



Tim Keller, Mayor

## Greater Albuquerque Active Transportation Committee (GAATC) – Minutes

Monday, February 14, 2022 | 4:00 – 6:00 PM



### Committee Members Present

Richard Meadows (Chair)

### Committee Members Absent

Nevarez Encinias

Josiah Hooten

Daniel Jensen

Lanny Tanning

### Staff Members Present

Tim Brown (DMD Traffic Engineering)

Whitney Phelan (Parks and Rec)

Cheryl Somerfeldt (Parks and Rec)

Carrie Barkhurst (ABQ RIDE)

Willy Simon (MRCOG/MRMPO)

Tara Cok (MRCOG/MRMPO)

Tom Menicucci (Council)

Valerie Hermanson (DMD)

### Visitors Present

Claude Morelli (University of New Mexico)

Dianne Cress (Bike ABQ)

Susan Hering (BikeABQ)

Peter Rice (Downtown ABQ News)

Theresa Dunn (BikeABQ)

Aaron Sussman (BHI)

**Richard Meadows called the meeting to order at 4:10 PM**

### Approval of February Meeting Agenda

- No quorum to approve agenda

### Approval of January Meeting Minutes

- No quorum to approve minutes



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### Public Comments (2-minute limit per audience member)

- No comments

### Discussion / Action Items

- No discussion/action items

### Presentations

- **Parks & Recreation Department Priority Projects** – City of Albuquerque Parks & Recreation Department - *DEFERRED*
- **Nob Hill Pedestrian and Quality of Life Study, Phase 1, Field Audit** – Claude Morelli, AICP, PTP University of New Mexico Department of Civil, Construction, and Environmental Engineering
  - Full presentation slides attached
  - History/Context: Nob Hill businesses and residents approached City Councilor Pat Davis and requested Councilor Davis to fund a study of pedestrian wayfinding and quality of life issues in the Nob Hill area. Since UNM is in the area, City Council staff approached them to see if they would be interested in completing a study like this. They agreed and also saw this as an opportunity to give students real world planning and research experience.
  - Study area boundaries: Girard Blvd, Campus Blvd and Copper Avenue, Washington Street, and Silver Avenue. Study also considering issues within the neighborhood itself and asking questions about how the neighborhood fits into the commercial area.
  - Purpose: Identify issues and opportunities to address transportation-related quality of life concerns through a research and data driven effort. Develop prioritized recommendations to improve multimodal circulation, wayfinding, and safety.
  - In addition to review/research of plans, rules, standards, guidance, national best practices, also conducted field audits in late 2021, to develop a deeper understanding of what it's like to be a pedestrian in 2021 in the Nob Hill area. But also thinking about bikes, transit, motorists parking etc. and how they impact pedestrians and how pedestrians impact them.
  - Scoring rubric: Mix of technical measurements and subjective evaluation. Three study members participated in the field audit and each graded separately then the group convened to discuss their grades and reached consensus. From here they converted the average score back into a letter grade.
  - Exploratory surveys – one focused on neighbors and the other on businesses. Did not have resources to survey all residents, so team asked neighborhood leadership who would be best to complete the survey. Business surveys is all the Main Street business owners or their managers. Created weighting for survey responses to be able to create a prioritized list.



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- Neighborhood Survey – a few findings: Highest rated problematic conditions common to all scoring systems shown (see presentation pg. 27):
  - People driving too fast
  - Tripping hazards along sidewalks
  - Lack of safe, protected crosswalks
  - Lack of shade
  - Curb ramps that are too steep
  - Steep slopes where driveways cross sidewalks
- Business Survey – a few findings: Highest rated problematic conditions common to all scoring systems shown (see presentation pg. 28):
  - Panhandling or public disturbances
  - Fear of crime
  - People driving too fast
  - Noise from motor vehicles (engines, music, etc.)
  - Not enough safe, protected crosswalks
  - Lack of shade
  - Tripping hazards along sidewalks
  - Rough or uneven pavement at crosswalks
  - Other items blocking sidewalks
  - Steep slopes where driveways cross sidewalks
- Next Steps: Phase 2: Finalize and present case study research on similar BRT corridors  
Phase 3: Prepare issues and opportunities report  
Phase 4: Prepare list of tiered recommendations
- **Discussion**
  - Richard M: With survey responses, did any of the neighbors or businesses identify as having a disability?
    - Claude M: This was explicitly asked in the survey. None of the neighbors that completed the survey said they had a disability. However, some of the neighbors did have a family member in the household that may have had a disability or used an assistive device.
  - Richard M: Was lighting on of the list of things considered?
    - Claude M: Not so much in neighborhood as along Central. Streets in this area are typically residential and then become more commercial within a block or two of Central. Silver, Copper, and Campus are some of the streets where the lighting issue is most problematic.
  - Richard M: Does the study area include Silver and Copper? Guests in attendance of the meeting tonight might see conflicts for cyclists.
    - Claude M: The formal study area includes the south side of Silver (properties facing Silver) and this is the same for Copper, Campus, Monte Vista.
  - Richard M: I wanted to mention that since Albuquerque Rapid Transit (ART) was completed, there have been some other improvements like the new HAWK signal recently added. Also, some narrow medians were added that were not there previously.
    - Claude M: A HAWK went in near Flying Star while we were completing this study. Also, kudos to Tim or whoever constructed the pedestrian accommodation in the construction zone because compared to 20 years when I had done a study of this, it was quite good.



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- Tim B: Kudos go to Brian Wolfe in the Construction Services Division.
- Susan H: Thank you. Great study. Hope we get to apply the information from this study to different neighborhoods. What exactly is a curb ramp?
  - Claude M: Curb ramp was not defined in the survey. Some people thought of curb ramp at end of a crosswalk with the little bumps or truncated domes. That's a curb ramp. But some people might also confuse curb ramps with the aprons on either side of a driveway with a steep slope but do not serve people with a disability. Great question and wish we would have defined curb ramp.
- Susan H: In the pedestrian collision data there was a reference about conflicts with bikes. How did you define a bike conflict?
  - Claude M: Very important question. It's especially important because in other cities where there are a lot of micromobility devices such as bikes and e-scooters, we are seeing a lot of collisions between those devices and pedestrians. There's a huge literature in public health on this. Those collisions typically are very serious and it has to do with the speed of travel of those vehicles because that's where the energy is coming from – speed. So when we define a conflict, it's basically any wheeled vehicle versus a pedestrian (other than a legal to operate vehicle on a sidewalk like a wheelchair or a scooter used as a mobility assistive device). So if a person rides a bicycle on a sidewalk and going slowly, no will care, but if someone is going fast and hits someone, that's a pretty serious collision. Especially if the person is older or a child. So bikes and pedestrians do not mix well when bicyclists are traveling at high speeds.

And Central Ave only has so much room and with the bus rapid transit. There are two travel lanes, parking lanes, sidewalk, and the space needed for curb ramps, so where do bikes go on Central? The good news is that Copper and Silver act as parallel routes, but the farther away you get from Carlisle the less utility they have because Central is running diagonal, so Copper gets farther away and Silver disappears east of Carlisle. Copper becomes Campus and so there is no good parallel route on the north side. And how do we solve this without taking lanes from someone else on Central? It's a real challenge. We looked at the possibility of using alleys, but they are not continuous. Bicyclists could ride in the street with traffic, but not all people are comfortable with that and there is a problem bicyclists getting doored by people in parked cars. There is not a lot of room on Central.
- Theresa D: Maybe this is a stupid thing to throw out, but I thought I'd throw it out. When you mentioned all these things you're looking at within the study, is one of the alternatives to not have private car traffic on Central and leave it to the other modes such as pedestrians, bicyclists, and transit? Was this considered?
  - Claude M: This idea has come up, however, eliminating private car traffic on Central means that the traffic has to go somewhere. For example, it's like pushing on the side of a balloon and the pressure has to go somewhere. Business would not be happy because they see number of people in cars as people being able to reach their business.

