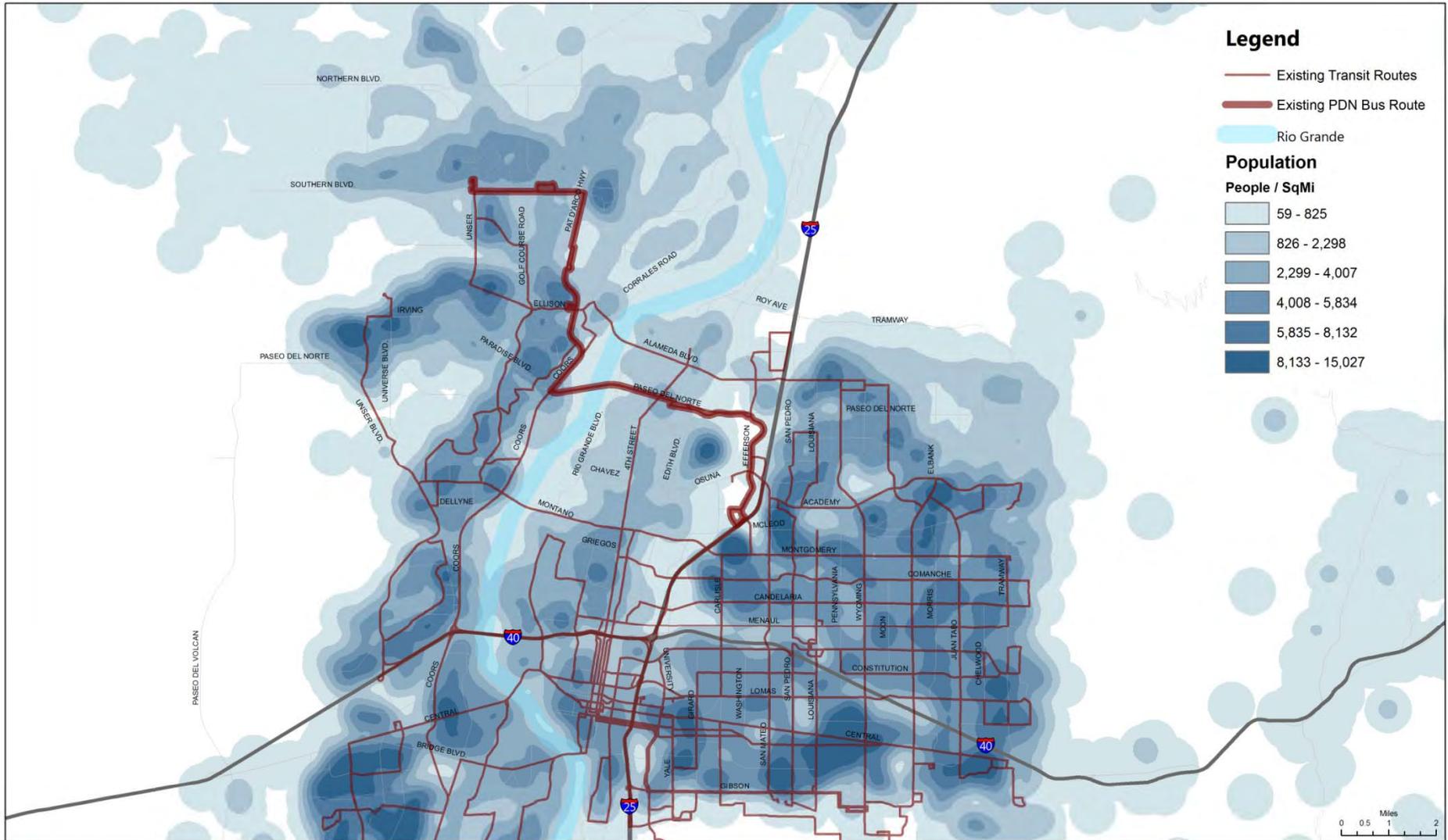


Agenda

- Potential Travel Demand in the PDN Corridor
- Analysis of Peer Community's with BRT
- Potential PDN Ridership Numbers
- Break Out Sessions

