

## **APPENDIX 5**

### **Public Outreach**

#### **Completed Comment Forms and E-mails Received**

**Includes:**

- Appendix 5A – Letter from Village of Los Ranchos**
- Appendix 5B – Public Meeting 1**
- Appendix 5C – Public Meeting 2**
- Appendix 5D – Public Meeting 3**

## Appendix 5A

### Letter from Village of Los Ranchos – July 11, 2014



MAYOR  
LARRY P. ABRAHAM

ADMINISTRATOR  
KELLY S. WARD

— ••• —

TRUSTEES  
DON LOPEZ  
MAYOR PRO-TEM

PABLO RAEL  
MARY HOMAN  
ALLEN LEWIS

July 11, 2014

Mr. Tony Sylvester  
RMRTD Special Projects Manger  
Mid-Region Council of Governments  
809 Copper NW  
Albuquerque, NM 87102

RE: Paseo del Norte High Capacity Transit Study

Dear Mr. Sylvester,

Thank you for offering the Village of Los Ranchos the opportunity to comment on the Draft Paseo del Norte High Capacity Transit Study. Given the location of the River crossing portion of the proposed plan the Village has a significant interest in the plan and it's development. We are somewhat concerned that, given the location and impact to the Village, we were not invited to participate in the development of this plan, and find the title "Locally Preferred Option" confusing given our exclusion from the process. However, we are happy to provide our input at this point, as we have at the open houses that were offered.

First off, there is a repeated reference to "policy restrictions" placed on Paseo del Norte. As a clarification, those "policy restrictions" are in fact a legal and binding contract between NMDOT, the Village of Los Ranchos de Albuquerque, the Rio Grande Valley Preservation Society and the North Valley Neighborhood Association, which represents a settlement of a significant lawsuit. Any modification to that agreement would require approval from all of the entities involved.

With that clarification, we have a number of comments and questions to the Draft Plan and will try to be brief.

Understanding that this effort began several years ago, it would appear that the new PDN/I-25 Interchange was not part of the models that generated travel times, congestion and other comparative information. The figure on page 15 identifying congestion states it was based on 2010 observed conditions. On page 51 the comment that "The connection to the Journal Center will be decided by the final configuration of the Paseo del Norte/I-25 interchange tends to confirm that assumption. That seems like a significant weakness in the data given the driving force to construct the new \$100,000,000 PDN/I-25 interchange was to relieve congestion, as stated on the Paseoi25.com web site. The data in this report needs to reflect the new conditions with the completed interchange and possible, in light of the expected improvements to congestion from the new interchange, it would make sense to evaluate a dedicated HOV/BRT lane on the existing PDN roadway in greater depth.

We were also struck by several comments in the document that seemed to downplay some rather significant considerations. On page 26, Section 3.3 Environmental overview we find the following wording: "(in the) study area...there are few environmental resources present", and, "Based on this preliminary evaluation of environmental and cultural issues, significant impacts are not anticipated and environmental issues are not a primary decision factor in project evaluation." The proposed project includes construction of a new bridge across the Rio Grande, through the Rio Grande Valley State Park and bosque area. To suggest that this will have no significant environmental or cultural impact is a bit naïve. One only needs to look at the history of the Montano Bridge, the current furor over the Albuquerque Plan to get a sense of the public sentiment to protect the Rio Grande and bosque.

In terms of functionality, the report speaks to the challenge of changing behavior for use of transit, the willingness of the younger population to use transit, and states that "without longer connection to UNM, ridership is substantially lower for all routes". There is no specific approach for continuing service to UNM/CNM. Further there is existing Rapid-Ride service from the west side to UNM, using the more appropriate Coors – I-40 corridor, minimizing the need for this connection for the BRT, and therefore impacting the ridership levels.

We have a number of other questions relating to the models, evaluations, and assumptions in the report, but for the sake of brevity, these will not be addressed in this letter. Had we been invited to participate in the development of this plan, as an impacted local community, we would have had an opportunity to address these questions in real time.

Our general conclusion is that this seems to be an attempt to solve a systemic problem with a singular approach – move more people across the river. We would have hoped that the COG would have taken a more holistic approach to evaluate the significant and growing problem of housing on the west side of the river with jobs on the east side. The report repeatedly speaks to the growing gap between population and jobs on the west side stating "growth forecasts in the region show that the imbalance cited will worsen over the years." Will our solution be to add more bus lanes, more bridges, more traffic and more congestion? How many hundreds of millions of dollars are we going to spend to move our workforce from west to east? It seems apparent that it is time to invest some of these millions in the infrastructure and facilities that will be a catalyst to creating jobs on the west side.

This draft plan seems premature given the impacts of the new PDN/I-25 interchange are not taken into account, the environmental impact issue is sadly underestimated and, with that consideration, the cost estimates for the river crossing portions and environmental mitigation are suspect. And where do we go after 2035, a mere 20 years away, more crossings, more dedicated lanes, more transportation infrastructure?

We request that the COG delay any implementation of this plan until it can be updated to reflect a more accurate picture of the conditions and costs. Further, we request that the COG simultaneously initiate a serious evaluation of a strategy to hasten the development of job creation on the west side of the Rio Grande and address this growing problem at its root. If we are prepared to invest another \$100 million or more, is that money better spent building transportation or jobs on the west side?

The Village of Los Ranchos would welcome the opportunity to work with the COG and the surrounding communities on developing a strategy for job creation on the west side, as we would have on this transportation study. It seems time for the governments in the middle Rio Grande area to truly act as a region and address this growing regional problem.

Again, thank you for soliciting our comments to the Paseo del Norte High Capacity Transit Study. Please feel free to contact me to discuss further.

Sincerely,  
VILLAGE OF LOS RANCHOS

A handwritten signature in blue ink, appearing to read "Tim McDonough". The signature is fluid and cursive, with the first name being the most prominent.

Tim McDonough  
Director, Planning and Zoning Department

Cc: Mayor Larry P. Abraham, Village of Los Ranchos  
Kelly Ward, Administrator, Village of Los Ranchos

## Appendix 5B

### Public Meeting 1 - March 8, 2012

## Introduction

The Mid-Region Council of Governments (MRCOG)/Rio Metro Regional Transit District (RMRTD) held its first set of open houses for the Paseo del Norte High Capacity Transit Study (PDN HCTS) on Tuesday, May 8, 2012. The meetings were held at two locations to more easily accommodate and attract stakeholders who commute, work, and/or live near the study area. As such, the first open house was held at the Journal Center Auditorium on the east side of the river from 11:30 AM to 1:30 PM, and the second open house was held at the Albuquerque Police Department (APD) Northwest Substation on the west side of the river from 4:15 PM to 7:00 PM.

Both open houses had the same purpose, provided similar information, and were organized in the same fashion. The purpose of the open houses was to:

- ◆ Explain the purpose of the study.
- ◆ Describe types of transit strategies.
- ◆ Explain solutions being considered.
- ◆ Describe potential route alignments identified at a previously held interagency scoping meeting.
- ◆ Solicit comments from stakeholders and the public relating to issues of importance and areas of concern.

This document summarizes the organization of the open houses and provides a summary of comments received.

## Meeting Overview

Notification of the open houses occurred through the following methods:

- ◆ Newspaper advertisements published in the *Albuquerque Journal* on Sunday, April 29, 2012.
- ◆ Distribution of meeting announcement flyers:
  - Delivered to businesses along Jefferson Street within the study boundaries.
  - Emailed/mailed to all businesses/organizations/individuals included on the study's contact list:
    - Businesses along Jefferson Street within the study boundaries.
    - Neighborhood associations.
    - Individuals who have expressed an interest in the study and/or who live/work/commute within the study boundaries.

The advertisement and flyer are included in [Appendix A](#).

The format for the open houses included a presentation by Project Team representatives followed by a question and answer period. The presentation covered the following topics:

- ◆ Background of the study including agencies involved in the study and boundaries of the study area.
- ◆ Objectives of the study which include addressing current and future congestion problems.
- ◆ Explanation of High Capacity Transit and how it can help relieve some congestion problems.

- ◆ Invitation for stakeholder and public input and request to provide comments and fill out a questionnaire.

Display boards were located throughout the meeting room. These displays were organized in stations, and the stations consisted of the following:

- ◆ Station 1 asked for information about attendees' current commutes to help identify travel patterns and problems faced by commuters.
- ◆ Station 2 provided information about the study, problems it will address, and agencies and jurisdictions involved in the study.
- ◆ Station 3 provided information about transportation improvements for the metropolitan area, along with information about high capacity transit.
- ◆ Station 4 showed potential routes identified by the agencies and jurisdictions participating in the study.
- ◆ Station 5 provided information about the factors and issues that would be evaluated by the Project Team.
- ◆ Station 6 was the comment area. Attendees were asked to fill out a Comment Form/Questionnaire and to draw their suggestions for potential routes on an 11" x 17" map of the study area.

Eighteen people signed in at the registration table at the Journal Center Auditorium open house, and six signed in at the APD Northwest Substation open house. Representatives from the Project Team, including MRCOG/RMRTD and the consultant team, were also present.

Attendees at both meetings were provided a handout containing small versions of the display boards, along with a return-addressed Comment Form/Questionnaire. A copy of the handout is attached as [Appendix B](#).

