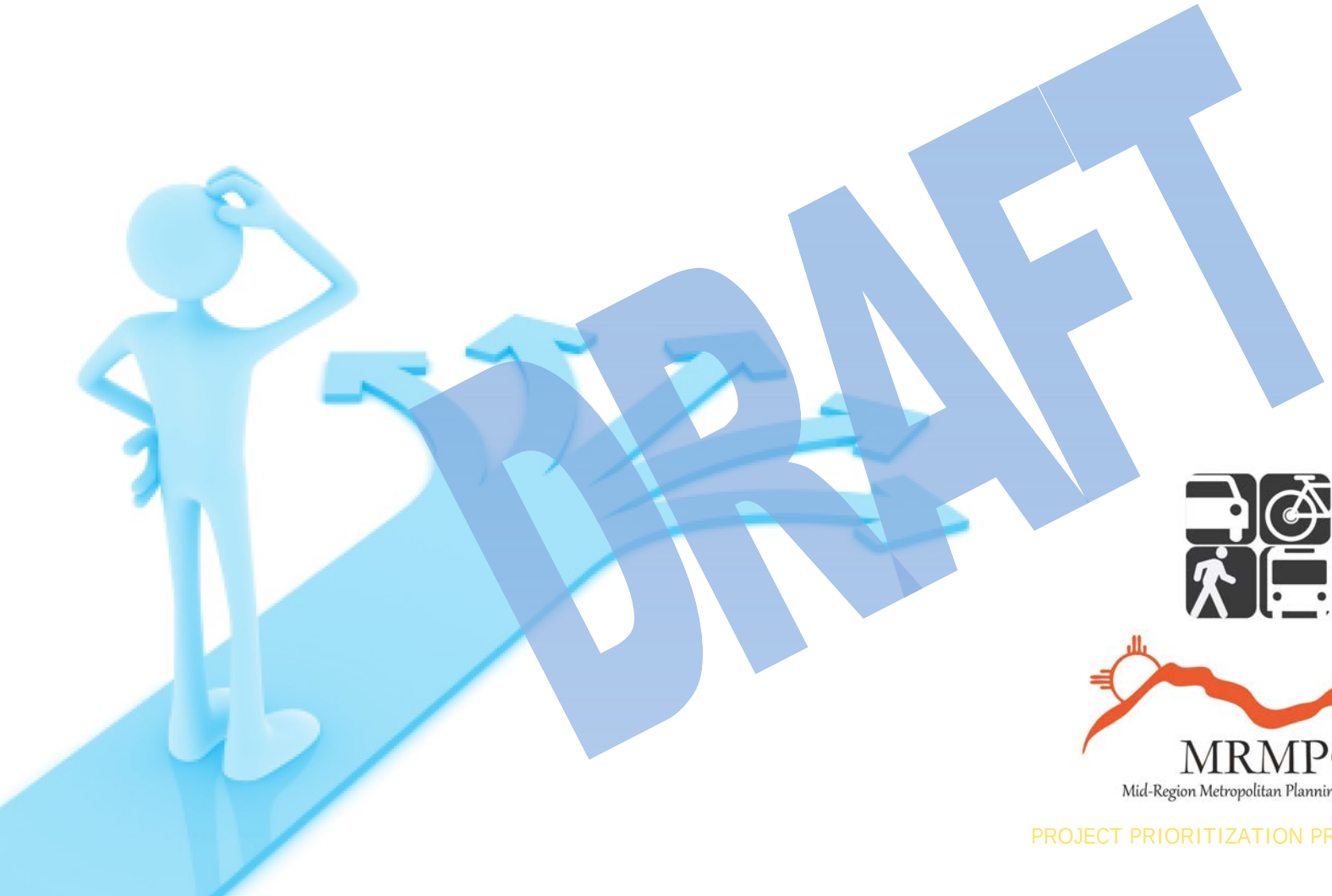
PROJECT PRIORITIZATION PROCESS GUIDEBOOK FOR THE ALBUQUERQUE METROPOLITAN PLANNING AREA (AMPA)



TRANSPORTATION IMPROVEMENT PROGRAM

MRMPO
Mid-Region Metropolitan Planning Organization

MR COG
Communities Working Together

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B ABOUT THIS DOCUMENT

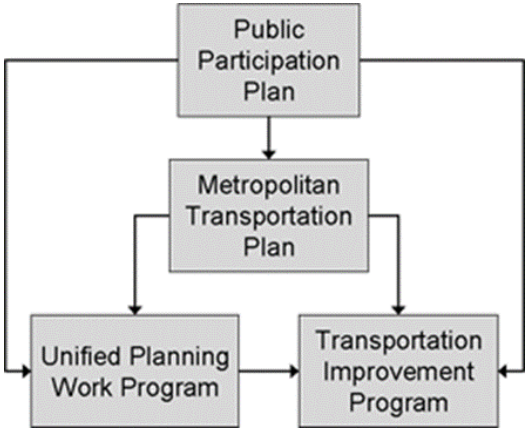
The goal of the Project Prioritization Process is the establishment of an objective, primarily quantitative based method for evaluating and comparing proposed transportation projects. Ultimately, through an approach which can be applied across the Albuquerque Metropolitan Planning Area, the project prioritization process highlights projects which reflect and incorporate regional priorities from the latest Metropolitan Transportation Plan. (MTP)

Guidebook Purpose and Components

This guidebook is an introduction to MRCOG's Project Prioritization Process (PPP) and an attempt to explain its purpose and components. By providing an explanation of the elements included in the PPP, the reasons for their selection, how the components and criteria fit together in a comprehensive process, and the scoring methodology for each performance measure, the document explains how regional needs are measured and how member agencies and project developers can craft projects which address MTP goals, and thus regional challenges and needs.

The PPP and the Transportation Improvement Program (TIP)

The PPP is to be used primarily in the development of the short-range Transportation Improvement Plan (TIP). The TIP is the means for allocating federal funding to specific transportation projects. The selection process is competitive and the demand for funding is generally far greater than the supply. Within this context, the project prioritization process will guide the development of the TIP and lead to allocation of federal dollars in the most productive and meaningful method possible. It is the Metropolitan Planning Organization's hope that the evaluation criteria presented here form a consequential role in the planning process, and may even prove useful for member agencies in the development of their own capital improvement projects.



The PPP and the Metropolitan Transportation Plan (MTP)

A project must be included in the long-range transportation plan for the region – the most recent version for the AMPA is the 2040 Metropolitan Transportation Plan (MTP) or Futures 2040 – for it to be considered for inclusion in the short-range TIP. MRMPO uses the Project Prioritization Process (PPP) as a tool for project selection. **At its core, the Project Prioritization Process distills the goals and objectives of the most recent MTP into something which can be measured.** This allows projects proposed for inclusion in the TIP to be evaluated based on the extent to which they address regional needs and to be compared and contrasted against each other.

Data Driven Approach

The need for a PPP begins with the desire for a more data-driven approach to project selection and transportation decision-making. In addition, a PPP is increasingly relevant for the AMPA region given the dynamic growth and development expected to occur in the area. MRMPO land use forecasts indicate the imbalance of housing and jobs across the region may continue and that the number of trips across the river will increase at a far higher rate than population growth. These projections clearly demonstrate the need for a process that prioritizes projects that lead to the long-term sustainability and continued functionality of the transportation network.

The Congestion Management Process is a federally-mandated program to analyze the sources and extent of congestion in a metropolitan planning area over time. A CMP may also provide recommendations for projects to be included in the TIP. The CMP Committee is comprised of technical experts from MRMPO member agencies.

The PPP and The Congestion Management Process

The PPP emerged from the Congestion Management Process (CMP) Committee's desire to see federal transportation dollars allocated to corridors in the AMPA which experience the most congestion and poorest transportation conditions. To do so required a meaningful and objective methodology that could incorporate all facets of the transportation planning process and comprehensively evaluated the benefits of individual projects.

History of the PPP

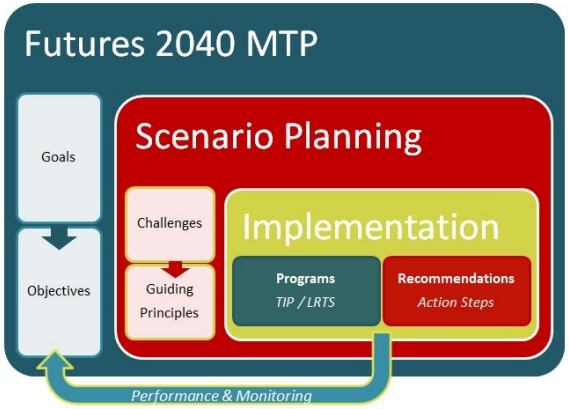
The Project Prioritization Process (PPP) was first utilized in 2010 as a tool in the development of the 2012-2017 Transportation Improvement Program (TIP). The development of the PPP began by reviewing practices of other Metropolitan Planning Organizations (MPOs) to assess criteria for evaluating and prioritizing transportation projects. Once a list of methods was compiled, staff along with the Congestion Management Process (CMP) Committee, determined which performance measures could be effectively incorporated into MRMPO's process.

Criteria were considered and discussed by the CMP Committee and the MTP Steering Committee. The CMP Committee was specifically tasked

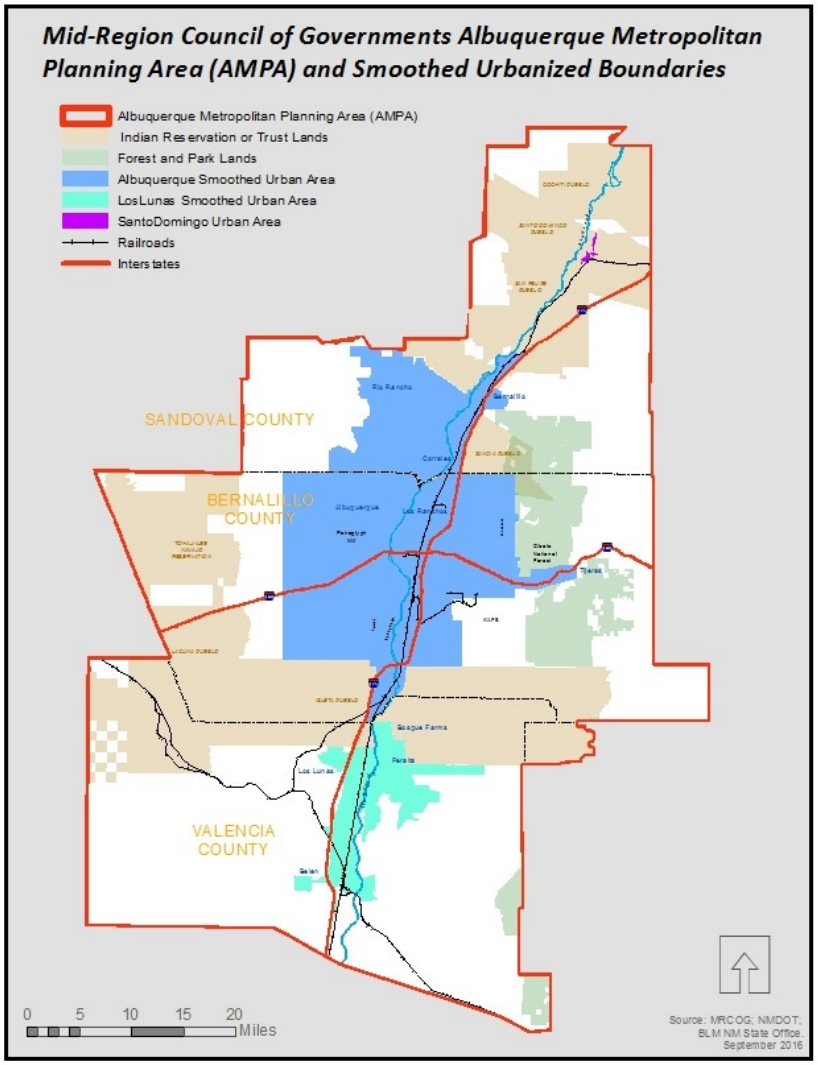
with developing criteria for evaluating roadway and transit projects for the Mobility of People and Goods goal, one of the three goals of the 2035 MTP, while the MTP Steering Committee developed criteria for the other two goals (Quality of Life and Economic Activity). The Pedestrian-Bicycle Technical Advisory Group (PB-TAG) was asked to develop regional mobility priorities and performance measures for evaluating pedestrian and bicycle projects with respect to the Mobility goal. Once performance measures were developed and approved by the committees, MRMPO staff developed point totals for each prioritization criterion, which were then presented again to the committees for review and comments. MRMPO staff applied the draft evaluation criteria to sample projects drawn from the 2010-2015 TIP to assess patterns or issues that emerged from the performance measures. The 2016 update incorporates new goals and objectives from the 2040 MTP, Futures 2040.

Futures 2040 and the Preferred Scenario

Not only were the goals updated with the 2040 MTP, but this MTP focused heavily on scenario planning and the development of a Preferred Scenario for the region. The



Preferred Scenario includes a list of principles that support targeted mixed-use development in key centers and along key corridors, enhanced transit services, and an emphasis on affordable housing close to services. This effort has led to the integration of key centers and corridors into the PPP analysis under the Economic Vitality goal.



2040 MTP Goals

Mobility/Moving People

Mobility is the concept of moving people and good efficiently throughout the region and relies upon providing multiple transportation options, ensuring transportation infrastructure is in good working order, and addressing congested locations.

Economic Vitality

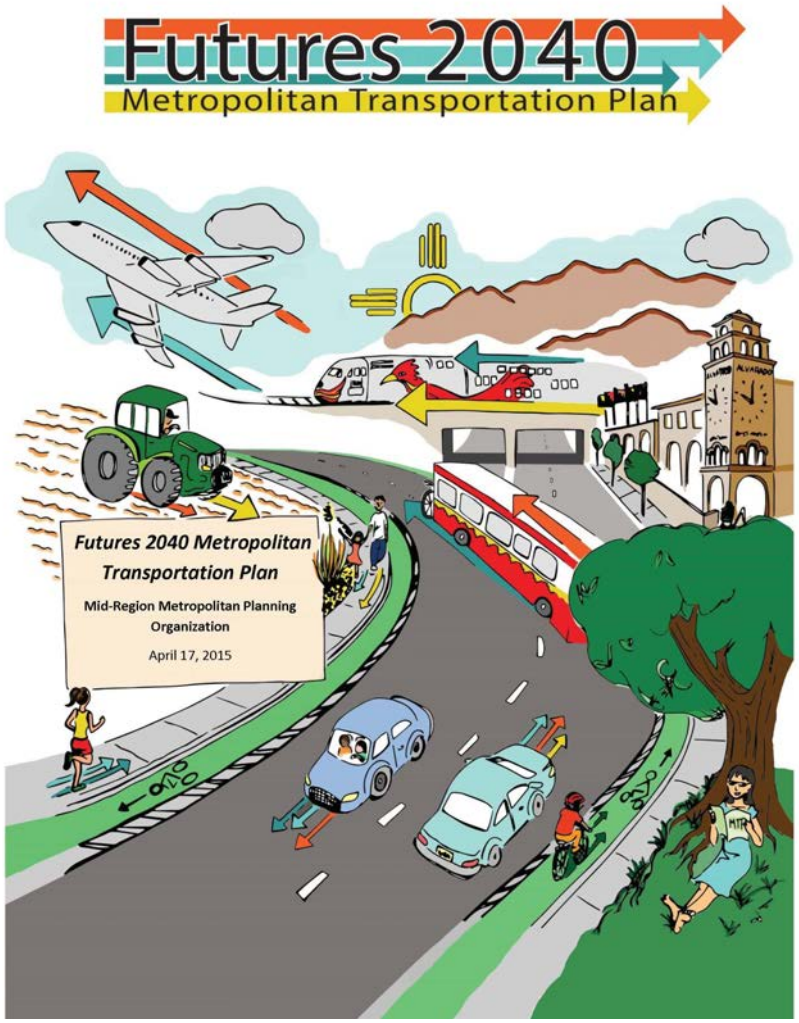
Infrastructure investments support economic activity in multiple ways: creating places where people want to be by offering a range of transportation options that attract and retain workers locally; creating access to jobs, services, and labor markets; and reducing the burden from transportation costs on businesses and individuals.

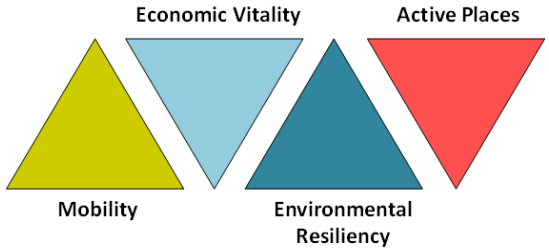
Environmental Resiliency

Changing climate will impact water availability and put the region at increased risk for wildfires, droughts, and flooding. These phenomena also affect the built environment, which may be in need of additional standards and maintenance requirements. Infrastructure investments should support environmental stewardship to ensure the region's natural resources are preserved.

Active Places

Active places are locations where people can utilize a range of modes and have safe and convenient access to services, recreational opportunities, and destinations such as shopping, school, and work sites.





C PPP SCORING SYSTEM

While the 2040 MTP should be viewed as the definitive document outlining regional goals and needs, the prioritization process distills those objectives into performance measures which calculate the ability of a given project to address regional goals and objectives. In general, projects which have the broadest impact and widest benefits for regional quality of life including multi-modal mobility, safety, economic activity, and environmental sustainability will be highlighted as a result of the prioritization process.

Qualitative vs. Quantitative

Quantitative criteria are data-driven, and the scores generated are based on whether a project meets scoring thresholds for the criterion. For the most part, qualitative criteria are bases on yes-no adherence to a definition. Projects will be deemed to either meet or fail to meet criterion definition and will be awarded maximum points or zero points for these criteria with no middle ground. One corollary to this approach is that a relatively high percentage of projects score the maximum points for the section. Quantitative criteria generate points based on a project's characteristics and whether section scoring thresholds are met. Scoring thresholds are based on whether a project is located in a high need area (with need based on a points scale) or through measuring the magnitude of the project's impact on the transportation network. The greater the location need or the greater the impact, the higher the number of points the project will receive. The decision was made to not break quantitative criteria into equal shares. This is based on the philosophy that projects should target areas of need rather than benefit from a scoring system that awards some points to all projects. In other words, rather than break all roads or zones into groups of equal size with points awarded on a scale, points will only be awarded to projects which address an identified transportation priorities, as defined by the individual criterion. Generally, when criteria are data-driven it is more difficult to achieve maximum points as only a small percentage of project areas will qualify under the high-scoring thresholds. It may be easier for projects to score one or two points for quantitative criteria, but it will be decidedly more difficult for projects to score maximum points.

Therefore, in order not to tip the process too greatly in favor of qualitative criteria, the maximum available points for quantitative criteria are greater than those for qualitative criteria.

Project Scoring

Scoring of projects in the PPP will be completed by filling out Form C and then further refined by MRMPO staff. Each project proposed for inclusion in the TIP will be scored individually and all projects will have the same number of maximum points possible. If member agencies feel a project has been unfairly scored and that its prioritization will suffer, they may refer the project to the CMP Committee, an interagency committee that will review the project and scoring methodology and consider whether the project should be scored differently. The CMP Committee will also make recommendations for changes to future PPPs.

Project Comparison

Once projects are scored they will be grouped in two lists. **The first list is a compilation of all projects of similar mode types.** In particular, this method of comparison highlights the roadway, transit, bike and pedestrian, or any other project which most effectively addresses regional goals compared to other projects of the same type. The mode specific lists are important for the reason that some federal funding categories are only available for certain types of projects. In these instances a project's overall score is less important than how it scores against like projects. **The second list is a master project scoring list compiling all projects into a comprehensive inventory for comparison between projects and across mode types.** The master list will identify the projects which most (and least) effectively address the regional goals. It should be made clear that neither list is definitive, and both lists should be viewed as means for assessing the benefits and impact of projects during the project selection process.

TIP Application

The TIP application asks project applicants to provide information on the details, scope, and parameters of the project, along with a narrative description that more fully explains the project. More detailed applications will provide greater information upon which to base evaluation and will generally lead to higher project scores. The narrative components of the TIP application will not generate points in the PPP but will serve as important references during the qualitative scoring discussion. More specifically, the narrative component will provide project applicants the opportunity to make public any additional considerations for project selection that are not considered in the PPP.

Narrative Questions in the TIP

1. Identify how the project is consistent with the most current MTP.
2. Explain the purpose and regional significance of the proposed project.

3. Describe the value of the project to the local community.
4. Describe any private sector involvement in the project.
5. Describe how the project conforms to an existing local transportation plans.
6. Describe how the project conforms to existing land use plans.
7. Describe any additional considerations that accompany the project.

Limitations and Considerations

It is worth mentioning that project selection is subject to a number of factors and influences which are not included in the PPP, in particular:

- Consideration of available funding.
- Best methods for utilizing the various funding sources and categories.
- The intrinsic value of a project to a particular community.

It is therefore important to establish that the PPP is a tool rather than the ultimate determinant in the distribution of federal transportation dollars. The prioritization process is not intended to replace the debate and dialogue associated with the TIP process. Rather, it is meant to serve as a guide to shape the discussion around common evaluative criteria and to bring attention to projects which most effectively address the needs of the region as identified in the 2040 MTP.

Community Size and Funding Sources

An issue that emerged in 2012 is the designation of the Los Lunas Urbanized Area by the U.S. Census Bureau. The designation required the majority of Valencia County, including the Village of Los Lunas, to form a metropolitan planning area. Los Lunas was already part of MRMPO and the surrounding communities decided to join MRMPO as well rather than form their own metropolitan planning organization. The communities of Cochiti Pueblo, Santo Domingo Pueblo, and San Felipe Pueblo have also joined the AMPA. As a result, new communities in less developed areas now participate in the development of the TIP. When developing the PPP, MRCOG staff and the CMP Committee made considerable efforts to create criteria that could be applied across the region. While it is essential to consider the magnitude of the impact a project will have, it is also important to emphasize regional strategies and the approach a community takes to meeting their transportation needs. Applying the same prioritization criteria to these small and rural communities is a challenge, however; smaller communities could leverage their assets, such as transit facilities or multi-modal trails, and a well-designed project in smaller jurisdictions could be competitive. An additional and important consideration is that many of the new jurisdictions within the AMPA are eligible for certain federal funding sources (known as STP-Small Urban, STP-Rural, and Tribal Road funds) that larger agencies may not apply for.

D RESOURCES AND CONTACTS

MRMPO Contacts

PPP Coordinator: Caeri Thomas, cthomas@mrcog-nm.gov

TIP Administrator: Steve Montiel, smontiel@mrcog-nm.gov

ITS Specialist: Nathan P Masek, npmasek@mrcog-nm.gov

CMP Specialist: Willy Simon, wsimon@mrcog-nm.gov

LRTS Specialist: Andrew Gingerich, agingerich@mrcog-nm.gov

Agency Support

NMDOT District 3

AMAFCA

SSCAFCA

East SSCAFCA

MRGCD

Rio Metro

ABQ Ride

NMDOT TSB

NMDOT Transit and Rail Bureau

Documents

2040 Metropolitan Transportation Plan—FUTURES 2040 Documents

Transportation Improvement Program (TIP) Documents

Congestion Management Process (CMP) Documents

Traffic Count Documents / Data

Annual Safety Report Online Map

Federal Highway Administration

Federal Transit Administration

1 PROJECT DELIVERY

"Project Delivery" does not refer to the procurement system of a project, but rather refers to the implementation of a project, from its inception to the close-out of construction. While nomenclature may vary and activities may overlap, the phases involved with Project Delivery generally include: planning, environmental, design, right-of-way, construction and construction close-out.