The study doesn't want to close any options, so if GAATC wrote a letter to the project team requesting that the project team consider this option, the project team could weigh the pros/cons at a modest level - at least weigh it. But I anticipate that the businesses would not support that option. When ART went in, some of that traffic likely migrated to adjacent roadways such as Lead/Coal then compounded by other challenges such as drag racing, they might be in support of this. It's an idea worth



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thinking about but not sure that politically it could happen. It's a big ask and the City would have to weigh pros/cons.

- Theresa D: I can see the political implications. But many cities that close streets to cars have seen businesses prosper more. Because cars can park other places and it's nicer for people to be a pedestrian in those areas and ride your bike in those areas. I understand how it would be hard to sell a business on this option.
  - Claude M: There are several recurring events throughout the year in which Central is temporarily closed to car traffic such as Summer Fest or Shop n' Stroll.
  - Richard M: It's a great question, but I've seen so many places that have closed streets to car traffic and where it hasn't worked. I grew up in Las Cruces where they closed Main Street to car traffic and it killed downtown. Albuquerque also tried on 4<sup>th</sup> Street in downtown and it didn't work, so the City put it back to a street for cars. Denver's 16<sup>th</sup> Street maybe more successful.
  - Claude M: Yes, 16<sup>th</sup> Street in Denver seems successful, but it also has 100K people in offices or housing surrounding it. Boulder's Pearl Street Mall seems to work because it's a university town. Or in Charlottesville, VA, the University of Virginia campus is closed for pedestrians. It seems like closing streets permanently to cars seems to work right next to universities and not as much on through routes, but side routes.
- Susan H: I think this would be hard to present to businesses yet their top concerns had more to do with issues with cars, better crosswalks. All had a lot more to do with encouraging pedestrians, but the comments about cars were about cars going too fast, making too much noise and everything else was more crosswalks, better ramps/driveways, more shade. Everything they wanted was something that encouraged pedestrians because it's a pedestrian you have to be to walk into a shop. You know at some point you park your car and become a pedestrian. It's interesting that they said all these things that are pedestrian friendly and I like a lot and I couldn't resist pointing that out, but I also grew up in Boulder, Madison, and Denver.
- Willy S: More of a comment and it's an interesting study. Thank you for doing it and thank you for presenting it. I think in most of our conceptions of Albuquerque and when we think of where it's safe and friendly to walk, many of us would think of this study area, but I agree with the results shared. Seeing how Central scored in this study you can help but wonder how a walkability study on Montgomery, Menaul, or Coors would be and what the results of that would be.
- I have another comment about lane reduction related to the lane reduction conversation that was just happening. MRCOG completes traffic counts and we've been monitoring the traffic there. We looked into the traffic on Central and it was interesting. We noticed that traffic has gone down on Central 40-50% on some segments and in Nob Hill in some cases. We also monitor alternative routes that we think people would use instead of Central and some of them have gone up, but they haven't gone up by the amount that Central went down. There are trips on Central that we don't know what happened to them and I looked into this in other cities that have done similar capacity reductions. They also found that a certain amount of traffic seems to kind of just go away and it's not accounted for. Wanted to throw that out there.
- Claude M: I'm thinking back to my days in ABQ when I was 16 and there was nothing to do, so we spent a lot of time cruising and I think of Central Avenue. It's the kind of street where there is a lot of cruising. I wonder if some of that traffic went away. It would be interesting to look at time variations when the traffic went away and did it go away during the journey to





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work times or other times or on Friday nights. The other thing is traffic can be connected to other things such as business activity and business activities have gone down in Nob Hill so you would expect traffic counts to go down as well. Some food for thought.

- Richard M: Does MRCOG count pedestrians? Is there a way to see if pedestrian trips are coming back on Central?
- Willy S: We do, but they're not quite at the level as the traffic count program so we can't count every single segment of the city. But we do have an established schedule for collecting bike/ped counts. This is actually Tara's realm, so I can let her speak to it.
- Tara C: Willy said it well. Yes, we have the ability to collect bike/ped counts through a video camera. It's upon request, so if Claude would like some counts completed, feel free to reach out.

### Staff Reports

- Municipal Development (DMD) (Tim)
  - Nothing to report at this time, but may have some updates in the next month or two. Working on minor infrastructure projects.
- Council Services (Tom)
  - No report.
- ABQ RIDE (Carrie)
  - Read January GAATC meeting minutes and noticed that there was public comment from someone who shared a city bus driver yelled at them while they were bicycling on Central Ave. Thinks that it's likely a Route 66 driver since that route drives in the right lane and assuming the bicyclist was biking in the right lane as well. Checked City Traffic Code – it's legal for bicyclists to travel on all city streets whether or not there is a bike lane. Motor vehicles must give five (5) feet when passing a cyclist. On Central, can see how there would be conflicts. City working toward identifying and dedicating parallel facilities that are more comfortable to ride on such as Silver or Copper. However, it doesn't mean you cannot ride on Central.
  - Met with Transit staff who train the bus drivers and he said there are two things worth noting. They have a program for new drivers that covers pedestrian and bike awareness. Also, there is a driver's manual of rules that they go over rule by rule and that drivers all have their own copy. The manual points out that drivers need to show consideration when they're passing by cyclists and pedestrians especially if there's rain or slush on roadway to be a courteous driver. There's also a rule to be alert for bike riders and use extreme caution when bicyclists are nearby – cites that 5 ft. law for passing cyclists. It states: Never intimidate or harass a bicyclist. It's something that transit takes seriously and in the future, anyone who observes this, please report to 311 because all buses have multiple cameras so staff can investigate. Drivers are held accountable, so if any issues are found, it may mean disciplinary actions or additional training.

Richard M: With the shortage of bus drivers, we're seeing smaller vans or Sun Vans. On my route it's a Sun Van but it doesn't have bike rack. Can we bring bikes on the Sun Van?



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Carrie: It's the bus driver's discretion and it also depends on how full the bus is. Noted that it can be a challenge for bicycle riders to use those buses. It can also be difficult for people with assistive devices to be able to board the bus.

If anyone has any thoughts or preferences on the bus type, calling 311 is a good way to share your thoughts. Call 311 and say that you would like to leave a comment for the transit department and we will receive it.

- Vision Zero (Val)
  - Tomorrow on February 15 at 9 am there will be a virtual public hearing for Proposed Rulemaking for Automated Speed Enforcement. It's important to note that the rulemaking is only about the proposed rules and not to discuss the program.

Additional information can be found here: <https://www.cabq.gov/clerk/news/notice-of-proposed-rulemaking-6>

Public comment can be provided at the hearing or can be submitted in writing to [DMDRuleMaking@cabq.gov](mailto:DMDRuleMaking@cabq.gov)

- MRCOG/MRMPO (Tara Cok/Willy Simon)
  - Created Safety Visualization for the Region – MRCOG Roadway Safety and Crash Report (2015 – 2019):  
<https://mrmppo.maps.arcgis.com/apps/MapSeries/index.html?appid=ec395f5587744d778832207af7d86f93>
  - Important to note these data and maps are for the entire MRCOG region and the maps were completed before the 2020 crash data was available. There were some changes to the crash data in 2020, so staff are working to harmonize those changes so that all data sets are consistent. Staff hope to update this annually as new crash data is received and analyzed.
  - Segments are crashes per mile in that five year time frame (2015 – 2019).
  - # of people killed are multiplied by two to weight this factor.
  - HFIN score – think of this as crashes per mile, which can be compared to streets throughout the region.
  - One quirk of the data set. If there is a fatal crash at an intersection that data is shared by each leg of the intersection. When reviewing, please do not sum the number of killed at intersection for each leg. We were not sure how to attribute it, so we attribute to each leg. Still a good way to look at links regionally.
  - Theresa D: Where does data come from?
    - Willy S: NMDOT contracts with UNM GSP who collects all uniform crash reports completed statewide by APD/Bernalillo County Sheriff/Rio Rancho PD/etc. UNM GSP then essentially places a dot on a map for where a crash/incident occurs along with the other information collected about the crash/incident. Then NMDOT provides these data to MRCOG for further analysis.



