



# Climate Action Plan (CAP) Implementation Period Community Engagement Meeting

## Winter 2022 Meeting Minutes

Topic: Transit and Vision Zero  
Date: Wednesday, December 14, 5:00pm MT  
Platform: Zoom  
Recording: <https://youtu.be/yJknM0cceCo>

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### Attendees (31 total)

#### Facilitator

Sandra West from the City’s Sustainability Office

#### Notetaker

Denise Gonzalez, the City’s Sustainability Specialist

#### Speakers

- Albert Lee, the City’s Sustainable Transportation Specialist
- Carrie Barkhurst, the City’s Senior Transit Planner
- Valerie Hermanson, the City’s Public Works Strategic Program Manager and Vision Zero Program Lead
- Christopher Ramirez, Co-Founder and Executive Director of Together for Brothers

#### Other Attendees

- Kelsey Rader, the City’s Sustainability Officer
- Twenty-four other people attended the Zoom meeting.



## Agenda

- Opening and introduction
  - Sandra introduced presenters and provided a brief topic overview.
  - Albert provided a brief topic overview and an overview of City and Sustainability Office initiatives.
- Topic-related presentations
  - Valerie provided an overview of the Vision Zero program and progress.
  - Carrie shared Transit's sustainability-related progress and future plans along with key public engagement time periods.
  - Christopher discussed transit and mobility equity and sovereignty, community organizing, issues and causes, and upcoming meetings/events.
- Feedback and Q&A
  - Sandra shared the survey link, including a brief overview of the timeline, what the data will be used for, and why it is important to fill out the form. Then she opened the floor to questions.
- Closing
  - Sandra wrapped up the meeting, resent the survey link, and thanked presenters

## Use of Public Feedback

The questions, comments, and survey results are shared with relevant City Department staff so that they can integrate the input into their CAP-related work. Additionally, survey demographic information along with the number of attendees and survey responses is used to help the Sustainability Office gauge community engagement and to improve the program in future years.

The following item has already been incorporated/addressed: The typo in the demographics section (i.e., Sis-gender) was corrected to "Cis-gender."

Much of the feedback will take longer to integrate into City programs/projects. Updates on CAP-related programs/projects, including incorporating public input, will be included in future Climate Action Plan Implementation Reports.

## Questions (in the order they were received)

### Questions Answered During the Meeting

Note: please review the recording for answers to these questions.

- Are you pursuing connected and protected bike lanes?
- Intersections are one of the most dangerous places for cyclists:
  - Many bike lanes end prior to intersections. For the future, can you track how many intersections you have changed to eliminate this gap?
  - Right turns on red are bad for cyclists. Can you work to eliminate these? At least on Bike Lanes?
  - Loop Detectors make cyclists run red lights. Can we eliminate these on bike lanes and less trafficked streets?
  - How many miles of bike paths are built in vulnerable communities?
  - The Greenest way to move people is to not move them. What plans does the city have to increase the density of housing, aka Transit Oriented Development?
- Carrie, when can we see the results of the recent ABQ RIDE Forward survey?
- How can we access the recording or to share it with others?
- Inquiry about bike detectors at lights: can cyclists treat lights as a yield versus a stop if it's safe?



## Remaining Questions and Responses

**Q1:** What protection is being planned for new and existing bike lanes?

**A1:** Bicycle lanes are identified as a FHWA proven safety countermeasure, which means they can reduce total crashes. FHWA is currently investigating safety benefits of separated bicycle lanes. However, noted on the comment that paint is not protection. The City will be testing different types of vertical delineation for the City's first separated bikeway (protected bike lanes). This will allow the City to better understand costs and operations/maintenance needs and also community preference. Information relating to this effort will be shared at the [Greater Albuquerque Active Transportation Committee \(GAATC\)](#) as information and plans become available.

**Q2:** Or a new bikeshare program to address last mile limitations?

**A2:** The City does not have funding or staff capacity to be able to plan and implement a bike share program at this time.

**Q3:** Could non-parking structures (planters, etc.) be used instead of adding more car-centric spaces?

**A3:** At this time the City does not have staff capacity or funding to be able to maintain planters.

**Q4:** Carrie, when can we see the results of the recent ABQ RIDE Forward survey?

**A4:** We have the survey results from the Spring Rider survey of approximately 2,000 people. There is a summary in the Transit Existing Conditions Report, starting on page 71, and the full analysis is posted separately on our project webpage. Both these documents can be accessed here: <https://abqrideforward.com/reports-documents/>

**Q5:** Are there plans to expand and partner with Esperanza to have biking clinics for communities to gain practice biking and navigating through ABQ?

**A5:** The [Esperanza Bicycle Safety Education Center](#) is managed through the City's Parks and Recreation Department (PRD). Esperanza hosts many education and outreach events throughout the year. They are currently working toward opening a second Center near San Mateo and Comanche. PRD and DMD partner for events such as Bike 2 Wherever Day and Bike Thru Burque and both PRD/DMD also participate in community related events such as ABQ CiQlovía, but at this time there are no plans for additional events.

The results from the Fall Rider survey will be posted this spring, on the same webpage. We will present and discuss the results during the second phase of public engagement, as well as sending out an email to the project distribution list when it is posted.

**Q6:** How about bike racks at heavily used bus stops that are monitored with security cameras so people can ride their bikes and securely lock them before getting on bus?

**A6:** The highest used stops and stations are along Central Avenue. Some property owners along Central have bicycle parking racks, and some may have security systems. There are also some bike racks along the sidewalk in the public right-of-way.



The majority of bus stops do not have electricity or internet connectivity for security cameras. ART stations are the exception to that; the security cameras at ART stations are now connected to APD's Real Time Crime Center. However, because they are in the road public right-of-way, there really isn't sufficient space for accessible pedestrian circulation and movement *and* bicycle parking on the ART stations.

ABQ RIDE explored using bike lockers, but there were security, maintenance, and management concerns that we could not overcome.

Most of the park and ride facilities have bicycle racks, and ABQ RIDE could consider adding more at park and ride lots and transit stations that do not currently have any.

**Q7:** How about using Sun Van (paratransit) buses in limited areas, getting people to/from fixed route buses and local destinations (like shopping) rather than taking people long distance across town?

**A7:** ABQ RIDE is considering a "demand response" system in limited areas of the city that are low density or that have poor road connectivity as part of a Transit Coverage concept for a new service network as part of the study ABQ RIDE Forward. This concept prioritizes having some service near as many residents as possible. The service may be infrequent and of short duration because providing more geographic coverage must be balanced with higher service frequencies or longer service throughout the day and weekends that can be provided with a fixed route system. These demand response areas will prevent someone from being completely isolated if they do not have a personal vehicle.

This type of service is very expensive per passenger because it only accommodates a small number of passengers per hour. Demand response service costs ABQ RIDE \$114 per passenger, while local routes cost \$13 per passenger and ART service is only \$7 per passenger. See the FTA Transit Agency Profile for Service Effectiveness information (<https://www.transit.dot.gov/ntd/transit-agency-profiles/city-albuquerque>). Therefore, the service may not be very convenient or direct to destination. Similarly, because of the low number of passengers per vehicle-hour, greenhouse gas emissions per passenger-mile are not necessarily better – and may even be higher – than the emissions from residents driving themselves or taking a different form of transportation. See page 62 of the Existing Conditions Report for more information on the limits of On-Demand Transit service (<https://abqrideforward.com/reports-documents/>)

There will be additional opportunities for public engagement and discussion of the network alternatives in 2023, and any change to service will go to City Council for review.