According to the national performance goal reducing project delivery delays means reducing the project costs, promoting jobs and the economy, and expediting the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices. Projects will be advanced or switched among the first four federal fiscal years of the TIP based on a project's readiness to complete the development phase for which its funds are programmed. By utilizing all funding available to the region in a fiscal year, it maximizes the amount of money flowing to the construction industry, design services, etc.

The MPO encourages expediting project delivery through understanding the project's readiness and the utilization of soft match. Donations of cash, land, material, or services may be credited to the state's (or local agency's) non-federal share of participating work (the match); however, it may not exceed the total costs incurred by the state or local agency on the project. These types of in-kind contributions are often referred to as "soft match".

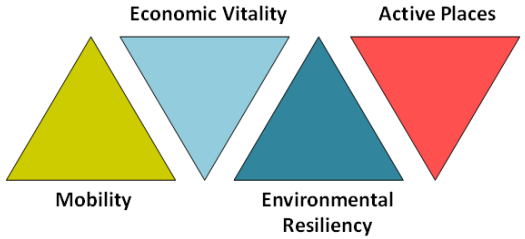
Project Delivery

Purpose: Encourage projects that have been thoroughly vetted and are ready to be implemented.

Components: Extent to which project is ready and funds committed.

Scoring: Phase of project delivery and soft match.

1. Has the project already received federal funds?
2. For what project delivery phase has it received funds?
3. Will the project be utilizing soft match?



2 MOBILITY / MOVING PEOPLE

This goal pays particular attention to efficiency by targeting locations with the greatest congestion and regional need, as well as those that would have the broadest impact. The differences between projects for different modes are particularly acute when measuring impacts in terms of mobility. Locations which are appropriate for roadway improvements may not necessarily be conducive to transit or pedestrian/bicycle treatments, and vice versa. Nevertheless, it is important to initially address all modes and provide reasoning for not including all modes in a project.

Evaluation Sections

The mobility goal is intended to maximize performance and efficiency in the transportation system by targeting congested and regionally significant locations, creating multiple transportation options, and implementing meaningful and appropriate strategies. The evaluation sections for Mobility / Moving People include:

1. Manage Congestion and Enhance Operations
2. Management and Operations Strategies
3. Project Location Congestion Analysis

Manage Congestion and Enhance Operations

The purpose of this section is to address the locations with greatest needs. These locations vary by mode type but reflect overall regional priorities established during the 2040 MTP development process. This section contains:

1. A map of each of the priority transportation system networks
2. Strategies that address each type of network
3. Congestion and user analysis of the specific geographic location of the project

In order to receive the most points the project must be on a network and making a corresponding strategy improvement. If improvements

are being done and the project is not on an identified network the project may still receive points with proper explanation. This is particularly true for the evaluation of Small Urban and Rural areas.

The multi-modal areas of need include the following networks:

- CMP Corridors
- ITS Priority Corridors
- Long Range Roadway System
- Long Range Bikeway System
- Priority Transit System
- Pedestrian Composite Index

Congestion Management Process (CMP) Corridors

The CMP collects peak period data for a network of 30 corridors across the AMPA and the two Interstate facilities. Three types of data are collected as part of the CMP that evaluate the amount and type of travel that the roadway is expected to carry smoothly and safely. They are: Volume-to-capacity ratio (V/C), which measures the actual traffic on a roadway compared to the intended capacity; congested speed differential, which compares the peak average vehicle speed to the posted speed limit; and intersection crash rates, which create delay and serve as an indicator of nonrecurring congestion. This data is analyzed and compared using scoring metrics to determine the extent and magnitude of congestion within the corridors across the network. The scores result in a corridor ranking table which sorts corridors from 1-to-30 based on their overall profile (Interstates are analyzed separately).

Intelligent Transportation System (ITS) Prioritized Corridors

ITS entails the application and integration of advanced communications technologies into the transportation infrastructure for the purpose of providing travel conditions to travelers, "real time", as well as enhanced data collection, improved communications, and operational/system management for agencies and first responders. Benefits of ITS include improved mobility, reduced congestion, improved safety, enhanced emergency response, and improved multi-modal decision-making, resulting in better overall system efficiency. ITS strategies can be a specific project type, or can be included as a part of other roadway or transit projects.

The ITS Corridors map established by the ITS Subcommittee identifies key corridors for general ITS investments; it is consistent with the CMP and defines the larger ITS "system" where ITS deployment would be most beneficial. A subset of the ITS System is the ITS Priority Corridors map, which focuses on river crossings and select major north-south corridors west and east of the river with regional function and/or decent access-control. The ITS Strategies Matrix, later in this chapter, details these corridors with specific strategies to deploy, based on current deployment and gaps in traveler services.

Long Range Bikeway System (LRBS)

The Long Range Bikeway System provides a map of existing conditions by location and type of bicycle facility and recommends the location of future bicycle routes as well. This system is a part of the Long Range Transportation System or LRTS guidelines that were adopted as part of the 2040 MTP. The LRTS guide discusses types of bicycle facilities and also recommends design standards for federally classified roadways.

Priority Transit Corridors

Currently, there is not a long range plan developed by the local transit agencies, as such, the MTP provides some guidance for which corridors are priorities for the region. In 2015, the MTP adopted a resolution for transit corridors that are eligible for set-aside funds aimed at improving the mode share for transit. This priority network along with a future conceptual network from the MTP are combined to create the transit network for this section. These corridors are identified as opportunities for premium transit service.

Pedestrian Composite Index (PCI)

The Pedestrian Composite Index (PCI) is a tool used to assess pedestrian needs from a regional perspective by identifying areas or markets by their potential for pedestrian activity. The PCI considers transportation, land use, and safety elements. The first section – Pedestrian Activity Index – is comprised of positive indicators or generators of pedestrian activity (e.g. pedestrian volume, presence of schools or parks), while the second section – Pedestrian Deterrent Index – consists of elements that discourage pedestrian activity (e.g. absence of pedestrian facilities, high pedestrian crash rates, high traffic speed or volume). The most urgent projects are those located in areas with high levels of activity or pedestrian generators and high levels of pedestrian deterrents. The unit of analysis for the PCI is the Census block level. The final step includes these block level scores applied to the street network to understand the extent to which pedestrian activity should be improved.

Management and Operations Strategies

CMP Strategies Matrix

The CMP strategies intend to highlight projects which implement proven congestion management strategies to maximize the functionality of the overall transportation network. Both targeted improvements and overall programmatic steps are included that result in improved traffic flow, reduced congestion, or increases in non-motorized users.

ITS Strategies Matrix

Like the CMP matrix, the ITS Strategies Matrix has been developed by the ITS Subcommittee with specific strategies evaluated. It considers existing infrastructure deployment to identify gaps in ITS Service on the Priority Corridors, thus allowing for projects to be identified to include specific ITS deployments on a project by project basis. The travel

data collected and traveler information disseminated by an ITS system must be comprehensive and consistent along an entire corridor, and gaps in deployment drastically reduce the ability to manage travel information effectively and improve travel efficiency. Therefore, high priority is given to projects that build upon existing deployments or fill gaps in service. The matrix is intended to assist agencies in identify project opportunities to fill these gaps and complete the ITS Service on a corridor. ITS Services include such items as the provision of real-time "traveler information", ie, speeds, crashes, roadway alerts, etc. for each corridor. ITS elements can include surveillance/detection, dynamic message signs (DMS), travel information/transit kiosks, advanced communications/telemetry, roadway surveillance equipment, etc.

It is important to note that the inclusion of ITS elements is subject to AMPA's Regional ITS Architecture to ensure interagency operability and consistency with federal guidelines, as well as to meet federal guidelines (Rule 940) for Systems Engineering certification from the New Mexico Department of Transportation prior to project implementation.

Transit Strategies

The Transit Strategies rewards projects that improve transit networks with added efficiency and reliability means improving the frequency or adding times of the day when people can take transit to centers, schools, and job sites.

Bike / Pedestrian Strategies

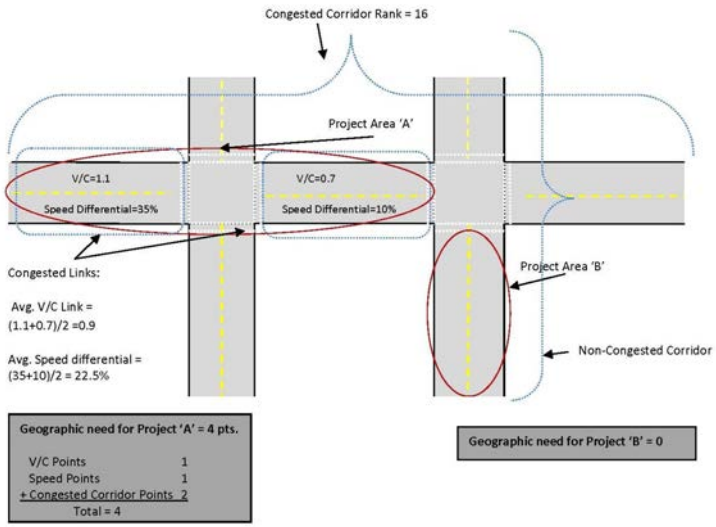
The Bike / Pedestrian Strategies awards points to projects that utilize strategies specifically geared towards improving the comfort of facilities and services for bicyclists and pedestrians. Projects receive points if they are stand alone or include pedestrian and bicycle elements as secondary components which create new or improved pedestrian or bicycle infrastructure. Examples include roadway projects which create facilities where none existed before, extend existing sidewalks or bicycle lanes, or voluntarily expand or widen bicycle lanes to meet guidelines established by the American Association of State Highway for the Development of Bicycle Facilities. All pedestrian or bicycle improvements must be described in the TIP application for a project to receive points. Involuntary improvements, such as bringing existing pedestrian infrastructure into compliance with the Americans with Disabilities Act (ADA) during a larger roadway project, will not generate points. In general, if a project adds or removes barriers for individuals to use non-motorized travel options it will receive points.

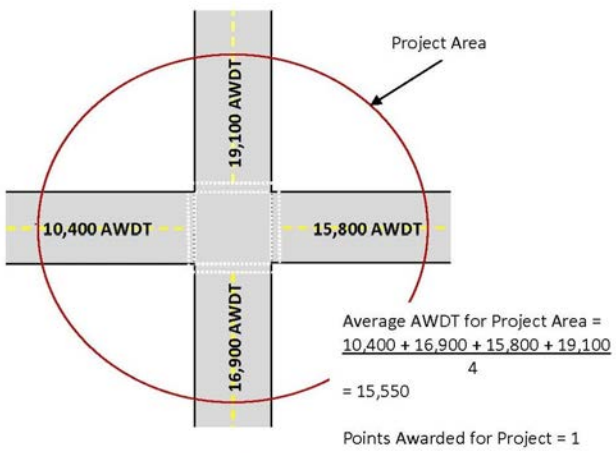
Project Location Congestion Analysis

This section identifies locations with high peak-hour activity. The link score therefore evaluates the link-level conditions and awards points based on the severity of the congestion along the project area. This evaluation is based on V/C and speed differential data, but not crash rates. The more congested the project area, the higher the link score for

the project. Projects will be evaluated regardless of whether or not they are located along a CMP corridor.

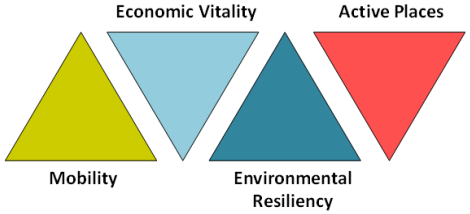
Examples of Project Location Congestion Analysis and People Movement:





People Movement

Also a part of the Project Location Congestion Analysis is the People Movement score. When evaluating a particular link it is important to consider the overall number of users of a particular roadway, not just the number of vehicles affected. The PPP assesses people movement as the total number of vehicle and transit users along a project area. The total number of vehicle users is determined by taking the Average Weekday Daily Volume (AWDT) multiplied by the vehicle occupancy rate (MRMPO assumes an average vehicle occupancy rate of 1.2 persons per vehicle). Transit user totals are developed by taking boarding and alighting surveys conducted by MRMPO and ABQ Ride and assessing the percentage users of a route onboard along a given segment. The number of total riders along a segment is a function of that percentage and the overall daily ridership for a route. Totals by route by segment are summed for roadways with overlapping transit routes. The total transit users for a segment are added to the total vehicle users to find an overall users volume. Rail Runner ridership should also be considered in this section.



2 SCORING MOBILITY / MOVING PEOPLE

Manage Congestion and Enhance Operations

Purpose: Encourage projects on corridors that are heavily travelled or have multi-modal needs.

Components: Ranked and priority multi-modal and transportation management corridors.

Scoring: Check priority transportation corridors.

1. Is the project on the Congested Management Process (CMP) Corridors? What is it's rank?
2. Is the project on the Intelligent Transportation Systems (ITS) map? Is it on the Priority Network or General ITS System?
3. Is the project on the Long Range Bikeway System map? What is the type of facility? Does the project preserve the existing type or add the proposed type of facility?
4. Is the project on the Priority Transit System map or a Rio Metro route? What transit network is the project on?
5. Is the project on the Pedestrian Composite Index (PCI)? What is it's rank?

Management and Operation Strategies

Purpose: Encourage projects that address heavily-traffic, congested corridors and multi-modal systems.

Components: Prioritized strategies related to specific type of multi-modal and transportation management corridors.

Scoring: Check strategies related to specific type of multi-modal corridors.

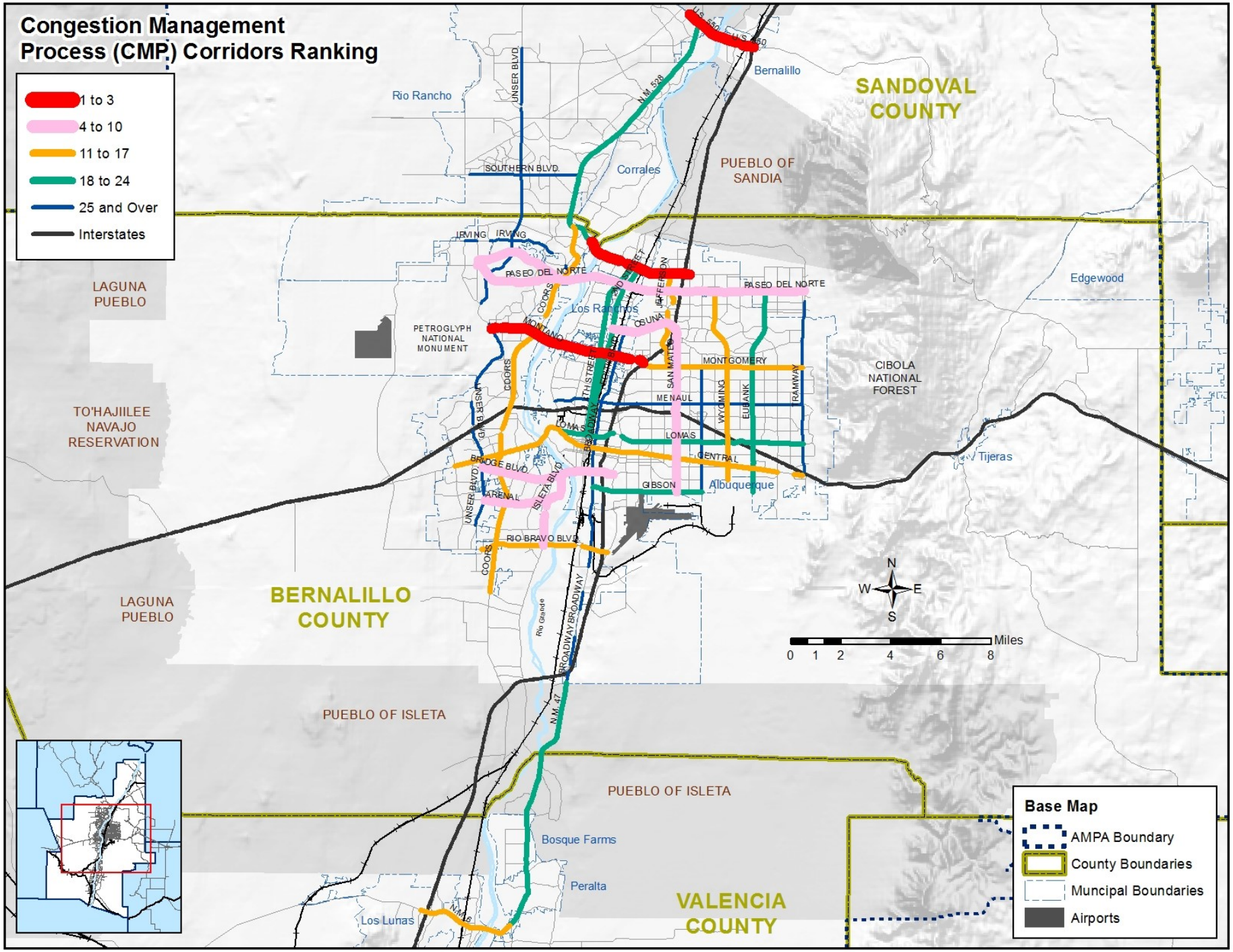
1. Identify which strategies that are being utilized from the CMP Matrix for the project?
2. Identify which strategies that are being utilized from the ITS Matrix for the project. Identify if ITS services currently exist on the corridor.
3. Identify Transit Strategies being utilized.
4. Identify Bicycle / Pedestrian strategies being utilized.

Project Location Congestion Analysis / People Movement

Purpose: Encourage projects that address heavily-traffic, congested corridors.

Components: Traffic volumes, Congestion Management scores, and Transit users on the project corridor.

Scoring: Staff will calculate the specific segment volume-to-capacity score, speed score, traffic volume, and transit users for the roadway, trail, or rail line.


Congestion Management Process (CMP) Corridors Ranking
1 to 3
4 to 10
11 to 17
18 to 24
25 and Over
Interstates
Rio Rancho
Bernalillo
SANDOVAL COUNTY
PUEBLO OF SANDIA
Corrales
Los Ranchos
Edgewood
LAGUNA PUEBLO
PETROGLYPH NATIONAL MONUMENT
CIBOLA NATIONAL FOREST
TO'HAJIILEE NAVAJO RESERVATION
Tijeras
Albuquerque
BERNALILLO COUNTY
PUEBLO OF ISLETA
Bosque Farms
Peralta
Los Lunas
VALENCIA COUNTY
UNSER BLVD
SOUTHERN BLVD
IRVING
PASEO DEL NORTE
COORS
MONTANO
OGUNA
JEFFERSON
SAN MATEO
MONTGOMERY
MENAUL
WYOMING
EUBANK
RAMWAY
LOMAS
CENTRAL
GIBSON
BRIDGE BLVD
ISLETA BLVD
ARENAL
RIO BRAVO BLVD
BROADWAY
N.M. 47
N.M. 528
Rio Grande
N
W
E
S
Miles
0 1 2 4 6 8
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports

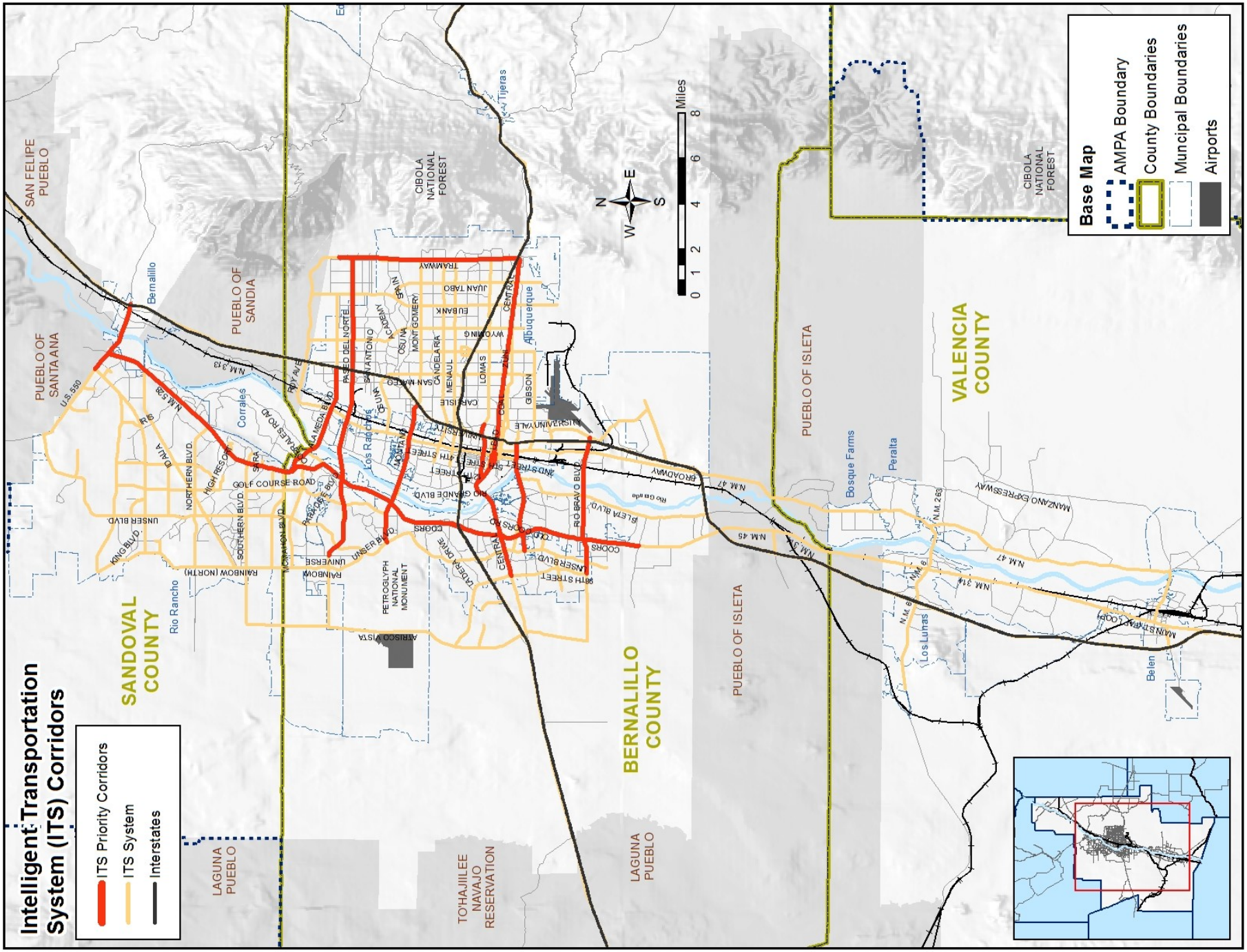
2016 CMP Strategies Matrix

		Active Roadway Management					Travel Demand Management/Alternative Travel Modes									Physical Roadway Capacity						
		Expanded traffic signal timing and coordination -ITS	Traffic signal equipment modernization - ITS	Traveler information devices - ITS	Communications networks and roadway surveillance - ITS	Access management	Fixed guideways and dedicated transit lanes	Transit service expansion / frequency increase	Transit vehicle information	Transit intersection queue-jump lanes and signal priority	Off-Vehicle Fare Collection	Park & Ride facilities	Off-street multi-use trails	On-street bicycle treatments	Parking management	Intersection turn lanes	Deceleration lanes	Freight Improvement Strategies	Grade-separated railroad crossings	New grade-separated intersections	New travel lanes (general purpose)	New Roadways / Parallel Routes
	Non-CMP Corridor (NC)	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Medium Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority
	Interstate 25 (NMRX)	Not Appropriate	Not Appropriate	High Priority	High Priority	Medium Priority	High Priority	High Priority	High Priority	Not Appropriate	Medium Priority	High Priority	Low Priority	Not Appropriate	Not Appropriate	Not Appropriate	High Priority	High Priority	Not Appropriate	Not Appropriate	High Priority	Not Appropriate
	Interstate 40	Not Appropriate	Not Appropriate	High Priority	High Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Not Appropriate	Low Priority	Low Priority	High Priority	Not Appropriate	Not Appropriate	Not Appropriate	High Priority	High Priority	Not Appropriate	Not Appropriate	Low Priority	Not Appropriate
1	Alameda Blvd.	High Priority	High Priority	High Priority	Medium Priority	High Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Medium Priority	High Priority	Low Priority	High Priority	Medium Priority	Medium Priority	Medium Priority	Medium Priority	High Priority	Low Priority
2	US 550	High Priority	High Priority	Medium Priority	Medium Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Medium Priority	High Priority	Low Priority	Medium Priority	Medium Priority	Medium Priority	Not Appropriate	Medium Priority	Low Priority	Medium Priority
3	Montano Rd.	High Priority	High Priority	Medium Priority	Medium Priority	High Priority	Low Priority	Medium Priority	Medium Priority	Medium Priority	Low Priority	Medium Priority	Low Priority	Medium Priority	Low Priority	Medium Priority	Low Priority	Not Appropriate	Medium Priority	Medium Priority	Low Priority	Low Priority
4	Paradise Blvd.	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	High Priority	Medium Priority	Low Priority	Low Priority	Not Appropriate	Low Priority	Not Appropriate	Low Priority	Medium Priority	Not Appropriate
5	Bridge/Cesar Chavez Blvd.	Medium Priority	High Priority	High Priority	High Priority	Medium Priority	Low Priority	High Priority	Medium Priority	Medium Priority	Low Priority	Medium Priority	Low Priority	High Priority	Low Priority	Low Priority	Low Priority	Low Priority	Not Appropriate	Low Priority	Low Priority	Not Appropriate
6	Paseo del Norte Blvd.	High Priority	High Priority	Medium Priority	Medium Priority	Medium Priority	High Priority	High Priority	High Priority	High Priority	High Priority	High Priority	High Priority	Low Priority	Low Priority	High Priority	High Priority	Not Appropriate	Not Appropriate	High Priority	Medium Priority	Low Priority
7 & 8	San Mateo Blvd./Osuna	Medium Priority	High Priority	Medium Priority	High Priority	Medium Priority	Medium Priority	High Priority	High Priority	High Priority	Medium Priority	Medium Priority	Medium Priority	Medium Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Not Appropriate	Not Appropriate
9	Isleta Blvd.	Medium Priority	Medium Priority	Medium Priority	Medium Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Low Priority	Not Appropriate	Low Priority	Low Priority	Not Appropriate
10	Arenal Blvd.	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Not Appropriate	Low Priority	Not Appropriate	Low Priority	Not Appropriate	Not Appropriate
11	Montgomery Blvd.	High Priority	High Priority	High Priority	High Priority	High Priority	Medium Priority	High Priority	High Priority	High Priority	Medium Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Not Appropriate	Low Priority	Low Priority	Not Appropriate
12	Dennis Chavez/Rio Bravo	High Priority	High Priority	High Priority	High Priority	High Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	High Priority	High Priority	Low Priority	Medium Priority	Medium Priority	Medium Priority	Low Priority	Medium Priority	High Priority	Medium Priority
13	Jefferson St.	Medium Priority	Low Priority	Low Priority	Low Priority	Medium Priority	High Priority	High Priority	High Priority	High Priority	High Priority	High Priority	Low Priority	High Priority	High Priority	Medium Priority	Low Priority	Low Priority	Not Appropriate	High Priority	Not Appropriate	High Priority
14	Coors Blvd.	High Priority	High Priority	High Priority	Medium Priority	High Priority	High Priority	High Priority	High Priority	High Priority	High Priority	High Priority	Medium Priority	Medium Priority	Low Priority	Medium Priority	High Priority	Medium Priority	Not Appropriate	Medium Priority	Low Priority	Low Priority
15	Wyoming Blvd.	High Priority	High Priority	High Priority	Medium Priority	High Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Medium Priority	Low Priority	Medium Priority	Low Priority	Medium Priority	Not Appropriate	Low Priority	Low Priority	Not Appropriate
16	Central Ave.	Medium Priority	Medium Priority	Medium Priority	Medium Priority	Medium Priority	High Priority	High Priority	High Priority	High Priority	High Priority	High Priority	Low Priority	High Priority	High Priority	Medium Priority	Low Priority	Low Priority	Not Appropriate	Low Priority	Low Priority	Low Priority
17	NM 6	High Priority	High Priority	High Priority	High Priority	High Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	High Priority	High Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Low Priority	High Priority
18	Eubank Blvd.	High Priority	Medium Priority	Medium Priority	Medium Priority	High Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Medium Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Not Appropriate	Low Priority	Low Priority	Not Appropriate
19	Fourth St.	Low Priority	Medium Priority	Medium Priority	Medium Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Low Priority	High Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Not Appropriate	Low Priority	Not Appropriate	Not Appropriate
20	Second St.	High Priority	High Priority	High Priority	High Priority	High Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Low Priority	High Priority	High Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Not Appropriate	Low Priority	Low Priority	Not Appropriate
21	Gibson Blvd.	High Priority	Medium Priority	High Priority	Medium Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Medium Priority	High Priority	Low Priority	High Priority	High Priority	Low Priority	Not Appropriate	Low Priority	Low Priority	Not Appropriate
22	NM 47	High Priority	High Priority	High Priority	High Priority	High Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Medium Priority	Medium Priority	Medium Priority	Medium Priority	Medium Priority	Medium Priority	Not Appropriate	Low Priority	Medium Priority	Low Priority
23	NM 528	High Priority	High Priority	High Priority	High Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Medium Priority	Medium Priority	Low Priority	Medium Priority	Medium Priority	Medium Priority	Not Appropriate	Medium Priority	Low Priority	Not Appropriate
24	Lomas Blvd.	Medium Priority	Medium Priority	Medium Priority	High Priority	High Priority	Medium Priority	High Priority	High Priority	High Priority	Medium Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Low Priority	Not Appropriate	Not Appropriate
25	Louisiana	Medium Priority	Medium Priority	Medium Priority	Medium Priority	High Priority	Medium Priority	Medium Priority	Medium Priority	High Priority	High Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Medium Priority	Low Priority	Low Priority	Not Appropriate	Low Priority	Low Priority	Low Priority
26	Irving Blvd.	Medium Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Medium Priority	High Priority	Low Priority	Low Priority	Low Priority	Low Priority	Not Appropriate	Low Priority	Medium Priority	Not Appropriate
27	Unser Blvd.	High Priority	High Priority	High Priority	Medium Priority	High Priority	High Priority	High Priority	High Priority	High Priority	High Priority	High Priority	High Priority	High Priority	Low Priority	Medium Priority	Medium Priority	Low Priority	Not Appropriate	Low Priority	High Priority	Medium Priority
28	Menaul Blvd.	Medium Priority	Medium Priority	Medium Priority	High Priority	Medium Priority	Low Priority	Medium Priority	Medium Priority	Medium Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Low Priority	Not Appropriate	Not Appropriate
29	Broadway Blvd.	Medium Priority	Medium Priority	Medium Priority	Medium Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Low Priority	Medium Priority	Medium Priority	Medium Priority	Low Priority	Low Priority	Not Appropriate	Low Priority	Not Appropriate	Not Appropriate
30	Southern Blvd.	Medium Priority	High Priority	Medium Priority	High Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Medium Priority	High Priority	Low Priority	Low Priority	Low Priority	Low Priority	Not Appropriate	Low Priority	Low Priority	Low Priority
31	Tramway Blvd.	High Priority	Medium Priority	High Priority	Medium Priority	High Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Medium Priority	High Priority	Low Priority	Medium Priority	Medium Priority	Not Appropriate	Not Appropriate	Low Priority	Not Appropriate	Not Appropriate

^ See CMP Toolkit for additional corridors for which the strategy is a high priority.

Priority is based on CMP/ITS review, and has been updated to consider current deployments along the corridor.

- High Priority
- Medium Priority
- Low Priority
- Not Appropriate


Intelligent Transportation System (ITS) Corridors
ITS Priority Corridors
ITS System
Interstates
SANDOVAL COUNTY
BERNALILLO COUNTY
VALENCIA COUNTY
PUEBLO OF ISLETA
PUEBLO OF SANDIA
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
LAGUNA PUEBLO
TO'HAJIILEE NAVAJO RESERVATION
CIBOLA NATIONAL FOREST
PETROGLYPH NATIONAL MONUMENT
Albuquerque
Rio Rancho
Bernalillo
Corrales
Los Ranchos
Bosque Farms
Peralta
Los Lunas
Belen
Tijeras
Miles
0 1 2 4 6 8
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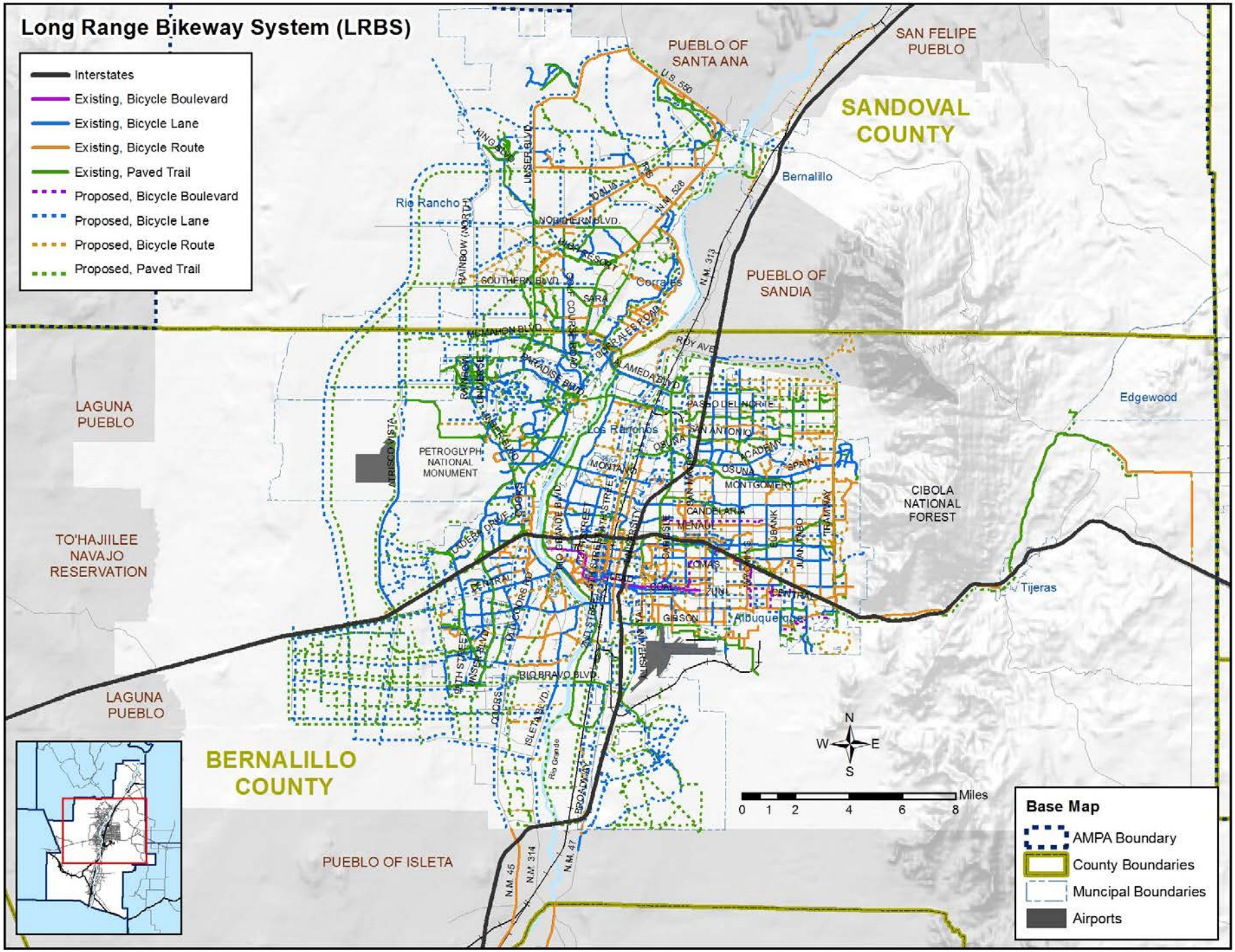
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports

			Current Deployment-based Criteria = 1 - 5 (1 best, 5 deficient)						
	ITS Priority Corridors	2014 CMP Ranking (draft)	Signal timing and coord. Date/#Plans	Traffic signal equipment modernization (fishg ylw)	Traveler information (DMS)	Communications networks	Roadway surveillance coverage	Bus-Transit Pre-emption/Priority	Transit Veh Realtime Location (App or Kiosk)
1	Alameda Blvd. *Cottonwood to I-25	1							
2	Montano Rd. (Unser to I-25) new sig at RR = 13	2							
3	Bridge/Cesar Chavez Blvd. *	4							
4	US 550 * PdV to I-25	6							
5	Coors Blvd. 1 (S/I40)	13							
6	Coors Blvd. 2 (N/I40 incl. Ellison)	13							
7	PdN Blvd. 1 (Universe to Coors)*	5							
8	PdN Blvd. 2 (Coors to W/I-25)*	5							
9	PdN Blvd. 3 (E/I-25 to Tramway)*	5							
10	Dennis Chavez (118th to Coors)	20							
11	Rio Bravo 1 (Coors to Isleta)	20							
12	Rio Bravo 2 (Isleta to University)	20							
13	Tramway Blvd. (Central to Cedar Hill)	32							
14	Central Ave. (98th to Rio Grande Blvd)	15							
15	Central Ave. (Rio Grande Blvd to E/I-25) - includes CBD	15							
16	Central Ave. (W/I-25 to Washington)	15							
17	Central Ave. (Washington to Tramway)	15							
18	NM 528 1 (Westside to Northern)	23							
19	NM 528 2 (Northern to US 550)	23							

Priority is based on CMP/ITS review, and has been updated to consider current deployments along the corridor.

