

# Corrales

# Trails Master Plan

*Updated February 2024*  
*Adopted by Resolution 24-07*

<b>Existing Trails Facilities</b>	<b>Page 3</b>
<b>Planning Framework</b>	<b>Page 4</b>
<b>Trail Connections to Adjacent Communities</b>	<b>Page 7</b>
<b>Opportunities and Constraints</b>	<b>Page 8</b>
<b>List of Potential Trails</b>	<b>Page 10</b>
<b>Map</b>	<b>Page 14</b>

### 2024 Master Trails Plan Committee

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Patty Carroll, Co-Chair of the Corrales Equestrian Advisory Commission

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This plan is based on the 2009 Corrales Trails Master Plan, Updated in 2016. The 2009 Plan will be renamed the Corrales Trails Guidebook, as it has information valuable to the Village. However, this update was intended to be a more user-friendly document for the public and gives clear directions on existing and planned trails in the Village. This plan can be viewed on the Village website at:

<https://www.corrales-nm.org/bc-bpac/page/trails-master-plan>.

## EXISTING TRAILS FACILITIES

Although no formal trail system exists in Corrales, the Village has many existing informal routes that are well-used by equestrians, pedestrians, bicyclists, commuters, and recreationists alike. Many of these, however, occur at least partially on privately owned land and/or involve crossing private access points.

The Village of Corrales shares a six-mile-long border with the Rio Grande Bosque.

This border is defined by the MRGCD's Corrales Riverside Drain, as well as the Army Corps of Engineer's flood-protection levee. This stretch of the Bosque has been designated the Corrales Bosque Preserve, and one of the management objectives of the Preserve is to prohibit any paved trails and organized activities within the Preserve. Many informal single-track trails have been created in the bosque, which will not be addressed in the scope of this project. A Habitat Management Plan has been developed to monitor the human impacts and help limit the creation of additional trails in that sensitive habitat.

In addition to these off-street travel routes, Corrales' citizens utilize the Village's streets and street shoulders for non-motorized transportation and recreation. However, this does not necessarily provide extra space or other safety measures for bicyclists. Many of these routes require crossings at the dangerous, high-traffic roadways of Corrales Road and Loma Larga. Citizens have described these routes as intimidating, frightening, and unsuitable for children riding alone. Some newer subdivisions include planned trail sections within the public road right-of-way, and trail easements connecting to adjacent natural features. Most of these trails are not evident on the ground.

Corrales Road (NM 448) began life as Highway 46 in 1917; one of the original roadways brought into the State highway system after New Mexico achieved statehood in 1912. It was a two-track dirt lane that eventually became paved as a two-lane roadway, as it exists today. Because the Highway Department (now NMDOT) acquired it as an existing roadway, there was never a formal acquisition of right-of-way as is now standard procedure. The existing roadway is defined as a prescriptive easement, which only includes the roadway between the edge of pavement (with maybe one to two feet outside of pavement for maintenance purposes.) The unimproved shoulder that exists between the edge of pavement and the various walls and fences of the private properties adjacent to the road in the past was a form of "no man's land." Because of that, many homeowners



claimed this land as their own, and placed walls, fences, and other structures upon the prescriptive easement.

As of January 2015, NMDOT completed a boundary survey of the entire length of Hwy. 448. The boundary of the Right-of-Way (ROW) was determined using the legal descriptions of each parcel of property adjacent to the roadway. NMDOT now claims as ROW all land between the fronting property boundaries. Since many landowners have, over the years, placed structures in what is now the ROW there are many encroachments, from a few inches to 15 feet or more.

Corrales MainStreet has recommended placing a five-foot-wide pathway within the NMDOT ROW through the business district from Jones to Corrales Elementary. Since the ROW is not wide enough on one side of the road it will have to go from one side to the other several times. In several places there is not enough width to place the pathway on either side. The map on page 13 reflects this recommendation.

Several committees, including the Bicycle and Pedestrian Advisory Commission and the Equestrian Advisory Commission, have requested installation of lighted crosswalks across Corrales Road, including at Cabezon, Priestly, Via Oreada, Kings Road, and Romero, depending on approval from NMDOT.