Potential Transit Users – Total Population



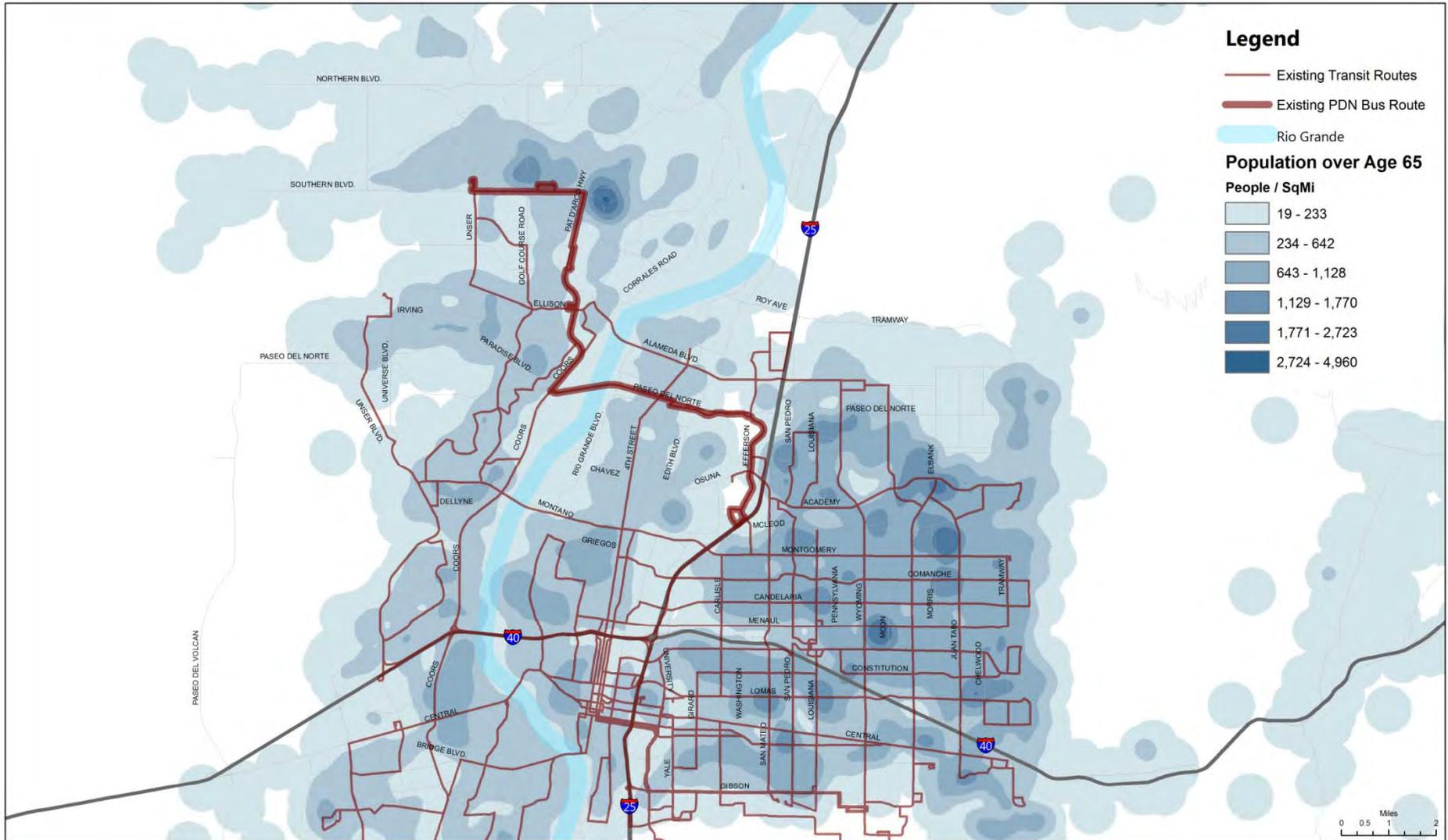
Transit Dependent Population



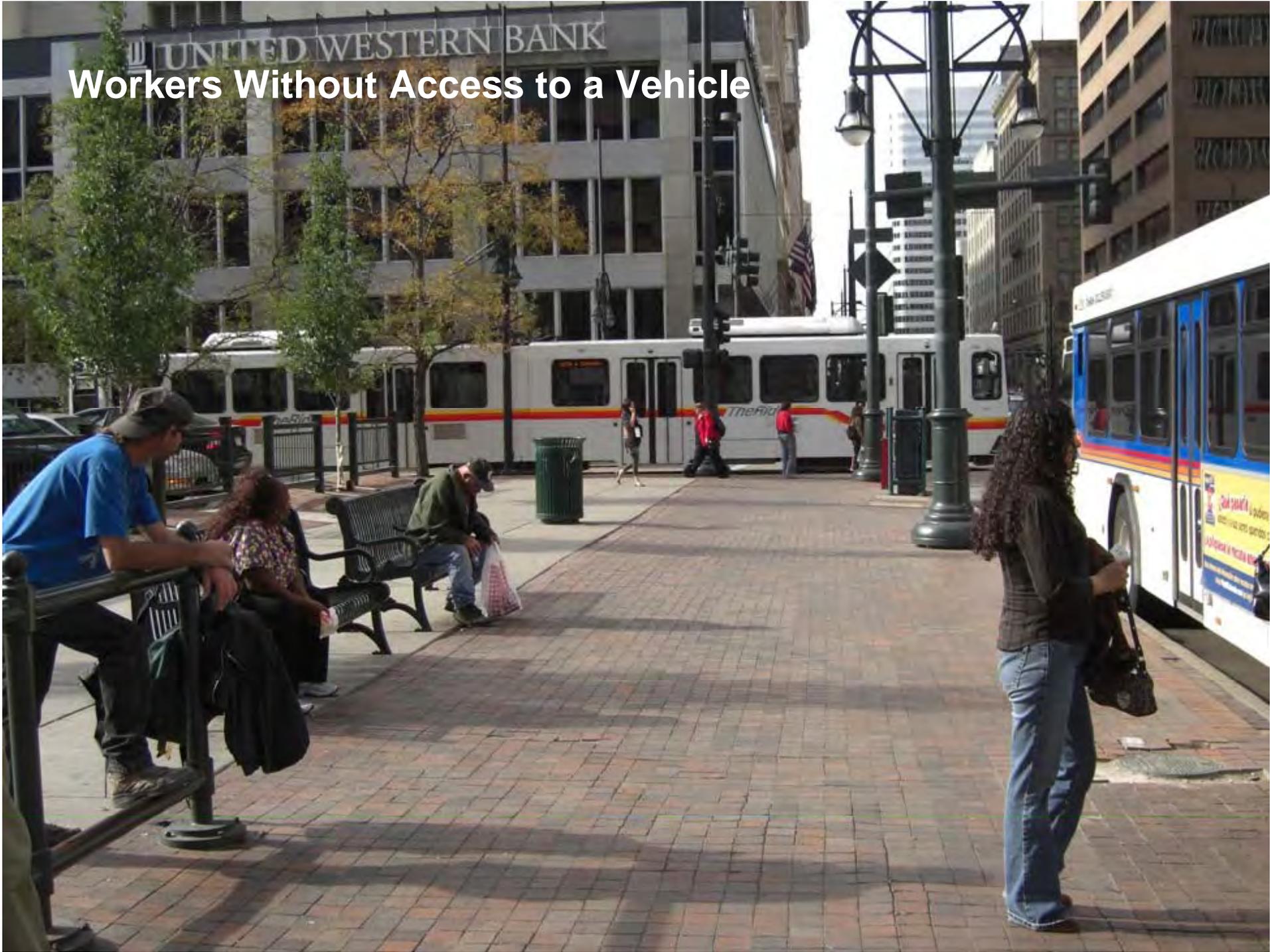
Senior Citizens (65+)



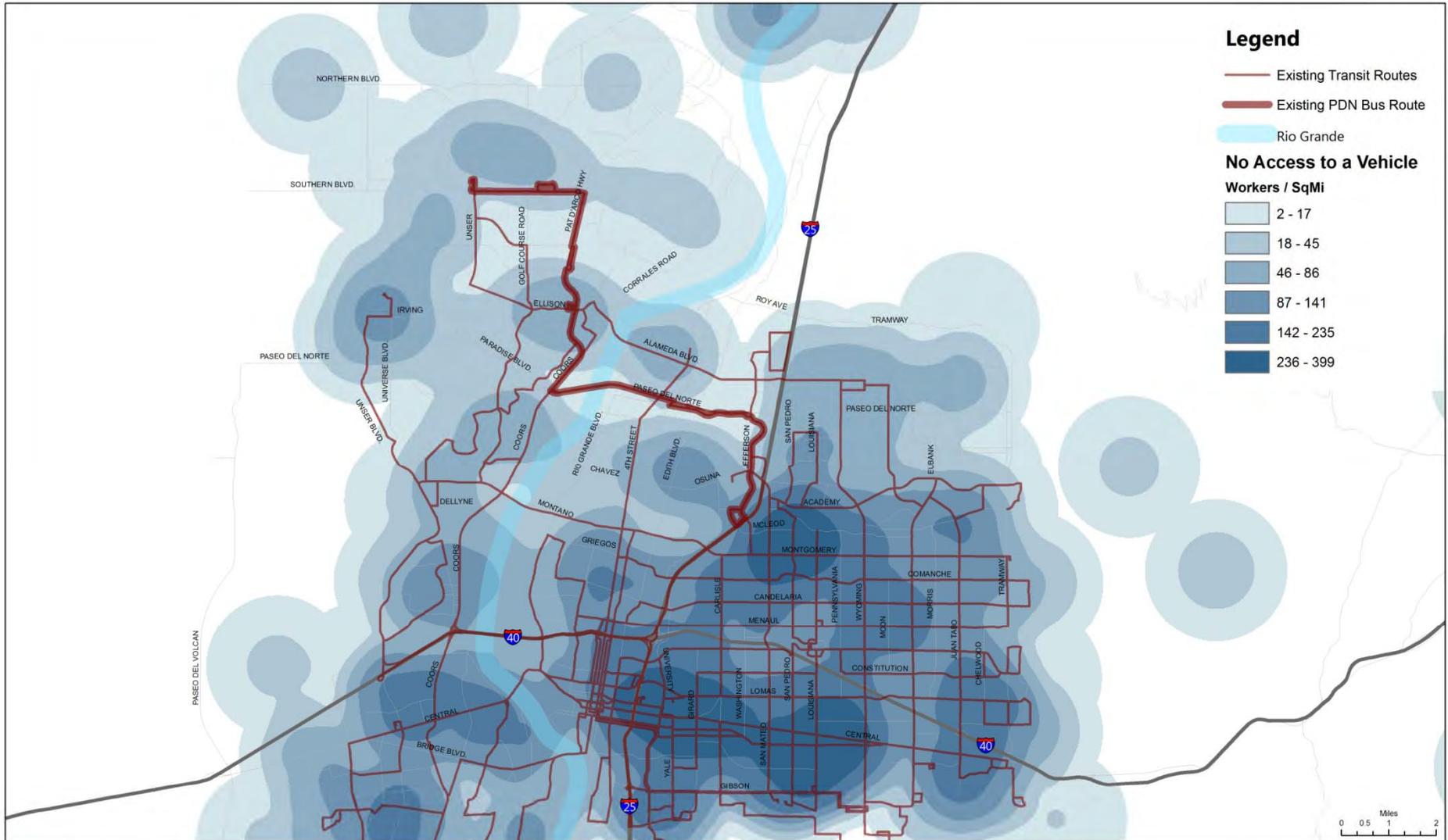
Senior Citizens (65+)