- High Priority
- Medium Priority
- Low Priority
- Not Appropriate


Long Range Bikeway System (LRBS)
Interstates
Existing, Bicycle Boulevard
Existing, Bicycle Lane
Existing, Bicycle Route
Existing, Paved Trail
Proposed, Bicycle Boulevard
Proposed, Bicycle Lane
Proposed, Bicycle Route
Proposed, Paved Trail
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
Bernalillo
Rio Rancho
PUEBLO OF SANDIA
LAGUNA PUEBLO
Edgewood
PETROGLYPH NATIONAL MONUMENT
CIBOLA NATIONAL FOREST
TO'HAJIILEE NAVAJO RESERVATION
Tijeras
LAGUNA PUEBLO
BERNALILLO COUNTY
PUEBLO OF ISLETA
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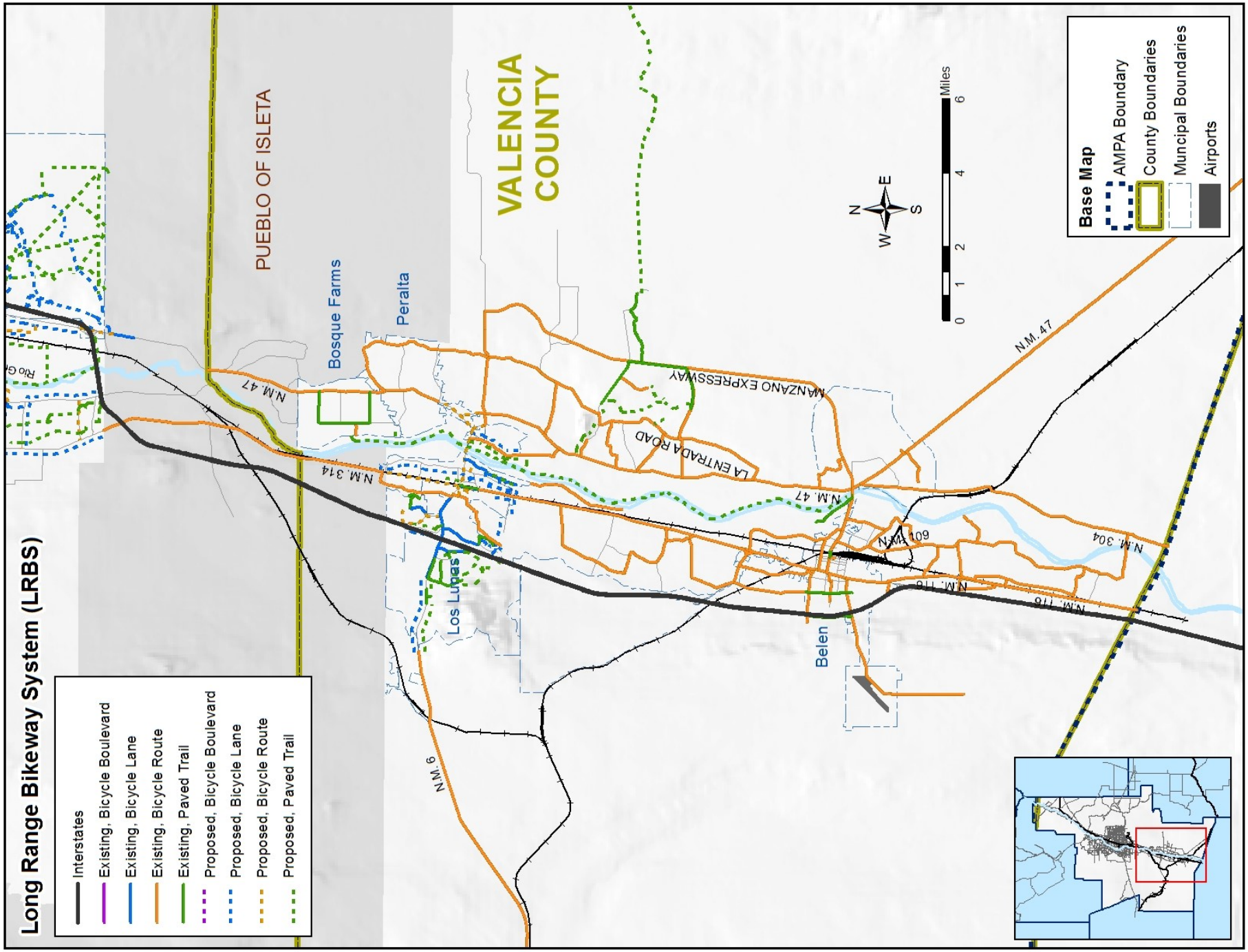
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Long Range Bikeway System (LRBS)
Interstates
Existing, Bicycle Boulevard
Existing, Bicycle Lane
Existing, Bicycle Route
Existing, Paved Trail
Proposed, Bicycle Boulevard
Proposed, Bicycle Lane
Proposed, Bicycle Route
Proposed, Paved Trail
PUEBLO OF ISLETA
VALENCIA COUNTY
Bosque Farms
Peralta
Los Lunas
Belen
N.M. 47
N.M. 314
N.M. 6
MANZANO EXPRESSWAY
LA ENTRADA ROAD
N.M. 47
N.M. 116
N.M. 304
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Miles
Base Map
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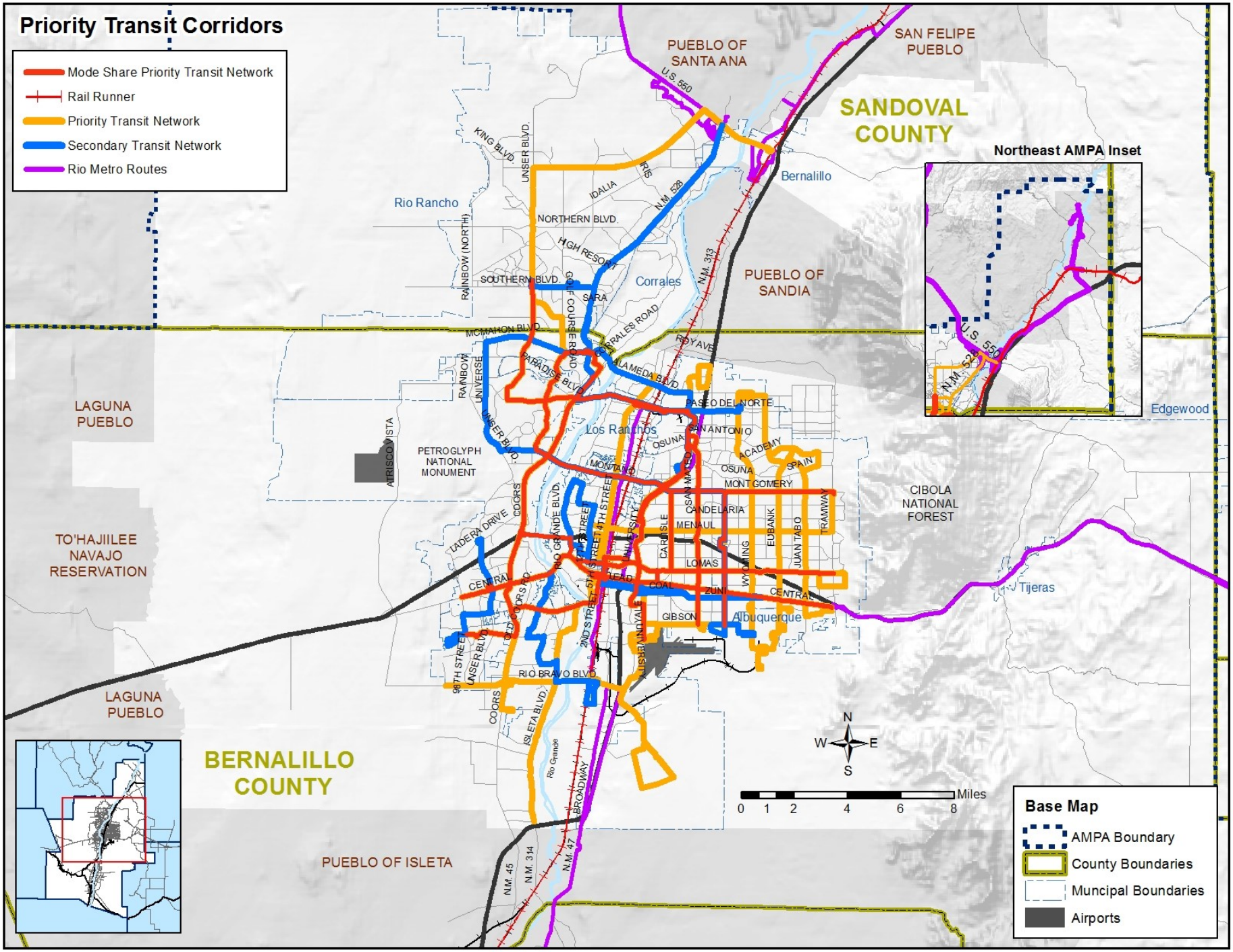
Priority Transit Corridors
Mode Share Priority Transit Network
Rail Runner
Priority Transit Network
Secondary Transit Network
Rio Metro Routes
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
Northeast AMPA Inset
Bernalillo
Rio Rancho
Corrales
PUEBLO OF SANDIA
Edgewood
LAGUNA PUEBLO
PETROGLYPH NATIONAL MONUMENT
Los Ranchos
CIBOLA NATIONAL FOREST
TO'HAJIILEE NAVAJO RESERVATION
Tijeras
Albuquerque
LAGUNA PUEBLO
BERNALILLO COUNTY
PUEBLO OF ISLETA
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports
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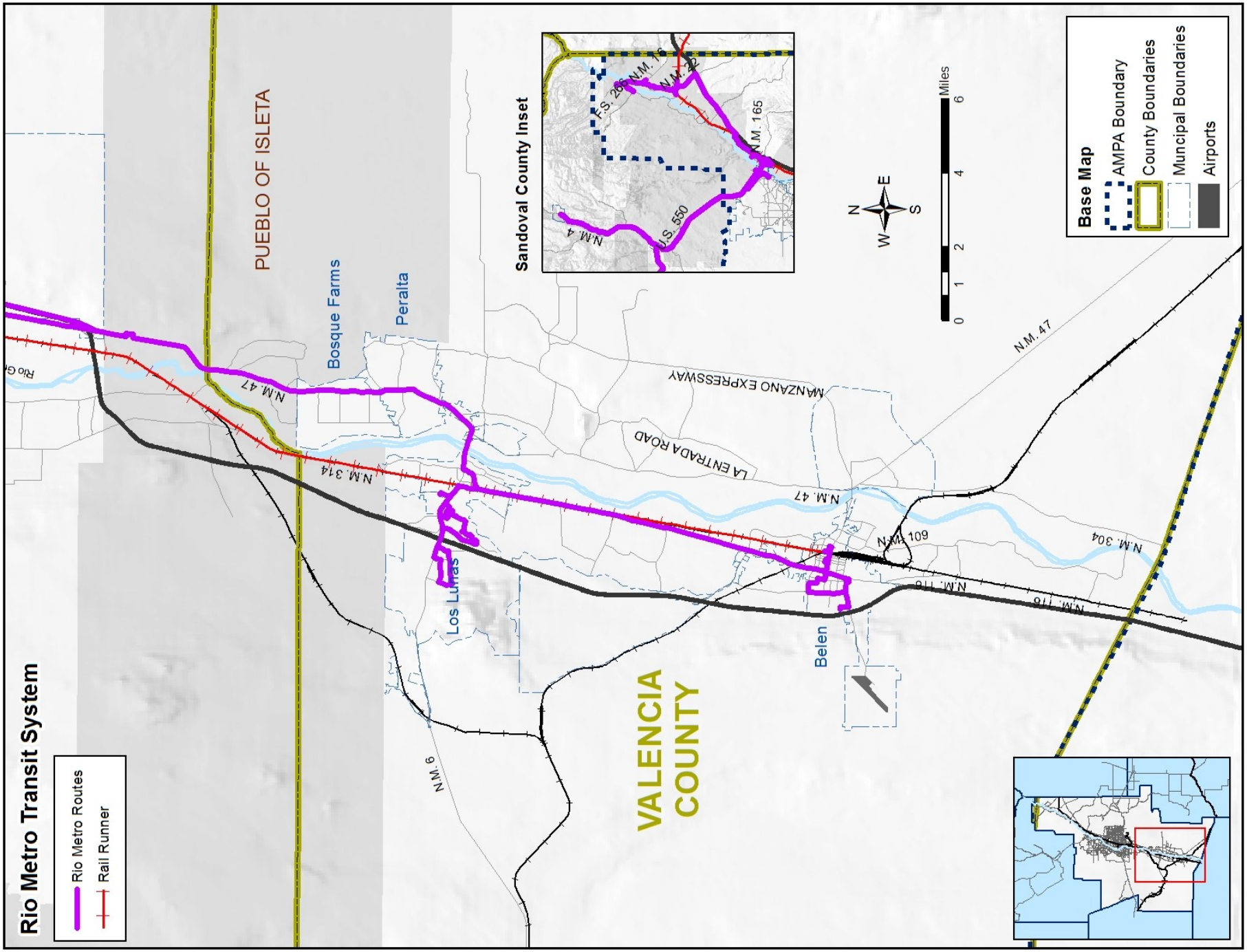
Rio Metro Transit System
Rio Metro Routes
Rail Runner
PUEBLO OF ISLETA
Bosque Farms
Peralta
Los Lunas
Belen
VALENCIA COUNTY
N.M. 47
N.M. 314
N.M. 6
LA ENTRADA ROAD
MANZANO EXPRESSWAY
N.M. 109
N.M. 116
N.M. 304
Sandoval County Inset
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U.S. 550
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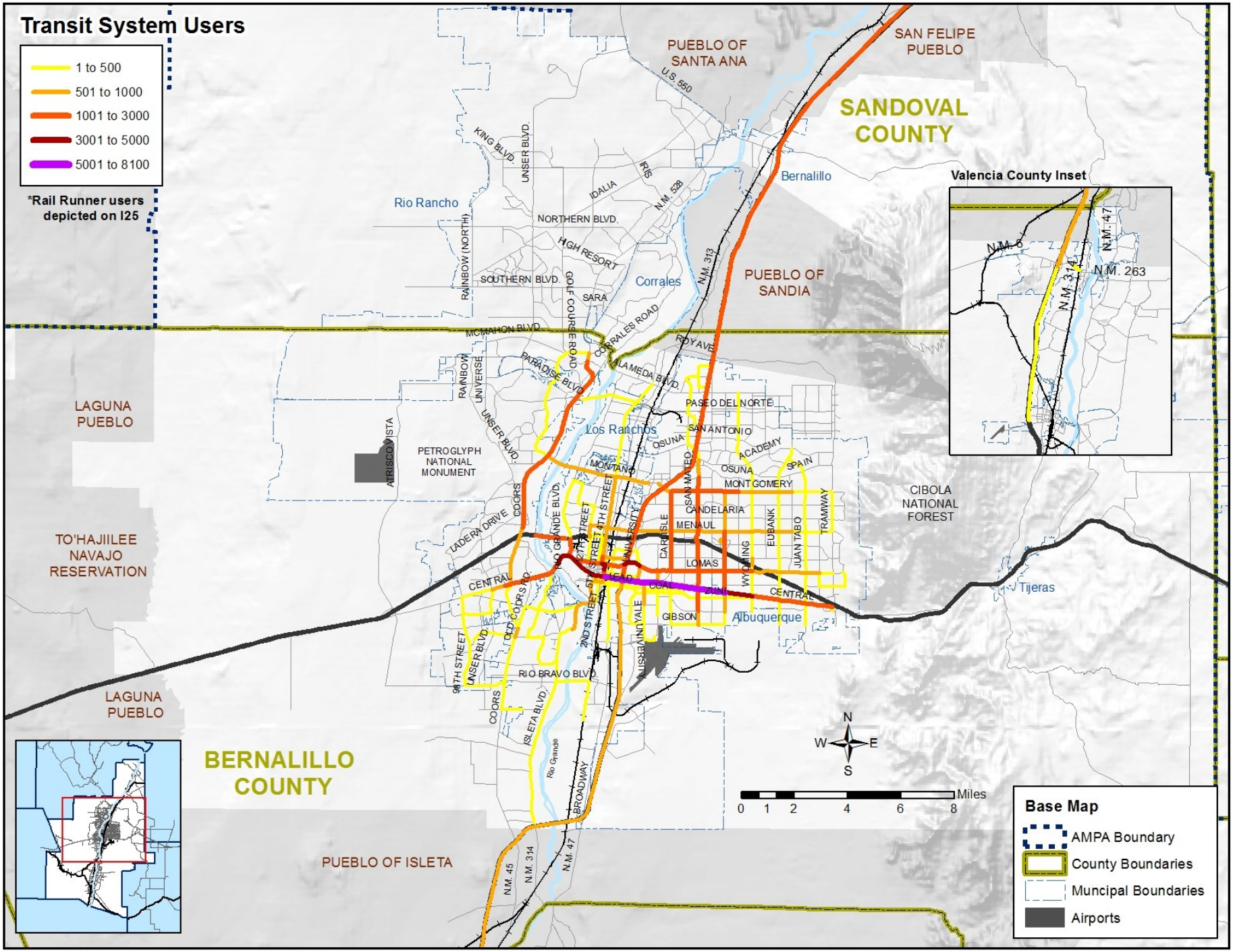
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Transit System Users
1 to 500
501 to 1000
1001 to 3000
3001 to 5000
5001 to 8100
*Rail Runner users depicted on I25
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
Bernalillo
Valencia County Inset
N.M. 6
N.M. 47
N.M. 314
N.M. 263
Rio Rancho
Corrales
PUEBLO OF SANDIA
LAGUNA PUEBLO
PETROGLYPH NATIONAL MONUMENT
Los Ranchos
CIBOLA NATIONAL FOREST
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BERNALILLO COUNTY
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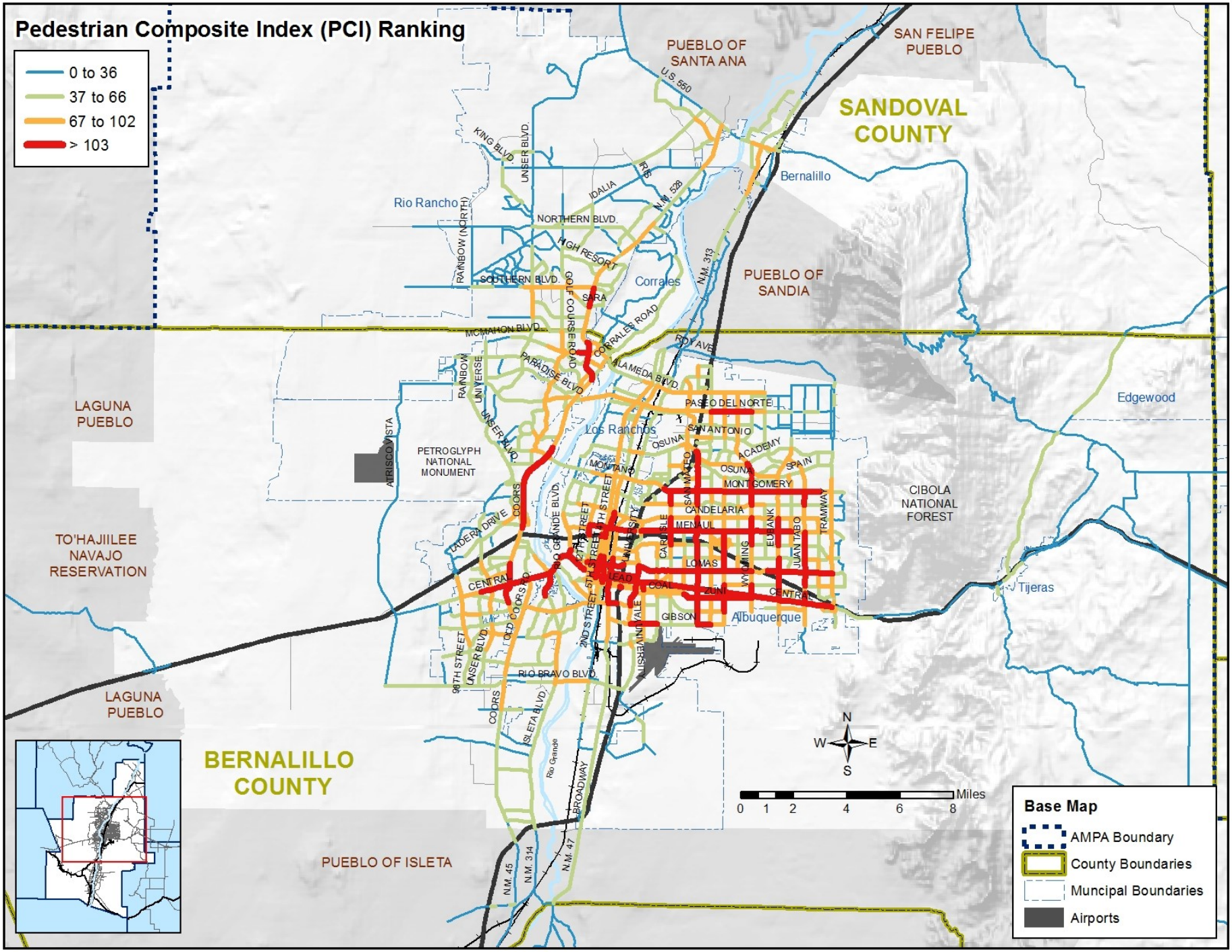
Pedestrian Composite Index (PCI) Ranking
0 to 36
37 to 66
67 to 102
> 103
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
Bernalillo
Rio Rancho
Corrales
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LAGUNA PUEBLO
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Tijeras
Albuquerque
LAGUNA PUEBLO
BERNALILLO COUNTY
PUEBLO OF ISLETA
KING BLVD.
UNSER BLVD.
IDALIA
NORTHERN BLVD.
HIGH RESORT
SOUTHERN BLVD.
GOLF COURSE ROAD
SARA
CORRALES ROAD
MCMAHON BLVD.
PARADISE BLVD.
ALAMEDA BLVD.
PASEO DEL NORTE
SAN ANTONIO
OSUNA
ACADEMY
SPAIN
MONTGOMERY
CANDELARIA
MENAUL
LOMAS
ZUNI
CENTRAL
GIBSON
COORS
LADERA DRIVE
RIO GRANDE BLVD.
27TH STREET
7TH STREET
5TH STREET
2ND STREET
UNIVERSITY
CARLISLE
EUBANK
JUAN TABO
TRAMWAY
LEAD
COAL
WYOMING
YALE
RIO BRAVO BLVD.
98TH STREET
OLD COORS RD.
ISLETA BLVD.
BROADWAY
Rio Grande
N.M. 528
N.M. 313
N.M. 45
N.M. 314
N.M. 47
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Base Map
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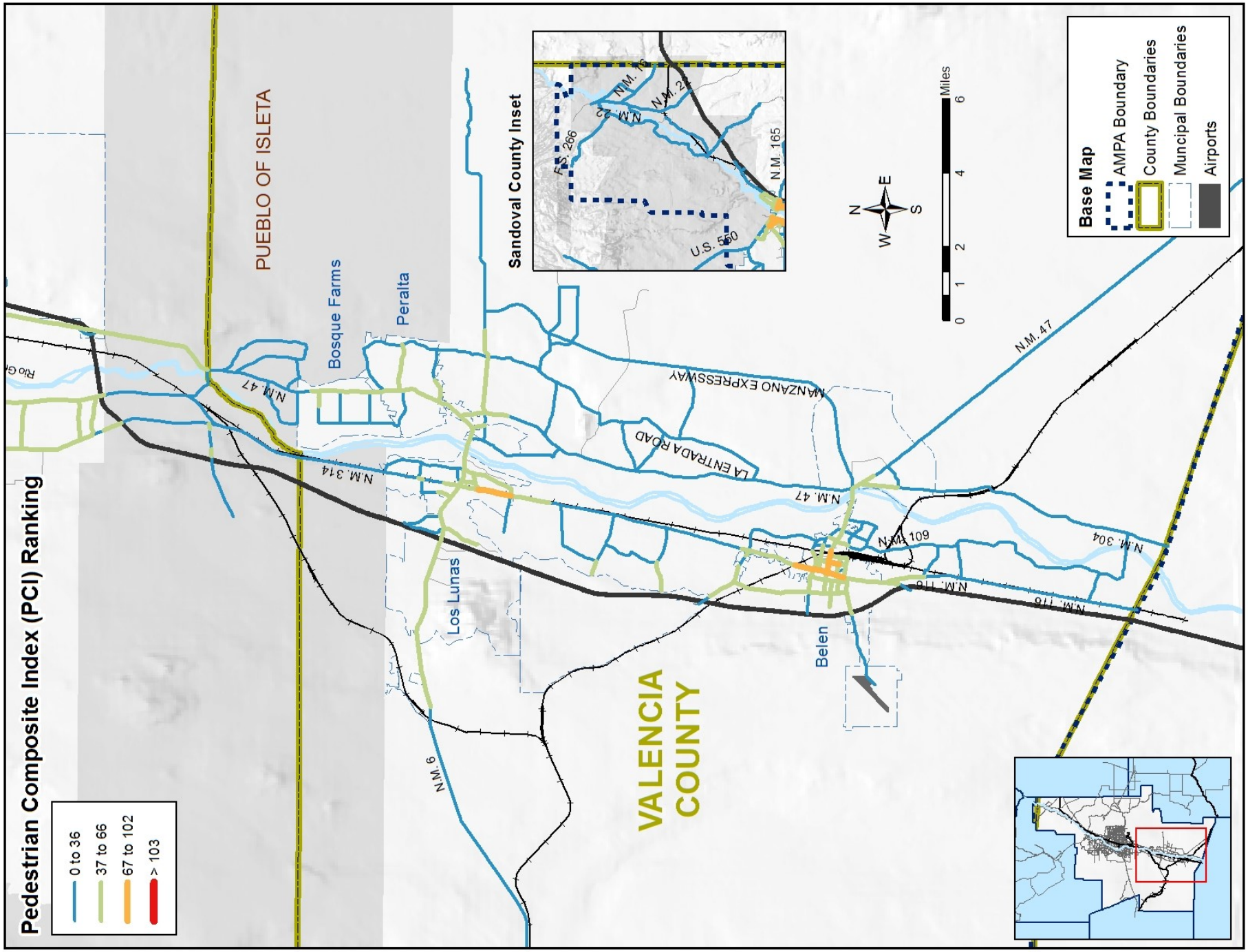
Pedestrian Composite Index (PCI) Ranking
0 to 36
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PUEBLO OF ISLETA
Bosque Farms
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Sandoval County Inset
F.S. 266
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Base Map
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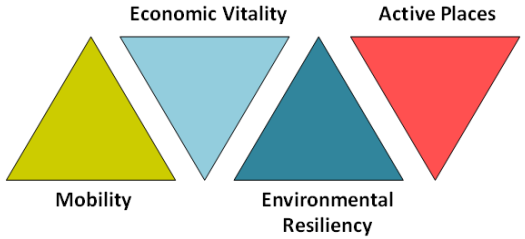
Airports



3 ECONOMIC VITALITY

There is a fundamental connection between the functionality and efficiency of a transportation system and the economic vitality of the region. Quite simply, more efficient movement of people and goods leads to greater productivity, and greater circulation of services within an economy. While the purpose of the Mobility goal is to provide a range of options that enable individuals and goods to efficiently traverse the transportation network, the Economic Vitality goal goes further by encouraging projects that specifically target locations where activity occurs, support private sector enterprise, and reflect local concerns.

Evaluation Sections

While measuring the economic impact of transportation projects is difficult, the criteria contained in the PPP approximate economic impacts by indicating whether projects target vital economic centers and infrastructure and reflect the goals of local communities and agencies. The evaluation sections for Economic Vitality include:

1. Key Centers and Corridors
2. Activity Density
3. Freight Movement
4. Equity Index

Key Centers and Corridors

Unlike past Metropolitan Transportation Plans which considered only one set of future conditions – a trend scenario based on existing plans and policies – the 2040 MTP contains a Trend scenario and a Preferred scenario. The Preferred scenario represents an alternative land use configuration resulting from changes in zoning and development incentives in critical locations, as well as potential investments in public transit services. This scenario is the result of a comprehensive scenario planning process involving member agencies from across the region, and may be thought of as a set of desired changes in the region's development trajectory that would result in lower congestion levels, reduced

emissions, and less land consumption compared to the Trend. To achieve the preferred scenario different types of regional centers and corridors are identified where targeted investment can further economic and environmental goals laid out in the 2040 MTP. Improving access to or between these centers serves to target and invigorate their economic impact.

Activity Density

To encourage projects that support the implementation of this more sustainable development model (the Preferred Scenario), the socioeconomic data contained in the Preferred scenario is utilized in the PPP as part of the activity density criterion. It is important for economic vitality and growth that the locations which contain the greatest activity are adequately serviced by transportation, be it through well-maintained roads or access to job sites via public transit or bicycle. The PPP considers current and future activity in recognition of the fact that infrastructure projects should not simply react to existing conditions but anticipate where growth will occur. As such the PPP will evaluate the current and future activity density scores for a project area.

Activity density is a measurement of combined residential and commercial activity in a particular Data Analysis Subzone (DASZ). The utility of this measure comes from its ability to capture and highlight areas of intensive use. Rather than strictly examine population or employment density, which are often used to quantify commuting supply and commuting demand respectively, activity density is based on the assumption that each unit of population and employment generates a certain level of activity. **A key assumption in activity density is that the activity generated by a job is greater than that of a residence since a residence is the point of departure for commuters whereas job sites attract clients and patrons along with employees.** Activity density applies a uniform formula based on the region-wide relationship between population and employment (the regional population-to-employment ratio for 2008 is 2.31, meaning the measure is weighted more heavily toward employment by a factor of approximately 2-to-1), which is multiplied by the number of jobs in a Data Analysis Subzone (DASZ) and added to the number of residents in the zone. This approach is less nuanced from an employment perspective since it does not distinguish between the activity generated between large employment sites such as shopping centers and call centers or large manufacturing plants, but it does allow residential density to be incorporated into the activity measurement. (Areas of dense population growth, including multi-family and transit-oriented developments, are reflected most heavily.)

Freight Movement

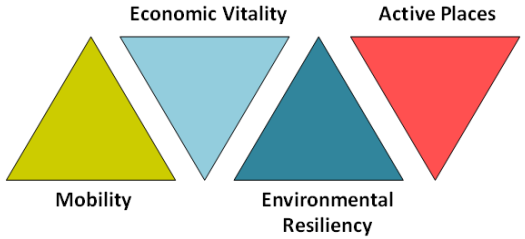
The freight criterion involves the support of private sector activity. While there are a multitude of methods government agencies may use for encouraging private sector activity, the PPP focuses on private sector enterprise from a transportation perspective with a focus on the

movement and transaction of goods. The PPP therefore highlights projects conducive to the efficient movement of heavy trucks by emphasizing freight corridors and strategies.

