

Nob Hill Pedestrian Study

Issues, opportunities, and draft recommendations

Presented in-person
at the Historic Lobo Theater
3013 Central Ave NE, Albuquerque

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Outline

Part A: Quick overview of the study

Part B: Issues and opportunities

Part C: Draft recommendations

Part D: Discussion



Part A:
Quick overview of the study



Study Purpose

1. **Identify issues and opportunities** for improving the pedestrian experience in the Nob Hill area.*
2. **Develop prioritized (i.e., tiered) recommendations** for improving pedestrian circulation, wayfinding, and safety.*

* *The study team also considered how to improve conditions for users of other travel modes such as bicycles.*



Study Context

- **Nob Hill businesses and residents** → Asked City Councilor Pat Davis to fund study of pedestrian issues in Nob Hill area
- **City Council office** → Approached us to see what we could do
- **UNM study team** → Helping Nob Hill while also educating students and conducting research of an academic nature



Study Team

Claude Morelli, AICP, PTP

- ▶ Project Manager for Nob Hill Pedestrian & Quality of Life Study
- ▶ Research Scholar in Transportation Planning & Policy, UNM Department of Civil, Construction & Environmental Engineering
- ▶ 30 years of professional experience as a transportation planner

Su Zhang, Ph.D., GISP

- ▶ Associate Director, Earth Data Analysis Center at UNM
- ▶ Assistant Professor, UNM Department of Geography and Environment Studies
- ▶ Assistant Research Professor, UNM Department of Civil, Construction & Environmental Engineering

Huang Hsiang-Wen

- ▶ Undergraduate student and Dwight D. Eisenhower Transportation Fellow (graduated May 2022)
- ▶ UNM Department of Community and Regional Planning

Sheida Carugati

- ▶ Former undergraduate student and Dwight D. Eisenhower Transportation Fellow (graduated May 2022)
- ▶ UNM Department of Civil, Construction & Environmental Engineering
- ▶ President, Student Chapter of ASCE at UNM



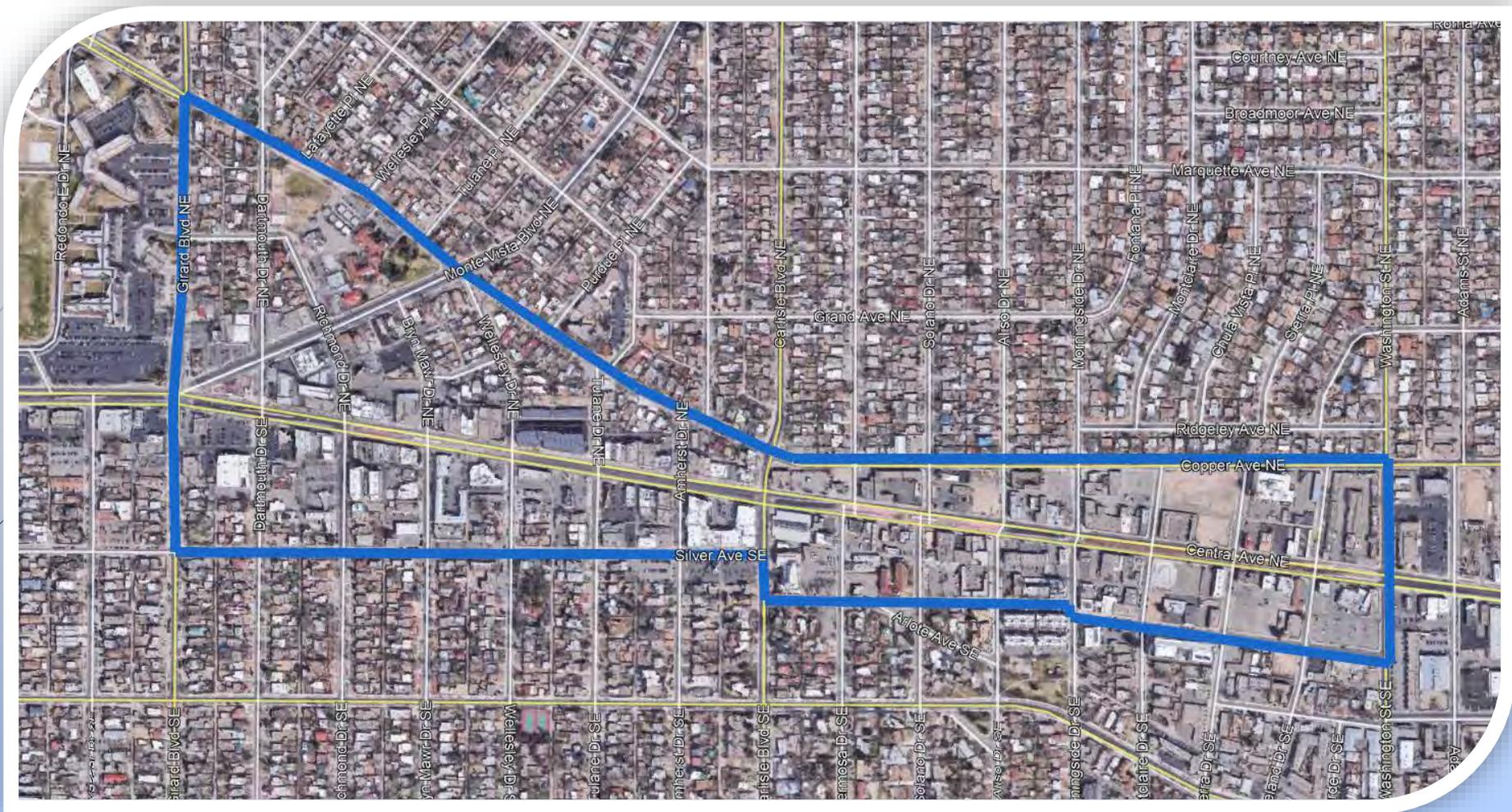
Some important background information

Studies versus plans

This is what we did

- ▶ **Study:** A detailed investigation and analysis of a subject or situation, typically conducted by individuals who are regarded as subject-matter experts.
- ▶ **Plan:** A detailed formulation of a program of action, often informed by one or more prior studies, and typically developed by people who rely heavily on input from affected stakeholders.

Study Area



Technically, our study focused on the area bounded by:

- Girard Boulevard on the west
- Campus Boulevard and Copper Avenue on the north
- Washington Street on the east
- Silver Avenue on the south

But... we have also spent quite a bit of time thinking about pedestrian (and bicycle) accessibility in the surrounding residential neighborhoods.

The Residential Neighborhoods of the Nob Hill Neighborhood



Monte Vista
(1926)
Rotated
orthogonal grids
with varied
block sizes

College
View
(1926)
Orthogonal
grid with
330 x 660
blocks

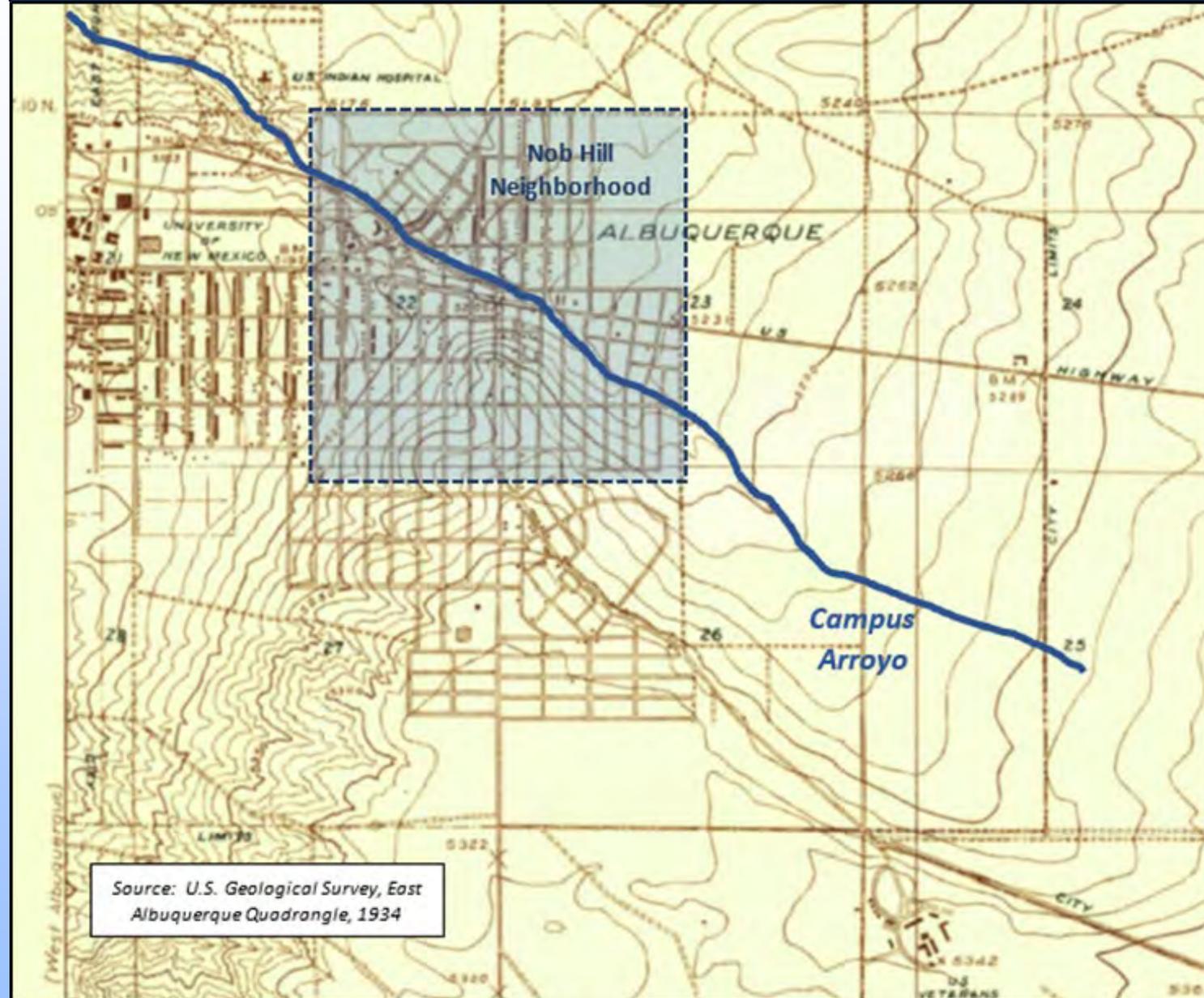
Broadmoor
(1945)
Blended
orthogonal
and curvilinear
grid with
varied block
sizes

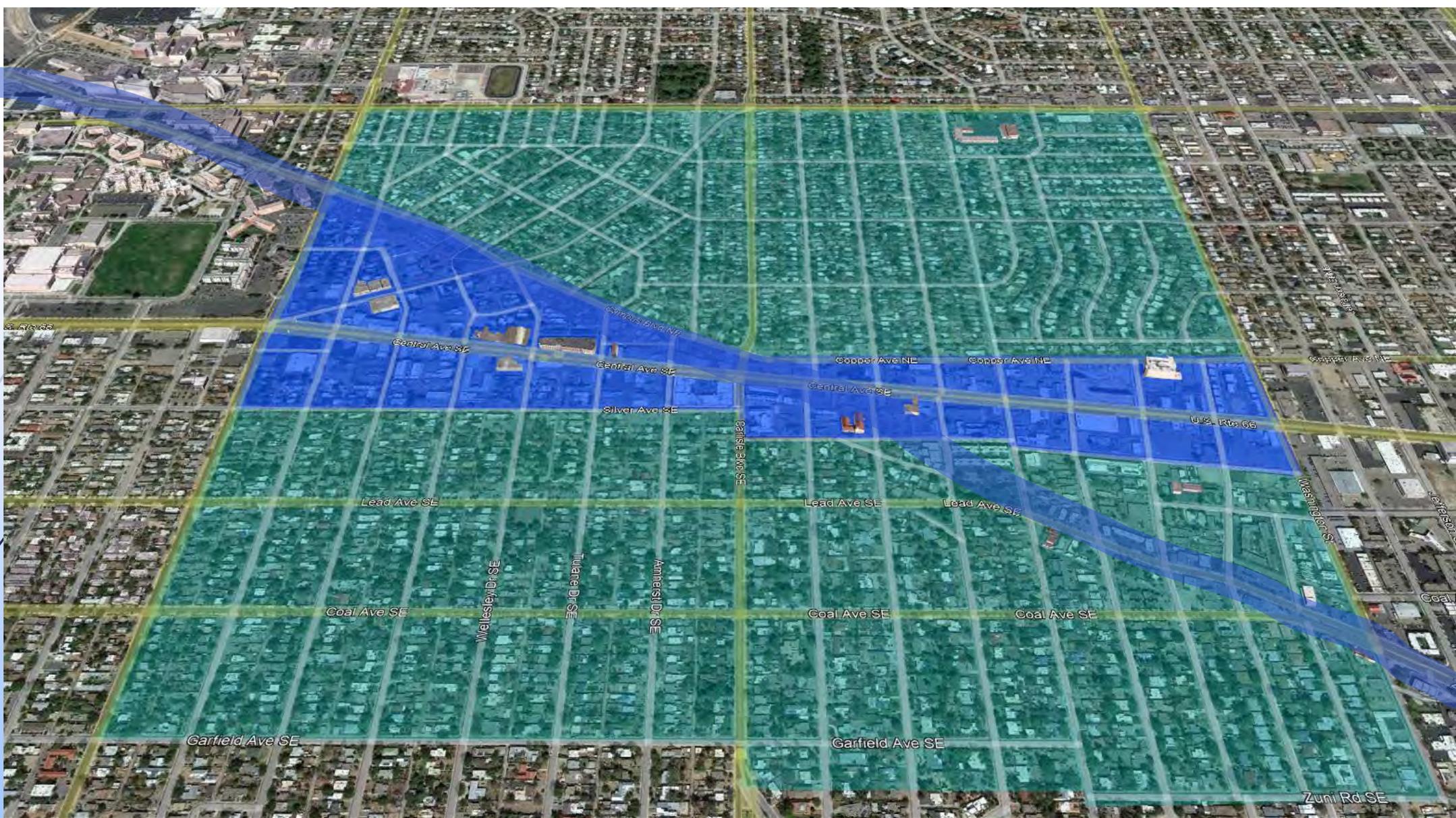
University
Heights (1916)
Orthogonal grid
with 377 x 660
blocks

