Initial Screening Evaluation

The evaluation process for the Paseo del Norte High Capacity Transit Study (PDN HCTS) will follow a multi-step progressively refined analysis of the alternatives, eliminating the least productive options at each step. The first level screening documented herein is a qualitative and quantitative assessment to determine which of the "long list" of alternatives qualify for further consideration as "conceptual" alternatives or the "short list." The second level of analysis will compare the conceptual alternatives in more detail, leading to a Locally Preferred Alternative (LPA). As needed, a third level assessment further refining a set of "final" alternatives will be conducted from which the LPA will be selected. At all levels, the categories of investigation are consistent though the criteria in each category differ in the number and the detail to which the component measures are defined.

Alternatives Considered

The initial screening evaluation is intended to be performed at a preliminary planning-level to eliminate the alternatives that do not meet the Purpose and Need or do so ineffectively compared to other choices. The objective is to identify/eliminate alternatives with obvious disadvantages or fatal flaws, not to engage in a detailed analysis of each possible criterion. That will be accomplished at the next step.

Alternatives were developed in sufficient detail to evaluate them at the screening level. Refer to Figure 1 for an illustration of the alternatives for the screening evaluation and the attachments at the end of this report for maps of the individual routes. The evaluation is concerned primarily with:

- Route alignments by segment – the basic route and its key relevant characteristics
- Locations of park-and-ride lots and stations/stops – general locations to help evaluate the accessibility and ridership market for the basic routes

Each route may require application of many techniques to provide premium transit service including roadway widening, mixed-flow lanes, separate transit guideways, and other management methods such as ITS applications and queue-jumps. The screening evaluation will not study the alternatives at this level of detail, focusing instead on a high level comparison of general corridor criteria to select the alternatives with the best chance for successful performance. The surviving alternatives would be subject to the types of analysis listed above.

Route Alignments

The configuration of the study area permits the analysis to be divided into three subareas:

1. Northwest Albuquerque/Southern Sandoval County to west Rio Grande (Northwest Subarea)
2. West of the Rio Grande to 2nd Street (River Crossing)
3. 2nd Street to the Journal Center and other key destinations (Journal Center Subarea)

These subareas are unique and each will serve a different function as part of the ultimate transit route. Therefore, the evaluation criteria will be somewhat different for the three segments as discussed below. In all cases, the focus is on the long-term plan rather than the initial start-up service. Start-up service

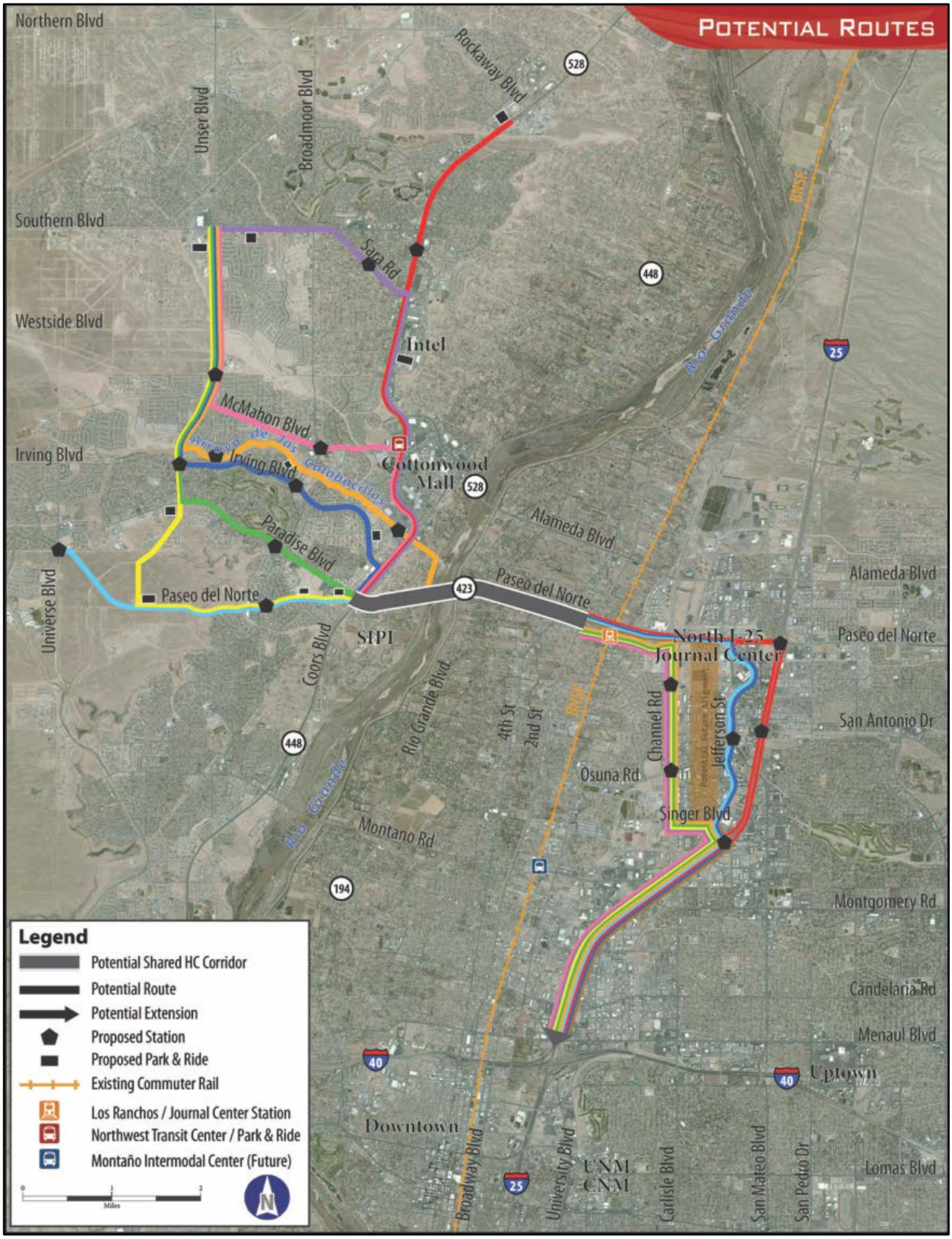


Figure 1 - Alternatives for Screening-Level Evaluation

will be described as an initial phase of the implementation and will be addressed in later study activities and in the phasing plan. The initial screening evaluation will be performed on subareas 1 and 3. The River Crossing Subarea (subarea 2) is common to all routes and is therefore not a differentiator.

Subarea 1 - Northwest

There are three basic routes, NM 528/Coors, Unser Boulevard, and Paseo del Norte, based on where the routes begin in the north or west. For the routes that begin at the Unser/Southern intersection, there are several alternative routes providing east-west connections from Unser Boulevard to Coors Boulevard: Southern Boulevard-Sara Road, McMahon Boulevard, Calabacillas Arroyo, Irving Boulevard, and Paradise Boulevard. These east-west routes are essentially options to the Unser to Paseo del Norte (Yellow) Route to investigate alternative paths through the Northwest subarea potentially serving different markets.

Park-and-Ride Lots and Stations in Subarea 1

Park-and-Rides will be a vital component of the proposed transit service. Park-and-ride lot locations are only identified for the Northwest Subarea. For purposes of the initial screening evaluation, park-and-ride lots were identified for evaluation using the TRAM model to investigate the accessibility and potential ridership market for the basic routes. Adjustments to the lot and station locations are possible as a result of the further evaluation. However, the availability of land is a key decision factor which may limit available opportunities for park-and-ride lots and may have significant cost implications.

Land requirements for park-and-ride lots were assumed to be three to five acres in close proximity to the alternative routes. Terminal lots and intermediate lots will be needed along each route. Potential lot locations were identified based on undeveloped lands per March 2012 aerial photography (source: Google Earth) and in existing parking lots where a parking structure could be considered.

Station locations were spaced approximately one mile apart at opportune locations such as adjacent to an activity center or a centrally-located access to adjacent residential areas. Refer to Figure 1 and the attachments for the park-and-ride lot and station locations used in the screening-level evaluation.

Initial analyses indicate that the housing densities in the northwest area will require park-and-ride lots at one or more locations along a route to attract sufficient ridership and to provide effective premium transit service. A listing of the identified park-and-ride lots for screening analysis purposes is as follows:

- Unser/Southern – along Premier Parkway in southwest quadrant
- Southern/Western Hills – south of Southern Boulevard between Western Hills and 24th Street
- NM 528/Rockaway – southwest quadrant of intersection
- NM 528/Intel – shared space in south part of Intel parking lot, east of NM 528
- Coors Bypass/Ellison – existing NW Transit Center, northwest quadrant of intersection
- Golf Course/Calabacillas Arroyo – west of Golf Course Road, south of arroyo
- Irving/Eagle Ranch – north side of Irving across from Eagle Ranch/Westside intersection
- Unser/Paradise – southwest quadrant of intersection
- Paseo del Norte/Volcano Heights – north side of Paseo del Norte near planned transit street
- Paseo del Norte/Eagle Ranch – northwest quadrant of intersection
- Paradise/Coors – northwest quadrant of interchange

Because premium transit service is recommended in the Coors Boulevard Corridor Plan update (City of Albuquerque), a transfer station is desirable at the Paseo del Norte/Coors Interchange vicinity.