Workers Without Access to a Vehicle



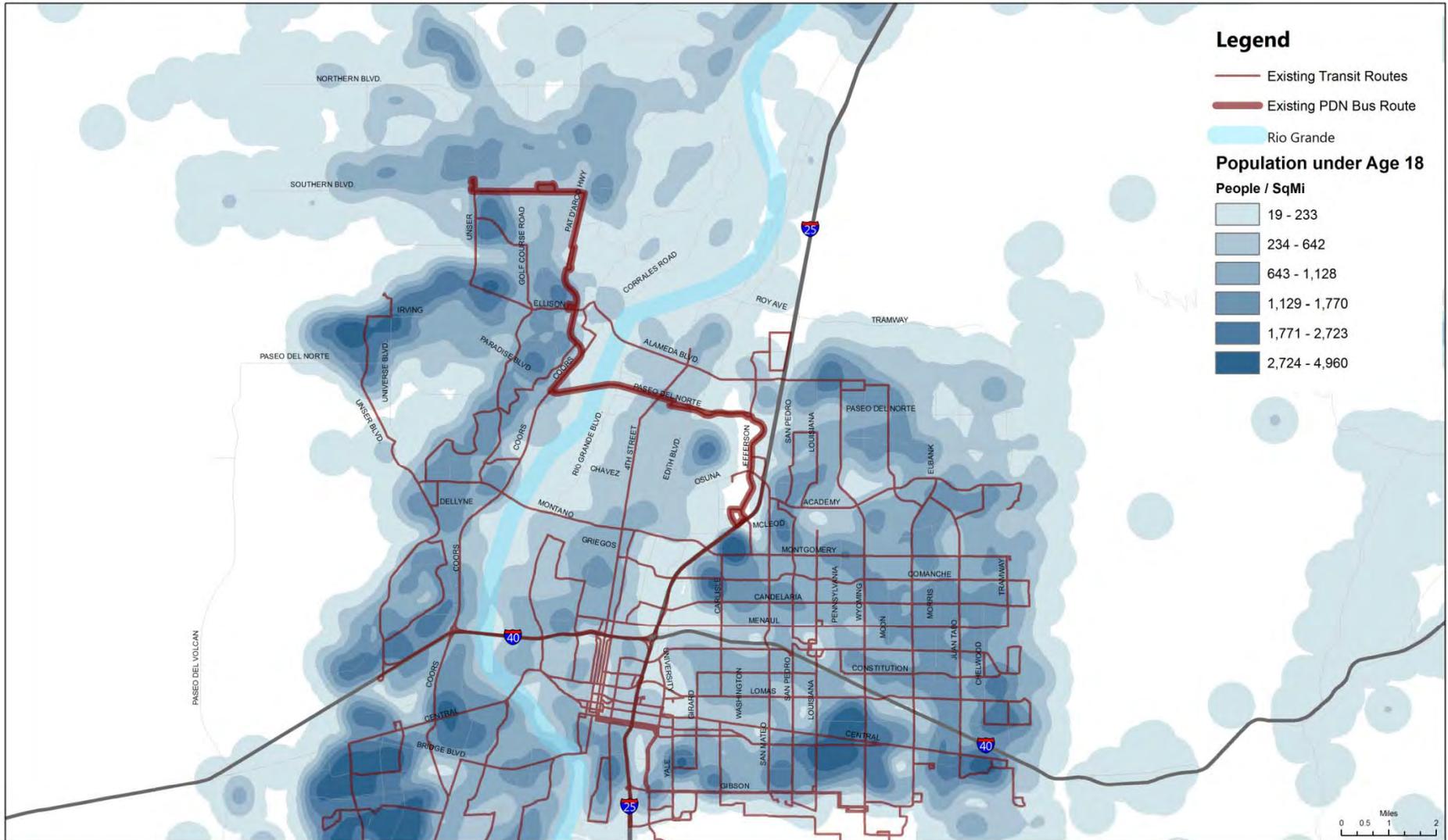
Workers Without Access to a Vehicle



Under 18



Under 18



Low Income Population



Photo Credit: East Bay Express

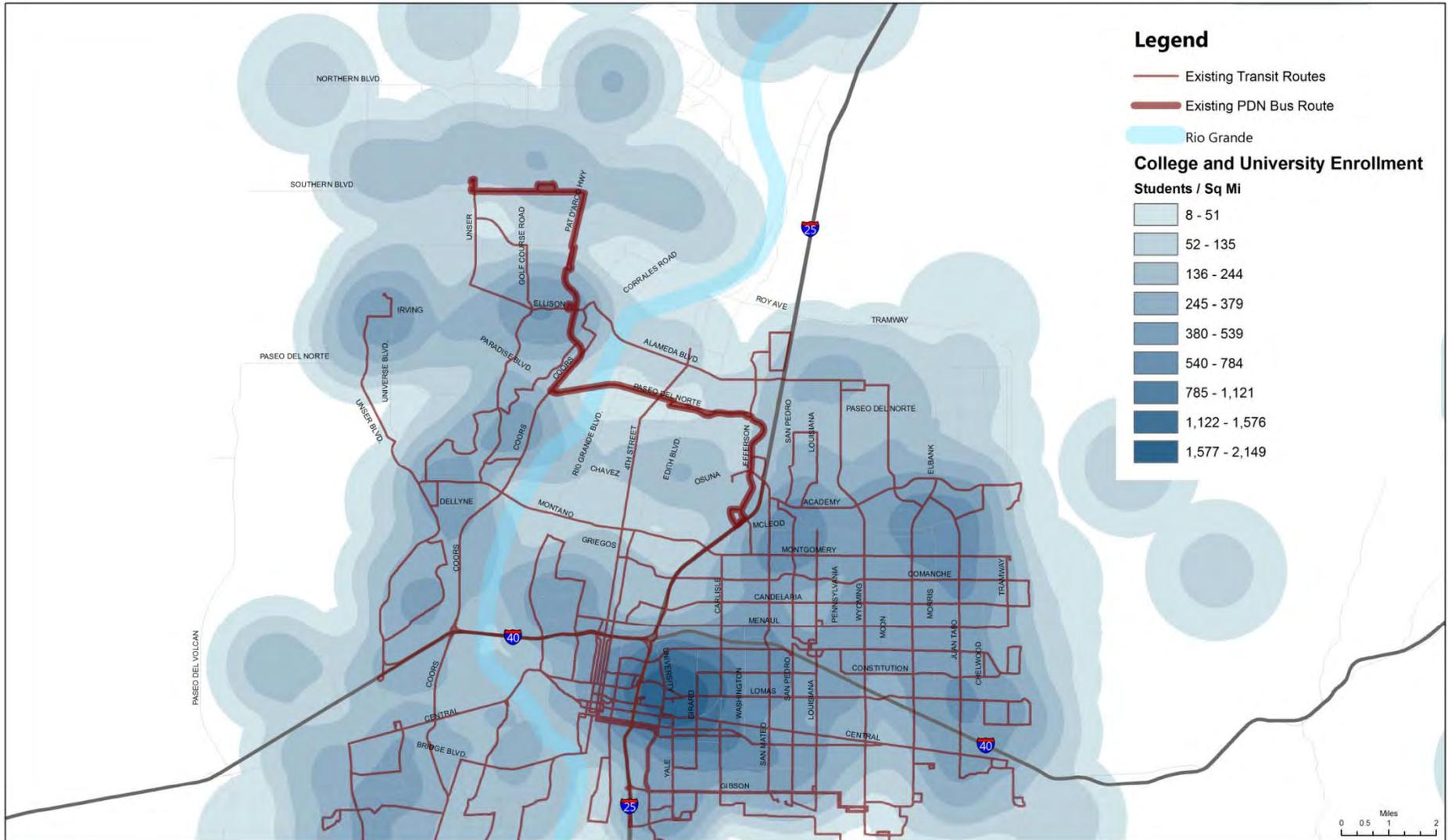
“Choice” Riders



“Choice” Riders - Students



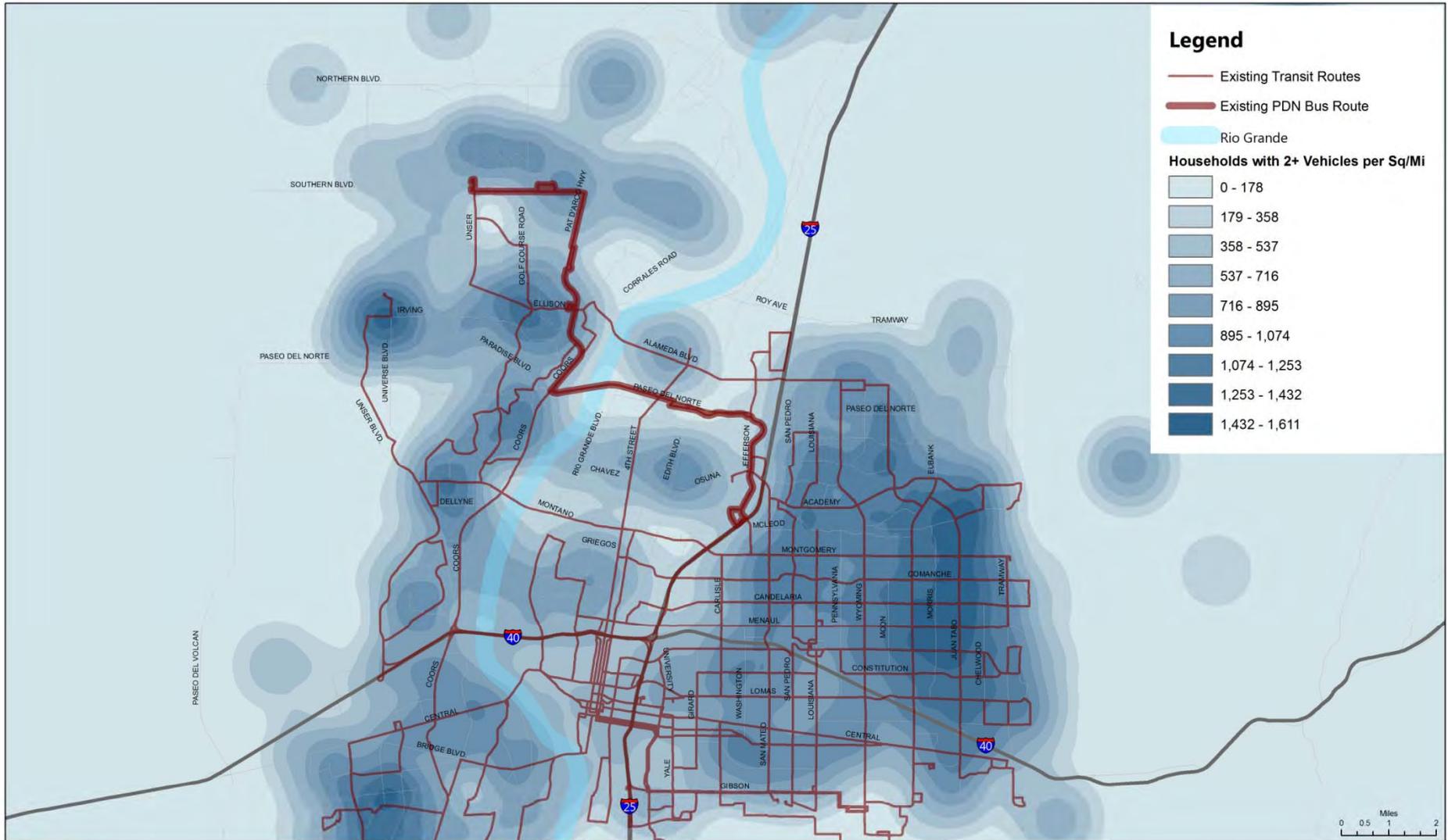
“Choice” Riders - Students



“Choice” Riders – Households with 2+ Vehicles

- Need pic

“Choice” Riders – Households with 2+ Vehicles

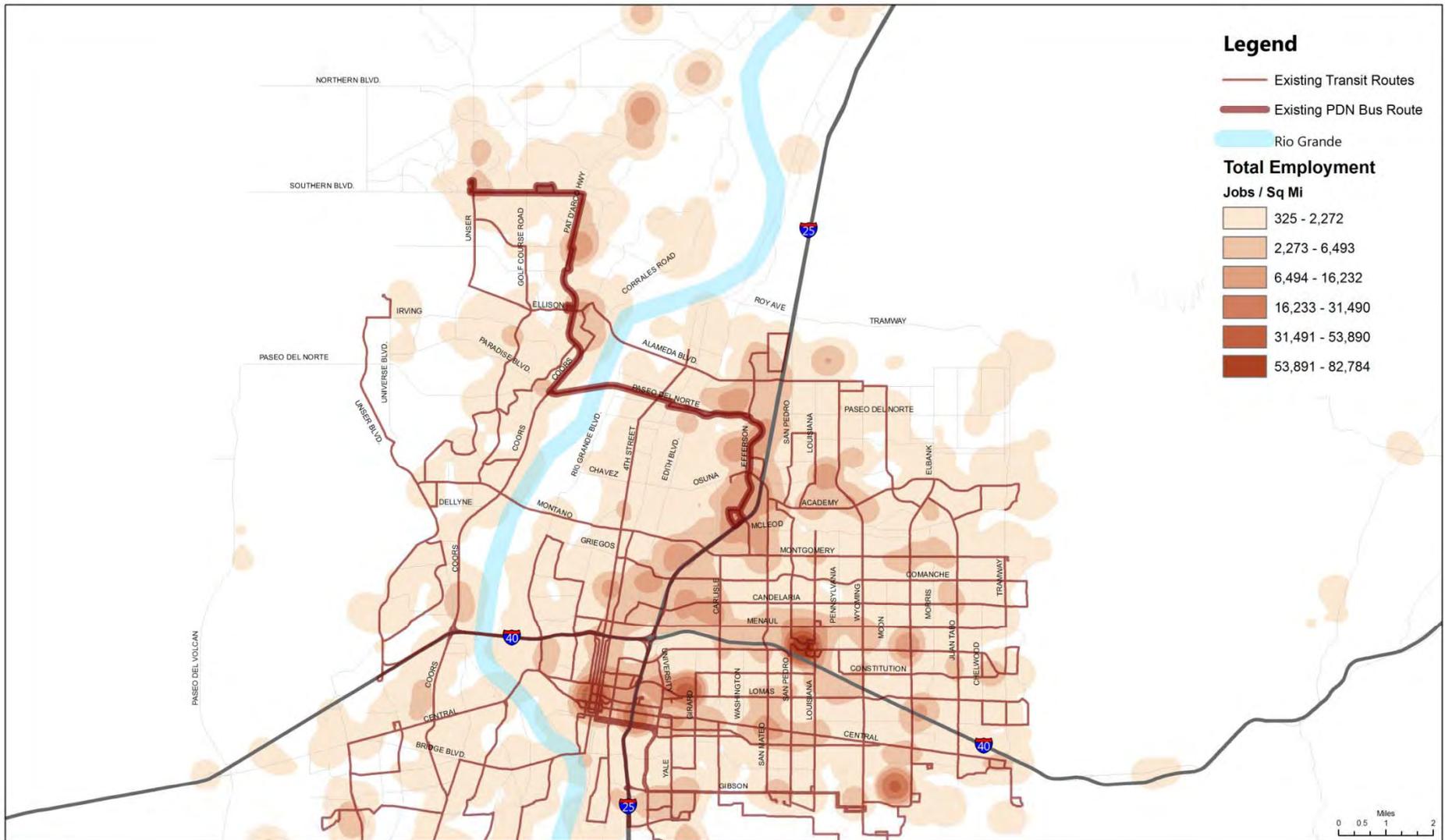


Where are people going?

