

UNM/CNM Travel Demand Management Study

PHASE I FINDINGS AND NEXT STEPS



Public Meeting 2
November 17, 2010

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Mid-Region Council of Governments
(505) 247 - 1750



UNM/CNM Travel Demand Management Study

Cooperative Venture Between CNM , UNM, City of Albuquerque,
Bernalillo County & MRCOG

The Study Is Divided Into Two Phases

- Phase I: Discovery/Identification of Potential Solutions
- Phase II: Evaluation of Solutions/Implementation Plan
- Goal: Develop and sustain functional transportation and land use patterns by managing the use of land and demand for travel within, to and from the UNM/CNM area.



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Activities completed to date:

- Lots of Data & Analysis
- Most Sources Confirm Findings/Trends in other Sources
- Survey, ABQ Ride Data, Populations, Accessibility, Travel Demand Model, Traffic Counts, Utilization, Parking, Other Universities
- Will Go through Background and Observations So Far Then Discuss Where We Are Headed
- Happy to Follow Up & Talk Details If Anyone Is Interested



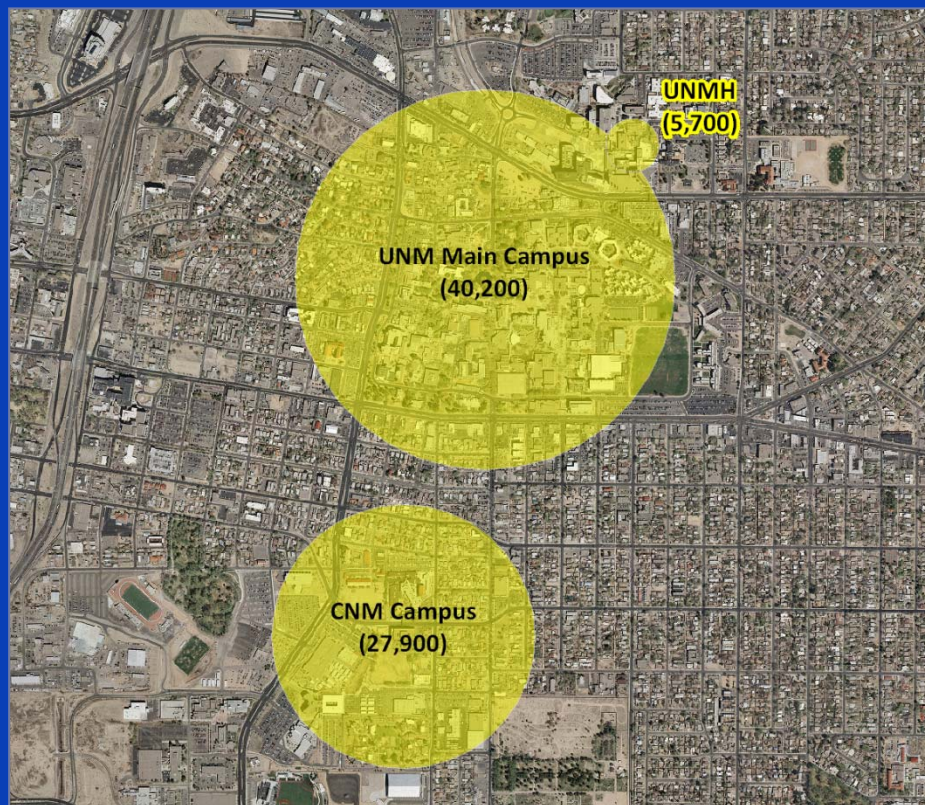
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Public Comment:

- July 14th public meeting(s) 46 attendees
- 10 Submitted via email and hardcopy
- Variety of topics, most dealt with specific issues
- Common themes
 - Better transit service
 - Better bike / ped connections
 - Concerns about traffic through neighborhoods



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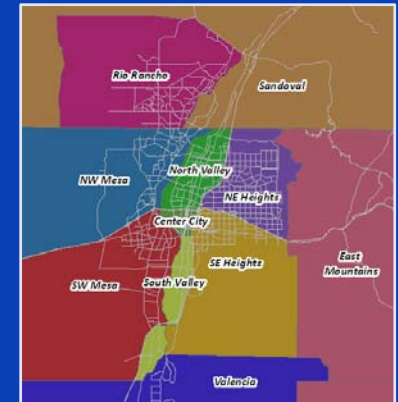
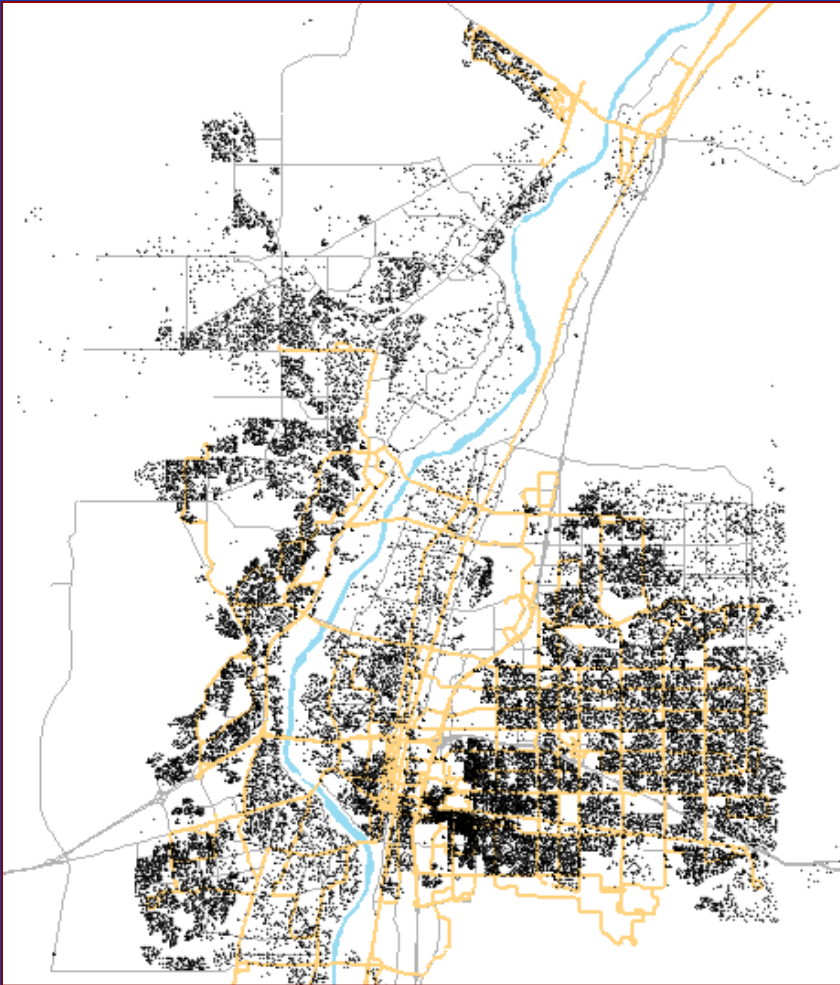


Daytime Population at UNM and CNM

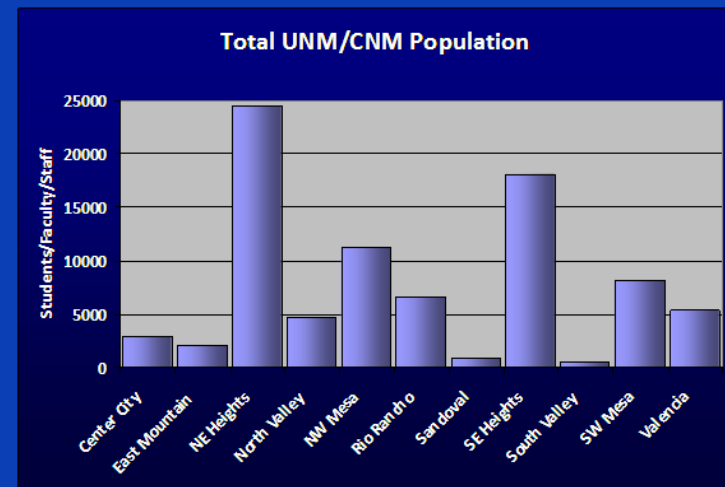
- Daytime populations at UNM and CNM are about comparable.
- While not everybody necessarily appears every day and at the same time, total population in area is 74,000
 - By far, the largest activity center in Albuquerque
- UNM:
 - 30,500 students
 - 9,800 faculty/staff
- UNMH:
 - 5,700 staff
- CNM:
 - 27,900 students/faculty/staff



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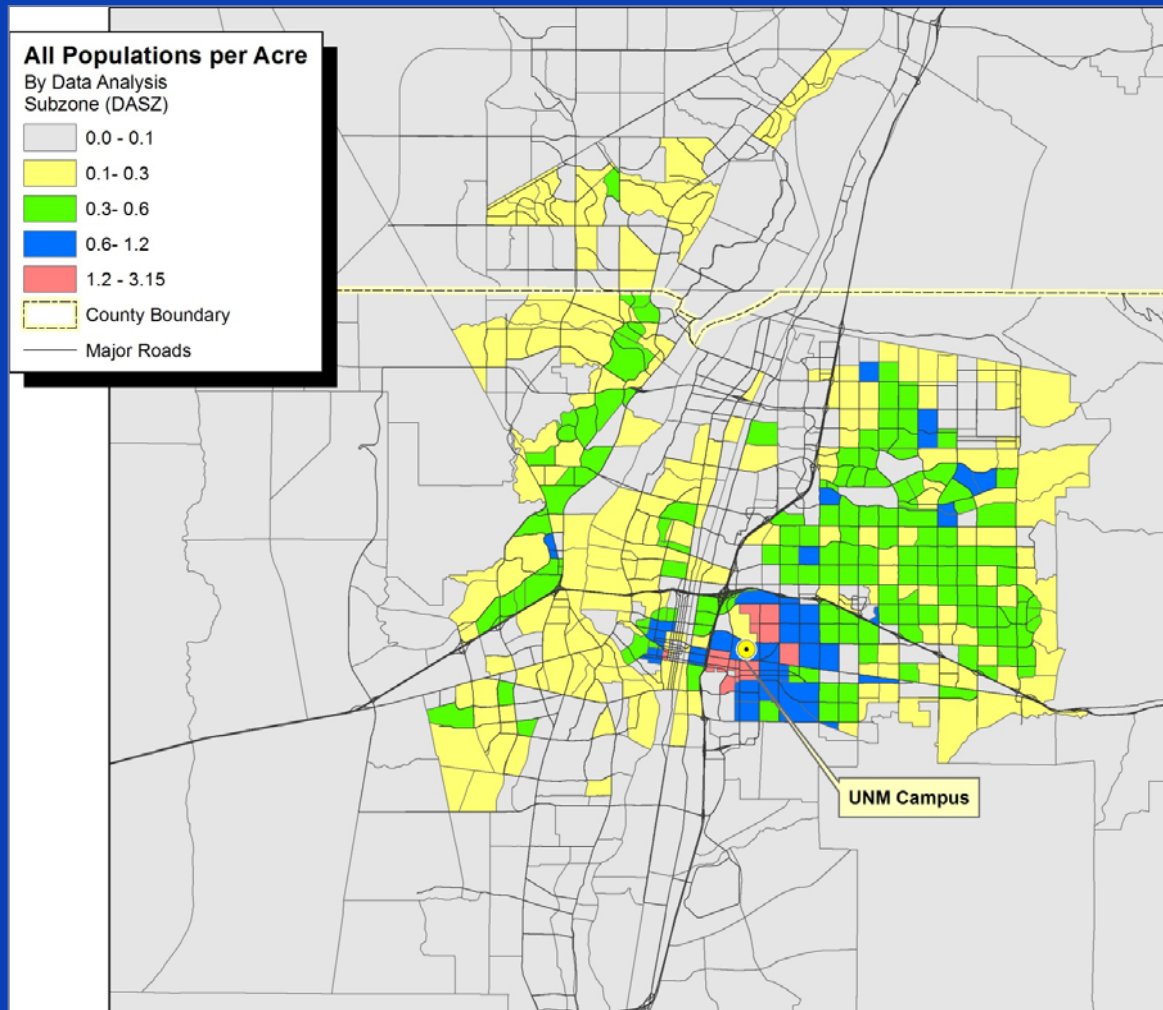


- ~74,000 Student, Faculty and Staff
- Fairly uniform regional distribution



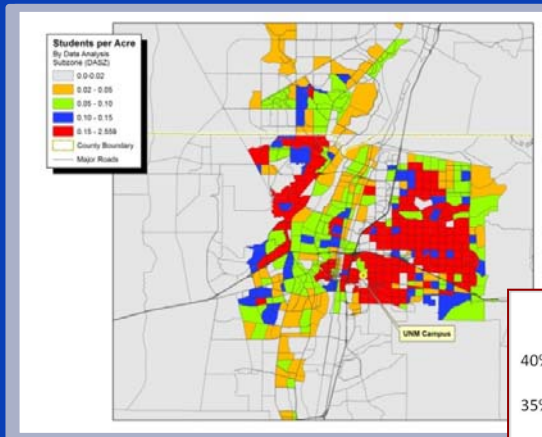
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POPULATION DISTRIBUTION - UNM

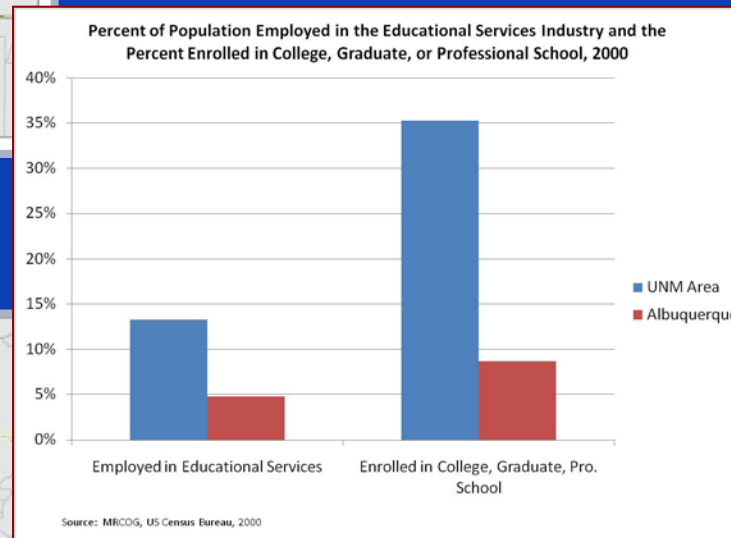


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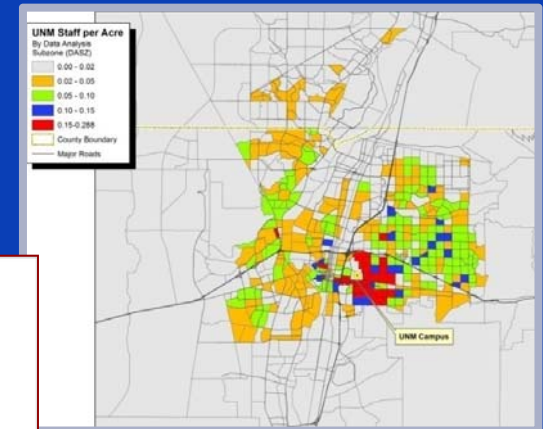
Students