**Q8:** I was wondering if there are plans to help communities feel safer and more comfortable biking to destinations?

**A8:** The City is in the process of updating the Bikeways & Trails Facility Plan and one of the specific objectives is to consider what kinds of bicycling facilities are needed to allow our communities to feel safer and more comfortable biking to their destinations. This plan will be updated over the course of 2023 and we will have community engagement and input opportunities centered around Bike to Wherever Day on May 19 and Bike thru Burque October 9 -15. Information about this plan update will be shared at the Greater ABQ Active Transportation Committee <https://www.cabq.gov/municipaldevelopment/our-department/engineering/greater-albuquerque-active-transportation-committee>, and also here: <https://bikethrurburque.com/>.



## Comments

### Verbal Comments

- None provided.

### Comments Placed in the Chat

- I am very concerned about speeds on the big 3 lane artery streets -east/west and north/south like Menaul, Eubank, Wyoming, etc. The traffic lights promote speeding and it is very dangerous for pedestrians and bicyclists. Please consider revising lengths of traffic lights favoring motorists, and reducing motor lanes to accommodate bikes and pedestrians.
- *[Accompanies questions around intersections and cyclist]* Thanks for having us here! Intersections are one of the most dangerous places for cyclists. Loop detectors on streets do not recognize bicycles. We do not have the mass that is needed to 'break the loop'. Therefore, we have no way to get a light to change from Red to Green.
- Thank you for the thorough briefing and opportunity to ask questions.
- *[Accompanies question about bike lane protection]* There was a lot about paint buffers in the presentation, but paint is NOT protection. Neither are plastic flex posts. Cars must be physically prevented from encroaching on bike lanes to ensure rider safety.
- Loop detectors usually do not detect bicycles, so they are stuck at an intersection unless they run the red or dismount to push the beg button on the sidewalk.
- There was recent re-stripping on Morris south of I-25 where a pedestrian overpass connects Morris and Tomasita. While it is nice that bike lanes were added, parking spaces were also added to a very quiet street that didn't have parking before.
- Need to plan for safe bike parking places at/near popular destinations, also! Certainly need safe protected bike paths/routes, but safe parking needs to be considered, also.
- Remember that “Sustainable Transportation” PRIORITIZES bikes and pedestrians over cars, so time to implement that!!
- Thanks for all the great updates! Seems like there can be more promotion with Esperanza’s earn-a-bike program!
- Thanks for the updates! I was a task member for the CAP update.

### Written Comments Submitted Before or After the Meeting

Prior to the Meeting: None.

After the Meeting: None.

## Survey Results

Twenty-three responses were collected using the English form (zero responses using the Spanish form) while the survey was open (December 14, 2022 through February 8, 2023). In this section, you will find a summary of the outreach, survey results by program, demographics, and survey feedback on the engagement program.

### Outreach Overview

The survey was shared with community engagement meeting attendees, linked to the Climate Action Plan webpage, advertised three separate times on social media, and shared by Transit and others. The Sustainability



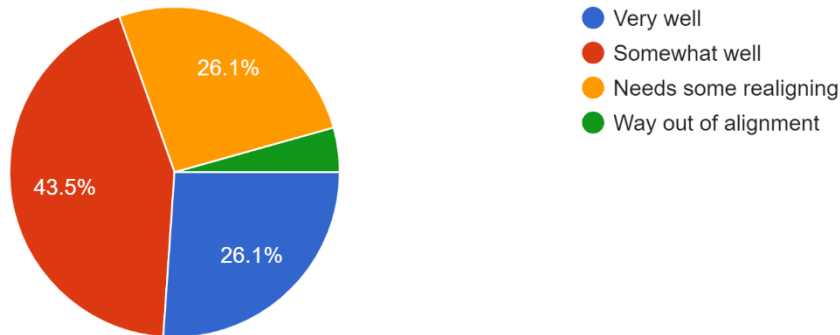
Office is exploring additional outreach methods and pathways to increase the reach and responses for future events and surveys.

### Survey Results by Program

#### Vision Zero

How well do you think Vision Zero currently aligns with the community goal of protecting Albuquerque’s natural environment?

23 responses



Please name ONE way the City could improve the Vision Zero to better protect Albuquerque’s natural environment. (23 responses)

Comment topic overview: 6 protected bike lanes | 3 reduce speeds/car capacity on arterial roads | 4 encourage safe non-car (bike/bus/walking) options/infrastructure | 4 safe/frequent public transit | 4 environmental actions/green infrastructure | 1 allow e-bikes/scooters on buses | 1 synchronize street lights | 3 other

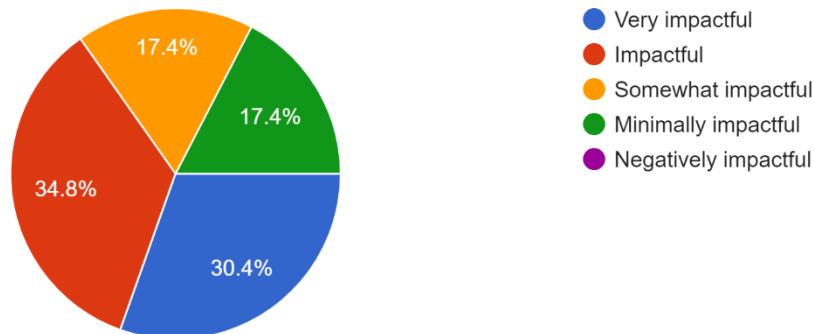
1. We need to rely more on protected by lanes than bike paths.
2. Be more aggressive about reducing speeds on arterials and converting car lanes to bus and bicycle lanes
3. Increase active transportation safety by building more PROTECTED bike lanes/paths. Protection means physical barriers that will stop cars (not paint or flex posts) from encroaching into bicycle traffic.
4. Protected bike lanes
5. Propose physically protected or separated bicycle lanes on more of Albuquerque’s streets
6. Allow ebikes and e-scooters on busses
7. My impression is that Vision Zero focuses on Safety (which is fine), but not necessarily the environment. Some things to help the environment would be installing more electric car charging stations, planting more trees along the roads, replacing concrete medians with xeriscaping, replacing street and highway lights with highly efficient LED lighting, requiring all city lighting to be pointed down to preserve our night skies (especially those car dealerships!), making sure all vehicles that drive into the city are emissions-tested, and a host of other ideas I have.
8. Vision Zero is a nice idea that is not given adequate support by city leadership. The one thing that can be done to improve it is for city leadership to take it seriously. What I have seen has been very underwhelming, and more accurately described as a public relations effort to appear to be doing something instead of addressing the problem of too many cars driven carelessly.



9. Help the bus system become safer and more frequent
10. More Public Transportation!
11. I think vision zero needs to focus more on reducing capacity on our overbuilt arterials and also incorporating green infrastructure (swales, bump outs, etc) that both has both safety and environmental impacts along these roads.
12. Anti-littering campaigns.
13. Stronger encouragement of buses, bikes, and walking.
14. Vision Zero is about reducing pedestrian/car impacts; if we want to do more to improve the natural environment, I'm all for it, but this feels somewhat tangential.
15. Invest more in infrastructure that enables safe, efficient, and comfortable walking and cycling in the city as transportation (not only for recreation in parks). And do it NOW, not in 10 or 20 years.
16. Vision Zero can help to conserve water and energy.
17. VZ could work more proactively to reduce pavement areas in ABQ, by eliminating parking and reducing car traffic lanes. This would reduce heat, improve water absorption and by indirectly discouraging car transportation, reduce emissions
18. More outreach. More focus on vulnerable individuals and communities
19. give trees the right-of-way
20. Protected bike lanes for commuters in existing areas to get folks out of cars and minimize sprawl
21. Sounds weird, but make commercial development easier... small, neighborhood markets, restaurants and other amenities mean people drive less to shop. It's a simple concept.
22. synchronize traffic lights so vehicles traveling the speed limit do not stop and idle

How impactful do you think Vision Zero will be for improving equitable sustainability in Albuquerque?

