



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

March 13, 2023 | 4:00 – 6:00 PM



Meeting will be held virtually.

No in-person option will be provided this month.

Zoom meetings will be recorded for notetaking purposes.

*6 mute/unmute | *9 raise/lower hand

Join by Zoom: <https://cabq.zoom.us/j/84571822606>

Join by Phone: +1 346 248 7799

ID: 845 7182 2606

- **Welcome and Introductions**

[] Ryan Mast (Vice Chair)
NE Quadrant

[] Dr. Naomi George
SE Quadrant

[] Dan Jensen (Chair)
NW Quadrant

[] Nevarez Encinias
SW Quadrant

[] Richard Meadows
Pedestrians + Transit Users

[] Josiah Hooten
Bicyclists

[] Vacant
Represent individuals
w/a Disability

[] Aaron Hill
Youth (Under 24)

[] Lanny Topping
Older Adults (over 60)

- **Approval of March 13, 2023 Meeting Agenda**

- **Approval of February 13, 2023 Meeting Minutes**

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)

- Please email comments to Valerie Hermanson (vhermanson@cabq.gov) prior to the meeting OR use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.

- **Discussion / Action Items**

- Galbadon Rd NW & I-40 Trail safety concerns (motion at May 9, 2022 meeting to keep this item on the agenda until a resolution is completed)

- **Presentations**

- **Vision Zero Year-in-Review/Prioritization Strategy final update**, Valerie Hermanson, Department of Municipal Development, City of Albuquerque; Omar Peters, Aaron Sussman, Toole Design Group

Next Meeting: Monday, April 10, 2023



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Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

March 13, 2023 | 4:00 – 6:00 PM



- **ABQ RIDE Forward Plan update**, Carrie Barkhurst, ABQ RIDE, City of Albuquerque; Aaron Sussman, Toole Design Group

- **Staff Reports**

- Municipal Development (DMD)
 - Engineering
 - Vision Zero
- Council Services
- Parks and Recreation
- Planning
- ABQ RIDE
- Sustainability
- Bernalillo County
- MRCOG
- NMDOT District 3

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
Please use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.

- **Next Meeting:** April 10, 2023, 4 – 6 pm

- **Adjourn**

Next Meeting: Monday, April 10, 2023

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



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Committee Members Present

Dan Jensen (Chair)
Dr. Naomi George
Josiah Hooten
Richard Meadows
Lanny Toning

Committee Members Absent

Ryan Mast (Vice Chair)
Nevarez (Navy) Encinias
Aaron Hill

Staff Members Present

Carrie Barkhurst (ABQ Ride)
Tara Cok (MRCOG)
Valerie Hermanson (DMD)
Albert Lee (Sustainability)
Julie Luna (Bern Co)
Jill Mosher (NMDOT District 3)
Jenae Robertson (TYLin)
Shanna Schultz (City Council Staff)
Cheryl Somerfeldt (COA Parks & Rec)

Visitors Present

Dianne Cress (Bike ABQ)
Ben Garland (Transit Advisory Board)
Maren (Groundwork Studio)
Omar Peters (Toole Design Group)
Aaron Sussman (Toole Design Group)
Omar Villezcas (Together for Brothers)

Dan Jensen called the meeting to order at 4:05pm.

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Dan expressed his apologies for missing the February meeting.

▪ Approval of March 13, 2023 Meeting Agenda

Lanny Tinning (*motion*); Richard Meadows (*second*)

Yes: Dr. Naomi George, Richard Meadows, Josiah Hooten, Lanny Tinning

Abstained: Dan Jensen

▪ Approval of February 13, 2023 Meeting Minutes

Lanny Tinning (*motion*); Dr. Naomi George (*second*)

Yes: Dr. Naomi George, Richard Meadows, Josiah Hooten, Lanny Tinning.

Abstained: Dan Jensen

▪ Public Comments

- Ben Garland (Transit Advisory Board): Found out about Garfield bike and pedestrian improvements through the news.
 - No centralized place on the City's website to announce road, bike, pedestrian improvements beside the local news
 - Suggested other ways to have announcements and a centralized place on the City's website with this type of information.

▪ Discussion / Action Items

- Galbadon Rd NW & I-40 Trail safety concerns (motion at May 9, 2022 meeting to keep this item on the agenda until a resolution is completed)
 - **Update:** signage had been installed (Julie Luna plans to share photos during the staff updates)
 - Lanny Tinning: Suggested there needs to be more signage for drivers to be aware of bicyclists.
 - Committee discussed potentially removing this items from the agenda since a resolution is complete. Val to add to the April agenda as an action item for the Committee to vote to remove.

▪ Presentations

- **Vision Zero (VZ) Year-in-Review/Prioritization Strategy final update-** Valerie Hermanson (Department of Municipal Development, City of Albuquerque), Omar Peters & Aaron Sussman (Toole Design Group)
 - Omar Peters (Toole Design)- Discussing more of parts 3) Prioritization of Actions & 4) Next Steps- Recap was given for purpose and goals for Vision Zero
 - What's working well:
 1. Action plan to create understanding of Vision Zero
 2. Complete Streets Annual street maintenance
 3. Automated Speed Enforcement
 - What's not working well:
 1. Staffing shortages / low staff capacity
 2. Lack of funding- no permanent funding for VZ and major infrastructure retrofits are expensive

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3. Public Opinion: low public acceptance for safety improvements (for example, road diets)
 - Common VZ roadblocks include community opposition to traffic safety retrofits such as repurposing a parking lane to a bike lane. Political reluctance, which could include moving money from a high safety need to a low safety need. Lastly, internal practice and there is a need for continued staffing education. Also, the standard of practice is evolving from the dominant auto-oriented design.
- **Prioritization of Actions (Part 3):**
 - **Prioritization Criteria:**
 1. Feasibility
 2. Resources required
 3. Level of benefit, which will be weighted higher than the previous two points.
 - **Re-categorized Thematic Goals**
 - Original: Engineering & design, safe speeds, policy regulation, and practice, education and encouragement, walking and rolling, and data and transparency
 - New categories based on national best practices and also removes some redundancy within the original categories: safe multimodal street design (includes safe speeds), shift to active modes, culture of safety, and data and transparency.
- Prioritization of actions into a low priority high priority framework with three buckets: Sustainable Vision Zero Program, which are actions to keep the program going forward and growing. Transformative Next Steps, which are the key actions that are going to get ABQ to zero. And Supporting Actions, which are actions to support the implementation of a program.
- Completed or underway action items include:
 - Automated speed enforcement
 - Reorganization of GAABC into GAATC
 - City staff working with partners to include Vision Zero and active transportation education to supplement driver's education
 - Albuquerque Public Schools (APS) Vision Zero for Youth program
 - Eliminate or reduce transit fares
 - Create an interactive map with crash and traffic safety project information
- Sustainable Vision Zero Program
 - Establish a permanent, dedicated funding source to plan, design, implement, and maintain transportation infrastructure.
 - Dedicate staff to implementing a Vision Zero program.
 - Elevate Vision Zero to a citywide policy that is coordinated with City leadership so that ongoing support is provided.
 - Track and document projects that support Vision Zero and develop best practices.
- Transformative next steps (TNS)
 - TNS for safe street design:
 - TNS1. Incorporate VZ in all phases of transportation projects
 - TNS2. Signal modifications in high-crash intersections (low cost)

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- TNS3. Implement low cost high impact safety countermeasures along HFIN and in vulnerable communities
- TNS4. Fill network gaps for pedestrians and bicyclists
- TNS for culture safety:
 - TNS5. Leverage existing funding for improvements
 - TNS6. Assemble internal COA VZ working group
 - TNS7. Pair transportation projects with education
 - TNS8. Staff education to incorporate best practices
 - TNS9. Fatal crash review meetings
- Key Takeaways
 - The Action plan is a great start
 - The City had made a lot of progress
 - In order to keep moving the needle, the City needs to:
 - Create a legacy program with City leadership support
 - Focus on a targeted set of actions items that will have the most impact to reduce fatal and serious injury crashes
- **Next Steps: Spatial Prioritization**
 - Focus on HFIN and within Vulnerable Communities
- **Coming up**
 - Late March 2023- finalize Year-in-Review
 - April 2023- Prefeasibility assessment of potential improvements
 - Late May 2023- finalize spatial prioritization
 - Focus on implementing low cost/high-impact countermeasures on the HFIN within vulnerable communities while also identifying funding for future larger/more costly construction projects
 - April/May 2023- finalize Vision Zero toolkit for staff
- **Q&A/Comments- Presentation on Vision Zero Year-In Review**
 - Richard Meadows: Do you have specific safety countermeasures examples?
 - Some low-cost/high-impact examples include leading pedestrian intervals (if the traffic technology can support it otherwise a new traffic cabinet must be purchased which can be costly), signal heads with more reflectivity, high visibility crosswalks, adding bike lanes, and others as identified by the FHWA Proven Safety Countermeasures
 - Cheryl Somerfeldt: Are there menus with strategies for staff to be able to implement Vision Zero elements?
 - The Vision Zero toolkit will help with this and will include strategies and countermeasures the city can implement.
 - Richard Meadows: What are ideas for dedicated funding source?
 - None yet, but staff currently use a variety of funding sources to be able to implement safety measures. For example, the City received HSIP funds to be able to implement PHBs on Louisiana in the International District. Staff also applied for funds in the Transportation Improvement Program. Vision Zero also receives a small portion of funds from the Automated Speed Enforcement Program.
 - Ben Garland: Due to lack of funding- best to start cheap, smaller projects rather than delaying until full funding is received. Currently using physical barrier to prevent speeding and reckless driving (ex: cones).

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- **ABQ RIDE Forward Plan update**, Carrie Barkhurst (ABQ RIDE, City of Albuquerque), Aaron Sussman (Toole Design Group)
 - Phase 2: Update and Network Concepts. Purpose: looking for feedback- review bus system, see what's working and discuss what the city wants to do moving forward in future investments
 - Phase 1: community survey was a success- lots of participants involved
Takeaways:
 - Priority to invest in “frequent services” for all user groups
 - Less frequent riders, higher income- prefer to take routes that are farther away
 - Regular transit users, lower income- providing higher rates of service for disadvantaged communities vs. other groups
 - Non-transit users- identify key priorities to reduce congestion
 - Phase 1: focus groups
Takeaway:
 - Preference for routes that are farther away but come more frequently
 - Reliability on frequency
 - Greater span on weekend service
 - Greater amount of riders and shorter wait times= increased feeling of security
 - Reconfiguring network choices*:
 - 1. High ridership(55% of lower-income residents covered)
 - bus transit stops are more bunched together, closer to homes and work places, maximum access for walkable development design, fewer miles traveled
 - 2. High coverage(75% of lower income residents covered)
 - bus transit stop are spread out more, some near every home and jobs in the city, more miles traveled, higher emissions
 - Ideal would be: in the middle of both ridership & coverage doing research on which is used more often by current riders
 - ***Location-design concepts are on the website for visual/interactive explanation of each network concept: <https://abgrideforward.com/>**
 - Phase 2 Outreach from late February to mid-April:
Looking for feedback on route potential and high-rider concept using:
 - Community surveys
 - Community meetings
 - Sign-up for focus groups
 - Events and information boards
 - More details on website: <https://abgrideforward.com/>

Q&A/Comments- ABQ Ride Forward Update Presentation

- Richard Meadows: Is there a defined distance on those who are willing to walk farther if there is more reliable transit service?
 - The cut-off would be 10 minutes at max, including psychological component as well.
- Richard Meadows: Is there analysis on biking and walking conditions?
 - Quality of sidewalks is unavailable, reflected in half-mile of transit

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- Ben Garland: Bus system does not function in isolation. Safer bicycling on periphery to increase ridership, including bike racks in front of shops, then walk to the nearest bus stop.

▪ Staff Reports

- Municipal Development (DMD), Valerie Hermanson
 - Engineering
 1. Navy's GAATC term ends on April 1, 2023, and he let us know that he will not be renewing. Had hoped he would be here so we could express our gratitude and thanks for his service on this committee over the last few years.
 2. Mr. Chair Jensen's term also ends on April 1, 2023, and Mr. Chair already submitted his renewal application, which is currently being processed. While it's processed, Mr. Chair can continue to serve on this committee.
 - Vision Zero (Louisiana Blvd. Vision Zero Improvement Project)
 1. The first phase, which is a road diet is at 90% design and will go for a final DRC review on March 15, 2023. We are still working toward implementing this plan set this year.
 2. We also received Highway Safety Improvement Program (HSIP) funding to install three pedestrian island refuges with the appropriate countermeasure, Pedestrian Hybrid Beacons, at three locations on Louisiana between Gibson and Central. This work is planned for FY24/25 and in design soon. Once we are farther along with design, will bring to GAATC.
 3. We'll be conducting community outreach for these efforts at Van Buren Middle School as part of an existing event they're hosting on Wednesday, April 5, 2023 from 5 – 7 pm.
- Council Services, Shanna Schultz (City Council Staff)
 - No reports – only requested for Valerie Hermanson to provide Navy's seat so she can help to fill it. Navy was the southwest representative.
- Parks and Recreation, Cheryl Somerfeldt (COA Parks & Rec)
 - Updates: Tom Bullock trail extension will be proceeding soon- waiting from contractor to get scheduled
 - North Diversion Channel Trail- still in initial stages, submitted TYLin proposal, waiting for funding approval
 - I40 Gap Feasibility Study: Just kicked off and staff are going to meet with NMDOT soon
 - Alameda Open Space Trail Head: will be starting construction documents, actual construction to be started end of 2023
- Planning (Planning staff were unable to attend, but sent these updates ahead of time)
 - The Near Heights CPA Assessment Report will be heard on Wednesday, March 15, 2023 at 5 p.m. by the City Council's Land Use, Planning, and Zoning Committee.
 - The Southwest Mesa CPA team posted the first 3 parts of the Southwest Mesa CPA report for public comment – Parts 1-3 can be found here <https://cpa.abc-zone.com/southwest-mesa-community-planning-area-assessment-report-parts-1-3>.
 - The Central ABQ CPA team released a survey (<https://survey123.arcgis.com/share/342dc7a5b2f84e70a7e6bfdae97b4838>) that

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synthesizes and seeks clarification on the issues and topics that they've heard about so far in the CPA process.

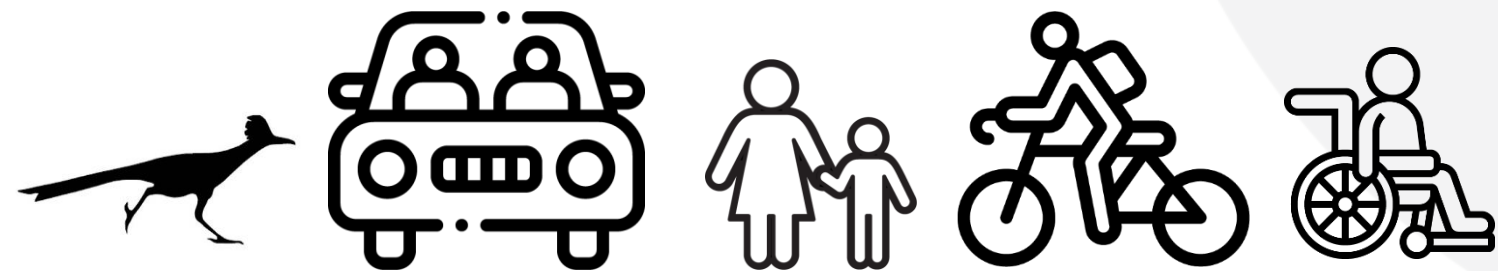
- ABQ RIDE, Carrie Barkhurst
 - Raise Grant application submitted for \$25 million for the Uptown Transit Center project that we presented on last month. Waiting to hear back and hopefully by June 2023. Big thank you to the Committee for the letter of support for the application.
- Sustainability
 - No updates
- Bernalillo County, Julie Luna
 - Galbadon Rd NW & I-40 Trail, shared photos of improvements/signage at the trail for SB/NB bicyclists
- MRCOG, Tara Cok
 - Awarded Safe Streets for All (S4A) grant to update the Regional Transportation Safety Action Plan. Expect to kick-off next month.
 - MRCOG will be providing training opportunities for incorporating equity into plans, developing bike and safety action plans
 - Working on non-motorized count program plan
- NMDOT District 3, Jill Moser
 - Mentioned at the last meeting she was waiting on a contract amendment to be able to coordinate with the consultants to have a presentation for the Rio Bravo Bridge project. This is complete and expect to present at the April meeting.
 - Construction funding needed for bridge replacement- communicate to county, MPO for support, if interested and supportive of this
 - Addressing the timber arch bridges along Tramway is almost complete and starting to wind down
 - Waiting for funding to implement the Montgomery project

• Public Comments

- No public comments

• **Next Meeting:** April 10, 2023, 4 – 6 pm

• **Meeting adjourned at 5:49 pm.**



VISION ZERO ACTION PLAN YEAR-IN-REVIEW

GAATC PRESENTATION #2

MARCH 13, 2023

Valerie Hermanson
Public Works Strategic Program Manager
Department of Municipal Development

Omar J. Peters
Project Planner
Toole Design Group

Aaron Sussman
Senior Planner
Toole Design Group



vision zero

1 Vision Zero and Year-in-Review

2 Albuquerque Vision Zero Action Plan

3 Prioritization of Actions

4 Next Steps

5 Discussion / Q&A

1

Vision Zero and the Purpose of the Year-in-Review

Vision Zero is an approach to transportation safety that **accepts no loss of life or serious injury** on our transportation system.

