

Recovery Network Plan

Final Report

JUNE 2025



Prepared for the City of Albuquerque

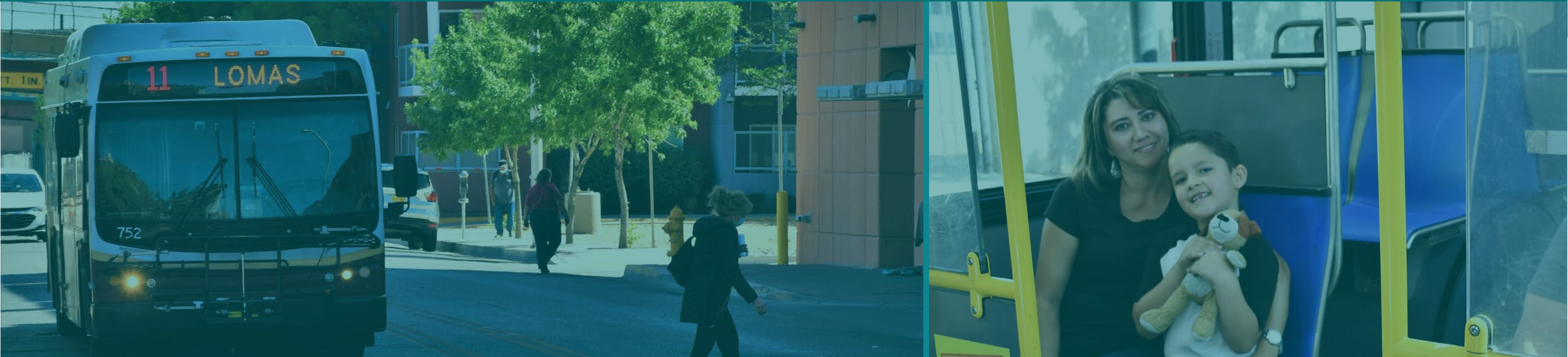




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1 Introduction and Summary

What is ABQ RIDE Forward?

ABQ RIDE Forward is a review of the purpose and performance of Albuquerque’s bus network. The resulting plan will inform future decisions about where bus routes go, at what times they run, and how frequently.

This has been a collaborative effort among the City, Bernalillo County, Rio Metro, transit stakeholders and the community to decide the goals and purposes of the City’s investment in public transit.

The ABQ RIDE Forward process includes:

- Consultation of residents, workers, transit riders and advocates about what the City should prioritize in the future.
- Planning for changes to the Albuquerque transit network.
- Guidance for the City and its partners about how development and street design decisions can make public transit more useful, less costly and more relevant.

Project Timeline

Existing Conditions

In 2022, the City and its consulting team published a report describing Transit Existing Conditions. That report, and other documents, are available at abqrideforward.com.

Phase 1 Public Engagement

During Autumn 2022, the public was consulted about choices, purposes and priorities for transit in Albuquerque.

Designing Network Concepts

After reviewing public input, City staff, City partners, and the consulting team designed two contrasting Concepts. The Concepts were very different from each other and illustrated a range of possibilities for the future ABQ RIDE transit network.

Phase 2 Public Engagement

In 2023, public input was gathered on the two contrasting Network Concepts. A separate report with more information about Phase 2 public engagement is available at abqrideforward.com.

Draft Recovery Network

Taking into account public input from the first two phases, City staff, City partners and the consulting team designed a draft network plan. This network plan was approximately “budget neutral,” using 95% of the amount of service that was provided in 2019. Because it would represent a large step in returning to a pre-pandemic quantity of service, it was called the “Draft Recovery Network.”

Phase 3 Public Engagement

Through Summer 2024, ABQ RIDE asked the public and stakeholders to review the Draft Recovery Network and provide feedback. That input is summarized in this report, and a separate report with more information about

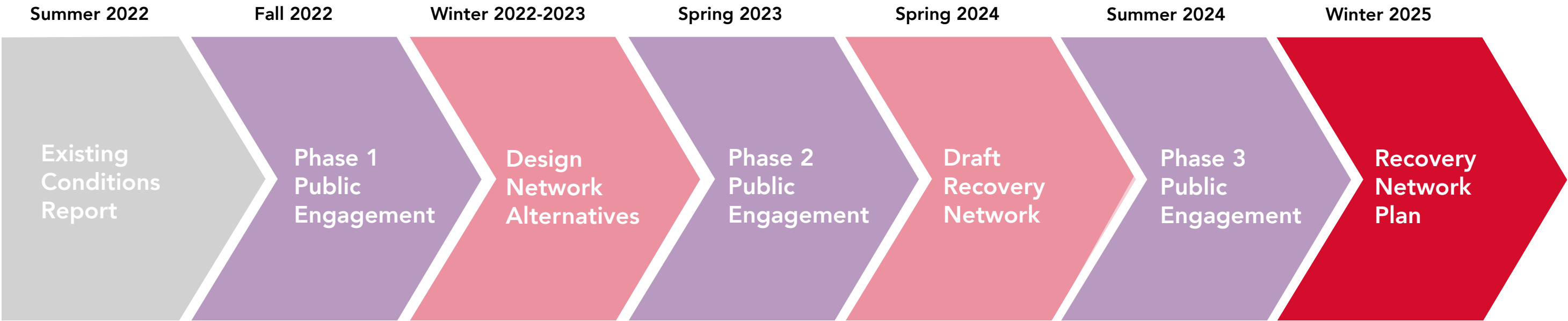
Phase 3 public engagement is also available at abqrideforward.com.

Recovery Network Plan

This report presents the final Recovery Network Plan, updated based on feedback received during Phase 3 engagement. This Plan includes changes to routes, frequencies, hours and days of service. It provides information about how the Recovery Network would affect different populations in the city, coverage, and potential for ridership.

Using just 95% of the 2019 quantity of bus service, the Recovery Network Plan does not represent the bus network the City of Albuquerque needs. Instead, it is a network that the City could implement over the next several years, within its funding and workforce constraints, consistent with input from the public.

Before any services changes are made based on this Plan, final service details will be published for public review.



Fallen Ridership and Transit Worker Shortages

Like every other U.S. city, Albuquerque has experienced two major effects from the Covid pandemic.

Ridership has fallen steeply since 2019, as some workers started working from home, and some people started avoiding transit to avoid sharing air with other people. Also, most U.S. cities had a gradual decline in transit ridership from about 2014 to the start of the pandemic, as did Albuquerque. These trends are visible in the top graph at right, which show ridership per capita (at top right).¹

The chart at top right shows that, since the pandemic, Albuquerque and its peer agencies have been slowly re-growing ridership relative to their populations. None of them, save for Tucson, have gotten close to pre-pandemic ridership. Tucson and Albuquerque implemented a free-fare system during this time period which likely resulted in some new riders, offsetting losses caused by other factors.

In the past five years, a severe shortage of transit workers has made it hard for the City to staff all of its routes. This means that **only 63% of the service that the City offered in 2019 is currently provided on the transit network in 2024.** The result has been major cuts to frequency on high-ridership routes (such as Route 11 Lomas offering 40-minute frequency instead of 20-minute frequency), shorter hours and days of service on many routes, and the elimination of the lowest-ridership peak-only routes.

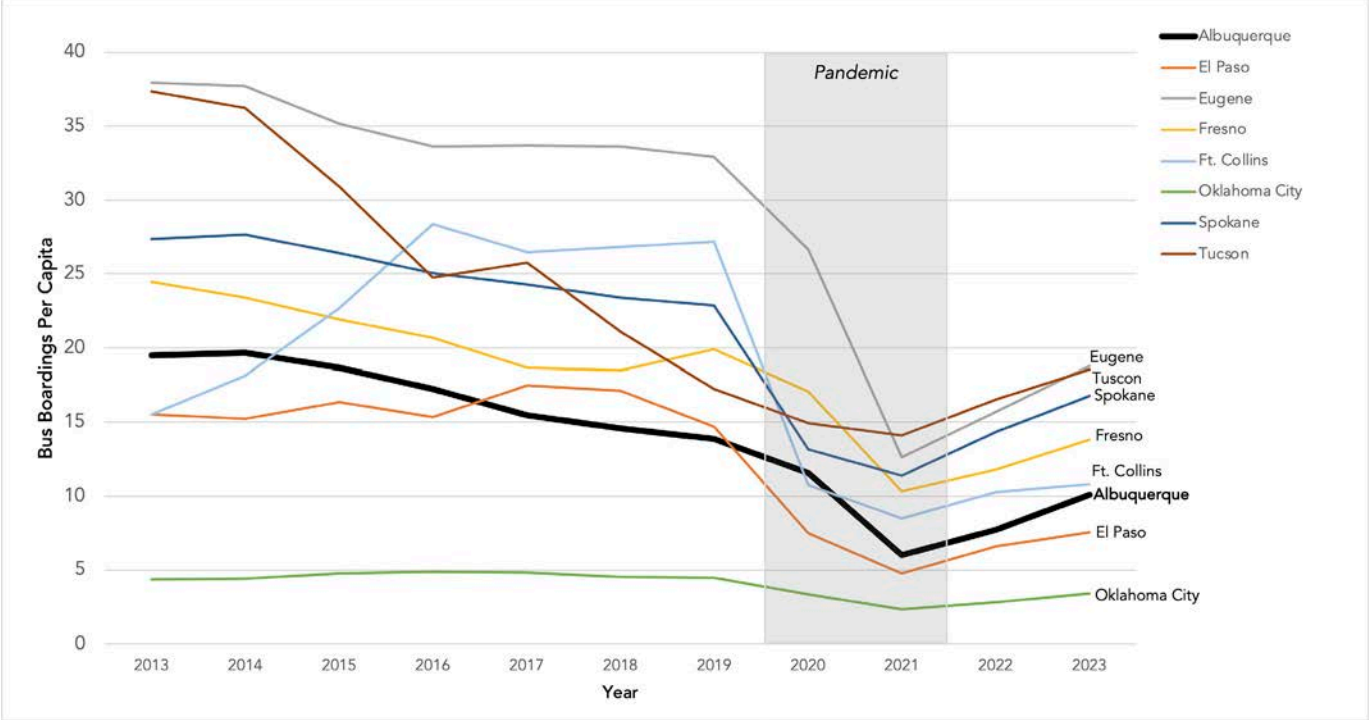
Because most U.S. cities have experienced labor shortages, most of these peer cities have also struggled to restore service to pre-pandemic levels. The graph at bottom right shows the amount of transit service per capita

in each city. Only Spokane has succeeded in increasing service. Albuquerque, and others, have seen service levels per capita fall or at best remain flat since 2019.

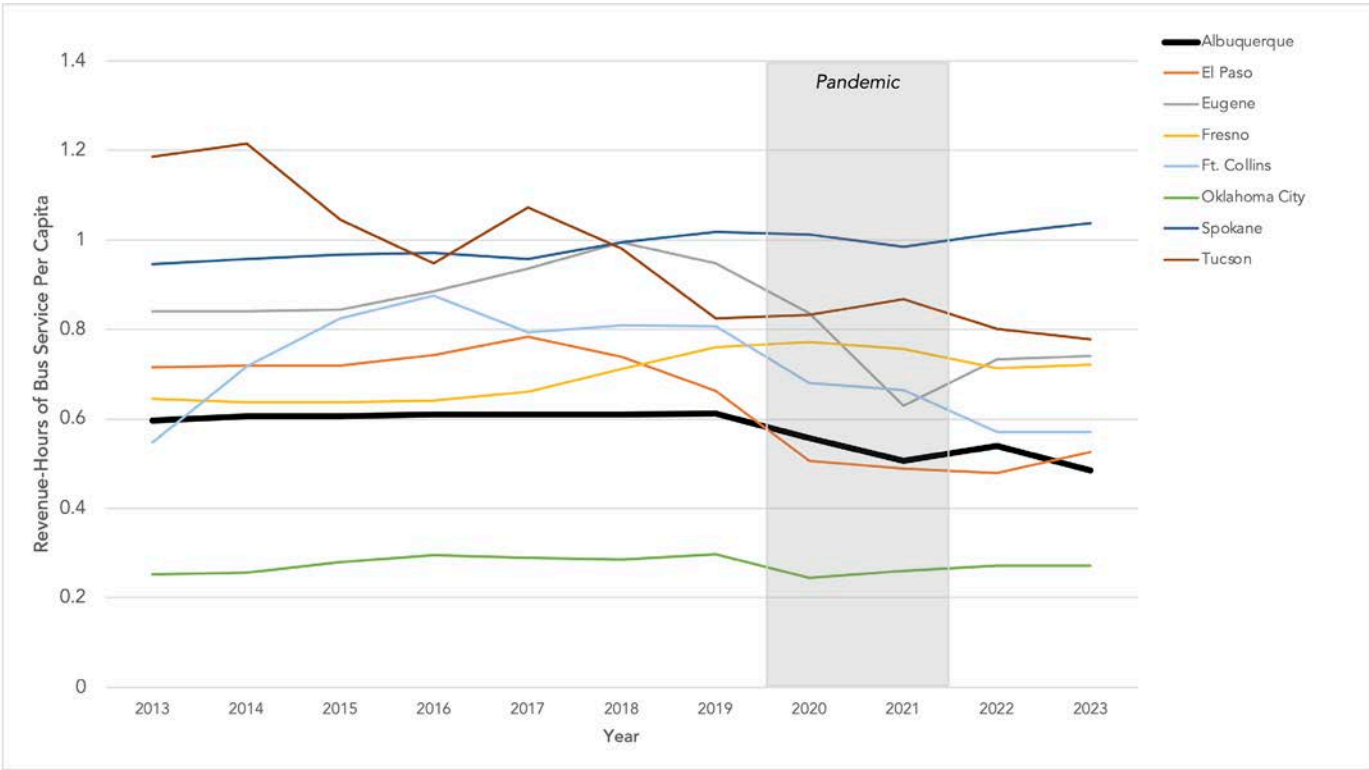
The City's struggles to hire and retain enough drivers and mechanics not only forced cuts to scheduled service, it also caused unplanned and unpredictable cuts to service in the form of no-show buses. For much of 2022 and 2023, ABQ RIDE missed as much as 10% of its scheduled service due to lack of drivers or buses ready for service. For passengers, that meant that some scheduled buses simply didn't show up. To avoid missing scheduled service, ABQ RIDE reduced scheduled service several times in an effort to match service and staffing levels, leading to the current provision of 63% of pre-pandemic service. Fortunately, the City has had more success recently in hiring and retaining staff, and the percentage of missed service has been reduced to just 1%, providing hope for a rebound in service levels, although that will likely take two to three years.

In many U.S. cities, and in Albuquerque, the poorer frequencies, suspended routes and no-show buses of the past few years have probably undermined transit ridership for the long term. Albuquerque residents had to find an alternative way to make their trips *immediately*. For some of them this surely meant buying a car they could barely afford, a car that they might end up keeping for a decade.

Growing transit ridership is a multi-year process and requires a long commitment. It also means a certain type of bus network, one that offers useful, competitive service to large numbers of people. Whether and when the City should offer this type of network has been a question in this planning process.



Transit Relevance: Annual Ridership per Capita Among Peer Cities



Transit Investment: Service per Capita Among Peer Cities

¹ While no two cities are truly alike, these peer cities were chosen for comparison because of similarities in their size, density, sprawl, climate, culture, major universities, and BRT or LRT lines.

The Recovery Network

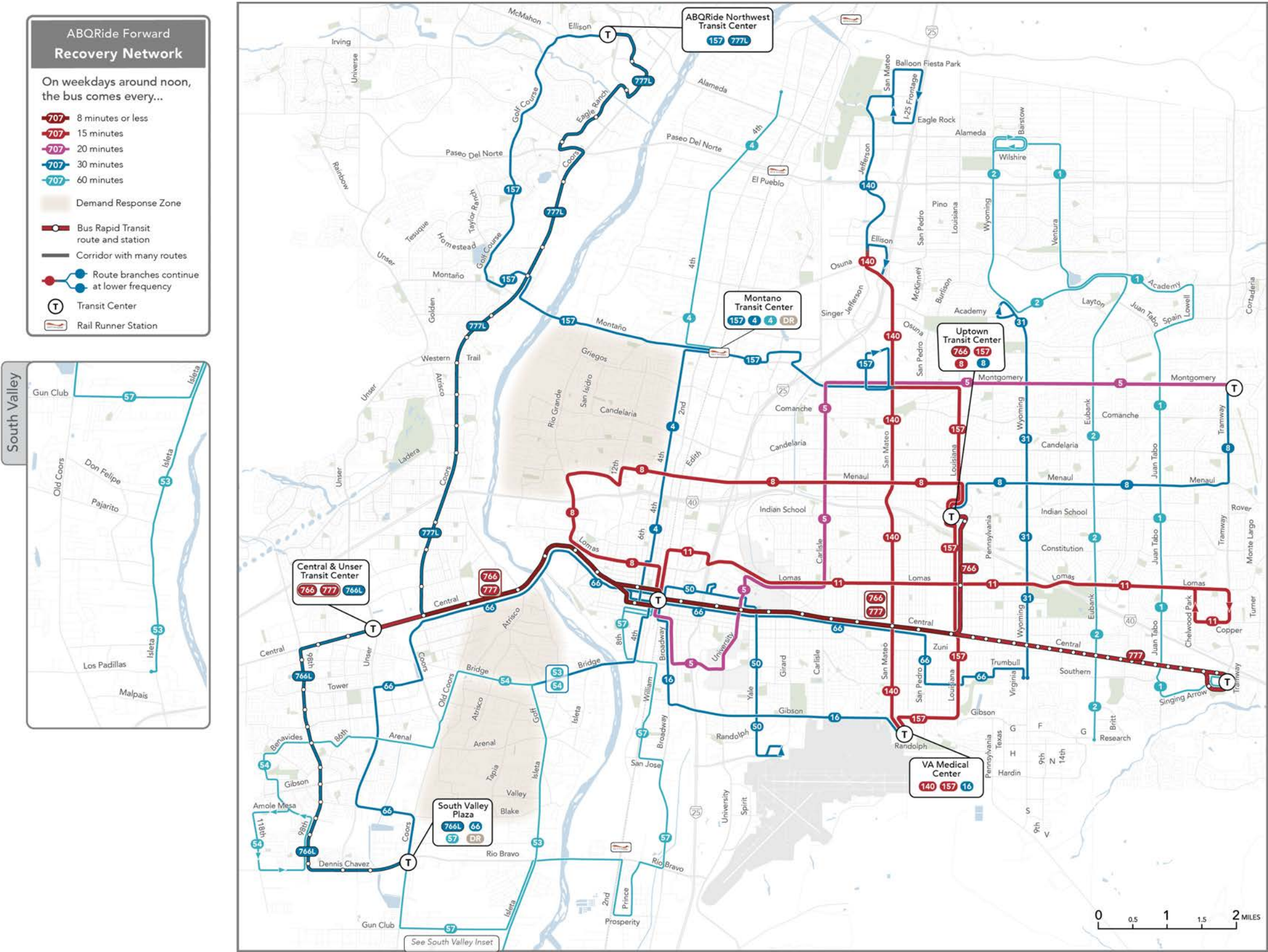
Map of the Recovery Network

This report describes the Recovery Network, which is shown on the map at right. This network was designed to use approximately 95% of the amount of bus service that was offered in 2019. As of the end of 2024, ABQ RIDE was operating about 63% of the amount of service that ran in 2019.

Based on public input in the planning phases of ABQ RIDE Forward, the Recovery Network provides a useful network for many people in Albuquerque and strikes a balance, within budget constraints, between the competing goals of frequent, convenient service in fewer areas and less frequent service providing some coverage in as many areas as possible. As shown on the previous page, even before the pandemic Albuquerque did not provide as much service (per capita) as most of its peers. The Recovery Network does not increase that previous level of service, but it is a plan to optimize the use of that amount of service based on the priorities the public expressed during the planning phases.

The colors on this and later maps stand for the frequency of each route, at midday on weekdays:

- **Dark Red** means every **8 minutes** or better.
- **Red** means about every **15 minutes**.
- **Pink** means about every **20 minutes**.
- **Blue** means about every **30 minutes**.
- **Light Blue** means about every **60 minutes**.
- The **tan-colored areas** are “Demand Response” zones, where people can request rides within the zone or to a nearby bus stop.



Frequency and Span in the Recovery Network

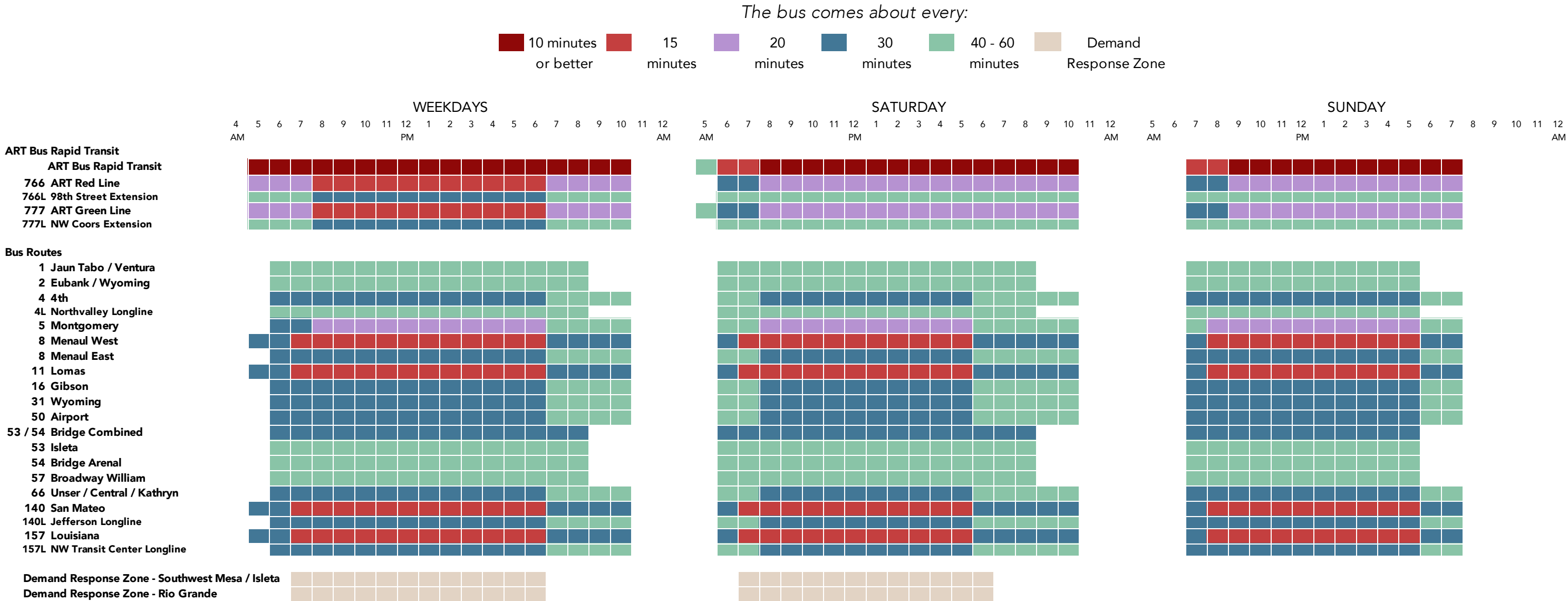
The graphic on this page summarizes each route’s frequency and span in the Recovery Network.

Weekday service would be composed of routes providing 15, 20, 30, and 60 minute frequencies. Most routes would start by 6 a.m. and end after 10 p.m.

Saturday and Sunday frequencies would be the same as weekdays on most routes. On Saturdays, most routes would start earlier and end later than they do today. Sunday hours however would be similar to today's offering.

The span of service planned in the Recovery Network is considerably longer than what is offered by the existing network, both in terms of hours per day and days per week.

Route Frequencies in the Recovery Network



The maps at right are snapshots of the Recovery Network and the 2024 Existing Network at three times of the week. Colors stand for frequencies, with red and pink lines offering the shortest waits.

How is the Recovery Network Different?

The Network is quite different from the existing network in many big and small ways.

A Connected Frequent Network

The Recovery Network would send frequent service to many of the busy, dense parts of the city, especially where lower-income people live and work.

Frequencies of 15 minutes and better are consistently associated with higher ridership, because they mean that transit is likely to be coming whenever a person needs it.

Frequency is even more powerful when it operates in a connected network, providing many points where frequent routes cross each other, as would be the case in some areas in the Recovery Network. At each of these points, fast connections are possible. That means that each line is useful for reaching points on the intersecting line. As a result, a connected frequent network is dramatically more useful to more people.

In the existing Albuquerque network, and even in 2019, there was only one all-week frequent route. In the Recovery Network there are multiple frequent routes, all week long, and they connect to one another. This would give people many more places they could go, in a reasonable travel time.

Longer Hours of Service

The Recovery Network would offer better frequencies, longer hours of service, and more weekend service.

In addition, the frequencies shown on the Recovery Network map would be offered during Saturday and Sunday daytimes as well as on weekdays. This means a big increase in service, and shorter waiting times, for people who need or want to travel on weekends.

During both phases of public engagement, the importance of night and weekend service was one of the top priorities expressed by members of the public and existing riders.

Modifications to ART and Route 66

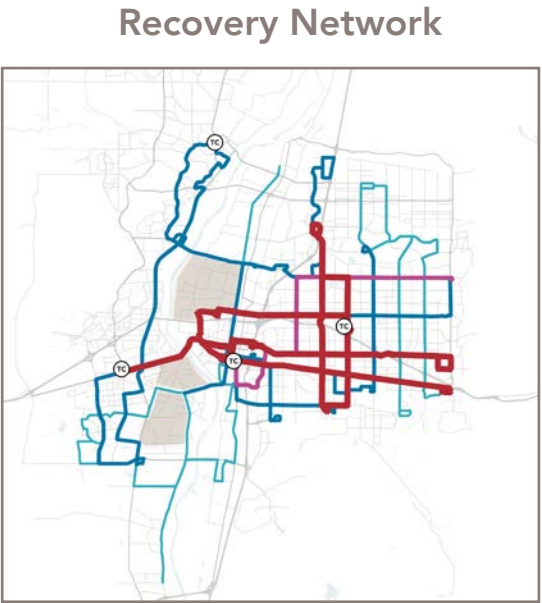
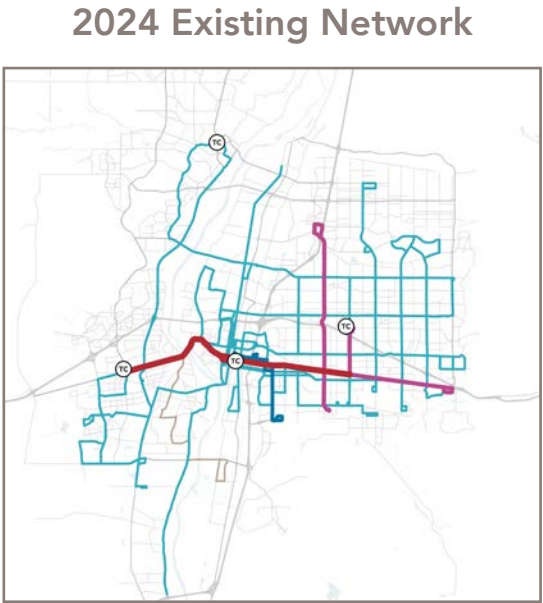
The Recovery Network would change the way ART operates, to reduce duplication of ART and Route 66 along some parts of Central Avenue. This duplication doesn't shorten peoples' average travel times to destinations, because the Route 66 and ART schedules can't be coordinated in that way. The duplicative service could help people save more time if it were reallocated onto other nearby routes.

The proposed changes are:

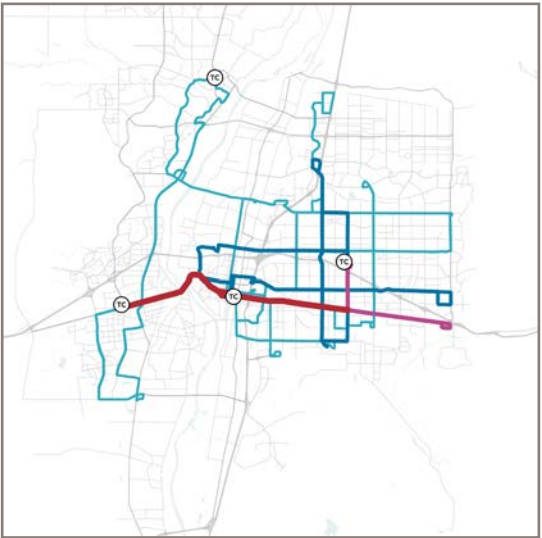
- Route 66 would continue to service all local stops from San Pedro Drive in the east, through downtown, as far as Coors Blvd. in the west. However, it's frequency would be reduced to every 30 minutes.
- ART (Route 777) would make local stops on the east side, between Louisiana Blvd. and Tramway, providing the 15-minute-frequency local service in those areas instead of Route 66.
- ART (Route 766) would continue west past Unser Blvd., every 30 minutes, to provide



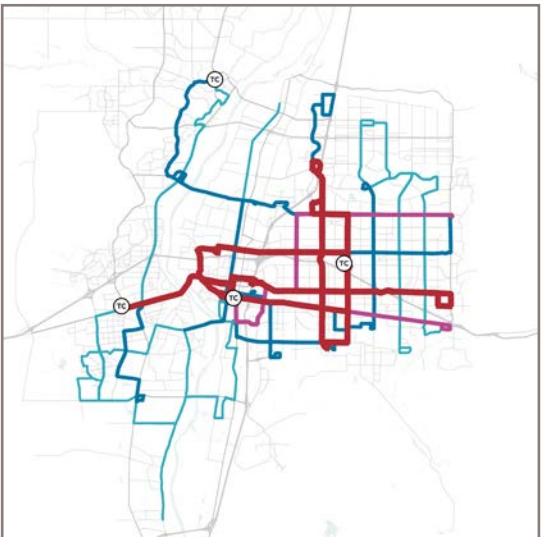
Weekdays at MIDDAY



Saturdays at 9:00 p.m.



Sundays at MIDDAY



local service along 98th Street. People around 98th Street would have a single seat ride, every 30 minutes, to downtown and Central Ave.

- ART (Route 777) would go north on Coors Blvd., every 30 minutes, all the way to the Northwest Transit Center. People on Coors Blvd. would have a single seat ride, every 30 minutes, to downtown and Central Ave.

