Paseo del Norte High Capacity Transit Study

Welcome!

Public Open House

October 29, 2013

Thank you for participating in this open house meeting for the Paseo del Norte High Capacity Transit Study (the PDN HCTS). Your participation is important and will help us develop an implementation plan that serves the needs of users while respecting issues valued by the public.

The Paseo del Norte High Capacity Transit Study has evaluated high capacity transit service or Bus Rapid Transit (BRT) as a way to provide additional capacity across the river to **link residents in northwest Albuquerque and southern Rio Rancho with jobs in the Journal Center/North I-25 area.**

The latest results of the study show the preferred route for the proposed service and the features it would include as well as the timing for its implementation and anticipated ridership.

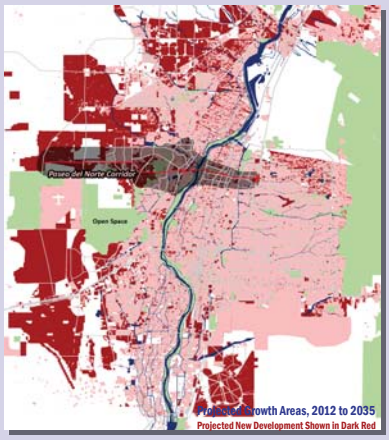
Information presented at this open house will include the details of the alignment, station and park-and-ride locations, how the service may operate, and how it would integrate with other transit services in the region.

We would appreciate your input on:

- The route concept in general.
- Station and park and ride locations.
- Other questions or suggestions about the proposed service.

Study Area

Projected Growth



Study Objectives

This study will:

- Identify a list of potential enhanced transit routes that will improve access and mobility within the Paseo del Norte area;
- Select one route that best meets that goal and will be eligible for federal funding;
- Recommend land use policies and changes that will support transit use, reduce traffic congestion, and encourage economic development near transit stations; and
- Identify other transportation improvements, including pedestrian and bike connections, that will support the transit system.