23 responses



Why? (23 responses)

**Very Impactful:**

1. The way you calculate vulnerable users is very insightful.
2. Not everyone can or wants to drive a car for transportation, but until walking and cycling are safe, cohesive, efficient, comfortable, and attractive for all users, driving or reduced mobility will be the only recourse for many.



3. Cars are expensive to buy and maintain; making people the center of planning instead of cars is inherently equitable across all of Albuquerque's populations
4. It only works if the city takes VZ seriously, and doesn't only do it when it's convenient. If VZ improves the ability for people to get around safely, efficiently, and comfortably by walking, biking, or taking the bus, then that improves equity because people can live their life without needing a car.
5. Because Vision Zero will help to make the world a greener place.
6. It will focus on non-single vehicular transportation more.
7. Folks walking tend to be from higher-need areas. Making them safer will be an equity win.

#### Impactful:

1. I doubt the city's commitment to the Vision Zero program and willingness to make ambitious changes on this front.
2. Protection for those who are of lower income and those who chose not to drive. Protection for pedestrians and children clean air
3. Gets more people on mass transit
4. WE need more stakeholders brought to the table.
5. Public transportation and mobility is an equity tool
6. It seems like a lot of vehicular crashes are happening in neighborhoods that are higher risk and so reducing crashes reduces the risk to more vulnerable communities.
7. Protect marginalized communities
8. Without a plan nothing happens. The city must be more aggressive.

#### Somewhat impactful:

1. The unreliability and hours of a lot of routes cut off areas of the city for those who want to use public transportation.
2. It removes one barrier to mobility equity but doesn't address the lack of service.
3. Decreasing pollution will assist everyone.
4. I don't even think this is relatable/relevant

#### Minimally impactful:

1. Unless you have transit routes directly through those communities and better advertise
2. Vision Zero has much more potential than it is likely to achieve because it is not given enough support.
3. It's not really doing anything
4. Because the city doesn't have sufficient infrastructure to support its growth.

Do you have ideas for increasing the positive impact of Vision Zero for frontline communities? If so, please provide them in the box below. (18 responses)

*Note: Frontline communities include Indigenous, Black and other communities of color, as well as communities of low-income and other groups that face greater exposure to pollution and climate hazards with more limited resources to respond.*

Comment topic overview: 3 safe biking | 2 reduced speeds on main roads | 3 community events/involvement/infrastructure | 5 other | 2 no opinion | 1 e-bikes/scooters on buses | 1 green infrastructure

1. Above
2. These communities, with less auto ownership, make up the largest group of bicycle commuters. Provide them more and safer bike lanes.





3. Lower speeds and narrow the arteries that divide those communities, specifically Louisiana and Wyoming
4. Build PROTECTED cycling and walking infrastructure in frontline communities.
5. Protected bike lanes, reduce speed limit, tax incentives for not driving, consistent bus, incentives for planting trees, stop trying to build big streets through their neighborhoods, affordable housing, community gardens, bike only streets
- 6.
7. Allow ebikes and e-scooters. People who can't afford cars might be able to afford e-scooters. If we could take them on the bus that opens up options for all
8. I'm sorry, I don't. I agree with how important it is, but my passion is the environment.
9. Vision Zero needs to be fully implemented in order to make a positive impact; half-measures won't be sufficient. Making the city accessible without a vehicle will have compounding benefits by reducing the economic burden of needing a vehicle, as well as reducing the negative externalities (exhaust, noise pollution near high-speed corridors, etc.)
10. Slow traffic along high fatality/crash corridors, especially in the International District.
11. Install more speed cameras! And red light cameras at high-risk intersections. More speed bumps and narrower roads--all tactics that are proven to slow down drivers.
12. \$\$\$
13. I'm white, so I won't speak for that.
14. No.
15. Bring back community bicycles to the frontline neighborhoods.
16. More community involvement. Update to community on RSA from Louisiana corridor
17. More pilot infrastructure interventions and Ciclovía type street closures in targeted areas with Community Block Party type services fairs.
18. Please overhaul infrastructure and simplify the commercial development process... this can cut traffic congestion considerably.
19. Encourage community solar systems for low income housing

Do you have any concerns (e.g., unintended consequences) directly related to Vision Zero that you would like to share? If so, please provide them in the box below. (12 responses)

Comment topics: [gentrification](#) | [enforcement](#) | [focus on most dangerous, not easiest](#) | [not serious enough](#) | [keep traffic camera payment structure](#) | [work in high-crash areas](#) | [planning](#) | [low-income groups](#)

1. I'm always worried about gentrification.
2. My only concern is that the city will pay more attention to the people driving cars than the people being killed and injured by them
3. Other countries that have successfully implemented safe infrastructure for active transportation have actually seen less car traffic congestion (a GOOD unintended consequence) because so many users are opting for active transportation instead of driving.
4. The enforcement aspect of vision zero. It seems we are focused on the end cause of bad infrastructure. Stop policing and start building and the streets will become safer. Enforcement is supposed to be the last resort for vision zero not thjjjje first one. I havent seen any infrastructure being built with people in mind. It's all for cars it's always for cars
5. No
6. It needs to focus on the most dangerous streets, not the easiest to retrofit.



7. Yes, I'm concerned that VZ isn't a serious effort and is often used (in other cities) as a form of whitewashing. I hope CABQ takes it more seriously. This is the kind of thing that can't wait. We need to price car ownership according to the destruction that it causes to our communities and environment. We need to slow down cars with infrastructure (not just signs and speed cams) -- bike boulevards, complete streets, all of it. Not just for new construction. Not just when a street needs to be redesigned for other reasons. Our cities have been on the wrong path for 50+ years but we can't wait another 50+ years to fix it. The good thing is that via VZ we can narrow roads, remove public space that shouldn't be used for private parking, and create more space for people walking or biking which is cheaper to build than a road for cars and hardly needs any maintenance comparatively. It's a win win situation, but only if ABQ takes it seriously and only if it's treated like the crisis that it is.
8. No.
9. There is talk about eliminating the community service provision included in our current traffic camera payment structure. This needs to be kept. It's an essential part of preventing this worthwhile speed mitigation effort from negatively impacting our lower income communities
10. Vision Zero can't just be for areas that are already walkable, although it may make sense to start where there are already pedestrians. Working first in high-crash areas involving peds may mean that "wins" take longer, which is politically tough.
11. It seems there are unintended consequences with everything the city does because they don't plan ahead... they only react, and usually far too late.
12. The vast majority of plans ignore the plight of the low income groups

Other comments regarding Vision Zero? (9 responses)

1. Reduce speed limits!!! And enforce via automatic cameras throughout the city!
2. The city should make crosswalks at the level of sidewalks rather than slope the sidewalks down to road level; this makes speedbumps that are valuable in enforcing speed and also reduces puddles and increases accessibility for those with mobility issues.
3. Zero fatalities and serious injuries should be the number 1 priority for our entire transportation infrastructure, not the fast movement of cars.
4. Safer streets! Stop prioritizing cars
5. Vision Zero (or more accurately, Zero Vision) is too slow and too timid to make meaningful change. The root cause of traffic fatalities is too many vehicles traveling at excessive speed. The solutions are straightforward (reduce traffic volume and speed) but require initiative to implement. A stronger emphasis needs to be placed on encouraging residents to discover what they can accomplish without a car rather than trying to accommodate their expectations to use a car.
6. No.
7. "Protect our bike lanes and we will use them!!! Paint is Not protection!!!"
8. Would be good to align with APS Vision Zero work
9. More reporting out of progress and analysis against metrics.