## Comments Received

Comments about the study were compiled using several methods:

- ◆ Written notes of all questions and comments made at the open houses were taken by a Project Team member.
- ◆ Comment Forms/Questionnaires were distributed to all attendees at the open houses. The forms were return-addressed and could either be left in a comment box at the registration table or mailed to the Project Manager at MRCOG/RMRTD.
- ◆ Comments received via email to the Project Manager.

All comments were requested to be returned by Friday, May 25, 2012 for inclusion in the open houses' summary.

Three Comment Forms/Questionnaires, along with two 11" x 17" maps with suggested routes, were returned at the Journal Center Auditorium open house. One comment was written down at the APD Northwest Substation open house. One additional comment was received via email by Friday, May 25, 2012.

This document summarizes the key issues identified by meeting participants and the answers provided on the Comment Form/Questionnaire. Issues were derived from the comments made at the open houses and from comments received during the comment period. [Appendix C](#) includes the Comment Forms/Questionnaires and the 11" x 17" maps with suggested routes that were received. Complete forms and other related correspondence are maintained in the project records at the MRCOG/RMRTD offices.

***Answers to Questions on the Comment Form/Questionnaire***

- ◆ **Question 1** – Of the route options shown, which one(s) do you prefer?
  - 2 answers received:
    1. None through arroyos, wants direct routes
    2. Red Route (Coors) first choice; Yellow Route (Unser) second choice
- ◆ **Question 2** – Do you currently use transit? If yes, which bus routes do you use and what is your destination:
  - 2 answers received:
    - Both indicated they do not currently use transit, and did not indicate a primary destination. One doesn't use transit because they live close to work.
- ◆ **Question 3** – If you currently use transit, do you use the Northwest Park and Ride lot or do you board at on-street stops?
  - No answers received.
- ◆ **Question 4** – Congestion at all river crossings is expected to become much worse as the City grows. If buses operate in "bus only" lanes and are not affected by river crossing congestion, would this be an incentive for you to use transit?
  - 2 answers received:
    - Both indicated yes.
- ◆ **Question 5** – The PDN HCTS is focused on service to the Journal Center as a first phase. What other major destinations would you like to see added as a next phase?
  - 2 answers received:
    1. Downtown
    2. Uptown

***Routes Drawn on Maps Provided***

1. Unser/Northern to Unser/McMahon, to Coors Bypass/McMahon, to Coors/PDN, to PDN/Jefferson, to Jefferson/I-25
2. Loop using NM 528 and Corrales Road with the hub at Cottonwood Mall

***Comments Made and Key Issues Identified by Stakeholders***

- ◆ Implement a dedicated lane only; do *not* remove general purpose lane.
- ◆ Make the route direct.
- ◆ Include few stops and short headways.
- ◆ A circulator route might be good around Journal Center.



- ◆ Implement this as soon as possible to allow land to develop on the Westside to best maximize this transit and to allow citizens to best maximize the use of this transit.
- ◆ Include a stop at/proximate to the Paseo del Norte/Unser intersection (Volcano Heights Town Center). Zoning in the area will support a transit facility. The intersection is a key crossroad for two major roadways.
- ◆ Sooner, rather than later, put a plan in place to identify future stops and to make people aware of them, so they can start developing transit ridership habits, even before the new stops are in operation.
- ◆ Prior to construction at I-25/PDN, implement transit as an alternate mode of travel to reduce congestion and to avoid increasing demands on nearby roadways.
- ◆ MRCOG/RMRTD needs to support higher density zoning in and near major stopping points (Volcano Heights Town Center).
- ◆ Design and implement a system that can continue to grow and progress. (“Rome was not built in a day.”)
- ◆ This transit corridor should better leverage the Rail Runner, which is poorly leveraged today with intersecting bus traffic coming east/west.
- ◆ Buses must bypass traffic jams better than cars either along the entire length or part of the length of the corridor along PDN. This will make the transit more appealing to potential riders.
- ◆ The Rail Runner primarily serves AM and PM commuters. This transit solution must provide other daily service (1 per/45 minutes) to be sustainable long-term.
- ◆ Extend service 0.5 miles east of I-25.
- ◆ Initially, do not extend service to the far north; instead better leverage park and ride facilities. This could save costs and have shorter wait times as buses cycle faster through a shorter route.

## Comment Form

Thank you for participating in this open house. We would appreciate your input on several issues concerning the route options and your views on transit in general. Please take a few minutes to answer the questions below. You may leave your comments with us or you may return the form by mail no later than May 25, 2012. The address is on the back of page 2.

**Question 1** – Of the route options shown, which one(s) do you prefer?

- |   |  |
|---|--|
| <input type="checkbox"/> Yellow Route     | <input type="checkbox"/> Dark Blue Route |
| <input type="checkbox"/> Red Route        | <input type="checkbox"/> Green Route     |
| <input type="checkbox"/> Light Blue Route | <input type="checkbox"/> Orange Route    |

*None through arroyos  
Direct*

**Question 2** – Do you currently use transit? If yes, which bus routes do you use and what is your destination?

- I am not a current transit user or I use transit infrequently.
- I use transit often. The primary bus route I use is \_\_\_\_\_.  
My primary destination is \_\_\_\_\_.

**Question 3** – If you currently use transit, do you use the Northwest Park and Ride lot or do you board at on-street stops?

- I board at an on-street stop.
- I drive to a park and ride lot and board there.

**Question 4** – Congestion at all river crossings is expected to become much worse as the City grows. If buses operate in "bus only" lanes and are not be affected by river crossing congestion, would this be an incentive for you to use transit?

- Yes, a substantial travel time savings would cause me to use transit.
- No, I would not use transit even if my travel time was significantly less.

**Question 5** – The PDN HCTS is focused on service to the Journal Center as a first phase. What other major destinations would you like to see added as a next phase?

- |                                 |  |
|---------------------------------|--|
| <input type="checkbox"/> UNM    | <input checked="" type="checkbox"/> Downtown |
| <input type="checkbox"/> CNM    | <input type="checkbox"/> Sandia Labs/KAFB    |
| <input type="checkbox"/> Uptown | <input type="checkbox"/> Other _____         |



# Paseo del Norte High Capacity Transit Study

Please provide any other comments and/or identify issues you think are important for the PDN HCTS to consider in the space below. Additional information about the PDN HCTS is available on the MRCOG webpage [www.mrcog-nm.gov](http://www.mrcog-nm.gov) under Transportation on the home page. You may also contact Tony Sylvester for more information at [tsylvester@mrcog-nm.gov](mailto:tsylvester@mrcog-nm.gov) or at (505) 247-1750.

Dedicated lane only - do not remove general purpose lane.

Direct

Few Stops

Short Headways

If you would like to be added to our mailing list and be notified of future meetings, please provide us with your contact information. Thank you!

Name/Organization \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_ State/Zip Code \_\_\_\_\_

Email Address \_\_\_\_\_

Please mail your comments to Mid-Region Council of Governments, 809 Copper Avenue NW, Albuquerque, NM 87102, Attn: PDN HCTS no later than May 25, 2012. Thank you.



## Comment Form

Thank you for participating in this open house. We would appreciate your input on several issues concerning the route options and your views on transit in general. Please take a few minutes to answer the questions below. You may leave your comments with us or you may return the form by mail no later than May 25, 2012. The address is on the back of page 2.

**Question 1** – Of the route options shown, which one(s) do you prefer?

- 2nd  Yellow Route (under)  Dark Blue Route  
1st  Red Route (over)  Green Route  
 Light Blue Route  Orange Route

**Question 2** – Do you currently use transit? If yes, which bus routes do you use and what is your destination?

- I am not a current transit user or I use transit infrequently. (b/c I live close to work)  
 I use transit often. The primary bus route I use is \_\_\_\_\_.  
My primary destination is \_\_\_\_\_.

**Question 3** – If you currently use transit, do you use the Northwest Park and Ride lot or do you board at on-street stops?

- I board at an on-street stop.  
 I drive to a park and ride lot and board there.

**Question 4** – Congestion at all river crossings is expected to become much worse as the City grows. If buses operate in "bus only" lanes and are not be affected by river crossing congestion, would this be an incentive for you to use transit?