This change would maintain local bus stops on Central Avenue, while improving travel times for residents in the Southwest Mesa and Northwest areas. On average it would be very beneficial for a large number of residents, while a small number of residents would experience at worst 2 or 3 minutes' additional travel time. For those same residents who currently use ART on Central Avenue, they would gain access to destinations north and south of Central Avenue, because this change would free up some resources to improve other nearby route frequencies.

Better Access to Jobs

For the average resident, access to jobs within 45 minutes of transit travel would increase by +39%. For residents of the City's High Social Vulnerability Areas, their job access within 45 minutes would increase by +82%.

If 45 minutes sounds like a long time, keep in mind that we are counting *all* of the time involved: walking, waiting at the stop, riding, walking to the destination, and – if the bus schedule made someone arrive earlier than they wanted to – waiting at the destination.

Access to jobs doesn't just represent possible work opportunities. It also represents access to shopping, services, recreation and social connections. It is a good predictor of ridership.

How many residents and jobs would be within ½ mile of transit, on weekdays at midday?



More People Close to Service

The mere presence of transit serves a purpose, even if only a few people use it. It is an option that people can use in case they need it, and a type of insurance policy against isolation.

The Recovery Network would get at least some service close to a similar number of residents as the Existing Network: 53%.

More People Close To Frequent Service

The Recovery Network would double the number of residents who are within a 10-12 minute walk (½ mile) of frequent

transit, from 11% to 22% of residents. And that **frequent service would be available all week long** – Saturdays and Sundays as well as weekdays.

Major increases in proximity to frequent service would also be delivered for residents in poverty and residents of color.

The charts above provide more detail on the proximity of residents and jobs to any transit, and to transit of various frequencies.

The numbers underlying these graphs are available in an [Excel spreadsheet](#).

Access to Jobs

The Recovery Network would concentrate service into routes close to large numbers of residents and jobs, in order to connect them with better frequencies. The result is an increase in the average Albuquerque resident's access to jobs within reasonable transit travel times. It would result in even larger gains for vulnerable residents.

The two charts at right compare transit access to jobs for the Recovery Network and the 2024 Existing Network on a typical weekday at midday.

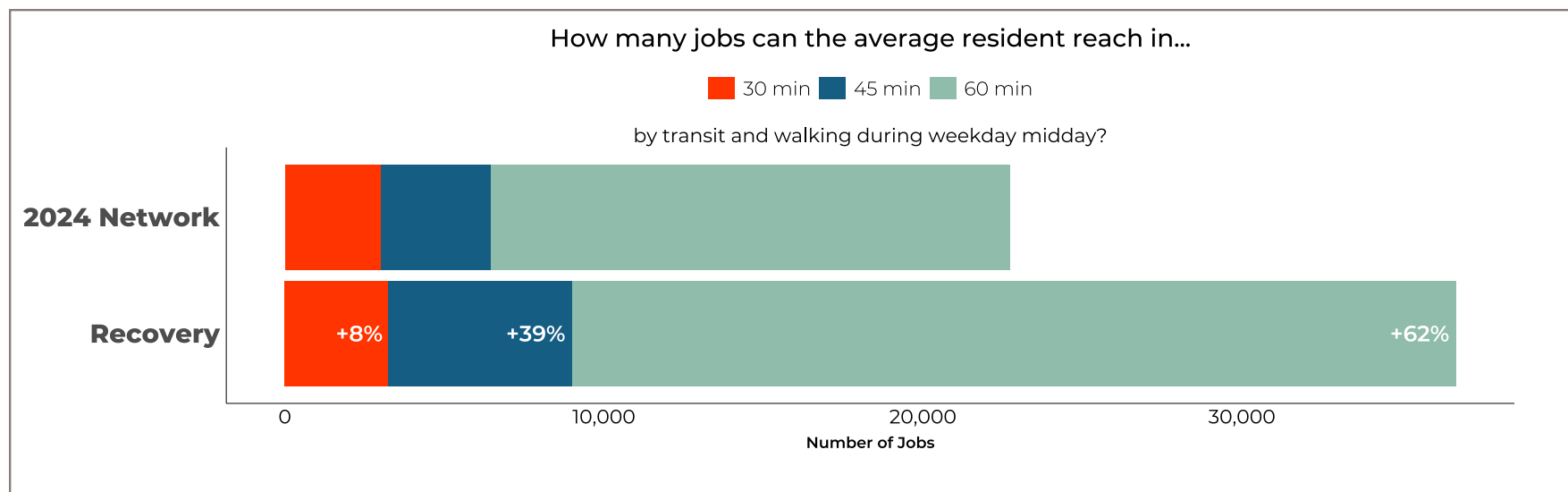
- Access to jobs within 45 minutes would increase by +39% in the Recovery Network.
- For the average resident of the City's High Vulnerability Areas¹, access to jobs within 45 minutes would rise by a whopping 82% in the Recovery Network.

Access to jobs is a good predictor of transit ridership. Job locations tend to be destinations for other trips such as socializing, shopping, medical appointments and errands.

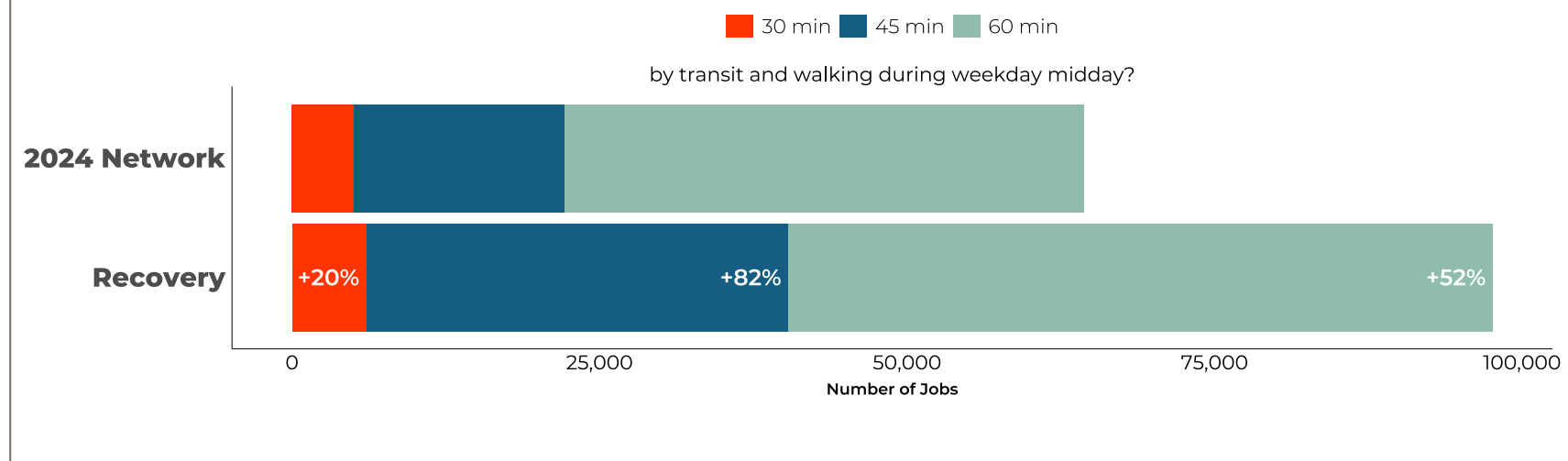
This measure focuses on midday, rather than rush hours, because midday represents the service that is there for people all-daytime-long. Middays are an important time for many non-office commutes as well as for shopping, medical and school trips. Middays are also when ABQ RIDE ridership peaks each day.

This analysis answers a basic question people ask themselves about transit: **"Can I get to the various places I want to go, in a reasonable amount of time?"** With the Recovery Network, more people would say **"Yes."**

How many jobs could the average resident reach, on weekdays at midday?



How many jobs can the average resident living in an Area with High Social Vulnerability Score reach in...



¹ For a map of the City's High Vulnerability Areas, see page 41.

The 2024 Network

The Recovery Network in this report has been compared to the 2024 Network, shown in the map at right.

The colors on this map stand for the frequency of the route, at midday on weekdays:

- **Dark Red** means every **8 minutes** or better.
- **Red** means about every **15 minutes**.
- **Pink** means about every **20 minutes**.
- **Blue** means about every **30 minutes**.
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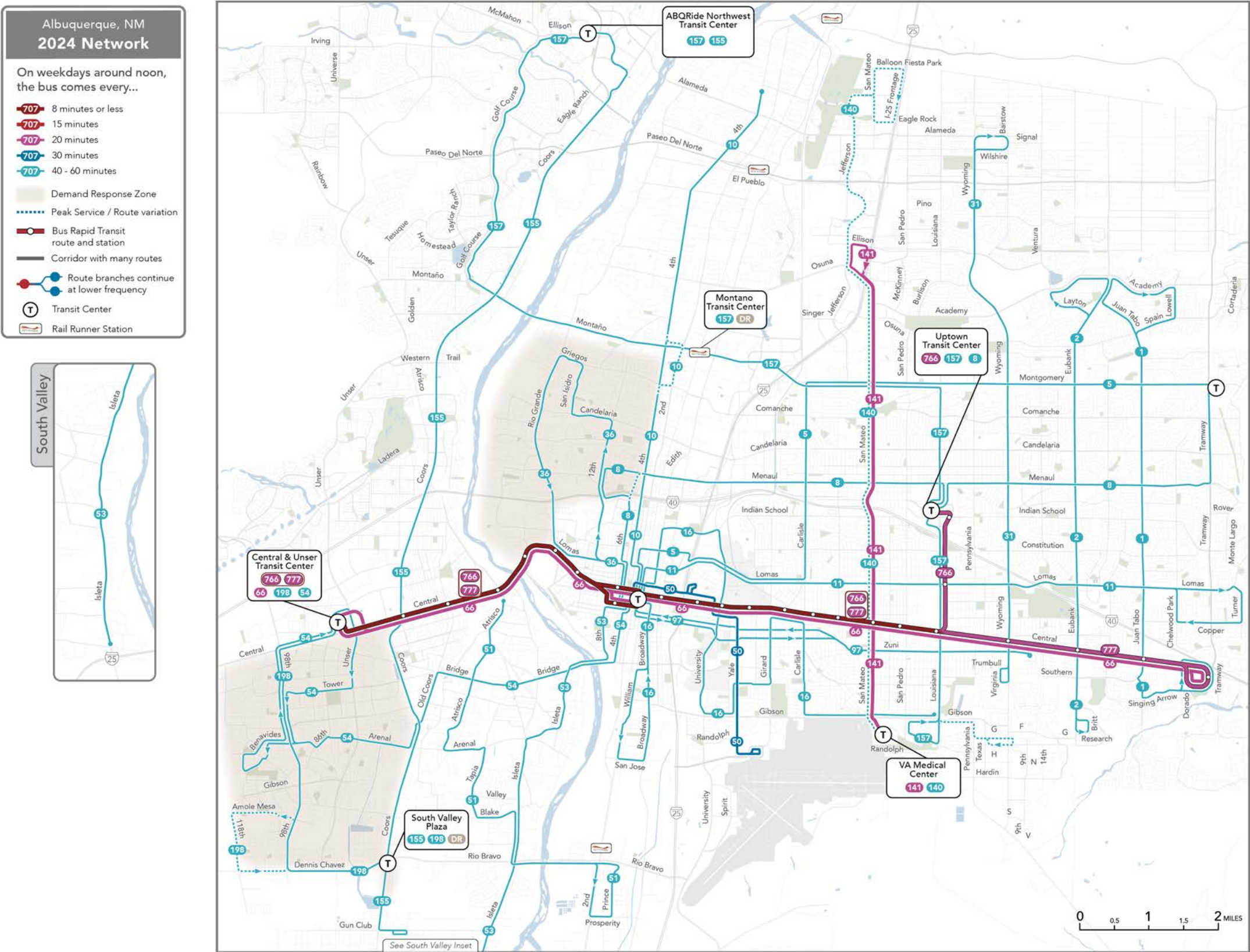
Changes Since 2019

Since 2019, a shortage of operators has forced the City to reduce frequencies and hours of service on many routes. A set of one-way-only, rush-hours-only routes, which had never attracted many passengers, were also suspended.

The 2024 existing network has much worse frequencies compared to 2019.

Central Avenue still has service every 10 minutes (where the two ART lines combine), but the next-most-frequent corridor is San Mateo Blvd. which is served every 20 minutes. Lomas Blvd., a once high-ridership street served every 20 minutes, now only has a bus every 40 minutes. Everywhere else in the city service is every 40 minutes or worse.

At those frequencies, few people can spare enough time to use transit. Ridership has fallen since 2019 due not only to the pandemic but also to these cuts in service.



1 INTRODUCTION AND SUMMARY

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Useful Terms

Frequency

For the ABQ RIDE network, we describe service coming every 20 minutes or better as “frequent.” Frequency has a big impact on peoples’ travel time. But frequency is invisible, and hard to imagine for those of us who mostly drive, cycle or walk.

More frequent service means people are able to travel when they want to, without arriving at their destination earlier than they wanted to. High frequency also makes transfers quick and reliable. Higher frequency service tends to attract higher ridership, even relative to its costs.

Transfers

In a well-designed transit network, individual routes connect with each other to allow people to travel between many different places. They do this by “transferring” from one route to the other.

Transferring is a crucial part of giving residents to access many different opportunities. However, if riders have to wait a long time to make a transfer, it greatly increases their total travel time. Transfers between frequent routes (with buses coming every 15 or 20 minutes) allow for reliably short waits.

Hours of service, or span

The “span” of a transit service is the number of hours it operates during the day. For example, a service that runs from 6:00 am to 10:30 p.m. would have a 16.5 hour span. A service that runs Monday through Saturday would have a 6-day-a-week span.

Many transit systems focus service during rush hours when automobile travel peaks. This results in poorer frequencies at other times

when many people still need to get around.

For people who want to use transit for many aspects of their life, it matters that the span is long enough for their weekday and weekend trips, whether it is an early morning work shift or a late night out with friends.

Helping people avoiding acquiring a car (or a second car) for their household means providing long spans of service, so that many different kinds of trips are possible by transit. The cities that have increased or maintained their transit ridership in the past decade are cities that invested in all-day, all-week services.

Rush hour peaking

ABQ RIDE used to run some special routes only during weekday rush hours, also referred to as “peaks.” Other routes had extra frequency during rush hours.

In Albuquerque, as in most cities, rush-hour-only routes were attracting very few riders.

Also, extra rush hour service came with some extra costs to the City. Extra buses had to be purchased, maintained and stored just for rush hours, and then sat idle the rest of the day and week. Driver shifts for peak-only service were harder to fill than the longer work shifts that all-day routes generate.

One-way services

Most of the rush-hour-only routes in the 2019 ABQ RIDE network offered one-way service only. A route would go in only one direction in the morning, and the other direction in the evening.

These routes were highly specialized around people who commute during rush hours to downtown, UNM, Kirtland Air Force Base, or certain Rail Runner train stations.

The Recovery Network does not include any one-way routes. These routes did not attract high ridership, nor do similar routes in other cities. One-way routes also provide a particularly weak form of coverage because vulnerable people can hardly make use of them for the types of trips they need to make on transit – using one of these routes to go to a medical clinic or the grocery store, for example, would mean staying there all day.

Access

In this report, the word “access” is used to describe the number of useful destinations someone can reach within a reasonable travel time. For example, someone living in a certain neighborhood can access a certain number of jobs within 45 minutes by transit.

Access can be described for a specific place (such as a neighborhood or apartment building), and it can also be described on average for the population of the whole city.

This is a different from another, equally-relevant use of the word “access,” describing whether and how people can get to and from a bus stop, for example by walking or wheeling a mobility device.

Demand Response

Demand Response transit is a service which varies the route depending on who requests it. In contrast, fixed routes serve fixed stops, in a certain order, at scheduled times.

Demand Response service is appealing because it responds to people’s desire to travel when they want (rather than only when service is scheduled), it helps people avoid walking to bus stops, and in some cases it can allow people to travel when they want without much of a wait. It can be used to provide “last

mile” connections between areas with bad pedestrian conditions and a fixed route stop or station.

However, Demand Response service has a fairly high cost per rider. In the absence of additional funding for transit, Demand Response can generally only be added as a replacement for very low-ridership fixed routes, or by cutting frequency or coverage elsewhere.

In the Recovery Network Plan, Demand Response zones would replace fixed routes in areas where ridership has long been low, but there are small numbers of people with a severe need for transit service. The parameters for these Demand Response zones have not yet been defined, parameters like: whether people would need to reserve a trip in advance, how long they might expect to wait, whether they would be picked up at their address or be asked to walk to a specified nearby intersection. As these parameters are defined, the shape and number of zones may change.

2 Public Input in Phase 3

Phase 3 Public Engagement

In the first phase of public engagement for this plan, the public was asked about key choices and priorities for a future network.

In the second phase, the public was asked for feedback on two contrasting Concepts, the High Coverage and High Ridership Concept. The public was asked where the ABQ RIDE network should be on a spectrum between the two Concepts. Overall, survey respondents indicated a slight preference for the High Ridership Concept over the High Coverage Concept.

In the third and final phase of engagement, stakeholders and community members were presented with a Draft Recovery Network. The public provided feedback on the Draft Recovery Network from June to September 2024.

The main objectives for the third phase of outreach were to:

- Gather detailed input on the routes proposed in the Draft Recovery Network.
- Confirm with the community the priorities established during prior phases, such as the addition of evening and weekend service
- Measure overall support for the Recovery Network.

Public feedback informed the refinement of the Draft Recovery Network into the final plan detailed in this report. A detailed report on the third phase of public engagement is available on the project website, www.abqrideforward.com/reports-documents.

Outreach Activities

During Phase 3, a survey was created to gather input on the Draft Recovery Network. The

survey was available online, in English and Spanish from July 3 to September 15.

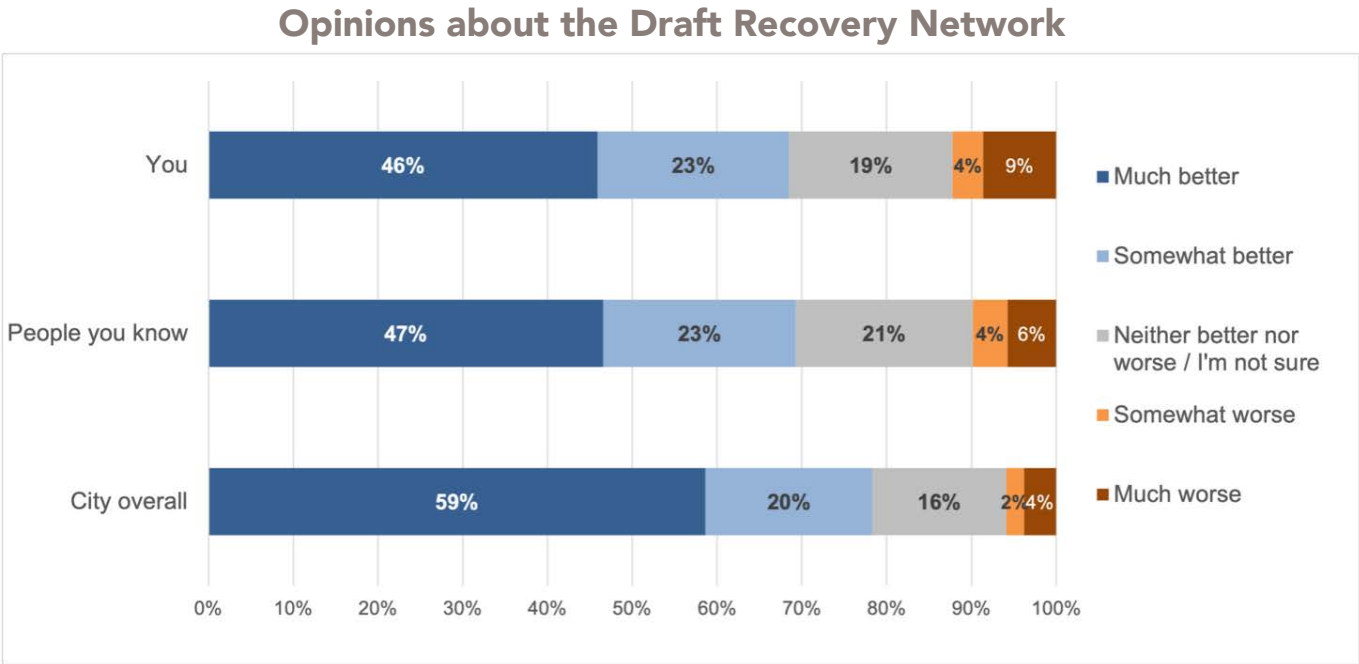
The Project Team also did direct, in-person outreach, through:

- Tabling at community events.
- Holding public meetings.
- Making presentations to community organizations.
- Engaging a Stakeholder Advisory Group in discussion.
- Facilitating small group discussions which anyone could join.

Information about ABQ RIDE Forward and participation opportunities were shared on the project's website, www.abqrideforward.com, through newsletters, social media, and at various public libraries and community centers.

Outcomes

- In Phase 3, there were 730 total survey submissions. Among those respondents, 58% of them said they rode ABQ RIDE at least once a week.
- Across all income categories and rates of transit usage, survey respondents consistently indicated the Draft Recovery Network would be beneficial for them individually, for people they know, and for Albuquerque as a whole.
- Overall, 69% of survey respondents said the Recovery Network would be "much better" or "somewhat better" for them individually; only 12% said the Recovery Network would be "somewhat worse" or "much worse."
- When asked about impacts to the City overall, 78% of respondents said it would



Results from the Phase 3 online survey. People were asked whether the Draft Recovery Network would be better or worse for them, for people they knew, and for the City overall.

- be "much better" or "somewhat better," and only 6% said it would be "somewhat worse" or "much worse."
- When asked what was missing from the Draft Recovery Network, survey participants were likely to indicate "more high frequency routes" (42%) or "more routes in more places" (37%).
- Among Stakeholder Advisory Group and discussion participants, there was a generally positive view of the extended span of service into evenings and weekends. Attendees also identified concerns about particular changes to routes, including at the UNM Hospital and Kirtland Air Force Base.

Network Design Feedback

What is Missing?

When asked “What, if anything, is missing from the Draft Recovery Network?” about one quarter (28%) of survey respondents indicated that the “Recovery Network does a good job with existing resources” and that no modifications would be needed.

Survey participants were most likely to indicate that “more high frequency routes” (42%) and “more routes in more places” (37%) were missing from the Draft Recovery Network.

Service Priorities

Respondents were asked how they thought the City should address their concerns about any missing elements. Overwhelmingly, they said the City should find a way to add more service in the future, rather than shift services away from other areas of the City, other times of day, or other days of the week.

The planning team also went back to public input received in earlier phases to weigh changes to the Draft Recovery Network and finalize the plan. Important facts from previous phases were that:

- A majority of people placed a high priority on more weekend and night service.
- A majority of people conveyed enthusiasm for shorter waits and better connections between frequent routes.
- About half of respondents wanted ABQ RIDE to maintain coverage, especially in high-vulnerability areas.

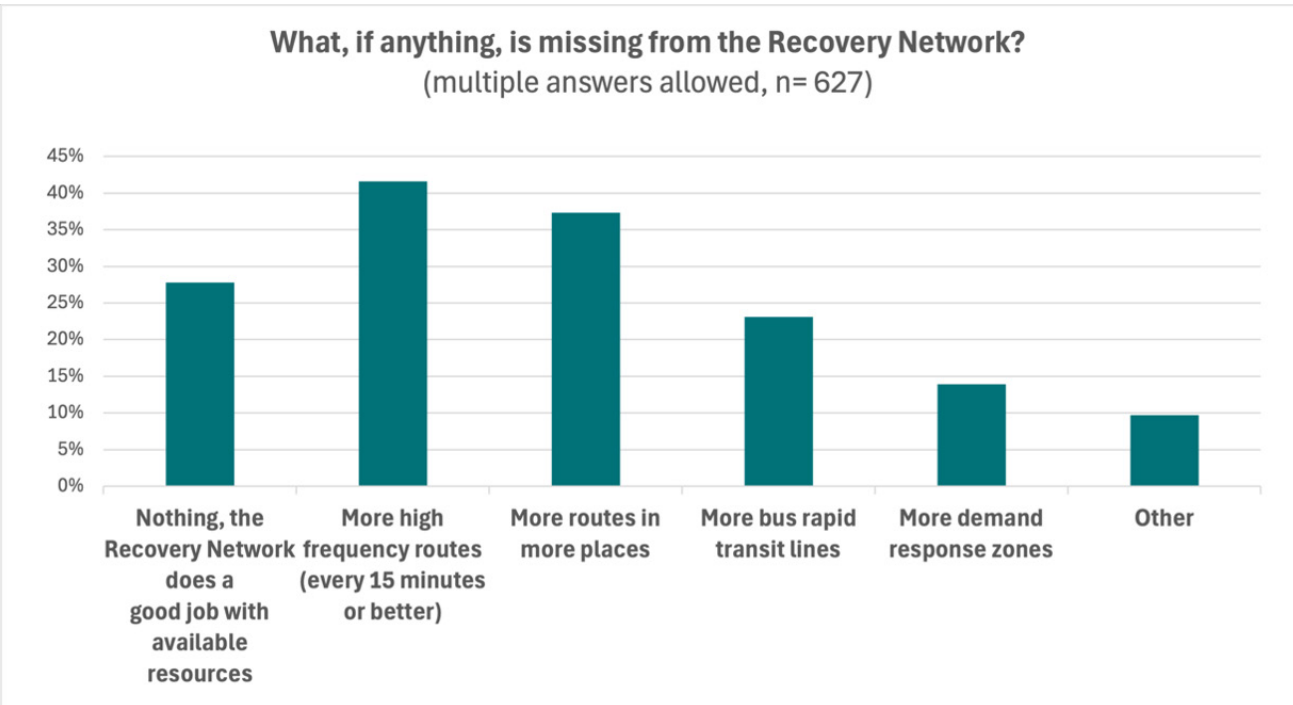
Due to the staffing shortages and funding, the Recovery Network is constrained. A smaller budget for service always makes the trade-offs

between transit goals harder. Public input in Phase 3, however, assured the City and the planning team that the Draft Recovery Network was very close to being the right plan for Albuquerque at this time.

Revisions to the Draft Recovery Network

Given the public input described in the previous section, adjustments to routes were made without cutting frequency or spans from other routes. In summary, the changes were:

- Routes 2, 5, 53, and 57 were changed in the Recovery Network based on community feedback.
- Route 2 was shifted to provide service to the shopping center on Eubank and Juan Tabo Blvd.
- Route 5 was changed to run along Carlisle and Lomas, to provide frequent service closer to UNM Hospital on Lomas.
- Route 53 was adjusted to maintain service similar to what is offered today along Isleta.
- Route 57 was extended west across the river to end at the South Valley Plaza (Coors and Rio Bravo).
- ART frequencies on Sundays were improved to match Saturday frequencies.



Opinions expressed in the Phase 3 survey about what was missing from the Draft Recovery Network.

Proposed Route	Positive	Negative	Neutral	Other	Total Respondents	Increased frequency	Route alignment	Connections / Transfer	Greater span	General	More frequency desired	Greater span desired	Route alignment	Need to transfer	Loss of rapid service	General/Other	BRT desired	Route alignment suggestion	General/Other	Other
Route 1	1	12	1	1	15				1		8	2	3	1						1
Route 2	3	22	2	1	26		2		1		14		9							2
Route 4**	3	9	1	3	16			3			6						1			3
Route 5	25	40	3	3	71	6	17	1		2	7	1	31	1		3			3	3
Route 8	13	12	2	4	31	6	5	2			6	1	5				1		1	6
Route 11	12	18	3	0	33	12					2	2	14						2	
Route 16	4	14	1	1	20		4				4		10			1			1	1
Route 31	3	8	2		13	3					3		5			1			2	
Route 36^		3			3								3							
Route 50		14	3		17						8	4	4					2		1
Route 53		9	3		12							2	8					1	2	
Route 54	3	5	1		9		2			1	4	1						1		
Route 57*	2	7		1	10		2						6			1				1
Route 66	10	14	5	8	37	1	7			2	2	2	9			1			5	9
Route 140	7	5	9	5	26	7					2	1	3				2	4	4	6
Route 157	12	21	3	1	37	2	8	2		1	9	1	12						4	1
Route 766	4	5	3	6	18	3				1		3				2		2	1	7
Route 766L	4	1		2	7		3			1						1				2
Route 777	6	14	3	7	29	2	2		1	2	3	2	1		6	2		3	2	7
Route 777L	26	26	5	1	59	4	18			4	5		6	4	13	1	4	2	1	1
ART (General)	5	4			9	5					1	2				1				
DRZ: Rio Grande	1	1			2					1						1				
DRZ: SW Mesa	1	1			2					1			1							

[^]Route not included in draft Recovery Network; comments provided as part of open-ended questions

^{*}Includes comments provided as part of open-ended questions about Route 51

^{**}Includes comments provided as part of open-ended questions about existing Route 10

Number of open-ended comments on the Draft Recovery Network by route and by type of comment.

3 Recovery Network

Assumptions

In designing this Network, a few key assumptions have been made regarding the future of transit in Albuquerque.

Quantity of Service

First, the Recovery Network assumes a slightly lower total quantity of bus service as in 2019, by 5%. The “quantity of service” describes how many buses and bus drivers can be out on the road, providing service to the public; for how many hours per day and how many days per week; and how many total miles those buses drive.

An increase in funding will be needed to implement this network, because the cost of providing bus service has inflated since 2019. Even 95% of 2019's service quantity today costs more than 100% of the 2019 service budget in dollars. With continuing inflation the dollar cost of delivering this network will naturally increase over time.

The shortage of bus drivers and maintenance staff will also need to be resolved to make the implementation of this network possible, and resolving that shortage contributes to cost inflation because it requires offering more competitive pay to workers.

Bernalillo County

The City of Albuquerque is inside of Bernalillo County. The County contributes funding to ABQ RIDE for specific bus routes. The amount contributed is based on how much bus service operates in unincorporated County areas outside of City boundaries.

The County has been funding existing Routes 51 and 53 in their entirety, and portions of existing Routes 10 and 54.

County staff were consulted in the design of the Recovery Network, and participated especially in designing routes that are largely serving unincorporated County areas. County staff also helped in deciding on changes to Routes 53 and 57 as reflected in the Final Recovery Network.

