

# UNM / CNM / Sunport Transit Study

One of the primary objectives of the UNM/CNM/Sunport Transit Study is to develop a transit strategy to connect the major destinations within the study corridor and to connect with other existing east-west transit routes. The type of transit under consideration would be very different than the types of transit currently being used by UNM or the City.

*The key characteristics of the types of enhanced transit envisioned for this corridor include:*



**Buses** that are *modern*, *safe*, and *comfortable* as well as *quick* and *easy* to board. Buses have their own identify specific to the UNM-CNM- Sunport Corridor.



**Stations** that are *strategically located*, *comfortable*, and *safe* for use at night. Real-time information for bus wait times and off-bus fare collection enhance the service.



Where feasible, buses could operate in dedicated **bus-only lanes** to make travel *fast* and *efficient*. If fully dedicated lanes are not possible, **queue jumps** could be used at congested intersections to help maintain schedules.



# UNM / CNM / Sunport Transit Study

## Proposed Objectives for the UNM/CNM/Sunport Transit Study

### Mobility and Access:

1. Improve transit access to key study area destinations (UNMH, UNM North, UNM Main, CNM, and the Sunport).
2. Improve connections within the study area to the regional transit system.
3. Increase travel choices including those that provide an appealing alternative to the single occupancy vehicle.
4. Develop stations and facilities that are well connected to pedestrian and bicycle networks.



### Land Use, Development, and Sustainable Communities:

1. Encourage transit supportive land uses and development styles.
2. Improve transportation options between housing and study area destinations.
3. Develop a transportation strategy that builds on the strengths of the study area.
4. Support land use and transportation development that improves air quality and reduces greenhouse gas emissions associated with single occupancy vehicle travel.
5. Identify opportunities and policies to increase housing within the corridor.

### Transportation Policies:

1. Identify policies that encourage the use of alternative transportation modes.
2. Minimize negative impacts of parking on the surrounding neighborhoods.
3. Identify policies that support the efficient use of area parking facilities.
4. Ensure an adequate supply of parking for visitors and parking permit holders in the corridor.
5. Identify policies that ensure the adequacy of supporting facilities for pedestrians and cyclists.



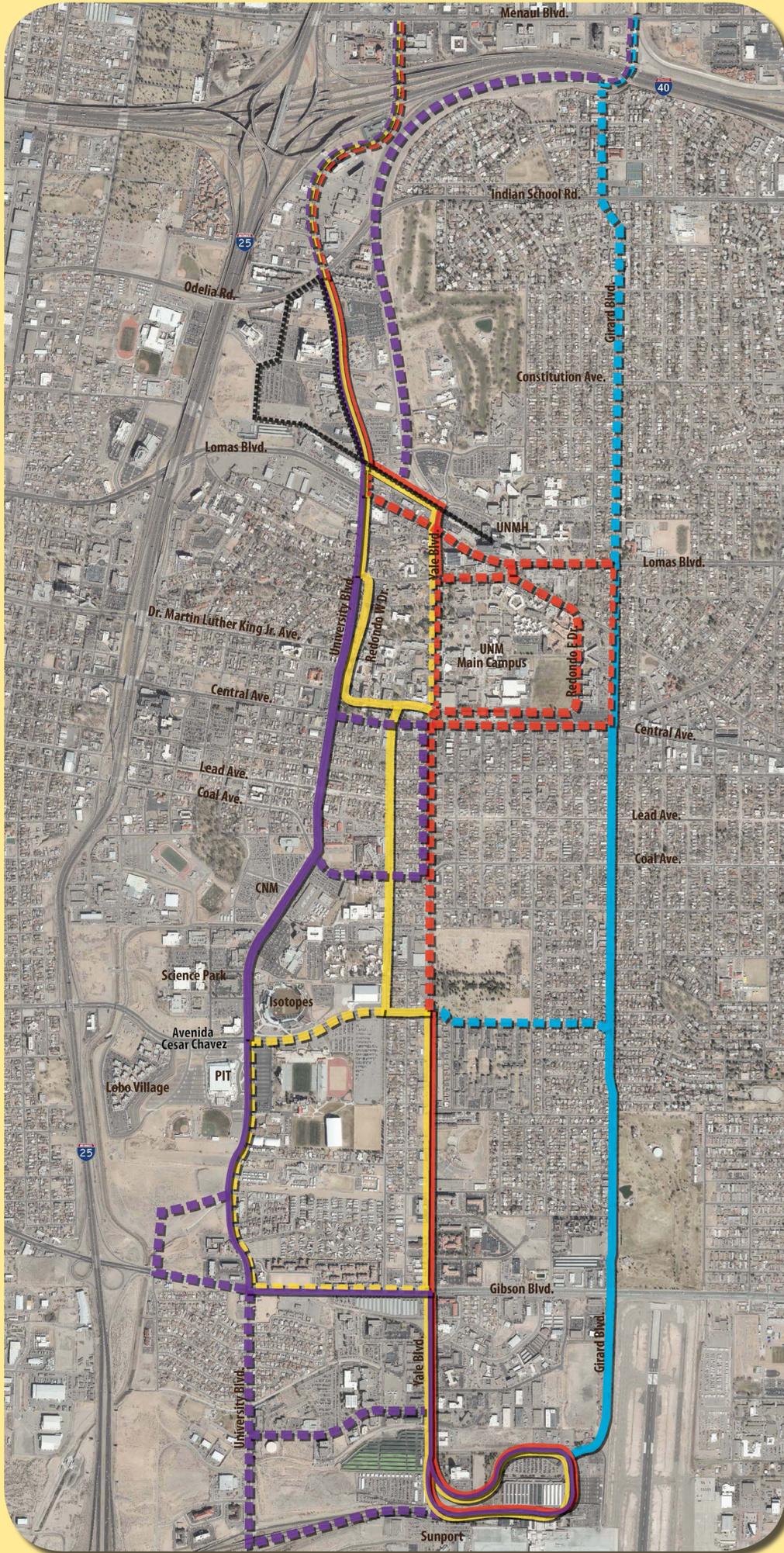
### Cost, Feasibility and Operations:

1. Develop a cost effective plan for improvements and operations.
2. Provide reliable and competitive transit travel times within the corridor.
3. Develop operating characteristics that take into account the diverse needs and schedules of the area's institutions, including UNMH, UNM North, UNM Main Campus, CNM, and the Sunport.



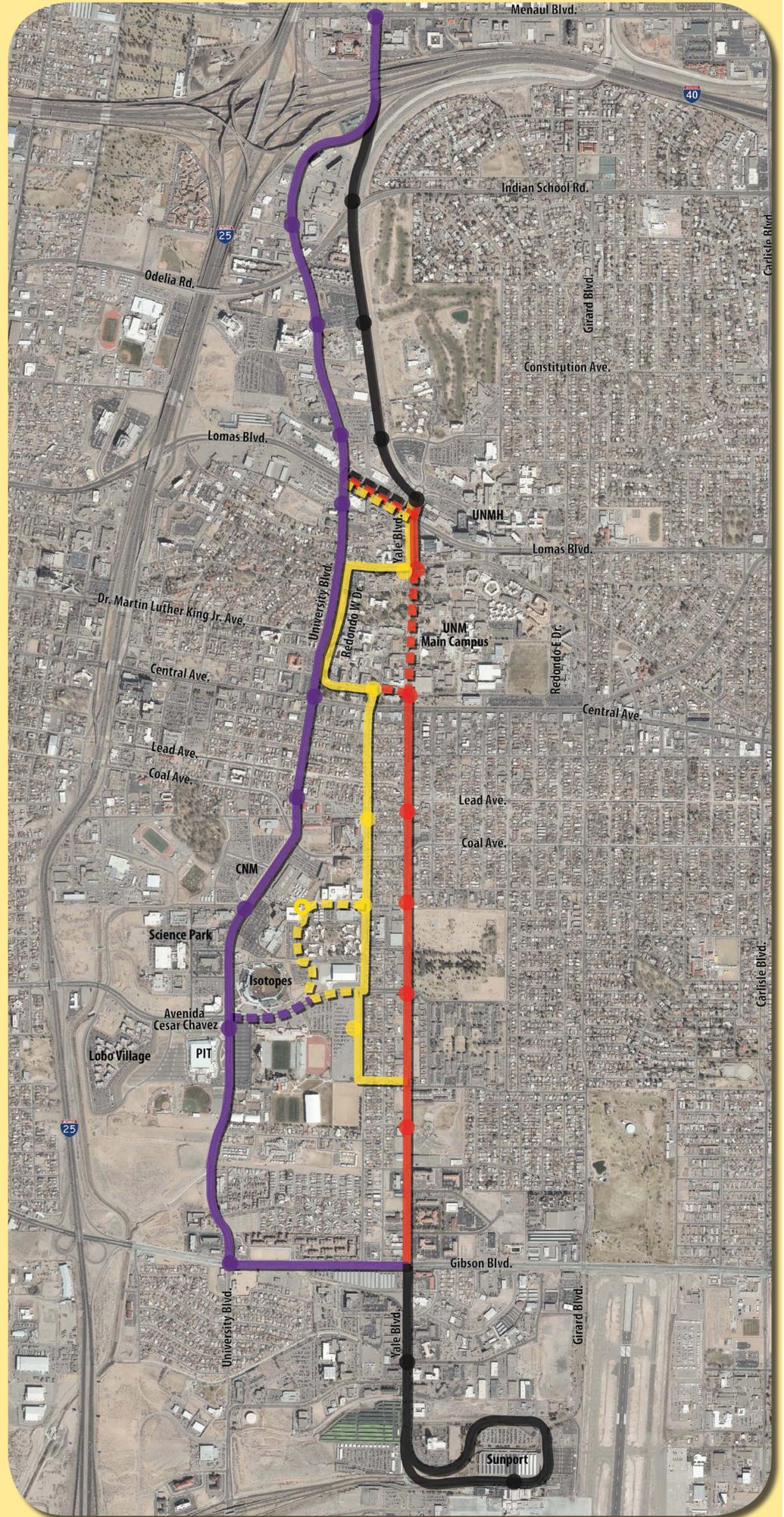
## Route Alternatives

### Long List



The **Long List of Alternatives** was developed using recommendations from an interagency working group and from public comment. These routes were evaluated using quantitative and qualitative screening criteria to assess their performance, feasibility, and neighborhood compatibility.

### Short List



The **Short List of Alternatives** includes the routes recommended for further consideration and evaluation. The routes included in the short list are those that best meet project objectives, provide good access to major destinations, and are feasible.

## Potential Street Sections

Adding a busway to the roadways under consideration can be accomplished in several ways. The drawings below illustrate existing street sections for University Boulevard, Yale Boulevard, and Buena Vista Street. Following each existing section are examples of how a busway or bus lanes could be implemented. These are examples only. Other methods are available and will be explored as we continue the evaluation process.

**University Boulevard south of Cesar Chavez**



Existing 4-lane Street Section with Bike Lanes Added



Busway added to the Roadway Median



Busways added to curb side of roadway. Busway is also used by cars turning right into driveways and side streets.

**Yale Boulevard south of Central Avenue**



Existing 3-Lane Street Section



Street is widened to accommodate busways on the curb side of roadway. Busway is also used by cars turning right into driveways and side streets.

**Yale Boulevard south of Avenida Cesar Chavez**



Existing 4-Lane Street Section with Painted Median



Outside lane converted to busways with right-turn access lanes for businesses and side streets.

**Buena Vista South of Central**



Existing 2-Lane Street Section



Street converted to buses, bicycles, and pedestrian traffic only.

## Initial Screening Summary 1

The objective of the screening process was to identify major differences between the initial set of alternatives. The screening process used various quantitative and qualitative factors focused on how well each alternative would achieve the project objectives. In addition, alternatives were evaluated for their effect on neighborhoods and businesses, right-of-way, traffic flow, bicycle and pedestrian traffic, and other community issues. The findings of the evaluation were used as the basis for recommending which alternatives should be advanced for further evaluation or dropped from further consideration.

