

# Turquoise Trail Corridor Management Plan

## Version 1.0

### 7.0 Intrinsic Asset Enhancement Plan

As defined here, enhancement means restoration, rehabilitation, or improvement of a feature to protect or optimize its intrinsic qualities.

Aesthetic considerations address the visual quality of the road and the corridor-what the traveler will see and experience. Aesthetic considerations will work to ensure that myriad individual elements and policies that direct daily activity along the corridor will be implemented with a sensitivity to the natural and beauty and recognition that the quality of the traveler experience directly impacts the economic vitality of the route through tourism. Aesthetic considerations should never compromise the safety or efficiency of the route. They should, however, be developed as credible options and alternatives elevating the overall visual quality of the byway.

Corridor preservation areas are recommended to acknowledge some of the large, undeveloped and relatively untouched areas that still exist along the corridor. Such areas should remain free of virtually all development. These are areas that provide easy visual and physical access to the natural features of the Turquoise Trail Scenic Byway.

#### 7.1 INTRINSIC ASSET ENHANCEMENT GOALS

A. Establish an overall design theme for each intrinsic quality on the TTSB. A design theme would establish a mutually agreed upon “expectation” for the physical management and appearance of the TTSB corridor. A design theme might, for example, endorse a certain guardrail design, establish uniform parameters for curb cuts, address the maintenance or improvement of critical views, identify environmentally appropriate building materials for corridor development, and encourage greater interaction among interpretive features.

#### 7.2 INTRINSIC ASSET ENHANCEMENT OBJECTIVES

- A. Work with the NMSH&TD, county agencies, and others to ensure these goals, objectives, and strategies are included when planning future projects.
- B. Stabilize features to prevent continuing damage.
- C. Restore the feature to a past (presumably better) condition.
- D. Mitigate features that detract from the quality of the corridor.
- E. Strengthen or enhance the feature’s intrinsic qualities
- F. Improve the feature’s traveler facilities
- G. Make improvements compatible with regional character and intrinsic qualities

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### 7.3 INTRINSIC ASSET ENHANCEMENT STRATEGIES

#### A1. Corridor Preservation Areas

Define corridor preservation areas along the Turquoise Trail scenic byway. These should be corridors of a sufficient length to offer a feeling of openness and escape. These preserved areas will enhance the aesthetic qualities of the Turquoise Trail and preserve a few unspoiled areas. These areas should remain under public ownership and protection. Spectacular views, critical wildlife areas, and areas sensitive to or inappropriate for development should be some of the criteria used to define these areas. Business and residential development will not be appropriate in these areas. Utility and other public infrastructure projects should be carefully designed to avoid or minimize visual intrusion. These corridors should forever provide stretches of untouched New Mexican landscape for all to enjoy. The Sandia Mountain Wilderness Area already provides preservation of unspoiled areas.

#### A2. Pullouts

Pullouts should be clearly differentiated between those intended for slow traffic turnouts and those intended for viewing landscapes and wildlife. Additionally, pullouts should be clearly identified for, or prohibited from use by motor coaches. Pullouts designed for motor coaches should provide acceleration space to allow them to safely reenter the main flow of traffic. For the construction of new pullouts for motor coaches, it is recommended that the SBAC investigate a cost sharing program with the major tour operators who would most benefit from such facilities.

Pullouts intended solely for slow vehicle passing should ideally be located in areas not offering spectacular views and should not offer any pedestrian or traveler amenities such as interpretation or walkways.

#### A3. Bike Paths

The southern portion of the TTSB, from I-40 to Sandia Park on Highway 14, already has a bike path/sidewalk. Observation shows that cyclists typically do not ride on the sidewalk. From Sandia Park to the end of the trail, there are no more developed biking paths for on-road touring bikes. Cyclists typically ride on the highway which, obviously, causes safety concerns. Developing bike paths would be very expensive, and if funds could be found for the project, maintenance becomes a critical issue. Off-road mountain biking paths exist at Sandia Peak, but not formally along the byway.

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## Version 1.0

### A4. Scenic Byway Identification Signage

Turquoise Trail logo signs are recommended to identify the route as a scenic byway. Such signs should be located directly beneath every NM State route marker. To avoid clutter of multiple byway identification signs (State, National Scenic Byway, All American Road, or USFS) it is recommended such signs appear only at gateways.

### A5. Highway Signage

Research for this plan led to many comments expressing concern over too many signs along the byway and the visual clutter such signage creates. Additionally, there is a general inconsistency in the nature of signage. The TTSBAC should make definite decisions regarding what is desirable and proceed to let relevant agencies know what has grass roots support.

### B1. User education

### B2. Technical assistance programs

### B3. Community fund raising campaigns

### B4. Special status designation (e.g. Historic, Natural Resource)

### B5. Construct new facilities to reduce visitor impact.

### B6. Perform deferred maintenance.

### B7. Regulate or prohibit use of the feature.

### B8. Enforce applicable existing regulations to limit impacts from off site.

### C1. Technical assistance programs

### C2. Community fund raising campaigns

### C3. In-kind donations of materials, service, and labor

### C4. Seek grant funding for specific purposes.

### C5. Foster partnerships with existing support organizations (e.g. National Trust for Historic Preservation).

### C6. Remove vegetation to open scenic views.

### C7. Restore vegetation, land forms, and arroyos.

### C8. Fix highway runoff problems.

## Turquoise Trail Corridor Management Plan Version 1.0

- D1. Develop public educational materials for corridor landowners.
  - D2. Publicly recognize individuals and groups for their activities to conserve and enhance byway features.
  - D3. Promote roadside planting and maintenance efforts by the NMSH&TD, garden clubs, and civic groups.
  - D4. Coordinate right-of-way improvements with private improvements.
  - D5. Purchase and remove billboards not conforming with current regulations.
  - D6. Develop design guidelines.
  - D7. Set up local design review committees.
  - D8. Pass laws to remove detractors.
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- E1. Seek Historic Register Status for historic buildings or sites.
  - E2. Develop volunteer support for restoration.
  - E3. Provide support for local festivals and events.
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- F1. Develop public-private or interagency partnerships for funding.
  - F2. Provide grant seeking and technical assistance.
  - F3. Provide restrooms.
  - F4. Provide potable water.
  - F5. Provide ADA access.
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- G1. Technical and design assistance programs
  - G2. Publicly recognize individuals and groups for their activities to conserve and enhance byway features.
  - G3. Develop design guidelines for corridor construction.
  - G4. Set up local design review committees.

### 7.4 INTRINSIC ASSET ENHANCEMENT PROJECTS

Develop a public awareness campaign and enforcement of existing laws.