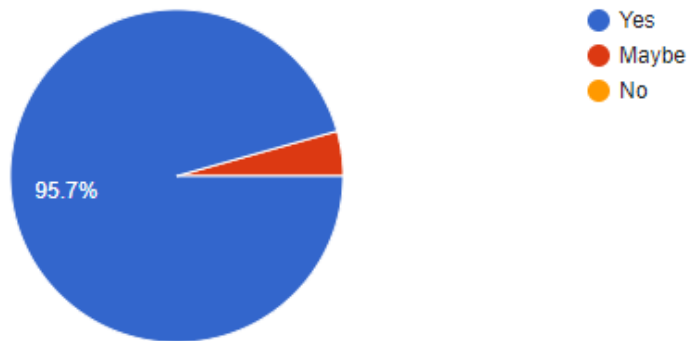
If there were separated bikeways\* in your community would you feel safer bicycling?

\*Separated bikeways: *Bicycle lanes that have a buffered area with physical separation between the bicycle lane and the vehicle travel lane. Details:*

<https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/one-way-protected-cycle-tracks/>

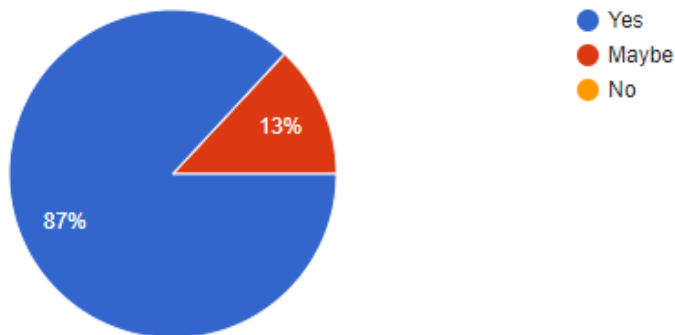
[Photo caption] There are many different options for separated bikeways. This example from New York City shows a combination of curbs, posts, and on-street parking as barriers between the bike lane and vehicle traffic.

23 responses



If you don't currently bicycle, would you consider bicycling instead of driving if you could get where you need to go on separated bikeways\*?

23 responses

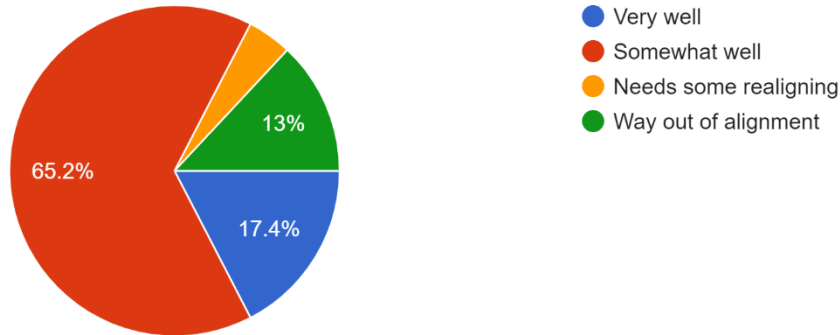




## Transit System

How well do you think the Transit System currently aligns with the community goal of protecting Albuquerque's natural environment?

23 responses



Please name ONE way the City could improve the Transit System to better protect Albuquerque's natural environment. (22 responses)

Comment topic overview: 7 expanding routes/frequency of service | 2 increase reliability | 2 improved safety | 3 keep it free | 2 electrified non-bus transit | 1 increase ridership | 4 other

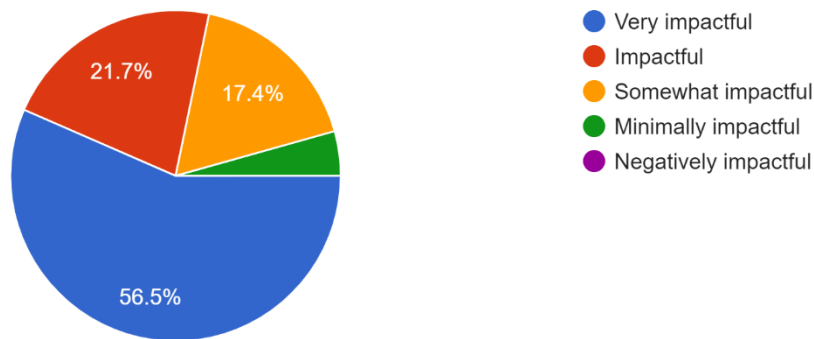
1. More extensive routes
2. More routes and more frequent service.
3. Increased service frequency, especially to KAFB
4. Transit system frequency and coverage are inadequate. Wait and travel times on the transit system are too long to make it a viable option for large portions of the ABQ population.
5. Frequency and consistency of routes.
6. Better timely updates to the system
7. More connectivity throughout the city to make the bus a feasible and attractive option instead of needing to drive.
8. Provide physically protected or separated bike lanes on more of Albuquerque's streets
9. Improve bus route reliability
10. More ridership
11. The transit system needs enough attention and funding that it can provide frequent, safe, comfortable service that gets people out of their cars.
12. Please keep it free.
13. Keep the zero fares indefinitely
14. Maintain the Zero Fares program as-is (no pass/ID/fee structure).
15. Continue to invest in green energy and GSI
16. Make transit more attractive to middle class people, like it is in EU and Japan etc. Price car ownership according to the true environmental and financial costs that an auto-centric lifestyle burdens the city. Don't provide free parking on any public land, including our streets.
17. The Transit System can protect the environment by picking up trash and litter and throwing it away.



18. Smaller buses einnjj in no more frequently
19. Get rid of those stupid ART lanes in the middle of the city's busiest street!!!
20. start taxing/fining people who drive cars by themselves to encourage them to use group/public transit
21. E-bike share or E-scooter share at "park and ride" locations for last-mile connections on harder to reach neighborhoods (as opposed to trying to serve all areas with low-frequency transit)
22. Encourage (subsidize?) EV charging stations

How impactful do you think the Transit System will be for improving equitable sustainability in Albuquerque?

23 responses



Why? (23 responses)

**Very Impactful:**

1. Transit systems remove autos which improve air in these communities.
2. A good transit system will increase access and mobility for people without the means to own cars.
3. Allowing people of all types to be able to freely move about the city in a sustainable way without needing to buy a car. It's self explanatory
4. Transportation is a necessity to survive- getting to work, getting food requires transportation in the American city design. Until we redesign our city, we have to help folks work with the system as it is.
5. Gets more people to where they need to go
6. We need to get people out of their cars.
7. A good transit system means everyone has equal access to their city and can get around without the negative externalities of driving.
8. Most ABQ transit buses have fewer emissions than the cars and trucks on the road.
9. Transit provides access to work, school, healthcare, and social engagements.
10. It could be super impactful if buses were given priority all around the city. We need more BRT lines north-south and east-west. Doesn't have to be fancy and \$\$\$ like ART. The good thing is that in ABQ we have roads that are bigger than we really need, so it would be easy to take out a lane of car traffic, paint it red, and make it bus-only. Could do that on, I dunno, Montgomery, Lomas, Louisiana, all the huge roads. The bus system is too slow as-is.
11. Because the Transit System will help to unload passengers from the buses.



12. Will make those without access to cars be able to get places better and improve environmental consequences in neighborhoods
13. Transit users tend to be from lower-income households, so making transit work well for them will be an equity outcome.