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- Susan H: Why has there been trouble adding the 2020 data and how often do you will this be updated?
  - Willy S: MROCG hopes to update it each year. It's important to note there is a two year delay in receiving these data. For example, in January 2022 received 2020 data. Past crash datasets have a category called the Top Contributing Factor, which identifies that top contributing factor for why a crash or incident occurred. In the 2020 dataset, this category has been removed and there is a new category that is similar but does not match with previous crash data, so it's not apples to apples. Staff are working through to understand this change, so that the new data can be added. Unsure of why there was this change with the data.
  - Richard M: Each state has a different approach with crash data.

**Meeting adjourned at 5:28 PM**

**Next Meeting: March 14, 4:00pm – 6:00pm**



# Nob Hill Pedestrian and Quality of Life Study

*Project overview and a few of our Phase 1 findings*

Presented remotely via Zoom to  
Greater Albuquerque Active Transportation Committee  
February 14, 2022

**Claude Morelli, AICP, PTP**

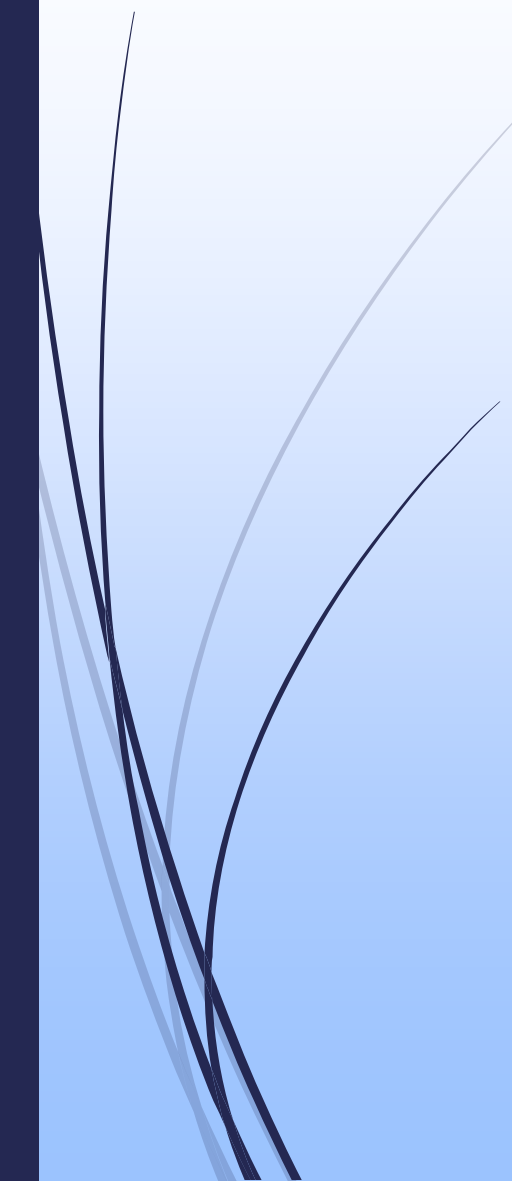
UNM Department of Civil, Construction & Environmental Engineering

Email: [morellic@unm.edu](mailto:morellic@unm.edu)





# Outline of Presentation

1. Overview of Nob Hill Pedestrian & Quality of Life Study
  2. Some Phase 1 findings:
    - a. Field audit of streets in the study area
    - b. Results of two exploratory surveys: neighborhood leaders and Nob Hill businesses
  3. Next steps for the study
- 



# Study Overview



# Study Context

- ▶ Nob Hill businesses and residents → Asked Albuquerque City Councilor Pat Davis to fund study of pedestrian, wayfinding, and quality of life issues in Nob Hill area
- ▶ City Council office approached us to see what we could do
- ▶ Project enables us to help Nob Hill while also educating students and conducting research of an academic nature



# Study Team

## **Claude Morelli, AICP, PTP**

Research Scholar in Transportation Planning & Policy  
UNM Department of Civil, Construction & Environmental Engineering

## **Su Zhang, Ph.D., GISP**

IT and Operations Manager/Senior Research Engineer  
UNM Earth Data Analysis Center

## **Huang Hsiang-Wen**

Undergraduate student and Dwight D. Eisenhower Transportation Fellow  
UNM Department of Community and Regional Planning

## **Sheida Carugati**

Undergraduate student and Dwight D. Eisenhower Transportation Fellow  
UNM Department of Civil, Construction & Environmental Engineering  
President, Student Chapter of ASCE at UNM



# Study Area



This study focuses generally 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

*Note: The study team is also considering issues related to pedestrian and bicycle accessibility that go beyond this geographic area into the surrounding residential neighborhood.*



# Study Purpose

- 1. Identify issues and opportunities** for addressing transportation-related quality of life concerns in the Nob Hill area of Albuquerque through a research-and data-driven effort.
- 2. Develop prioritized (i.e., tiered) recommendations** for improving multimodal circulation, wayfinding, and safety.





# Study Intent



1. **Understand problems and opportunities** associated with multimodal circulation, wayfinding and safety in the Nob Hill area.
2. **Understand how Nob Hill compares with similar bus rapid transit (BRT) corridors** in other North American cities for the purpose of generating ideas for potential local applicability and to advance general academic knowledge of how BRT systems fit into local communities.
3. **Develop tiered recommendations for improving multimodal circulation, wayfinding and safety** which can be used for budget programming and other resource allocation decisions by the City of Albuquerque.
4. **Provide an opportunity for UNM students to gain experience** conducting case studies and engaging in planning in a real-world setting.
5. **Strengthen the “town-gown” connection between the City of Albuquerque and the University of New Mexico** through faculty and student engagement in a local issue of direct interest to both parties.



# Topics of particular interest to the study team

- ▶ Mitigation of the “barrier effect” of Central Avenue between the north and south sides of the Nob Hill neighborhood
- ▶ The impacts of the Albuquerque Rapid Transit (ART) project on the Nob Hill neighborhood
- ▶ How pedestrians, bicyclists, and users of “micro-mobility” transportation modes fit into and relate to each other in the Nob Hill context
- ▶ How pedestrian travel demand and circulation patterns are affected by:
  - ▶ The location and availability of automobile parking
  - ▶ Automobile pick-up and drop-off activity (e.g., by Uber and Lyft)
  - ▶ The emerging need for electric vehicle charging stations
  - ▶ Truck loading / unloading and small package delivery
  - ▶ Activity at the University of New Mexico and at UNM Hospital
  - ▶ Activity in and around Monte Vista Elementary School



# Study Phases / Activities

## ➤ Phase 1 – Project Kick-Off and Initial Data Collection

- **Review existing data and information** including adopted plans, past studies, etc.
- **Conduct field audit** to inventory pedestrian, bicycle, transit and motorist facilities in the study area and identify gaps, issues, or opportunities.
- **Conduct exploratory surveys** of neighborhood association board members, study area businesses, and study area commercial property owners to gain insight into attitudes and opinions on existing conditions and possibilities for future improvements.
- **Review elements of national street design guidance** (e.g., from NACTO, ITE, FHWA, AASHTO, the U.S. Access Board, etc.) to gain insight into consistency between what is widely considered by transportation professionals to be best national practice and existing and potential future conditions in the study area.

## ➤ Phase 2 – Conduct Case Study Research on Similar BRT Corridors

- The overarching goal of this research is twofold: (1) generate ideas for potential local applicability; and (2) advance general academic knowledge of how BRT systems fit into local communities.

## ➤ Phase 3 – Prepare Issues and Opportunities Report

## ➤ Phase 4 – Prepare List of Tiered Recommendations





Thoughts? Questions?



