

UNM-CNM-Sunport Transit Study

Preliminary Survey Results

July 27, 2012

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Summary Results

As the UNM-CNM-Sunport Transit Study progresses it will be important to monitor input from other people living and working in the area to see if they also highly value alternative modes and are less concerned about addressing parking. It will also be critical to gather input from student communities. Very few students participated in this survey. Below are summary results from the survey:

- The majority of people participating in the survey reported living in the study area (33 responses, 52 percent); however several reported working (14 responses, 22 percent) or owning a business (9 responses, 14 percent) in the study area. No one reported living in UNM Student housing. Only three people reported taking UNM or CNM classes in the area.
- Overall, the most important transportation and land use topics to the group were:
 - Make the area safer to walk (41 people responded it was very important or 68 percent)
 - Reduce automobile congestion in the area (38 people responded it was very important or 66 percent)
 - Parks and open space (35 people responded it was very important or 58 percent)
- Overall, the least important transportation and land use topic to the group was opportunities to see large sports events (20 people responded it was not important at all or 34 percent). Many people did not view affordable housing options as particularly important and many indicated the question was not applicable or skipped it. In general, transportation topics were viewed as more important than land use topics. It can be difficult to see the importance of land use to transportation. People may not expect to evaluate land use issues in a transit study. However, many people provided written responses about the kinds of destinations they would like to see in the area. As the study progresses, it will be important to see how people view the relationship between land use and transportation. The project team should also see if parks and open space continues to be very important to people in the area, particularly for those living there and why this is so.
- People working in the area reported that improved bus service and making it easier to take the bus was very important to them.
- Addressing parking issues came up as relatively unimportant. People were fairly evenly divided on this topic, whereas with other topics they tended to think they were important or very important.

Background and Purpose of the Survey

A preliminary survey was conducted online from June 18 to July 9 (approximately 3 weeks) to provide a systematic way to collect public input generated from the June 25, 2012 Kick-Off Meeting for the UNM-CNM-Sunport Transit Study. This survey was designed to get a broad perspective on general transportation and land use in the study area.

The survey generated 40 instances of people participating in the survey online. There were 24 hard copy surveys submitted at the June 25th public meeting and one letter was also collected at the meeting. This resulted in 64 total respondents to the survey.

From sign-in sheet at the June 25th Kick Off Meeting, 58 people from the public were in attendance. The following neighborhood associations and other businesses or organizations were represented:

Neighborhood Associations

Campus NA
Clayton Heights NA
Martineztown Work Group
Netherwood NA
Nob Hill NA
San Jose NA
Spruce Park NA
Victory Hills NA

Other Businesses/Organizations

Daily Lobo
Frontier Restaurant
Infra/Consult LLC
Lobo Development Corporation
University Health Association
UNM Health Sciences Center

Members of the technical team were also in attendance. These people came from the following agencies and departments:

Technical Team Agencies and Departments

ABQ Ride
Bernalillo County
Central New Mexico Community College (CNM)
City of Albuquerque Council
City of Albuquerque Planning
Mid-Region Council of Governments
Parsons Brinkerhoff
University of New Mexico (UNM)
University of New Mexico Hospital (UNMH)

Detailed Results

WHO TOOK THE SURVEY

The largest group of people completing the survey indicated that they live in the study area. The following table shows the people's relationship to the study area. This table also groups people by those who own a business, live and work in the study area. Responses for each of these groups have been examined for similarities and differences later on in this report.

Table 1

Relationship to Study Area (Note - no one responded as living in UNM Student Housing)	Number of Respondents	Percent
Own a Business in Study Area Only	2	3%
Live in Study Area and Own a Business in Study Area	7	11%
Subtotal Own Business in Study Area	9	14%
Live in Study Area Only	26	41%
Live and Work in Study Area	7	11%
Subtotal Live in Study Area	33	52%
Work in Study Area Only	12	19%
Work in Study Area and take a UNM or CNM Class	2	3%
Subtotal Work in Study Area	14	22%
Travel Frequently in Study Area Only	5	8%
No Response	2	3%
Attend Classes at UNM Only	1	2%
Total Respondents	64	100%

IMPORTANCE OF DIFFERENT TRANSPORTATION AND LAND USE TOPICS

People were given a list of transportation and land use topics and asked if each topic was, "very important to me," "important to me," "little importance to me," and "not important to me at all."

An average score for each topic was created. If everyone indicated the topic was "very important" then the average score would be 4. If everyone indicated that the topic was "not important at all" then the average score would be 1. This average takes into account only people who responded to the question.

The top three transportation and land use topics for everyone taking the survey were:

1. Make the area safer to walk (41 people responded it was very important or 68 percent)
2. Reduce automobile congestion in the area (38 people responded it was very important or 66 percent)
3. Parks and open space (35 people responded it was very important or 58 percent)

Overall, the least important transportation and land use topic to the group was opportunities to see large sports events (20 responded it was not important at all or 34 percent).