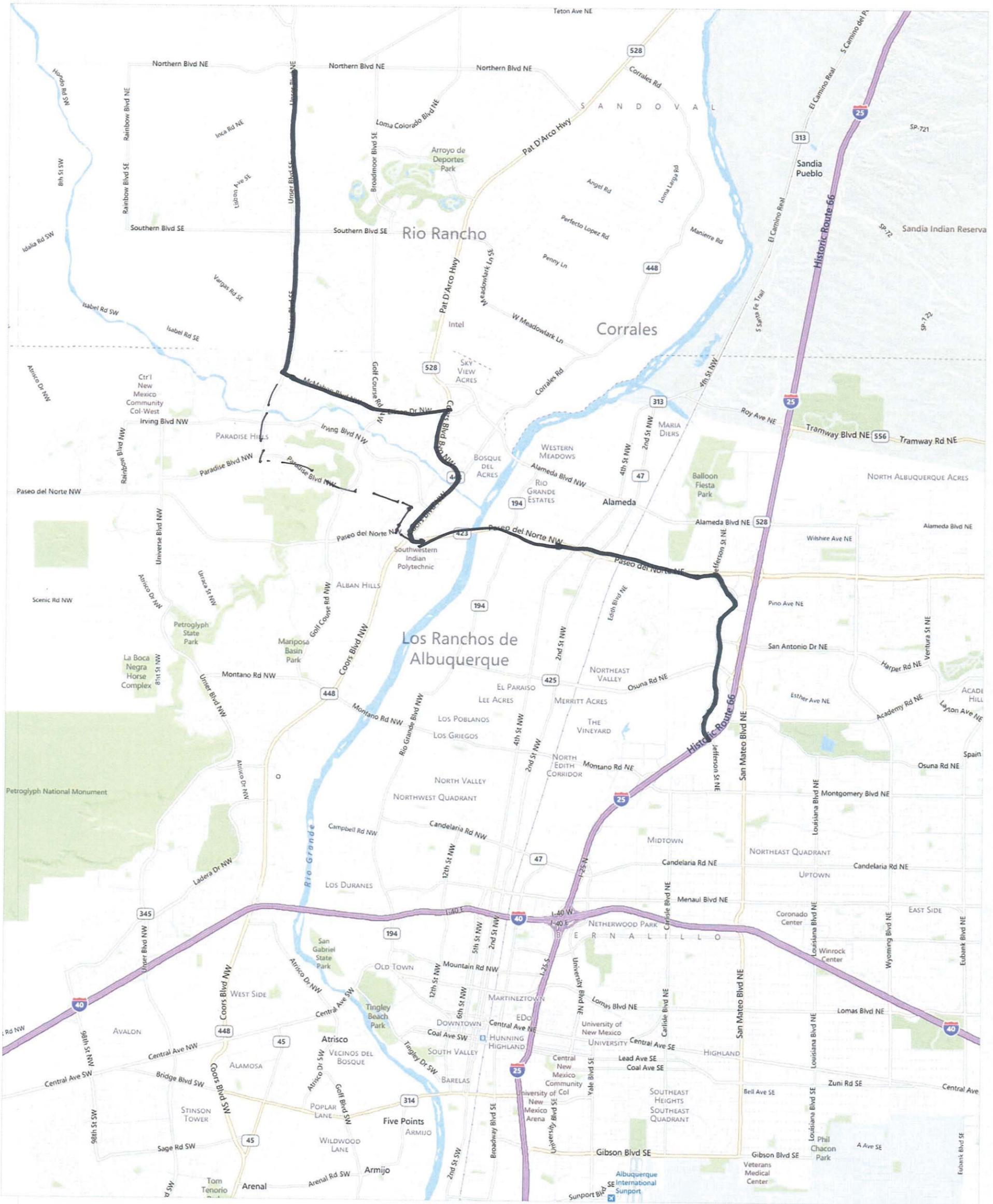
- Yes, a substantial travel time savings would cause me to use transit.  
 No, I would not use transit even if my travel time was significantly less.

**Question 5** – The PDN HCTS is focused on service to the Journal Center as a first phase. What other major destinations would you like to see added as a next phase?

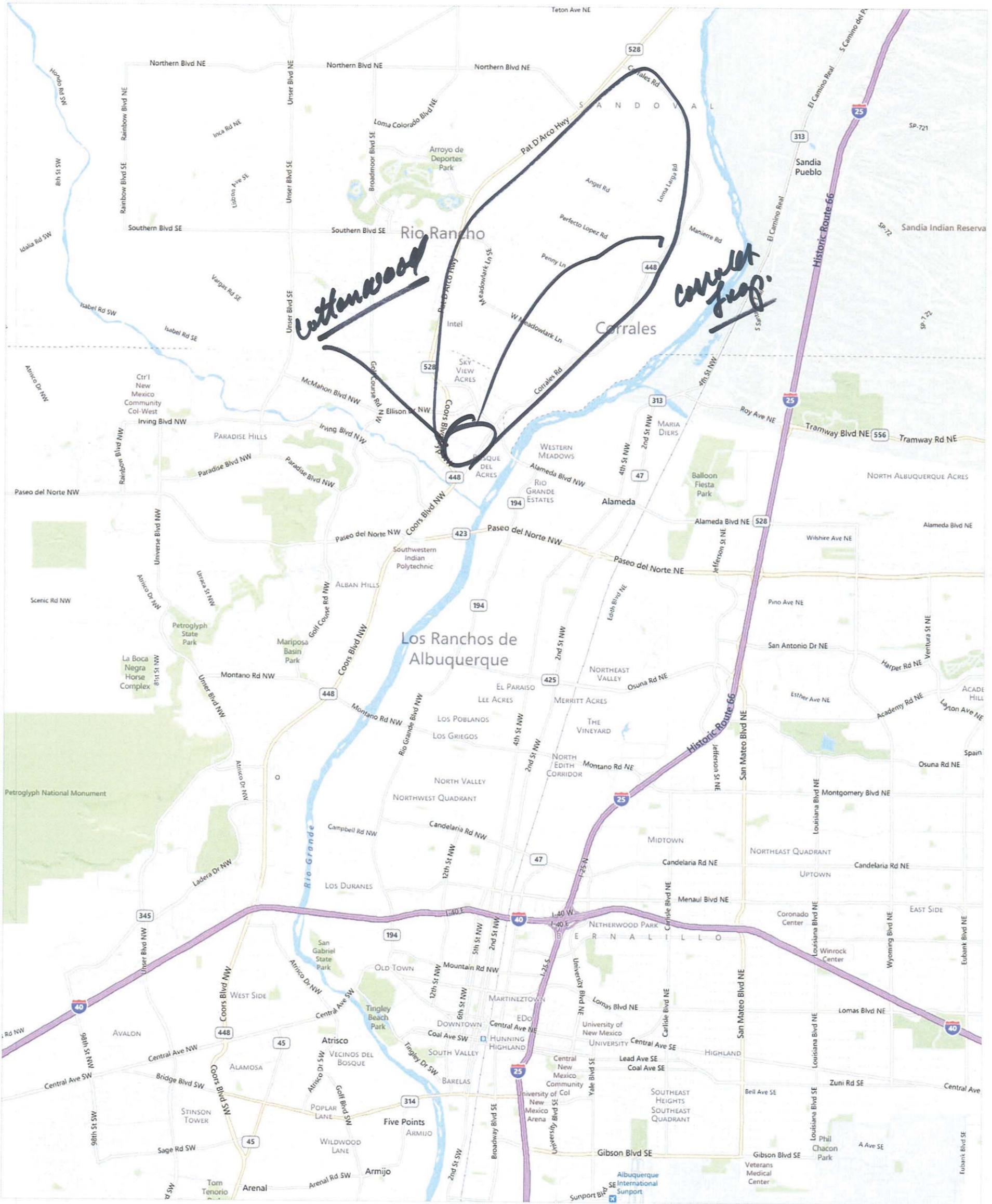
- UNM  Downtown  
 CNM  Sandia Labs/KAFB  
 Uptown  Other \_\_\_\_\_



# Paseo del Norte High Capacity Transit Study



# Paseo del Norte High Capacity Transit Study



**Sent:** Tuesday, May 22, 2012 3:18 PM  
**To:** Tony Sylvester  
**Subject:** PDN High Capacity Transit Study

Dear Tony:

I attended the event you had at both the Journal Center and Westside APD location per the PDN Transit Study.

I am very glad the region is getting around to this.

Here are my ideas, questions and observations.

1. This needs to get done as soon as possible to allow land to develop in such a way on the Westside as to best maximize this transit and so that the transit can best be maximized by citizens.
2. There must be a stop at/proximate too the Paseo Del Norte and Unser intersection. This is called the Volcano Heights Town Center. This area will have the deeper more intense and diversified zoning to support a transit facility. It is also a key cross roads for two very essential major roadways.
3. Put the pieces in place sooner rather than later to develop habits of people to improve ridership. Example, identify stops, and allow people to plan around them even if not in place and functioning yet as a stop.
4. Some transit needs to be in place prior to the work at PDN and I-25 as an alternate means to reduce congestion other than increasing demands on other roadways.
5. Be sure that MRCOG supports higher density zoning in an near a major stopping points. I refer to The Volcano Heights Town Center when I mention this.
6. Design a system that can mature. Rome was not built in a day. Get something going now.
7. Make sure it leverages the Rail Runner. The Rail Runner is poorly leveraged today with intersecting bus traffic coming east/west. This transit corridor can change that.
8. If at all possible either the entire length or part of the length of travel along PDN by the buses, needs to bypass traffic jams. The system must be better when dealing with delays, than driving a car. That will make it attractive potential ridership.
9. As the rail runner has been designed, it is done to primarily help AM and PM commuters. If other daily service is not provided in meaningful terms 1x per every 45 min...then this would probably not do well long term work.
10. I would extend service .5 miles east of I-25, as to collect folks there.
11. I would not extend service to far north initially and leverage park n ride more...which could save costs and have shorter wait times as buses can cycle faster for a shorter route.

Thanks for your time.