**Impactful:**

1. Free transport for underprivileged
2. I also doubt the city's commitment to building a robust transit system, given the Council's apparent will to not continue Zero Fares
3. Public transportation is the key to increasing economic stability while decreasing carbon footprint
4. provides real access for marginalized populations
5. It impacts everything when people are able to safely and efficiently use transit

**Somewhat impactful:**

1. It's only impactful if people can and will use it. If I can't rely on a bus to be there I am less likely to use busses in the future.
2. The bus system is treated as an augmentation to a car-centric transportation system. It can make some small improvements, but won't be able to offset the damage caused by single-occupancy vehicles.
3. You cannot address a lack of social equity through providing a program that is equal access to all social levels. If you want to improve social equality, encourage council members, leaders, etc. to use public transit so they can have a regular, constant, first-hand experience to orient them to the challenges that the public at large might face in such situations.
4. It could be more impactful if it was easier to use, and did not cause either problems (like extreme traffic congestion near the ART lanes)

**Minimally impactful:**

1. Very few people utilize the system

Do you have ideas for increasing the positive impact of the Transit System for frontline communities? If so, please provide them in the box below. (18 responses)

*Note: Frontline communities include Indigenous, Black and other communities of color, as well as communities of low-income and other groups that face greater exposure to pollution and climate hazards with more limited resources to respond.*

Comment topic overview: 7 increase frequency/consistency/updates/notices | 4 keep free fares | 5 other | 2 transit-focused development | 2 better stop infrastructure | 1 focus on servicing frontline communities | 1 environmentally friendly buses | 1 more funding

1. Transit focused development around rail runner stations?
2. Increased frequency, which is helped by increased speed. Routes on arteries should have dedicated lanes, like the ART, and Zero Fares should stay.
3. Continue the zero fares program. Increase the frequency and coverage of the transit system to improve mobility and access for users in frontline communities.
4. Free fares, consistent bus schedules, timely updates on route changes, warnings of stop closures
5. Provide a transit pass on a income adjusted scale and/or bundled free with other benefits designed to help those in need



6. A private vehicle is practically a requirement to function in Albuquerque because our transportation system is heavily car-centric. The bus system is treated as an addendum to private vehicles. The transportation priority should be reversed to make public transit the primary focus, and private vehicles an addendum or ancillary use.
7. More money dedicated to transit
8. More transportation leads to more opportunities for everyone
9. Improve frequency and span of service and provide cleaner, less polluting buses and better stop infrastructure.
10. Maintain services in high-use areas. Maintain the Zero Fares program as it currently is without adding additional layers of complications.
11. support bus drivers and increase route running to better enable usage
12. No.
13. Better transit stops w shade and seating that does not encourage sleeping
14. Community outreach. Use participatory community data available. Leverage with those already doing the work on the ground (T4B, APS, etc.)
15. You cannot address a lack of social equity through providing a program that is equal access to all social levels. If you want to improve social equality, encourage council members, leaders, etc. to use public transit so they can have a regular, constant, first-hand experience to orient them to the challenges that the public at large might face in such situations.
16. Better, more frequent service on fewer routes! Serve the core. Have Park and Rides at the edges. More security / social workers on buses.
17. Get rid of the ART lanes
18. Free and/or income stratified rates

Do you have any concerns (e.g., unintended consequences) directly related to the Transit System that you would like to share? If so, please provide them in the box below. (12 responses)

Comment topic overview: fearmongering | no negative ones if done well | safety | fewer trees |

1. I'm worried the city will buy into fearmongering about increased traffic being caused by traffic. The traffic is caused by cars.
2. The main unintended consequence will probably be a good one. Better transit will lead more people to choose it for transportation, removing cars from the road.
3. Nope people deserve to move about where they live. Let them
4. No
5. None if done well
6. If we aren't willing to invest in our transit system to make them safe and clean (including both buses and stops), people won't opt in
7. No.
8. Our buses do not feel safe. Showing IDs or putting the equivalent of "marshals" on them would help
9. A lot of people feel afraid to take the bus. Does not mean that police presence is the answer, though.
10. The transit system is primarily used by folks whom are houseless. To encourage people of more diverse economic situations to use the transit, I think a better and more direct PR campaign is needed.
11. Public equates buses with fewer street trees because of A.R.T. and medians. ADD TREES to streets, especially near bus stops. Will pay dividends for Transit's image, as well as providing shade, lessening urban heat island effect, beauty for transit users, image for the City, etc.



12. I'm concerned about traffic/pedestrian safety near the ART lanes

Other comments regarding the Transit System? (8 responses)

1. The high-frequency route on Central is amazing with both the ART and 66, please keep both running along the route.
2. The bus should operate as a inter-neighborhood connection, and be supported with locally-appropriate intra-neighborhood options like bikeshare, scootershare, or rideshare. Large vehicles like buses are most efficient when they are at capacity and maintaining momentum over long distances. Frequent stops (sometimes a block between stops) are inefficient and could be accomplished with micromobility or paratransit. The bus should be a connection between hubs, and micromobility should be used for the last-mile connections.
3. Work on driver retention--they're doing really important work.
4. I love Zero Fares even if it can be challenging because it's a great first step toward helping marginalized populations
5. No.
6. It's actually pretty great.
7. Transit should be driving (pardon pun) beautiful streets. Anything that improves walkability, usability of urban areas also supports and can be supported by transit. Transit should be demanding investment in streetscape improvements and pushing for public/private mechanisms for upgrades to infrastructure, landscaping, and public plazas/gathering places.
8. Get rid of the ART lanes

What would it take for you, personally, to ride the bus? (20 responses)

Comment topic overview: 8 increased frequency/coverage/hours | 4 faster | 2 bikes fit on the rack | 1 e-bike allowed | 1 cleaner | 1 safer

1. Better guarantees that my bike could fit on, too
2. A route longer than 12 miles that I couldn't reach safely on a bike.
3. Increased frequency and expanded hours. I ride the bus on Central because I know I won't have to wait and that it will be there; I rarely ride the bus off central.
4. Better frequency and coverage for bus networks. For example, it would currently take me two hours to commute to work by bus. I can cycle on direct routes to work in less than half that time.
5. Nothing i do it multiple times a week
6. Well-serviced routes aligned with my commute
7. Let me bring my e-scooter on the bus. It's smaller than half the bags people drag on to the bus.
8. The bus service is not frequent nor extensive enough to make it a compelling alternative to driving. It will never be faster than a car, but it needs to be more convenient (don't have the stress of driving, finding parking, etc.) to offset the time invested in riding instead of driving.
9. I do ride the bus, but more availability
10. I already do but I would ride more if it was cleaner, more frequent, and the stops were more pleasant.
11. I already ride the bus.
12. We already do! We love it!
13. I already use ABQ Ride to commute

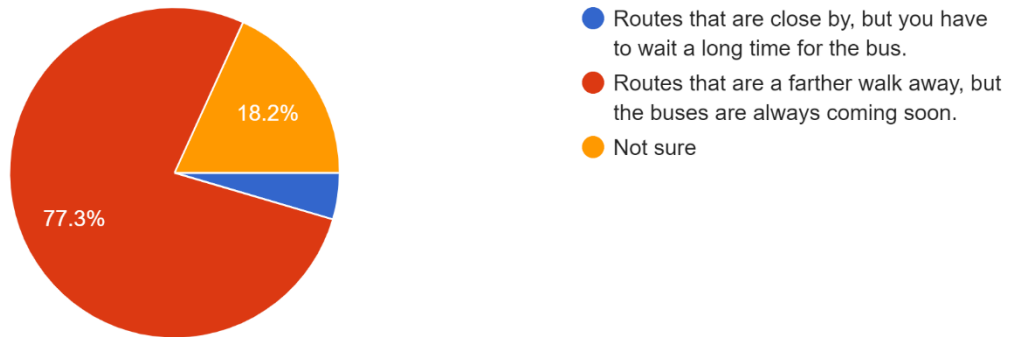




14. For the bus to be faster. At least in the older parts of ABQ east of the river, there are huge opportunities for an expansive BRT network.
15. Both.
16. Feeling safer and not having to wait so long
17. Direct lines like ART, would use it more if I could bring my dog on the bus...
18. I ride the bus a lot
19. Bike share at the terminus to my house and work. Or BRT service on Lomas so that I could drop my son off at school, my daughter off at her school, and then go on to work all within less than an hour.
20. Make it convenient (and make it possible to board busses without crossing to the middle of the busiest street in Albuquerque