- Work
- Shopping
- Recreation
- Dining



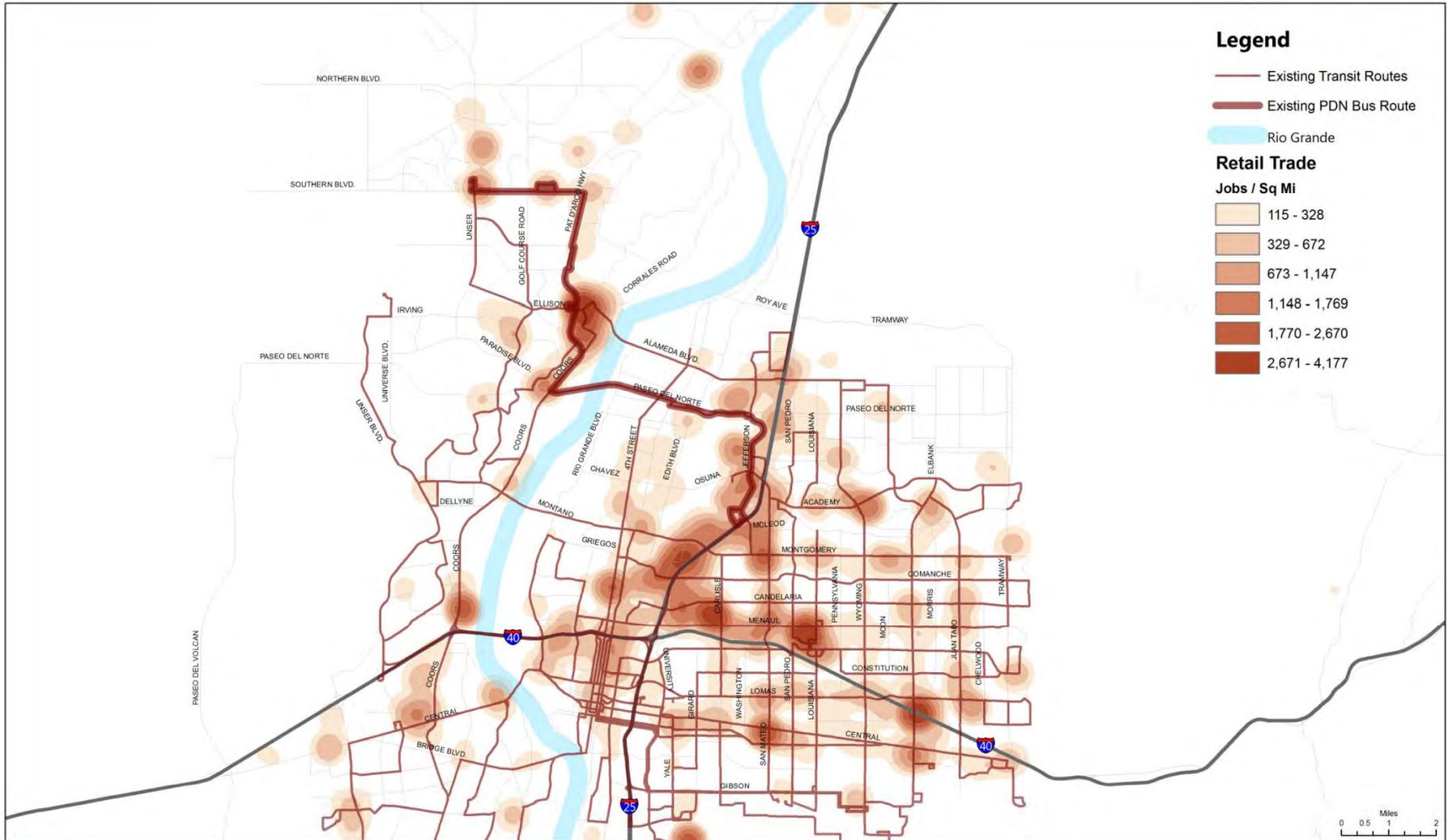
Going to Work



Shopping



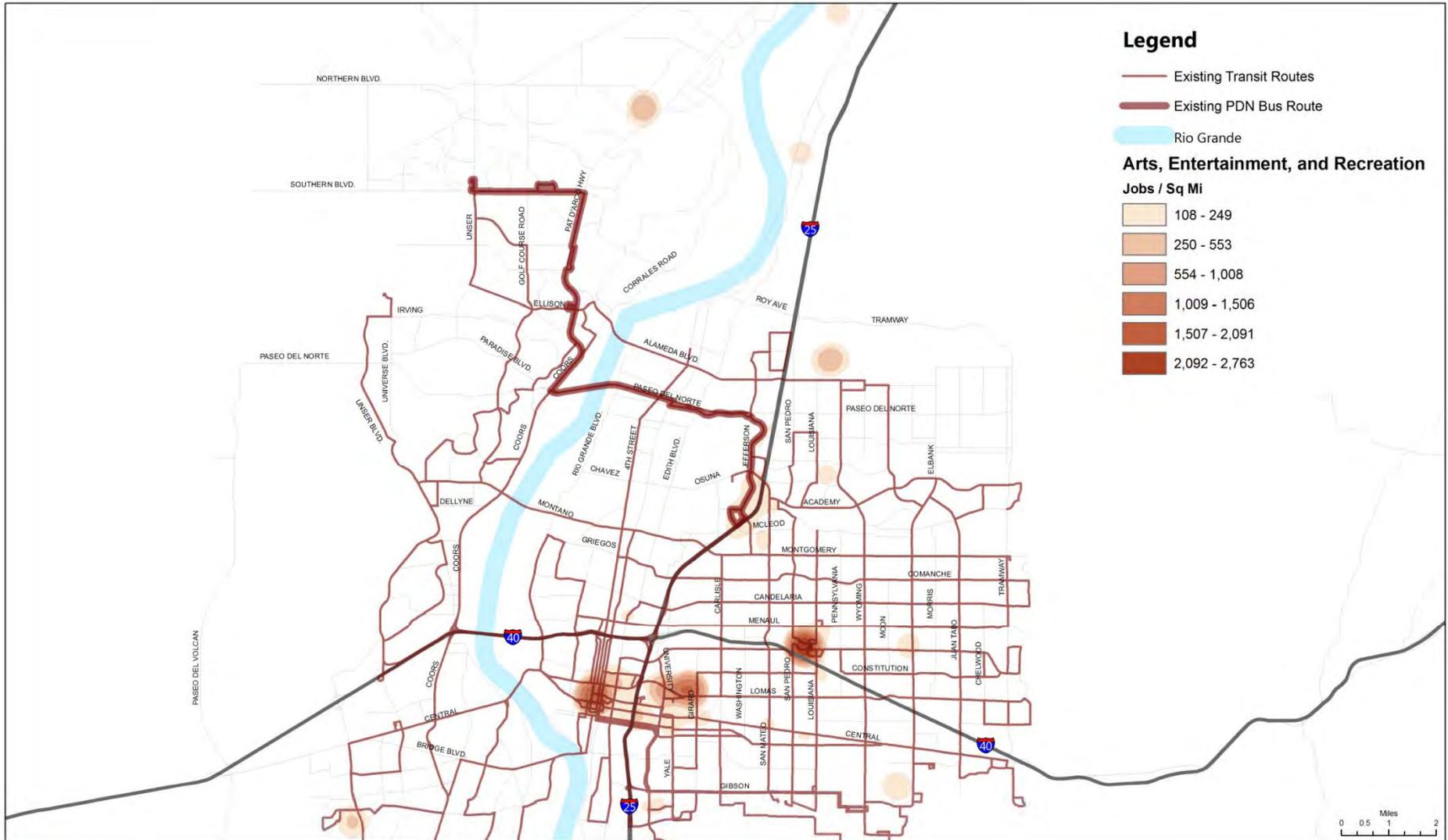
Shopping



Entertainment & Recreation



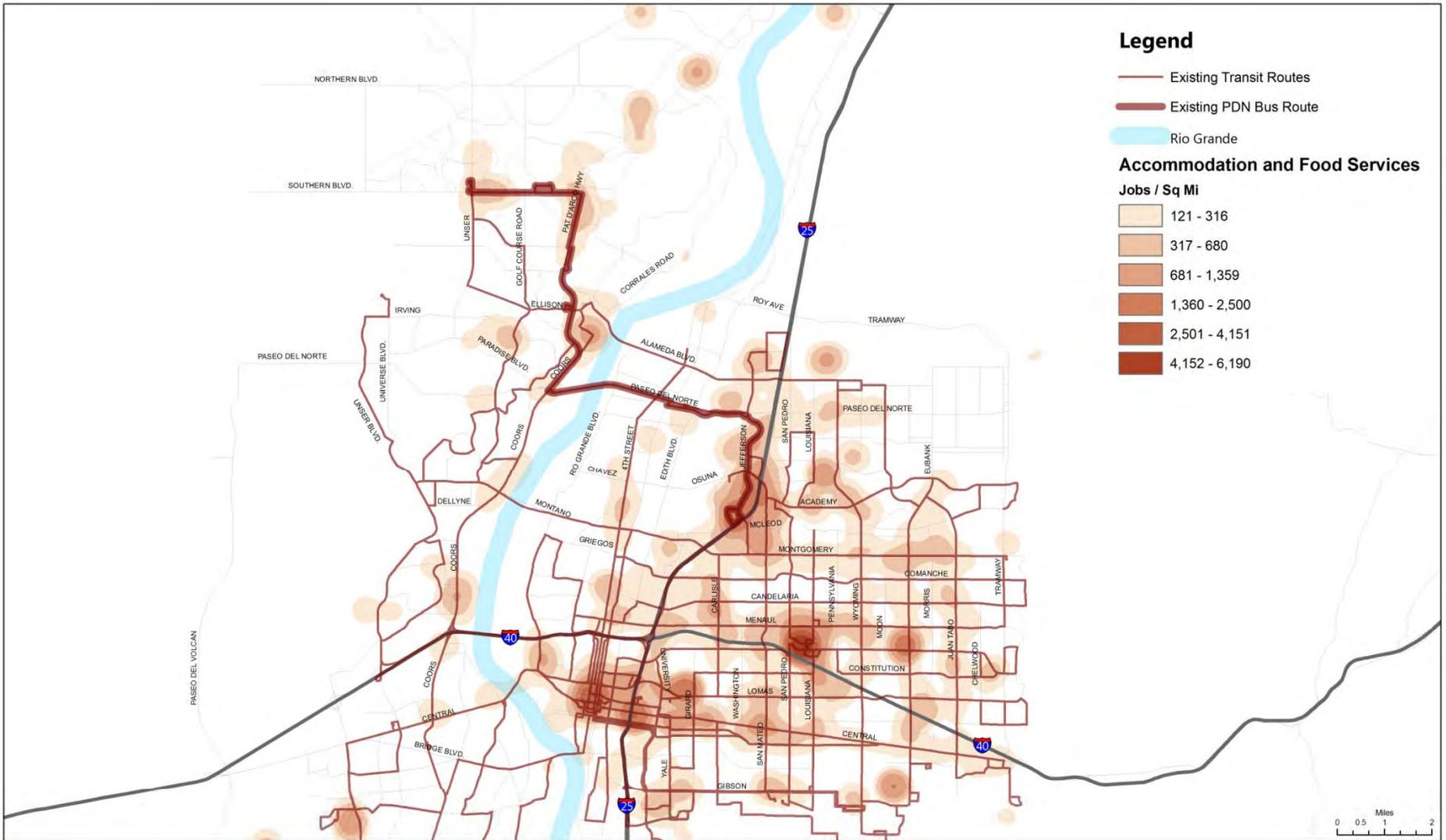
Entertainment & Recreation



Dining



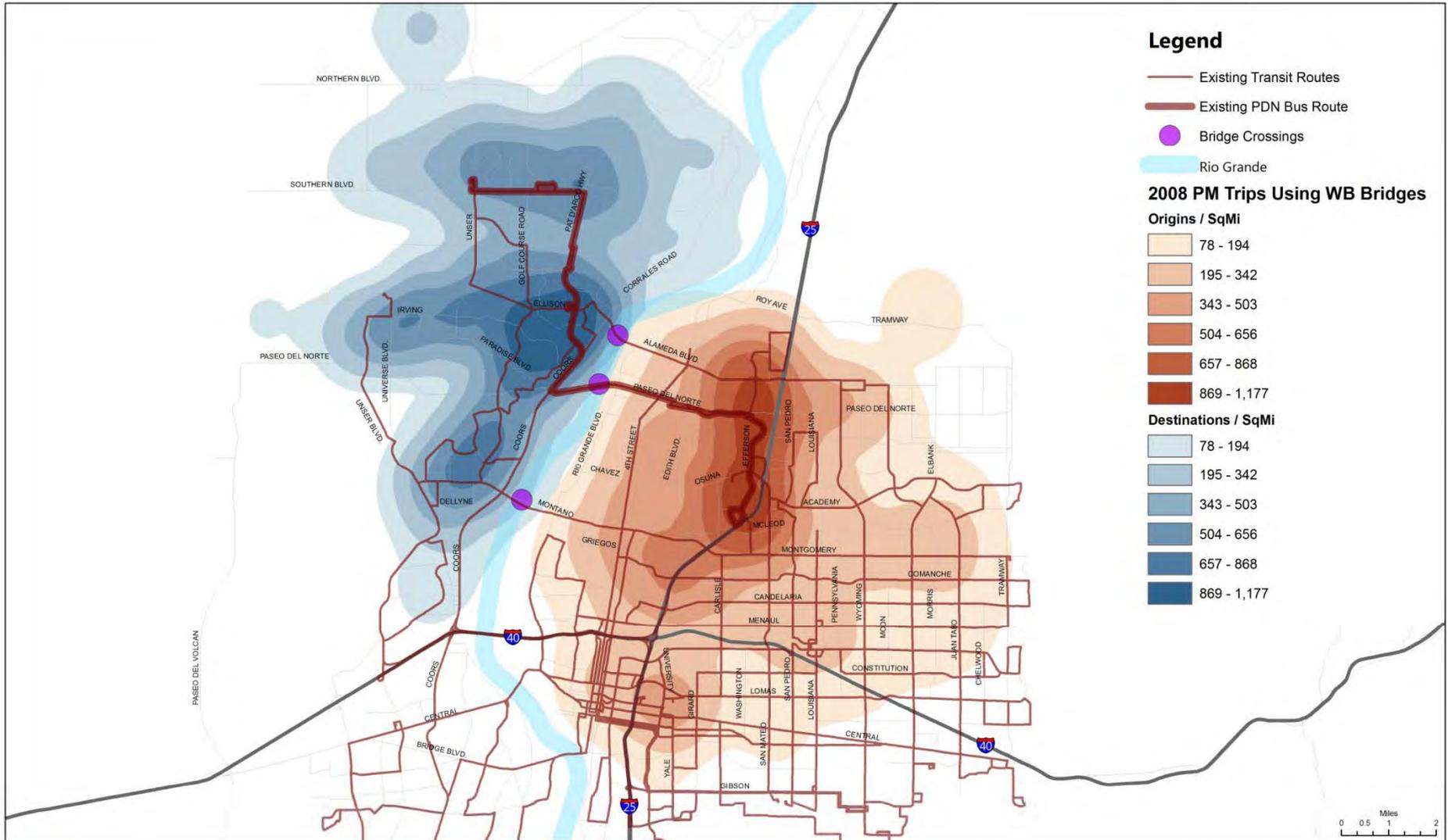