**Sent:** Tuesday, March 19, 2013 2:13 PM

**To:** Tony Sylvester

**Subject:** Paseo del Norte Transit Study comments

Hi Tony,

I received an email from the NM Rail Runner Express about the Paseo del Norte Transit Study. Thank you for advertising this study through them. I will not be able to attend the upcoming open house on Wednesday, March 27th. I work off 4th Street south of Ranchitos. I take the train from Santa Fe to the Journal Center, but there is no bus connection from the Journal Center train station over to and down 4th Street. Can a bus route be added along this route and in a manner that meshes with the train schedule?

Thank you for your consideration and for this study,

**Sent:** Tuesday, March 19, 2013 2:15 PM  
**To:** Tony Sylvester  
**Subject:** Paseo del Norte Transit Study input

As an Intel employee, I hope you keep a bus connection between the Journal Center trains and Intel. I use it weekly, as do others. A direct route connecting Intel to the early and late trains at the Sandia or Journal Center stations (skipping the NW transit center) would be nice, but is probably too much to ask for. You have a big opportunity to grab some riders from one of the largest employers in the state if you make it attractive.  
Thanks for considering my input.

regards

**Sent:** Tuesday, March 26, 2013 1:49 PM  
**To:** Tony Sylvester  
**Subject:** Paseo del Norte transit study

Dear Tony,

I am interested in the possible new bus transit routes that are being proposed. I am strongly in favor of extending a route on 528 in Rio Rancho. There is no bus service on 528 north of Southern blvd. I noticed on your web page that the long list of possible routes contains an extension of service on 528 with some new park and ride stops by southern and 528. I would LOVE to see that route extended. I would also love to see a route from Paseo going South on 2<sup>nd</sup> street. I would ride the bus to work more often if there were a more direct route from where I live north of Southern in Rio Rancho.

I would like to see a route that I could catch by 528 and Southern and go on Paseo to 2<sup>nd</sup> to Menaul in time for me to make it to work at 8:00 am. Thanks for working on more options for us West siders.

## Appendix 5C

### Public Meeting 2 – March 27, 2013



## Introduction

The Rio Metro Regional Transit District (RMRTD)/Mid-Region Council of Governments (MRCOG) held its second set of open houses for the Paseo del Norte High Capacity Transit Study (PDN HCTS) on Wednesday, March 27, 2013. The meetings were held at two locations to more easily accommodate and attract stakeholders who commute, work, and/or live near the study area.

- ◆ The first open house was held in the Journal Center area at the Dekker/Perich/Sabatini offices from 11:30 AM to 1:00 PM.
- ◆ The second open house was held on the west side at the Albuquerque Police Department (APD) Northwest Substation from 4:30 PM to 7:00 PM.
- ◆ In addition, RMRTD/MRCOG project representatives met with the Piedras Marcadas Neighborhood Association immediately following the evening west side open house.

This document summarizes the organization of the open houses and provides a summary of comments received.

## Open House Advertisement

Notification of the open houses occurred through the following methods:

- ◆ Newspaper advertisements were published in the Albuquerque Journal West Side Edition on Thursday, March 21, 2013 and in the Albuquerque Journal on Sunday, March 24, 2013.
- ◆ Press Release was submitted to all regional news organizations.
- ◆ Open house announcement flyers were hand delivered to businesses with frontage on Jefferson Street in the Journal Center area.
- ◆ Open house announcement flyers were mailed to all businesses in the Journal Center area with over 25 employees.
- ◆ Emails with open house announcements were sent to:
  - neighborhood association presidents within the study area;
  - residents in Councilor Lewis' district (via Sara Mancini on the study's Technical Advisory Committee);
  - individuals who have expressed an interest in the study through prior involvement; and,
  - RMRTD Board of Directors, MRCOG Board of Directors, and MRCOG Public Involvement Committee.
- ◆ Open house announcements were published in the MRCOG newsletter, the Office of Neighborhood Coordination newsletter, the New Mexico Rail Runner e-newsletter, and a special e-blast.
- ◆ Open house announcement flyers were posted on the ABQ Ride buses that service the study area.
- ◆ Open house announcement posters were displayed on A-frame stands and campaign-style signs at the northwest transit center, along Jefferson, and at key intersections throughout the study area.
- ◆ Open house announcements were broadcasted on local television and radio news programs.

- ♦ MRCOG website address, which posted links to all open house materials, was listed on the flyers for those who could not attend.

Attendees were asked “how did you hear about this event” on the sign-in sheets, and their responses are shown in the following table:

Advertising Method	Journal Center Open House	West Side Open House
Emails	20	14
Signs	5	6
Television and Radio News	4	1
Rio Rancho Journal Newspaper	4	10
On Technical Advisory Committee	2	1
Dekker/Perich/Sabatini employee	5	0
Friend	2	1
Flyers delivered to businesses	4	0
MRCOG website	1	0

### Open House Attendance

Forty-five people signed in at the registration table at the Journal Center open house at the Dekker/Perich/Sabatini offices from 11:30 AM to 1:00 PM.

Thirty-three people signed in at the west side open house at the APD Northwest Substation from 4:30 to 7:00 PM.

Representatives from RMRTD/ MRCOG and the consultant team were also present at the above open houses.

Seventeen people attended the Piedras Marcadas Neighborhood Association open house in addition to the RMRTD/ MRCOG project team representatives.

Completed Sign-In Sheets for the open houses are included in [Appendix A](#).

### Open House Overview

The open houses had the same purpose, provided similar information, and were organized in the same fashion. The purpose of the open houses was to:

- ♦ Share the latest information about the project with the public.
- ♦ Describe types of transit strategies, explain solutions being considered, and describe potential route alignments.
- ♦ Solicit comments from stakeholders and the public relating to the short-listed route alignments as well as other aspects of the proposed BRT improvements.

The open houses included the display of project boards provided at ‘stations’ as described below. Project representatives were available at each station, guiding attendees, explaining the materials, and answering any questions that arose. Collectively, the stations explained why the project is important and the alternatives being considered.

Stations consisted of the following:

- ◆ Station 1: open house format
- ◆ Station 2: what the Paseo del Norte High Capacity Transit Study will accomplish
- ◆ Station 3: description of Bus Rapid Transit (BRT) and its features
- ◆ Station 4: short-listed route alternatives
- ◆ Station 5: detailed look at the northwest BRT route alternatives
- ◆ Station 6: detailed look at the Paseo del Norte route alternatives
- ◆ Station 7: detailed look at the Journal Center BRT route alternatives
- ◆ Supplement to Stations 5-7: typical sections of the roadway with implementation of BRT
- ◆ Station 8: results of the evaluation of each route alternative
- ◆ Station 9: invitation and opportunity for the public and stakeholders to provide comments
- ◆ Station X: description of land use potential in the corridor

Attendees at both open houses were provided a handout containing small versions of the display boards and a return-addressed Comment Form or Questionnaire.

## Comments Received

Comments about the study were compiled using several methods:

- ◆ Written comments were recorded via the comment forms or questionnaires which were distributed to all attendees at the open houses. The forms could have been submitted in a comment box at the registration table or mailed to the project manager.
- ◆ Written comments were emailed to the project manager.
- ◆ Spoken comments were recorded by written notes taken by a project team member.
- ◆ Questions and comments were recorded on a flip-chart which was located in the open house room for project representatives as well as open house attendees to use.

All written comments were requested to be returned by Saturday, April 13, 2013 for inclusion in this Open House Summary.

Completed comment forms and emails received are included in [Appendix B](#).

The key issues identified by open house participants and the answers provided on the comment form or questionnaire are summarized below.

## Written Comments

### Comment Form Questions

Attendees returned sixteen comment forms or questionnaires during the open house sessions, and emailed two comments. The key issues identified by open house participants on the comment forms are summarized below. The number shown in parenthesis indicates the number of similar comments.



*What is the closest major intersection to where you live?*

**Eastside:**

Jefferson and Paseo, Jefferson and I-25, Tramway and Spain, Tramway and Montgomery, 12<sup>th</sup> and Mountain

**Westside:**

Unser and Paseo del Norte (2), Golf Course and Paseo del Norte (2), Universe and Paseo del Norte, Coors and Montañó, Unser and Montañó, Unser and Paradise, Coors Bypass and Ellison, NM 528 and Southern, NM 528 and Riverside, NM 528 and Leon Grande.

*Which of the Northwest-area transit alignments do you prefer?*

- (11) a. **Yellow** – Unser Boulevard and Paseo del Norte
- (3) b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
- (1) c. **Pink** – Unser Boulevard, McMahan Boulevard, and Coors Boulevard

*Which proposed Park and Ride location in the Northwest area would work best for you?*

- (6) Volcano Heights
- (2) Northwest Transit Center
- (2) *New* – Large Lot on Southern Blvd. at the old City Hall
- Along Paseo del Norte
- First Baptist Church / Intel
- Coors and Paseo del Norte
- Golf Course and Paseo

*Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit?*

UNM and UNMH (4), Paseo del Norte corridor in the Far Northeast Heights (2), Montgomery - east (2), Railrunner station at the Journal Center, Airport, Uptown, Northwest Transit Center weekend service, Downtown (2), Coors and Montañó, NM 528 between Southern and NM 550, Northwest area around Ventana Ranch, Trails, and Montecito Estates

*Which Journal Center Route do you prefer?*

- (3) a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
- (9) b. **Blue** – Jefferson Street
- (2) c. **Light Blue** – various local streets

*Please provide any other comments or identify other issues you think are important for the Paseo del Norte High Capacity Transit Study (PDN HCTS) in the space below.*

- (3) Would like to see implementation as quickly as possible before other projects are developed.
- (2) Would like more pedestrian friendly design such as safe street crossings after exiting the bus.
- (2) Consider a park-and-ride at the old City Hall on NM 528 and Southern and extending the purple route to this intersection; it is very important not to eliminate the existing bus stop at Southern.
- (2) Would like to connect the west side with the east side destinations such as the airport, UNM, and UNMH.
- (2) Would like to continue Route 790 service.