Rio Metro

Rio Metro contributes funding to ABQ RIDE, which is partly in support of the overall city network and partly for the operation of specific routes.

The specific routes funded by Rio Metro are those that connect to the NM Rail Runner train (which is operated by Rio Metro) and those serving Rio Rancho (which is outside of the City): Routes 222, 250, 251 and 551 in their entirety, and the Rio Rancho portions of Routes 96 and 155. Several of these routes are no longer operating, and Rio Metro has taken over the operation of others.

Rio Metro may lead a separate process for designing any updates to these routes, and gathering public feedback about them, once the City-of-Albuquerque-specific network planning process is complete. Rio Metro has been engaged in this City planning process throughout.

All-Day, Two-Way Service

The Recovery Network has a minimum level of service for all City routes: no route will offer less than all-day service, Monday-through-Sunday.

There will be a shift of service from weekdays (especially weekday rush hours) to Saturdays, Sundays and nights.

Routes funded by Rio Metro might offer service only during weekday rush hours. Demand Response service might be offered only on weekdays.

All routes shown in the Recovery Network maps offer two-way service.

The City and consulting team decided to treat two-way, all-day, 7-day-a-week service as the minimum standard for several reasons:

- When asked about the importance of adding service at different times of the week, nights and weekends were ranked highest by respondents to the Phase 1 and Phase 2 surveys.
- The rush hour commute is less common than it has ever been, due to a long term shift in the U.S. economy towards service work, and most recently due to the higher levels of work-from-home that many 8-to-5 jobs now allow.
- Rush-hour-only routes and extra rush-hour frequency is extra costly for the City to provide, for reasons explained in the [Existing Conditions report](#).

Additional Details to Refine Later

In general, this Network is intended to describe the recurring pattern of services ABQ RIDE could offer. Route schedules are described not down to the minute, but in terms of what frequencies are offered during different times of the day and week.

The Recovery Network does not show all detail regarding:

- How Rio-Metro-funded services (such as Rio Rancho routes and Rail Runner shuttles)

would be adapted to any changes to the City network.

- Any specialized trips (such as to special events) that might be offered on certain days only.
- Exact start and end times for buses.
- Minor deviations made by a few buses a day on a route.

Map of the Recovery Network

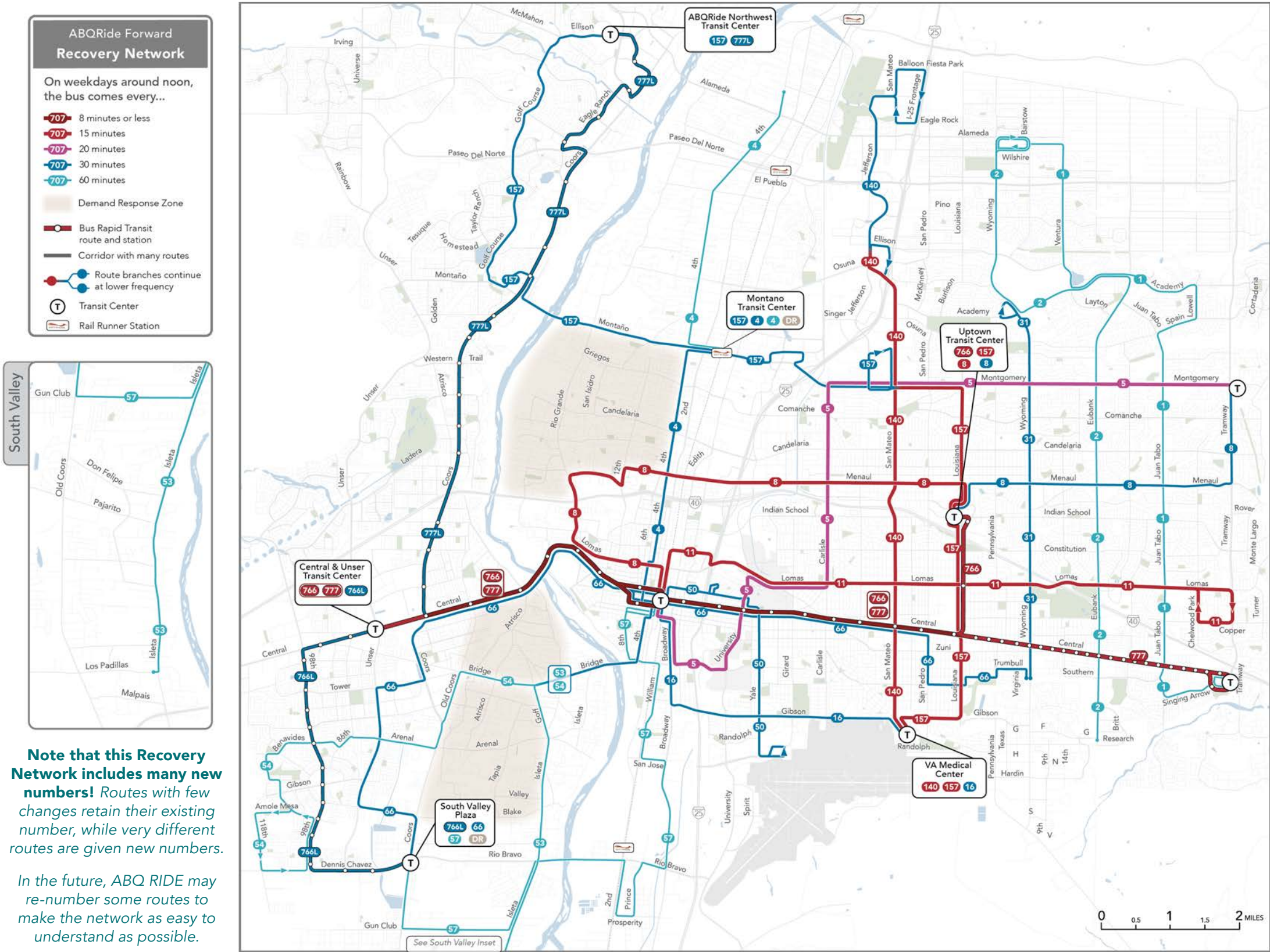
The Recovery Network will concentrate frequent service:

- Where there are more residents and jobs.
- Especially where there are more lower-income residents and lower-wage jobs.
- Where many people use the bus today.

This will dramatically increase the average resident’s access to jobs and important destinations by transit. More frequent service will reduce the amount of time people spend waiting for a bus, or to transfer, and increase the number of places they could reach within a reasonable amount of time.

Key differences between the Recovery Network and the 2024 network include:

- A frequent network, made up of the red and pink lines on the map at right, offering short waits and easy transfers all week long.
- Less service in areas with low population densities, few jobs, and few or no existing transit riders.
- Service along Coors Blvd. directly to downtown and UNM.
- Service along 98th Street directly to downtown and UNM.
- Less duplication of service on Central Avenue, but with service to local stops maintained.
- Better frequencies for other routes in the dense parts of the east side of the city.
- Better frequency near the CNM and UNM main campuses.
- Better frequency near UNM Hospital.



Frequency and Span in the Recovery Network

The graphic on this page summarizes each route’s frequency and span in the Recovery Network.

Weekday service would be composed of routes providing 15, 20, 30 and 60 minute frequencies. Most routes would start by 6 a.m. and end after 10 p.m.

Saturday and Sunday frequencies would be the same as weekdays on most routes. On Saturdays, most routes would start earlier and end later than they do today. Sunday hours however would be similar to today's offering,

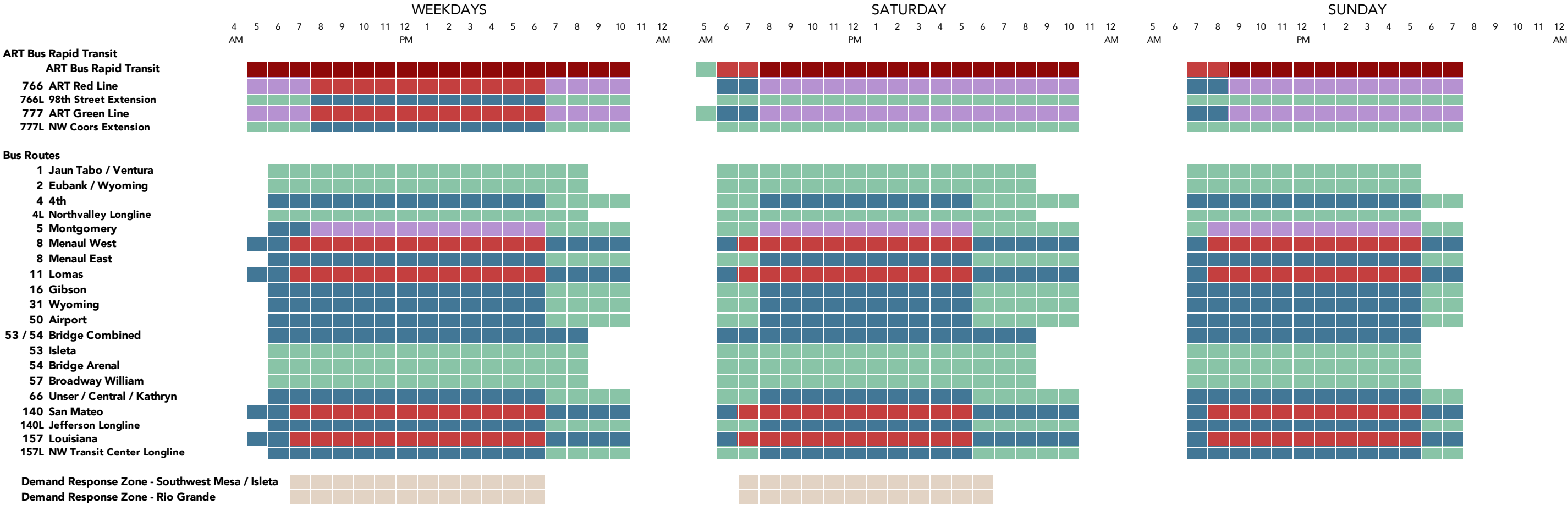
but more routes would continue operating.

The span of service planned in the Recovery Network is considerably longer than what is offered by the existing network, both in terms of hours per day and days per week.

Route Frequencies in the Recovery Network

Recovery Network

The bus comes about every:



Changes to ART and Route 66

In Phases 2 and 3 of this planning effort, the public was presented with changes to the way ART and Route 66 operates. These changes were generally well-received, and they are now part of the Recovery Network Plan.

Extending ART on 98th Street and Coors Blvd

Albuquerque's Bus Rapid Transit system, ART, was developed as an "open" system, where the rapid buses can use special infrastructure on part of the corridor, and then can run beyond in the infrastructure to continue providing services in more areas. On light rail or closed BRT systems, when people get to the end of the infrastructure, everyone has to get off. This adds inconvenience and travel time for the many people who would have liked to keep going in the same direction!

Open BRT provides the reliability and capacity of LRT in its infrastructure, while avoiding the forced-transfers at the end of the infrastructure. In Albuquerque, this means that ART buses can continue on east and west, and the Recovery Network proposes extensions towards the west.

On the west side, ART provides the only protected bus lane crossing the Rio Grande River, and this is really valuable. If service can fan out to serve a few major west side corridors, many more people will benefit from this lane, and many more people will travel on the ART buses across the river.

For this reason, both Network Concepts from the previous phase of planning included two west side ART branches: one extending south along 98th to end at the Walmart near Rio Grande & Coors, and one extending north along Coors Blvd. to Cottonwood Mall.

The one small negative consequence of these changes would be the elimination of a few low-ridership bus stops between Unser and Coors Blvds., currently served by Route 66. This could add as much as ¼ mile walk to someone's trip, though depending on where they were coming from it might add much less than that.

Southwest Mesa Service

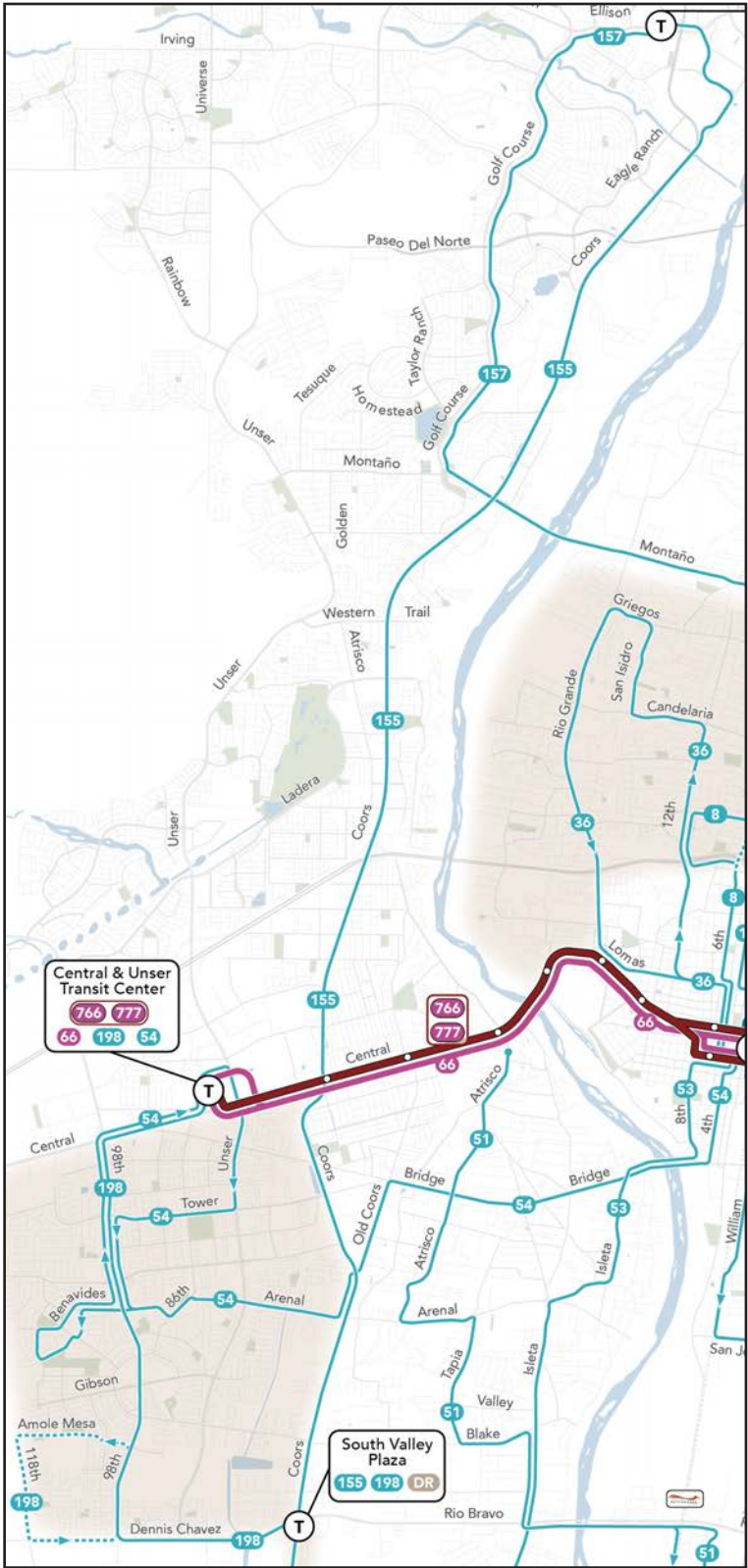
In the Recovery Network, ART Route 766 would be extended every 30 minutes beyond the Unser Transit Center, down 98th Street and Dennis Chavez Blvd., ending at the Walmart. Despite being operated by ART buses, the route would make local stops.

This would offer nearby residents a better frequency of service for traveling to destinations within the Southwest Mesa, while also giving them a one-seat-ride to downtown, UNM, Central Avenue and the Uptown area.

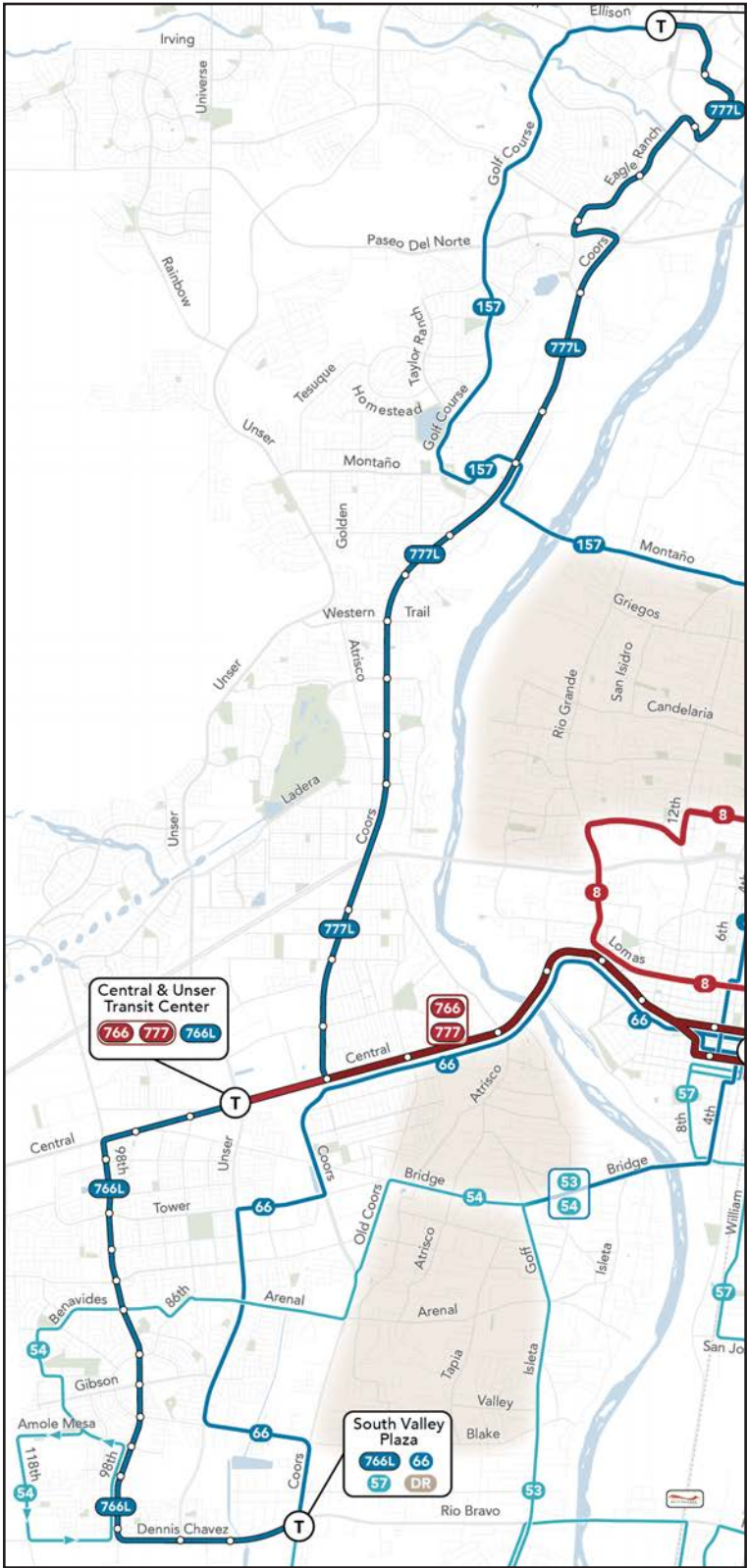
Coors Boulevard Service

This northward Coors Blvd. branch is an effective replacement for the pre-pandemic Route 790. Route 790 provided ART-branded express service from the northwest to UNM, but because it was so specialized for one starting point and one destination, it wasn't relevant to many people. It never attracted much ridership relative to its cost.

Instead of bringing back the Route 790 in its previous form, we propose to make it an extension of the ART. The result would be a much more efficient use of scarce operating dollars. This new Route 777L would operate every 30 minutes, and no transfer would be needed to reach downtown, UNM and beyond.



ART on the west side in the 2024 network.



ART on the west side in the Recovery Network.

Southwest Changes

The Recovery Network would add direct service to downtown in the southwest, reducing the number of people who need to transfer to reach other parts of the city. It would also develop a new connection point at South Valley Plaza.

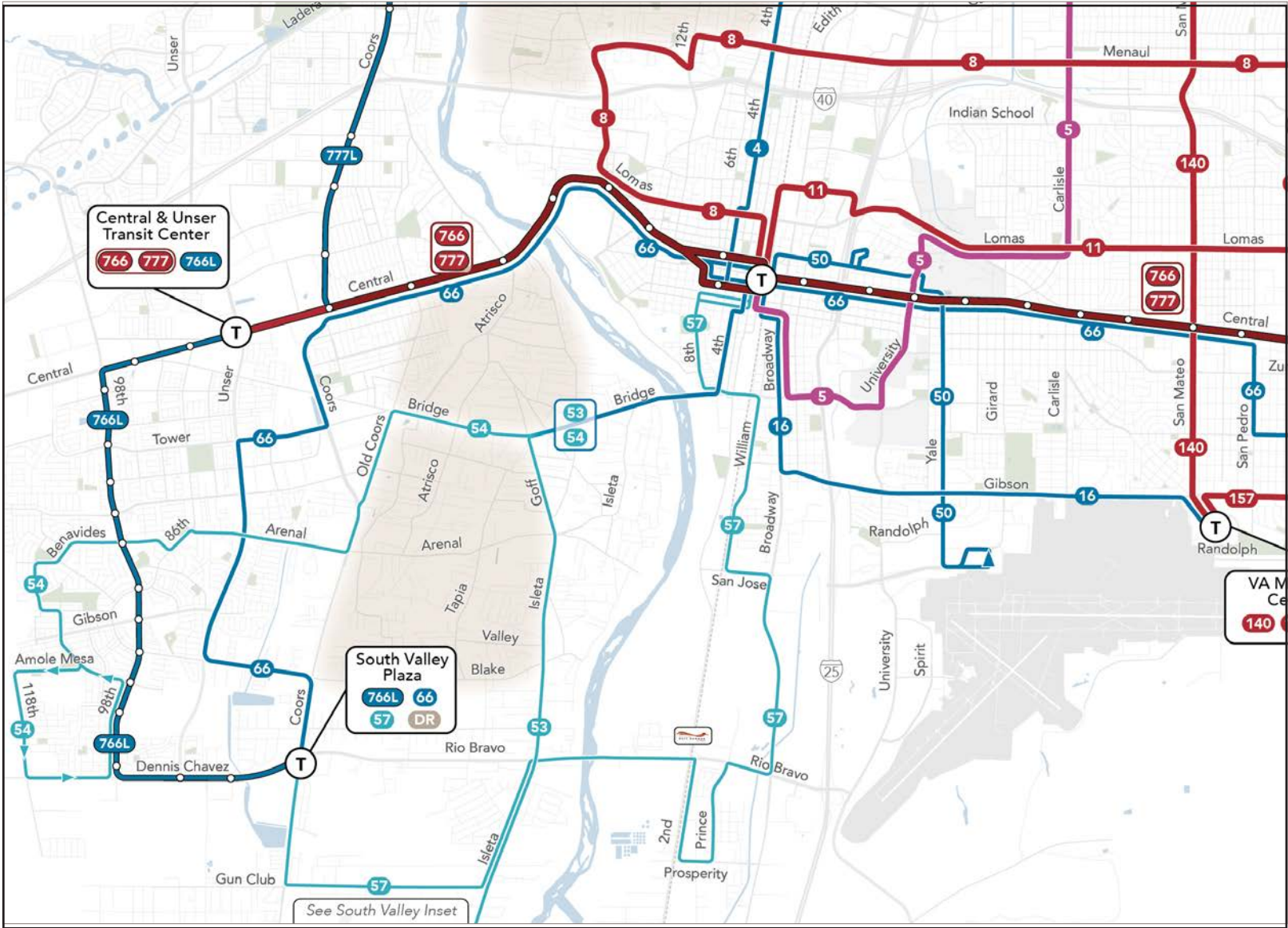
ART would be extended into the two branches described on previous pages: one down 98th Street to the S. Valley Plaza, and one up Coors Blvd. to the Cottonwood Mall. Each ART branch would operate every 30 minutes. Other ART buses would continue to turn around at the Central & Unser Transit Center.

Route 66 would turn off of Central Ave. at Coors Blvd., then follows Coors, Tower, Unser, Blake, and again Coors to the new connection point at the Walmart. This change would remove service to four local stops on Central between Unser and Coors, but the eastern-most and western-most of these are adjacent to ART stations, and the other two have very low ridership. It would improve frequency of service to Southwest Mesa neighborhoods.

Route 155, which currently runs north-south along the length of Coors Blvd., would be replaced by ART Route 777 north of Central Ave. South of Central Ave., parts of Coors Blvd. would be covered by Route 66 and the rest would have access to a Demand Response zone. South of Walmart, Route 57 would cover the portion of Coors and Gun Club currently served by Route 155.

Routes 53 and 54, each coming once per hour, would together provide 30-minute frequency along 4th Street south of downtown, and along Bridge Road as far as Goff Blvd.

Route 53 in Isleta would be approach downtown via Bridge & Goff rather than via the northernmost part of Isleta Road. Further south, the route would continue along Isleta



Blvd as it does today (which is a change from the Draft Recovery Network, made in response to public feedback). Route 53's southern end would be at Los Padillas Community Center.

Route 54 will be simplified at its western end. The one-way loop serving Central & Unser will be removed, since people near that loop will be able to use the new ART Route 777 extension instead. Route 54 will end in a large counterclockwise loop to serve the high school at 118th Street & Dennis Chavez.

A new Demand Response zone is likely to replace most of the circuitous Route 51 west of the river. This will cover the area between Coors Blvd and Goff Road/Isleta Blvd south of Central and north of Rio Bravo, except for areas served by Route 54.

The Mountain View area east of the river is currently served only by Route 51, and is only connected east to the Atrisco ART station, instead of to downtown. This plan improves access for Mountain View by replacing the existing Route 51 with a new Route 57

from Mountain View north to downtown via Broadway and William Streets. Route 57 will also extend west across the river, connecting Mountain View to South Valley Plaza. This is an improvement added to the plan in response to feedback received from Mountain View residents and Bernalillo County about the Draft Recovery Network.

The northern part of Route 51, around Atrisco and Arenal, would be replaced by a Demand Response zone.

Northwest Changes

The big change for the Northwest area is that Coors Blvd would mostly be served by a branch of ART Route 777, giving this entire corridor direct service to downtown, UNM and Central Avenue. To get closer to dense housing, however, we recommend that this route use Eagle Ranch Road rather than Coors Blvd north of Paseo del Norte.

In the Recovery Network, Route 157, which runs on Golf Course and Montañ​o Roads, would be restored to 30-minute frequency. Routes 157 and 777 would make an improved connection in the vicinity of Coors & Montañ​o through a small deviation along Montañ​o Plaza Drive. This would allow southbound 777 and eastbound 157 buses to stop at the same stop (on southbound Coors just south of Montañ​o Plaza) and also would allow northbound 777 and westbound 157 buses to serve the same stop (on Montañ​o Road just west of Coors). This would make the transfer faster and safer.

An additional recommended change to Route 157 is a deviation north via Renaissance Blvd and Culture Drive. The retail and employment opportunities along Renaissance Blvd are not easy to walk to from stops on Montañ​o but are dense enough destinations that they are worth imposing a small deviation on through-passengers.

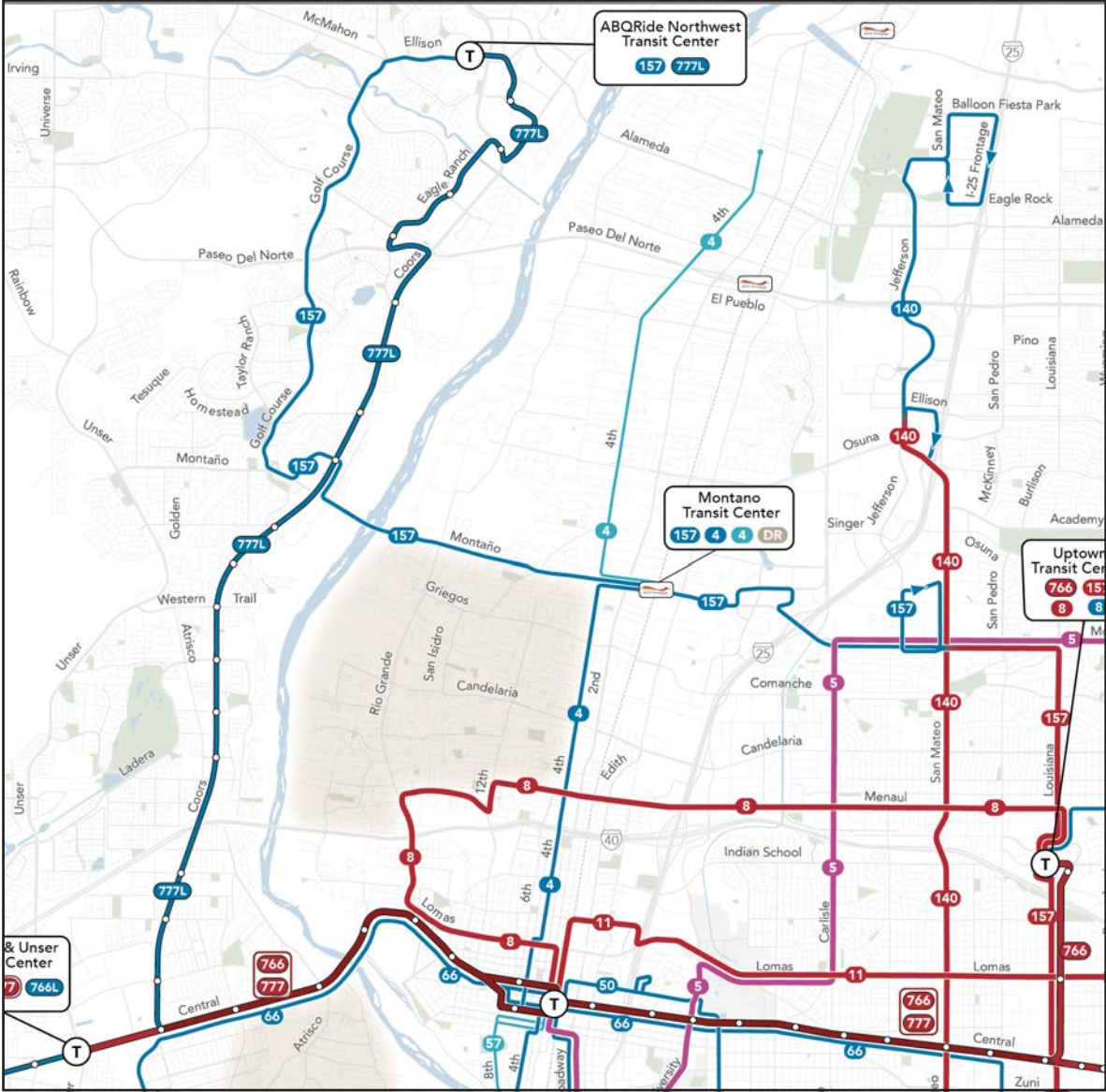
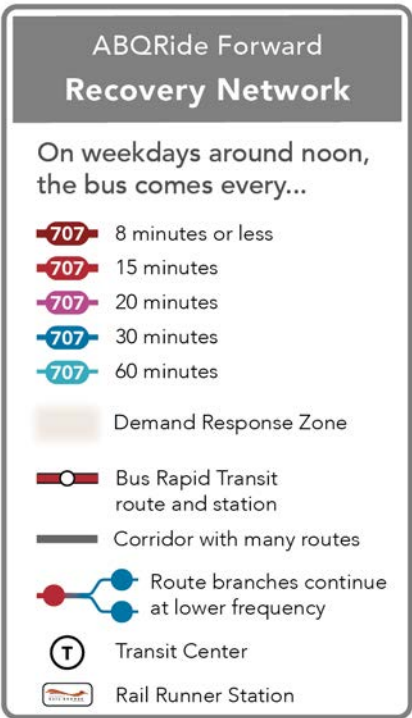
The 4th Street NW route, which is now called Route 10 but which for obvious reasons we suggest calling Route 4, would be upgraded with 30-minute frequency as far as Montañ​o Road and the RailRunner station. Every 60 minutes, the bus would continue to its current terminus at the Raymond Sanchez Community Center.

