



EC-23-376

City of Albuquerque


Office of the Mayor/Chief Administrative Officer

Timothy M Keller, Mayor

Interoffice Memorandum

September 26, 2023

To: Pat Davis, President, City Council

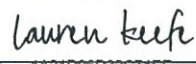
From: Timothy M. Keller, Mayor 

Subject: City of Albuquerque Vision Zero Year-in-Review/Action Plan Update


The Department of Municipal Development houses the City’s Vision Zero program, which is working toward reducing and eventually eliminating traffic fatalities and serious injuries by 2040. Staff worked with consultants who have expertise in traffic safety and an understanding of best practices for Vision Zero work to complete an update to the Vision Zero Action Plan called the Year-In-Review (YIR)/Vision Zero Action Plan Update. The YIR/Action Plan Update provides a summary of the progress made in implementing Vision Zero and it uses a data-driven approach to incorporate national best practices and to prioritize the thematic goals, actions, and corridors where the City should first focus its traffic safety efforts to have the greatest impact to reduce traffic deaths and serious injuries.

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Cover Analysis

1. What is it?

The 2023 Vision Zero Year-in-Review Report (YIR)/Vision Zero Plan Update provides a summary of the progress the City has made so far in implementing the 2021 Vision Zero Action Plan. A working group of agency and community partners helped steer the YIR, which is built upon a foundation of safety and equity and prioritizing safety projects in the most dangerous locations within the most vulnerable communities. The YIR also incorporated national best practices and used a data-driven approach to identify and prioritize the next steps for the City to take to continue implementing the plan as efficiently and effectively as possible.

2. What will this piece of legislation do?

The Year-in-Review/ Vision Zero Action Plan Update helped staff understand the progress made toward Vision Zero, including projects and programs that have been successful, and also identifying which projects and programs needed to be adjusted to be more successful at reducing traffic deaths and serious injuries. This plan also used information on progress made to help prioritize the next steps needed to eliminate traffic deaths and serious injuries in Albuquerque.

The plan ultimately uses a data-driven process to prioritize thematic goals, actions, and corridors where the City should first focus its traffic safety efforts to have the greatest impact on reducing and eliminating traffic deaths and serious injuries by 2040.

3. Why is this project needed?

This plan will allow the City to prioritize Vision Zero Actions and locations that will have the greatest impact at reducing and eventually eliminating traffic fatalities and serious injuries. With finite resources, this plan directs staff to focus on implementing the highest impact options in locations with the highest need meaning locations on the High Fatal and Injury Network (HFIN) and within communities with a high vulnerability.

Having an adopted plan will also make the City of Albuquerque more competitive when applying for funding – primarily federal funding through the Bipartisan Infrastructure Law.

4. How much will it cost and what is the funding source?

The plan identifies priority locations for traffic safety improvements, which would be funded through local and/or grant funding depending on the project scope.

5. Is there a revenue source associated with this Plan? If so, what level of income is projected?

No.

6. What will happen if the project is not approved?

Having an adopted Vision Zero plan and strategy will make the City of Albuquerque more competitive when applying for Federal grants or other funding opportunities to implement Vision Zero traffic safety projects. Without an adopted plan, the City will not be as competitive.

The City will also not be as successful and targeted in implementing the most effective and proven strategies to reduce traffic fatalities and serious injuries.

7. Is this service already provided by another entity?

No.

	ID	Action	Implementation Notes / Next Steps	Lead Implementer(s)	Supporting Implementer(s)	Performance Indicators	Status	Feasibility	Resources	Benefit	Priority Score	
Sustainable Vision Zero Program	Culture of Safety											
	SVZ 1	Establish a permanent funding source for the Vision Zero program to plan, design, implement, and maintain transportation infrastructure.	N/A	DMD – Leadership, Mayor's Office	City Council	N/A	No permanent, dedicated funding source identified yet. However, with 2021 GO Bond there is a small source of local funds for Vision Zero. Currently, there is a line item for Vision Zero funds in the 2023 GO Bond and the City applied for federal funding through the MRCOG TIP. A policy change would be needed to create permanent dedicated funding for Vision Zero.					
	SVZ 2	Dedicate staff to implementing a Vision Zero program.	N/A	DMD - Transportation Engineering	City Council	N/A	One full-time position is filled, however, they are not dedicated full-time to Vision Zero efforts. There are no funds for two additional positions. Overall, the City has challenges with hiring and retaining staff. Staff capacity is currently limited.					
	SVZ 3	Elevate Vision Zero to a citywide policy that is coordinated with City leadership so that ongoing support is provided.	N/A	DMD, Mayor's Office, City Council	Vision Zero Working Group	N/A	Regular update meetings are held, but coordination is not systematic. There are challenges with leadership not understanding what is and is not Vision Zero or a transportation safety project. Constituent-driven issues tend to rise to the top of priority lists instead of data-driven safety needs that prioritize communities with a high vulnerability and on the Simplified HFIN.					
	Data and Transparency											
SVZ 4	Track and document projects that support Vision Zero and develop best practices that can be included in other transportation projects.	N/A	DMD - Transportation Engineering, DMD - Traffic Engineering	Vision Zero Working Group, MRCOG	N/A	Council Services maintains two project lists: DMD expense list, Capital projects list. There is an opportunity to create a safety-related projects list that is tracked in terms of Vision Zero/safety benefits. MRCOG maintains the Long Range Transportation System, a collection of transportation networks including roadways, bikeways and trails, and public transit. MRCOG's Transportation Improvement Plan (TIP) evaluates projects for funding and implementation, but not evaluated after implementation. NMDOT maintains an internal tracking database of activities throughout the year.						
Transformative Next Steps	Safe Multimodal Street Design											
	TNS 1	Incorporate Vision Zero and proven safety countermeasures into scoping, planning, design, implementation, and evaluation for all transportation projects, with particular emphasis on projects along the HFIN and in vulnerable communities.	Seek proven countermeasures in national resources such as Federal Highway Administration (FHWA), Crash Modification Factors Clearinghouse, and National Association of City Transportation Officials (NACTO) guidelines. Created Prioritized HFIN. Create a Vision Zero Toolkit with a kit-of-parts or menu of techniques that draws from the FHWA Proven Countermeasures and best practices from other U.S. cities.	DMD - Transportation Engineering, Planning, Parks and Recreation Department	All City Departments impacting transportation projects, City Council	Number of projects that incorporate traffic safety measures	HFIN is referenced for Complete Streets Annual Street Maintenance Program. A Simplified HFIN map and Prioritized HFIN would be useful for further communicating where to prioritize needs. Need to use HFIN as criteria for selecting where to implement transportation safety funds. As part of this plan update, prioritized HFIN created..	High	Medium	High	11	
	TNS 2	Implement signal and/or operational modifications proven to reduce serious crashes at high crash intersections along the HFIN and in vulnerable communities.	Implementation can include retiming signals for people walking/biking, Leading pedestrian intervals (LPIs) , and yellow-change intervals.	DMD - Transportation Engineering, DMD - Traffic Engineering	All City Departments impacting transportation projects	Number and type of signal and operational modifications at HFIN intersections	LPIs were implemented at 15 intersections. 13 of the 15 are on the HFIN	High	Medium	High	11	
TNS 3	In the near term, implement low-cost, high-impact safety countermeasures along the HFIN and vulnerable communities while also planning for future more costly transportation safety improvement projects.	Improvements can include installing lane restriping, narrowing and reduction, and markings for bike lanes. Continue to seek opportunities to include countermeasures into the Complete Streets Annual Street Maintenance Program, routing, existing capital projects, and developments. Plan for maintenance so that new treatments function as intended. Conduct targeted outreach to gather community feedback on effectiveness and perception of safety with new countermeasures (e.g. surveying)	DMD - Transportation Engineering, DMD - Traffic Engineering	All City Departments impacting transportation projects	Number of low-cost projects implemented Feedback collected from residents/ stakeholders	Complete Streets Annual Street Maintenance Program provides an opportunity to test out different street configurations. Rapid implementation is difficult because of lag time to get contractors, and scope creep.	High	Low	High	12		

Transformative Next Steps

ID	Action	Implementation Notes / Next Steps	Lead Implementer(s)	Supporting Implementer(s)	Performance Indicators	Status	Feasibility	Resources	Benefit	Priority Score
TNS 4	Fill bicycle and pedestrian network gaps to expand these networks by prioritizing improvements along the HFIN and in vulnerable communities.	<p>Continue seeking opportunities to add facilities such as buffered bicycle lanes as part of the Complete Streets Annual Street Maintenance Program.</p> <p>Prioritize high-comfort facilities such as protected/buffered bicycle lanes and multi-use paths.</p> <p>Implement sidewalk improvements that ensure ADA compliance based on the City's ADA Transition Plan, particularly in vulnerable communities.</p> <p>Identify and create paths within and through neighborhoods to facilitate active transportation and recreation.</p> <p>Provide wayfinding to help residents take advantage of these paths.</p>	DMD - Transportation Engineering, DMD - Traffic Engineering	All City Departments impacting transportation projects , MRCOG	<p>Number of bicycle lane miles added and/or improved</p> <p>Number of multi-use trail miles added and/or improved</p> <p>Number of pedestrian crossings improved or added</p>	<p>As transportation projects are designed and/or through the Complete Streets process, bike/ped facilities are improved/added. However, transportation projects are not prioritized based on HFIN or bike/ped crashes. There are opportunities to build on the studies and tools that have been developed. Connections to activity centers remain challenging. Principal Arterials with many traffic lanes and fast motorists are a barrier to connections. Three bike gap closure projects are being studied: San Pedro, Claremont, and Osuna.</p> <p>The City is required to spend 5% of its general obligation bond transportation funds on bikeways and trails. However, as the budget decreases, the share for bikeways also decreases. Also, these funds are typically used as match for federally funded projects with bike/ped through the TIP. Successes have included the Bicycle and Trail Crossings Guide and the Bike gap closure program, the I-25 crossing study; Pedestrian/bicycle crossings like 14th/Lomas, at San Pedro Dr/Summer Ave. Parks and Recreation manages all multi-use trails so inter-dept collaboration is required.</p> <p>Staff conducted a school crossing study and installed PHB/HAWK and RRFB signals at school crossings based on study recommendations, and refreshed crosswalks and signage near schools. The Bicycle & Trail Crossings Guide is used to create consistency for crossings. Recently, five intersections had crosswalks refreshed where they were faded. Location is determined based on HFIN, vulnerability, schools/location.</p> <p>There are hundreds of millions of dollars in need identified in the ADA Transition Plan. As transportation projects happen, these components are implemented, but not formally tracked. For example, not all bus stops have sidewalks, but there is no map of deficiencies across the city. There is an ADA coordinator position in the Construction Services division and a city-wide database of ADA compliance is used to make improvements. Most facilities are designed to PROWAG. However, PROWAG is difficult in historic districts.</p>	Medium	Medium	High	10
Culture of Safety										
TNS 5	Leverage existing funding for roadway projects, Complete Streets, and other traffic safety-related projects/programs.	Leverage existing funding and seek other non-city funding (e.g. federal and state programs – HSIP, Transportation Alternative Program, etc.)	DMD - Transportation Engineering, DMD – Traffic Engineering, Planning	Vision Zero Working Group, City Council	<p>Funding sources leveraged for Vision Zero and/or traffic safety</p> <p>City projects that incorporate Vision Zero techniques (based on Vision Zero Toolkit)</p>	There is ongoing Vision Zero coordination with roadway projects to incorporate Safe Systems Approach	Low	Low	High	10
TNS 6	Convene an internal City of Albuquerque Vision Zero Working Group to coordinate and collaborate on traffic safety projects and ensure new transportation projects include safety countermeasures.	<p>At minimum, the Vision Zero Working Group should convene four times a year.</p> <p>Consider including representatives from MRCOG, NMDOT, and UNM to participate in the Vision Zero Working Group meetings as needed</p>	DMD - Transportation Engineering	All City Departments impacting transportation projects, MRCOG, NMDOT	<p>Vision Zero Working Group meetings held</p> <p>Participation rates from City departments</p>	<p>The external facing Vision Zero Task Force has been disbanded since their primary task was to create the 2021 Vision Zero Action Plan. The public facing role is largely replaced with the Greater Albuquerque Active Transportation Committee (GAATC). There is an opportunity and need for an internal facing task force of city departments.</p> <p>MRCOG plans to update the Regional Transportation Safety Plan (SS4A grant). There was recent collaboration between NMDOT and MRCOG on conducting RSAs. Opportunity for City participation in regional safety group for best practice/lessons learned sharing if MRCOG sets one up.</p>	High	Low	High	12
TNS 7	Pair traffic/transportation education with roadway construction projects to educate the community on the importance of infrastructure changes, how to safely utilize and navigate those changes, and share information on how the community can support these efforts.	<p>If the Vision Zero program manages larger transportation projects, include information about Vision Zero goals and objectives when communicating about the project.</p> <p>If the Vision Zero program manages a larger transportation project, include Vision Zero signage when projects are under construction.</p> <p>Develop language for press releases, social media posts, and other online information for project outreach materials and share this information with partner agencies.</p>	DMD - Transportation Engineering	Vision Zero Working Group	Number of traffic safety engineering and design projects that include education/outreach	Recently practiced as part of the Louisiana Blvd project via project feedback and information boards installed at bus stops along the corridor. Opportunity to take lessons learned for future corridor projects.	Medium	Medium	High	10