# Phase 1: Methods and a Few Findings



# Phase 1 components

- ▶ Review of plans, rules, standards, guidance
- ▶ GIS analysis
- ▶ Field Audit
- ▶ Exploratory Surveys
  1. Neighborhood leaders
  2. Nob Hill businesses



# Phase 1 components

- ▶ Review of plans, rules, standards, guidance
- ▶ GIS analysis
- ▶ Field Audit
- ▶ Exploratory Surveys
  1. Neighborhood leaders
  2. Nob Hill businesses





# Field Audit



All photos by Claude Morelli



# Study Area Field Audit

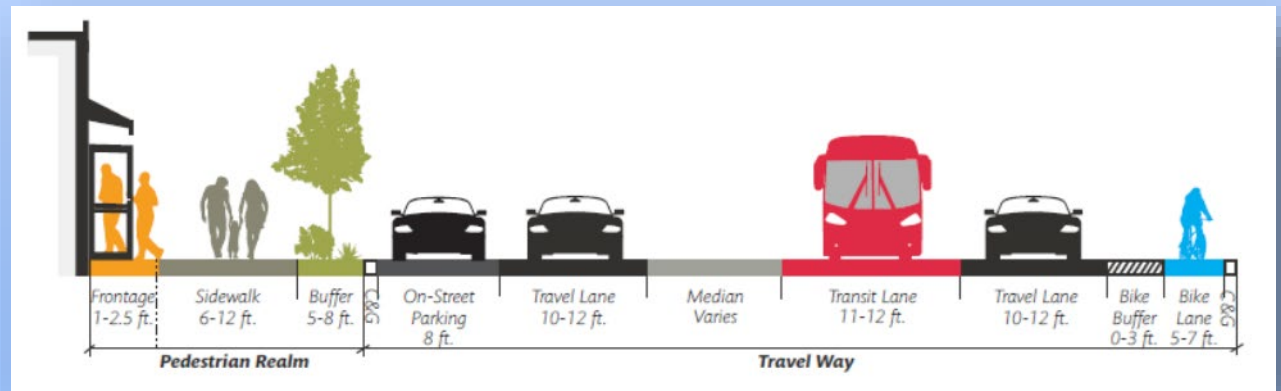
## ► Intent was to help the study team to...

- ... create inventory and deep understanding of pedestrian, bicycle, transit and motorist facilities in study area
- ... 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

## ► **Scope** → Collection and analysis of data and information on Nob Hill land uses and 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

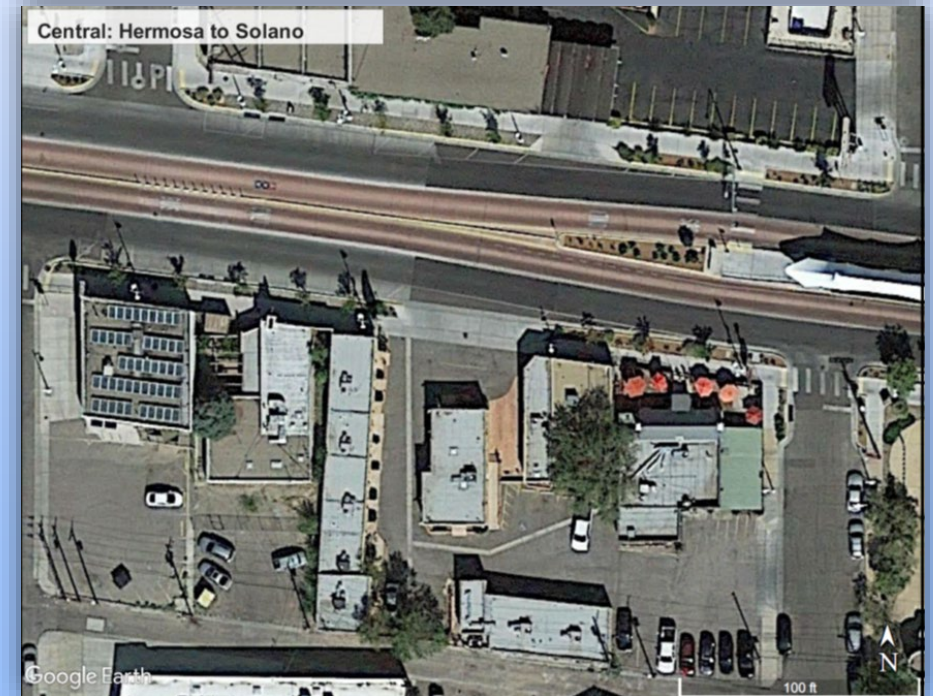
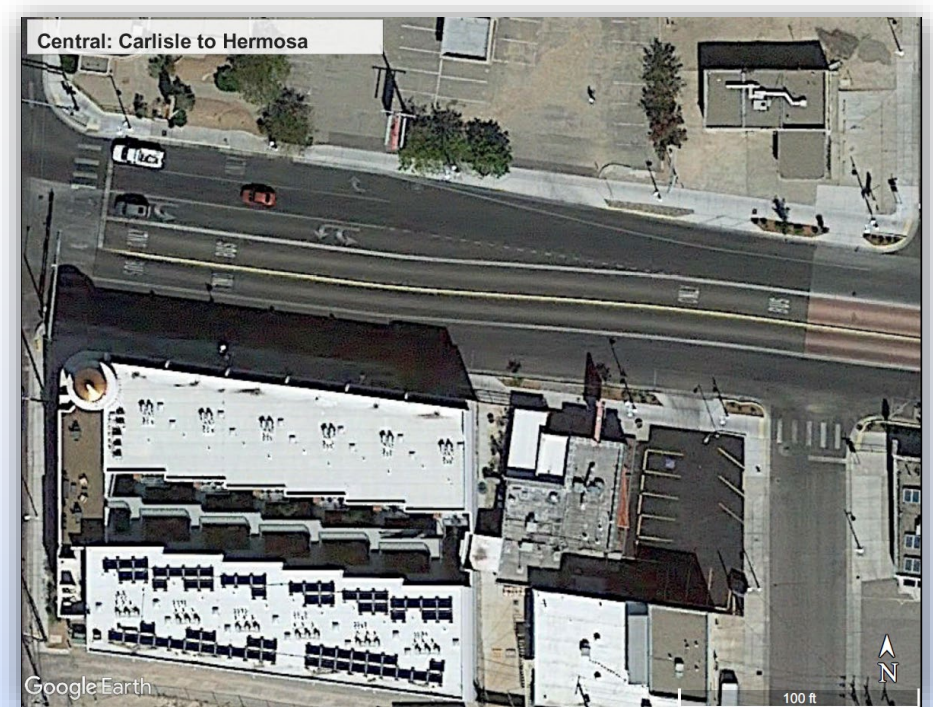
- Individual block faces along Central Avenue between Girard and Washington and a sample of other streets in the study area
  - *Note: There are a total of 30 block faces along Central between Girard and Washington: 15 south side and 15 north side*