Route 8 (Menaul) would provide frequent east-west service across the middle of the city. From downtown, the route would extend north along 2nd and 3rd Streets and then west along

Lomas to Old Town. It would then run north on Rio Grande, east on Indian School, and then onward along Menaul all the way across the city to Tramway Road, with the 15-minute frequency ending at Uptown and 30-minute frequency beyond that point.

The proposed routing of Route 8 via Old Town and Sawmill was presented in the previous round of outreach and was broadly popular. This routing also brings frequent service to the major development around 12th & Indian School, including the Indian Pueblo Cultural Center and the National Indian Program Training Center. The changes to Route 8 would eliminate most need for Route 36 south of Indian School Road and Menaul Blvd.

For the area between Menaul and Montañ​o, west of 4th, Route 36 would be eliminated, and a Demand Response zone is proposed. This zone, built on one that is currently being run as a pilot project, would replace all fixed route service in this area. It could be used to go to the Old Town ART station or to the Montañ​o RailRunner station, and also to destinations or bus stops on the main streets that form its boundary.



Lomas Blvd. Changes

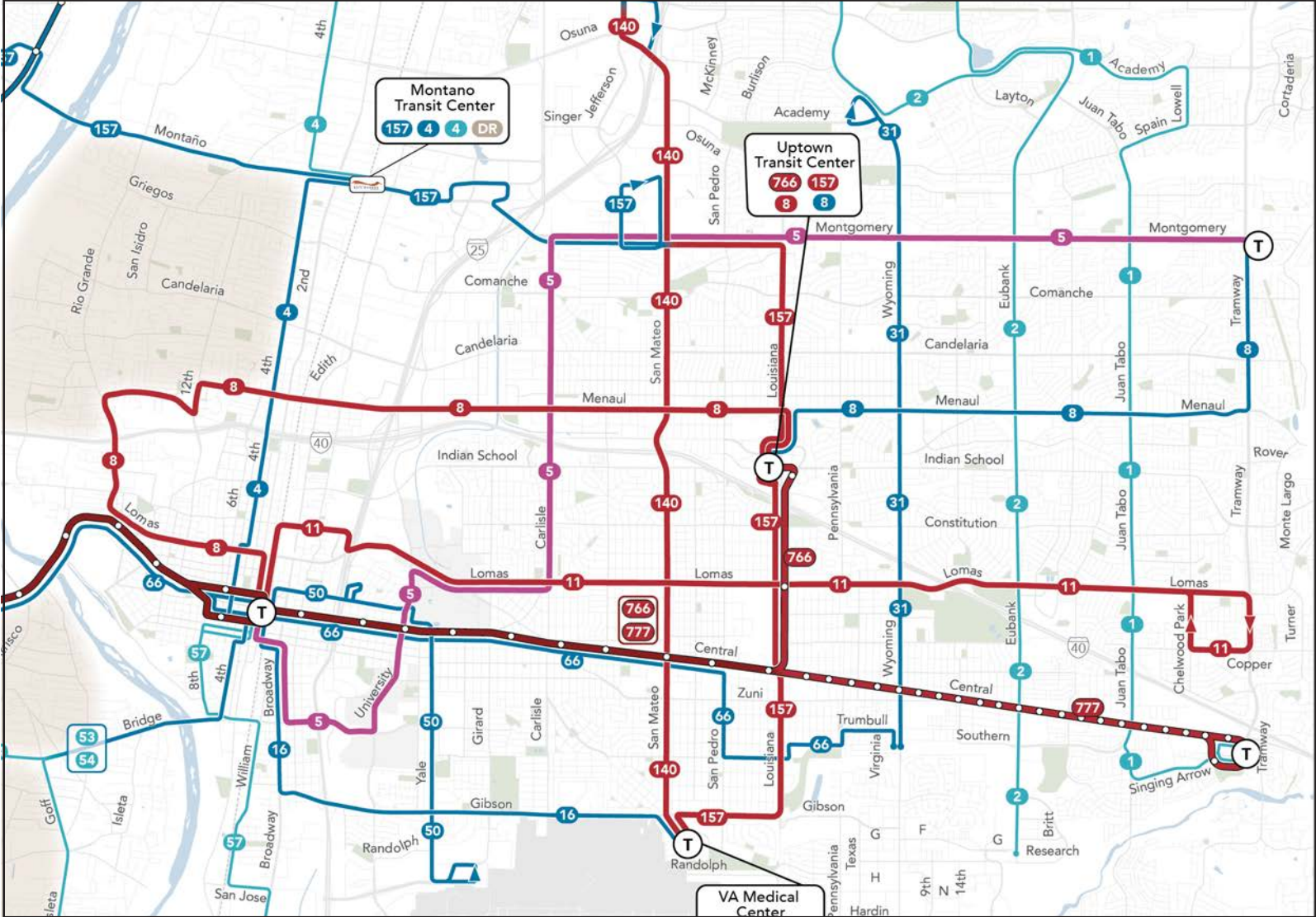
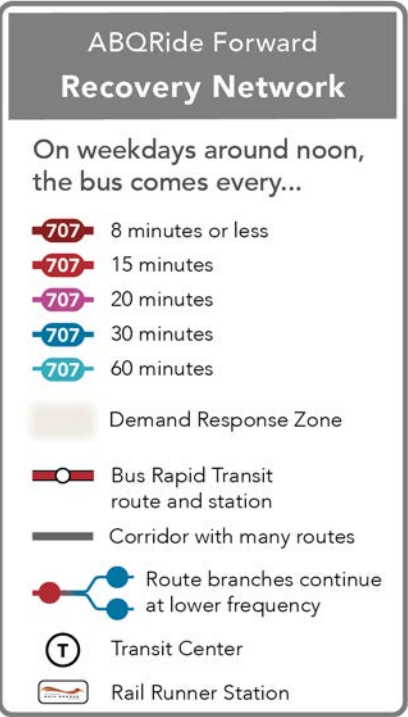
Lomas Blvd (Route 11) would be restored to frequent service in the Recovery Network. Due to its fairly high ridership in the past and the many service jobs and commercial areas it serves, we recommend that it actually have a better frequency than it has previously (15 minutes rather than 20 minutes).

West of the I-25 frontage roads and east of 2nd/3rd Streets, Route 11 would take over a segment currently served by Route 5. It would follow Mountain Road to get close to Albuquerque High School with frequent service. This would replace the existing Routes 5 and 16, which serve Albuquerque High School with a poorer frequency.

While the High School might prefer to be served from its Odelia Road side, where the existing Route 16 stops, the Mountain Road routing is designed to optimize a frequent route by providing a route that is useful for many different groups of people within budget limitations. A frequent route is a big investment, and a frequent route does not have time to deviate all the way north to Odelia. The existing Route 16 which deviates repeatedly attracts extremely low ridership because it is so infrequent and circuitous.

Running Route 11 on Mountain would give the high school 15-minute frequency compared to the 40- and 48-minute frequencies offered today by Routes 5 and 16, and it would provide much more useful access for high school students to go either downtown or eastward. There may be things the school can do to make it easier for students to walk to a bus stop on Mountain Road.

Finally, to make it possible for Route 11 to go past the High School on the way to downtown, while still fitting in the schedule, Route 11 would no longer be able to operate east of Tramway Road, in a low-density area where



ridership has been low. A small number of existing riders in that area might have as much as ½ mile added to their walk to the bus stop, or less depending on where they live.

In a change made during refinement of the Recovery Network, Route 5 would also serve Lomas between University Blvd. and Carlisle Blvd. The public and stakeholders requested this change, to bring more service close to UNM Hospital on Lomas Blvd.

South-of-Central Changes

Airport, Yale, MLK and Gibson

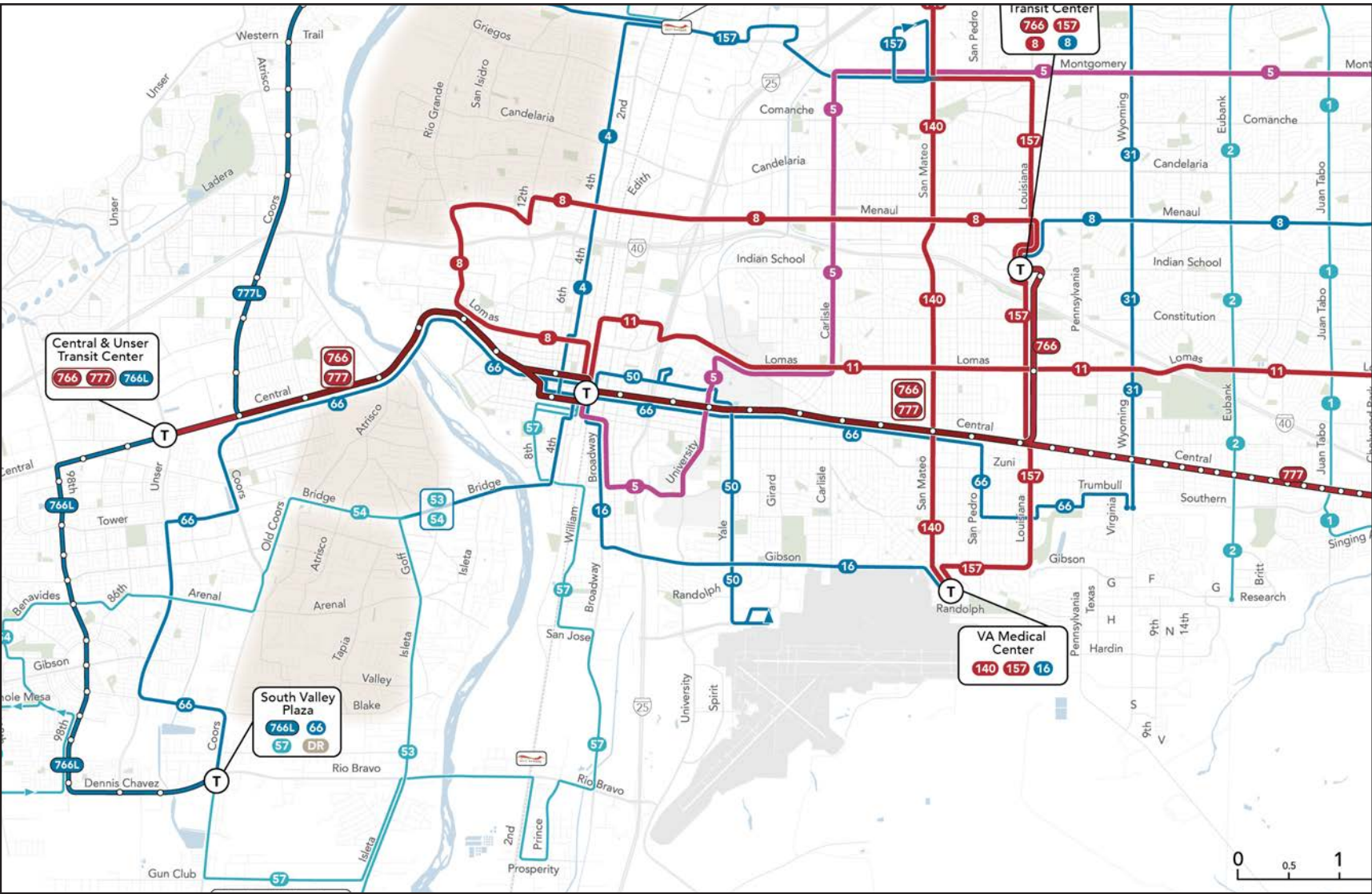
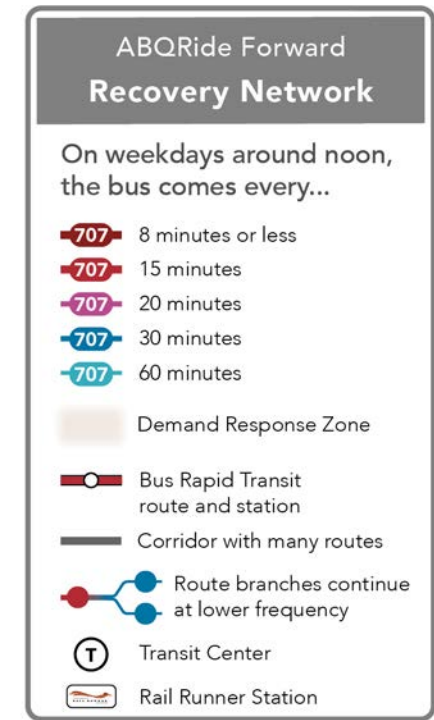
No change is proposed to Route 50, which covers MLK and Yale Blvd between downtown and the Airport. A frequency of 30 minutes would be retained.

Today's Route 16 is a dizzyingly circuitous service that goes almost nowhere directly. Offering the areas around Route 16 a more direct route would provide people in those areas better access, even if some of them have to walk further to reach it. We have proposed a very simple Line 16, running from downtown south on Broadway and east along Gibson Blvd to end at the VA Hospital, with a 30 minute frequency. Other parts of today's Route 16 would be replaced by parts of the proposed Route 57 (along William Street and San Jose Avenue south of downtown), revised Route 11 (north of downtown) and by the revised Route 5 (University Blvd.). Service on Girard and Carlisle between Central and Gibson would be removed, but this is a low-demand area, and most existing ridership is within walking distance of service on either Central or Gibson.

Just west of Yale Blvd., University Blvd. would benefit from new frequent service on Route 5, which is described on the next page.

The International District

Existing Route 97 on Lead/Coal is mostly so close to Central that it competes with the much more frequent services there. The most unique and useful thing it does is to serve low-income neighborhoods south of Central between San Mateo and Wyoming. This is an area of very high demand, and we think it can generate even more ridership with better service. Proposed Route 66, with service every 30 minutes, would turn south off of Central at San Pedro, and follow San Pedro



Blvd, Kathryn Ave, Louisiana Blvd, Southern Ave, Pennsylvania Street and Trumbull Ave. It would therefore run all the way between the International District in the east and the Walmart at Dennis Chavez & Coors Blvd.

As noted earlier, ART Route 777 would make all local stops east of Louisiana, eliminating the need for Route 66 to operate there. Three stops on Central, in the half-mile between San Pedro and Louisiana, would no longer be served. This routing has already been discussed with the public and there was considerable support for it. The effect of all of these changes to Route 66 and ART, for

people south of Central Avenue, would be that a very small number of people would have a longer walk to a bus stop, while they and many other people would have better frequencies for north-south travel, better access to jobs and services, and a more direct route to downtown and the west side of the city (on Route 66).

Kirtland Air Force Base

Ridership onto the secured area of Kirtland AFB has not been high in the past, relative to the cost to provide the service. The base

has security requirements for entering buses that conflict, to a degree, with the open and public nature of public transit, and that may in the future exceed the level of security vetting that can be expected of public bus operators. Therefore, this network proposes no service in the secured area of Kirtland AFB. The base could develop its own shuttle system, to meet the needs of its employees and security requirements, connecting with ABQ RIDE outside of the base's secured area. This recommendation is consistent with the arrangements of other transit agencies and US military facilities.

Northeast Changes

Louisiana and San Mateo Blvds.

In the Recovery Network, Route 157, which attracts relatively high ridership in the existing network, would be maintained. It would offer 15-minute frequency along Louisiana Blvd. and 30-minute frequency along Montañó and Golf Course Road, seven days per week. One proposed adjustment is that at Coors, eastbound buses would deviate via Montañó Plaza and Coors to reach a safe stop for connections with southbound Coors Blvd service (today's Route 155, proposed 777). A deviation north via Renaissance Blvd and Culture Drive would provide better access to the retail and employment opportunities along Renaissance Blvd, which are not easy to walk to from stops on Montañó.

Route 140-141, the very successful San Mateo service, would be restored to run every 15 minutes along San Mateo, and every 30 minutes on Jefferson Street north of Osuna Road seven days a week.

University Blvd., Carlisle and Montgomery

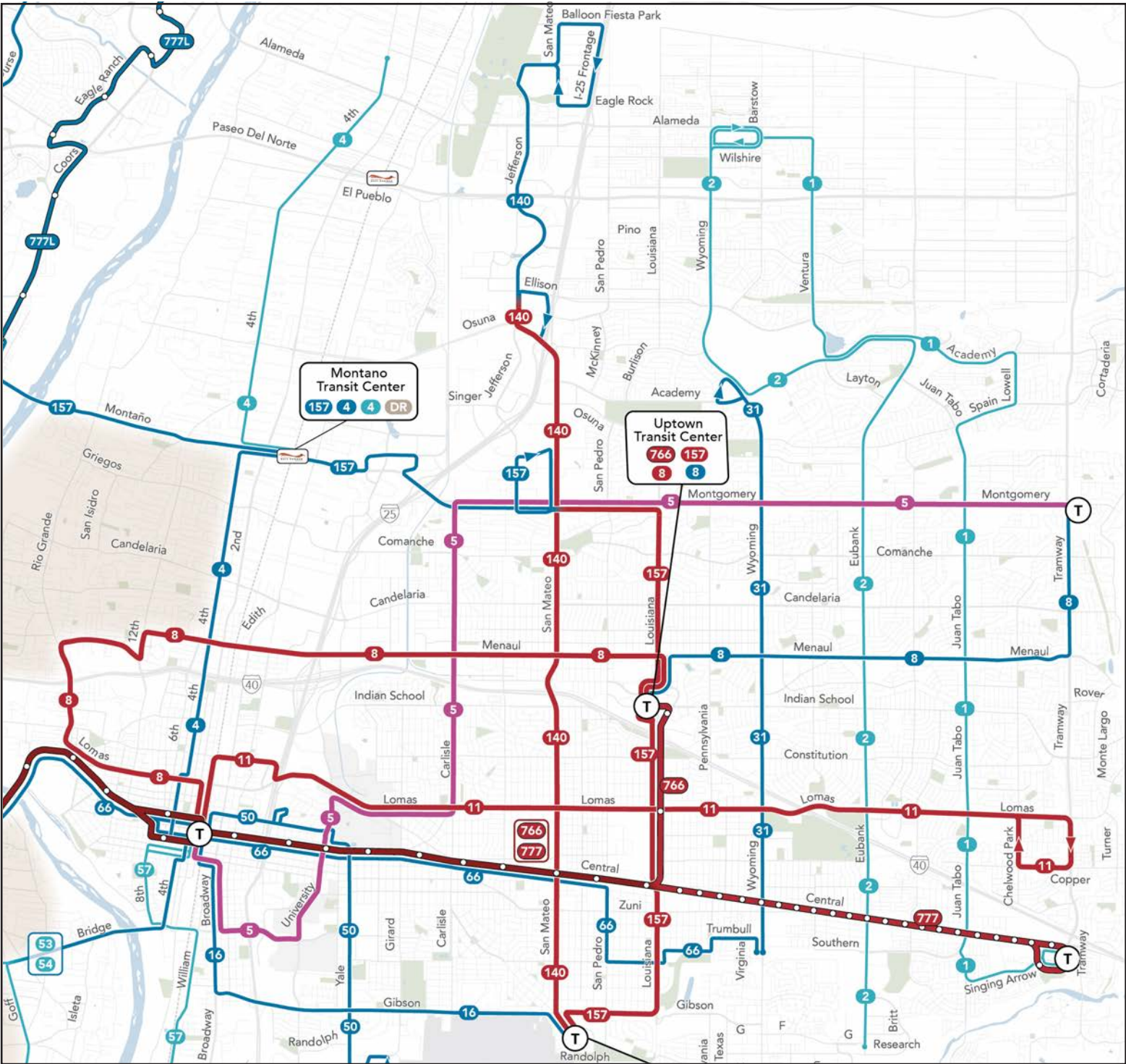
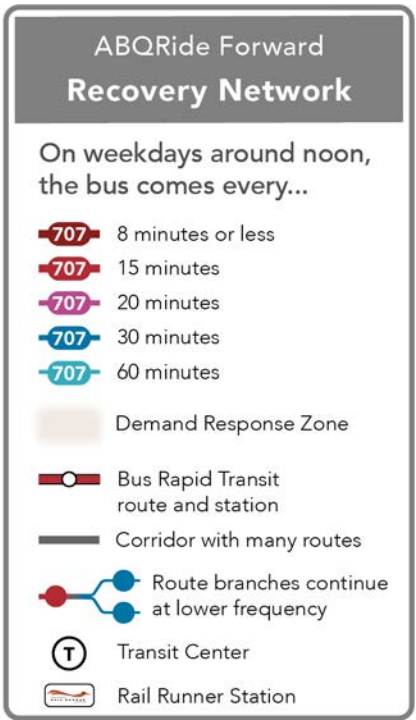
The City has an interest in developing a premium transit corridor along University Blvd, at least between Menaul Blvd. in the north and the airport in the south. This segment of the Boulevard features many major educational and employment destinations such as CNM; multiple UNM facilities including the main campus and the hospital; commercial buildings; and apartment buildings.

The Recovery Network includes better frequency on the most densely-developed part of University Blvd., between Lomas in the north and Cesar Chavez in the south. However, the route then turns west on Chavez to offer people direct rides into downtown. This provides a not-too-circuitous path to

downtown for points along University Blvd but more importantly, it provides direct service between downtown, CNM, UNM Main Campus and UNM Hospital, a major gap in the existing network.

Some stakeholders asked for a long north-south transit route on University Blvd., as part of this network plan. But the challenge of University Blvd. is that conditions for transit north of Indian School Road are bad, and conditions north of Menaul are basically impossible.

North of Indian School Road the developments are mostly parking lots and light industrial buildings. North of Menaul, the Boulevard disappears and is replaced by one-way frontage roads on either side of I-25. One-way freeway frontage roads are impossible territory for transit, because walking distances from bus stops to actual destinations are enormous, and because the



bus stop for service to take you back home is on the other side of the freeway.

The part of University Boulevard where transit can be useful to large numbers of people is therefore fairly short. This means that any "University Boulevard" transit line is going to need to go other places (not just north-south on the Boulevard itself) to attract much ridership.

It would be good to run a University Blvd. route as far as Menaul, but we also need to serve Carlisle, especially north of Indian School where ridership is quite high on the existing Route 5. Since the City needs to serve many demands within budget constraints, the University Boulevard route can't go as far north as Indian School Road. Instead, it turns east on Lomas and north on Carlisle to take over the rest of the existing Route 5 along Montgomery Blvd to Tramway.

This University-Lomas-Carlisle routing is an efficient compromise among multiple needs in the context of a limited budget.

Wyoming, Eubank and Juan Tabo

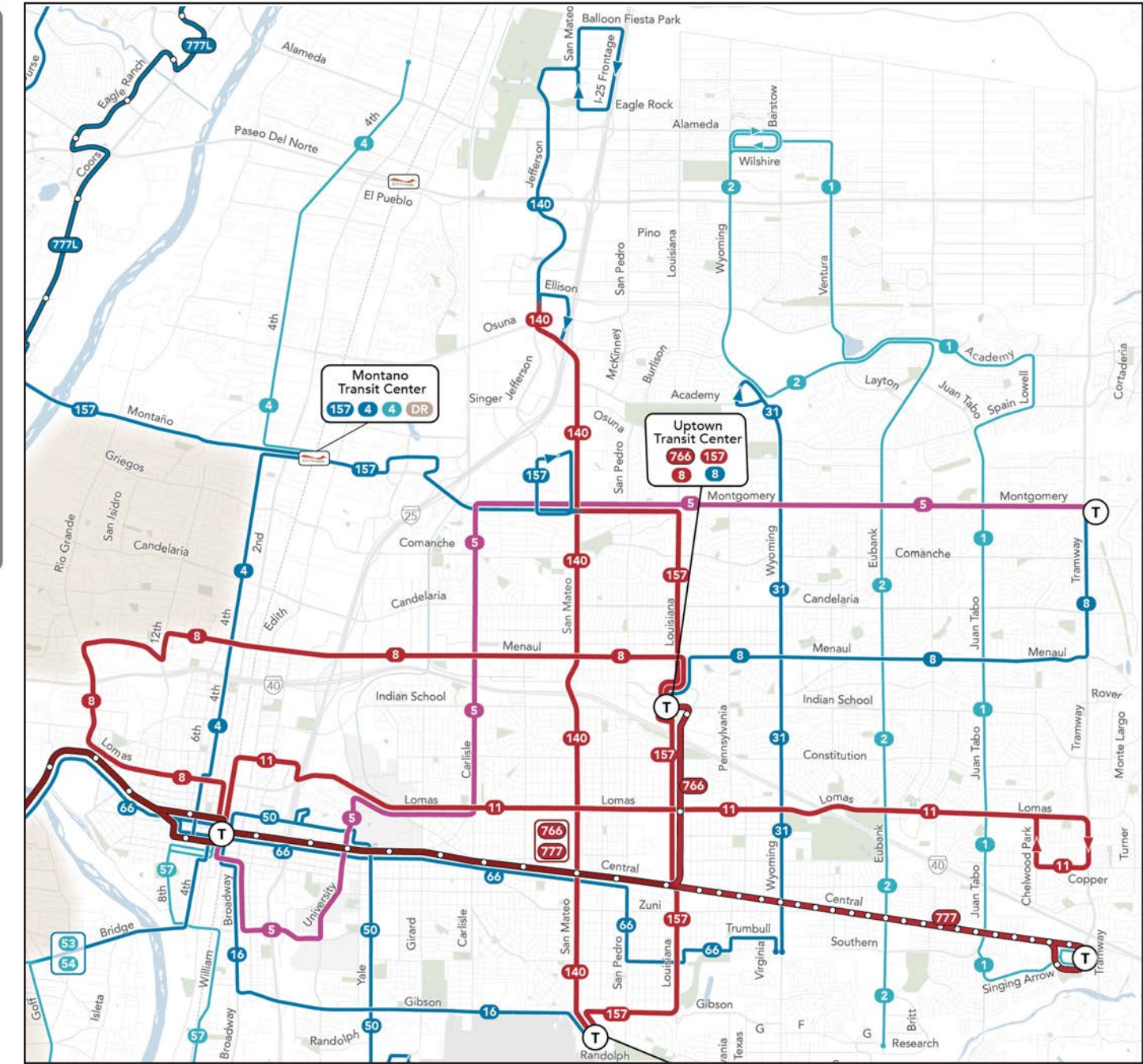
East of Louisiana, the north-south roads (Wyoming, Eubank and Juan Tabo) lack enough development intensity to support frequent service within budget constraints. Wyoming is the strongest of the three, but its ridership (and transit-supportive land use) is mostly south of Academy Road. The frequency that would be appropriate for Wyoming south of Academy Road would be excessive (within this budget limit) north of Academy. For that reason, a new structure is proposed to better match service to the population and the demand on the segments already served:

- Revised Route 31 would provide service every 30 minutes on Wyoming between

Trumbull and Academy Roads. Service north of Academy would be replaced by Route 2.

- Revised Routes 1 and 2 would provide hourly service on Juan Tabo and Eubank, respectively.
- At its north end, Route 2 would jog west to serve the northernmost part of Wyoming, from Academy up to Alameda.
- Similarly, Route 1 at its north end would jog west to serve Ventura Street to Alameda.

The 60-minute-frequency route proposed for Juan Tabo would be a reduction in frequency, from the existing 45-minute-frequency route. However, the number of people living on this route is much lower than the number living on Wyoming south of Academy, Louisiana and San Mateo, where some of that service would be re-allocated. There are also more Socially Vulnerable residents along Wyoming, Louisiana and San Mateo who would benefit from



better frequencies and greater access, and fewer Socially Vulnerable residents along Juan Tabo and Wyoming north of Academy. These changes therefore represent a reallocation of service from an area of lower ridership potential to an area of higher ridership potential, *and also* a reallocation that prioritizes serving people with more severe needs for

transit. Both types of change were strongly supported by the public during Phases 1 and 2 engagement.

4 Outcomes of the Recovery Network

Outcomes from the Recovery Network

This chapter reports on multiple ways of measuring the potential outcomes of the Recovery Network.

Proximity

Existing Boardings

One way to estimate how well a network would cover existing riders is to measure how many of the existing boardings would be close to service. This doesn't precisely measure proximity to existing *riders*, because boardings data is located at bus stops rather than at the homes or workplaces or schools where those riders started their trip. But it is a helpful approximation.

The Recovery Network would offer service within ½ mile of 98.6% of existing boardings.