	ID	Action	Implementation Notes / Next Steps	Lead Implementer(s)	Supporting Implementer(s)	Performance Indicators	Status	Feasibility	Resources	Benefit	Priority Score	
Transformative Next Steps	TNS 8	Educate staff on and incorporate traffic safety best practices and countermeasures into the infrastructure project development and planning development review processes.	Consider performing a tabletop review of development plans to identify how the development may impact to safety for all road users, or performing a robust safety analysis as part of the traffic impact study as outline in <u>Incorporating Data-Driven Safety Analysis in Traffic Impact Analyses: A How-To Guide</u> (FHWA). Develop presentations and training materials that can be administered to DMD and Planning Department staff on an annual basis.	DMD - Transportation Engineering, Planning	Vision Zero Working Group	Guidance for Vision Zero-based development review established Development Planning Manual updates Comprehensive Plan updates	The Development Process Manual (DPM) refers to the Complete Streets ordinance and calls for balancing the needs of multiple modes. DMD staff feels that the DPM provides the support needed to implement multi-modal designs. Development review process includes a review of sidewalk width and buffers; and trail maps are referred to for right-of-way set-aside. No specific review of projects under Vision Zero lens.	High	Low	High	12	
	Data and Transparency											
	TNS 9	Convene recurring fatal crash review meetings to understand fatal crash trends.	Convene meetings on an as-needed basis to review details about each fatal crash. When evaluating locations with similar characteristics as the subject location, prioritize locations on the HFIN and in vulnerable communities.	DMD - Transportation Engineering, DMD - Traffic Engineering	APD, MRCOG	Fatal crash review meetings held	The group currently meets approximately every month to every other month.	High	Medium	High	11	
Supporting Actions	Safe Multimodal Street Design											
	SA 1	Construct/reconstruct corridors and intersections using proven safety countermeasures to prioritize safety and vulnerable road users, and to provide more opportunities to better accommodate all roadway users.	Ongoing; additional resources needed	DMD - Transportation Engineering	DMD -Traffic Engineering, Vision Zero Working Group	Projects completed	Louisiana Blvd project as an example of reconfiguration project with community engagement.	Medium	High	High	9	
	SA 2	Continue to improve neighborhood traffic safety through the City's Neighborhood Traffic Management Program (NTMP).	Ongoing	DMD - Traffic Engineering	Vision Zero Working Group	NTMP projects completed	Several completed studies. 33 completed in 2021 Complete Streets program has helped both small and large improvements by fast-tracking the usual time for striping projects since it's all in one task order.	High	Medium	Low	7	
	SA 3	Remove obstructions and barriers to walking during transportation improvement projects, particularly in areas with narrow sidewalks and high levels of pedestrian activity.	Ongoing; continue coordination with PNM and other utility providers during project development	DMD - Transportation Engineering	Vision Zero Working Group	Sidewalk improvements that include the removal of barriers	This type of coordination takes place when the City is reconstructing a roadway; larger projects, and the City ADA coordinator communicates with PNM or others as needed.	Medium	High	Medium	7	
	SA 4	Consider the HFIN, vulnerability index, safety, land use, and development context when designing new or retrofitting existing roadways and incorporating design principles to discourage drivers from speeding.	Ongoing	DMD - Transportation Engineering	Vision Zero Working Group, City Council	Roadways / miles of roadway where speeds are reduced	Speed limits are set and maintained by the Traffic Engineering Division. A review of 85th percentile speeds takes place during CIP projects. No speed demographics before/after are done for Complete Streets projects; usually only large infrastructure projects. Staff recognizes that the physical design of roadways is more impactful than speed limits. The City typically approaches through design first then studying speed to see if there is an opportunity for a speed decrease. Also, needed dedicated funding for speed studies and in turn new signage for new speed limits. Complete Streets program has helped reconfigure roadways and reduce general lanes which could reduce speeds by design, but no studies to show this impact.	High	Low	Low	8	
	Culture of Safety											
	SA 5	Train law enforcement officers on Vision Zero priorities, including equity, data and reporting needs, and develop best practices for traffic enforcement focused on the most dangerous behaviors and locations.	Additional/external resources required to support training activities	DMD - Transportation Engineering	APD	Employees that participate in trainings/conferences with Vision Zero-related content	Opportunity for internal training, e.g. lunch and learn events twice a year.	Medium	Medium	Low	6	
	SA 6	Support ongoing comprehensive educational marketing and engagement campaigns that address the rate and severity of crashes, promote safe speeds, reduce incidences of driving while impaired (DWI), and raise general awareness about traffic safety.	Ongoing (NMDOT Look For Me and ENDWI campaigns); external resources required	NMDOT	Vision Zero Working Group	Promotional materials developed Reach (social media, paid ads)	Outreach for recently conducted for Automated Speed Enforcement, and Traffic Safety Tip of the Week. Future campaigns could engage the media about narratives on roadway safety and crashes. Opportunity to leverage MRCOG data and dashboard and monitor how changes to crash report impact tracking trends.	Medium	High	Low	5	
SA 7	Collaborate with a broad range of local community groups, including advocates for walking, riding bicycles, and vulnerable road user groups, to engage more stakeholders and expand the reach of Vision Zero initiatives.	Ongoing	DMD - Transportation Engineering	Vision Zero Working Group	Number of community partner engagement opportunities Number of community partners that represent vulnerable road user groups and vulnerable communities	In Spring 2022, staff made approx.12 community partners outreach or presentations. Approx. 8 of 12 representing vulnerable communities or user groups.	Medium	High	Medium	7		
Shift to Active Modes												
SA 8	Support walking, riding a bicycle, and taking transit among City employees through workplace programs, outreach, and incentives.	Additional resources needed	Human Resources	Vision Zero Working Group	Employee participation in programs that promote active transportation	Bike to Wherever Day and Bike Thru Burque are also promoted to internal staff.	Medium	Medium	Low	6		

	ID	Action	Implementation Notes / Next Steps	Lead Implementer(s)	Supporting Implementer(s)	Performance Indicators	Status	Feasibility	Resources	Benefit	Priority Score
Supporting Actions	SA 9	Collaborate with local organizations and support events that promote and advocate for walking, riding a bicycle, using mobility devices, and taking transit.	Ongoing; including Bike to Wherever Day, Bike Thru Burque events and CiQlovia; additional resources needed to expand programs.	DMD - Transportation Engineering	MRCOG Bike to Wherever Day and Bike Thru Burque Planning Committee, Vision Zero Working Group	Community events supported (ex: CiQlovia/Open Streets events, Transit Equity Day, bike rides)	DMD - Transportation Engineering staff, in coordination with community partners, plan and implement Bike to Wherever Day and Bike Thru Burque every year.	Medium	Medium	Low	6
	SA 10	Increase opportunities for people to take transit to events, including free fares and park-and-rides.	External resources needed	ABQ RIDE	City Council	Number of events with promoted transit access	N/A	Medium	Medium	Low	6
	SA 11	Evaluate opportunities for a shared micromobility program whether through public-private partnerships or in collaboration with partner agencies to serve the region with options that may include bikes, e-bikes, and e-scooters.	Ongoing; additional resources needed for implementation of publicly-funded programs	City Council/DMD/Planning	MRCOG	Number of shared micromobility vehicles available Percentage of shared micromobility services in equity areas (to be defined in program)	The public bike share stopped operation during the onset of the pandemic and currently, no private micromobility companies serve the City. Planning manages the permit program for private micromobility, however, it is from 2018. Given the rapid and ever-evolving changes to shared micromobility an updated policy would likely be needed to facilitate private companies operating in the city.	Low	Low	Medium	8
	Data and Transparency										
	SA 12	Support efforts to augment crash data with information on actual speeds, medical data, and traffic citation data.	Additional resources needed for City-led studies; Seek partnerships with research groups	MRCOG	DMD - Transportation Engineering, Planning, Vision Zero Working Group	Crash reporting policy/ practice updates	Crash data used to support capital spending decision-making. There is an opportunity for traffic fatality review team to evaluate medical data; however, limited staff time to review data. MRCOG staff participated in a research project with UNM physician that resulted in a better understanding of where crash data is incomplete	Low	Medium	High	9



ALBUQUERQUE VISION ZERO Year-in-Review

2023

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ALBUQUE vision zero
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Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

INTRODUCTION

All traffic deaths or life-changing injuries in Albuquerque are unacceptable. In 2021, there were 364 people involved in crashes that resulted in a death or serious injury in Albuquerque. In that year, 118 people lost their lives while traveling on streets in Albuquerque. That is 118 too many of our family members, children, friends, and neighbors lost unnecessarily to traffic crashes. In recent years, the State of New Mexico and the City of Albuquerque are frequently ranked as the most dangerous state and metro area, respectively, in the United States for pedestrians. New Mexico had the highest number of pedestrian deaths per capita in the United States from 2016 to 2020 – 3.76 pedestrian deaths for every 100,000 people. And of all metro areas in the country, Albuquerque had the second worst rate – 4.19.¹

The City of Albuquerque acknowledges the scale of traffic safety issues and is taking action to eliminate traffic deaths and serious injuries by 2040. In May 2021, the City released its Vision Zero Action Plan, which lays out steps that the City, working with the community and agency partners, will take to make its streets safer for all users. The Vision Zero Action Plan establishes a road map for Albuquerque to eliminate traffic deaths and serious injuries by 2040.

The 2023 Vision Zero Year-in-Review Report provides a summary of the progress the City has made so far to implement the Vision Zero Action Plan and identifies and prioritizes the next steps for the City to take to continue implementing the Plan as efficiently and effectively as possible.

ONE ALBUQUERQUE
Albuquerque's Vision Zero Action Plan

THE ACTION PLAN 2021

CONTACT
cabq.gov/visionzero

The City's Mayor made a commitment to Vision Zero in 2019, and in 2021, Albuquerque's Vision Zero Action Plan was completed.

¹ Smart Growth America. Dangerous by Design Report. <https://smartgrowthamerica.org/dangerous-by-design/>

What is Vision Zero?

Vision Zero is a transportation safety goal that accepts no loss of life or serious injury on our transportation system. Vision Zero takes the Safe System approach to prioritize safety in decision-making processes. The Safe System approach is different from conventional ways of addressing traffic safety because it recognizes that while people make mistakes when using our streets; death and serious injury are not acceptable outcomes. Responsibility for a safe street system should be shared, proactive, and redundant to prevent people from being killed or seriously injured on roadways. Under Vision Zero, City leadership, policymakers, traffic engineers, transportation network designers and planners, local enforcement, and street users are all responsible for preventing traffic deaths and serious injuries.

Albuquerque Vision Zero Action Plan Overview

The Albuquerque Vision Zero Action Plan recommends 63 actions for the City to take to eliminate traffic deaths and serious injuries. The actions were developed based on input from community partners, residents, and a Vision Zero Task Force that convened during the development of the Plan. The actions are categorized into six thematic goals:



ENGINEERING + DESIGN

Prioritize the safety of all road users and use Complete Streets design principles when designing, building, and reconstructing roads.



SAFE SPEEDS

Implement speed management by reducing posted speeds and using equitable enforcement techniques.



POLICY, REGULATION + PRACTICE

Establish and advocate for proactive, equitable policies, regulations, and practices that prioritize safety for all roadway users.