Subarea 2 - River Crossing

The three river crossing routes considered for this study were Paseo del Norte, Montaño Road, and Alameda Boulevard. Only existing river crossing corridors were considered because of the difficulty of introducing additional crossings of the Rio Grande within the Paseo del Norte Corridor.

Subarea 3 - Journal Center

There are four primary routes serving the Journal Center: Channel Road, Jefferson Street, I-25 Frontage Roads, and a potential new transit-only alignment between Channel Road and Jefferson Street. At this time, connections to the northern portions of the Journal Center/I-25 Business Center north of Paseo del Norte are not included in the evaluation because they would be out of direction and would not continue to other destinations efficiently. All routes would continue south to serve major activity centers such as UNM/CNM or other destinations.

The alternatives access the Journal Center in three ways: at the 2nd Street/Paseo del Norte Interchange via El Pueblo Road, at the Jefferson Street/Paseo del Norte intersection via Jefferson Street, and at the I-25/Paseo del Norte Interchange via the I-25 northbound and southbound frontage roads. A possible new transit-only interchange has not been defined but may be considered depending on the findings of the screening evaluation.

Stations and Access in Subarea 3

While station locations will be important within the Journal Center, their location will be optimized later in the study. For the initial screening evaluation, accessibility to the general employment within the Journal Center area will be used to evaluate the alternative routes. Employment for the UNM/CNM activity center to the south may also be considered in the evaluation.

The alternatives using El Pueblo Road to access the Journal Center will provide a direct transfer point with the New Mexico Rail Runner at the Los Ranchos/Journal Center Station. Alternatives utilizing Paseo del Norte may not be able to access the Los Ranchos/Journal Center Station unless access can be provided that would allow high capacity transit riders to reach the Rail Runner station.

A substantial number of jobs exist and are planned within the I-25 Business Center north of Paseo del Norte. Reliance on shuttles for circulation within Journal Center may be needed and will be considered as part of the conceptual alternatives as appropriate.

Evaluation Measures

The initial screening analysis was multifaceted according to the different aspects of the proposed premium transit service by subarea. The subareas evaluated were:

- River Crossing
- Northwest Subarea Routes, including Park-and-Ride Locations
- Journal Center Subarea Routes

A simple screening evaluation was sufficient for the River Crossing Subarea while multiple evaluation criteria were applied to the Northwest (including analysis of park-and-ride locations) and Journal Center Subareas. At a screening level, the evaluation data are intended to provide a relative comparison between the alternatives.

River Crossing

The evaluation of river crossing alignments was a simple, fatal-flaw type assessment considering the following general descriptors of the alternatives:

- Alignment connecting the Northwest metro area with the Journal Center
- Existing access management conditions and posted speed limit in the corridor
- Potential of the corridor to satisfy the objectives of this project
- Availability of right-of-way, ease of implementation

Project Technical Team input was also a key decision factor. The focus was on the corridor rather than the type of facility to be provided (i.e., a separate or a shared facility.) The results of the River Crossing screening evaluation are discussed in the next section, Evaluation Findings.

Northwest Subarea Routes

The three primary routes (i.e., NM 528, Unser Boulevard, Paseo del Norte) are all viable routes for transit service and many of the east-west connections are suitable multi-modal corridors. The objective of this screening evaluation is to identify the routes and/or connections that should be eliminated from further consideration and to select those that offer the best opportunity to meet the Purpose and Need of the project. The routes advanced will be evaluated in detail as a high capacity transit route connecting the Northwest subarea with the Journal Center and destinations east of the river.

An evaluation matrix compares the alternative routes in the Northwest Subarea. The applicable criteria are summarized in Table 1.

Park-and-Ride Locations

The evaluation of park-and-ride lots will be performed only for the Northwest Subarea routes. Park-and-ride lots for the Northwest Subarea routes were located largely based on available property along the alternative route alignments as of March 2012. At the screening level, they will primarily be evaluated based on a TRAM analysis to investigate accessibility for the basic routes. The ease of circulation between the transit route and the park-and-ride lot for auto access will be considered, such as the need for signalization to expedite auto and bus access to and from the lot location. The screening-level evaluation measures are as follows:

- Surface lot or structure?
  - Indicate what is anticipated
- What is the anticipated accessibility for the lot?
  - Measured by TRAM analysis for each route and lot configuration
- Is auto and bus access expedited to and from the transit route?
  - Direct route access, signalized access to major street, distance off the route

Table 1 – Route Alignment Screening Evaluation Criteria

Category	Criterion		Measure
Mobility and Access	**1**	Improve connectivity between housing and employment in north Albuquerque	TRAM analysis of **2008** west side station/park and rides within 10 minute drive or walk access **and** within 10 minute walk at Journal center and at UNM
			TRAM analysis of **2035** west side station/park and rides within 10 minute drive or walk access **and** within 10 minute walk at Journal center and at UNM
	2	Integration with long term transit plan	Qualitative assessment based on functional class
	3	Increase mobility options for all populations in project area (Entire Length of Route)	Number of potential riders (all population) within 1/2 mile of all stops and average number of potential riders per station/stop
			Number of potential riders (all population) within 3 miles of west side park-and-ride/stations and average potential riders per PNR
			Number of persons below poverty (transit dependent) within 1/2 mile of all stops and average number of transit dependents per station/stop
			Number of persons below poverty (transit dependent) within 3 miles of west side park-and-ride/stations and average number of persons below poverty per station/stop
			Number of persons in a zero-car household (transit dependent) within 1/2 mile of all stops and average number of zero-car households per station/stop
			Number of persons in a zero-car household (transit dependent) within 3 miles of west side park-and-ride/stations and average number of zero-car households per PNR
	4	Expandability	Number of Existing Lanes
			Approximate Roadway Width
			Right-of-Way Policy
Land Use and Community Development	**5**	Serve major activity centers	Identify activity centers along route
	6	Encourage transit supportive land uses along transit corridors	Developable land within ¼-mile radius of stations (acres)
	7	Serve future UNM/CNM students	Students within 1/2 mile of HCT (2008)
Operational Characteristics	**8**	Consistency with roadway policies	Identify any key obstacles
	9	Provide time-competitive transit alternatives	Northwest distance (miles)
			Travel time with auto trip in Northwest (minutes)
			Travel time per mile in Northwest (minutes)
			Normalized Intersection Score based on functional classification
Financial Feasibility	**10**	Comparative cost assessment plan for capital improvements and operations for Northwest	Estimated Preliminary Annual Operating Costs (number of buses @ 15 min headway over 12 hr)
			Based on route length and parametric costs per lane-mile of roadway, stations, park-and-rides
Environment	**11**	Minimize negative effects on surrounding physical and human environments	Residential dwelling units within 1/8 mile of route (entire route) based on 2010 Census and DUs per mile
			Segment length (miles) in sensitive environments (Nat'l Mon, bosque, open space)

- What is the spacing between successive park-and-ride lots?
  - Distance in miles
- Is the lot located upstream of key congested corridors?
  - Yes or No

The results of the park-and-ride lot screening evaluation will be summarized in tabular format.

Journal Center Subarea Routes

Alternative routes within and through the Journal Center will be screened using the following measures:

- Employment within walking and bicycling reach
  - Measured by TRAM analysis
- How accessible from Paseo del Norte
  - Direct versus indirect access
- Anticipated mobility within and through the Journal Center
  - Travel time from Paseo del Norte/2nd Street to south of Osuna Road/Jefferson Street
- Connection to Los Ranchos Rail Runner Station
  - Direct access from the route, yes or no
- Compatibility with continued service to the south
  - Expandability of the transit route to UNM/CNM, Uptown, etc.
- Existing/planned street characteristics
  - Right-of-way, street section, congestion levels

The results of the screening evaluation of Journal Center route alternatives will be summarized in tabular format.

Evaluation Findings

The findings of the screening-level evaluation of the different aspects of the proposed premium transit service are summarized below.

River Crossing

Paseo del Norte is the preferred river crossing corridor due to the availability right-of-way in the corridor, the limited access nature of the roadway, and least impacts expected compared with the other alternatives. The Paseo del Norte Corridor is well-suited to meet the Purpose and Need and overall objectives for this project. The NMDOT supports this corridor for premium transit service.

Alameda Boulevard routes would provide good access to the northerly portion of the Journal Center and would be centrally located with respect to northwest Albuquerque and southern Sandoval County. However, the Alameda corridor would not be as effective as Paseo del Norte for premium transit service because it is a lower speed facility (35 mph compared to 60 mph) with narrower right-of-way and there are numerous access points along the roadway which would result in substantially higher travel times.

The NMDOT does not support this corridor for premium transit service. In consideration of these limitations, the Alameda corridor was eliminated from further consideration.