The most complete boardings data available from the past five years was collected in 2022, after the pandemic. Of those boardings, on all routes operating in 2022, 98.6% were at bus stops that would be within a ½ mile walk of a bus stop in the Recovery Network.

Residents and Jobs

We can also measure how many people would be within ½ mile of transit:

- Where they live.
- Where they work.
- For residents of color and those living in poverty.
- For different frequencies of service.

These measures are reported on the following pages, at six different times of the day and week.

The Recovery Network would greatly improve the number of residents and jobs who are near service on weekends and at night, without reducing the number near service on weekdays during the day. It would also improve the number of people near frequent service at all times of the week.

Travel Times and Access

Isochrones

The benefit of a transit proposal to a particular person could be the answer to their question: **Where could I get to, in a reasonable amount of time, from where I live?**

Wherever you live, there is a certain area you can reach each day in a reasonable amount of travel time. You could draw a map of this area, and it would appear as a blob, with you at the center, as illustrated below.

Beyond this area are things you won't be able to do on most days because it takes you too long to get to them. The size of this area affects your options in life: for work, school, shopping, and everything else you might want to do.

The technical planning term for this blob is an "isochrone." It's also fair to call it a drawing of someone's physical freedom to reach opportunities. If you can go to more places, you have more choices about how to live your life and what

opportunities to pursue, and you are more free.

Isochrones for a few example locations are included in this report, starting on page 37.

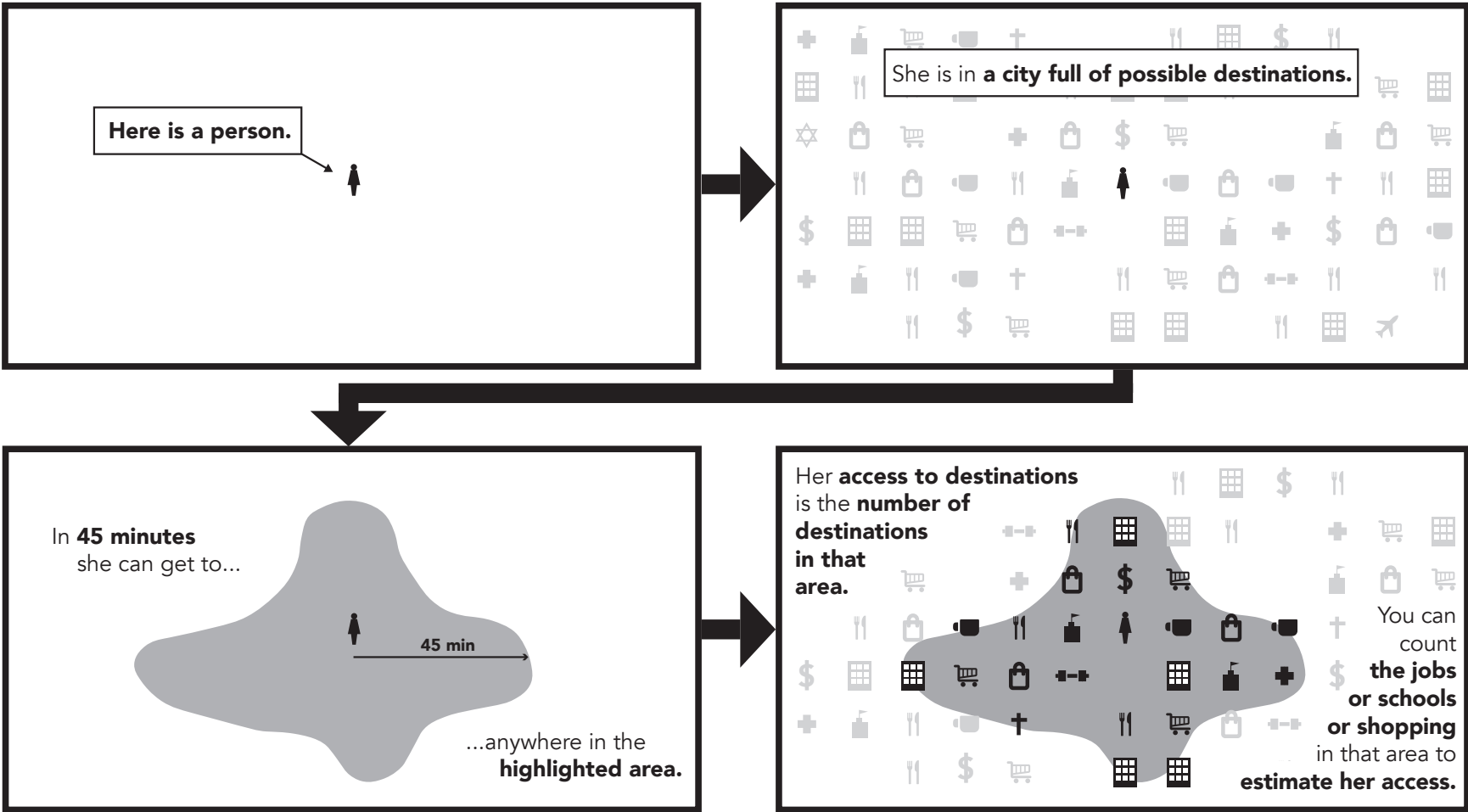
Access to Opportunity

Isochrones display the change in access that a person would experience traveling to or from one particular place. By summing the isochrones across the entire city, we can describe how access would change, on average, for *all* residents and to *all* jobs.

Access analysis can also be performed for populations of interest – in this report, average access is reported for lower-income

residents, residents of color, minority residents and residents of High Social Vulnerability neighborhoods.

The Recovery Network would increase access to jobs for the average Albuquerque resident, within 45 minutes of transit travel (including all walking and waiting time), by 39%. It would increase access within 30 minutes of travel by 8%.



Proximity to Service

Weekdays at Midday

The Recovery Network would barely change the number of residents near **any** service at 12 p.m. on weekdays. For all residents, low-income residents and residents of color the increase would be 1% or less. However, the number of jobs near any service would increase from 41% to 45%.

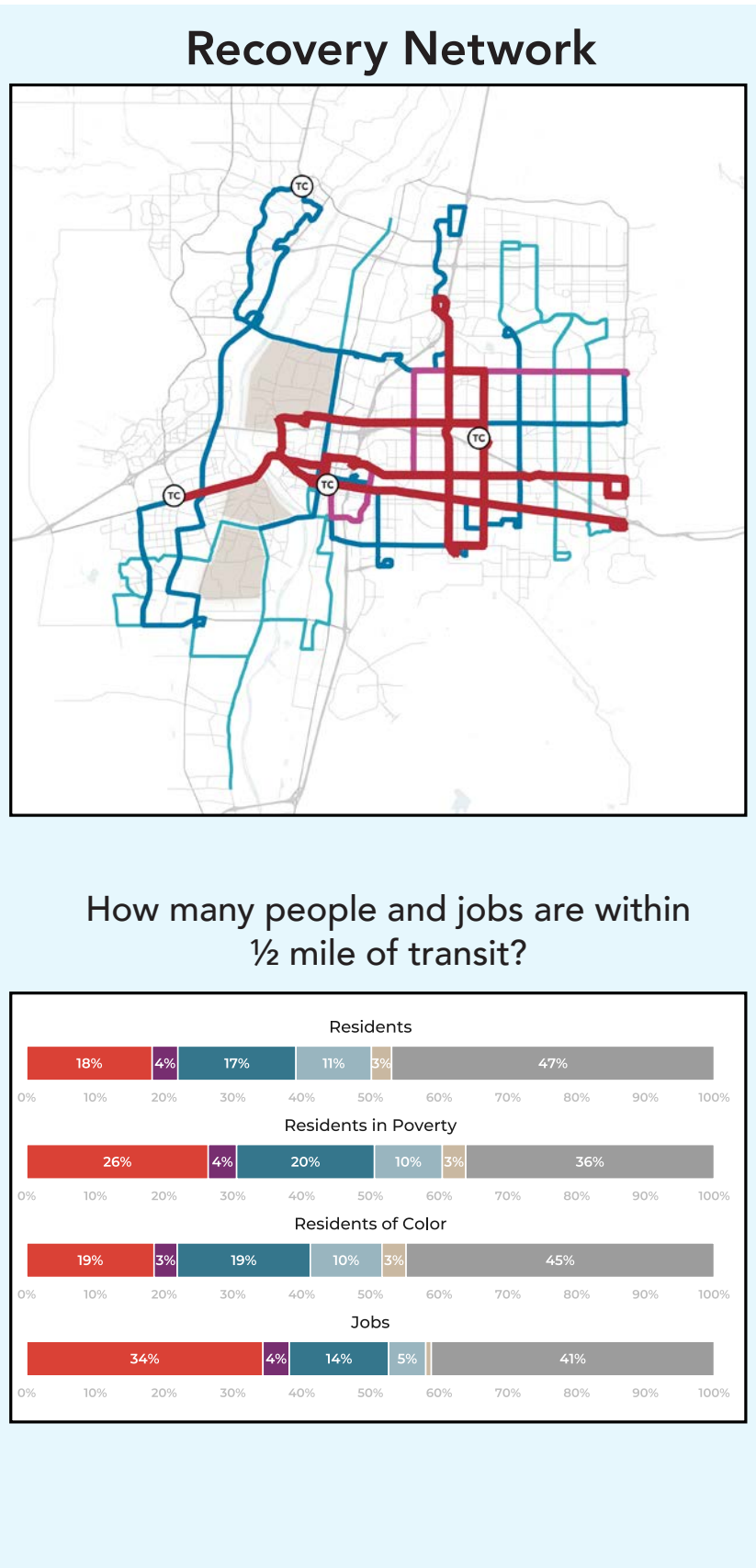
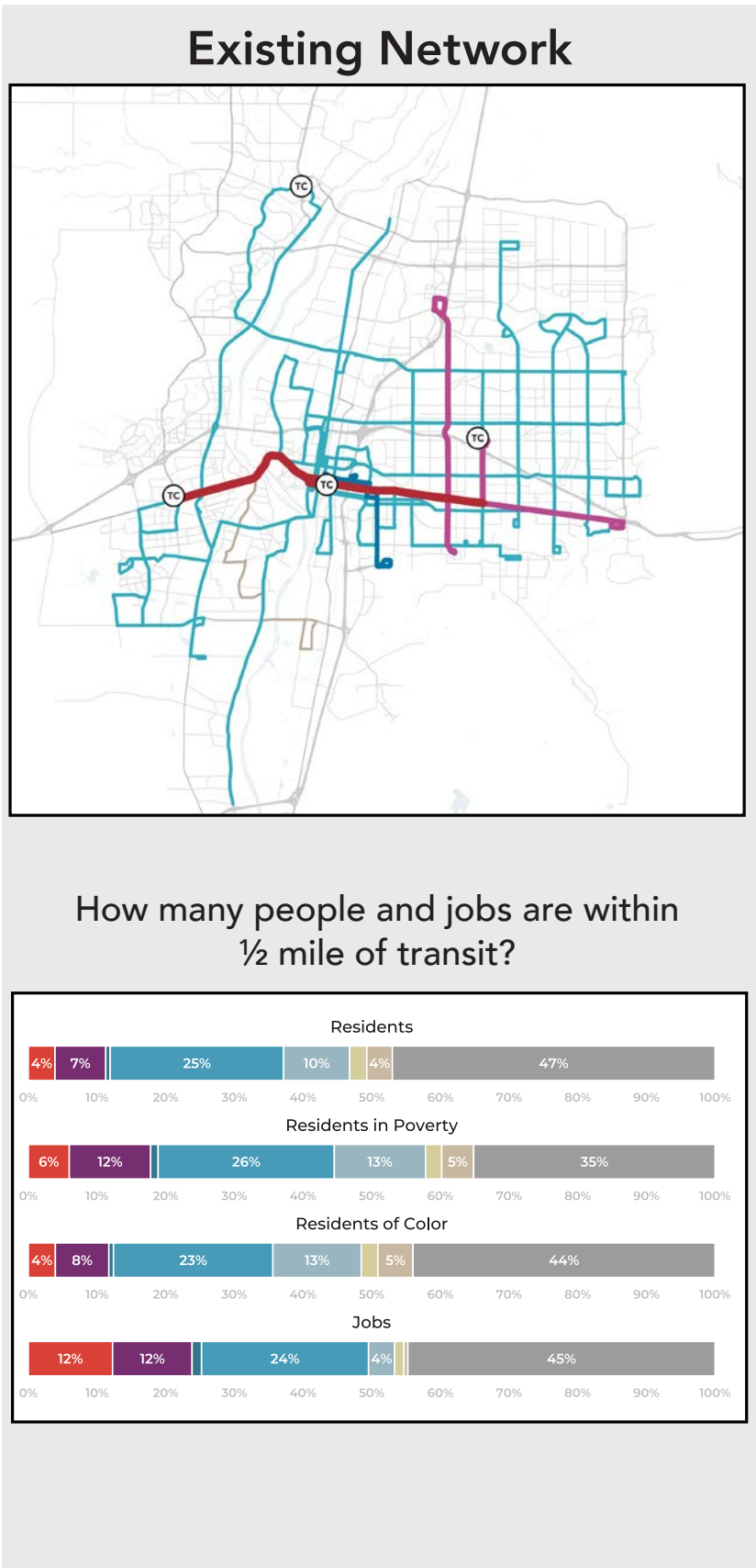
The number of residents and jobs near **frequent service** (shown in red and pink), on the other hand, would change a great deal, with many more people near a bus route offering a short wait:

- 22% of all residents (up from 11%)
- 30% of low-income residents¹ (up from 18%)
- 22% of residents of color (up from 12%)
- 38% of jobs (up from 24%)

The maps and graphs on this page describe proximity to transit of various frequencies on weekdays, at midday. Middays are an important time for many non-office commutes as well as for shopping, medical and school trips. Middays are also when ABQ RIDE ridership peaks each day.

The complete data used to make the charts on this page are also available in an [Excel spreadsheet](#).

¹ For analysis of impacts and benefits to low-income residents in this chapter, any household living at 150% of the Federal Poverty Level or below was considered “low-income.”



Weekday Rush Hours

Just like at midday, the Recovery Network would barely change the number of residents near **any** service at rush hours on weekdays. It would also not change the number of jobs near any service, since in the Existing network jobs are already slightly better-covered at rush hours than at midday.

However, the number of residents and jobs near **frequent service** would change a lot:

- 22% of all residents (up from 11%)
- 30% of low-income residents¹ (up from 18%)
- 22% of residents of color (up from 12%)
- 38% of jobs (up from 24%)

The increase in proximity to frequent service is due in large part to the greater number of frequent routes that would be offered, in the areas where there are the most jobs and residents within walking distance of service. However, the addition of local ART stops on Central Avenue east of Louisiana accounts for a few percentage points of gain as well.

The maps and graphs on this page describe proximity to transit of various frequencies on weekdays, during rush hours.

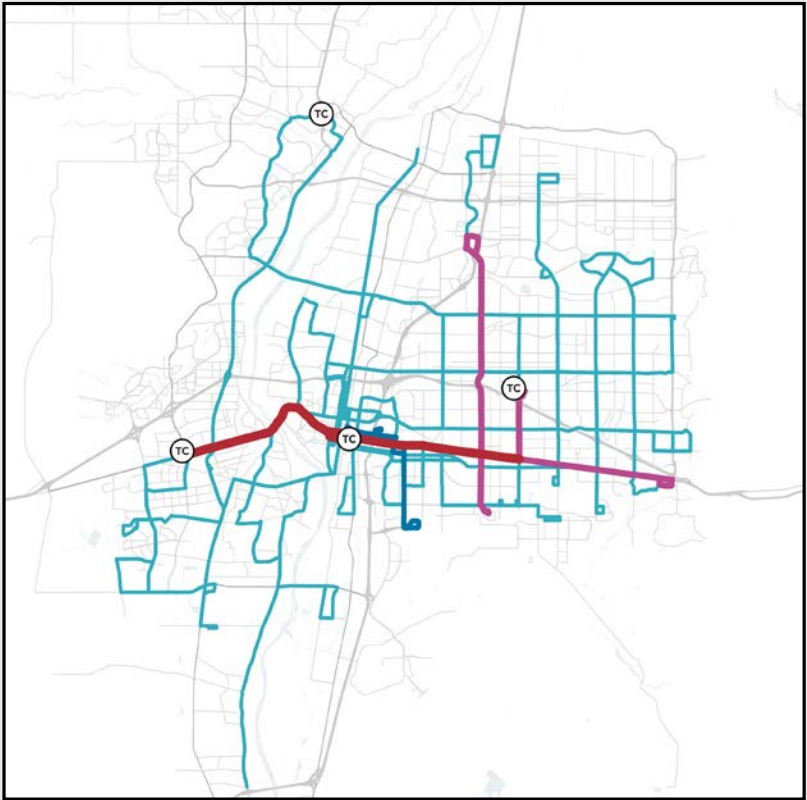
In the past, frequencies were often best at rush hours, to make transit an attractive option for office commuters. The Recovery Network would have a very flat schedule, with the same (higher) frequencies offered throughout the weekday and no planned extra frequency during tradition rush hours.

The complete proximity chart data is also available in an [Excel spreadsheet](#).

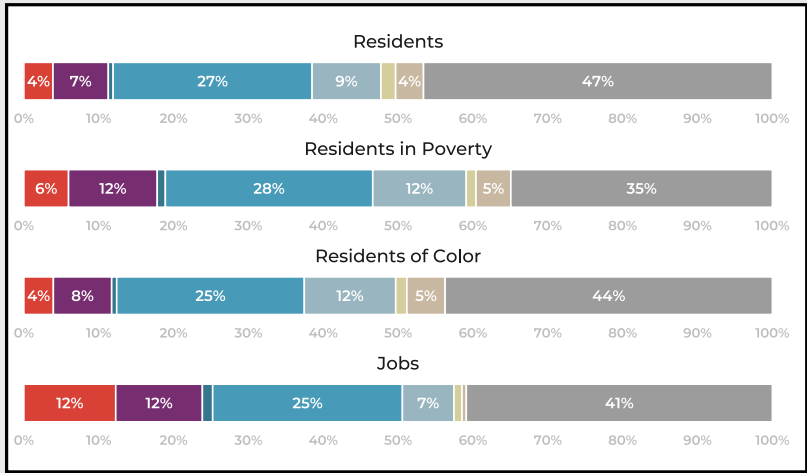
¹ For analysis of impacts and benefits to low-income residents in this chapter, any household living at 150% of the Federal Poverty Level or below was considered "low-income."



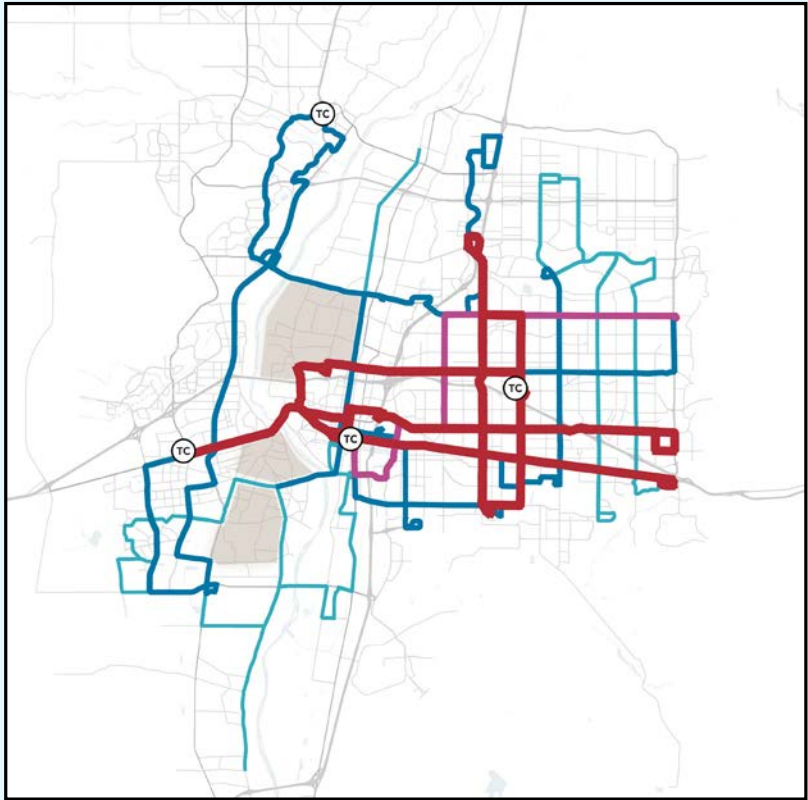
Existing Network



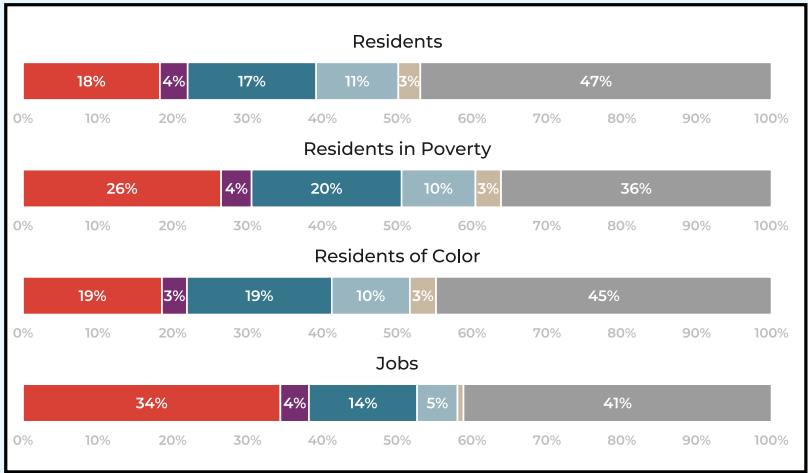
How many people and jobs are within 1/2 mile of transit?



Recovery Network



How many people and jobs are within 1/2 mile of transit?



Weekday Evenings

The Recovery Network would put many more residents and jobs near **any** service during weekday evenings around 9:00 p.m.:

- 39% of all residents (up from 15%)
- 50% of low-income residents¹ (up from 22%)
- 40% of residents of color (up from 16%)
- 52% of jobs (up from 27%)

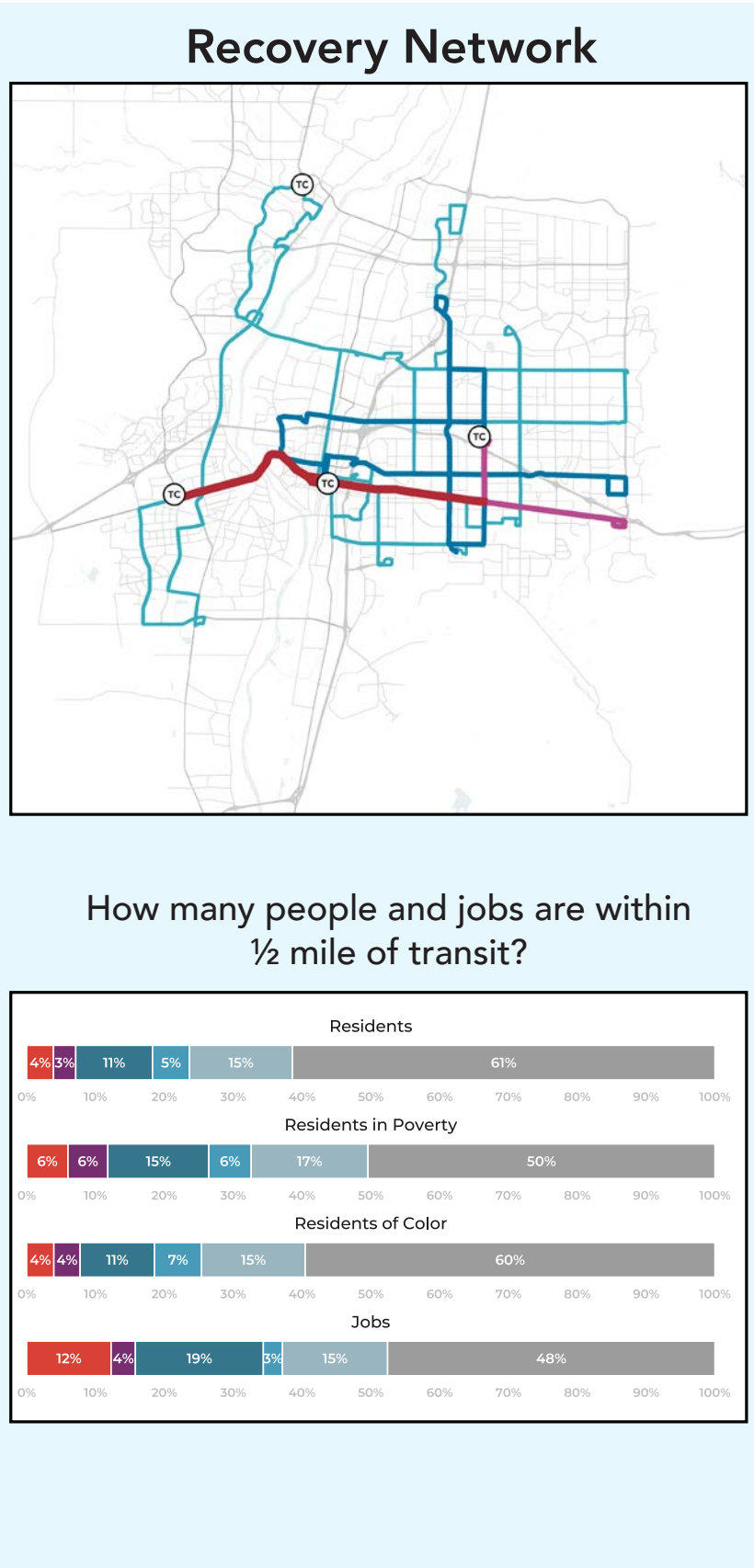
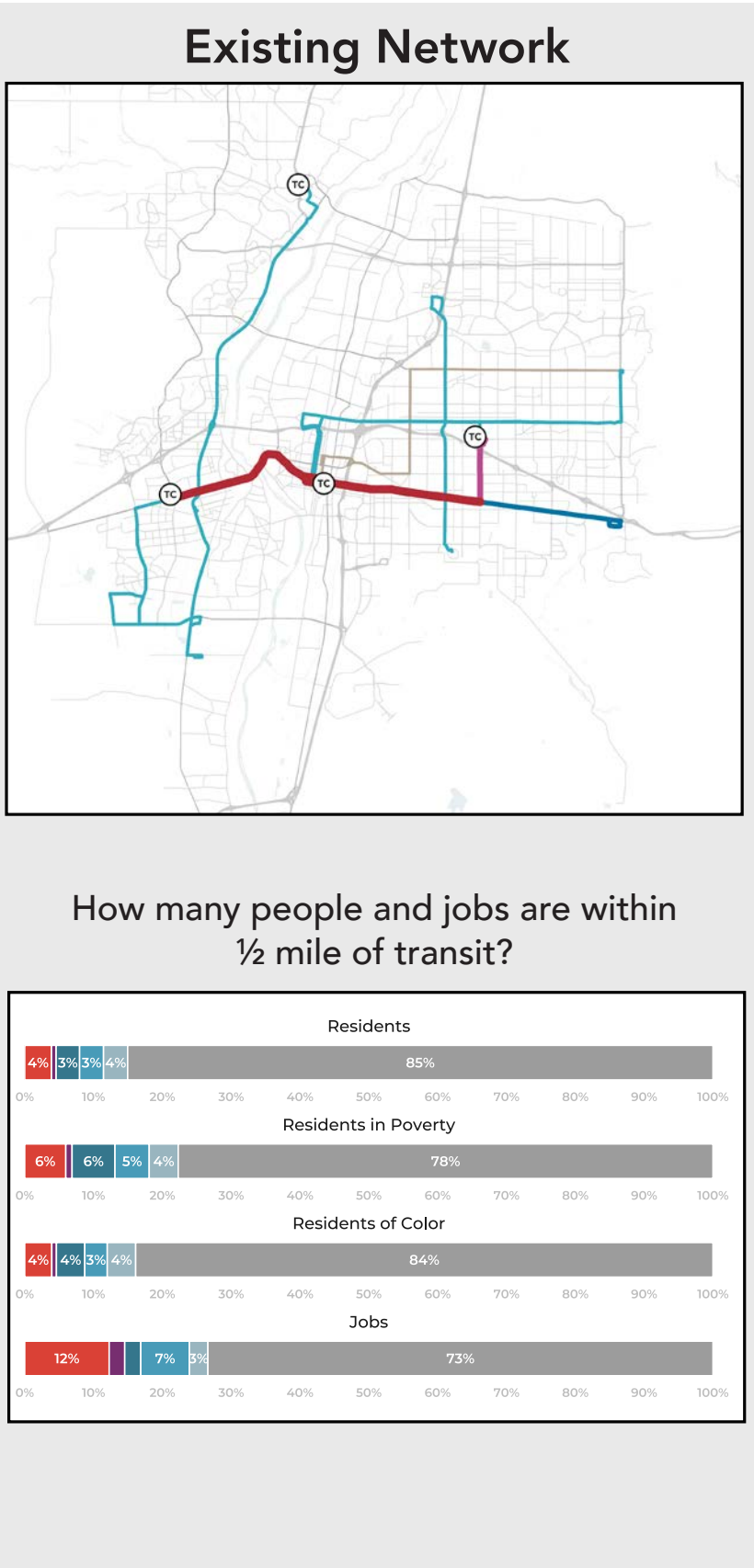
The Recovery Network would make modest increases to the number of residents and jobs near frequent service in the evenings, mostly by adding local stops to ART Route 777 on Central Avenue east of Louisiana, bringing Route 777's 20-minute frequency closer to more residents and jobs near Central Ave.

The maps and graphs on this page describe proximity to transit of various frequencies on weekday evenings.

Night service normally doesn't attract as many riders as daytime service, but it is an important part of a high-ridership network because it makes transit reliable enough for people to build their lives around. It is also essential for people commuting home from health care and service jobs.

The complete proximity chart data is also available in an [Excel spreadsheet](#).

¹ For analysis of impacts and benefits to low-income residents in this chapter, any household living at 150% of the Federal Poverty Level or below was considered "low-income."



Saturday MIDDAY

The Recovery Network would slightly increase the number of residents near **any** service on Saturdays during the daytime (across all three demographic groups). It would also slightly increase (by four percentage points) the jobs near transit on Saturdays.

