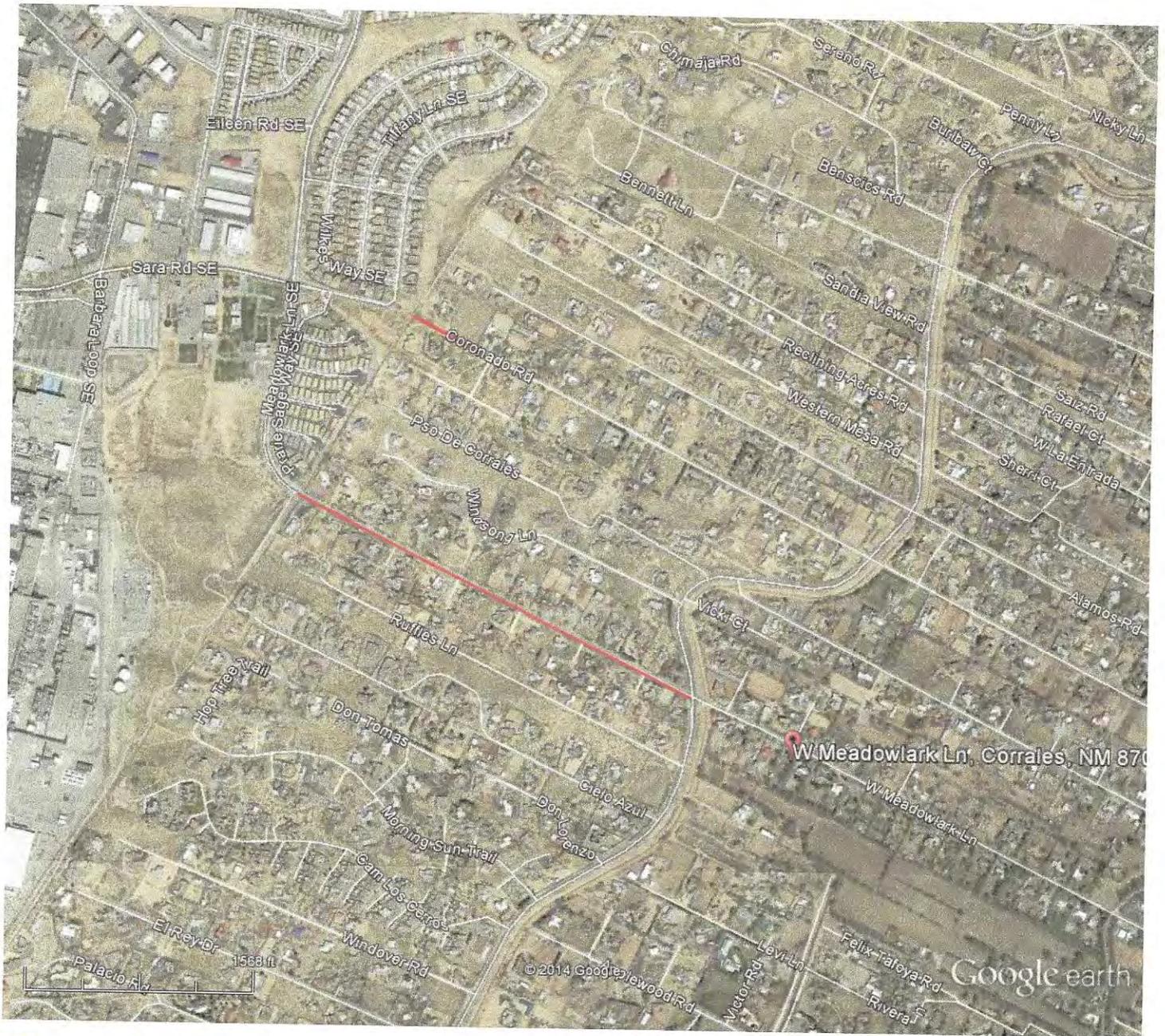
61600'
284.95'

CANAL
15 207.02'

GATE ROAD
100'

of that certain tract of
No. 2, within the Town of
y, New Mexico, and more
ws: Beginning at the Southeast
erly right of way line of Corrales Ditch
erly 11 North





Google earth





Google earth





**RESOLUTION OF SPONSORSHIP
For a Recreational Trails Program
Application and Maintenance
Commitment**

Resolution No. 14-55

A resolution declaring the eligibility and intent of The Village of Corrales to submit an application to the New Mexico Department of Transportation for Federal Fiscal Year 2016/2017 Recreational Trails Program funds.

Whereas, the Village of Corrales, New Mexico, has the legal authority to apply for, receive and administer federal funds; and,

Whereas, the Village of Corrales is submitting an application for Federal Fiscal Year 2016/2017 (FFY16/17) New Mexico Recreational Trails Program (RTP) funds in the amount of **\$34,176**, as set forth by the Federal legislation, Moving Ahead for Progress in the 21st Century (MAP-21) and as outlined in the FFY 16/17 New Mexico RTP Guide; and,

Whereas, the pedestrian and bicycle facilities at the western termini of Coronado Road named in the RTP application are eligible project(s) under New Mexico RTP and MAP-21; and,

Whereas, the Village of Corrales acknowledges availability of the required local match of 20% (**\$5,824**) and the availability of funds to pay all upfront costs, as RTP is a cost reimbursement program; and,

Whereas, the Village of Corrales, agrees to pay any costs that exceed the project amount if the application is selected for funding; and,

Whereas, the Village of Corrales agrees to maintain all project(s) constructed with RTP funding for the useable life of the project(s); and,

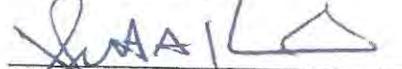
Now, therefore be it resolved by the governing body of the Village of Corrales, New Mexico, that:

1. The Village of Corrales, authorizes Cynthia C Tidwell, PZA, to submit an application for FFY16/17 New Mexico RTP funds in the amount of **\$34,176** from the New Mexico Department of Transportation (NMDOT) on behalf of the citizens of Village of Corrales.
2. That the Village of Corrales, assures the NMDOT that if RTP funds are awarded, sufficient funding for the local match and for upfront project costs are available, since RTP is a reimbursement program, and that any costs exceeding the award amount will be paid for by Village of Corrales.
3. That the Village of Corrales assures the NMDOT that if awarded RTP funds, sufficient funding for the operation and maintenance of the RTP projects will be available for the life of the projects.
4. That The Village of Corrales, is authorized to enter into a Cooperative Project Agreement with the NMDOT for construction of RTP projects using these funds as set forth by MAP-21 on behalf of the citizens of Village of Corrales. The Village of Corrales, is also authorized to submit additional information as may be required and act as the official representative of the Village of Corrales in this and subsequent related activities.

5. That the Village of Corrales assures the NMDOT that the Village of Corrales is willing and able to administer all activities associated with the proposed project.

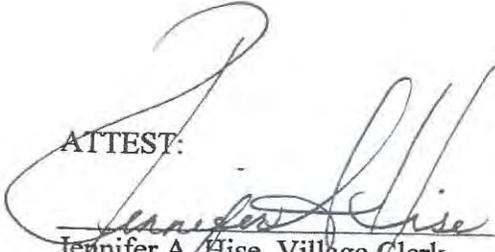
PASSED, ADOPTED, AND APPROVED this 20th day of November, 2014.

Village of Corrales



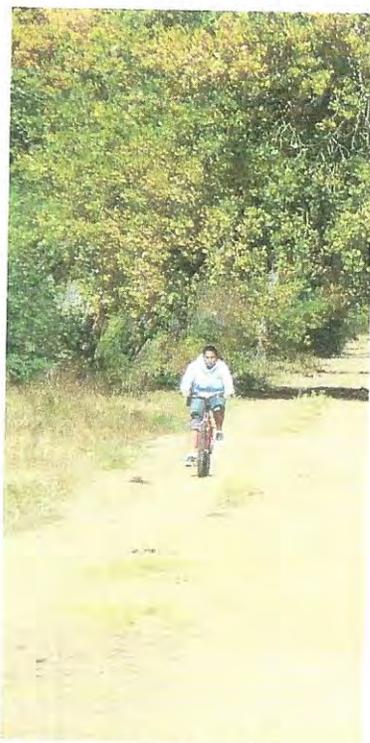
Scott A. Kominiak, Mayor

ATTEST:



Jennifer A. Hise, Village Clerk

Corrales Trails Master Plan



[Return to HOME Page](#)



EXECUTIVE SUMMARY

PURPOSE

The purpose of the Trails Master Plan is to develop specific goals and objectives for the implementation of a Village-wide trails network. It includes a map of the existing and future trail routes, as well as a framework for executing the trail development objectives, and a ten year development prioritization list.

BACKGROUND

This plan supports and builds on the Village's goal, objectives, and policies for trails outlined in its Comprehensive Plan (2008 Draft). Development trends continue to endanger the connectivity of long-used pedestrian, equestrian, and bicycle trails and routes in the Village. The creation of a Trails Master Plan for the identification, preservation, and augmentation of the Village's trail system is an important step in actively shaping the future character of the Village in the face of these issues.

VISION

The Village of Corrales envisions a system of trails utilizing public and private property to link a wide range of uses and users in a safe manner that supports alternative transportation and recreation.

The Trails Master Plan will address the preservation, protection, and construction of trails; improved safety; improved connectivity; and the encouragement of healthy, outdoor activity.

The Trails system will be implemented in partnership with multiple agencies and will be founded on consensus and sensitivity to the diverse viewpoints within the community.

PLANNING GOALS

Project goals were derived from community and Village staff input. Goals and objectives address the following key themes:

- Connectivity and Access
- Safety and Visibility
- Education and Awareness
- Implementation

PUBLIC INVOLVEMENT SUMMARY

Public input was gathered through a variety of means throughout the planning process. A public open house, mayor-appointed advisory committee meetings, focus group meetings, a second public presentation and discussion, and individual key-person interviews all provided opportunities for stakeholder input and guidance on the process and outcome of the Trails Plan.

EXISTING CONDITIONS

PHYSICAL INVENTORY AND ANALYSIS

The Village has many unofficial trails and routes that are well-used by pedestrians, bicyclists, and equestrians. A Geographic Information System (GIS) database has been developed to document the existing conditions of the in-use routes, access points, and proposed trail corridors. The database includes information on the specific conditions that would influence development of each facility, including length, development status, right-of-way width, obstructions, easement status, ownership, and maintenance responsibility. Results of this inventory indicate that there are over 85 miles of in-use trail routes identified by users and Village Commissions and 13 access points along the Bosque Preserve in the in-use trail route network. There are four existing fire service access points to the Bosque, with an additional planned access at Andrews Lane. MRCOG Long-Range Bikeways Map identifies 5 miles of bicycle lanes, 2.5 miles paved trail (Thompson Fence Line Trail), and 31 miles of unpaved trails (in the Corrales Bosque Preserve) in and around the Corrales area. This plan proposes an additional 47 miles of trail improvements.

KEY ATTRACTIONS AND DESTINATIONS

The following facilities were identified through the public involvement process as key destinations and connections for the trail system.

- Corrales Bosque Preserve
- Thompson Fence Line Trail (Rio Rancho)
- Paseo del Bosque Trail (Albuquerque)
- Corrales Community Recreation Center/Equestrian Center
- Commuter access to Rio Rancho and Albuquerque (via Meadowlark, Corrales Rd, Loma Larga)
- Schools, Commercial Center, Churches, Municipal Offices

EXISTING POLICY

Existing ordinances and codes protect the rights of pedestrians within the Village of Corrales. The Corrales Village Code, the Uniform Traffic Code, and the Corrales Comprehensive Plan all provide guidance on the rights and responsibilities of pedestrians, equestrians, and cyclists. The Village has adopted ordinances that require trails within the commercial zones of Corrales, as well as in all new subdivisions.

ISSUES AND NEEDS IDENTIFICATION

Community issues and needs were identified and documented through the public involvement process outlined above. Citizen input led to the identification of the following key opportunities and constraints to trail system development.

Opportunities

- Favorable administrative climate
- Growing public interest and volunteerism

- Existing subdivision and pedestrian access code
- Potential for prescriptive and agricultural easements to protect in-use routes.
- Potential easements across undeveloped lots
- Joint use of MRGCD and SSCAFCA facilities

Challenges

- Lack of public right-of-way on Corrales Road (prescriptive easement only)
- Private encroachments (walls, mailboxes, etc) & utilities (power poles, etc) in the public right-of-way
- Frequent driveway crossings
- High traffic volumes on many roadways
- Roadway drainage / erosion & sediment build up
- Steep slopes in the western escarpment
- Private property where roads do not connect to the edge of the Village
- Private roads limit potential for public access

ANALYSIS

IN-USE ROUTE IDENTIFICATION

In-use routes were identified through public input. At the September 2008 Public Open House, community members were given the opportunity to identify historic routes, currently used routes, desired routes, and potential easement locations. This data was supplemented by informal maps produced by the Safe Routes to School program and by the Corrales Horse and Mule People (CHAMP) non-profit organization. From this input, a composite map was created identifying all of the in-use routes in the Village. This data informed subsequent fieldwork and evaluation of potential trail routes.