Montaño Road was considered but removed from further consideration because the route is located on the southerly end of the study corridor and would not effectively serve the primary origins and destinations between the Northwest metro area and the Journal Center. The Montaño Road corridor would not meet the Purpose and Need for this project as well as the Paseo del Norte or Alameda Boulevard corridors.

Northwest Subarea Routes

The evaluation matrix for the Northwest Subarea routes is provided as Table 2. The routes are ranked based on the evaluation. The pros and cons of the routes are summarized below (for several routes, the focus is on the facility in parenthesis due to overlapping route segments):

- Red Route Pros and Cons
  - Pros: high capacity corridor, wide ROW, queue jump lanes being incorporated into roadway from Southern to Northern, passes by Intel, Cottonwood Mall
  - Cons: low potential ridership market, many intersections, land use is built-out
- Yellow Route Pros and Cons
  - Pros: high capacity corridor, wide ROW, good potential ridership market and accessibility, land use potential, passes by Unser Hospital Complex, Volcano Heights
  - Cons: segment from Paradise to Irving difficult to widen
- Light Blue Route Pros and Cons
  - Pros: high capacity corridor, wide ROW, express corridor with few intersections, land use potential, passes by Volcano Heights and Cliffs
  - Cons: low potential ridership market, low walk and bicycle access
- Purple Route Pros and Cons (Southern and Sara)
  - Pros: wide (sufficient) ROW, passes by Intel, Cottonwood Mall
  - Cons: Sara a minor arterial, land use built-out, not previously identified as transit corridor
- Pink Route Pros and Cons (McMahon)
  - Pros: multi-modal corridor, passes by Unser Hospital Complex, Cottonwood Mall
  - Cons: many signalized intersections
- Orange Route Pros and Cons (Calabacillas Arroyo)
  - Pros: travel time, fewer conflicts, passes by Unser Hospital Complex
  - Cons: within open space and bosque, cost of implementation, misses activity centers
- Dark Blue Route Pros and Cons (Irving)
  - Pros: low travel time, passes by Unser Hospital Complex

  - Cons: Irving is a collector, circuitous routing, low walk and bike access, misses activity centers

- Green Route Pros and Cons (Paradise)
  - Pros: direct routing, avoids Coors/PDN Interchange on separate structure across Coors, passes by Unser Hospital Complex
  - Cons: cost of implementation (may require structure at Coors)

Park-and-Ride Locations

A tabular summary of the screening evaluation of the park-and-ride lots in the Northwest subarea is provided in Table 3. Key factors associated with these lots include the availability of land, the ability to acquire the land, the attractiveness of the lot location, and how direct access to and from the lot would be provided. It is expected that a park-and-ride lot solution could be found for all routes. However, acquiring property could be cost-prohibitive if land is not readily available. Except for the shared lot with Intel, the lots evaluated were vacant as of early 2012.

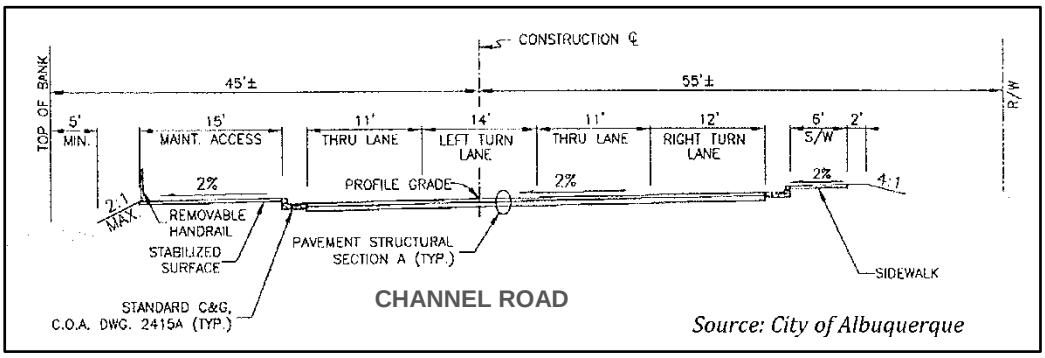
The park and ride lot locations will be adjusted as required for the routes advanced for detailed evaluation based on the findings of the screening-level assessment.

Journal Center Subarea Routes

Table 4 provides a summary of the screening-level evaluation for the Journal Center subarea routes. The following expands on observations revealed by the evaluation as well as other factors that should be considered at the screening level:

- Job accessibility:
  - Roughly 7,500 to 9,700 of the 21,000 jobs in Journal Center are within walking distance of BRT (2008); the rest do not lend themselves to effective service by high capacity transit
  - The “New Transit Only Street” performs the best for walking access within the Journal Center
  - The Frontage Road alignment is second highest performer for walking access, and is best for bicycle access, however it captures trips from areas east of I-25 (assumes pedestrian crossings of I-25)
- Access to and from the Paseo del Norte Corridor will be important from a cost standpoint as well as travel time. At this time, it is unknown how and where a dedicated high capacity facility will access the Journal Center. This will need to be coordinated with the ongoing NMDOT project to improve Paseo del Norte at I-25 and at Jefferson Street. While it has been included in the project planning, it is expected that the Channel Road/Paseo del Norte interchange/grade-separation will not be addressed in the current NMDOT I-25/Paseo del Norte Interchange project.
- Congestion and continuation of route congestion on Jefferson may drop once Channel Road is constructed, at least in the near term.

- The Los Ranchos/Journal Center Rail Runner station is expected to be accessed via El Pueblo Road as a shared route or could be accessed through the railroad underpass from a location along the north side of Paseo del Norte. Access from the elevated Paseo del Norte roadway is not considered feasible due to the access control requirements associated with the 2nd Street interchange.
- With the possible exception of a potential new transit route in the Journal Center, all the routes are expected to be within existing roadways. While Channel Road is currently being developed, it is not being designed for a dedicated transit facility, as described below:
  - *Channel Road is anticipated to consist of three lanes, curb and gutter, a six-foot sidewalk on the east side, and a 15-foot AMAFCA maintenance roadway on the west side (primarily east of the North Diversion Channel). Right-turn lanes will be provided as required. Construction of several bridges to cross the existing arroyos that discharge into the North Diversion channel will be required.*



  - High capacity transit will have to evaluate how to negotiate an effective service within street rights-of-way along with other traffic. For example, the proposed bridge structures associated with Channel Road that cross arroyos include the service road, but if that is to be an option, it will require coordination with the City and AMAFCA if it is advanced for further evaluation.
- Interim transit service could be impacted by construction of the ongoing roadway improvement projects in the Journal Center area.

Table 2 - Northwest Subarea Route Alignment Screening Evaluation Matrix

Category	Criterion		Measure	Alternative Route							
				Red	Yellow	Light Blue	Purple	Pink	Orange	Dark Blue	Green
				NM 528 at Rockaway to PDN to I-25 Frontage Roads to UNM	Unser at Southern to PDN to Channel Road to UNM	Paseo del Norte at Universe to Jefferson to UNM	Unser at Southern to Sara Rd to 528 to PDN to Channel Rd to UNM	Unser at Southern to McMahon to PDN to Channel Rd to UNM	Unser at Southern to Calabacillas Arroyo to Bosque to PDN to Channel Road to UNM	Unser at Southern to Irving to Coors to PDN to Jefferson to UNM	Unser at Southern to Paradise Blvd to PDN to Channel Rd to UNM
Mobility and Access	1	Improve connectivity between housing and employment in north Albuquerque	TRAM analysis of **2008** west side station/park and rides within 10 minute drive or walk access **and** within 10 minute walk at Journal center and at UNM	132,400 12,100	140,500 13,000	105,700 10,600	141,600 12,800	137,400 12,500	127,600 11,600	126,400 11,500	131,600 12,100
			TRAM analysis of **2035** west side station/park and rides within 10 minute drive or walk access **and** within 10 minute walk at Journal center and at UNM	189,000 14,900	230,600 17,600	145,500 12,700	214,500 16,200	216,100 16,200	206,300 15,300	202,600 15,100	220,900 16,700
	2	Integration with long term transit plan	Qualitative assessment based on Functional Class	NM 528/Coors Boulevard Identified High Capacity Corridor	Unser Boulevard Identified High Capacity Corridor	Paseo del Norte Identified High Capacity Corridor	Sara Road Minor Arterial	McMahon Boulevard Multi-modal Corridor	None (at this time)	Irving Boulevard Collector/Minor Art.	Paradise Boulevard Minor Arterial
	3	Increase mobility options for all populations in project area (Entire Length of Route)	Number of potential riders (all population) within 1/2 mile of all stops and average number of potential riders per station/stop	14,700 1,633	19,000 1,900	10,200 1,457	15,100 1,510	15,398 1,711	18,900 2,363	18,300 2,033	18,100 2,011
			Number of potential riders (all population) within 3 miles of west side park-and-ride/stations and potential riders per PNR	145,400 36,350	162,900 54,300	118,300 59,150	153,100 38,275	155,331 51,777	144,200 144,200	155,800 77,900	155,600 51,867
			Number of persons below poverty (transit dependent) within 1/2 mile of all stops and average number of transit dependents per station/stop	880 98	850 85	460 66	840 84	717 80	750 94	760 84	910 101
			Number of persons below poverty (transit dependent) within 3 miles of west side park-and-ride/stations and number of persons below poverty per station/stop	6,710 746	7,470 747	5,060 723	7,290 729	7,349 817	6,910 864	7,350 817	7,290 810
			Number of persons in a 0 car household (transit dependent) within 1/2 mile of all stops and number of 0-car households per station/stop	890 99	450 45	220 31	600 60	432 48	470 59	380 42	470 52
			Number of persons in a 0 car household (transit dependent) within 3 miles of west side park-and-ride/stations and number of zero-car households per PNR	4,130 1,033	4,000 1,333	2,430 1,215	4,290 1,073	4,042 1,347	3,720 3,720	3,930 1,965	3,920 1,307
	4	Expandability (NW subarea only)	Number of Existing Lanes	4-lane to 8-lane	2-lane to 4-lane	2-lane to 4-lane	2-lane to 4-lane	4-lane	Not a Roadway Corridor	2-lane to 4-lane	2-lane to 4-lane
			Approximate Roadway Width	74 to 140 feet	24 to 104 feet	24 to 104 feet	38 to 62 feet	80 to 100 feet		24 to 84 feet	52 to 72 feet
			Right-of-Way Policy	156 to 200 feet of ROW	156 feet of ROW	156 feet of ROW	86 to 124 feet of ROW	106 to 156 feet of ROW		106 feet of ROW	106 to 124 feet of ROW