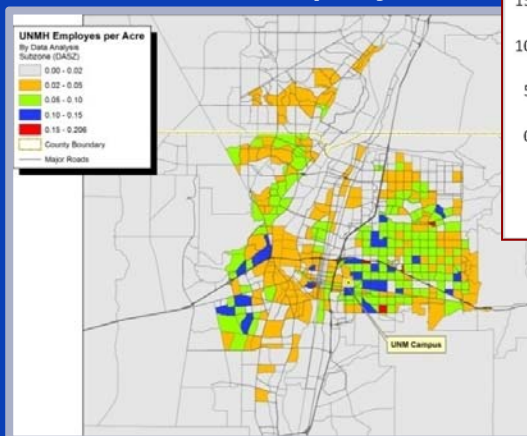
POPULATION DISTRIBUTION



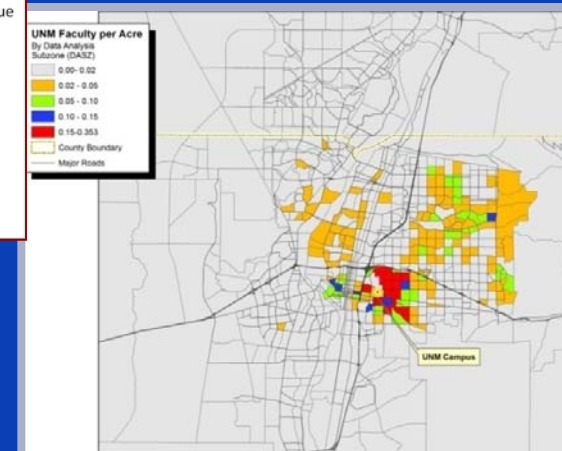
Staff



UNMH Employees



Faculty



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POPULATION - GEOGRAPHIC DISTRIBUTION

DISTRIBUTION OF STUDENTS AND FACULTY / STAFF BY DISTANCE FROM DESTINATION

Distance from Destination	UNM Students (excluding UNM Faculty / dorm)	UNM Faculty / Staff	UNMH	CNM Fac. / Staff / Students	Total
1 mile	5.5%	2.3%	1.3%	2.5%	3.4%
2 miles	9.6%	10.4%	5.1%	3.6%	7.0%
3 miles	7.3%	8.5%	5.6%	4.5%	6.3%
4 miles	5.4%	4.7%	6.8%	5.1%	5.2%
5 miles	5.8%	5.2%	7.1%	7.5%	6.5%
6 miles	7.6%	6.7%	9.0%	9.0%	8.1%
7 miles	10.8%	8.7%	10.5%	11.9%	10.8%
8 miles	11.2%	9.1%	11.3%	11.6%	11.0%
9 miles	10.5%	9.5%	9.9%	8.9%	9.6%
10 miles	8.8%	7.0%	6.4%	6.1%	7.2%
Over 10 miles	17.5%	27.9%	26.9%	29.3%	24.8%
	100.0%	100.0%	100.0%	100.0%	100.0%



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AUTO DEMAND

Expected Traffic Conditions around Campuses

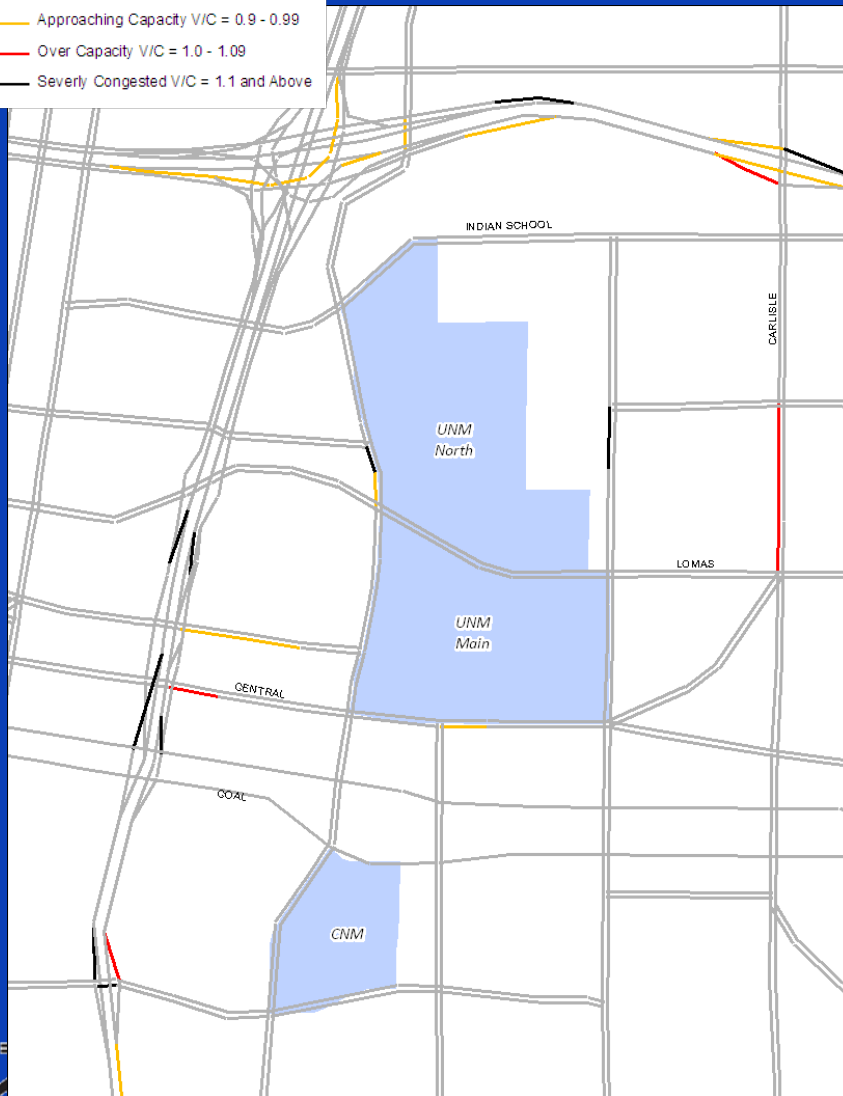
- Ran MRCOG traffic forecasting model for the year 2015 to determine expected traffic conditions on streets approaching the campuses
- Streets in the university district expected to be approaching or over capacity by 2015
- Many Are Already Congested



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2015 V/C

- Acceptable V/C = 0 - 0.89
- Approaching Capacity V/C = 0.9 - 0.99
- Over Capacity V/C = 1.0 - 1.09
- Severely Congested V/C = 1.1 and Above



AUTO DEMAND

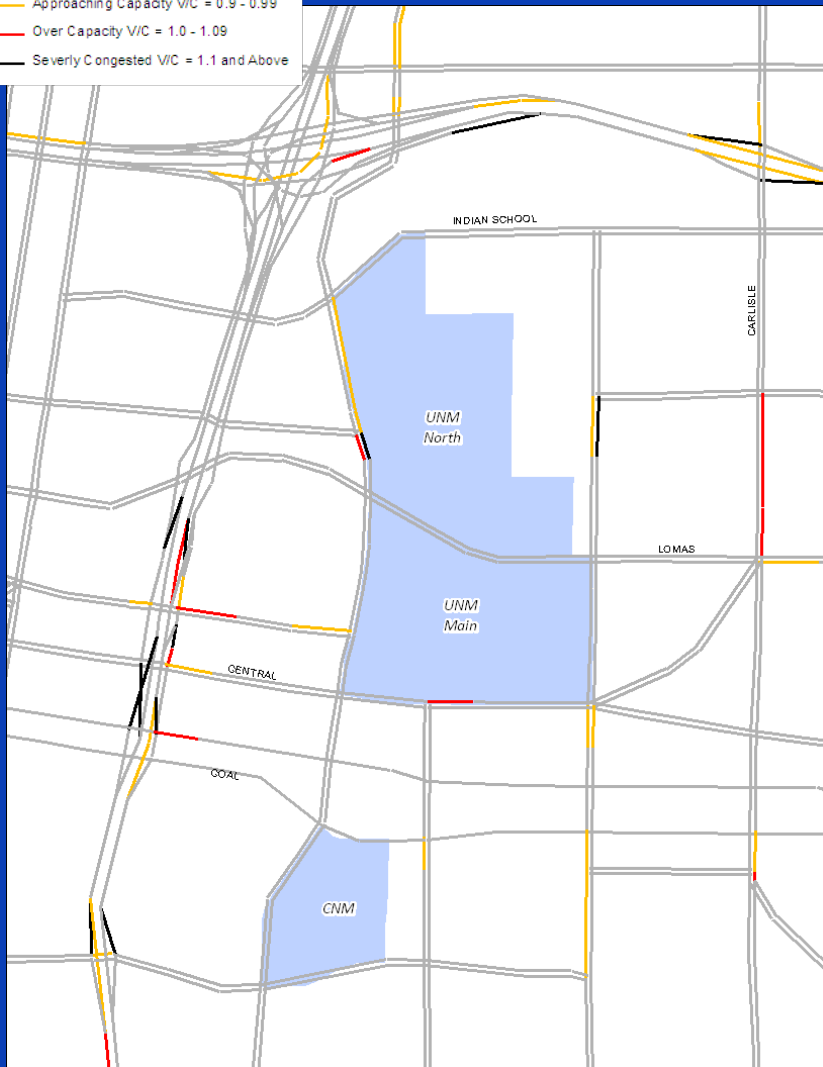
2015 AM V/C (volume-to-capacity)

- Congestion expected on each north/south arterial approaching university district
 - University
 - Carlisle
 - Girard
- Approaching capacity conditions on each east/west arterial approaching university district
 - Lomas
 - ML King
 - Central
 - Lead/Coal

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2015 V/C

- Acceptable V/C = 0 - 0.89
- Approaching Capacity V/C = 0.9 - 0.99
- Over Capacity V/C = 1.0 - 1.09
- Severely Congested V/C = 1.1 and Above



AUTO DEMAND

2015 PM V/C (volume-to-capacity)

- Similar results seen earlier for the AM peak period
- All major arterials will operate over capacity on some sections in the university district
- Some streets will be approaching capacity in the off-peak direction

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AUTO DEMAND

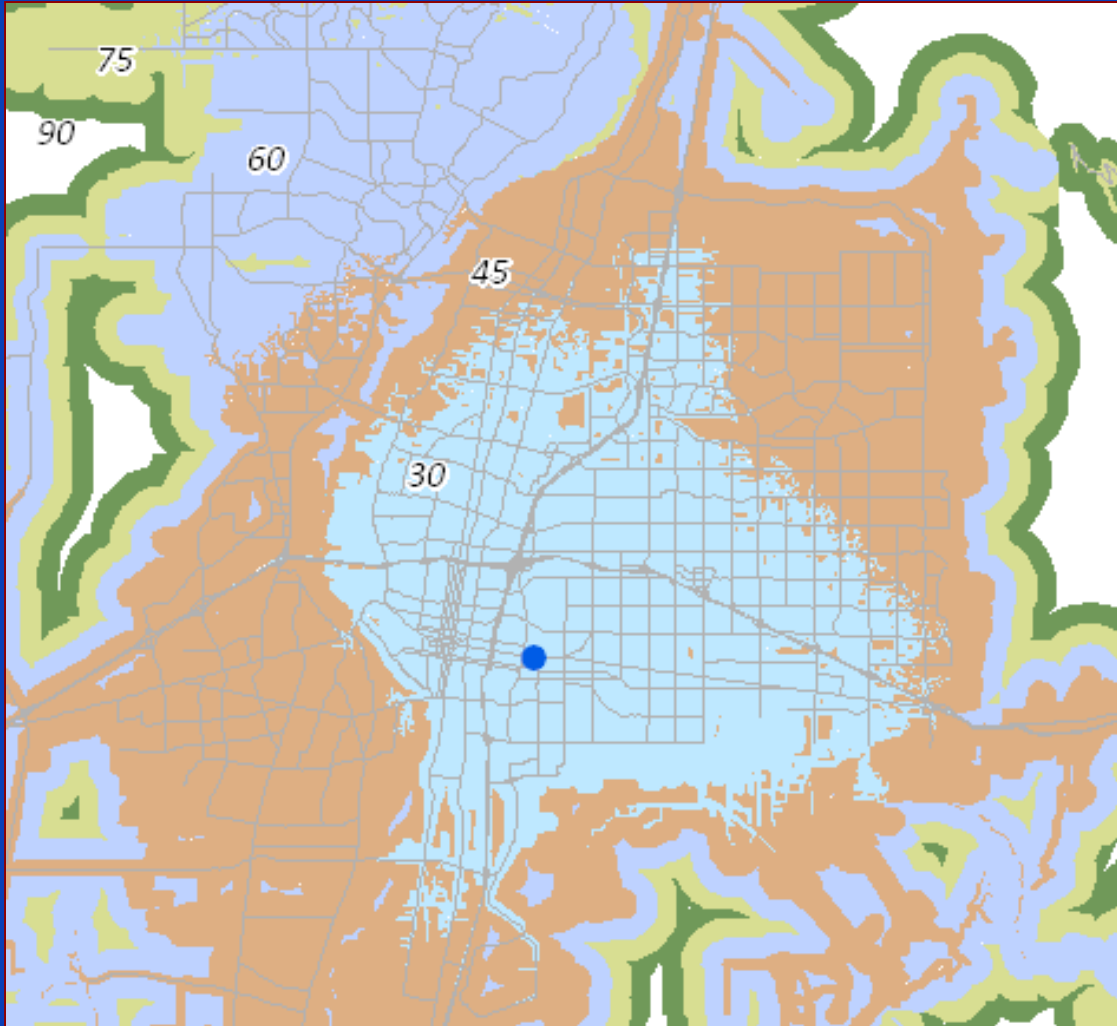
- 2015 System VMT = 24,354,972
- 2015 System VHT = 689,962
- 2015 System VHD = 240,946

- CNM VMT: 0.284 million
- UNM VMT: 1.012 million (Model) 960,000 (Survey)
- Total University/CNM VMT: 1.297 million
- 5.32% of all VMT in the Region

- Good Reason to Believe CNMs VMT is Higher Than Projected



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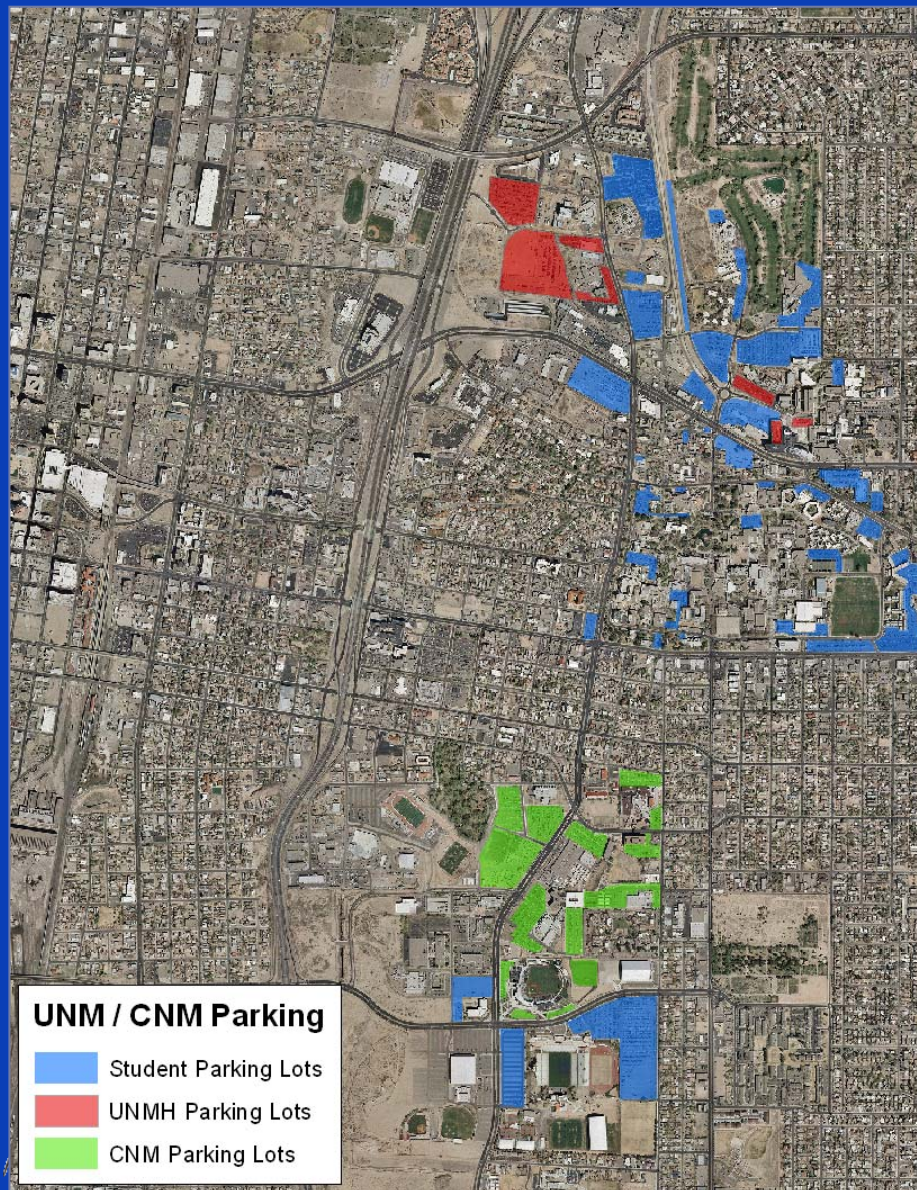