EDUCATION + ENCOURAGEMENT

Promote a culture of safety and care among all road users.



WALKING + ROLLING

Increase opportunities for people throughout the city to safely walk, ride a bicycle, use mobility devices, and take transit.



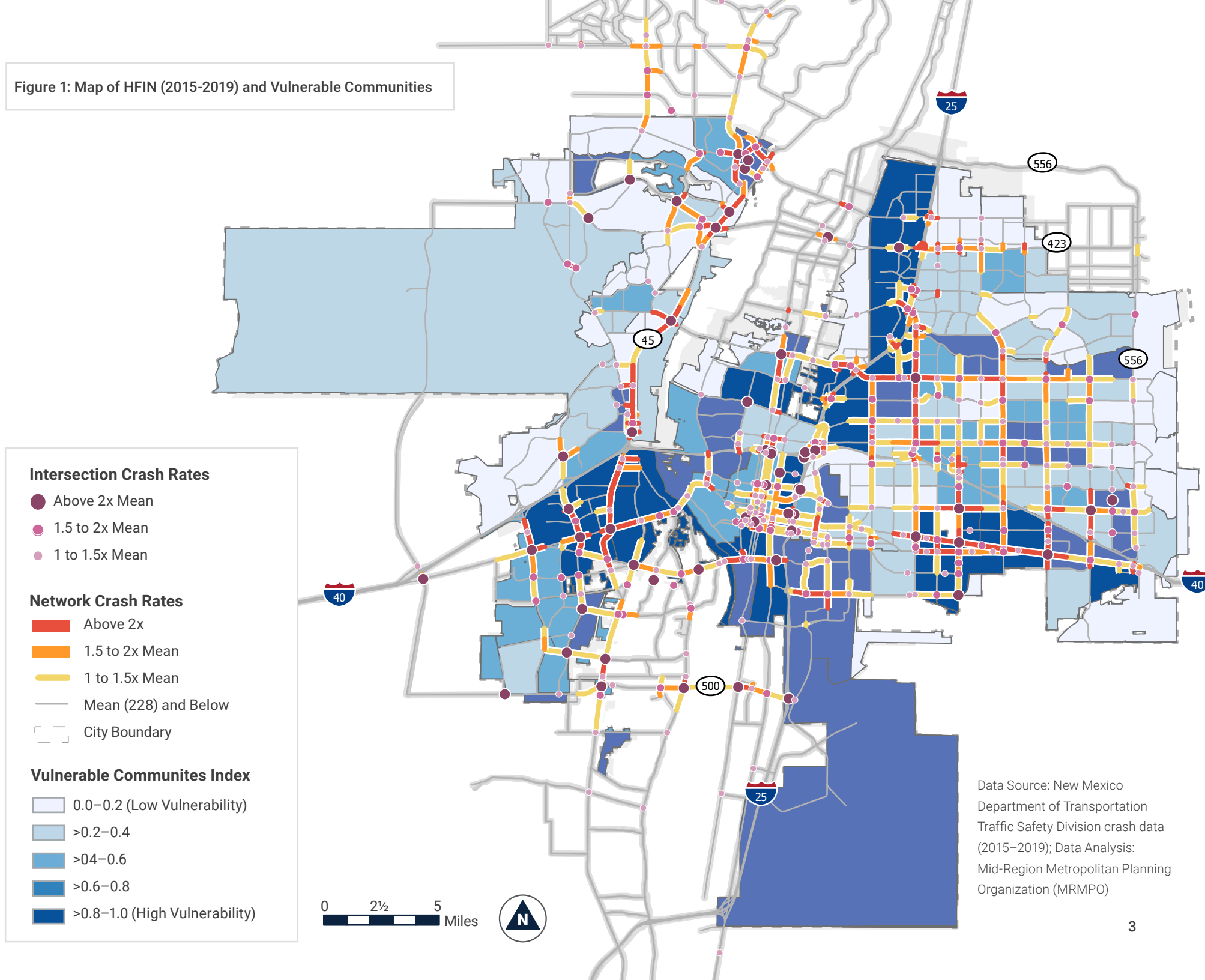
DATA + TRANSPARENCY

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

The Plan establishes a data-centric approach to identify where the City should prioritize its traffic safety needs and support a more equitable distribution of resources. In particular, the High Fatal + Injury Network (HFIN) used crash data from 2014 to 2018 to identify the most dangerous corridors and intersections where the rate of fatal and injury crashes is higher than the city's overall average rate.

As part of its initial Vision Zero Program, the City of Albuquerque also used demographic indicators to identify and map vulnerable communities based on factors such as income, race, age, ability, English proficiency, housing density, and car ownership. For the purposes of Vision Zero, vulnerable communities also refers to areas where there are high populations of people who are more likely to rely on walking, bicycling, and public transit. Figure 1 maps the HFIN and the vulnerable communities index using updated crash data from 2015 to 2019.

Figure 1: Map of HFIN (2015-2019) and Vulnerable Communities



Data Source: New Mexico Department of Transportation Traffic Safety Division crash data (2015-2019); Data Analysis: Mid-Region Metropolitan Planning Organization (MRMPO)

Purpose of the Year-in-Review

The purpose of the Year-in-Review is twofold:

1. Understand the progress made toward Vision Zero, including what projects and programs have been successful and which ones need to be adjusted.
2. Use the information on progress made to help prioritize the next steps needed to eliminate traffic deaths and serious injuries.

The Vision Zero Action Plan recommends 63 actions, and a prioritization of those actions is needed to efficiently allocate the City's constrained resources (both staff capacity and funding). Developing new or additional actions that the City needs to implement to achieve Vision Zero was not the purpose of the Year-in-Review, therefore no new actions were identified by the project team. The Year-in-Review Report also offers the City an opportunity to incorporate lessons learned from other cities. Vision Zero includes a rapidly evolving set of strategies, and the experiences from other cities confronting significant traffic safety challenges indicate that the most effective programs are ones that focus on core strategies that have the greatest impact in eliminating traffic deaths and serious injuries.

The project team performed the Year-in-Review over a six-month period in fall 2022 to winter 2022-2023 by getting input from a Vision Zero Advisory Group that was convened to support the Year-in-Review, staff interviews, and the Greater Albuquerque Active Transportation Committee (GAATC).

The VISION ZERO ADVISORY GROUP was largely comprised of City staff with some external partners.

The City of Albuquerque staff included representatives from the following departments and affiliated organizations:

- » ABQ RIDE
- » Albuquerque Police Department (APD)
- » Albuquerque Public Schools (APS)
- » Council Services
- » Department of Municipal Development (DMD)
- » Mayor's Office
- » Parks and Recreation Department
 - Esperanza Bicycle Safety Education Center
- » Planning Department
- » Sustainability Office

Local, regional, and statewide partner agencies included:

- » Bernalillo County Public Works
- » BikeABQ
- » Mid-Region Council of Governments (MRCOG)
- » New Mexico Department of Transportation (NMDOT) – Planning Division
- » Together for Brothers
- » University of New Mexico (UNM) / NMDOT Look for Me Campaign

The Advisory Group convened three times during the development of the Year-in-Review:

- » **Meeting #1** introduced the project, discussed Vision Zero best practices, reviewed the Vision Zero Action Plan, and gathered initial feedback on progress made and future priorities.
- » **Meeting #2** reviewed the progress on Vision Zero programs and projects and discussed how to prioritize future actions to eliminate traffic deaths and serious injuries.
- » **Meeting #3** reviewed the results of the prioritization of action items and considered if other items should be included among the transformative action items.

The **STAFF INTERVIEWS** provided an opportunity for the project team to have longer discussions with key staff to discuss progress and priorities to achieve Vision Zero. The project team held seven one-hour-long interviews with staff from the following departments and agencies:

- ABQ RIDE
- Albuquerque Police Department (APD)
- Council Services
- DMD (Traffic Engineering Division and Engineering Design Section)
- Mayor's Office
- MRCOG
- NMDOT Planning Division
- Parks and Recreation Department
- Planning Department
- UNM / NMDOT (Look for Me)

The project team presented to **GAATC** on two occasions:

- **Presentation #1** introduced the project, discussed Vision Zero best practices, reviewed the Vision Zero Action Plan, and generated initial feedback on priorities to achieve Vision Zero.
- **Presentation #2** reviewed and generated feedback on the draft list of prioritized actions.



PROGRESS MADE TOWARD VISION ZERO

This section discusses the findings on one of the main objectives of the Year-in-Review – the progress that has been made in Albuquerque toward implementing the Vision Zero Action Plan. First, this section outlines whether programs under each thematic goal in the Plan have been progressing successfully or not. Second, it identifies specific actions in the Plan that have been completed or are underway. Finally, this section provides an overview of specific roadway and traffic safety projects that have been or are being implemented.



What's Working Well

- Having the Vision Zero Action Plan has helped formalize a foundation and mutual understanding among City staff of how to incorporate safety in the transportation planning and engineering process. The Vision Zero Action Plan was supported by General Obligation (GO) Bond funding.
- Complete Streets Annual Street Maintenance program has led to tangible changes in the road network by increasing the number multimodal facilities.
- Initial findings indicate reduction in motorists' speeding at locations where the City has deployed Automated Speed Enforcement cameras.



What's Not Working Well

- Low staff capacity due to retention and hiring shortages limits the ability to initiate and complete Vision Zero programs and projects.
- A lack of funding, especially dedicated recurring funding, limits the City's ability to complete Vision Zero projects, particularly major infrastructure projects that retrofit existing roads.
- Public education and understanding about traffic safety, Vision Zero, and the need for major roadway retrofits that create more multimodal spaces is low.

Progress by Vision Zero Thematic Goal

Key takeaways on progress made toward each of the six thematic goals in the Vision Zero Action Plan are summarized below. This summary outlines, at a high level, the actions from the Vision Zero Action Plan that are being accomplished. Where applicable, challenges in progressing toward each thematic goal are also noted.

ENGINEERING + DESIGN  **Many actions are being accomplished**

SAFE SPEEDS  **Some actions are being accomplished or are underway**

POLICY, REGULATION + PRACTICE  **Some actions are being accomplished or are underway**

EDUCATION + ENCOURAGEMENT  **Many actions are being accomplished**

WALKING + ROLLING  **Many actions are being accomplished**

DATA + TRANSPARENCY  **Little to no actions are being accomplished**

ENGINEERING + DESIGN



SUCCESSSES

- » The Complete Streets Annual Street Maintenance program has led to tangible changes to the configuration of roads in Albuquerque that help improve safety, create more spaces for multimodal users, and get users accustomed to sharing the road. A Complete Streets Committee has been deploying roadway safety improvements by identifying locations where roads' striping configuration can be adjusted during routine pavement maintenance.
- » In addition to new roadway configurations deployed as part of the Complete Streets Annual Street Maintenance program, the City has been incorporating Vision Zero in planning and engineering projects. Leading Pedestrian Intervals (LPIs) have been implemented at fifteen locations across the city which help improve the safety of people walking by giving them the opportunity to enter the crosswalk and better establish their presence before vehicles. Traffic safety improvements that are planned for Louisiana Boulevard from Central Avenue to Gibson Boulevard, including a data-driven safety assessment, robust community engagement, and a diverse of set near-term design elements, are a model for Vision Zero planning that lead to engineering outcomes. Improvements to this section of Louisiana Boulevard, which is on the HFIN, are anticipated in the summer/fall 2023. See the "Infrastructure Projects" section below for information on the projects recently completed or being planned in the city.

CHALLENGES

- » The ability to implement Vision Zero engineering projects is limited due to a lack of dedicated funding and staff capacity for the program.
- » There has been no systematic prioritization of projects, and there are challenges with communicating the necessity for prioritizing existing limited funding in areas of need (i.e., the HFIN and vulnerable communities)

SAFE SPEEDS



SUCCESSSES

- » Through the Automated Speed Enforcement program, the City installed cameras at 12 locations (as of March 2023), with eight additional cameras being installed throughout 2023. Locations are selected based on data, including the frequency of motorists speeding, five years of crash data, the HFIN, and the vulnerable communities index. Staff also consider Council districts and community feedback. Initial data observations have indicated a reduction in motorists speeding at three locations where the cameras have been in place the longest. Best practices indicate at least one year of data is needed to determine changes to driver behavior.