## ► 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





# 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/>



# Study Area Field Audit

## Nob Hill Field Audit -- Block Face Grades for ADA Accessibility

Segment ID	Street Name	Street Side	BLOCK START	BLOCK END	Field Audit Date	Grades by Team Member			Score Equivalents			Average Score	Grade Equivalent	Score Conversion		Average Score Conversion	
						Morelli	Zhang	Carugati	Morelli	Zhang	Carugati			Grade	Score	Score	Grade
ABQ_NE_CEN_4300_N	Central Avenue	North	Graceland Dr.	Washington St.	Oct-Nov 2021	B-	B	B-	2.7	3.0	2.7	2.8	B-	A+	4.3	4.3	A+
ABQ_NE_CEN_4200_N	Central Avenue	North	Sierra Dr.	Graceland Dr.	Oct-Nov 2021	B-	B-	B-	2.7	2.7	2.7	2.7	B-	A	4.0	4.2	A+
ABQ_NE_CEN_4100_N	Central Avenue	North	Montclair Dr.	Sierra Dr.	Oct-Nov 2021	A-	A-	A-	3.7	3.7	3.7	3.7	A-	A-	3.7	4.1	A
ABQ_NE_CEN_4000_N	Central Avenue	North	Morningside Dr.	Montclair Dr.	Oct-Nov 2021	C+	C+	C+	2.3	2.3	2.3	2.3	C+	B+	3.3	4.0	A
ABQ_NE_CEN_3900_N	Central Avenue	North	Aliso Dr.	Morningside Dr.	Oct-Nov 2021	D	C-	C	1.0	1.7	2.0	1.6	C-	B	3.0	3.9	A
ABQ_NE_CEN_3800_N	Central Avenue	North	Solano Dr.	Solano Dr.	Oct-Nov 2021	B	B	B	3.0	3.0	3.0	3.0	B	B-	2.7	3.8	A-
ABQ_NE_CEN_3700_N	Central Avenue	North	Hermosa Dr.	Solano Dr.	Oct-Nov 2021	A-	A-	A-	3.7	3.7	3.7	3.7	A-	C+	2.3	3.7	A-
ABQ_NE_CEN_3600_N	Central Avenue	North	Carlisle Blvd.	Hermosa Dr.	Oct-Nov 2021	F	F	F	0.0	0.0	0.0	0.0	F	C	2.0	3.6	A-
ABQ_NE_CEN_3500_N	Central Avenue	North	Carlisle Blvd.	Hermosa Dr.	Oct-Nov 2021	F	F	F	0.0	0.0	0.0	0.0	F	C-	1.7	3.5	A-
ABQ_NE_CEN_3400_N	Central Avenue	North	Carlisle Blvd.	Hermosa Dr.	Oct-Nov 2021	F	F	F	0.0	0.0	0.0	0.0	F	D+	1.3	3.4	B+
ABQ_NE_CEN_3300_N	Central Avenue	North	Carlisle Blvd.	Hermosa Dr.	Oct-Nov 2021	F	F	F	0.0	0.0	0.0	0.0	F	D	1.0	3.3	B+
ABQ_NE_CEN_3200_N	Central Avenue	North	Bryn Mawr Dr.	Wellesley Dr.	Oct-Nov 2021	C-	C-	C	1.7	1.7	2.0	1.8	C-	F	0.0	3.2	B+
ABQ_NE_CEN_3100_N	Central Avenue	North	Richmond Dr.	Bryn Mawr Dr.	Oct-Nov 2021	C-	C-	C-	1.7	1.7	1.7	1.7	C-			3.1	B
ABQ_NE_CEN_3000_N	Central Avenue	North	Dartmouth Dr.	Richmond Dr.	Oct-Nov 2021	D+	D+	D+	1.3	1.3	1.3	1.3	D+			3.0	B
ABQ_NE_CEN_2900_N	Central Avenue	North	Girard Blvd.	Dartmouth Dr.	Oct-Nov 2021	B-	B-	B	2.7	2.7	3.0	2.8	B-			2.9	B
ABQ_SE_CEN_4300_S	Central Avenue	South	Graceland Dr.	Washington St.	Oct-Nov 2021	F	F	F	0.0	0.0	0.0	0.0	F			2.8	B-
ABQ_SE_CEN_4200_S	Central Avenue	South	Sierra Dr.	Graceland Dr.	Oct-Nov 2021	C+	C+	C	2.3	2.3	2.0	2.2	C+			2.7	B-
ABQ_SE_CEN_4100_S	Central Avenue	South	Montclair Dr.	Sierra Dr.	Oct-Nov 2021	B-	B-	B	2.7	2.7	3.0	2.8	B-			2.6	B-
ABQ_SE_CEN_4000_S	Central Avenue	South	Morningside Dr.	Montclair Dr.	Oct-Nov 2021	C-	C-	C-	1.7	1.7	1.7	1.7	C-			2.5	B-
ABQ_SE_CEN_3900_S	Central Avenue	South														2.4	C+
ABQ_SE_CEN_3800_S	Central Avenue	South														2.3	C+
ABQ_SE_CEN_3700_S	Central Avenue	South														2.2	C+
ABQ_SE_CEN_3600_S	Central Avenue	South														2.1	C
ABQ_SE_CEN_3500_S	Central Avenue	South														2.0	C
ABQ_SE_CEN_3400_S	Central Avenue	South														1.9	C
ABQ_SE_CEN_3300_S	Central Avenue	South														1.8	C-
ABQ_SE_CEN_3200_S	Central Avenue	South														1.7	C-
ABQ_SE_CEN_3100_S	Central Avenue	South														1.6	C-
ABQ_SE_CEN_3000_S	Central Avenue	South														1.5	C-
ABQ_SE_CEN_2900_S	Central Avenue	South														1.4	D+

Assessment	Percent of Block Faces						
	All Blocks	North Side	South Side	Girard to Bryn Mawr	Bryn Mawr to Carlisle	Carlisle to Morningside	Morningside to Washington
Average Grade	C+	C+	C+	C+	B-	C+	C+
Average Score	2.4	2.4	2.4	2.2	2.7	2.4	2.3
Std Dev	1.0	1.1	0.9	0.8	0.9	1.2	1.1
CV	41%	46%	37%	38%	32%	49%	48%

**Rubric Example: ADA Accessibility**

# 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

**Nob Hill Pedestrian & Quality of Life Study: Blockface Grading Rubric -- Pedestrian Safety, Security, Health**

Risk Category	Risk Factor	Guidance for grading				
		F	D	C	B	A
Pedestrian/ Vehicle Collision	Proximity of pedestrian access route (PAR) to travel lane	No separation between PAR and travel lane	Separated by a bicycle lane only (≤ 6 feet wide)	Separated by a parking lane only or a buffered bicycle lane	Separated by a narrow planting strip (>6 ft) 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
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 (night sky compliant)	No areas	Few areas	Some areas	Most areas	All areas
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 w/i 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
Health and Comfort	Proximity of PAR to noise from cars (motors, music, etc.)	"F" or "D" or "C" separation of PAR from travel lane + frequent loud vehicles (≥ 12/hr)	"B" or "A" separation of PAR from travel lane + frequent loud vehicles (≥ 12/hr)	"F" or "D" or "C" separation of PAR from travel lane + occasional loud vehicles (2 to 11/hr)	"B" or "A" separation of PAR from travel lane + occasional loud vehicles (2 to 11 /hr)	Loud vehicles are rare (≤ 1/hr)
	Proximity of PAR to toxic exhaust from motor vehicles	"F" or "D" or "C" separation of PAR from travel lane + many polluting vehicles	"B" or "A" separation of PAR from travel lane + many polluting vehicles	"F" or "D" or "C" separation of PAR from travel lane + occasional polluting vehicles	"B" or "A" separation of PAR from travel lane + occasional polluting vehicles	Polluting vehicles are rare
	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 2 to pass w/ 6+ ft social distance (≤10% of PAR length)	Very little room for 2 people to pass with 6+ ft social distance (11 to 40% of PAR)	Little room for 2 people to pass with 6+ ft social distance (41 to 70% of PAR)	Sufficient room for 2 people to pass with 6+ ft social distance (71 to 90% of PAR)	Abundant room for 2 people to pass with 6+ ft social distance (>90% of PAR length)
	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

**Notes:**

1. The acronym "PAR" refers to a Pedestrian Access Route, as defined by the (proposed) Public Rights-of-Way Accessibility Guidelines.
2. Under Health and Comfort, to determine the grade for separation of the PAR from a travel lane, see "Proximity of pedestrian access route (PAR) to travel lane" in the Pedestrian/Vehicle Collision section.

