



UNM

CNM



UNM / CNM / Sunport Transit Study

Public Information Meeting

January 29, 2013



Tony Sylvester,
Project Manager



Meeting Agenda

- Welcome and Introductions
- Project Overview and Refresher
- Project Goals and Objectives
- Alternatives Development
- Features and Characteristics of Enhanced Transit
- Potential Alternatives
- Evaluation Measures



Let's try something new: Multiple choice clickers!

- Each answer has a number. Just hit the right number on your clicker. It's that simple!
- For some questions, you can give multiple answers by hitting multiple buttons.
- Make sure you give them back to us before you leave!

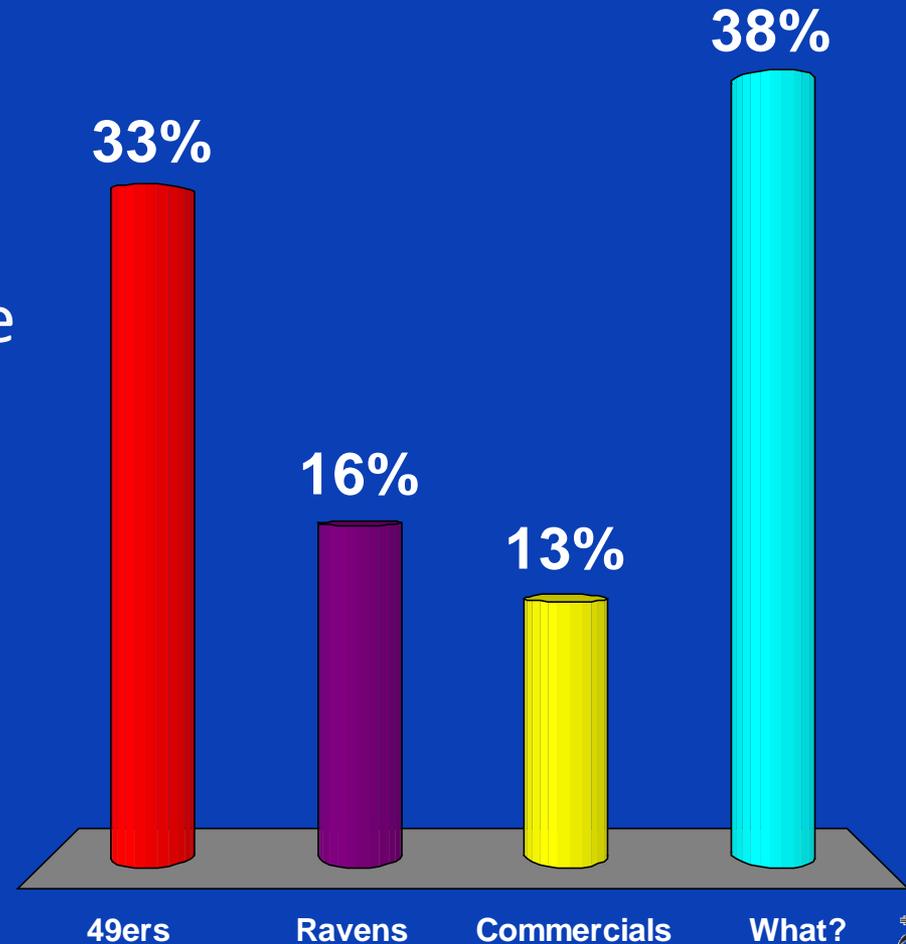


Note: The audience response graphs show the combined totals from the three meetings: Central United Methodist Church on Jan. 29, UNM on Jan. 30, and CNM on Feb. 5. There were approx. 60-70 participants for each question.



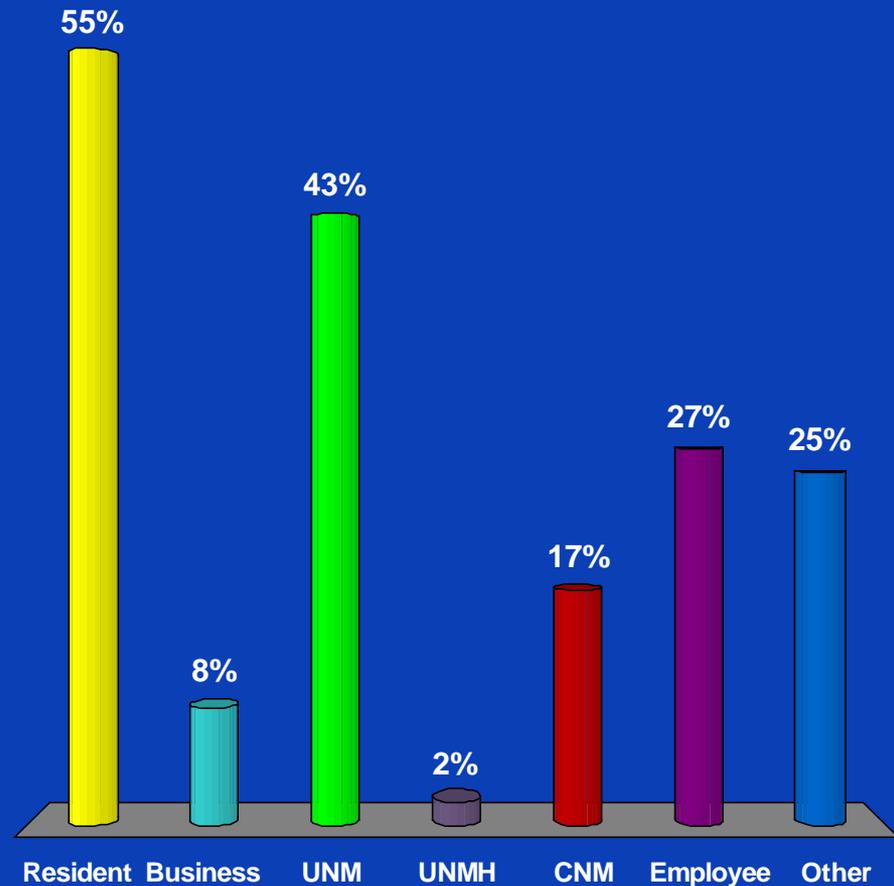
Who will you root for in the Super Bowl?

1. San Francisco 49ers
2. Baltimore Ravens
3. I just watch it for the commercials
4. What Super Bowl?



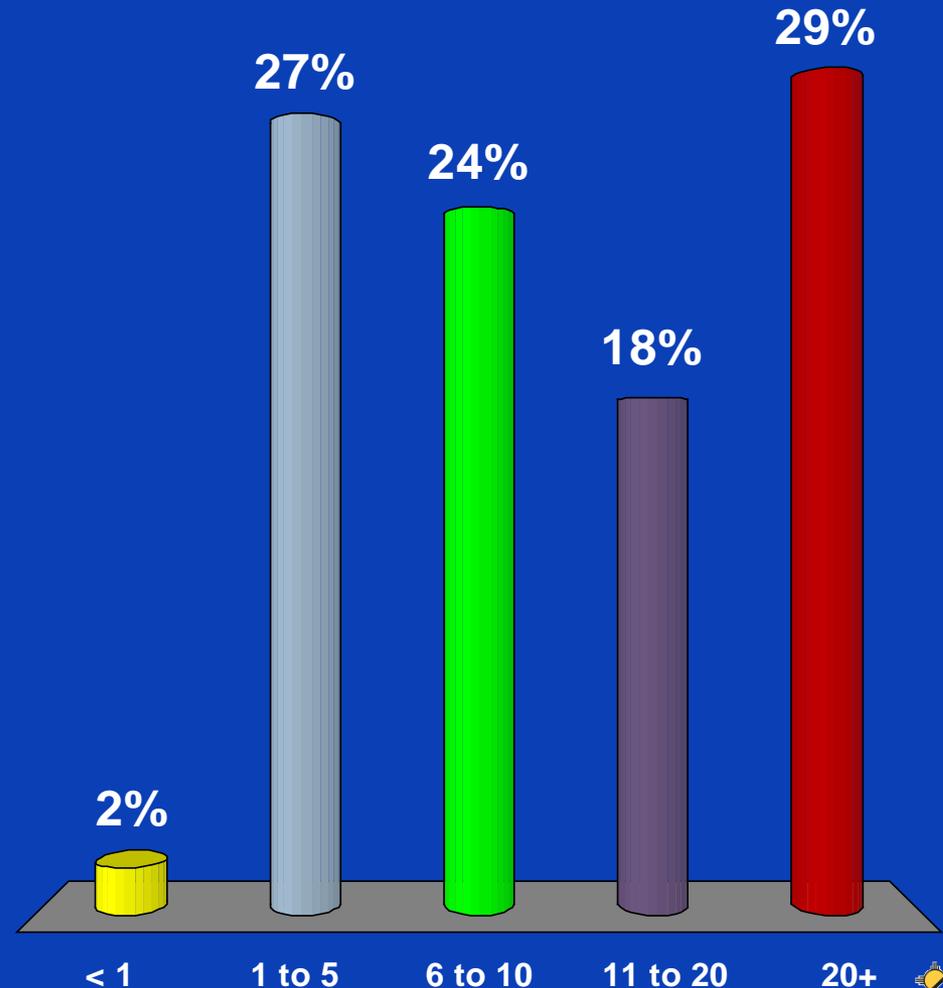
What is your relation to the UNM/CNM/Sunport area? (select all that apply)