Table 2 - Northwest Subarea Route Alignment Screening Evaluation Matrix (continued)

Category	Criterion		Measure	Alternative Route							
				Red	Yellow	Light Blue	Purple	Pink	Orange	Dark Blue	Green
				NM 528 at Rockaway to PDN to I-25 Frontage Roads to UNM	Unser at Southern to PDN to Channel Road to UNM	Paseo del Norte at Universe to Jefferson to UNM	Unser at Southern to Sara Rd to 528 to PDN to Channel Rd to UNM	Unser at Southern to McMahon to PDN to Channel Rd to UNM	Unser at Southern to Calabacillas Arroyo to Bosque to PDN to Channel Road to UNM	Unser at Southern to Irving to Coors to PDN to Jefferson to UNM	Unser at Southern to Paradise Blvd to PDN to Channel Rd to UNM
Land Use and Community Development	**5**	Serve major activity centers	Identify activity centers along route	Intel, Cottonwood Mall	Unser Hospital Complex, Volcano Heights	Volcano Heights, Volcano Cliffs	Intel, Cottonwood Mall	Unser Hospital Complex, Cottonwood Mall	Unser Hospital Complex	Unser Hospital Complex	Unser Hospital Complex
	6	Encourage transit supportive land uses along transit corridors	Developable land within 1/4-mile radius of stations (acres)	74	225	229	70	130	118	141	154
	7	Serve future UNM/CNM students	Students within 1/2 mile of HCT (2008)	2,560	3,020	2,630	2,770	2,800	2,570	2,820	2,310
Operational Characteristics	**8**	Consistency with roadway policies	Identify any key obstacles	Taking a Lane for dedicated BRT lanes	Segment between Paradise and Irving where widening will be difficult (1/2 mile)	No real obstacles	Not identified as a transit corridor	McMahon a Major Transit Corridor in the ABQ/BC Comp Plan	Designated Open Space by City of Albuquerque; identified in NW Bus Rapid Transit Study	No transit designation in the ABQ/BC Comp Plan	No transit designation in the ABQ/BC Comp Plan
	9	Provide time-competitive transit alternatives	Northwest distance (miles)	8.1	8.2	3.7	6.7	8.2	6.5	6.9	6.8
			Travel time with auto trip in Northwest (minutes)	14.9	14.5	7.2	12.7	13.4	10	9.7	12.6
			Travel time per mile in Northwest (minutes)	1.84	1.77	1.95	1.90	1.97	1.54	2.11	2.14
			Normalized Intersection Score based on functional classification	22.6	15.5	14.3	19.6	22.3	12.9	14.7	17.2
Financial Feasibility	**10**	Comparative cost assessment plan for capital improvements and operations for NW	Estimated Preliminary Annual Operating Costs (number of buses @ 15 min headway over 12 hr)	$1.425 million	$1.420 million	$0.875 million	$1.435 million	$1.410 million	$0.845 million	$1.425 million	$1.425 million
			Based on route length and parametric costs per lane-mile of roadway, stations, park-and-rides	8.1 miles, 5 stations, 4 park-and-rides	8.2 miles, 7 stations, 3 park-and-rides	3.70 miles, 5 stations, 2 park-and-rides	6.7 miles, 6 stations, 4 park-and-rides	8.2 miles, 6 stations, 3 park-and-rides	6.5 miles, 7 stations, 1 park-and-ride, new roadway construction	6.9 miles, 7 stations, 2 park-and-rides	6.8 miles, 6 stations, 3 park and rides
Environment	**11**	Minimize negative effects on surrounding physical and human environments	Residential dwelling units within 1/8 mile of route (entire route) based on 2010 Census and DUs per mile	2,430	3,080	1,590	2,780	3,160	3,360	3,060	3,350
				300	376	430	415	465	517	665	568
			Segment length (miles) in sensitive environments (Nat'l Mon, bosque, open space)	none	0.27	0.27	none	none	3.4	none	none
Ranking				**5**	**1**	**8**	**3**	**2**	**7**	**6**	**4**

Table 3 - Screening Evaluation of Park-and-Ride Lots in the Northwest Subarea

Park-and-Ride Lot Location	Applicable Routes *	Surface Lot or Structure	TRAM Results (2035 work trips to JC)	Direct Route Access for Transit	Approximate Distance Off Route (feet)	Signalized Access	Spacing to Adjacent Lot (miles)	Upstream of Congested Corridors	Overall Assessment
Unser/Southern – along Premier Parkway in southwest quadrant	yellow, pink, orange, dark blue, green	surface	Y – 1,920 Pk – 1,870 O – 1,810 DB – 1,920 G - 2,010	no	500 to 1,000	yes to Southern no to Unser	Y - 4.2 miles Pk – 4.2 miles O - 3.8 miles DB - 5 miles G - 3 miles	yes	Good Potential
Southern/Western Hills – south of Southern Boulevard between Western Hills and 24th Street	purple	surface	1,390	no	700	yes to Southern	3 miles	yes	Good Potential
NM 528/Rockaway – southwest quadrant of intersection	red	surface	1,080	no	600	yes to NM 528	3.2 miles	yes	Low Potential use
NM 528/Intel – shared space in south part of Intel parking lot, east of NM 528	red, purple	structure	R – 700 P - 880	yes	0	no	1.1 miles	yes	Low Potential Use
Coors Bypass/Ellison – existing NW Transit Center, northwest quadrant of intersection	red, purple, pink	surface	R – 710 P – 670 Pk – 1,190	no	R, P - 1,200 Pk - 430	yes to Coors Bypass	2 miles	no	Existing Lot
Golf Course/Calabacillas Arroyo – west of Golf Course Road, south of arroyo	orange	surface	4,100	yes	0	no	NA	yes	Good Potential
Irving/Eagle Ranch – north side of Irving across from Eagle Ranch/Westside intersection	dark blue	surface	3,890	yes	0	no	NA	yes	Good Potential
Unser/Paradise – southwest quadrant of intersection	green	surface	2,190	no	500 to 1,000	no	2.2 miles	no	Good Potential
Paseo del Norte/Volcano Heights – north side of Paseo del Norte near planned transit street	yellow, light blue	surface	Y – 2,350 LB – 2,580	yes	0	no	2 miles	yes	Good Potential
Paseo del Norte/Eagle Ranch – northwest quadrant of intersection	yellow, light blue	surface	Y – 2,290 LB – 2,410	yes	0	no	NA	no	Good Potential
Paradise/Coors – northwest quadrant of interchange	Pink, green, red, purple	surface	Pk – 3,170 G – 2,180 R – 3,370 P – 3,300	yes and no, depending on route	Pk, R, P - 1,800 to 2,000 ft. G - 0 ft.	no	NA	no	Good Potential; Difficult to access for most

