



# Transportation

## Strategy One

Become the most walkable and bicycle friendly city in the Southwest.

## Strategy Two

Offer the best transit service of any city in the Southwest.

## Strategy Three

Ensure that fuels sold in the City are increasingly clean (ethanol, biodiesel, natural gas, electricity and others) and that they reduce greenhouse gas emissions.

## Strategy Four

Encourage the use of more efficient modes of travel and transportation by simultaneously and strategically constraining the parking supply.

## Strategy Five

Develop streets in Albuquerque that meet a broad range of sustainability objectives.

## Strategy Six

Raise awareness and motivate citizens to pursue sustainable, low-emissions transportation choices.

Transportation is the fastest growing source of U.S. greenhouse gas emissions, accounting for 47% of the net increase in total U.S. emissions since 1990. It has been estimated that transportation sources account for 29% to 59% of total U.S. greenhouse emissions in 2006.

In the U.S. economy, transportation is second only to electricity generation in terms of the volume and rate of growth of greenhouse gas emissions. (Sources: U.S. Environmental Protection Agency, Environmental Defense Fund, Pew Center on Global Climate Change.)

Personal automobiles are a primary source of emissions. Automobile use is a complex challenge with deep roots in socioeconomics, personal mobility, culture, status and values, safety, lifestyle patterns and expectations. Evolving to a more sustainable and low-emission transportation will take time, but with steady work it can be achieved.

A strategic shift of transportation priorities to alternate modes of transportation will assist the City of Albuquerque in achieving its sustainability and climate change strategies and short-, mid- and long-term goals.

The city also needs to systematically move from conventional fuels to alternative fuels to power its transportation network in order to achieve its energy and emissions reduction goals.

Reducing emissions from idling cars can be accomplished by ensuring steady traffic flow on arterials, through better planning and execution during road repairs and by City-wide anti-idling education and legislation.

### Transportation Working Group's Framework

- **Alternatives to the automobile:** Provide alternatives to the automobile, including:
  - Pedestrian trails, amenities and infrastructure
  - Cycling networks, amenities and infrastructure
  - Car-pooling and car-sharing services
  - Transit systems
  - Land-use patterns that encourage walking and bicycling
  - Refining the City's land use policies to support convenient transit within a comfortable walking distance of every home and business within the city.
- **Vehicles and fuels:** Support more efficient vehicles and cleaner fuels.
- **Parking:** Address parking policies and parking supply to ensure that parking supports sustainability objectives.
- **Street design:** Refine street design standards to make the city safer and more pedestrian and bicycle-friendly.
- **Communications:** Promote education and new paradigms for Albuquerque residents and businesses on more sustainable transportation options.



**Synergy with  
Complete, Livable  
Neighborhoods**

## 1. Become the most walkable and bicycle friendly city in the Southwest.

**Strategic action—Implement a plan for a pedestrian and bicyclist network that links all areas of the city in a fine-grained manner.**

### **Actions to support this aim (some are already underway)**

- Inventory the current bicycle and greenway network, identify key linkages to the regional and county network and establish key goals for the network.
- Develop design guidelines for the pedestrian and bicyclist network to ensure they maximize value and minimize cost.
- Develop a comprehensive plan for the pedestrian and bicyclist network and construct portions of the pedestrian and cyclists network every year until it is complete.
- Implement a broad public education effort regarding the pedestrian and bicyclist network. Education would include topics about crosswalks, bicyclist and pedestrian rights, location and maps of the network and similar information.
- Inventory the radius of children walking to school (footprint).

### **Targets**

- Every child lives within a five-minute walk of a pedestrian and cyclist network. In synergy with the Complete, Livable Neighborhood working group and the NMDOT's Safe Routes to School initiative, we want to encourage the Albuquerque Public School district to be more environmentally and socially responsible by having students attend, as first choice, their neighborhood schools.
- Walking is 10% of the commuting mode share by 2030.
- Bicycling is 20% of the commuting mode share by 2030.
- Bicycling in Albuquerque moves from its current "bronze" status to "gold" status by 2030, as measured by the League of American Bicyclists' Bicycle Friendly Community campaign.

"Albuquerque has a Bike Safety education program that reaches approximately 10,000 children per year.