1. Resident
2. Business owner
3. UNM
4. UNMH
5. CNM
6. Employee
7. Other



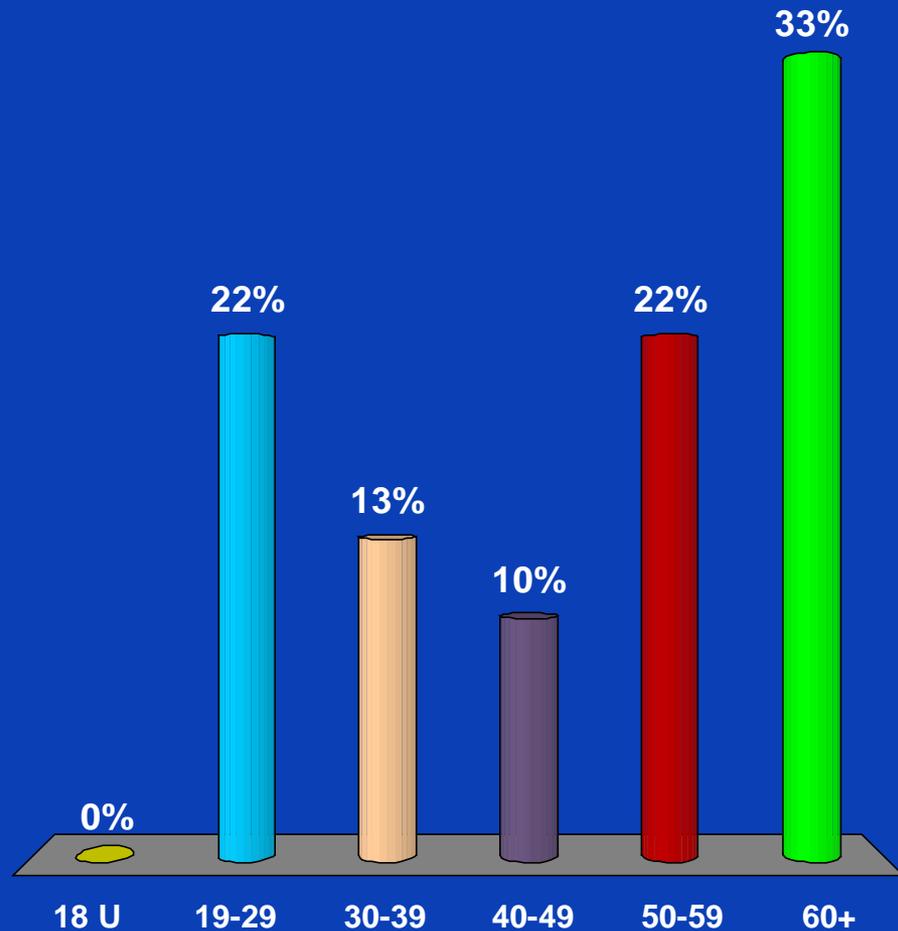
How long have you been affiliated with the area?

1. Less than 1 year
2. 1-5 years
3. 6-10 years
4. 11-20 years
5. More than 20 years



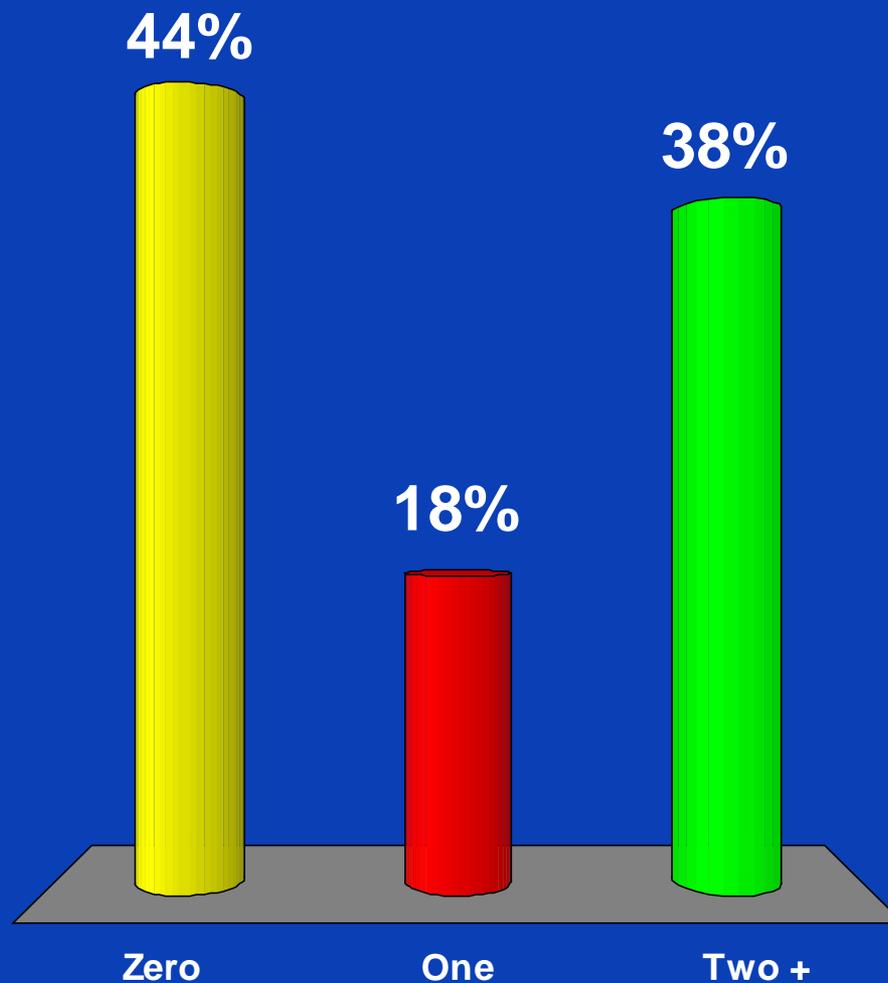
What is your age?

1. 18 and under
2. 19-29
3. 30-39
4. 40-49
5. 50-59
6. 60 and over



How many of our events have you been to before today?