# Study Area Field Audit

Nob Hill Field Audit -- Block Face Grades

Segment ID	Street Name	Street Side	BLOCK START	BLOCK END	Field Audit Date	Evaluation Criteria and Team-Average Grades						Evaluation Criteria and Team-Average Scores						AVERAGE SCORE (equal weight)
						ADA Accessibility	Land Use Accessibility	Pedestrian-Vehicle Collision	Personal Security	Tripping, Slipping and Falling	Health and Comfort	ADA Accessibility	Land Use Accessibility	Pedestrian-Vehicle Collision	Personal Security	Tripping, Slipping and Falling	Health and Comfort	
ABQ_NE_CEN_4300_N	Central Avenue	North	Graceland Dr.	Washington St.	Oct-Dec 2021	B-		F	B	C+	D	2.8		4.3	3.1	2.2	1.1	2.7
									B	C-	C+	2.7		4.2	3.0	1.6	2.2	2.7
									B+	A	C+	3.7		4.1	3.4	4.1	2.3	3.5
									B	F	D-	2.3		4.0	2.9	0.0	0.8	2.0
									C	F	D-	1.6		3.9	2.1	0.0	0.6	1.6
									D-	D	D	3.0		3.8	0.8	1.1	1.1	2.0
									A-	A-	C+	3.7		3.7	2.7	3.7	2.3	3.2

**Net results: Block face average grades**

ABQ_NE_CEN_3800_N	Central Avenue	North	Solano Dr.	Aliso Dr.	Oct-Dec 2021	B		F	D-	D	D	3.0		3.8	0.8	1.1	1.1	2.0
ABQ_NE_CEN_3700_N	Central Avenue	North	Hermosa Dr.	Solano Dr.	Oct-Dec 2021	A-		C+	B-	A-	C+	3.7		3.7	2.7	3.7	2.3	3.2
ABQ_NE_CEN_3600_N	Central Avenue	North																
ABQ_NE_CEN_3500_N	Central Avenue	North																
ABQ_NE_CEN_3400_N	Central Avenue	North																
ABQ_NE_CEN_3300_N	Central Avenue	North																
ABQ_NE_CEN_3200_N	Central Avenue	North																
ABQ_NE_CEN_3100_N	Central Avenue	North																
ABQ_NE_CEN_3000_N	Central Avenue	North																
ABQ_NE_CEN_2900_N	Central Avenue	North																
ABQ_SE_CEN_4300_S	Central Avenue	South																
ABQ_SE_CEN_4200_S	Central Avenue	South																
ABQ_SE_CEN_4100_S	Central Avenue	South																
ABQ_SE_CEN_4000_S	Central Avenue	South																
ABQ_SE_CEN_3900_S	Central Avenue	South																
ABQ_SE_CEN_3800_S	Central Avenue	South																
ABQ_SE_CEN_3700_S	Central Avenue	South																
ABQ_SE_CEN_3600_S	Central Avenue	South																
ABQ_SE_CEN_3500_S	Central Avenue	South																
ABQ_SE_CEN_3400_S	Central Avenue	South																
ABQ_SE_CEN_3300_S	Central Avenue	South																
ABQ_SE_CEN_3200_S	Central Avenue	South																
ABQ_SE_CEN_3100_S	Central Avenue	South																
ABQ_SE_CEN_3000_S	Central Avenue	South																
ABQ_SE_CEN_2900_S	Central Avenue	South																

**Nob Hill Field Audit -- Average Block Face 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.	2.7	1.5	2.1	B-	C-	C
ABQ_NE_CEN_4200	Sierra Dr.	Graceland Dr.	2.7	2.7	2.7	B-	B-	B-
ABQ_NE_CEN_4100	Montclair Dr.	Sierra Dr.	3.5	2.1	2.8	A-	C	B-
ABQ_NE_CEN_4000	Morningside Dr.	Montclair Dr.	2.0	1.9	2.0	C	C	C
ABQ_NE_CEN_3900	Aliso Dr.	Morningside Dr.	1.6	2.4	2.0	C-	C+	C
ABQ_NE_CEN_3800	Solano Dr.	Aliso Dr.	2.0	2.5	2.2	C	B-	C+
ABQ_NE_CEN_3700	Hermosa Dr.	Solano Dr.	3.2	2.7	2.9	B+	B-	B
ABQ_NE_CEN_3600	Carlisle Blvd.	Hermosa Dr.	1.3	2.6	2.0	D+	B-	C
ABQ_NE_CEN_3500	Amherst Dr.	Carlisle Blvd.	2.4	2.2	2.3	C+	C+	C+
ABQ_NE_CEN_3400	Tulane Dr.	Amherst Dr.	3.1	2.8	3.0	B	B-	B
ABQ_NE_CEN_3300	Wellesley Dr.	Tulane Dr.	3.4	2.6	3.0	B+	B-	B
ABQ_NE_CEN_3200	Bryn Mawr Dr.	Wellesley Dr.	1.9	1.8	1.9	C	C-	C
ABQ_NE_CEN_3100	Richmond Dr.	Bryn Mawr Dr.	1.7	2.0	1.9	C-	C	C
ABQ_NE_CEN_3000	Dartmouth Dr.	Richmond Dr.	1.9	1.1	1.5	C	D	C-
ABQ_NE_CEN_2900	Girard Blvd.	Dartmouth Dr.	2.2	1.1	1.6	C+	D	C-

Note: These scores are preliminary as of January 5, 2022 and do not include the land use accessibility score.