The *Safe Systems* Approach



Albuquerque Vision Zero Action Plan Year-in-Review

Purpose



**PLAN
COMPLETED
MAY 2021**



**SIXTY-THREE
ACTION ITEMS**

Purpose

- **Review progress from the first year of the Plan**
- **Identify action items and programs to prioritize**

2

Albuquerque's Vision Zero Action Plan

Albuquerque Vision Zero Thematic Goals

Engineering + Design

Prioritize the safety of all road users using Complete Streets design principles

12
action items

Safe Speeds

Implement speed management

5
action items

Policy, Regulation + Practice

Establish equitable policies, regulations, and practices

17
action items

Education + Encouragement

Promote a culture of safety and care among all road users

10
action items

Walking + Rolling

Increase opportunities for people to safely walk, bike, use mobility devices, and take transit

8
action items

Data + Transparency

Use data to make decisions, prioritize funding, and evaluate traffic safety projects

11
action items

What's Working Well?

1. Vision Zero Action Plan

- Safety foundation in planning process
- Mutual understanding among City staff
- Secured GO Bond funding

2. Complete Streets Annual Street Maintenance

- Collaboration in Complete Streets Taskforce
- Visible changes in the road network
- Boosts public familiarity with multi-modal facilities

3. Automated Speed Enforcement

- Observed reduction in speeding

What's Not Working Well?

1. Low Staff Capacity

- Staffing shortages within the City
- Staff training/collaboration needed across departments

2. Lack of Funding

- Major infrastructure retrofits are expensive
- No permanent source of funding for Vision Zero

3. Public Opinion

- Low public acceptance for roadway retrofits
- Public education is lacking

Common Roadblocks to Vision Zero

A collection of colorful, stylized human figures in various colors (red, blue, white, orange) representing a diverse community.

Community Opposition

e.g. neighbors oppose a parking lane being repurposed into a separated bike lane

A low-angle shot of a classical building with many tall, white columns against a blue sky.

Political Reluctance

money can be repurposed away from safety projects

A close-up of hands writing on a document with a pen, symbolizing internal practice or policy-making.

Internal Practice

standards such as Level of Service targets can conflict with strategies that improve safety

How best to remove these three roadblocks to move ABQ towards Vision Zero?

3

Vision Zero Priorities

What Should Albuquerque Focus on
Next?

Prioritization Criteria



Sample Prioritization

| <i>Example Actions</i> | Feasibility of Implementation | Required Resources | Level of Benefit |
|-------------------------------------|-------------------------------|--------------------|------------------|
| Retrofit principal arterials | Medium | High | High |
| Reduce posted speeds | High | Low | Low |

weighted

Priority Focus Areas

Next
+
Step

Spatial: Where to focus?

- HFIN
- Vulnerable Communities

Actions: What to focus on?

- Low cost
- High impact

Recategorized Thematic Goals

Original Categories

Engineering + Design

Safe Speeds

Policy, Regulation +
Practice

Education +
Encouragement

Walking + Rolling

Data + Transparency

63 actions

New Categories

Safe Multimodal Street Design

Prioritize the safety of all road users by designing for safe speeds and using Complete Streets design principles

Shift to Active Modes

Promote opportunities for people to safely walk, ride a bicycle, use mobility devices, and take transit

Culture of Safety

City leaders, planners and engineers, and road users set priorities and make decisions that improve roadway safety

Data and Transparency

Improve the timeliness and quality of data for better decisionmaking and allocation of resources

32 actions

Prioritization



+ Completed and Underway Actions
6 actions

Completed or Underway

- Actions that have been completed, or significant progress is being made
 - Not rated in prioritization
1. Automated enforcement for speeding and traffic signal compliance
 2. Reorganize GAATC to provide input on walking and bicycle projects
 3. City staff are working with partners to include a Vision Zero and active transportation education supplement in driver's education
 4. Albuquerque Public Schools (APS) Vision Zero for Youth program
 5. Eliminate or reduce transit fares
 6. Create an interactive map with crash and traffic safety project

Sustainable Vision Zero Program

- Actions needed to establish a legacy program
 - Not rated in prioritization
1. Establish a permanent, dedicated funding source to plan, design, implement, and maintain transportation infrastructure.
 2. Dedicate staff to implementing a Vision Zero program.
 3. Elevate Vision Zero to a citywide policy that is coordinated with City leadership so that ongoing support is provided.
 4. Track and document projects that support Vision Zero and develop best practices.

Transformative Next Steps

- Actions that will be the most beneficial to get Albuquerque to zero roadway fatalities and serious injuries and have low required resources and high feasibility
- Items rated 10 points or higher (on a 12-point scale) included as Transformative

9 items in the draft list

- Safe Multimodal Street Design – 4 actions
- Culture of Safety – 4 actions
- Data and Transparency – 1 action

Transformative Next Steps

Safe Multimodal Street Design

| | |
|-------|---|
| TNS 1 | <u>Incorporate Vision Zero and proven safety countermeasures</u> into scoping, planning, design, implementation, and evaluation <u>for all transportation projects</u> , with particular emphasis on projects along the HFID and in vulnerable communities. |
| TNS 2 | <u>Implement signal and/or operational modifications</u> proven to reduce serious <u>crashes at high crash intersections</u> along the HFID and in vulnerable communities. |
| TNS 3 | In the <u>near term, implement low-cost, high-impact safety countermeasures</u> along the HFID and vulnerable communities while also planning for future more costly transportation safety improvement projects. |
| TNS 4 | <u>Fill bicycle and pedestrian network gaps</u> to expand these networks by prioritizing improvements along the HFID and in vulnerable communities. |

Transformative Next Steps

Culture of Safety

| | |
|-------|---|
| TNS 5 | <u>Leverage existing funding</u> for roadway projects, Complete Streets, and other traffic safety-related projects/programs. |
| TNS 6 | <u>Convene an internal City of Albuquerque Vision Zero Working Group</u> to coordinate and collaborate on traffic safety projects and ensure new transportation projects include safety countermeasures. |
| TNS 7 | <u>Pair traffic/transportation education with roadway construction projects</u> to educate the community on the importance of infrastructure changes and share information on how the community can support these efforts. |
| TNS 8 | Educate staff on and <u>incorporate traffic safety best practices and countermeasures into the infrastructure project development and planning development review</u> processes. |

Transformative Next Steps

Data and Transparency

TNS 9

Convene recurring fatal crash review meetings to understand fatal crash trends.

Supporting Actions

- Additional actions that are less impactful but will help to incrementally achieve Vision Zero
- The remaining actions that were rated under 10 points

13 items in the draft list

- Safe Multimodal Street Design – 4 actions
- Culture of Safety – 3 actions
- Shift to Active Modes – 4 actions
- Data and Transparency – 2 actions

4

Next Steps

Takeaways

- ✓ The Vision Zero Action Plan is a great start
- ✓ The City has made a lot of progress

To keep moving the needle the City needs to:

- Create a legacy program with City Leadership support
- Focus on a targeted set of action items that will have the most impacts

Coming Up

- Finalize Year-in-Review: late March
- Spatial Prioritization: late February
- Prefeasibility Assessment of Potential Improvements: April
- Finalize Spatial Prioritization: late May

Vision Zero Toolkit: April/May

Spatial Prioritization

Spatial: Where to focus?

- HFIN
- Vulnerable Communities

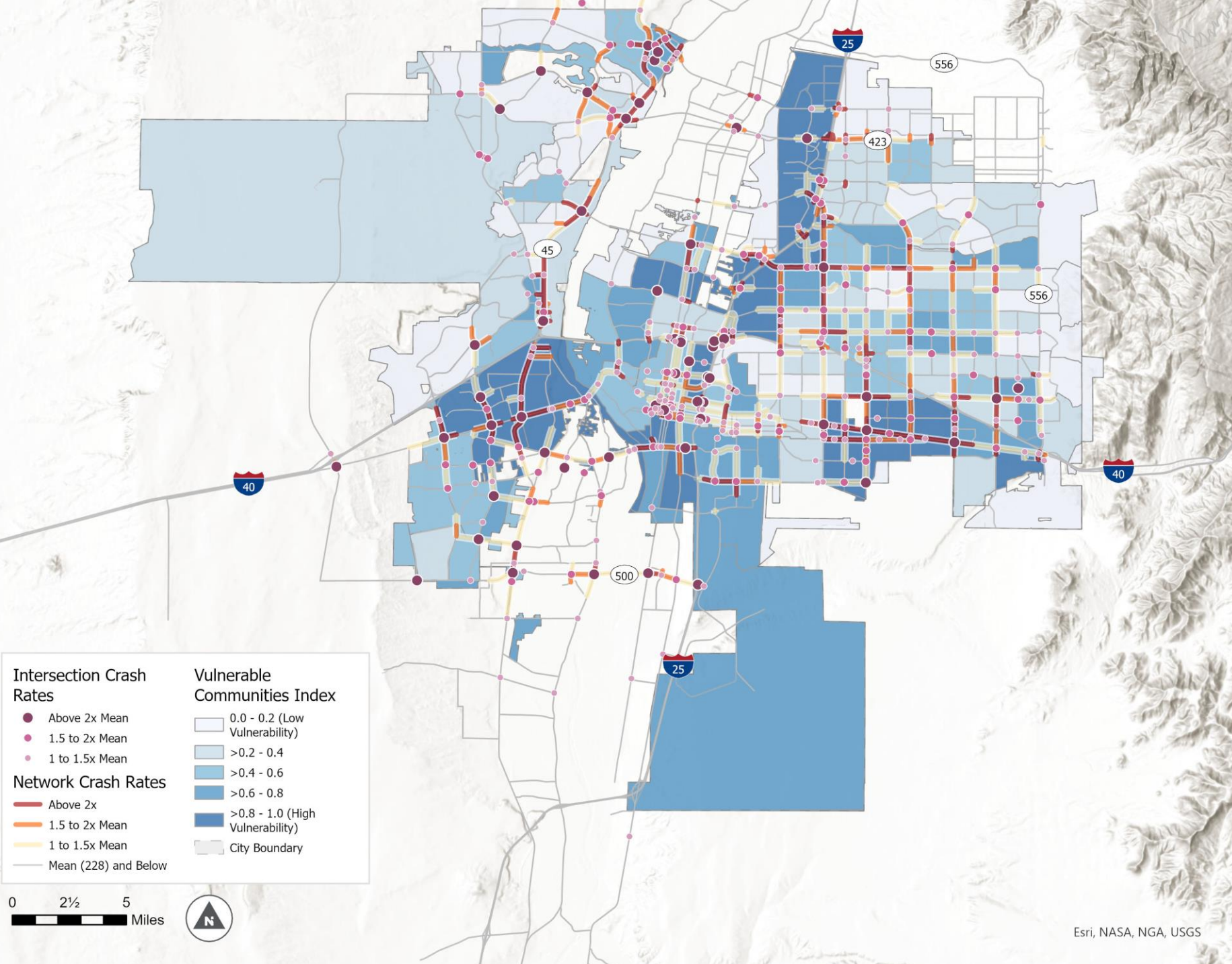
Actions: What to focus on?

- Low cost
- High impact

Year
in
Review

High-Fatality + Injury Network (HFIN)

HFIN analysis provided by MRCOG
2015-2019 crash data



Simplified HFIN

41%

of fatalities occurred on these 24 corridors (2015-2019)

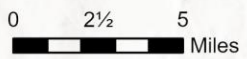
16%

of road miles in Albuquerque

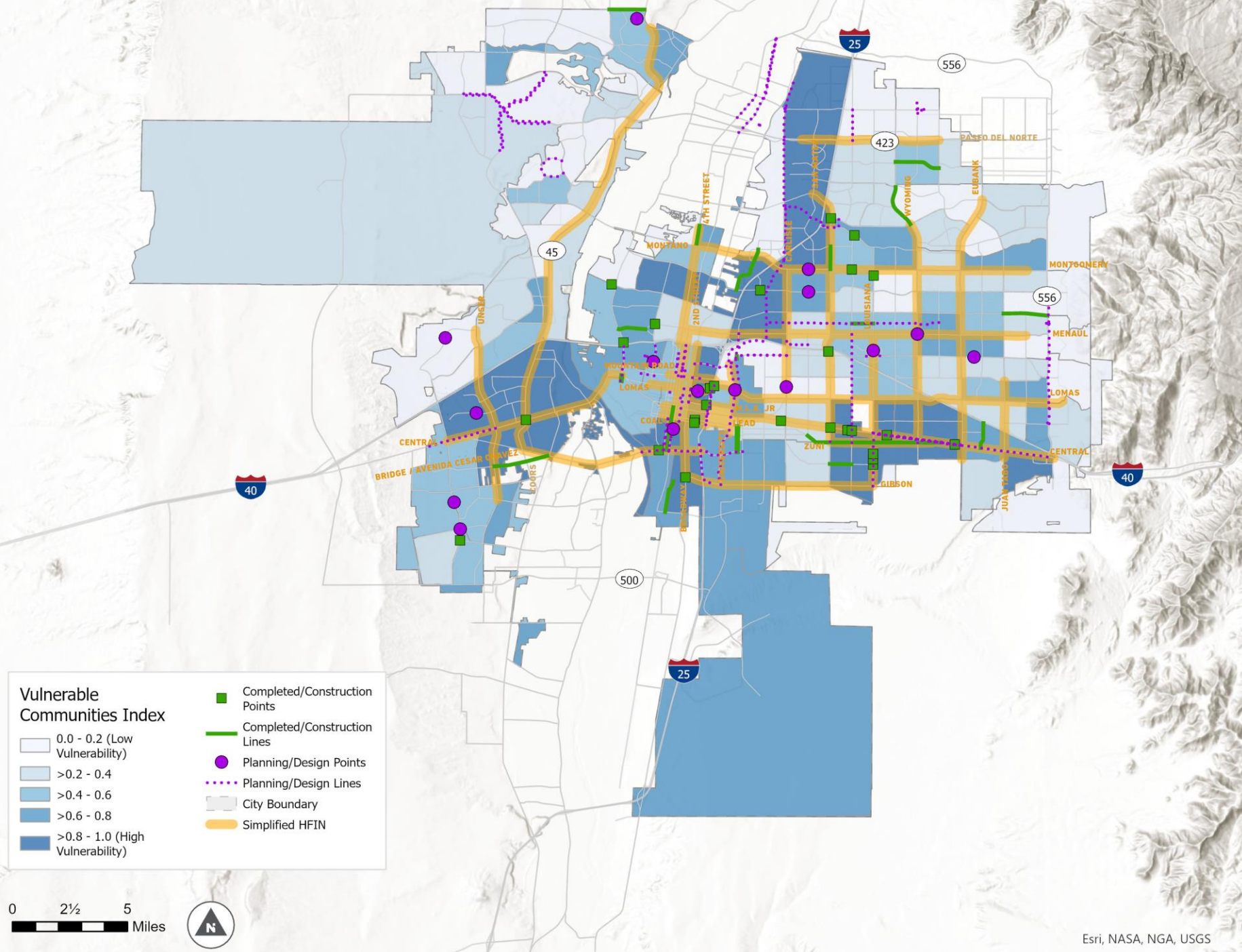
90%

are Principal Arterials

| Vulnerable Communities Index | Simplified HFIN |
|---------------------------------|-----------------|
| 0.0 - 0.2 (Low Vulnerability) | City Road |
| >0.2 - 0.4 | State Road |
| >0.4 - 0.6 | City Boundary |
| >0.6 - 0.8 | |
| >0.8 - 1.0 (High Vulnerability) | |