**Segment 1 – Menaul Boulevard to Indian School Road (North University Campus Area)**

Evaluation Metric/Route	1: University	2: AMAFCA Channel	4: Girard
1. Daytime population (UNM, UNMH, CNM students, faculty, staff, workers) within 5 minutes of route	0	0	0
2. Number of off-campus jobs within 5 minute walk of route	85	21	2
3. Number of remote parkers using shuttle service within 5 minute walk	0	0	0
4. Number of transit arrivals at existing stops within 5 minute walk (only major stops with >100 arrivals)	0	0	0
5. Home residence of faculty, staff, workers, and students (in off campus housing) within 5 minute walk of route	20	27	114
6. Residential population (not associated with institutions) within 5 minute walk of route	7	0	635
7. Number of students in University dorms/housing within 5 minute walk	0	0	0
8. Number of seats at sports/entertainment venues within 5 minute walk	0	0	0
9. Overall Route Length (Relative Cost)	0.82miles	1.09 miles	0.55 miles
10. Total population/mile (Route productivity)	136/mile	44/mile	1,286/mile
11. General Feasibility (issues pertaining to right-of-way, traffic, travel times, neighborhood intrusion, pedestrian safety)	<ul style="list-style-type: none"> <li>R/W generally available to add busway without reducing the number of travel lanes</li> <li>4 signalized intersections will reduce travel time</li> <li>Relatively high number of access points could conflict with busway</li> <li>Street currently operates at high LOS. Busway would not result in major traffic diversion</li> <li>Little conflict with residential neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>R/W generally available on channel to accommodate busway</li> <li>Crossing under I-40 may be difficult and costly</li> <li>Few access conflicts; travel time would not be affected by driveway and side street access</li> <li>Would not divert traffic</li> <li>Is adjacent to residential neighborhood; some potential for intrusion</li> <li>Potential conflict with pedestrian and bicycle traffic using channel trail</li> </ul>	<ul style="list-style-type: none"> <li>Crossing under I-40 may be difficult and costly</li> <li>Limited street width would require mixed flow operation on residential collector streets</li> <li>Conflicts with residential driveways; potential safety concern</li> <li>Low traffic flows; no traffic diversion</li> <li>Passes directly through residential neighborhood</li> <li>Potential safety conflicts with residential pedestrian traffic</li> </ul>

■ No major challenges  
■ Challenges, but not a fatal flaw  
■ Potential fatal flaw

**Segment 2 – Indian School Road to Lomas Boulevard**

Evaluation Metric/Route	1: University	2: AMAFCA Channel	3: University/Tucker	4: University/Lomas	5: University/Lomas/Yale	6: Girard
1. Daytime population (UNM, UNMH, CNM students, faculty, staff, workers) within 5 minutes of route	632	721	3,469	5,029	764	257
2. Number of off-campus jobs within 5 minute walk of route	508	431	508	1,013	508	496
3. Number of remote parkers using shuttle service within 5 minute walk	969	2,128	969	969	969	0
4. Number of transit arrivals at existing stops within 5 minute walk (only major stops with >100 arrivals)	0	0	854	854	0	284
5. Home residence of faculty, staff, workers, and students (in off campus housing) within 5 minute walk of route	21	21	21	36	21	170
6. Residential population (not associated with institutions) within 5 minute walk of route	0	0	0	69	0	1,492
7. Number of students in University dorms/housing within 5 minute walk	0	0	0	0	0	0
8. Number of seats at sports/entertainment venues within 5 minute walk	0	0	0	0	0	0
9. Overall Route Length (Relative Cost)	0.61 miles	1.2 miles	0.84 miles	1.35 miles	0.83 miles	1.0 miles
10. Total population/mile	3,462/mile	2,819/mile	6,889/mile	5,905/mile	2,740/mile	2,870/mile
11. General Feasibility (issues pertaining to right-of-way, traffic, travel times, neighborhood intrusion, pedestrian safety)	<ul style="list-style-type: none"> <li>R/W generally available to add busway without reducing the number of travel lanes</li> <li>Few signalized intersections; little impact to travel time</li> <li>Moderate number of access points; potential conflicts with busway</li> <li>Busway would not result in major traffic diversion</li> <li>No conflicts with residential neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>R/W generally available on channel to accommodate busway</li> <li>Mixed flow on Tucker</li> <li>Few access conflicts; travel time would not be affected by driveway and side street access</li> <li>Would not divert traffic</li> <li>No conflicts with residential neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>R/W generally available to add busway without reducing the number of travel lanes</li> <li>Mixed flow on Tucker</li> <li>Few signalized intersections; little impact to travel time</li> <li>Moderate number of access points; potential conflicts with busway</li> <li>Busway would not result in major traffic diversion</li> <li>No conflicts with neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>R/W available on University</li> <li>Lane takes or mixed flow on Lomas</li> <li>Moderate number of access conflicts</li> <li>Intersections would slow travel times</li> <li>Lane takes on Lomas would divert some traffic or slow bus travel if mixed flow</li> <li>No conflicts with residential neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>R/W available on University</li> <li>Lane takes or mixed flow on Lomas</li> <li>Moderate number of access conflicts</li> <li>Intersections would slow travel times</li> <li>Lane takes on Lomas would divert some traffic or slow bus travel if mixed flow</li> <li>No conflicts with residential neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>Limited r/w would require mixed flow travel</li> <li>Very high number of access conflicts; potential safety conflicts and slower travel time</li> <li>Little impact to traffic operations</li> <li>Passes through residential neighborhood</li> <li>Potential safety conflicts with pedestrian traffic</li> </ul>