AUTO DEMAND

- These are Year 2015 fifteen minute contours via auto from UNM main campus
 - Central/Yale
- 15 Min. of travel time using shuttles to access the parking lots is added
- Illustrates that virtually the entire region resides within 60 minutes of campus



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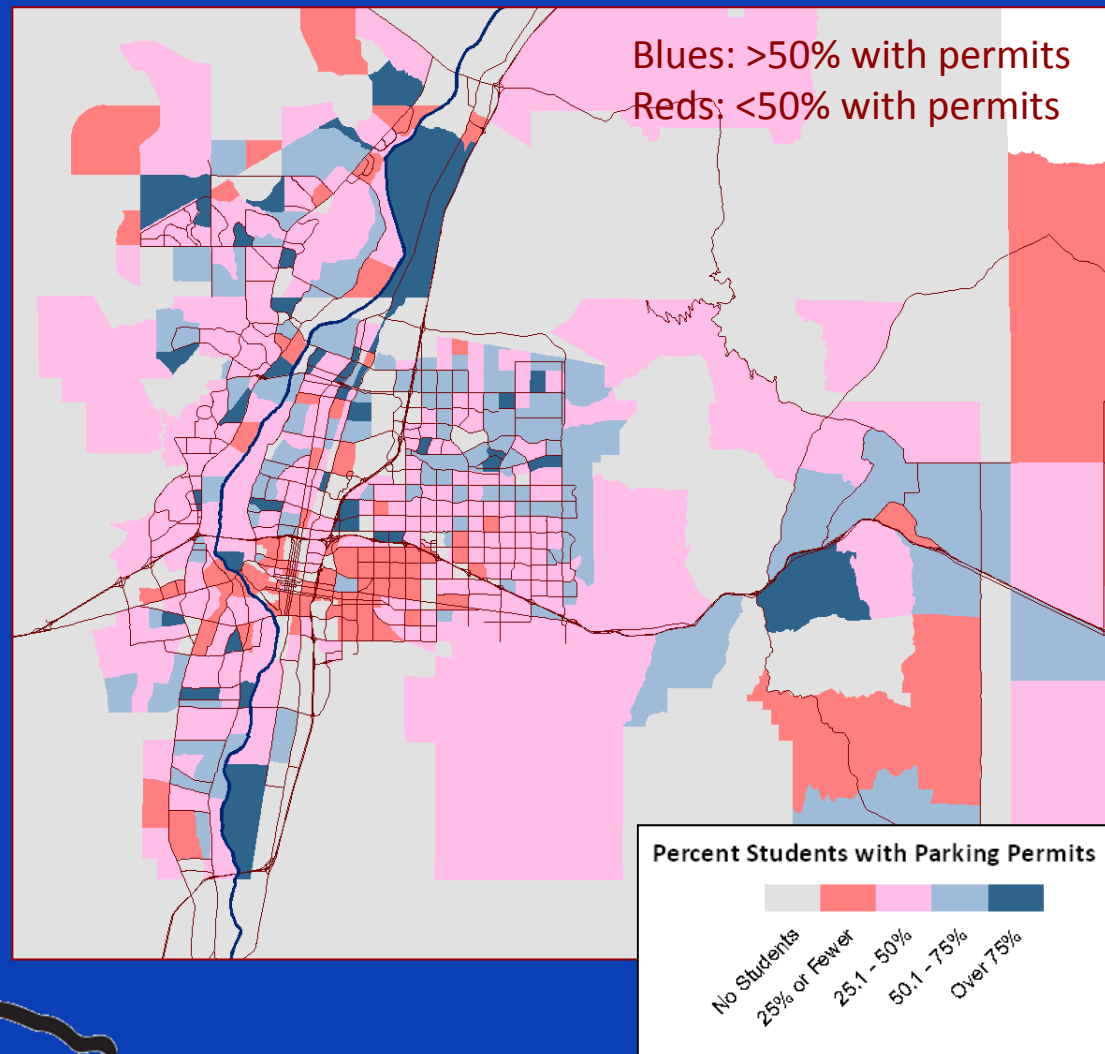
PARKING

- UNM/UNMH
 - 38 UNM Student Parking Lots
 - 7 UNMH Parking Lots
 - All UNM and UNMH lots require a permit
 - \$124 - \$1,600 annually
 - ~12,700 permits
 - **No Increase In Fees Since 2008**
- CNM
 - 8 General Parking Lots – 2,500 spaces
 - 6 Paid Parking Lots – 1,400 spaces
 - \$43 per term (\$129/year)
 - ~2,800 permits



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Students with Parking Permits

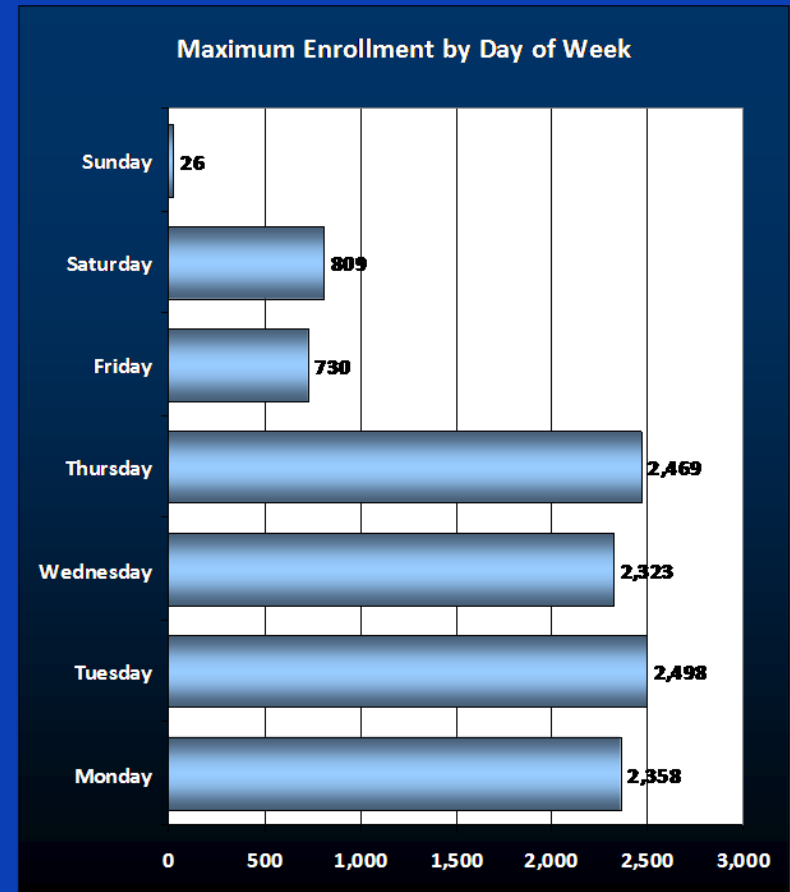
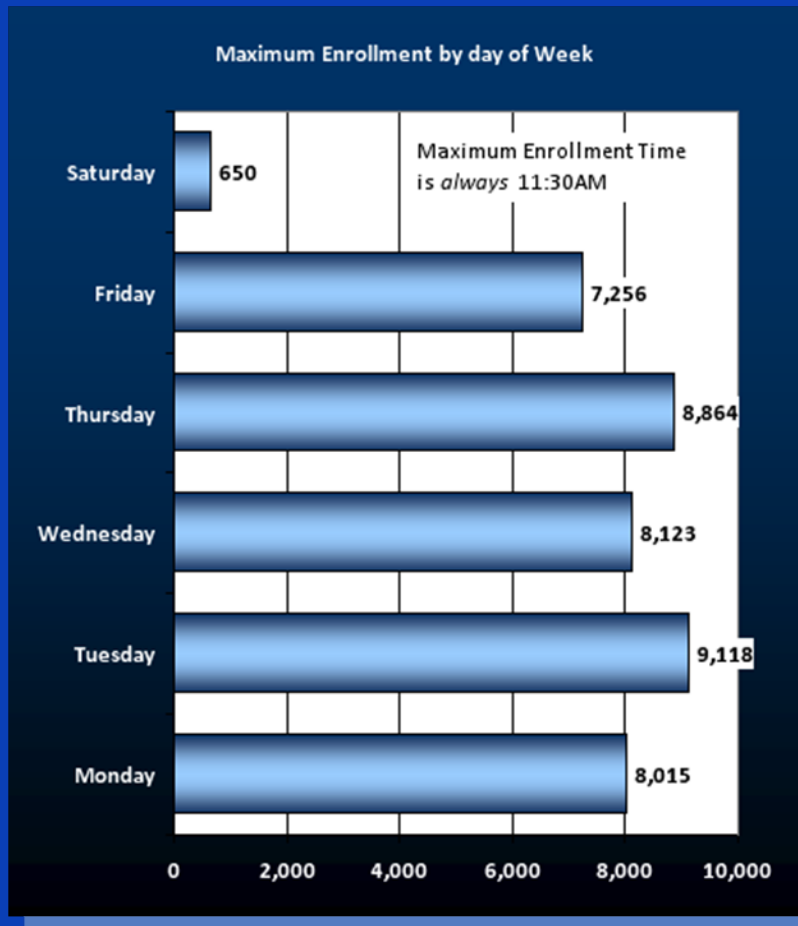


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Utilization by Day of the Week

UNM

CNM



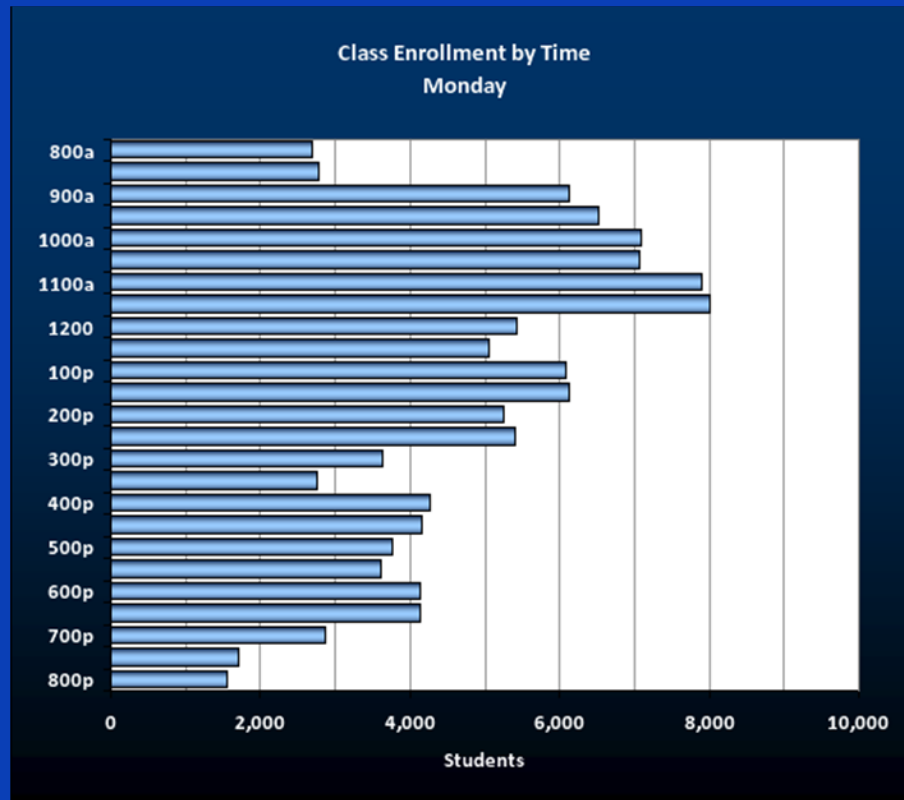
Peak Loads Similar Monday - Thursday



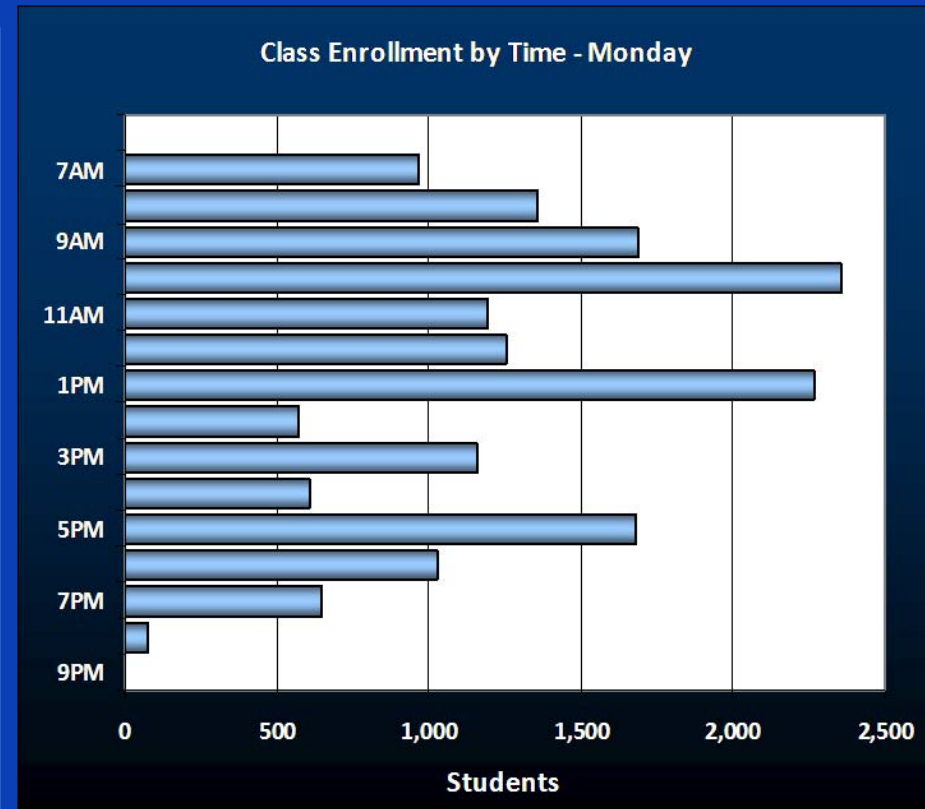
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Utilization – Time of Day