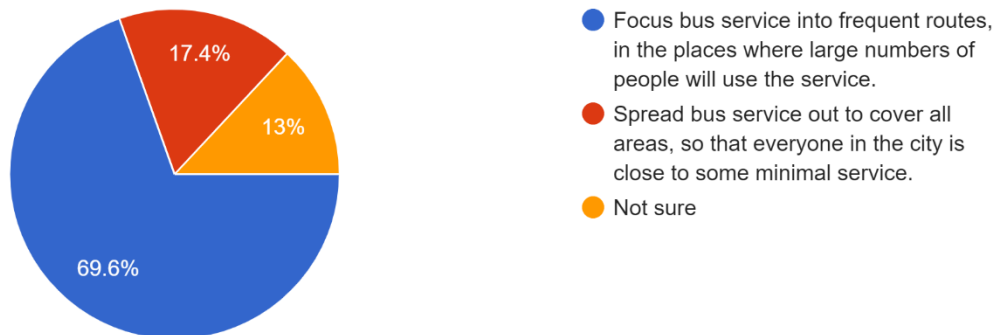
What kind of bus routes do you think are better? To better understand transit choices, please visit the ABQ Ride Forward Network Study.

22 responses



In general, which of these do you think ABQ RIDE should do? To better understand transit choices, please visit the ABQ Ride Forward Network Study.

23 responses

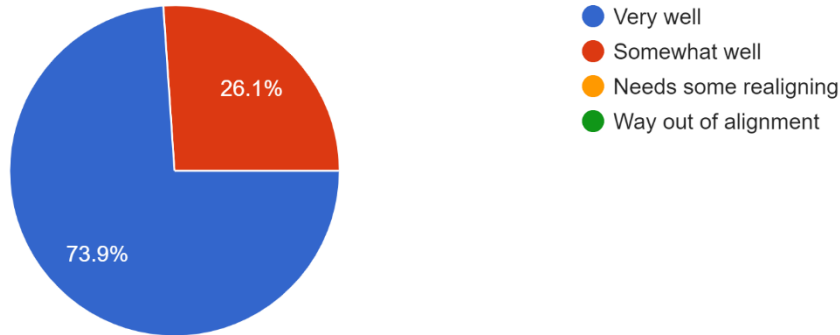




## Zero Fares

How well do you think the Zero Fares program currently aligns with the community goal of protecting Albuquerque's natural environment?

23 responses



Please name ONE way the City could improve Zero Fares to better protect Albuquerque's natural environment. (19 responses)

Comment topic overview: 6 keep the program | 5 increase advertising/outreach/marketing | 3 increase bus frequency/times/routes | 1 good as is | 1 address bus security concerns | 1 electrify bus fleet faster | 3 other

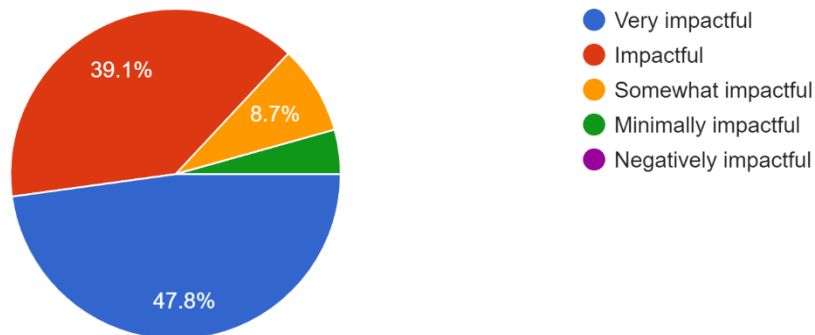
1. Advertising it more so you get more participation!
2. Expand the times for routes for people who work outside of 9 to 5 shifts.
3. Zero Fares is best as it stands now: no fare, no pass, no obstacles to boarding at all
4. Studies of Zero Fares programs have shown that it tends to increase ridership but not decrease car use. Making transit more useful by increasing frequency and coverage is needed to make it a viable alternative to driving a car.
5. Keep it zero fares
6. Don't end the program
7. Keep it in place
8. The bus needs to be attractive to the entire population and not the mode of last resort.
9. Address security concerns without heavy handed approaches.
10. More marketing of the program and transit generally in the media
11. Keep advertising the program to encourage more people to opt-in.
12. Think this does quite well in encouraging ridership; it's hard to convince middle class yuk-yuks to ride the bus, so at least make it accessible for everyone and they can opt out like they would have anyway
13. Keep zero fares forever. AND price driving and parking cars according to the true costs. Stop externalizing and subsidizing car ownership. Cars are ruining our city, dividing us from each other, tearing up the fabric of our communities, and causing numerous health and environmental problems.
14. Zero Fares can improve to better align with the community goal of protecting Albuquerque's natural environment by helping make the world a better place.
15. It could be made permanent



16. spread information through a "advocate" or "representative" who targets workplaces, institutions, etc. where employees, attendees, etc. would be likely to consider using public transit if they had direct information personally provided to them about Zero Fares and the easy access of ART and the other common routes.
17. Subsidize e-bike share or e-scooter share cost from "park and ride" locations for last-mile connections in harder to serve neighborhoods (as opposed to trying to serve all areas with low-frequency transit that's higher cost)
18. Maybe publicize it? I don't know anything about it!!!
19. Electrification of fleet more rapidly

How impactful do you think the Zero Fares will be for improving equitable sustainability in Albuquerque?

23 responses



Why? (23 responses)

**Very Impactful:**

1. Better transit will increase walkability and access to needs.
2. There are two primary roadblocks preventing people from using transit: not knowing where the buses go, and not knowing how to pay the fare. This removes one of those roadblocks.
3. Let people move about the city. Everyone deserves consistent transportation to where they need to go. It helps people keep jobs, visit friends all without needing a car which is the number one cause of debt in the states
4. Removing cost as a barrier to public transport increases use and takes traffic off our roads. Less traffic means quicker commutes for everyone, fewer accidents, and better air quality for everyone living in the region.
5. Gets more people to where they want to go.
6. Better transit will get people out of their cars.
7. If transit is free low-income aren't burdened.
8. The Zero Fares program removes all barriers to using public transportation, which allows people to access a wide variety of resources. It's hugely important and ensures access for all.



9. The bus is a public service just like anything else, e.g. the library. It should be free. We should encourage everyone to ride the bus, and strive to have bus service that is the envy of the world. Bus shouldn't be just for poor people.
10. Because the Zero Fares can help to pay off the fees.
11. Enables anyone to get around the city no matter if they have a dollar to their name.

**Impactful:**

1. Free!
2. It will make transit more accessible to low-income users.
3. People who struggle to pay simple bills now have a transportation option that won't drain their resources.
4. Public transportation is the key to increasing economic stability while decreasing carbon footprint
5. It reduces the number of barriers to mobility for low income populations.
6. it's a great first step toward helping marginalized populations
7. Obvious
8. Well you certainly don't want to sustain the current situation of equability, or do you?
9. Too few users

**Somewhat impactful:**

1. Zero fares means more people who are farther away might take transit (because you've removed a barrier to adoption), but that increases demand for higher cost service, which can backfire. Just needs to be matched with significant investment in improving transit service, but our politicians are trying to do this "on the cheap," which will also backfire. I do think providing the service free to people who most need it is impactful.
2. Nobody knows about it

**Minimally impactful:**

1. Zero Fares is critically important for low-income people. However; it is not a viable option to offset routine trips made by private vehicles.