** Refer to Figure 1 and/or the Attachments to associate colors with the routes*

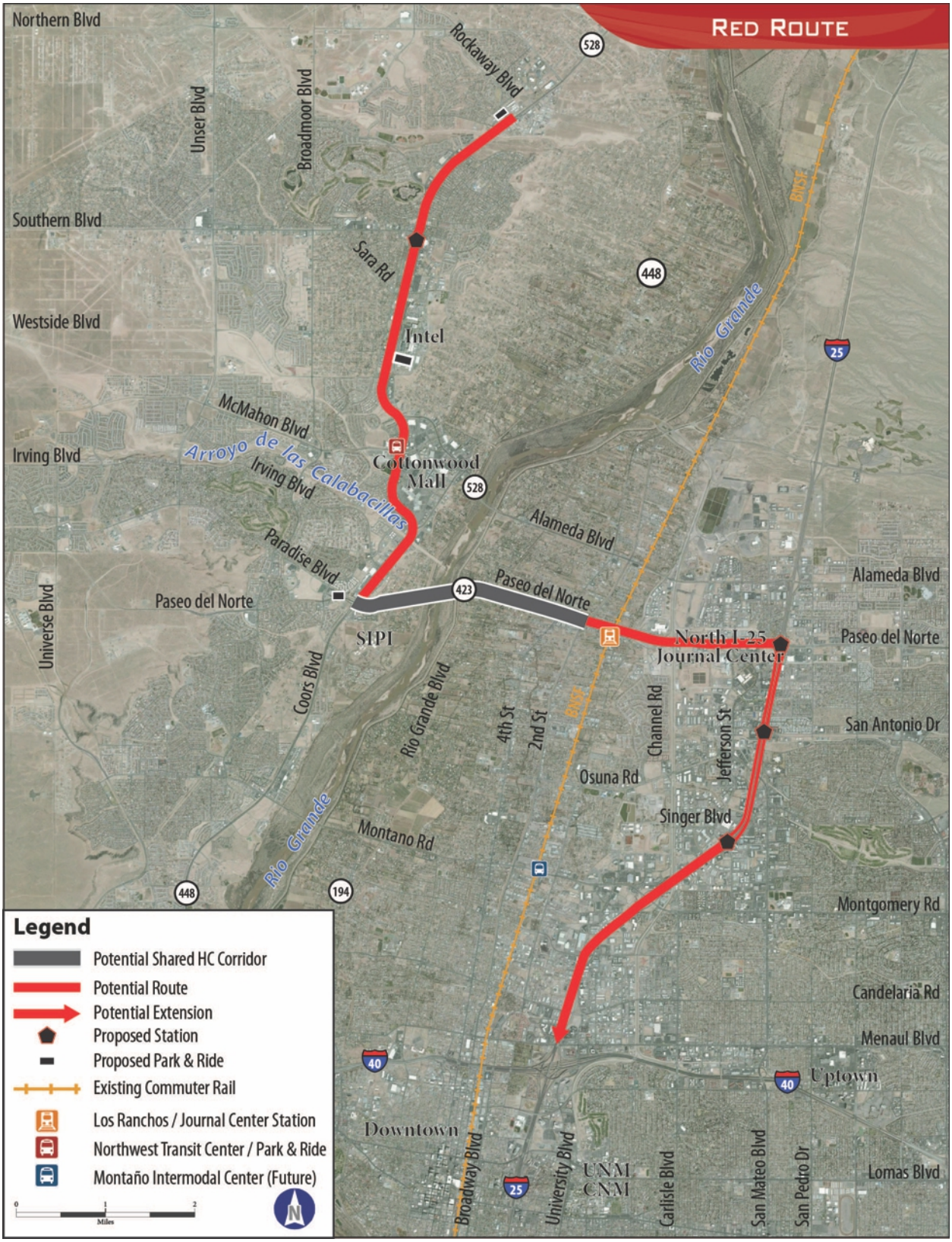
Table 4 - Journal Center Subarea Screening Evaluation Matrix

Category	Criterion		Measure	Alternative Route			
				Channel Road	**Jefferson Street**	**I-25 Frontage Roads**	**New Transit-Only Street**
Mobility and Access	1	TRAM Analysis of Journal Center Jobs Access	Jobs within walking distance (2008)	7,520	7,650	8,400	9,710
			Jobs within biking distance (2008)	42,100	43,200	48,400	43,100
			Jobs within walking distance (2035)	8,020	8,290	9,330	10,420
			Jobs within biking distance (2035)	46,700	47,700	54,100	48,200
	2	Integration with long term transit plan	Connect to Los Ranchos Rail Runner Station	Yes From El Pueblo	Yes as north side separated guideway; No as shared route on PDN	Yes as north side separated guideway; No as shared route on PDN	Yes From El Pueblo
	3	Expandability	BRT System Expansion Potential	Medium	High	High	Medium
			Existing/Proposed Right-of-Way	100 ft on east side of N. Div. Channel	86 feet	Included in overall I-25 ROW	36 feet
			Existing/Proposed Street Section	3 lanes	5 lanes	2 lanes, one-way pair	2 lanes
Operational Characteristics	4	Provide time-competitive transit alternatives	Travel time from PDN/ 2nd to Osuna/Jefferson (minutes)	14.8	15.7	19.4	~ 14 to 15
			Access to Paseo del Norte	Indirect	Direct	Direct	Indirect
			Congestion Level	Low	High	Medium	Low

Table 4 - Journal Center Subarea Screening Evaluation Matrix (continued)

Category	Criterion		Measure	Alternative Route			
				Channel Road	**Jefferson Street**	**I-25 Frontage Roads**	**New Transit-Only Street**
Financial Feasibility	**5**	Comparative cost assessment plan for capital improvements	Based on route length and parametric costs per lane-mile of roadway, station, park-and-ride and buses	4.1 miles, 3 stops, new roadway construction	3.5 miles, 2 stops	4.9 miles, 3 stops, requires pedestrian bridges to connect across freeway	3.5 miles (est.), 3 stops, new transit-only corridor construction
Land Use and Community Development	**6**	Encourage transit supportive land uses along transit corridors	Developable land within 1/4-mile radius of stations (acres)	42	14	45	7
Environment	7	Nothing critical at screening level	N/A	N/A	N/A	N/A	N/A
Overall Assessment				**Advance**	**Advance**	**Eliminate**	**Advance**