CHALLENGES

- » Roadway redesigns are needed for a true reduction in motorists' speeds. Changing the posted speeds of roads is not an effective strategy to achieve safe speeds if the road is designed for faster speeds. However, roadway redesign and retrofits are a challenge to implement because they are costly and require community and political support.

POLICY, REGULATION + PRACTICE



SUCCESSSES

- » Policies are in place within Albuquerque that support Vision Zero, including the 2021 Vision Zero Action Plan and the 2019 Complete Streets Ordinance. These established policies enable the City to secure funding such as the allocation of General Obligation (GO) Bond monies to implement traffic safety projects and programs.
- » Documented guidelines on best practices, such as the Bicycle and Trail Crossing Guide, have been useful for incorporating safe designs into projects and are increasingly referenced during the planning and design stages of projects.
- » The GAATC is a standing body from which the City can get advice on projects, policies, and programs that impact the needs of people who walk, use a bicycle, mobility device, or public transit.

CHALLENGES

- » The City does not have a standing body of internal inter-departmental staff to coordinate programs, projects, policies, and practices that impact traffic safety. This challenge can lead to a misunderstanding and lack of coordination on the objectives of Vision Zero and strategies to eliminate traffic deaths and serious injuries.
- » Additionally, staffing shortages within the City limit the number of Vision Zero programs, projects, and practices that can be initiated and completed.

EDUCATION + ENCOURAGEMENT



SUCCESSSES

- » Albuquerque Public Schools (APS) has developed a curriculum on Vision Zero and traffic safety called the Vision Zero for Youth Initiative. This effort created a student-focused traffic safety campaign with materials, and community outreach.
- » Campaigns on roadway safety, such as the Traffic Safety Tip of the Week, which aired on radio stations during the summer of 2022, and the Look for Me campaign by UNM and NMDOT, provide education to Albuquerque residents about the safe use of roads.
- » NMDOT, APS, and City staff had initial conversations about opportunities to integrate Vision Zero and active transportation driver education material into the statewide drivers' education program. This effort is on-going.

CHALLENGES

- » Education about traffic safety need to go beyond tips for the safe use of roads. Community education is needed to promote an understanding of Vision Zero and the need for roadway design changes to eliminate traffic deaths and serious injuries.

WALKING + ROLLING



SUCCESSSES

- » As mentioned above, the Complete Streets Annual Maintenance program is successfully increasing the number of facilities and improving existing facilities for people walking, using a bicycle, mobility device, or transit. See the “Infrastructure Projects” section below for more information on the projects completed.
- » Community organized events such as CiQlovía, in which a community group temporarily closes streets to motor vehicle traffic and opens them to active mode users. City organized events such as Bike 2 Wherever Day, and Bike Thru Burque Week, encourage residents to ride bicycles for transportation, and help support a shift for more people to feel comfortable walking, rolling, using a bicycle, or transit.

CHALLENGES

- » Wide and fast arterial roads remain as major barriers that limit people’s ability to safely and comfortably navigate the city while walking, rolling, using a bicycle, or transit.

DATA + TRANSPARENCY



SUCCESSSES

- » The City convenes an internal working group that meets regularly to review fatal crash data. This group tries to evaluate the circumstances of fatal crashes and the location to understand if short-term safety countermeasures could be deployed.

CHALLENGES

- » There is a need for the City to track the outcomes of implemented countermeasures and document successes, lessons learned, and best practices.
- » Greater transparency is also needed so that the community understands fatal and serious injury crash trends, the decision-making behind roadway projects, and the outcomes of the projects.

Vision Zero Actions Completed or Underway

There are six actions in the Vision Zero Action Plan that the City has already completed or has made significant progress toward completing. Table 1 summarizes these specific actions.

Table 1: Actions that are Completed or Underway

Action	Thematic Goal	Description
Explore options to implement automated enforcement for speeding and traffic signal compliance.	Safe Speeds	Automated speed cameras deployed at 9 locations as of February 2023. The City hired a new employee to support management of the program. This program will continue to add more cameras.
Reorganize the Greater Albuquerque Bicycling Advisory Committee (GABAC) to the GAATC to provide input on projects that impact walking and bicycle infrastructure, including Complete Streets and transit projects.	Policy, Regulation + Practice	GAATC meets monthly and provides the City with a standing body from which it can get advice on projects, policies, and programs that impact the needs of people who walk, use a bicycle, mobility device, or public transit.
Work with partners to incorporate Vision Zero information in driver's education and defensive driving classes, including staff training within partner agencies.	Education + Encouragement	NMDOT is working with APS and City Vision Zero staff to develop supplemental education about Vision Zero and active transportation into driver education. Additionally, Albuquerque's Metro Court requires defensive driving classes.
Collaborate with Albuquerque Public Schools to support their Vision Zero for Youth Program.	Education + Encouragement	The curriculum for the Vision Zero for Youth Program is complete, and the City's Vision Zero and traffic engineering staff serve on the program task force.
Reduce and prioritize the elimination of transit fares for people in vulnerable communities while continuing to phase out fares for all transit riders.	Walking + Rolling	ABQ RIDE has been performing a fare-free transit period from January 2022 through June 2023, and evaluating plans to establish fare-free transit permanently.
Develop a data dashboard that tracks crash data and traffic safety projects, providing information in an accessible way and highlighting equity/vulnerability metrics where appropriate.	Data + Transparency	City staff is developing a data dashboard that will be publicly available on the City's website.

Infrastructure Projects

A key principle to achieve Vision Zero is implementing projects that improve safety for all road users by designing for safe speeds, creating safe multimodal spaces, and separating users. Since the development of its Vision Zero Action Plan, the City of Albuquerque has been implementing infrastructure projects that incorporate this Vision Zero principle. This section provides two sets of maps and corresponding lists of projects – the first set includes projects that have been completed or under construction and the second set is projects that are in planning or design, but no changes have been made to the city’s infrastructure yet.

There are 43 projects that have been completed or are under construction (from 2021 to summer 2022). Of those projects, seven are primarily bicycle facilities, 23 are pedestrian, and 13 are multimodal with features that are for multiple types of road users. Figure 2 maps the locations of these projects while Table 3 provides a list that corresponds to the map with more information about each project.

Similarly, Figure 3 and Table 4 provide a map and corresponding list of projects that are being planned, studied, or are in design stages. There are 59 total projects in planning or design, of which nine are primarily bicycle facilities, 18 are pedestrian, and 32 are multimodal.



Figure 2: Map of Projects Completed or Under Construction (2021-2022)

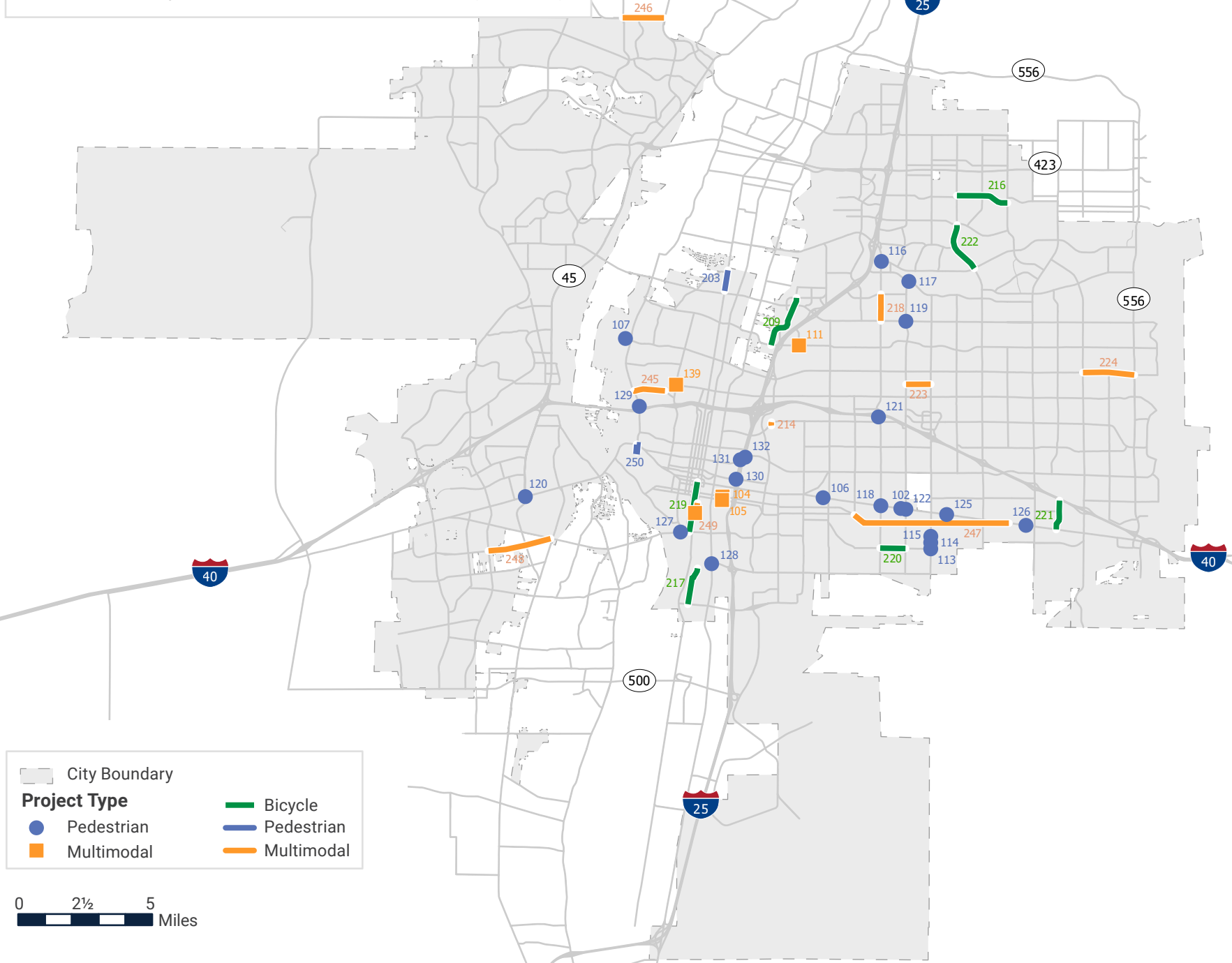


Table 2: Corresponding List of Projects Completed or Under Construction (2021–2022)