SUITABILITY ANALYSIS AND PROJECT PRIORITIZATION

Based on public input and feedback from the advisory committee, RTI developed a set of evaluation criteria and a ranking system to determine the suitability of individual trail routes for implementation. A small sampling of potential trail corridors was evaluated using the ‘initial’ criteria, and adjustments were made based on Steering Committee feedback and internal evaluation before applying the final criteria to the entire proposed trail network.

PLAN ELEMENTS

The trail system in Corrales is comprised of three trail components: Paved Multi-use Trails, Soft-surface Multi-use Trails, and On-Street Bike Lanes. The ability to combine these components in a variety of configurations according to right-of-way conditions and regional significance provides a flexible system for addressing the needs of various user groups, while maintaining desired Village character. The Trails Map (on p. X) shows the location of these proposed facilities.

PAVED MULTI-USE TRAILS

14.5 miles - These trails will provide regional linkages, have the widest trail width, and provide opportunities for trail amenities such as educational signage and benches. This plan proposes the construction of 12.0 miles of new paved trails.

SOFT-SURFACE MULTI-USE TRAILS

21.9 miles - These trails will provide the most frequently-spaced east-west connections within the Village and are primarily local in nature. This plan proposes the construction of 21.9 miles of new soft-surface trails.

BIKE LANES

15.5 miles - These facilities will provide separate, designated corridors for fast-moving bicycle commuters and other serious cyclists. This plan proposes the construction of 10.2 miles of new bicycle lanes.

Illustrations of each component are included on pages X and X of the Plan.

BRIDGES/LINKAGES

These include ditch crossings and access points to the bosque or other key destinations. They are critical components of the system which should be evaluated in conjunction with related trail facilities in determining feasibility and priorities.

ROADWAY CROSSINGS

Key crossings of arterials have been identified on the Trails Plan Map. Maximizing safety of trail users at these crossings is critical to the success of the trail system. Options investigated include raised crosswalks, pedestrian/equestrian actuated signals, and increased and updated signage.

TRAILHEADS

The proposed trail system includes four formally designated trailheads with limited parking, although additional informal access points have been identified on the Trails Plan Map.

CORRALES ROAD COMMERCIAL CORE

The proposed commercial core pathway along Corrales Road is the one exception to the three trail-type components listed above. A paved pathway is recommended, but may consist of colored concrete or colored asphalt rather than the standard asphalt paving recommended for the Paved Multi-Use Trails. Additionally, the commercial core pathway may be as narrow as 3-4' in some places due to physical constraints and may include a low roll curb for pedestrian safety and drainage management.

IMPLEMENTATION

The Implementation of the Trails Master Plan will be accomplished by the Village Administration in concert with trails users and stakeholders. This section makes recommendations for organizational structures for

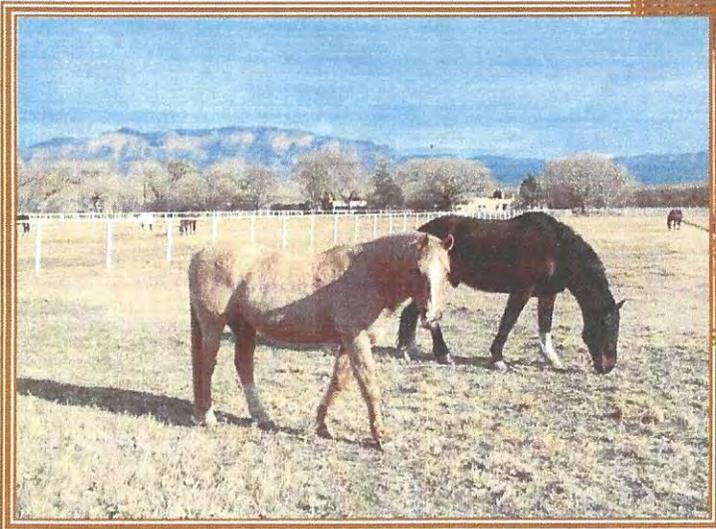
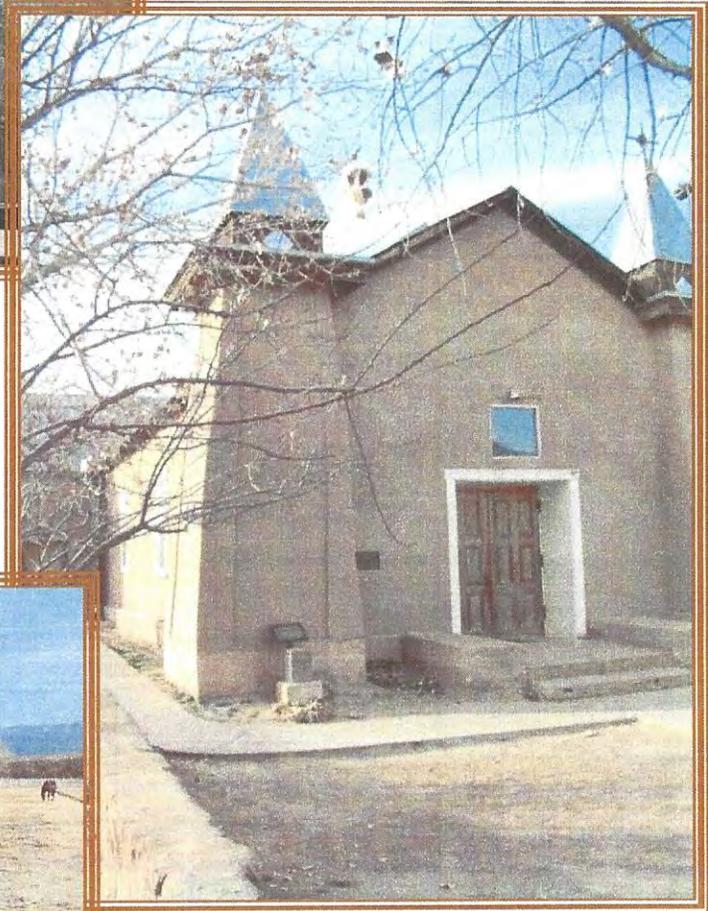
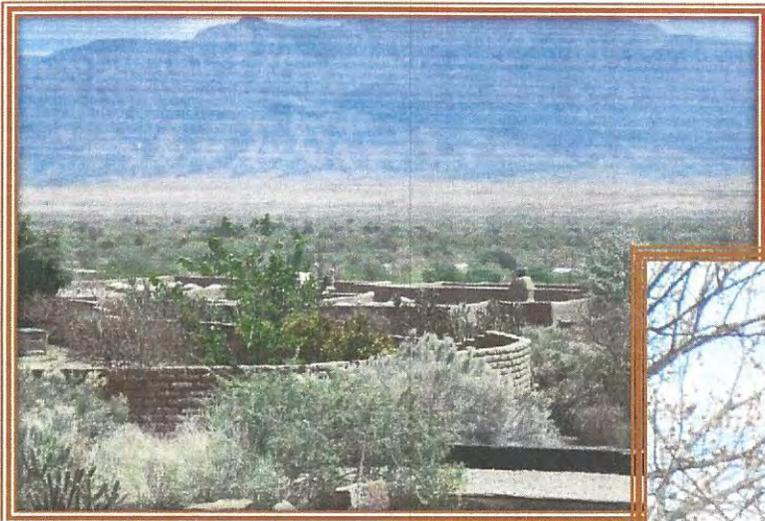
trail project administration and project management. The Village will be able to use the Trails Master Plan as guidance for securing funding and building trail improvements. The Action Plan is a step by step guide for implementing this Plan. This section of the Plan also includes a summary of the Trail Development Process, Program Recommendations, Trail Development and Use Policies, and Measurement of Success.

TOOL KIT

The Trail Development Tool Kit, under separate cover, is a resource to guide the development of trail related processes and legal agreements. The Tool Kit includes information on permitting and regulatory requirements; explains strategies for developing trails on private property; provides model agreements; and includes information on relevant state trail legislation and legal opinion. This Tool Kit also addresses trail liability issues for the Village of Corrales.

VILLAGE OF CORRALES

Comprehensive Land Use Plan



**Adopted August 11, 2009
by the Corrales Village Council**

plat in the office of the county clerk in which the land is located. The village shall retain two (2) copies of the final plat as recorded and properly stamped and shall file them in the office of the village clerk.

- b. The final plat shall be effective only upon its recordation in the office of the county clerk. Approval of the final plat by the village shall be null and void if the filing fee and a sufficient number of copies of the final plat are not presented to the village for recordation within thirty (30) days following endorsement of the final plat by all village officials whose signatures are required thereon, unless an extension of time is granted by the administrator for good cause shown. The total of all such extensions of time granted by the administrator shall not exceed ninety (90) days.

History: Ord. No. 63, § 3, adopted 1-13-76; Ord. No. 190, § 3, adopted 4-11-88; Ord. No. 07-10 § 1, adopted 6-26-07; Ord. No. 07-12 §§ 2 through 5, adopted 6-26-07; Ord. No. 09-006, adopted 05-19-09, Ord. No. 10-011, adopted 12-21-10.

Section 18-80. Suitability of land.

(a) No location map or preliminary plat shall be approved if, considering the best interests of the public, the site is not suitable for plat and development purposes of the kind proposed by reason of flooding or other such factors. Lots subject to flooding and lots deemed uninhabitable because of adverse earth or rock formation shall not be platted for residential occupancy, nor for such other uses as may increase danger to health, life or property or cause an additional flood hazard, not compensated for by the drainage plan, to such property or to other properties adjacent thereto, or which may be affected thereby, but such land within a plat shall be set aside for such uses as shall not be endangered by periodic or occasional inundation or shall not produce unsatisfactory living conditions.

(b) *Adequate street access and right-of-way.* No summary plat, preliminary plat or final plat shall be approved if, considering the best interests of the public, the street or right-of-way providing access to the property is not of adequate width to increase the number of residential lots along any portion of the street or right-of-way, taking into account the potential danger to life, health or property that may arise where there is inadequate provision for access by emergency vehicles. An applicant for subdivision approval must show, as part of any summary plat, preliminary plat or final plat, the entirety of all lands, including easements and any other properties not owned in fee by the applicant, that are relied upon to provide access from a publicly dedicated street to the property. Such access must conform to the design standards set forth in section 18-81, unless a waiver is granted for good cause shown. Application for a waiver must be accompanied by letters from the Village fire chief and the Village police chief endorsing the proposed waiver and specifically stating that, in their opinion, approval of such waiver will not be detrimental to the public health, safety or welfare.

History: Ord. No. 63, §4, adopted 1-13-76; Ord. No. 07-08 § 3, adopted 6-26-07; Ord. No. 09-006, adopted 05-19-09.

Section 18-81. Design standards.