Initial routes should be selected to serve existing dense areas, and then future routes should be expanded to less dense areas.

Would like more security at park-and-ride stations.

Would like to see more explanation of evaluation results, especially weighting factors of technical team, and assessment of political feasibility.

Should consider other projects in this study, such as: the redesign of I-25 on/off ramps, the proposed future Wal-Mart at Paseo and I-25 northwest corner, the new 22 acre city park at Vista del Norte and Osuna (Northeast/ Journal Center).

Would like to see a bus stop at Golf Course Road and Paseo del Norte.

Would like a bike trail to continue east on Paseo del Norte and pass over I-25.

Would like ABQ Ride to improve the river crossing on Alameda, making Route 98 Wyoming and Alameda an all-day route, and replacing Route 31.

Would like a similar BRT project on Montañito especially when new Rail Runner station opens.

Would like regular service on El Pueblo.

The parking lot gets full quickly at the El Pueblo Railrunner station.

The yellow route allows for the best infrastructure expandability as this route is less developed. The yellow route has more potential to improve travel times if dedicated transit lanes are incorporated as they are built as opposed to trying to dedicate lanes where the full ROW is already constructed.

Using a location in Volcano Heights as a transfer area, Unser could provide access to I-40, which in turn could serve Downtown and Uptown.

The yellow route should be a full circle since the functional classification of Unser and PDN are both limited access principals.

The purple route might be a half circle due to Sara Road which is a minor arterial.

## Spoken Comments and Questions

### Spoken Comments

- (several) General support for the project.
- (several) Interest in increased transit service further east.
- (several) Concern that the new bus service might interfere with current traffic flows.
- (several) Would like WiFi on BRT to attract students and office workers to the new service.
- (several) Prefer BRT over riding the 790 and 157 ABQ Ride Routes. Would appreciate a new bus route that would alleviate crowding on the 790.
- (several) Free transit passes to UNM students are a large benefit to Westside residents.
- (several) Activity levels at the Northwest Transit Center are high which demonstrates the need for transit service in northwest Albuquerque.
- (2) Prefer BRT over riding the bus to UNM area.
- (2) Would like a service to the New School in the Journal Center.
- (2) Concern that the purple route/Sara alternative will eliminate the ABQ Ride Routes 251/551. Riders who live a mile or so north of Sara Road would find it too far to walk to the purple route.



- (2) Concern that the new route will replace the ABQ Ride Route 790.  
Suggestion that the full list of variables be shown so people know what was examined and included in the evaluation.  
The alignment should encourage and be selected based on transit supportive land uses that are or could be in place.  
Lots of people travel between Rio Rancho and KAFB every day and need better transit.

### Spoken Questions

- (several) When will this be implemented?
- (2) Why wasn't light-rail or other modes considered? Why is BRT the preferred mode? Are buses cheaper in the long run than light rail?
- (2) What types of vehicles will be used? Will they use alternative fuels?  
Can it be implemented in time to mitigate PDN-I-25 interchange construction? Is this project tied to the PDN/I-25 interchange reconstruction?  
What is the difference between the park-and-ride lots and the stations as shown on the map?  
How would the park-and-ride lots operate?  
How would a curb-side and/or median stop operate? Where would a BRT bus stop at a station? In a pull out lane?  
What are the right-of-way (ROW) widths for typical street sections? Do we already have enough ROW to build dedicated lanes?  
Will there be any potential ROW needs or additional land needed to accommodate a station?  
How are the routes evaluated? What are the categories? How are the criteria weighted?  
Why was Paseo del Norte chosen over Alameda for the river crossing?  
Is Rio Rancho contributing enough financially to regional transit services?  
Will there be enough growth to support BRT? Will the project self-support?  
Did the project consider zoning?  
Will buses delay traffic?  
Did the project consider other cities?  
Will residents get a final say on the project such as putting it on a ballot?

# Paseo del Norte High Capacity Transit Study

## Comment Form

**We want your feedback!** Please take a few minutes to answer the questions below. A map of the short-listed alternative routes is provided on the reverse side of this page.

1. What is the closest major intersection to where you live? JEFFERSON @ PASEO
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** – Unser Boulevard and Paseo del Norte
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahon Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
\_\_\_\_\_
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit?  
\_\_\_\_\_
5. Which Journal Center Route do you prefer?
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street
  - c. **Light Blue** – various local streets

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

SUGGESTIONS - ITEMS TO THINK ABOUT

1. N.M.D.O.T. TO REDESIGN ON/OFF RAMP @  
⇒ OSUNA / SAN MATEO  
⇒ SAN ANTONIO  
⇒ JEFFERSON

NEED TO ENSURE D.O.T. PLANS FOR I-25 WORK IN UNISON  
WITH H.C.T.S.

2. PROPOSED WAL-MART N.W. CORNER - PASEO / I-25 - THIS WILL ADD  
CONGESTION TO AN ALREADY SATURATED AREA.

(OVER) ↘

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# Paseo del Norte High Capacity Transit Study

## Comment Form

**We want your feedback!** Please take a few minutes to answer the questions below. A map of the short-listed alternative routes is provided on the reverse side of this page.

1. What is the closest major intersection to where you live? South of Paseo & Golf Course between Paseo & Montano
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** – Unser Boulevard and Paseo del Norte - Golf Course stop
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahon Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
Golf course & Paseo
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit? Rail runner @ Journal Center + points East of I 25 on Paseo.
5. Which Journal Center Route do you prefer?
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street
  - c. **Light Blue** – various local streets

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

Currently, there is not a timely bus route serving us (Golf Course Rd. between Paseo & Montano) running along Paseo to the Rail Runner, which my husband uses daily. Optimally, a bus stop near Golf Course Rd. & Paseo running East & stopping at Rail Runner would serve our purpose. I would also love a continuation of ~~Bike~~ bike trail East along Paseo & pass over at I25 connecting West side w/ East side rather than having to ride down to Osuna cross over. \*P.S. - Expansion of Paseo will just encourage sprawl & more cars!  
I like the idea of dedicated bus lanes.

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# Paseo del Norte High Capacity Transit Study

## Comment Form

**We want your feedback!** Please take a few minutes to answer the questions below. A map of the short-listed alternative routes is provided on the reverse side of this page.

1. What is the closest major intersection to where you live? Spain/Tramway
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** – Unser Boulevard and Paseo del Norte
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahon Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
n/a
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit? Airport - Eastside Montgomery, Tramway
5. Which Journal Center Route do you prefer?
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street
  - c. **Light Blue** – various local streets

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

pedestrian friendly access along roadways and into business centers  
security at park & ride and bus stations  
connecting the East & West side with access to Airport,  
University, jobs and shopping

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# Paseo del Norte High Capacity Transit Study

## Comment Form

**We want your feedback!** Please take a few minutes to answer the questions below. A map of the short-listed alternative routes is provided on the reverse side of this page.

1. What is the closest major intersection to where you live? Paradise & Unser
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** - Unser Boulevard and Paseo del Norte
  - b. **Purple** - Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** - Unser Boulevard, McMahon Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
Volcano Heights
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit? yes - but we travel to both of these locations often - so this is of particular interest to our family
5. Which Journal Center Route do you prefer?
  - a. **Green** - Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** - Jefferson Street
  - c. **Light Blue** - various local streets

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

This is a wonderful plan! We are so excited to be able to give our opinions. Love the idea of designated lanes and Bus with fewer stops and quicker transport than a ~~computer~~ commuter. We use the 790 + 157 a lot to get around town - Super excited about this new line! Go Yellow line!!

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# Paseo del Norte High Capacity Transit Study

## Comment Form

**We want your feedback!** Please take a few minutes to answer the questions below. A map of the short-listed alternative routes is provided on the reverse side of this page.

1. What is the closest major intersection to where you live? Mont + ~~12th~~ 12th Street
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** – Unser Boulevard and Paseo del Norte
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahon Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
Volcano Heights
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit? Montgomery
5. Which Journal Center Route do you prefer?
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street
  - c. **Light Blue** – various local streets

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

Want to see more info explaining evaluation results. have the poster but it's tantalizing. Need to know more!  
Especially thinking/assessment of tech team & weighting of factors (if any).  
Start thinking abt. what factors will make these politically feasible & elevate those.

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# Paseo del Norte High Capacity Transit Study

## Comment Form

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1. What is the closest major intersection to where you live? SOUTHERN + UNCLER
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** – Unser Boulevard and Paseo del Norte
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahon Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
THE ROUTE GOING TO WORK AT JEFFERSON JOURNAL CENTER FROM
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit? THE WEST SIDE MALL & PUBLIC SERVICE FACILITIES
5. Which Journal Center Route do you prefer?
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street
  - c. **Light Blue** – various local streets

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

IF YOU HAVE A WORK EXPRESS LINE TO JC FROM THE WEST SIDE  
I WOULD CONSIDER USING TRANSIT ON A DAILY BASIS!