In sum, while the Village has many actively used existing routes, these amenities would be greatly enhanced by officially legitimizing and protecting use of private facilities and by improving safety, visibility, and awareness.

## PLANNING FRAMEWORK

This section provides a summary of existing policy, code, ordinance, resolutions, planning documents, and maps, which relate to the development of a Trail Master Plan for the Village of Corrales. These plans and legislation will guide the vision and development of a Village-wide trail system, as well as implementing the goals of higher-ranking plans.

### THE VILLAGE OF CORRALES 2009 COMPREHENSIVE PLAN

The Village of Corrales 2009 Comprehensive Plan provides authorization and guidance for the Corrales Trails Master Plan. This Comprehensive Plan recognizes the value of an integrated multi-use trail system in preserving the unique rural character of the Village and in enhancing quality of life for Corrales' citizens. Specifically, the Comprehensive Plan 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. The Plan

identifies strong community support for continuing to allow non-motorized access to the Bosque, recording and protecting easements for trails throughout the Village, and educating community members about the safe use of trails through mapping, signage, and other programs.

## **CORRALES VILLAGE CODE**

In October 2007, the Village of Corrales adopted a Code of Ordinances that compiled, consolidated, and replaced all previous ordinances. Relevant sections include the following:

### *Chapter 11: Corrales Bosque Preserve*

The Preserve is established as a protected area for wildlife and plants, which includes the Rio Grande, adjacent bosque on the west side of the river, and adjacent MRGCD drains (Corrales Riverside Drain) and Sandoval Lateral. Certain activities are restricted, including smoking, organized activities, hunting, and camping.

### *Chapter 18: Land Use*

Zoning regulations have been adopted for the Village of Corrales to guide development and provide growth management. Section 18-81 states: “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.” This section of Village code includes guidance on how these trails should be constructed. These provisions became effective as of October 2007.

### *Chapter 26: Parks and Recreation*

This chapter establishes a Parks and Recreation Commission to advise the Governing Body. Trails are not specifically included in the oversight of the parks and recreation (Department or Commission); however, “open public space areas” are included in their purview.

### *Chapter 31: Streets, Sidewalks and Other Public Spaces*

Any construction in streets or other public space requires an excavation and barricade permit. The permit is issued by the Village Administration after a plan review.

### *Chapter 34: Traffic and Vehicles*

The Village of Corrales adopted by reference the New Mexico Uniform Traffic Code. There is the provision that “In the Village of Corrales the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.” For equestrians, the driver must yield “regardless of which half of the roadway the equestrian or any animal in the control of the equestrian may be upon or may be approaching” and to stop a sufficient distance from the equestrian to avoid frightening the animal.

### *Village of Corrales Ordinance 11-012*

Requires that a motorist pass a bicyclist no closer than three feet.

### *Village of Corrales Ordinance 15-04.*

In 2015, chapter 31 of the Code of Ordinances of the Village of Corrales was amended by addition of Article II providing that the public streets, rights of way, sidewalks, trails, pathways and other public places of the Village must be kept free of obstructions or impediments that may interfere with their appropriate use and provide for the free and unimpeded passage of vehicles, equestrians and pedestrians. The ordinance allows for fines and/or injunctive relief.

### *VILLAGE OF CORRALES RESOLUTION NO. 96-14, 1996*

This Resolution supports the development of a Trails/Bikeway Program for Loma Larga. This was implemented as bike lanes which were included with the roadway improvements for Loma Larga. Additionally, the Village “supports and commits to establishing and recording a Trails/Bikeways multi-use trail as part of the Loma Larga Road Project with the intent that this trail be posted and entered on the MRCOG Albuquerque Metro Trails Master Plan.” The preliminary design included a mixed-use trail west of Loma Larga; however, the trail was not included in the final design, due to right-of-way constraints.

### *VILLAGE OF CORRALES RESOLUTION NO. 03-6, 2003*

This Resolution, passed in February 2003, provided for the establishment of a Bicycle-Pedestrian Advisory Commission to advise the Village of Corrales Governing Body on the development of, and acquisition of funding for, bicycle and pedestrian transportation facilities.