UNM



CNM



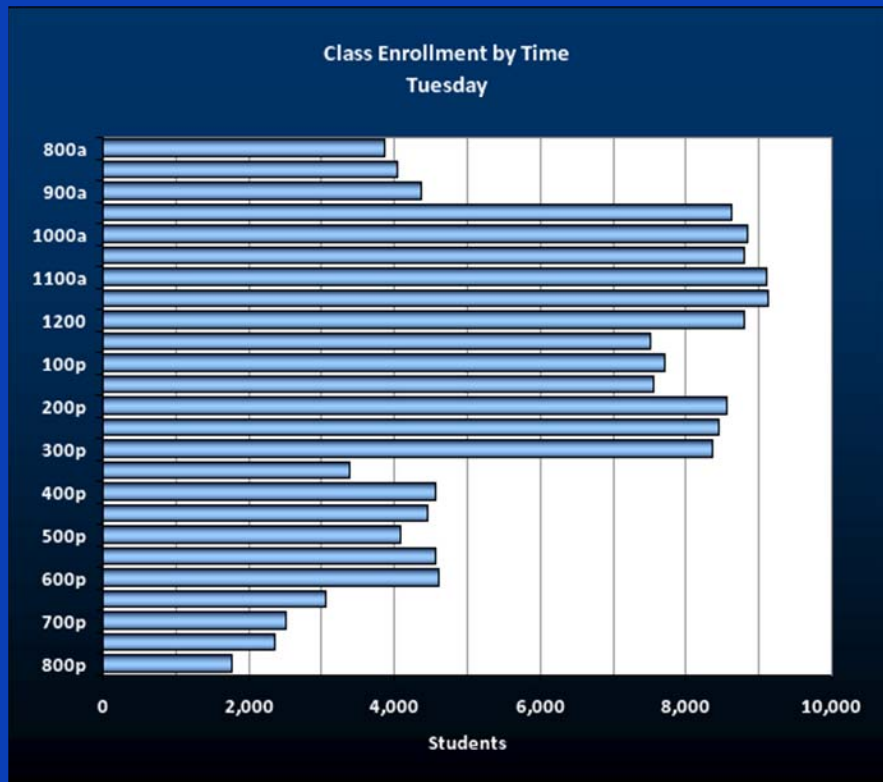
Peak Combined Loadings 10 and 11 a.m. 9,200 - 9,400 Students



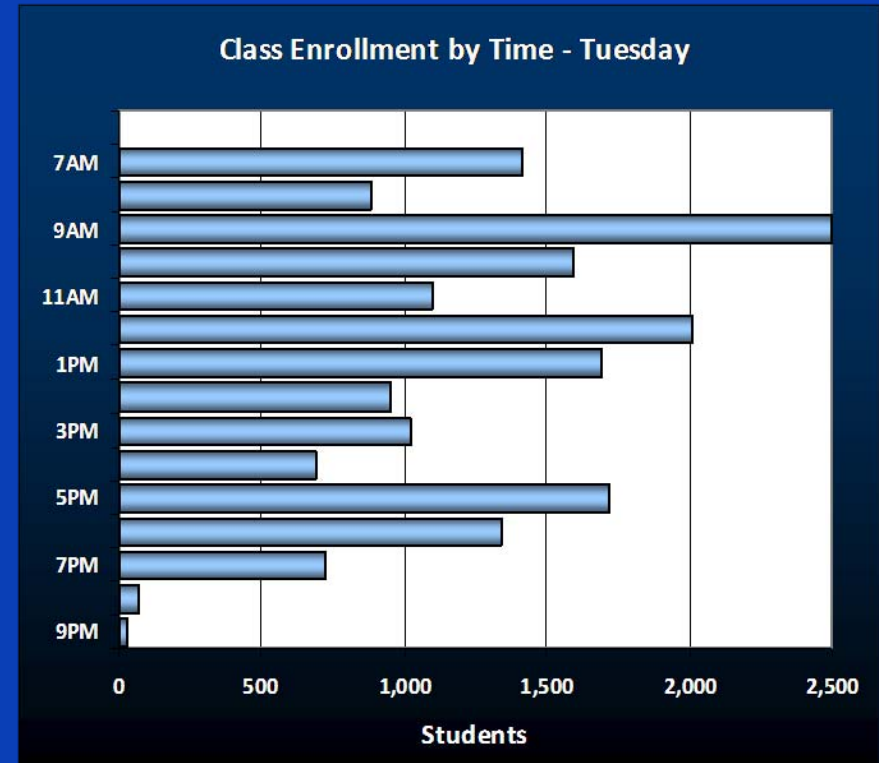
UNM/CNM Travel Demand Management Study

Utilization – Time of Day

UNM



CNM

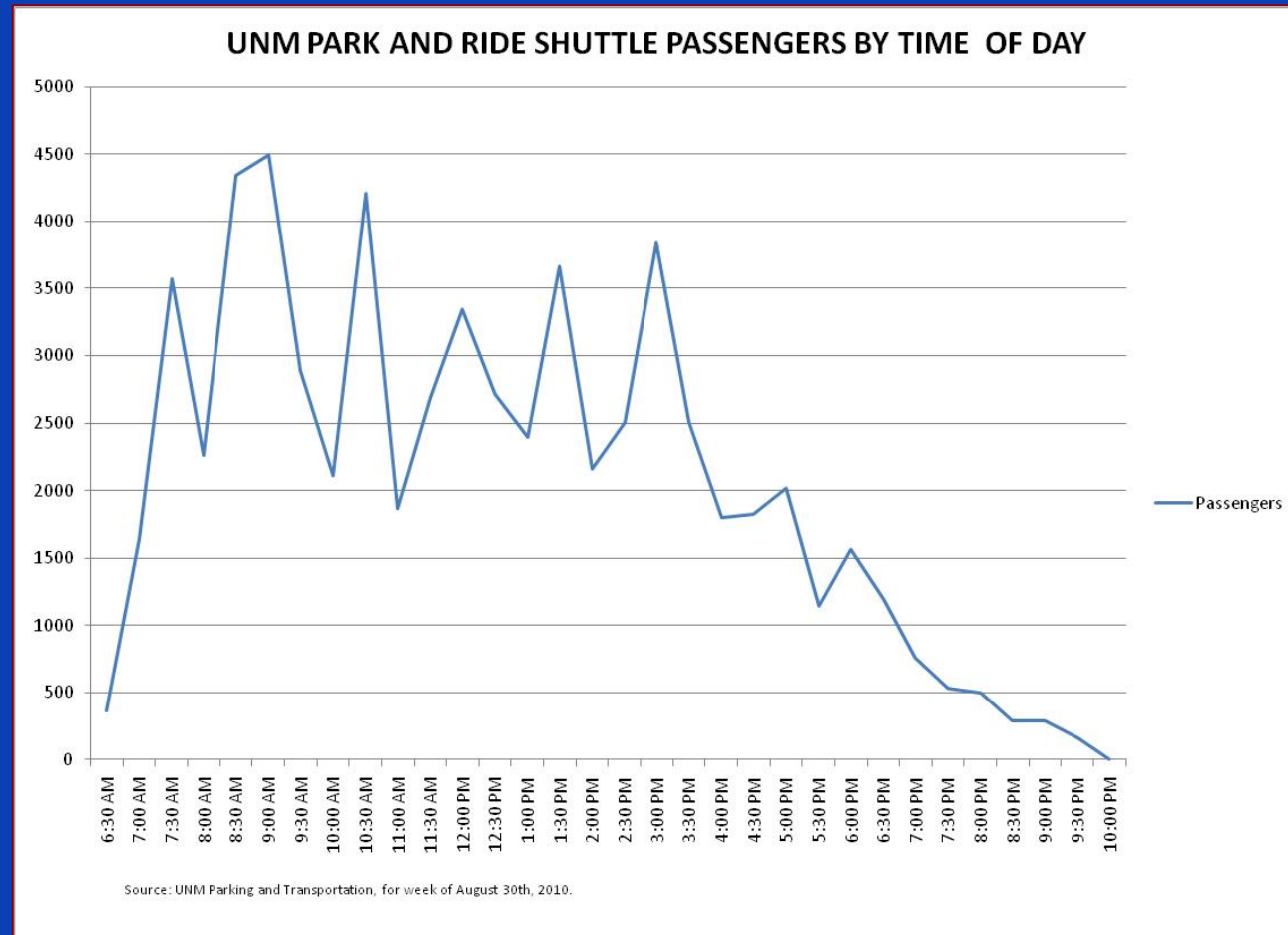


Peak Combined Loadings 9:30 a.m. 11,100 Students



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Utilization – Time of Day

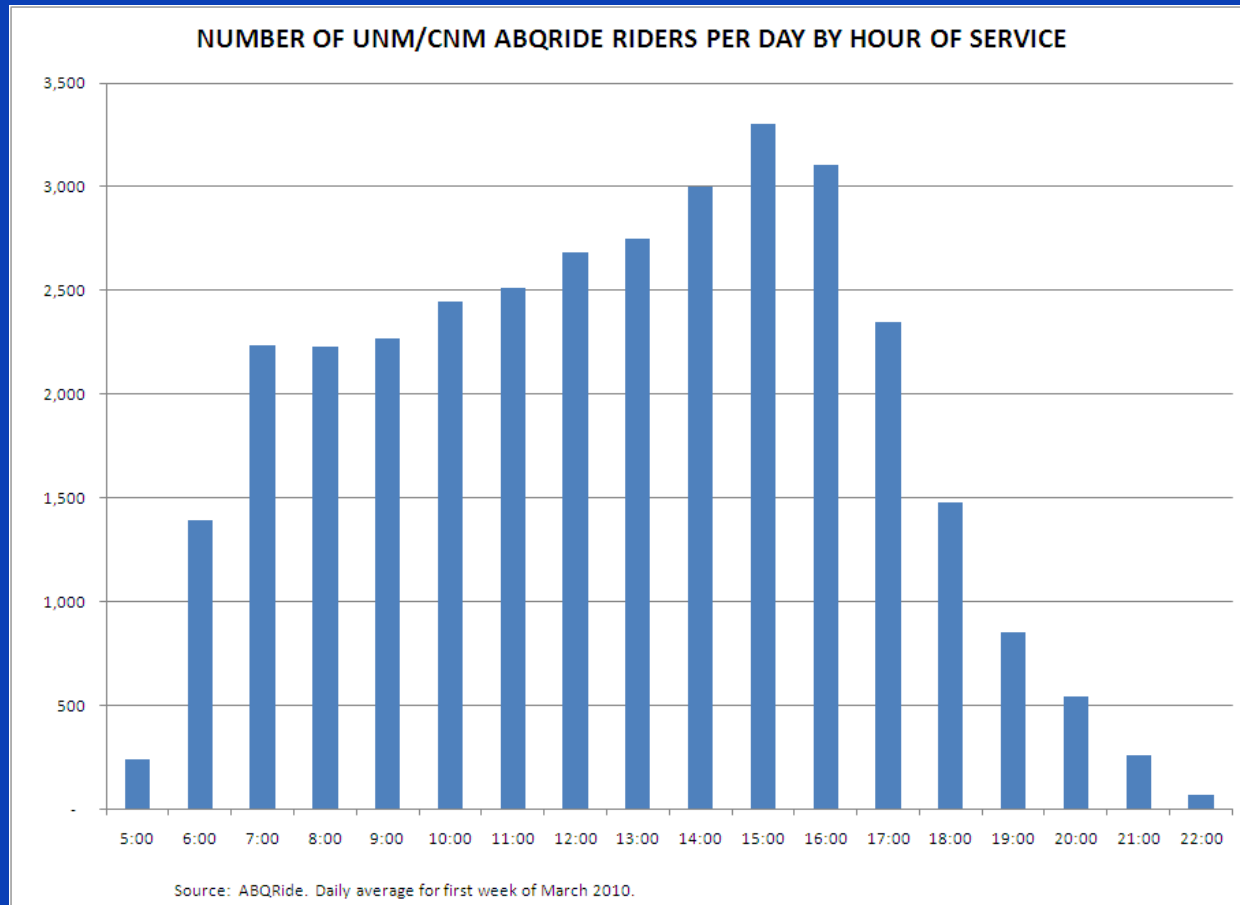


Heavy Usage 8 – 11 a.m. and 1:30, 3:00 p.m.



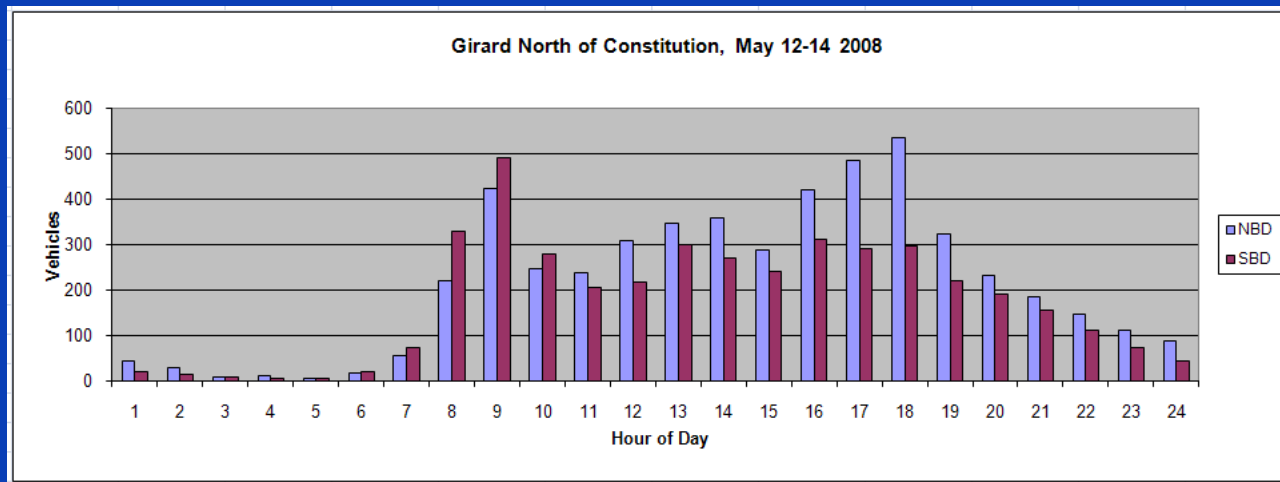
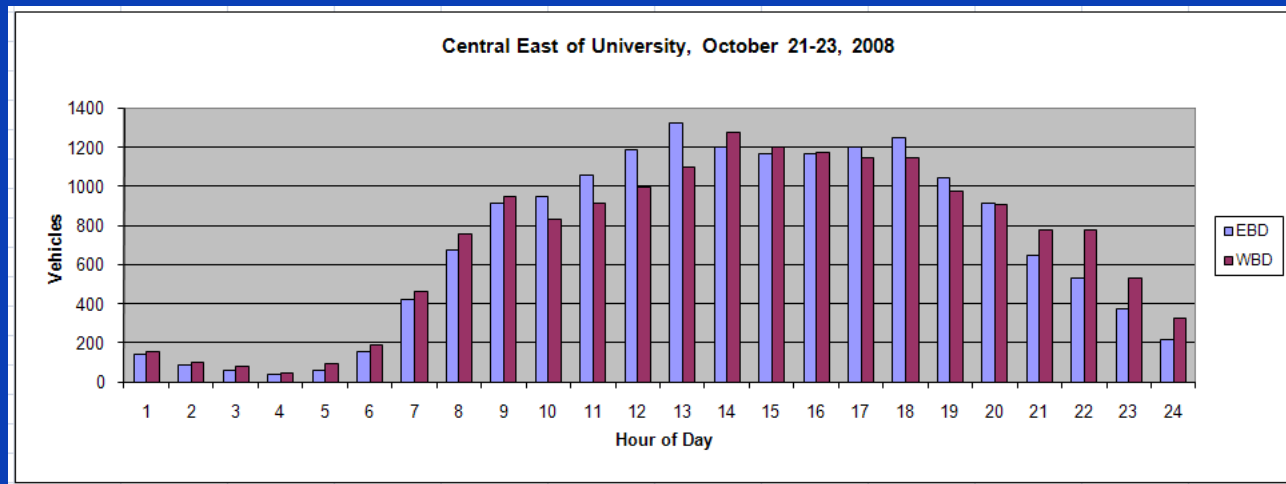
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Utilization – Time of Day