Results were broken up by people who live, work and own a business in the area. Table 1 shows how these groups were created so that no one is counted more than once. For example, those who own a business in the area and live in the area are only grouped with businesses owners. However, people in these two groups (live in area, own business in area) have similar priorities, perhaps because many who own businesses also live in the area (7 out of the 9 business owners reported living in the area as well.) Parks and open space are very important to both groups.

People who reported working in the area felt that improved bus service and making the area safer to take the bus as very important. These transportation issues were not as important to the other two groups.

“Make the area safer to bicycle” was important to all three groups. This topic tied for first among business owners, tied for third among people working in the area and it came in fifth among people living in the area.

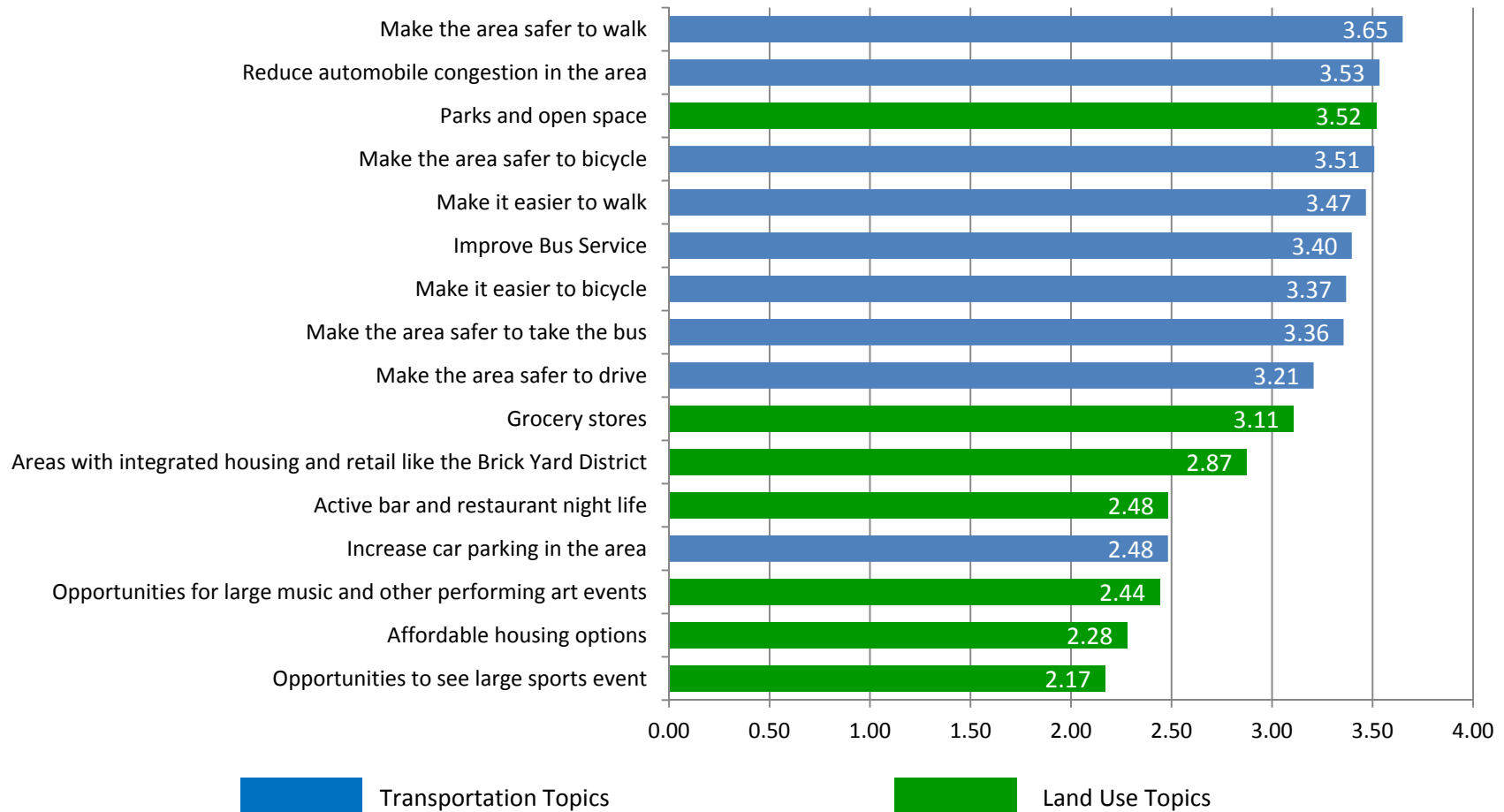
All three groups did not rate opportunities to see large sports events as important to them.

“Increase car parking in the area” did not rise to the top of the list in terms of importance for all three groups. Out of the list of 16 topics “increase car parking in the area” came in 10th in terms of importance for those working in the area, and 12th for people living in the area and 14th among business owners. Parking is traditionally thought to be a problem in the study area. It will be interesting to see if topic remains relatively unimportant to people providing input in this study.

The following chart and tables show the responses for each topic. Additionally, results for different groups are separated out so difference can be seen by those who live, work and own businesses in the area.