1. Zero
2. One
3. Two or More

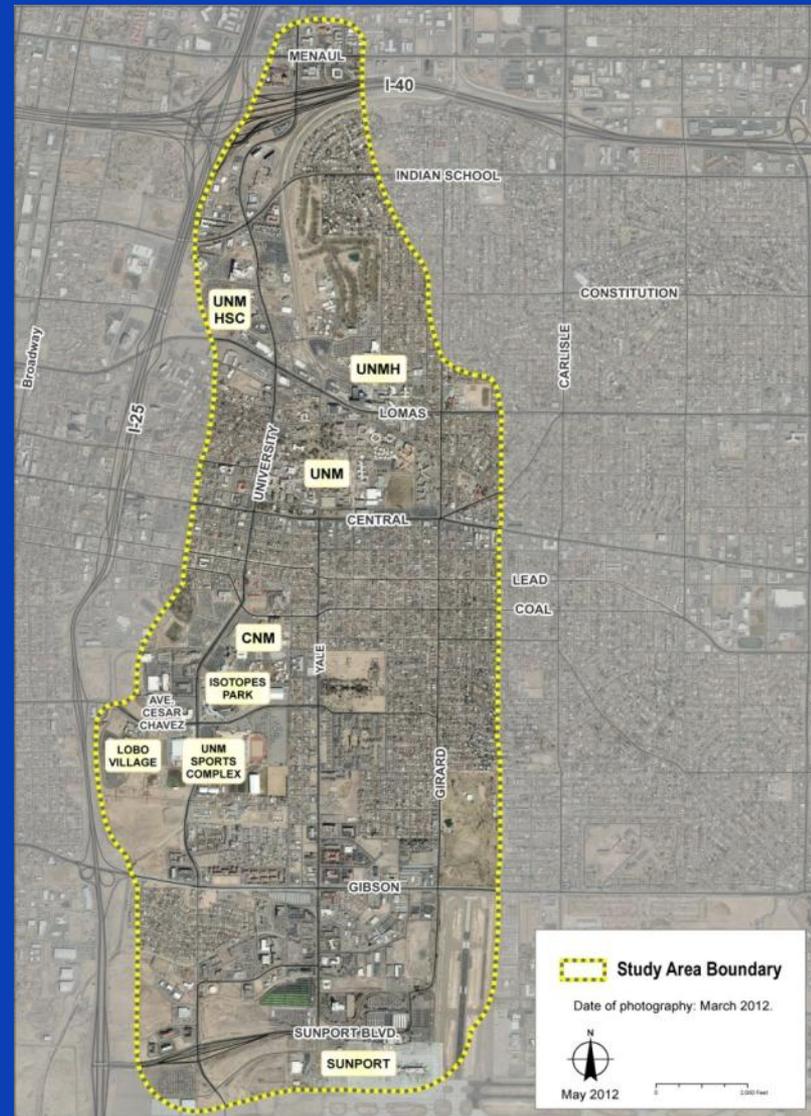


How did you hear about this meeting? (select all that apply)



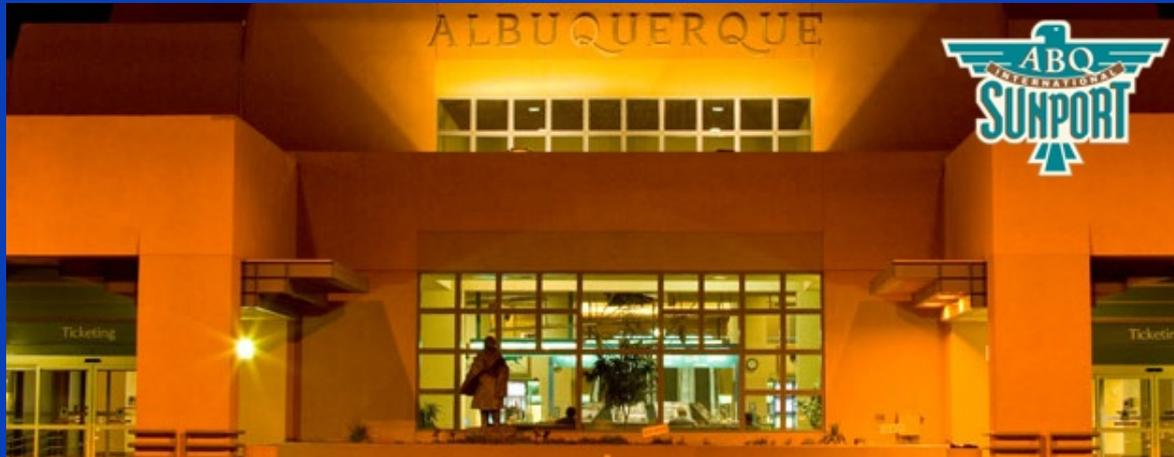
Project Overview

- Encompasses corridor from the Sunport to the far end of the UNM North Campus
- Generally follows the area from west of University to east of Girard
- Daytime population of > 74,000 students, faculty, and staff
- Considerably higher population when hospital patients, visitors, special/sporting events, and Sunport activities are considered



Study Area

Study Corridor includes three major institutions – UNM, UNM Hospital, and CNM -- plus the Albuquerque Sunport



Study Area

Study Corridor also includes the regional sports facilities and Popejoy Hall which, collectively, include over 67,000 seats



Study Area

Numerous large and small businesses and several neighborhoods also call the study area home.



Primary Study Objectives

- Three primary study objectives
 - Transit strategy to include a new north-south route that connects the major destinations within the corridor and better connections to existing east-west transit routes
 - Land use strategy that integrates existing and new development with the transit system
 - Parking strategy and demand management policies



Project Timeline

- | | |
|--|------------------------------|
| 1. Scoping Study | Completed 2011 |
| 2. Grant Applications | Completed 2011 |
| 3. Alternatives Analysis | Started Mid-2012 |
| • Data collection and needs assessment | Complete |
| • Goals and Objectives | Complete |
| • Alternatives Identification | <u>Currently Underway</u> |
| • Screening of Alternatives | Complete by 4-15-2013 |
| • Detailed Evaluation of Alternatives | Complete by 5-30-2013 |
| • Selection of Preferred Alternative | Complete by 7-15-2013 |
| 4. NEPA documentation and Pre-Design | <i>Complete by 4-15-2014</i> |
| 5. Grant Application Process | <i>2014</i> |
| 6. Final Design and Implementation | <i>2015 - 2016</i> |



Project Goals and Objectives

- Agency coordination and public input obtained using:
 - Public Meetings held in July and October 2012
 - Individual stakeholder meetings
 - UNM (Athletics, PATS, ASUNM, Others)
 - CNM
 - UNM Hospital
 - Lobo Development
 - CNM/UNM Focus Groups and Surveys
 - General feedback from:
 - Newsletters, Facebook, and Webpage
 - Businesses and Neighborhoods meetings still in progress



Project Goals and Objectives

Input from forums and public meetings identified several common themes...

- *Fondness of the overall area including the diverse activities, character, easy walking and biking, fairly good transit access to nearby areas like Downtown, Nob Hill, Sports Facilities*
- *Concern with traffic intrusions in neighborhoods*
- *Better access to the services along Central for CNM population*
- *Need for more services, restaurants, and small neighborhood support businesses, especially near CNM and the Sports facilities*



Project Goals and Objectives

More common themes identified

- *Desire for better connections between UNM and CNM for students who attend both*
- *Desire for connections to the airport*
- *Improved transit hours, headways & accessibility, especially on the routes south of Central Avenue*
- *Better and more pedestrian and bicycle facilities*
- *Existing problems with pedestrian/bike conflicts*
- *Medical Patient & Visitor Access and Circulation*
- *Parking (Availability, Cost, Revenue and Land Consumption)*
- *Safety (walking, biking, transit at stops and on-board)*