UNM/CNM Travel Demand Management Study

Utilization – Time of Day



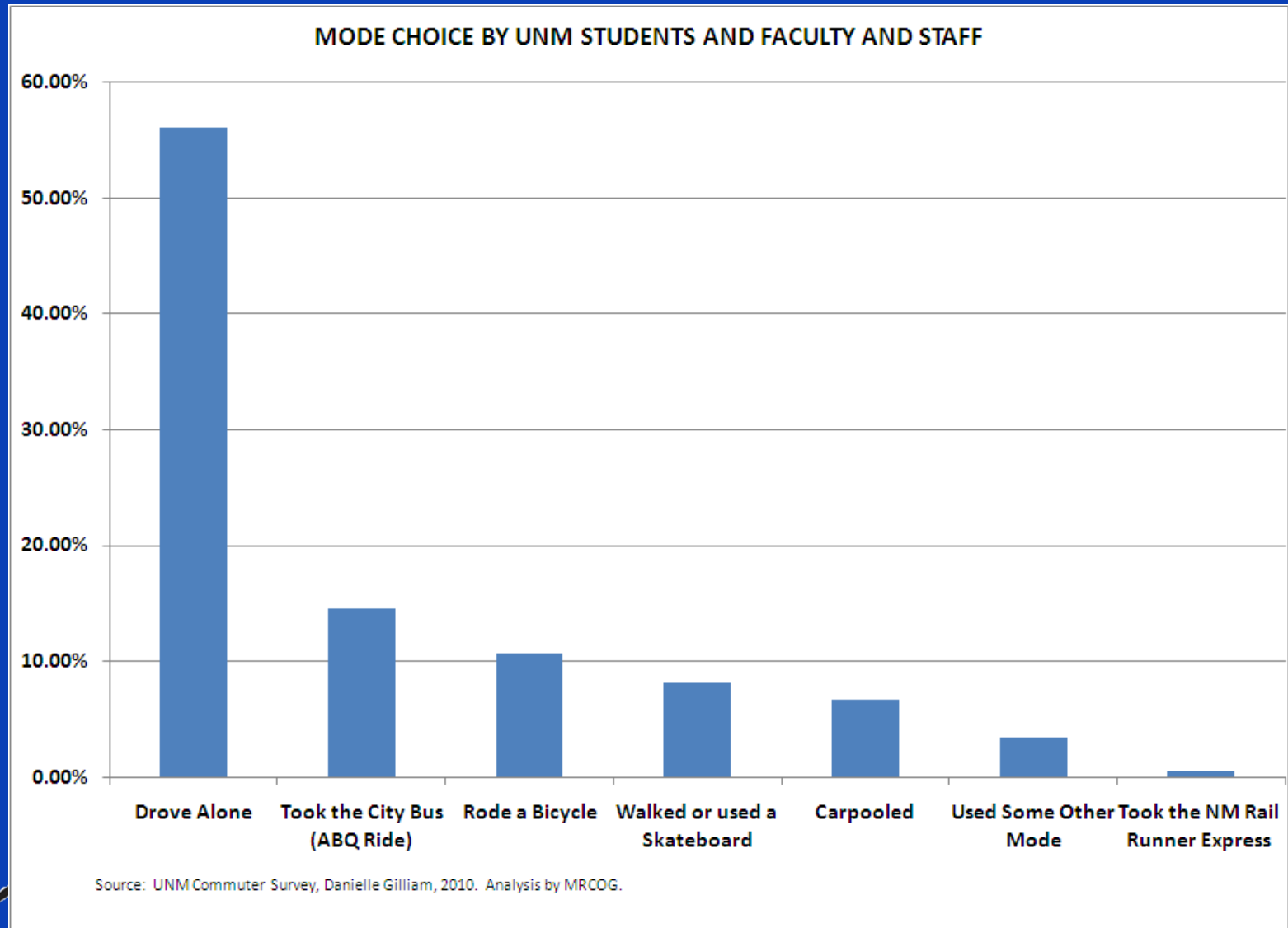
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Main Modes of Travel

- Single Occupancy Vehicle
- Bus
- Walk
- Bicycle
- Carpool
- Rail Runner
- Other



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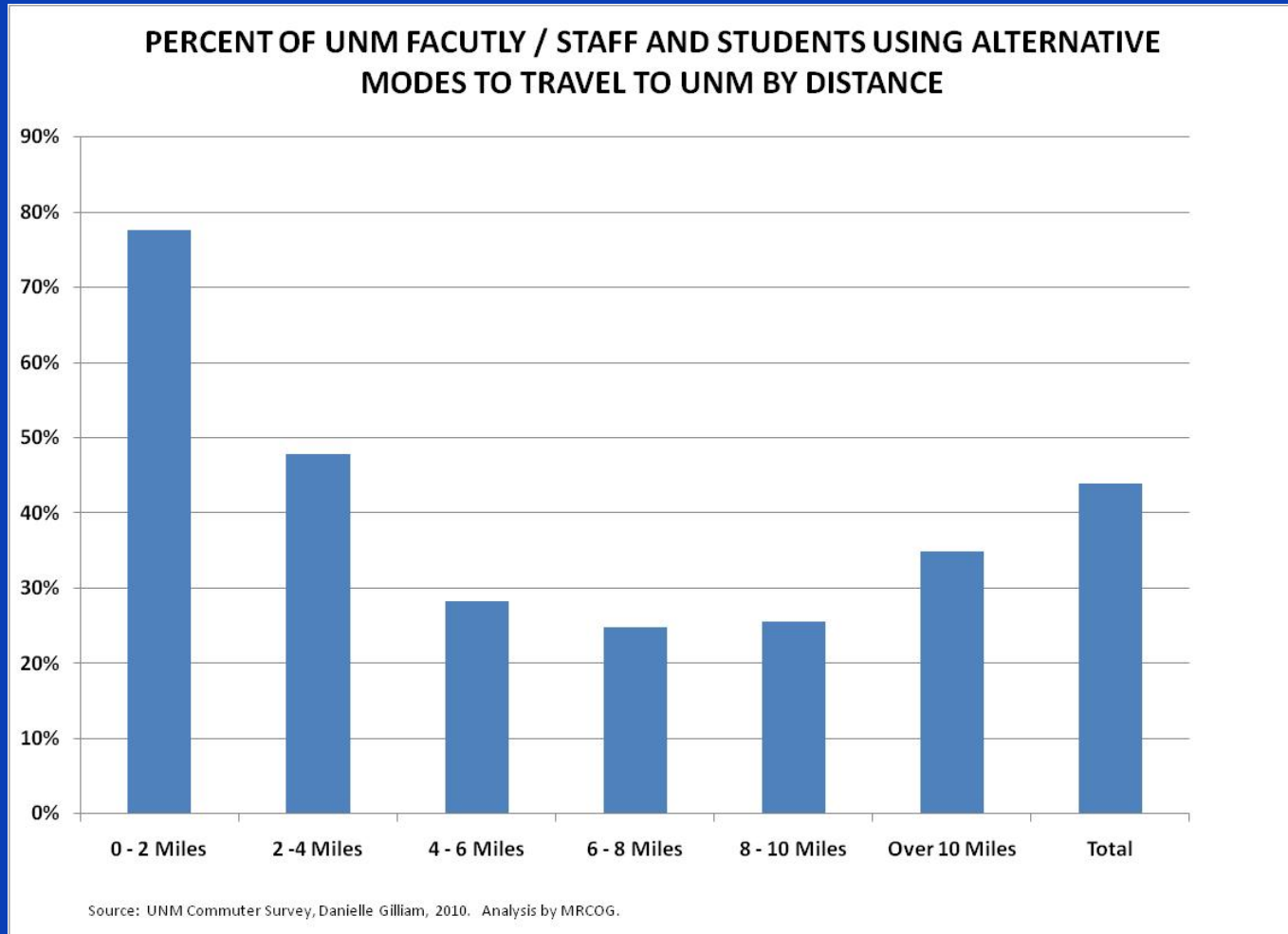
Mode Choice – UNM Survey

TRANSPORTATION MODE BY STUDENT, FACULTY AND STAFF STATUS								
	Number							
	Drove Alone	ABQRide	Bike	Carpooled	Walked	NM Rail Runner	Other	Total
Student	627	175	120	77	97	22	38	1,156
Staff	221	32	19	27	11	9	12	331
Faculty	106	12	10	10	12	6	6	162
Total	954	219	149	114	120	37	56	1,649
	Percent							
	Drove Alone	ABQRide	Bike	Carpooled	Walked	NM Rail Runner	Other	Total
Student	54.2%	15.1%	10.4%	6.7%	8.4%	1.9%	3.3%	100.0%
Staff	66.8%	9.7%	5.7%	8.2%	3.3%	2.7%	3.6%	100.0%
Faculty	65.4%	7.4%	6.2%	6.2%	7.4%	3.7%	3.7%	100.0%
Total	57.9%	13.3%	9.0%	6.9%	7.3%	2.2%	3.4%	100.0%

Source: UNM Commuter Survey, Danielle Gilliam, 2010.



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Mode Choice – UNM Survey

DISTANCE BETWEEN HOME AND UNM MAIN CAMPUS BY PRIMARY MODE FOR UNM STUDENTS AND FACULTY / STAFF

Top two primary modes by distance category are highlighted

	Walked (or Skateboard)	Rode a Bicycle	ABQ Ride	Drove Alone	Carpooled	Other	NM Rail Runner	Total	Alternative Mode
1 mile	51%	28%	2%	13%	1%	4%	1%	100%	87%
2 miles	17%	28%	9%	29%	6%	10%	1%	100%	71%
3 miles	3%	20%	18%	52%	6%	1%	0%	100%	48%
4 miles	0%	9%	16%	53%	16%	7%	0%	100%	47%
5 miles	0%	2%	20%	71%	5%	3%	0%	100%	29%
6 miles	1%	3%	12%	73%	9%	1%	1%	100%	27%
7 miles	0%	0%	15%	76%	8%	0%	0%	100%	24%
8 miles	0%	1%	14%	75%	7%	3%	1%	100%	25%
9 miles	0%	2%	14%	72%	7%	4%	0%	100%	28%
10 miles	0%	2%	11%	78%	9%	0%	0%	100%	22%
Over 10 miles	0%	1%	26%	65%	5%	2%	1%	100%	35%

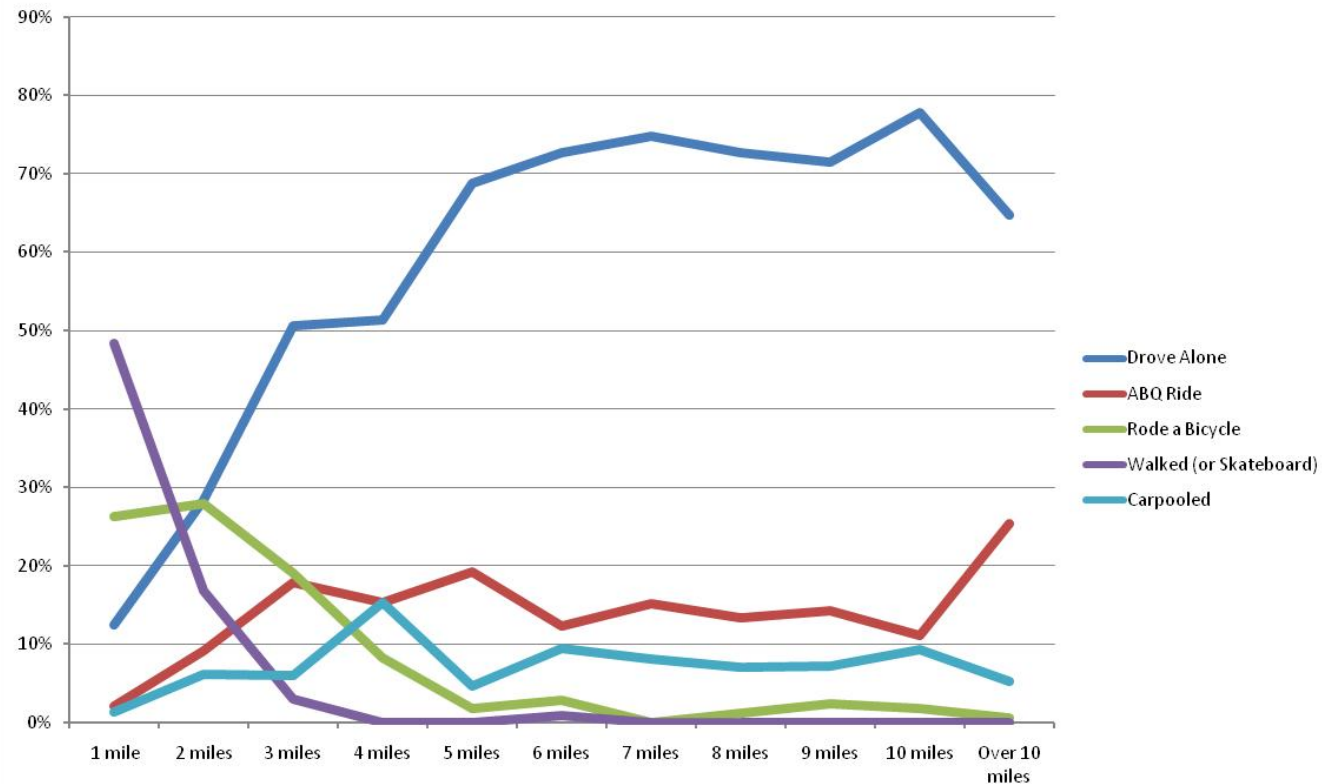
Source: UNM Commuter Survey, Danielle Gilliam, 2010. Analysis by MRCOG.



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Mode Choice – UNM Survey

UNM STUDENTS AND FACULTY / STAFF BY DISTANCE TO CAMPUS AND
PRIMARY TRANSPORTATION MODE



Source: UNM Commuter Survey, Danielle Gilliam, 2010. Analysis by MRCOG.



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Mode Choice - Bus

TRANSPORTATION MODE BY STUDENT, FACULTY AND STAFF STATUS								
	Percent							
	Drove Alone	ABQRide	Bike	Carpooled	Walked	NM Rail Runner	Other	Total
Student	54.2%	15.1%	10.4%	6.7%	8.4%	1.9%	3.3%	100.0%
Staff	66.8%	9.7%	5.7%	8.2%	3.3%	2.7%	3.6%	100.0%
Faculty	65.4%	7.4%	6.2%	6.2%	7.4%	3.7%	3.7%	100.0%
Total	57.9%	13.3%	9.0%	6.9%	7.3%	2.2%	3.4%	100.0%
Source: UNM Commuter Survey, Danielle Gilliam, 2010.								