Dining



Vehicles Crossing the Rio Grande

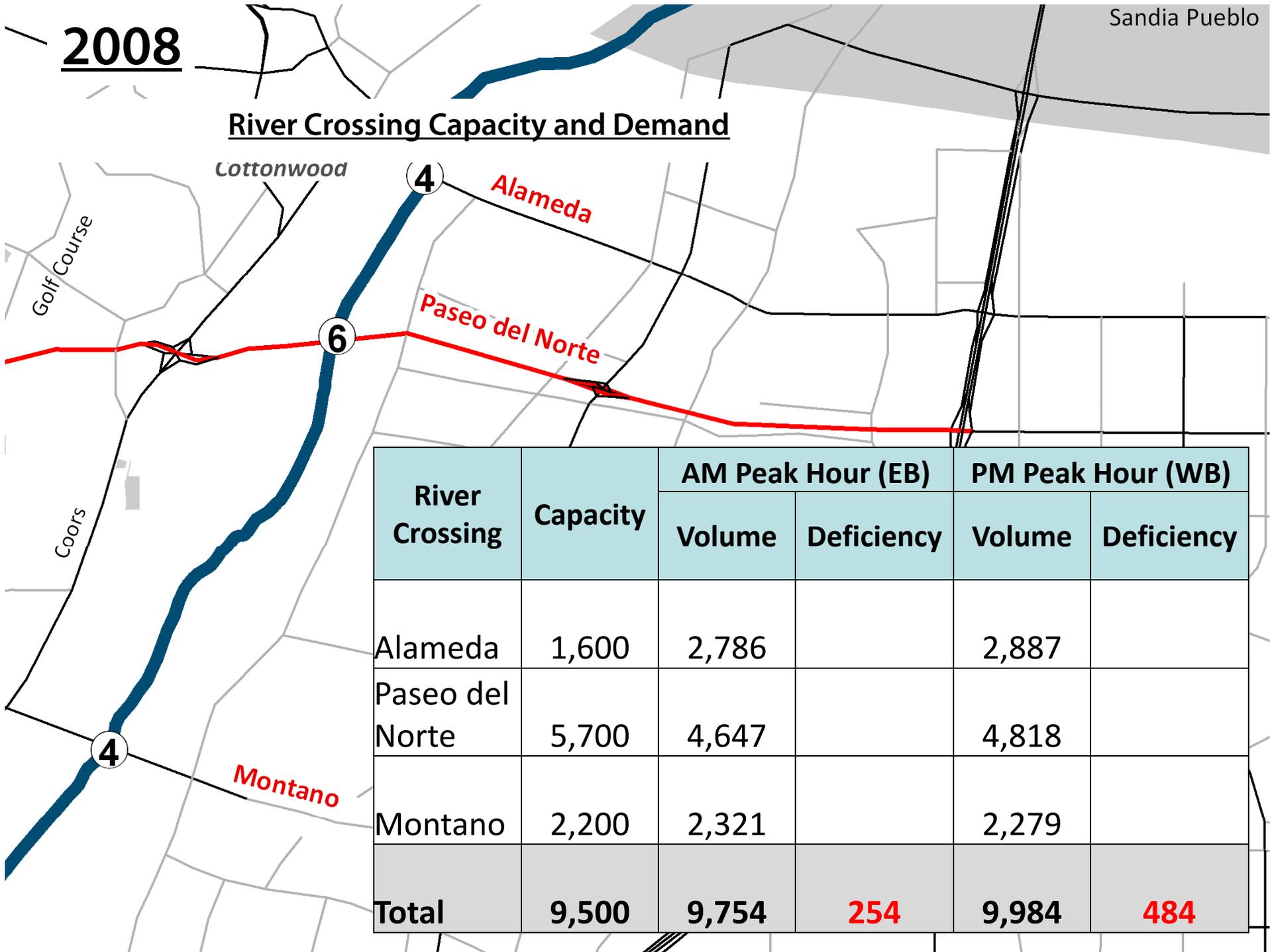


Vehicles Crossing the Rio Grande – PM Westbound



2008

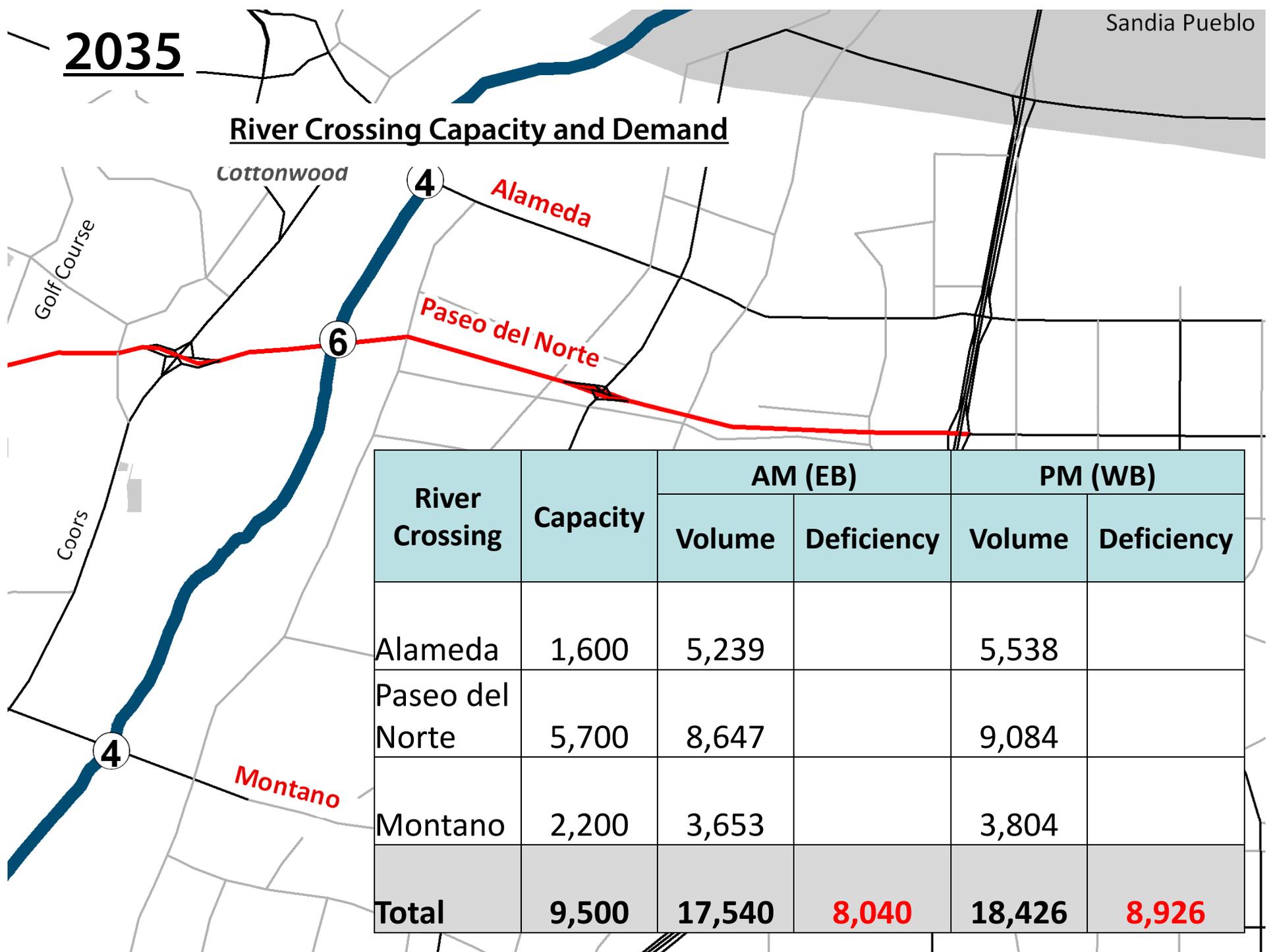
River Crossing Capacity and Demand



2035

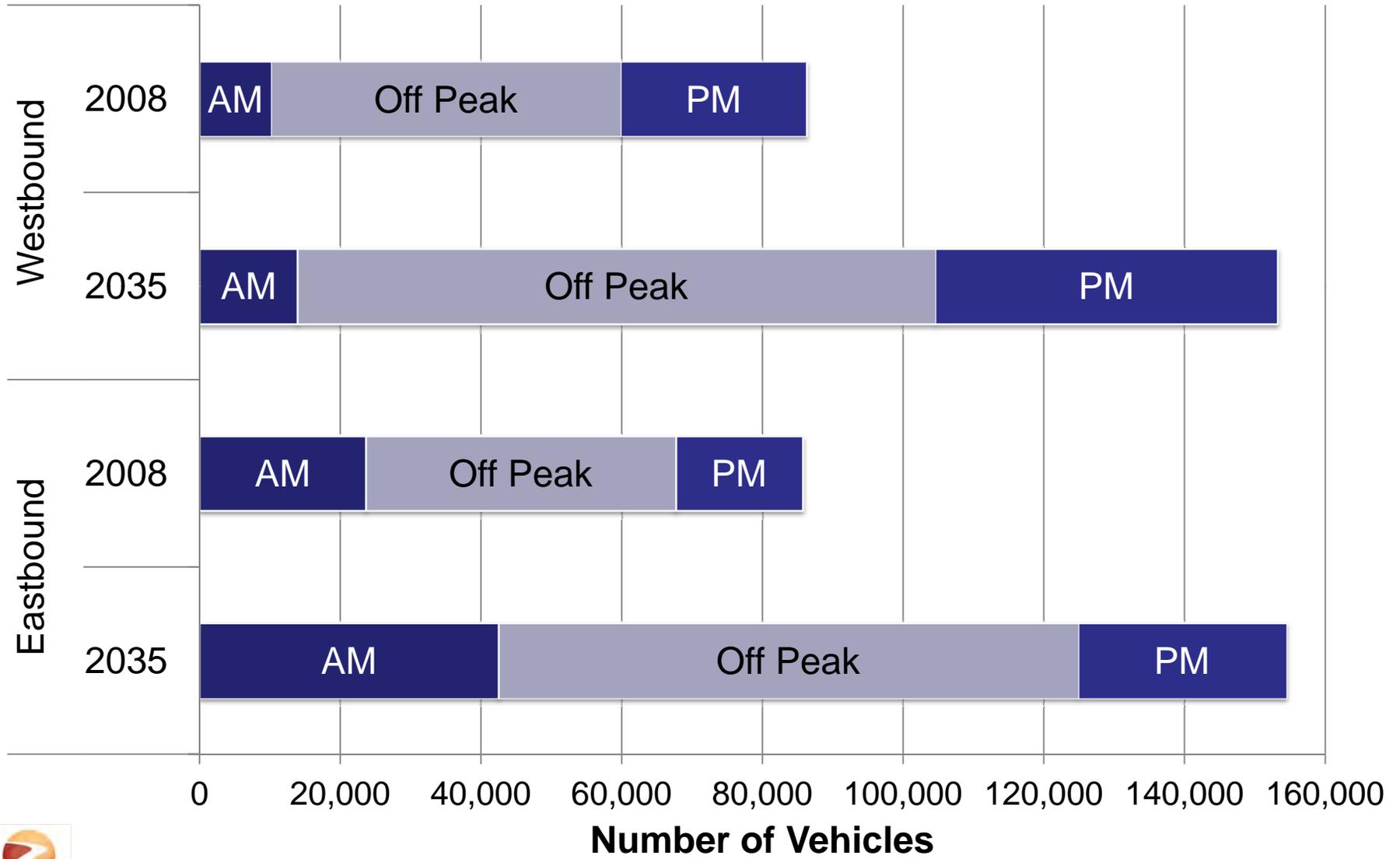
Sandia Pueblo