### *VILLAGE OF CORRALES RESOLUTION NO. 04-35, 2004*

This Resolution, passed in October 2004, provided for the establishment of an Equestrian Advisory Commission to advise the Village of Corrales Governing Body on ways to encourage preservation of equestrian trails and lifestyle. They were also tasked with assisting the Village in the acquisition of funding for trails and safety education, as well as the development of designated paths, routes, and trails.

### VILLAGE OF CORRALES FAR NORTHWEST SECTOR PLAN

*Ordinance Nos. 342, 344, 345, 347, 365, 385, 386*

Ordinance 342 amends the Northwest Sector Plan (Ord. 243) and incorporates the Far Northwest Sector Plan (FNWSP). The FNWSP addresses several topics which apply to trails, including vehicular circulation, recreation and open space, zoning, road design guidelines, and transportation objectives. The FNWSP identifies Village-owned Open Space lands adjacent to Los Montoyas Arroyo, which will remain in a natural state to protect wildlife and vegetation and provide recreational opportunities for area residents. The public lands “shall be used for open space and recreational trails where possible.” The Road Design Guidelines include a provision for recreational trails within the road ROW for all north/south corridors within the Far Northwest Sector, which covers the area north of Angel Rd. and west of Loma Larga Rd.

## TRAIL CONNECTIONS TO ADJACENT COMMUNITIES

### RIO RANCHO

The City of Rio Rancho shares approximately five miles of border with the Village of Corrales, the Village has only three main existing points of connection to the streets and trails of Rio Rancho. Corrales residents can enter Rio Rancho on Meadowlark Rd, access A (Don Julio Road) at Highway 528, or at the northern end of Corrales Rd. (NM 448). Although these facilities are designated bike routes, both roads carry relatively heavy volumes of traffic. The 2022 average weekday traffic volume was 16,741 vehicles for Corrales Road and 4,829 vehicles for Meadowlark Rd. For comparison, the commercial core of Corrales Rd. carries 12,190 vehicles per weekday, and the northern portion of Loma Larga Rd. carries 3,398 vehicles per weekday. Meadowlark Rd. is designated to receive bicycle lanes in the MRCOG 2030 Long Range Bikeway System Map.

In addition to these two main access routes, there are several unofficial or neighborhood connections from Corrales to Rio Rancho. There is a pedestrian access gate at the northern terminus of Calle Contenta. This provides access to a new paved trail in Rio Rancho that runs parallel to the Dulcelina Curtis Channel. Several east-west roadways in the Village also have social trails (unofficial trails crossing public or private property) that connect

Corrales to Rio Rancho's Thompson Fence Line Trail, including extensions of Ashley Lane, Windover Road, and Morning Sun Trail.

A settlement was reached in 2004 with the Angel Road easement and Rio Rancho boundary. It included an agreement by Curb Inc. to extinguish the Angel Road easement, close off Angel Road with a wall at the Rio Rancho boundary, build a cul de sac at the west end of Angel Road in Corrales and construct a hammerhead turn-around at the end of Camino de la Tierra, while maintaining access to all existing homes served by Angel Road.

## ALBUQUERQUE

There are two main linkages to the City of Albuquerque at the south end of Corrales: Corrales Rd. and Loma Larga Rd. Corrales Road (NM 448) is designated as a future bicycle route, and in Albuquerque, where it becomes Coors Blvd. (also NM 448) it is designated to receive bicycle lanes, according to the MRCOG 2030 Long Range Bikeway System Map. Loma Larga (Ellison) currently has bicycle lanes which connect to Alameda Blvd.

## OPPORTUNITIES AND CONSTRAINTS

### CHALLENGES

There are a number of real, but not insurmountable, challenges to the implementation of trails in the Village of Corrales. Some of the typical challenges are listed and described below.