Equity Index

This criterion encourages the promotion of social justice and equitable distribution of federal transportation funds by targeting underserved communities sometimes called Environmental Justice communities. These communities have historically received fewer or invasive infrastructure improvements, and are often the communities that stand to benefit the most from improvements to the transportation infrastructure. This index integrates minority and low income populations, and households with zero or fewer vehicles. This index provides a geographic location of communities that would benefit from better transportation infrastructure. The type of infrastructure and the potential benefit to that community is also important to explain as sometimes improving safety or providing lighting, as opposed to expanding capacity me be of a higher priority for an underserved community.

Federal Highway Administration Environmental Justice graphic:



3 SCORING ECONOMIC VITALITY

Key Centers and Corridors

Purpose: Forward the preferred scenario through centers and corridors identified (including TOD and local plans)

Components: Improving access to regional centers and improving connections between regional centers

Scoring: How the project connects and improves centers and corridors.

1. Does the project improve a connection to a regional center or transit node? Explain how and which modes are improved.
2. Does the project improve a connection between two regional centers or transit nodes? Explain how and which modes are improved.
3. Does the project improve a segment of a regional corridor?

Activity Density

Purpose: Serve areas with current and expected high population and employment activity

Components: Employment and housing data by DASZ for 2012 and 2040

Scoring: How the project score on current and future activity density zones.

1. Does the project fall primarily within one of the existing activity density rankings? What is the rank?
2. Does the project fall primarily within one of the future activity density rankings? What is the rank?

Freight Movement

Purpose: Prioritize areas of high commercial and trucking activity

Components: On freight corridor or at freight bottleneck and addresses/improve freight movement

Scoring: Check freight corridors and strategies employed

1. Is the project on a freight corridor (including the rail line)?
2. Does the project employ a freight strategy? What is the strategy:
3. Does the project connect directly to an intermodal facility?

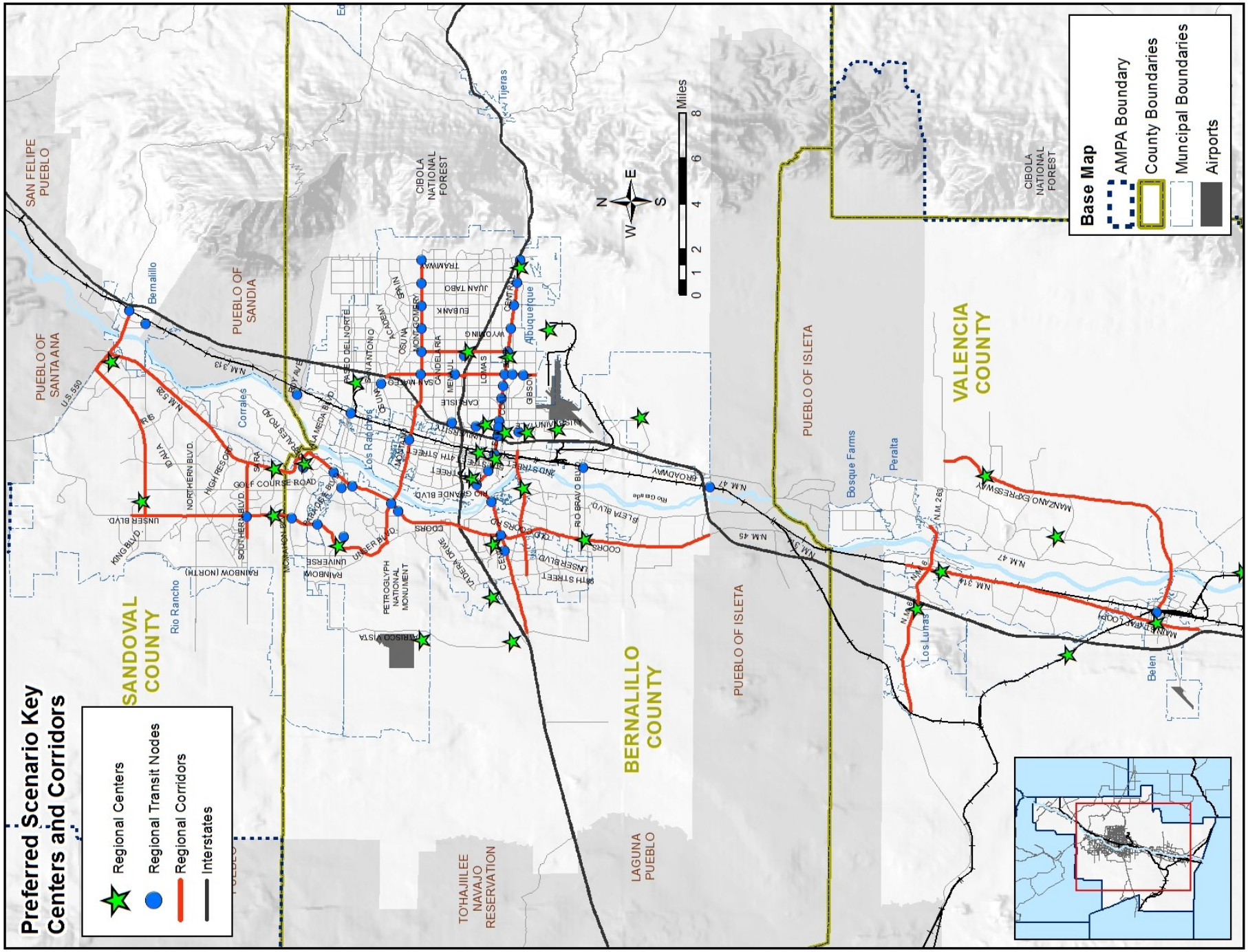
Equity Index

Purpose: Prioritizes underserved communities

Components: Locate on Equity Index

Scoring: Rank on the equity index and serves that community

1. What rank on the Equity Index is the project primarily in?
2. How does the project improve conditions for the adjacent communities?


Preferred Scenario Key Centers and Corridors
Regional Centers
Regional Transit Nodes
Regional Corridors
Interstates
SANDOVAL COUNTY
BERNALILLO COUNTY
VALENCIA COUNTY
PUEBLO OF SANTA ANA
PUEBLO OF SANDIA
PUEBLO OF ISLETA
SAN FELIPE PUEBLO
TO'HAJIILEE NAVAJO RESERVATION
LAGUNA PUEBLO
CIBOLA NATIONAL FOREST
PETROGLYPH NATIONAL MONUMENT
Rio Rancho
Bernalillo
Corrales
Los Ranchos
Albuquerque
Tijeras
Bosque Farms
Peralta
Los Lunas
Belen
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports
Miles
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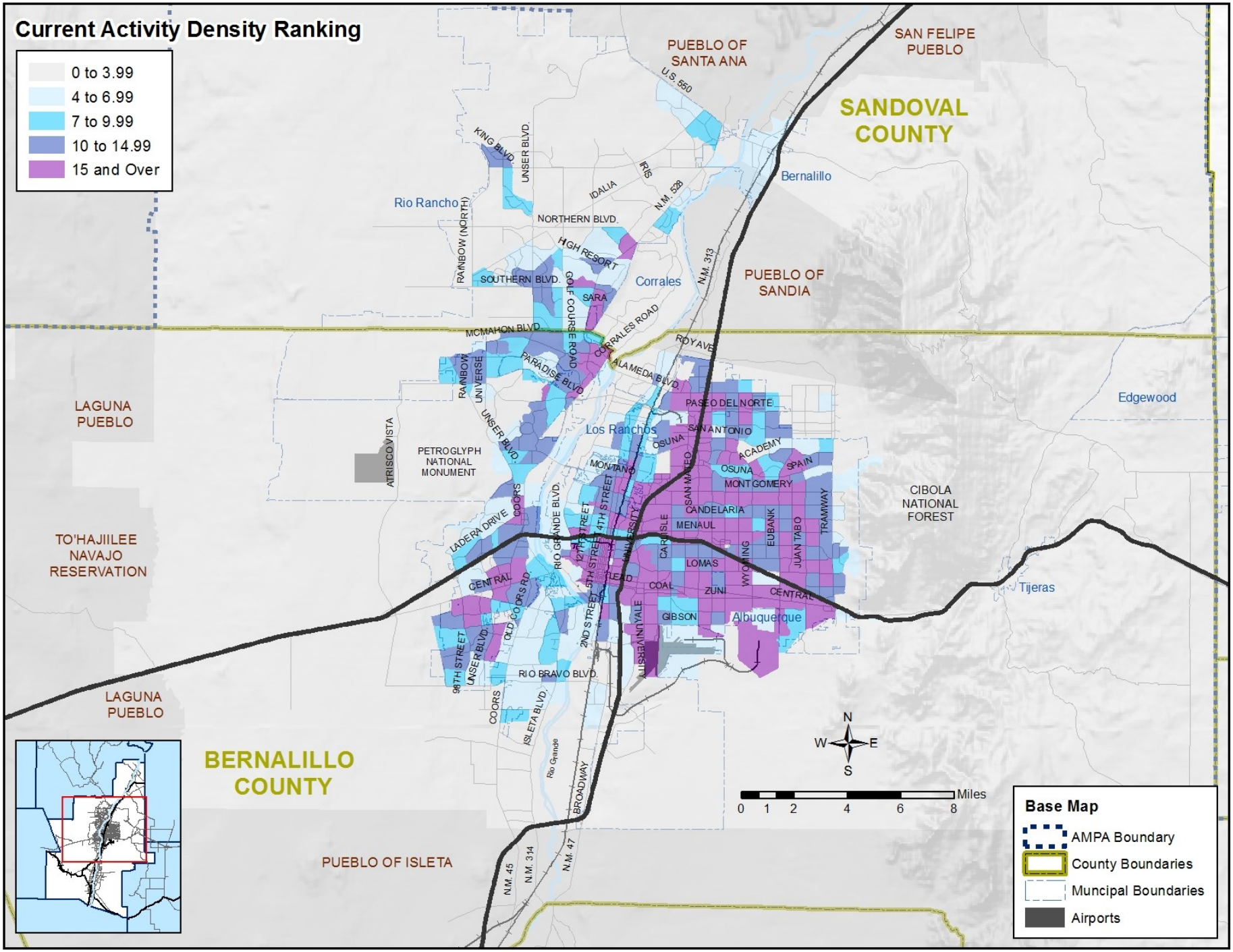
Current Activity Density Ranking
0 to 3.99
4 to 6.99
7 to 9.99
10 to 14.99
15 and Over
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
Bernalillo
Rio Rancho
Corrales
PUEBLO OF SANDIA
Los Ranchos
Edgewood
LAGUNA PUEBLO
PETROGLYPH NATIONAL MONUMENT
CIBOLA NATIONAL FOREST
TO'HAJIILEE NAVAJO RESERVATION
Tijeras
Albuquerque
LAGUNA PUEBLO
BERNALILLO COUNTY
PUEBLO OF ISLETA
KING BLVD.
UNSER BLVD.
IDALIA
IRIS
N.M. 528
NORTHERN BLVD.
HIGH RESORT
RAINBOW (NORTH)
SOUTHERN BLVD.
GOLF COURSE ROAD
SARA
CORRALES ROAD
N.M. 313
MCMAHON BLVD.
ROY AVE.
ALAMEDA BLVD.
PARADISE BLVD.
RAINBOW
UNIVERSE
UNSER BLVD.
ATRISCO VISTA
PASEO DEL NORTE
SAN ANTONIO
OSUNA
ACADEMY
SPAIN
MONTANO
SAN MATEO
MONTGOMERY
CANDELARIA
MENAUL
COORS
RIO GRANDE BLVD.
12TH STREET
4TH STREET
UNIVERSITY
CARLISLE
EUBANK
JUAN TABO
TRAMWAY
LADERA DRIVE
LOMAS
WYOMING
CENTRAL
5TH STREET
LEAD
COAL
ZUNI
OLD COORS RD.
2ND STREET
GIBSON
YALE
UNIVERSITY
98TH STREET
UNSER BLVD.
RIO BRAVO BLVD.
COORS
ISLETA BLVD.
Rio Grande
BROADWAY
N.M. 45
N.M. 314
N.M. 47
N
W
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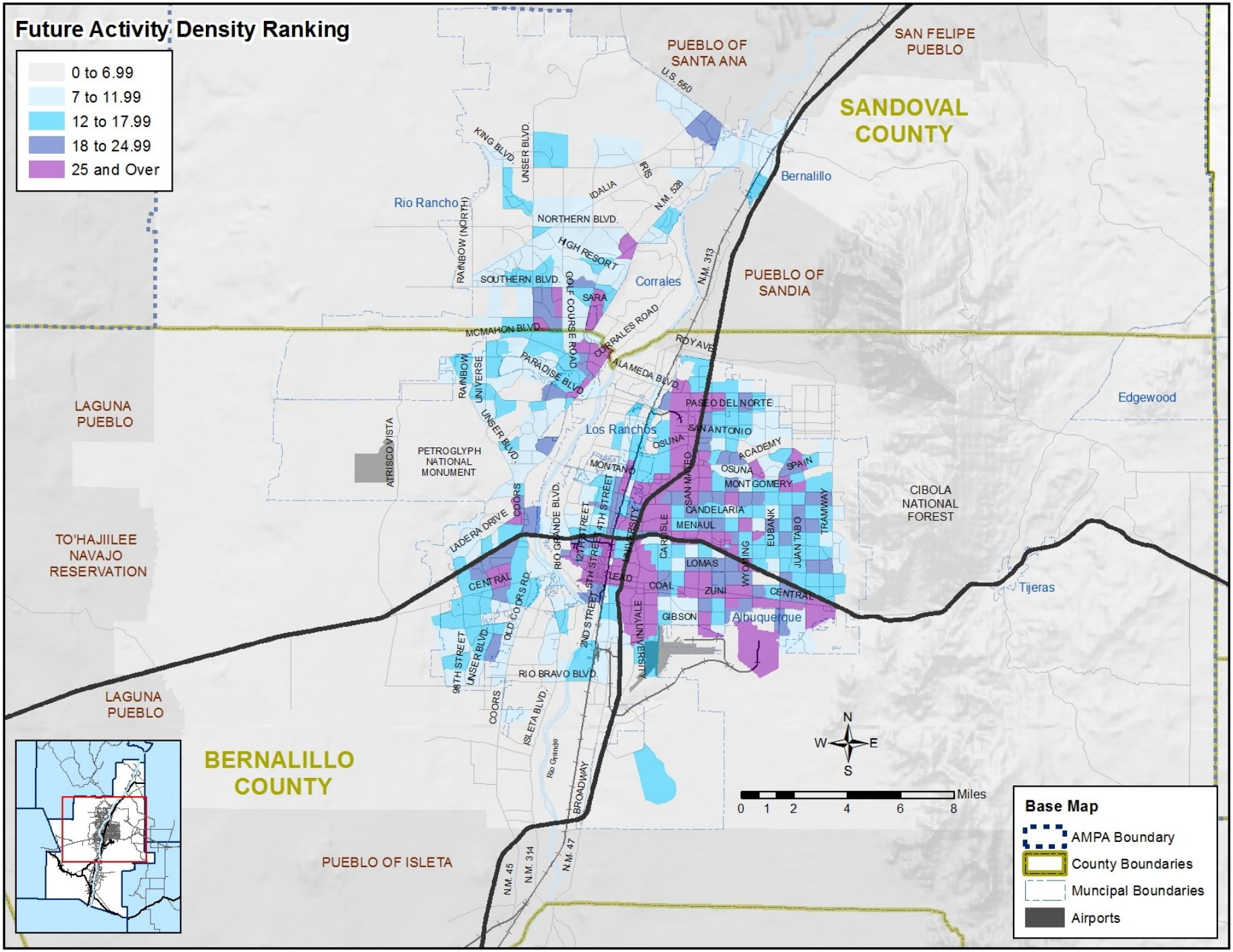
S
0 1 2 4 6 8 Miles
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Future Activity Density Ranking
0 to 6.99
7 to 11.99
12 to 17.99
18 to 24.99
25 and Over
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
Bernalillo
Rio Rancho
Corrales
PUEBLO OF SANDIA
Los Ranchos
Edgewood
LAGUNA PUEBLO
PETROGLYPH NATIONAL MONUMENT
CIBOLA NATIONAL FOREST
TO'HAJIILEE NAVAJO RESERVATION
Tijeras
Albuquerque
LAGUNA PUEBLO
BERNALILLO COUNTY
PUEBLO OF ISLETA
KING BLVD.
UNSER BLVD.
IDALIA
IRIS
N.M. 528
NORTHERN BLVD.
HIGH RESORT
RAINBOW (NORTH)
SOUTHERN BLVD.
GOLF COURSE ROAD
SARA
CORRALES ROAD
N.M. 313
MCMAHON BLVD.
ROY AVE.
ALAMEDA BLVD.
PARADISE BLVD.
RAINBOW
UNIVERSE
UNSER BLVD.
ATRISCO VISTA
PASEO DEL NORTE
SAN ANTONIO
OSUNA
ACADEMY
SPAIN
MONTANO
SAN MATEO
MONTGOMERY
CANDELARIA
MENAUL
CARLISLE
EUBANK
TRAMWAY
JUAN TABO
LOMAS
WYOMING
ZUNI
COAL
GIBSON
YALE
UNIVERSITY
LEAD
CENTRAL
COORS
LADERA DRIVE
RIO GRANDE BLVD.
12TH STREET
4TH STREET
5TH STREET
2ND STREET
OLD COORS RD.
98TH STREET
RIO BRAVO BLVD.
ISLETA BLVD.
Rio Grande
BROADWAY
N.M. 45
N.M. 314
N.M. 47
U.S. 550
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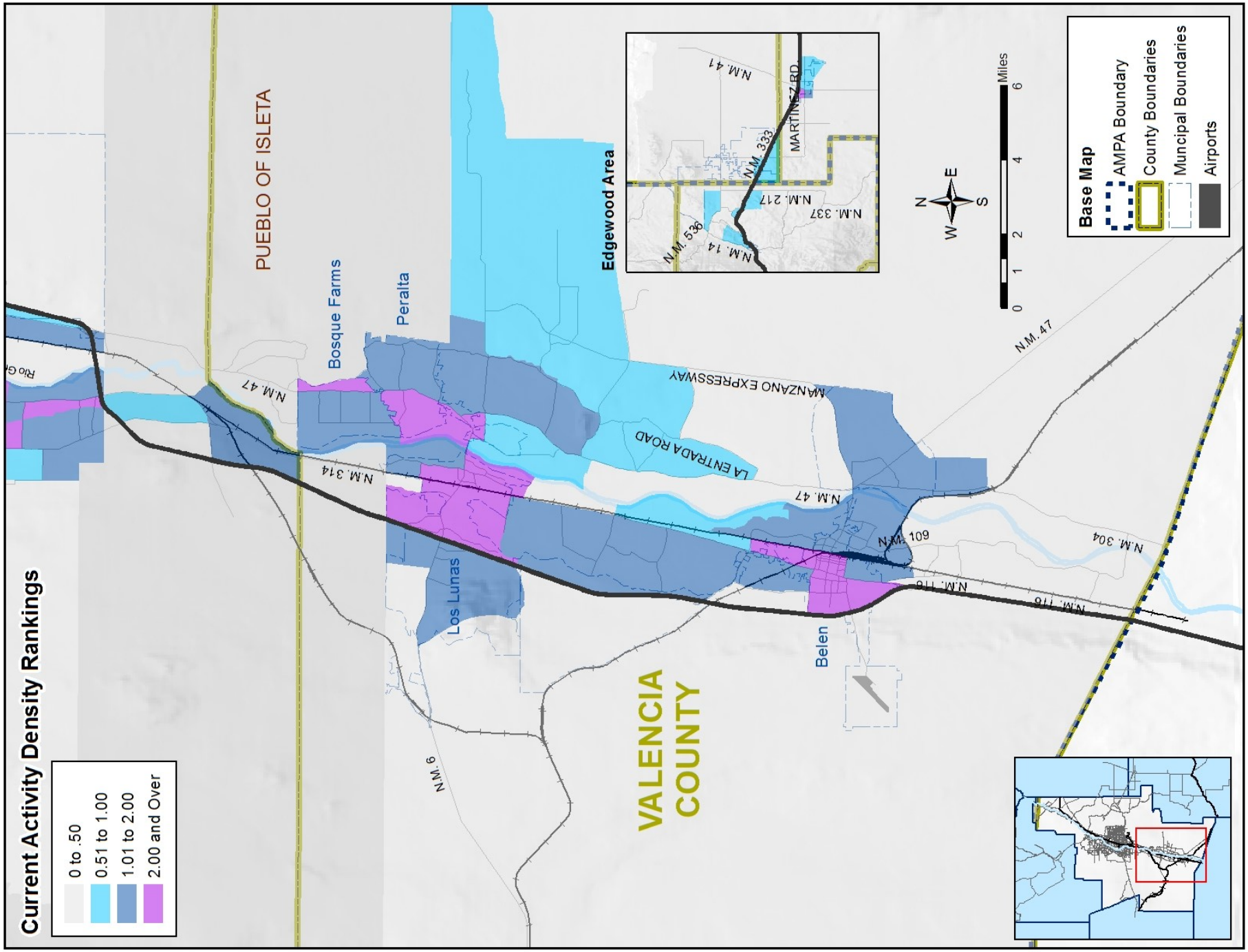
0 1 2 4 6 8 Miles
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Current Activity Density Rankings
0 to .50
0.51 to 1.00
1.01 to 2.00
2.00 and Over
PUEBLO OF ISLETA
Bosque Farms
Peralta
Los Lunas
Belen
VALENCIA COUNTY
Edgewood Area
MANZANO EXPRESSWAY
LA ENTRADA ROAD
N.M. 47
N.M. 314
N.M. 6
N.M. 109
N.M. 116
N.M. 304
N.M. 41
N.M. 333
N.M. 217
N.M. 337
N.M. 14
N.M. 536
MARTINEZ RD.
N
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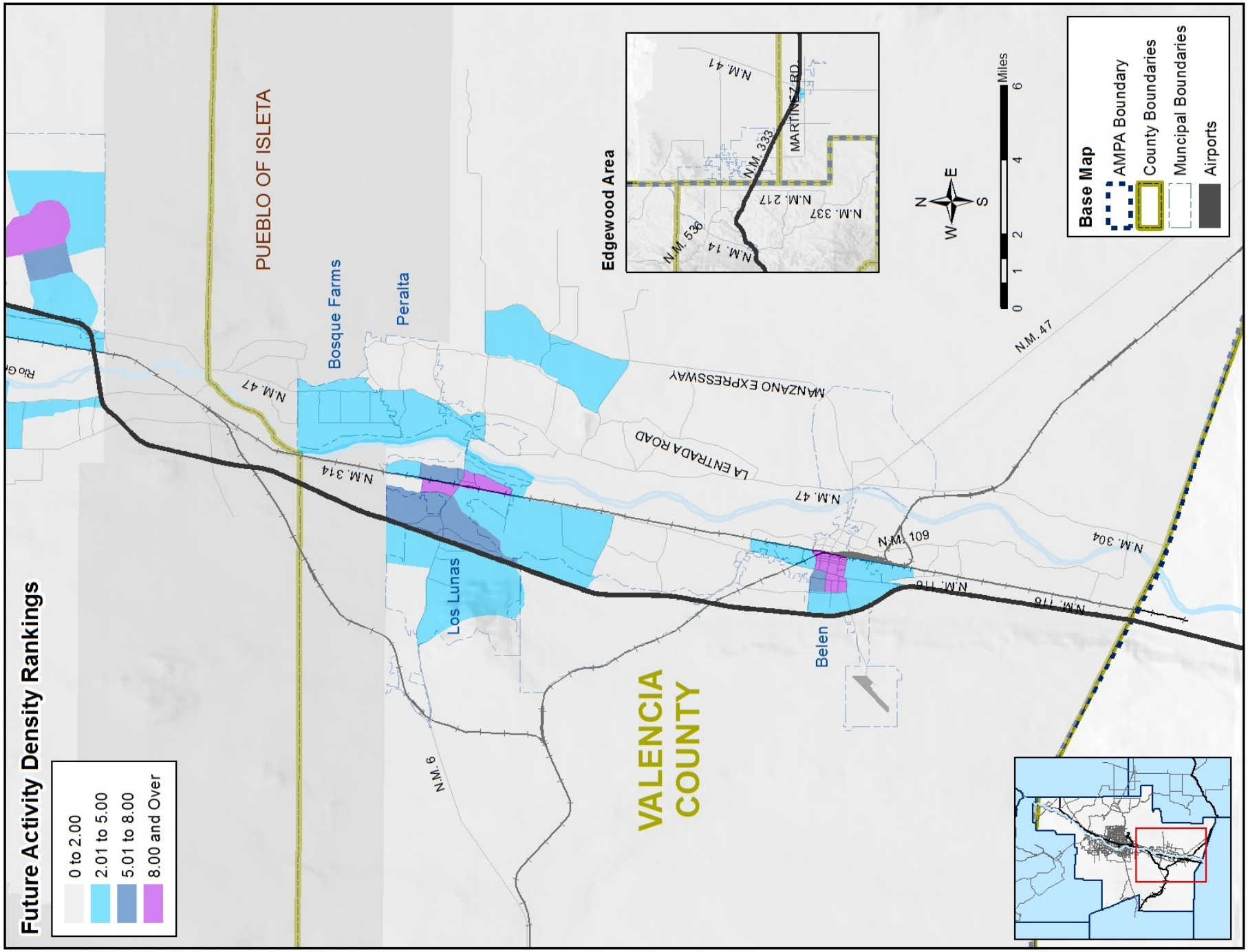
0 1 2 4 6
Miles
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Future Activity Density Rankings
0 to 2.00
2.01 to 5.00
5.01 to 8.00
8.00 and Over
PUEBLO OF ISLETA
Bosque Farms
Peralta
Los Lunas
Belen
VALENCIA COUNTY
N.M. 47
N.M. 314
N.M. 6
LA ENTRADA ROAD
MANZANO EXPRESSWAY
N.M. 109
N.M. 116
N.M. 304
Edgewood Area
N.M. 41
N.M. 333
MARTINEZ RD.
N.M. 217
N.M. 337
N.M. 14
N.M. 536
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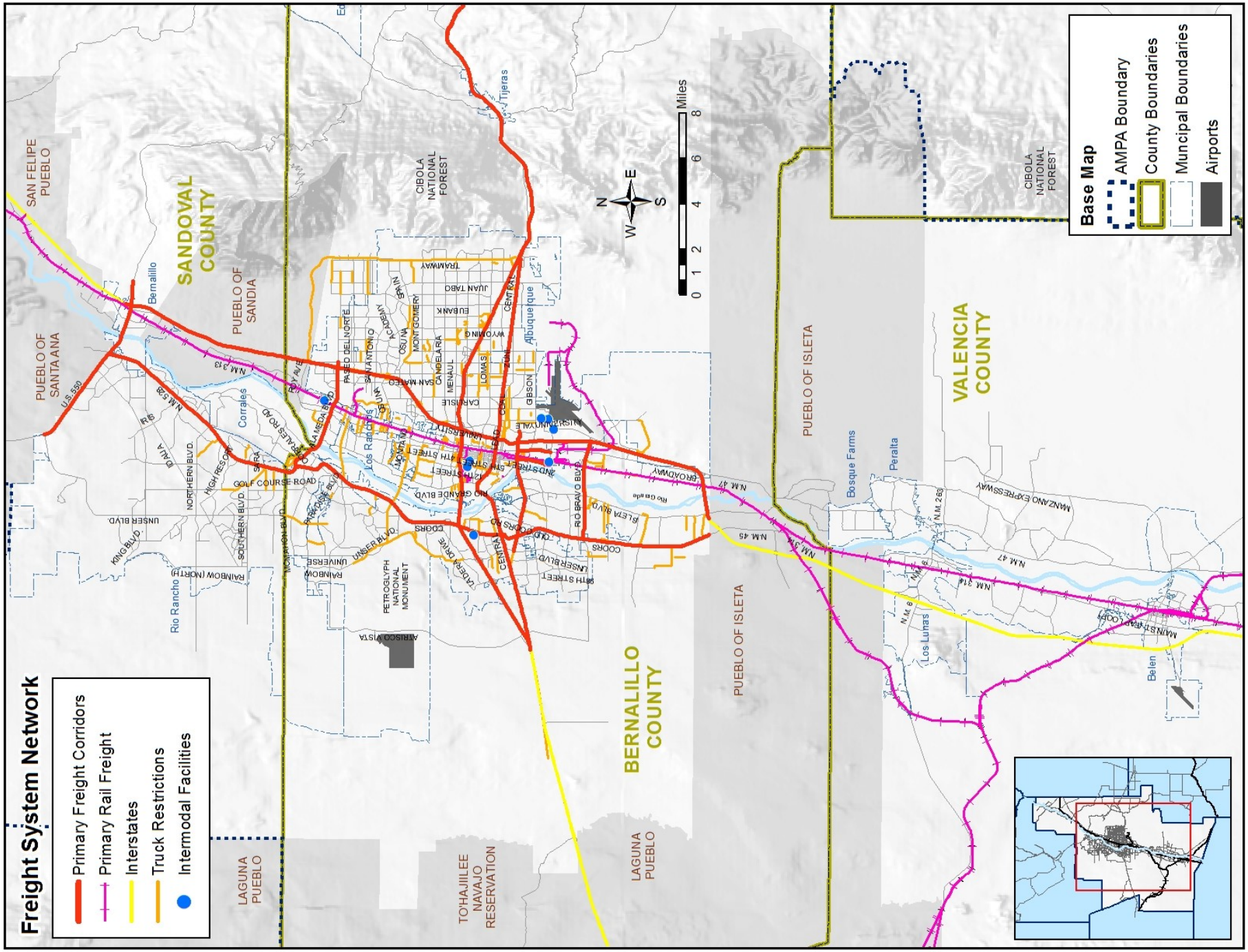
Miles
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Freight System Network
Primary Freight Corridors
Primary Rail Freight
Interstates
Truck Restrictions
Intermodal Facilities
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports
Miles
0 1 2 4 6 8
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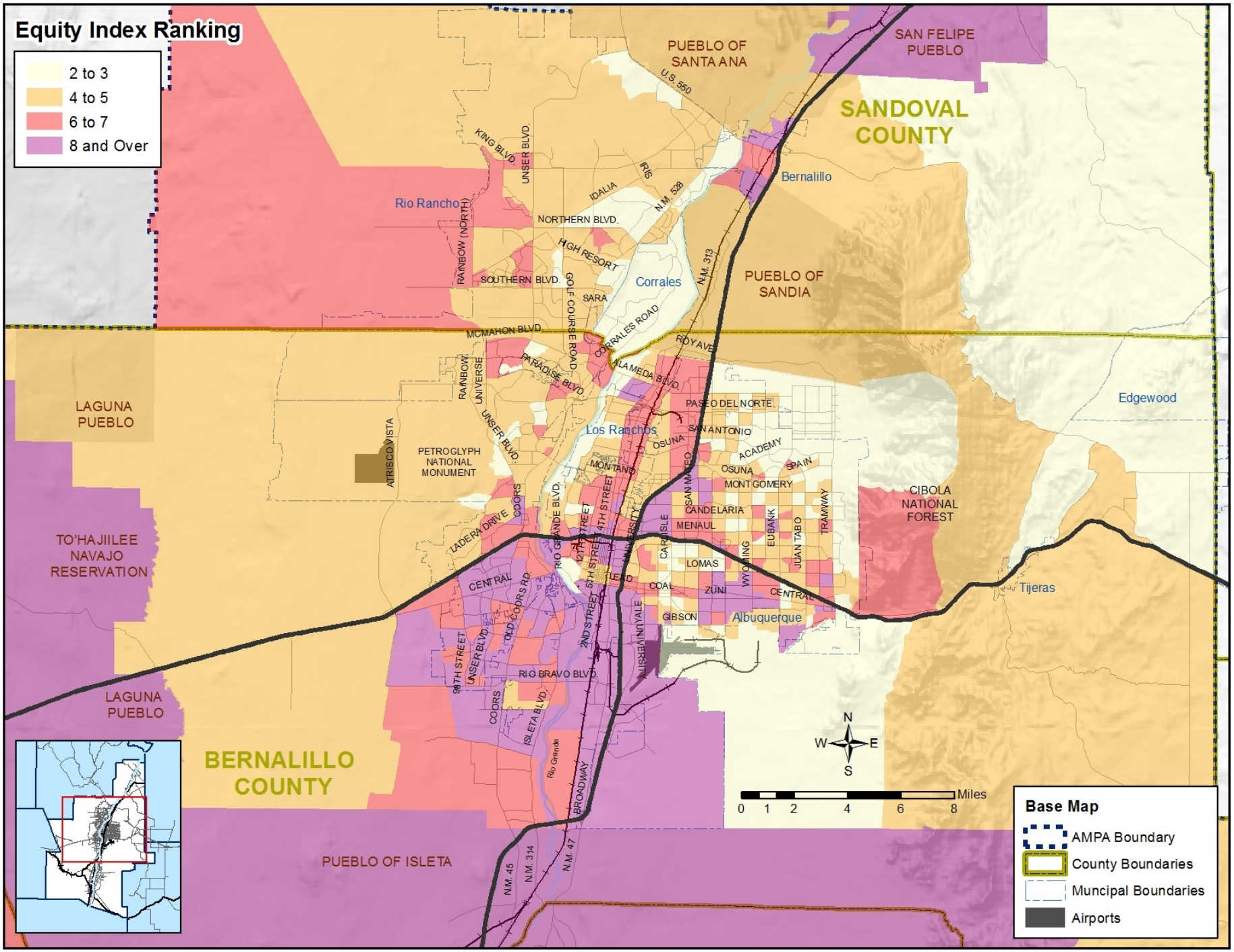
SANDOVAL COUNTY
BERNALILLO COUNTY
VALENCIA COUNTY
PUEBLO OF SANDIA
PUEBLO OF SANTA ANA
PUEBLO OF ISLETA
SAN FELIPE PUEBLO
LAGUNA PUEBLO
TO'HAJIILEE NAVAJO RESERVATION
CIBOLA NATIONAL FOREST
PETROGLYPH NATIONAL MONUMENT
Albuquerque
Bernalillo
Corrales
Rio Rancho
Tijeras
Bosque Farms
Peralta
Los Lunas
Belen
Los Ranchos
ATRISCO VISTA
RAINBOW (NORTH)
RAINBOW
UNIVERSE
UNSER BLVD.
KING BLVD.
NORTHERN BLVD.
HIGH RESORT
GOLF COURSE ROAD
SOUTHERN BLVD.
COORS
PARADISE BLVD.
LA MESA BLVD.
PASEO DEL NORTE
SAN ANTONIO
SAN MATEO
OSUNA
MONTGOMERY
EUBANK
TRAMWAY
JUAN TABO
WYOMING
LOMAS
MENAUL
CANDELARIA
CARLISLE
GIBSON
CENTRAL
RIO GRANDE BLVD.
12TH STREET
14TH STREET
2ND STREET
4TH STREET
6TH STREET
7TH STREET
9TH STREET
BROADWAY
RIO BRAVO BLVD.
ISLETA BLVD.
MANZANO EXPRESSWAY
MAIN STREET
N.M. 47
N.M. 45
N.M. 314
N.M. 263
N.M. 6
N.M. 313
N.M. 528
U.S. 550
I-25
I-40
I-10
I-5
Rio Grande