Chart 1

Average Importance Score for Transportation and Land Use Topics
 (4 = everyone responded "very important", 1 = everyone responded "not important at all")



Although the average importance score were found so that the topics could be put in order by taking into account all responses, often it is easier to understand the results by looking at the percentages of responses in the different categories.

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Table 2 **All Survey Takers:** Importance of Transportation and Land Use Topics

Transportation or Land Use Topic	Very Important to me	Important to me	Little Importance to me	Not Important to me at all	No Response/ Not Applicable	Average Importance Score
Make the area safer to walk	41 68%	17 28%	2 3%	0 0%	4	3.65
Reduce automobile congestion in the area	38 66%	14 24%	5 9%	1 2%	6	3.53
Parks and open space	35 58%	22 37%	2 3%	1 2%	4	3.52
Make the area safer to bicycle	36 63%	14 25%	7 12%	0 0%	7	3.51
Make it easier to walk	34 57%	20 33%	6 10%	0 0%	4	3.47
Improve Bus Service	28 48%	25 43%	5 9%	0 0%	6	3.40
Make it easier to bicycle	32 56%	16 28%	7 12%	2 4%	7	3.37
Make the area safer to take the bus	27 46%	27 46%	4 7%	1 2%	5	3.36
Make the area safer to drive	25 43%	23 40%	7 12%	3 5%	6	3.21
Grocery stores	22 39%	22 39%	8 14%	4 7%	8	3.11
Areas with integrated housing and retail like the Brick Yard District	17 31%	20 36%	12 22%	6 11%	9	2.87
Active bar and restaurant night life	13 22%	17 29%	13 22%	15 26%	6	2.48
Increase car parking in the area	14 25%	14 25%	13 23%	15 27%	8	2.48
Opportunities for large music and other performing art events	12 20%	17 29%	15 25%	15 25%	5	2.44
Affordable housing options	5 9%	16 30%	22 41%	11 20%	10	2.28
Opportunities to see large sports event	7 12%	16 27%	16 27%	20 34%	5	2.17

Green cell highlight land use topics. Transportation topics are not highlighted.

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Table 3 **People Living in the Study Area:** Importance of Transportation and Land Use Topics

Transportation or Land Use Topic	Very Important to me	Important to me	Little Importance to me	Not Important to me at all	No Response/ Not Applicable	Average Importance Score
Make the area safer to walk	23 74%	8 26%	0 0%	0 0%	2	3.74
Reduce automobile congestion in the area	22 73%	7 23%	1 3%	0 0%	3	3.70
Parks and open space	21 66%	11 34%	0 0%	0 0%	1	3.66
Make it easier to walk	18 58%	13 42%	0 0%	0 0%	2	3.58
Make the area safer to bicycle	16 55%	10 34%	3 10%	0 0%	4	3.45
Make the area safer to drive	16 55%	10 34%	0 0%	3 10%	4	3.34
Make it easier to bicycle	14 48%	11 38%	3 10%	1 3%	4	3.31
Make the area safer to take the bus	12 40%	16 53%	1 3%	1 3%	3	3.30
Improve Bus Service	10 33%	16 53%	4 13%	0 0%	3	3.20
Grocery stores	13 42%	11 35%	4 13%	3 10%	2	3.10
Areas with integrated housing and retail like the Brick Yard District	8 28%	10 34%	6 21%	5 17%	4	2.72
Increase car parking in the area	6 22%	7 26%	3 11%	11 41%	6	2.30
Affordable housing options	1 4%	8 29%	12 43%	7 25%	5	2.11
Active bar and restaurant night life	3 10%	9 29%	7 23%	12 39%	2	2.10
Opportunities for large music and other performing art events	4 13%	7 23%	7 23%	13 42%	2	2.06
Opportunities to see large sports event	4 13%	4 13%	9 29%	14 45%	2	1.94

Green cell highlight land use topics. Transportation topics are not highlighted.

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Table 4 **People who Work in the Study Area:** Importance of Transportation and Land Use Topics

Transportation or Land Use Topic	Very Important to me	Important to me	Little Importance to me	Not Important to me at all	No Response/ Not Applicable	Average Importance Score
Improve Bus Service	9 69%	4 31%	0 0%	0 0%	1	3.69
Make the area safer to take the bus	7 54%	5 38%	1 8%	0 0%	1	3.46
Make the area safer to bicycle	8 62%	2 15%	3 23%	0	1	3.38
Make the area safer to walk	6 46%	6 46%	1 8%	0 0%	1	3.38
Reduce automobile congestion in the area	7 50%	6 43%	0 0%	1 7%	0	3.36
Make it easier to bicycle	8 62%	2 15%	2 15%	1 8%	1	3.31
Make it easier to walk	7 54%	3 23%	3 23%	0 0%	1	3.31
Parks and open space	5 38%	5 38%	2 15%	1 8%	1	3.08
Make the area safer to drive	5 36%	5 36%	4 29%	0 0%	0	3.07
Increase car parking in the area	5 36%	4 29%	4 29%	1 7%	0	2.93
Active bar and restaurant night life	5 38%	3 23%	3 23%	2 15%	1	2.85
Grocery stores	3 23%	6 46%	3 23%	1 8%	1	2.85
Areas with integrated housing and retail like the Brick Yard District	4 31%	3 23%	5 38%	1 8%	1	2.77
Opportunities for large music and other performing art events	1 8%	5 38%	6 46%	1 8%	1	2.46
Affordable housing options	2 15%	4 31%	5 38%	2 15%	1	2.46
Opportunities to see large sports event	1 8%	5 38%	4 31%	3 23%	1	2.31

Green cell highlight land use topics. Transportation topics are not highlighted.