River Crossing Capacity and Demand

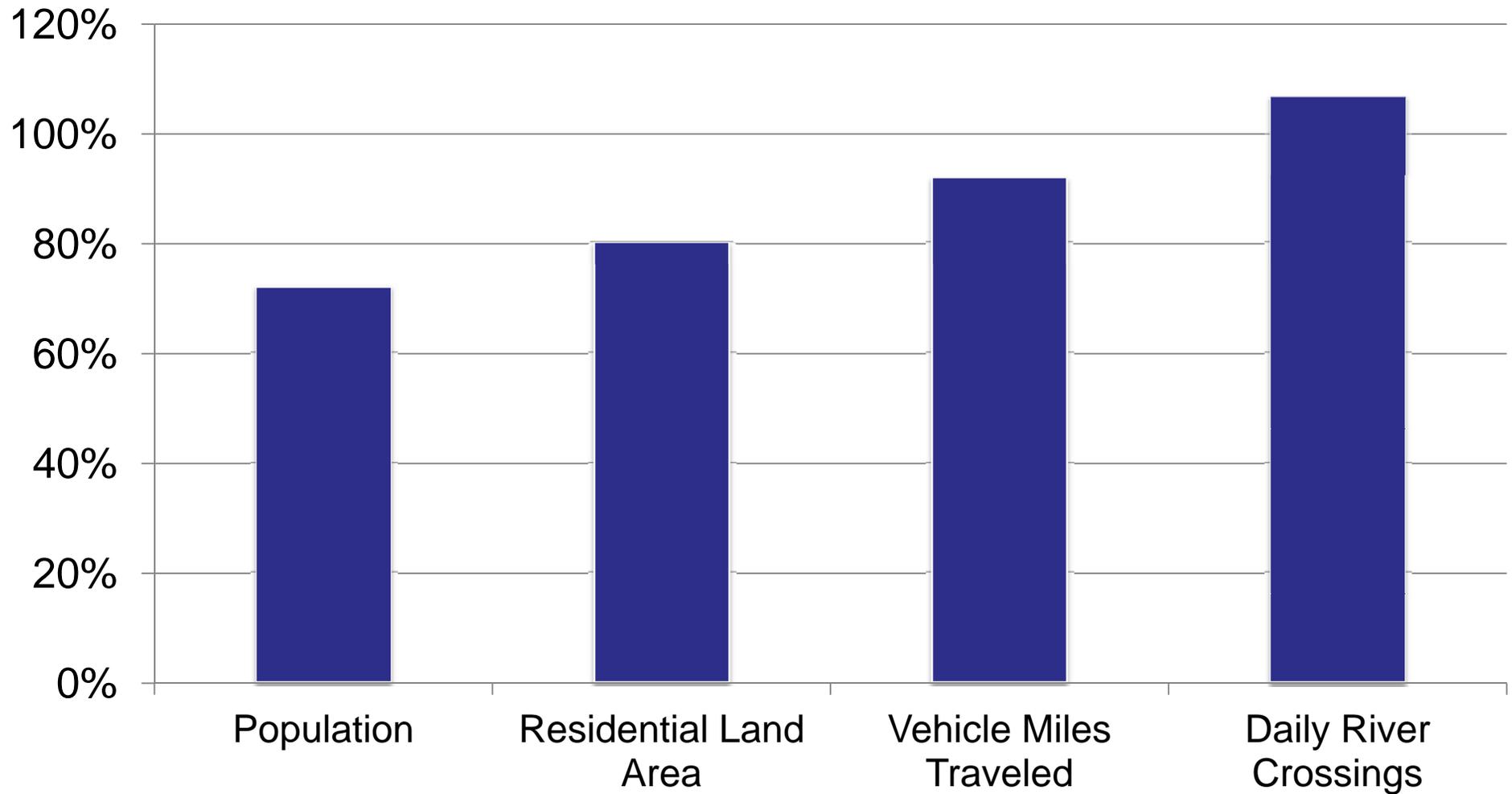


| River Crossing | Capacity | AM (EB) | | PM (WB) | |
|-----------------|--------------|---------------|--------------|---------------|--------------|
| | | Volume | Deficiency | Volume | Deficiency |