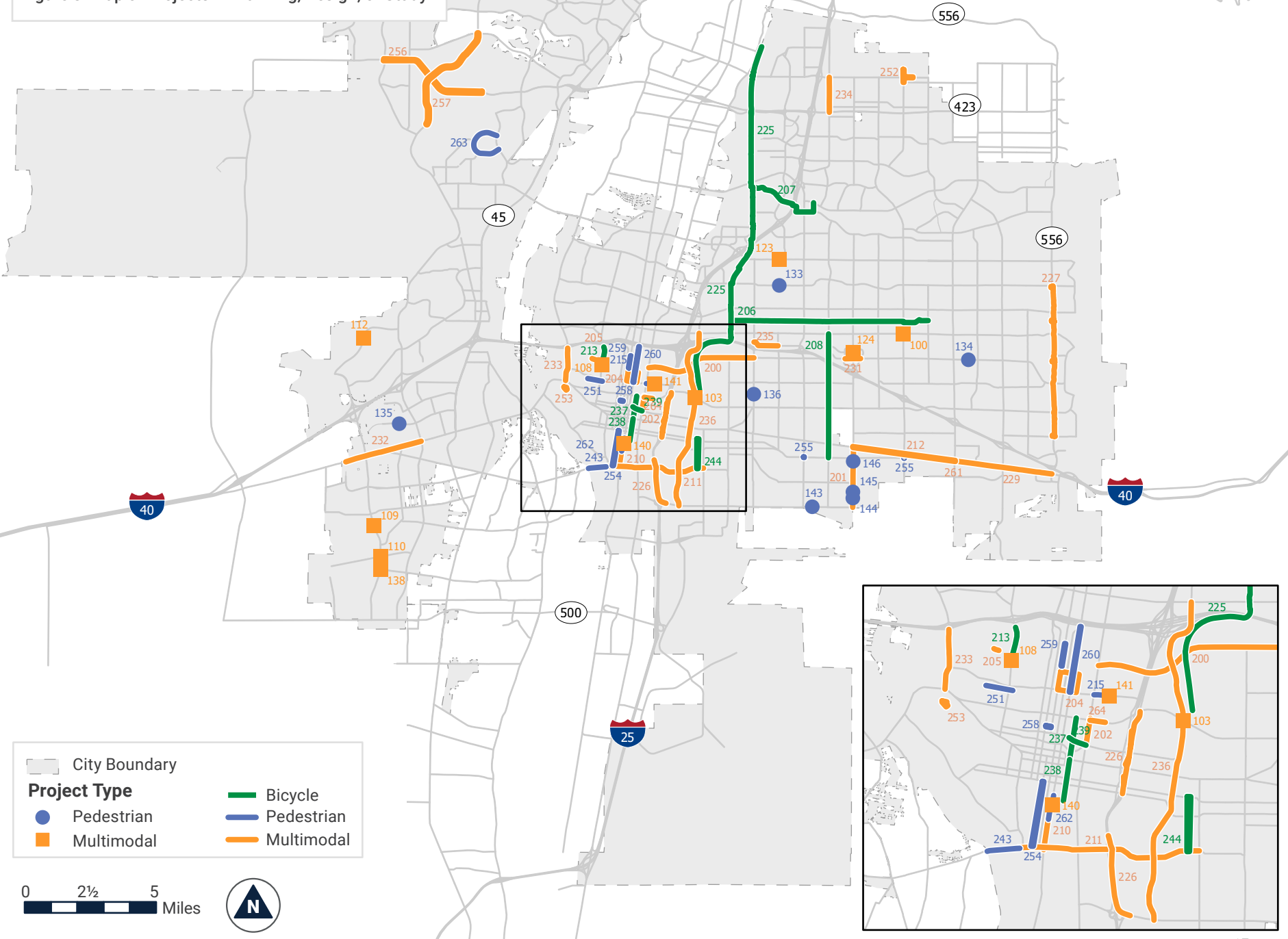
Map Label	Location	Primary Mode	Project Type
102	Central Ave at San Pedro ART Stop	Pedestrian	PHB ¹
104	Lead Ave at Walter	Multimodal	Signal
105	Coal Ave at Walter	Multimodal	Signal
106	Central Ave near Tulane	Pedestrian	PHB
107	Candelaria Rd near San Angel	Pedestrian	Crossing
111	Comanche Rd at Vassar	Multimodal	Signal
113	Kathryn Ave at Louisiana	Pedestrian	LPI ²
114	Southern Ave at Louisiana	Pedestrian	LPI
115	Trumbull Ave at Louisiana	Pedestrian	LPI
116	San Mateo Blvd at Academy	Pedestrian	LPI
117	Osuna Rd at San Pedro	Pedestrian	LPI
118	San Mateo Blvd at Central	Pedestrian	Crosswalk
119	San Pedro Dr at Montgomery	Pedestrian	Crosswalk
120	Central Ave at Coors	Pedestrian	Crosswalk
121	San Mateo Blvd at I-40EB	Pedestrian	Crosswalk
122	San Pedro Dr at Central	Pedestrian	Crosswalk
125	Central Ave at San Pablo	Pedestrian	PHB
126	Central Ave at Conchas	Pedestrian	PHB
127	Bridge St at 8th St	Pedestrian	LPI
128	Gibson Blvd at Broadway	Pedestrian	LPI
129	I-40 WB at Rio Grande	Pedestrian	LPI
130	Locust St at Dr. MLK Blvd	Pedestrian	LPI

Map Label	Location	Primary Mode	Project Type
131	Lomas Blvd at I-25 (Locust)	Pedestrian	LPI
132	Lomas Blvd at I-25 (Oak)	Pedestrian	LPI
139	Menaul Blvd	Multimodal	Roundabout
203	North 4th St	Pedestrian	Sidewalks
209	Alexander Blvd	Bicycle	Bike lanes
214	N. Diversion Channel Trail	Multimodal	Crossing
216	San Francisco Rd	Bicycle	Bike lanes
217	William St	Bicycle	Bike route
218	San Mateo Blvd	Multimodal	Road diet
219	3rd St	Bicycle	Bike route
220	Kathryn Ave	Bicycle	Bike route
221	Morris St	Bicycle	Buffer bike lanes
222	Wyoming Blvd	Bicycle	Buffer bike lanes
223	Claremont Ave	Multimodal	Lane narrowing & bike route
224	Candelaria Rd	Multimodal	Road diet
245	Indian School Rd	Multimodal	Road diet
246	Westside Blvd	Multimodal	Bike lanes, trail, sidewalk
247	Zuni Rd	Multimodal	Signal
248	Tower Rd	Multimodal	Lighting
249	2nd St	Multimodal	Trail
250	Rio Grande Blvd	Pedestrian	Bulbouts

¹ Pedestrian Hybrid Beacon (PHB), also referred to as HAWK signals

² Leading Pedestrian Interval (LPI)

Figure 3: Map of Projects in Planning, Design, or Study



City Boundary

Project Type

- Pedestrian
- Multimodal
- Bicycle
- Pedestrian
- Multimodal

0 2½ 5 Miles

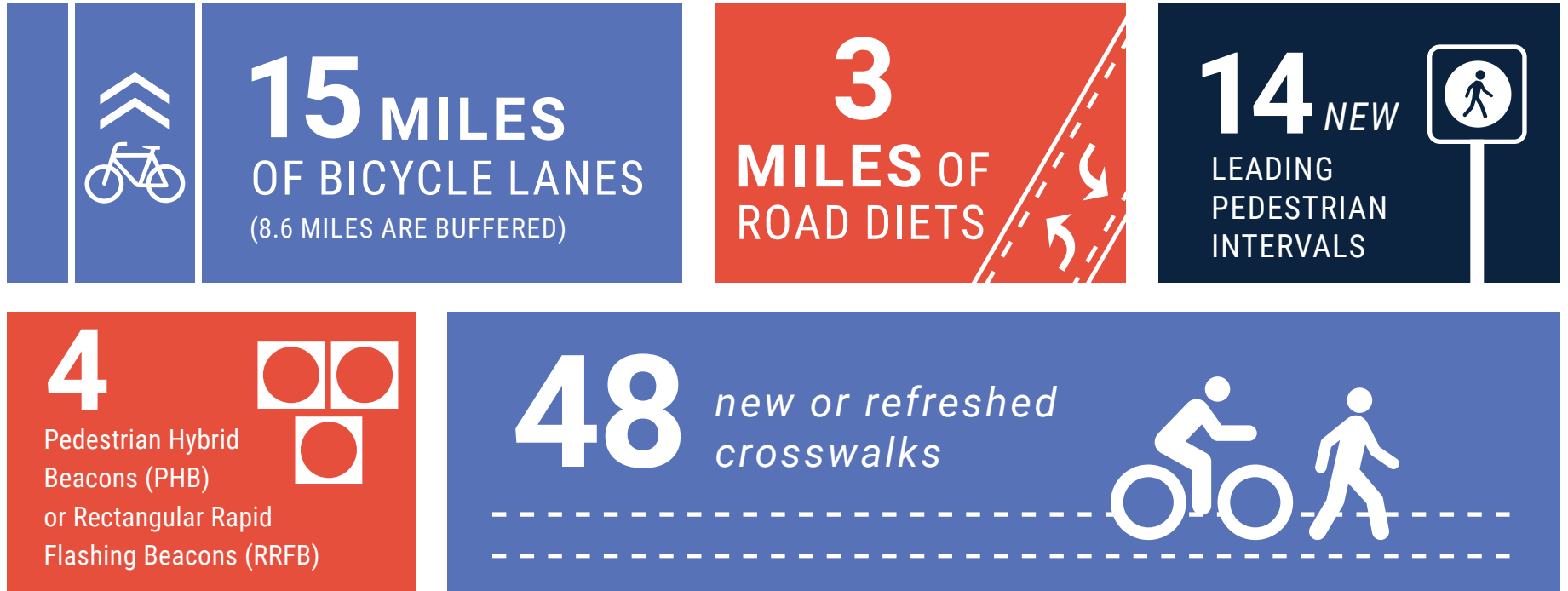
Table 3: Corresponding List of Projects in Planning, Design, or Study

Map Label	Location	Primary Mode	Project Type	Map Label	Location	Primary Mode	Project Type
100	Menaul Blvd at Wyoming	Multimodal	Signal	215	Mountain Rd	Pedestrian	Pedestrian improvements
101	Sierrita Rd near Amaranth	Pedestrian	Crossing	225	N. Diversion Channel Trail	Bicycle	Repaving
103	University Blvd at Lomas	Multimodal	Intersection	226	I-25 MLK NB Off Ramp	Multimodal	Complete Streets
108	12th St	Multimodal	Intersection	229	Central Ave	Multimodal	Complete Streets
109	98th St at Benavides	Multimodal	Roundabout	231	Uptown Intersections	Multimodal	Intersection
110	98th St at Gibson	Multimodal	Signal	232	Central Ave	Multimodal	Complete Streets
112	Tierra Pintada Blvd at Mirehaven	Multimodal	Roundabout	233	Rio Grande Blvd	Multimodal	Complete Streets
123	Washington St at Montgomery	Multimodal	Intersection	234	San Pedro St	Multimodal	Complete Streets
124	Louisiana Blvd at Uptown	Multimodal	Intersection	235	Cutler Ave	Multimodal	Complete Streets
133	Comanche Rd	Pedestrian	RRFB ¹	236	UNM-CNM-Sunport BRT – University Blvd	Multimodal	Complete Streets
134	Indian School Rd	Pedestrian	RRFB	237	Innovation Trail	Bicycle	Trail
135	Bluewater Rd	Pedestrian	RRFB	238	Innovation Trail Phase 3	Bicycle	Trail
136	Carlisle Blvd at Mackland	Pedestrian	RRFB	239	South Broadway Blvd	Bicycle	Trail
138	98th St at Gibson	Multimodal	Signal	243	Avenida Dolores Huerta	Pedestrian	Pedestrian bridge
140	1st St at Atlantic	Multimodal	Roundabout	244	Buena Vista Dr	Bicycle	Bike lanes
141	Mountain Rd at Edith	Multimodal	Roundabout	251	Granite Ave	Pedestrian	Sidewalks
143	Gibson Blvd at Palomas	Pedestrian	PHB	252	Alameda Blvd	Multimodal	Intersection
144	Louisiana Blvd south of Ross	Pedestrian	PHB	253	Alhambra Ave	Multimodal	Intersection
145	Louisiana Blvd south of Anderson	Pedestrian	PHB	254	4th St	Pedestrian	Pedestrian improvements
146	Louisiana Blvd south of Zuni	Pedestrian	PHB	255	Zuni Rd	Pedestrian	ADA Improvements
200	Indian School Rd	Multimodal	Road diet	256	Paseo del Norte Blvd	Multimodal	Trail, buffer bike lanes
201	Louisiana Blvd	Multimodal	Road diet, bike lanes	257	Unser Blvd	Multimodal	Trail, buffer bike lanes
202	Broadway Blvd	Multimodal	Pedestrian improvements	258	Roma Ave	Pedestrian	ADA Improvements
204	1st, 2nd, 3rd, 4th St	Multimodal	Lighting	259	4th St	Pedestrian	Pedestrian improvements
205	Bellamah Ave	Multimodal	Complete Streets	260	2nd St	Pedestrian	ADA Improvements
206	Claremont Ave	Bicycle	Bike Blvd	263	Homestead Cr	Pedestrian	Pedestrian improvements
207	Osuna Rd	Bicycle	Wayfinding	264	Mountain Rd	Multimodal	ADA Improvements
208	San Pedro Blvd	Bicycle	Buffer bike lanes				
210	2nd St	Multimodal	Complete Streets				
211	Avenida Cesar Chavez	Multimodal	Bike lanes				
212	East Central Ave	Multimodal	Lighting				
213	12th St	Bicycle	Bike lanes				

¹Rectangular Rapid Flashing Beacons (RRFB)

Figure 4: Key Takeaways on Infrastructure Projects

In the past two years, Albuquerque has completed...



Plans or studies are underway to add or improve...



NEXT STEPS TO ACHIEVE VISION ZERO

The second objective of the Year-in-Review is to identify the next steps the City of Albuquerque should take to implement the Vision Zero Action Plan and eliminate traffic deaths and serious injuries. Methods to eliminate traffic deaths and serious injuries include **project-based priorities** (i.e., specific infrastructure projects to create safer facilities for all road users) and **programmatic priorities** (i.e., overall Vision Zero actions for the City and its partners to implement).