Table 5 **Business Owners in the Study Area:** Importance of Transportation and Land Use Topics

Transportation or Land Use Topic	Very Important to me	Important to me	Little Importance to me	Not Important to me at all	No Response/ Not Applicable	Average Importance Score
Make the area safer to bicycle	7 78%	1 11%	1 11%	0 0%	0	3.67
Parks and open space	6 67%	3 33%	0 0%	0 0%	0	3.67
Reduce automobile congestion in the area	7 78%	1 11%	1 11%	0 0%	0	3.67
Make the area safer to walk	6 67%	2 22%	1 11%	0 0%	0	3.56
Improve Bus Service	5 56%	3 33%	1 11%	0 0%	0	3.44
Make it easier to bicycle	6 67%	1 11%	2 22%	0 0%	0	3.44
Make the area safer to take the bus	6 67%	1 11%	2 22%	0 0%	0	3.44
Grocery stores	4 50%	3 38%	1 13%	0 0%	1	3.38
Areas with integrated housing and retail like the Brick Yard District	3 33%	6 67%	0 0%	0 0%	0	3.33
Make it easier to walk	5 56%	1 11%	3 33%	0 0%	0	3.22
Make the area safer to drive	4 44%	3 33%	2 22%	0 0%	0	3.22
Opportunities for large music and other performing art events	4 44%	3 33%	2 22%	0 0%	0	3.22
Active bar and restaurant night life	3 33%	3 33%	2 22%	1 11%	0	2.89
Increase car parking in the area	2 22%	2 22%	4 44%	1 11%	0	2.56
Affordable housing options	1 11%	3 33%	3 33%	2 22%	0	2.33
Opportunities to see large sports event	0 0%	5 56%	2 22%	2 22%	0	2.33

Green cell highlight land use topics. Transportation topics are not highlighted.

RANKING PROJECT GOALS

There were issues with ranking project goals. The question did not make it clear that rank 1 should be the first priority goal and rank 6, the sixth priority goal, for the individual. Several people asked for clarification, however, the question was unclear. A second issue also came up. People filling out the paper survey were not forced to rank the goals so some people chose more than one goal for the same priority level. For example, a few people chose all the goals as first priority. If an individual ranked half the goals as first priority and the other half as 2nd priority, those results were entered. However, ranking all topics the same priority level did not provide discrimination of the goals and those results were not entered. Finally due to people not responding or marking everything as first priority, there were 11 missing responses or 17 percent of survey takers. **Given these issues, the results from the project goal rankings should be taken with caution.** On the positive side, the results from the rankings are very similar to the results from the more straight-forward questions about the importance of different transportation and land use topics.

The first priority goal for all people completing the survey was: “Improve alternative transportation options (walking, bicycling, and transit)”. This was a very solid first goal with 49% of people answering the question identifying it as the first priority. Similar to the importance ratings, parking and housing were considered less important than other topics. The project goal, “Address Parking” was ranked 5th priority overall and “Provide diverse ways for people to live in the study area” was ranked 6th (or last) overall.

Results for people who live, work and own businesses in the area were also broken out. There were high numbers of missing values for each group. Given the relatively few people in each category and the missing responses the results from these subpopulations are not included in this report.

Table 6

	Total	Number of Invalid or Missing Responses	Percent of Total
People Living in Study Area	33	6	18%
People Working in Study Area	14	4	29%
People Owning a Business in the Study Area	9	1	11%