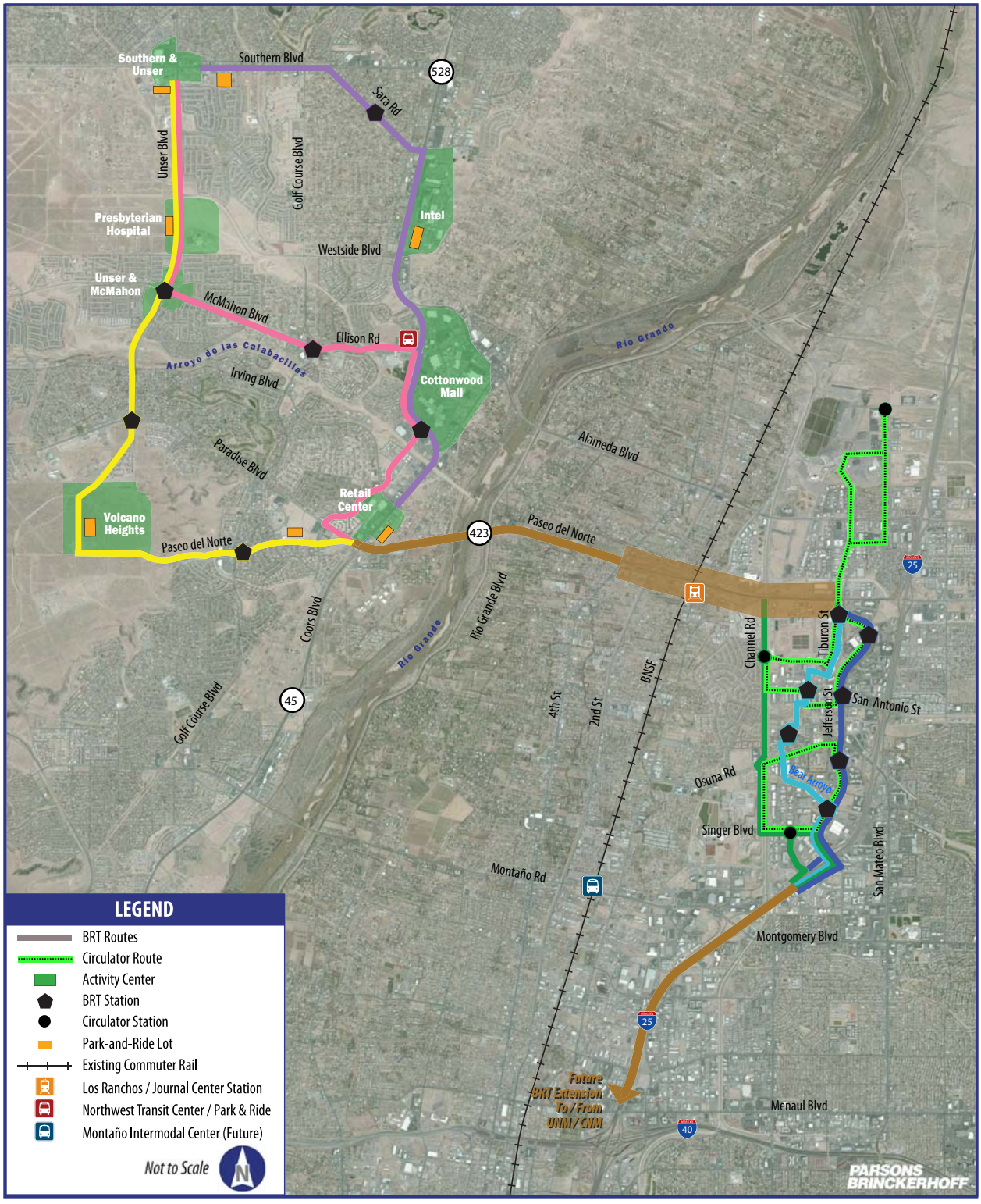
http://www.mrcog-nm.gov

NMDOT · Rio Rancho City of Vision · ABQ RIDE · MRCOG · RIO METRO REGIONAL TRANSIT DISTRICT

Learn more about this study at: http://www.mrcog-nm.gov

Paseo del Norte High Capacity Transit Study

Short-Listed Route Alternatives



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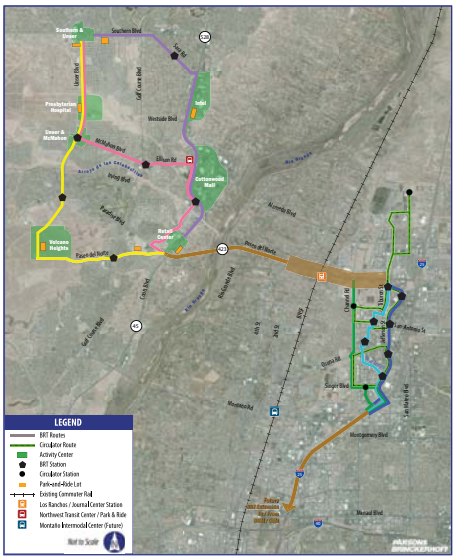
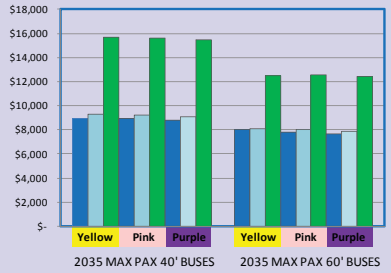
Evaluation
of short-listed alternatives



Estimated Operating Costs of Short List Alternatives



Vehicles	Yellow			Pink			Purple		
	Blue	Cyan	Green	Blue	Cyan	Green	Blue	Cyan	Green
2035 MAX PAX 40' BUSES	$ 8,943	$ 9,320	$ 15,679	$ 8,977	$ 9,225	$ 15,583	$ 8,830	$ 9,078	$ 15,436
2035 MAX PAX 60' BUSES	$ 8,024	$ 8,102	$ 12,512	$ 7,780	$ 8,012	$ 12,554	$ 7,643	$ 7,875	$ 12,417