Following a brief discussion on the HFIN and how the tool can be used to prioritize infrastructure projects, this section prioritizes the Vision Zero action items and considers departmental roles and the next steps associated with each item.

High Fatal and Injury Network

The HFIN uses crash data analysis by MRCOG to identify corridors and intersections where the rate of fatal and injury crashes is higher than the region's overall average. The HFIN helps the City of Albuquerque identify the most dangerous locations in its road network and prioritize where traffic safety countermeasures should be deployed. Figure 1 in the Introduction section maps the corridors and intersections in Albuquerque by crash per mile and crash rate,

respectively, from 2015 to 2019 data. However, to simplify the HFIN map and clearly identify the corridors that should be prioritized, the map in Figure 5 illustrates the individual corridors with a single symbology. Roads that are in the HFIN, but under the State of New Mexico's jurisdiction, are indicated with a different symbology to place additional emphasis on the roads under the City's jurisdiction. This map can be used to clearly communicate to departments within the City, City leadership, and the greater Albuquerque community which corridors are on the HFIN.

This tool is intended to provide added transparency in decision-making on infrastructure project priorities. For example, the simplified HFIN map can be used as an overlay to the locations of infrastructure projects to indicate how many of the projects are on the most dangerous roads. Figure 6 maps the simplified HFIN with the recently completed, under construction, and planning and design projects.

The City has prioritized the HFIN (Figure 7) and will identify potential low-cost high-impact projects that could address the safety issues along the top priority corridors in the near-term. Potential projects could also include more-costly longer-term design elements to implement as funding is identified. The recommendations will also be included in an update to the Bikeway and Trail Facilities Plan.

16%
of road miles in
Albuquerque are on
the simplified HFIN

41%
of fatalities occurred
on these 24 corridors
(2015–2019)

90%
of the simplified HFIN
is Principal Arterials

Figure 5: Simplified HFIN Map

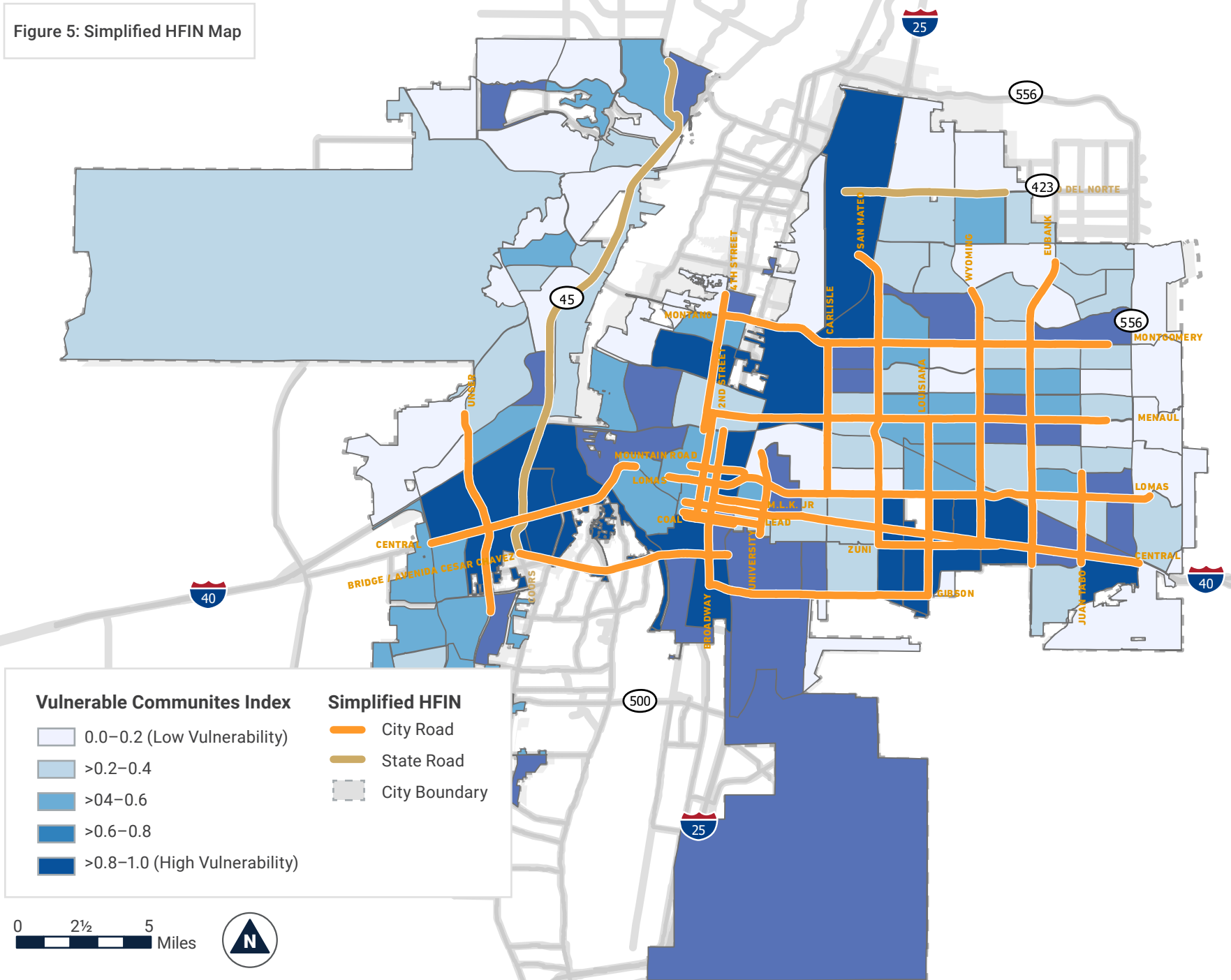
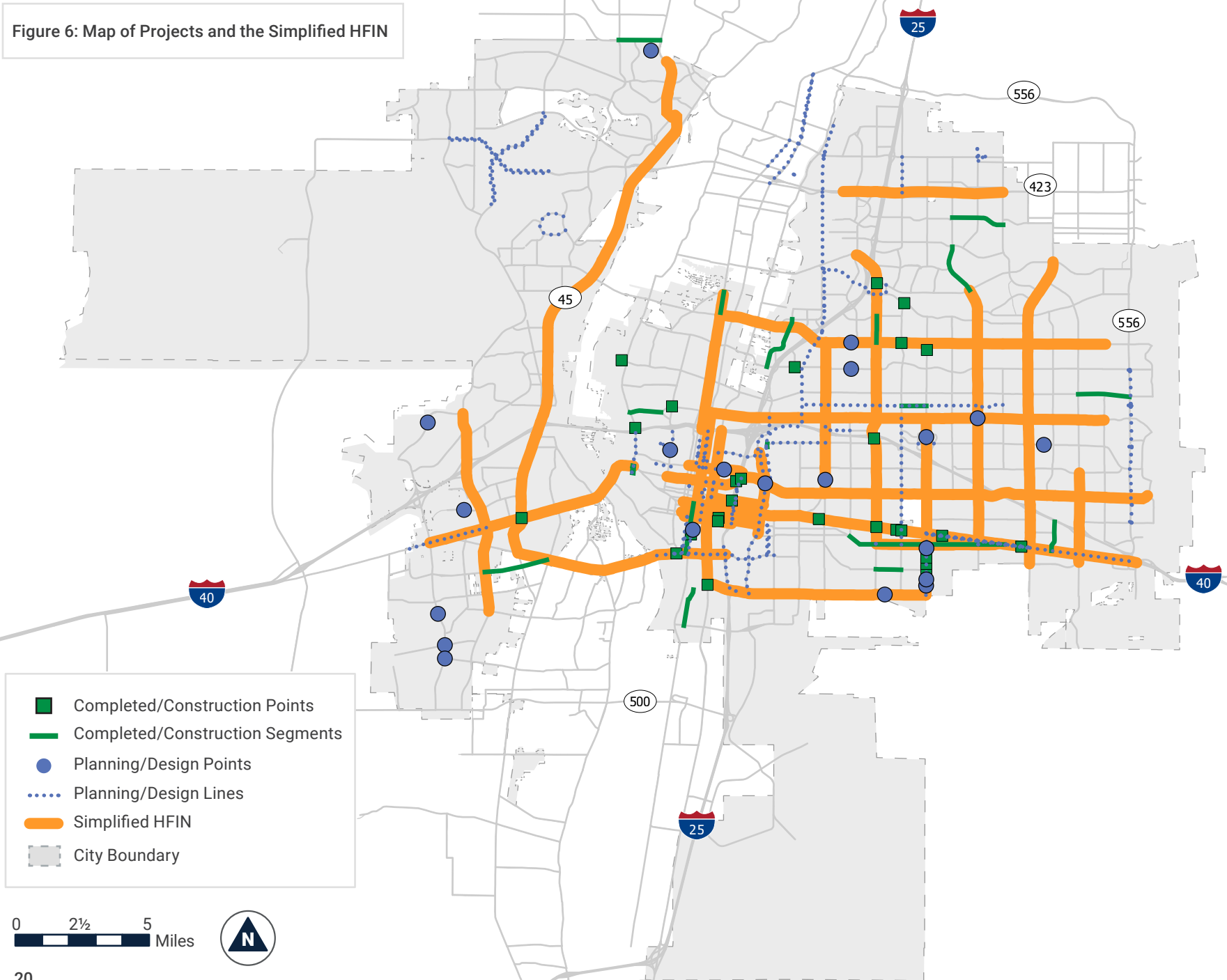


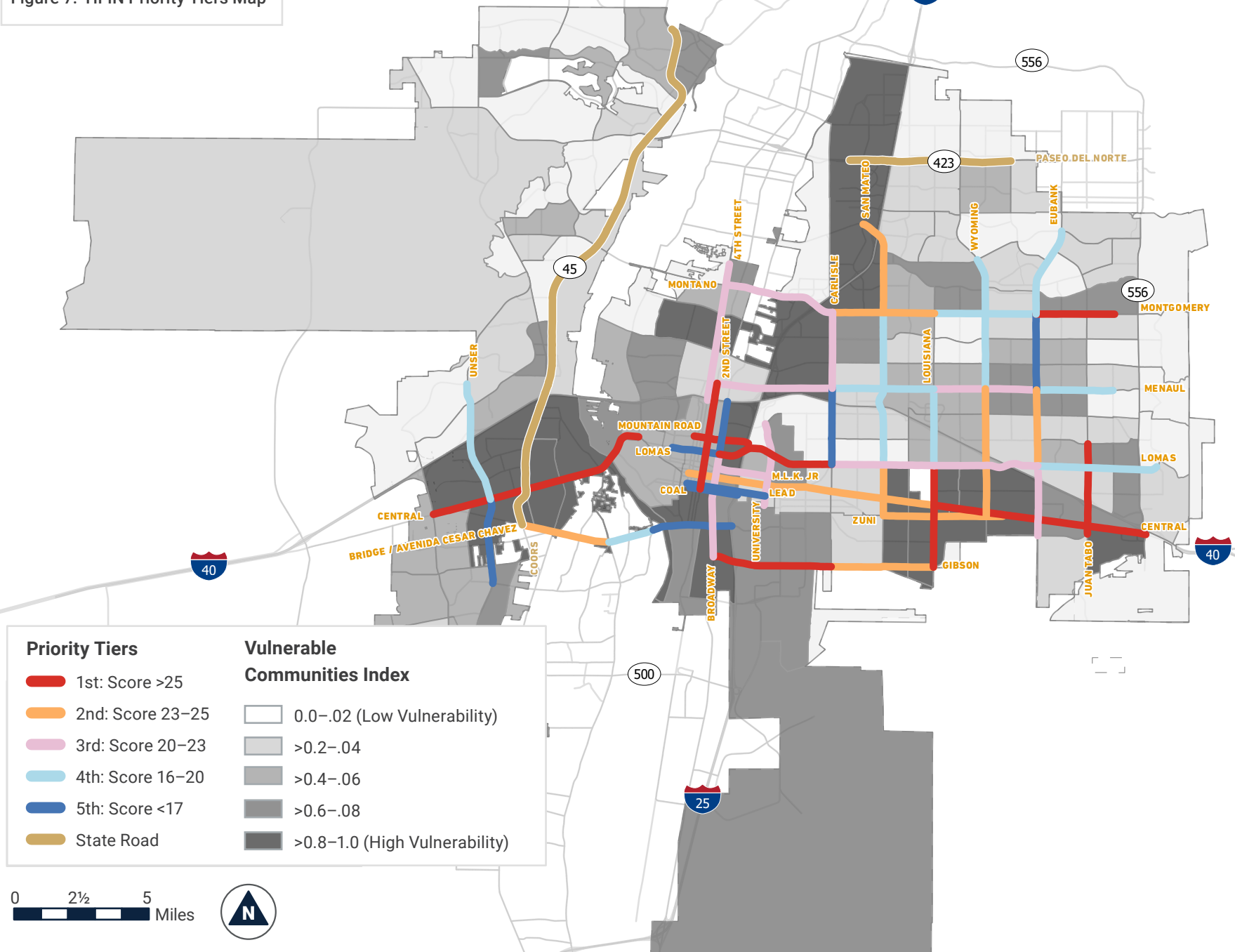
Figure 6: Map of Projects and the Simplified HFIN