■ No major challenges  
■ Challenges, but not a fatal flaw  
■ Potential fatal flaw

**Segment 3 – Lomas Boulevard to Central Avenue (Main Campus)**

Evaluation Metric/Route	1: University	2: Yale/Redondo	3: Lomas/Girard/Central	4: Lomas/Yale	5: University/W. Redondo	6: Girard
1. Daytime population (UNM, UNMH, CNM students, faculty, staff, workers) within 5 minutes of route	4,716	28,472	15,414	29,669	16,470	102
2. Number of off-campus jobs within 5 minute walk of route	182	88	244	77	139	189
3. Number of remote parkers using shuttle service within 5 minute walk	532	1,283	1,066	1,281	532	0
4. Number of transit arrivals at existing stops within 5 minute walk (only major stops with >100 arrivals)	1,960	1,943	1,943	2,618	1,960	200
5. Home residence of faculty, staff, workers, and students (in off campus housing) within 5 minute walk of route	169	243	293	47	88	102
6. Residential population (not associated with institutions) within 5 minute walk of route	2,033	1,562	460	1,492	1,799	311
7. Number of students in University dorms/housing within 5 minute walk	0	3,288	993	0	0	993
8. Number of seats at sports/entertainment venues within 5 minute walk	0	0	2,000	2,000	2,000	0
9. Overall Route Length (Relative Cost)	0.62 miles	1.26 miles	1.68 miles	0.56 miles	0.76 miles	0.45 miles
10. Total population/mile	15,421/mile	29,143/mile	12,123/mile	62,383/mile	27,689/mile	4,253/mile
11. General Feasibility (issues pertaining to right-of-way, traffic, travel times, neighborhood intrusion, pedestrian safety)	<ul style="list-style-type: none"> <li>Limited R/W; may require conversion of 2 lanes to add guideway</li> <li>4 signalized intersections; moderate impact to travel time</li> <li>Moderate number of access points; potential conflicts with busway</li> <li>V/C indicates 4 lanes are adequate for traffic volume</li> <li>Neighborhood conflicts not expected</li> <li>Ped conflicts with traffic at stops on University</li> </ul>	<ul style="list-style-type: none"> <li>Limited R/W will require mixed flow on Yale and Redondo</li> <li>Few intersections and driveways; little access conflict that would affect travel time</li> <li>No neighborhood impacts</li> </ul>	<ul style="list-style-type: none"> <li>Lane takes on Lomas; mixed flow on Girard</li> <li>High number of signals, intersecting streets and driveways; slow travel time and high potential for safety conflicts</li> <li>Traffic diversion on Lomas due to lane takes</li> <li>Edge of neighborhood on Girard; some residential conflict</li> </ul>	<ul style="list-style-type: none"> <li>Lane takes on Lomas; mixed flow on Girard</li> <li>Traffic diversion on Lomas due to lane takes</li> <li>Mixed flow on Yale across campus</li> <li>Potential for conflicts with pedestrians on campus</li> <li>Would require the relocation of several campus places of interest</li> </ul>	<ul style="list-style-type: none"> <li>Limited R/W; may require conversion of 2 lanes to add guideway or mixed flow operation</li> <li>Some traffic diversion from lane conversion on Lomas</li> <li>Mixed flow on Redondo or conversion to bus only facility</li> <li>Neighborhood conflicts not expected</li> <li>Ped conflicts with traffic at stops on University</li> </ul>	<ul style="list-style-type: none"> <li>Limited r/w would require mixed flow operation</li> <li>High number of intersecting streets and driveways; slow travel time and high potential for safety conflicts</li> <li>Little to no traffic diversion</li> <li>Some conflict with neighborhood to the east</li> </ul>

■ No major challenges  
■ Challenges, but not a fatal flaw  
■ Potential fatal flaw