Equity Index Ranking
2 to 3
4 to 5
6 to 7
8 and Over
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
Bernalillo
Rio Rancho
Corrales
PUEBLO OF SANDIA
LAGUNA PUEBLO
Edgewood
Los Ranchos
PETROGLYPH NATIONAL MONUMENT
CIBOLA NATIONAL FOREST
TO'HAJIILEE NAVAJO RESERVATION
Tijeras
Albuquerque
LAGUNA PUEBLO
BERNALILLO COUNTY
PUEBLO OF ISLETA
U.S. 550
KING BLVD.
UNSER BLVD.
IDALIA
IRIS
N.M. 528
NORTHERN BLVD.
RAINBOW (NORTH)
HIGH RESORT
SOUTHERN BLVD.
GOLF COURSE ROAD
SARA
N.M. 313
CORRALES ROAD
MCMAHON BLVD.
ROY AVE.
PARADISE BLVD.
ALAMEDA BLVD.
RAINBOW
UNIVERSE
UNSER BLVD.
PASEO DEL NORTE
SAN ANTONIO
OSUNA
ACADEMY
SPAIN
MONTANO
OSUNA
MONTGOMERY
ATRISCO VISTA
COORS
RIO GRANDE BLVD.
12TH STREET
7TH STREET
4TH STREET
UNIVERSITY
SAN MATEO
CANDELARIA
MENAUL
CARLISLE
EUBANK
TRAMWAY
JUAN TABO
LADERA DRIVE
LOMAS
WYOMING
CENTRAL
COAL
ZUNI
CENTRAL
GIBSON
5TH STREET
2ND STREET
YALE
AIRPORT
OLD COORS RD.
98TH STREET
UNSER BLVD.
RIO BRAVO BLVD.
COORS
ISLETA BLVD.
Rio Grande
BROADWAY
N.M. 45
N.M. 314
N.M. 47
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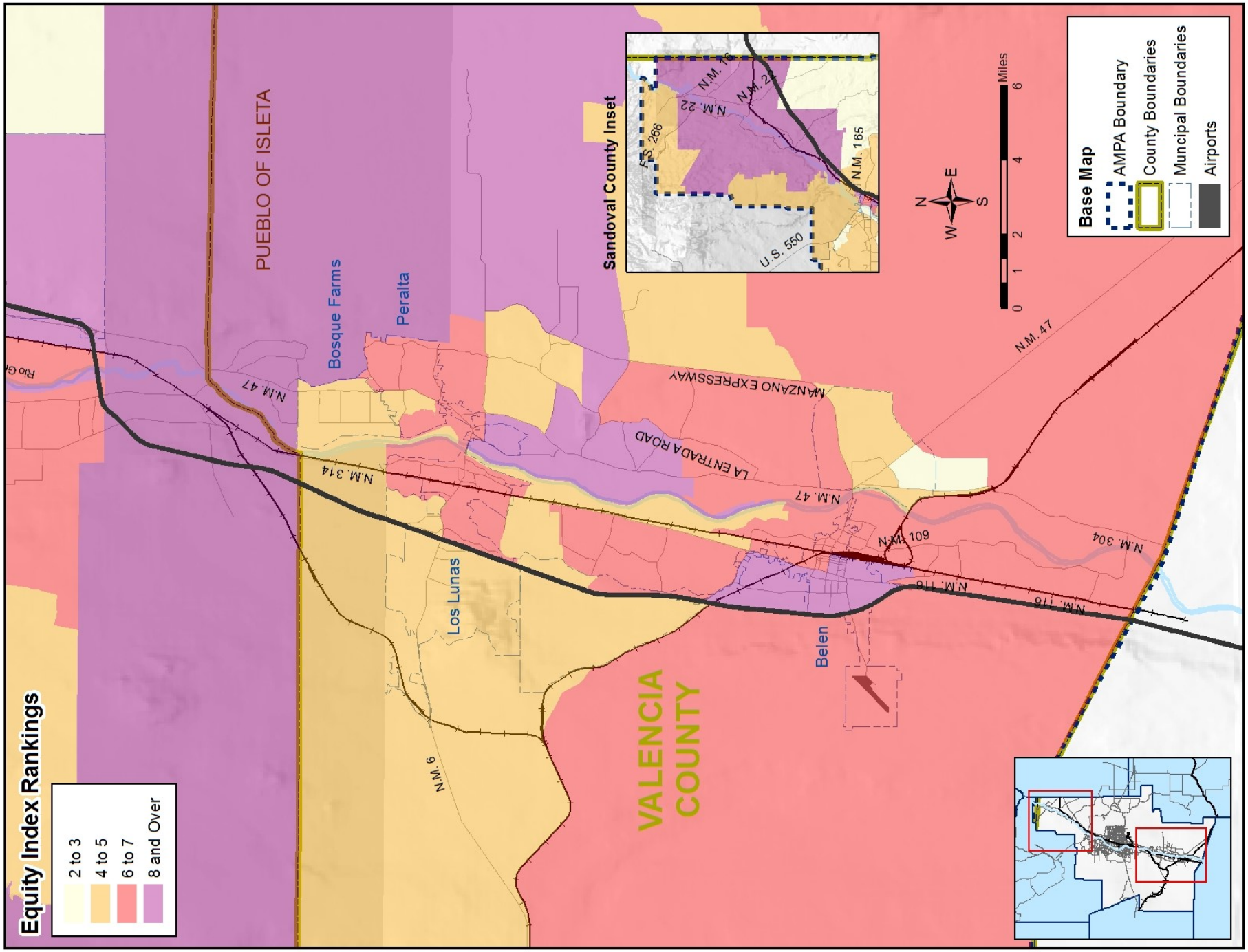
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Equity Index Rankings
2 to 3
4 to 5
6 to 7
8 and Over
PUEBLO OF ISLETA
Bosque Farms
Peralta
Los Lunas
VALENCIA COUNTY
Belen
Sandoval County Inset
N.M. 47
N.M. 314
N.M. 6
LA ENTRADA ROAD
MANZANO EXPRESSWAY
N.M. 109
N.M. 116
N.M. 304
N.M. 165
N.M. 22
U.S. 550
F.S. 266
N
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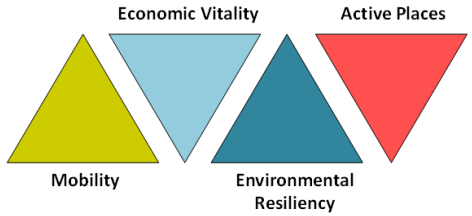
Miles
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports



4 ENVIRONMENTAL RESILIENCY

Environmental resiliency means taking care of our existing infrastructure and preserving natural resources, as well as identifying ways to reduce emissions in our region. Vehicle emissions have the largest impact on air quality in metropolitan areas. With this in mind, we must continue to address air quality, if not to ensure that our region does not become limited maintenance again. Planning for global climate change can also reduce emissions, and requires both adapting our human environment to emerging climate conditions and mitigating our contribution from greenhouse gas (GHG) emissions. If we continue to emit GHGs from fossil fuels at rates similar to today, the severity and rate of change in the climate will increase, resulting in increased droughts, flooding, and wildfires.

Evaluation Sections

The PPP recognizes environmental resiliency as a regional priority and rewards transportation projects which have the greatest impact toward improving air quality and adapting or mitigating climate change impacts in the metropolitan area. Travel activity is influenced by the land use that generates trips and the modes of transportation available to individuals who make those trips. For this reason, both transportation and land use strategies can be effective in reducing vehicle miles travelled and thus emissions. The evaluation sections include:

1. Preserve Existing Infrastructure
2. Air Quality and Climate Uncertainties
3. Open Space and At-Risk Areas

Preserve Existing Infrastructure

According to TRIP, a national transportation research group, 32 percent of U.S. roadways are in poor or mediocre conditions and 25 percent of U.S. bridges are structurally deficient or obsolete. With these statistics in mind, and given the improvements in safety and efficiency that accompany a well-maintained transportation system, the PPP and the 2040 MTP emphasize maintaining the existing transportation system in a state of good repair. Furthermore, preservation projects generally

support all modes including walking, bicycling, and public-transit through improvements to the existing infrastructure. For these reasons, this criterion specifically rewards projects that reduce the need for large new capital investments through the preservation of and improvements to the existing network such as maintenance, rehabilitation, or reconstruction.

Bridge Infrastructure

Improvements to bridges are also considered in the PPP under the preserve existing infrastructure criterion. Bridge improvements are fundamental for the safety of transportation system users in the region, and are critical for the movement of people and goods across the AMPA. Of particular interest are projects which result in a bridge's removal from the deficient bridge list. The list applies to bridges which are structurally deficient (i.e. require improvements to ensure safety) or functionally obsolete (i.e. incapable of meeting travel demands) as determined by the FHWA.

ADA Compliance

If a project brings pedestrian infrastructure into compliance with Americans with Disabilities Act (ADA) standards, the project will receive a minimum of one point. By awarding points to projects which achieve ADA compliance, the PPP recognizes the improvement in mobility resulting from the project.

Air Quality and Climate Uncertainties

Increasing Vehicle Miles Travelled (VMT) and continued peripheral development may cause air quality to deteriorate over time. **The transportation sector accounts for roughly 30 percent of the overall GHG emissions in the United States.** The other biggest emitters are electricity generation, much of it from buildings, and industry. Agricultural activities and residential and commercial land use make up the majority of the rest. The Central New Mexico Climate Change Scenario Planning Project helped central New Mexico identify workable strategies to reduce the region's GHG emissions. These strategies can be directly translated to TIP projects and therefore have been incorporated into the PPP point structure. Transportation-related strategies include:

- Vehicle technology and policy strategies to improve the fuel-efficiency and reduce emissions from vehicles.
- Fuel technology strategies to reduce the carbon content of fuels.
- Travel activity strategies that seek to reduce the vehicle miles travelled (VMT) of the population.
- Vehicle and system operations strategies that improve traffic flow and reduce emissions from vehicle idling.

Air Quality Strategies

As an example, vehicle improvement strategies seek to reduce GHG emissions by improving the efficiency of the vehicle fleet on the road in the region. These strategies typically involve influencing the market for cars and trucks. States can explore programs like vehicle scrappage programs (vehicle buy-back), tax incentives for cleaner vehicles, and taxing

inefficient vehicles while subsidizing efficient ones. Most of these programs are effective at the State or Federal level but can be explored by the region as strategies to advocate in New Mexico.

Climate Uncertainty Strategies

Climate adaptation and mitigation strategies overlap greatly with emissions reduction strategies. One example of a strategy that impacts both is Transportation Demand Management (TDM). TDM strategies seek to reduce the demand for driving single-occupant vehicles through various mechanisms that include incentives to choose alternatives or actions that influence the relative attractiveness or price of travel by SOVs versus alternatives. TDM strategies often accompany an investment in an alternative transportation mode such as the provision of a High Occupant Vehicle (HOV) lane or the construction of a new transit line. TDM strategies are most effective in reducing VMT when implemented as a suite of strategies. These types of strategies can be implemented relatively quickly and at a low cost and can begin to show some results much sooner than more ambitious plans.