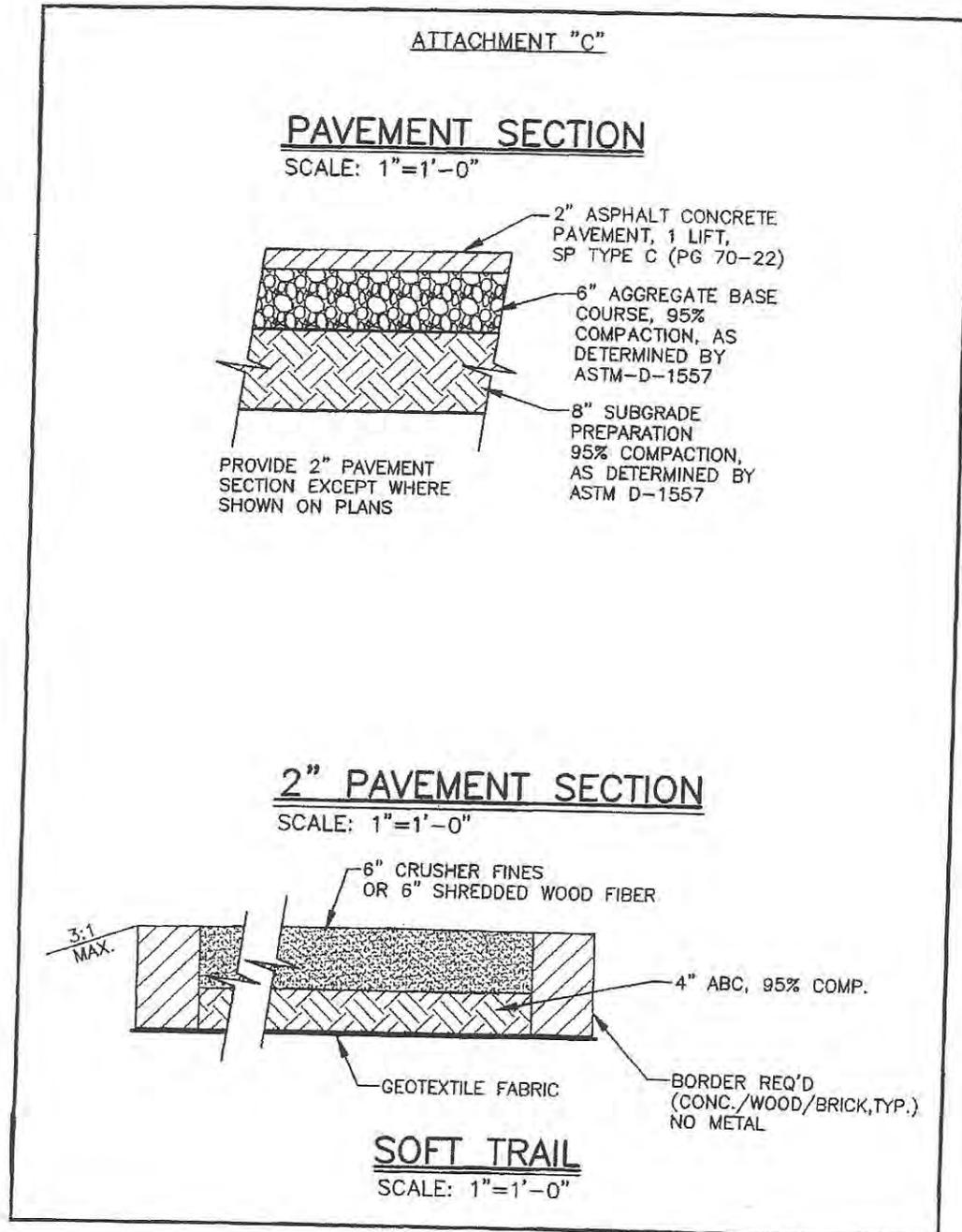
- (a) Minimum requirements for streets and alleys within a subdivision.
- (1) *Conformity to the approved future street lines.* The location and width of all streets shall conform to all future street lines approved by the planning and zoning commission.
- (2) *Street right-of-way widths.* The minimum street right-of-way width shall be as shown on the master plan, or if not shown on such plan:

- a. Thoroughfare ^{feet} 60 - 100

| | |
|---|---------|
| b. Collector street | 40 - 80 |
| c. Minor residential street | 30 - 40 |
| d. Lane (serving not more than five acres or dwellings) | 20 - 30 |
| e. Alley | 20 |

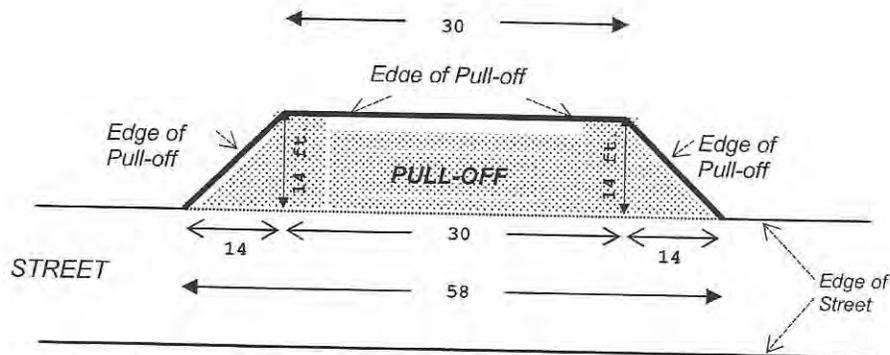
(3) *Roadways*. Dedicated public roadways of a subdivision will be constructed as described in Attachment A, "Minimum Road Section, Dedicated Public Roadways." The road section to be used will be subject to the approval of the village engineer. All test results will be reviewed by the village engineer before final acceptance of the road.

(4) *Trails*. Trails will be required and constructed within the right-of-way or easement for all streets constructed in the village. The minimum trail width for streets having a street width of forty (40) feet or more will be five (5) feet on both sides of the constructed roadway, or ten (10) feet on one side. The minimum trail width for streets having a street width of less than forty (40) feet will be five (5) feet on at least one side of the roadway. Private streets may be exempted from the constructed trail requirement if the roadway itself serves a double function as a trail. To provide for access connections to existing or planned trails or ditchbanks, the commission may require that trails be extended to specified locations on the external boundary of subdivided property. Trails shall be constructed as described in attachment C, "Trail Design Materials and Sections."



- (5) *Street pull-offs.* On all roadways, public or private, with a constructed width of twenty (20) feet or less and a total length of one thousand (1,000) feet or more, there shall be provided at least one street pull-off for every one thousand (1,000) feet of roadway length. Street pull-offs, including cul-de-sacs, shall not be separated by a distance greater than one thousand (1,000) feet. Street pull-offs shall be constructed as described in Attachment B, "Street Pull-Off Diagram." Street

pull-offs may be built over trails, provided there is a smooth transition from the trail surface to the surface of the street pull-off. Additional right-of-way width may be required to accommodate street pull-offs in conjunction with trails, drainage, utilities, and other requirements.



ATTACHMENT B
STREET PULL-OFF DIAGRAM

(Not to Scale)

(b) *Additional width of existing or planned streets.* Subdivisions that adjoin existing or planned streets shall dedicate the right-of-way as necessary to meet the minimum street width requirements set forth in this section as follows:

- (1) The entire additional right-of-way shall be provided where the subdivision is on both sides of the street.
- (2) When the subdivision is located on only one side of an existing or planned street, as shown on the thoroughfare plan, one-half of the required additional right-of-way shall be provided.

(c) *Restriction of access.* When a subdivision or portion thereof adjoins a thoroughfare, no single-family residential lot shall have direct access thereto. Such lots shall be provided with frontage on a marginal access street or frontage street other than a thoroughfare with adequate depth for screen planting of the portion of any such lot contiguous with such thoroughfares.

(d) *Street grades.* Grades on all streets shall not exceed eight percent.

(e) *Street curves.*

- (1) *Horizontal curves.* Where a deflection angle of more than ten degrees in the alignment of a street occurs, a curve of reasonably long radius shall be introduced as follows: On streets 60 feet or more in width, the centerline radius of curvature shall be not less than 300 feet; on other streets not less than 100 feet.
- (2) *Vertical curves.* All changes in grade shall be connected by vertical curves of minimum length in feet equal to 15 times the algebraic difference in rates of grade for thoroughfares and one-half this minimum length for other streets. Profiles of all streets showing natural and finished grades drawn to a scale of not less than one inch equals 100 feet horizontal, and one inch equals ten feet vertical, may be required by the planning and zoning commission, if topographic conditions warrant.

(f) *Intersections.* Street intersections shall be as nearly at right angles as is possible, and no

Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM

1 Control Num. (new projects assigned by MPO): _____ MPO Rec#: _____ Lead Agency: _____ **Form A**

2 Project Title: Pedestrian and bicycle facilities Coronado Road @ municipal boundary

3 Beg. Terminus (southernmost/westernmost pt): Municipal boundary at Rio Rancho

4 End Terminus (northernmost/easternmost pt): 528 feet east of municipal boundary with Rio Rancho

5 Project Description/Scope of Work: To pave a 15 foot wide trail for pedestrian and bicycle use connecting to the paved multiuse trail in Rio Rancho, west of the municipal boundary; pave 528 feet east from the municipal boundary to connect with the paved ROW - Coronado Road- one side.

6 Existing Total Estimated Project Cost in TIP: \$0 Revised Total Estimated Project Cost (if changing OR new project): \$40,000

7 What is the reason for the TIP revision? -New funds avail. -New Project -Design Cost Increase/Decrease -ROW Cost Revision
 -PS&E Cost Est. -Letting Adjustment -FTA or TTP funding adjusted to actual award amount -Env. Doc. Cost Revision
 -Termini Change -Scope Revisions -Construction Cost change based on PE or Design Document

8 Enter the most recent estimated or actual project development completion dates (month/year) ▶
 Environmental Document: _____
 Preliminary Engineering: _____
 Design: _____
 Right-of-Way: _____
 Estimated Letting Date: _____
 Project Completion: _____
 Check if this is an ongoing project: (TDM, bike/ped educ prog., Bus Purchase, etc.)

To Be Completed by MPO Staff
 -Is this project a TCM (Transp. Control Measure) in a SIP?
 -Is this project CMAQ Eligible?
 -Has project been in 1st 2 years of TIP and is inactive?
 -Has project been in 1st 2 years of TIP with "rollovers"?
 Date Submission Received: _____
 -TIP Amendment -TIP Admin. Mod.

9 **Complete Form B (below) for All TIP proposals which revise funding.**

Please Read! **STOP** Complete **Form C: Addendum for TIP Project Proposals** in its entirety for proposals which:
 ■ which add a project to the TIP.
STOP Complete Form C but only steps C.1 and C.2 for TIP revision proposals which:
 ■ split an existing TIP project into two or more projects OR
 ■ combine two or more projects into one project OR
 ■ for any proposal which changes the termini of a capacity project any length OR
 ■ for any proposal which changes the termini of any project beyond the termini noted in the Env. Doc.

◀ Enter termini **ONLY** for new projects **OR** to change existing terminus
 ▶ Enter termini **ONLY** for new projects **OR** to change existing terminus
 ▶ Enter Scope of Work **ONLY** for new projects **OR** to revise existing scope of work.

FORM B Project: Pedestrian and bicycle facilities Coronado Road @ municipal boundary CN: 0

Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM

| Phase | Work Type | Fund Source | FFY 2014 | | FFY 2015 | | FFY 2016 | | FFY 2017 | | FFY 2018 | | FFY 2019 | |
|-----------------------------|--|--------------------|---|-------|----------|-------|----------|-------|----------|-------|------------------------------|-------|----------|-------|
| | | | Prog Amt | Match | Prog Amt | Match | Prog Amt | Match | Prog Amt | Match | Prog Amt | Match | Prog Amt | Match |
| Scoping/Env. Doc. | | TIP Amt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | +Prop Rev | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | =Result | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Resulting Amt. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PE & Design | 15 Preliminary Engineering | TIP Amt | 0 | 0 | 3,418 | 582 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | +Prop Rev | 0 | 0 | 3,418 | 582 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | =Result | 0 | 0 | 3,418 | 582 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Resulting Amt. | 0 | 0 | 3,418 | 582 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utilities | | TIP Amt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | +Prop Rev | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | =Result | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Resulting Amt. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-Way | | TIP Amt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | +Prop Rev | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | =Result | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Resulting Amt. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction/Implementation | 28 Facilities for Pedestrians and Bicycles | TIP Amt | 0 | 0 | 0 | 0 | 30,758 | 5,242 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | +Prop Rev | 0 | 0 | 0 | 0 | 30,758 | 5,242 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | =Result | 0 | 0 | 0 | 0 | 30,758 | 5,242 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Resulting Amt. | 0 | 0 | 0 | 0 | 30,758 | 5,242 | 0 | 0 | 0 | 0 | 0 | 0 |
| Est. Let. Month | | Current Prog. Amt. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Year ▼ | | Resulting Amt. | 0 | 0 | 0 | 0 | 30,758 | 5,242 | 0 | 0 | 0 | 0 | 0 | |
| | | | Existing 4 Year Total Amount Programmed in TIP: | | | | 0 | | | | Diff. Prop.-Existing= 40,000 | | | |
| | | | Resulting 4 Year Total Amount Programmed as Proposed: | | | | 40,000 | | | | Percent Change: #DIV/0! | | | |

| Phase | Work Type | Fund Source | FFY 2020 | | FFY 2021 | |
|-----------------------------|--|--------------------|----------|-------|----------|-------|
| | | | Prog Amt | Match | Prog Amt | Match |
| Scoping/Env. Doc. | | TIP Amt | 0 | 0 | 0 | 0 |
| | | +Prop Rev | 0 | 0 | 0 | 0 |
| | | =Result | 0 | 0 | 0 | 0 |
| | | Resulting Amt. | 0 | 0 | 0 | 0 |
| PE & Design | 15 Preliminary Engineering | TIP Amt | 0 | 0 | 0 | 0 |
| | | +Prop Rev | 0 | 0 | 0 | 0 |
| | | =Result | 0 | 0 | 0 | 0 |
| | | Resulting Amt. | 0 | 0 | 0 | 0 |
| Utilities | | TIP Amt | 0 | 0 | 0 | 0 |
| | | +Prop Rev | 0 | 0 | 0 | 0 |
| | | =Result | 0 | 0 | 0 | 0 |
| | | Resulting Amt. | 0 | 0 | 0 | 0 |
| Right-of-Way | | TIP Amt | 0 | 0 | 0 | 0 |
| | | +Prop Rev | 0 | 0 | 0 | 0 |
| | | =Result | 0 | 0 | 0 | 0 |
| | | Resulting Amt. | 0 | 0 | 0 | 0 |
| Construction/Implementation | 28 Facilities for Pedestrians and Bicycles | TIP Amt | 0 | 0 | 0 | 0 |
| | | +Prop Rev | 0 | 0 | 0 | 0 |
| | | =Result | 0 | 0 | 0 | 0 |
| | | Resulting Amt. | 0 | 0 | 0 | 0 |
| Est. Let. Month | | Current Prog. Amt. | 0 | 0 | 0 | 0 |
| Year ▼ | | Resulting Amt. | 0 | 0 | 0 | 0 |

FORM C: ADDENDUM for TIP PROJECT PROPOSALS

8 Complete Form C: Addendum for TIP Project Proposals **in its entirety** for proposals which add a project to the TIP, and during the development of a new TIP, for those proposals requesting additional funding to an existing TIP project. Complete only Steps C.1 and C.2 for TIP revision proposals which split an existing project into two or more projects; combine two or more existing projects into one project; or for any proposal which changes the termini of a capacity project any length OR beyond the termini in the environmental document. **Also complete Forms A and B for all TIP proposals.**

] Goal references refer to the Project Prioritization Process Guidebook (PPPG).