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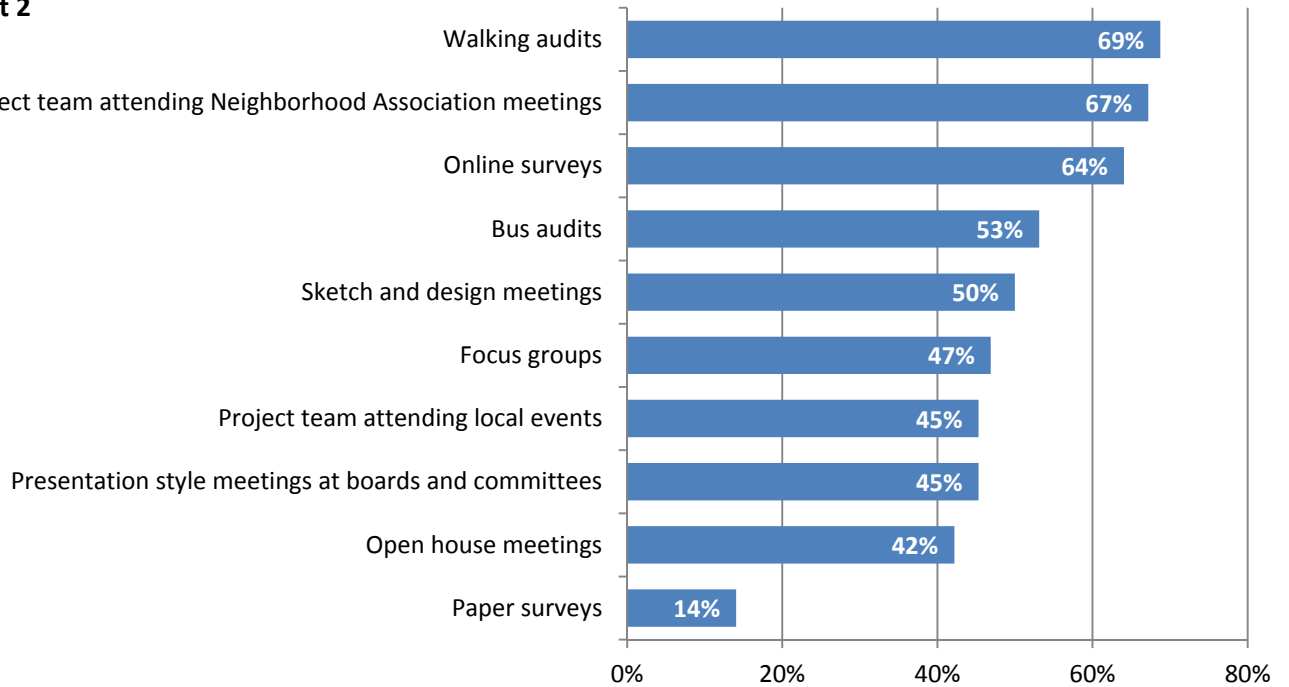
Table 7 **All Survey Takers:** Ranking Project Goals

Project Goal	Number of Respondents Ranking Project Goals 1st through 6th						No Response/ Invalid Response	Average Rank (1= everyone ranked goal 1st, 6= everyone ranked goal 6th)
	1st Priority	2nd Priority	3rd Priority	4th Priority	5th Priority	6th Priority		
Improve alternative transportation options (walking, bicycling and transit)	26 49%	9 17%	6 11%	10 19%	2 4%	0 0%	11	2.11
Improve safety for all modes of travel (walking, bicycling, transit, and private automobile)	7 13%	18 34%	8 15%	9 17%	5 9%	6 11%	11	3.09
Address automobile congestion	6 11%	8 15%	14 26%	8 15%	10 19%	7 13%	11	3.55
Increase services and retail in the area so there is less need to travel outside the area for daily shopping and other needs	6 11%	7 13%	13 25%	9 17%	9 17%	9 17%	11	3.66
Address parking	5 9%	5 9%	9 17%	6 11%	15 28%	13 25%	11	4.13
Provide diverse ways for people to live in the study area	3 6%	6 11%	3 6%	11 21%	12 23%	18 34%	11	4.45

OTHER PUBLIC OUTREACH

To get an idea of what type of meetings and events the public would like to partake in, a survey question asked a question about different styles of public meetings and opportunities for feedback to help develop outreach efforts. Interactive audits and working closely with Neighborhood Associations are high on the list with 44 people selecting “Walking audits, and 43 people selecting “Project team attending Neighborhood Association meetings.”

Chart 2



WRITTEN COMMENTS

There were 95 written comments collected. They were categorized into groups listed below. Complete comments are listed on the following pages along with a letter submitted from the Campus Neighborhood Association.

Table 8

Written Comment General Category	Number of Comments
Important Destinations Needed in the Study Area	20
Subcategory: Desire for Community Services	11
Neighborhood Traffic & Street Design	18
Subcategory: Santa Clara Issues	5
Subcategory: Girard Issues	5
Transit Related	17
Walking and Bicycling Related	14
Safety Related	10
Subcategory: Speed	5
Parking Related (all comments are about less parking)	7
Other	4
Event Traffic	3
Freight Traffic	2

Important Destinations Needed in the Study Area:

- Promote good commercial development for this area. Area has many visitors to sports venues, educational institutions, medical facilities but little or no commercial development.
- Hardware store
- Grocery stores are okay if the liquor sales to bums don't cause problems to neighborhood.
- Active bars could be highly detrimental because of noise and drunk driver problems.
- Community Center.
- Library.
- Student work opportunities.
- The Nob Hill area already has a very active bar and night life which makes our neighborhood one of the highest in terms of crime rates in the UNM area - if you want to develop this aspect of entertainment we need more police/security presence.
- Use of UNM campus libraries, tennis courts, Pope Joy Hall, Credit Union in Student Union, small stores and restaurants on Central - all within walking distance -- making Central Walkable from my home near Campus Blvd/LaFayette --- making the area Walkable.
- Would love more park and open space.
- I use the medical facilities, i.e. Presbyterian Medical complex and appreciate its closeness.
- More retail targeted to consumers, not businesses; e.g. NOT like the area between I40 & Montgomery/ Carlisle & RR tracks.
- Community garden, Community gym, Community yoga studio.
- Food coop.
- Senior resource center.
- I would dearly love to see a small hardware/garden center in this study area either around Yale or Gibson or Caesar Chavez by the freeway. Right now if you need a swamp cooler part or 10 penny nails...where do you go? Drive, Bus or Bike all the way over to Lowe's or up to Home Depot? Our Smith's is not big enough and doesn't carry that much stuff. Fye on Zuni Walmart: not an acceptable option for some of us.
- Also, I like to walk to restaurants/bars to avoid any possible DWI issues. It would be great if there were more and closer options along Yale.
- Area close to us (Hyland Park vicinity) has historic residential character, not enhanced if traffic increases. Also it is a part of Albuquerque with a huge mature tree population, threatened by climate change, ad drought. Don't forget vegetation needs. It's not all about cars.
- I'd also like part of Hyder Park to be designated as off leash for our dogs.
- Not clear what you mean by "new" development--recent developments in the neighborhood or a need for more future development in the neighborhood? E.g., we have had a lot of interesting new bars, cafes, & restaurants in the neighborhood. As a local resident, they are important to me. Do we need more? I doubt it.

Neighborhood Traffic & Street Design:

- Do not allow vehicle access on Santa Clara-Columbia/Princeton. Keep the road block.
- Reduce traffic through neighborhood between Yale and Girard.
- Monitor air quality of neighborhoods near UNM. Redesign streets in residential areas near UNM to discourage cut through traffic.
- Reduce traffic through the neighborhood from Girard to Yale.
- I am very concerned about the huge increase of students brought to the area of Girard and Campus Blvd due to the new dorm of 1000 student capacity. Students already drive fast thru my residential neighborhood on LaFayette and Campus Blvd. They do not slow down when traveling in the school zone. How will Girard handle this huge student influx with their cars??? We as a neighborhood do NOT want Girard enlarged. We do NOT want more traffic directed into our quiet neighborhood. How did the university get the large dorm approved without building on-campus parking for the student cars??
- Impact of UNM bound traffic on surrounding neighborhoods, cut-throughs on residential streets, UNM employee and student parking overflow into residential neighborhoods.
- Speed bumps that actually slow traffic along cut-through routes on neighborhood streets.
- Cut traffic in the study area, by blocking key routes from one end of the city to the other. Example; the street Santa Clara S.E. is blocked from being opened to the west side, and thus is very safe to walk bike.
- Again open access to Santa Clara SE at Columbia, this blockade is ridiculous and creates dangerous driving conditions for all residents in this local area.
- The road closure at Princeton and Santa Clara. This is a problem for residence living in the area and is just moving the problem from one street to another.
- I am sick of the blockage at Santa Clara and Princeton. I thought it was a knee-jerk reaction in the first place and has been very inconvenient ever since. I can hardly wait for it to go away.
- There were turning lanes for north and south traffic on Girard at Lead and Coal during the construction project. These turning lanes should be re-instated.
- Put turn lanes back on Girard for Coal & Lead to reduce traffic congestion!
- Sunport Intl' Airport leave down Yale a gateway into Albuquerque. We are in MRA + sector plan. We need transportation from airport to go down Yale with improved eye appeal. Thanks. Great presentation.
- Do not open up automobile access on Santa Clara at Columbia. Keep the roundabout and the barricades up. It took us years to get this blocked. We don't want it taken down. Traffic Bridge becomes Cesar Chavez. Santa Clara becomes Kathryn people used this as a thru way across the city and it is a neighborhood.
- Get rid of traffic bulb-outs on Girard south of Central. They are counterproductive.
- Median landscaping. Painted (defined) cross walks.
- Reopen the blockade at Santa Clara at Columbia S.E. to ease the flow of traffic in this area as it stands now there is only one exit on Princeton S.E. for a ten block area causing congestion and hazardous driving for residents in this area.

Transit Related:

- Has the City abandoned all thought of light rail development, which, if implemented could readily integrate into the project being reviewed here? Check out the sustained heavy passenger use of the Phoenix light rail, and its relation to the ASU campuses.
- Some type of modern approach to mass transit such as trolley or placing bike paths on inside of parked cars to increase cycling safety. Possibly check out the documentary film by Gary Hustwit called 'Urbanized'. It includes remarkable and progressive ways that other big cities are coping with sustainable and large scale urban development.
- Yale Blvd from the stadiums to Central is chronically congested with traffic. The UNM shuttle buses should only go north on University and should not be allowed to exit onto Yale to take students to UNM.
- A bus line to North campus on Girard. More frequent bus stops. There is currently 1 mile between stops at Santa Clara & next one on Kathryn, yet many of us work at UNM North & live in the south quadrant.
- We do travel by air so a bus that I could take directly to the airport so I could eliminate taking a taxi or private car would be appealing to me. I would take the bus if the route were direct.
- Covering the bus windows with ads may bring in revenue but it does not bring me into the bus!!! Think of it this way. Women are taught to and need to be aware of what they are entering. Entering a bus that I cannot see into before entering does not appeal to me - even though I strongly support alternatives to driving cars. If bus windows were not covered, I would be more likely to ride the bus.
- I would REALLY like more access to UNM/UNMH by bus from the Westside.
- Increase frequency of bus service.
- Improve shuttle service so there are fewer drivers to the immediate UNM area. For example, shuttle to UNM campus from Coronado Center parking lots or similar parking location.
- Convenience - very important if I take transit that it takes no more than the time it takes to drive and park.
- Express bus from the NE Heights.
- Improvement needed on frequency of bus pickups/stops on the 16/18.
- Longer hours of operation would make me use the bus system more.
- I'd also like a better connection to the airport from Girard than to have to transfer at Yale.
- Full range of time -- e.g. need bus service for late or early airplane flights.
- Bus service is already very good, I use it.
- Availability of transit service every day of the year (365).