| Alameda | 1,600 | 5,239 | | 5,538 | |
| Paseo del Norte | 5,700 | 8,647 | | 9,084 | |
| Montano | 2,200 | 3,653 | | 3,804 | |
| Total | 9,500 | 17,540 | 8,040 | 18,426 | 8,926 |

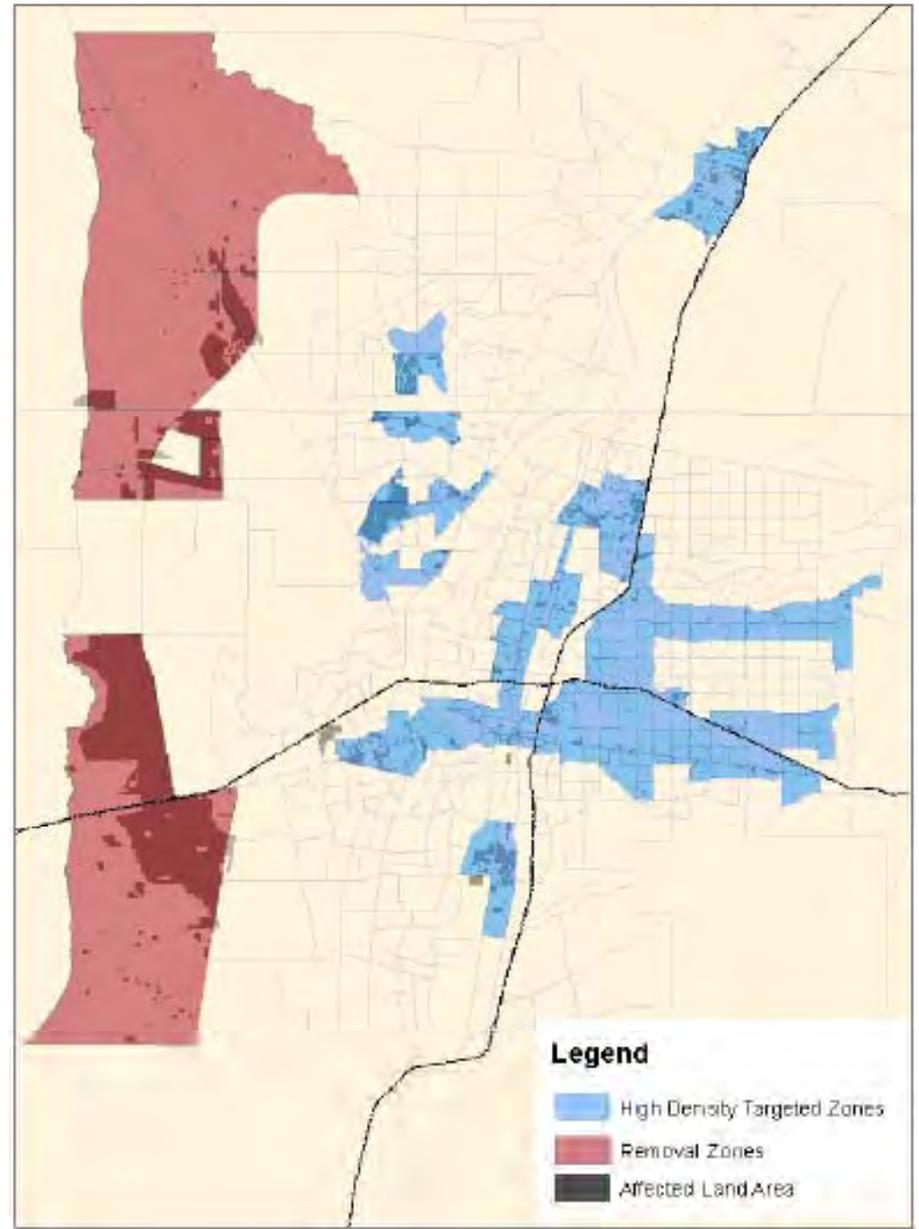
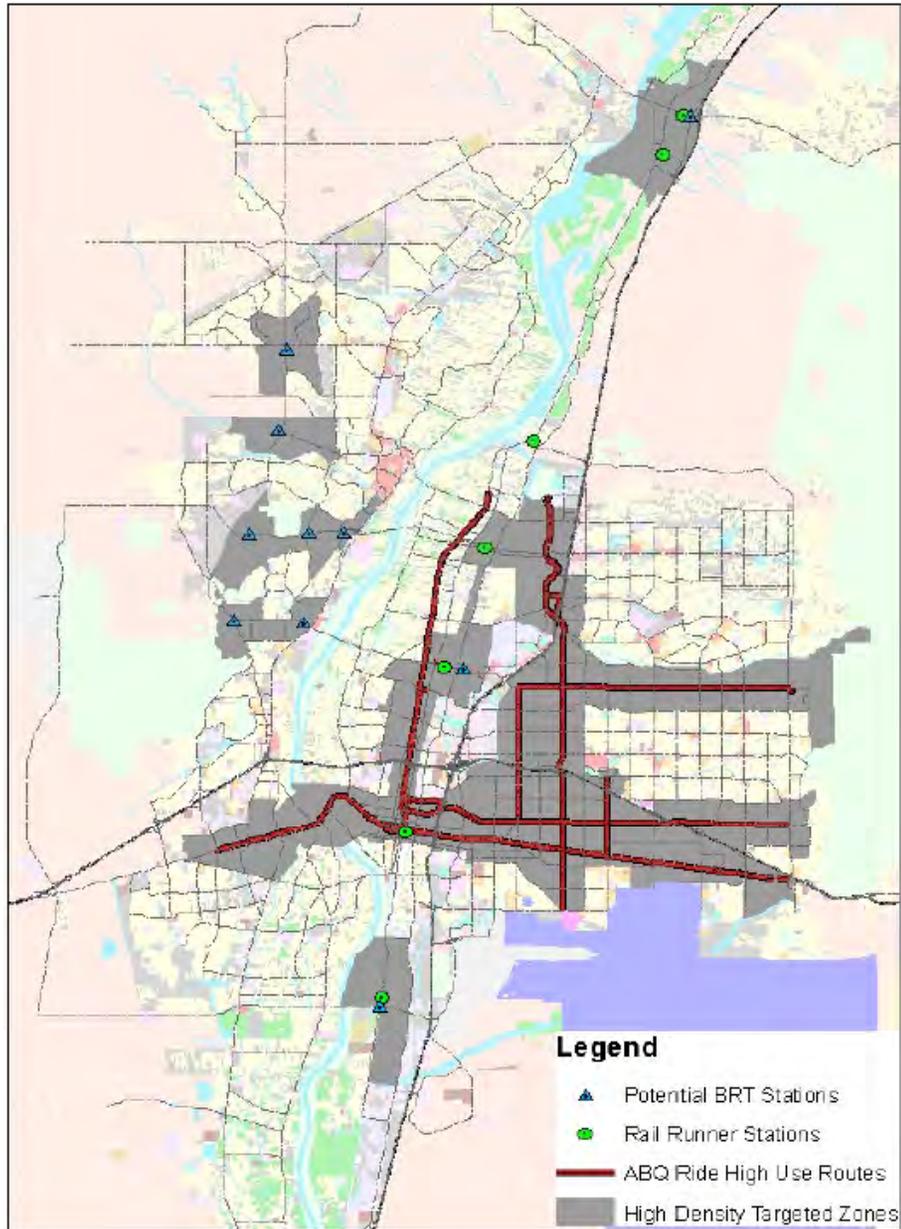
Bridge Crossings on Alameda, PDN, and Montano