#### *LACK OF ADEQUATE PUBLIC RIGHT OF WAY ON CORRALES ROAD*

With the publishing of NMDOT Boundary Survey the right of way is now defined. However, there is little room left over for roadside amenities, leaving pedestrians and bicyclists to fend for themselves. In several locations, existing buildings sit only a few feet from the edge of the driving lane. The situation is made worse by the fact that almost no definition of ingress/egress points (i.e. driveways) exists, resulting in vehicles moving at will from the roadway onto adjacent properties and back. This means that pedestrians/bicyclists could encounter vehicular cross traffic at almost any point along the roadway.

#### *ENCROACHMENT ON THE RIGHT OF WAY*

With the major exception noted above, many of the Village's roads have been platted with an ample right-of-way ranging from 35' to 50' in width, while only a 20' to 25' width is required for driving lanes. In several instances, this extra space was planned as a dedicated trail corridor. However, in practice, this space has commonly been appropriated for private

landscaping, mailboxes, walls, fences, and drainage ditches. Roadway pavement has also been centered in the right-of-way, leaving two thin strips of land on either side, rather than being shifted to one side to leave a single wide swath of land for trail development.

#### *UTILITIES & PUBLIC SERVICES IN THE RIGHT OF WAY*

In several cases, power poles and electrical boxes present obstacles or obstructions on roadway shoulders that otherwise have good potential for development as trails. Depending on specific licensing/right of way agreements with the respective utilities, it may be possible to have these relocated at the utility's expense rather than at the Village's.

#### *MANY DRIVEWAY CROSSINGS*

Most of the Village's roadways have private residential driveway access from each individual lot. The number of driveway crossings along each route presents safety and maintenance challenges for trails constructed along the roadway shoulder.

#### *HIGH-TRAFFIC-VOLUME ROADWAY CROSSINGS*

There is a distinct lack of east-west connections throughout the Village. Several east-west roadways present possible routes, but nearly all are faced with the challenge of high-volume and high-speed vehicle traffic crossings at Loma Larga and Corrales Road.

#### *NEED FOR ROADWAY DRAINAGE*

In keeping with (and in some ways defining) the rural character sought by many Village residents, roadway runoff is often collected in and conducted through ditches alongside the road. This presents a challenge for the construction of a trail alongside those roads. On particularly narrow roadways, the installation of curb and gutter would allow for trail construction on roadway shoulders but may face public opposition due to both the cost and the change of character.

#### *EROSION AND SEDIMENT BUILD-UP*

Linked to the storm water drainage issues mentioned above, large quantities of sand and sediment are often washed down from the escarpment along east-west roadways during storm events, causing road blockages and maintenance concerns for Village staff. This sediment build-up is generally scraped off of the road and piled on the shoulders to clear the roadway. With an active, dedicated trail alongside the road, these clean-up practices would have to be revised and maintenance would also expand to include the clean-up of the trail.

*STEEP SHOULDERS*

Some of the Village’s roadways, particularly to the west of Loma Larga, have steep side slopes on the roadway shoulders that would require substantial re-grading and soil retention to locate a trail in the roadway corridor.

*STEEP CONNECTIONS TO WEST*

Connections from the Village to the Thompson Fence Line Trail and Rio Rancho to the west are complicated in many cases by steep grades west of Loma Larga. In some cases, platted road corridors are too steep to build roads (or trails), while in other cases even the roads themselves exceed recommended maximum grades for trail development.

*PRIVATE PROPERTY*

In many instances throughout the Village, access points to the Bosque and to the Thompson Fence Line Trail in Rio Rancho require the crossing of private property. In some cases, this use has traditionally been open to all; in others it is a privilege reserved for friends and neighbors; while in others still, it is expressly prohibited. However, more and more of these opportunities for connectivity are being lost as subdivision and development change the face of the Village. At certain key points, easements must be acquired from property owners, either through donation or purchase, in order to create trail ‘loops’, rather than just trail ‘segments’ that do not connect or lead to desired destinations.