Granada
Heights (1925)
Generally
orthogonal grid with
340 x 660 blocks

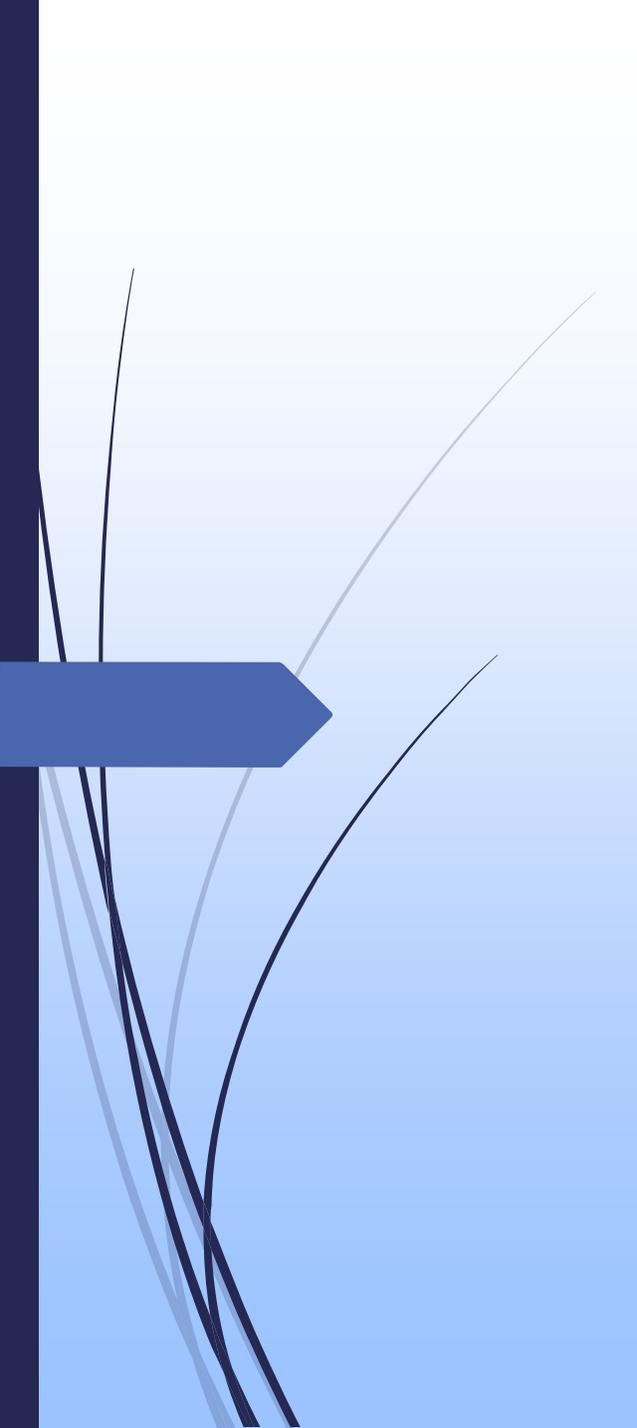
Mesa Grande
(1931)
Orthogonal grids
with varied block
sizes

The Topography of the Nob Hill Neighborhood



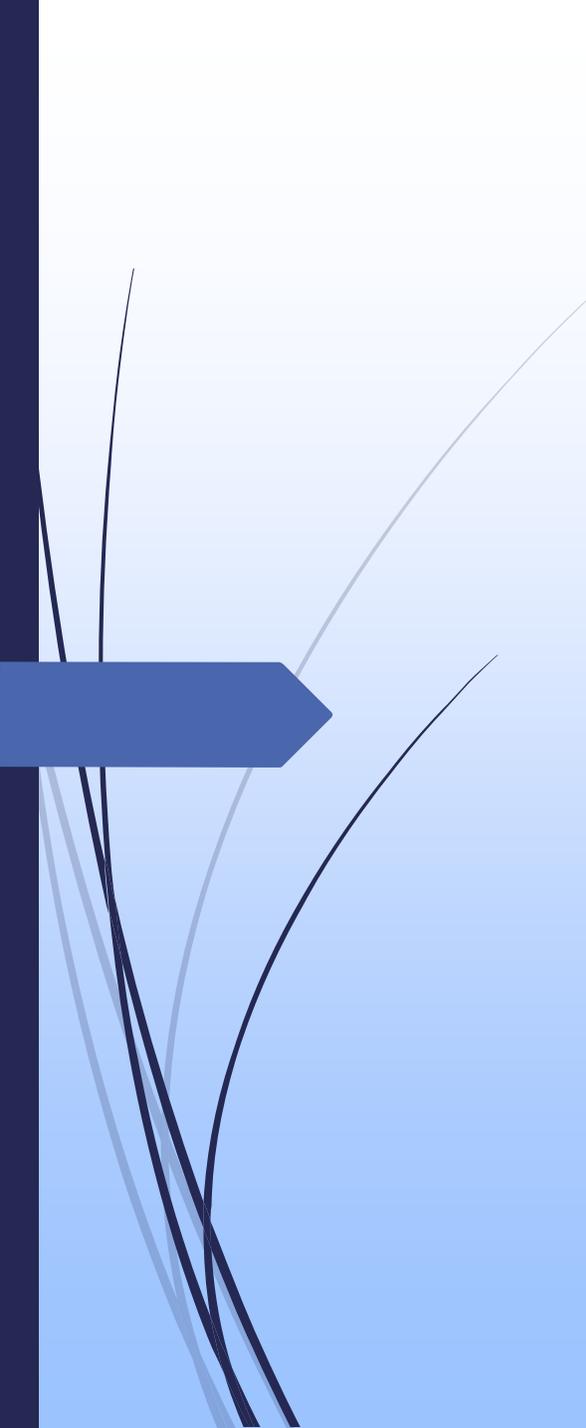


In sum: The street-grid pattern, topography and hydrology of the Nob Hill Neighborhood profoundly influence its walkability



Thoughts? Questions?

And... What are your priorities
for this presentation?



Part B: Issues and opportunities



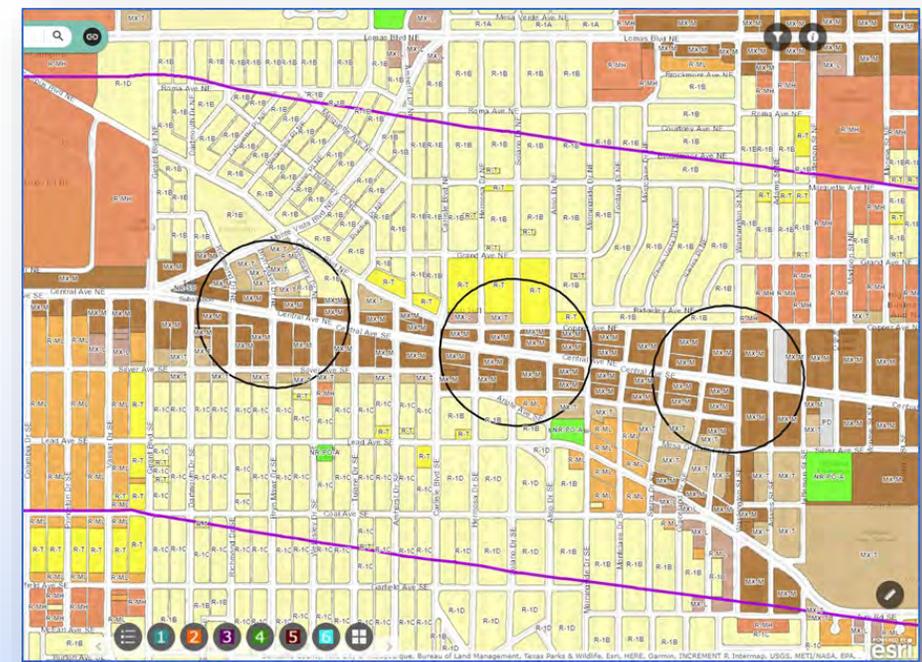
Sources of our insights into Nob Hill issues and opportunities

1. Existing plans, studies, data, etc.
2. Field audit, case studies, and GIS analysis
3. “Exploratory” surveys of neighborhood leaders and business managers*

*These were not random-sample surveys, nor were they “convenience” samples. Instead, they were census-type surveys.

Existing plans, studies, data, etc.

- ▶ **Key finding:** City of Albuquerque's current planning, design and regulatory framework for land development, design of pedestrian infrastructure, safety, etc. is generally consistent with national best practice and is pedestrian-supportive.
- ▶ Albuquerque/Bernalillo County Comprehensive Plan (ABC Plan)
- ▶ Integrated Development Ordinance (IDO)
- ▶ Development Process Manual (DPM)
- ▶ Complete Streets Ordinance (CSO)
- ▶ Vision Zero Action Plan (VZAP)



TRADITIONAL VS. VISION ZERO APPROACH

TRADITIONAL APPROACH

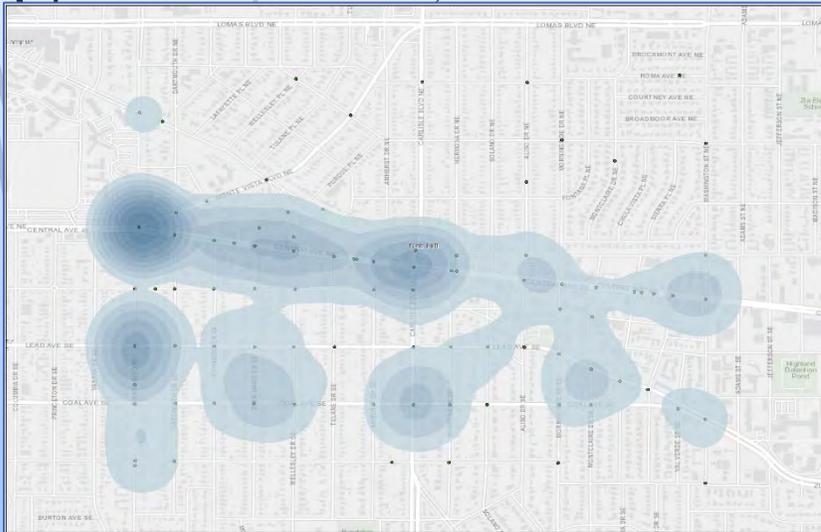
- Traffic Deaths are *inevitable*
- *Perfect* human behavior
- Prevent Collisions
- Individual Responsibility
- Saving lives is *expensive*

VISION ZERO APPROACH

- Traffic Deaths are *preventable*
- Integrate *human failing* in approach
- Prevent *fatal and severe crashes*
- Systems approach
- Saving lives is *not* expensive

Crashes in Nob Hill (post ART/pre-COVID)

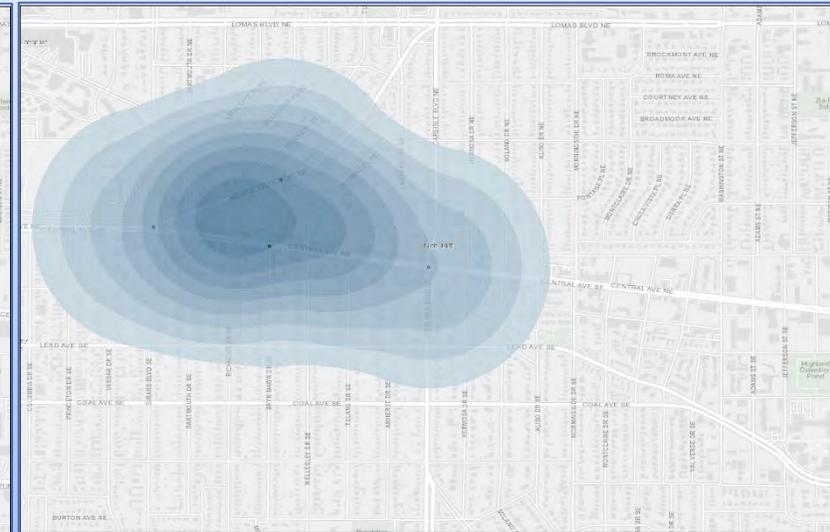
- ▶ A total of 278 crashes occurred in the Nob Hill Neighborhood in 2019
- ▶ Of this number, 211 were “property damage only” (PDO), with the remaining 67 involving injuries.
- ▶ Of the 67 injury crashes, 4 involved a pedestrian.