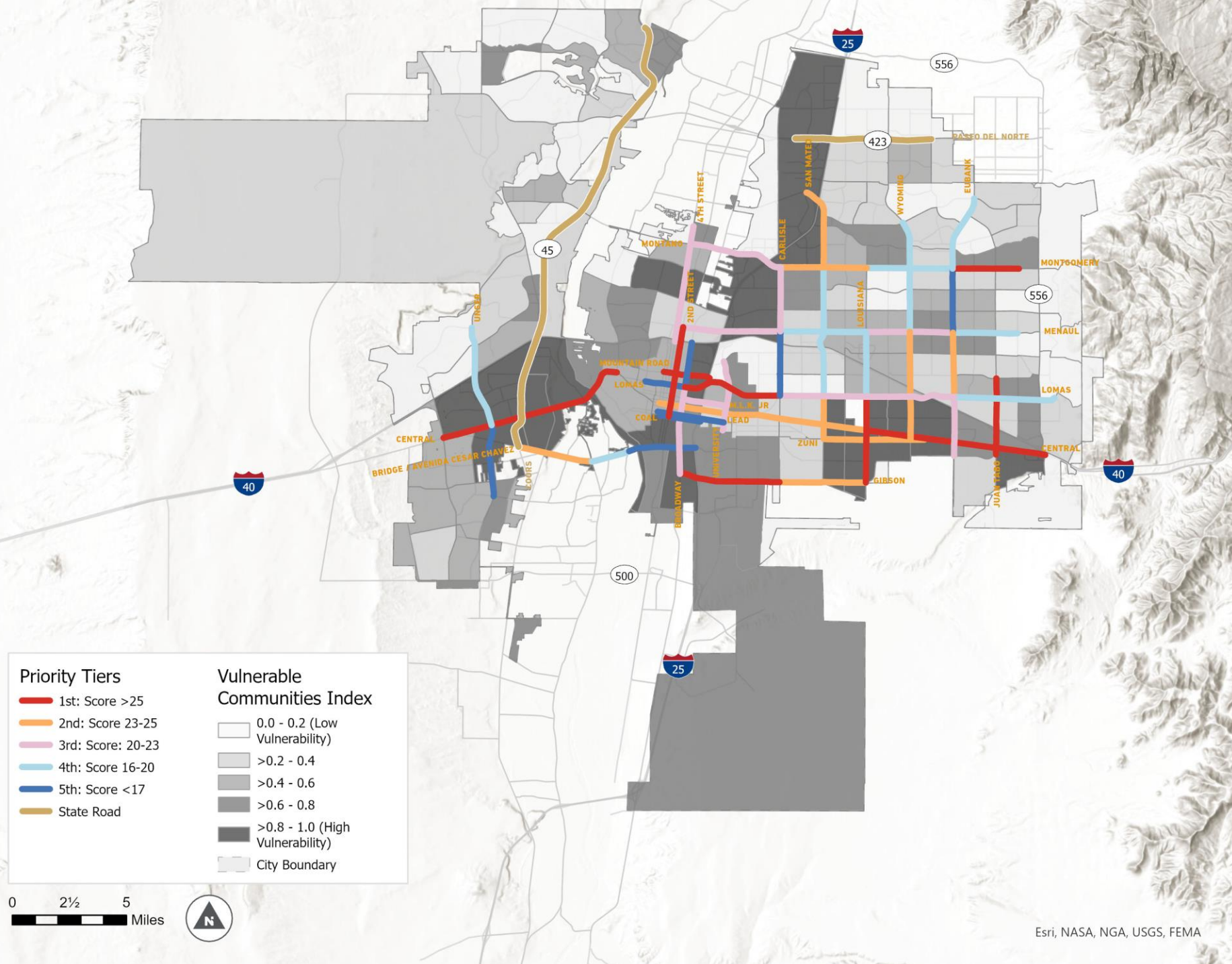


Projects and HFIN

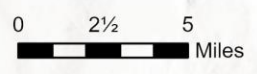


HFIN Priority Tiers

DRAFT



| Priority Tiers | Vulnerable Communities Index |
|-------------------|---------------------------------|
| 1st: Score >25 | 0.0 - 0.2 (Low Vulnerability) |
| 2nd: Score 23-25 | >0.2 - 0.4 |
| 3rd: Score: 20-23 | >0.4 - 0.6 |
| 4th: Score 16-20 | >0.6 - 0.8 |
| 5th: Score <17 | >0.8 - 1.0 (High Vulnerability) |
| State Road | City Boundary |



Questions?
Open Discussion

THANK YOU!

Valerie Hermanson

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Omar J. Peters

opeters@tooledesign.com

Aaron Sussman

asussman@tooledesign.com



***ABQ RIDE Forward
Network Plan:
Phase II Update and
Network Concepts***

**Greater Albuquerque
Active Transportation Committee**

March 13, 2023

Purpose and Scope of Network Plan

- Review performance and functions of existing bus transit system
- Identify goals and purpose of future City investments in public transit
- Plan will inform future decisions about where bus routes go, at what times of day they run, and how frequently
- Major issues not considered in the Network Plan
 - Zero fares policy
 - Safety/security issues
 - Driver shortages and missed trips/reliability challenges
- Project team has developed two “budget neutral” network concepts for public feedback (Phase II)
- The *Draft Network Plan* will be developed and shared with the public for additional feedback (final phase – fall 2023)

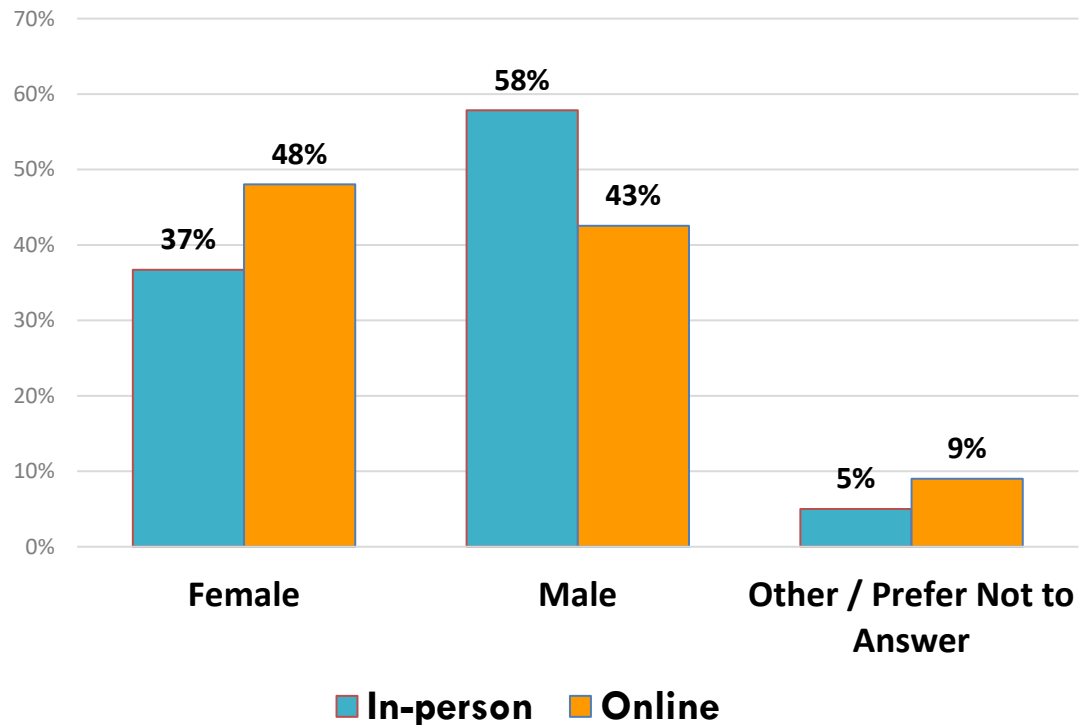
Existing Conditions – Key Takeaways

- Existing Conditions Report – *available online*
- Little “waste” in the ABQ RIDE system
- Transit system is relatively productive compared to the level of investment
- High proportion of frequent service (i.e., service that comes every 15 minutes or better) located in areas with low-income populations
- ABQ RIDE has a smaller high frequency network than peer cities

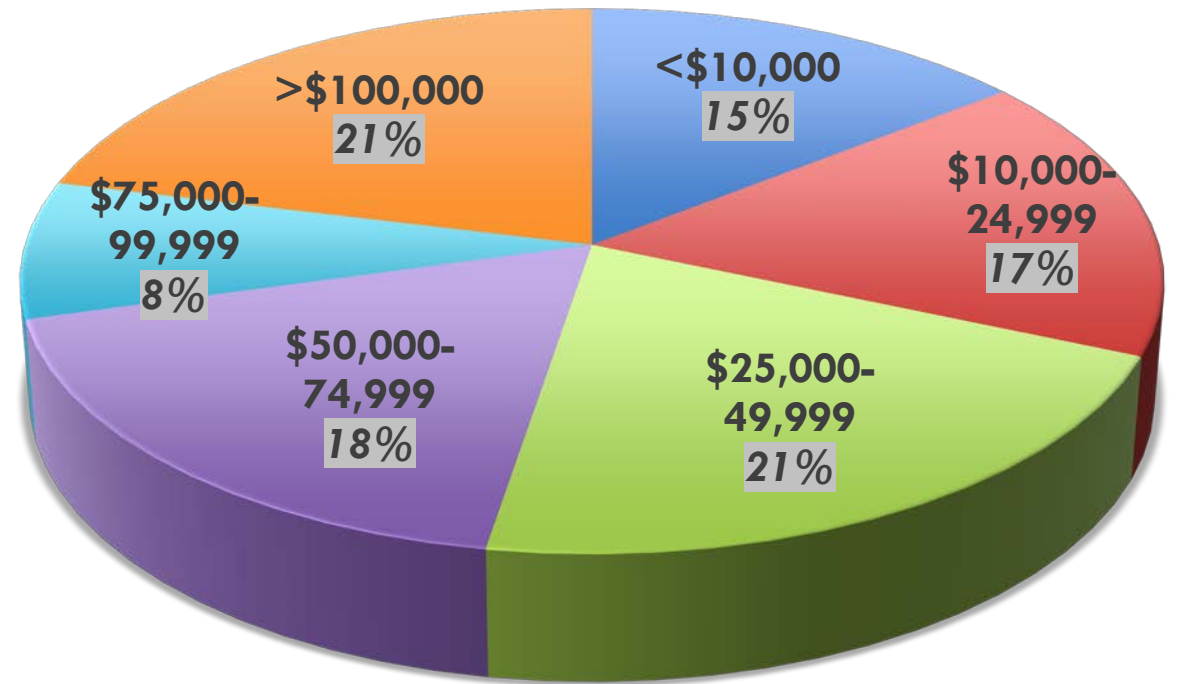
Phase I Community Survey

- 1,682 total
 - 1,081 online
 - 601 in-person

Participants by Gender



Participants by Household Income



Phase I Community Survey: Key Takeaways

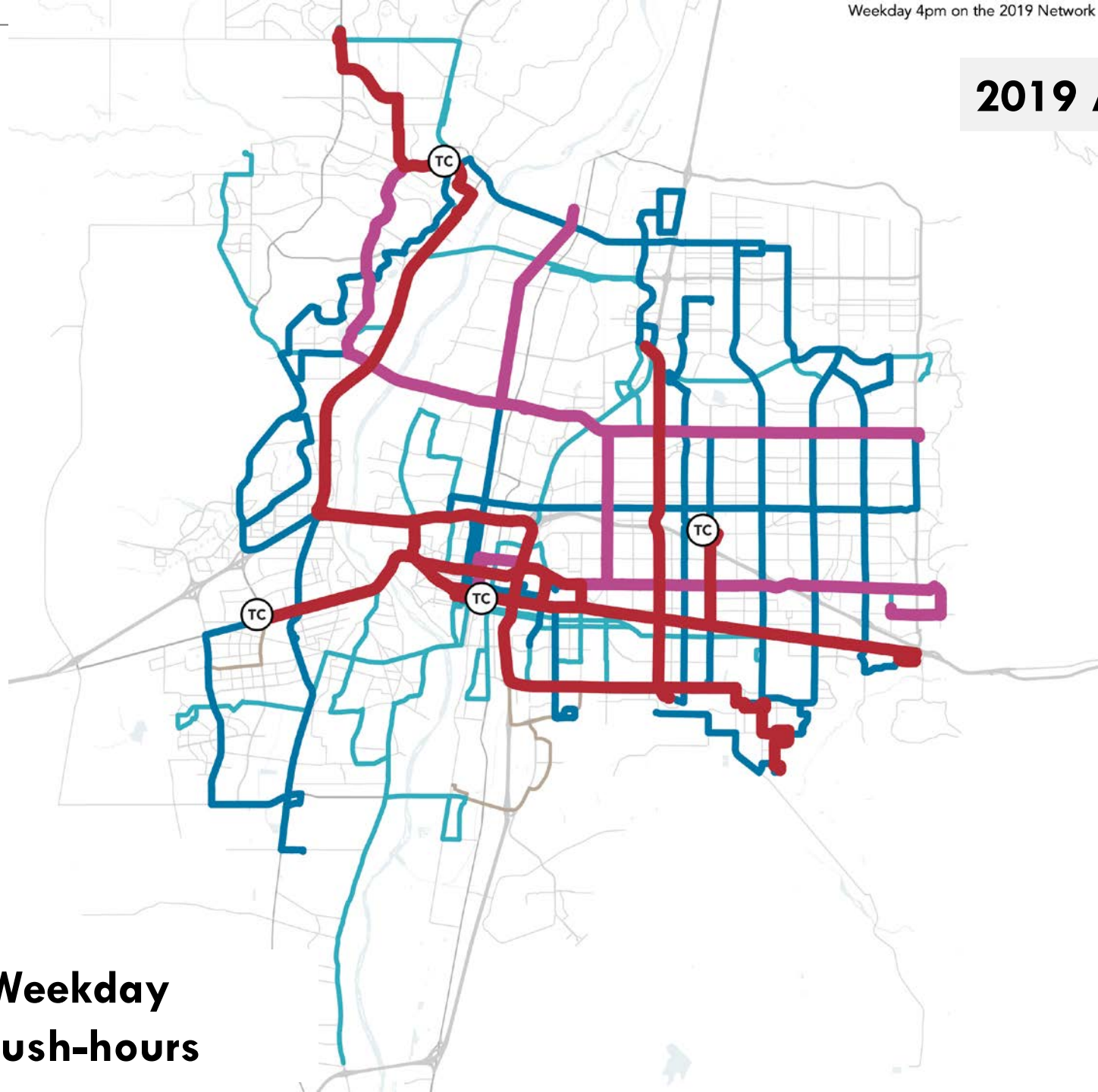
- Investing in **frequent service** is a priority among all user groups
- **All participants prefer routes that are farther away** but come more often, but that preference is strongest among *higher income and less frequent riders*
- **Regular transit users/lower income individuals:**
 - Identify providing service for disadvantaged groups as a priority at higher rates than other groups
 - More likely to identify greater span of service as a priority
- **Non-transit users** value more routes in more places and more frequent service; they are more likely to identify reducing congestion and maximizing ridership as priorities

Phase I Focus Groups: Key Takeaways

- Vast majority of participants indicated a **preference for routes that are farther away but come more frequently**
- **Reliability** is critical
 - More than half (53%) of focus group participants indicated they would be willing to walk more than 10 minutes to access frequent service
 - Frequent/reliable service gives individuals more predictability and greater control over one's schedule
- Desire for **greater span and weekend service**
- **Safety/security are linked to transit service design**; shorter waits and more passengers enhance sense of security