Low Impact Development and Green Infrastructure

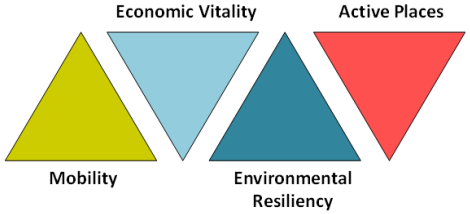
Another area with potential to increase resiliency and reduce the environmental impacts from regional development is low-impact development and green infrastructure. Green infrastructure is a general term for infrastructure which incorporates design elements to reduce environmental impacts or even perform environmental services, such as mitigating flood risk, improving water quality, or enhancing habitat. This infrastructure's primary purposes are to reduce, slow, and clean urban runoff from precipitation on impervious surfaces, such as roads, parking lots, or buildings. This can reduce risks of flash flooding, sewer overflows, and pollution from urban runoff. An additional benefit of some of these approaches, such as vegetated swales, parks, and reducing paved surface area, is that they can help reduce the urban heat island effect.

Open Space and At-Risk Areas

Open space preservation can support several of MRCOG's long-term planning goals related to increasing Central New Mexico's resiliency to climate change:

- Protect critical habitat and preserve wildlife corridors.
- Reduce future development in vulnerable areas, such as areas at risk for flooding or wildfires.
- Support more concentrated development in transit-oriented activity centers (TOD).

Given the development pressures in Central New Mexico and limited land conservation budgets, it is important for MRCOG and its partners to coordinate their resources and develop clear regional priorities for open space preservation. The map used for this evaluation section is an initial approach to protecting critical habitat and avoiding areas at-risk and can be further refined in the future. TOD support is addressed in the Active Places goal.



4 SCORING ENVIRONMENTAL RESILIENCY

Preserve Existing Infrastructure

Purpose: Preserve and enhance existing facilities rather than create new ones.

Components: Project is primarily dedicated to rehabilitation / reconstruction / maintenance.

Scoring:

1. Does the project primarily preserve existing infrastructure? Identify Existing Infrastructure/Preservation strategies.
2. Does the project bring a bridge off the deficiency list?
3. Does the project bring the area up to ADA compliance?

Air Quality and Climate Uncertainties

Purpose: Improve air quality by reducing emissions and address climate change through strategies developed by the Central New Mexico Climate Change Scenario Planning efforts.

Components: Strategies that are primarily related to emissions reductions or climate uncertainty issues.

Scoring:

1. Does this project implement a Transportation Control Measure (TCM) in the State Implementation Plan (SIP)? If yes, include in TIP.
2. Are you coordinating efforts with the applicable storm water drainage authority to handle excess runoff generated from the project?
3. Does the project incorporate Green Infrastructure or Low Impact Development?
4. Does this project reduce emissions and/or mitigate/adapt to climate uncertainties? Identify which strategies are being utilized for the project.

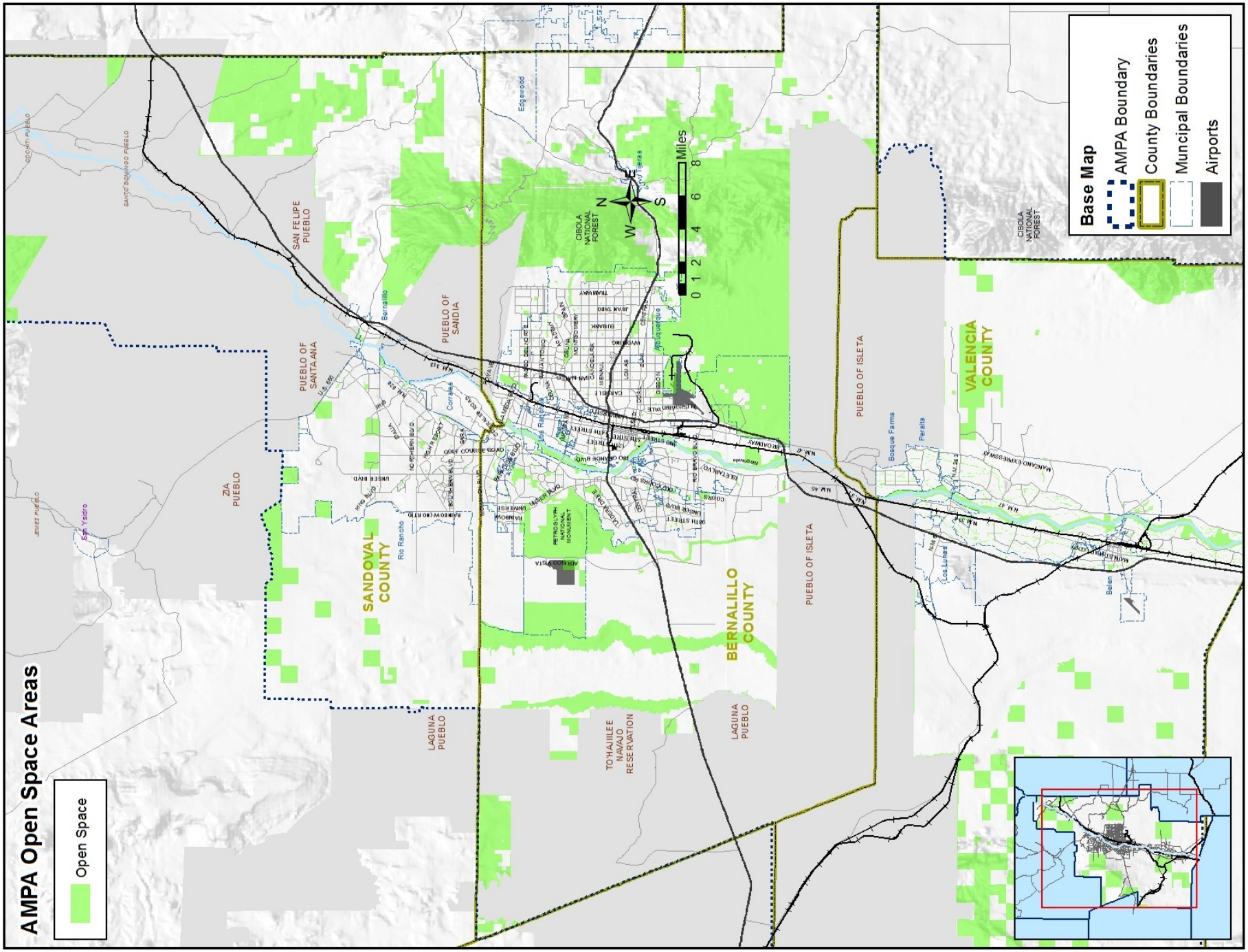
Open Space and At-Risk Areas

Purpose: Decrease or mitigate impacts of development in at-risk areas or provide context sensitive access to Open Space.

Components: Provides access to Open Space and mitigates At-Risk Areas.

Scoring:

1. Does this project improve or provide access to Open Space? See Open Space Map. If not identified on Open Space map explain geographic location.
2. Is this project within or touches an At-Risk area? See At-Risk Map. If yes, please describe how you will be mitigating impacts.
3. Does the project improve a wildlife crossing?


AMPA Open Space Areas
Open Space
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports
Miles
0 1 2 4 6 8
N
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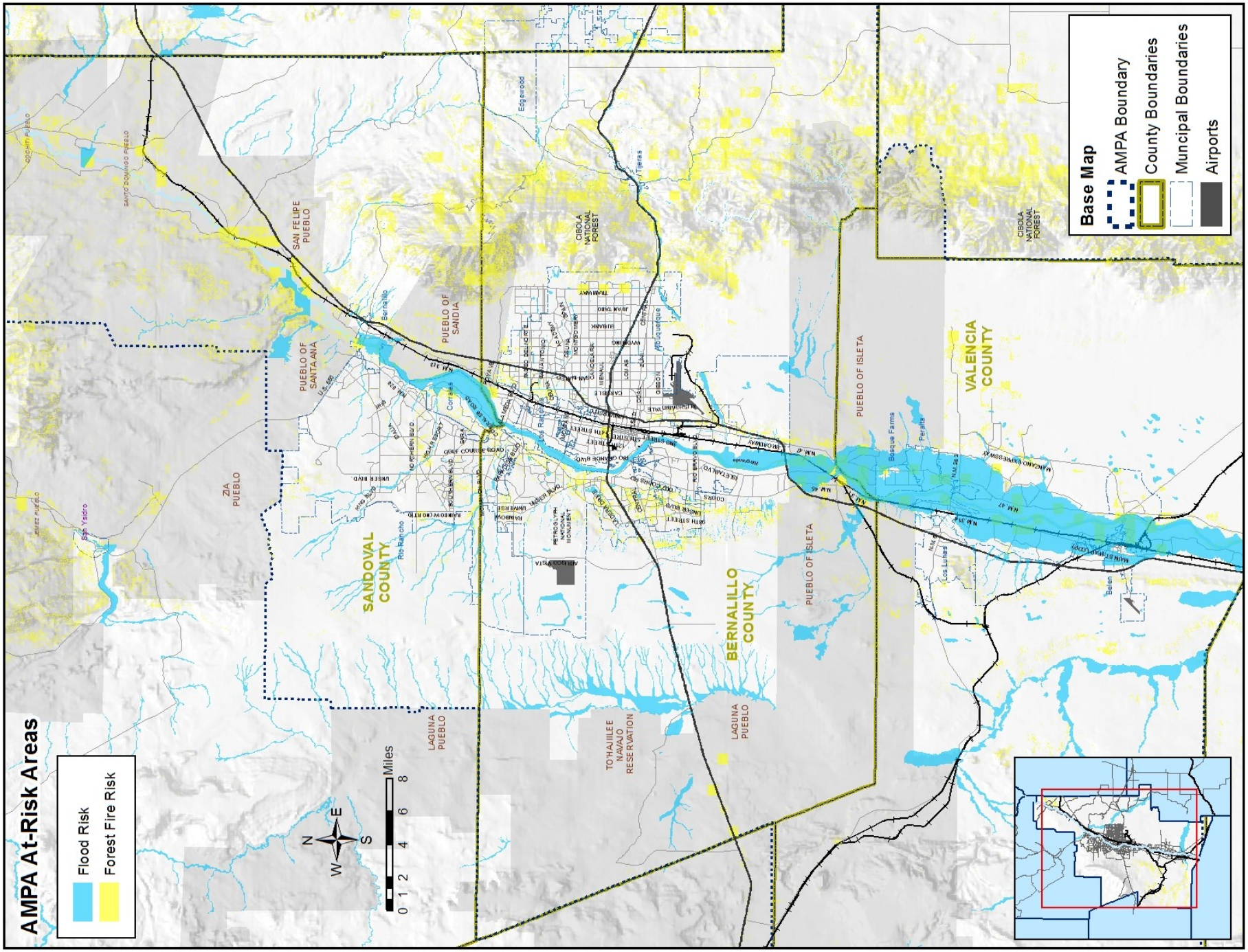
SANDOVAL COUNTY
BERNALILLO COUNTY
VALENCIA COUNTY
SAN FELIPE PUEBLO
PUEBLO OF SANTA ANA
PUEBLO OF SANDIA
PUEBLO OF ISLETA
ZIA PUEBLO
LAGUNA PUEBLO
TO'HAJIILEE NAVAJO RESERVATION
CIBOLA NATIONAL FOREST
Edgewood
Bernalillo
Corrales
Rio Rancho
Los Lunas
Bosque Farms
Peralta
Belen
San Ysidro
JEMEZ PUEBLO
SANTO DOMINGO PUEBLO
COCHITI PUEBLO
PETROGLYPH NATIONAL MONUMENT
AIR FORCE VISTA


AMPA At-Risk Areas
Flood Risk
Forest Fire Risk
N
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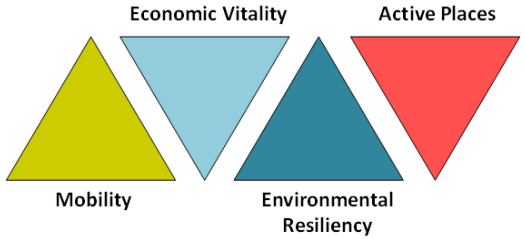
0 1 2 4 6 8
Miles
SANDOVAL COUNTY
BERNALILLO COUNTY
VALENCIA COUNTY
PUEBLO OF SANDIA
PUEBLO OF SANTA ANA
PUEBLO OF ISLETA
SAN FELIPE PUEBLO
ZIA PUEBLO
LAGUNA PUEBLO
TO'HAJIILEE NAVAJO RESERVATION
CIBOLA NATIONAL FOREST
Edgewood
Tijeras
Bernalillo
Corrales
Rio Rancho
Los Ranchos
Albuquerque
Bosque Farms
Peralta
Los Lunas
Belen
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports



5 ACTIVE PLACES

Expanding travel options available throughout the transportation network is crucial for creating thriving, healthy, and safe places. Once at their destination people need to be able to walk and bike comfortably. Access to and connectivity between places coupled with context-sensitive or Complete Streets design can have a large impact on how frequented and lively a place is.

Evaluation Sections

The Active Places goal stresses the importance of well-connected options for all users of the transportation system. The evaluation criteria include:

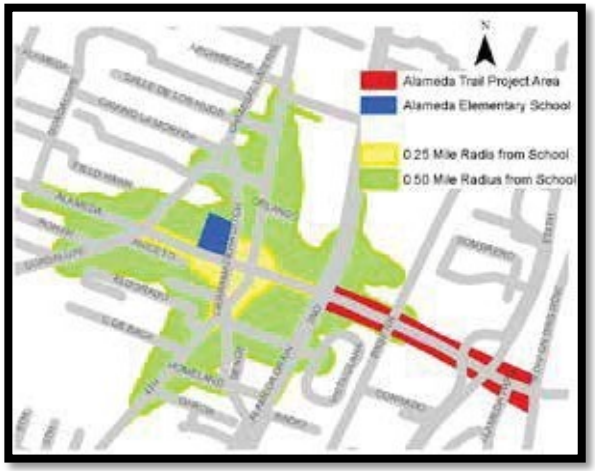
1. Access to Services and Destinations
2. Healthy, Safe, and Convenient Travel Options
3. Safety Rates and Strategies

Access to Services and Destinations

Accessibility Analyses

Recent improvements such as the New Mexico Rail Runner Express, expanded Rapid Ride service offered by ABQ Ride, and the establishment of the Rio Metro Regional Transit District attest to the public appetite for transit and the potential for transit to connect the region. As congestion levels increase across the AMPA, public transit will continue to develop as a meaningful transportation alternative and congestion reduction strategy. In recognition of the increasing role public transit plays in the mobility of the AMPA, and to promote alternatives to single-occupancy vehicle use, the prioritization process encourages the continued development of new and improved connections for a traveler's last half mile. The last half mile is the distance often travelled to and/or from a transit stop to the services that a person wants to reach. For example, individuals walk or bike to transit stops or drive to park and ride facilities, journey on public transit, and walk or bike to their final destination. Ultimately, providing better access to and within Activity Centers for all modes gives commuters more options for travelling to work. Projects that provide connections to parks, libraries, com-

munity centers, healthcare facilities, or religious institutions can support this goal. Parents taking students to school is an important contribution to congestion. As such projects that facilitate travel to school sites are highlighted in the PPP. Safe Routes to Schools studies demonstrate that the likelihood students will walk or bicycle to school drops as the travel distance grows. Similar to previous system-wide criteria, programmatic efforts that affect multiple schools (such as a pedestrian/bicycle safety program) also qualify. Improvements to the bicycle and pedestrian infrastructure create greater opportunities for individuals to commute and access destinations across the metropolitan region without relying on an automobile, and can reduce individual transportation costs and improve roadway performance. Providing non-motorized facilities that go above and beyond ADA compliance are encouraged in this section.



Gaps Analysis and Connectivity

Another way to improve access is to prioritize gaps in the current networks, particularly bike and pedestrian, but this may also include redundant roadway links or added overall connectivity of the transportation system. For example, there may be an opportunity for improving or adding a parallel roadway to an existing network of streets as opposed to widening an existing roadway, or an opportunity to fill a gap in the ITS architecture. For transit, doing a gap analysis is tricky. Transit relies more heavily on improving frequency, reliability, or extend service hours which is accounted for in another evaluation section.

There are different types of gaps explained here that can apply to bicycle and pedestrian infrastructure.

a. System gaps: Larger geographic areas (e.g. neighborhood or business district) where connectivity is poor or doesn't exist. System gaps exist where a minimum of two links would be required to achieve a target network density.

b. Corridor gaps: On clearly defined or otherwise well-connected routes, corridor gaps are missing links. These gaps will sometimes encompass an entire corridor where facilities are desired but do not currently exist. Major barriers standing between destinations and clearly defined routes also represent connection gaps. Examples include bike lanes on a major street "dropping" for several blocks to make way for on-street parking; a discontinuous sidewalk along a street; or a freeway standing between a major pedestrian or bicycle route and a school, or an opportunity to punch through a roadway for increased connectivity.

c. Intersection gaps: Point-specific locations lacking dedicated facilities or other treatments to accommodate safe and comfortable pedestrian or bicycle travel. Intersection gaps primarily include areas with potential conflicts with motor vehicles. Examples include bike lanes on a major street "dropping" to make way for a right turn lane at an intersection, or a lack of intersection crossing treatments for pedestrians on a route or sidewalk as they approach a major street.

D. Redundancy: Include developing a parallel roadway to handle capacity issues in an otherwise well-connected roadway network.

Healthy, Safe, and Convenient Transportation Options

Complete Streets and Context Sensitive Design Solutions

The Metropolitan Transportation Board passed a resolution in 2011 that directed staff to integrate Complete Streets principles into all of its documents. Some MRCOG member agencies have also passed their own Complete Streets policies and ordinances. In an effort to support this direction, MRMPO created the Long Range Transportation System Guidelines, or LRTS Guide, which was developed from thorough research on both Complete Streets and Context Sensitive Design Solutions. Complete Streets principles, in short, ensure that streets are looked at from a multi-modal perspective and that design is considered for all modes and implemented in a way that balances all user needs with vehicular traffic flow. As a further integration of these multi-modal design principles, the PPP is evaluating projects on their consideration of all modes and users on all roadways. The expected outcome is to support active transportation by providing healthy, safe, and convenient options for all users. By addressing the needs of some of the most vulnerable users—improvements will also be made that benefit driver safety.

Safety Rates and Strategies

Intersection Crash Rates and Crash Density

From a transportation perspective, safety for all users is a priority that needs to be better balanced with vehicular speed and level of service. This section is meant to ensure users of the transportation network in the AMPA have secure, reliable, and safe transportation options. This performance measure was developed to highlight locations that could benefit from safety improvements and to encourage projects that mitigate and improve dangerous conditions. In addition to vehicle crash data, the PPP considers pedestrian safety by identifying locations which are prone to pedestrian-related incidents. Because of the disproportionate risk of injury faced by pedestrians in a traffic incident, the PPP considers the magnitude or overall number of the crashes by location. Also highlighted are the top intersections for safety issues for all modes, and a focus on fatal and injury crashes. These types of analyses are done in MRCOG's Annual Safety Report. The latest report evaluates safety issues using the last 5 years of geo-coded data available is used for the PPP evaluation. The crash rates of individual intersections are com-

pared to the AMPA average to determine high-incident locations. These locations are considered to be areas that could benefit from specific safety improvement projects.

Safety Strategies

While other components of the criterion measure the degree of safety concerns for a project location, it is also important to consider the type of project being undertaken and whether or not it includes proven safety strategies and address the identified safety issue. The types of strategies which may be appropriate vary by mode type. It should be noted that it is possible for locations with low or non-existent crash rates to receive points in the strategy criterion under the safety strategy element. In those situations the onus is on the member agency to explain the need for a safety project if there is no measurable problem. **Some projects may be high priorities from a safety perspective regardless of area crash rates, including safe route to schools and pedestrian crossings to transit facilities.** However, if a project does not generate crash rate location points but earns points for containing a safety strategy, the project may be called into question unless a justification for the project from a safety perspective can be given. Similarly, projects that address high risk areas but do not feature proven safety strategies may require explanation. Having conducted a safety study, such as a Road Safety Audit (RSA) is also highly encouraged.

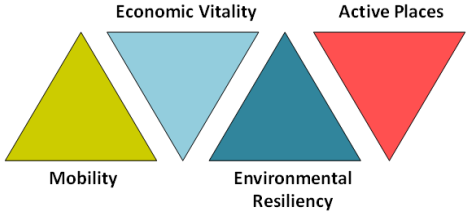
The emphasis for safety strategies is threefold:

1. Improvements of a roadway or intersection for non-motorized users.
2. Improvements that address an identified safety issue with geometric and signal improvements at intersections or along a corridor.
3. Improvements that address an identified safety issue with educational programs and campaigns.

Wrong way bike riding, for example, is an issue that would benefit from educational / behavioral interventions. As MRMPO develops a more expansive Regional Safety Action Plan, more strategies will be added that address priority safety benefits for the region.

Project Location Safety Analysis

This section includes an evaluation of the project location in terms of the latest crash data along the segment and at the intersections.



5 SCORING ACTIVE PLACES

Access to Services and Destinations

Purpose: Improve access to destinations and filling in gaps or providing redundancy in the network.

Components: Access analysis, pedestrian improvements, and filling gaps in the roadway, bikeway, or pedestrian way.

Scoring:

1. Is the project designed to go above and beyond ADA compliance and/or local design standards?
2. Is the project identified in your ADA Transition Plan? If you are not required to do an ADA Transition Plan, are you improving pedestrian facilities in an identified pedestrian priority area?
3. Does the project improve access to important destinations such as schools, community centers, locally recognized centers/Main Streets, or major transit stops? Reference local documents.
4. Does the project improve access by filling in gaps for non-motorized modes or providing redundancy in the roadway network? Identify what type of gap you are filling.

Healthy, Safe, and Convenient Travel Options

Purpose: Ensuring that multi-modal, context-sensitive designs are utilized with new projects.

Components: Ensuring all modes were addressed in project development and identifying Complete Streets design components that are being utilized.

Scoring: Refer to Complete Streets principles or associated ordinances or resolutions from your local entity. Refer to the Long Range Transportation Systems (LRTS) guidelines developed by MRMPO and adopted in Futures 2040.

1. Identify the Long Range Roadway System (LRRS) classification.
2. Does the project address Complete Streets design as identified in the Long Range Transportation System Guidelines (LRTS)? Refer to the LRRS classification map above and using the LRTS document (link above) identify the appropriate context(s) the roadway travels through and recommended roadway design. Explain how your project will address these LRTS guidelines. If not applicable specify why.

Safety Rates and Strategies

Purpose: Ensure projects address safety-needs areas and contain strategies that address safety concerns.

Components: Crash rates at intersections and corridors and safety strategies employed.

Safety Rates Scoring: Identify how project ranks on applicable safety maps. Provide more recent data if you think your project will benefit.

1. Does this project improve safety at one of the Top 20 Highest Crash Rates or Highest Fatal and Injury Crash Rates intersections? For Small Urban and Rural areas the crash rate average will be calculated by staff. Please indicate which intersections

will be improved as part of the project.