Walking and Bicycling Related:

- One thing the city does very well is to maintain the streets for walking, handicapped access, biking, and driving. In this area, the streets are swept regularly and the repaving of Coal and Lead was a key in making that corridor appealing to bikers and walkers.
- I would like to see more curb cutting (particularly on Kathryn between Yale and Columbia) for handicapped access, as well as Regular Street and alley litter cleanup. The neighborhood associations can take a bigger role in that -- helps to encourage walking as well as keeping the property values up.
- I am a big advocate of curtailing car traffic in favor of benefiting walkers, bikers, and mass transit options. If this means narrowing Yale or cutting lanes on Central, I say go for it.
- At some point, bikers and drivers turn into pedestrians to reach their final destination - thus the latter should be given top priority.
- Address better bike and pedestrian traffic across the freeway in this area.
- Build an underpass on the North Diversion, Multiple-use Trail to go under Indian School Road.
- Consider having more police on bicycles in the UNM/CNM area both day and night.
- Walkability - wider medians, signals and signs automatically synchronized (no push buttons).
- All intersections, all sides have marked walking lanes (Monte Vista, Girard, Central) lacking it, so is Campus/Monte Vista & Lomas, M.V., Carlisle).
- I would dearly love to be able to walk or ride bike to work and back which is why I bought a house close to work at APS and close to UNM in case I decided to go back to school for more degrees. However, I have discovered that it is both difficult and dangerous either ride down Caesar Chavez or to cut through CNM on a bike and really dangerous to walk on Basehart or the Vance Emery Lane area as there are no sufficient sidewalks or gate accesses. Even cutting through Roosevelt Park is pretty creepy.
- I would like to see APS and Milne Stadium included in this study since APS was once a progenitor of TVI and CNM's parking problems directly affect APS traffic. As a matter of fact, it would be helpful making a left turn from Basehart east onto University north if there was a separate walk signal and traffic-left turn arrow so APS vehicles don't have to sit and wait for 120 people to cross the street for class, just in time for one APS vehicle to rev through on the yellow light between stragglers. That's intersection is an accident waiting to happen.
- Addition of bicycle lanes to Lead/Coal has improved bike accessibility.
- Improve & expand secure bicycle parking in the area, particularly within and around major institutions such as UNM & CNM.
- Improve accessibility.

Safety related:

- Decrease Monte Vista speed limit to 23 or 30 mph (presently 35).
- Reduce car speed to make it safer for residents. Children and senior citizens live in the area.
- Reduce speed limits in neighborhoods to 18 mph.
- As a resident of the neighborhood near the intersection of Campus and Girard I find that in spite of the speed bumps on Campus cars travel too fast and endanger pedestrians and bike riders. I would love to see Campus changes to a bicycle boulevard to decrease traffic speed. Sidewalks on Campus are so narrow that often as a pedestrian I end up walking in the bike lane which endangers me and a bike rider.
- We have lived in the study area for 36 years. Year after year, we have observed countless accidents on Cesar Chavez, as people are exiting I-25, southbound, and turning left (east) onto Cesar Chavez. We would highly recommend that this section of Cesar Chavez, just west of the freeway, be studied and improved.
- Crime is a problem in our area, especially with the poor state of most alleys.
- Make it easier and safer for the blind.
- Safety also is of vital importance especially away from area where students/staff hang out. - E.g. Silver, Lead, Yale, etc.
- Already mentioned - but worth re-mentioning is the safety issues in the area. Not all areas within the study area are well lit. The presence of APD doesn't seem prevalent - bicycle patrol by APD would be nice.
- The intersection at I-25 and Cesar Chavez has accidents too often, something needs to be done. My street, 1800 Stanford is a freeway because there's no 4 way stop or speed bumps at Ross/Stanford. People fly down Vail, shortcut to Yale. I hate this traffic. We need bigger speed limit signs on Girard by the golf course. People go too fast. Maybe a stop sign at Girard and Vail!