Average monthly ridership (FY 2010)

UNM 73,452

CNM 69,860

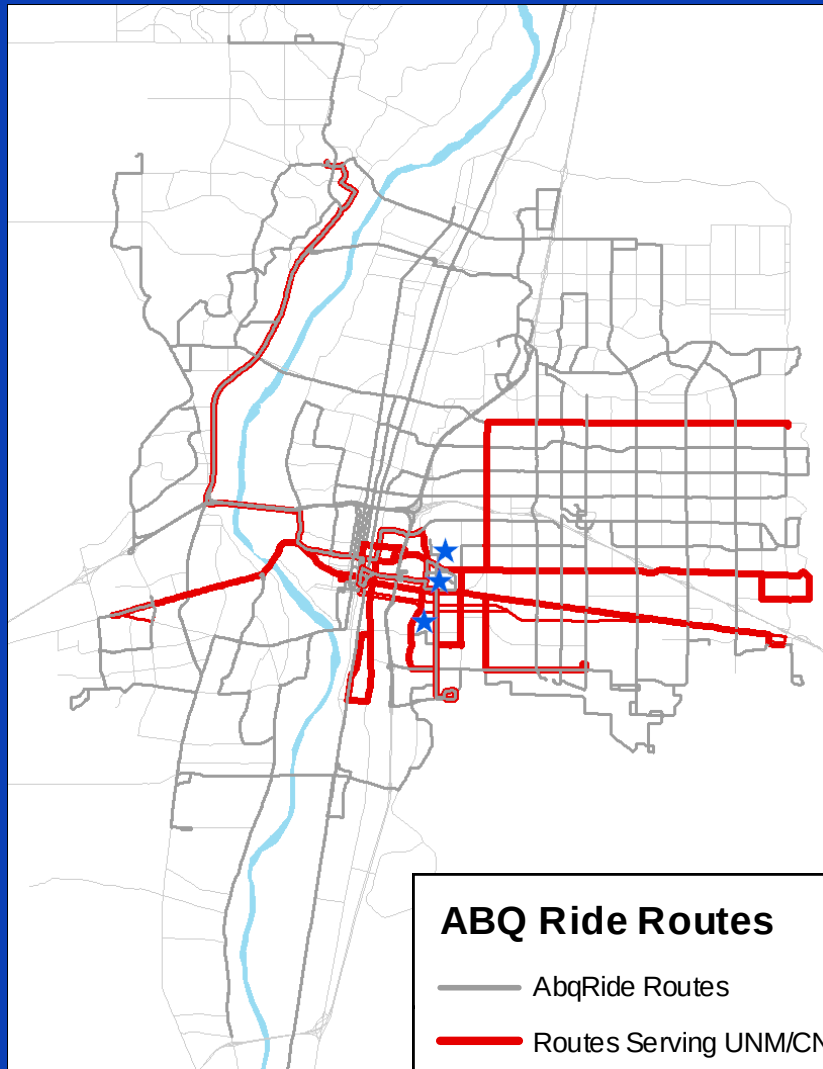
143,312 (15.4 % of ABQRide total)

Total ridership (FY 2010):

1,719,741 up 39% from 2009



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ABQ Ride Routes

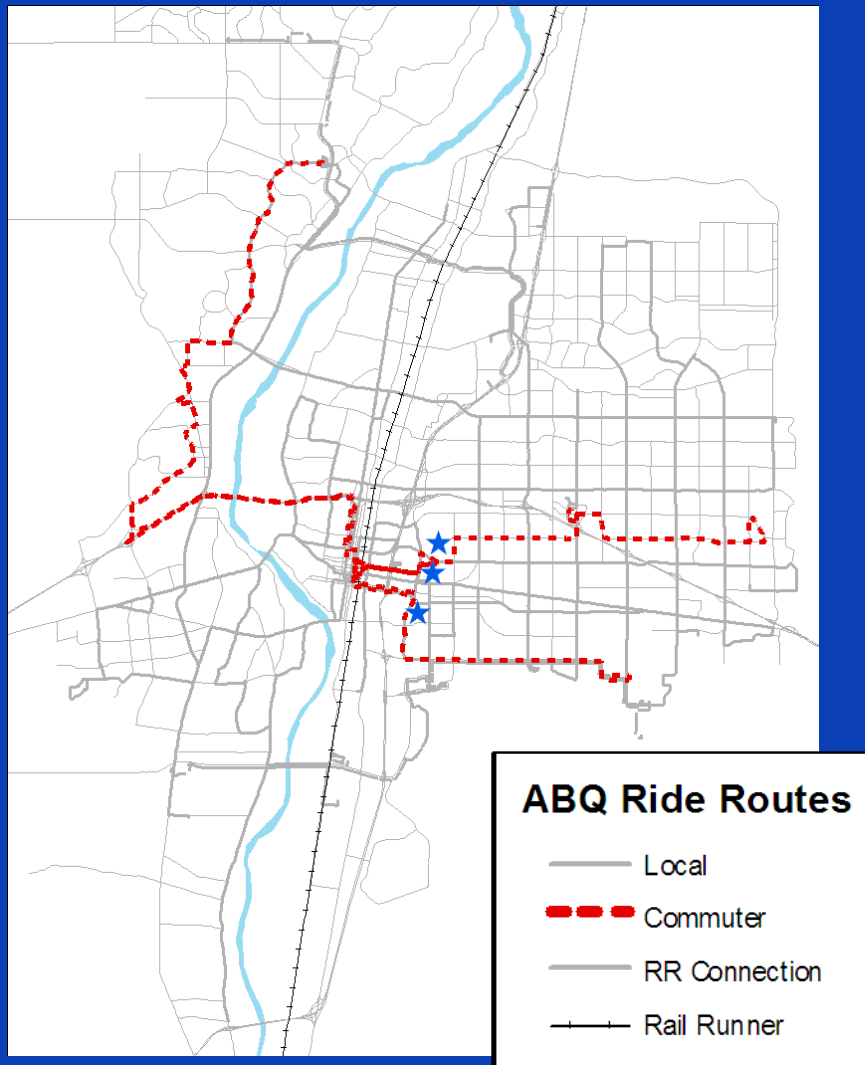
- AbqRide Routes
- Routes Serving UNM/CNM
- Rail Runner

Mode Choice - Bus

- 8 Routes serving UNM:
 - 3 on Lomas (5, 11, 790)
 - 3 on Central (66, 766, 777, 790)
 - 1 on University (16/18)
 - 1 on Grand (50)
- 3 Routes serving CNM:
 - 1 on University (16/18)
 - 1 on Lead/Coal (97)
 - 2 on Yale (50)



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Mode Choice - Bus

Commuter Routes

- 3 Routes serving UNM:
 - 2 on Lomas (12, 92)
 - 1 to Dane Smith Hall (92)

- 1 Routes serving CNM:
 - 1 on University (317)



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UNM Routes

Route	Street	Peak Headway	Midday Headway	Span of Service	
				Start	End
5	Lomas/Montgomery	25	25	605a	935p
11	Lomas	20	20	619a	901p
16/18	CBD/Gibson Circulator	45	45	619a	539p
50	MLK/Yale	30	30	647a	813p
66	Central	15	15	600a	1025p
766	Central/Uptown	15	15	540a	900p
777	Central/Tramway	15	15	550a	910p
790	Coors/Lomas	7-15*	20	615a	949p

* varies

CNM Routes

Route	Street	Peak Headway	Midday Headway	Span of Service	
				Start	End
16/18	CBD/Gibson Circulator	45	45	619a	539p
50	MLK/Yale	30	30	647a	813p
97	Lead/Coal/Zuni	60	60	614a	644p

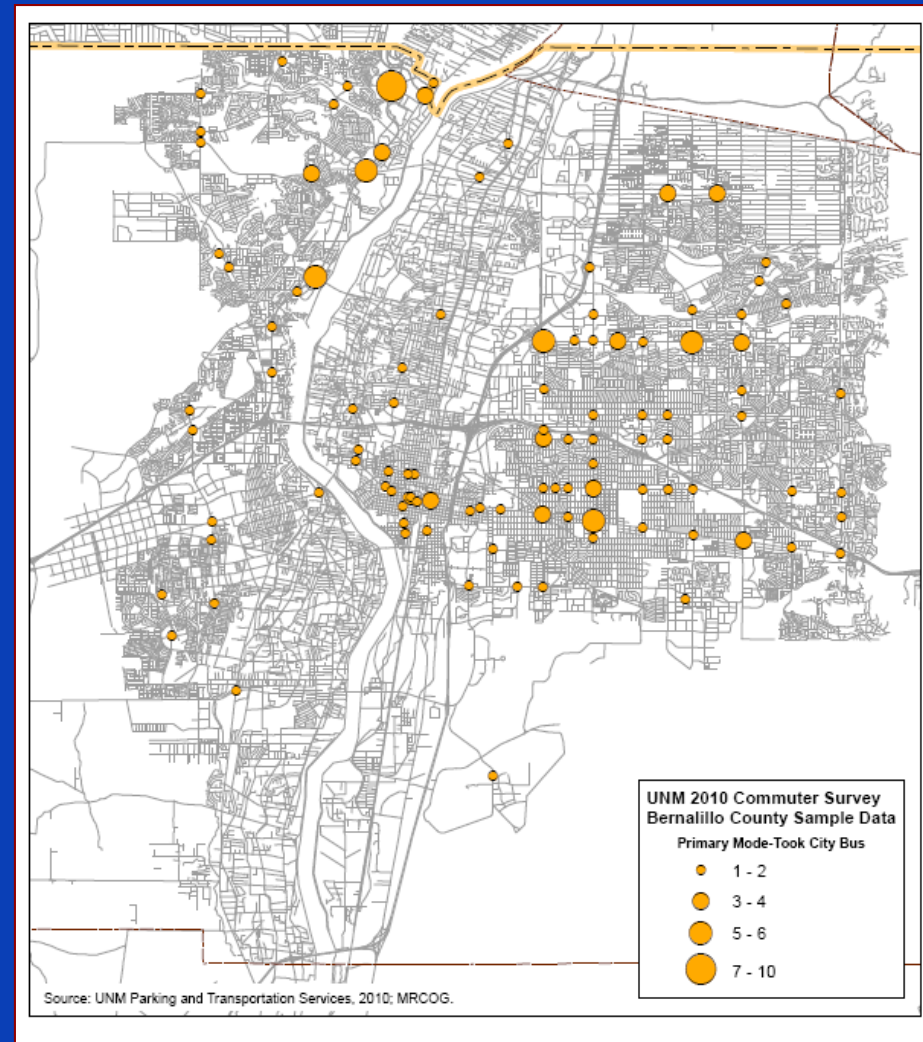
Mode Choice - Bus

- UNM Services:
 - Pretty good headways 15-25 min or better, all day long
 - Adequate span-of-service running past 9 PM for the most part
- CNM Services:
 - Nowhere nearly as good as at UNM
 - Long headways
 - Out of service in late afternoon/early evening



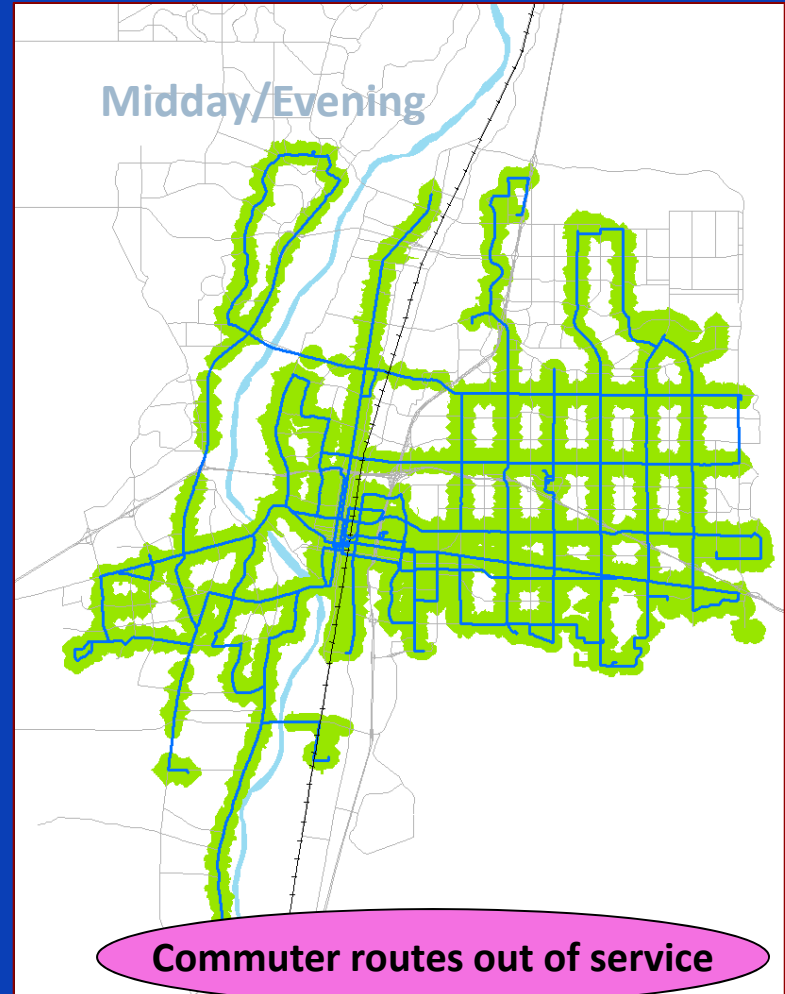
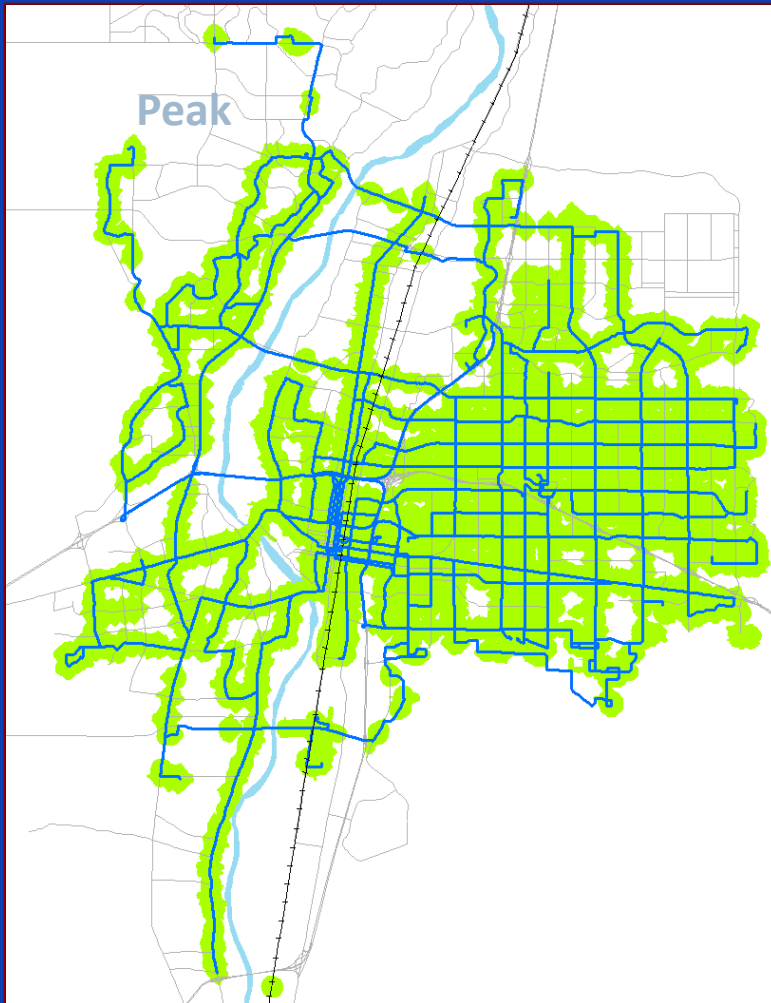
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Mode Choice - Bus



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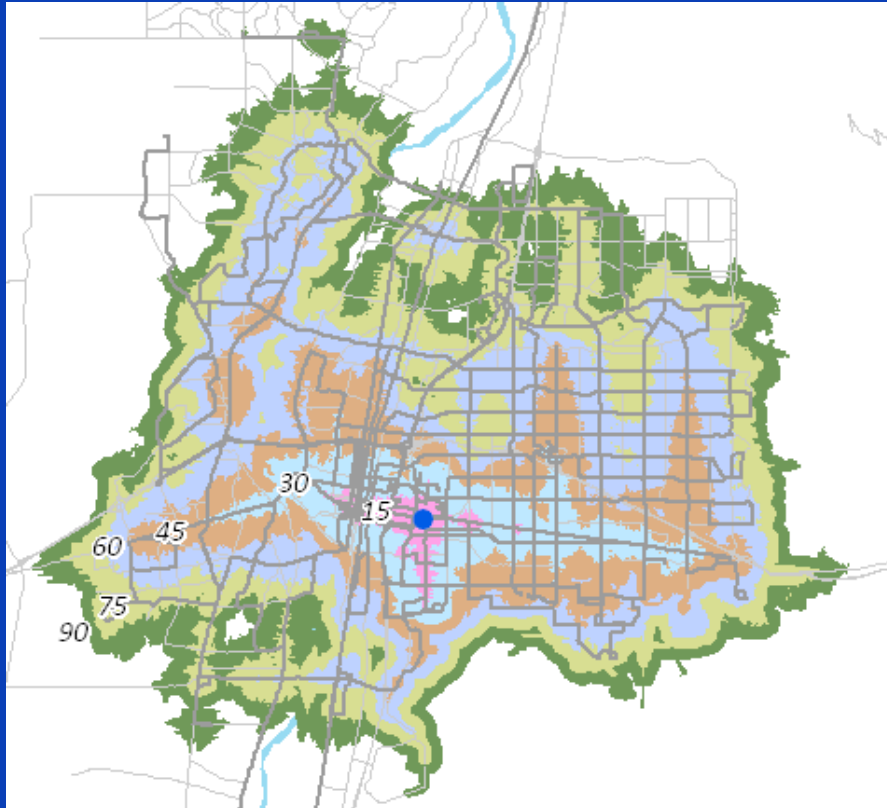
3/8 Mile Walking Buffers around AbqRide Stops