** Total build-out cost over the 25-year period based on 2013 dollars.*

Capital Cost Estimates of Short List Alternatives

Alternative	Yellow			Pink			Purple		
	Green	Cyan	Blue	Green	Cyan	Blue	Green	Cyan	Blue
North Guideway to 4th/El Pueblo	$49,400	$53,100	$46,980	$45,000	$48,700	$42,580	$40,700	$44,400	$38,280
Other Costs									
Shuttle Costs for Green Routes	$ 6,000	$ -	$ -	$ 6,000	$ -	$ -	$ 6,000	$ -	$ -
BRT Vehicle Costs for Service in 2035	$19,800	$21,600	$22,000	$19,800	$21,600	$20,700	$19,800	$21,600	$20,700
TOTALS	**$75,200**	**$74,700**	**$68,980**	**$70,800**	**$70,300**	**$63,280**	**$66,500**	**$66,000**	**$58,980**

Travel Time* and Ridership Forecast of Short List Alternatives

Northwest Alternatives	Yellow			Pink			Purple		
Journal Center Alternatives	Blue	Cyan	Green	Blue	Cyan	Green	Blue	Cyan	Green
Round Trip Running Time (min.)	97.1	105.1	94.9	99.8	107.7	97.5	99.1	107.0	96.8
Weekday Passengers, Opening	2,830	2,600	2,330	3,000	2,800	2,480	2,960	2,760	2,450
Weekday Max Psngrs., 2035	7,300	6,700	6,050	6,850	6,800	6,150	6,650	6,600	5,950

** Travel times are from Southern/Unser intersection to UNM for year 2035.*

Comparison of Factors Among Short List Alternatives

Northwest Alternatives	Yellow			Pink			Purple		
Journal Center Alternatives	Blue	Cyan	Green	Blue	Cyan	Green	Blue	Cyan	Green
Traffic Effects	●	◑	●	◑	○	◑	○	○	◑
Environmental Effects	◑	◑	◑	◑	◑	◑	◑	◑	◑
Land Use Considerations	●	●	○	●	◑	○	●	●	○
Public Preference	●	◑	●	◑	○	○	◑	○	○

○ = *Good* ◑ = *Better* ● = *Best*

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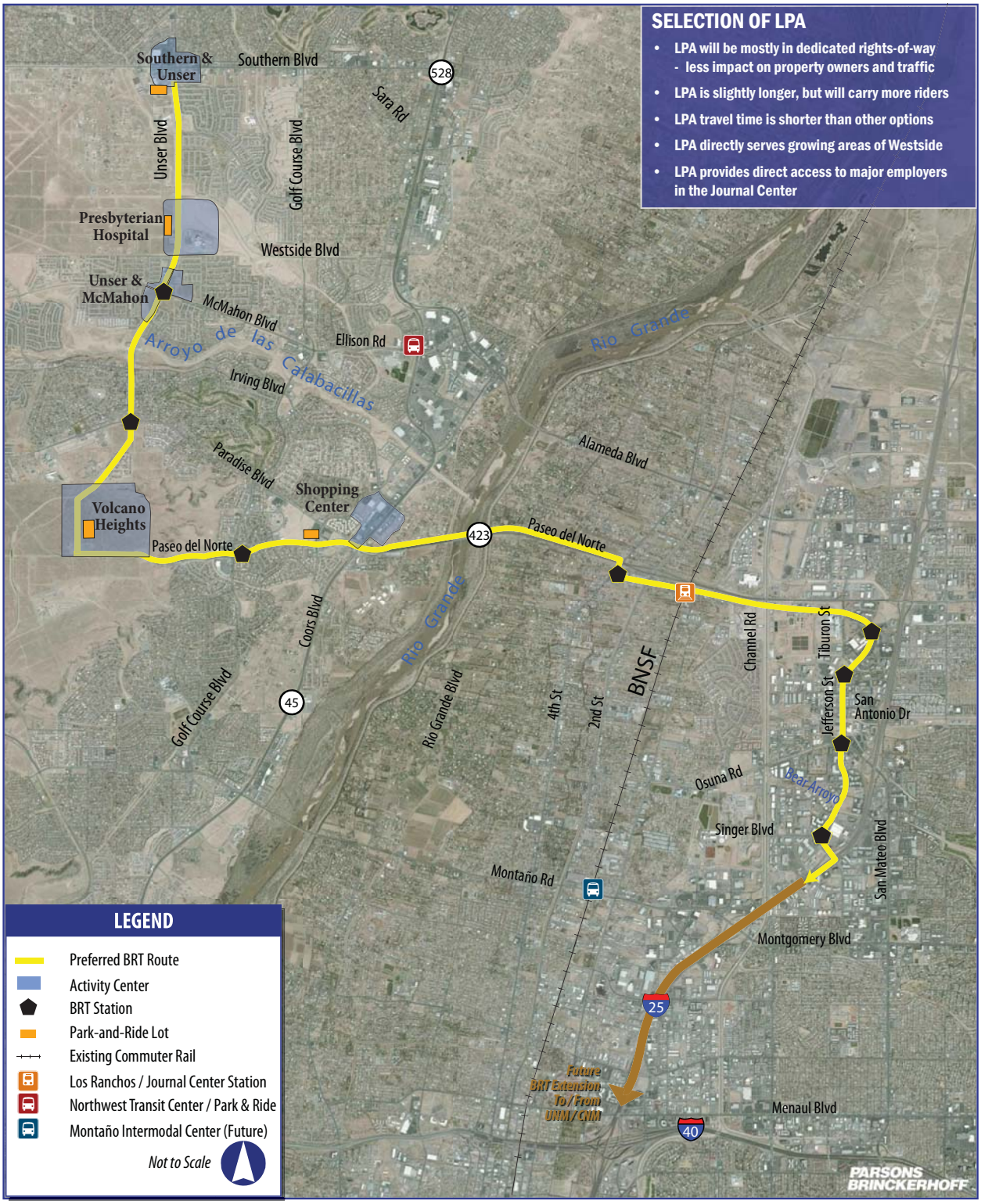
Paseo del Norte High Capacity Transit Study