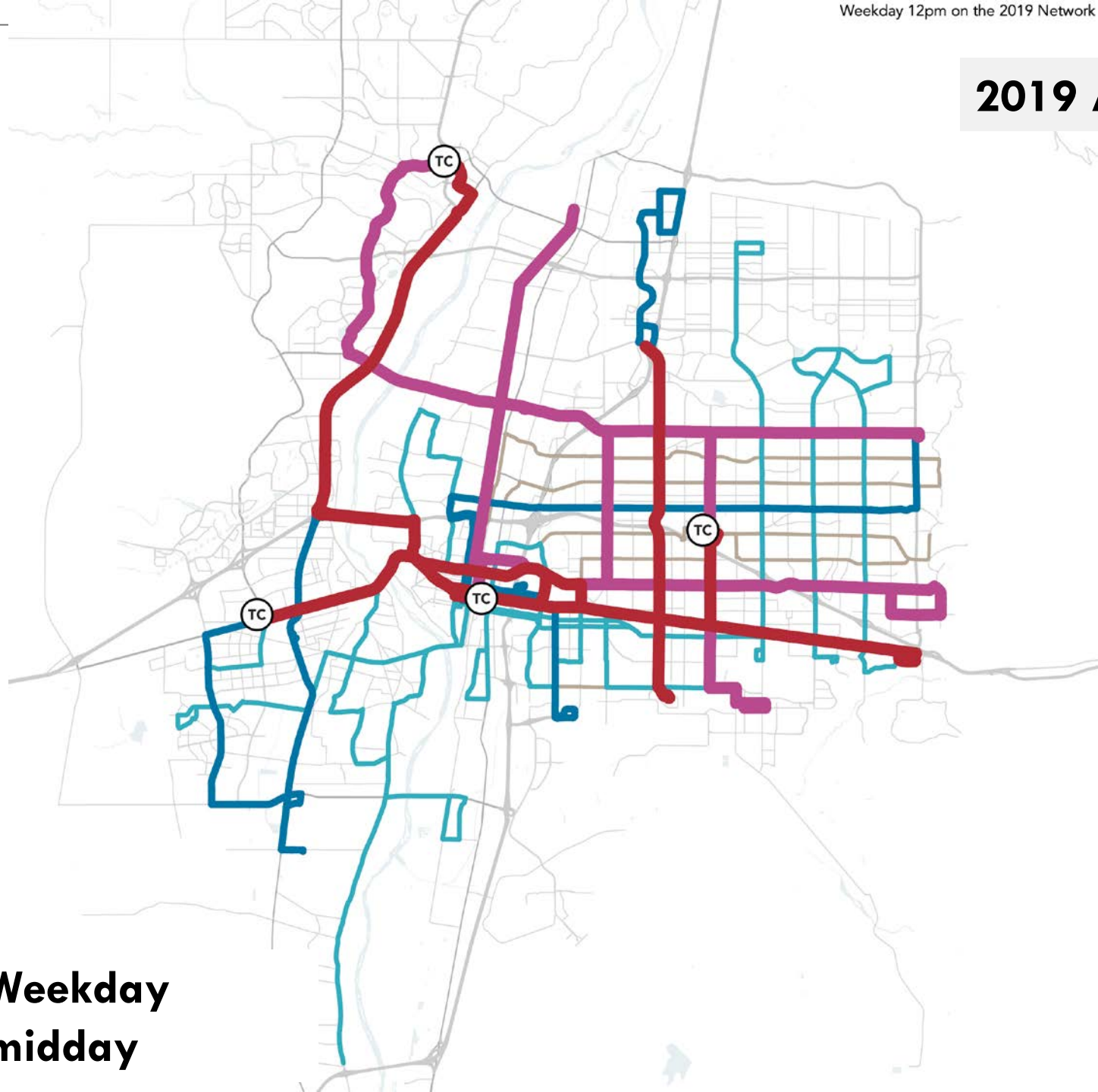
ABQ RIDE 2019 Network

2019 ABQ RIDE Network



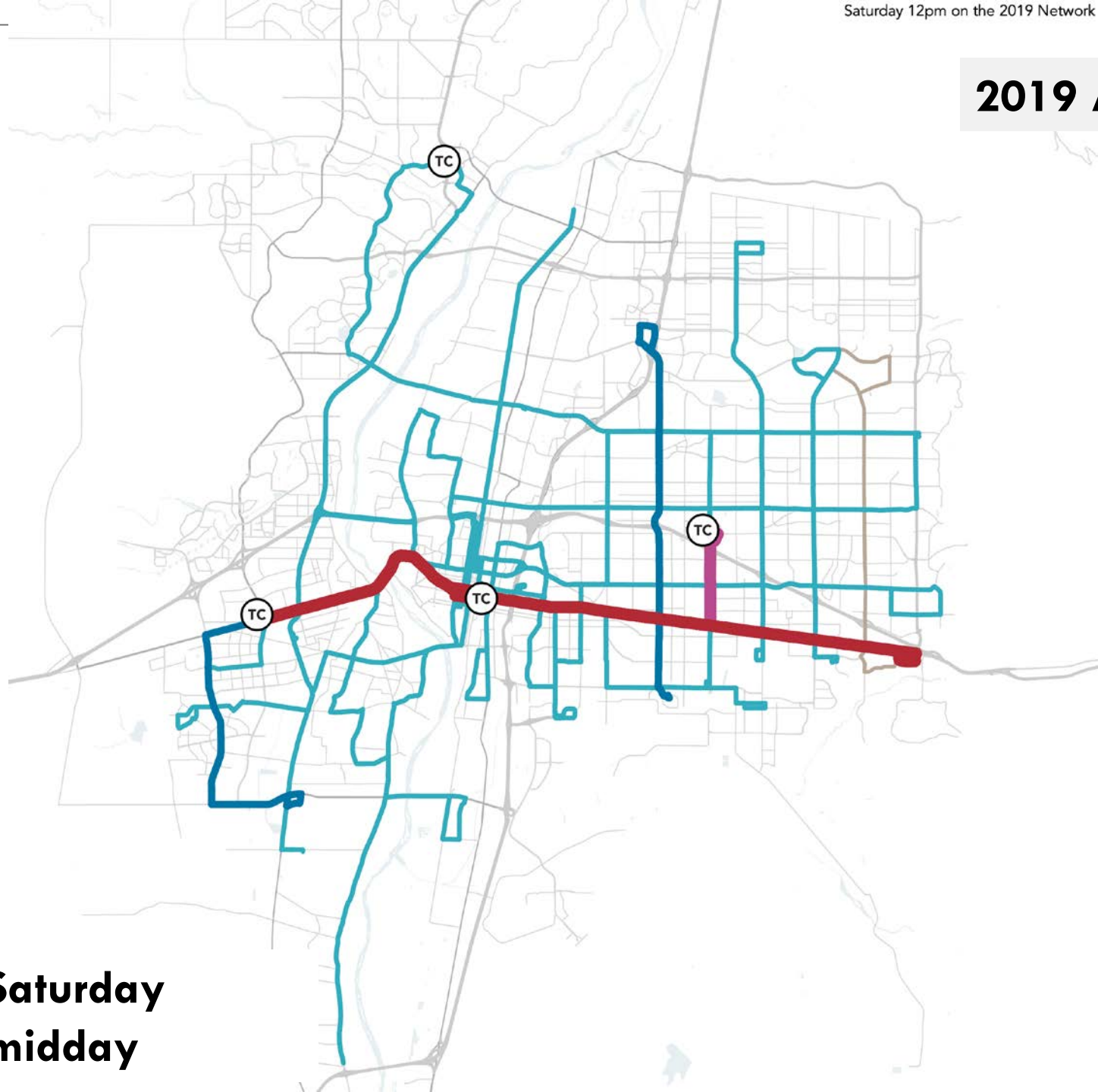
**Weekday
rush-hours**

2019 ABQ RIDE Network



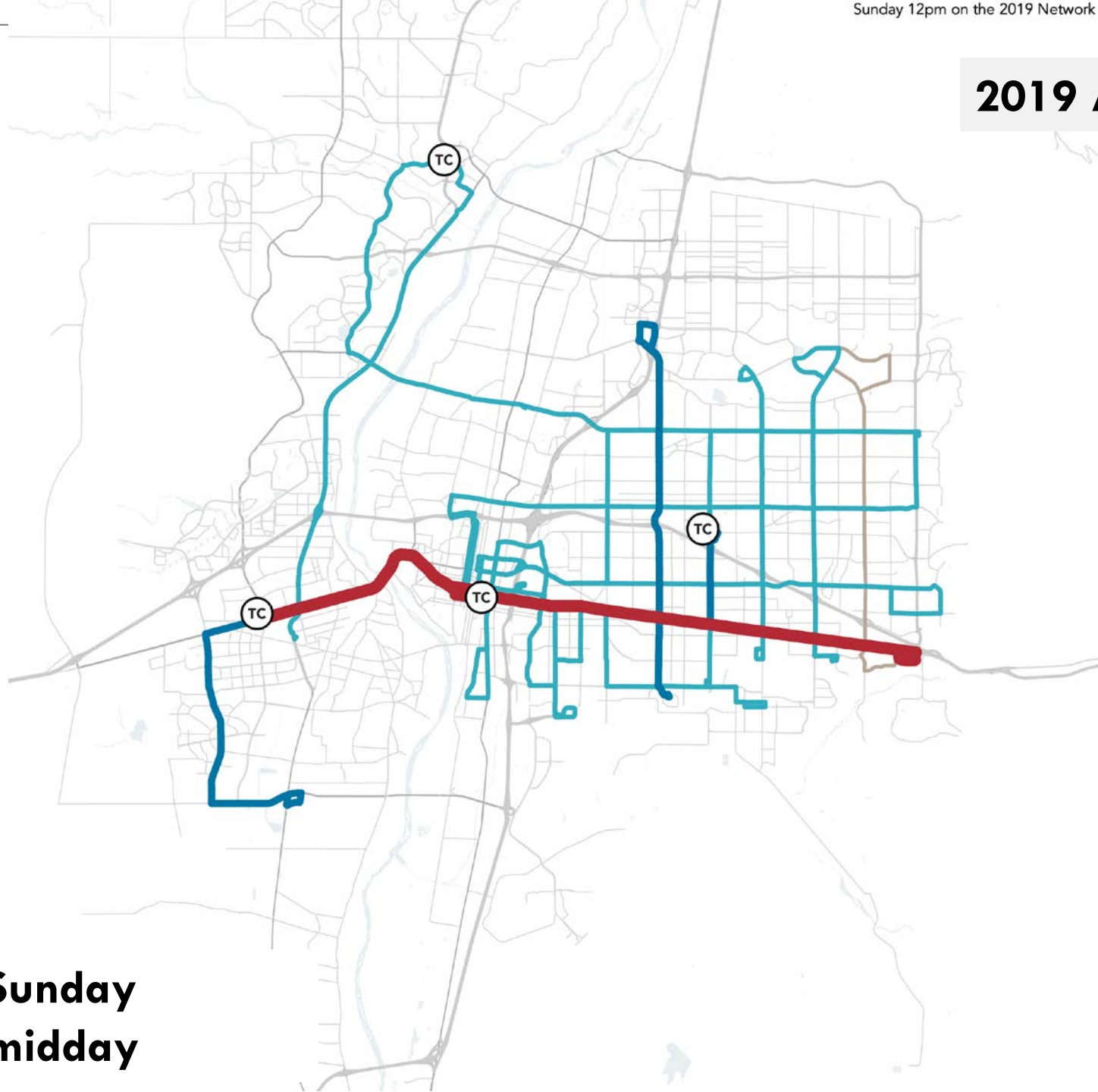
**Weekday
midday**

2019 ABQ RIDE Network



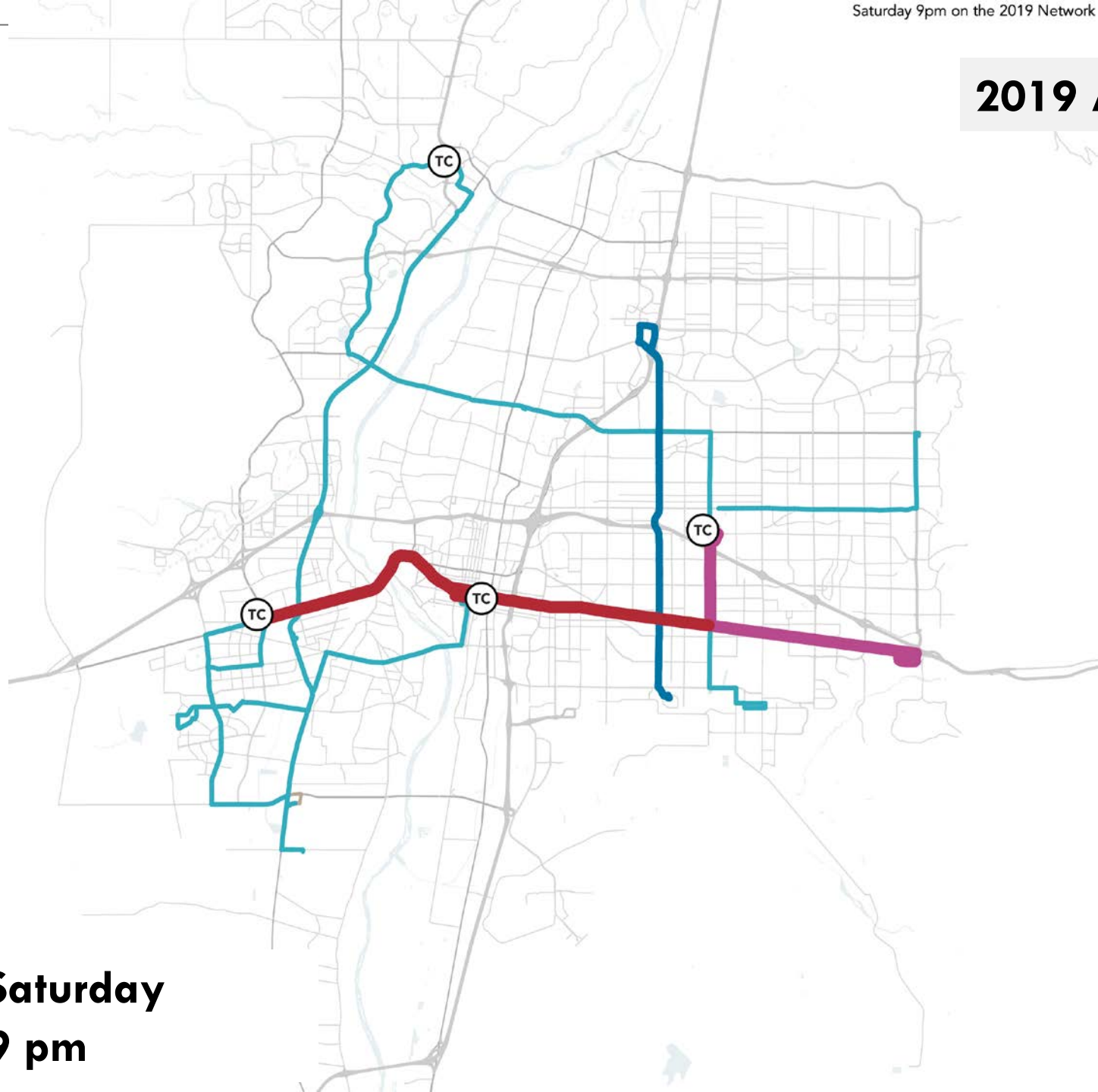
**Saturday
midday**

2019 ABQ RIDE Network



**Sunday
midday**

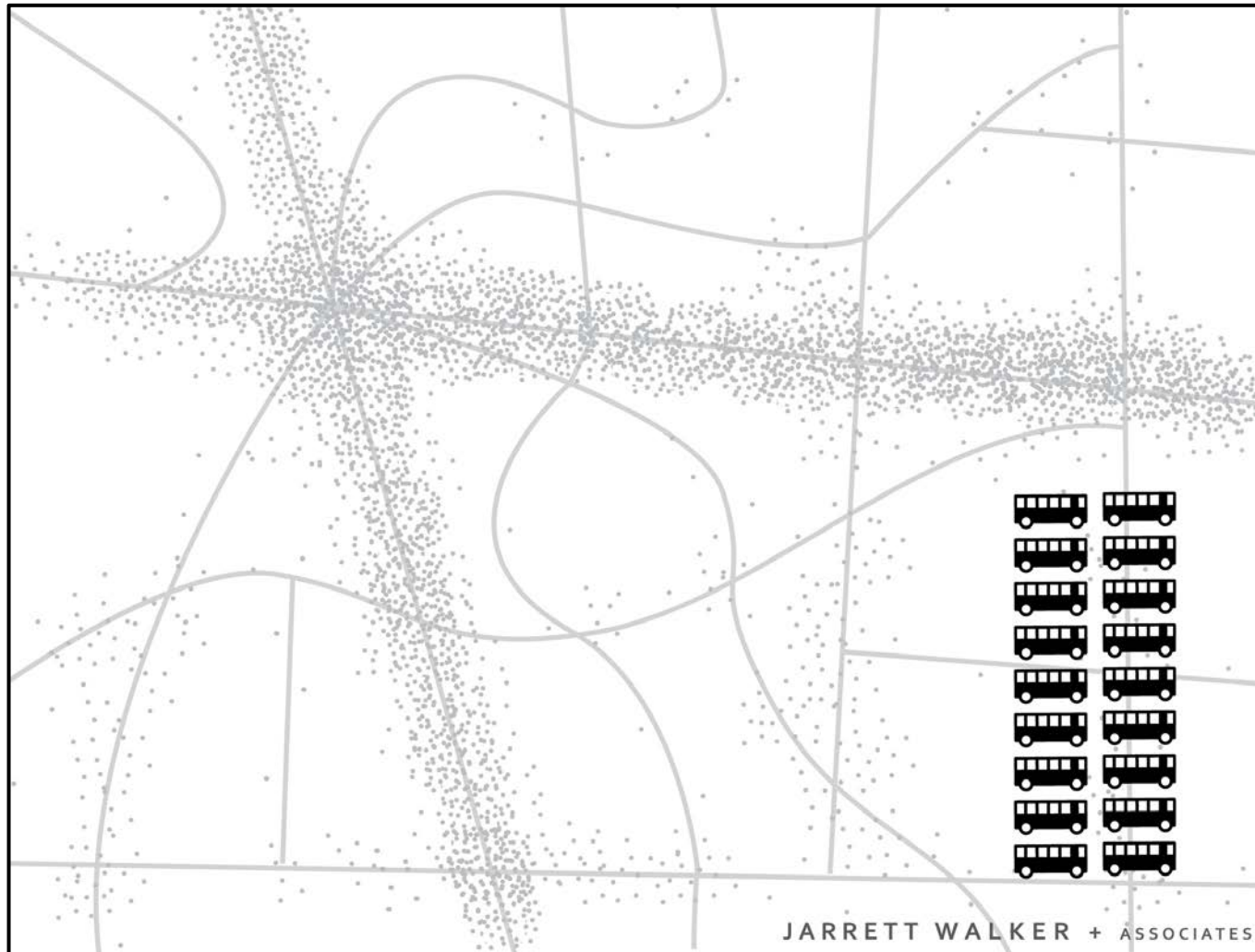
2019 ABQ RIDE Network



Saturday
9 pm

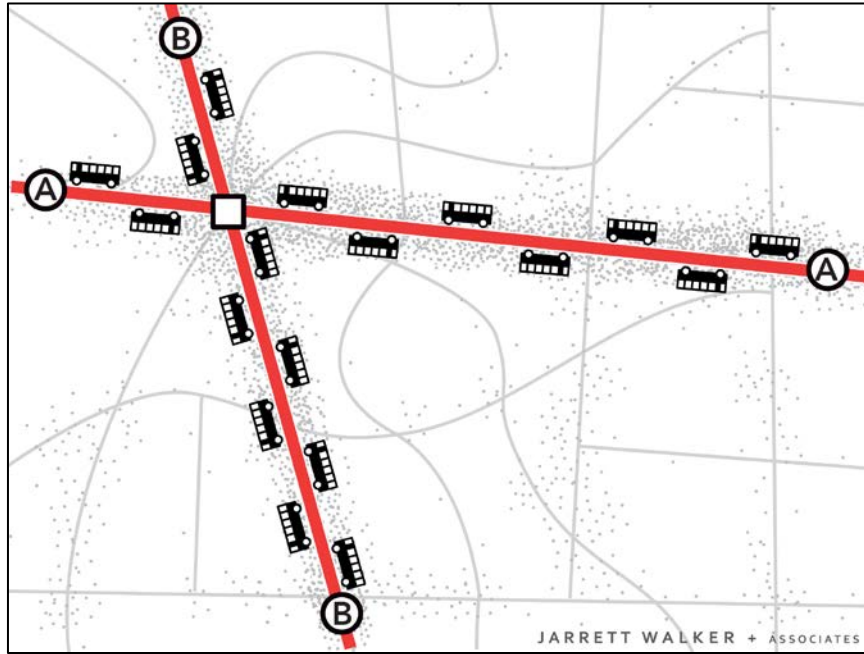
ABQ RIDE Network Concepts

How should a transit provider allocate service?