All types of crashes



Injury crashes



Pedestrian crashes

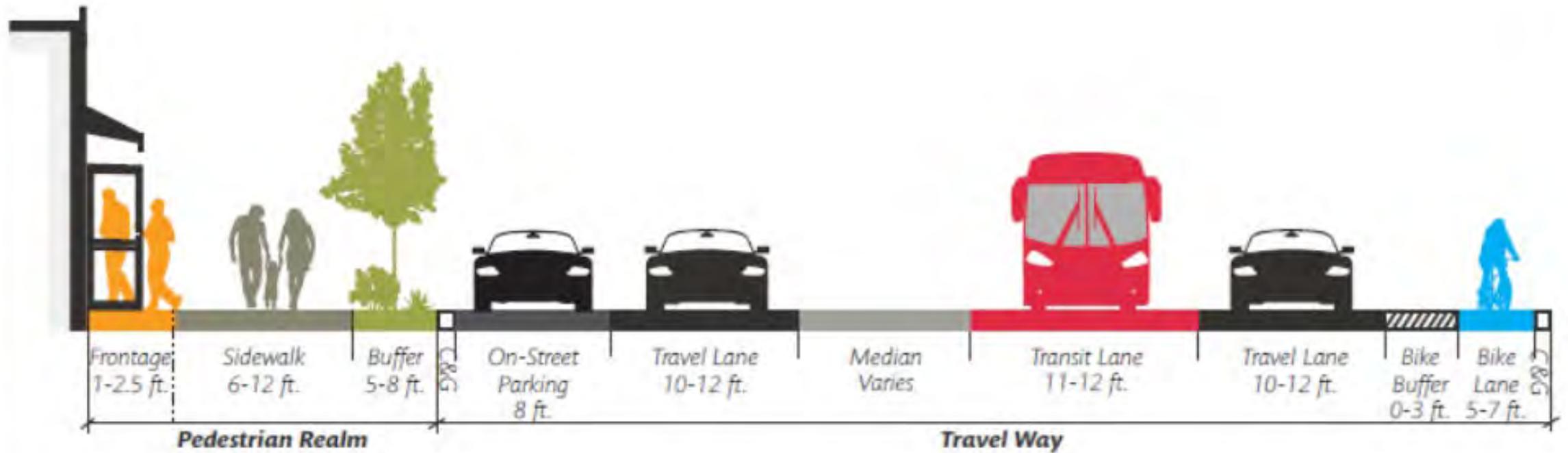
Field Audit



All photos by Claude Morelli

Study Area Field Audit

- Focused on the pedestrian realm and crosswalks



Study Area Field Audit

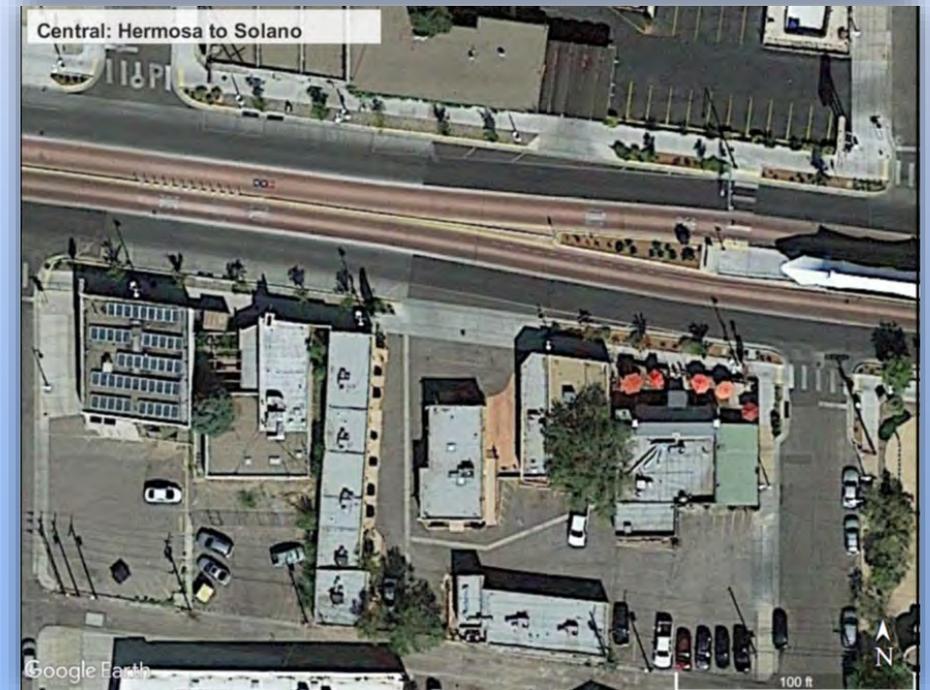
- ▶ “Letter” grades of block faces along Central Avenue

- ▶ Grading rubric

- Mixed quantitative/qualitative approach, designed to assess physical attributes of streets vis-à-vis pedestrian needs

- ▶ Evaluation Factors

1. ADA accessibility
2. Pedestrian/vehicle collision
3. Personal security
4. Tripping, slipping and falling
5. Health and comfort



Study Area Field Audit

Rubric Example: ADA Accessibility

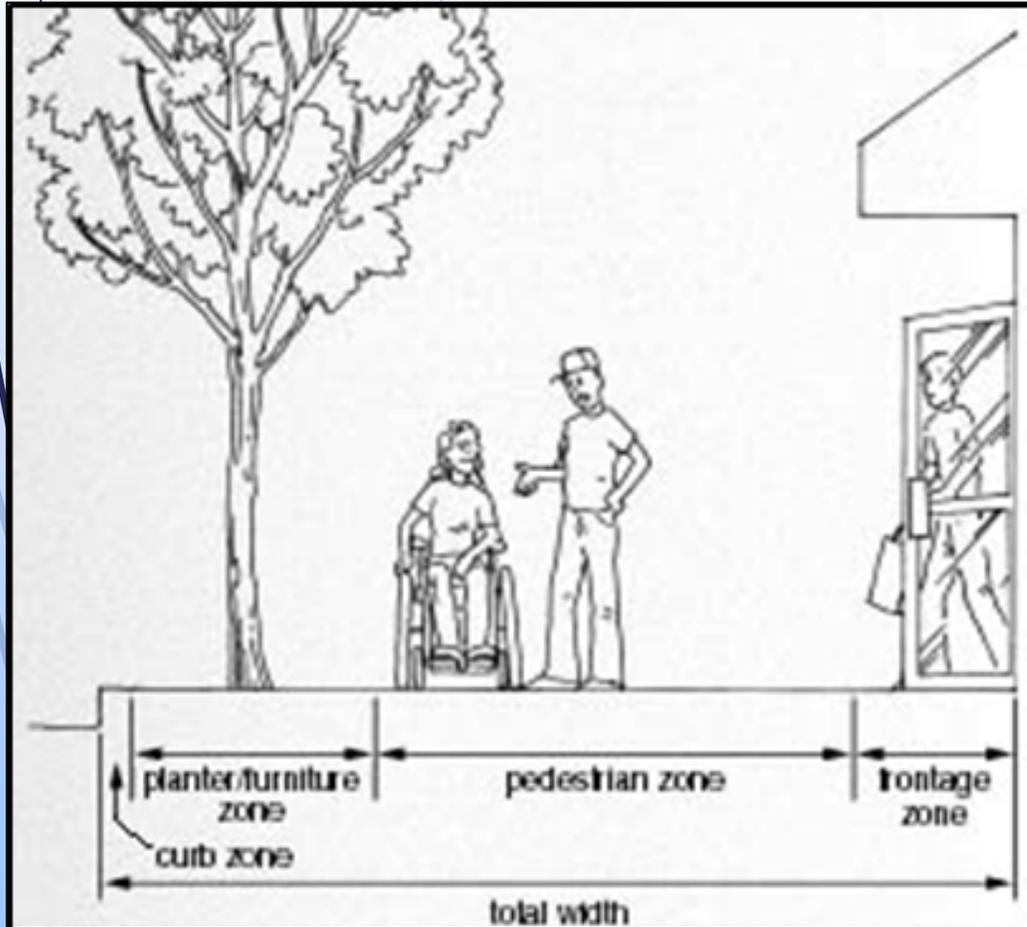
Nob Hill Pedestrian & Quality of Life Study: Blockface Grading Rubric -- ADA Accessibility

Grade	Guidance
A+	All features far exceed PROWAG minima
A	All features exceed PROWAG minima
A-	All features meet PROWAG minima, with multiple features going beyond
B+	All features meet PROWAG minima, with one or two features going beyond
B	All features meet PROWAG minima, but none go beyond
B-	Most features meet PROWAG minima, with one or two minor exceptions
C+	Some features meet PROWAG minima, with multiple minor exceptions
C	Some features meet PROWAG minima, with at least one major exception
C-	Some features meet PROWAG minima, with at least two major exceptions
D+	Some features meet PROWAG minima, but there are multiple major exceptions
D	Few features meet PROWAG minima, with multiple major exceptions
D-	Almost no features meet PROWAG minima
F	No features meet PROWAG minima

Note: PROWAG refers to the (Proposed) Public Rights-of-Way Accessibility Guidelines which are published by the US Access Board and available for viewing at: <https://www.access-board.gov/prowag/>

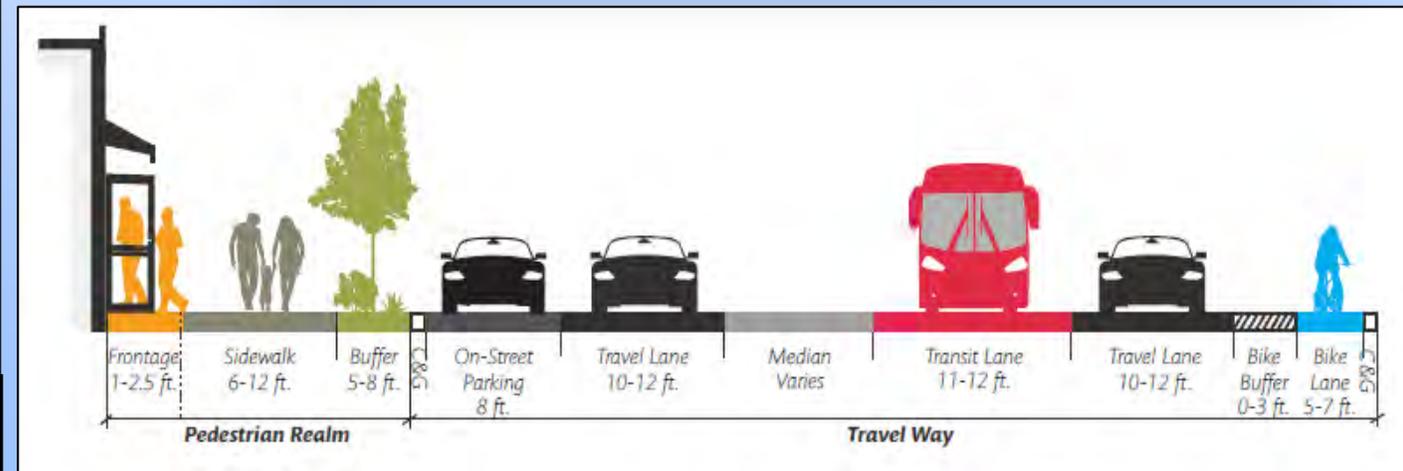


Going Beyond the PROWAG Minima: The Zone System



Pedestrian Realm Zones

(Source: FHWA, 2001)



Study Area Field Audit

The other four factors of our grading rubric

1. Pedestrian/vehicle collision
2. Personal security
3. Tripping, slipping and falling
4. Health and comfort

Blockface Grading Rubric -- Pedestrian / Vehicle Conflicts						
Evaluation Criterion	Risk Factor	Guidance for grading				
		F	D	C	B	A
Pedestrian / Vehicle Conflicts	Proximity of pedestrian access route (PAR) to travel lane	No separation between PAR and travel lane	Separated by a parking lane only (5 to 6 feet wide)	Separated by a parking lane only or a buffered bicycle lane	Separated by a narrow planting strip (width ≤ 5 feet) and either a bicycle lane or a parking lane	Separated by either planting strip (≥ 6 ft) and bicycle lane, or planting strip (≥ 6 ft) and parking lane, or wide planting strip (≥ 12 ft)
	Driveway conflicts	Unchanneled driveway conflict or multiple driveway conflicts	Two major driveway conflicts or three minor conflicts	One major or two minor driveway conflicts	One minor driveway conflict	No driveway conflicts
	Conflicts with bicycles, skaters, scooters, etc.	Regular use of PAR by many bicycles, scooters, etc.	Regular use of PAR by some bicycles, scooters, etc.	Irregular use of PAR by some bicycles, scooters, etc.	Generally rare use of PAR by a few bicycles, scooters, etc.	Extremely rare use of PAR by bicycles, scooters, etc.
	Conspicuity of pedestrians to turning vehicles (including time-of-day variations such as bright sun, nighttime lighting, etc.)	There are 3 or more visibility issues	There are 2 minor visibility issues	There is 1 minor visibility issue	Pedestrians reasonably visible at all points of conflict	Pedestrians highly visible at all points of conflict
	Other concerns	"I feel very unsafe on this block."	"I feel somewhat unsafe on this block."	"I am not sure how I feel on this block."	"I feel somewhat safe on this block."	"I feel very safe on this block."

Blockface Grading Rubric -- Personal Security						
Evaluation Criterion	Risk Factor	Guidance for grading				
		F	D	C	B	A
Personal Security	Presence of aggressive panhandlers	Always	Often	Sometimes	Rarely	Never
	Presence of other threatening behaviors	Always	Often	Sometimes	Rarely	Never
	Evidence of drug use	Always	Often	Sometimes	Rarely	Never
	Presence of niches and other "hideaways"	Multiple	One major	2 or 3 minor	One minor	None
	Nighttime illumination	No areas	Few areas	Some areas	Most areas	All areas
	Other concerns	"I feel very insecure on this block."	"I feel somewhat insecure on this block."	"I am not sure how I feel on this block."	"I feel somewhat secure on this block."	"I feel very secure on this block."