ATTACHMENTS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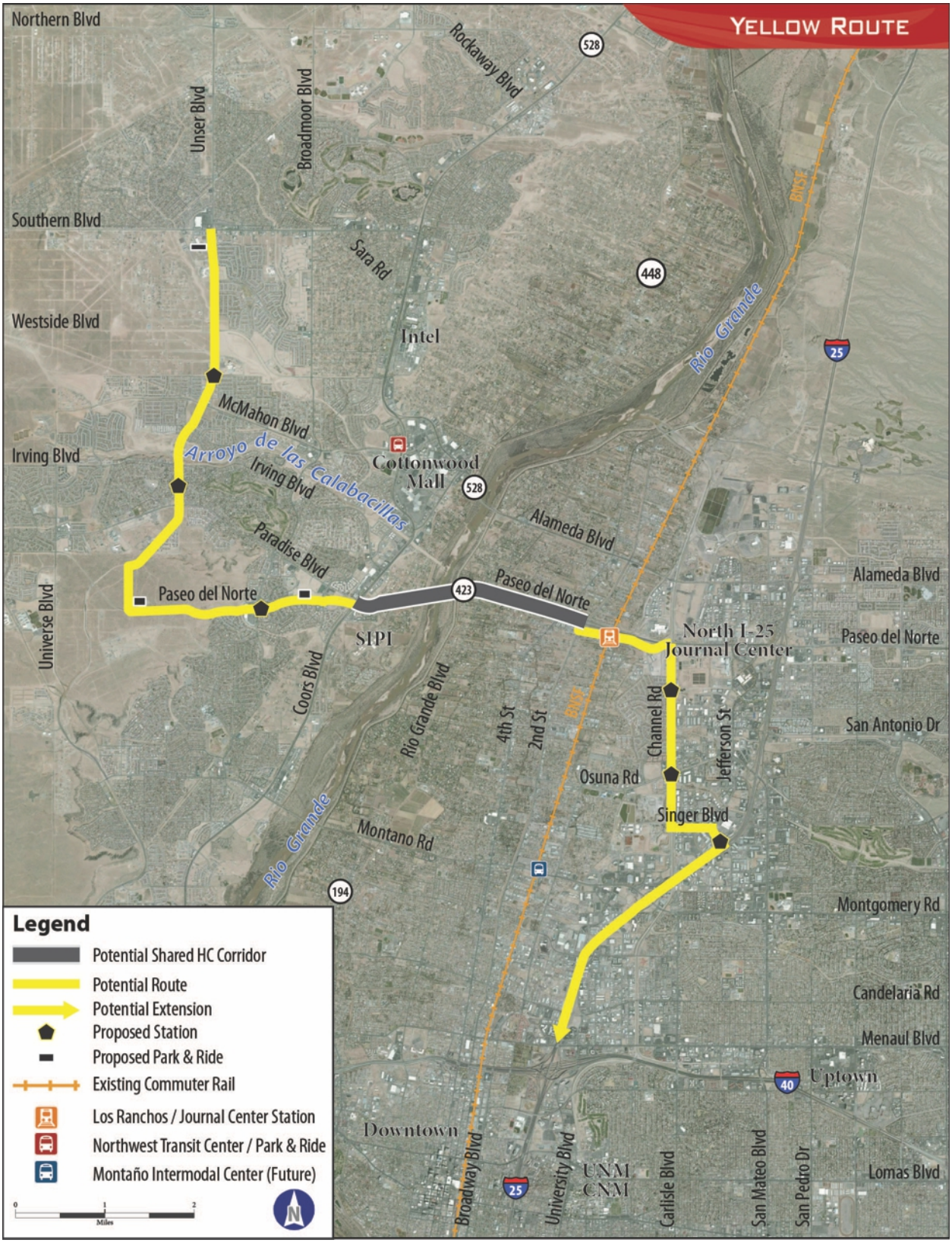
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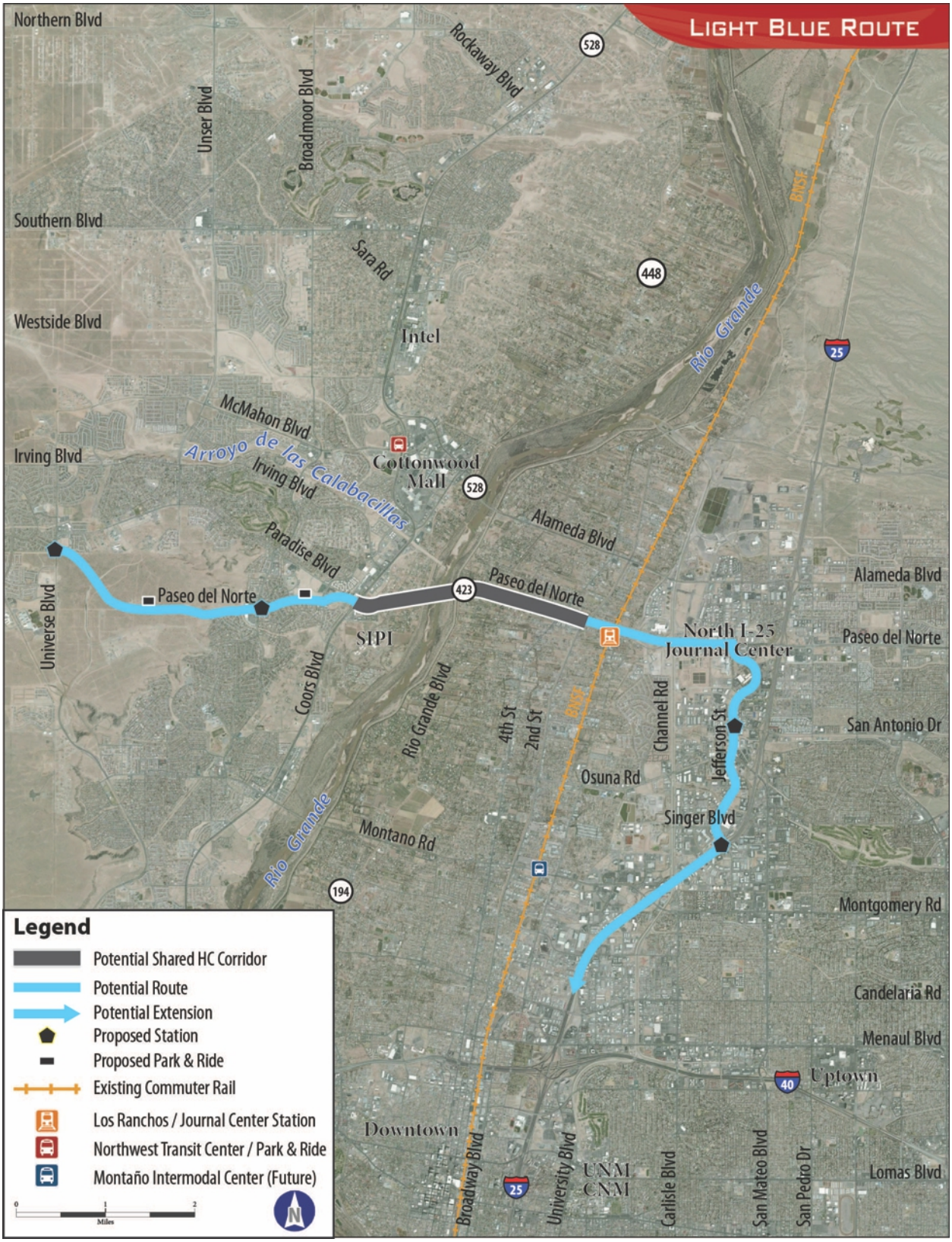
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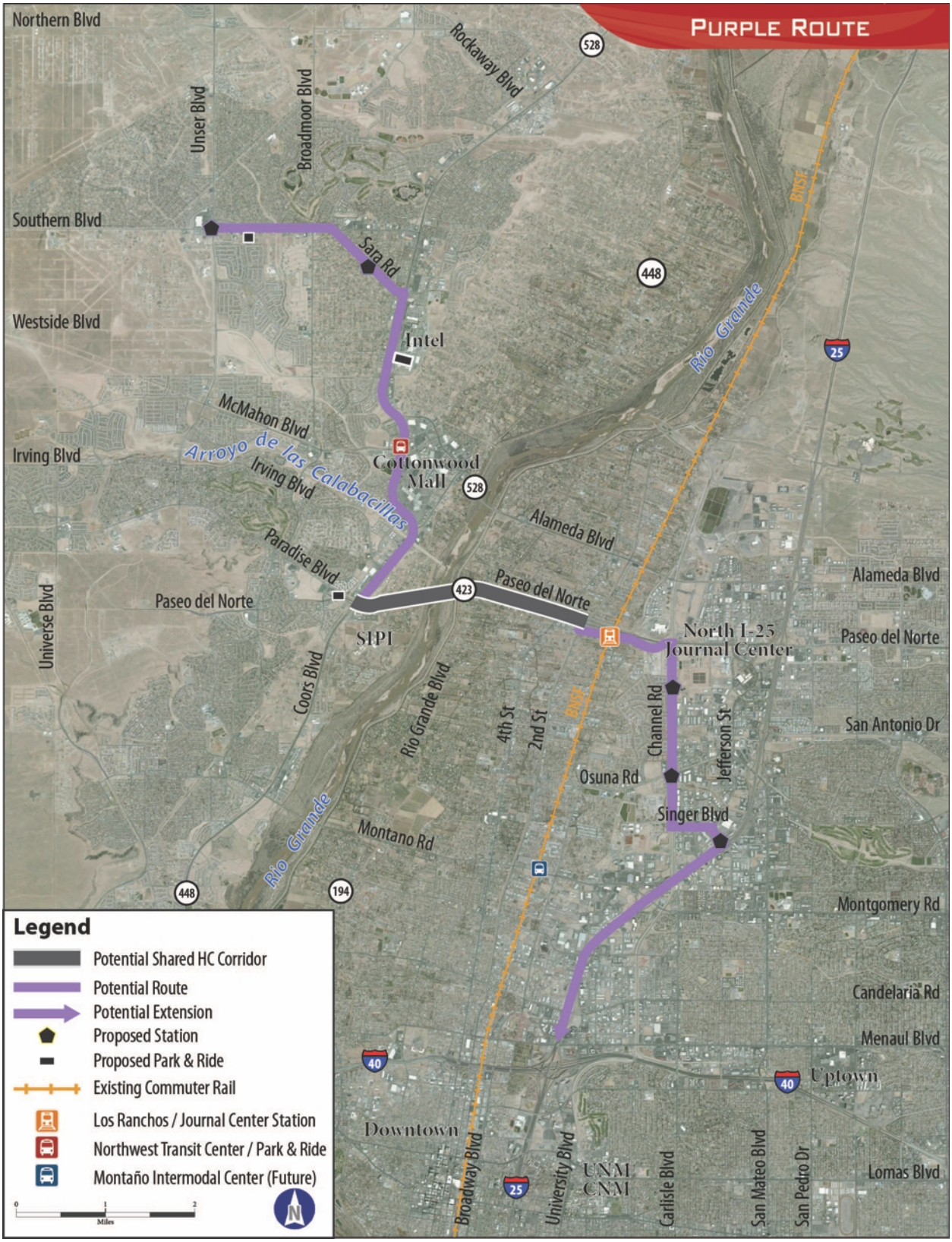