Proximity to **frequent** service on Saturdays, however, would improve greatly:

- 22% of all residents (up from 8%)
- 31% of low-income residents¹ (up from 13%)
- 21% of residents of color (up from 9%)
- 38% of jobs (up from 17%)

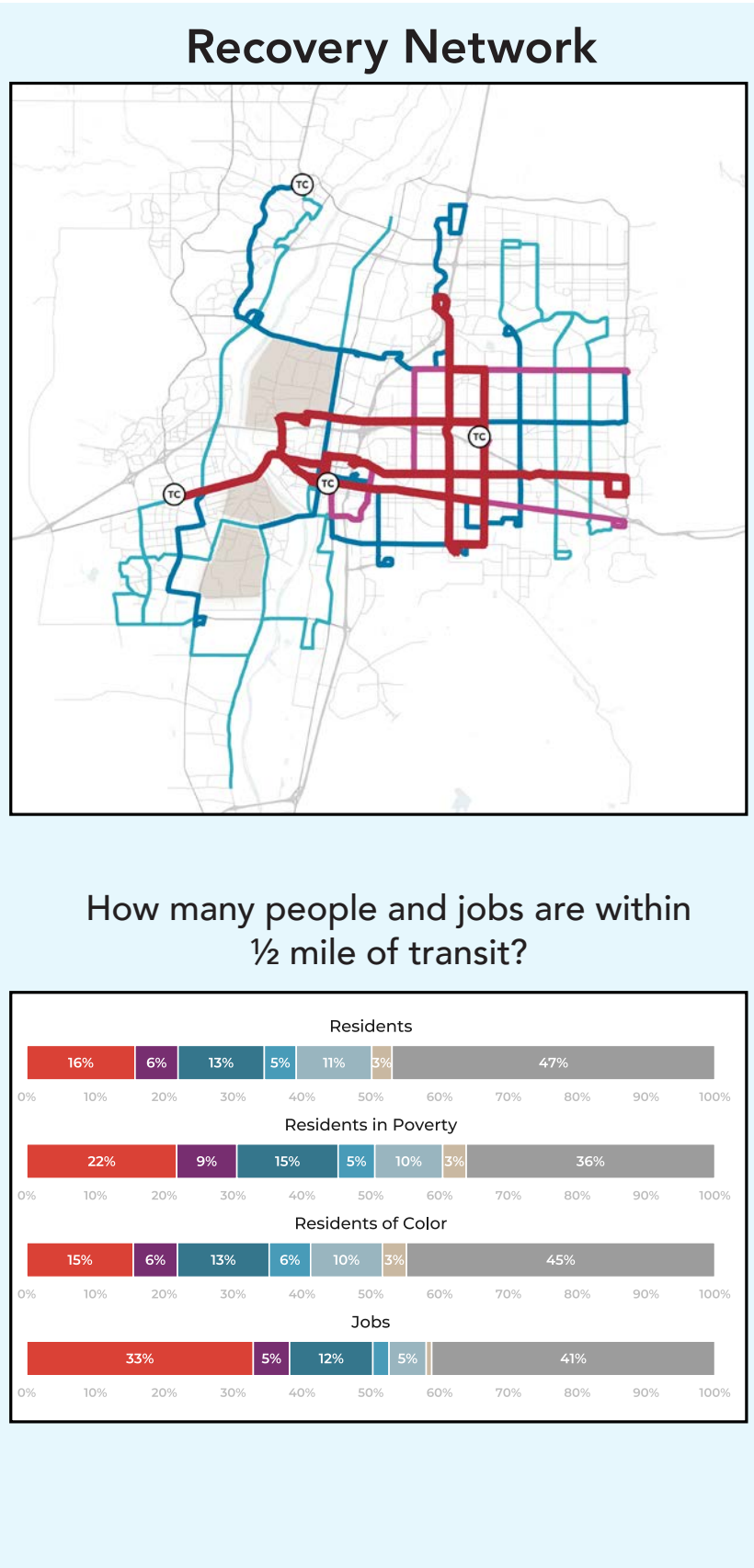
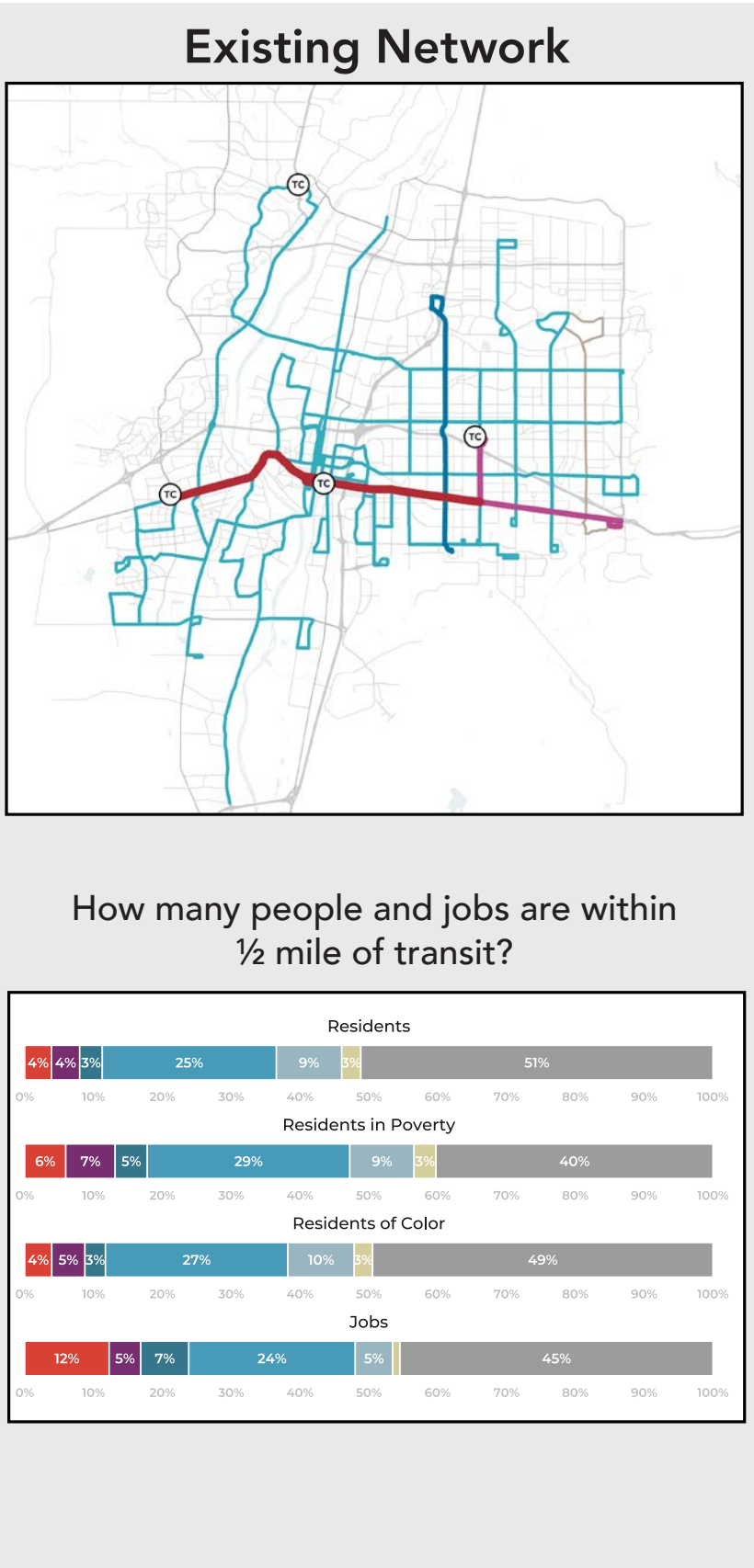
These increases would result from the continuation of all six of the weekday frequent routes (Routes 5, 8, 11, 140, 157, and ART lines 766 and 777) at their same high frequencies on Saturdays.

The maps and graphs on this page describe access to transit at various frequencies on Saturdays, at midday.

Most retail and service workers are required to take at least one weekend shift, so weekend transit service is essential for their commutes, as well as for people who want to run errands, visit friends or go out for fun.

The complete proximity chart data is also available in an [Excel spreadsheet](#).

¹ For analysis of impacts and benefits to low-income residents in this chapter, any household living at 150% of the Federal Poverty Level or below was considered “low-income.”



Saturday Evenings

The Recovery Network would more than double the number of residents and jobs near **any** service on Saturday evenings around 9:00 p.m.:

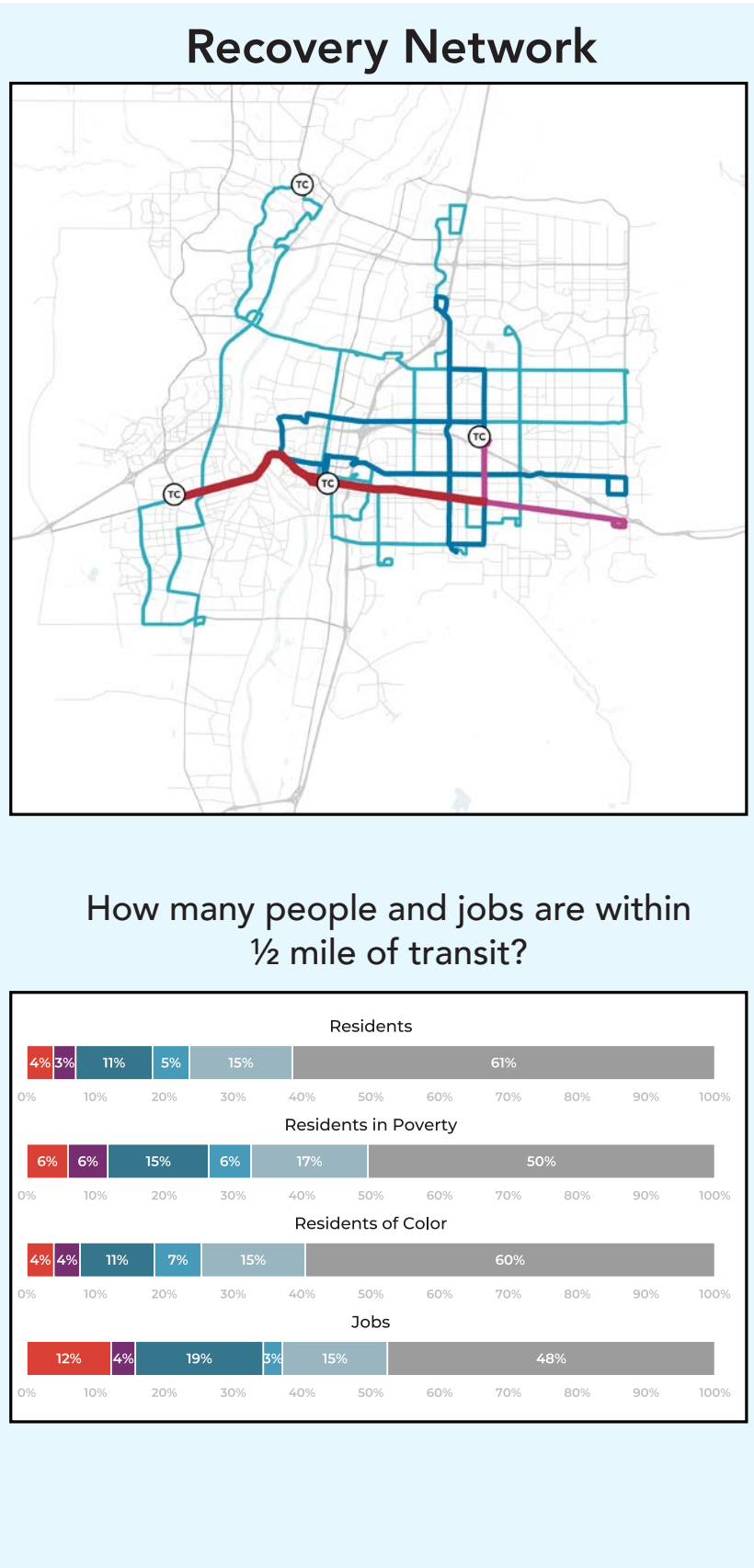
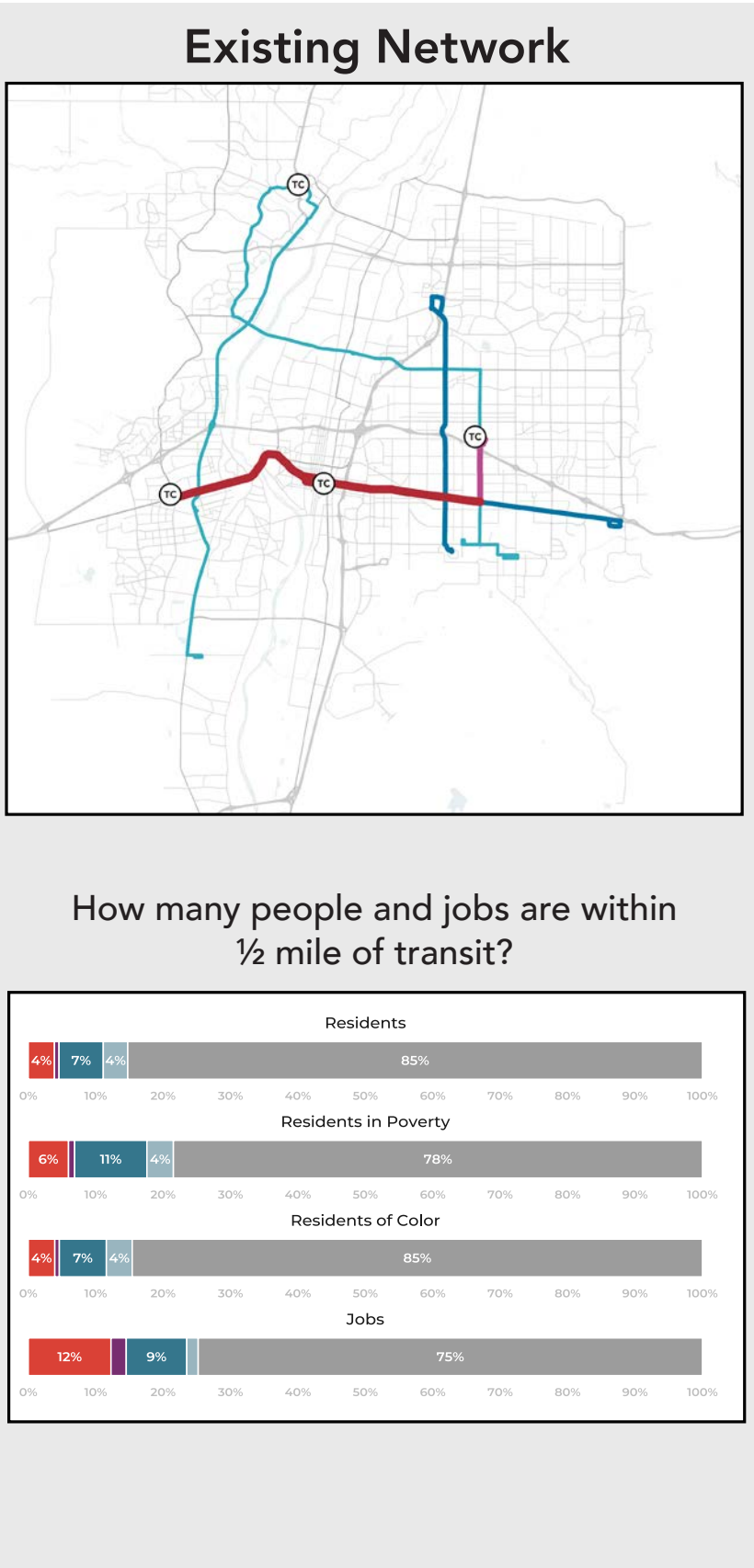
- 39% of all residents (up from 15%)
- 50% of low-income residents¹ (up from 22%)
- 40% of residents of color (up from 15%)
- 52% of jobs (up from 25%)

It would also increase the number of residents and jobs near **frequent** service on Saturday evenings, by bringing ART Route 777's 20-minute service to local stops on Central Avenue, east of Louisiana.

The maps and graphs on this page describe proximity to transit of various frequencies on Saturday evenings. Weekend night service is critical for the commutes of bar, restaurant and retail workers, and allows all kinds of people to use transit for cultural and social outings.

The complete proximity chart data is also available in an [Excel spreadsheet](#).

¹ For analysis of impacts and benefits to low-income residents in this chapter, any household living at 150% of the Federal Poverty Level or below was considered "low-income."



Sunday MIDDAY

The Recovery Network would put more residents and jobs near **any** service during midday on Sundays:

- 50% of all residents (up from 40%)
- 60% of low-income residents¹ (up from 49%)
- 52% of residents of color (up from 39%)
- 58% of jobs (up from 50%)

It would also more than double the number of people near **frequent** service on Sundays:

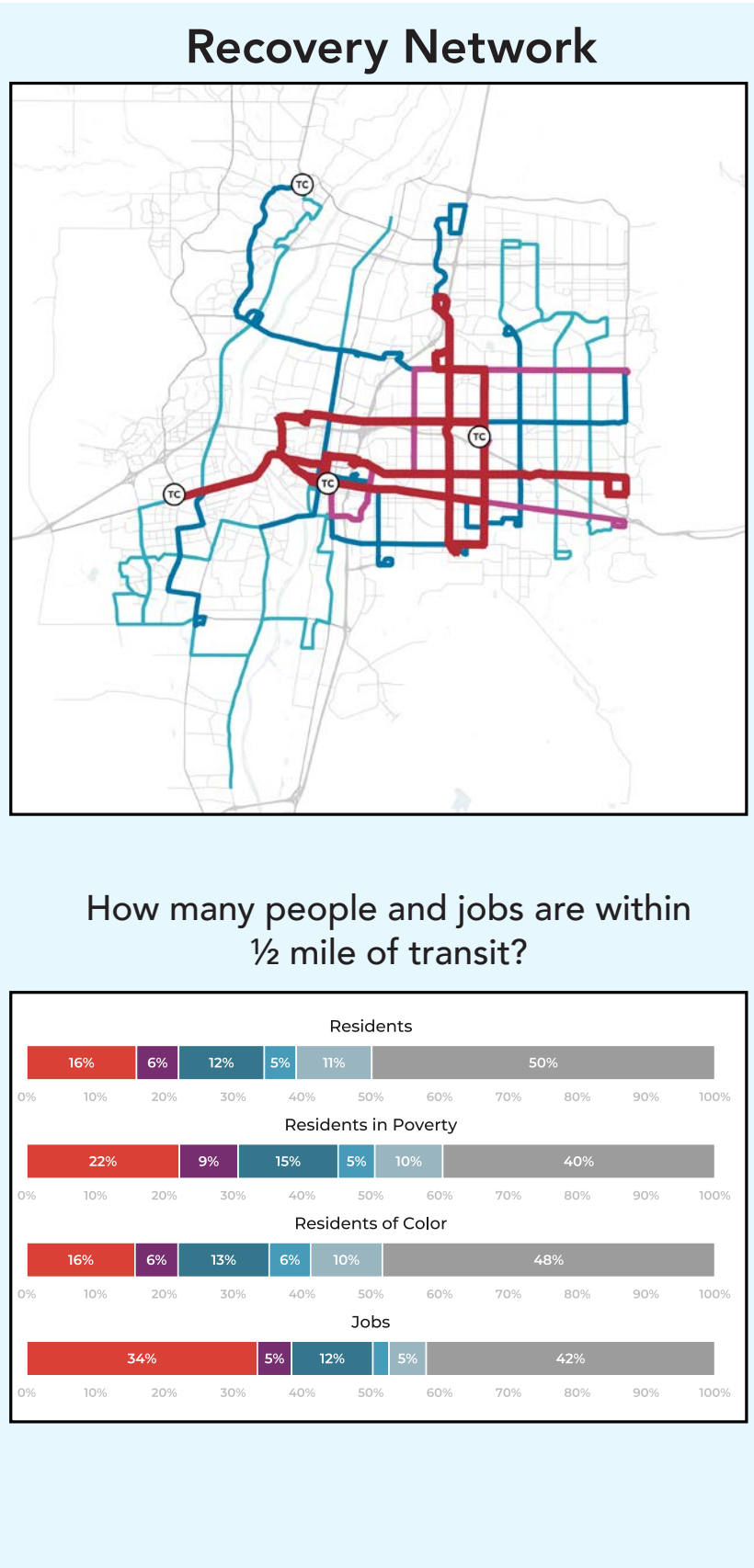
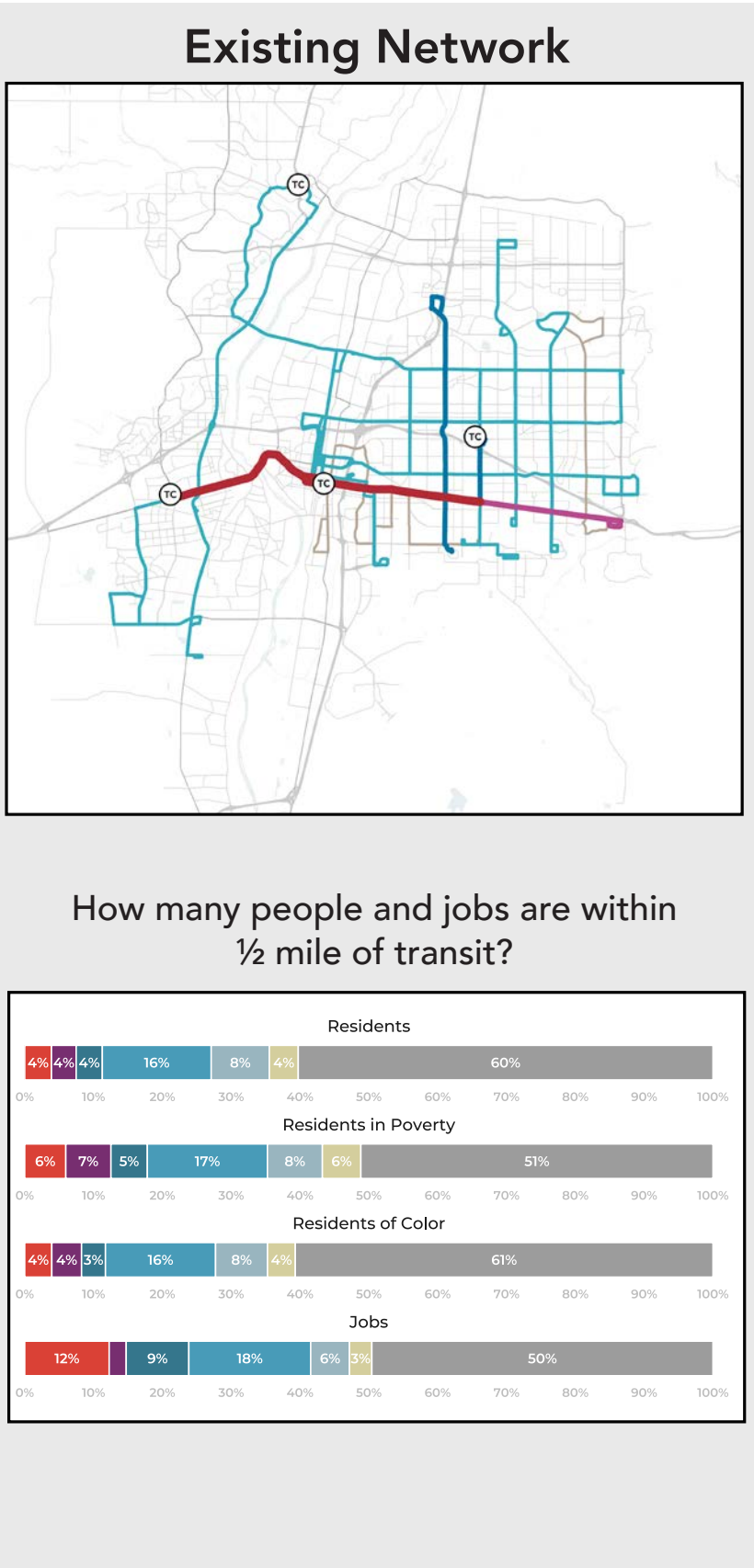
- 22% of all residents (up from 8%)
- 31% of low-income residents (up from 13%)
- 22% of residents of color (up from 8%)
- 39% of jobs (up from 14%)

The maps and graphs on this page describe proximity to transit of various frequencies on Sundays at midday.

Historically, in the previous century, most transit providers offered little service on Sundays because so many people simply stayed home on Sundays. As our economy has shifted towards consumption and services, Sunday travel demand has increased, and it has become more important to serve the retail, health and service commuters who work on Sundays.

The complete proximity chart data is also available in an [Excel spreadsheet](#).

¹ For analysis of impacts and benefits to low-income residents in this chapter, any household living at 150% of the Federal Poverty Level or below was considered "low-income."



Example Isochrones

The isochrones on this page show places that are within 45 minutes of travel of downtown (measured from the Alvarado Transit Center), at midday on a weekday. It compares the Recovery Network to the 2024 network, and allows us to compare the Networks to each other.

These isochrones include all the different parts of a transit trip that take time:

- Your average wait to use a bus, since its rarely scheduled to pick you up and drop you off exactly when you want to travel.
- Your time riding in the bus.
- Any time needed to make a transfer.
- Your time walking to the bus stop where you start your trip, and walking away from the stop where you get off.

In the isochrones at right:

- The areas that would be within 45 minutes of transit travel time from downtown are shown in **light blue**.
- Areas that were within 45 minutes of downtown on the 2024 network, but would not be in the Recovery Network, are shown in **gray**.
- Areas that were reachable within 45 minutes in 2024 and would also be reachable in the Concept are shown in **dark blue**.

Places in **light blue** would be newly-reachable from downtown within 45 minutes, in the Recovery Network. Places in **dark blue** would continue to have access to downtown within 45 minutes. And places in **gray** would lose access to downtown within 45 minutes.

The balance of these gains and losses in access is reflected by the change in the

number of residents and jobs accessible. For this example, 52,000 (or 44.8%) more residents would be within 45 minutes of downtown in the Recovery Network.

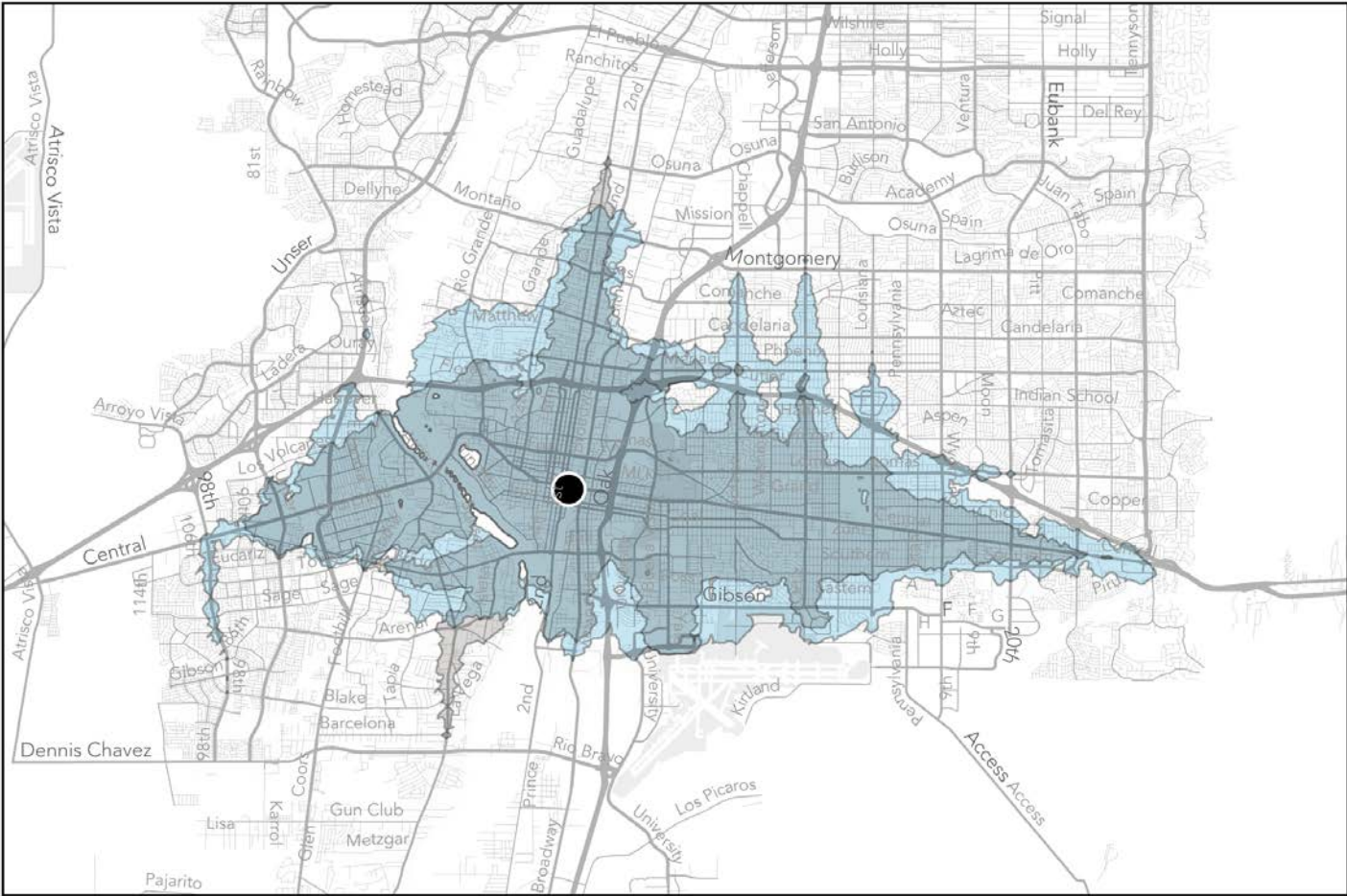
Demand Response Zones

Note that the Demand Response zones proposed for certain areas of the city are not included in these travel time analyses, nor in the job access analyses reported on other pages. The development of the Demand Response service is in a pilot phase, and more needs to be understood about waiting times and travel times before it could be included in such an analysis. This means that travel times for people going to or from Demand Response areas will actually be better than shown in this report, and job access from those places will be higher.

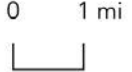
Custom Isochrones

Additional example isochrones are shown on the next page, and you can make your own isochrones for the places you care about in the interactive map linked from abqrideforward.com.