# UNM / CNM / Sunport Transit Study

## Initial Screening Summary 2

### Segment 4 – Central Avenue to Coal Avenue

Evaluation Metric/Route	1: University	2: W Central/Yale/Coal	3: Buena Vista	4: Yale	5: E Central/Yale	6: Girard
1. Daytime population (UNM, UNMH, CNM students, faculty, staff, workers) within 5 minutes of route	825	3,503	3,419	792	2,112	0
2. Number of off-campus jobs within 5 minute walk of route	208	766	420	574	1,127	484
3. Number of remote parkers using shuttle service within 5 minute walk	0	0	0	0	0	0
4. Number of transit arrivals at existing stops within 5 minute walk (only major stops with >100 arrivals)	0	155	155	155	1,030	0
5. Home residence of faculty, staff, workers, and students (in off campus housing) within 5 minute walk of route	280	387	273	286	463	159
6. Residential population (not associated with institutions) within 5 minute walk of route	996	1,251	924	857	1,348	737
7. Number of students in University dorms/housing within 5 minute walk	0	0	0	0	0	0
8. Number of seats at sports/entertainment venues within 5 minute walk	0	0	0	0	0	0
9. Overall Route Length (Relative Cost)	0.40	1.02	0.43	0.41	0.91	0.38
10. Total population/mile	5,774/mile	5,966/mile	11,961/mile	6,545/mile	6,745/mile	3,597/mile
11. General Feasibility (issues pertaining to right-of-way, traffic, travel times, neighborhood intrusion, pedestrian safety)	<ul style="list-style-type: none"> <li>Limited R/W; may require conversion of 2 lanes to add guideway</li> <li>V/C indicates 4 lanes are adequate for traffic volume</li> <li>Low number of signals and intersecting streets; little travel time or access conflicts</li> <li>Passes through neighborhood, but is already an arterial street</li> <li>Stations on street generates high ped conflicts on an arterial street</li> </ul>	<ul style="list-style-type: none"> <li>Limited R/W on Central; may require conversion of 2 lanes for guideway; likely traffic diversion</li> <li>Limited r/w on Yale may require mixed flow use</li> <li>R/W limits may hinder ability to integrate bike lanes</li> <li>High number of access conflicts on Yale; potential travel time detriment</li> <li>Minor neighborhood effects</li> </ul>	<ul style="list-style-type: none"> <li>Limited r/w would require conversion to bus only route or mixed flow</li> <li>Low traffic volumes; little diversion</li> <li>Few conflicts with access drives</li> <li>Ability to add ped and bike facilities</li> <li>Passes through mixed residential-commercial neighborhood</li> <li>Low speed route, but few impedances</li> </ul>	<ul style="list-style-type: none"> <li>Limited r/w on Yale may require mixed flow use</li> <li>R/W limits may hinder ability to integrate bike lanes</li> <li>High number of access conflicts on Yale; potential travel time detriment</li> <li>Good pedestrian corridor, provided adequate sidewalks can be implemented</li> <li>Minor neighborhood effects</li> </ul>	<ul style="list-style-type: none"> <li>Limited R/W on Central; may require conversion of 2 lanes for guideway; likely traffic diversion</li> <li>Limited r/w on Yale may require mixed flow use</li> <li>R/W limits may hinder ability to integrate bike lanes</li> <li>High number of access conflicts on Yale; potential travel time detriment</li> <li>Good ped corridor, provided adequate sidewalks provided</li> <li>Minor neighborhood effects</li> </ul>	<ul style="list-style-type: none"> <li>Limited r/w would require mixed flow</li> <li>High number of intersecting streets and driveways; slow travel time and high potential for safety conflicts</li> <li>Little to no traffic diversion</li> <li>Neighborhood intrusion on both sides. Strong public opposition.</li> <li>Limited ability to develop as multimodal route.</li> </ul>