Do you have ideas for increasing the positive impact of Zero Fares for frontline communities? If so, please provide them in the box below. (16 responses)

*Note: Frontline communities include Indigenous, Black and other communities of color, as well as communities of low-income and other groups that face greater exposure to pollution and climate hazards with more limited resources to respond.*

Comment topic overview: 4 keep the program | 4 increase advertising/outreach | 1 bus frequency and coverage for frontline communities | 1 increase frequency/times | 1 consistent schedules and updates | 1 re-plan routes based on changes in demand | 1 funding | 3 other

1. Get role models to advertise
2. Keep Zero Fares. Do not require a pass, none of this "free fare" nonsense.
3. Couple zero fares with increased transit frequency and coverage to improve access and mobility for frontline communities. This will increase mobility for those communities.
4. Keep it. Consistent bus schedules updates on closures and route changes
5. Consider route replanning with the changes in demand brought about by Zero Fares to better serve communities with increased usage



6. Improve bus reliability and expand route times. If q bus stops running at 6:30pm. People who work until 7 or 8 can't use it
7. Zero Fares needs to be aspirational for the entire community and not transportation of last resort.
8. Additional advertising/marketing to these communities
9. Make zero fares permanent. Maybe encourage higher income folks to donate to a dedicated fund that helps pay for transit costs.
10. Keep the Zero Fares program in place, as-is, without adding in requirements for a pass/ID/badge system.
11. funding
12. No.
13. "Run the routes more often w smaller Circulator buses
14. Community and PARTICIPATORY METHODS/METHODOLOGIES outreach. Not just engineers making decisions. But those who have experience with participatory frameworks and qualitative analysis.
15. Matching the investment with improvements to transit service and streets.
16. Publicize it

Do you have any concerns (e.g., unintended consequences) directly related to Zero Fares that you would like to share? If so, please provide them in the box below. (11 responses)

Comment topic overview: no concerns | service and system quality | negative feedback loop between cost, ridership, and service | need a mixed-income solution to bus fares | no police on buses

1. Please do not put police officers with guns on buses. If safety representatives are needed, expand ACS.
2. Fares are best used to fund operations and maintenance for transit systems. Moving to a free fares program will require an alternative source of funds for operations and maintenance. This funding source must be reliable so transit efficiency and availability does not suffer.
3. No
4. Focusing only on cost makes taking the bus an income-based decision. Much like zoning low-income housing to undesirable areas, making the bus a low-income transportation zone will exacerbate division instead of promoting inclusivity. In order to achieve inclusivity, the bus needs to be a mixed-income solution.
5. None. The buses are a reflection of the city.
6. The city has been focusing on it at the expense of improving service and system quality.
7. Only that it will go away--it's a great program and CABQ should be proud of it and protect it.
8. No.
9. No
10. Doubling down on a race to the bottom - less money for transit service + more need for transit service + more demand for higher cost transit service = less people using transit = less money for transit = decreased transit service and on and on
11. None

Other comments regarding Zero Fares? (9 responses)

1. People who are upset that criminals use free buses as "getaway vehicles" are really just opposed to the concept of public transit in general and should not be involved in decision making.
2. Keep the zero fares
3. Zero Fares should be one part of making the bus the most attractive transportation option for most of the community. The bus can't be all things to all people, and shouldn't try to serve all the needs of any

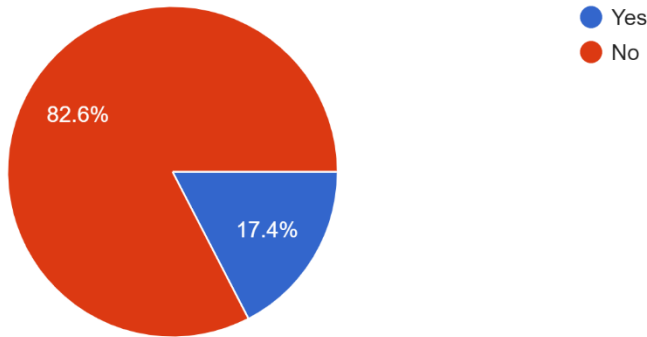


segment of the population. Cost needs to be only one part of making the bus the preferred option for many people for most of their transportation needs.

4. Zero fares increase the efficiency of the transit system. No waiting for folks to find their bus pass or change.
5. We use the bus and have appreciated the Zero Fares program.
6. Keep it. CABQ has the money.
7. No.
8. I support. But want more investment in transit and street improvements and last-mile e-bike or e-scooter share.
9. No

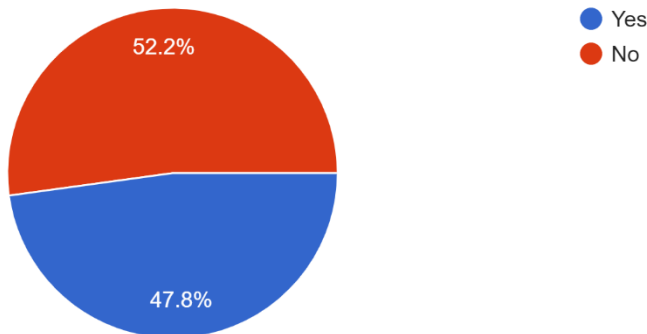
Are you a new rider because of Zero Fares?

23 responses



Has Zero Fares changed how much you use public transit?

23 responses



If so, why did your travel choice change? (11 responses)

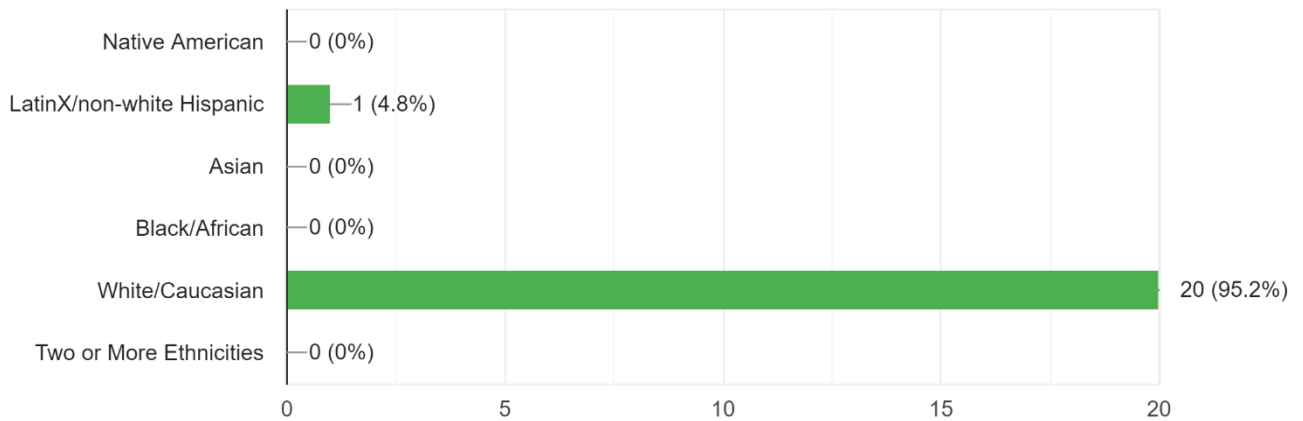


1. Because I didn't have to worry about having cash on hand for the fare.
2. Because now I don't think about it, I just get on the bus when I need to go somewhere.
3. Being able to ride on a whim and not having to worry about whether I brought my pass with me
4. Bike primarily
5. Ease of public transportation
6. I ride slightly more frequently because I don't worry about cost.
7. I use the bus more often than before
8. It didn't change because I've never heard of this "zero fares" thing... maybe the city should communicate more
9. It's nice to get there without having to worry about parking.
10. My travel choice changed from ABQ Ride to Zero Fares because it can get us to where we need to go.
11. Used bus for a weekend urban adventure with kids.