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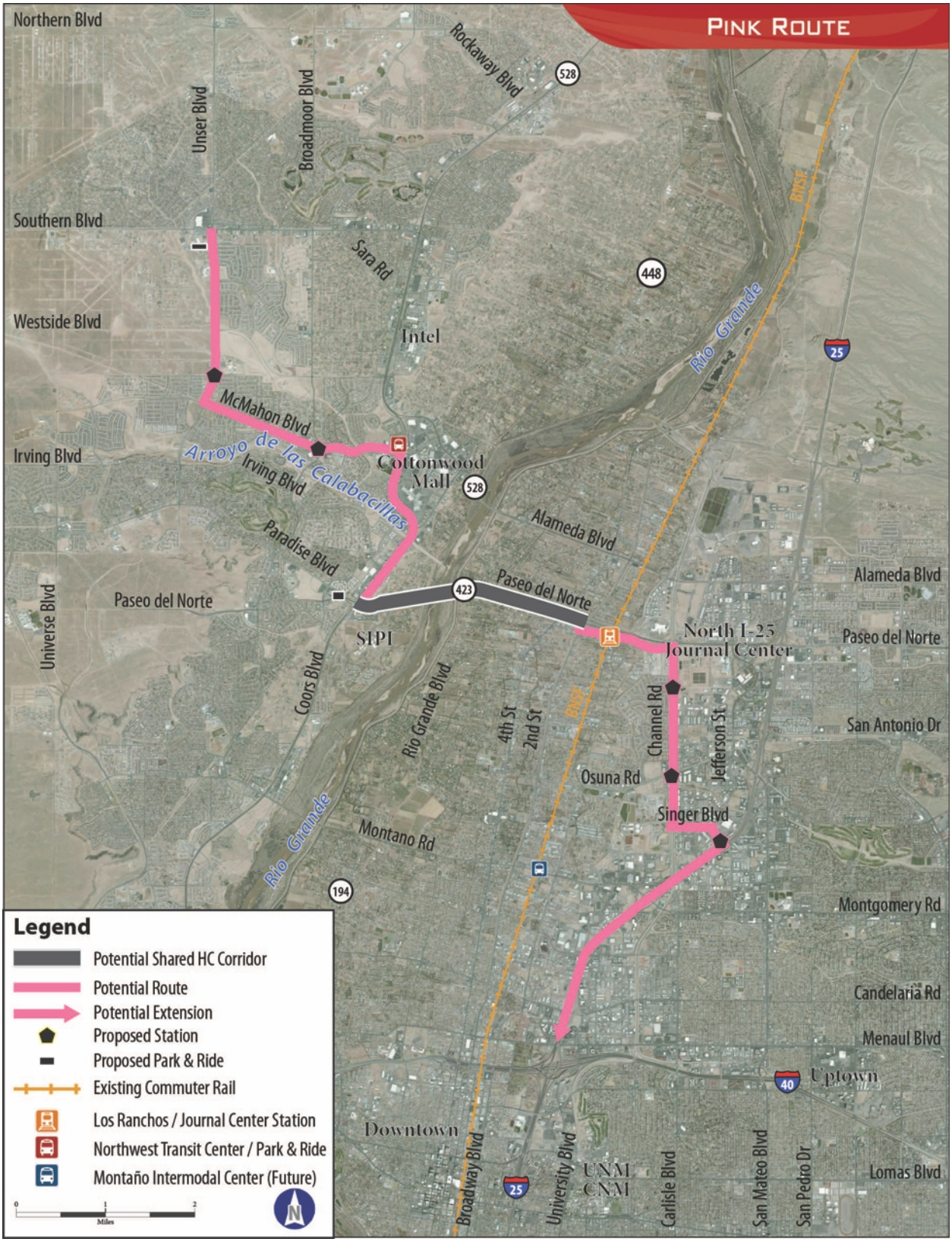
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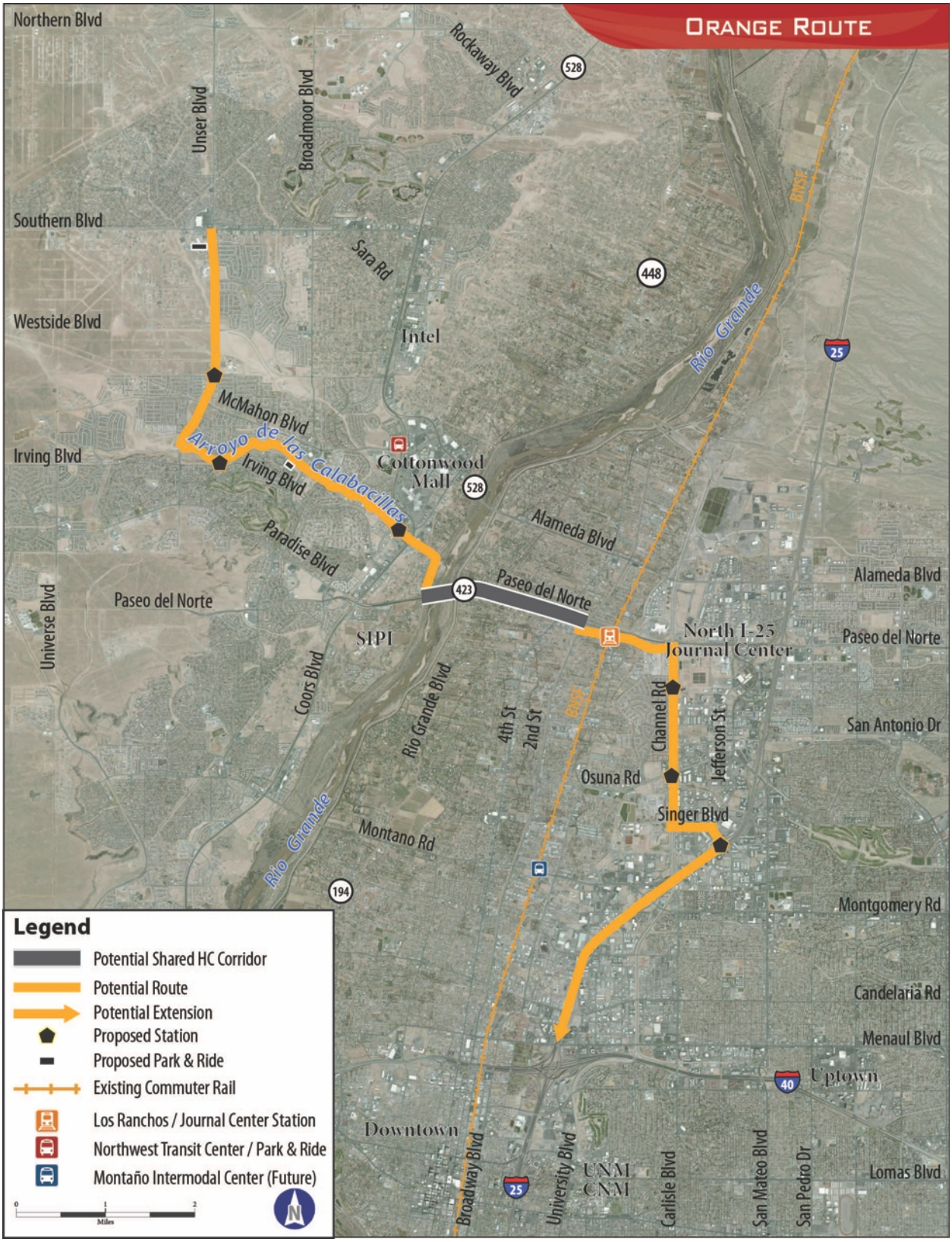
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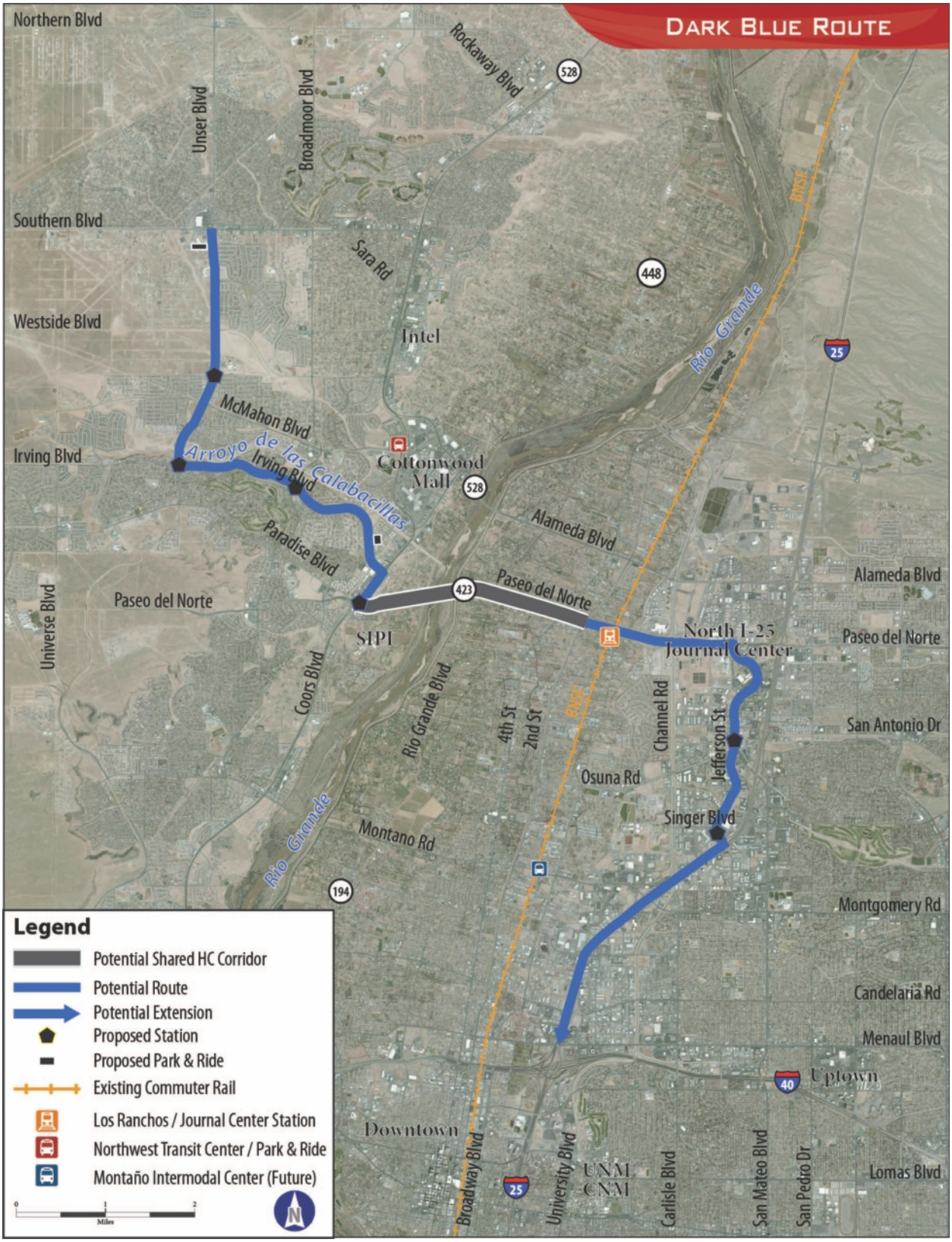