MY DAILY / WEEKLY STOPS ARE AT SMITHS / WALMART  
ON WESTSIDE. AS WESTSIDE GROWS I IMAGINE MORE PEOPLE

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# Paseo del Norte High Capacity Transit Study

## Comment Form

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1. What is the closest major intersection to where you live? Montgomery and Tramway
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** – Unser Boulevard and Paseo del Norte
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahon Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
Northwest Transit Center
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit? Sandia Peak Tramway and Paseo del Norte Corridor  
In Far NE Heights
5. Which Journal Center Route do you prefer?
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street
  - c. **Light Blue** – various local streets

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

~~Area~~ To improve travel across the river, work with ARA RIDE to make Route 98 Wyoming/Alameda an all-day route, replacing current Route 31 service on Wyoming. This would provide all-day service on a major river crossing where there is currently only commuter service.

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# Paseo del Norte High Capacity Transit Study

## Comment Form

**We want your feedback!** Please take a few minutes to answer the questions below. A map of the short-listed alternative routes is provided on the reverse side of this page.

1. What is the closest major intersection to where you live? 528 & Southern (Rio Rancho)
2. Which of the Northwest-area transit alignments do you prefer? Needs to include 528 & Southern NOT SARA
  - a. **Yellow** – Unser Boulevard and Paseo del Norte
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahan Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you? Have one at the old City Hall - large lot - on Southern
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit? weekend service in Rio Rancho to transit center
5. Which Journal Center Route do you prefer?
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street
  - c. **Light Blue** – various local streets

Please provide any other comments or identify other issues you think are important for the Paseo del Norte High Capacity Transit Study (PDN HCTS) in the space below.

Cutting out the Southern route from Sara to 528 would force me to stop using mass transit &/or lose my job. There is the old City Hall parking lot near 528 & Southern not being used - at all. Perfect place for a park & ride.

Cannot stress how important the 528 & Southern stop is to me & the others using this stop.

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# Paseo del Norte High Capacity Transit Study

## Comment Form

**We want your feedback!** Please take a few minutes to answer the questions below. A map of the short-listed alternative routes is provided on the reverse side of this page.

1. What is the closest major intersection to where you live? Coors Bypass & Ellison
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** – Unser Boulevard and Paseo del Norte
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahon Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
none
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit? downtown
5. Which Journal Center Route do you prefer?
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street
  - c. **Light Blue** – various local streets

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

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# Paseo del Norte High Capacity Transit Study

## Comment Form

**We want your feedback!** Please take a few minutes to answer the questions below. A map of the short-listed alternative routes is provided on the reverse side of this page.

1. What is the closest major intersection to where you live? UNSER & MONTANO
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** – Unser Boulevard and Paseo del Norte
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahon Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
ALONG PASEO DEL NORTE
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit? COORS - CONTINUED UPGRADE OF BLUE RAPID RIDE PARTICULARLY AT COORS & MONTANO & (PARK & RIDE, EASEMENT FOR BRT INFRASTRUCTURE FEATURES)
5. Which Journal Center Route do you prefer? NO STRONG PREFERENCE
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street
  - c. **Light Blue** – various local streets

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

- △ BUILD THE INFRASTRUCTURE FOR BRT ALONG PDN & UNSER SO THAT THE DEVELOPMENT IN THE VOLCANO HEIGHTS AREA WILL FIT INTO A BRT INFRASTRUCTURE - RATHER THAN TRY TO RETROFIT INFRASTRUCTURE - PEDESTRIAN FEATURES INTO PLACES WHERE IT DOESN'T NOW EXIST.
- △ HAVE REGULAR SERVICE ON EL POEBLO SO THERE IS NO WAIT TIME AT THE LOS RANCHOS RAILRUNNER STOP - DON'T LEAVE BRT ~~TRIP~~ W/ IDLE TIME THERE
- △ BRT FEATURES ACROSS MONTANO EGR WHEN MONTANO RAIL RUNNER STATION IS OPENED
- △ INVEST IN INFRASTRUCTURE IMPROVEMENTS THAT MAKE IT SAFER FOR PEDESTRIANS AS THEY GET OFF BUSES & THEN NEED TO CROSS THE STREET TO THEIR DESTINATION.
- △ THANK YOU FOR DOING THIS WORK & TAKING PUBLIC INPUT.

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# Paseo del Norte High Capacity Transit Study

## Comment Form

**We want your feedback!** Please take a few minutes to answer the questions below. A map of the short-listed alternative routes is provided on the reverse side of this page.

1. What is the closest major intersection to where you live? GOLF COURSE & PASEO
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** – Unser Boulevard and Paseo del Norte
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahan Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
NEAR 1ST BAPTIST CHURCH
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit? \_\_\_\_\_
5. Which Journal Center Route do you prefer?
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street
  - c. **Light Blue** – various local streets

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

EXTENDING SERVICE TO UNM + UNM HOSPITAL AREA

CONTINUE #790 BLUE LINE SERVICE

You may leave your comments with us or you may return the form by April 13, 2013 to the following address:  
Mid-Region Council of Governments (MRCOG), Attn: PDN HCTS  
809 Copper Avenue NW, Albuquerque, NM 87102

Additional information about the PDN HCTS is available on the MRCOG webpage [www.mrcog-nm.gov](http://www.mrcog-nm.gov) under the "Special Studies" link on the home page.

You may also contact Tony Sylvester for more information or with comments at:  
[tsylvester@mrcog-nm.gov](mailto:tsylvester@mrcog-nm.gov) or at (505) 247-1750.

# Paseo del Norte High Capacity Transit Study

## Comment Form

**We want your feedback!** Please take a few minutes to answer the questions below. A map of the short-listed alternative routes is provided on the reverse side of this page.

1. What is the closest major intersection to where you live? Paseo & Universe
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** – Unser Boulevard and Paseo del Norte
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahan Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
Volcano Heights
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit? NW area around Ventana Ranch, Trails, Montecito Estates
5. Which Journal Center Route do you prefer?
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street
  - c. **Light Blue** – various local streets

*No opinion*

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

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# Paseo del Norte High Capacity Transit Study

## Comment Form

**We want your feedback!** Please take a few minutes to answer the questions below. A map of the short-listed alternative routes is provided on the reverse side of this page.

1. What is the closest major intersection to where you live? Coors & Montano
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** – Unser Boulevard and Paseo del Norte
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahon Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
Coors & PDN
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit? \_\_\_\_\_
5. Which Journal Center Route do you prefer?
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street
  - c. **Light Blue** – various local streets

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

Park & Rides at various locations <sup>near</sup> the Rail Runner Stop at  
El Pueblo. The parking lot gets full quickly

\_\_\_\_\_

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[tsylvester@mrcog-nm.gov](mailto:tsylvester@mrcog-nm.gov) or at (505) 247-1750.



# Paseo del Norte High Capacity Transit Study

## Comment Form

**We want your feedback!** Please take a few minutes to answer the questions below. A map of the short-listed alternative routes is provided on the reverse side of this page.

1. What is the closest major intersection to where you live? RIO RANCHO / 528 + RIVERSIDE
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** – Unser Boulevard and Paseo del Norte
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahon Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
RE-CONSIDER 528 + SOUTHERN - OLD CITY HALL IS VACANT
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit?  
\_\_\_\_\_
5. Which Journal Center Route do you prefer?
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street
  - c. **Light Blue** – various local streets

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

Consider 528 + Southern in RR - Old city hall is vacant - maybe tear down + replace Sara Rd is only 2 lanes and highly congested.

\_\_\_\_\_

\_\_\_\_\_

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# Paseo del Norte High Capacity Transit Study

## Comment Form

**We want your feedback!** Please take a few minutes to answer the questions below. A map of the short-listed alternative routes is provided on the reverse side of this page.

1. What is the closest major intersection to where you live? Unsa/Paseo Del Norte.
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** – Unser Boulevard and Paseo del Norte
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahon Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
Volcano Hts.
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit? \_\_\_\_\_
5. Which Journal Center Route do you prefer?
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street
  - c. **Light Blue** – various local streets

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

Get something going before I-25 & PDN construction gets going

You may leave your comments with us or you may return the form by April 13, 2013 to the following address:  
Mid-Region Council of Governments (MRCOG), Attn: PDN HCTS  
809 Copper Avenue NW, Albuquerque, NM 87102

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# Paseo del Norte High Capacity Transit Study

## Comment Form

**We want your feedback!** Please take a few minutes to answer the questions below. A map of the short-listed alternative routes is provided on the reverse side of this page.

1. What is the closest major intersection to where you live? Unser Paseo
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** – Unser Boulevard and Paseo del Norte
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahon Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
Volcano Heights
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit? No
5. Which Journal Center Route do you prefer?
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street
  - c. **Light Blue** – various local streets

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

Do it now while the land is not developed

You may leave your comments with us or you may return the form by April 13, 2013 to the following address:

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# Paseo del Norte High Capacity Transit Study

## Comment Form

**We want your feedback!** Please take a few minutes to answer the questions below. A map of the short-listed alternative routes is provided on the reverse side of this page.