Projected Growth in Albuquerque Region, 2008 to 2035



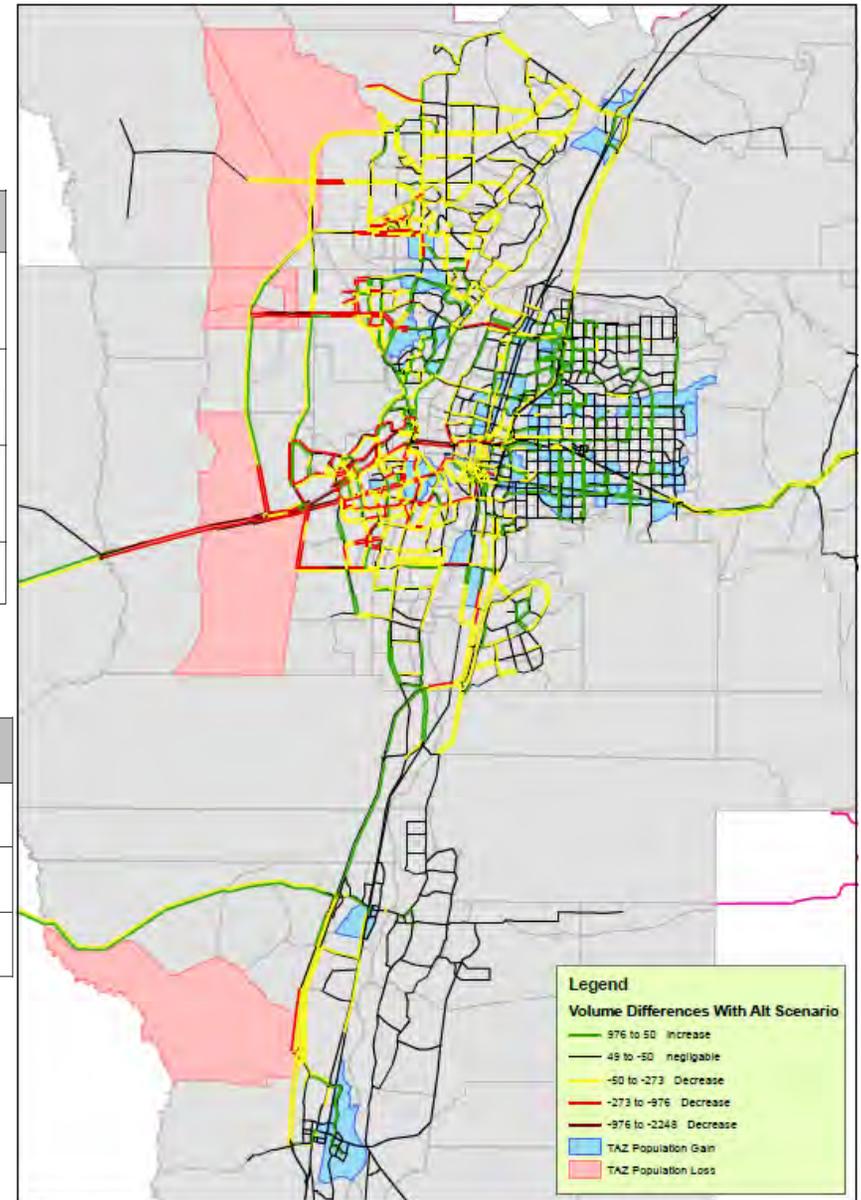
Compact Development Scenario



Compact Development Effects on the Roadways

| PM Peak Hour | MTP 2035 | Compact Scenario | Percent Difference |
|------------------------|-----------|------------------|--------------------|
| Vehicle Hours of Delay | 160,154 | 123,654 | -23% |
| Vehicle Hours Traveled | 228,812 | 189,354 | -17% |
| Vehicle Miles Traveled | 3,077,065 | 2,946,946 | -4% |
| Average Speed | 13.4 | 15.6 | 16% |

| Daily Statistics | MTP 2035 | Compact Scenario | Percent Difference |
|--------------------------|------------|------------------|--------------------|
| Vehicle Miles Traveled | 31,588,579 | 30,333,044 | -4% |
| Vehicle Miles Per Capita | 23.8 | 22.8 | -4% |
| River Crossings | 1,032,041 | 982,482 | -5% |



BRT Investment

- Eugene EmX
- Los Angles Orange Line
- Other High Capacity Investment



Photo credit: Darrell Clarke



Photo credit: www.ltd.org

Los Angeles Orange Line

- Ridership surpassed 21,000 within 6 months
- 31% new riders
- 36% had a car as an alternative to make the trip
- More than half of riders previously took a Metro bus before opening
- About half connect to a Metro Bus or Rail line to complete trip
- 85% indicated the Orange Line reduced travel times
- 18% previously drove or carpooled
- 79% of all riders arrive via transit, bike, or walking
- 7 park n rides with 3800 free spaces



Eugene EmX

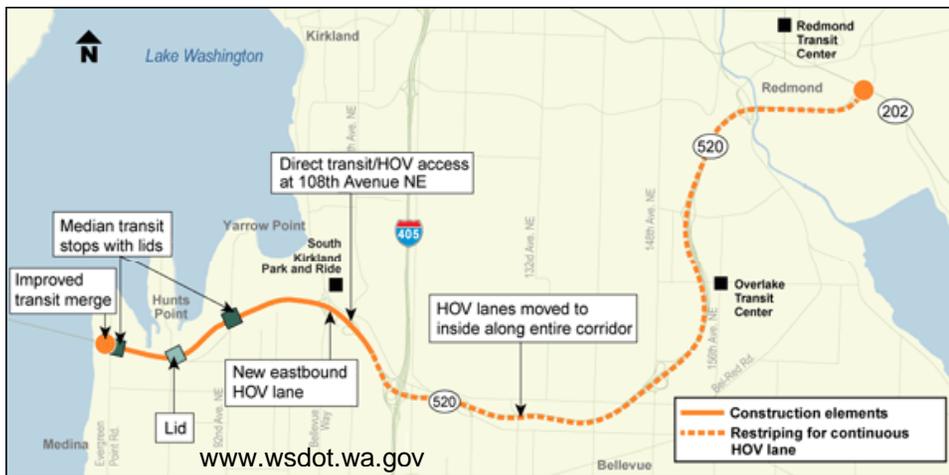
- Headway increased to 10 minutes from 15-20 minutes
- 46% increase in ridership – 3,891 daily riders
- 16% of riders previously drove
- 7% of riders previously did not make the transit trip
- EmX travel time goal between Eugene and Springfield is 16 minutes
- Project estimated a 25% improvement in travel time for the first year, and up to 40% by 2020 when compared to travel times without EmX



Photo credit: www.ltd.org

Seattle to Redmond – SR 520

- 13 miles in 39 minutes from Seattle to Redmond (1 hour by 2030)
- One transit/HOV lane in each direction
- General purpose and transit travel times up to 24 minutes faster during morning commute than no build
- Expected daily transit mode share increase from 4.9% to 6.4%



| Alternative | Vehicles | % Change |
|---------------------------------|----------|----------|
| Existing Condition | 115,000 | |
| Year 2030 No Build | 127,400 | 11% |
| Year 2030 Preferred Alternative | 120,900 | -5% |

**FINAL ENVIRONMENTAL IMPACT STATEMENT
and SECTION 4(f) and 6(f) EVALUATIONS
SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM** JUNE 2011

SR 520, I-5 to Medina: Bridge Replacement and HOV Project

U.S. Department of Transportation
Federal Highway Administration

Washington State
Department of Transportation

BRT Ridership Potential for PDN Corridor

- 1.7% of Albuquerque metro area workers travel to work using transit
- Low bus ridership on Route 251 and 551 on PDN (Commuter Service Only)
- But... If BRT service were time competitive there would be more riders
 - 6% mode share would be – 5,000+ existing daily riders
 - 10% mode share would be – 8,000+ existing daily riders



Breakout Session

- Plotted map for each demand variable, destination type, and OD from model

Accessibility from several locations along the corridor

- Tram model - Mike