Compared to the 2024 Network, how far could I travel in **45 minutes** from Alvarado Transit Center on weekdays at noon using the: **Recovery Network**

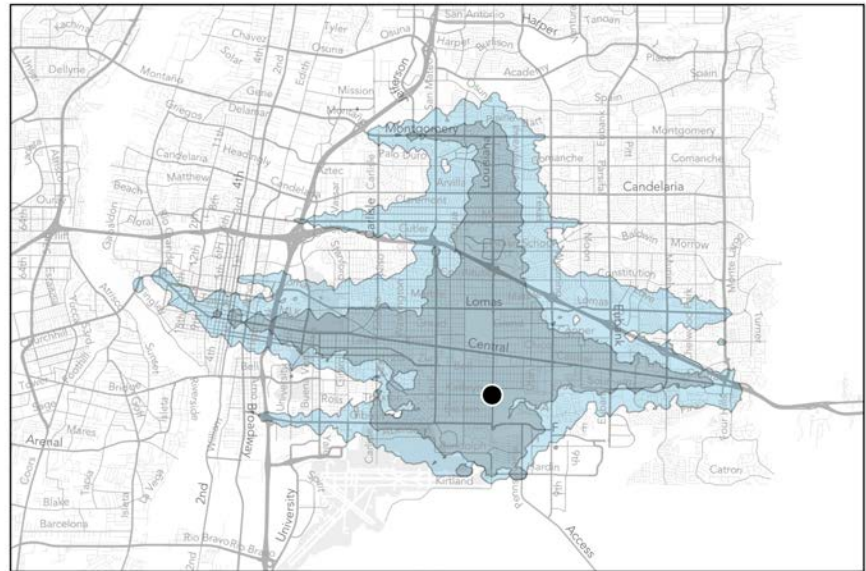


	Total Change	Percent Change
Residents Accessible	+52,000	+44.8 %
Jobs Accessible	+37,400	+37.3 %



Compared to the 2024 Network, how far could I travel in **45 minutes** from Louisiana and Kathryn on weekdays at noon using the:

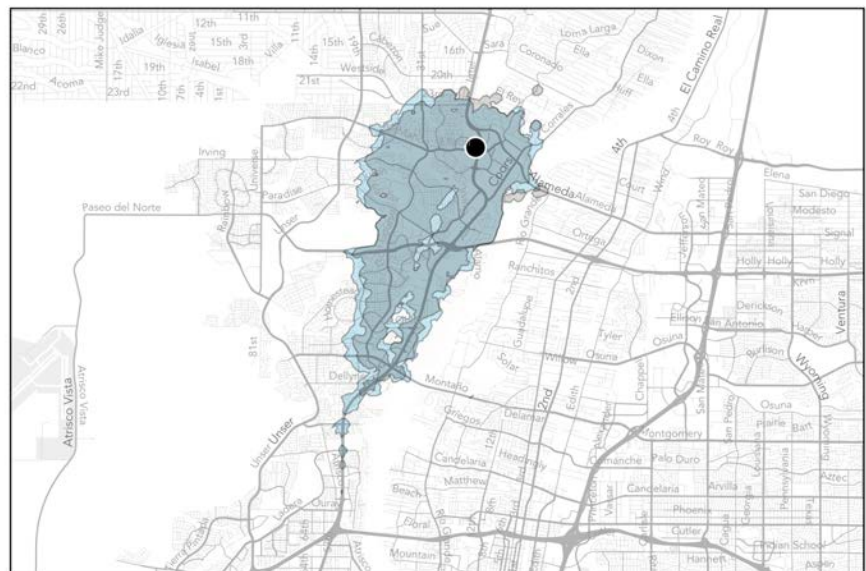
Recovery Network



	Total Change	Percent Change
Residents Accessible	+61,800	+87.1 %
Jobs Accessible	+63,100	+105.2 %

Compared to the 2024 Network, how far could I travel in **45 minutes** from Northwest Transit Center on weekdays at noon using the:

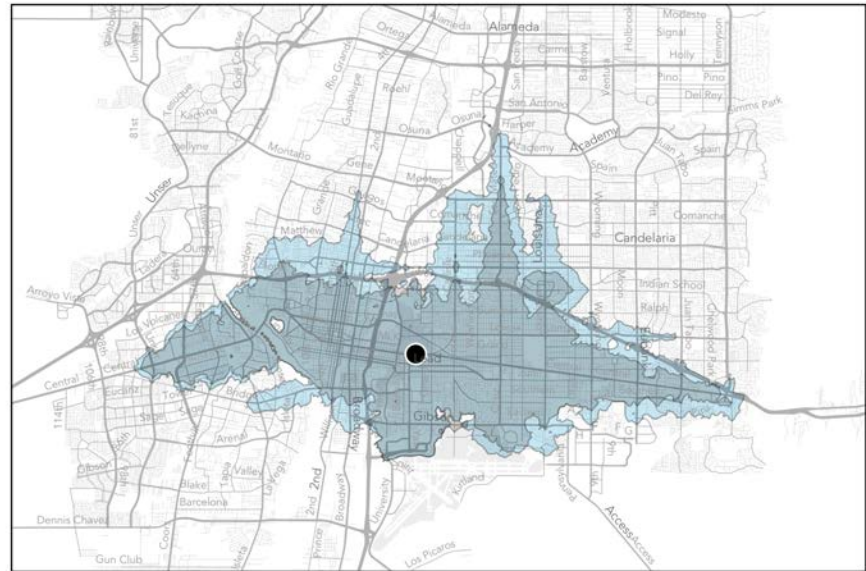
Recovery Network



	Total Change	Percent Change
Residents Accessible	+6,800	+21.6 %
Jobs Accessible	+1,000	+8.4 %

Compared to the 2024 Network, how far could I travel in **45 minutes** from University of New Mexico on weekdays at noon using the:

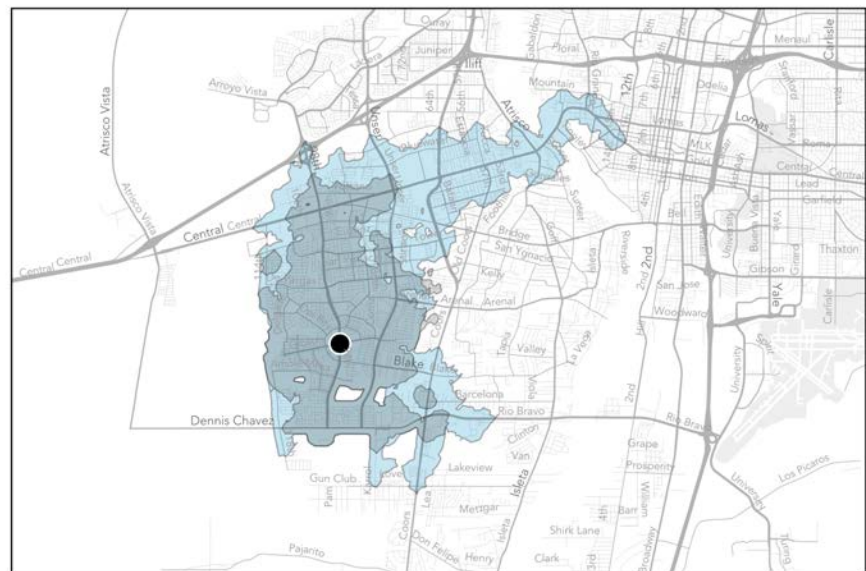
Recovery Network



	Total Change	Percent Change
Residents Accessible	+53,400	+43.9 %
Jobs Accessible	+36,100	+31.2 %

Compared to the 2024 Network, how far could I travel in **45 minutes** from 98th and Gibson on weekdays at noon using the:

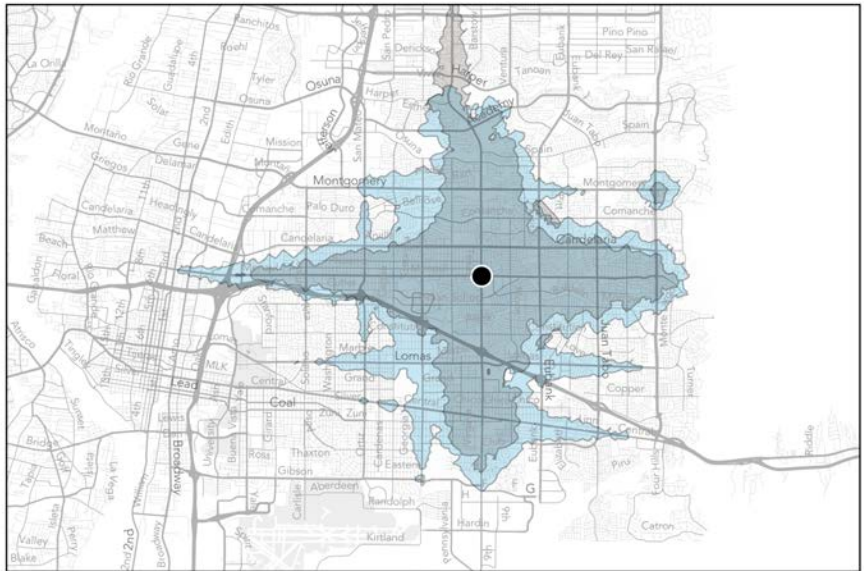
Recovery Network



	Total Change	Percent Change
Residents Accessible	+23,900	+51.3 %
Jobs Accessible	+6,400	+221.5 %

Compared to the 2024 Network, how far could I travel in **45 minutes** from Menaul and Wyoming on weekdays at noon using the:

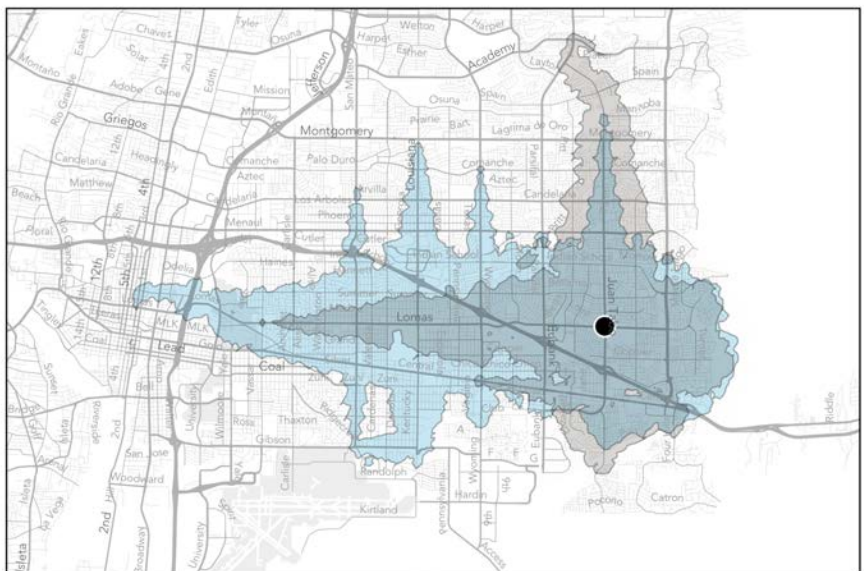
Recovery Network



	Total Change	Percent Change
Residents Accessible	+39,300	+54 %
Jobs Accessible	+21,900	+49.4 %

Compared to the 2024 Network, how far could I travel in **45 minutes** from Lomas and Juan Tabo on weekdays at noon using the:

Recovery Network



	Total Change	Percent Change
Residents Accessible	+32,900	+39.8 %
Jobs Accessible	+38,100	+148 %

Access Changes Across the ABQ RIDE Service Area

The maps on the previous pages show access to jobs and residents from specific example locations. The maps at right show how access to jobs for residents all over the city would change between the 2024 Existing Network and the Recovery Network.

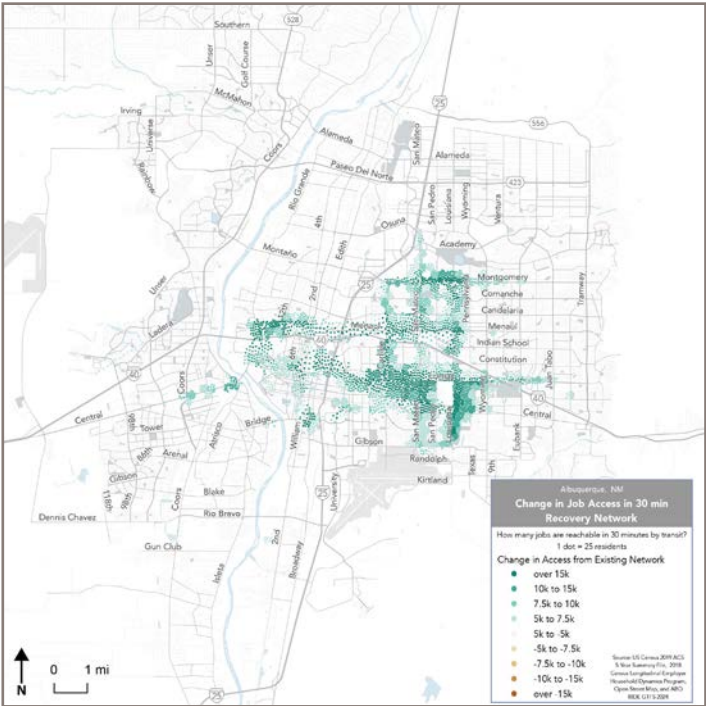
In the map at right, each dot represents 25 residents. The color of the dot indicates whether residents in a particular area would experience an increase or a decrease in job access.

- **Green** shows residents whose job access would increase, at midday on weekdays, compared to the Existing Network.
- **Light Gray** shows residents whose job access would change little or none.
- **Brown** shows residents whose job access would decrease.

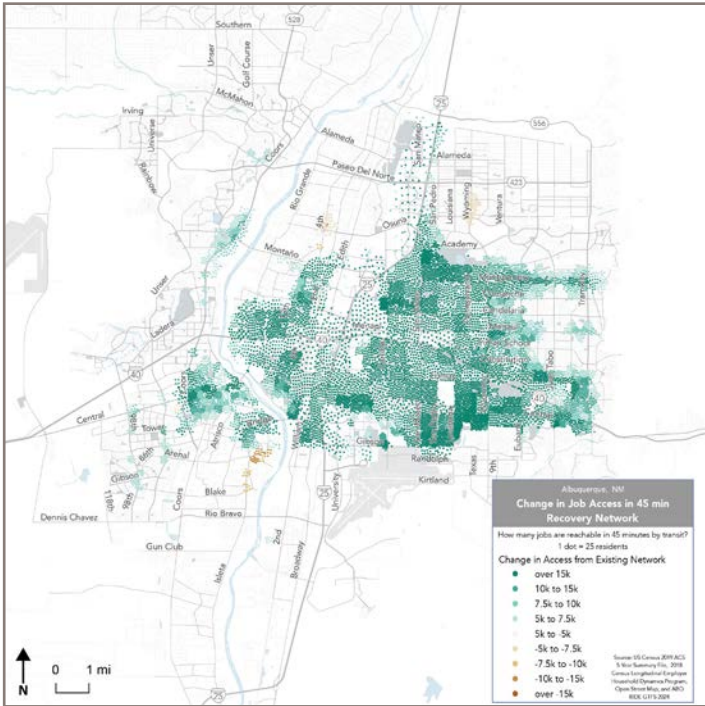
The green-and-brown access maps at right show the change in job access within transit commutes of 30, 45, and 60 minutes, based on the network and its frequencies at midday on weekdays.

These travel times may sound long, but that is because they are door-to-door and include waiting. Average waiting time can be very high: for example, the average wait to use a route with 60-minute frequency will be 30 minutes! You might not spend this time waiting at the bus stop, but if the bus schedule doesn't line up perfectly with your work or class start time (and it rarely does), you'll spend a lot of time waiting at your destination, because you have to arrive early in order to avoid arriving late.

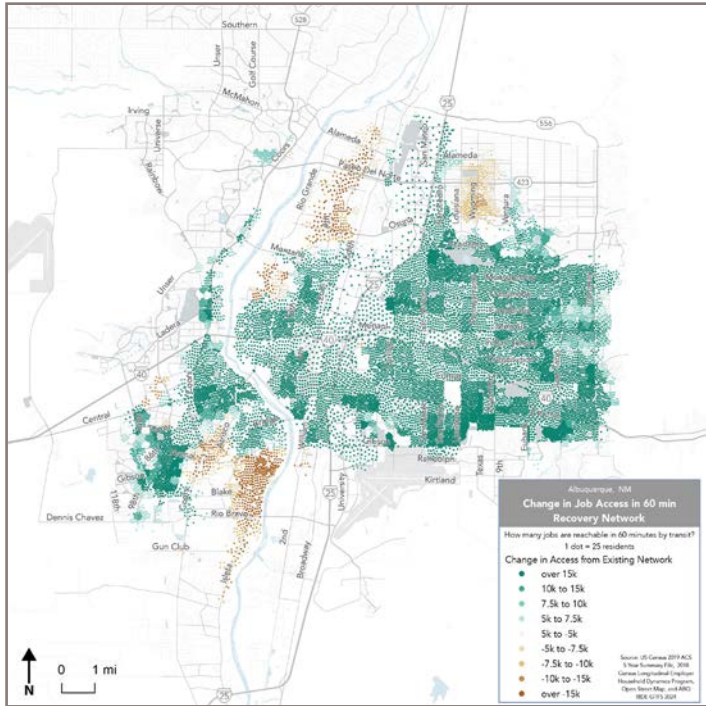
Overall, the Recovery Network would increase average job access, as shown by the mostly green dots on these maps. For longer trips (of 60 minutes) some areas would have access to fewer jobs, though the average effect across



30 MINUTES OF TRAVEL



45 MINUTES OF TRAVEL



60 MINUTES OF TRAVEL

all residents would still be a positive increase in job access, and the most common experience of Albuquerque residents – including lower-income residents – would be that the network was more useful for going more places.

Average Access Changes

By adding up all the increases and decreases in access across the city, we can describe how the Recovery Network would change the average service-area-resident’s access to jobs.

On this page, the change in access is from a comparison of the Recovery Network to the existing network as ABQ RIDE is operating it in 2024.

Access changes shown on the maps on the previous page are summarized in the bar charts at right.

Changes for All Residents

In the top chart, the first bar shows the number of jobs the average resident can reach using the 2024 Network, with each color representing the jobs reachable in a certain amount of travel time (e.g. 30 minutes in red). The bottom bar shows the same job access for the Recovery Network, with the degree of increase marked for each amount of travel time. **The average resident could reach +8% more jobs within 30 minutes, +39% more jobs within 45 minutes** and +62% more jobs within 60 minutes of travel.

Changes for Vulnerable Residents

Just as important as overall access increasing, it is vital that we understand *who* would benefit from access increases.

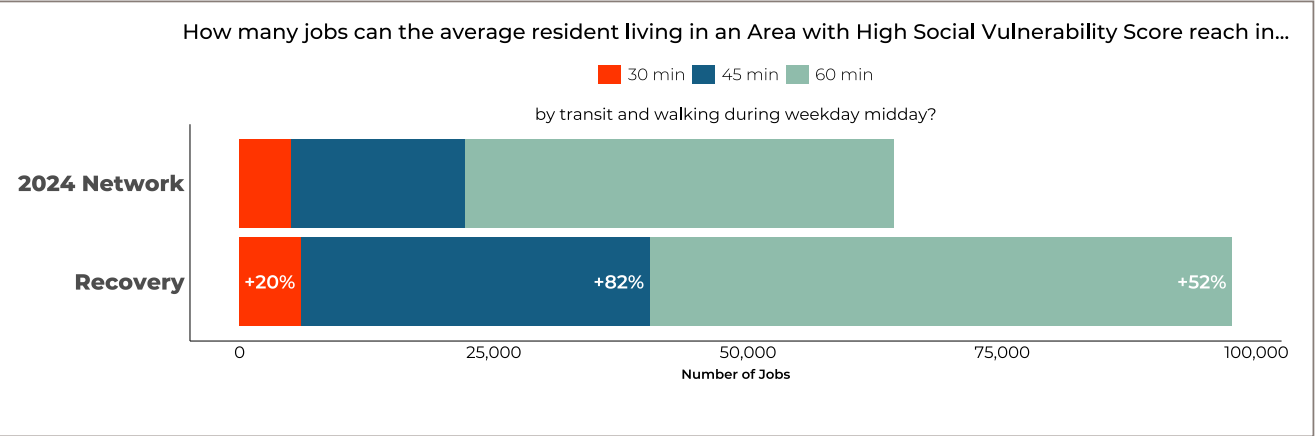
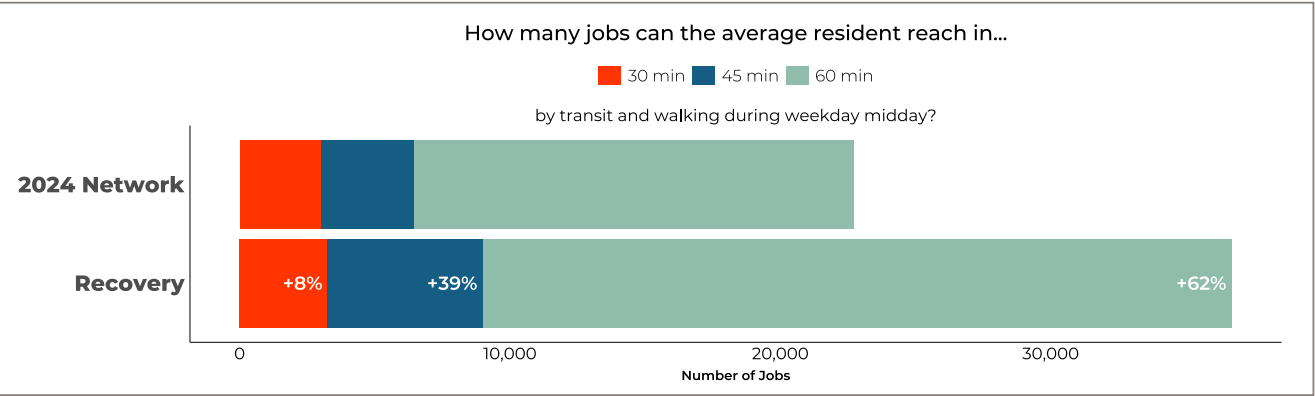
In the second chart, the same analysis is shown, but instead of being for all residents of the service area it is focused only on those residents of the City’s “High Vulnerability” areas. These are areas where income, ethnicity, language spoken and other factors suggest that residents are particularly vulnerable.

In these High Vulnerability areas, the increases in job access are much greater than for all residents: +20% more jobs reachable within 30 minutes, +82% more within 45 minutes, and +52% more within 60 minutes.

The table at right reports the changes in job access that would result for other demographic groups within the service area: residents in poverty, minority residents and specific ethnic populations.

Demand Response Zones

Note that the Demand Response zones proposed for certain areas of the city are not included in the job access analysis. The development of the Demand Response service is in a pilot phase, and more needs to be understood about waiting times and travel times before it could be included in such an analysis. This means that travel times for people going to or from Demand Response areas will actually be better than shown in this report, and job access from those places will be higher.



Residents, by demographic	Average jobs reachable using the Recovery Network compared to the 2024 Existing Network					
	in 30 mins. or less		in 45 mins. or less		in 60 mins. or less	
All	3,200	+8%	9,000	+39%	36,700	+62%
Residents in Poverty	4,700	+17%	17,900	+63%	68,500	+63%
Minority Residents	2,900	+8%	8,400	+45%	37,300	+68%
Hispanic Residents	2,500	+9%	7,000	+40%	34,400	+68%
Black Residents	4,600	+16%	13,400	+40%	53,600	+59%
White Non-Hispanic Residents	3,800	+10%	10,000	+35%	35,900	+54%
Asian Residents	4,700	+11%	8,800	+1%	25,700	+23%
Residents of High-Vulnerability Areas	6,000	+20%	40,300	+82%	97,600	+52%

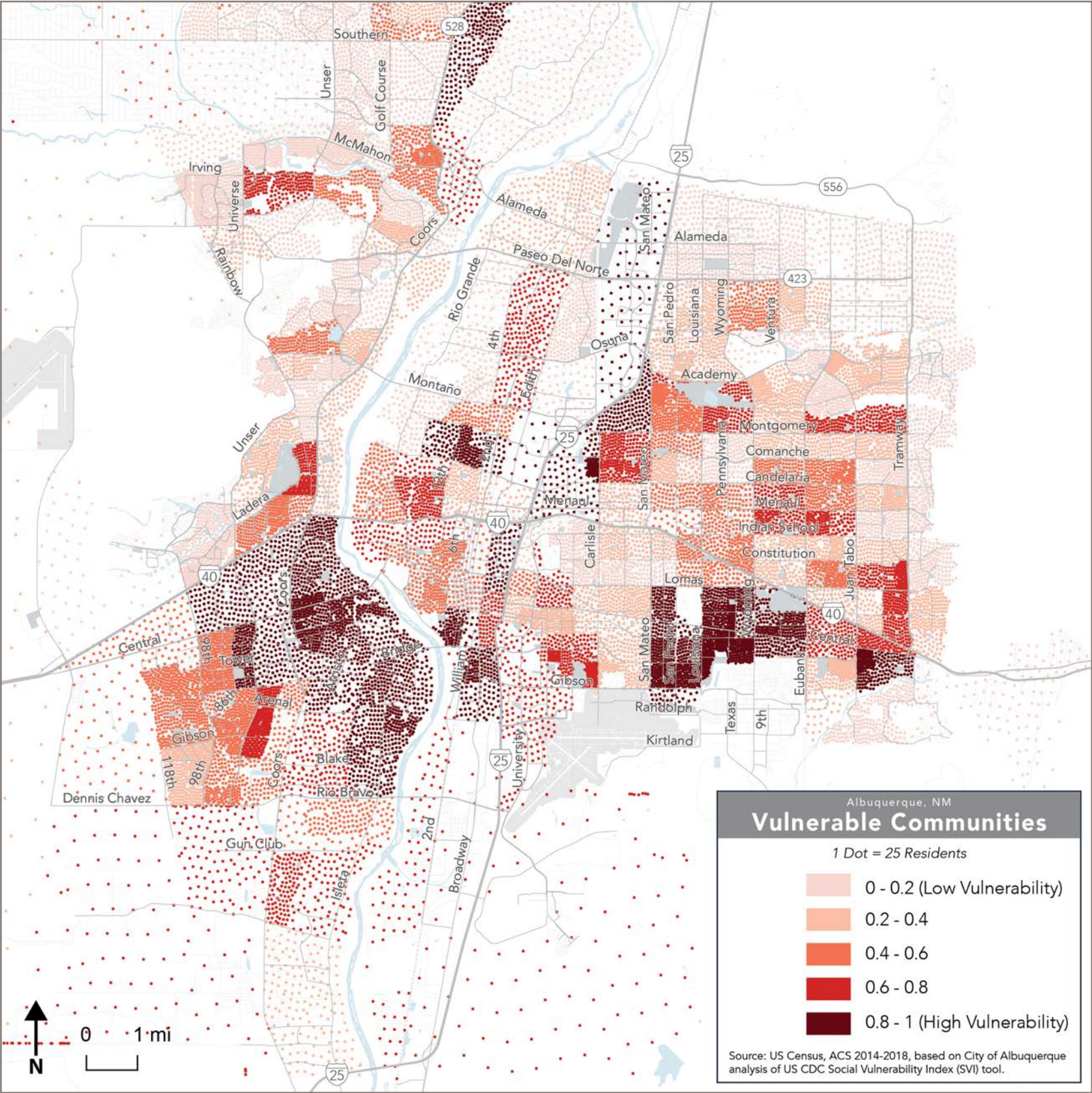
Socially-Vulnerable Residents

The City’s Office of Equity and Inclusion and the New Mexico Community Data Collaborative have assembled an index that represents social vulnerability and high transportation need. It includes these key population characteristics:

- Per capita income
- Population 65+
- Population 17 and under
- People with a disability
- Non-white population
- Limited English proficiency
- Multi-family (10+ units)
- Households with no vehicle

Populations that have higher rates of these indicators tend to have fewer transportation and mobility options and a more severe need for transportation. They are also more vulnerable to injury, death or ill health from exposure to traffic.

The map at right shows where socially-vulnerable residents live according to this index. Each dot in the map represents 25 residents, with the different colors representing the vulnerability score that has been calculated using the 8 indicators listed above. The areas with many dark red dots indicate high populations of vulnerable residents.



Changes by Demographic Group

The set of bar charts to the right on this page display some of the data from the table on the previous page: changes in access for residents in poverty, minority residents, Hispanic residents and Black residents.