# 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

## 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

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





# Neighborhood Survey

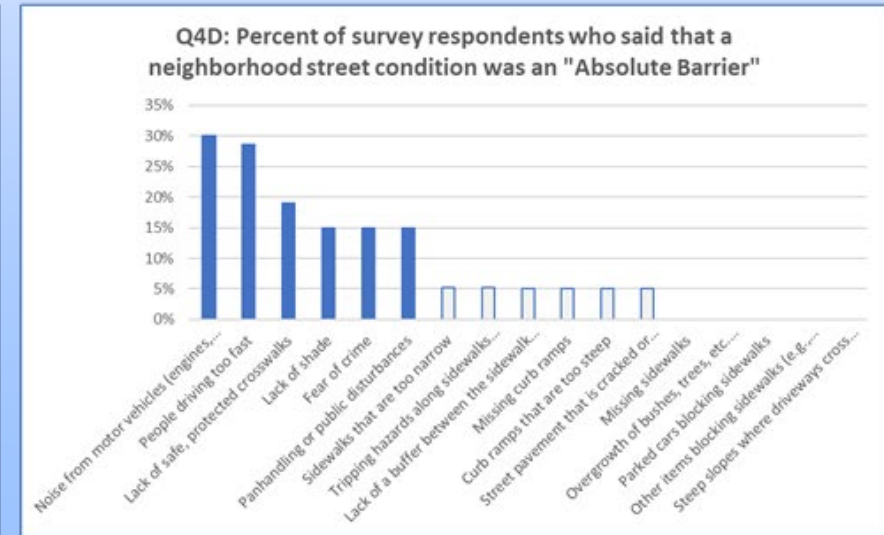
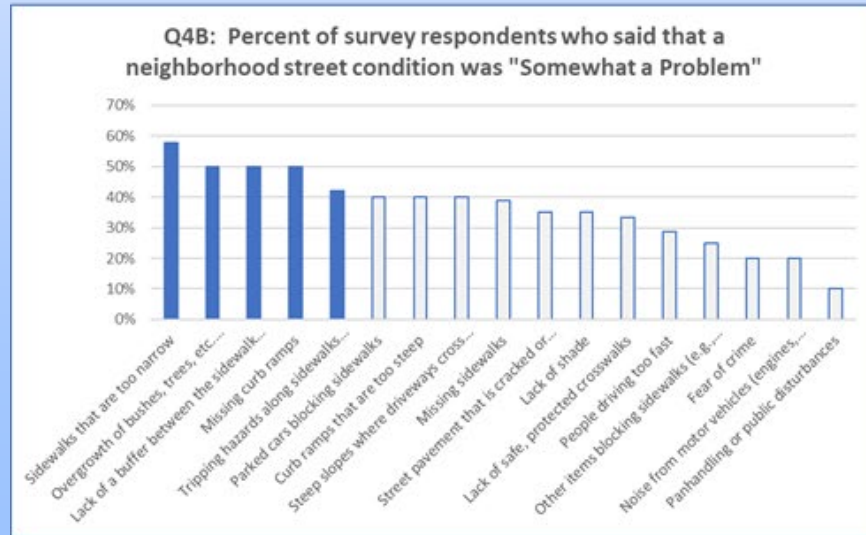
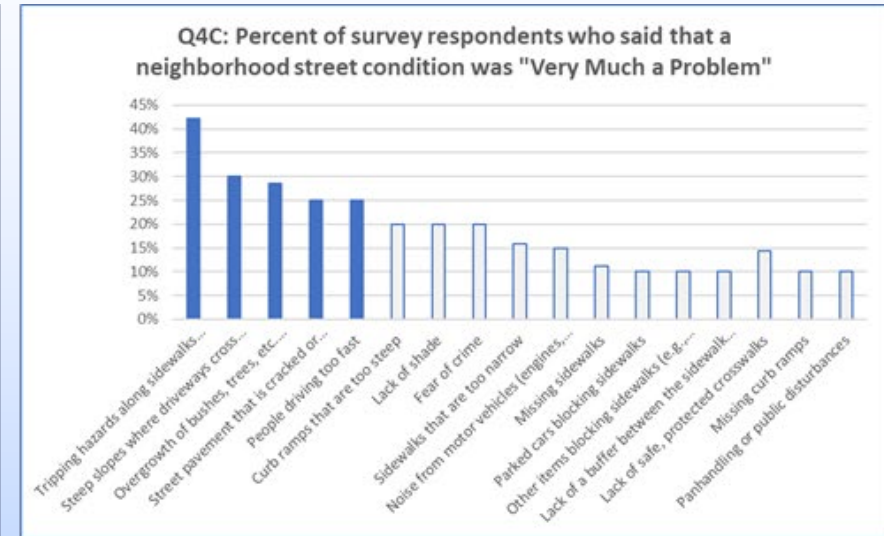
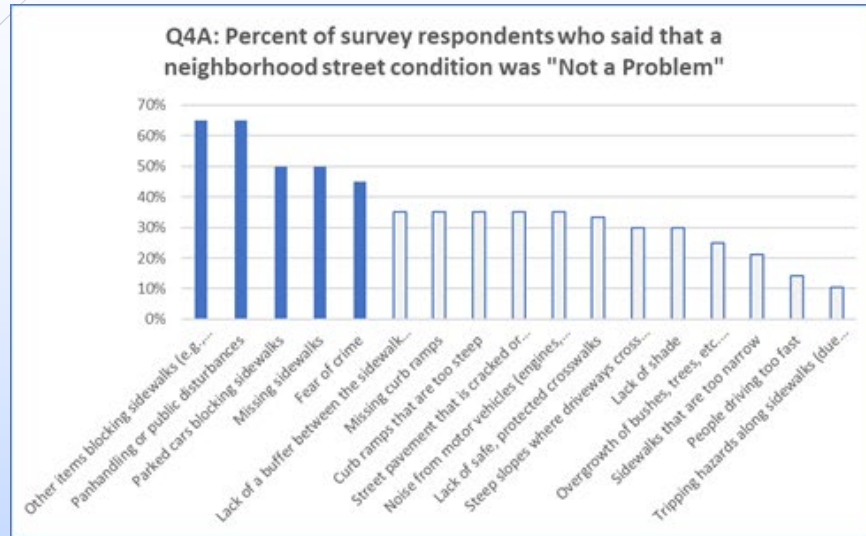
- ▶ **Purpose** → Improve understanding of walking behaviors and attitudes among Nob Hill neighborhood leaders and business owners/managers
  - Neighborhood leaders → local residents who are typically the most active participants in conversations about neighborhood walkability, crime, neighborhood development, etc.
  - For the purposes of this survey → defined to include all current neighborhood association board members plus any other individuals the board wished for us to engage
- ▶ **Intent** → Gain insights into issues of greatest concern to the leaders and how they might prioritize potential projects to enhance the safety, convenience, and comfort of walking in the Nob Hill area
- ▶ **Access to the survey** → Neighborhood: Restricted to a population of 23 individuals
  - ▶ List provided by neighborhood association
- ▶ **Administration** → Administered electronically using Opinio online survey platform over a period of several weeks
- ▶ **Content** → Introductory language and a set of 26 questions



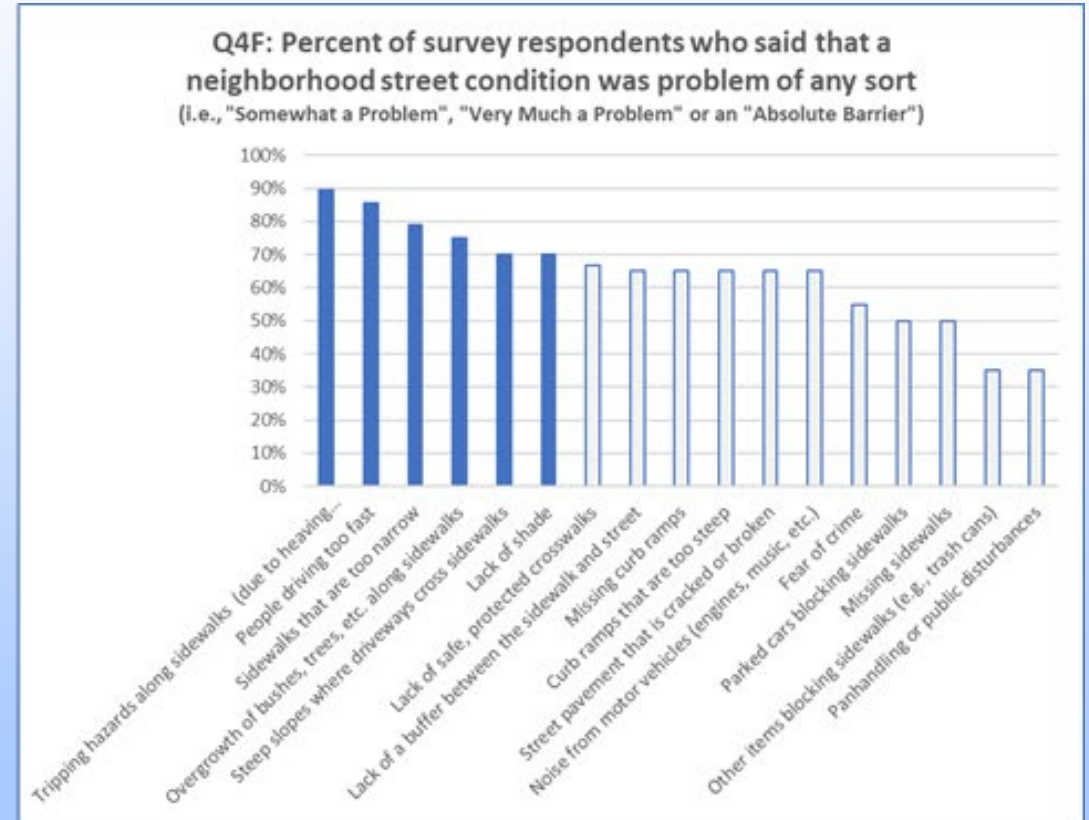
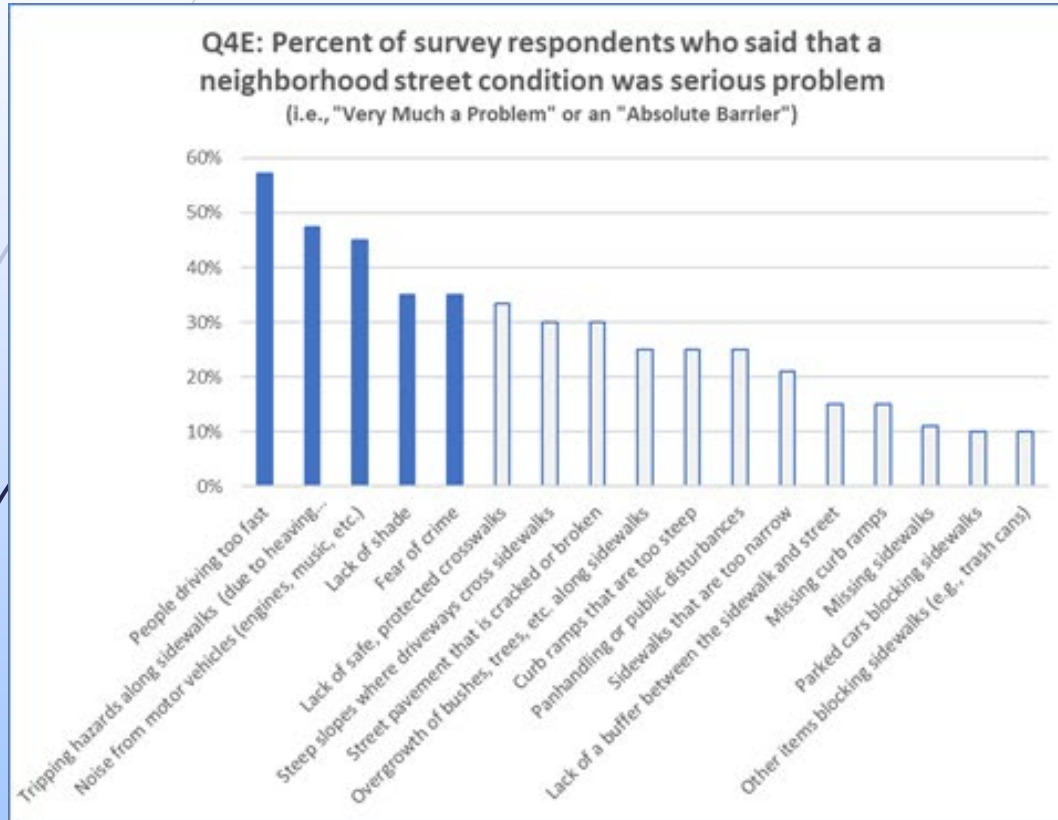
# Business Survey