Blockface Grading Rubric -- Tripping, Slipping, Falling (TSF)						
Evaluation Criterion	Risk Factor	Guidance for grading				
		F	D	C	B	A
Tripping, Slipping and Falling	Conspicuity of pedestrian access route (PAR)	PAR is meandering, confusing and highly complex	PAR has multiple deviations, obstructions, or discontinuities	PAR has 3 or 4 minor or at least one major deviation, obstruction, or discontinuity	PAR has 1 or 2 minor deviations, obstructions, or discontinuities	PAR is simple, direct, and easily followed
	Presence of tripping hazards within PAR	One or more major hazards	Three minor hazards	Two minor hazards	One minor hazard	No hazards
	Presence of tripping hazards outside PAR but in paved area	One or more major hazards	Three minor hazards	Two minor hazards	One minor hazard	No hazards
	Unexpected steep slopes, dropoffs, etc.	One or more major hazards	Three minor hazards	Two minor hazards	One minor hazard	No hazards
	Pavement becomes slippery when wet	One or more major hazards	Three minor hazards	Two minor hazards	One minor hazard	No hazards
	Other concerns	One or more major other concerns	Three other minor concerns	Two other minor concerns	One other minor concern	No other concerns

Blockface Grading Rubric -- Health and Comfort						
Evaluation Criterion	Risk Factor	Guidance for grading				
		F	D	C	B	A
Health and Comfort	Exposure of pedestrians to vehicle noise (e.g. from motors, music, etc.)	Frequent loud vehicles with little or no separation between pedestrian and travel lane (0 to 15 ft)	Frequent loud vehicles with modest separation between pedestrian and travel lane (15 to 25 ft)	EITHER frequent loud vehicles with 25+ feet of separation OR occasional loud vehicles with 15 to 25 feet of separation	Occasional loud vehicles with wide separation between pedestrian and travel lane (≥ 25 ft)	Loud vehicles are very rare (≤ 1/hr)
	Exposure of pedestrians to vehicle exhaust	High volume of polluting vehicles with little or no separation between pedestrian and travel lane (0 to 15 ft)	High volume of polluting vehicles with modest separation between pedestrian and travel lane (15 to 25 ft)	EITHER high volume of polluting vehicles with 25+ feet of separation OR occasional polluting vehicles with 15 to 25 feet of separation	Occasional polluting vehicles with wide separation between pedestrian and travel lane (≥ 25 ft)	Polluting vehicles are very rare (≤ 1/hr)
	Availability of shade	Little or no shade available at peak hour on hottest summer day (≤ 5% of block)	Almost no shade available at peak hour on hottest summer day (6 to 15% of block)	Some shade available at peak hour on hottest summer day (16 to 25% of block)	Adequate shade available at peak hour on hottest summer day (26 to 50% of block)	Abundant shade available at peak hour on hottest summer day (≥ 50% of block)
	Space for social distancing	Virtually no room for two people to pass comfortably with 5 or more feet of social distance (≤ 10% of block)	Very little room for two people to pass comfortably with 6 or more feet of social distance (11 to 40% of block)	Little room for two people to pass comfortably with 6 or more feet of social distance (41 to 70% of block)	Sufficient room for two people to pass comfortably with 6 or more feet of social distance (71 to 90% of block)	Abundant room for two people to pass comfortably with 6 or more feet of social distance (≥ 90% of block)
	Seating	No clean seating available	1 or 2 separate clean seats per 300 feet of block face	1 or 2 separate clean seats per 300 feet of block face	1 or 2 separate clean seats per 300 feet of block face	1 or 2 separate clean seats per 300 feet of block face
	Other concerns	One or more major other concerns	Three other minor concerns	Two other minor concerns	One other minor concern	No other concerns

Study Area Field Audit

Our grading rubric was designed to account for conditions that are not easily or objectively measured



Study Area Field Audit

Net result: Block face average grades

- Scoring Criteria (equally weighted):
1. ADA Accessibility
 2. Pedestrian/vehicle collision
 3. Personal security
 4. Tripping, slipping and falling
 5. Health and comfort

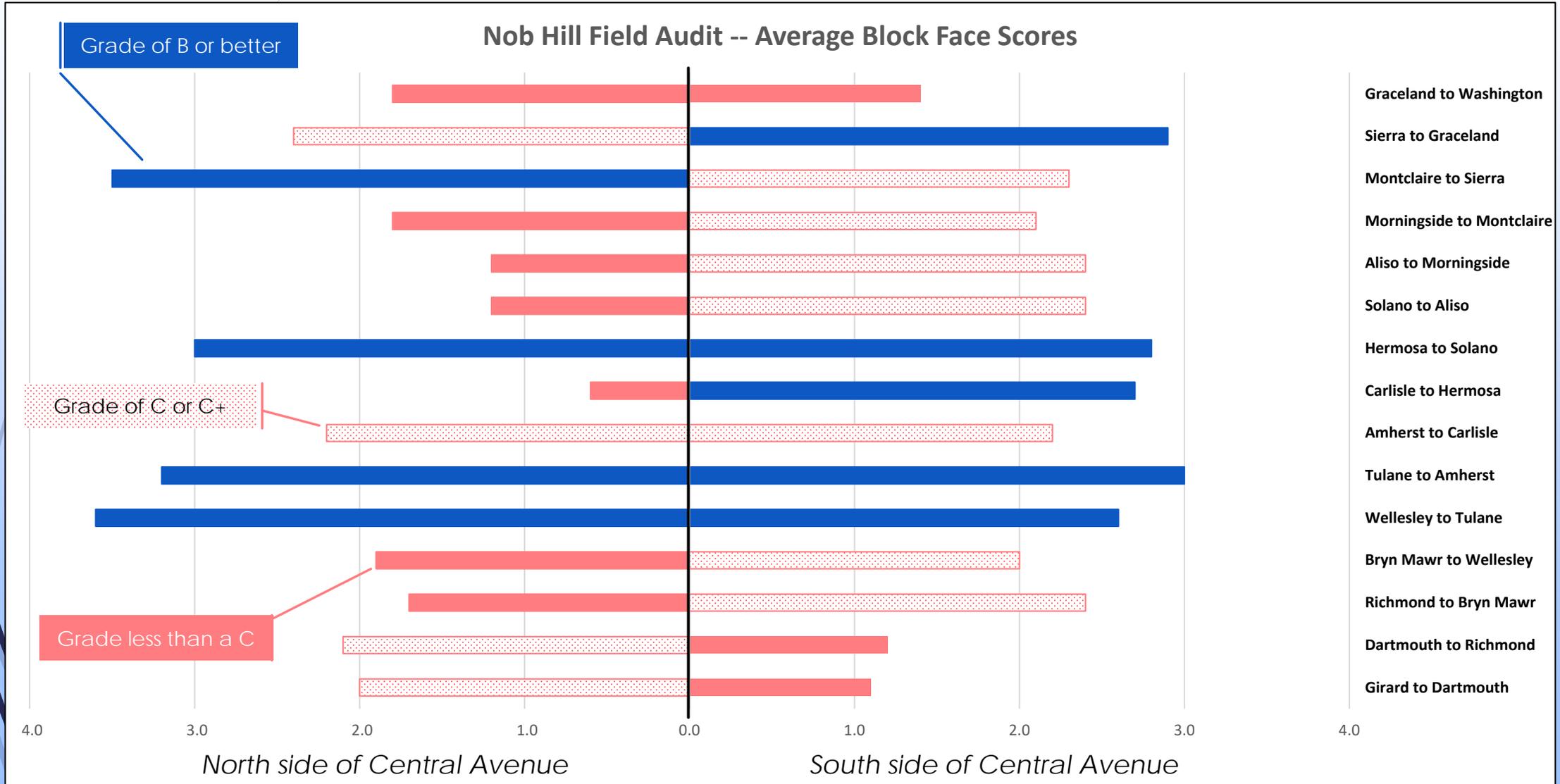
Nob Hill Field Audit -- Average Block Face Scores and Grades for Central Avenue (assuming equal weight for all criteria)

Segment ID	BLOCK START	BLOCK END	Average Scores			Average Grades		
			North	South	N/S AVG	North	South	N/S AVG
ABQ_NE_CEN_4300	Graceland Dr.	Washington St.	1.8	1.4	1.6	C-	D+	C-
ABQ_NE_CEN_4200	Sierra Dr.	Graceland Dr.	2.4	2.9	2.7	C+	B	B-
ABQ_NE_CEN_4100	Montclair Dr.	Sierra Dr.	3.5	2.3	2.9	A-	C+	B
ABQ_NE_CEN_4000	Morningside Dr.	Montclair Dr.	1.8	2.1	2.0	C-	C	C
ABQ_NE_CEN_3900	Aliso Dr.	Morningside Dr.	1.2	2.4	1.8	D+	C+	C-
ABQ_NE_CEN_3800	Solano Dr.	Aliso Dr.	1.2	2.4	1.8	D+	C+	C-
ABQ_NE_CEN_3700	Hermosa Dr.	Solano Dr.	3.0	2.8	2.9	B	B-	B
ABQ_NE_CEN_3600	Carlisle Blvd.	Hermosa Dr.	0.6	2.7	1.7	D-	B-	C-
ABQ_NE_CEN_3500	Amherst Dr.	Carlisle Blvd.	2.2	2.2	2.2	C+	C+	C+
ABQ_NE_CEN_3400	Tulane Dr.	Amherst Dr.	3.2	3.0	3.1	B+	B	B
ABQ_NE_CEN_3300	Wellesley Dr.	Tulane Dr.	3.6	2.6	3.1	A-	B-	B
ABQ_NE_CEN_3200	Bryn Mawr Dr.	Wellesley Dr.	1.9	2.0	2.0	C	C	C
ABQ_NE_CEN_3100	Richmond Dr.	Bryn Mawr Dr.	1.7	2.4	2.1	C-	C+	C
ABQ_NE_CEN_3000	Dartmouth Dr.	Richmond Dr.	2.1	1.2	1.7	C	D+	C-
ABQ_NE_CEN_2900	Girard Blvd.	Dartmouth Dr.	2.0	1.1	1.6	C	D	C-

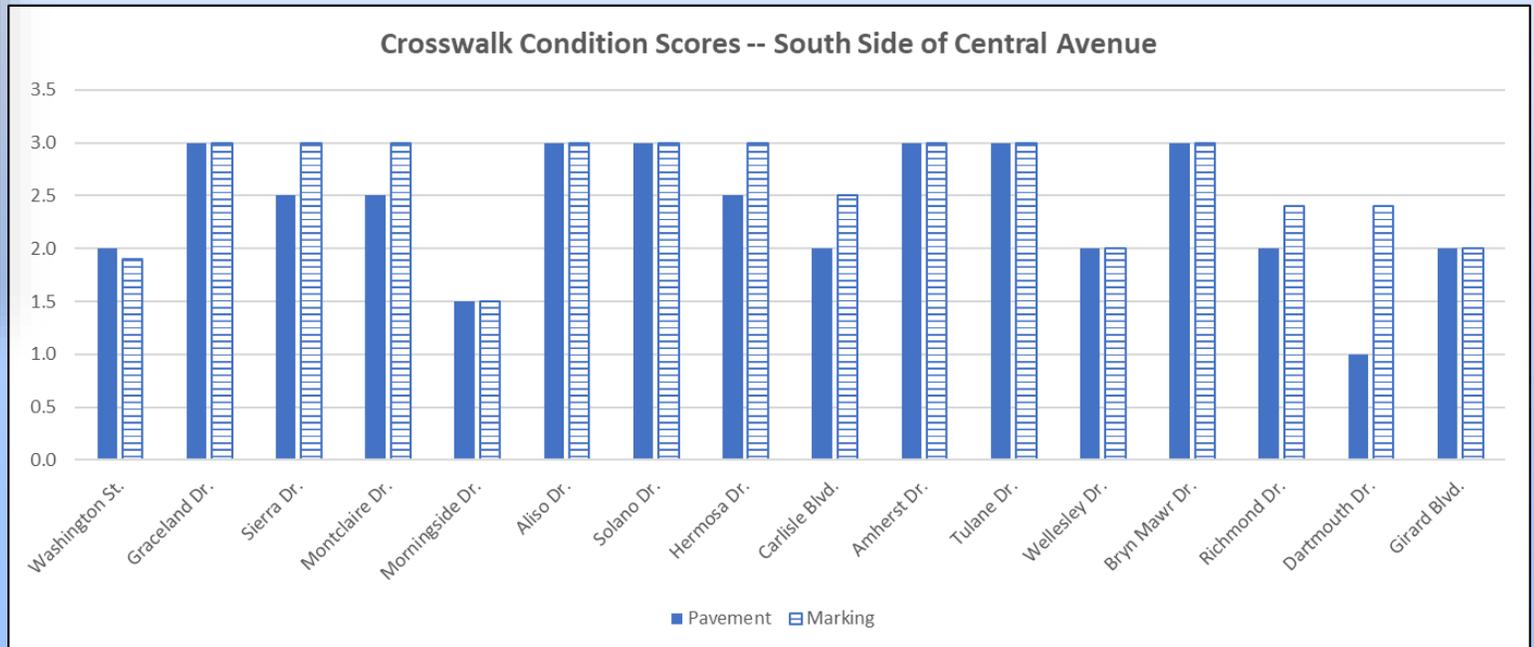
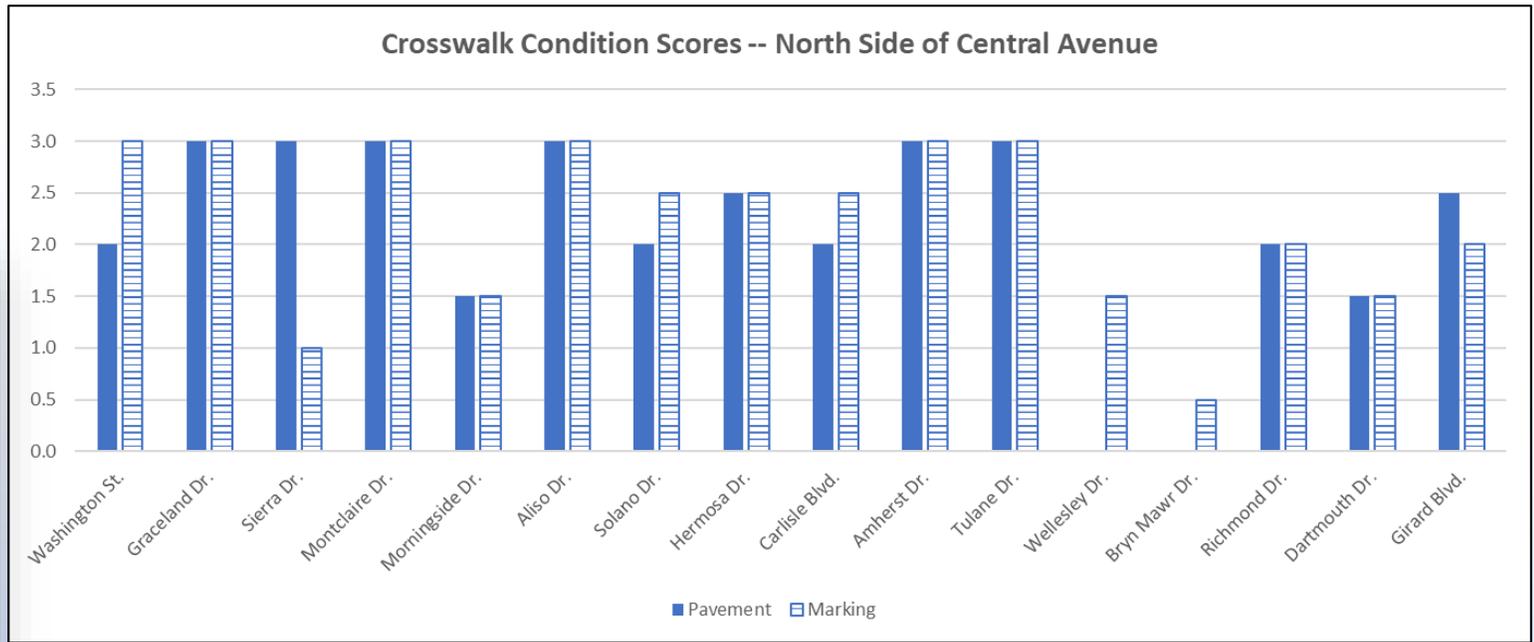
Study Area Field Audit