Albuquerque maintains a number of programs reaching out to the bicycle community, including: a bicycle locker program that provides secure bicycle parking to metro area employers to encourage bicycle commuting; a regularly updated metropolitan area bike map/commuter guide; partnering with local bicycle advocacy groups to provide bicycle education and promotion; bikes on buses program; multiple departments with a variety of programs dedicated to encouraging bicycling as a viable transportation alternative."

(Source: *The League of American Bicyclists' Bicycle Friendly Community Campaign description of the City of Albuquerque's Bronze level bicycle friendly activities.* Learn more at [www.bikeleague.org](http://www.bikeleague.org))

### **The City of Albuquerque has taken the lead in providing low-emission transportation options for the community of Albuquerque through the following actions:**

- A diverse alternative fuel bus system that provides express transit across the fixed-route systems
- D-Ride services that support NM RailRunner (commuter rail) commuters with downtown destinations and link to Rapid Ride and other bus routes
- Fixed-route services that create interconnectivity with the NM RailRunner throughout the community and at high-density employment areas
- The Blue Line that connects Albuquerque's west side to the University of New Mexico and the University of New Mexico Hospital
- National recognition by the League of American Bicyclists for Albuquerque's "bronze" rated bicycle-friendly community, which is one of the most extensive bike trail systems in the country.
- Bike & Ride program to encourage cycling in conjunction with public transportation
- Accommodation of all public transportation modes for bicycles

In spite of the City of Albuquerque's previous initiatives, transportation emissions may still account for over half of Albuquerque's GHG emissions. Unless significant changes are implemented to reverse this situation, transportation's share of emissions is projected to grow over the next decade.



Synergy with  
Complete, Livable  
Neighborhoods

## 2. Offer the best transit service of any city in the Southwest.

**Strategic action—Implement a transit strategy that will transform the existing transit system into a highly convenient and highly used transit system.**

### Actions to support this aim

- Update the existing transit strategy so it includes sustainability goals and GHG emissions reduction targets. Provide continual updates on the City’s Sustainability website ([cabq.gov/sustainability](http://cabq.gov/sustainability)).
- Coordinate the transit and land use strategies for the City to ensure land use over time supports the desired transit supply network.
- Promote transit pass programs with large institutions and employers.
- Provide education and easy-to-use tools that support transit ridership, such as an Internet-based trip planning service.

### Targets

- Achieve a 100% diversified alternative fuel fleet (See the City’s Sustainability website at: [cabq.gov/sustainability](http://cabq.gov/sustainability) for active updates.)
- Consider transition-oriented development strategies for new development or redevelopment.
- Expand existing business and partnership programs whereby private companies provide employee transit benefits such as partial and full subsidy of ABQ Ride monthly passes, showers for bicycling commuters and bicycle racks for parking.
- Deploy technologies that promote transit pass usage.
- Increase use of technology.
- Grow existing sources of City transportation project funding and secure new sources project funding from foundations and similar grant-awarding institutions.





Synergy with Carbon Neutral Buildings, Business, Industry and Carbon Offset Opportunities, Clean, Renewable Energy, Complete, Livable Neighborhoods, Food and Agriculture and Recycling and Zero Waste.

### 3. Ensure that fuels sold in the City are increasingly clean (ethanol, biodiesel, natural gas, electricity and others) and that they reduce greenhouse gas emissions.

**Strategic action—Develop an alternative and clean fuels strategy for the City that ensures all residents and businesses have access to fuels with reduced emissions, including convenient electric vehicle charging locations.**

#### Action to support this aim

- Work with stakeholders to expand existing clean fuel requirements and supply over time.

#### Targets to support this action

- Allow public access to the existing private alternative fuels infrastructure by lobbying the state legislature to pass legislation that addresses the liability issues and concerns that have impeded public access to alternative fuels.
- Strongly encourage and support the growth of alternative fuel stations that are open to the public within and around the city.
- Encourage permitting and approval for construction of alternative fuel facilities for production, storage and distribution of alternative fuels.
- Promote the expansion of publicly accessible electric charging facilities within the community.

Community acceptance of alternative fuel and electric vehicles hinges upon public access to alternative fueling stations and electric vehicle charging facilities throughout the city.

#### Action to support this aim

- Work with stakeholders to develop a City and community strategy to respond to “peak oil” concerns about reduced oil production world wide, projected rising energy costs and national energy security issues.