Development of Alternatives

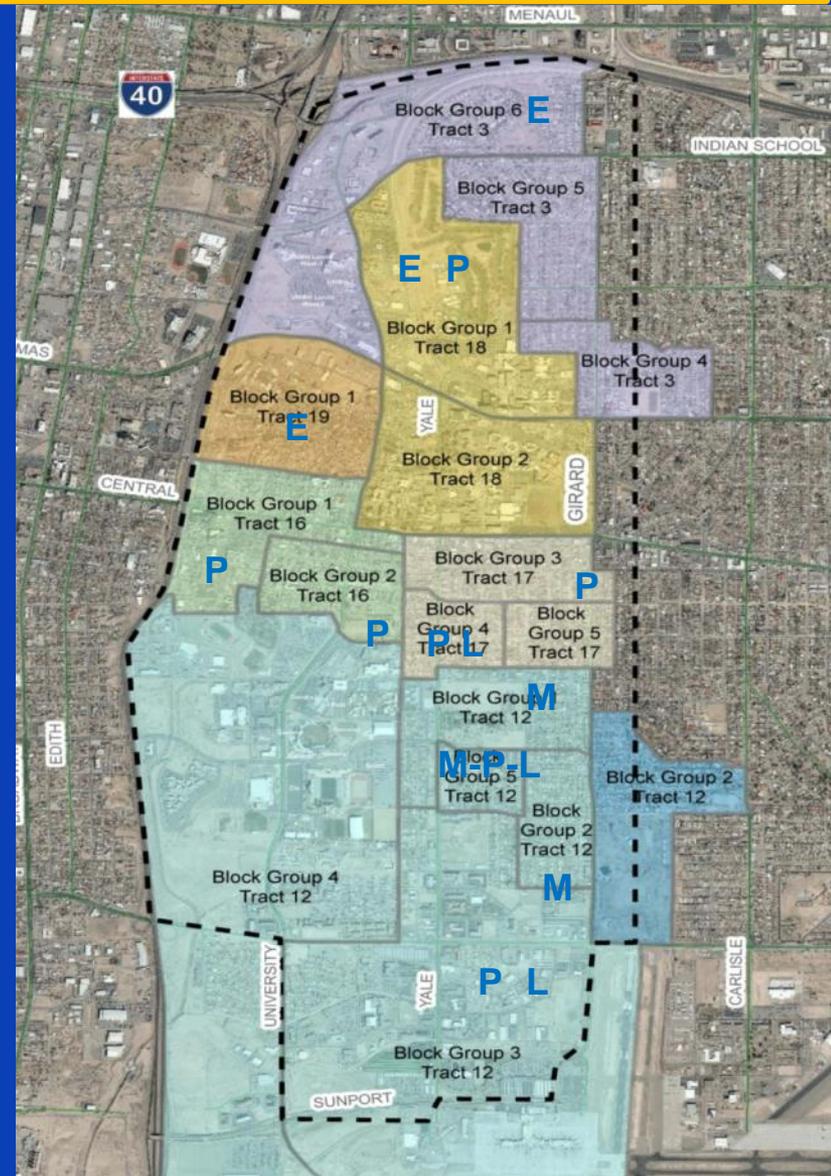
- Existing and future conditions shaping transportation needs:
 - Existing population demographics
 - Existing Transportation Services
 - Street system
 - Transit service and systems
 - Bicycle and pedestrians facilities
 - Parking
 - Existing and planned land uses
 - Existing and future travel needs of residents, businesses, students, faculty, staff, patients, special event patrons, and others



Demographic Characteristics

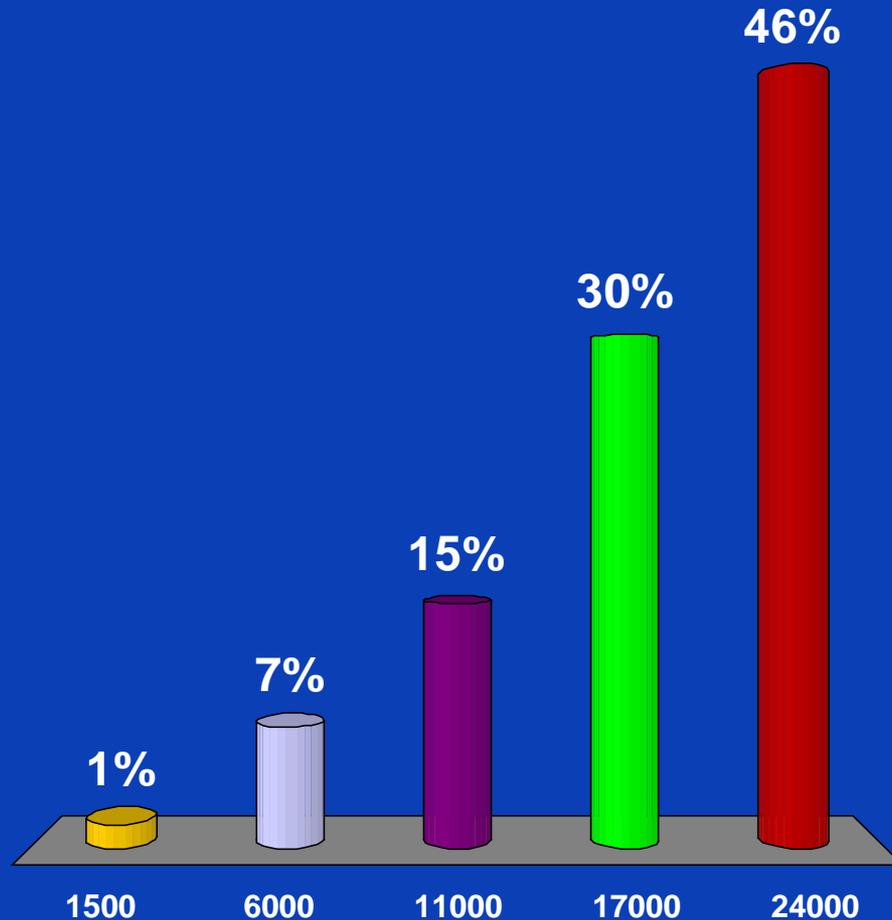
Comparison of Study Area with County Statistics...

- Study area has a population of about 21,000
- Overall, lower percentage of minorities, although one tract (12) with higher % minorities
- Generally younger population except for parts of Tract 3 and Tracts 18 and Tract 19
- Higher percentage of incomes below poverty level (Tracts 12, 16, 17, and 18)
- Three areas with higher % of households with no or some English speaking abilities (Tracts 12 and 17)
- More than 50% of Tracts with very high percentages of walk and bike modes
- 76.7% of area population 25 or older have attained some college education or have a college degree compared with 61.9% of the County.

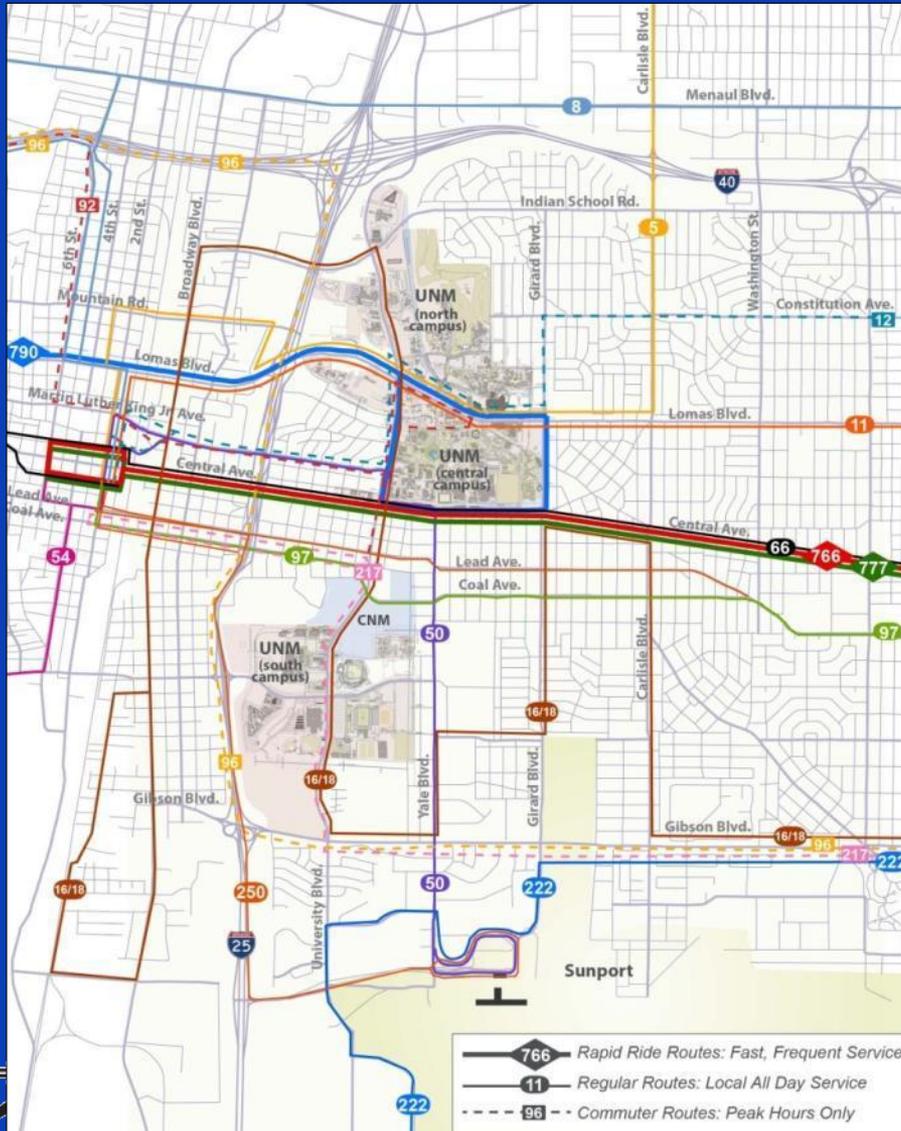


How many transit trips start or end in the study area every day?