0 2½ 5 Miles



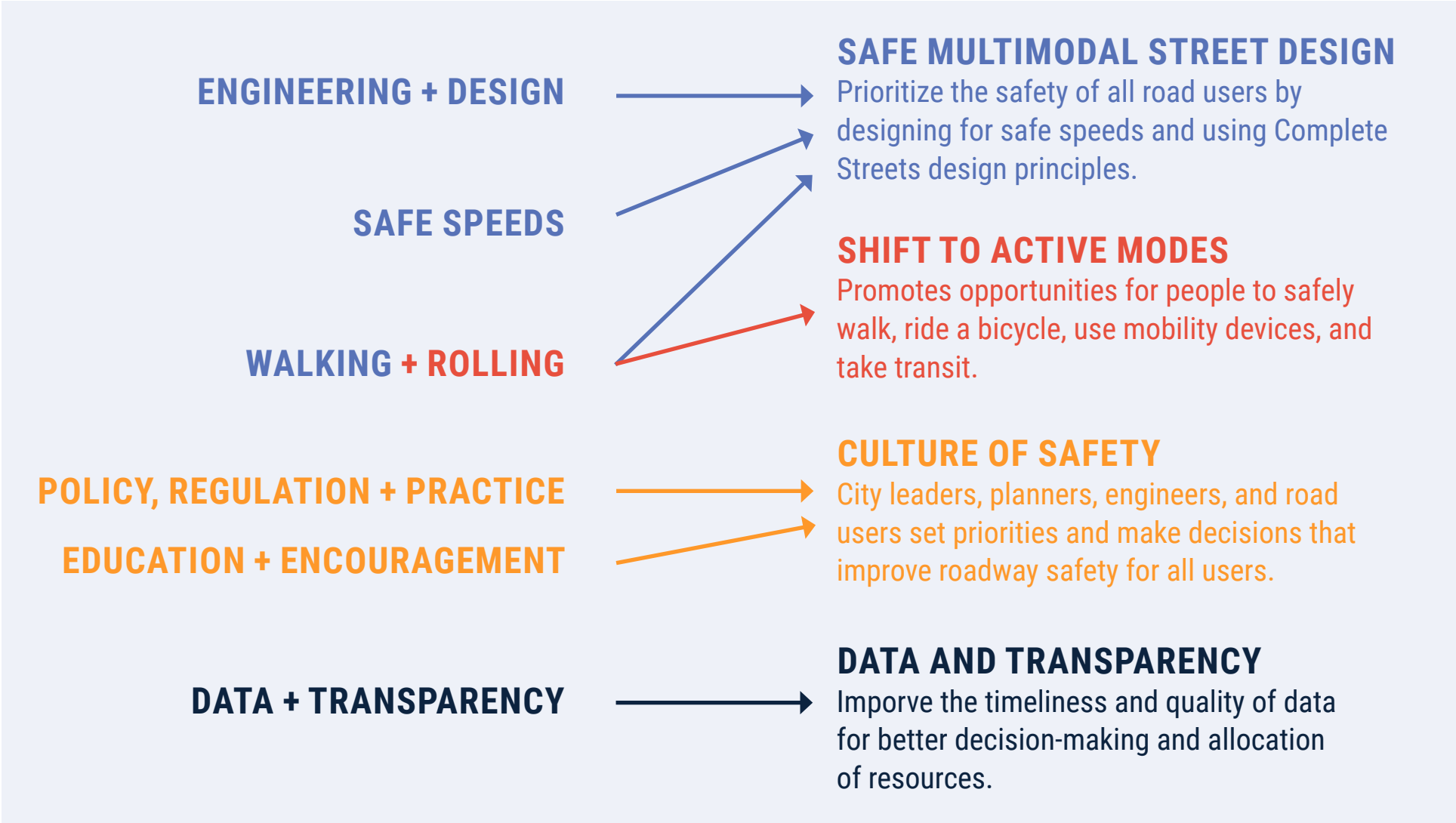
Figure 7: HFIN Priority Tiers Map



Categorization of Programmatic Actions

The Vision Zero Action Plan categorized the 63 actions into six thematic goals, however, to identify the actions that the City should prioritize in its next steps to implementing the Plan, the Year-in-Review recategorized the actions into four categories and three priority levels. Figure 8 describes the four new categories and outlines their relationship to the original six.

Figure 8: Reclassification of Actions



In addition to the recategorization of the actions into the four new categories, the Year-in-Review collapsed actions that were duplicative or overlapping. Consequently, the 63 actions in the Vision Zero Action Plan have been reduced to 32 actions and no new action items were identified in the Year-in-Review. Of these 32 items, six actions are already completed or significantly underway to completion (see the “Progress Made Toward Vision Zero” section above), and the remaining 26 actions are prioritized into three levels:

1. Sustainable Vision Zero Program

Foundational actions that are crucial for the City to establish a robust Vision Zero program.

2. Transformative Next Steps

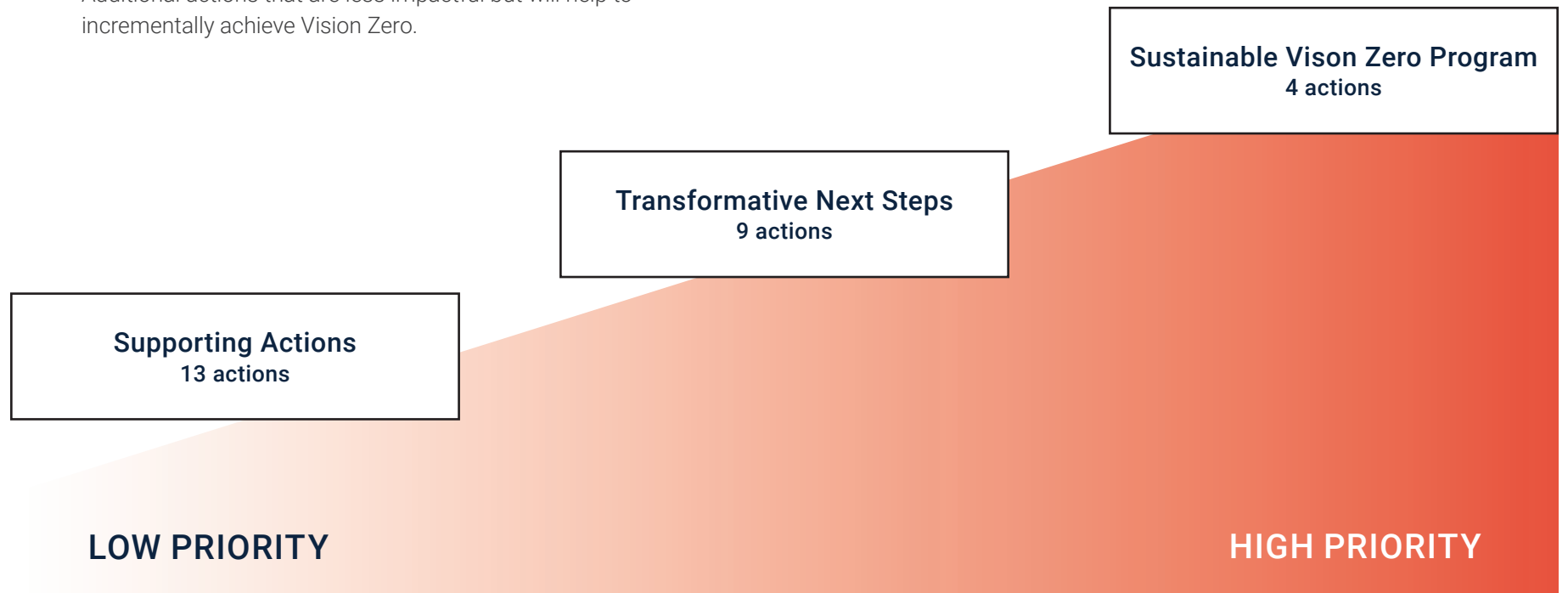
Actions that will be the most beneficial to eliminate traffic deaths and serious injuries, have a high feasibility of being implemented, and require relatively low resources.

3. Supporting Actions

Additional actions that are less impactful but will help to incrementally achieve Vision Zero.

This recategorization into the four new categories and three priority levels accomplishes several goals:

- » It follows emerging best practices of the Safe System approach whereby actions are not siloed into categories based on disciplines such as engineering and education. One key principle of the Safe System approach is the shared responsibility needed to eliminate traffic deaths and serious injuries. For example, an engineer should not be concerned only with actions in the Engineering + Design category, but actions in all categories throughout the Plan.
- » It identifies which action items are foundational for establishing and sustaining a Vision Zero program but does not distract from actions that can be implemented without establishing a sustainable program.
- » It identifies actions with high impact and low costs for the City to focus on given finite resources.





Sustainable Vision Zero Program

There are four actions that are crucial for the City to establish a robust Vision Zero program. These actions categorized under the Sustainable Vision Zero (SVZ) Program will establish permanent and dedicated funding for implementing the Vision Zero Action Plan and infrastructure projects, provide staff to manage the program, and set up practices for coordinating and tracking Vision Zero progress.

SVZ Action 1

Establish a permanent funding source for the Vision Zero program to plan, design, implement, and maintain transportation infrastructure.

Lead Implementer(s): DMD - Leadership, Mayor's Office

Supporting Implementer(s): City Council

SVZ Action 2

Dedicate staff to implementing a Vision Zero program.

Lead Implementer(s): DMD - Transportation Engineering

Supporting Implementer(s): City Council

SVZ Action 3

Elevate Vision Zero to a citywide policy that is coordinated with City leadership so that ongoing support is provided.

Lead Implementer(s): DMD, Mayor's Office, City Council

Supporting Implementer(s): Vision Zero Working Group

SVZ Action 4

Track and document projects that support Vision Zero and develop best practices that can be included in other transportation projects.

Lead Implementer(s): DMD - Transportation Engineering, DMD - Traffic Engineering

Supporting Implementer(s): Vision Zero Working Group, MRCOG

Transformative Next Steps

There are nine action items that the City should focus on next to implement the Plan and work toward eliminating traffic deaths and serious injuries. While implementation of these actions should be done in tandem with efforts to establish a Sustainable Vision Zero Program, the Transformative Next Steps (TNS) are identified as actions that can be implemented before the Sustainable Vision Zero Programs actions are completed. These actions were selected based on input gathered for the Year-in-Review and include actions that will be most feasible and beneficial to get Albuquerque to eliminate traffic deaths and serious injuries but have relatively low required resources. See Appendix A for more information about the Transformative Next Steps.

SAFE MULTIMODAL STREET DESIGN



TNS Action 1

Incorporate Vision Zero and proven safety countermeasures into scoping, planning, design, implementation, and evaluation for all transportation projects, with particular emphasis on projects along the HFIN and in vulnerable communities.

Implementation Notes / Next Steps:

- » Seek proven countermeasures in national resources such as Federal Highway Administration (FHWA), Crash Modification Factors Clearinghouse, and National Association of City Transportation Officials (NACTO) guidelines.
- » Create a Vision Zero Toolkit with a kit-of-parts or menu of techniques that draw from the FHWA Proven Countermeasures and best practices from other U.S. cities.

Lead Implementer(s): DMD - Transportation Engineering, Planning, Parks and Recreation Department

Supporting Implementer(s): All City Departments impacting transportation projects City Council

Performance Indicators: Number of projects that incorporate traffic safety measures

TNS Action 2

Implement signal and/or operational modifications proven to reduce serious crashes at high crash intersections along the HFIN and in vulnerable communities.