Scoring Criteria (equally weighted):

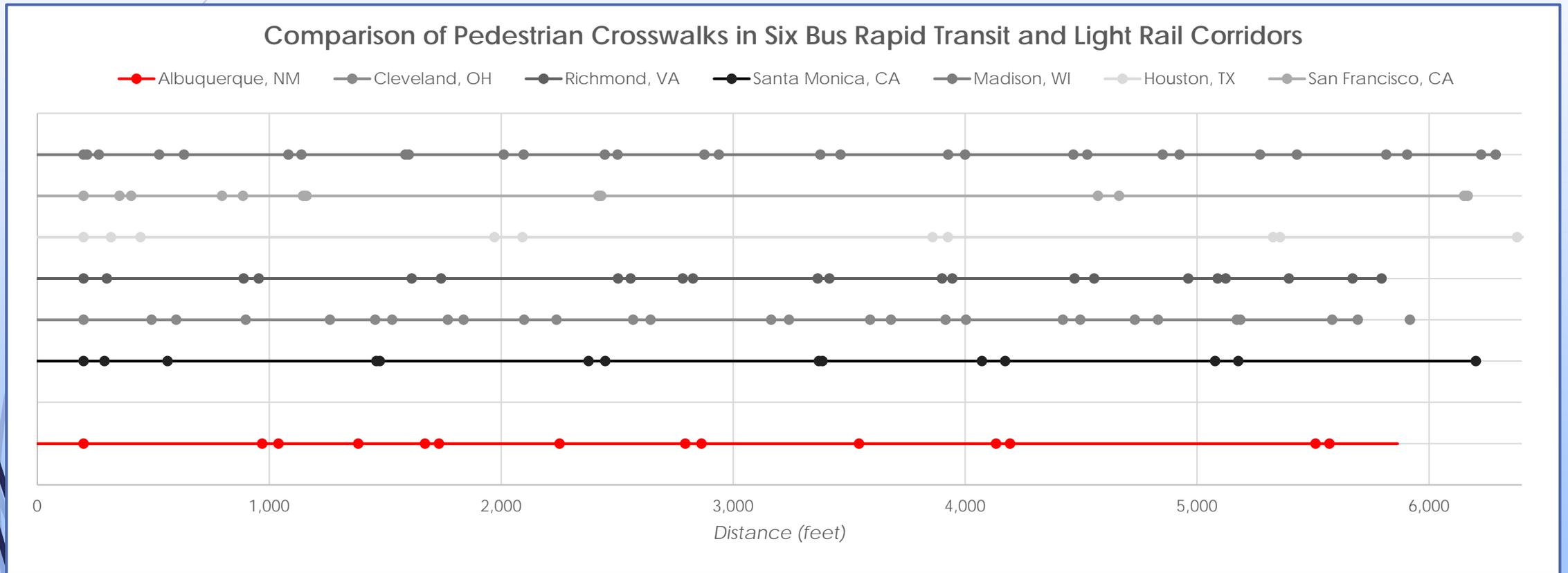
1. ADA Accessibility
2. Pedestrian/vehicle collision
3. Personal security
4. Tripping, slipping and falling
5. Health and comfort



Longitudinal Crosswalks

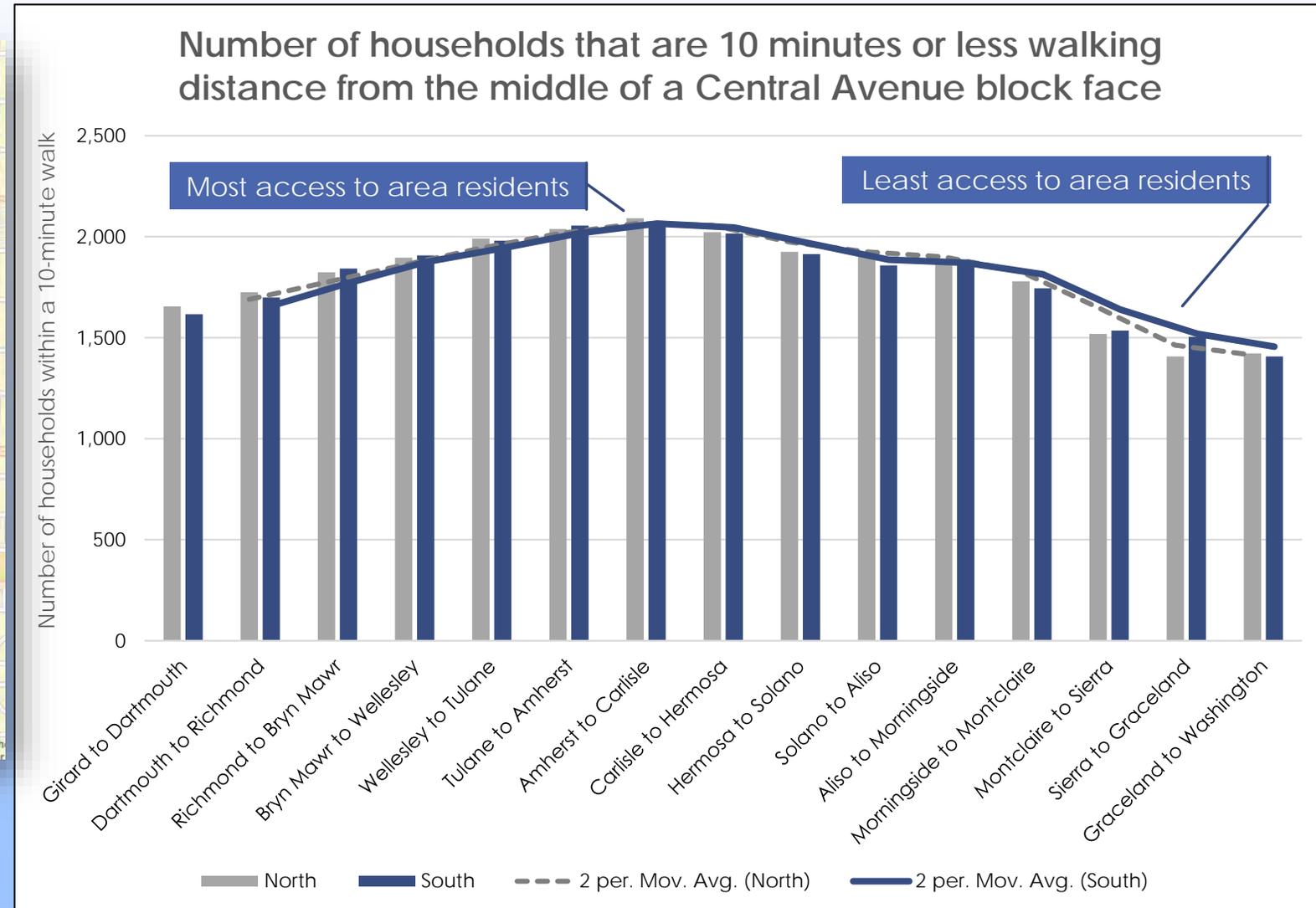
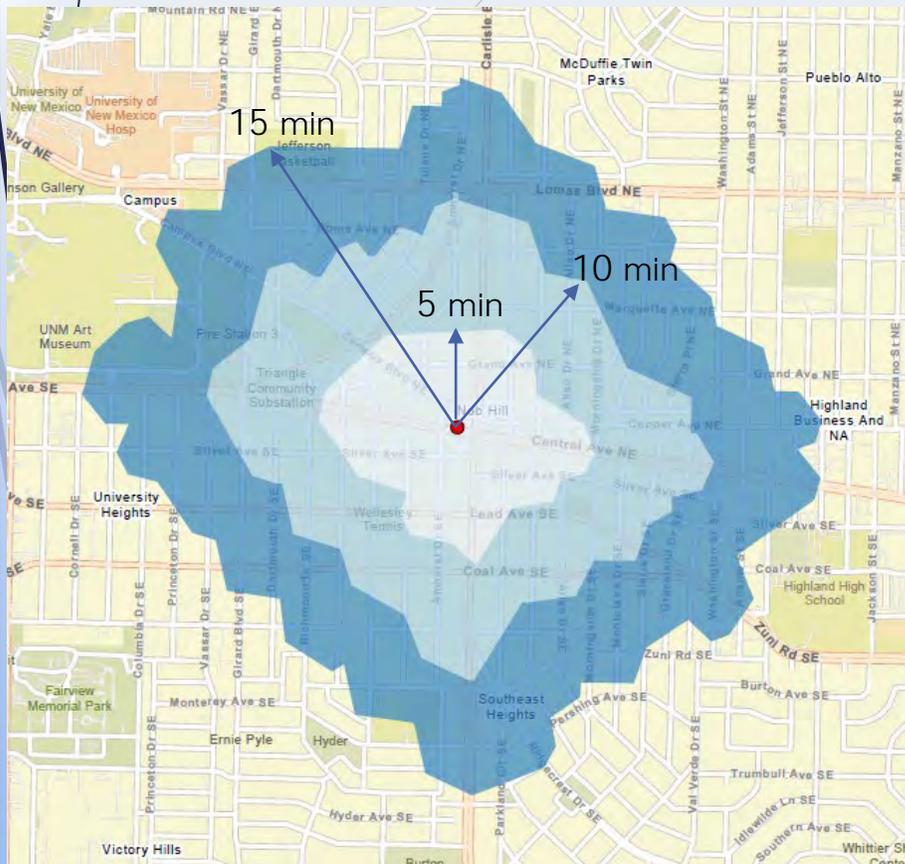


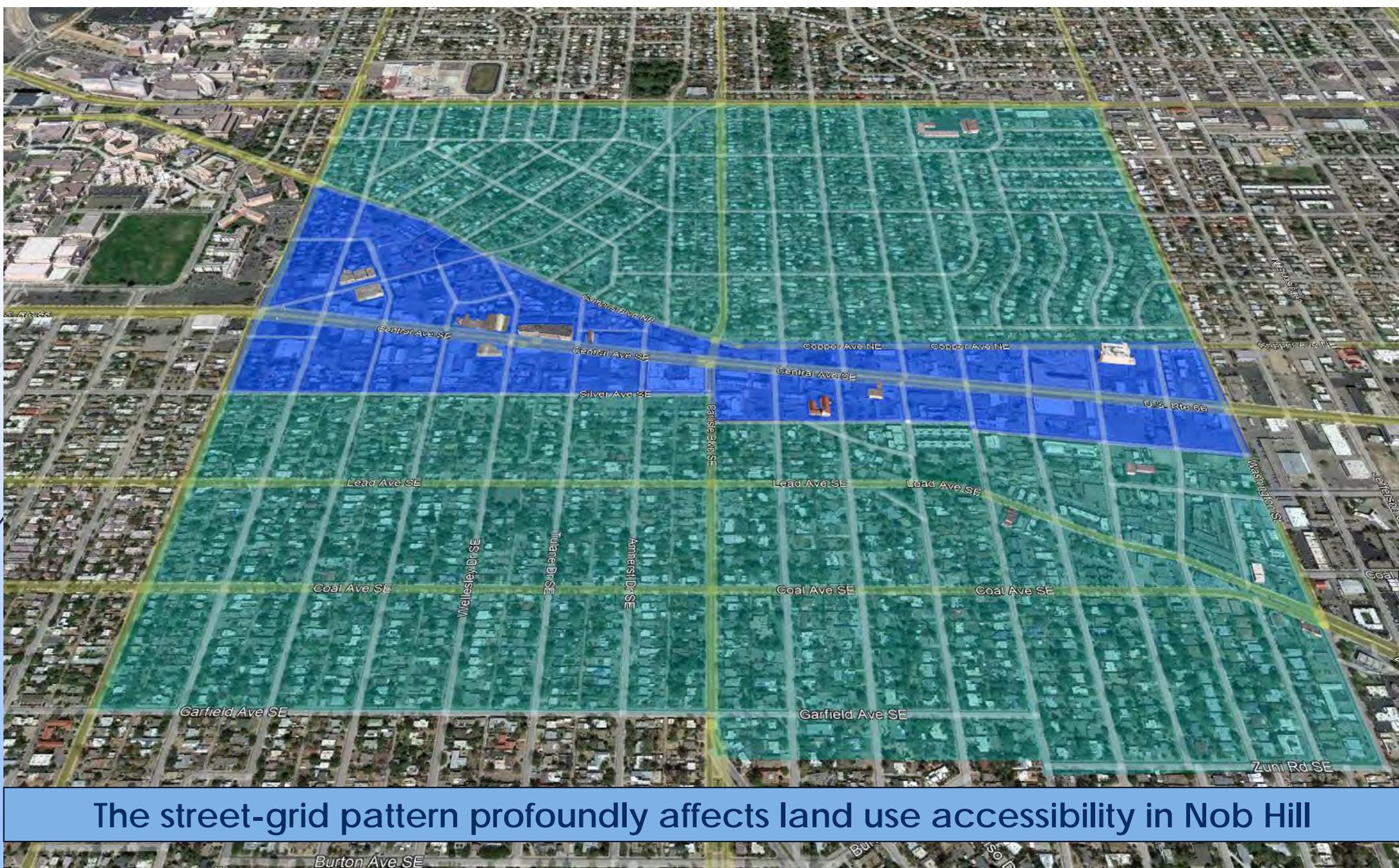
Transverse Crosswalks: Comparison of Nob Hill to Similar Corridors in Other Cities



Note: This is a draft version of this diagram. It has not yet been checked for accuracy.