2. Does the project improve safety for bicyclists or pedestrians at any of the Top 20 Highest Crash Rates intersections for bicyclists and pedestrians? Please indicate which intersections will be improved as part of the project.

Safety Strategies Scoring: Identify how safety issue is addressed with an applicable safety strategy.

1. Does this project implement a recommendation from a Road Safety Audit or another pertinent safety study? Reference study.
2. Was crash data gathered and analyzed for the development of the project?
3. What geometric or programmatic strategy is being used to address an identified safety issue?

Project Location Safety Analysis

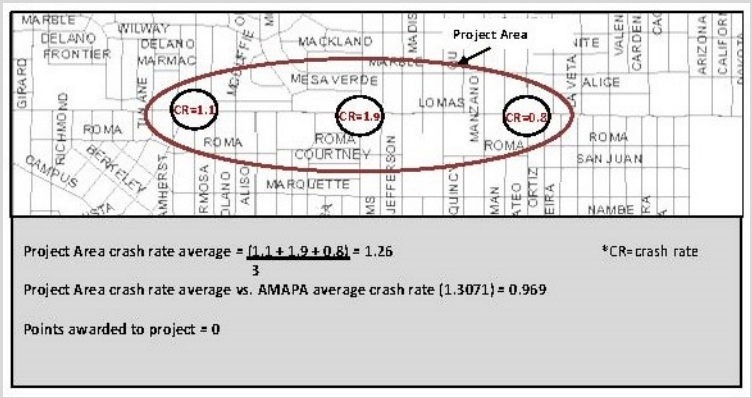
Purpose: Encourage projects to look at safety issues and address these locations.

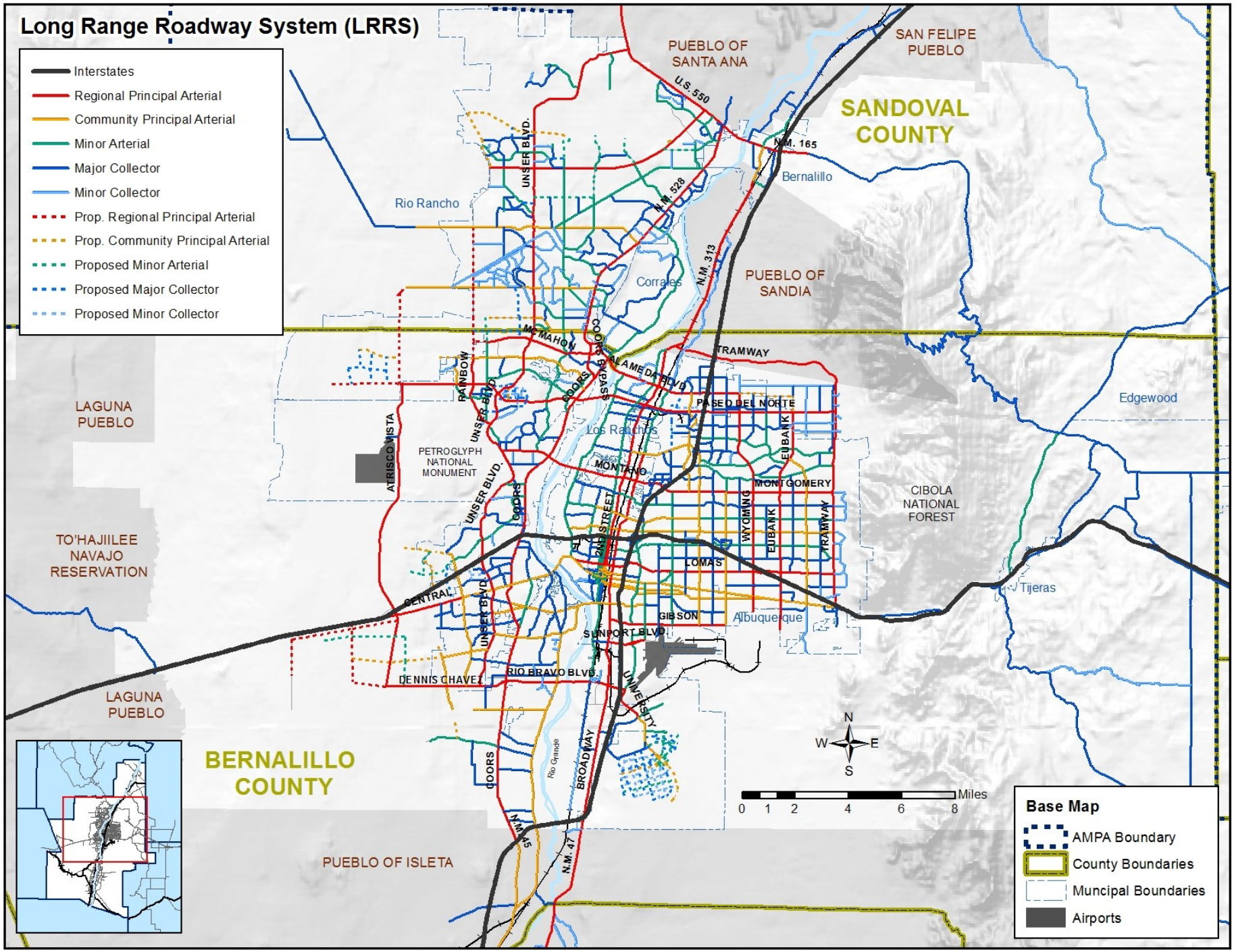
Components: Number of fatal and injury crashes, crash rate averages, and pedestrian and bicycle issues.

Scoring:

Staff will calculate the specific segment crash numbers, rates, and fatalities.

Example of Project Location Safety Analysis data aggregation:




Long Range Roadway System (LRRS)
Interstates
Regional Principal Arterial
Community Principal Arterial
Minor Arterial
Major Collector
Minor Collector
Prop. Regional Principal Arterial
Prop. Community Principal Arterial
Proposed Minor Arterial
Proposed Major Collector
Proposed Minor Collector
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
U.S. 550
N.M. 165
Bernalillo
Rio Rancho
N.M. 528
N.M. 313
Corrales
PUEBLO OF SANDIA
MC MAHON
COORS BYPASS
ALAMEDA BLVD
TRAMWAY
RAINBOW
UNSER BLVD.
PASEO DEL NORTE
Los Ranchos
EUBANK
Edgewood
LAGUNA PUEBLO
ATRISCO VISTA
PETROGLYPH NATIONAL MONUMENT
MONTANO
MONTGOMERY
CIBOLA NATIONAL FOREST
COORS
2nd STREET
WYOMING
TRAMWAY
TO'HAJIILEE NAVAJO RESERVATION
LOMAS
Tijeras
CENTRAL
GIBSON
Albuquerque
SUNPORT BLVD
DENNIS CHAVEZ
RIO BRAVO BLVD
UNIVERSITY
LAGUNA PUEBLO
BERNALILLO COUNTY
Rio Grande
BROADWAY
N.M. 45
N.M. 47
PUEBLO OF ISLETA
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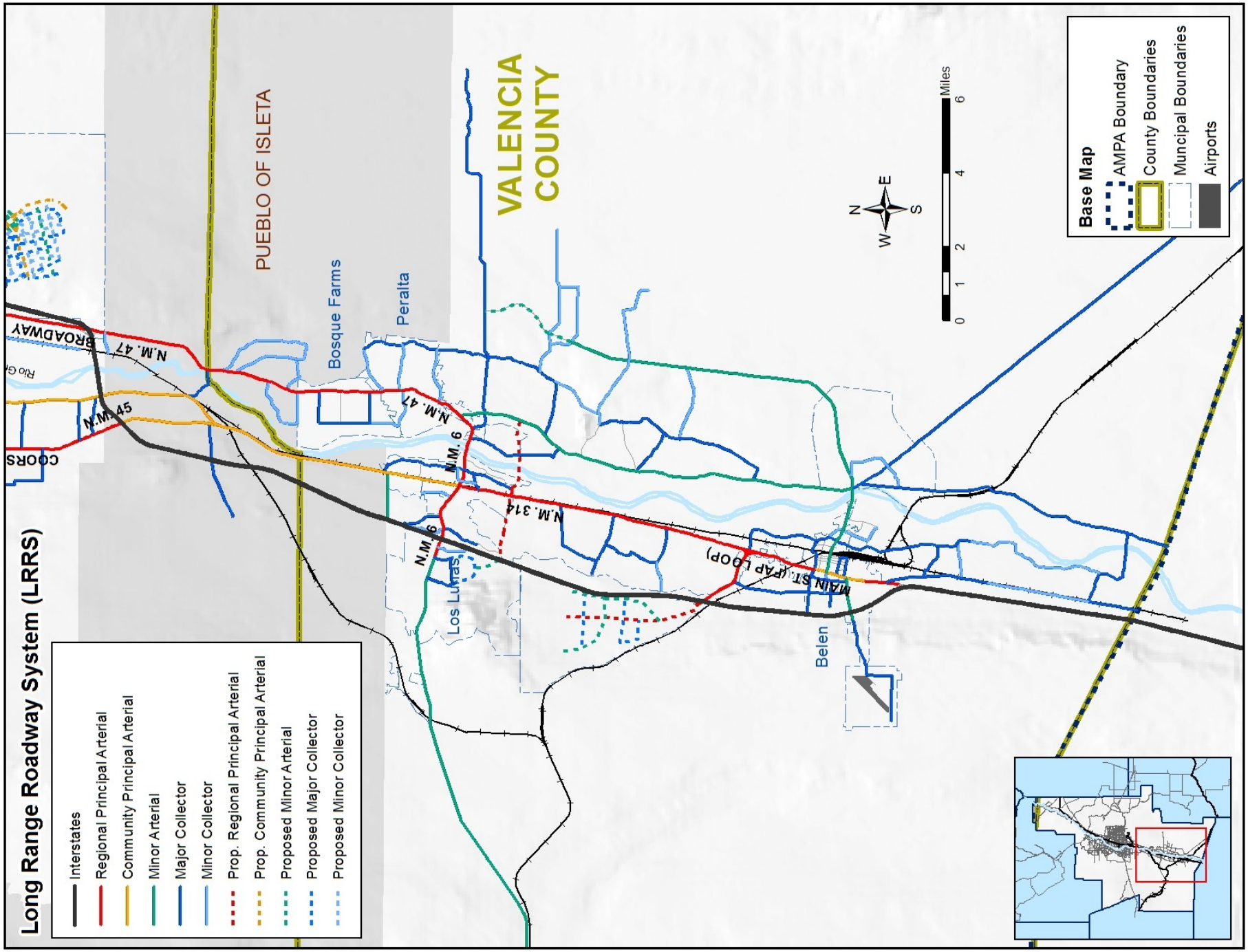
Miles
0 1 2 4 6 8
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Long Range Roadway System (LRRS)
Interstates
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Community Principal Arterial
Minor Arterial
Major Collector
Minor Collector
Prop. Regional Principal Arterial
Prop. Community Principal Arterial
Proposed Minor Arterial
Proposed Major Collector
Proposed Minor Collector
COORS
N.M. 45
BROADWAY
N.M. 47
PUEBLO OF ISLETA
Bosque Farms
Peralta
N.M. 47
N.M. 6
N.M. 314
N.M. 6
Los Lunas
MAIN ST. (PAP LOOP)
Belen
VALENCIA COUNTY
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Miles
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports

Top 20 Intersections with Highest Crash Rates 2009-2013				
Rank	*Intersection*	*Crash Rate*	*Total Crashes*	*Approach Volume*
1	Paseo del Norte & Coors Blvd	8.133	538	181,224
2	Osuna Rd & Pan American East	4.438	54	33,338
3	Central Ave & Coors Blvd	4.366	385	241,612
4	Paseo del Norte & Jefferson St	4.018	549	374,352
5	Seven Bar Loop Rd & Coors Blvd	3.988	152	104,435
6	Mountain Rd & Pan American West	3.228	93	78,934
7	I-40 Ramps & Louisiana Blvd	3.210	232	197,985
8	Paseo del Norte & Pan American East	3.202	295	252,389
9	Paseo del Norte & San Pedro Dr	3.184	310	266,763
10	Quail Rd & Coors Blvd	3.178	289	249,180
11	Lomas Blvd & Juan Tabo Blvd	3.125	272	238,458
12	Central Ave & Yale Blvd	3.097	190	168,076
13	Ellison Dr & Golf Course Dr	3.084	185	164,336
14	Montano & Coors Blvd	3.084	375	333,189
15	Central Ave & Unser Blvd	2.977	204	187,744
16	Jefferson St & Pan American East	2.892	139	131,688
17	Central Ave & Louisiana Blvd	2.884	241	228,951
18	Montgomery Blvd & Wyoming Blvd	2.872	393	374,944
19	NM 528/Alameda Blvd & Corrales Rd	2.866	252	240,908
20	Central Ave & Rio Grande Blvd	2.856	195	187,049

Region average intersection crash rate: 1.060

Top 20 Intersections with Highest Fatal and Injury Crash Rates 2009-2013				
Rank	*Intersection*	*Fatal & Injury Rate*	*Fatal & Injury Crashes*	*Approach Volume*
1	Paseo del Norte & Coors Blvd	2.253	149	181,224
2	Osuna Rd & Pan American East	1.644	20	33,338
3	Mountain Rd & 3rd St	1.352	24	48,619
4	Mountain Rd & Pan American West	1.284	37	78,934
5	Central Ave & Coors Blvd	1.236	109	241,612
6	Seven Bar Loop & Coors Blvd	1.181	45	104,435
7	Paseo del Volcan & Iris Rd	1.083	9	22,759
8	I-40 South Frontage & Pan West	1.058	16	41,435
9	King Blvd & Unser Blvd	1.055	21	54,522
10	Marquette Ave & 2nd St	1.030	18	47,877
11	Central Ave & Unser Blvd	0.992	68	187,744
12	I-40 Ramps & Louisiana Blvd	0.983	71	197,985
13	Paseo del Norte & Jefferson St	0.966	132	374,352
14	Avenida Cesar Chavez & I-25 West Ramps	0.927	54	159,553
15	Gibson Blvd & University Blvd	0.926	49	144,964
16	Gold Ave & 3rd St	0.914	11	32,981
17	I-40 South Frontage & 2nd/3rd St	0.909	20	60,271
18	Central Ave & San Mateo Blvd	0.909	83	250,164
19	Quail Rd & Coors Blvd	0.891	81	249,180
20	Coal Ave & I-25 East Frontage Rd	0.870	24	75,622

Region average intersection fatal and injury crash rate: 0.340

Top 20 Intersections with Highest Crash Rates Involving Pedestrians 2009-2013

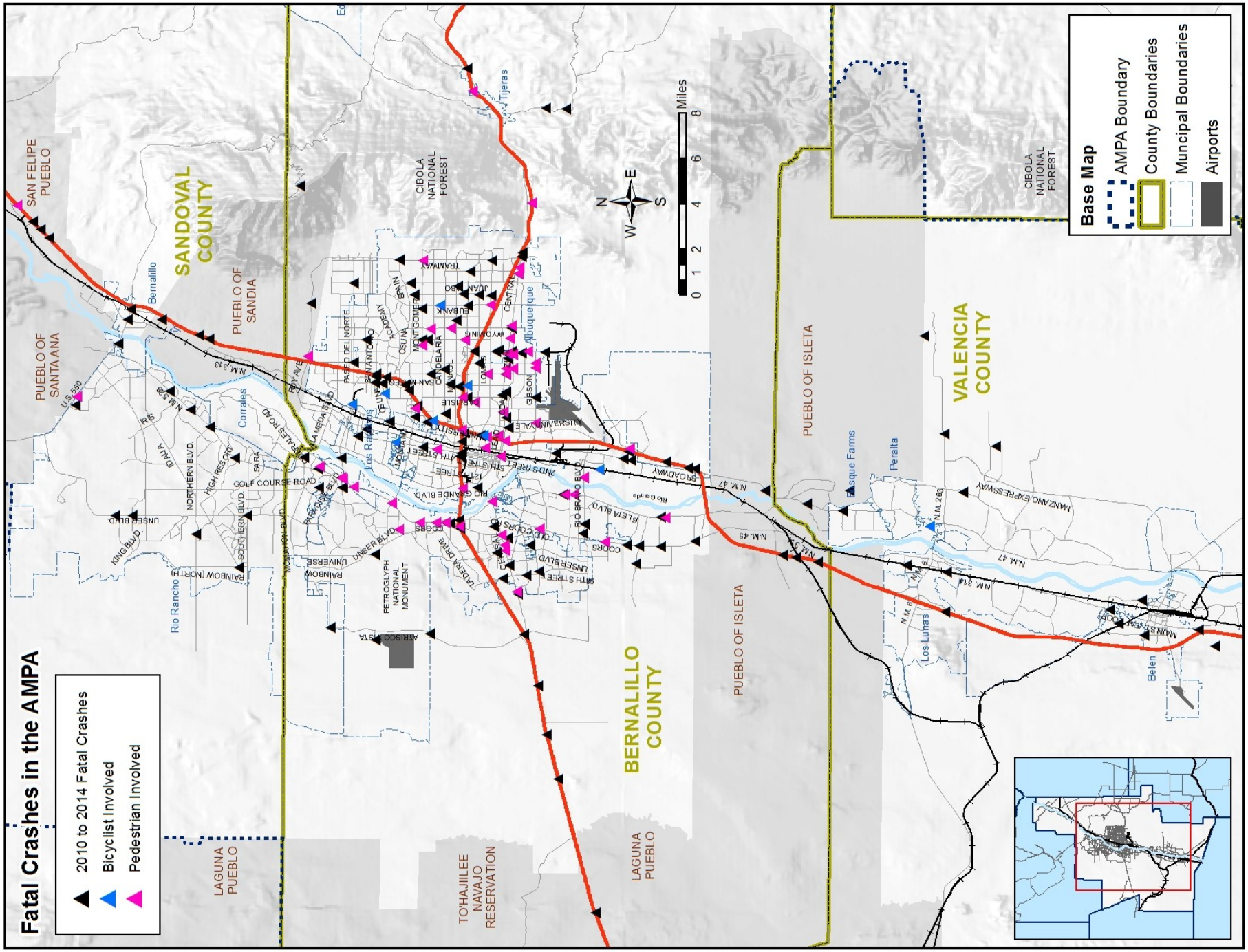
Rank	Intersection	Pedestrian Crash Rate	Pedestrian Crashes	Approach Volume
1	Tulip Rd & Tarpon Ave	0.576	1	4,756
2	Marquette Ave & 5th St	0.258	4	42,494
3	Gold Ave & 3rd St	0.249	3	32,981
4	Pecos Loop & Baltic Ave	0.214	1	12,806
5	Gold Ave & 2nd St	0.210	3	39,229
6	Central Ave & Louisiana Blvd	0.144	12	228,951
7	Central Ave & 3rd St	0.142	4	77,280
8	Central Ave & Eubank Blvd	0.138	14	276,965
9	Central Ave & Dorado Dr	0.126	5	108,943
10	Central Ave & San Mateo Blvd	0.120	11	250,164
11	Lomas Blvd & 3rd St	0.120	6	137,122
12	Copper Ave & 3rd St	0.114	2	48,156
13	Montgomery Blvd & San Mateo Blvd	0.109	15	377,688
14	Kathryn Ave & Louisiana Blvd	0.108	3	75,819
15	Marquette Ave & 4th St	0.105	1	26,160
16	Harper Rd & Barstow St	0.103	3	80,028
17	Central Ave & Tramway Blvd	0.102	7	188,283
18	Central Ave & 6th St	0.098	2	55,729
19	Central Ave & Wyoming Blvd	0.090	8	242,230
20	Central Ave & 1st St	0.089	3	92,704

Region average intersection pedestrian involved crash rate: 0.0431

Top 20 Intersections with Highest Crash Rates Involving Bicyclists 2009-2013

Rank	Intersection	Bicyclist Crash Rate	Bicyclist Crashes	Approach Volume
1	El Pueblo Rd & Edith Blvd	0.215	3	38,235
2	Gold Ave & 3rd St	0.166	2	32,981
3	Central Ave & Yale Blvd	0.163	10	168,076
4	Indian School Rd & Monte Largo Dr	0.158	1	17,370
5	Coal Ave & 10th St	0.152	1	17,990
6	Dellyne Ave & Golden Ave	0.127	1	21,598
7	Martin Luther King Jr & Broadway Blvd	0.112	6	146,491
8	Lomas Blvd & Juan Tabo Blvd	0.103	9	238,458
9	Osuna Rd & Pennsylvania St	0.101	2	54,075
10	Central Ave & San Mateo Blvd	0.099	9	250,164
11	Constitution Ave & Carlisle Blvd	0.096	4	113,824
12	Chico Rd & Eubank Blvd	0.095	6	173,241
13	Lomas Blvd & Morris St	0.094	4	116,559
14	Lead Ave & Yale Blvd	0.083	3	98,777
15	Osuna Rd & Pan American East	0.082	1	33,338
16	Lead Ave & 2nd St	0.080	2	68,323
17	Central Ave & Coors Blvd	0.079	7	241,612
18	Coal Ave & I-25 West Frontage Rd	0.079	2	69,683
19	Indian School Rd & University Blvd	0.071	4	153,860
20	Gold Ave & 2nd St	0.070	1	39,229

Region average intersection bicyclist involved crash rate: 0.0387


Fatal Crashes in the AMPA
2010 to 2014 Fatal Crashes
Bicyclist Involved
Pedestrian Involved
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports
Miles
0 1 2 4 6 8
N
E
S
W
SANDOVAL COUNTY
BERNALILLO COUNTY
VALENCIA COUNTY
PUEBLO OF SANDIA
PUEBLO OF SANTA ANA
PUEBLO OF ISLETA
SAN FELIPE PUEBLO
LAGUNA PUEBLO
TO'HAJIILEE NAVAJO RESERVATION
CIBOLA NATIONAL FOREST
PETROGLYPH NATIONAL MONUMENT
Albuquerque
Bernalillo
Corrales
Rio Rancho
Tijeras
Los Ranchos
Asque Farms
Peralta
Los Lunas
Belen
Rio Grande
U.S. 550
N.M. 313
N.M. 528
N.M. 47
N.M. 45
N.M. 314
N.M. 263
N.M. 6
ALBUQUERQUE
ATRISCO VISTA
MAIN STREET
MANZANO EXPRESSWAY
BROADWAY
RIO BRAVO BLVD.
PLETA BLVD.
COORS
UNSER BLVD.
OLD COORS
CENTRAL
GIBSON
LOMAS
MONTGOMERY
OSUNA
PASEO DEL NORTE
SAN ANTONIO
ACADEMY
GRAN
TRAMWAY
JUAN TABO
LUBANK
WYOMING
LA MESA BLVD.
RIO GRANDE BLVD
12TH STREET
4TH STREET
2ND STREET
ANO STREET
CENTRAL
CABEZON DRIVE
CEDAR
PARADISE BLVD.
UNIVERSE
RAINBOW
MONTAÑON BLVD.
RIO ALTO
GOLF COURSE ROAD
SKY RA
NORTHERN BLVD.
HIGH RESORT
SOUTHERN BLVD.
RAINBOW (NORTH)
KING BLVD.
UNSER BLVD.
ID ALA
RIS
Bernalillo