Locally Preferred Alignment (LPA)



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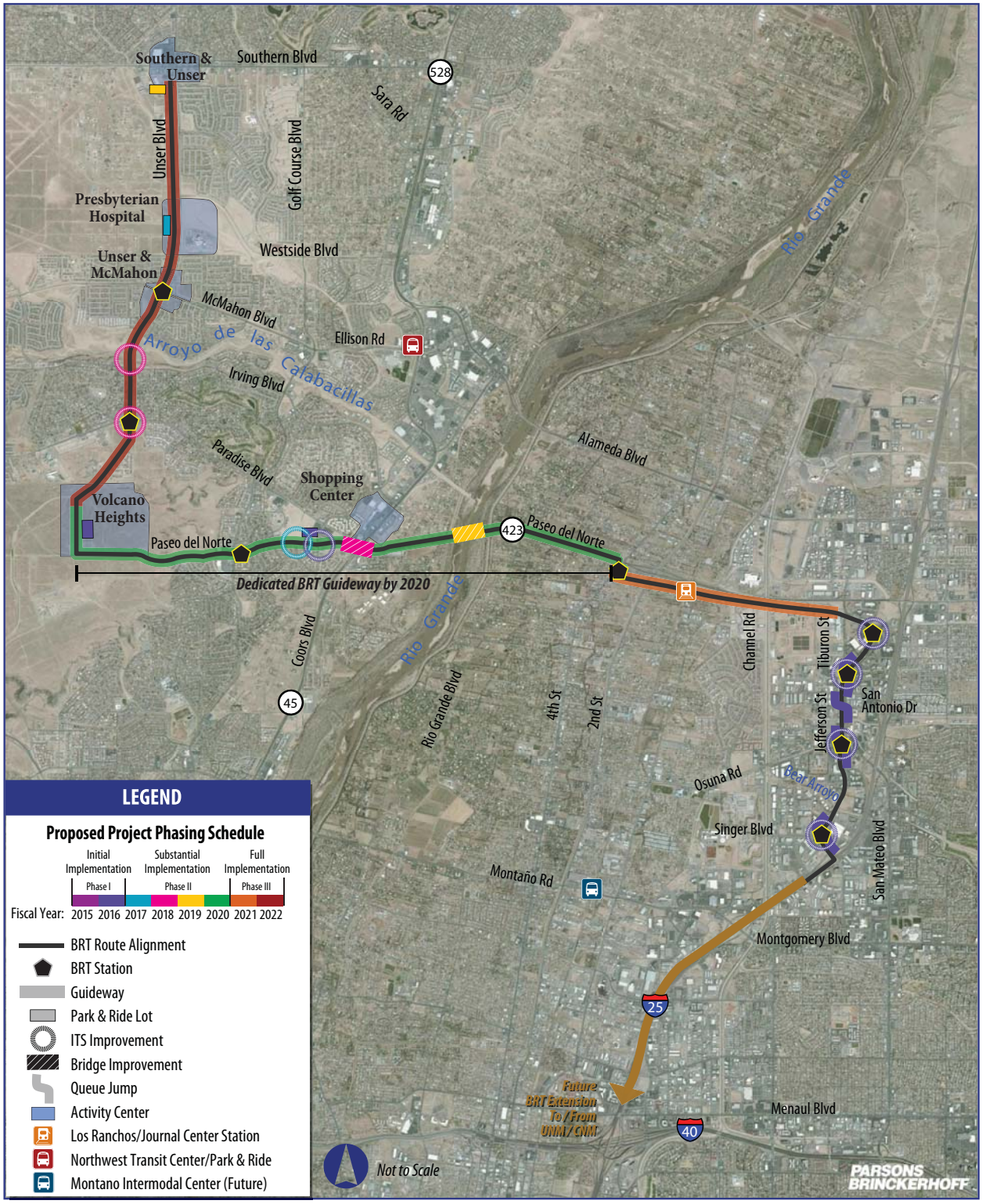
Proposed Project Phasing