### Segment 5 – Coal Avenue to César Chavez

Evaluation Metric/Route	1: University	2: University/Coal	3: Yale	4: Buena Vista/Yale	5: Buena Vista/C. Chavez	6: Girard/Cesar Chavez	
1. Daytime population (UNM, UNMH, CNM students, faculty, staff, workers) within 5 minutes of route	18,743	18,721	0	9,387	9,387	0	
2. Number of off-campus jobs within 5 minute walk of route	0	89	342	143	143	84	
3. Number of remote parkers using shuttle service within 5 minute walk	148	148	0	0	0	0	
4. Number of transit arrivals at existing stops within 5 minute walk (only major stops with >100 arrivals)	0	0	0	0	0	0	
5. Home residence of faculty, staff, workers, and students (in off campus housing) within 5 minute walk of route	17	84	103	21	21	215	
6. Residential population (not associated with institutions) within 5 minute walk of route	78	268	395	208	215	1,122	
7. Number of students in University dorms/housing within 5 minute walk	0	0	0	0	0	0	
8. Number of seats at sports/entertainment venues within 5 minute walk	10,000	10,000	0	0	10,000	0	
9. Overall Route Length (Relative Cost)	0.55	0.89	0.38	0.50	0.77	0.96	
10. Total population/mile	34,461/mile	21,796/mile	2,228/mile	19,530/mile	12,774/mile	1,486/mile	
11. General Feasibility (issues pertaining to right-of-way, traffic, travel times, neighborhood intrusion, pedestrian safety)	<ul style="list-style-type: none"> <li>No major challenges</li> <li>Challenges, but not a fatal flaw</li> <li>Potential fatal flaw</li> </ul>	<ul style="list-style-type: none"> <li>R/W available for busway and existing lanes</li> <li>No traffic diversion</li> <li>Low number of signals and intersecting streets; little travel time or access conflicts</li> <li>No neighborhood impacts</li> <li>Stations on street generates high ped conflicts on an arterial street</li> </ul>	<ul style="list-style-type: none"> <li>Limited R/W on Coal will require mixed flow on this segment</li> <li>No r/w constraints on University</li> <li>No major access conflicts that would slow travel or create potential safety conflicts</li> <li>No neighborhood impacts</li> <li>Same issues as Route 1 regarding University</li> </ul>	<ul style="list-style-type: none"> <li>Limited r/w on Yale may require mixed flow use</li> <li>R/W limits may hinder ability to integrate bike lanes</li> <li>Moderate number of access conflicts on Yale; minor travel time detriment</li> <li>Good pedestrian corridor, provided adequate sidewalks can be implemented</li> <li>Minor neighborhood effects</li> </ul>	<ul style="list-style-type: none"> <li>Limited r/w would require conversion to bus only route or mixed flow</li> <li>Low traffic volumes; little diversion</li> <li>Few conflicts with access drives except for portion south of St Cyr Ave. where houses face street</li> <li>Can add bike and ped facilities except for area south of St. Cyr</li> <li>Low speed route, but few impedances</li> </ul>	<ul style="list-style-type: none"> <li>Limited r/w would require conversion to bus only route or mixed flow</li> <li>Low traffic volumes; little diversion</li> <li>Few conflicts with access drives except for portion south of St Cyr Ave. where houses face street</li> <li>Can add bike and ped facilities except for area south of St. Cyr</li> <li>Low speed route, but few impedances</li> </ul>	<ul style="list-style-type: none"> <li>Limited r/w would require mixed flow</li> <li>High number of intersecting streets and driveways; slow travel time and high potential for safety conflicts</li> <li>Little to no traffic diversion</li> <li>Neighborhood intrusion on both sides of Girard and Santa Clara. Strong public opposition.</li> <li>Limited r/w diminished ability to develop as multimodal route.</li> </ul>