GIS analysis of residential accessibility to the Nob Hill corridor





The street-grid pattern profoundly affects land use accessibility in Nob Hill

Exploratory Surveys

Nob Hill Pedestrian & Quality of Life Study - Business Survey

Thank you for taking time to complete this survey. The survey should be completed either by the owner of this business or by its most senior and experienced manager.

erspective on how to make the Nob Hill experience better for your
d ways to improve how people reach Nob Hill and circulate around it

ness in the Nob Hill area or to any other location that your business

ve device that can legally be operated on a sidewalk (i.e., manual

red vehicle that cannot legally be operated on a sidewalk (bicycle,

to it

choose one response only.)

- I am an owner of the business, but do not manage it
- Other

(Select only one. Please include information about your
operate elsewhere.)

- 6 to 10 years
- More than 10 years

at the City of Albuquerque could do to improve business

Nob Hill Pedestrian & Quality of Life Study - Neighborhood Survey

Thank you for taking time to complete this survey. Your input will help the Nob Hill Study Team to identify and prioritize potential projects to enhance the safety, convenience, and comfort of walking in the Nob Hill area.

Please keep the following in mind as you answer the survey questions:

- All questions apply only to you, not to anyone else who lives with you in your household.
- The word "walking" refers to movement either on foot or using any assistive device that can legally be operated on a sidewalk (i.e., manual wheelchair, electric wheelchair, etc.).
- "Walking" does not refer to movement by any type of powered or unpowered vehicle that cannot legally be operated on a sidewalk (bicycle, skateboard, e-scooter, hoverboard, etc.).

Q1: Generally speaking, is walking a pleasant experience for you?(Please select the one response that most truthfully reflects how you feel about walking.)

- Yes, very definitely. (I love walking and do it whenever possible.)
- Yes, somewhat. (I like walking, but it is not among the highest priorities in my life.)
- No, not really. (I tend to walk only when I must.)
- No, most definitely not. (I really don't like walking and avoid it whenever possible.)

Q2: About how often do you walk more than one block in the Nob Hill neighborhood?(Please select the one response that most truthfully reflects how often you walk in Nob Hill)

- I walk every day or nearly every day (i.e., six or seven days per week)
- I walk often, but not every day (i.e., three to five days per week)
- I walk occasionally (i.e., maybe one or two days per week)
- I rarely walk (i.e., maybe only once or twice per month)
- I almost never walk in my neighborhood (i.e., maybe only once or twice per year)
- I never walk in my neighborhood (Please tell us why)

If you have chosen "other", please specify:

Q3: Please select the top three reasons why you walk more than one block in the Nob Hill neighborhood.(Please select up to three responses that most truthfully reflect your reasons for walking in Nob Hill. If you do not walk, please select "I never walk in Nob Hill")

- Stroll or walk for exercise or recreation (with or without a dog)
- Take a dog for a walk, not for exercise or recreation, but because the dog needs/demands it
- Push a baby stroller
- Go to a park
- Commute to work (by foot only, not to catch a bus)
- Catch a bus
- Visit UNM for a class or event

Neighborhood Survey

Attitudes toward neighborhood streets

Problematic conditions along neighborhood streets:

1. People driving too fast
2. Tripping hazards along sidewalks
3. Lack of safe, protected crosswalks
4. Lack of shade
5. Curb ramps that are too steep
6. Steep slopes where driveways cross sidewalks

Neighborhood Survey

Attitudes toward Central Avenue

Problematic conditions along Central Avenue:

1. Not enough safe, protected crosswalks
2. People driving too fast
3. Noise from motor vehicles (engines, music, etc.)
4. Lack of shade
5. Panhandling or public disturbances
6. Fear of crime
7. Lack of a buffer between sidewalk and street
8. Crosswalks that are too long

Business Survey

Attitudes toward Central Avenue

Problematic conditions along Central Avenue:

1. Panhandling or public disturbances
2. Fear of crime
3. People driving too fast
4. Noise from motor vehicles (engines, music, etc.)
5. Not enough safe, protected crosswalks
6. Lack of shade
7. Tripping hazards along sidewalks
8. Rough or uneven pavement along sidewalks
9. Other items blocking sidewalks
10. Steep slopes where driveways cross sidewalks



Q4: In your opinion, what is the single most important thing that the City of Albuquerque could do to improve business conditions in Nob Hill?

(Note that the response order has been randomized by ranking responses alphabetically by their first letter.)

A visible police presence to reduce property crime.

Aid with crime and aid the homeless.

Clean up the crime and homeless situation.

Cleanup alleyways and more police presence. Clean up older buildings and possibly add new business or community centers or community resource centers on Central.

Decrease crime.

Encourage, not discourage local business patronage of burqueños: make it more pedestrian friendly, clean up the nasty alleyways, plant more trees, add business recycling facilities, and communicate with businesses in a timely manner regarding events in Nob Hill.

Free parking!

Get rid of the barrier in the middle and the buses on the left side of the cars. They are going way too fast through the lights. The rents keep going up and up.

Improve policing. More crime preventative measures and patrolling.

Increase safety measures/patrols, especially overnight on weekends.

Make it safer. It's dangerous for customers and employees. My building has been set on fire. There is no police presence and when we do call (even when being threatened with a gun), I'm told no one is available.

Make people feel safe in the area. A visible police presence, for example.

Parking

Parking. Encourage diversity of business. Rent control.

Provide free parking over the weekends or provide more parking around the area. Work more with the businesses during shop and stroll, providing road closures.

Remove homeless people.

Stop allowing the homeless/street people to loiter and accost customers.

The city can support Nob Hill by advertising and promoting the area for shopping and dining. Local advertising/social media as well as promoting tourism in the area. In addition a stronger police presence would make a difference. The crime after midnight in the area has really affect many of the small businesses in the area. Help us and our loyal amazing customers feel safe in Nob Hill.

Update crosswalks, abandon the ART project



Survey questions about how Nob Hill
compares to other places (in photos)

Neighborhood leaders impressions of the walking comfort of four residential streets

Question 12 (Neighborhood A)



Question 14 (Neighborhood C)



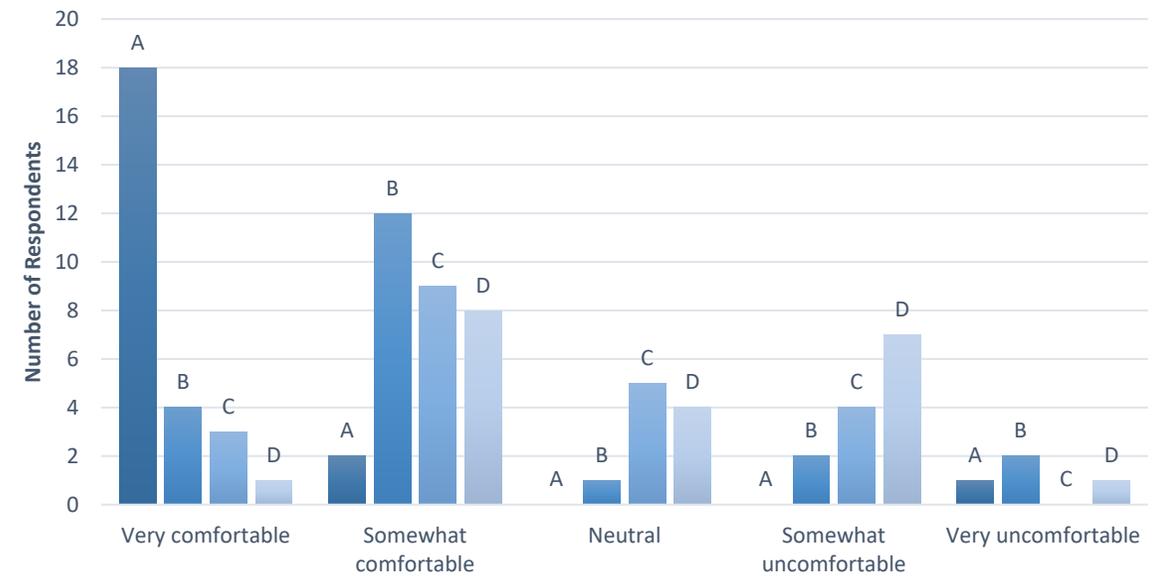
Question 13 (Neighborhood B)



Question 15 (Neighborhood D)



Images of single-family residential neighborhoods in four U.S. cities (labeled A - D)
Stated level of walking comfort



Comparison of 4000 block of Central NE to five other commercial streets

Questions 16 - 20 of the neighborhood survey (N) and Questions 10 - 14 of the business survey (B) asked respondents to view and comment on these five pairs of images.

Question N18 and B12 (Image C):



Question N16 and B10 (Image A):



Question N19 and B13 (Image D):



Question N17 and B11 (Image B):

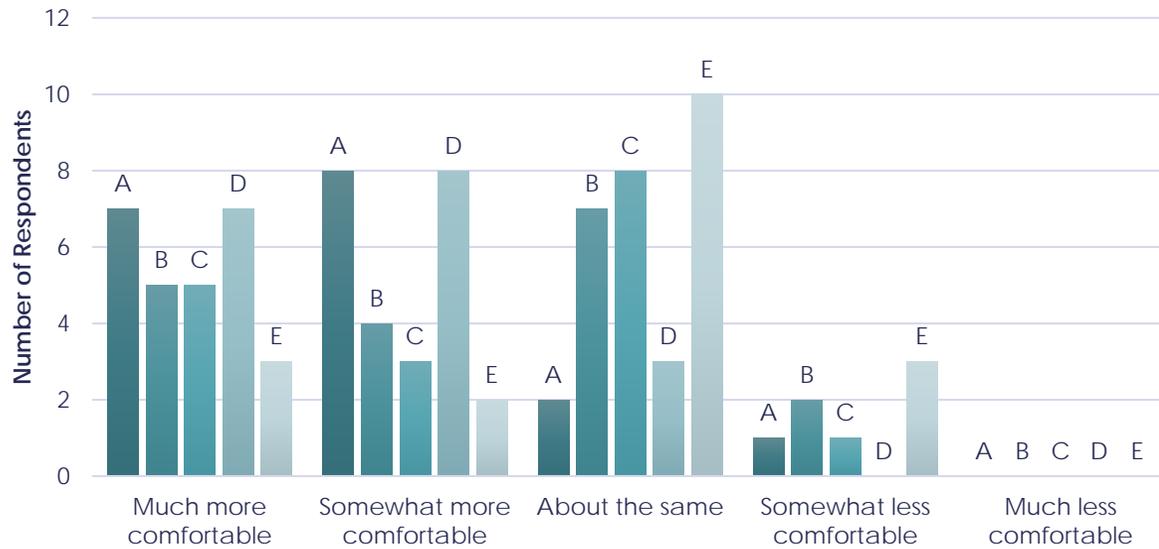


Question N20 and B14 (Image E):



Results of commercial street comparison

Images of commercial areas in five U.S. cities (labeled A - E)
Business Survey: Comparison of walking comfort between five other cities and a Nob Hill example



Images of commercial areas in five U.S. cities (labeled A - E)
Neighborhood Survey: Comparison of walking comfort between five other cities and a Nob Hill example



Image A

Image B

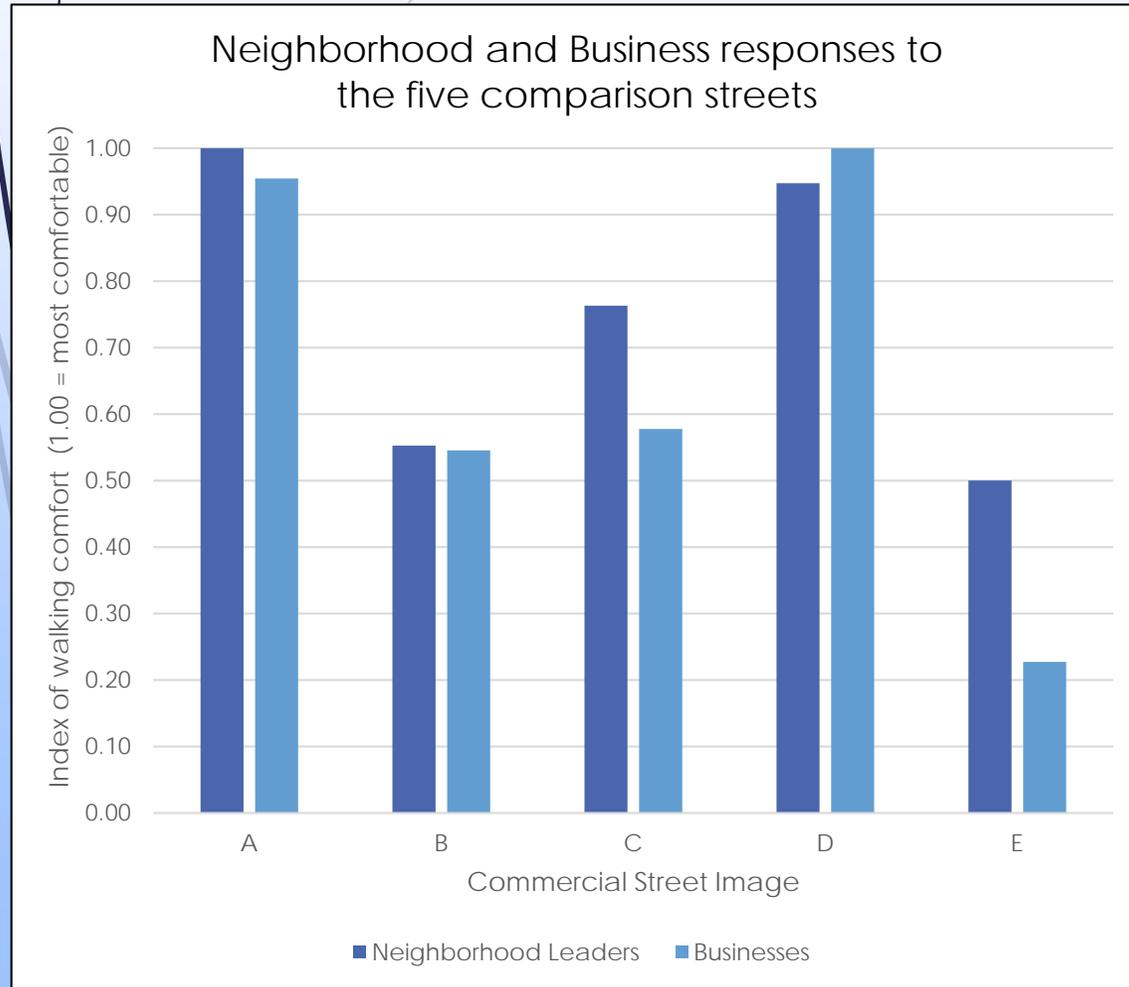
Image C

Image D

Image E



Comparison of 4000 block of Central NE to five other commercial streets



Questions 15 - 23 of the business survey asked respondents to view and comment on images of nine wall murals located in Nob Hill and several other U.S. cities.

