



MRMPO Project Scoring Form 2022 - New Project Request

Mid-Region Metropolitan Planning Organization

809 Copper Avenue NM, Albuquerque, NM 87102 505-247-1750

Project Submittal Form for the Project Selection Process (PSP)

The PSP was developed to score and rank member agency submitted projects and programs. This selection process was developed to promote projects that incorporate national transportation goals and regional goals and priorities from the Connections 2040 Metropolitan Transportation Plan (MTP). This form includes 7 pages:

- A. General Project Information
- B. Work Type and Location Information
 - 1. Optimized Mobility Questions and Strategies
 - 2. Active Transportation Questions and Strategies
 - 3. Economic Linkages Questions and Strategies
 - 4. Environmental Resiliency Questions and Strategies
 - 5. Equity Questions and Strategies

While the PSP is an important tool in project selection, it is not the only determining factor. Other considerations, such as the benefit of the project to the local community, and the project's cost and time frame for completion, are also important factors.

The table below shows the connection between national and regional goals. Narrative Questions with an asterisk by them are developed directly from national goals.

National Transportation Goals	2040 MTP Goal(s)
Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Active Transportation, Optimized Mobility
Infrastructure Condition: To maintain the highway infrastructure asset system in a state of good repair.	Optimized Mobility
Congestion Reduction: To achieve a significant reduction in congestion on the National Highway System.	Optimized Mobility, Economic Linkages
System Reliability: To improve the efficiency of the surface transportation system.	Optimized Mobility, Active Transportation, Economic Linkages
Freight Movement and Economic Vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	Economic Linkages, Optimized Mobility
Environmental Sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Environmental Resiliency
Reduced Project Delivery Delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	Economic Linkages, Project Selection Process (PSP)

A. General Project Information

Lead Agency / Project Information

Project Title Vision Zero Traffic Safety Program Initiatives

Lead Agency City of Albuquerque

Agency Contact Debbie Bauman

Phone Number (505) 270-0758

E-mail dbauman@cabq.gov

Project Type

Safety

Scope of Work / Project Description:

The City of Albuquerque's Vision Zero program is working toward reducing and eliminating traffic fatalities and serious injuries by 2040. This program will study or design traffic safety improvements for corridors or intersections from the City's High Fatal and Injury Network (HFIN). It will also purchase traffic safety-related equipment. For example, pedestrian hybrid beacons (PHBs), rectangular rapid flashing beacons (RRFBs), signage or traffic striping paint, or flexible delineator posts among other items that can be used to improve roadway safety. Given the disproportionately high rate of pedestrian fatalities and injuries within the City of Albuquerque, studies/designs will prioritize strategies to address pedestrian safety.

Is this a new project? If YES, Control Number and MPO ID will be assigned by MPO.

Yes

[Metropolitan Transportation Planning \(MTP\) Appendix A](#)

This Appendix includes projects listed in the MTP and provides the MPO ID

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B. Work Type and Route Information

Work Type

Plan, studies, design, purchase safety related items

If you would like to see the previous Form B excel spreadsheet used to calculate costs you can [click here](#). This will download the spreadsheet for you. Please enter final totals and the associated years below.

What is the Total Amount requested for the Work Type?

Scoping / Environmental:

PE & Design:

Utilities:

Right of Way:

Construction / Implementation:

Other: \$3,500,000 (plan, study, design, purchase items)

What is the Year for the Work Type? (2024 through 2029)

Scoping / Environmental:

PE & Design:

Utilities:

Right of Way:

Construction / Implementation:

Other: 2025 (\$500,000), 2028 (\$1,500,000), 2029 (\$1,500,000)

Route Name Citywide HFIN

Route Beginning (southern/western or Mile Point) Citywide HFIN

Route Ending (northern/eastern or Mile Point) Citywide HFIN

Does your project have additional routes? (ie: intersection improvements or work on two parallel facilities). If so, please fill out additional information below.

Yes

Additional Route Name Citywide HFIN + HFIN intersections

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1. Optimized Mobility

Optimized Mobility focuses on the overall management of our roadways, including the introduction of more advanced technologies, such as smart signals and vehicle to vehicle communication. In addition, a greater in accordance with national guidance, an emphasis is placed on prioritizing cost effective maintenance and operations to preserve existing infrastructure.

Optimized Mobility Narrative Questions

Please be short and sweet, but specific about how your project addresses this goal.