### Segment 6 – César Chavez to Gibson Blvd.

Evaluation Metric/Route	1: University/Gibson	2: University/Sunport	3: Yale	4: BV/University/Gibson	5: Girard	6: Girard/Santa Clara
1. Daytime population (UNM, UNMH, CNM students, faculty, staff, workers) within 5 minutes of route	24	24	0	24	0	0
2. Number of off-campus jobs within 5 minute walk of route	161	38	499	280	83	216
3. Number of remote parkers using shuttle service within 5 minute walk	0	0	0	3,888	0	0
4. Number of transit arrivals at existing stops within 5 minute walk (only major stops with >100 arrivals)	0	0	0	0	0	0
5. Home residence of faculty, staff, workers, and students (in off campus housing) within 5 minute walk of route	31	31	84	49	192	248
6. Residential population (not associated with institutions) within 5 minute walk of route	1,002	643	707	1,101	1,032	1,222
7. Number of students in University dorms/housing within 5 minute walk	0	0	0	0	0	0
8. Number of seats at sports/entertainment venues within 5 minute walk	55,000	55,000	0	55,000	0	0
9. Overall Route Length (Relative Cost)	1.2	0.71	0.77	1.6	0.7	1.2
10. Total population/mile	1,012/mile	1,042/mile	1,684/mile	3,349/mile	1,830/mile	1,369/mile
11. General Feasibility (issues pertaining to right-of-way, traffic, travel times, neighborhood intrusion, pedestrian safety)	<ul style="list-style-type: none"> <li>R/W available on both University and Gibson for busway and existing lanes</li> <li>No traffic diversion</li> <li>Few access conflicts; little travel time or safety conflicts</li> <li>No neighborhood impacts</li> <li>Stations on street generates high ped conflicts on an arterial street</li> </ul>	<ul style="list-style-type: none"> <li>R/W available on University for busway and existing lanes</li> <li>No traffic diversion</li> <li>Few access conflicts; little travel time or safety conflicts</li> <li>No neighborhood impacts</li> <li>Stations on street generates high ped conflicts on an arterial street</li> </ul>	<ul style="list-style-type: none"> <li>Limited r/w would take 2 traffic lanes or require mixed flow operation</li> <li>Lane takes would raise potential for traffic diversion</li> <li>Few conflicts with access drives</li> <li>Difficult to include bike lanes</li> <li>Emerging land use good fit for transit</li> </ul>	<ul style="list-style-type: none"> <li>R/W constraint between Buena Vista and Yale would require mixed flow or lane take</li> <li>R/W available for remainder of corridor</li> <li>Minor traffic diversion if lane takes occur on CC</li> <li>Few access conflicts; little travel time or safety conflicts</li> <li>No direct neighborhood impacts</li> </ul>	<ul style="list-style-type: none"> <li>Limited r/w would require mixed flow</li> <li>High number of intersecting streets and driveways; slow travel time and high potential for safety conflicts</li> <li>Little to no traffic diversion</li> <li>Neighborhood intrusion on both sides of Girard. Strong public opposition.</li> <li>Limited r/w diminished ability to develop as multimodal route.</li> </ul>	<ul style="list-style-type: none"> <li>Limited r/w would require mixed flow</li> <li>High number of intersecting streets and driveways; slow travel time and high potential for safety conflicts</li> <li>Little to no traffic diversion</li> <li>Neighborhood intrusion on both sides of Girard and Santa Clara. Strong public opposition.</li> <li>Limited r/w diminished ability to develop as multimodal route.</li> </ul>

### Segment 7 – Gibson to Sunport

Evaluation Metric/Route	1: Gibson/Yale	2: University/Sunport	3: Yale	5: Girard
1. Daytime population (UNM, UNMH, CNM students, faculty, staff, workers) within 5 minutes of route	0	0	0	0
2. Number of off-campus jobs within 5 minute walk of route	3,644	3,578	3,592	3,219
3. Number of remote parkers using shuttle service within 5 minute walk	0	0	0	0
4. Number of transit arrivals at existing stops within 5 minute walk (only major stops with >100 arrivals)	0	0	0	0
5. Home residence of faculty, staff, workers, and students (in off campus housing) within 5 minute walk of route	3	56	0	0
6. Residential population (not associated with institutions) within 5 minute walk of route	250	400	25	0
7. Number of students in University dorms/housing within 5 minute walk	0	0	0	0
8. Number of seats at sports/entertainment venues within 5 minute walk	0	0	0	0
9. Overall Route Length (Relative Cost)	2.13	2.9	1.6	0.8
10. Total population/mile	1,830/mile	1,373/mile	2,211/mile	3,219/mile
11. General Feasibility (issues pertaining to right-of-way, traffic, travel times, neighborhood intrusion, pedestrian safety)	<ul style="list-style-type: none"> <li>No major challenges</li> <li>Challenges, but not a fatal flaw</li> <li>Potential fatal flaw</li> </ul>	<ul style="list-style-type: none"> <li>Mixed flow on overall route</li> <li>Low traffic flows; therefore no diversion</li> <li>Slower travel times through residential area</li> <li>Passes through neighborhood and requires new route to connect to Sunport, opposed by neighborhood</li> <li>Potential conflicts with neighborhood pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>R/W limited on Yale, likely lane take in 6-lane section</li> <li>Minor traffic diversion</li> <li>Moderate access conflicts; minor travel time or safety conflicts</li> <li>No neighborhood impacts</li> </ul>	<ul style="list-style-type: none"> <li>R/W available for bus lanes, although low use of Girard may make mixed flow adequate</li> <li>Few access conflicts; low potential for safety conflicts</li> <li>No neighborhood impacts</li> <li>Would require new connection at Sunport terminal area</li> </ul>