1. 1,500
2. 6,000
3. 11,000
4. 17,000
5. 24,000

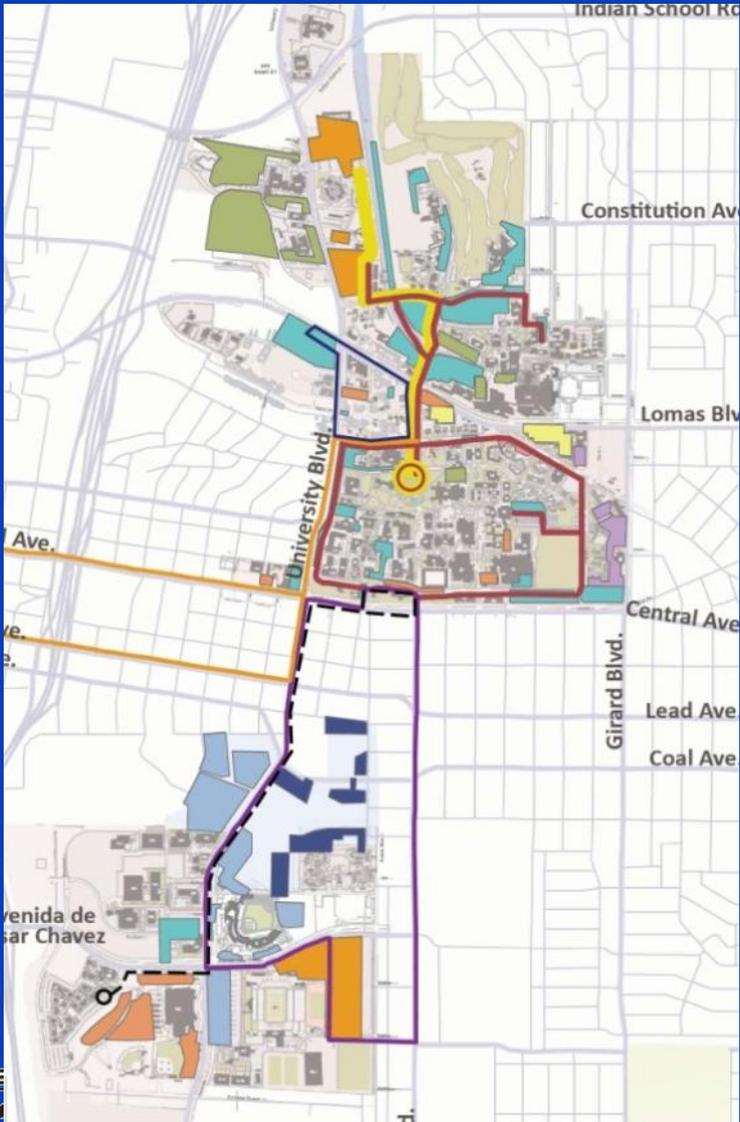


Existing Transit Service: ABQ Ride



- Total of about **24,000** transit trips **per day** within study corridor
- Of these, about **11,729** riders use ABQ Ride routes within Study area
- 16 routes that serve at least some portion of the study area
 - 5 routes commuter only
 - 4 routes on far south edge of study area
 - 13 east-west service (within Study Area)
 - 3 north-south service (within Study area)
- 10,136 riders on east-west routes
- 1,593 riders on north-south routes

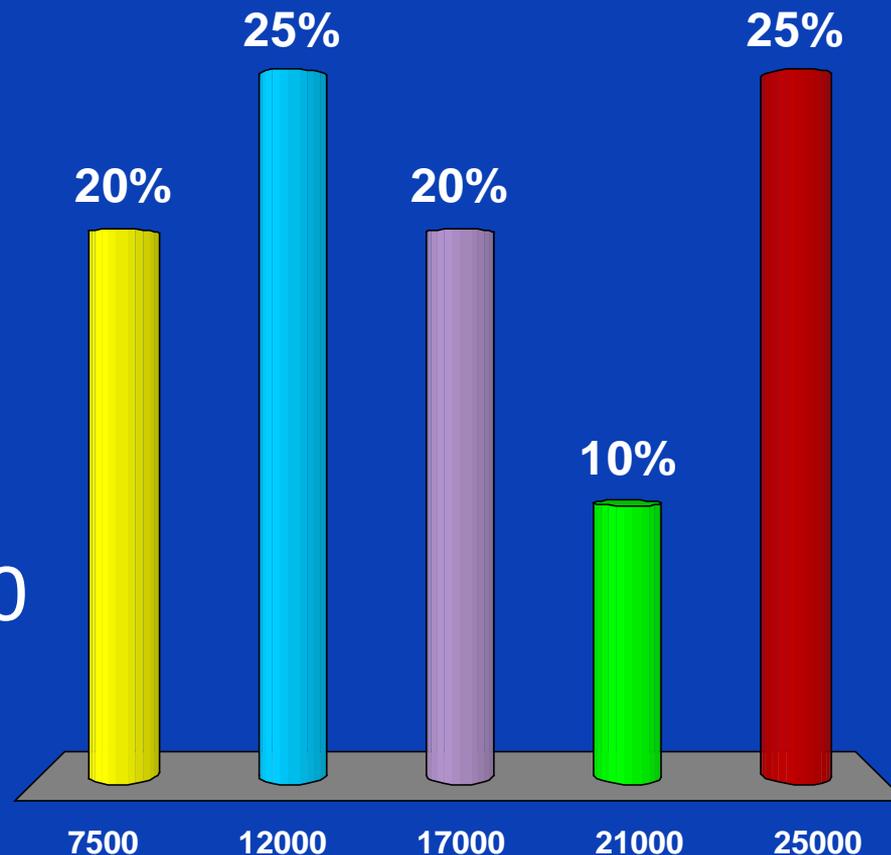
Existing Transit Service: UNM Shuttles + ABQ Ride



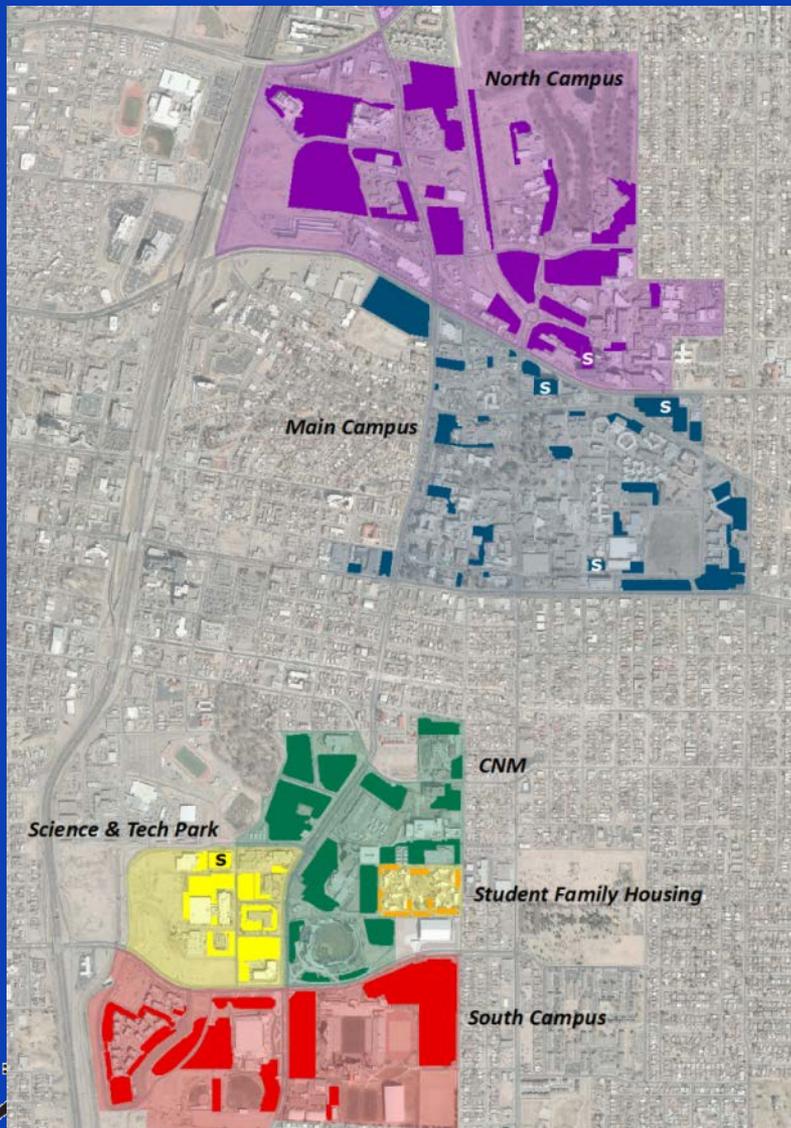
- About **12,000** riders per day use the UNM Shuttle system
- 6 UNM shuttle routes
 - G/Q Lot – 1,431 riders/day
 - South lot – 7,366 riders/day
 - T-lot – 1,003 riders/day
 - Lobo Village – 2,000
 - Redondo Shuttle – 449 riders/day
 - ATC Shuttle – 32 riders/day