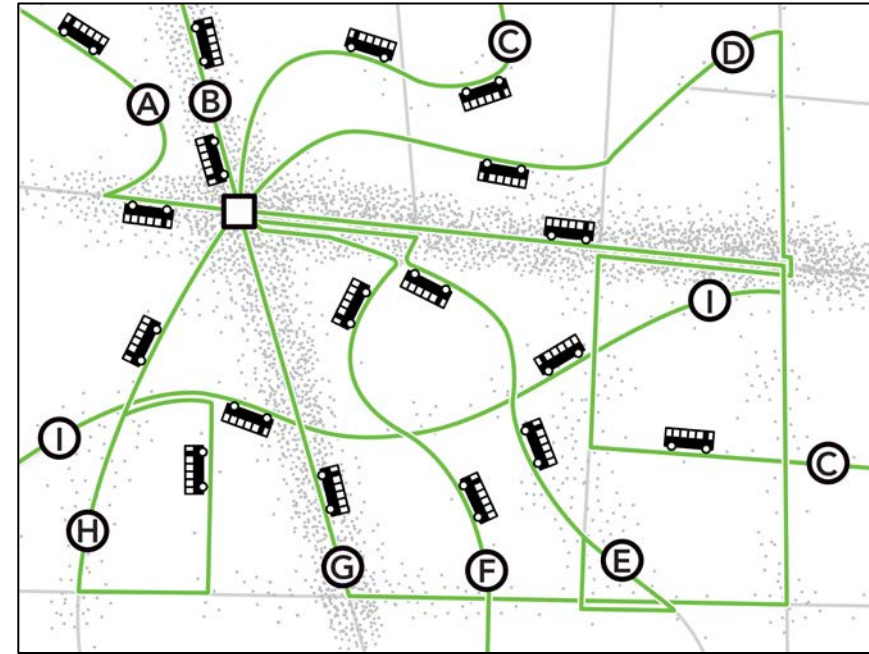
Imagine you had 18 buses to serve this fictional town.

Dots are the locations of residents and jobs.



High Ridership means...

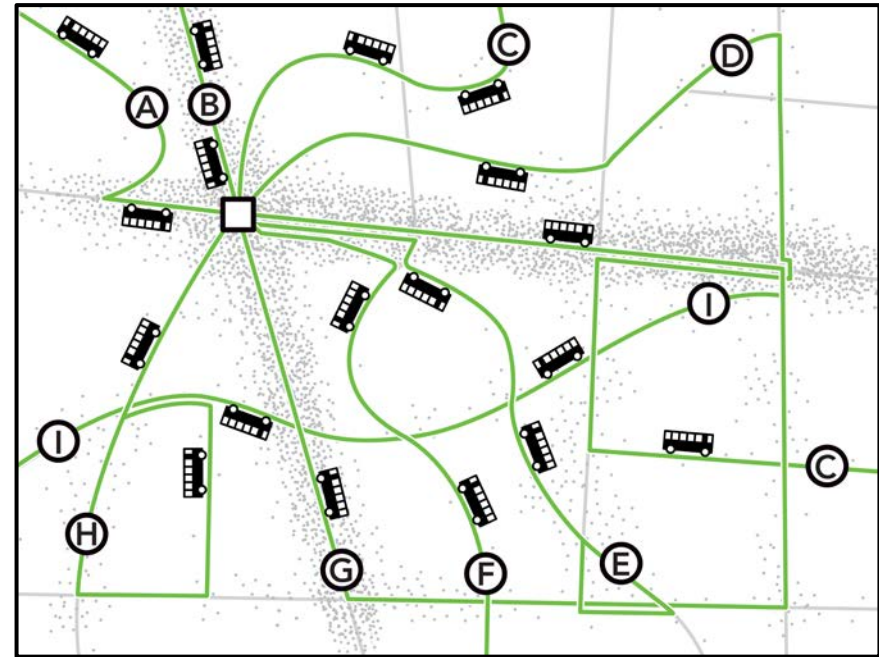
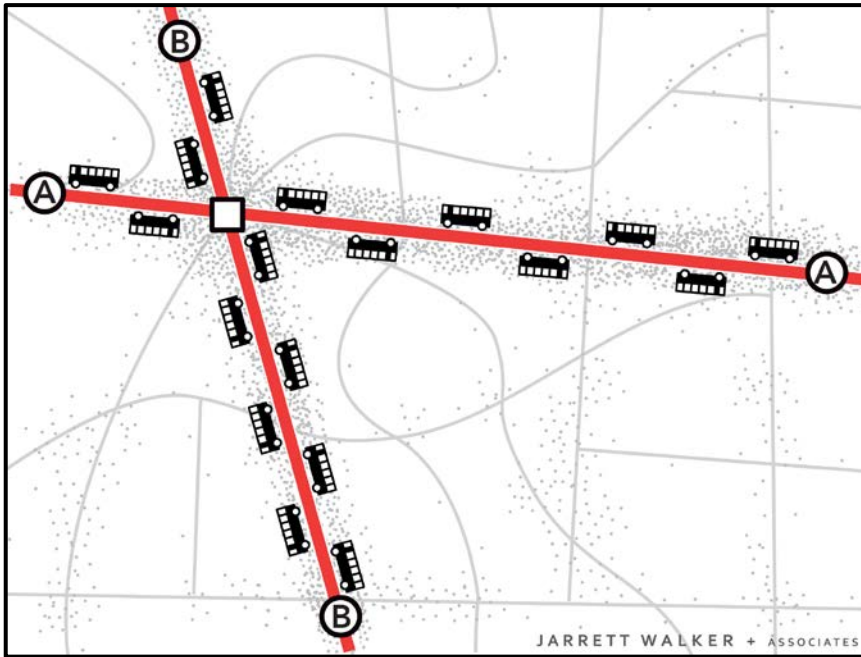
- Maximum total access to opportunity
- Supports dense and walkable development
- Lower emissions
- Fewer vehicle miles travelled



High Coverage means...

- Some transit service near every home and job
- Insurance against isolation for people in need, everywhere
- Service near every neighborhood / taxpayer / electoral district

The tradeoff is unavoidable



But a city CAN choose a deliberate balance point on the spectrum.

A bus comes every ...