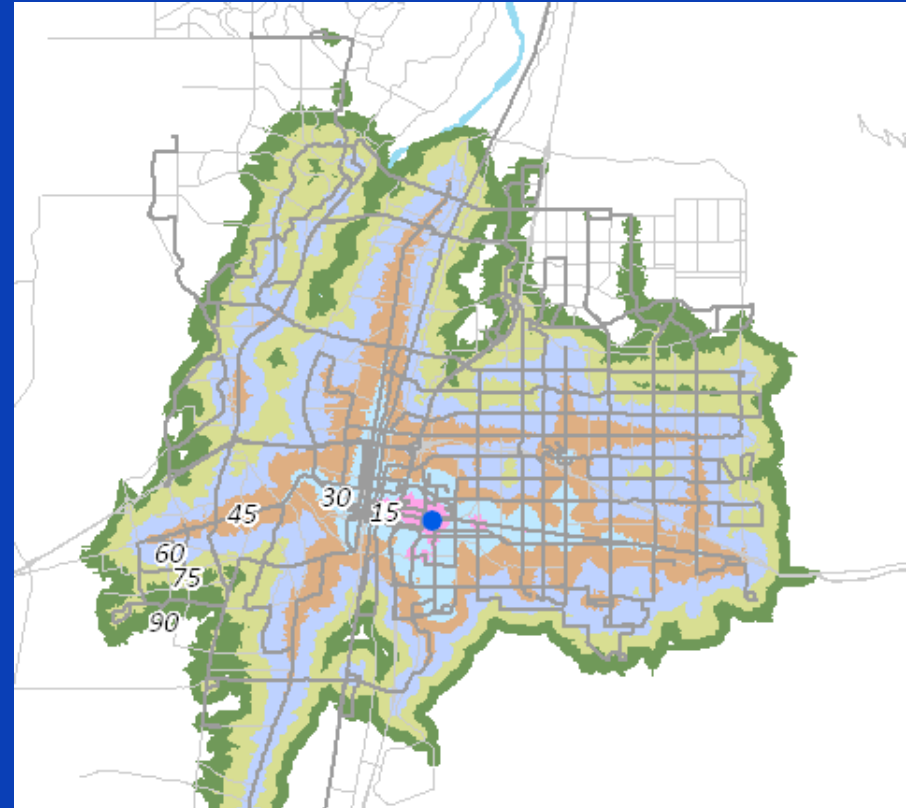
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Transit Connections from Central and Yale

Depart Central & Yale at 3:30 PM



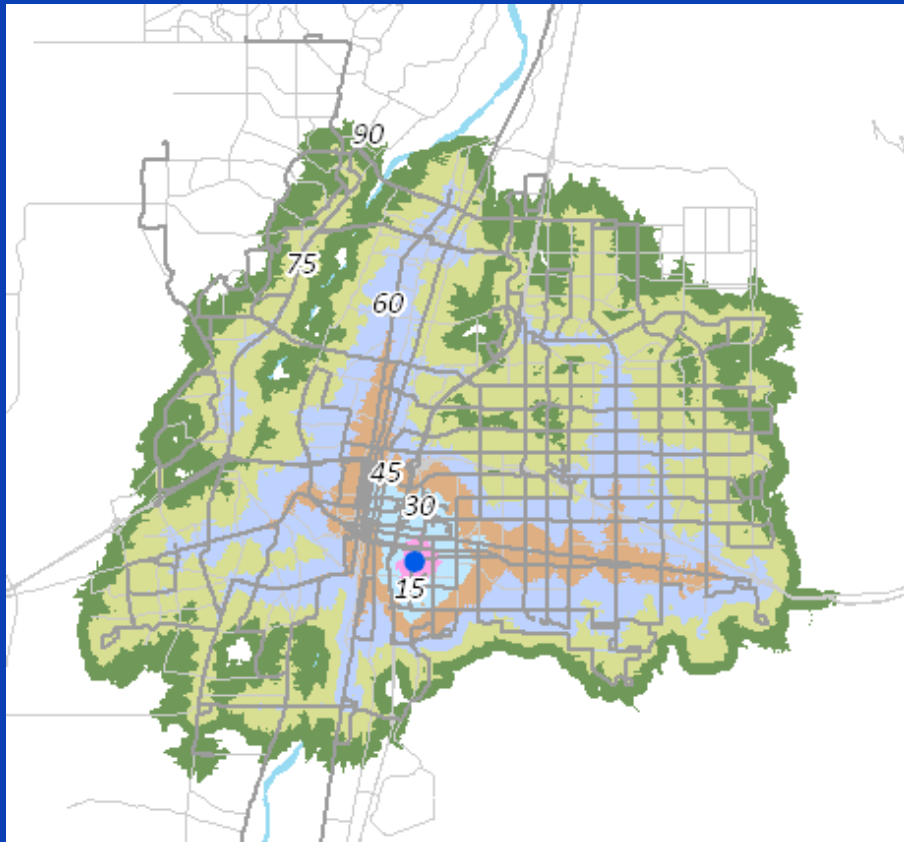
Depart Central & Yale at 3:40 PM



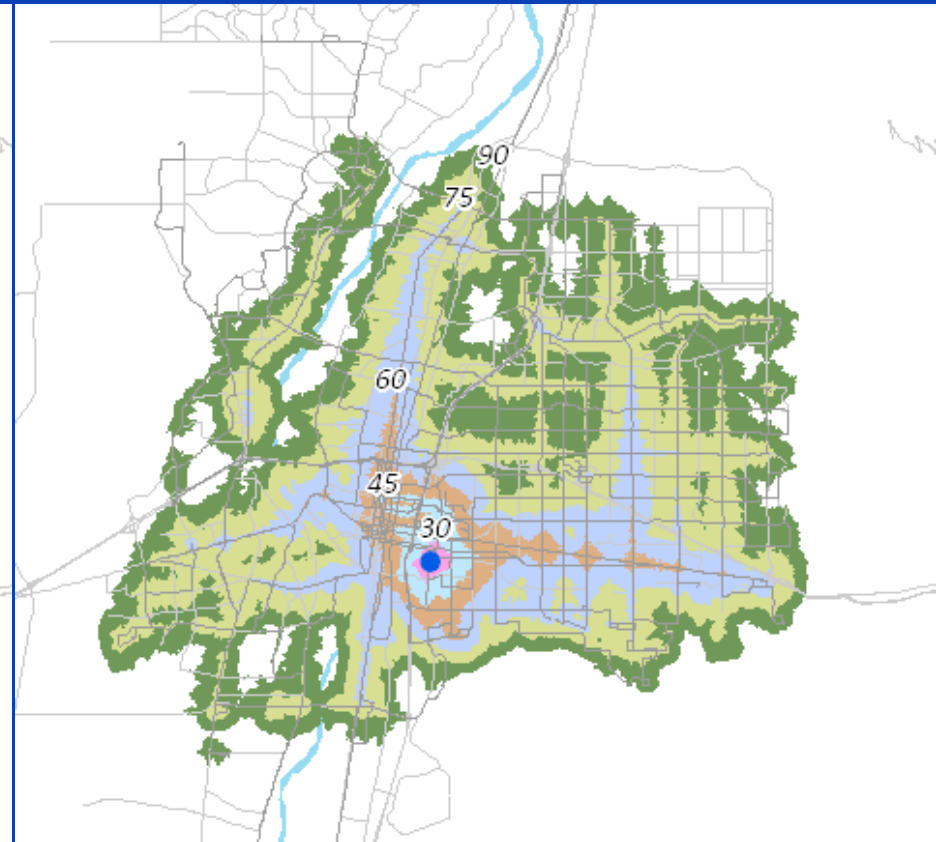
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Transit Connections from University and Coal

Depart University & Coal at 3:30 PM



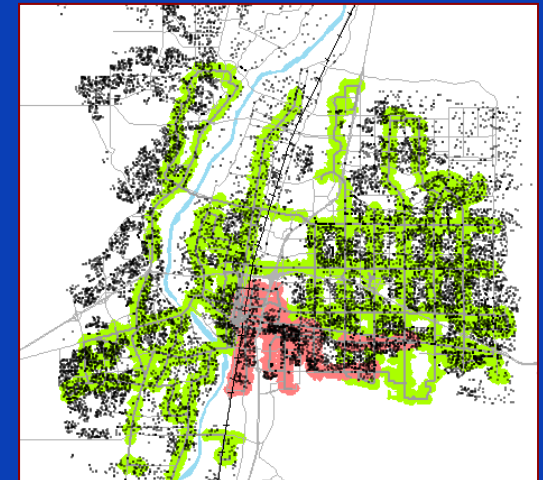
Depart University & Coal at 3:40 PM



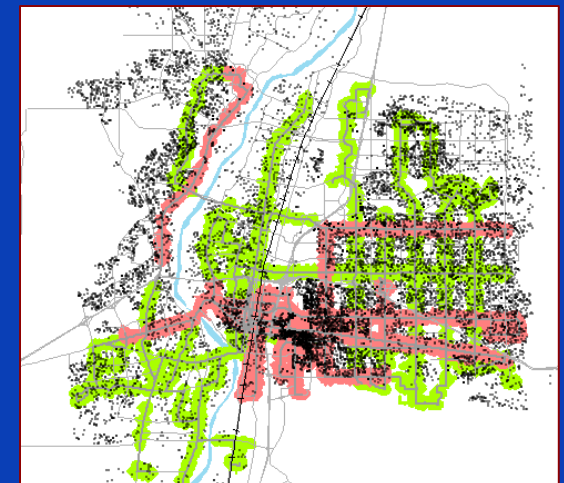
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Mode Choice - Bus

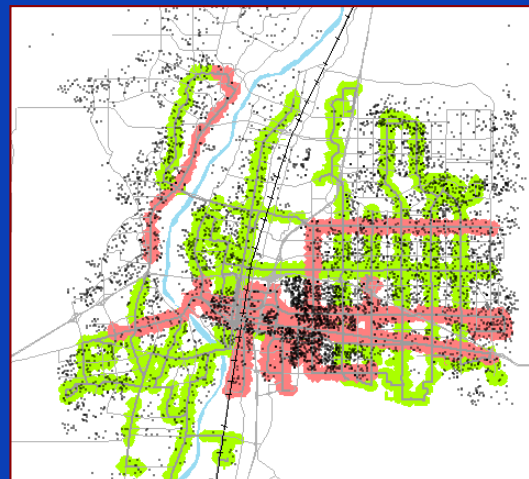
CNM Access



UNM Student Access



UNM Faculty & Staff Access



PERCENTAGES OF MARKET WITH ABQRIDE BUS CONNECTION TO DESTINATION

Route Type	UNMH	UNM F/ S NM Students		CNM*	Total
Direct route	11%	24%	23%	8%	16%
Connection	38%	46%	40%	47%	44%

- varies by time of day due to commuter schedules of some buses

- not constrained by travel time

* includes 16/18 transfer



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Top 10 UNM / CNM Riders by Route Sorted by Number of UNM / CNM Riders (First week of March 2010)						
Rank	Route	UNM	CNM	UNM / CNM Total	Total Rider	% UNM / CNM
1	66	2,582	4,274	6,856	53,762	13%
2	766	3,946	2,524	6,470	28,314	23%
3	790	5,477	844	6,321	10,181	62%
4	777	2,892	1,972	4,864	21,216	23%
5	5	1,706	1,438	3,144	15,493	20%
6	11	1,688	844	2,532	14,864	17%
7	8	340	931	1,271	14,140	9%
8	1618	290	973	1,263	5,070	25%
9	141	307	903	1,210	11,925	10%
10	140	235	657	892	9,606	9%
	All others	2,018	4,281	6,299	59,519	11%
	Total	21,481	19,641	41,122	244,090	17%

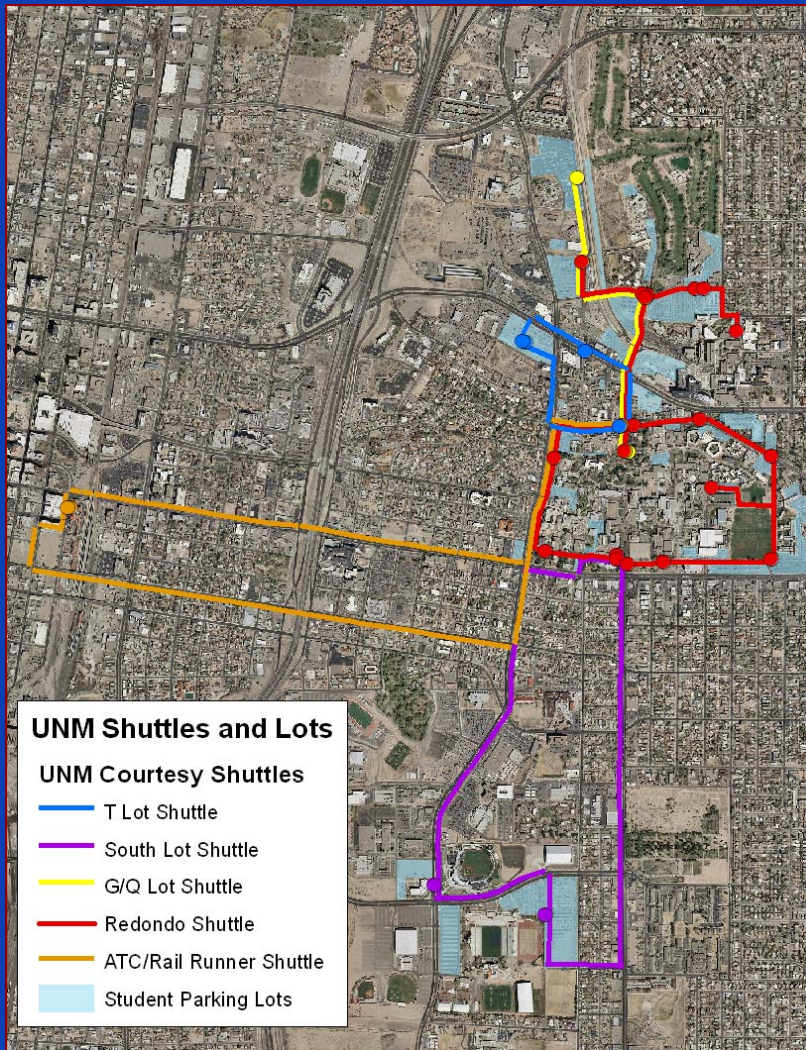
Mode Choice - Bus

24.5 K On Four Routes
(60% of all ridership)

7-8K Riders Per Day



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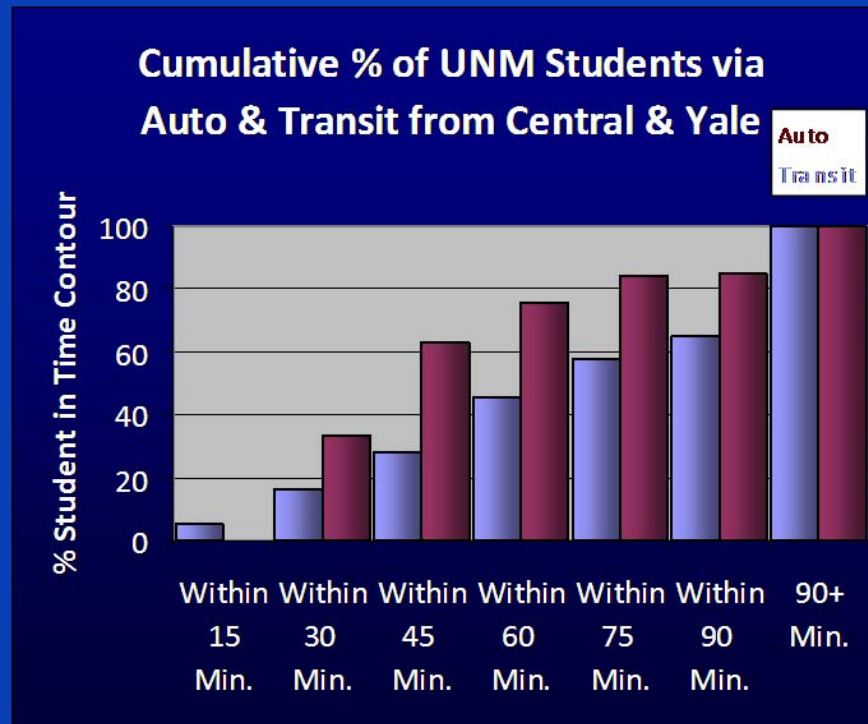


- 5 routes oriented to serve the student parking lots and Rail Runner connection
- ATC Shuttle: 4 trips
 - 2 AM @ 6:25 and 7:30
 - 2 PM @ 3:45 and 5:05
- 3 Lot shuttles (T,G/Q,South)
 - 6:30AM - 10PM (M-Th)
 - 6:30AM - 7PM (F)
- Redondo shuttle
 - 6:30AM - 7PM M-F
 - 5 minute headways
- System Carries 1.7 – 2.0 Million Riders Annually
- 8-10K a Day!