***How does this project or program improve the reliability (consistency and predictability of travel time) of transportation, and for which modes of travel? If this is a Transit project then explain improved hours and/or frequency.**

This program will address traffic safety challenges for all roadway users on the HFIN, however, there is special consideration for the safety of vulnerable roadway users such as people walking, bicycling, and/or accessing transit. This program will study or design traffic safety improvements or purchase equipment that can improve traffic safety. Examples of traffic safety improvements this program investigates include, but is not limited to: the addition of buffered or regular bicycle lanes, mid-block crossings with the appropriate countermeasure, traffic calming, and other FHWA proven safety countermeasures. Creating clear, consistent, and accessible infrastructure for people walking, biking, and driving can encourage and influence better behavior and in turn improve the consistency and predictability of travel times. In addition, creating safe and comfortable walking and bicycling infrastructure can lead to more people choosing to walk, bike, or take transit and decrease congestion.

***How does this project or program reduce congestion, and for which modes of travel?**

This program could lead to a reduction in vehicle congestion through mode share shifts. Creating safe, comfortable, and accessible roadways for people to walk, bike, or take transit can lead to more people choosing these modes for trips, which can lead to both reductions in congestion and crashes. A 1995 study found that bicycle safety improvements attract proportionately more people to bicycling than automobile safety improvements (i.e. a 10% increase in safety results in a greater than 10% increase in the share of people bicycle commuting) (Noland, R., 1995. Perceived risk and modal choice: Risk compensation in transportation systems, Accident Analysis & Prevention, 27, 503-521). In Long Beach, CA, one year after the installation of a protected bike lane in downtown, a city survey found an increase in people choosing to walk or bicycle and a decrease in the number of bicycle and car crashes (City of Long Beach 2013. Broadway and Third Street Protected Bikeway Study).

Does the project or program implement new, or update existing, ITS infrastructure? Does the project or program implement identified services in the ITS Architecture Plan?

This program may study or design the implementation or upgrade of ITS infrastructure or purchase ITS-related equipment if it's found to improve traffic safety. For example, the ITS Architecture Plan services identifies traffic signal control, which would be the most closely related to this project. This program will look to add leading pedestrian intervals or other bike/ped signal technology (RRFBs/PHBs) to improve crossings for all roadway users but particularly for people walking or biking.

[ITS Architecture Plan](#)

Optimized Mobility Strategies

Strategies are modeled after the Congestion Management Process priority matrix developed by the CMP committee.

Intelligent Transportation Systems Strategies

Traffic signal timing and coordination

Travel signal equipment modernization

leading pedestrian intervals, bike/ped signal timing or detection

Roadway Capacity Strategies

On-street bicycle treatments

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2. Active Transportation

Active Transportation focuses on non-motorized modes of travel such as walking, biking, and other ways to travel in the region like using bike share or scooters. The Active Transportation goal also enhances safety concerns in response to a disproportionately high rate of pedestrian fatalities in our region, and the critical role of transportation investments in activity centers.

Active Transportation Narrative Questions

Please be short and sweet, but specific about how your project addresses this goal.

***How does this project or program reduce fatal and serious injury crashes on the transportation facility? Does it implement a program or project from a regional or local safety plan? If so, indicate which one.**

The City's Vision Zero program is working toward reducing and eliminating traffic fatalities and serious injuries and there is also a particular focus on pedestrians given the City's high pedestrian fatality rate

per capita. Funds received through this application will be used to study or design the implementation of traffic safety countermeasures along the HFIN or to purchase traffic safety equipment or technology that will contribute to reducing fatalities and serious injuries. Study or designs could be high visibility crosswalks, road diets, mid-block crossings with an appropriate countermeasure, or a signal modification plan to add leading pedestrian intervals. Examples of equipment or technology include and are not limited to flexible delineators added to buffered bike lanes or used to shorten pedestrian crossing distances or traffic cabinets to be able to program leading pedestrian intervals. This program will study/design traffic safety measures based on the City's Vision Zero Action Plan, Vision Zero Prioritization Strategy, or MRCOG's Regional Transportation Safety Action Plan, which all include proven safety countermeasures and other countermeasures to address safety.

Does the project address Complete Streets design as identified in your local entity's guidance, or as identified in the Long Range Transportation Systems Guidelines (LRTS)? Refer to the LRRS classification of the roadway.

Yes, any traffic safety project study or design will incorporate Complete Streets design principles and will be consistent with the City's Complete Streets Ordinance (O-19-64). The City's Complete Streets Ordinance also references MRMPPO's Long Range Bikeway System when investigating opportunities to upgrade existing or add new bicycling facilities. This program may also purchase traffic safety equipment, which would also contribute to making streets more Complete for all roadway users. Most of the HFIN corridors are on arterial roadways.

[Long Range Transportation Systems Guidelines](#)

Does this project or program improve overall network connectivity, provide network redundancy, or make a direct connection to an important regional destination? If so, explain and identify which destination.