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Paseo del Norte High Capacity Transit Study

Station and Park-and-Ride Features

Median-Running BRT Station at Mid-Block

Side-Running BRT Station

Median-Running BRT Station at Intersection

Park-and-Ride Station

Operating Parameters between 2016 and 2035 for LPA			
(showing reduced headways and increasing ridership over time)			
Year	2016	2022	2035
Passenger Growth (per weekday)	1561	4446	7292
Headway (Time between buses)	30 min	12 min	6 min
Travel Time (Southern/Unser to UNM)	62 min	52 min	49 min
Number of Buses (including spares)	6	11	22
Annual Operating Cost	$2.3 Million	4.2 Million	$8 million
Number of stations	13	13	13

Service Design Opportunities

- Reduce operating costs and avoid duplication of service.
- Yellow Route could intersect with existing Blue Line service at Eagle Ranch to expand coverage areas.
- Coordinate departure time, for example, each service operates at 30 minute frequencies but departures are staggered to intersect with Paseo/Eagle Ranch every 15 minutes.

Learn more about this study at: http://www.mrcog-nm.gov

Paseo del Norte High Capacity Transit Study

Next Steps /Additional Considerations

- Approve and adopt LPA concept.
- Work with neighborhoods and stakeholders to refine concepts to improve efficiency and mitigate impacts.
- Coordinate service among ABQRide bus routes and NM Rail Runner service in the corridor.
- Review land use plans in station areas for opportunities to encourage transit supportive development.
- Identify opportunities to improve pedestrian and bicycle connections to stations.
- Configure river crossing for PDN BRT service, short and long term.
- Consider future Coors/PDN Interchange implications.
- Coordinate PDN/I-25 Interchange project short-term effects.
- Identify and obtain project funding.
- Use regional approach to addressing operation costs.

Ways to Provide Input:

- Verbally comment today to the project team representatives.
- Complete the comment form.
  You can complete this now, or finish it later, and mail it to the address below:

  Mid-Region Council of Governments
  809 Copper Avenue NW
  Albuquerque, NM 87102
  Attn: PDN HCTS

  Please submit your comments resulting from this open house by November 18, 2013.
- Complete the questionnaire on line at www.mrcog-nm.gov. Go to the Paseo del Norte Study under "special projects."
  http://www.mrcog-nm.gov/special-studies-mainmenu-202/pdn-transit-study
- If you would like to speak to a representative of the project team to get more information about this project, or if you would like to have someone speak to your neighborhood association or other group, please contact Tony Sylvester at (505) 247-1750 or tsylvester@mrcog-nm.gov.