MPO ID#: Control Number: Project Title: **Coronado Pedestrian & Bicycle Trail**

STEP C.1 – LEAD AGENCY (PROJECT SPONSOR) INFORMATION

Lead Agency: **Village of Corrales** Department: **Planning & Zoning**
 Address: **4324 Corrales Road** Address Line 2:
 City: **Corrales** State: **NM** Zip: **87048**
 Contact Person: **Cynthia C. Tidwell** Title: **P&Z Administrator**
 Telephone: **(505) 897-0502** Ext: Fax: **(505) 897-7217** Email: **ctidwell@corrales-nm.org**

STEP C.2 – ADDITIONAL PROJECT INFORMATION (there are drop-down menus for "County" & "Municipality/Jurisdiction")

Project Geographic Location Information: **Attach a map showing the location or route of the project.**
 County: **Sandoval** Municipality/Jurisdiction: **Corrales Village**
 NM Senate District: **9** NM House District: **23, 44**

Roadway and Bike/Ped Project - Work Characteristics (fill in ALL pertinent information):

What Kind of Roadway is this project on? -Interstate or Expressway -Urban Arterial or Street -Rural Road
-2 -3 -4 -5 -6 -7 -8 -9+ =number of existing thru traffic lanes

-1 -2 -3 -4 =number of new lanes to be built
-1 -2 -3 -4 =number of lanes to be reconstructed
-1 -2 -3 -4 =number of lanes to be rehab/resurf.
-1 -2 -3 -4 =number of new/reconstr. shoulders
-1 -2 -3 -4 =number of new/reconstr. medians
-1 -2 -3 -4 =number of new interchanges
-1 -2 -3 -4 =num. of new grade separ./bridges

-1 -2 =number of medians to be landscaped
-1 -2 -3 -4 =number of outer sides to be landscaped
 - check if bicycle and/or pedestrian elements are included
-1 -2 =num. of new bike/ped separate trails
-1 -2 = number of new bike lanes (1 for each side)
 - length (linear feet) of new bike path bridge(s)
-1 -2 =num. of new or reconstructed sidewalks (1 for each side)

ITS - Will this project include **any** of the following (check ALL boxes that apply):

This is NOT an inclusive or comprehensive list of ITS Architecture project elements, only common ones

- | | | |
|---|---|---|
| <input type="checkbox"/> -Traffic monitoring sensors such as in-pavement loops/acoustic sensors | <input type="checkbox"/> -Traffic signal installation or coord. | <input type="checkbox"/> -ITS integration |
| <input type="checkbox"/> -RWIS pavement sensors | <input type="checkbox"/> -Traffic signal pre-emption | <input type="checkbox"/> -Message Signs |
| <input type="checkbox"/> -Video imaging and/or CCTV | <input type="checkbox"/> -Traffic signal prioritization | <input type="checkbox"/> -Transit stops/Rail stations/Airport |
| <input type="checkbox"/> -Remote traffic monitoring | <input type="checkbox"/> -Traffic signal upgrade | <input type="checkbox"/> -Other: <input type="text"/> |
| | <input type="checkbox"/> -Fiberoptic cable and/or connection | |

If you checked any box the project most likely will need to be included in the Albuquerque Metropolitan Planning Area ITS Regional Architecture and New Mexico Statewide ITS Architecture before any Federal funds can be expended for any ITS component project element. For information, contact Nathan Masek at (505) 724-3620 or Nmasek@mrcog-nm.gov

If "yes", who will be the contact person for data collection? Name:

Off. Phone: **(505) ###-####** Ext: email:

If "yes", after contacting the ITS coordinator, is this project included/being added to the ITS Architecture? -Yes -No

STEP C.3 – PPP – PROJECT PRIORITIZATION PROCESS – TECHNICAL ASSESSMENT INFORMATION

Project Purpose Type for Technical Assessment (check only ONE box) to categorize the main purpose of the project:

- | | |
|---|---|
| <input type="checkbox"/> - Capacity | <input type="checkbox"/> - Freight Movement |
| <input type="checkbox"/> - Roadway Efficiency Improvements | <input type="checkbox"/> - Safety Improvements |
| <input type="checkbox"/> - Preservation/Maintenance of Infrastructure | <input type="checkbox"/> - Transit (Commuter Rail, Park & Ride, Vehicle Purchase) |
| <input type="checkbox"/> - ITS (Intelligent Transportation Systems) | <input checked="" type="checkbox"/> - Alternate Modes (includes Bike/Ped) |
| | <input type="checkbox"/> - Other: <input type="text"/> |

Describe the project's purpose.

Preservation of Existing Infrastructure: (refer to Goal I. D. of the PPPG)

What percentage of the project is dedicated to preservation of the existing infrastructure? (Reconstruction, rehabilitation, resurfacing, bridge replacement/rehab., vehicle replacement, transit buildings repairs, etc.) % = **0**

-Yes -No Is there a bridge included in this project that is on the NMDOT deficient bridge list that will have those deficiencies addressed to remove the bridge from the deficient bridge listing?

Safety Improvement Assessment Information:

-Yes -No Does this project include any "safety strategy" identified in Goal I. B. of the PPPG?

If yes, briefly state the strategies: **Construction of a trail connecting Coronado Rd with the multi-purpose trail in Rio Rancho provides pedestrians and cyclists with a safe, hard surface on which to walk or ride on a steep slope.**

Congestion Management Process (CMP) Assessment Information:

-Yes -No Will this project include any "CMP/Performance strategy" identified in Goal II. F. of the PPPG?

If yes, briefly state the strategies: **_____**

Land Use Conformity Information:

-Yes -No Does this project pursue a specific priority or recommendation (not a general strategy) in the most specific adopted land use plan for the project area? (see Goal III. C. of the PPPG) If yes, which plan(s)? **Master Trails Plan; Comprehensive Plan.**

If yes, please note the page/chapter/section number(s) of the plan(s)?

Explain how the project will fulfill the plan priority or recommendation. **Master Trails Plan- Summary. Planning Goals include Connectivity and Access, pp i. Coronado Road ROW is shown as an existing trail, though it is not constructed for the western 500'. The Thompson Fence Line multi-purpose Trail in (RR) is a destination/attraction, pp ii. The Corrales Comprehensive Plan. Topic: Transportation and Circulation. Goal: The Village should have a system of streets, roadways, and trails which is environmentally sound and appropriately scaled to the needs, safety, and lifestyles of it's residents. Objectives: 6.2.7. Allow for and maintain, a network of trails for walking, cycling and equestrian use linking all parts of the Village.**

Intermodal Connectivity Information (check ALL boxes that apply):

Will this project provide a *direct* connection to any of the following?

- ATC (Alvarado Transportation Center)
- Northwest Transit Center
- Southwest Mesa Transit Center
- Tramway & Montgomery Park & Ride
- Tramway & Central Park & Ride
- Uptown Transit Center
- Other ABQ Ride P&R: **_____**
- Any New Mexico Rail Runner Express Station
- Any New Mexico Park & Ride Facility
- La Plazuela de Sandoval Park & Ride Facility
- Other Rio Metro P&R: **_____**
- Albuquerque International Support, DE II Airport or Alexander

Will this project construct or improve any of the following transit facilities?

- Improvements to an Existing Transit Station
- Expanded Park & Ride Facility
- New Park & Ride Facility or Transit Station
- New Transit Service to a Park & Ride Facility
- New Transit Service to a NM Rail Runner Station
- Other: **_____**

Does this project incorporate any of the following transit related features?

- New Bus Shelters
- New Queue-Jump Lane for Buses
- New Signal Prioritization Locations
- New Dedicated Lane for Transit
- New Transit Service to a NM Rail Runner Station
- Other: **_____**

Does this project incorporate any of the following bicycle & pedestrian features?

- New Bike Lanes
- New Bike or Multi-Use Trail
- New Sidewalks (where none existed before)
- Widened Sidewalks or Bike Lanes or Multi-Use Path
- Compliance to ADA standards (where it was noncompliant)
- Other New B/P features: **_____**

Freight Movement Assessment:

-Yes -No Will this project specifically involve or benefit freight movement (truck or rail)? (see Goal III.B. of PPPG) If yes, please describe and identify the strategies: **_____**

Air Quality Information for Transit projects:

For the PPP, MPO staff will use the standard regional transit mode share percentage unless your agency provides a different percentage. Enter percentage here. **_____** %

If providing a different percentage, what is the source of that percentage? **_____**

- Yes -No Is this a park & ride lot? If yes, for approximately how many parking spaces? **_____**
- Yes -No Is this project an expansion of transit service? If yes, describe the proposed increase in transit service frequency (headways) and geographic area(s) to be served by the expanded service. **_____**

Air Quality Information for Bicycle/Pedestrian projects:

What is the closest "Principal Arterial" that approximately parallels the proposed bicycle/pedestrian facility?

NM 528 (south, Alameda Blvd. and north at NM 528 near Lomitas Negras Arroyo facility)

For the PPP, MPO staff will use the standard regional bicycle/pedestrian mode share percentage to calculate the expected mode shift from vehicle to bike/ped unless your agency provides a different percentage. Enter percentage here. **_____** %

If providing a different percentage, what is the source of that percentage? **_____**

STEP C.4 – QUALITATIVE INFORMATION

Regional Significance: Describe, if applicable, the regional/metropolitan significance of this project. The Coronado Pedestrian & Bicycle Trail will connect Corrales and Rio Rancho at the Thompson Fence Line multipurpose trail. Trail users of both municipalities can access east-west via Coronado Road, much more safely than using Meadowlark Lane West which carries about 7,000 cars a day.

Local Significance: Describe, if applicable, the value of this project to the local community. Corrales residents value outdoor recreational opportunities; many persons are cyclists, equestrians, and walkers. Making an east-west connection with the trail system in Rio Rancho provides safe opportunities for various routes for users. There are only two other east-west connections for pedestrians and cyclists -- at Meadowlark Lane West and at the Northern Blvd./Don Julio Intersection.

Environmental Justice (EJ) & Minority Communities Significance: Describe, if applicable, the impact and/or benefits of this project to EJ communities.

Land Use Significance: Describe, if applicable, any land use changes likely to result from this project. This can include any development likely to occur as a direct result of the project.

Private Sector Involvement: Explain, if applicable, any private sector involvement in the development and/or implementation of this project. Be sure any costs to be paid by a private developer are included in the funding chart for this project.

STEP C.5 – (Optional) ADDITIONAL INFORMATION – please provide any other information pertinent to this project.

(Supplemental documentation may also be submitted separately with this application.)

This project is located at the west end of Coronado Road, on the escarpment between Rio Rancho and Corrales. The platted roadway (not constructed) exists as soft sand on a very steep slope. It is difficult to walk or ride through, if not impossible. Heavy rains continuously erode the slope, washing sediment down the ROW, further endangering cyclists especially. Constructing a paved trail will provide a safe surface for users, and help control storm water to reduce erosion on the trail. The Thompson Fence Line trail in Rio Rancho was constructed about 15 years ago, with a paved trail as well as soft trail options for users. These two trails will connect at the municipal boundary. The hard surface will meet ADA requirements, if possible (the % of slope is to be determined) as it is platted, or with elements that remediate the steep slope.