How many UNM and CNM parking spaces are in the study area?

1. 7,500
2. 12,000
3. 17,000
4. 21,000
5. Over 25,000



UNM/CNM Parking Inventory

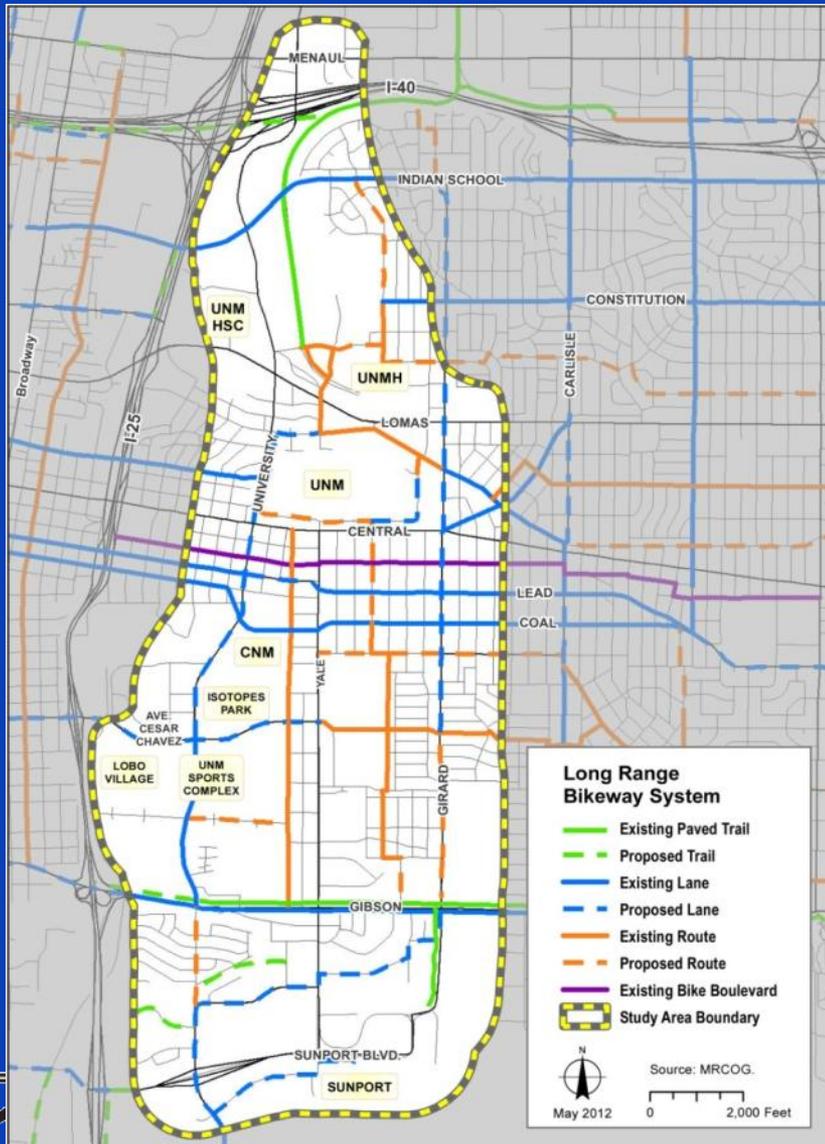


- **25,600** parking spaces, total
- 86 surface lots
- 5 parking structures
- Count includes “event” parking around stadium and site parking around the hospitals
- In total, 210 acres dedicated to parking: 21% of land area
- Does not include Sunport, private businesses

Study Area Parking

Campus Subareas	Surface Parking		Structure Parking		Total Capacity	Total Acres	Pct Area
	Lots	Capacity	Structures	Capacity			
UNM North	23	7,852	1	372	8,224	81.3	21.3%
UNM Main	24	3,352	3	2,971	6,323	34.1	14.4%
UNM South	13	5,069			5,069	43.8	28.7%
Science & Tech Park	10	1,495	1	498	1,993	13.1	16.8%
Student Family Housing	7	342			342	2.5	18.8%
CNM	14	3,641			3,641	36.0	33.0%
Total	91	21,751	5	3,841	25,592	210.8	21.7%

Bicycle Facilities: Long Range System



- Not much proposed over existing system for the long term
- On Campus circulation an issue for both UNM and CNM
- Lack of continuous north-south facilities
- Direct east/west connections marginal for both UNM Main and CNM