Thank you for your participation!

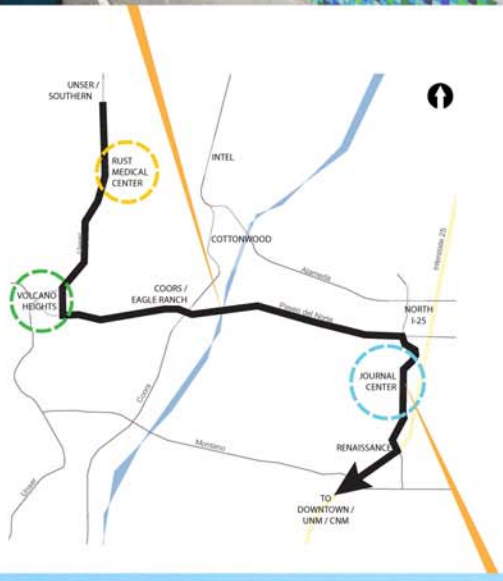
Learn more about this study at: http://www.mrcog-nm.gov

Paseo del Norte High Capacity Transit Study

Concept Perspectives

Paseo del Norte @ Rio Grande bridge

The proposed Paseo alignment over the river shows how dedicated bus lanes would run parallel to Paseo del Norte on the north side of the existing roadway. These separated bus-only lanes would eliminate potential traffic issues while crossing the Rio Grande, facilitating efficient, reliable transit service.



Jefferson @ Masthead

This illustration demonstrates the curb-running bus alignment along Jefferson Street through the Journal Center. Also shown are a potential mixed-use development, BRT station, and high-visibility pedestrian crosswalks.

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Learn more about this study at: http://www.mrcog-nm.gov

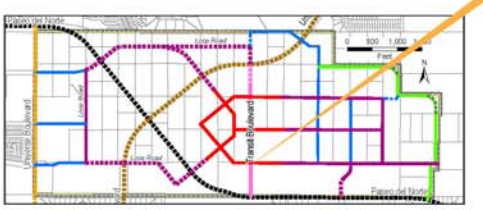
Dekker/Perich/Sabatini

Paseo del Norte High Capacity Transit Study

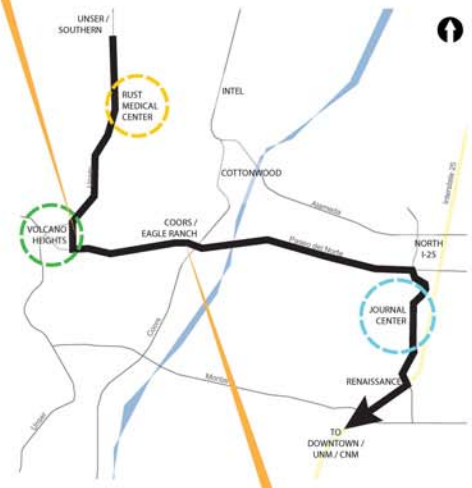
Concept Perspectives

Transit Boulevard - Volcano Heights

This illustration highlights the proposed alignment for the Transit Boulevard that will connect Paseo del Norte to Unser through the Volcano Heights Town Center. The alignment includes a complete street concept with robust facilities for walking, bicycling, transit usage, and auto mobility.



Volcano Heights Sector Development Plan Street Layout



Paseo del Norte @ Eagle Ranch

This illustration shows the proposed alignment along Paseo del Norte at the intersection with Eagle Ranch. The proposed BRT guideway would run within its own right-of-way parallel to Paseo del Norte. The BRT station will feature safe pedestrian crossings and a park and ride lot.