PROJECT IDENTIFICATION FORM (PIF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** November 14, 2014 2. **Initial or Revised PIF?** Initial PIF.
3. **Is this project phased? Yes. If phased:** 1 of 2 phases
4. **Sponsoring public entity:** Village of Corrales 5. **Project Name:** Meadowlark Lane Pedestrian & Bicycle Trail
- Note: per MAP-21, Non-Profit Organizations cannot be lead agencies, but they can contribute to projects.*
-

6. **Is the project on the ICIP? Yes. If yes, year and priority #:** 2015-2019
7. **Is the project in or consistent with a MPO/RTPO/Local planning document? Yes.**
If yes, which document (MTP/SLRP/TTP/etc.): Corrales Trails Master Plan; Future Albq. Area Bikeways and Streets" map.
8. **Is the project in the TIP/STIP? No. If yes, year(s):** Enter year(s). **Control #:** Enter CN.
9. **Is the project on the MPO TIP/RTPO RTIPR? No. If yes, which year(s):** Enter year(s).
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.
-

10. **County:** Sandoval 11. **US Congressional District:** 3
12. **New Mexico House District:** 23 13. **New Mexico Senate District:** 9
-

14. **Contact Person and/or PDE:** Cynthia C Tidwell, PZA
15. **Address:** 4324 Corrales Road, Corrales, NM 87048
16. **Phone:** 505-897-0502 17. **Fax:** 505-897-7217 18. **E-mail:** ctidwell@corrales-nm.org
19. **MPO or RTPO:** Mid Region MPO 20. **NMDOT District #:** 3
-

Project Description

21. **In the space below, please provide a narrative describing the Project, its Purpose and Need, i.e., the rationale behind the project. If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.**

This project will connect paved bicycle facilities on Loma Larga Road and with the existing multiuse recreational trail in the City of Rio Rancho at the municipal boundary between Rio Rancho and the Village of Corrales.

22. **Select an Improvement Type for the project: 28 Facilities for Pedestrians, Bicycles**
Notes: See FMIS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: Enter improvement type(s), including improvement type number.

Project Details (fill out where applicable)

23. **Route # (or Street) Name:** Meadowlark Lane 24. **Length (mi.):** approximately 3,200 feet
25. **Begin mile post/intersection:** Meadowlark Lane @ Loma Larga Road 26. **End mile post/intersect.:** municipal boundary @ City of Rio Rancho
27. **Directions from nearest major intersection or landmark:** Turn west off Loma Larga, driving up Meadowlark Lane to the terminus at the municipal boundary.
28. **Google Maps link (see tutorial for help):** <https://www.google.com/maps/@35.2286568-106.6430765,9.13m/data=!3m1!1e3>
29. **Roadway FHWA Functional Classification(s):** Minor Arterial

Funding Information

30. **Has this project received Federal funding previously? No. If yes, which years?** Enter year(s).
Which program(s)? Enter program(s).

In the table below, please itemize the total project cost by type and funding source.

| | Federal | State | Local* | Tribal | Other | |
|-----------------------------|-----------|----------|----------|----------|----------|------------------|
| 31. Environmental/Planning | \$56,390 | \$Amount | \$9,610 | \$Amount | \$Amount | |
| 32. Preliminary Engineering | \$51,264 | \$Amount | \$8,736 | \$Amount | \$Amount | |
| 33. Design | \$Amount | \$Amount | \$Amount | \$Amount | \$Amount | |
| 34. Right-Of-Way | \$Amount | \$Amount | \$Amount | \$Amount | \$Amount | |
| 35. Construction | \$348,403 | \$Amount | \$59,372 | \$Amount | \$Amount | Total |
| 36. Other Process | \$Amount | \$Amount | \$Amount | \$Amount | \$Amount | \$533,775 |

* Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.

Project Readiness

This is a list of certifications, clearances, and other processes that could apply to the project. These steps may not be required at this time, but could be necessary at a later date. Identify the date that the certification or clearance was received OR if a certification/ clearance is under way OR will be started in the future OR the step is not applicable (N/A). **Do not leave any field blank.**

37. **Public Involvement:** February 2015
38. **Right of Way:** N/A
39. **Design:** April 2015
40. **Environmental Certification**:** February 2015
41. **Utility Clearances:** April 2015

42. ITS Clearances: N/A

43. Railroad Clearances: N/A

44. Other Clearances: N/A

** NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP or RTP funds, leave this section blank and complete the supplemental TAP or RTP application.**

- 45. Economic Vitality: Type explanation.
 - 46. Safety for Motorized and Non-motorized Users: Type explanation.
 - 47. Security for Motorized and Non-motorized Users: Type explanation.
 - 48. Accessibility and Mobility of People and Freight: Type explanation.
 - 49. Environment, Energy Conservation, Quality of Life: Type explanation.
 - 50. Integration and Connectivity: Type explanation.
 - 51. System Management and Operation: Type explanation.
 - 52. System Preservation: Type explanation.
-

REQUIRED DISTRIBUTION

53. Send a completed electronic version to appropriate MPO/RTPO, District staff, and NMDOT Planning liaison.



TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

INSTRUCTIONS: Applicants are required to read through the FFY16/17 New Mexico TAP Guide prior to completing this application. Please complete the Project Identification Form (PIF) first, and then complete this TAP application form.

Introduction

As outlined in the FFY16/17 NM TAP Guide, this application will be completed by entities applying for TAP funds, and used by the statewide selection committee to score and rank projects submitted for TAP funding. The process is competitive and the highest scoring projects will be the first priority for funding. This application may also be used by MRMPO and EPMPPO in their TAP application processes.

Please refer to the FFY16/17 New Mexico TAP Guide when filling out this application. The Guide provides information on the application questions, the overall TAP process, eligible entities, and eligible projects. *Before submitting an application, if in an RTPO, applicants are required to complete the PFF process and must have District recommendation. If within an MPO, please first consult with your MPO planner to ensure project feasibility and eligibility.*

Basic Project Information

- A. Date of Submittal: November 14, 2014 B. Sponsoring entity: Village of Corrales
- C. Project Name: West Meadowlark pedestrian and bicycle facilities
- D. If located within an RTPO, was the project recommended by the District Representative via the PFF process? No
- E. Total amount of TAP funding requested (*do not include local match or other sources of funding*).
Please separately indicate amounts for FFY16 and FFY17: \$456,057
-

Planning

Planning is a critical factor in project development, and the TAP projects must be included in or consistent with the local ICIP and/or other eligible planning documents. The selection committee will score the planning factor based upon the information provided on your PIF (page 1) and the supporting documentation. *Applicants must provide documentation of all plans in which the project is identified.* Please include the cover sheet and the page(s) where the project is referenced. *Do not send entire plans.* If documentation is provided indicating that the project is in the ICIP, the application will receive 5 points. Two additional points will be awarded for each additional plan that includes the project, up to a maximum of 4 points. For a list of eligible planning documents, refer to page 14 of the NM TAP Guide.

Additional Scoring Factors

Beyond planning, TAP projects are evaluated on the following considerations, which are adapted from the "planning factors" outlined in Federal transportation legislation. Responses to the questions will be scored according to the following scale:

- 3 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.
- 2 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.

1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.

0 points: Does not meet factor.

In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.

*Your responses are **limited to 250 words** for each question below.*

1. Economic Vitality

Provide detailed information on how your eligible TAP project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.

Enter details regarding economic vitality, citing supporting documents or studies related to your project.

2. Safety and Security

Please explain the safety issue you are trying to address and provide any available data. Describe how your eligible TAP project will increase the safety and security of different user groups by making it safe for them to walk, bicycle or access public transit in their community. Please cite and provide any supporting documents or studies.

West Meadowlark Lane is a major east-west corridor for vehicular and pedestrian/bicycle traffic. However, the existing driveways include nine (9) speed tables and unimproved shoulders, making bicycle use difficult and dangerous. There are no paved bicycle or pedestrian facilities. The intersection at the bottom of the hill has more than 2X the number of vehicular crashes expected, and more than 3X the number of bicycle/vehicle crashes. A safety audit confirmed the existing dangerous conditions at the intersection. This trail project will complement re-design of the intersection and construction of a traffic circle that includes pedestrian and bicycle facilities. Paved facilities on both sides of West Meadowlark will increase safety for pedestrians and cyclists, and hopefully attracting more alternative transportation users commuting to and from Rio Rancho into and out of Corrales. The RSA conducted, December 12, 2013, by HDR Engineering, Inc., identified safety concerns for all users. There are no marked crosswalks for pedestrians, in any direction, and the unimproved shoulders of Meadowlark Lane force cyclists to use the drive lanes. This is especially hazardous during peak drive times; cyclists also have to negotiate the speed tables (9) going up and down hill. Meadowlark Lane is identified as a bikeway in the MRCOG "Future Albuquerque Area Bikeways and Streets" map; as such it invites cyclists to use it. The Village provided for a Upper West Meadowlark Lane Planning Charrette in 2013 which had robust public involvement from the neighborhood and from user groups. The charrette produced a conceptual street plan (pre-engineering, etc.) pages 8-20. The proposal included traffic-calming features, trails for bicyclists, pedestrians, and equestrians, a natural horse trail, improved drainage and street alignment options. This application addresses facilities for cyclists and pedestrians; the Village is seeking funding for the roadway reconstruction, and construction of a roundabout with pedestrian and cyclist facilities at the intersection of Loma Larga and Meadowlark Lane.

3. Accessibility and Mobility through Integration and Connectivity

Please describe how your eligible TAP project will increase accessibility and mobility through the integration and connectivity of transportation networks. Please cite and provide any supporting documents or studies.

The proposed pedestrian and bicycle facilities will connect to the existing facilities at the municipal boundary with the City of Rio Rancho. This will complete an east-west bicycle commuter route, as well as a north-south recreational multi-use trail system in Rio Rancho along the Thompson Fence Line.

Meadowlark Lane is identified as a bikeway on the MR COG “Future Albuquerque Area Bikeway and Streets” map. Improving the shoulders will increase safety and opportunity for cyclists within the region.

4. Protection and Enhancement of the Environment

Please provide information as to how your TAP project will promote environmental conservation. Please cite and provide any supporting documents or studies.

The proposed facilities will be integrated into a corridor reconstruction that includes traffic calming features and storm water management facilities. Controlling storm water on West Meadowlark will reduce the amount of erosion and damage to the roadway as well as reducing the amount of transported sediments to the bottom of the hill where silt and gravel constitute a hazard to cyclists. Increased infiltration of storm water addresses issues of transport of pollutants (Clean Water Act).

Please describe how your TAP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.

The Corrales Trails Master Plan references the need for east-west connections in the Village. It is especially important to provide safe, pleasant pedestrian, bicycle, and equestrian facilities for Village residents and multiuse commuters between Corrales and the City of Rio Rancho. Meadowlark Lane is identified as a high priority trail that would connect the bicycle lanes on both sides of Loma Larga with the Rio Rancho multi-use trails along the Thompson Fence Line. Providing access, safety, and connectivity within the trails system complements the quality of life enjoyed by Village residents.

Please explain how your TAP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.

The Corrales Comprehensive Plan (2008) and the Corrales Trails Master Plan delineate goals of providing pedestrian and bicycle facilities for work and for recreation. The land use regulations (Chapter 18, Codified Ordinances) require pedestrian and bicycle infrastructure as part of the subdivision approval process; this project will bring Meadowlark Lane West up to modern standards, with facilities for cyclists, pedestrians, and equestrians.

5. Efficient System Management and Operation

Please describe how your eligible TAP project will promote efficient system management and operation, particularly with regard to the maintenance of the TAP-funded improvement. Please cite and provide any supporting documents or studies.

Paved pedestrian and bicycle facilities will be maintained by Village Public Works staff, by sweeping as needed, re-striping as needed, and general maintenance. The existing unimproved gravel and dirt shoulders are difficult to maintain, and do not provide a safe and secure trail for users. After each storm event, the soil shoulders need re-grading and removal of sediment from the intersection. The improved shoulders and other features will reduce the time and labor needed to maintain the facilities, and storm water will be transported to retention ponds on Loma Larga.

6. System Preservation

Please explain how your eligible TAP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.

The proposed pedestrian and bicycle facilities will enhance existing drive lanes on Meadowlark Lane. The existing ROW is 60 feet in width, providing adequate room for paved shoulders on both sides of the existing drivelines, traffic calming devices/construction, pedestrian facilities, and a soft trail for equestrians.

Application Submission

Please submit an electronic copy of your entire application package to your MPO or RTPO planner or contact. See page 20 of the NM TAP Guide for a list of contacts.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. NMDOT TAP Application
3. Signed Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front. (There is a sample Resolution of Sponsorship in the Appendix of the NM TAP Guide.)
4. Letter(s) of support from the jurisdiction(s) that has ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Basic map of project location (not required for non-infrastructure projects).
6. Any documentation—such as plans or studies—that are referenced and support the application.



**RESOLUTION OF SPONSORSHIP
For a Transportation Alternatives Program
Application and Maintenance Commitment**

Resolution No. 14-54

A resolution declaring the eligibility and intent of the Village of Corrales to submit an application to the New Mexico Department of Transportation for Federal Fiscal Year 2016/2017 Transportation Alternatives Program funds.