Implementation Notes / Next Steps:

- » Implementation can include retiming signals for people walking/ bicycling, leading pedestrian intervals, and yellow-change intervals.

Lead Implementer(s): DMD - Transportation Engineering, DMD - Traffic Engineering

Supporting Implementer(s): All City Departments impacting transportation projects

Performance Indicators: Number and type of signal and operational modifications at HFIN intersections

TNS Action 3

In the near term, implement low-cost, high-impact safety countermeasures along the HFIN and vulnerable communities while also planning for future more costly transportation safety improvement projects.

Implementation Notes / Next Steps:

- » Improvements can include installing lane restriping, narrowing and reduction, and markings for bike lanes.
- » Continue to seek opportunities to include countermeasures into the Complete Streets Annual Street Maintenance Program, routing, existing capital projects, and developments.
- » Plan for maintenance so that new treatments function as intended.
- » Conduct targeted outreach to gather community feedback on effectiveness and perception of safety with new countermeasures (e.g. surveying)

Lead Implementer(s): DMD - Transportation Engineering, DMD - Traffic Engineering

Supporting Implementer(s): All City Departments impacting transportation projects

Performance Indicators:

- » Number of low-cost projects implemented
- » Feedback collected from residents/stakeholders

TNS Action 4

Fill bicycle and pedestrian network gaps to expand these networks by prioritizing improvements along the HFIN and in vulnerable communities.

Implementation Notes / Next Steps:

- » Continue seeking opportunities to add facilities such as buffered bicycle lanes as part of the Complete Streets Annual Street Maintenance Program.
- » Prioritize high-comfort facilities such as protected/buffered bicycle lanes and multi-use paths.
- » Implement sidewalk improvements that ensure ADA compliance based on the City's ADA Transition Plan, particularly in vulnerable communities.
- » Identify and create paths within and through neighborhoods to facilitate active transportation and recreation.
- » Provide wayfinding to help residents take advantage of these paths.

Lead Implementer(s): DMD - Transportation Engineering, DMD - Traffic Engineering

Supporting Implementer(s): All City Departments impacting transportation projects, MRCOG

Performance Indicators:

- » Number of bicycle lane miles added and/or improved
- » Number of multi-use trail miles added and/or improved
- » Number of pedestrian crossings added and/or improved

CULTURE OF SAFETY

TNS Action 5

Leverage existing funding for roadway projects, Complete Streets, and other traffic safety-related projects/programs.

Implementation Notes / Next Steps: Leverage existing funding and seek other non-city funding (e.g. federal and state programs – HSIP, Transportation Alternative Program, etc.)

Lead Implementer(s): DMD - Transportation Engineering, DMD - Traffic Engineering, Planning

Supporting Implementer(s): Vision Zero Working Group, City Council

Performance Indicators:

- » Funding sources leveraged for Vision Zero and/or traffic safety
- » City projects that incorporate Vision Zero techniques (based on Vision Zero Toolkit)

TNS Action 6

Convene an internal City of Albuquerque Vision Zero Working Group to coordinate and collaborate on traffic safety projects and ensure new transportation projects include safety countermeasures.

Implementation Notes / Next Steps:

- » At a minimum, the Vision Zero Working Group should convene four times a year
- » Consider including representatives from APS, MRCOG, NMDOT, and UNM to participate in the Vision Zero Working Group meetings as needed (e.g. semiannually)

Lead Implementer(s): DMD - Transportation Engineering

Supporting Implementer(s): All City Departments impacting transportation projects, MRCOG, NMDOT

Performance Indicators:

- » Vision Zero Working Group meetings held
- » Participation rates from City departments

TNS Action 7

Pair traffic/transportation education with roadway construction projects to educate the community on the importance of infrastructure changes, how to safely utilize and navigate those changes, and share information on how the community can support these efforts.

Implementation Notes / Next Steps:

- » If the Vision Zero program manages larger transportation projects, include information about Vision Zero goals and objectives when communicating about the project.
- » If the Vision Zero program manages a larger transportation project, include Vision Zero signage when projects are under construction.
- » Develop language for press releases, social media posts, and other online information for project outreach materials and share this information with partner agencies.

Lead Implementer(s): DMD - Transportation Engineering

Supporting Implementer(s): Vision Zero Working Group

Performance Indicators: Number of traffic safety engineering and design projects that include education/outreach



TNS Action 8

Educate staff on and incorporate traffic safety best practices and countermeasures into the infrastructure project development and planning development review processes.

Implementation Notes / Next Steps:

- » Consider performing a tabletop review of development plans to identify how the plan may impact safety for all road users, or performing a robust safety analysis as part of the traffic impact study as outlined in Incorporating Data-Driven Safety Analysis in Traffic Impact Analyses: A How-To Guide (FHWA)²
- » Develop presentations and training materials that can be administered to DMD and Planning Department staff on an annual basis.

Lead Implementer(s): DMD - Transportation Engineering, Planning

Supporting Implementer(s): Vision Zero Working Group

Performance Indicators:

- » Guidance for Vision Zero-based development review established
- » Development Planning Manual updates
- » Comprehensive Plan updates

DATA AND TRANSPARENCY

TNS Action 9

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

Implementation Notes / Next Steps:

- » Convene meetings on an as-needed basis to review details about each fatal crash.
- » When evaluating locations with similar characteristics as the subject crash location, prioritize locations on the HFIN and in vulnerable communities.

Lead Implementer(s): DMD - Transportation Engineering, DMD - Traffic Engineering

Supporting Implementer(s): APD, MRCOG

Performance Indicators: Fatal crash review meetings held



² Incorporating Data-Driven Safety Analysis in Traffic Impact Analyses: A How-To Guide (FHWA). <https://safety.fhwa.dot.gov/rsdp/downloads/fhwasa19026.pdf>

Supporting Actions

There are 13 Supporting Action items that are less impactful than the Transformative Next Steps, but implementing them will help incrementally eliminate traffic deaths and serious injuries. These actions were identified because compared to the Transformative Next Steps, they either have relatively low benefits, require more resources, or are less feasible (or a combination of these characteristics). See Appendix A for more information about the Supporting Actions.

Table 4: Supporting Actions

Supporting Action Description	Implementation Notes	Lead Implementer(s)	Supporting Implementer(s)
SAFE MULTIMODAL STREET DESIGN			
SA 1	Construct/reconstruct corridors and intersections using proven safety countermeasures to prioritize safety and vulnerable road users, and to provide more opportunities to better accommodate all roadway users.	Ongoing; additional resources needed	DMD - Transportation Engineering Vision Zero Working Group
SA 2	Continue to improve neighborhood traffic safety through the City's Neighborhood Traffic Management Program (NTMP).	Ongoing	DMD - Traffic Engineering Vision Zero Working Group
SA 3	Remove obstructions and barriers to walking during transportation improvement projects, particularly in areas with narrow sidewalks and high levels of pedestrian activity.	Ongoing; continue coordination with PNM and other utility providers during project development	DMD - Transportation Engineering Vision Zero Working Group
SA 4	Consider the HFIN, vulnerability index, safety, land use, and development context when designing new or retrofitting existing roadways and incorporating design principles to discourage drivers from speeding.	Ongoing	DMD - Transportation Engineering Vision Zero Working Group, City Council
CULTURE OF SAFETY			
SA 5	Train law enforcement officers on Vision Zero priorities, including equity, data and reporting needs, and develop best practices for traffic enforcement focused on the most dangerous behaviors and locations.	Additional/external resources required to support training activities	DMD - Transportation Engineering APD
SA 6	Support ongoing comprehensive educational marketing and engagement campaigns that address the rate and severity of crashes, promote safe speeds, reduce incidences of driving while impaired (DWI), and raise general awareness about traffic safety.	Ongoing (NMDOT <i>Look For Me</i> and ENDWI campaigns); external resources required	NMDOT Vision Zero Working Group

Supporting Action Description	Implementation Notes	Lead Implementer(s)	Supporting Implementer(s)
SA 7 Collaborate with a broad range of local community groups, including advocates for walking, riding bicycles, and vulnerable road user groups, to engage more stakeholders and expand the reach of Vision Zero initiatives.	Ongoing	DMD - Transportation Engineering	Vision Zero Working Group
SHIFT TO ACTIVE MODES			
SA 8 Support walking, riding a bicycle, and taking transit among City employees through workplace programs, outreach, and incentives.	Additional resources needed	Human Resources	Vision Zero Working Group
SA 9 Collaborate with local organizations and support events that promote and advocate for walking, riding a bicycle, using mobility devices, and taking transit.	Ongoing; including Bike 2 Wherever Day, Bike Thru Burque events and CiQlovía; additional resources needed to expand programs.	DMD - Transportation Engineering	MRCOG Bike 2 Wherever Day and Bike Thru Burque Planning Committee. Vision Zero Working Group
SA 10 Increase opportunities for people to take transit to events, including free fares and park-and-rides.	External resources needed	ABQ RIDE	City Council
SA 11 Evaluate opportunities for a shared micromobility program whether through public-private partnerships or in collaboration with partner agencies to serve the region with options that may include bikes, e-bikes, and e-scooters.	Ongoing; additional resources needed for implementation of publicly-funded programs	City Council, DMD, Planning	MRCOG
DATA AND TRANSPARENCY			
SA 12 Create an interactive map where residents can access information about current and proposed projects, including Vision Zero strategies and components.	Can be implemented as an additional phase to the data dashboard being developed	DMD - Transportation Engineering, Planning	Vision Zero Working Group, MRCOG
SA 13 Support efforts to augment crash data with information on actual speeds, medical data, and traffic citation data.	Additional resources needed for City-led studies; Seek partnerships with research groups	MRCOG	DMD - Transportation Engineering, Planning, Vision Zero Working Group

KEY TAKEAWAYS

Strategies to eliminate traffic deaths and serious injuries in the City of Albuquerque are needed because too many of our family members, children, friends, and neighbors are lost or maimed in traffic crashes. Although the City developed a robust Vision Zero Action Plan in 2021, and progress is being made to implement the Plan, the quantity of actions in the Plan is a challenge for the City to implement especially given the current staffing and funding constraints. The 63 actions in the Plan need to be streamlined and prioritized, therefore, the Year-in-Review identifies four actions for the City to establish a Sustainable Vision Zero Program and nine to focus on as Transformative Next Steps.

Because traffic safety requires a systematic approach, many of the actions require participation from various departments within the City. The prioritized actions in the Year-in-Review include a Lead Implementer and additional departments as Supporting Implementers. In some cases, agencies, and partners outside of the City are also identified because actions that are needed to eliminate traffic deaths and serious injuries are not always under the City's sole purview.

One key action that is needed to ensure coordination between these internal City departments and external partners is the convening of a Vision Zero Working Group (TNS Action 6). The Vision Zero Working Group is not a key implementer for any action items; however, the group plays an important supporting role as a platform for discussion and coordination. The Vision Zero Working Group will have several key purposes:

- » Facilitating coordination among interdepartmental City staff and key external partners as needed, such as semiannually (APS, MRCOG, NMDOT, UNM Center for Pedestrian and Bicycle Safety)
- » Identifying and reviewing data needs, including crash data, and before/after project data
- » Providing updates to and by various City departments on recent projects and issues related to Vision Zero implementation
- » Reviewing and recommending changes to all City transportation-related standards and guidelines, including the Development Process Manual (DPM), Level of Service, 85th percentile speed limit, and the Bikeways and Trails Facility Plan for consistency with Vision Zero best practices

Vision Zero requires taking a consistent data-driven approach to eliminate traffic deaths and serious injuries and ensure a safe transportation system for all. Frequent tracking of progress toward Vision Zero is crucial for the City to evaluate how well it is implementing the Vision Zero Action Plan. These evaluations can be done annually, and progress on Vision Zero actions can be tracked by monitoring the performance indicators of each action item throughout the year. Efforts like this Year-in-Review are important for communicating Vision Zero success and providing insight into strategies that need adjustment.

APPENDIX A

The Prioritize Action Table lists all actions 26 actions with more details about the status of the actions, and their rating in the prioritization process.

ACTIVE STREET
CLOSURE

When People Walk,
Communities
Become
Stronger



Try to walk at least
three days a week,
even if you only walk
for a short time each
time.



<http://www.bchealthcouncil.org/Walk-with-Ease>

ALBUQUERQUE Vision Zero Year-in-Review