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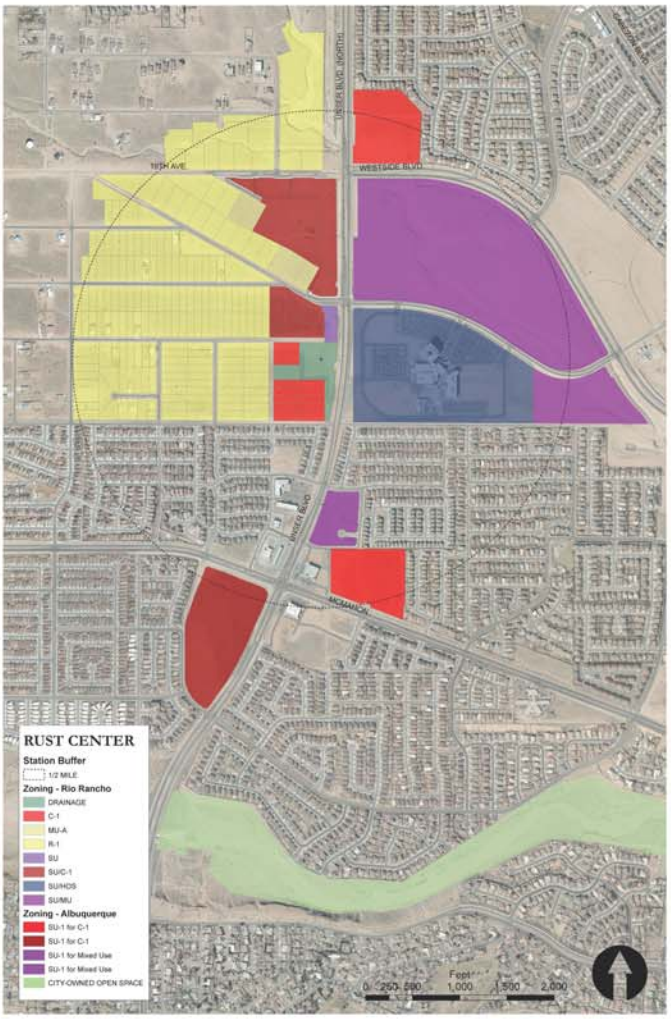
Paseo del Norte High Capacity Transit Study

Overview: How LAND USE Impacts Transit

Quality, reliable transit influences what gets built along a corridor. Conversely, land use has a direct and measureable impact on transit ridership. *Transit supportive development*, as its name implies, helps generate new demand for transit and enables residents to be less reliant upon car ownership. New land uses, especially near transit stations, can help to create a more walkable and diverse mix of residential and commercial uses. But they need the right zoning and related policies. A successful transit supportive development requires careful coordination at all scales, from the layout of individual buildings to roadway design to regional context. This study concludes that transit supportive development around the five station areas has the potential to accomodate up to **5,000 jobs**, **8,000 residential units** and could have a measurable **impact on transit ridership**, **boosting demand by up to 45%** at some stations.

Figure 1:
Within a 1/2 mile distance from the Rust Medical Center, there is the potential to create 4,800 jobs and nearly 1,500 residential units, all with good access to transit.



Land Use - Transportation Coordination Objectives

- CREATE ATTRACTIVE AND INTERESTING PLACES: Encourage diverse development forms that makes better use of land and results in more activated and interesting places, particularly near stations. Focus on creating places that are walkable and have a mix of residential, retail, and other commercial uses.
- LOWER/ELIMINATE PARKING REQUIREMENTS: Parking ratios result in over half the land being dedicated to parking cars. Reducing or eliminating this requirement allows for a more market–based approach, lowering costs for residents/businesses that can leverage transit.
- IMPROVE THE PEDESTRIAN AND BICYCLIST EXPERIENCE: Many places along the corridor lack proper pedestrian and bicycle infrastructure. Make it safe, inviting, and easy for people to walk and bike.
- ENHANCE CONNECTIVITY: Make it easy for people to get around by walking, biking, transit or any combination. Residents and employees alike should have mobility options, particularly within a half mile of transit stations.
- CHANGE TRAFFIC IMPACT STUDY REQUIREMENTS: Current City policy prioritizes automobile movement when reviewing new development; this results in a transportation system that is skewed towards accommodating traffic, not people. Shift policy to focus more on creating streets that accommodate all forms of travel.

Figure 2:
This illustrates how BRT could help to transform land uses along Jefferson Street in Journal Center. Transit, along with safer crosswalks and sidewalks, could change the way buildings are sited, providing better access for pedestrians and orienting the buildings more to the street.

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ABQ RIDE MRCOG Dekker/Perich/Sabatini