Yes, this program will contribute to the improvement and overall network connectivity, provide network redundancy, and/or make direct connections to important regional destinations – particularly for people walking or biking through safety improvements including but not limited to: closing existing bike/ped network gaps, improving existing bicycle facilities or adding new bicycle facilities, adding mid-block crossings/pedestrian island refuge with appropriate countermeasure where there are long distances between signalized intersections and/or across wide arterial roadways, or upgrading traffic signals to better facilitate crossings for people walking or biking.

This program is focused on the HFIN corridors and intersections. The HFIN is citywide and HFIN corridors connect people to regional destinations such as Downtown Albuquerque, UNM, CNM, stadiums, Uptown, South Jefferson, and Cottonwood Mall.

Active Transportation Strategies

Multiple options available. Please adequately describe Other option.

Pedestrian and Bicycle Strategies

Improves connection to a multiuse trail through an established neighborhood

Grade separated crossing for bicyclists or pedestrians

Adding bicycle lanes (separated, buffered, and painted)

Adding / improving pedestrian crossing/crosswalk

Signalization improvements specifically for pedestrians or bicyclists

Curb extensions / narrowing of pedestrian crossing length

Traffic calming design features that benefit pedestrians / bicyclists

Way-finding enhancements for bicyclists or pedestrians

Pedestrian scale lighting improvements

Widening sidewalks

Improves river crossing for pedestrian / bicyclists

mid-block crossings

Education and Outreach Strategies

Marketing campaigns focused on safety

Bicycle / Pedestrian education programs

Driver Education programs

Geometric Safety Strategies

Uses an FHWA identified roadway countermeasure (indicate type in Other)

Traffic calming focused on vehicular speed reduction

Consolidates or eliminates driveways

Signage - crossing signs, variable message signs

Crossing improvements: median refuges, enhanced crossings at transit, bump outs

Crossing improvements: signal detection, signal timing, protected intersection crossing

Crossing improvements at railroad crossings

Road diet / lane reconfiguration

Narrower travel lanes

Widening sidewalks

Roundabouts / traffic circles

Intersection or interchange geometry changes: reducing radii, reducing crossing distance

road diets, bike lanes, LPIs, crosswalk visibility enhancements, pedestrian island refuge, walkways,

[FHWA Countermeasures](#)

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3. Economic Linkages

Economic Linkages explores the economic impacts benefits of place-making and captures a better sense of the fiscal implications of expanded growth, such as new expanded roadways and transit services, and costs of public services like schools and/or fire stations.

Economic Linkages Narrative Questions

Please be short and sweet, but specific about how your project addresses this goal.

***How does the project or program provide insurance that it is shovel ready? Has the project already received federal funds or a soft match? Does it include innovative financing such as Public Private Partnerships?**

This program's efforts will be based on the Vision Zero Action Plan and the Prioritization Strategy. Projects for further study or design will be selected from the Prioritization Strategy. Staff are prepared to begin the further study of HFIN corridors and intersections to identify and implement safety treatments. If awarded these funds, they will be used to study/design or purchase items and the City will fund the implementation.

***How does this project or program improve upon existing freight networks or provide access to international trade markets?**

This program will work toward implementing safety countermeasures, which can improve flow and safety for all roadway users and for freight movement where HFIN corridors overlap.

How will this project spur economic development? Will the project support local businesses and/or permanent job creation?

This program will work to create safe, convenient, connected, and comfortable bicycle and pedestrian infrastructure, which could lead to more people choosing these modes for trips. Switching to active transportation has many implications from environmental (less GHGs), economic (people save money), and personal health. There are economic costs to inactivity and obesity. The annual individual medical cost of inactivity (\$622) is more than 2.5 times the annual cost per user of bike and pedestrian trails (\$235) (Wang, G., et al., 2004. Cost analysis of the built environment: The case of bike and pedestrian trails in Lincoln, Neb, American Journal of Public Health, 94, 549-53). The annual cost of obesity to employers ranges from \$175 for every overweight male employee to \$2,485 for every grade-II (BMI 30-40) obese female (Finkelstein, E., et al., 2005. The costs of obesity among full-time employees, American Journal of Health Promotion, 20, 45-51).

Additionally, investments in bicycle and pedestrian infrastructure are good for the local economy. A growing body of evidence finds that when communities become more walkable, bikeable, and transit accessible, retailers come out ahead (Jaffe, E. 2015. The Complete Business Case for Converting Street Parking Into Bike Lanes. CityLab). Research from Portland State University found that proximity to a network of high-quality bike facilities is associated with an increase in property values (Liu, J., Shi, W., 2016. Impact of Bike Facilities on Residential Property Prices). The City is looking to improve existing bikeways and is currently exploring separated bikeways, which could further contribute to this increase in property values.

Economic Linkages Strategies

Multiple options available. Please adequately describe Other option.