**DETAILED LIST OF POTENTIAL TRAILS**

NAME	LENGTH (FT)	LENGTH (MI)	EXISTING	OWNERSHIP
Academy Rd	2,079	0.4	NO	Public ROW
Camino Todos los Santos	896	0.2	YES	Public ROW
Corrales Rd (NM448)	32,696	6.2	NO	NMDOT Facility
Loma Larga Rd	27,078	5.1	YES	Public ROW
West Meadowlark Ln.	8,211	1.6	NO	Public ROW

NAME	LENGTH (FT)	LENGTH (MI)	EXISTING	OWNERSHIP
Arroyo de los Montoyas	7,673	1.5	NO	SSCAFCA Facility
Calle Contenta	5,495	1	NO	Public ROW
Corrales Rd. (NM448)	9,460	1.8	NO	NMDOT Facility
Thompson Fence line	12,913	2.4	YES	Public ROW
Thompson Fence Line Extension	7,249	1.4	NO	Private Property

<b>NAME</b>	<b>LENGTH (FT)</b>	<b>LENGTH (MI)</b>	<b>EXISTING</b>	<b>OWNERSHIP</b>
<b>Albino Rd</b>	2,704	0.5	NO	Public ROW
<b>Anya Rd</b>	700	0.1	NO	Public ROW
<b>Applewood Rd.</b>	4,194	0.8	NO	Public ROW
<b>Arroyo de los Montoyas</b>	7,673	1.5	NO	SSCAFCA Facility
<b>August Mader Rd</b>	1,308	0.2	NO	Public ROW
<b>Bessom Ln.</b>	1,255	0.2	NO	Private Road
<b>Bosque Acres Rd.</b>	2,668	0.5	NO	Public ROW
<b>C de Baca Rd</b>	1,409	0.3	NO	Public ROW
<b>Calle Blanca, North</b>	1,840	0.3	NO	Public ROW
<b>Calle Blanca, South</b>	1,718	0.3	NO	Public ROW
<b>Camino Campo</b>	2,822	0.5	NO	Public ROW
<b>Camino de la Tierra</b>	8,364	1.6	NO	Public ROW
<b>Camino de las Brisas</b>	2,475	0.5	NO	Public ROW
<b>Coronado Rd.</b>	8,929	1.7	NO	Public ROW
<b>Coyote Canta Rd</b>	606	0.1	NO	Public ROW
<b>Don Julio Rd.</b>	1,911	0.4	YES	Public ROW
<b>East Ella Dr.</b>	3,130	0.6	NO	Public ROW
<b>Griego Rd.</b>	539	0.1	NO	Public ROW
<b>Jacob Ct.</b>	302	0.1	NO	Public ROW
<b>Kjersti Ct.</b>	599	0.1	NO	Public ROW
<b>Mariquita Rd</b>	4,678	0.9	NO	Public ROW + Easement
<b>Mission Valley Rd.</b>	4,424	0.8	NO	Public ROW
<b>Paseo Tomas Montoya</b>	5,068	1	NO	SSCAFCA Facility
<b>Perea Rd.</b>	669	0.1	NO	Private Road
<b>Quirks Ln.</b>	708	0.1	NO	Public ROW
<b>Sagebrush Dr.</b>	10,287	1.9	NO	Public ROW
<b>Sego Ln</b>	1,391	0.3	NO	Private ROW
<b>Teresita Ct</b>	287	0.1	NO	Public ROW
<b>Tierra de Corrales Rd</b>	2,139	0.4	NO	Public ROW
<b>Todos Juntos Rd</b>	4,607	0.9	NO	Public ROW
<b>Via Oreada</b>	939	0.2	NO	Public ROW
<b>West Ella Dr., Central Corrales</b>	6,854	1.3	NO	Public ROW
<b>West Ella Dr., Western Corrales</b>	2,955	0.6	NO	Public ROW