Whereas, the Village of Corrales, New Mexico, has the legal authority to apply for, receive and administer federal funds; and,

Whereas, the Village of Corrales is submitting an application for Federal Fiscal Year 2016/2017 (FFY16/17) New Mexico Transportation Alternatives Program (TAP) funds in the amount of **\$427,200**, as set forth by the Federal legislation, Moving Ahead for Progress in the 21st Century (MAP-21) and as outlined in the FFY 16/17 New Mexico TAP Guide; and,

Whereas, the pedestrian and bicycle facilities named in the TAP application are eligible project(s) under New Mexico TAP and MAP-21; and,

Whereas, the Village of Corrales acknowledges availability of the required local match of **14.5%** (**\$72,800**) and the availability of funds to pay all upfront costs, since TAP is a cost reimbursement program; and,

Whereas, the Village of Corrales agrees to pay any costs that exceed the project amount if the application is selected for funding; and,

Whereas, the Village of Corrales, agrees to maintain all project(s) constructed with TAP funding for the useable life of the project(s); and,

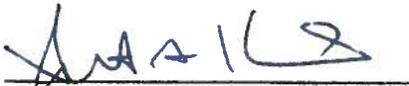
Now, therefore be it resolved by the governing body of the Village of Corrales, New Mexico, that:

- 1.** The Village of Corrales authorizes Cynthia C. Tidwell, PZA, to submit an application for FFY16/17 New Mexico TAP funds in the amount of **\$427,200** from the New Mexico Department of Transportation (NMDOT) on behalf of the citizens of Village of Corrales.
- 2.** That the Village of Corrales, assures the NMDOT that if TAP funds are awarded, sufficient funding for the local match and for upfront project costs are available, since TAP is a reimbursement program, and that any costs exceeding the award amount will be paid for by the Village of Corrales.
- 3.** That the Village of Corrales, assures the NMDOT that if awarded TAP funds, sufficient funding for the operation and maintenance of the TAP projects will be available for the life of the projects.
- 4.** That the Village of Corrales is authorized to enter into a Cooperative Project Agreement with the NMDOT for construction of TAP projects using these funds as set forth by MAP-21 on behalf of the citizens of the Village of Corrales. The PZA, Cynthia C. Tidwell is also authorized to submit additional information as may be required and act as the official representative of the Village of Corrales in this and subsequent related activities.

5. That the Village of Corrales assures the NMDOT that the Village of Corrales is willing and able to administer all activities associated with the proposed project.

PASSED, ADOPTED, AND APPROVED this 20th day of November 2014.

Village of Corrales



Scott A. Kominiak, Mayor

ATTEST:



Jennifer A. Elise, Village Clerk

**BOUNDARY SURVEY PLAT OF
MEADOWLARK LANE
RIGHT-OF-WAY
WITHIN PROJECTED SECTION 32
T. 12 N., R. 3 E., N.M.P.M.
TOWN OF ALAMEDA GRANT
VILLAGE OF CORRALES
SANDOVAL COUNTY, NEW MEXICO
JUNE 2012**

DOCUMENTS USED:

1. PLAT OF SURVEY ENTITLED "SUMMARY PLAT ALONDRO ALDEAS SUBDIVISION, LOTS 1-23" FILED: OCTOBER 13, 1973, IN VOLUME NO. 2, FOLIO 285-A, WITH THE SANDOVAL COUNTY CLERK.
2. PLAT OF SURVEY ENTITLED "SUMMARY PLAT OF LOTS 23A & 23B, ALONDRO ALDEAS SUBDIVISION" FILED: JUNE 23, 2006, IN BOOK 408, PAGE 227A3, WITH THE SANDOVAL COUNTY CLERK.
3. PLAT OF SURVEY ENTITLED "SUMMARY PLAT OF LOTS 23A-1 & 23B-1, ALONDRO ALDEAS SUBDIVISION BEING A REPEAT OF LOTS 23A & 23B" FILED: MARCH 3, 2008, IN BOOK 408, PAGE 1047, WITH THE SANDOVAL COUNTY CLERK.
4. PLAT OF SURVEY ENTITLED "MEADOWLARK HILLS SUBDIVISION, LOTS 1-16" FILED: JUNE 11, 1973, IN BOOK 1, PAGE 63, WITH THE SANDOVAL COUNTY CLERK.
5. PLAT OF SURVEY ENTITLED "ADRIANO LAND DIVISION PLAT, BEING A REPEAT OF LOTS 1-16, SUBDIVISION BEING A REPEAT OF LOTS 23A & 23B" FILED: FEBRUARY 18, 1962, IN VOLUME NO. 3, FOLIO 371-B, WITH THE SANDOVAL COUNTY CLERK.
6. PLAT OF SURVEY ENTITLED "ADRIANO SUMMARY PLAT, LOTS 1-A, 2, & 3, MEADOWLARK HILLS SUBDIVISION, BEING A REPEAT OF LOT 1, MEADOWLARK HILLS SUBDIVISION" FILED: SEPTEMBER 30, 1997, IN VOLUME NO. 3, FOLIO 1975-B, WITH THE SANDOVAL COUNTY CLERK.
7. PLAT OF SURVEY ENTITLED "DEDICATION OF RIGHT-OF-WAY TO THE COUNTY OF SANDOVAL, NEW MEXICO, BY THE MEMORANDUM OF UNDERSTANDING OF MEADOWLARK LANE WITH THE SANDOVAL COUNTY CLERK, BOOK 408, PAGE NO. 2103 AND APPROVED BY THE SANDOVAL COUNTY COMMISSION ON MAY 6, 1980.
8. M.U.D.O.T. RIGHT-OF-WAY MAP FOR LOMA LARGA ROAD, MAP NO. TPJ 764(2) FOR 3150, PREPARED JUNE 1998.

COUNTY CLERK'S FINDING INFORMATION

STATE OF NEW MEXICO) SS.
COUNTY OF SANDOVAL))
This instrument was filed for record on _____, 20____, at _____, N.M., recorded in Vol. _____ of recorder's of said County, File _____.

Sally G. Pfeiffer, County Clerk and Recorder.

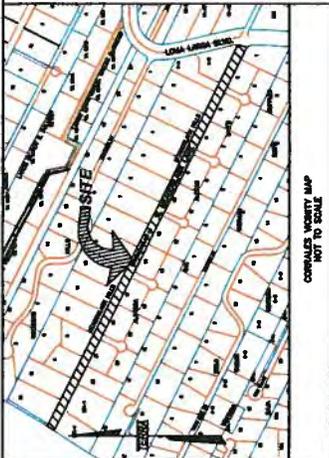
BY: Deputy

RECORDING INFORMATION FOR THE COUNTY CLERK:

OWNER: VILLAGE OF CORRALES
LEGAL: MEADOWLARK LANE
LOCATION: TOWN OF ALAMEDA GRANT
T. 12 N., R. 3 E., N.M.P.M.
TOWN OF ALAMEDA GRANT

TERRA LAND SURVEYS, LLC
P.O. BOX 2103 • CORRALES, NM 87404 • (505) 766-6671

SHRINT 1 OF 2
TERRA PROJECT AND SITE SET



CORRALES VILLAGE MAP
NOT TO SCALE

EXHIBIT OF PLAT:

THE PURPOSE OF THIS PLAT IS TO DEFINE THE RIGHT-OF-WAY FOR MEADOWLARK LANE, BEING BOUNDARY SURVEY PLAT OF LOTS 23A & 23B, ALONDRO ALDEAS SUBDIVISION, BEING A REPEAT OF LOTS 23A & 23B, BOUNDARY SURVEY PLAT OF LOTS 1-16, MEADOWLARK HILLS SUBDIVISION, BEING A REPEAT OF LOT 1, MEADOWLARK HILLS SUBDIVISION, AND THE RIGHT-OF-WAY FOR LOMA LARGA ROAD, AND ON THE WEST BY THE LIMITS OF THE VILLAGE OF CORRALES.

NOTES:

1. METRIC/SURVEY CONTROL REFERENCE SYSTEM (MORS) CONTROL STATION USED:
A. MORS CONTROL STATION 79-413 1987 DATA
STANDARD AXIS 3 1/2" ALUMINUM ROD
MORSEMAN'S (CENTRAL ZONE)
NAD 83 ADJUSTED 1987-1990
COORDINATE TO GRID FACTOR = 0.99998022
DELTA ALPHA = -0.1022649
2. MORS CONTROL STATION 79-413 2007 DATA
NAD 83 NEW MEXICO STATE PLANE GRID COORDINATES (CENTRAL ZONE)
COORDINATE TO GRID FACTOR = 0.99997998
DELTA ALPHA = -0.1020647
3. ALL DISTANCES SHOWN ARE GROUND DISTANCES.
4. BEARINGS AND DISTANCES SHOWN IN PARENTHESES () ARE PER RECORD DOCUMENTS SHOWN IN DOCUMENTS USED ON THIS SHEET.
5. BASIS OF BEARINGS IS STATE PLANE MAG AS IN CENTRAL ZONE BASED ON A LINE BETWEEN THE STATIONS LISTED IN NOTE 1 HAVING A BEARING OF 65.544977°.
6. CORNERS INDICATED AS "SET" ARE 5/8" BEARS WITH CAP STAMPED "C.A. MEDIA MAPS 19702" AND INDICATED AS "B" UNLESS OTHERWISE INDICATED.

SURVEYOR'S CERTIFICATE:

I, CHRISTOPHER A. MEDIA, A NEW MEXICO PROFESSIONAL SURVEYOR NO. 10742, DO HEREBY CERTIFY THAT THIS PLAT WAS PREPARED BY ME OR UNDER MY CLOSE SUPERVISION AND THAT EACH PART THEREOF IS TRUE AND CORRECT. I HEREBY CERTIFY THAT I AM A LICENSED SURVEYOR IN THE STATE OF NEW MEXICO AND THAT I AM A MEMBER OF THE NATIONAL BOARD OF SURVEYING AND MAPPING. I HEREBY CERTIFY THAT THIS SURVEY IS NOT A LAND DIVISION OR A SUBDIVISION AS DEFINED IN THE NEW MEXICO SUBDIVISION ACT.



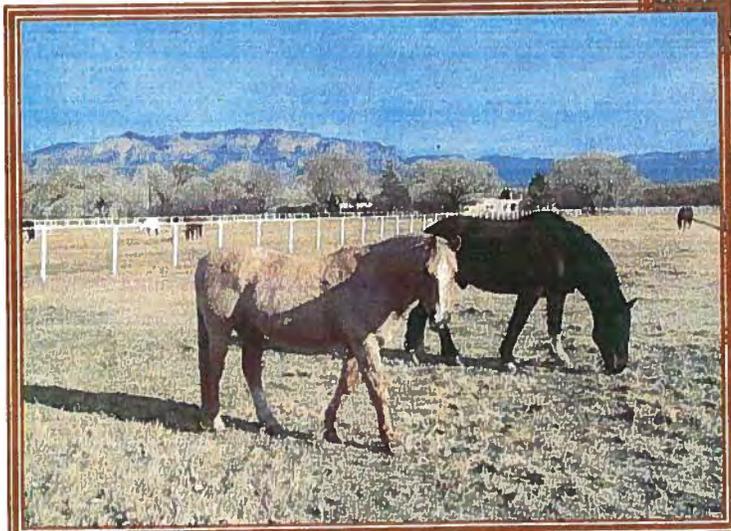
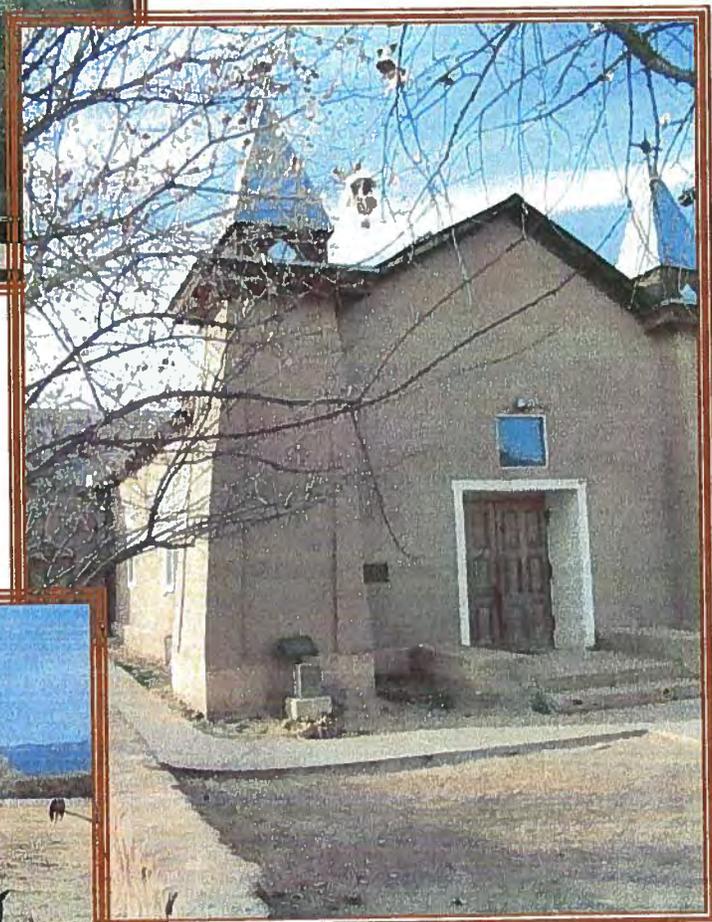
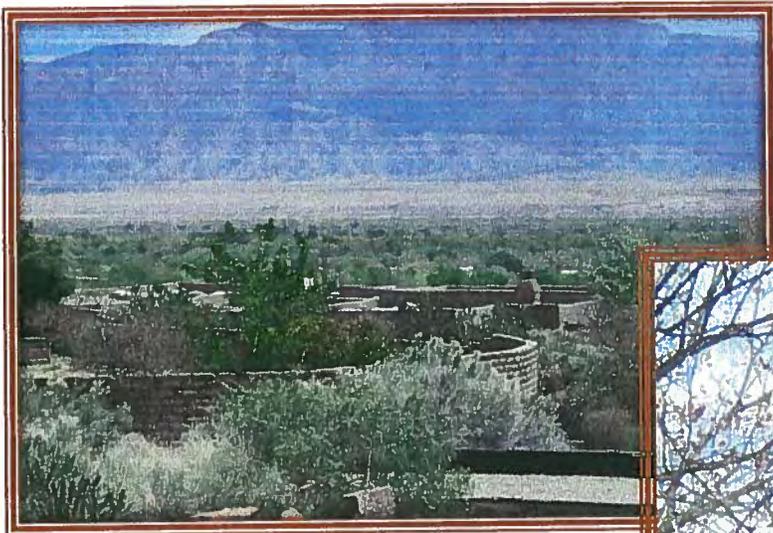
Christopher A. Media
CHRISTOPHER A. MEDIA, MAPLE NO. 10742