Question B15 (Image A):



Question B16 (Image B):



Question B17 (Image C):



Question B18 (Image D):



Question B19 (Image E):



Question B20 (Image F):



Question B21 (Image G):



Question B22 (Image H):



Question B23 (Image I):



Survey questions about how Nob Hill compares to other places (murals)

Mural Preference Rankings

Image	Mural Location and Description	Standardized Score
B	Minneapolis "Grocery Store"	1.00
H	Albuquerque "Artisan"	0.92
I	Albuquerque "Postcard"	0.88
G	Albuquerque "Red Alley Mural"	0.76
E	Atlanta "Colorful Wall"	0.76
D	Austin "Skeletons"	0.72
A	Madison "Picasso-like"	0.68
F	Albuquerque "Yellow Alley Mural"	0.47
C	Madison "Woman with bullet hole in head"	0.36

Q15 - Q23 Analysis: Response Percentages

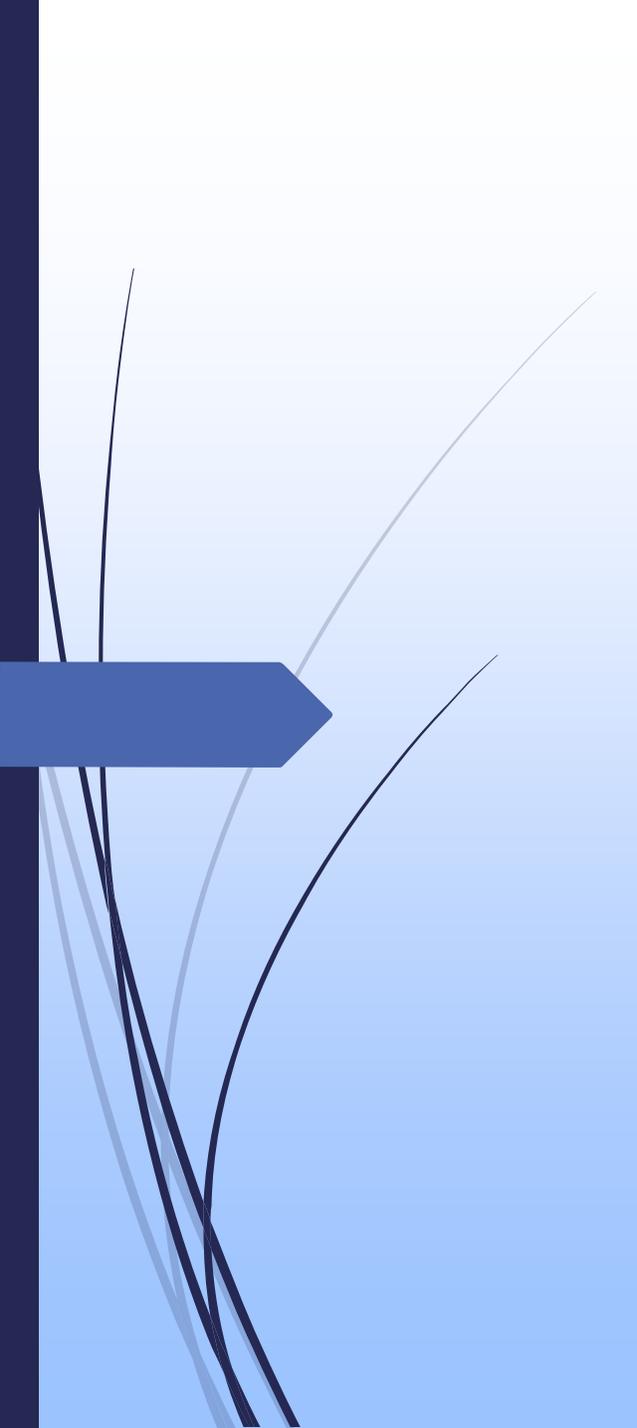
Response Menu	Q15	Q16	Q17	Q18	Q19	Q20	Q21	Q22	Q23
	A	B	C	D	E	F	G	H	I
I love it! (It's among the best I've ever seen.)	18%	47%	12%	24%	24%	13%	18%	35%	47%
I like it. (It's pretty good.)	71%	53%	59%	59%	65%	63%	76%	65%	41%
I'm not sure about it.	6%	0%	6%	18%	12%	6%	6%	0%	6%
I don't think I like it. (I would prefer something else.)	6%	0%	18%	0%	0%	19%	0%	0%	6%
I hate it! (It's among the worst I've ever seen.)	0%	0%	6%	0%	0%	0%	0%	0%	0%
TOTAL	100%								

Q15 - Q23 Analysis: Response Percentage Weights

Response Menu	Q15	Q16	Q17	Q18	Q19	Q20	Q21	Q22	Q23
	A	B	C	D	E	F	G	H	I
I love it! (It's among the best I've ever seen.)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I like it. (It's pretty good.)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
I'm not sure about it.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I don't think I like it. (I would prefer something else.)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
I hate it! (It's among the worst I've ever seen.)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0

Q15 - Q23 Analysis: Neighborhood Image Scores (based on response percentage weights)

Response Menu	Q15	Q16	Q17	Q18	Q19	Q20	Q21	Q22	Q23
	A	B	C	D	E	F	G	H	I
I love it! (It's among the best I've ever seen.)	0.35	0.94	0.24	0.47	0.47	0.25	0.35	0.71	0.94
I like it. (It's pretty good.)	0.71	0.53	0.59	0.59	0.65	0.63	0.76	0.65	0.41
I'm not sure about it.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I don't think I like it. (I would prefer something else.)	-0.06	0.00	-0.18	0.00	0.00	-0.19	0.00	0.00	-0.06
I hate it! (It's among the worst I've ever seen.)	0.00	0.00	-0.12	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL SCORE	1.00	1.47	0.53	1.06	1.12	0.69	1.12	1.35	1.29
STANDARDIZED TOTAL SCORE	0.68	1.00	0.36	0.72	0.76	0.47	0.76	0.92	0.88



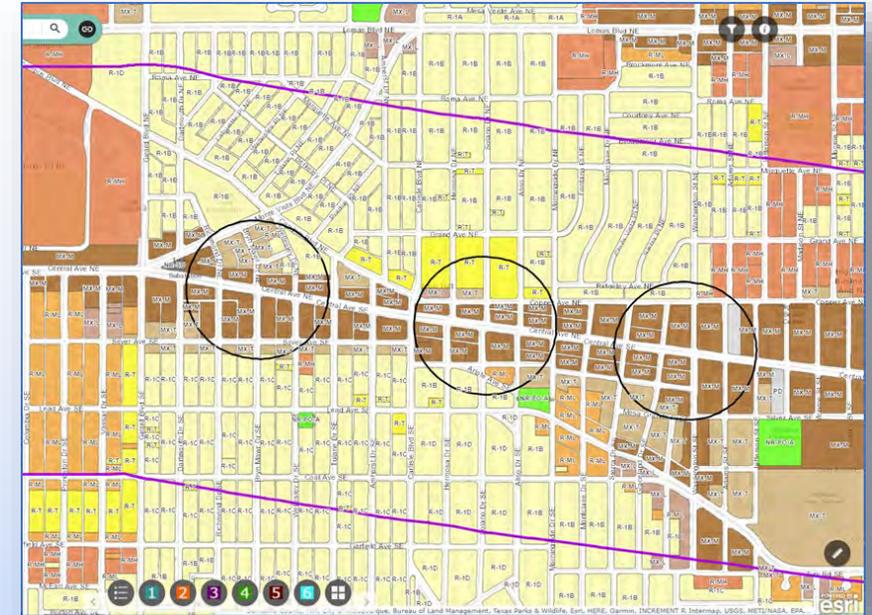
Thoughts? Questions?



Part B: Supplemental Material

Existing plans, studies, etc.

- ▶ **Key finding:** City of Albuquerque's current planning, design and regulatory framework for land development, design of pedestrian infrastructure, safety, etc. is generally consistent with national best practice and very pedestrian supportive.
- ▶ **Albuquerque/Bernalillo County Comprehensive Plan (ABC Plan):** Designates Nob Hill as an "Activity Center" and Central Avenue through Nob Hill as a "Main Street Corridor" with a "Premium Transit Corridor" overlay.
- ▶ **Integrated Development Ordinance (IDO):** Establishes pedestrian-supportive zoning in the Nob Hill area and a framework for administering and enforcing pedestrian-supportive rules and regulations.
- ▶ **Development Process Manual (DPM):** Provides standards and guidance for how pedestrian-related street elements should be designed and built. It specifies that the scale and design of pedestrian-related elements will vary depending on the type of corridor in which they are located as well as their placement along the corridor. Contains language to help ensure that elements of the pedestrian realm in Premium Transit Corridors are designed for consistency with Comprehensive Plan policies.
- ▶ **Complete Streets Ordinance (CSO):** Requires that streets and sidewalks be designed for consistency with the Access Board's Proposed Right-of-Way Accessibility Guidelines (PROWAG). Also requires consistency with NACTO Urban Street Design Guide, NACTO Urban Bikeway Design Guide, AASHTO Guide to the Planning, Design, and Operation of Pedestrian Facilities, AASHTO Guide for the Development of Bicycle Facilities, ITE Manual for Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, and NCHRP Report 616: Multi-Modal Level of Service Analysis for Urban Streets.
- ▶ **Vision Zero Action Plan (VZAP):** Provides background information about traffic safety issues and initiatives in Albuquerque, and describes planned actions to make streets safer and eliminate traffic fatalities. The plan includes six thematic goals (see next slide).



TRADITIONAL VS. VISION ZERO APPROACH

TRADITIONAL APPROACH

- Traffic Deaths are *inevitable*
- *Perfect* human behavior
- Prevent Collisions
- Individual Responsibility
- Saving lives is *expensive*

VISION ZERO APPROACH

- Traffic Deaths are *preventable*
- Integrate *human failing* in approach
- Prevent *fatal and severe crashes*
- Systems approach
- Saving lives is *not expensive*



Albuquerque's Vision Zero Goals

1. **Engineering and Design:** Prioritize the safety of all road users and use Complete Streets design principles when designing, building, and reconstructing roads.
2. **Safe Speeds:** Implement speed management.
3. **Policy, Regulation and Practice:** Establish and advocate for proactive and equitable policies, regulations, and practices that center safety for all roadway users.
4. **Education and Encouragement:** Promote a culture of safety and care among all road users.
5. **Walking and Rolling:** Increase opportunities for people throughout the city, particularly in vulnerable communities, to safely walk, ride a bicycle, use mobility devices, and take transit.
6. **Data and Transparency:** Use data to make decisions, prioritize funding, and evaluate traffic safety projects to ensure that Vision Zero initiatives are equitable and transparent. Document and incorporate people's lived experiences as data to ensure that community perspectives are considered.

Study Area Field Audit

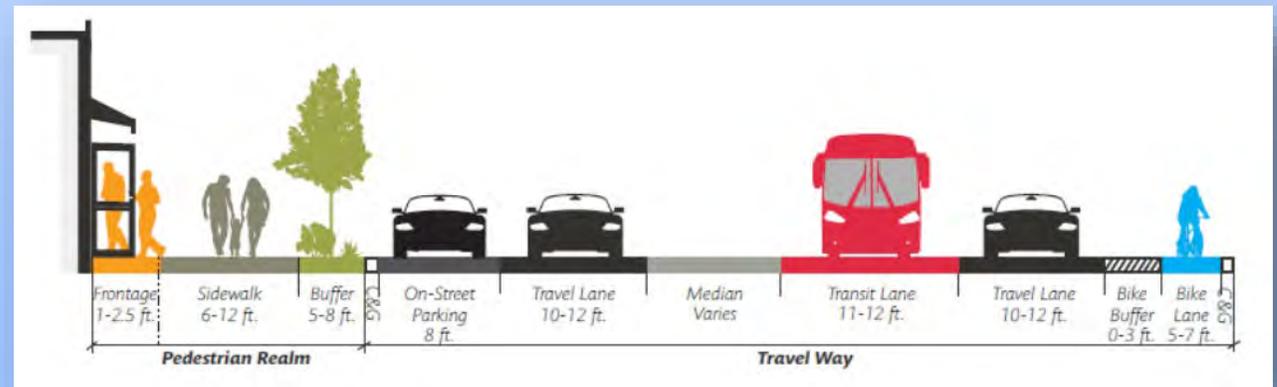
- ▶ **Intent was to help the study team to...**

- ... create inventory and deep understanding of pedestrian, bicycle, transit and motorist facilities in study area and how people use them
- ... identify and understand gaps, issues, and opportunities for multiple travel modes (walking, bicycles, micro-mobility devices, automobiles, buses, trucks)

- ▶ **Timeframe** → Conducted over period of several weeks in late 2021 (with multiple supplemental field visits during winter and spring 2022)

- ▶ **Scope** → Collection and analysis of data and information on Nob Hill land uses and on the location, design characteristics, and condition of transportation-related elements of the built environment

Note: Transportation-elements included those in both the "travel way" and the "pedestrian realm" of study-area streets, as defined by Section 7 of Albuquerque's Development Process Manual (DPM).