**DETAILED LIST OF EXISTING TRAIL EASEMENTS (May not be comprehensive)**

<b>NAME</b>	<b>EXISTING</b>	<b>PRIVATE</b>	<b>OWNERSHIP</b>
Kjersti Ct	Existing	Public	Public Easement
Jacob Ct	Existing	Public	Public Easement
Todos Juntos Rd	Existing	Public	Public ROW
Don Julio Rd	Existing	Public	Public ROW
August Mader Rd.	Existing	Public	Public ROW
Albino Rd	Existing	Public	Public ROW
C de Baca	Existing	Public	Public ROW
Tierra de Corrales Rd	Existing	Public	Public ROW
Coyote Canta Rd	Existing	Public	Public ROW
Teresita Ct	Existing	Public	Public ROW
Chimaja Rd	Existing	PRIVATE	Public Access Status Unknown
Bessom Ln	Existing	PRIVATE	Public Access Status Unknown
Camino de las Brisas	Existing	PRIVATE	Private Easement
Camino de las Brisas	Existing	Public	Public ROW
Hop Tree Tr.	Existing	Public	Public Easement
Sego Ln.	Existing	Public	Public Easement
Rancho Alondra Rd.	Existing	Private	Public Easement
Paseo de Dulcelina	Existing	PRIVATE	Private Easement
Paseo Tomas			
Montoya	Existing	Public	Public ROW
Loma Larga	Existing	Public	Public ROW
Anya Rd.	Existing	Public	Public Easement
East Ella Rd.	Existing	PRIVATE	Unknown Type of Easement
Dorothy Smith/Rhythm's Way	Existing	Public	Easement

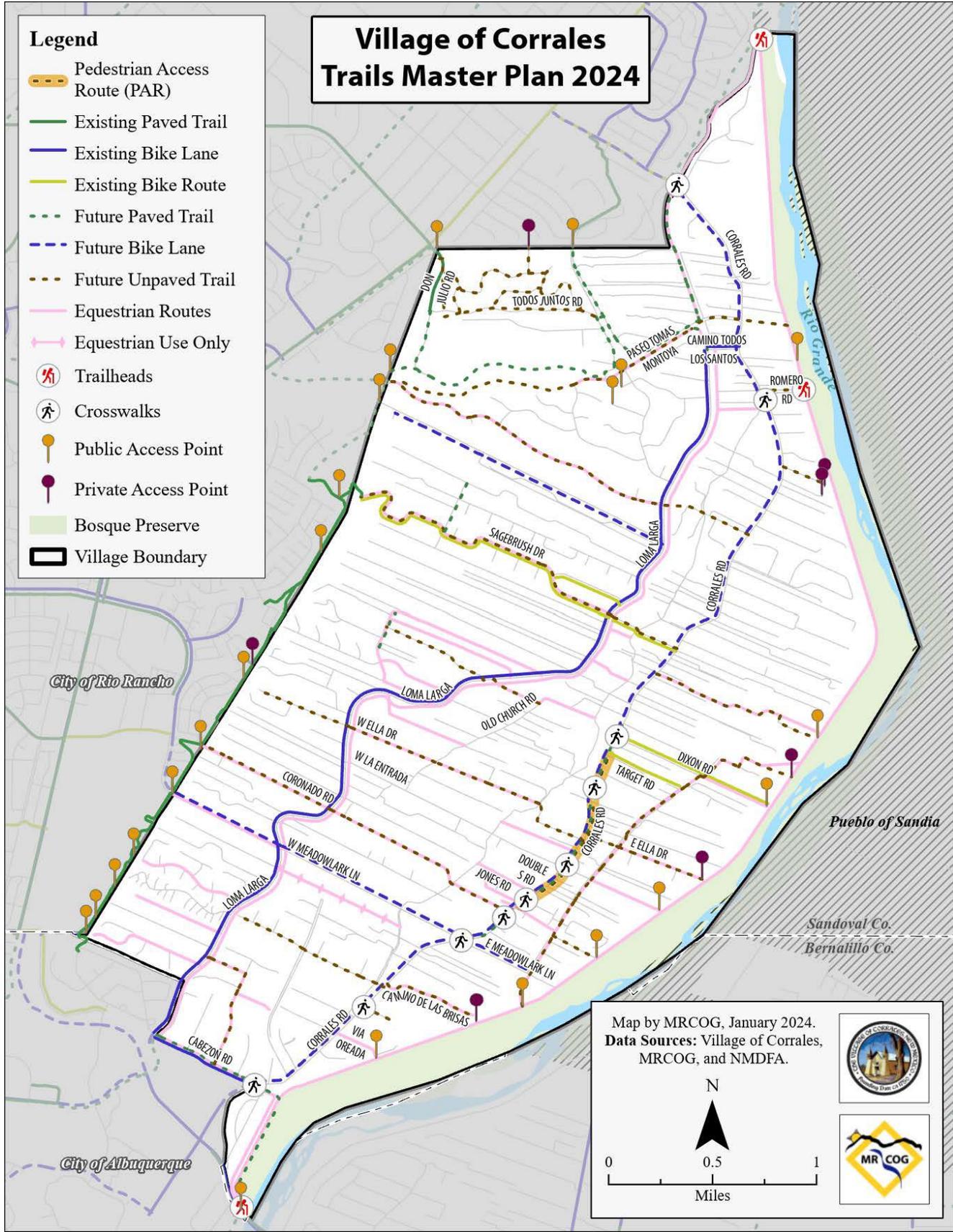
**DETAILED LIST OF EXISTING TRAIL ACCESS POINTS (May not be comprehensive)**