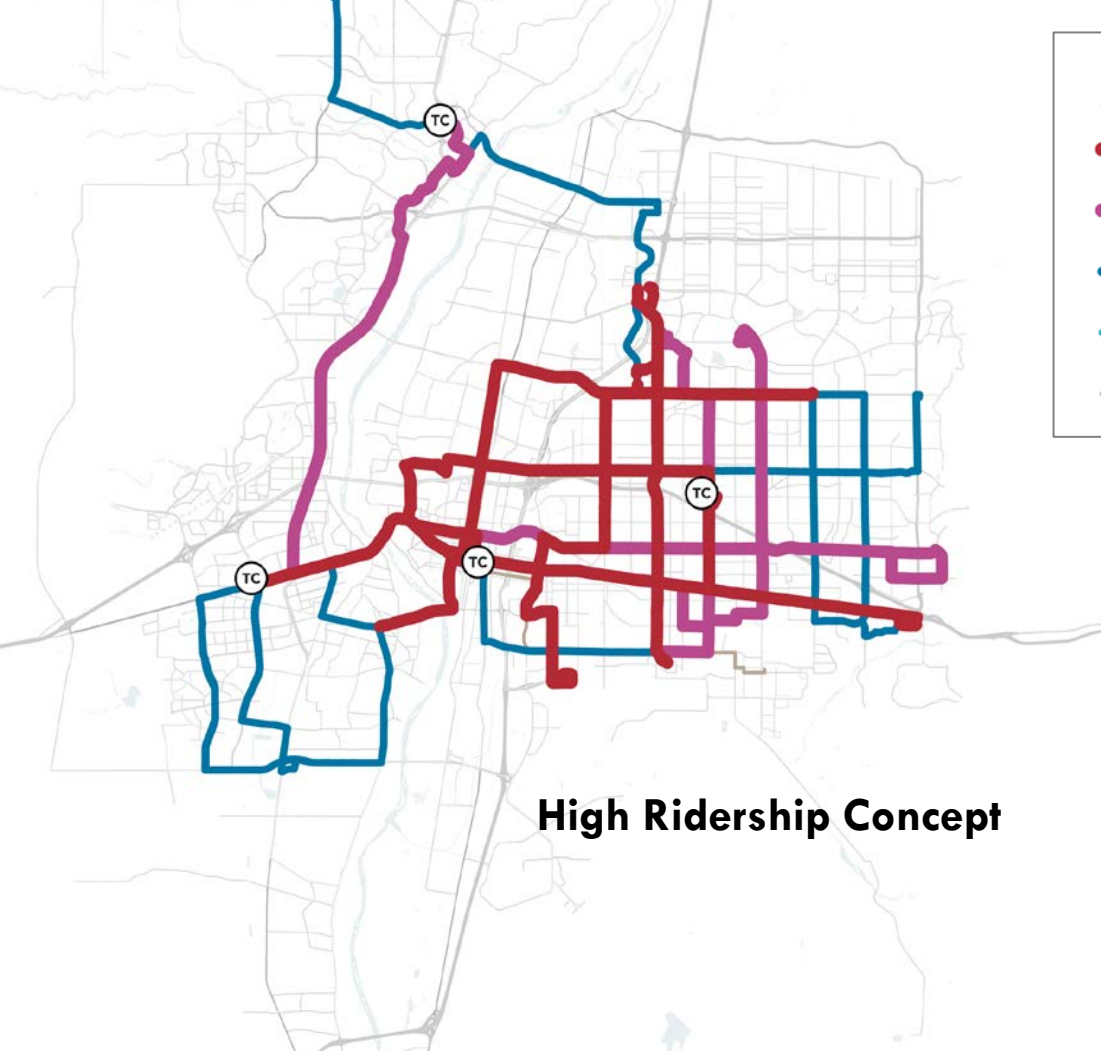
— 15 minutes or less

— 20 minutes

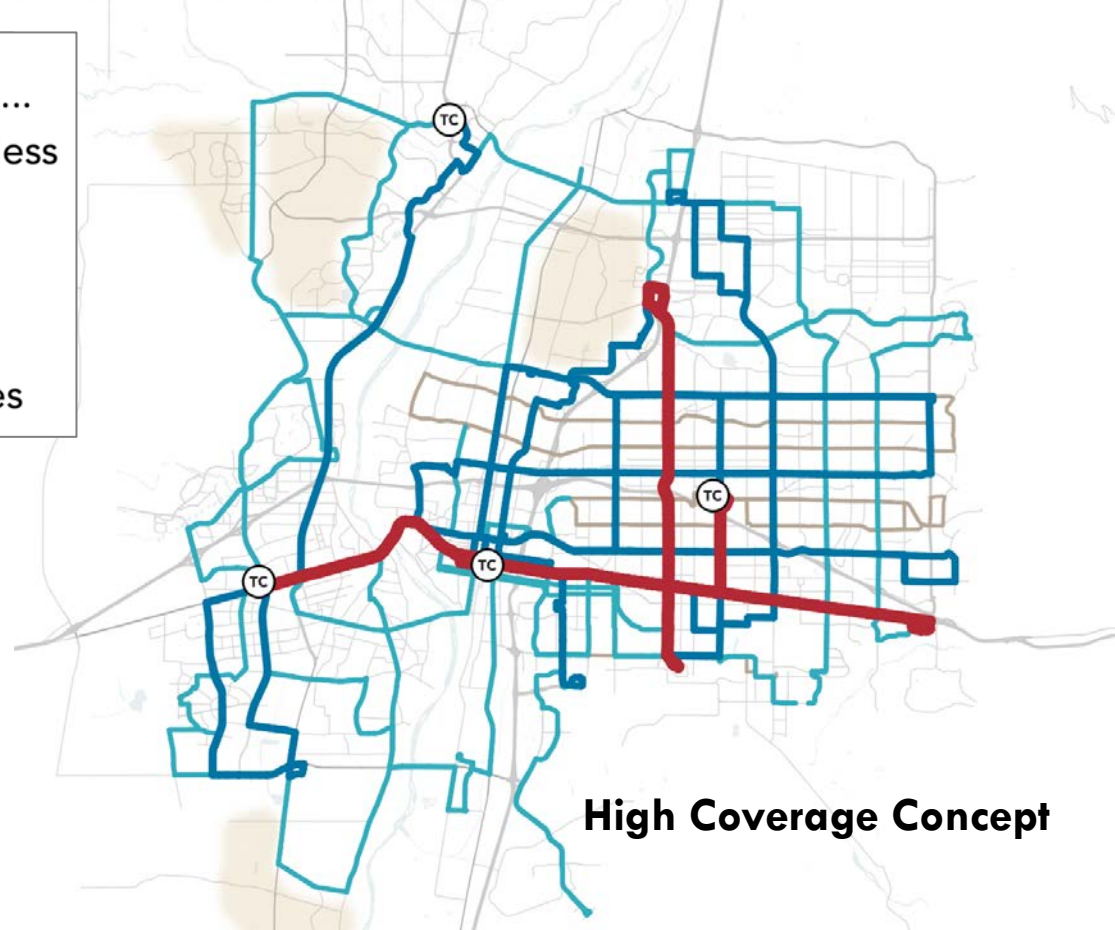
— 30 minutes

— 40-60 minutes

— over 60 minutes



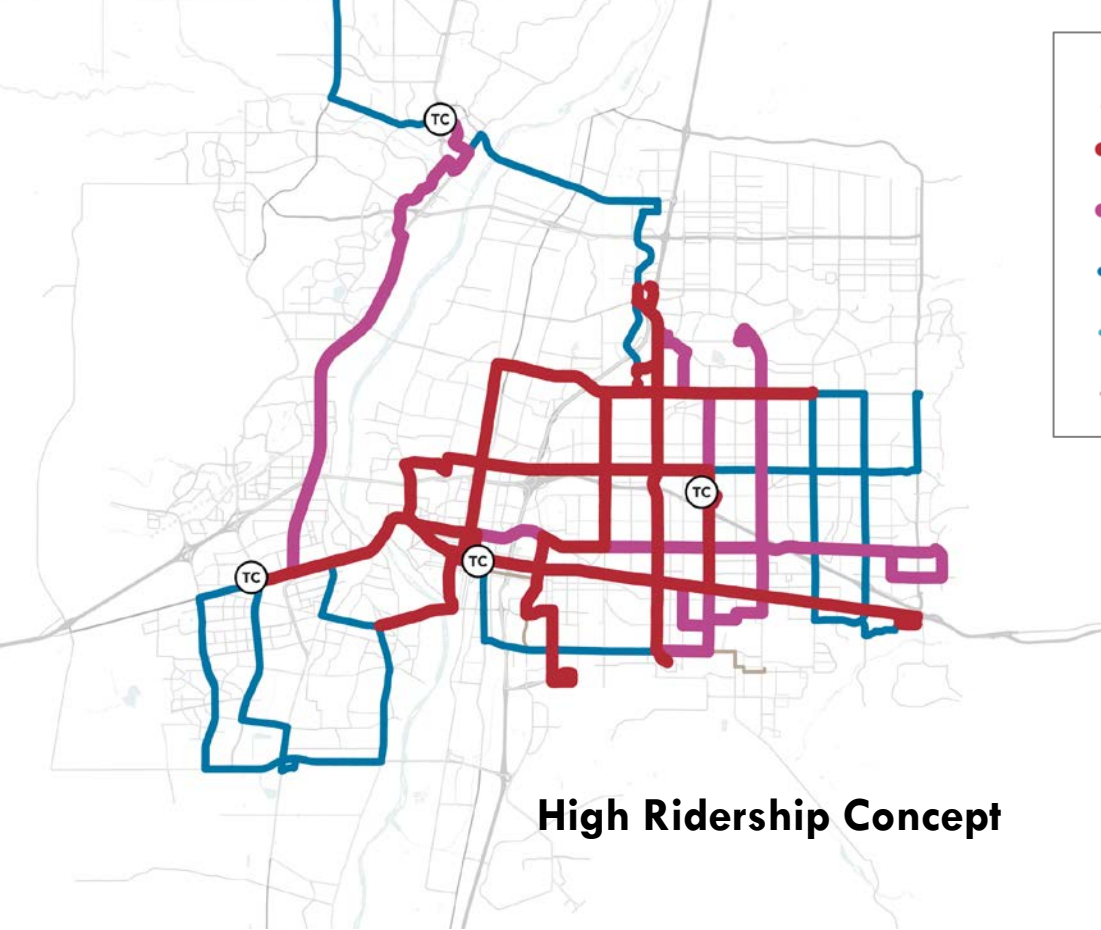
High Ridership Concept



High Coverage Concept



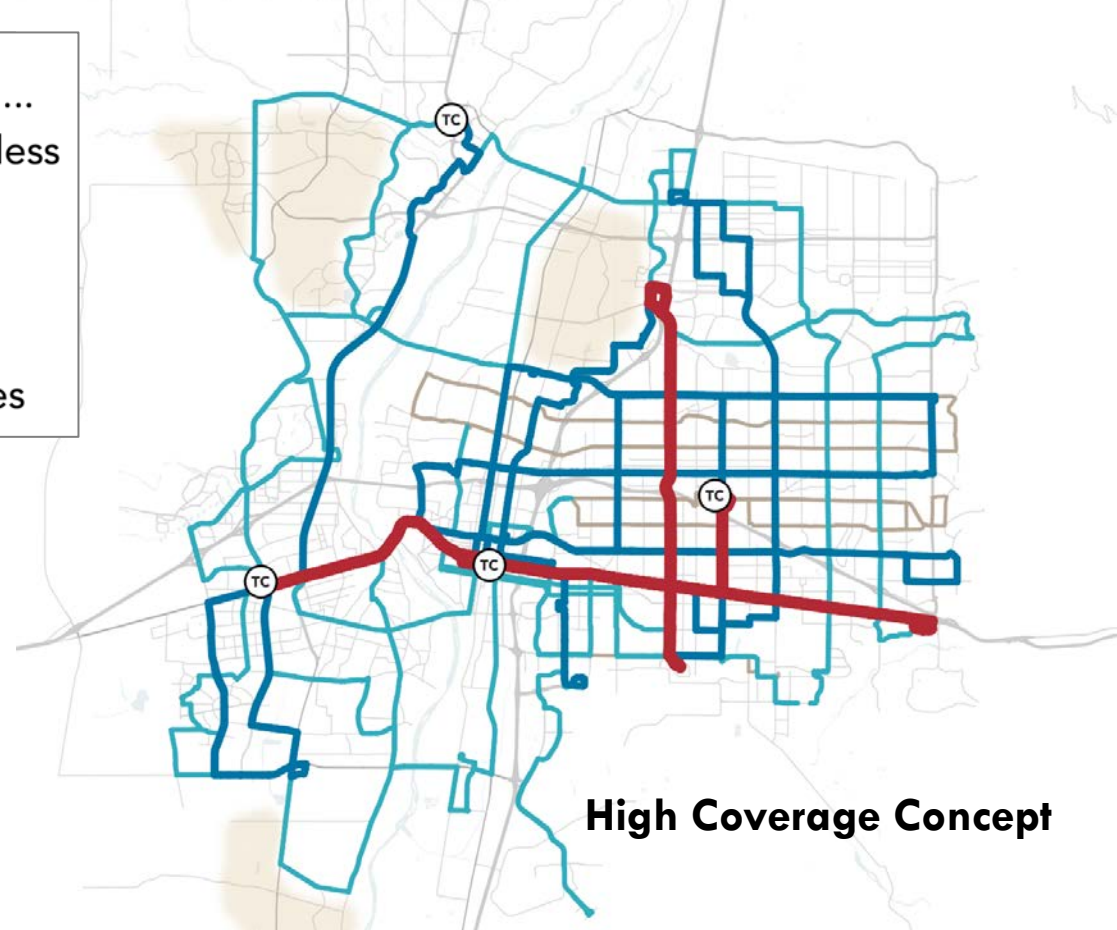
Existing Network



High Ridership Concept

A bus comes every ...

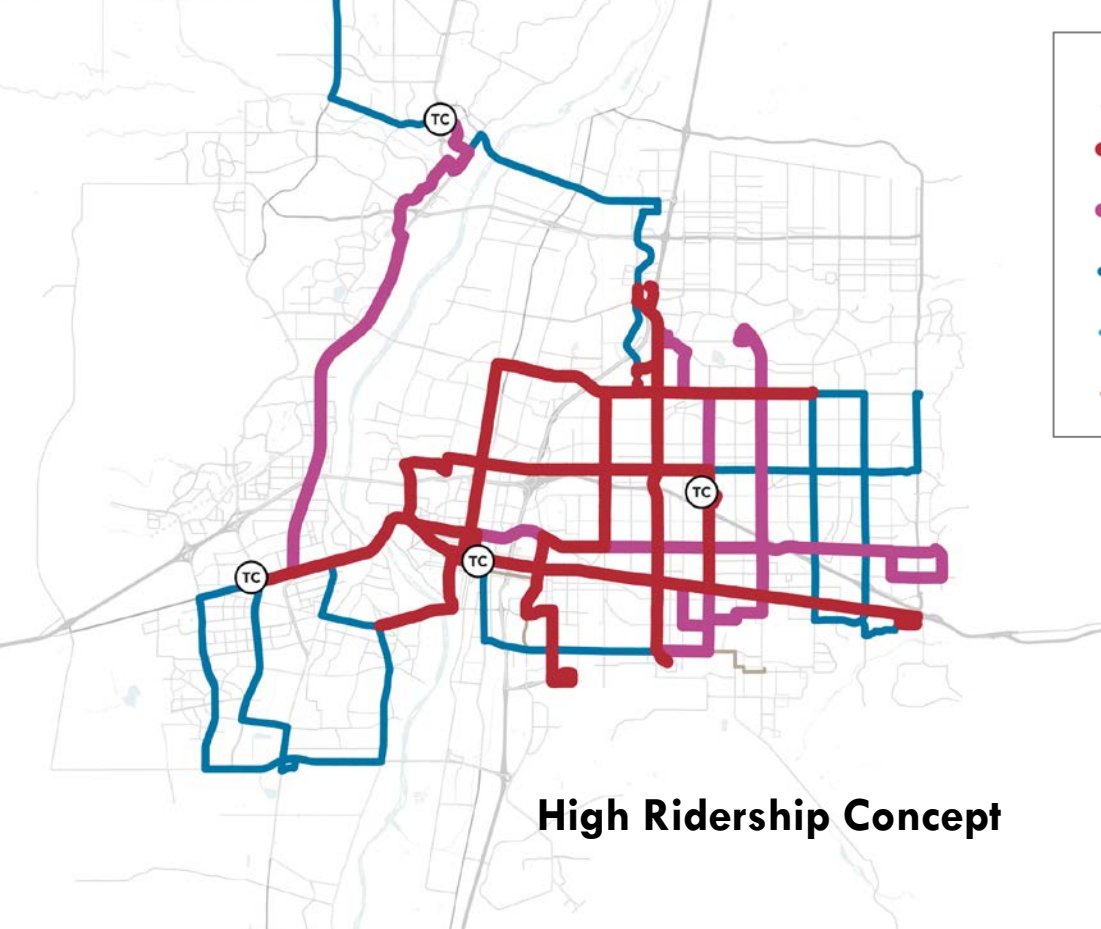
- 15 minutes or less
- 20 minutes
- 30 minutes
- 40-60 minutes
- over 60 minutes



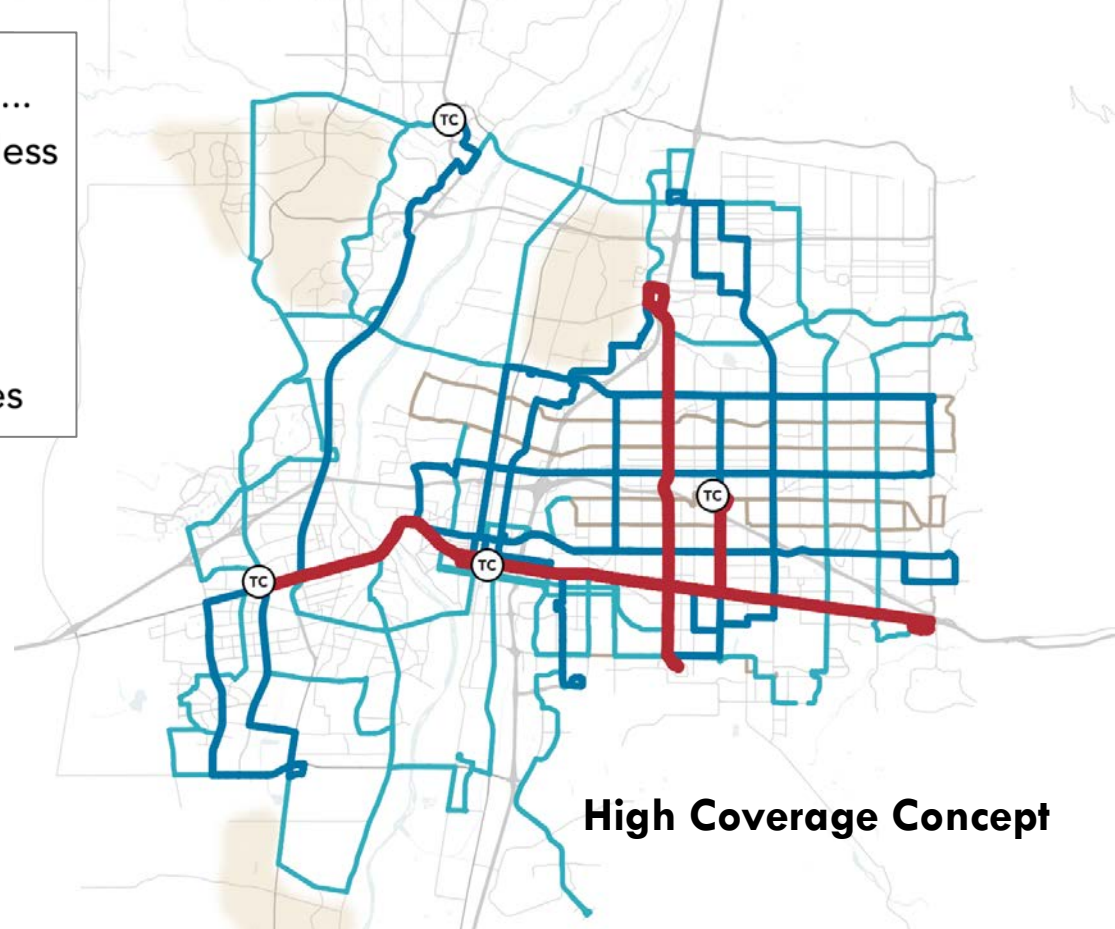
High Coverage Concept

- **Proximity:** Gets service within 1/2 mile of 96.4% of boardings counted in Spring 2022

- **Proximity:** Gets service within 1/2 mile of 99.8% of boardings counted in Spring 2022



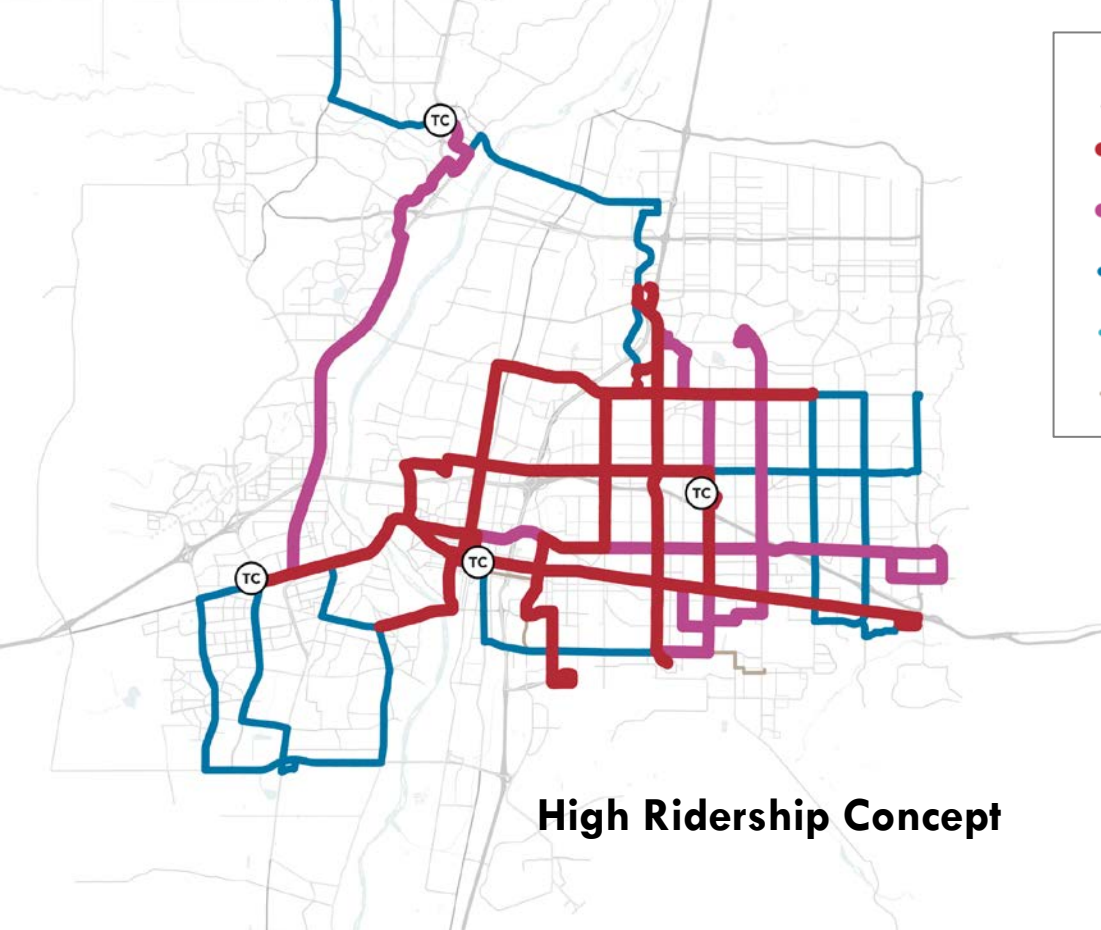
High Ridership Concept



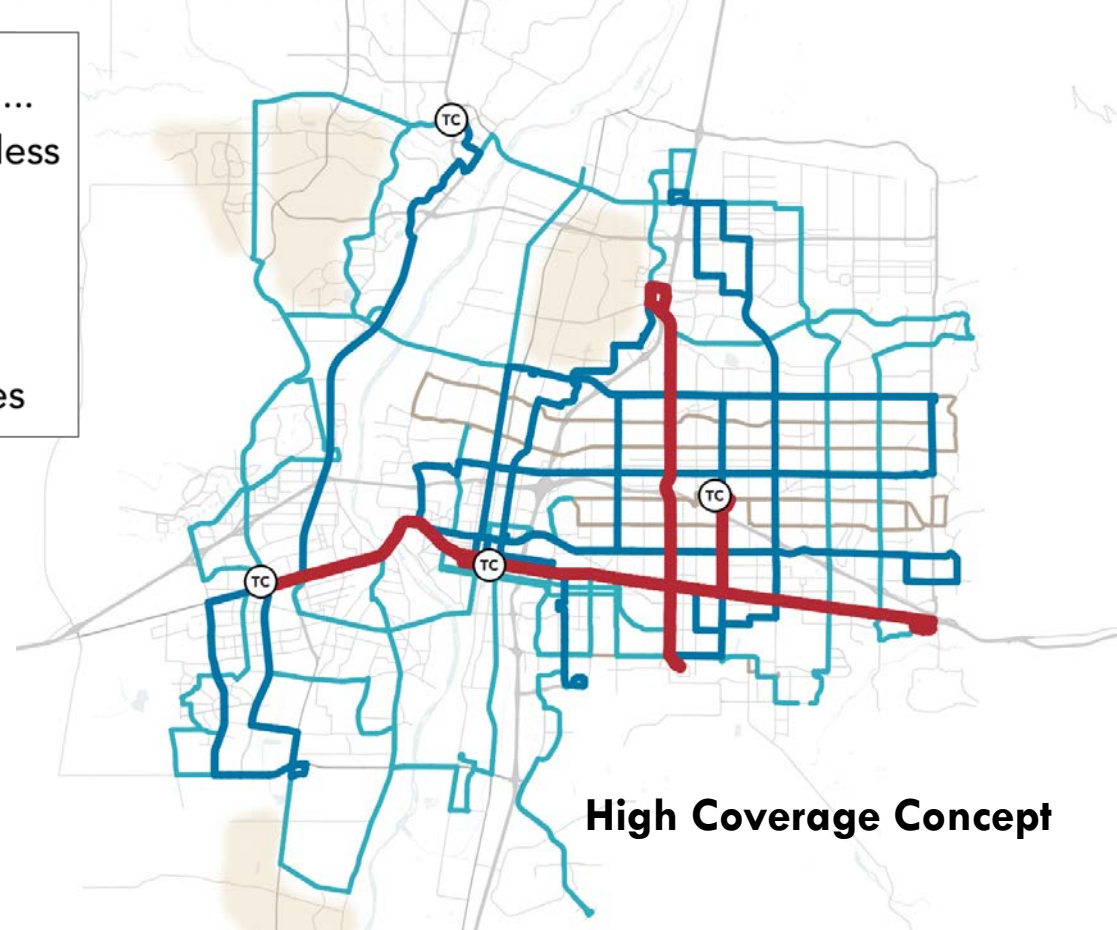
High Coverage Concept

- **Mobility:** 42% of residents live near service (but mostly frequent, all-week service)
- (55% of lower-income residents)

- **Mobility:** 68% of residents live near service (but mostly infrequent, minimal service)
- (75% of lower-income residents)