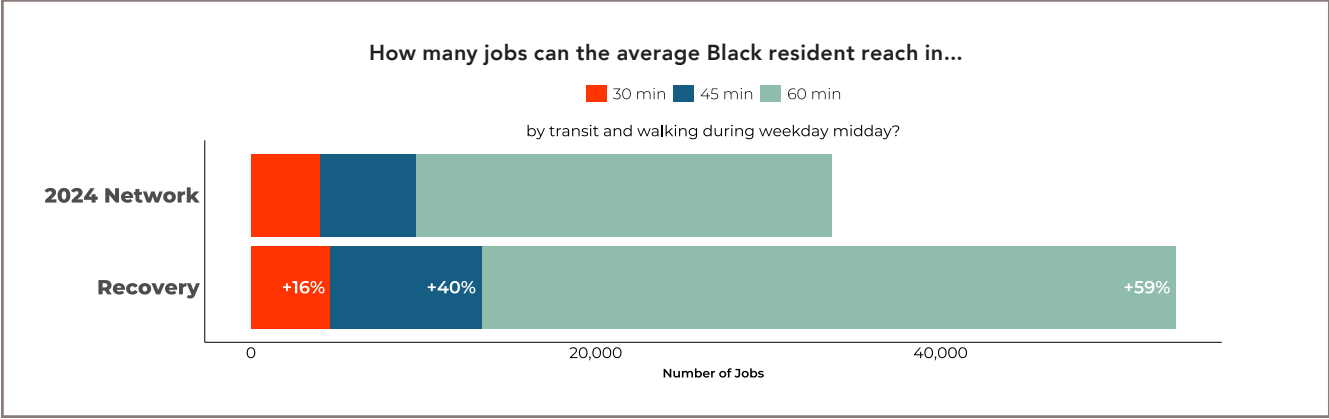
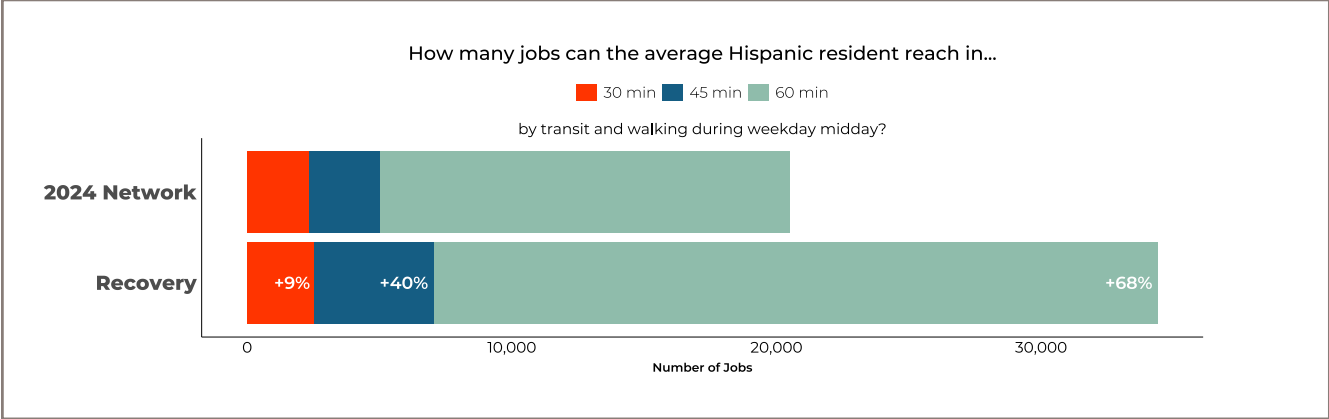
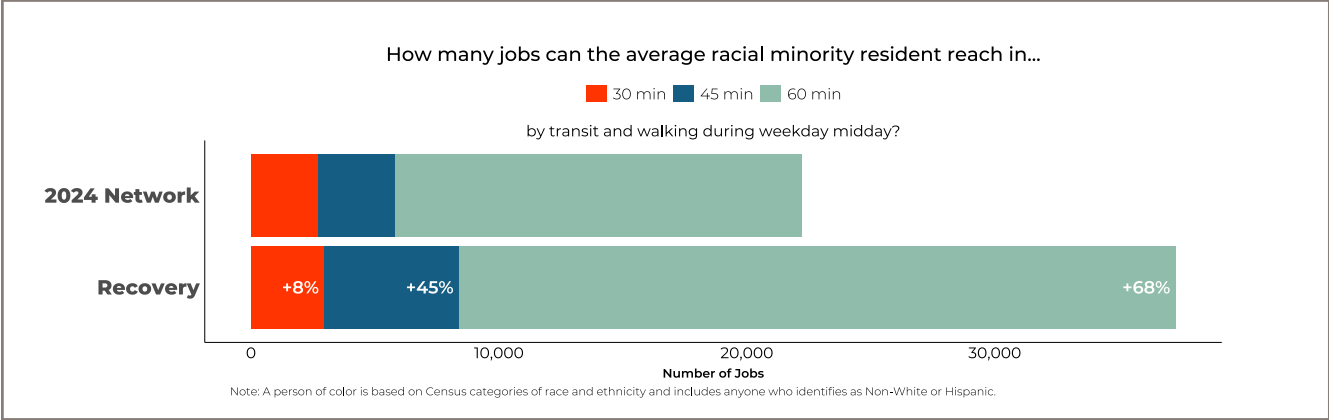
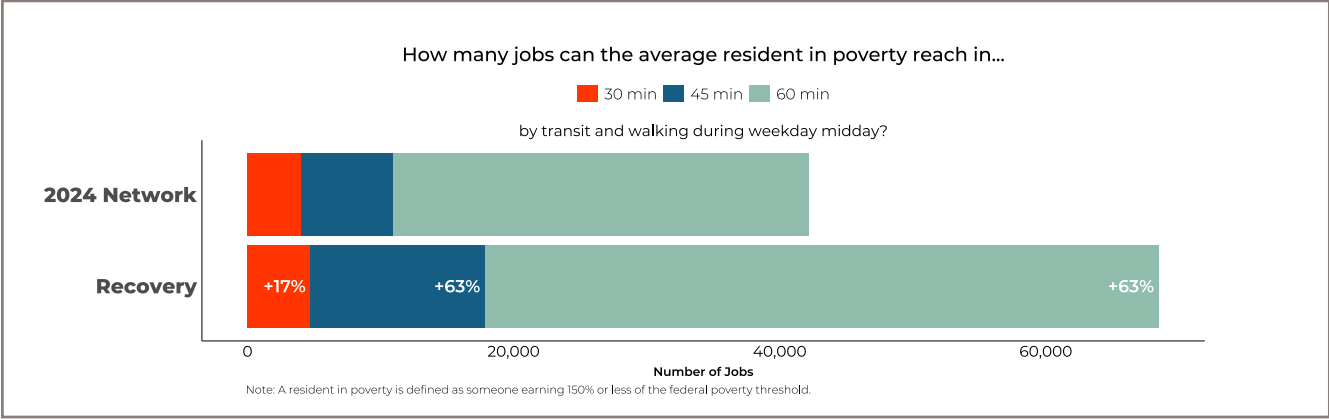
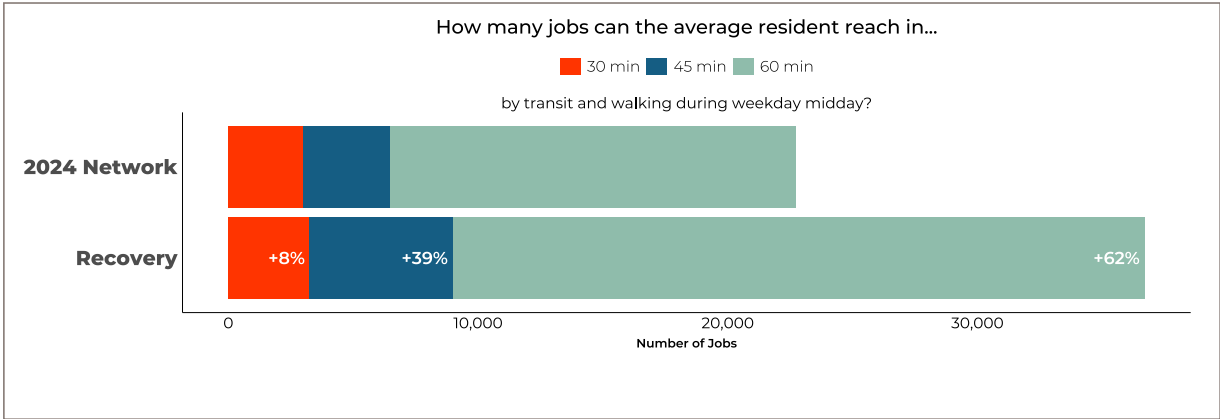
The bar chart at bottom is repeated from the previous page for the purpose of comparison. It shows the average gains in job access for all residents, no matter their race/ethnicity or income.

All four demographic groups would gain job access, on average, at any of the three commute time limits (30, 45 or 60 minutes). Whether the gains are higher or lower than the gains for all residents varies by race/ethnic group, but the gains for residents in poverty (shown in the top chart) are much higher than the gains for all residents.

When the City of Albuquerque makes a major change to transit service, it measures the benefits (or burdens) of the change for different demographic groups. Federal rules (based on Title VI of the Civil Rights Act of 1964) and City policies require that the benefits for minority and lower-income groups be similar to (if not better than) the benefits for white and

higher-income groups.

The charts shown at right, and the table on page 40, are a necessary part of analyzing the impacts of a service change, as are the proximity measures shown starting on page 31.



Access Change Maps

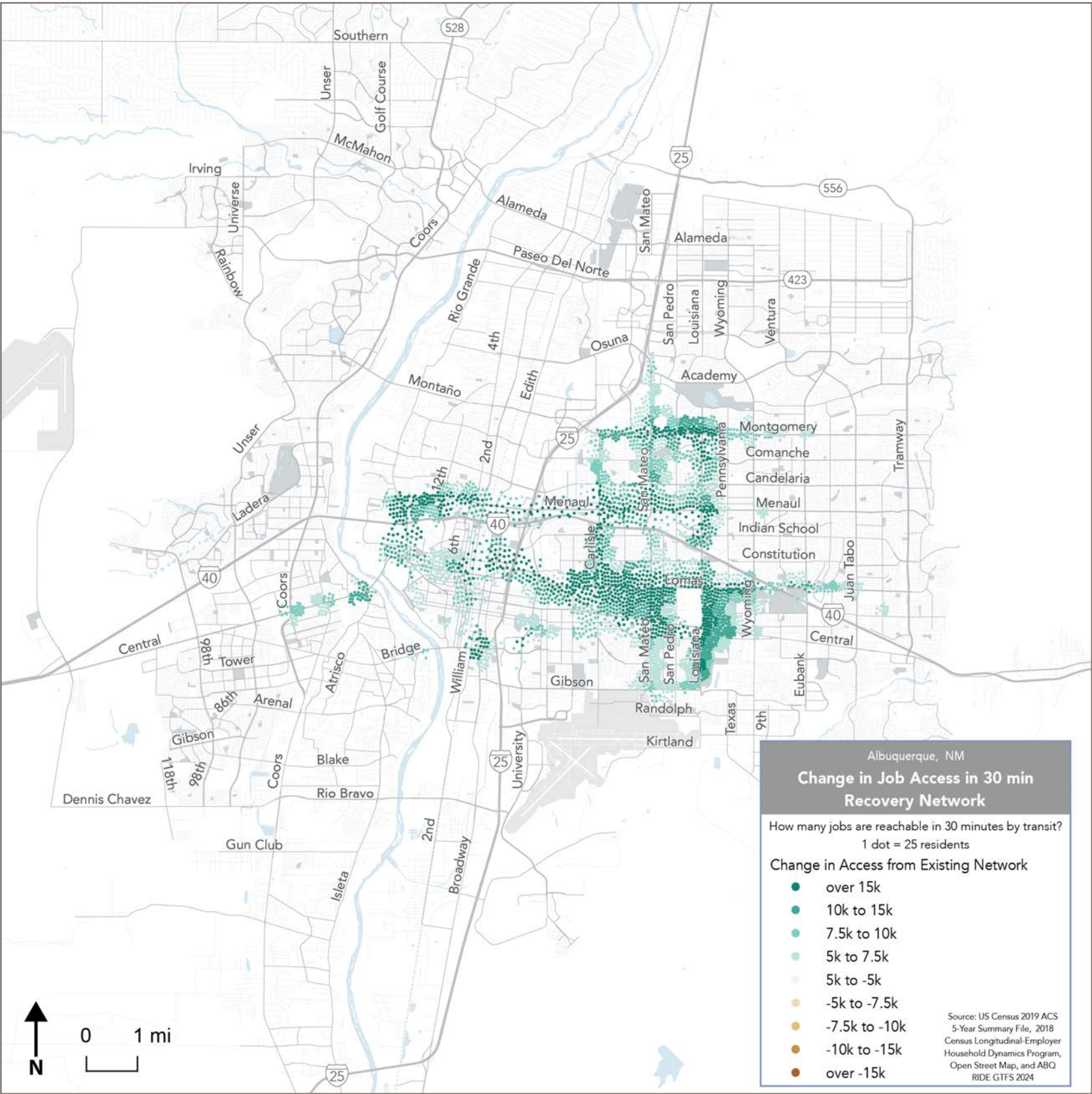
Within 30 Minutes

The map at right shows the change in job access within 30 minutes of travel, for a trip made at midday on a weekday, compared to the 2024 Existing Network.

- **Green** shows residents whose job access would increase, at midday on weekdays, compared to the Existing Network.
- **Light Gray** shows residents whose job access would change little or none.
- **Brown** shows residents whose job access would decrease.

The existing network doesn't have many frequent routes, and as a result job access within 30 minutes isn't very high (since people must spend so many of those 30 minutes just waiting to make use of an infrequent route). With the Recovery Network, many city residents would have shorter travel times to jobs and therefore gain access to jobs within a 30 minute trip (shown in green). The rest of the city's residents (shown in white and therefore invisible dots) would have no change in the number of jobs they could reach within 30 minutes.

The effect of this gain across the whole service area population would be that **the average resident could reach +8% more jobs within 30 minutes.**



Within 45 Minutes

The map at right shows the change in job access within 45 minutes of travel, for a trip made at midday on a weekday, compared to the 2024 Existing Network.

Most residents would have shorter travel times to jobs and therefore gain access to jobs within a 45 minute trip (shown in green). A very small number have longer travel times and lose job access (shown in brown).

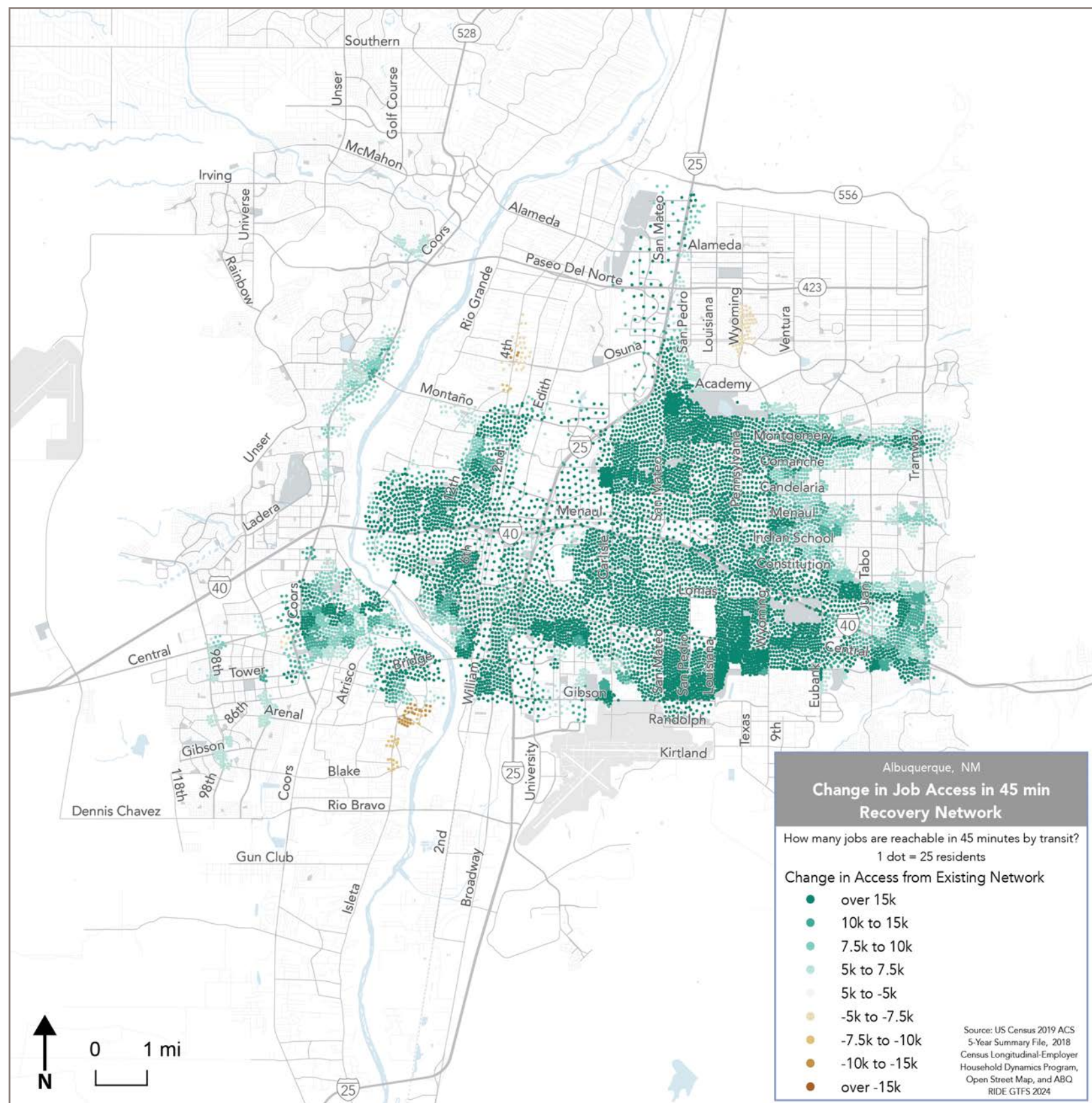
- **Green** shows residents whose job access would increase, at midday on weekdays, compared to the Existing Network.
- **Light Gray** shows residents whose job access would change little or none.
- **Brown** shows residents whose job access would decrease.

For residents in the areas showing up in brown and yellow on the map at right, their longer travel times to jobs would mostly be caused by reductions in frequency. A small number of yellow and brown dots are visible along:

- Isleta Blvd. in the South West
- 4th Street north of Montañó
- Wyoming Blvd. between Alameda and Harper

All other parts of the city, and especially the densest parts of the city and those areas with High Vulnerability, would have an increase in access to jobs within 45 minutes of transit travel.

The net effect of these gains and losses across the city would be **+39% more jobs reachable, on average, within 45 minutes of travel** on a weekday at midday.



Within 60 Minutes

The map at right shows the change in job access within 60 minutes of travel, for a trip made at midday on a weekday, compared to the 2024 Existing Network.

When we measured job access within 30 or 45 minutes of travel, as shown on the previous two pages, there were very few areas in which residents' job access would go down. In contrast, once we measure for an hour of travel time, we start to see job access decreases in a few more areas. Most of these are areas that are today slightly less than 60 minutes of travel away from downtown and that would become more than 60 minutes of travel away from downtown.

Most residents would have shorter travel times to jobs and therefore gain access to jobs within a 60 minute trip (shown in green). A small number would have longer travel times and lose job access (shown in brown).

- **Green** shows residents whose job access would increase, at midday on weekdays, compared to the Existing Network.
- **Light Gray** shows residents whose job access would change little or none.
- **Brown** shows residents whose job access would decrease.

For residents in the areas showing up in brown and yellow on the map at right, their longer travel times to jobs would mostly be caused by reductions in frequency. A small number of yellow and brown dots are visible along:

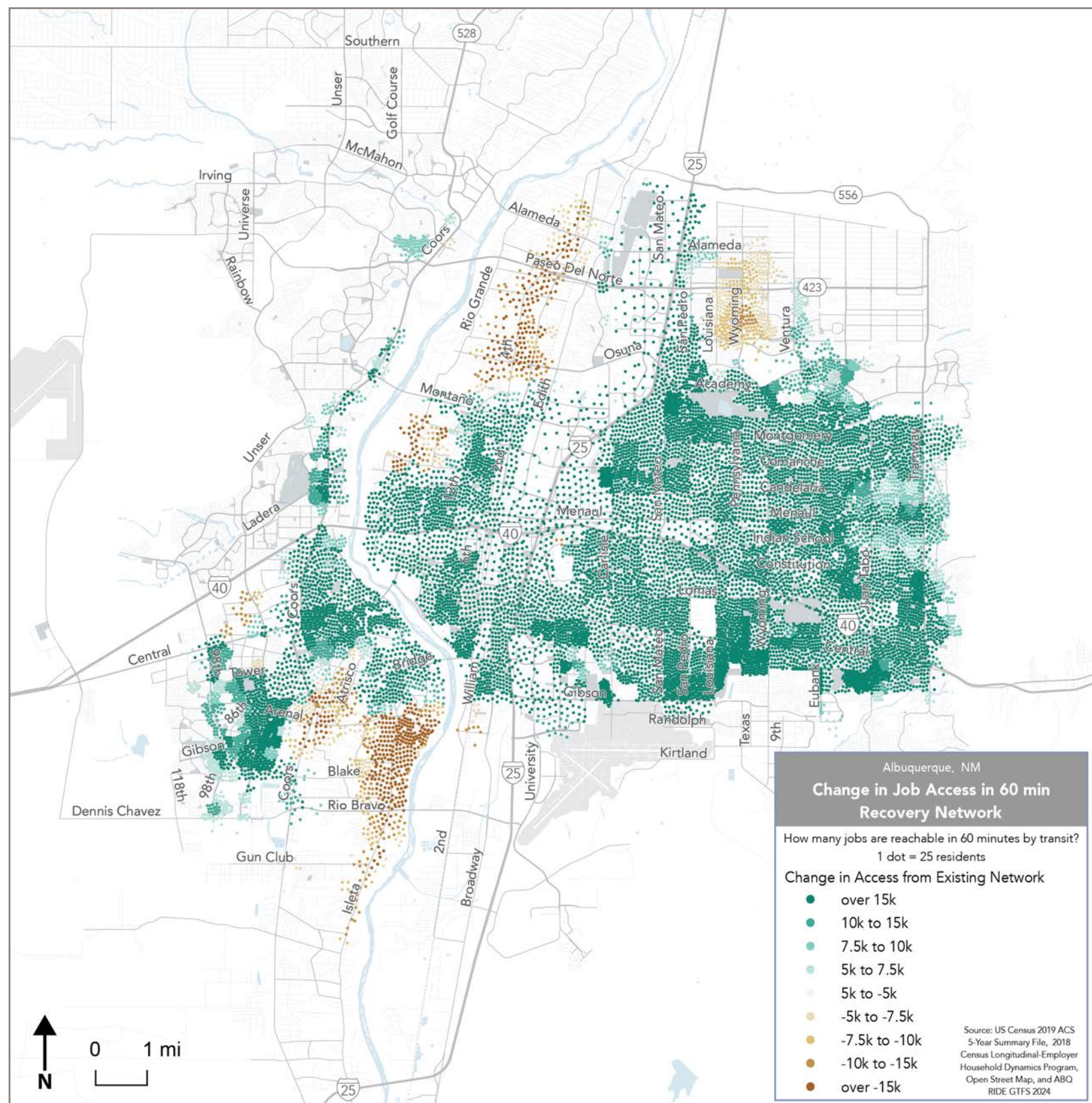
- Isleta Blvd. in the South West
- Atrisco Street, in the South West, though this area would be served by Demand Response (which was not included in the

job access measurement) and therefore would have better access than this map shows

- 4th Street north of Montañó
- Rio Grande Blvd. south of Montañó though this area would also be served by Demand Response
- Wyoming Blvd. between Alameda and Harper

All other parts of the city, and especially the densest parts of the city and those areas with High Vulnerability, would have an increase in access to jobs within 60 minutes of transit travel.

The net effect of these gains and losses across the city would be **+62% more jobs reachable, on average, within 60 minutes of travel** on a weekday at midday.



How Citywide Access was Calculated

The Recovery Network was designed with people in mind, not just geographic area. Service was concentrated in places with many people, and especially many vulnerable people. Route and network patterns were drawn to facilitate the trips that lots of people need to make.

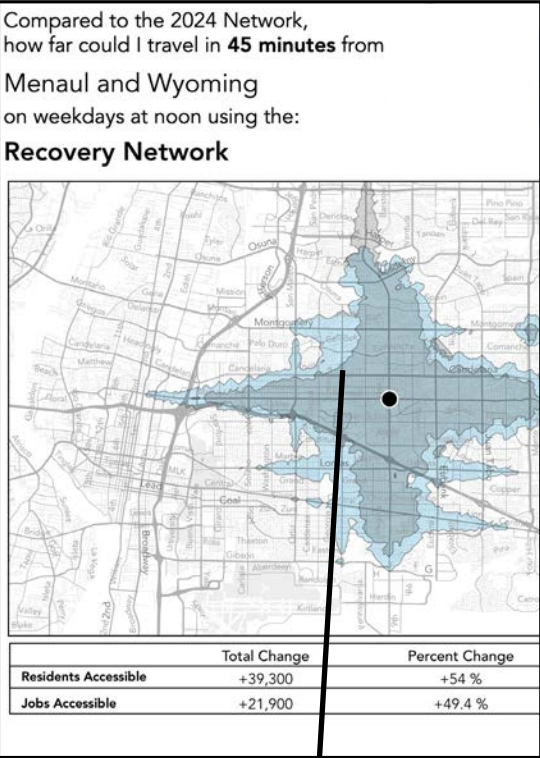
Access calculations don't just measure how useful transit is across geographic space – they take into account the number of people living near each transit route, and benefiting from each isochrone. Improving service for a highly populated neighborhood affects more people than improving service for rural or low density neighborhoods with few residents. This page explains how that distinction is made in the analysis.

The diagram at right shows how access was calculated across the entire ABQ RIDE service area, and how the maps on the previous pages were made.

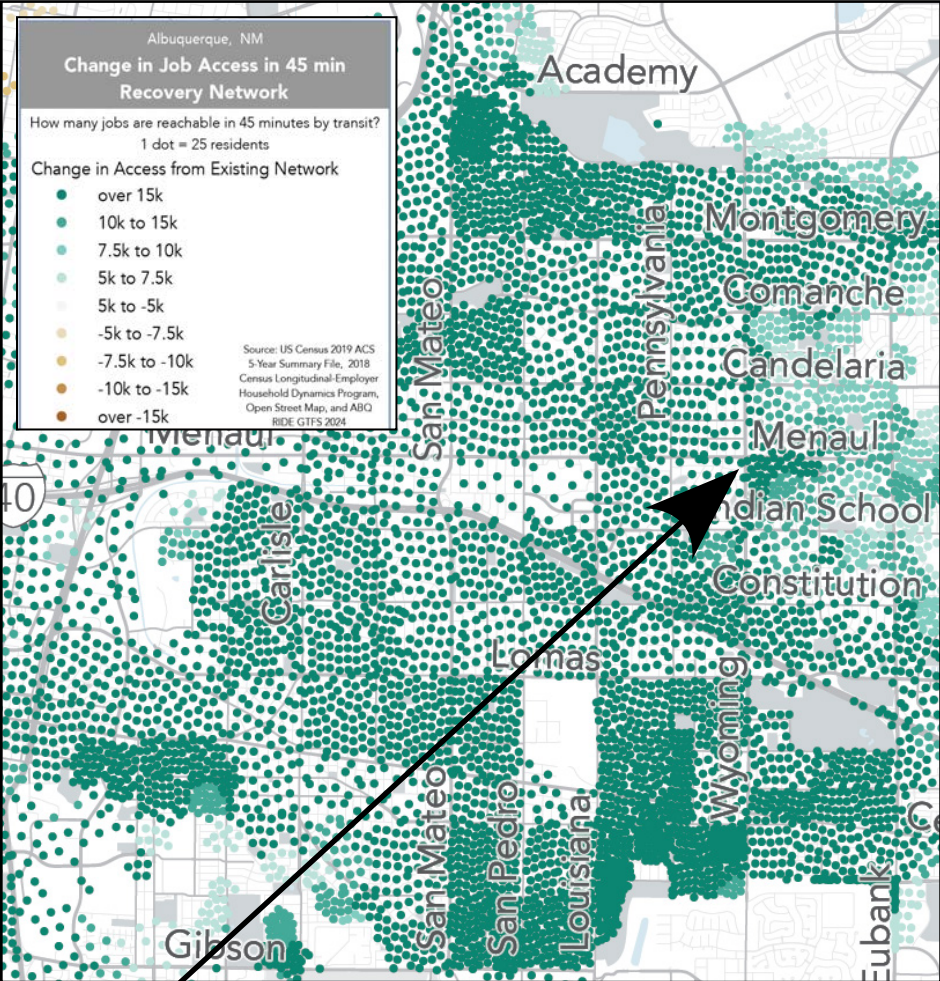
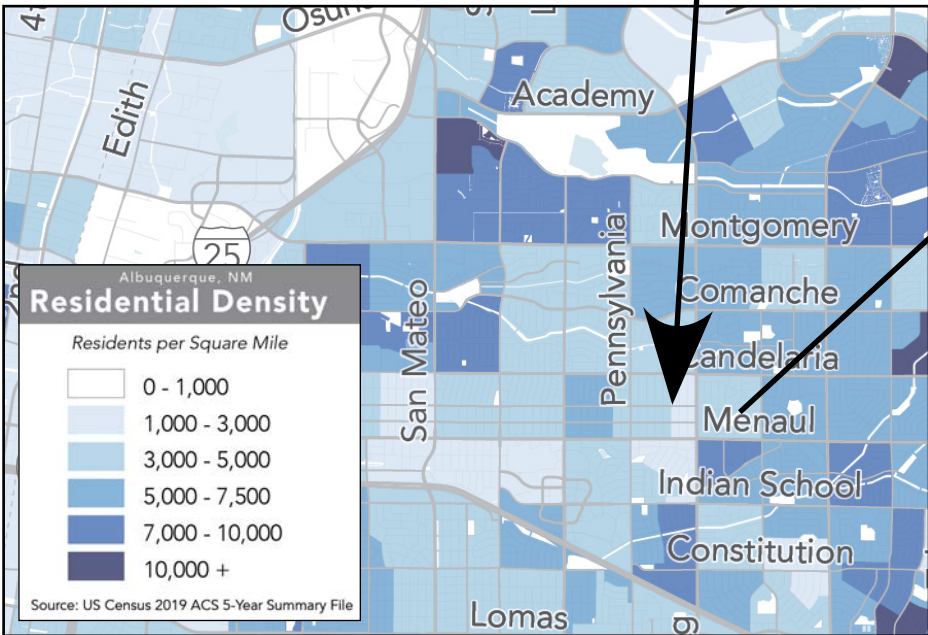
Isochrones for every point across the city were calculated, and then weighted by the number of residents living near that point.

One product of this analysis is a map showing population density as dots, with the dots colored based on the change in job access that population would experience. Another product of this analysis is the summary charts and tables shown on previous pages.

Step 1: Count the jobs that can be reached from a specific location, in a certain amount of time, using transit. In this example, from Menaul and Wyoming.



Step 2: Apply the number of residents in that location.



Step 3: Repeat for every location in the city. This results in a map showing how many jobs can be reached (by color of dot) and how many residents are in that location (by density of dots).

5 Next Steps

Next Steps

Implementing the Recovery Network Plan

Any major service changes that are made based on this Plan will go through a Service Equity Analysis, which will include another opportunity for public feedback on the service changes.

Some elements of the Recovery Network Plan may be implemented right away, if they can be implemented within the limits of funding and current staffing. Other elements of the Plan may require more time or preparation before they can be implemented.

Once the Recovery Network Plan is finalized, the City will develop and share an implementation timeline with the public.