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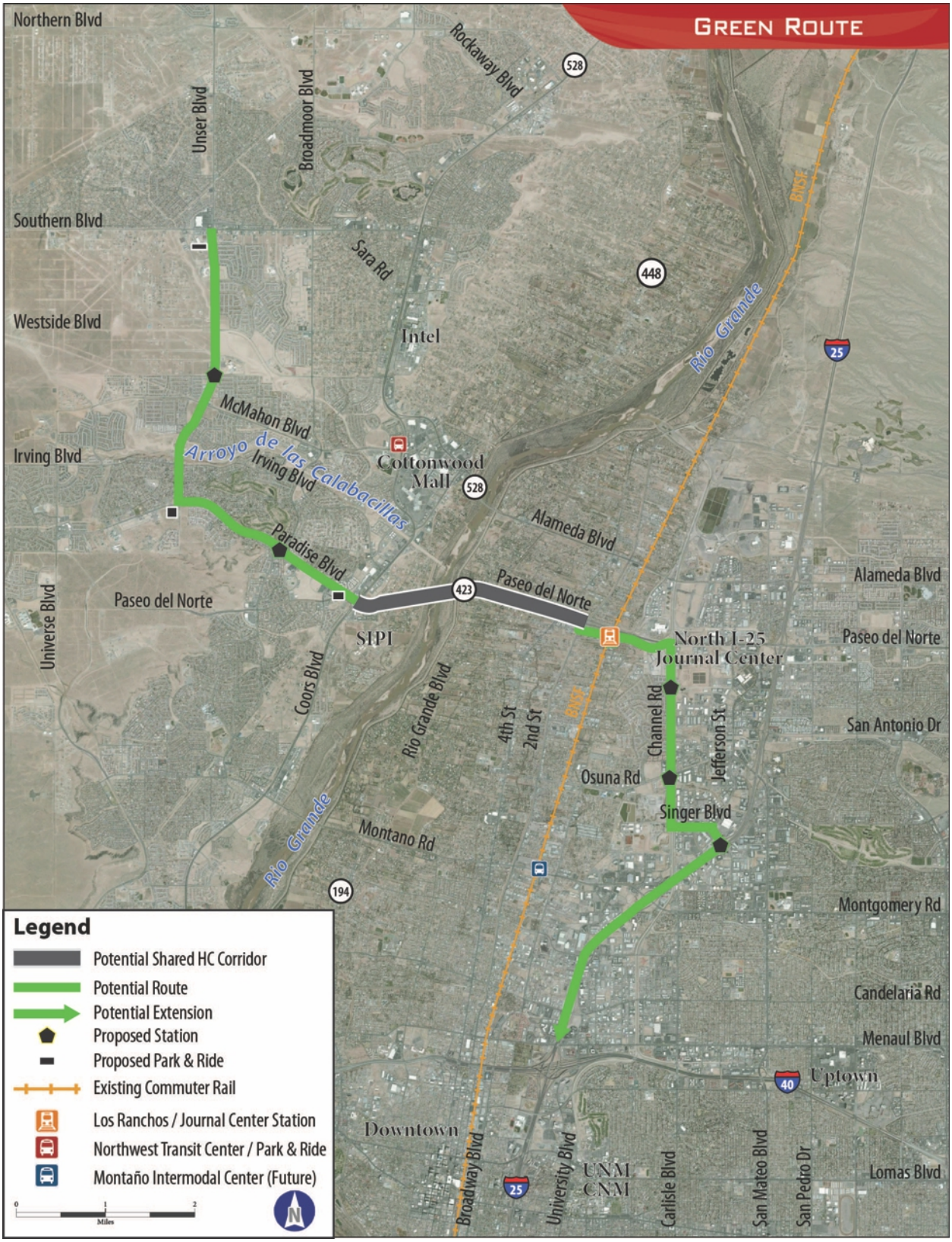
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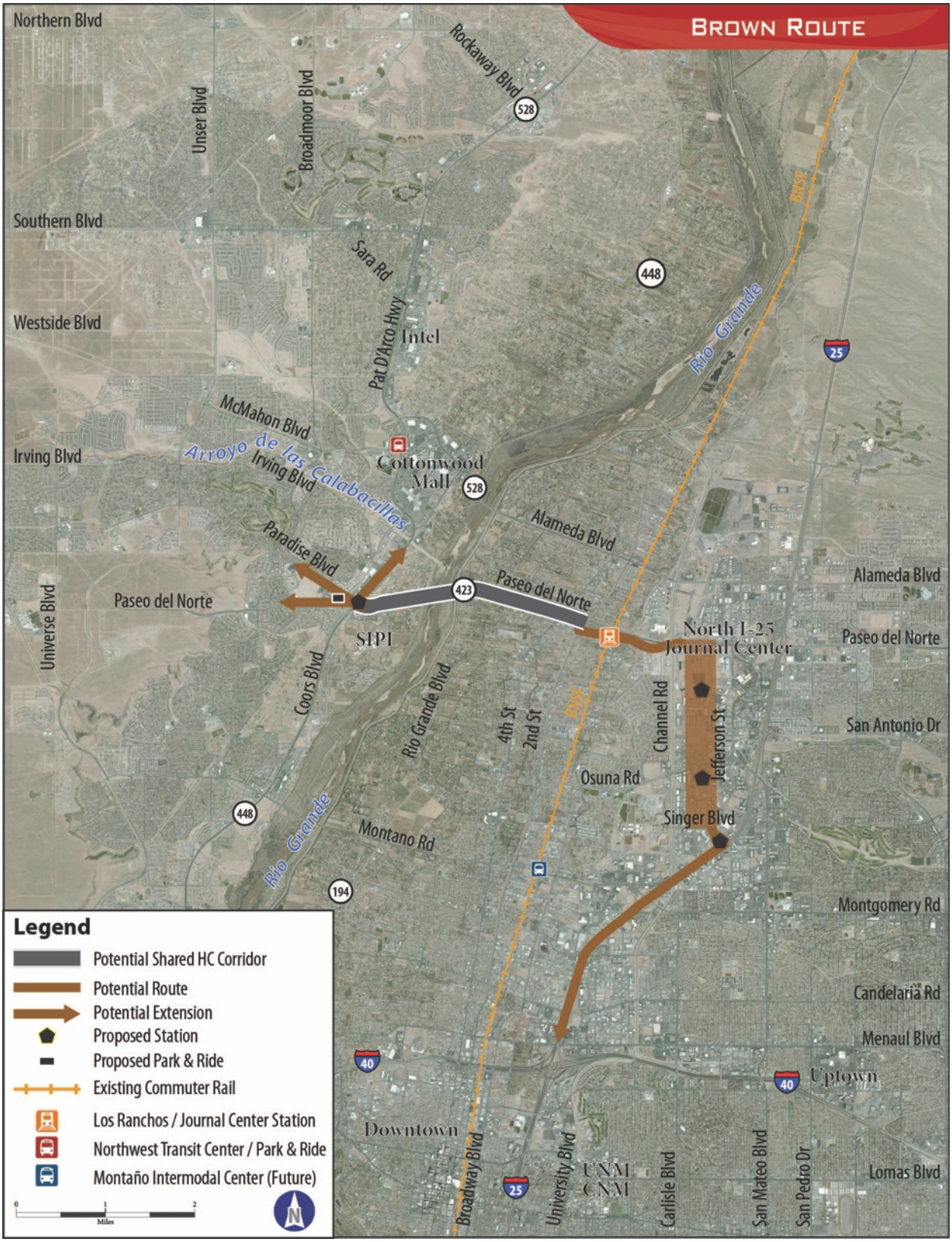
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