#### Targets to support this action

- Encourage and ensure diversity of alternative fuel infrastructure development and supply production throughout the community.
- Promote economic development activities that encourage alternative fuel production within the community.
- Maintain a flexible and diverse City fleet to better respond to changing market conditions.
- Develop City-wide anti-idling legislation for both commercial and privately operated vehicles. The legislation will initially focus on education, then will move toward enforceable regulations over time.



Synergy with Carbon Neutral Buildings, Business, Industry and Carbon Offset Opportunities, Clean, Renewable Energy and Complete, Livable Neighborhoods.

#### 4. Encourage the use of more efficient modes of travel and transportation by simultaneously and strategically constraining the parking supply.

**Strategic action—Implement a City parking strategy that promotes more efficient modes of transportation and simultaneously reduces parking requirements to only essential minimums and that addresses the design of parking areas to minimize negative impact.**

##### Actions to support this aim

- Evaluate and implement parking areas specifically for transit hubs.
- Develop design guidelines to reduce the number of parking spaces based on the type of developments.
- Designate free parking areas for hybrid vehicles.
- Develop design guidelines for environmentally friendly parking area designs that manage runoff in an ecologically sensitive manner and that mitigate heat island impacts.
- Construct bicycle stations and facilities to complement parking requirements.

##### Targets

- New and existing developments and businesses.

#### 5. Develop streets in Albuquerque that meet a broad range of sustainability objectives.

**Strategic action—Implement “complete street” standards that address sustainability objectives of reduced energy use, mitigation of contaminants in runoff, increased pedestrian safety and other values.**

##### Actions to support this aim

- Meet and exceed standards set forth by the American Association of State Highway and Transportation Officials (AASHTO). Meet the minimum requirements outlined in the Americans with Disabilities Act (ADA).
- Research leading examples of innovative street designs such as Home Zones, radical streets and Seattle’s C-streets.
- Develop a pilot project set of standards and develop some examples of innovative streets in new developments and in upgrading older neighborhood areas.
- Implement innovative design standards across the city. Some examples include the use of recycled materials for street construction and design.

##### Targets

- Restripe to retrofit existing neighborhood streets
- Implement the “Great Streets” initiative and make it a compliance requirement for all new developments (Planning Department) or street projects (Department of Municipal Development).
- Collaborate with federal, state and county planning departments to design streets that support sustainability objectives.

##### What is the Great Streets Initiative?

“Great Streets” has been a major initiative over several years with much citywide public input and support.

“Great Streets” was last heard at the EPC on Jan. 22, 2009. The Facility Plan Draft was heard by the EPC on Thursday, 9 April, 2009.

Readers can learn more by visiting the City’s website at [www.cabq.gov/planning/publications](http://www.cabq.gov/planning/publications).



Synergy with  
Social Change

## 6. Raise awareness and motivate citizens to pursue sustainable, low-emissions transportation choices.

### Education and outreach needs

- Public education and outreach regarding mass transportation use and options.
- Provide information about alternative fuels and their benefits.
- Educate and reassure parents on the benefits of children walking to school.
- Support existing transportation programs such as the Safe Routes to School program.
- Promote bicycle education in the schools.
- Educate the public about trails and bicycle routes.
- Provide public information about driver and bicyclist etiquette.
- Educate the public about the benefits of alternative vehicle use. For example, partner with the City of Albuquerque, the University of New Mexico, Central New Mexico Community College and other organization to disseminate information about free parking for alternative fuel vehicles.
- Provide vehicle maintenance training for the public. A properly maintained vehicle can improve gas mileage, which can reduce greenhouse gas emissions. Training will include information about how to change engine oil, replace spark plugs, wires and air filters as well as proper tire pressure settings. Training can be in-person, or it can be provided via podcasts, public service announcements or other means.

### Intended target audiences

- Parents, Albuquerque Public School district administration, bicyclists, pedestrians, drivers, businesses, students, neighborhood associations, community leaders, Albuquerque Police Department and senior citizens.

### Expected outcomes of education and outreach

- Shared road etiquette, including bicycle conduct for new driver education.
- Increased use of mass transit options.
- Use more efficient, less-polluting modes of transportation.
- Defensive driving strategies.
- Walking and bicycling to school as a preferred transportation mode.

### Baseline data that will measure the desired changes in behavior over time

- Auto vehicle accidents.
- Pedestrian accidents.
- Bicycle accidents.
- Bicycle commuting versus automobile commuting.
- Vehicle miles traveled per day.
- Types of vehicles via Motor Vehicle Department registration data.
- City greenhouse gas emissions inventory.