<b>NAME</b>	<b>EXISTING</b>	<b>PRIVATE</b>	<b>OWNERSHIP</b>
<b>West Meadowlark Ln</b>	Existing	Public	Public ROW
<b>Cottonwood Rd</b>	Existing	Public	Public ROW
<b>Camino Hermosa</b>	Existing	Public	Public ROW
<b>Coronado Road</b>	Existing	Public	Public ROW
<b>Sagebrush</b>	Future	Public	Public ROW
<b>Camino de la Tierra</b>	Existing	Public	Public ROW
<b>Arroyo de los Montoyas</b>	Existing	Public	Public ROW
<b>Calle Contenta</b>	Existing	Public	Public ROW
<b>Dixon Rd</b>	Existing	Public	Public ROW
<b>Ella Dr., East</b>	Existing	Public	Unknown Type of Easement
<b>Ella Dr., West</b>	Existing	Public	Public ROW
<b>East la Entrada</b>	Existing	Public	Public ROW
<b>Andrews Ln / Corrales Interior Drain</b>	Existing	Public	Public ROW

<b>Via Oreada</b>	Existing	Public	Public ROW
<b>Camino Bajada</b>	Existing	Public	Public ROW
<b>Kjersti Ct</b>	Existing	Public	Public Trail Easement
<b>Jacob Ct</b>	Existing	Public	Public Trail Easement
<b>Camino de las Brisas</b>	Existing	Private	Private Access Easement
<b>Sego Ln</b>	Existing	Private	Private Trail Easement
<b>Rancho Alondra Rd</b>	Existing	Private	Public Trail Easement
<b>Chimaja Rd</b>	Existing	PRIVATE	Public Access Status Unknown
<b>Paseo de Dulcelina</b>	Existing	PRIVATE	Private Trail Access
<b>Bosque Acres</b>	Existing	Public	Public ROW
<b>Mariquita Ln South</b>	Existing	Public	Public Trail Easement
<b>Sanchez Rd</b>	Existing	PRIVATE	Public Access Unknown
<b>Coyote Canta Rd.</b>	FUTURE	PRIVATE	Not Publicly Platted
<b>Cabezon Channel</b>	Existing	Public	Private Drainage Easement

# Village of Corrales Trails Master Plan 2024

- Legend**
- Pedestrian Access Route (PAR)
  - Existing Paved Trail
  - Existing Bike Lane
  - Existing Bike Route
  - Future Paved Trail
  - Future Bike Lane
  - Future Unpaved Trail
  - Equestrian Routes
  - Equestrian Use Only
  - Trailheads
  - Crosswalks
  - Public Access Point
  - Private Access Point
  - Bosque Preserve
  - Village Boundary



Map by MRCOG, January 2024.  
 Data Sources: Village of Corrales, MRCOG, and NMDFA.

N

0 0.5 1  
 Miles