High Ridership Concept



High Coverage Concept

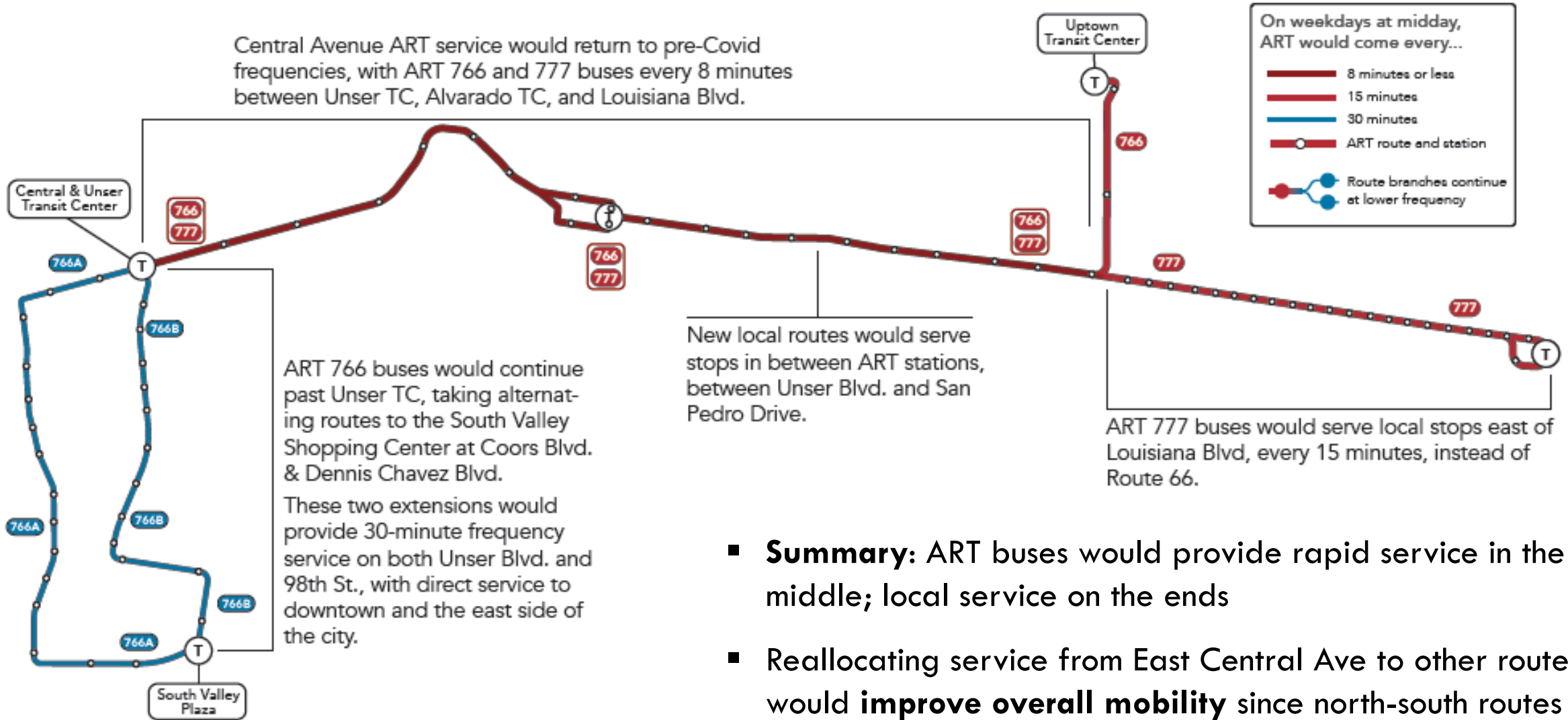
- **Jobs access:** Average resident can reach *+42% more jobs* within a door-to-door 45 minute commute compared to 2019 network
- (+64% for lower-income residents)

- **Jobs access:** Average resident can reach *-16% fewer jobs* within a door-to-door 45 minute commute compared to 2019 network
- (-23% for lower-income residents)

Common to Both Concepts

- Greater span of service
 - More weekend service in both Concepts compared to 2019 network
 - More evening service in the Ridership Concept
- No rush-hour-only service (except Rio Metro-funded routes)
- An emphasis on benefitting lower income and vulnerable people
- A change to local and rapid service on Central Ave

Central Avenue ART service would return to pre-Covid frequencies, with ART 766 and 777 buses every 8 minutes between Unser TC, Alvarado TC, and Louisiana Blvd.



ART 766 buses would continue past Unser TC, taking alternating routes to the South Valley Shopping Center at Coors Blvd. & Dennis Chavez Blvd.

These two extensions would provide 30-minute frequency service on both Unser Blvd. and 98th St., with direct service to downtown and the east side of the city.

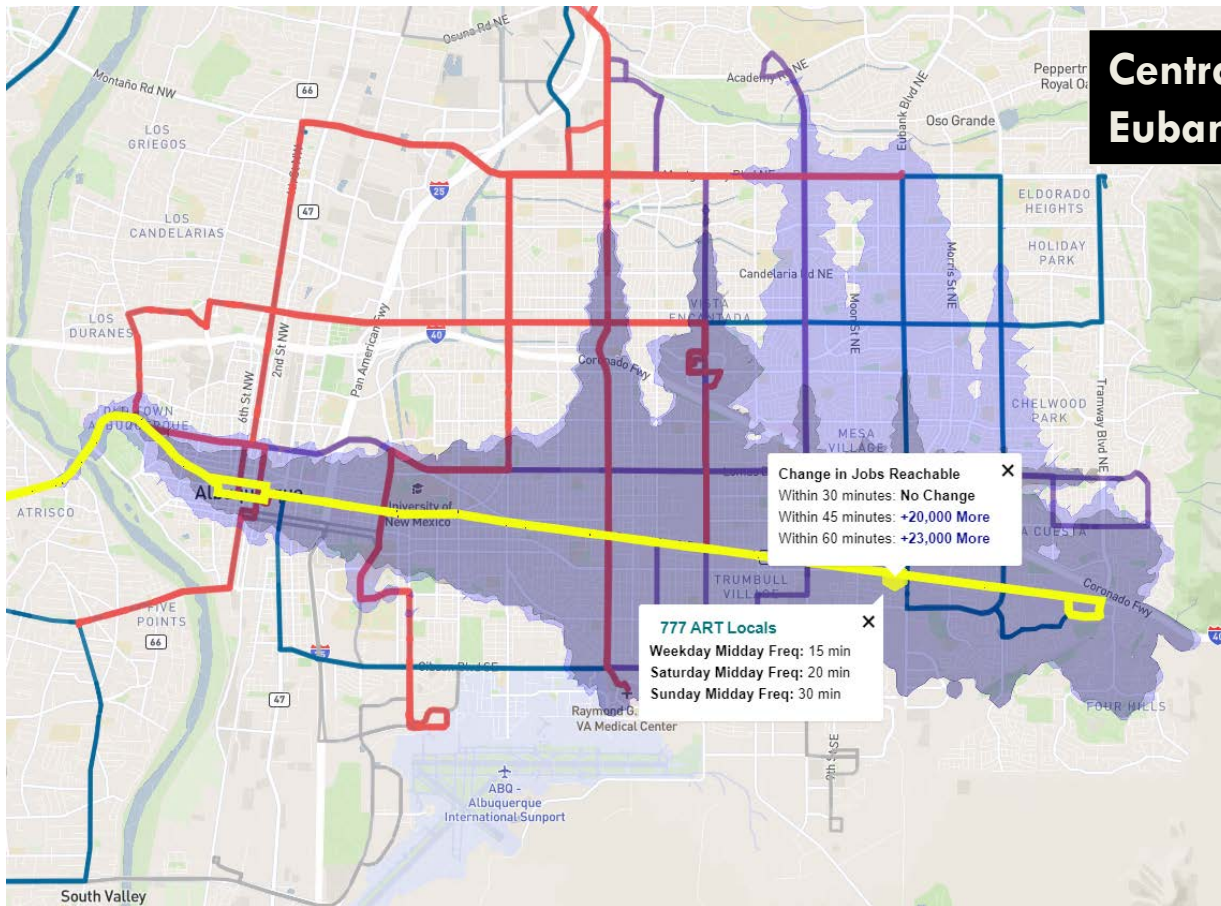
New local routes would serve stops in between ART stations, between Unser Blvd. and San Pedro Drive.

ART 777 buses would serve local stops east of Louisiana Blvd, every 15 minutes, instead of Route 66.

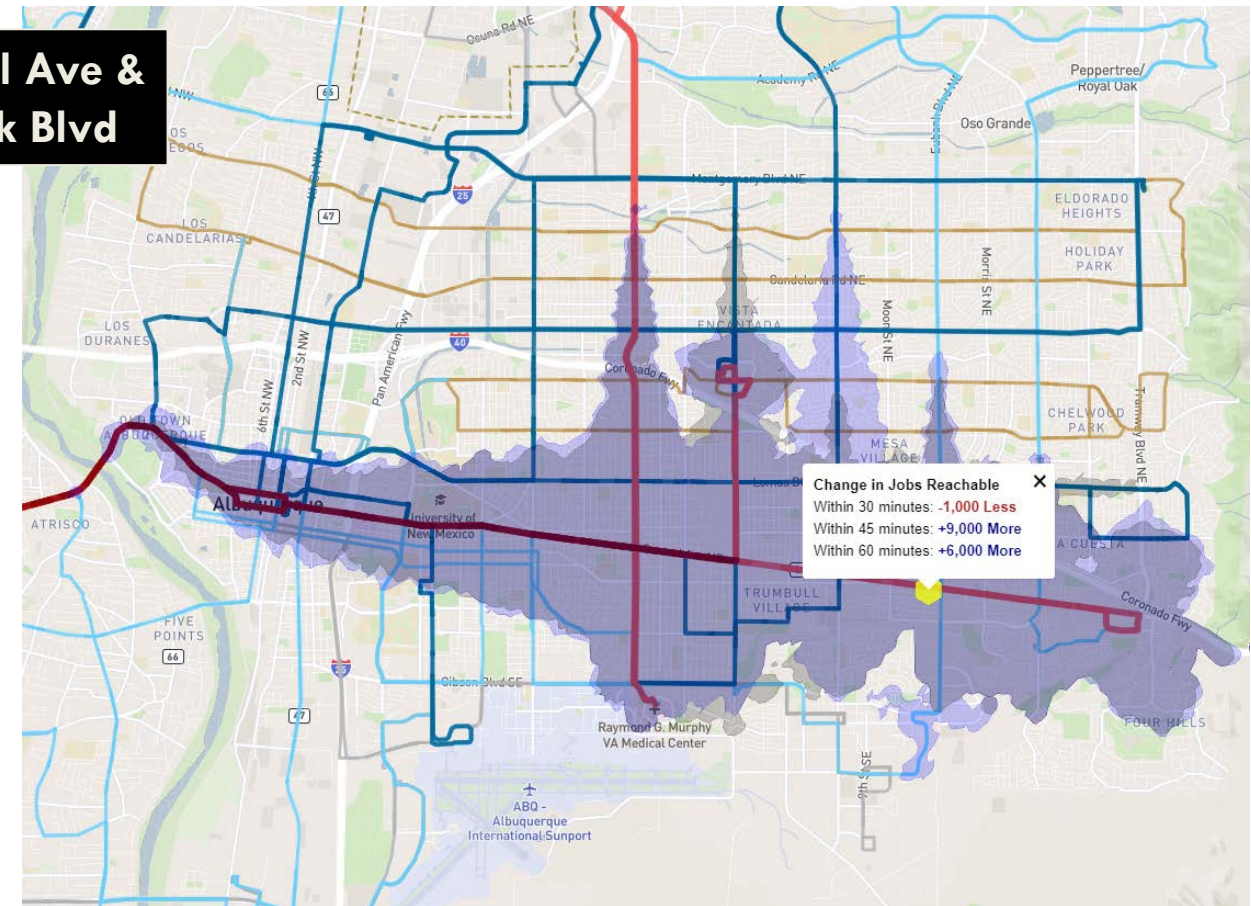
- **Summary:** ART buses would provide rapid service in the middle; local service on the ends
- Reallocating service from East Central Ave to other routes would **improve overall mobility** since north-south routes currently operate much less frequently
- ABQ RIDE could not currently operate this kind of service – unless excess ART buses are removed from Blue Line 790

Online Viewer

- Visit the [project website](#) to see how access to jobs changes by location for each Network Concept



Ridership Concept



Coverage Concept

Phase 2 Outreach

- Late February to mid April
- Solicit feedback on whether ABQ RIDE should move towards one of two network concepts:
 - Potential **high ridership** concept
 - Potential **high coverage** concept
- Outreach activities
 - Community survey
 - Presentations to advisory committees and community groups
 - Virtual community meetings
 - Focus groups
 - Pop-up events and information boards
- Learn more at www.abqrideforward.com

More Details on the Project Website!

- Design Concepts Report
- Online Concepts Viewer
- Phase I Engagement Summary
- Sign up for focus groups
- Phase II survey

ABC RIDE
forward
NETWORK PLAN

FAQs Reports/Documents Events/Get Involved Contact Us Promotional Materials

Take the ABQ RIDE Forward Network Plan Concepts Survey!

Results of the first phase of community outreach can be found [here](#).

Click [here](#) to take a new **community survey** related to two potential network concepts that illustrate a range of options that ABQ RIDE could pursue. Haga clic [aquí](#) para tomar la encuesta en español.

Learn about other events [here](#).

Signup for our mailing list [here](#).

Click [here](#) to sign up for a focus group. Haga clic [aquí](#) para registrarse para una discusión de grupo focal.

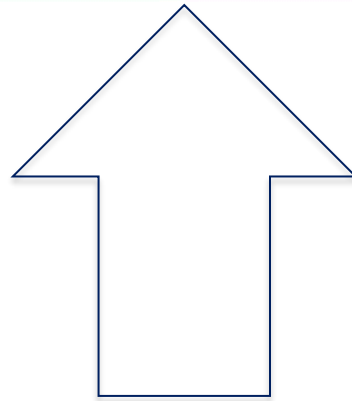
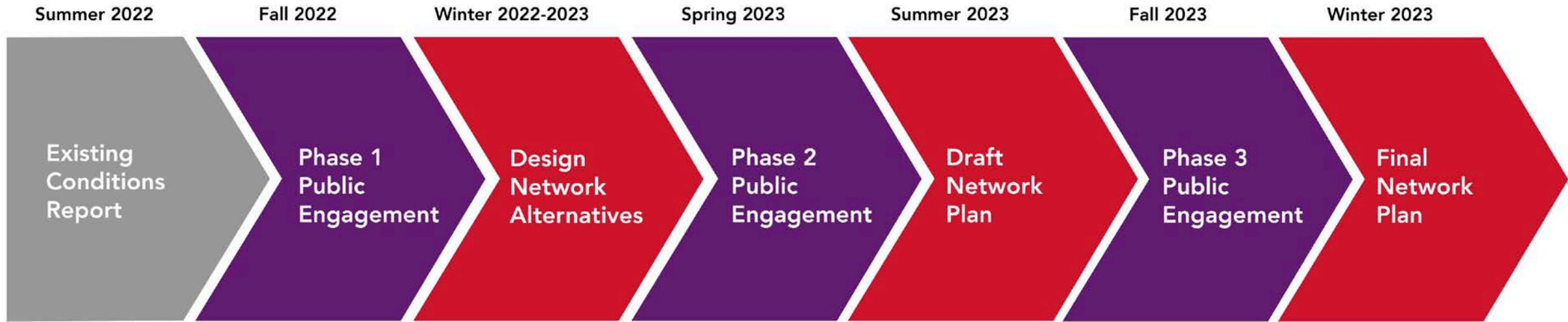
Click [here](#) to learn about other community events, including public meetings and opportunities to participate in a focus group and discuss potential network design concept.