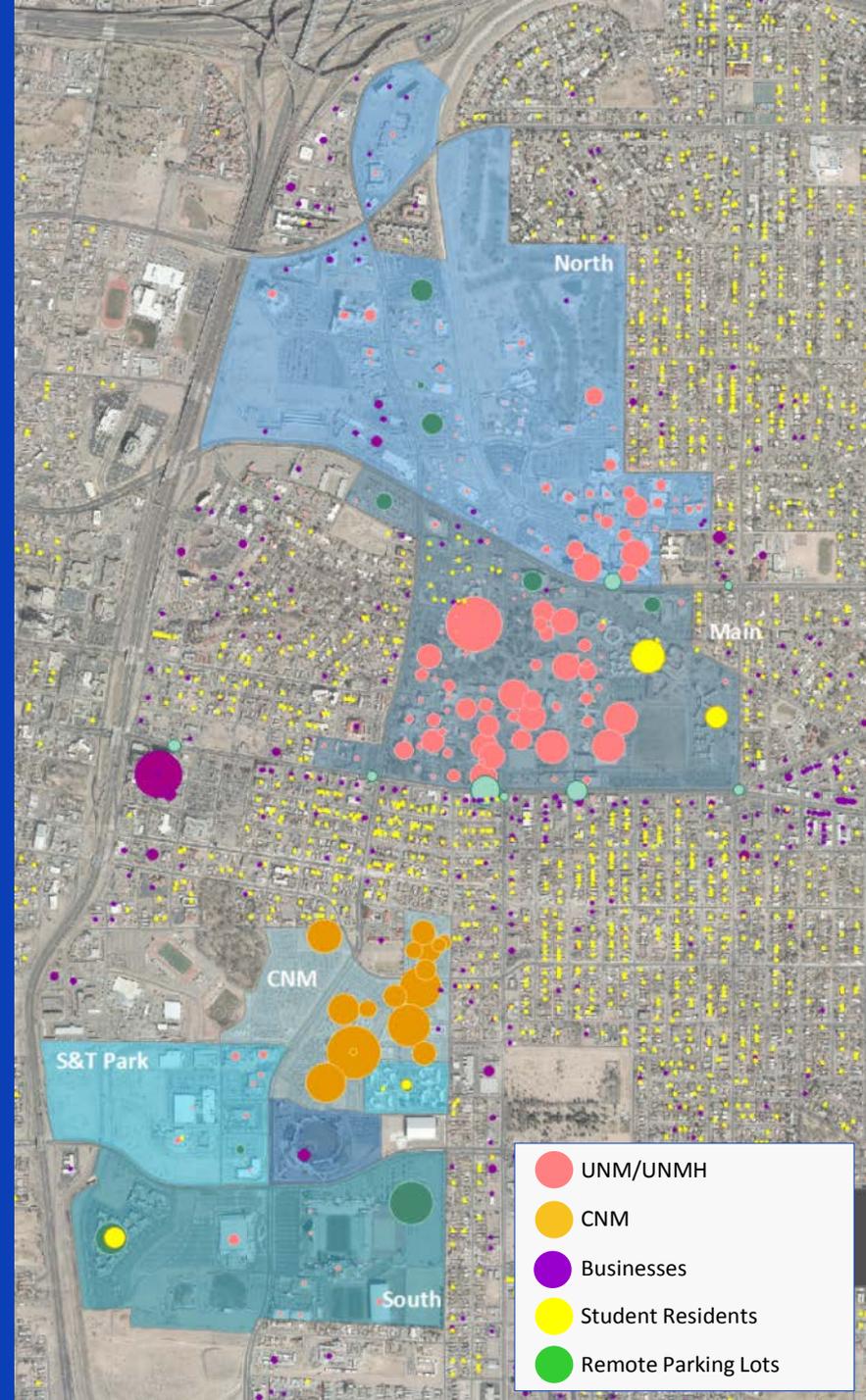
Evaluation of Travel Markets

- The travel market in the study area includes:
 - Staff, faculty, and students associated with all major buildings at UNM, UNMH, and CNM
 - Employees - from Info-USA business inventory for all businesses within study area except those associated with UNM and CNM.
 - Resident students (both on and off campus) - based on University housing capacity and place of residence for non-university housing
 - Trips from UNM remote shuttle lots
 - Transit connections from major City bus stops (> 100 boardings) serving UNM
 - Area residents

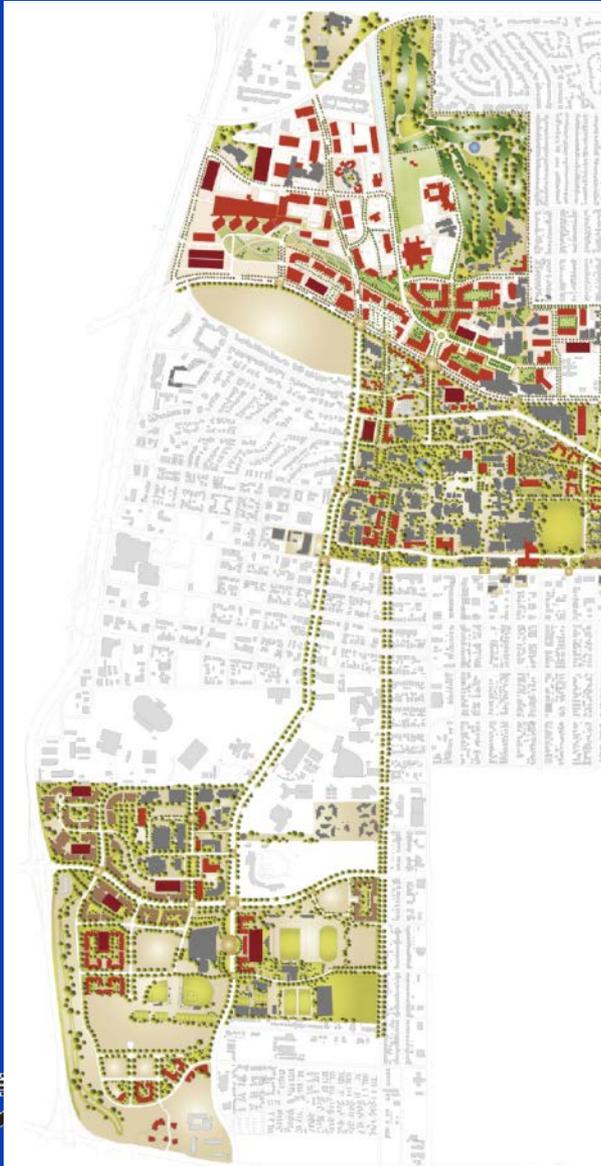


Composite Travel Market

- This composite map illustrates relative magnitude of each population
- Using this approach, the total daytime population of UNM, UNMH, CNM, Sunport, and area businesses is **92,000**.
- This number is higher during special events
- These data represent the location and general magnitude of the potential transit market



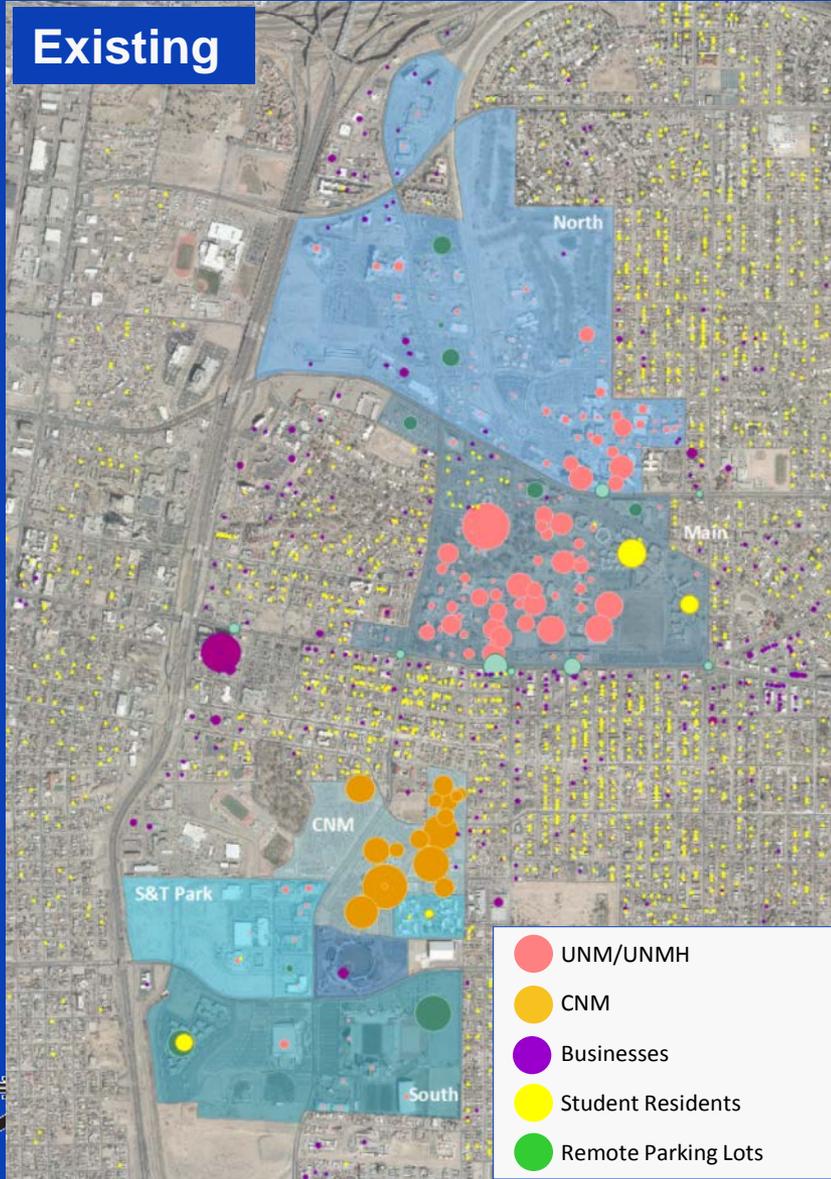
Future Growth



- Future population for the area is estimated at **130,000**
- Master plans for UNM plan for significant growth and change, in particular...
 - Health Sciences and Hospital in the North Campus area
 - South campus and Science and Technology Park
- New buildings will displace some of the existing remote park and ride lots
- CNM growth is also anticipated, but not well defined for the long-range time period