JUNE 29 2012

DATE

VILLAGE OF CORRALES

Comprehensive Land Use Plan



**Adopted August 11, 2009
by the Corrales Village Council**



VILLAGE OF CORRALES

Upper West Meadowlark Lane Planning Charrette Report



DRAFT

August 5, 2013



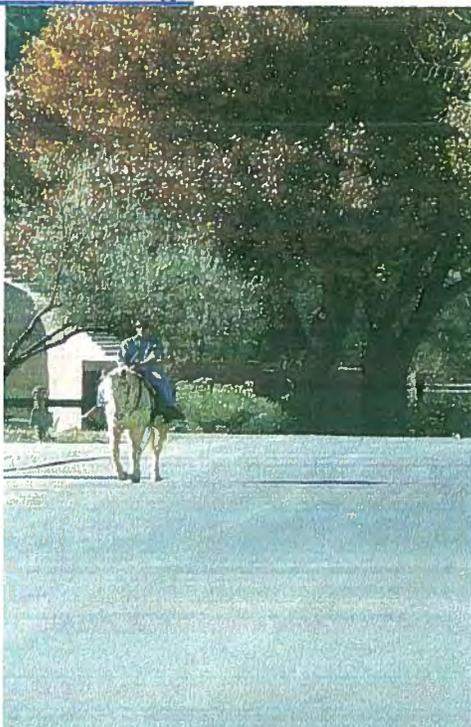
Architectural Research Consultants, Incorporated

In Association with Civil Transformations, Inc. • Kent Blair of Architecture Illustrated

Corrales Trails Master Plan



[Return to HOME Page](#)



EXECUTIVE SUMMARY

PURPOSE

The purpose of the Trails Master Plan is to develop specific goals and objectives for the implementation of a Village-wide trails network. It includes a map of the existing and future trail routes, as well as a framework for executing the trail development objectives, and a ten year development prioritization list.

BACKGROUND

This plan supports and builds on the Village's goal, objectives, and policies for trails outlined in its Comprehensive Plan (2008 Draft). Development trends continue to endanger the connectivity of long-used pedestrian, equestrian, and bicycle trails and routes in the Village. The creation of a Trails Master Plan for the identification, preservation, and augmentation of the Village's trail system is an important step in actively shaping the future character of the Village in the face of these issues.

VISION

The Village of Corrales envisions a system of trails utilizing public and private property to link a wide range of uses and users in a safe manner that supports alternative transportation and recreation.

The Trails Master Plan will address the preservation, protection, and construction of trails; improved safety; improved connectivity; and the encouragement of healthy, outdoor activity.

The Trails system will be implemented in partnership with multiple agencies and will be founded on consensus and sensitivity to the diverse viewpoints within the community.

PLANNING GOALS

Project goals were derived from community and Village staff input. Goals and objectives address the following key themes:

- Connectivity and Access
- Safety and Visibility
- Education and Awareness
- Implementation

PUBLIC INVOLVEMENT SUMMARY

Public input was gathered through a variety of means throughout the planning process. A public open house, mayor-appointed advisory committee meetings, focus group meetings, a second public presentation and discussion, and individual key-person interviews all provided opportunities for stakeholder input and guidance on the process and outcome of the Trails Plan.

EXISTING CONDITIONS

PHYSICAL INVENTORY AND ANALYSIS

The Village has many unofficial trails and routes that are well-used by pedestrians, bicyclists, and equestrians. A Geographic Information System (GIS) database has been developed to document the existing conditions of the in-use routes, access points, and proposed trail corridors. The database includes information on the specific conditions that would influence development of each facility, including length, development status, right-of-way width, obstructions, easement status, ownership, and maintenance responsibility. Results of this inventory indicate that there are over 85 miles of in-use trail routes identified by users and Village Commissions and 13 access points along the Bosque Preserve in the in-use trail route network. There are four existing fire service access points to the Bosque, with an additional planned access at Andrews Lane. MRCOG Long-Range Bikeways Map identifies 5 miles of bicycle lanes, 2.5 miles paved trail (Thompson Fence Line Trail), and 31 miles of unpaved trails (in the Corrales Bosque Preserve) in and around the Corrales area. This plan proposes an additional 47 miles of trail improvements.

KEY ATTRACTIONS AND DESTINATIONS

The following facilities were identified through the public involvement process as key destinations and connections for the trail system.

- Corrales Bosque Preserve
- Thompson Fence Line Trail (Rio Rancho)
- Paseo del Bosque Trail (Albuquerque)
- Corrales Community Recreation Center/Equestrian Center
- Commuter access to Rio Rancho and Albuquerque (via Meadowlark, Corrales Rd, Loma Larga)
- Schools, Commercial Center, Churches, Municipal Offices

EXISTING POLICY

Existing ordinances and codes protect the rights of pedestrians within the Village of Corrales. The Corrales Village Code, the Uniform Traffic Code, and the Corrales Comprehensive Plan all provide guidance on the rights and responsibilities of pedestrians, equestrians, and cyclists. The Village has adopted ordinances that require trails within the commercial zones of Corrales, as well as in all new subdivisions.

ISSUES AND NEEDS IDENTIFICATION

Community issues and needs were identified and documented through the public involvement process outlined above. Citizen input led to the identification of the following key opportunities and constraints to trail system development.

Opportunities

- Favorable administrative climate
- Growing public interest and volunteerism

- Existing subdivision and pedestrian access code
- Potential for prescriptive and agricultural easements to protect in-use routes.
- Potential easements across undeveloped lots
- Joint use of MRGCD and SSCAFCA facilities

Challenges

- Lack of public right-of-way on Corrales Road (prescriptive easement only)
- Private encroachments (walls, mailboxes, etc) & utilities (power poles, etc) in the public right-of-way
- Frequent driveway crossings
- High traffic volumes on many roadways
- Roadway drainage / erosion & sediment build up
- Steep slopes in the western escarpment
- Private property where roads do not connect to the edge of the Village
- Private roads limit potential for public access

ANALYSIS

IN-USE ROUTE IDENTIFICATION

In-use routes were identified through public input. At the September 2008 Public Open House, community members were given the opportunity to identify historic routes, currently used routes, desired routes, and potential easement locations. This data was supplemented by informal maps produced by the Safe Routes to School program and by the Corrales Horse and Mule People (CHAMP) non-profit organization. From this input, a composite map was created identifying all of the in-use routes in the Village. This data informed subsequent fieldwork and evaluation of potential trail routes.

SUITABILITY ANALYSIS AND PROJECT PRIORITIZATION

Based on public input and feedback from the advisory committee, RTI developed a set of evaluation criteria and a ranking system to determine the suitability of individual trail routes for implementation. A small sampling of potential trail corridors was evaluated using the ‘initial’ criteria, and adjustments were made based on Steering Committee feedback and internal evaluation before applying the final criteria to the entire proposed trail network.

PLAN ELEMENTS

The trail system in Corrales is comprised of three trail components: Paved Multi-use Trails, Soft-surface Multi-use Trails, and On-Street Bike Lanes. The ability to combine these components in a variety of configurations according to right-of-way conditions and regional significance provides a flexible system for addressing the needs of various user groups, while maintaining desired Village character. The Trails Map (on p. X) shows the location of these proposed facilities.

PAVED MULTI-USE TRAILS

14.5 miles - These trails will provide regional linkages, have the widest trail width, and provide opportunities for trail amenities such as educational signage and benches. This plan proposes the construction of 12.0 miles of new paved trails.

SOFT-SURFACE MULTI-USE TRAILS

21.9 miles - These trails will provide the most frequently-spaced east-west connections within the Village and are primarily local in nature. This plan proposes the construction of 21.9 miles of new soft-surface trails.

BIKE LANES

15.5 miles - These facilities will provide separate, designated corridors for fast-moving bicycle commuters and other serious cyclists. This plan proposes the construction of 10.2 miles of new bicycle lanes.

Illustrations of each component are included on pages X and X of the Plan.

BRIDGES/LINKAGES

These include ditch crossings and access points to the bosque or other key destinations. They are critical components of the system which should be evaluated in conjunction with related trail facilities in determining feasibility and priorities.

ROADWAY CROSSINGS

Key crossings of arterials have been identified on the Trails Plan Map. Maximizing safety of trail users at these crossings is critical to the success of the trail system. Options investigated include raised crosswalks, pedestrian/equestrian actuated signals, and increased and updated signage.

TRAILHEADS

The proposed trail system includes four formally designated trailheads with limited parking, although additional informal access points have been identified on the Trails Plan Map.

CORRALES ROAD COMMERCIAL CORE

The proposed commercial core pathway along Corrales Road is the one exception to the three trail-type components listed above. A paved pathway is recommended, but may consist of colored concrete or colored asphalt rather than the standard asphalt paving recommended for the Paved Multi-Use Trails. Additionally, the commercial core pathway may be as narrow as 3-4' in some places due to physical constraints and may include a low roll curb for pedestrian safety and drainage management.

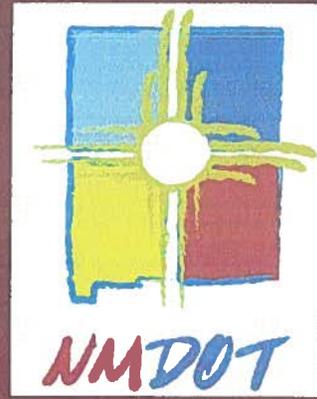
IMPLEMENTATION

The Implementation of the Trails Master Plan will be accomplished by the Village Administration in concert with trails users and stakeholders. This section makes recommendations for organizational structures for

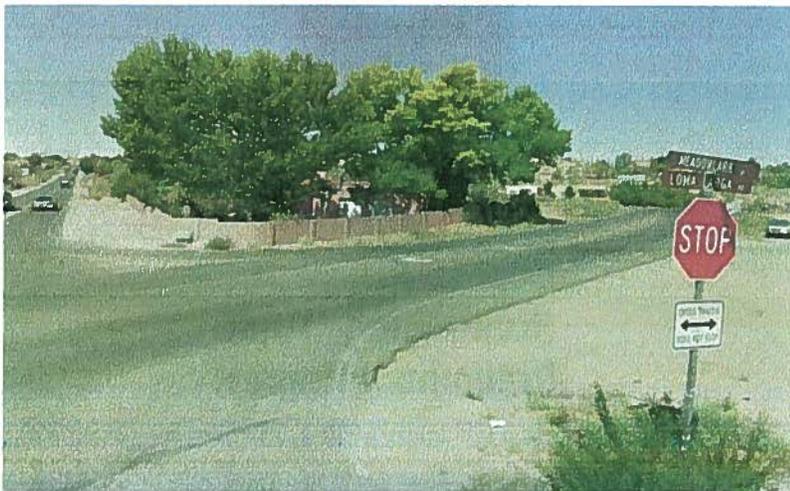
trail project administration and project management. The Village will be able to use the Trails Master Plan as guidance for securing funding and building trail improvements. The Action Plan is a step by step guide for implementing this Plan. This section of the Plan also includes a summary of the Trail Development Process, Program Recommendations, Trail Development and Use Policies, and Measurement of Success.