LOOK FOR ME

JARRETT WALKER + ASSOCIATES

TOOLE DESIGN

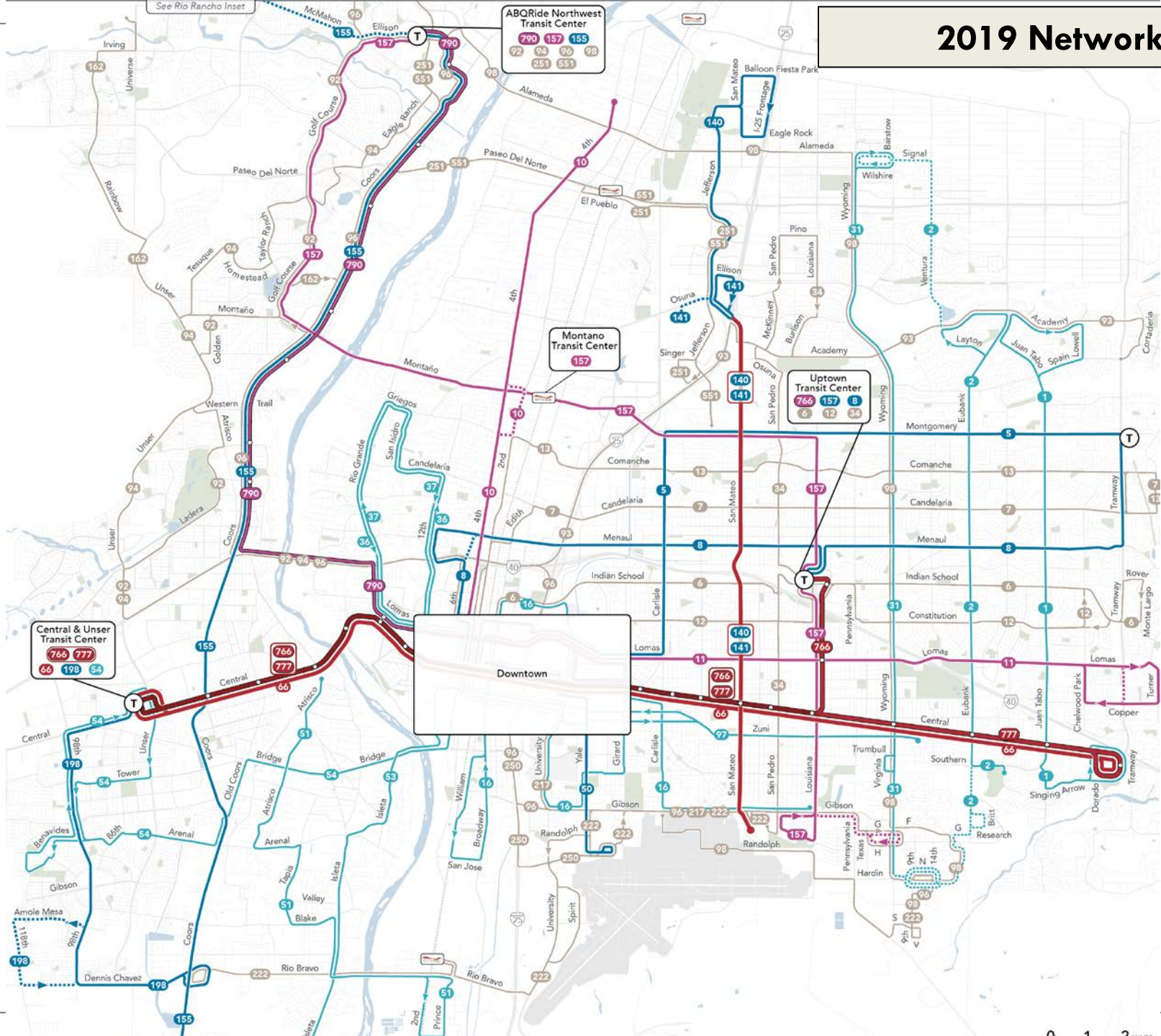
Next Steps



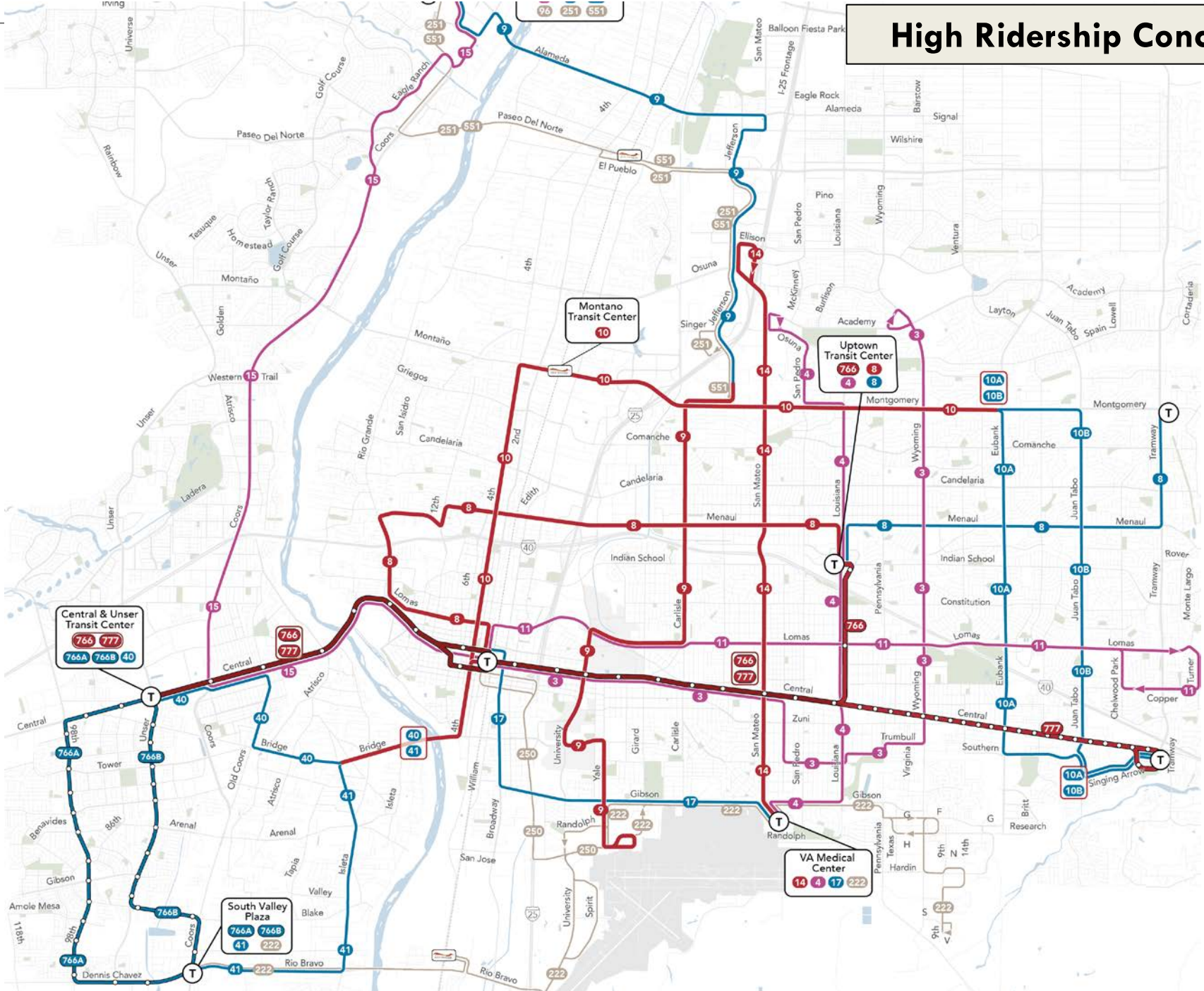
Questions

- Andrew de Garmo - ABQ RIDE
adegarmo@cabq.gov
- Carrie Barkhurst – ABQ RIDE
kcbarkhurst@cabq.gov
- Michelle Poyourow – Jarrett Walker + Associates
michelle@jarrettwalker.com
- Aaron Sussman – Toole Design Group
asussman@tooledesign.com
- General project email:
info@abqrideforward.com

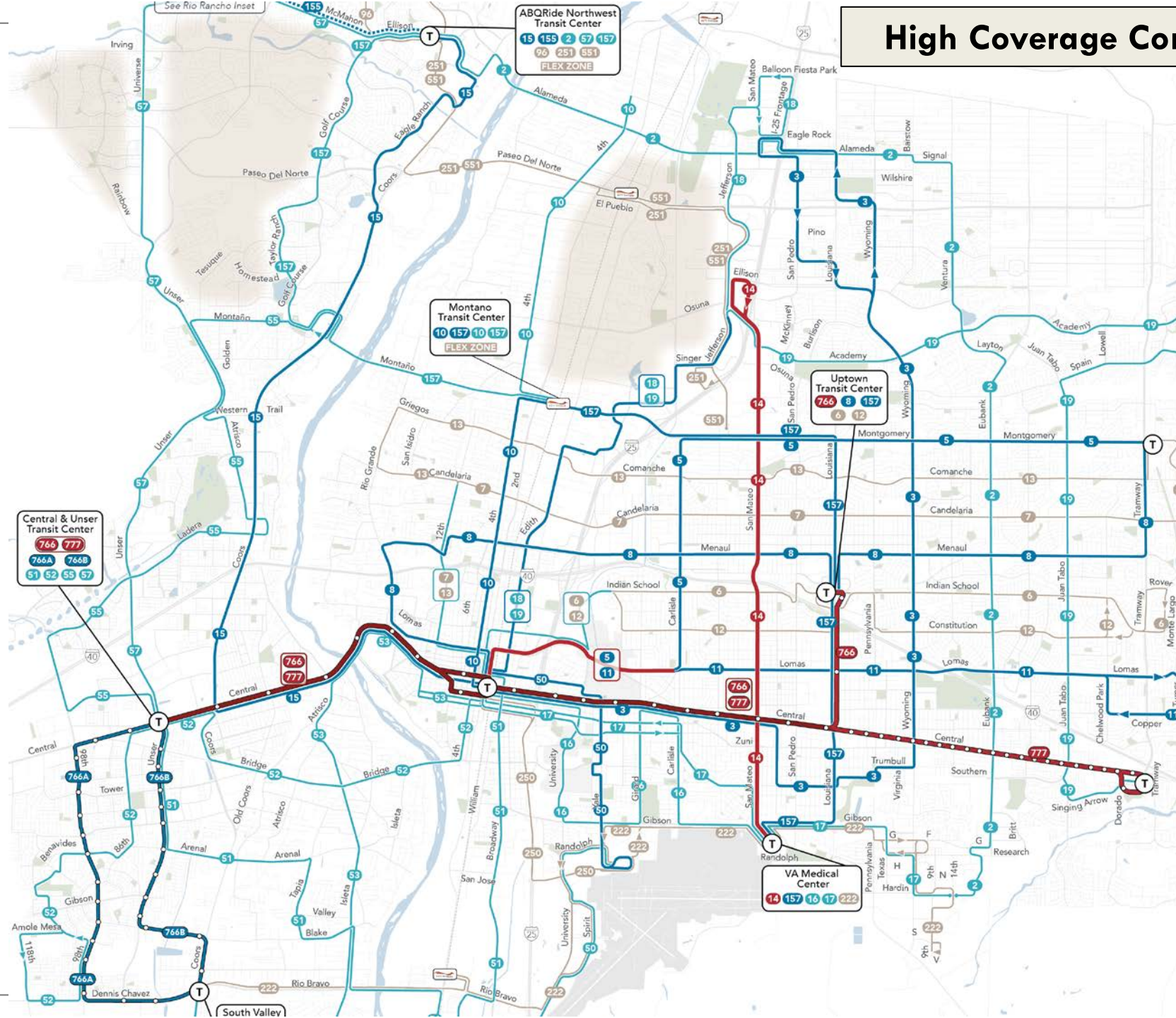
2019 Network



High Ridership Concept



High Coverage Concept

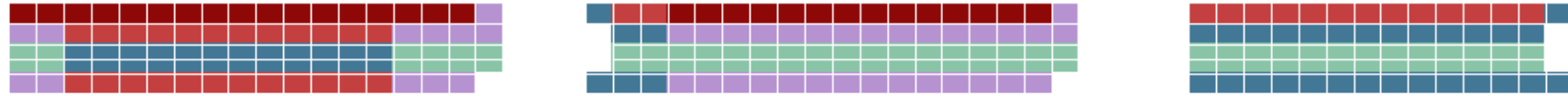


WEEKDAYS SATURDAY SUNDAY

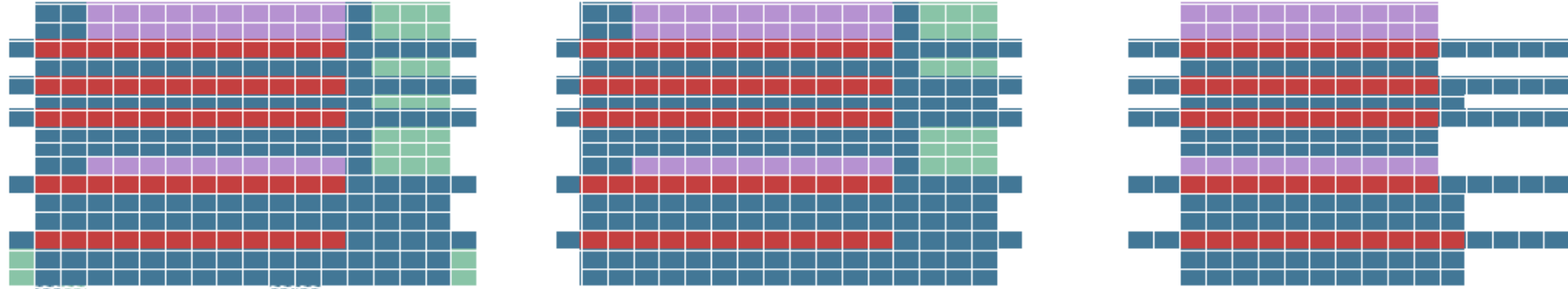
4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11 12 5 6 7 8 9 10 11 12 5 6 7 8 9 10 11 12

AM PM AM PM AM PM AM

ART Bus Rapid Transit
 ART Bus Rapid Transit
 766 ART Red Line
 766A Red 98th Street
 766B Red Unser Blvd
 777 ART Green Line

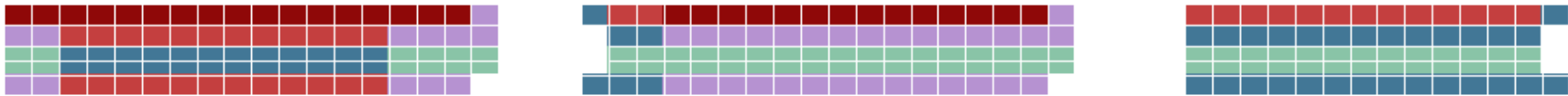


Bus Routes
 3 Central Wyoming
 4 Louisiana
 8W Menaul West
 8E Menaul East
 9 Carlisle
 9A Alameda Branch
 10 4th Street
 10A Eubank
 10B Juan Tabo
 11 Lomas
 14 San Mateo
 15 Coors Downtown
 17 Gibson
 40 / 41 Bridge
 40 Bridge / Isleta
 41 Bridge / Central

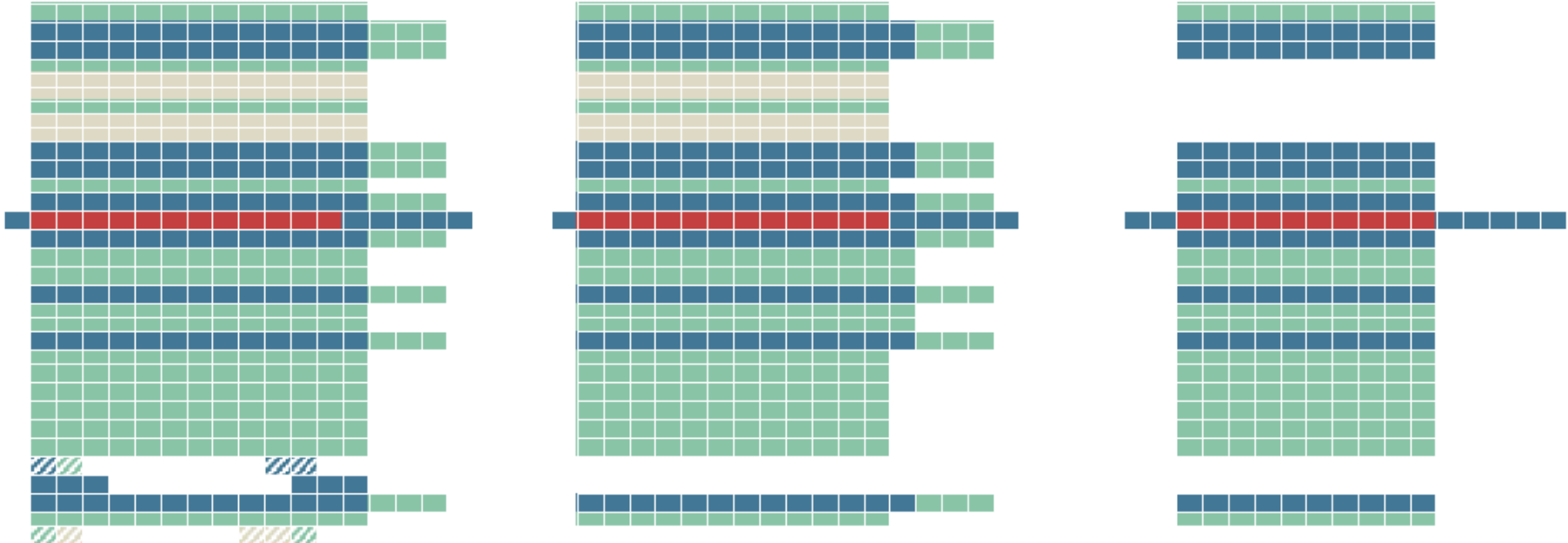


Span:
 Ridership
 Concept

ART Bus Rapid Transit
 ART Bus Rapid Transit
 766 ART Red Line
 766A Red 98th Street
 766B Red Unser Blvd
 777 ART Green Line



Bus Routes
 2 Eubank
 3 Wyoming
 5 Montgomery
 6/12 Indian School/Constitution
 6 Indian School
 12 Constitution
 7/13 Candelaria/Comanche
 7 Candelaria
 13 Comanche
 8 Menaul
 105 4th Short
 10L 4th North
 11 Lomas
 14 San Mateo
 15 Coors
 16 Central Gibson
 17 Kathryn
 18/19 Jefferson
 18 Broadway
 19 Juan Tabo
 50 Yale
 50L University Blvd. / Mesa Del Sol
 51 Broadway
 52 Bridge Chavez
 53 Isleta
 55 Ladera Atrisco
 57 Unser
 96¹ Cabezon
 155¹ McMahon
 157 Montgomery Louisiana
 157L Montano
 222¹ Rio Bravo/ Rail Runner/ KAFB



Span:
 Coverage
 Concept

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NETWORK PLAN