Study Area Field Audit

► Evaluation Focus

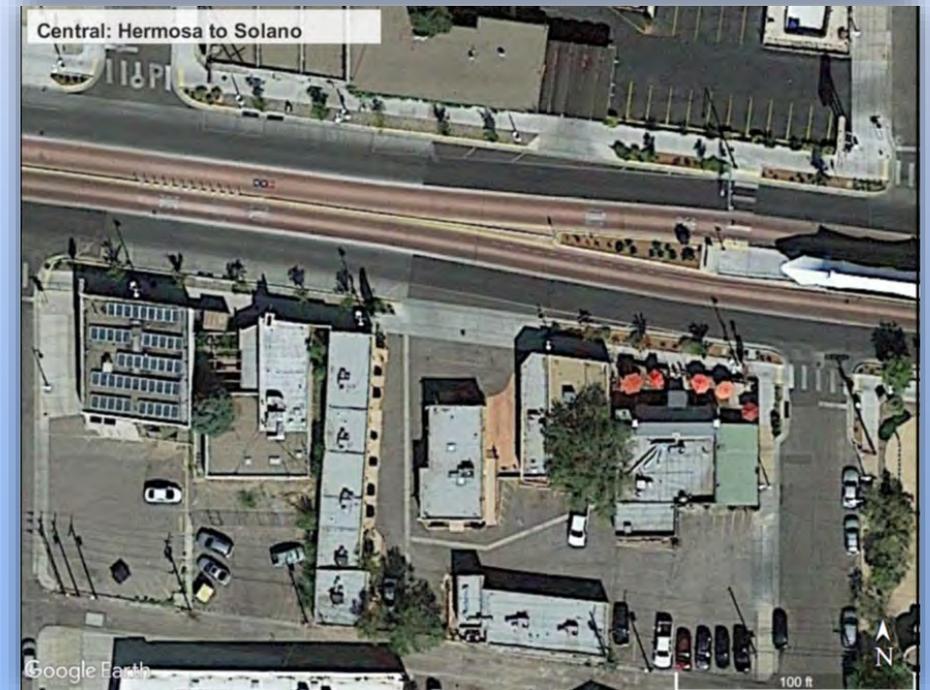
- Individual block faces along Central Avenue between Girard and Washington and a sample of other streets in the study area
 - *Note: There are a total of 30 block faces along Central between Girard and Washington: 15 south side and 15 north side*

► Evaluation Method

- Application of a grading rubric, which is a type of guide for evaluating the performance or quality of something
- Our rubric → mixed quantitative/qualitative approach, designed to assess physical attributes of streets vis-à-vis pedestrian needs
- Characterization of our rubric → Measurement plus training-informed judgment (M+TIJ)

► Evaluation Factors

1. ADA accessibility
2. Pedestrian/vehicle collision
3. Personal security
4. Tripping, slipping and falling
5. Health and comfort





Exploratory Surveys

► Neighborhood Survey:

- Designed to gain insight into walking behaviors and attitudes of Nob Hill neighborhood leaders
- Restricted population of 23 individuals: Neighborhood association board members plus other individuals the board wished for us to engage
- List provided by neighborhood association
- Administered electronically using Opinio online survey platform over a period of several weeks
- Introductory language and 26 questions

► Business Survey:

- Designed to gain insight into attitudes toward walkability among business owners and managers in study area
- Restricted population of 129 businesses on Nob Hill Main Street email list
- Administered electronically using Opinio online survey platform over a period of several weeks
- Introductory language and 23 questions

Survey questions about how Nob Hill compares to other places

- ▶ **Neighborhood Survey, Questions 12 - 15 (reactions to residential street images)**
 - Please consider only the physical characteristics you see in these two images. Let's say you were to visit this place. How comfortable would you feel walking in it?
- ▶ **Neighborhood Survey, Questions 16 - 20 (reactions to commercial street images)**
 - Please consider only the physical characteristics you see in these two images. Compared to walking along Central Avenue near Morningside in Nob Hill, how comfortable would you feel walking in the place shown on the right?
- ▶ **Business Survey, Questions 10 - 14 (reactions to commercial street images)**
 - Please consider only the physical characteristics you see in these two images. Compared to walking along Central Avenue near Morningside in Nob Hill, how comfortable would you feel walking in the place shown on the right?

For each of the above two questions, the survey instructed respondents to select one response from a menu of five possible responses: (1) much more comfortable, (2) somewhat more comfortable, (3) about the same, (4) somewhat less comfortable, and (5) much less comfortable.

- ▶ **Business Survey, Questions 15 through 23 (reactions to wall mural images):**
 - *How much do you like (or dislike) this mural?*

For this question, the survey instructed respondents to select one response from a menu of five possible responses: (1) I love it! (It's among the best I've ever seen.); (2) I like it. (It's pretty good.); (3) I'm not sure about it; (4) I don't think I like it. (I would prefer something else.); and (5) I hate it! (It's the worst I've ever seen.)

Neighborhood Survey

Things the City of Albuquerque could do to improve residential walkability

- ▶ Address areas without sidewalks or where sidewalks are damaged, creating barriers, particularly for people with disabilities.
- ▶ Cleaning
- ▶ Create sidewalks that are inset from the street. I know there's a term for this, but I can't think of it. I love the 400 block of Hermosa NE because the west side has the kind of wide sidewalk I'm thinking of. There is planting between street and walk.
- ▶ Create/integrate green urban infrastructure and walking/biking networks.
- ▶ Crosswalks
- ▶ Crosswalks (Carlisle Blvd. for example) and speedbumps (Morningside Drive, for example)
- ▶ Deal with crime/ homelessness / open drug use.
- ▶ Fix sidewalks and landscaping.
- ▶ Fix sidewalks and upgrade them to comply with ADA; and maintain them.
- ▶ Make sidewalks wider, especially along Marquette.
- ▶ Perform an independent road safety audit (RSA) to get a more accurate assessment of the basic problems that exist on busy streets in Nob Hill neighborhoods and develop a comprehensive plan with ideas about how to improve the problems.
- ▶ Restore urban canopy such as through neighborhoods program.
- ▶ Safety and Cleanliness: Have some consequences for speeding; clean up the trash. Block by Block does an excellent job but some businesses need to do more and not overload the bins.
- ▶ Slow down signs, sidewalk repairs
- ▶ Steep driveways force many into the street. The streets are rough and cracked.
- ▶ Street lights and crime
- ▶ Widen sidewalks, especially along Marquette.
- ▶ Widen sidewalks and correct slopes at driveways.

Neighborhood Survey

Things the City of Albuquerque could do to improve walkability on Central Avenue

- Add more crosswalks, clear panhandlers from paths, wash the sidewalks frequently, ticket speeders
- Add painted crosswalks at every corner
- Create more designated, straight line crosswalks and pedestrian only areas
- Crime / open drug use/ homelessness. Thanks 2 tree lines medians and green ways. (?)
- Enforce speeding laws and loud muffler laws
- Get rid of ART; add bike lanes instead, which also serve as a buffer between the sidewalk and street.
- Homeless
- Install more designated crossing areas and make pedestrians the priority, not an afterthought behind cars and parking
- More crosswalks (shorter distances) and more buffers between sidewalks and the street
- More places to cross; since ART was implemented Central has really felt like a barrier.
- More shade trees such as through "neighborhoods" program
- Put in a lot of painted crosswalks, every corner.
- Remove bus shelters that become homeless shelters on Central (not ART)
- Same issues as mentioned previously: Safety & Cleanliness. In the business sector, perhaps more attractive storefronts and clean windows for some businesses. Street lamp poles have graffiti and ugly posters.
- The city just added a cross walk in Nob Hill. Also, educating drivers about the new stop lights for peds.
- There should be a crosswalk at every intersection.

Business Survey

Other issues or opportunities related to walking in the Nob Hill area

- ▶ "A strong police presence will allow people to feel that safety in our neighborhood is a priority. We occasionally feel over looked. Cleaner bus stops."
- ▶ "Closed businesses give the impression the area is dead or dying. It would be helpful if certain landlords reduced their rents to help businesses be viable. It appears that many landlords would rather have the vacancy."
- ▶ "I think people being harassed by mentally ill/people abusing substances, especially in the dark, puts people off walking around here but we realize it's a citywide & national issue, not just Nob Hill. Block by Block program keeps it tidy & addresses graffiti /trash/ issues before they bloom, so that's great - expand their presence!"
- ▶ "Lack of ways to cross Central since the ART project removed several crosswalks."
- ▶ "More space on sidewalks, fixing uneven pavements."
- ▶ "Panhandling, vandalism, street fights, parking meters."
- ▶ "Quite a few unhoused folks living -- anywhere they can. I think they're rarely an actual problem, but it does make folks uncomfortable and it does lead to more crime and trash. And we do need to provide better resources for them in any case."
- ▶ "Remove homeless people. There are way too many bars and dispensaries in a very small area."
- ▶ "The ART project has had a devastating effect on the area."
- ▶ "We need more lights in Upper Nob Hill. Make the streets light up and feel safer at night. More cleanup crews at night (after 5 p.m.) would make the streets feel safer with more workers. Police presence would help secure our people."

Please note that the responses to this question were very lightly edited to correct spelling and grammatical errors and are presented here in alphabetical order to help ensure respondent anonymity.

Business Survey: Commercial Street Image Comparison

Q10 - Q14 Analysis: Response Percentages

Response Menu	Q10	Q11	Q12	Q13	Q14
	A	B	C	D	E
Much more comfortable	38.9%	27.8%	29.4%	38.9%	16.7%
Somewhat more comfortable	44.4%	22.2%	17.6%	44.4%	11.1%
About the same	11.1%	38.9%	47.1%	16.7%	55.6%
Somewhat less comfortable	5.6%	11.1%	5.9%	0.0%	16.7%
Much less comfortable	0.0%	0.0%	0.0%	0.0%	0.0%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%

Q12 - Q15 Analysis: Response Percentage Weights

Response Menu	Q10	Q11	Q12	Q13	Q14
	A	B	C	D	E
Much more comfortable	2.0	2.0	2.0	2.0	2.0
Somewhat more comfortable	1.0	1.0	1.0	1.0	1.0
About the same	0.0	0.0	0.0	0.0	0.0
Somewhat less comfortable	-1.0	-1.0	-1.0	-1.0	-1.0
Much less comfortable	-2.0	-2.0	-2.0	-2.0	-2.0

Q12 - Q15 Analysis: Comparative Scores (based on response percentage weights)

Response Menu	Q10	Q11	Q12	Q13	Q14
	A	B	C	D	E
Much more comfortable	0.78	0.56	0.59	0.78	0.33
Somewhat more comfortable	0.44	0.22	0.18	0.44	0.11
About the same	0.00	0.00	0.00	0.00	0.00
Somewhat less comfortable	-0.06	-0.11	-0.06	0.00	-0.17
Much less comfortable	0.00	0.00	0.00	0.00	0.00
TOTAL SCORE	1.17	0.67	0.71	1.22	0.28
STANDARDIZED TOTAL SCORE	0.95	0.55	0.58	1.00	0.23

Image A

Image B

Neighborhood Survey: Commercial Street Image Comparison

Q16 - Q20 Analysis: Response Percentages

Response Menu	Q16	Q17	Q18	Q19	Q20
	A	B	C	D	E
Much more comfortable	81.0%	33.3%	38.1%	85.7%	23.8%
Somewhat more comfortable	19.0%	47.6%	61.9%	9.5%	47.6%
About the same	0.0%	9.5%	0.0%	0.0%	23.8%
Somewhat less comfortable	0.0%	4.8%	0.0%	0.0%	4.8%
Much less comfortable	0.0%	4.8%	0.0%	4.8%	0.0%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%

Q16 - Q20 Analysis: Response Percentage Weights

Response Menu	Q16	Q17	Q18	Q19	Q20
	A	B	C	D	E
Much more comfortable	2.0	2.0	2.0	2.0	2.0
Somewhat more comfortable	1.0	1.0	1.0	1.0	1.0
About the same	0.0	0.0	0.0	0.0	0.0
Somewhat less comfortable	-1.0	-1.0	-1.0	-1.0	-1.0
Much less comfortable	-2.0	-2.0	-2.0	-2.0	-2.0

Q16 - Q20 Analysis: Comparative Scores (based on response percentage weights)

Response Menu	Q16	Q17	Q18	Q19	Q20
	A	B	C	D	E
Much more comfortable	1.62	0.67	0.76	1.71	0.48
Somewhat more comfortable	0.19	0.48	0.62	0.10	0.48
About the same	0.00	0.00	0.00	0.00	0.00
Somewhat less comfortable	0.00	-0.05	0.00	0.00	-0.05
Much less comfortable	0.00	-0.10	0.00	-0.10	0.00
TOTAL SCORE	1.81	1.00	1.38	1.71	0.90
STANDARDIZED TOTAL SCORE	1.00	0.55	0.76	0.95	0.50

Image C

Image D

Image E