Access Strategies

Provides or improves multimodal access to an employment center or large employer

Provides or improves access to an employment center via non single occupancy vehicle mode/s

Creates or improves a network link that will aide in access in the event of a major disruption

Financial Strategies

Helps facilitate development in areas with existing water, sewer, roadway and other infrastructure

Freight Strategies

Improves access to Transfer center/distribution center / intermodal facility

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4. Environmental Resiliency

Environmental Resiliency acknowledges the transportation sector's impact on air quality and climate change. Environmental Resiliency also includes urban heat island effects, the benefits of low impact development and tree coverage, and expands on emergency evacuation and critical transportation infrastructure. Critical transportation infrastructure includes assessing the overall connectivity of our transportation networks.

Environmental Resiliency Narrative Questions

Please be short and sweet, but specific about how your project addresses this goal.

***How does this project or program protect the natural regional environment? Does it include any emissions reductions, Green Infrastructure, wildlife crossings, or storm water management?**

This program will lead to safety improvements in the transportation network for everyone but particularly people walking, biking, or taking transit. These safety improvements can encourage people to shift from driving to walking, biking, and/or taking transit trips, which will reduce transportation-related emissions. Increasing the mode share of all trips made by bicycling and walking from 12% to 15% could lead to fuel savings of 3.8 billion gallons a year and reduce greenhouse gas emissions by 33 million tons per year. This is equivalent to replacing 19 million conventional cars with hybrids (Rails-to-Trails Conservancy, 2008. Active Transportation for America).

A San Francisco Bay Area study found that increasing biking and walking from 4 to 24 minutes a day on average would reduce cardiovascular disease and diabetes by 14% and decrease GHG emissions by 14%. (Maizlish, N. et al 2012. Health Co-benefits and Transportation-Related Reduction in Greenhouse Gas Emissions in the San Francisco Bay Area).

***How does this project or program maintain or improve the existing infrastructure? Does the project or program improve a bridge that is failing, or is the project first and foremost focused on preservation of existing infrastructure that is deteriorating?**

Making safety improvements to existing infrastructure increases the longevity and efficiency of our roadways because they will serve more people than only those driving in single-occupancy vehicles. When people feel like it is safe and easy to walk, bike, and/or take transit, they may be more likely to do so depending on the trip type. This mode share shift away from single occupancy vehicles can reduce wear and tear on roadways.

Does the project or program improve critical infrastructure in the region? Please indicate how the project or program is CRITICAL to emergency evacuation or overall network function.

The outcomes of this program will improve critical infrastructure within the City of Albuquerque and the region. Enhancements and safety improvements to the existing HFIN can make them more multi-modal and improve connectivity and network resiliency. The outcomes of this program also align with keeping our existing infrastructure in a state of good repair. Based on MRMPPO's Alternative Routes map, the HFIN is within areas that vary from low to high for the ratio of roads to intersections. However, most of the HFIN is on the east side of the river and overlaps with areas of medium to high ratio of roads to intersections.

Environmental Resiliency Strategies

Multiple options available. Please adequately describe Other option.

Air Quality Strategies

Provides alternative travel option/s to single occupant vehicle

Climate Change Strategies - Flooding, Wildfires, and Urban Heat

Improves access to open space or parks

Preservation Strategies

Reconstruction, resurfacing, and pavement rehabilitation

Intersection improvements that do not add general purpose lanes

Safety features added to existing infrastructure including lighting and signals

Upgrades to existing ITS infrastructure

Pedestrian and bicycle facility improvements on existing roadways or trails

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5. Equity

Equity refers to ensuring all members of a community have similar access to the transportation system and that no groups are disproportionately burdened or benefited by transportation decisions and investments. Addressing equity also means working to prioritize improvements for underserved communities that have been denied the full opportunity to participate in aspects of economic, social, and civic life. MRMPPO has developed a Vulnerability Index (MVI) to assess areas of concern.

How does this project address Equity and ensure no negative consequences for underserved communities?

The City's Vision Zero program prioritizes traffic safety efforts based on the HFIN and the Vulnerability Index. If a project is on the HFIN and has a high Vulnerability Index score, then the City will prioritize the location within the Vision Zero program efforts. If this program is funded, the City will continue to prioritize efforts this way. To ensure there are no negative consequences for underserved communities, the City will collaborate and co-create/identify solutions with the underserved communities that we are studying, designing for, or implementing a project within.

Equity / Vulnerable Communities Strategies

Improves multimodal access to an identified local activity center (in a land use plan)

Provides or improves an alternative travel option to the single occupancy vehicle

Improves access to medical and health facilities

Improves access to food for underserved residents

Improves access to education (Pre-K – University) for underserved residents