- ▶ **Purpose** → Improve understanding of walking behaviors and attitudes toward walkability among business owners and managers in our study area
- ▶ **Intent** → Gain insights into issues of greatest concern to business owners and managers how they might prioritize potential projects to enhance the safety, convenience, and comfort of walking in the Nob Hill area
- ▶ **Access to the survey** → Restricted to a population of 129 businesses
  - ▶ List provided by Nob Hill Main Street organization
- ▶ **Administration** → Administered electronically using Opinio online survey platform over a period of several weeks
- ▶ **Content** → Introductory language and a set of 23 questions.

# Neighborhood Survey – a few findings



# Neighborhood Survey – a few findings



# Neighborhood Survey – a few findings

## Q4 Analysis: Summary of Ranking Methods -- Filtered Lists of Problematic Conditions

"Top 1-5" problematic conditions that are common to all four intensity score measures	"Next 6-10" problematic conditions that are common to all four intensity score measures
<ol style="list-style-type: none"> <li>1. People driving too fast</li> <li>2. Noise from motor vehicles (engines, music, etc.)</li> <li>3. Lack of safe, protected crosswalks</li> <li>4. Tripping hazards along sidewalks</li> <li>5. Lack of shade</li> </ol>	<ol style="list-style-type: none"> <li>6. Fear of crime</li> <li>7. Street pavement that is cracked or broken</li> <li>8. Sidewalks that are too narrow</li> <li>9. Steep slopes where driveways cross sidewalks *</li> <li>10. Curb ramps that are too steep *</li> </ol>

*\*Last two items did not rank in top ten for all four measures, but both were either top 10 or top 11.*

"Top 1-5" problematic conditions based on percent of respondents indicating "serious problem"	"Next 6-10" problematic conditions based on percent of respondents indicating "serious problem"
<i>Note that consideration of "serious problem" responses is equivalent to an intensity score with a 0/1/1 weighting.</i>	
<ol style="list-style-type: none"> <li>1. People driving too fast</li> <li>2. Tripping hazards along sidewalks</li> <li>3. Noise from motor vehicles (engines, music, etc.)</li> <li>4. Lack of shade</li> <li>5. Fear of crime</li> </ol>	<ol style="list-style-type: none"> <li>6. Lack of safe, protected crosswalks</li> <li>7. Steep slopes where driveways cross sidewalks</li> <li>8. Street pavement that is cracked or broken</li> <li>9. Overgrowth of bushes, trees, etc. along sidewalks</li> <li>10. Curb ramps that are too steep</li> </ol>

"Top 1-5" problematic conditions based on percent of respondents indicating "problem of any sort"	"Next 6-10" problematic conditions based on percent of respondents indicating "problem of any sort"
<i>Note that consideration of "problem of any sort" responses is equivalent to an intensity score with a 1/1/1 weighting.</i>	
<ol style="list-style-type: none"> <li>1. Tripping hazards along sidewalks</li> <li>2. People driving too fast</li> <li>3. Sidewalks that are too narrow</li> <li>4. Overgrowth of bushes, trees, etc.</li> <li>5. Steep slopes where driveways cross sidewalks</li> </ol>	<ol style="list-style-type: none"> <li>6. Lack of shade</li> <li>7. Lack of safe, protected crosswalks</li> <li>8. Lack of a buffer between the sidewalk and street</li> <li>9. Missing curb ramps</li> <li>10. Curb ramps that are too steep</li> </ol>

Highest rated problematic conditions common to all scoring systems shown in the tables above	
1. People driving too fast	4. Lack of shade
2. Tripping hazards along sidewalks	5. Curb ramps that are too steep
3. Lack of safe, protected crosswalks	6. Steep slopes where driveways cross sidewalks



# Business Survey – a few findings

## Q7 Analysis: Summary of Ranking Methods -- Filtered Lists of Problematic Conditions

"Top 1-5" problematic conditions that are common to all four intensity score measures	"Next 6-10" problematic conditions that are common to all four intensity score measures
Panhandling or public disturbances Fear of crime People driving too fast Noise from motor vehicles (engines, music, etc.) Not enough safe, protected crosswalks	Lack of shade Tripping hazards along sidewalks Rough or uneven pavement at crosswalks Other items blocking sidewalks Steep slopes where driveways cross sidewalks

"Top 1-5" problematic conditions based on percent of respondents indicating "serious problem"	"Next 6-10" problematic conditions based on percent of respondents indicating "serious problem"
<i>Note that consideration of "serious problem" responses is equivalent to an intensity score with a 0/1/1 weighting.</i>	
Panhandling or public disturbances Fear of crime People driving too fast Noise from motor vehicles (engines, music, etc.) Not enough safe, protected crosswalks	Lack of shade Rough or uneven pavement at crosswalks Tripping hazards along sidewalks (Six of the remaining conditions had only one response. One had zero.)

"Top 1-5" problematic conditions based on percent of respondents indicating "problem of any sort"	"Next 6-10" problematic conditions based on percent of respondents indicating "problem of any sort"
<i>Note that consideration of "problem of any sort" responses is equivalent to an intensity score with a 1/1/1 weighting.</i>	
Fear of crime Panhandling or public disturbances People driving too fast Noise from motor vehicles (engines, music, etc.) Not enough safe, protected crosswalks	Tripping hazards along sidewalks Lack of shade Other items blocking sidewalks Rough or uneven pavement at crosswalks Steep slopes where driveways cross sidewalks

Highest rated problematic conditions common to all scoring systems shown in the tables above	
Panhandling or public disturbances Fear of crime People driving too fast Noise from motor vehicles (engines, music, etc.) Not enough safe, protected crosswalks	Lack of shade Tripping hazards along sidewalks Rough or uneven pavement at crosswalks Other items blocking sidewalks Steep slopes where driveways cross sidewalks

Note: "Steep slopes where driveways cross sidewalks" did not rise into the "Next 6-10" list in the "serious problem" measure; however, it was generally regarded as a problem at some level and showed up as a "Next 6-10 item" in all of the other measures. For these reasons, we chose to include it in this list.



Thoughts? Questions?



Next Steps



# Study Phases / Activities

- Phase 1 – Project Kick-Off and Initial Data Collection
  - Phase 2 – Finalize and Present Case Study Research on Similar BRT Corridors
  - Phase 3 – Prepare Issues and Opportunities Report
  - Phase 4 – Prepare List of Tiered Recommendations
- 



**Thank you!**