1. What is the closest major intersection to where you live? Leon Grande & NM 528
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** – Unser Boulevard and Paseo del Norte
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahan Boulevard, and Coors Boulevard

*NEITHER: (NOT APPLICABLE TO OUR NEIGHBOR HOOD)*
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
N/A
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit? Hwy 528 NORTH/SOUTH BETWEEN SOUTHERN BLVD / & HWY 550:
5. Which Journal Center Route do you prefer?
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street
  - c. **Light Blue** – various local streets

*(TO THE N.W. TRANSIT CENTER)*

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

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You may also contact Tony Sylvester for more information or with comments at: [tsylvester@mrcog-nm.gov](mailto:tsylvester@mrcog-nm.gov) or at (505) 247-1750.

# Paseo del Norte High Capacity Transit Study

## Comment Form

**We want your feedback!** Please take a few minutes to answer the questions below. A map of the short-listed alternative routes is provided on the reverse side of this page.

1. What is the closest major intersection to where you live? Jefferson & I-25
2. Which of the Northwest-area transit alignments do you prefer?
  - a. **Yellow** – Unser Boulevard and Paseo del Norte
  - b. **Purple** – Southern Boulevard, Sara Road, NM 528, and Coors Boulevard
  - c. **Pink** – Unser Boulevard, McMahon Boulevard, and Coors Boulevard
3. Which proposed Park and Ride location in the Northwest area would work best for you?  
N/A
4. Are there destinations other than the Journal Center and the UNM/CNM area that you would like to see better-served by transit? \_\_\_\_\_
5. Which Journal Center Route do you prefer?
  - a. **Green** – Channel Road (along the AMAFCA North Diversion Channel)
  - b. **Blue** – Jefferson Street *along most or highest concentration of existing offices that can be served by BET*
  - c. **Light Blue** – various local streets

Please provide any other comments or identify other issues you think are important for the *Paseo del Norte High Capacity Transit Study* (PDN HCTS) in the space below.

*Please select routes based upon existing density or use then expand future routes to less density locations or areas.*

You may leave your comments with us or you may return the form by April 13, 2013 to the following address:  
Mid-Region Council of Governments (MRCOG), Attn: PDN HCTS  
809 Copper Avenue NW, Albuquerque, NM 87102

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[tsylvester@mrcog-nm.gov](mailto:tsylvester@mrcog-nm.gov) or at (505) 247-1750.

Date: Wednesday, April 03, 2013 11:06:40 AM

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Sent: Wednesday, April 03, 2013 11:00 AM  
To: tsylvester@mrcog-nm.gov

In response to the Open House Meeting on March 27, 2013 I would like to provide the following:

1. I live in the NE Heights but have properties in the Volcano Cliffs Area.
2. The preferred BRT alignment is the Yellow – Unser Boulevard and Paseo del Norte. This area is rapidly developing and the Sector Plans provide for development suitable to the BRT. Also with the younger home owners the BRT is a plus in development.
3. The Park and Ride location in the Volcano Heights area off Transit Boulevard would be the preferred location. Note that the Volcano Heights Sector Plan shows Transit Boulevard as having a BRT lane. The graphics provided at the meeting show this segment as mixed traffic.
4. The Journal Center and CNM / UNM are good locations to serve by transit.
5. I prefer the Blue – Jefferson Street Journal Center Route.

Thanks,

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**Subject:**

FW: Comments - 3/27/13 Open House Regarding the Paseo del Norte High Capacity Transit Study

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Sent: Thursday, April 04, 2013 12:42 PM

To: Tony Sylvester

Subject: Comments - 3/27/13 Open House Regarding the Paseo del Norte High Capacity Transit Study

Although I was not able to attend the open house, I have reviewed the content online. I am pleased with the progress to date and would like to offer the following comments:

- 1) Station 8
  - a. I would think that the yellow route would offer the best infrastructure expandability as this route is in the more developing vs. already developed part of the region.
  - b. Regarding consistency with roadway policies, shouldn't the yellow route be a full circle as the functional classification of Unser and PDN are both limited access principals? The purple route might be a half circle due to the utilization of Sara Rd which is a minor arterial.
  - c. I also think the yellow route has more potential to improve travel times if dedicated transit lanes are incorporated into the Unser and Paseo del Norte roadway designs. Dedicated transit lanes would be easier to incorporate into sections of these roadways as they are built as opposed to trying to dedicate lanes where the full ROW is already constructed.
- 2) For the above reasons and the other evaluation results on station 8, I prefer the yellow route.
- 3) I would think that the Unser / PDN transit route should link into transit service to Downtown / Uptown, in addition to Journal Center and UNM. This could most easily be accomplished using a location in Volcano heights as a transfer area. Unser could provide access to I-40, which in turn could serve Downtown / Uptown.
- 4) In Journal Center I would prefer the light blue route that is more centrally located today. In the future, a route combining portions of the green and light blue routes might make sense.

Thank you for the opportunity to comment and I look forward to the completion of the study and the selection of the preferred route.

## Appendix 5D

### Public Meeting 3 – October 29, 2013



**Sent:** Thursday, October 31, 2013 6:18 PM

**To:** Tony Sylvester

**Cc:** 'Larry Abraham'; 'Kelly Ward'; 'Linda L. Seebach'; 'Querencia Green'; 'Devon'; 'Jordan Garcia'; 'Julie and Ted Baca'; 'Lois Roberson'; 'Lori Pachelli-Marshall'; 'Mitchells'; Pamela Craig; 'Scott Shepherd'; 'Shirley Green'

**Subject:** RE: Paseo BRT

Tony,

Thanks for talking with me today. As I mentioned the Calle del Pajarito Neighborhood Association has not been contacted regarding the BRT study and we are registered with the Village of Los Ranchos. That said, here are my observations/comments/concerns, I will try to go from west to east;

There is a COA San Juan/Chama 72 inch water distribution line running parallel to the north side of PdN.

I am unable to see what happens at the pedestrian bridge over PdN. It is heavily used by the neighborhoods. What are the design solutions for it? Don't want to see if go away for the BRT. It give access to the acequias and to the mid portion of the Village Open Space.

The BRT appears to exit at 4th street, taking out the main entrance and parking to the Village Open Space and probably Miller's Feed, which is owned by the Village. I would assume that a traffic light would be installed on the 4th Street north rise over PdN? Gives me a large concern for the effect that will have on traffic at the south rise and at Calle del Pajarito (CdP). Could MRCOG purchase the 7 acres that is for sale just north of Garduno Dr as a new entrance??

We are working with Joanne McIntyre and Querencia Green on a master plan for Green Infrastructure at CdP. What would a dedicated?? BRT lane do to traffic and what impact on the school bus stop that is at CdP and 4th Street. Safety for our neighborhood children is paramount.

You mentioned that there would be a full blown engineering study for the area, if so can we include the AH Flood Zone issue and see if we can remove the neighborhood from the now non-existing flood zone (non-existing because of PdN, the COA Bike Path, the 4th St. overpass, the 5 or 6 PdN ponding areas, and now the BRT route)

Can the entrance to the COA PdN bike path be enhanced? It wouldn't take much it is in pretty said shape now. Can the 4th rise and its attendant flooding of CdP be addressed with berms and landscaping? What type of street lighting is envisioned. 4th street is very dark as are the CdP and El Pueblo intersections.

Can the lot at El Pueblo and 4th be used as a pocket park/ABQ Ride stop/BRT stop or help mediate the impact of the BRT route on our neighborhood?

What allowance for noise mitigation are you making for the impact of BRT buses on our neighborhoods? The NMDOT has allowed all the landscaping on the east end of PdN to die. Are you planning on some landscaping or artwork for the intersections?? The buses are extremely noisy, are you looking at sound barriers on both sides? We have large flocks of Greater and Lesser Sandhill Cranes along with Canada Geese that winter over in the open Space field. What mitigation will you proposed to spare our wildlife

The alignment of 4th and El Pueblo is odd (not 90 degrees). What is envisioned for the reconstruction of the intersection and allowance for the large amounts of pedestrian traffic that stems from the apartments on El Pueblo to the Blake's Lottaburger and the pretty sad existing ABQ Ride bus stop?

What do you see for the El Pueblo and Second St intersection for the BRT traffic. An overpass/underpass? A signalized intersection, how will you deal with the large traffic flow from east PdN to south Second and the opposite traffic? The intersection, in my opinion is at or close to failure now and the additional heavy bus traffic will push it over the edge. Do you envision pushing east/west traffic from El Pueblo to Ortega and/or Wayne Rds.??

Any consideration for the Victory Christian School, there is substantial traffic at school start and school end

Seems that a loop road to the north to Ortega, then to Edith and back to the PdN intersection or a loop to Jefferson or the Flood Control ditch and back to the RailRunner station and then to PdN would put less pressure on the El Pueblo/PdN/Second St intersection.

Thanks

**Sent:** Tuesday, December 3, 2013 3:11 PM  
**To:** Tony Sylvester  
**Subject:** pdn high capacity transit study

There does not seem to be any thought given to people who live in the Heights who travel to the Railrunner stations or to work at the Journal center or places farther west. Why not?