TOOL KIT

The Trail Development Tool Kit, under separate cover, is a resource to guide the development of trail related processes and legal agreements. The Tool Kit includes information on permitting and regulatory requirements; explains strategies for developing trails on private property; provides model agreements; and includes information on relevant state trail legislation and legal opinion. This Tool Kit also addresses trail liability issues for the Village of Corrales.



Village of Corrales Loma Larga Road at Meadowlark Lane Preliminary Road Safety Audit (RSA)



HDR

HDR Engineering, Inc.

FORM C: ADDENDUM for TIP PROJECT PROPOSALS

8 Complete Form C: Addendum for TIP Project Proposals **in its entirety** for proposals which add a project to the TIP, and during the development of a new TIP, for those proposals requesting additional funding to an existing TIP project. Complete only Steps C.1 and C.2 for TIP revision proposals which split an existing project into two or more projects; combine two or more existing projects into one project; or for any proposal which changes the termini of a capacity project any length OR beyond the termini in the environmental document. **Also complete Forms A and B for all TIP proposals.**

] Goal references refer to the *Project Prioritization Process Guidebook (PPPG)*.

MPO ID#: [] Control Number: [] Project Title: **Pedestrian and bicycle facilities West Meadowlark Lane**

STEP C.1 - LEAD AGENCY (PROJECT SPONSOR) INFORMATION

Lead Agency: **Village of Corrales** Department: **Planning and Zoning**
 Address: **4324** Address Line 2: []
 City: **Corrales** State: **NM** Zip: **87048**
 Contact Person: **Cynthia C Tidwell** Title: **P&Z Administrator**
 Telephone: **(505) 897-0502** Ext: **219** Fax: **(505) 897-7217** Email: **ctidwell@corrales-nm.org**

STEP C.2 - ADDITIONAL PROJECT INFORMATION (there are drop-down menus for "County" & "Municipality/Jurisdiction")

Project Geographic Location Information: Attach a map showing the location or route of the project.

County: **Sandoval** Municipality/Jurisdiction: **Corrales Village**
 NM Senate District: **9** NM House District: **44; 23**

Roadway and Bike/Ped Project - Work Characteristics (fill in ALL pertinent information):

What Kind of Roadway is this project on? -Interstate or Expressway -Urban Arterial or Street -Rural Road
 -2 -3 -4 -5 -6 -7 -8 -9+ =number of existing thru traffic lanes

- | | |
|---|---|
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new lanes to be built | <input type="checkbox"/> -1 <input type="checkbox"/> -2 =number of medians to be landscaped |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be reconstructed | <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of outer sides to be landscaped |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be rehab/resurf. | <input checked="" type="checkbox"/> - check if bicycle and/or pedestrian elements are included |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. shoulders | <input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 =num. of new bike/ped separate trails |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input checked="" type="checkbox"/> -4 =number of new/reconstr. medians | <input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 = number of new bike lanes (1 for each side) |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new interchanges | [] - length (linear feet) of new bike path bridge(s) |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =num. of new grade separ./bridges | <input type="checkbox"/> -1 <input type="checkbox"/> -2 =num. of new or reconstructed sidewalks (1 for each side) |

ITS - Will this project include any of the following (check ALL boxes that apply):

This is NOT an inclusive or comprehensive list of ITS Architecture project elements, only common ones

- | | | |
|---|---|---|
| <input type="checkbox"/> -Traffic monitoring sensors such as in-pavement loops/acoustic sensors | <input type="checkbox"/> -Traffic signal installation or coord. | <input type="checkbox"/> -ITS integration |
| <input type="checkbox"/> -RWIS pavement sensors | <input type="checkbox"/> -Traffic signal pre-emption | <input type="checkbox"/> -Message Signs |
| <input type="checkbox"/> -Video imaging and/or CCTV | <input type="checkbox"/> -Traffic signal prioritization | <input type="checkbox"/> -Transit stops/Rail stations/Airport |
| <input type="checkbox"/> -Remote traffic monitoring | <input type="checkbox"/> -Traffic signal upgrade | <input type="checkbox"/> -Other: [] |
| | <input type="checkbox"/> -Fiberoptic cable and/or connection | |

If you checked any box the project most likely will need to be included in the Albuquerque Metropolitan Planning Area ITS Regional Architecture and New Mexico Statewide ITS Architecture before any Federal funds can be expended for any ITS component project element. For information, contact Nathan Masek at (505) 724-3620 or Nmasek@mrcog-nm.gov

If "yes", who will be the contact person for data collection? Name: []

Off. Phone: **(505) ###-####** Ext: [] email: []

If "yes", after contacting the ITS coordinator, is this project included/being added to the ITS Architecture? -Yes -No

STEP C.3 - PPP - PROJECT PRIORITIZATION PROCESS - TECHNICAL ASSESSMENT INFORMATION

Project Purpose Type for Technical Assessment (check only ONE box) to categorize the main purpose of the project:

- | | |
|---|---|
| <input type="checkbox"/> - Capacity | <input type="checkbox"/> - Freight Movement |
| <input type="checkbox"/> - Roadway Efficiency Improvements | <input type="checkbox"/> - Safety Improvements |
| <input type="checkbox"/> - Preservation/Maintenance of Infrastructure | <input type="checkbox"/> - Transit (Commuter Rail, Park & Ride, Vehicle Purchase) |
| <input type="checkbox"/> - ITS (Intelligent Transportation Systems) | <input checked="" type="checkbox"/> - Alternate Modes (includes Bike/Ped) |
| | <input type="checkbox"/> - Other: [] |

Describe the project's purpose. **To provide safe and secure pedestrian and bicycle paved trails on both sides of West Meadowlark Lane; to increase safety for vehicular traffic.**

Preservation of Existing Infrastructure: (refer to Goal I. D. of the PPPG)

What percentage of the project is dedicated to preservation of the existing infrastructure? (Reconstruction, rehabilitation, resurfacing, bridge replacement/rehab., vehicle replacement, transit buildings repairs, etc.) % = **50%**

-Yes -No Is there a bridge included in this project that is on the NMDOT deficient bridge list that will have those deficiencies addressed to remove the bridge from the deficient bridge listing?

Safety Improvement Assessment Information:

-Yes -No Does this project include any "safety strategy" identified in Goal I. B. of the PPPG?

If yes, briefly state the strategies: An RSA conducted at the intersection of Meadowlark Lane @ Loma Larga illuminated pedestrian and cyclist risks. This project provided paved shoulders for cyclists and pedestrians, lane marking, and traffic calming elements.

Congestion Management Process (CMP) Assessment Information:

-Yes -No Will this project include any "CMP/Performance strategy" identified in Goal II. F. of the PPPG?

If yes, briefly state the strategies:

Land Use Conformity Information:

-Yes -No Does this project pursue a specific priority or recommendation (not a general strategy) in the most specific adopted land use plan for the project area? (see Goal III. C. of the PPPG) If yes, which plan(s)? The Corrales Comprehensive Plan Transportation and Circulation. Goal. The Village should have a system of ... trails which is environmentally sound and appropriately scaled to the needs, safety, and lifestyles of its residents.

If yes, please note the page/chapter/section number(s) of the plan(s)? Page 37-38.

Explain how the project will fulfill the plan priority or recommendation. This project provides paved shoulders on both sides of the driveways, increasing safety for recreational and commuting cyclists and pedestrians on West Meadowlark Lane.

Intermodal Connectivity Information (check ALL boxes that apply):

Will this project provide a direct connection to any of the following?

- ATC (Alvarado Transportation Center)
- Northwest Transit Center
- Southwest Mesa Transit Center
- Tramway & Montgomery Park & Ride
- Tramway & Central Park & Ride
- Uptown Transit Center
- Other ABQ Ride P&R:
- Any New Mexico Rail Runner Express Station
- Any New Mexico Park & Ride Facility
- La Plazuela de Sandoval Park & Ride Facility
- Other Rio Metro P&R:
- Albuquerque International Sunport, DE II Airport or Alexander

Will this project construct or improve any of the following transit facilities?

- Improvements to an Existing Transit Station
- Expanded Park & Ride Facility
- New Park & Ride Facility or Transit Station
- New Transit Service to a Park & Ride Facility
- New Transit Service to a NM Rail Runner Station
- Other:

Does this project incorporate any of the following transit related features?

- New Bus Shelters
- New Queue-Jump Lane for Buses
- New Signal Prioritization Locations
- New Dedicated Lane for Transit
- New Transit Service to a NM Rail Runner Station
- Other:

Does this project incorporate any of the following bicycle & pedestrian features?

- New Bike Lanes
- New Bike or Multi-Use Trail
- New Sidewalks (where none existed before)
- Widened Sidewalks or Bike Lanes or Multi-Use Path
- Compliance to ADA standards (where it was noncompliant)
- Other New B/P features:

Freight Movement Assessment:

-Yes -No Will this project specifically involve or benefit freight movement (truck or rail)? (see Goal III.B. of PPPG)

If yes, please describe and identify the strategies:

Air Quality Information for Transit projects:

For the PPP, MPO staff will use the standard regional transit mode share percentage unless your agency provides a different percentage. Enter percentage here. %

If providing a different percentage, what is the source of that percentage?

- Yes -No Is this a park & ride lot? If yes, for approximately how many parking spaces?
- Yes -No Is this project an expansion of transit service? If yes, describe the proposed increase in transit service frequency (headways) and geographic area(s) to be served by the expanded service.

Air Quality Information for Bicycle/Pedestrian projects:

What is the closest "Principal Arterial" that approximately parallels the proposed bicycle/pedestrian facility?

For the PPP, MPO staff will use the standard regional bicycle/pedestrian mode share percentage to calculate the expected mode shift from vehicle to bike/ped unless your agency provides a different percentage. Enter percentage here. %

If providing a different percentage, what is the source of that percentage?

STEP C.4 – QUALITATIVE INFORMATION

Regional Significance: Describe, if applicable, the regional/metropolitan significance of this project. West Meadowlark Lane carries more than 6,000 vehicles per day, as well as many bicycle commuters, and recreational users—pedestrians, cyclists, and equestrians.

Local Significance: Describe, if applicable, the value of this project to the local community. Residents of Corrales enjoy an active lifestyle in a "rural" setting. They cycle, walk their dogs, ride horses, and commute by bicycle. There are several north-south facilities such as the Middle Rio Grand Conservancy District ditch banks, and Loma Larga Road that have paved bike lanes. However there are no east-west paved trails connecting Corrales with Rio Rancho. West Meadowlark Lane is the only roadway connecting the two communities. Providing facilities for pedestrians, cyclists, and equestrians is highly desired (Master Trails Plan). Besides Corrales residents there are many Rio Rancho residents who utilize Meadowlark Lane to access places of employment, and the multi-use trails along the Thompson Fence Line. At present there are greater than 3 times the anticipated number of pedestrian/cycle collisions with vehicles at the intersection of Meadowlark Lane and Loma Larga; this project will increase safety for cyclists and pedestrians using the Corrales and Rio Rancho trail systems.

Environmental Justice (EJ) & Minority Communities Significance: Describe, if applicable, the impact and/or benefits of this project to EJ communities.

Land Use Significance: Describe, if applicable, any land use changes likely to result from this project. This can include any development likely to occur as a direct result of the project.

Private Sector Involvement: Explain, if applicable, any private sector involvement in the development and/or implementation of this project. Be sure any costs to be paid by a private developer are included in the funding chart for this project.

STEP C.5 – (Optional) ADDITIONAL INFORMATION – please provide any other information pertinent to this project.

(Supplemental documentation may also be submitted separately with this application.)

West Meadowlark Lane is dedicated ROW some 60' feet in width, making it the broadest public road in the Village. There was very little development west of the Corrales Main Canal at the time the subdivisions flanking West Meadowlark Lane were approved in the 1970's; it was the first dedicated roadway connecting the unincorporated portion of Corrales with the emerging community to the west.

Over time, development has filled in most of the area in proximity to West Meadowlark Lane with homes and barns. There are some 42 parcels on West Meadowlark Lane between Loma Larga and the municipal boundary. The grade is steep; there are unimproved soil shoulders along paved drive lanes that form an inverted crown to carry storm water to detention ponds located along Loma Larga.

West Meadowlark Lane is a transportation corridor between the Village and Rio Rancho, being heavily used by residents with destinations in Rio Rancho -- employment, shopping, professional office and emergency medical services, educational facilities, hospital facilities, and religious institutions. There is some pass-through traffic, some of which is related to activity on NM 528 in Rio Rancho--such as road maintenance/construction, a traffic accident that closes lanes, and other types of activity.

It's been 40+ years since Meadowlark Lane was created (1973 and 1979); it's in need of modernizing to meet the needs and desires of today's residents and future residents, using traffic calming techniques and paved shoulders to carry cyclists, pedestrians, and equestrians between Loma Larga and the multi-use trails along the Thompson Fence Line in Rio Rancho as well as west and north on Meadowlark Lane in Rio Rancho.