### Survey Respondent Demographics

Please select all that apply to you:

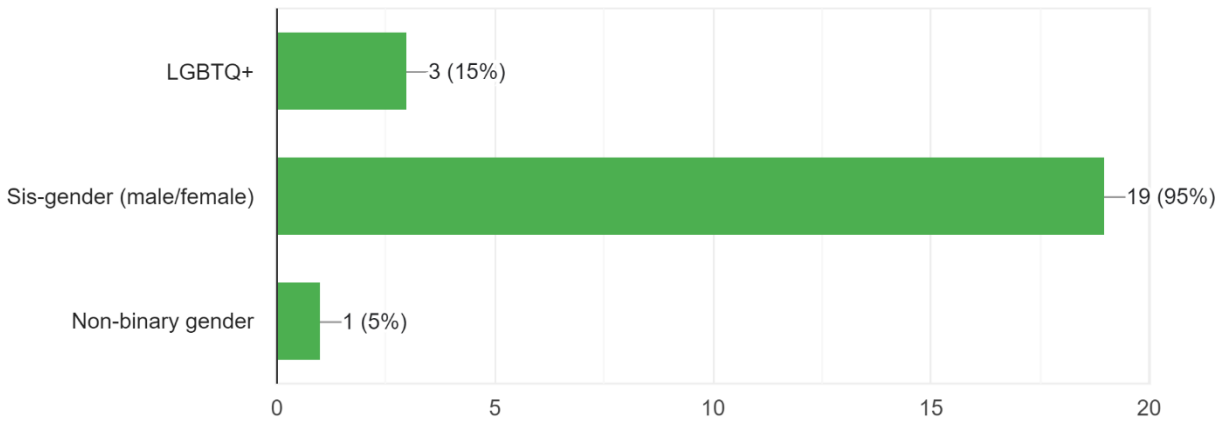
21 responses





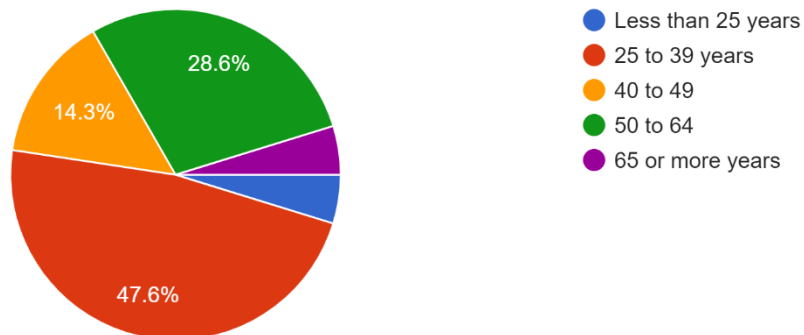
Please select all that match how you self-identify:

20 responses



Age

21 responses

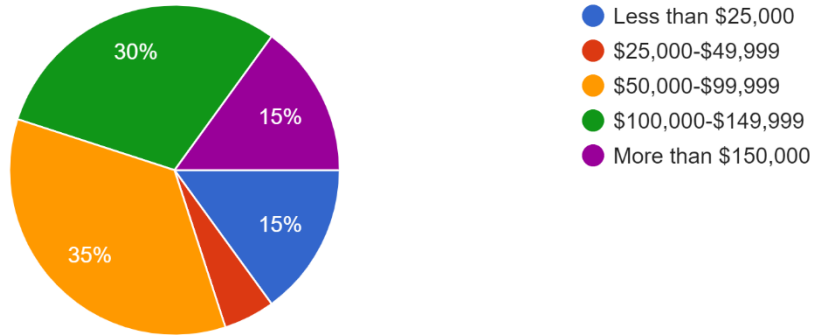






### Household Income

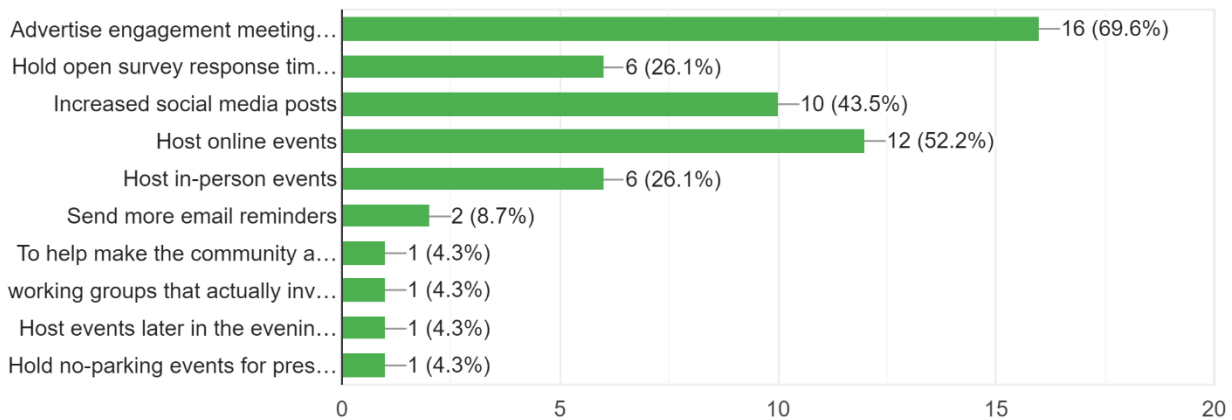
20 responses



### Survey Feedback on the Engagement Process

What would make it easier for you and others in Albuquerque to participate in the Climate Action Plan Implementation Period community engagement process?

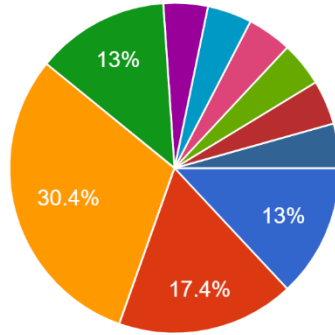
23 responses





How did you hear about this meeting?

23 responses



- Email
- Social Media (Facebook, Twitter, Insta...)
- Organization/Non-profit
- Friend/Neighbor/Family member
- board meeting
- internet search
- I have no clue.
- Presentation at Transit Advisory Board...

▲ 1/2 ▼

- Googling why the bus was taking so long
- ABQ Transit Board meeting

Who else should be invited to future meetings? Please let us know in the comment box below or by emailing us at [sustainability@cabq.gov](mailto:sustainability@cabq.gov).

7 responses

Nobody.

Anybody who lives or works in Albuquerque

Please do these meetings in public spaces and at community orgs in vulnerable communities at times that most can attend.

Albuquerque Center for Peace and Justice

pa[redacted]h@gmail.com (transit advisory board member)

l[redacted]ra@gmail.com

Representatives of neighborhood watch groups and other community representatives. ALL biking clubs/meetup groups. All environmental clubs/meetup groups & local Facebook groups



We would like to hear from as many community members as possible. Please share this survey and the resource page with others. Please copy this URL to share the survey and/or sign up for future Sustainability updates (including information about future community engagement meetings):  
<https://www.cabq.gov/sustainability/climate-action-plan#CAP-community-engagement>.

Note: This form is open through the end of January 2023.

### Other suggestions/feedback

5 responses

You misspelled cisgender.

Denser housing is the best way to make our city greener

No.

Cis gender is spelled with a c, not an s.

Cis-gender, not sis-gender typo on 5th page

### Next Meeting

Date: TBD, March/April

Topic: Transportation –Electric Vehicles

Details: Coming soon!