UNM/CNM Travel Demand Management Study

UNM Accessibility: Auto vs. Transit



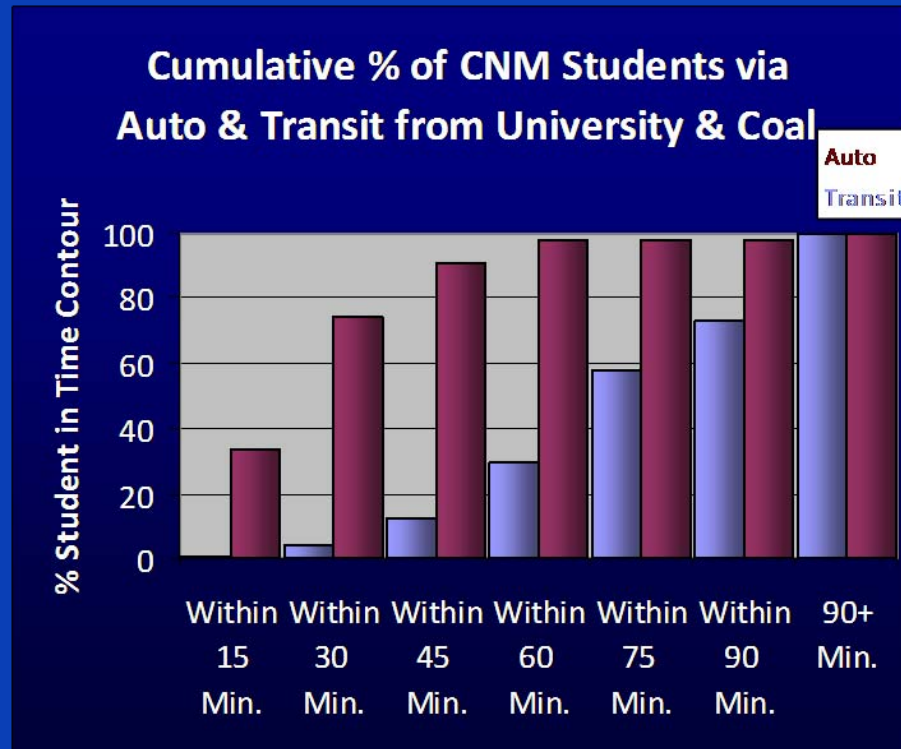
- Only 5 % of population within 15 min. of campus via transit
- 17% of student population within 30 min. of campus via transit

- 63% of population within 45 min. of campus via auto
- 15 min. travel time to parking lots is implied



UNM/CNM Travel Demand Management Study

CNM Accessibility: Auto vs. Transit



Only 4 % of population within 30 min. of campus via transit

75% of population within 30 min. of campus via auto



UNM/CNM Travel Demand Management Study

Percent UNM Population with Parking Permits

UNM Routes

Route	Street	UNM Students w/in 3/8ths mi.	UNM Students outside 3/8ths mi.	UNM Faculty/Staff w/in 3/8ths mi.	UNM Faculty/Staff outside 3/8ths mi.
5	Lomas/Montgomery	38.01%	32.36%	51.85%	48.51%
11	Lomas	31.43%	32.77%	42.02%	49.18%
16/18	CBD/Gibson Circulator	14.18%	34.40%	34.85%	50.02%
50	MLK/Yale	8.21%	33.73%	23.81%	49.32%
66	Central	14.45%	34.21%	32.75%	49.95%
766	Central/Uptown	12.48%	34.26%	31.48%	50.02%
777	Central/Tramway	12.66%	34.13%	30.53%	49.81%
790	Coors/Lomas	22.12%	33.38%	33.70%	49.43%
Total		25.12%	34.92%	42.78%	50.62%

50-55% Capture Rate For Walk Access to Direct Routes



UNM/CNM Travel Demand Management Study

Mode Choice - Bike

TRANSPORTATION MODE BY STUDENT, FACULTY AND STAFF STATUS								
	Percent							
	Drove Alone	ABQRide	Bike	Carpooled	Walked	NM Rail Runner	Other	Total
Student	54.2%	15.1%	10.4%	6.7%	8.4%	1.9%	3.3%	100.0%
Staff	66.8%	9.7%	5.7%	8.2%	3.3%	2.7%	3.6%	100.0%
Faculty	65.4%	7.4%	6.2%	6.2%	7.4%	3.7%	3.7%	100.0%
Total	57.9%	13.3%	9.0%	6.9%	7.3%	2.2%	3.4%	100.0%

Source: UNM Commuter Survey, Danielle Gilliam, 2010.

TRANSPORTATION MODE BY DISTANCE OF TRAVEL							
	< 1 Mile	1 - 5 Miles	6 - 10 Miles	11 - 20 Miles	21 - 25 Miles	> 26 Miles	Total
Drove Alone	1.1%	19.2%	30.6%	30.4%	8.8%	9.9%	100.0%
ABQRide	1.4%	26.9%	25.6%	28.8%	11.4%	5.9%	100.0%
Bike	22.8%	69.1%	6.0%	1.3%	0.7%	0.0%	100.0%
Walked	59.2%	39.2%	1.7%	0.0%	0.0%	0.0%	100.0%
Carpooled	2.6%	22.8%	29.8%	24.6%	8.8%	11.4%	100.0%
NM Rail Runner	0.0%	0.0%	2.7%	8.1%	13.5%	75.7%	100.0%
Other	7.1%	44.6%	23.2%	12.5%	7.1%	5.4%	100.0%
Total	7.6%	26.9%	24.7%	23.8%	7.8%	9.2%	100.0%

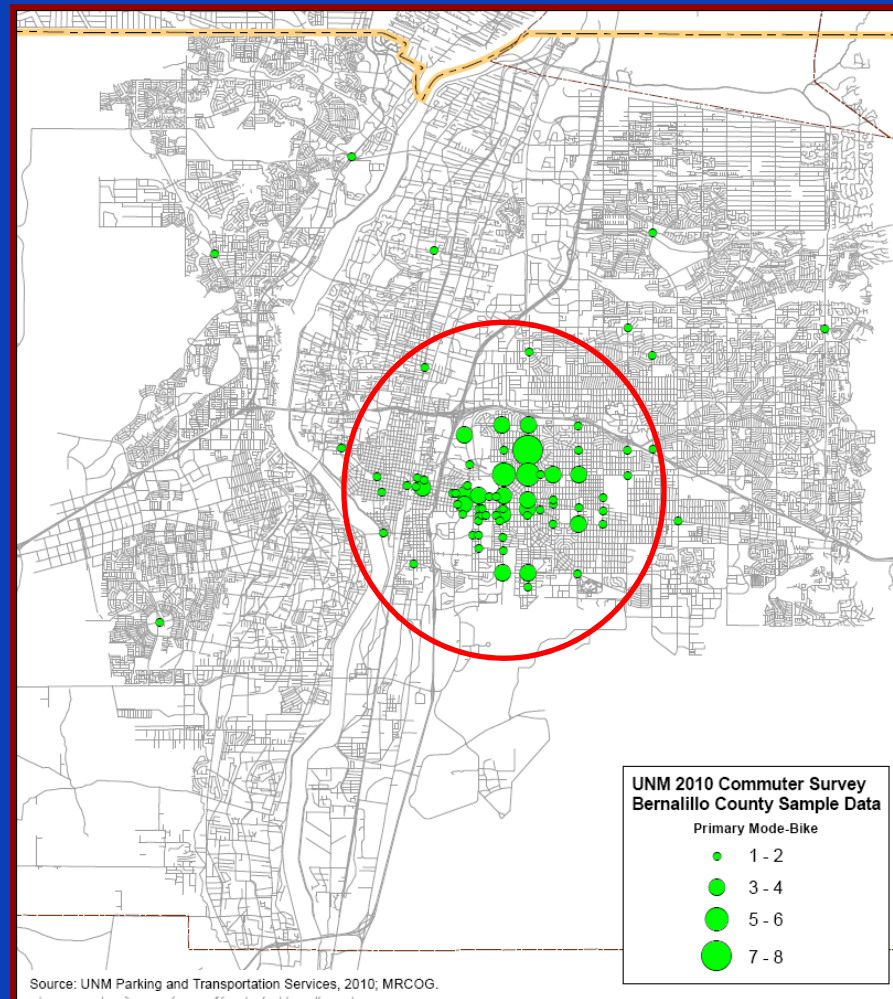
Source: UNM Commuter Survey, Danielle Gilliam, 2010. Analysis by MRCOG.

Mode Share Is Respectable But Drops Dramatically As Distance Increases



UNM/CNM Travel Demand Management Study

Mode Choice - Bike



UNM/CNM Travel Demand Management Study

Mode Choice - Walk

TRANSPORTATION MODE BY STUDENT, FACULTY AND STAFF STATUS								
	Percent							
	Drove Alone	ABQRide	Bike	Carpooled	Walked	NM Rail Runner	Other	Total
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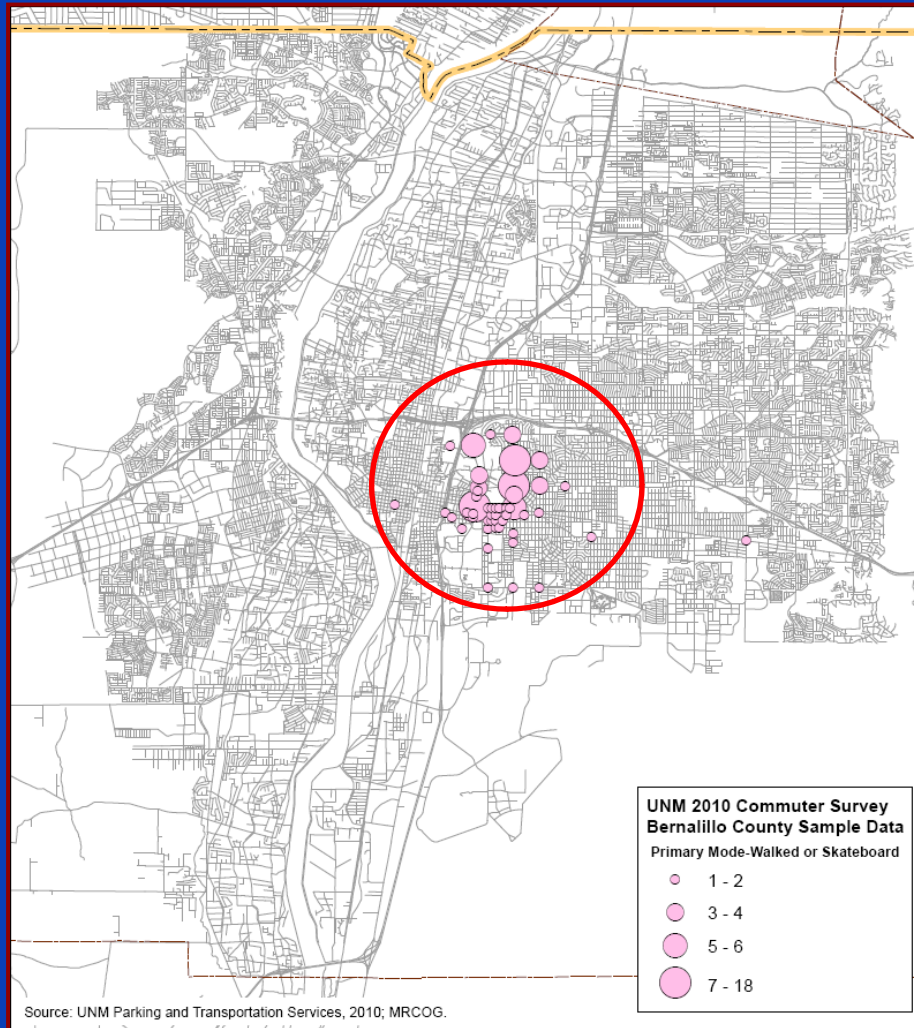
60% of those who walk live within 1 mile of campus

Over 90% within 2 miles



UNM/CNM Travel Demand Management Study

Mode Choice - Walk



UNM/CNM Travel Demand Management Study

DISTRIBUTION OF STUDENTS AND FACULTY / STAFF BY MODE DISTANCE FROM DESTINATION					
Distance	UNM Students (excluding dorm)	UNM Faculty / Staff	UNMH	CNM Fac. / Staff / Students	Total
Walking Distance	3,117	1,446	314	1,457	6,334
Biking Distance	5,741	2,936	920	3,768	13,365
Beyond	14,953	8,399	3,974	20,290	47,616
Percent					
Walking Distance	15.1%	12.8%	6.4%	6.1%	10.4%
Biking Distance	27.7%	25.9%	18.8%	15.7%	21.9%
Beyond	72.3%	74.1%	81.2%	84.3%	78.1%

21.9% of Campus Population Is Within Walk/Bike Zone

Very High Rates of Alternative Mode Usage If:

- Within 3-4 miles of Campus
- On or Near a Direct Transit Route with Good Service Throughout the Day
- Key For Future Actions Is the 78.1% (47,616 people) That Live Beyond 4 Miles
- And Are Outside of Good Transit Service



UNM/CNM Travel Demand Management Study

Transportation Demand Management:

Strategies to achieve a more efficient use of transportation resources

Focuses of the:

- “supply” of transportation (modes available, routes – your travel options) and the
- “demand” for transportation (how many people are traveling, where they are traveling from, when they are traveling)



UNM/CNM Travel Demand Management Study

TDM Opportunities: Transportation Supply

- Increased transit service
- Improved transit service (connection times, routes, etc)
- Roadway improvements
- ITS
- Traffic Calming
- Bike and Pedestrian improvements (on and off campus)
- On campus circulation
- Area / neighborhood circulator
- Policy (for example, free bus passes)
- Marketing of alternative modes
- etc



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TDM Opportunities: Transportation Demand

- Increased on or near campus (or transit) housing
- Congestion pricing
- Parking pricing
- Facility utilization (adjusting time and location of demand)
- Online classes / telecommute
- Work and class schedules adjustments / coordination
- “24 hour” campus / university area
- Policies (to allow dorm residents to have cars)
- Transit Oriented Development principles
- Etc.



UNM/CNM Travel Demand Management Study

Toolbox: Institutional Coordination

- UNMH / UNM / CNM Parking and Transit
- Uniform Fees and Incentives
- Coordinated Work / Class Schedules
- Surveys and Marketing
- Coordinated Transit Services
- Coordinated Infrastructure Improvements



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Next Steps:

- Define TDM goals (reduce trips? Reduce congestion? Reduce cost? Increase accessibility?...)
- Additional research
- Evaluate opportunities (effectiveness at meeting TDM goals, ease of implementation, time frame, general cost, responsible party(ies)...)
- Develop recommendations and priorities
- Develop implementation actions



UNM/CNM Travel Demand Management Study

Thank You!

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www.mrcog-nm.gov (Transportation page)

Let us know if your group would like a presentation or more information