**Sent:** Thursday, August 14, 2014 9:13 AM

**To:** Tony Sylvester

**Subject:** High Capacity Transit Study Alternatives

It's very polished, very expensive looking from a flyover standpoint, but I was right, it's all the imagery that I was expecting.. it just looks new. Break out of the mold if you can and find something outrageous.. with the platforms. Paris had rubber tire subways in the early 80's.. There has to be something.

**Sent:** Thursday, August 14, 2014 9:13 AM  
**To:** Tony Sylvester  
**Subject:** High Capacity Transit Study Alternatives

Hello,

Any regional transportation plan would need to include Kirtland Base/Sandia National Laboratories as a destination. Every day, approximately 22,000 people come to work at Kirtland and approximately 10,000 people come to work at Sandia National Laboratories. With the explosive growth in homes and schools on the west side, approximately 17,000 people are commuting across the river. To make public transportation agreeable, the commute time has to be within 20% of driving time. It takes me 50 minutes on an average day door to door. The bus route from the Northwest Transit Center to the nearest bus stop at work is 80 minutes. That is a 62% increase in time – no advantage there. The simple solution is to have an express bus that goes from transit center to transit center. For example, an express bus would only stop at the transit centers - the Northwest Transit Center, to the Uptown Transit Center, to the Alvarado Transit Center and then on to the largest employer in the area – Kirtland Air Force Base/Sandia Labs, efficiently picking up the greatest number of people in a limited number of stops. If the public transportation commute time from the West side to Kirtland Air Force Base/Sandia Labs was under a hour it would be a **huge** incentive for people to switch to public transportation. As it is now it just takes too long.

Sandia is always looking for ways to “green” the lab and would greatly benefit from having fewer cars coming through the gates every day. I am sure Kirtland Air Force Base/Sandia Labs would be more than willing to work with public officials to make this happen.

Thank you very much.

**Sent:** Friday, August 22, 2014 11:48 AM

**Subject:** RE: PDN Transit Study

Tony,

Thanks. One more question. Table 7.2 in the AA shows \$5,000,000 for the Volcano Heights park and ride lot whereas page 10 in the cost estimate shows 5 acres @ \$75,000 / acre. Is table 7.2 an acquisition value and page 10 a lease value for a certain number of years?

**Sent:** Thursday, August 14, 2014 9:08 AM

**To:** Tony Sylvester

**Subject:** FW: Paseo del Norte High Capacity Transit Study\_comments

I am one who lives in Rio Rancho off of Northern & Unser Blvd in the North Hills area. I have to drive from my house to the Transit Center across from Cibola High School in order to catch the Route 157 bus into Albuquerque; several regular riders do the same thing. Some employees of APS ride this bus with me. Our majority bus riders on the Route 57 work in the Uptown area and some travel further to Sandia labs.

The proposed Paseo del Norte transit crossing would only benefit us if have more commuter buses into Albuquerque from this Paseo connection. We would need a bus line added into the Albuquerque Uptown area from Paseo del Norte.

I also would envision a second Transit Center located in Rio Rancho. Rio Rancho is growing and will continue to grow.

Please see [http://www.rroserver.com/opinion/columns/article\\_e7beac84-1f46-11e4-b330-001a4bcf887a.html](http://www.rroserver.com/opinion/columns/article_e7beac84-1f46-11e4-b330-001a4bcf887a.html)

If there was a better way for me to get to work and back on a different route I would sure use it. I might also add that one of my attorneys, two paralegals, our file clerk, a courier and one of our accountants also live in Rio Rancho and commute every day.

Thank you

**Sent:** Monday, August 18, 2014 3:07 PM

**To:** Tony Sylvester

**Subject:** COMMENTS per DRAFT Paseo del Norte High Capacity Transit Study Alternatives Analysis Report Presented for Public Comment

Dear Tony:

I am writing to you per the Draft of the High Capacity Transit Study, noted above.

Notes:

1. I am in favor of the plan and the route selected.
2. I believe the best thing that could happen would be for it to happen ASAP...and soon is not soon enough.
3. A Vibrant city economy depends on linkages between its major economic hubs per transportation. This route would dramatically change that by providing an option people do not have today.
4. This plan does a marvelous job of leveraging many resources we have today to become better resources, like the Rio Metro Rail Runner. The days of being in the black for the Rail Runner will soon follow the completion of this route. It should also help catalyze the demand for more trips on the Rail Runner.
5. This route will help preserve the green belt by stopping short the need to build more bridges across the river.
6. This route should reduce air and noise pollution.
7. This route will leverage many intense areas and future intense (but planned areas) such as Journal Center, Volcano Hts, the new Rio Rancho Pres Medical Center, and connect with the oldest centers which are UNM and Downtown. This route will be a new artery of life for the struggling downtown, which will see more west side residents due to its implementation.
8. This route will enable people more choices of where they can affordably live by providing a predictable and affordable way to commute through our MSA.
9. This route will make us more competitive for businesses re-locating to NM, as comparable and larger cities who are our competitors for those jobs have infrastructure already like this.
10. It addresses the needs of an aging baby boomers who need to travel but cannot drive.

These are my notes of support.

Bottom Line: Before much more housing is built, this route needs to become a reality very soon, so that people who move into the area, due in part because of the route and thus are a larger percentage of the people living who's 1<sup>st</sup> choice is to use it...vs a second choice.

Thanks for your time and help and work to make this a reality.

**Sent:** Wednesday, August 13, 2014 1:00 PM

**To:** Tony Sylvester

**Subject:** Paseo del Norte Transit Study

Tony,

It appears to me, that the study is the same one as was presented to my neighborhood association at the Village of Los Ranchos meeting. It still shows the major impacts to the Village Del Norte Open Space, an alignment down Fourth St to El Pueblo with a transit stop and then continues to the Los Ranchos/Journal Station. Is that correct???, if so our Neighborhood Association would again strenuously object to the alignment. As we previously stated it would block access to a very valuable Village Open Space and effectively block egress to our neighborhood at the 4th St. entrance.

It appears that our objections and the Village's (as I recall) objections have been totally ignored. Is that correct??

**Sent:** Monday, August 18, 2014 10:45 AM  
**To:** Tony Sylvester  
**Subject:** PDN high capacity transit study

Mr. Sylvester,

I am one of the metro residents that could significantly benefit from some form of cross-river rapid transit concept so I wanted to send comments related to the ongoing Paseo del Norte High Capacity Transit Study. In general, I think it's a great idea to consider some form of rapid transit that would not be affected by local traffic congestion, with limited stops at places where commuters and travelers can transfer to surface street bus transit routes or walk to their destinations. However, I think that the current proposed route is somewhat limited to adequately meet the demand of a key group of commuters. I, like tens of thousands of other people, work on Kirtland AFB. If you look at all the people who work at the VA hospital, civilian and military personnel with the Air Force and the thousands of employees and contractors for DOE and Sandia Labs, that is a huge population. I know significant numbers of people that live in NW ABQ and Rio Rancho who work in the extreme SE part of town. Because of the generally lower cost of housing in the NW metro area, many military families choose to live there, compared to areas on the east side of the river.

The typical commute, depending on how far north and west you live, is 30 – 45 minutes, one way, when there aren't any major traffic issues. I live near Paseo del Norte and Golf Course Rd. There are two existing bus routes that I can utilize that provide me with simple transit solutions to get to KAFB. These are routes 96 and 157. While these routes are considered "commuter" routes, they still travel on the surface streets and stop at all bus stops along their routes, significantly increasing travel time. Both of these options result in 60 to 75 minutes total travel time, one way, for driving to a park-and-ride location or walking from my house to one of the stops. However, driving my car generally results in only 30 minutes of total travel time (when I commute during off-peak times). The return trip in the PM is generally 15 minutes longer, in the car or on the bus, due to traffic congestion. I simply lose too much of my day to make me choose public transit over my private vehicle. That ~1 hour of extra time saved in my commute each day is worth a lot to me to spend the time with my family during the work-week.

I've reviewed the Planned BRT Corridors map showing the yellow and green lines. I've skimmed some of the Draft Project Findings documents. It looks like the KAFB commute is being considered but it's not clear to me it's being well-covered. It seems like the majority of the effort focuses on the Jefferson area and the UNM area, stopping short of the potential benefit of the Sunport and KAFB area. I just wanted to make sure you heard comments from someone who would seriously consider using some form of a rapid transit for my cross-town commute. I have used the various transit options that currently exist in the past but have decided against it several years ago because of the amount of lost time. If there was an option that made my commute time reasonably close to my personal vehicle commute time, I would likely use it. If I can provide any additional specific input or suggestions, feel free contact me.

**Sent:** Friday, September 19, 2014 11:39 AM

**To:** Tony Sylvester

**Subject:** Comments on the Paseo del Norte High Capacity Transit Study

Thank you for conducting the Paseo del Norte High Capacity Transit Study. I agree with the LPA recommendation and the phased implementation approach. I am in favor of pursuing the additional funding required to accelerate the timeline from the pay-as-you-go schedule to the 5-year construction schedule. Congestion at river crossings has been highlighted as a major concern in the last several MTPs. High Capacity Transit will help alleviate this problem and will also help promote land uses that will help alleviate the jobs / housing imbalance west of the Rio Grande river.