Parking Related:

- Designating Silver as "bicycle" lane is ludicrous. It is a narrow road with parking on both sides - two cars can barely pass each other, let alone cars and bicycles side by side. There could be parking on one side of Silver only - or no on street parking between Carlisle and Girard. Perhaps a new parking lot could be created on Silver to eliminate on street parking there?
- Less parking at UNM to encourage bus use.
- More rigorous enforcement of parking permits.
- Reduce commuter parking while protecting neighborhoods.
- No parking structure in my backyard. Maybe train the drivers to drive safer.
- It is very important to me that there be NO on street residential parking on either side of Girard.
- Reduce traffic by decreasing parking at UNM.

Other:

- Reduce car traffic to UNM. Increasing services and retail could be a tricky situation that would require careful planning to protect the residents. Spruce Park is on the national registry of historic neighborhoods; it was the first country club area in Albuquerque. It's architectural styles are beautiful and distinctive, and the homes could not be replicated through new construction. Protect the historic residences. Develop a plan that does not result in loss of this property to UNM for expansion of the main campus. The potential health problems, such as asthma, that could come from all this automobile traffic and the concomitant degradation of air quality are a major concern to me as a resident of Spruce Park. Also global warming from greenhouse gasses.
- Expand study area to Carlisle.
- Accessibility to NMRX and Amtrak trains improved.
- Addressing the spread of crime via main roads that lead to the "study area". I.E. Cesar Chavez BVD.

Event Traffic:

- The noise from the baseball stadium is very disruptive to surrounding residential areas.
- I would like turn arrows at the intersection of Yale and Cesar Chavez. Since the street was narrowed a few years ago, whenever there is something at the sports facilities, it is impossible to turn west from Yale. I hate that they close off the streets to prevent people parking at sports stuff, as I find it hard to get home sometimes. We don't attend sports stuff, but the traffic it causes is awful when trying to go home.
- Avenida Cesar Chavez where Isotopes + Pit (runs east & west) has nothing to protect people walking to venues. After football (UNM) games + baseball games is the worst. BMX doesn't have sidewalks on north side of Cesar Chavez.

Freight Traffic:

- We need bumps or something to slow down traffic on University Blvd near Gibson. Semis (tractor) come down our residential streets all hours.
- Too many large vehicles (semis + RV's, car transport vehicles) move thru Clayton Heights residential area. These endanger residents, damage roads + cause pollution + noise.

LETTER FROM CAMPUS NEIGHBORHOOD ASSOCIATION

Girard between Lomas and Campus

Girard between Lomas and Central is current unsafe for walking or biking because drivers view this narrow, residential-width street as if it is a primary street. They drive at high speeds. There is no 30mph sign between Lomas and Campus.

Reducing Girard to two lanes with bike lanes has been on the master plan for years. Washington, Pennsylvania, Monte Vista, and other streets, have been successfully redesigned.

Some have said that Girard is a primary entrance to UNM. It was never intended to be. In fact, UNM is trying to reduce vehicular traffic on University campus. A two-lane Girard helps keep traffic on major arterials. Combined with closing Redondo Drive at the new dormitories, there will be less parking in the area, encouraging alternate transportation to UNM.

Concerns have been expressed that reducing Girard to two lanes might increase cut-through in the neighborhood. The reverse should happen by reducing traffic on Girard.

There is no need to interfere with current Girard parking between Campus and Central. Parking is allowed on many streets that have bike lanes, e.g., Campus Boulevard. Having bike lanes makes a street safer for bicyclists, even if having legally parked cars on it.

Based on information received from North Campus Neighborhood Association, the fire department on Girard, between Campus and Central, is not concerned by adding bike lanes - probably because bike lanes increase room for emergency vehicles.

Emergency vehicles, up to three at a time, go by on Girard six to ten times a day - many with sirens blasting, usually going North. We have four places from which emergency vehicles come: Fire station, APD Triangle Substation, University Police Department, and University Hospital - all within several blocks of the Girard/Campus intersection.

Since we have so many emergency vehicles and a bus going South, every fifteen minutes - starting early in the morning and ending late in the evening, Speed Bumps would not be appropriate. The bus currently drives in the gutter, almost to the curb.

Traffic Bubbles would not be useful, since they would prevent traffic from pulling to the curb to allow emergency vehicle to go by. Traffic bubbles are not esthetic, trash collects around them, nor do they allow free access to the curb for Solid Waste pickups on the East side of Girard. The west side uses the alley that parallels Girard from Lomas to Campus.

A planted median or chain-link-fenced median would interfere with emergency vehicles. We suggest that double lane be painted in the middle of Girard between Lomas and Campus. It could be as little as two to three feet wide but would provide easement for emergency vehicles to avoid cars, bikes pulled to the side.

MID-REGION COUNCIL OF GOVERNMENTS

Bob Crain, President-Elect, and a biker himself, issues an invitation to Councilmen Garduno, Benton and anyone else who wishes to ride bikes with him through Nob Hill.

And Judy Ducharme, Secretary, will be pleased to entertain people all day, if they have reservations about the impact of emergency vehicles racing through Girard between Lomas and Campus. I have expected anytime in the last 10 years to find a bicyclist dead on my lawn. Let's prevent it from ever happening.

Prepared by Bob Crain, President-Elect, CNA
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