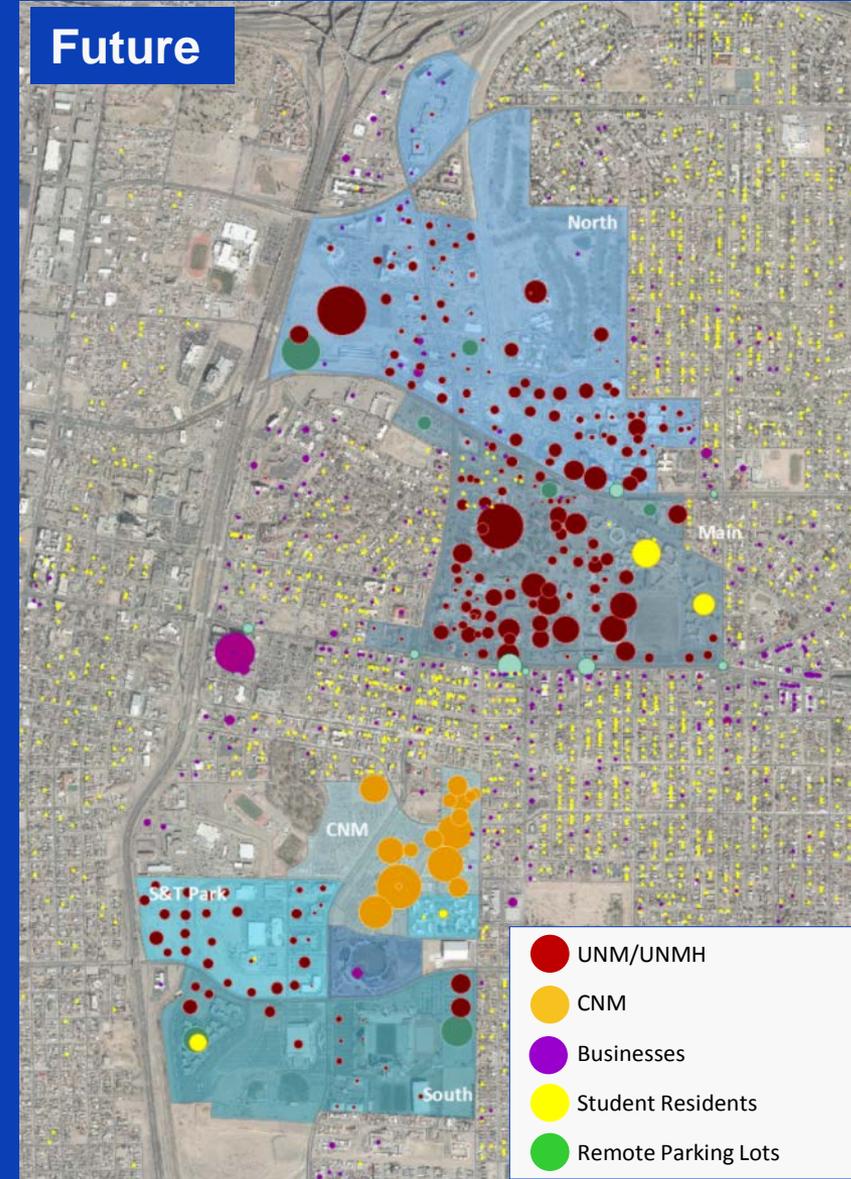
Existing & Future Year Composite “Populations”

Existing



- UNM/UNMH
- CNM
- Businesses
- Student Residents
- Remote Parking Lots

Future



- UNM/UNMH
- CNM
- Businesses
- Student Residents
- Remote Parking Lots



Alternatives Identification

- Initial set of alternatives developed by the technical steering committee at two workshops
- The approach considered:
 - Service to major population areas/activity centers
 - Connectivity between major activity areas
 - Future changes anticipated at the major institutions
 - Institutional use
 - Public desires and input
 - Connections to other transit routes
 - “enhanced” transit



“Enhanced” Transit can include:



Modern, safe, and comfortable buses with a unique and easily recognized identity (“Branding”)

Stops with amenities to enhance rider safety and comfort, and related amenities such as off-bus ticketing and real-time information displays for riders.

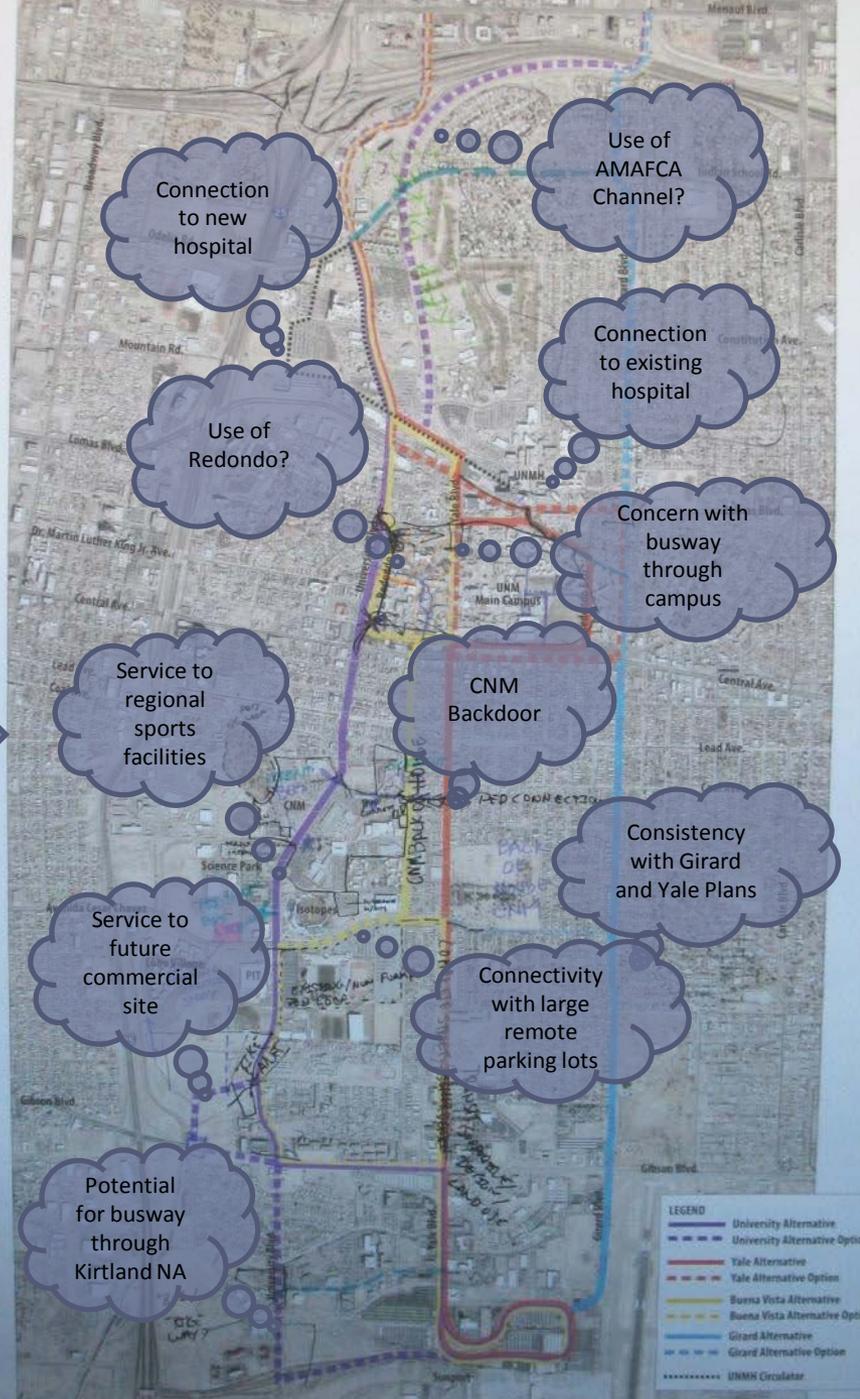
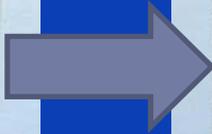


Bus only lanes or guideways. As an alternative, the use of mixed traffic lanes with special measures taken to ensure buses are not delayed by congestion.



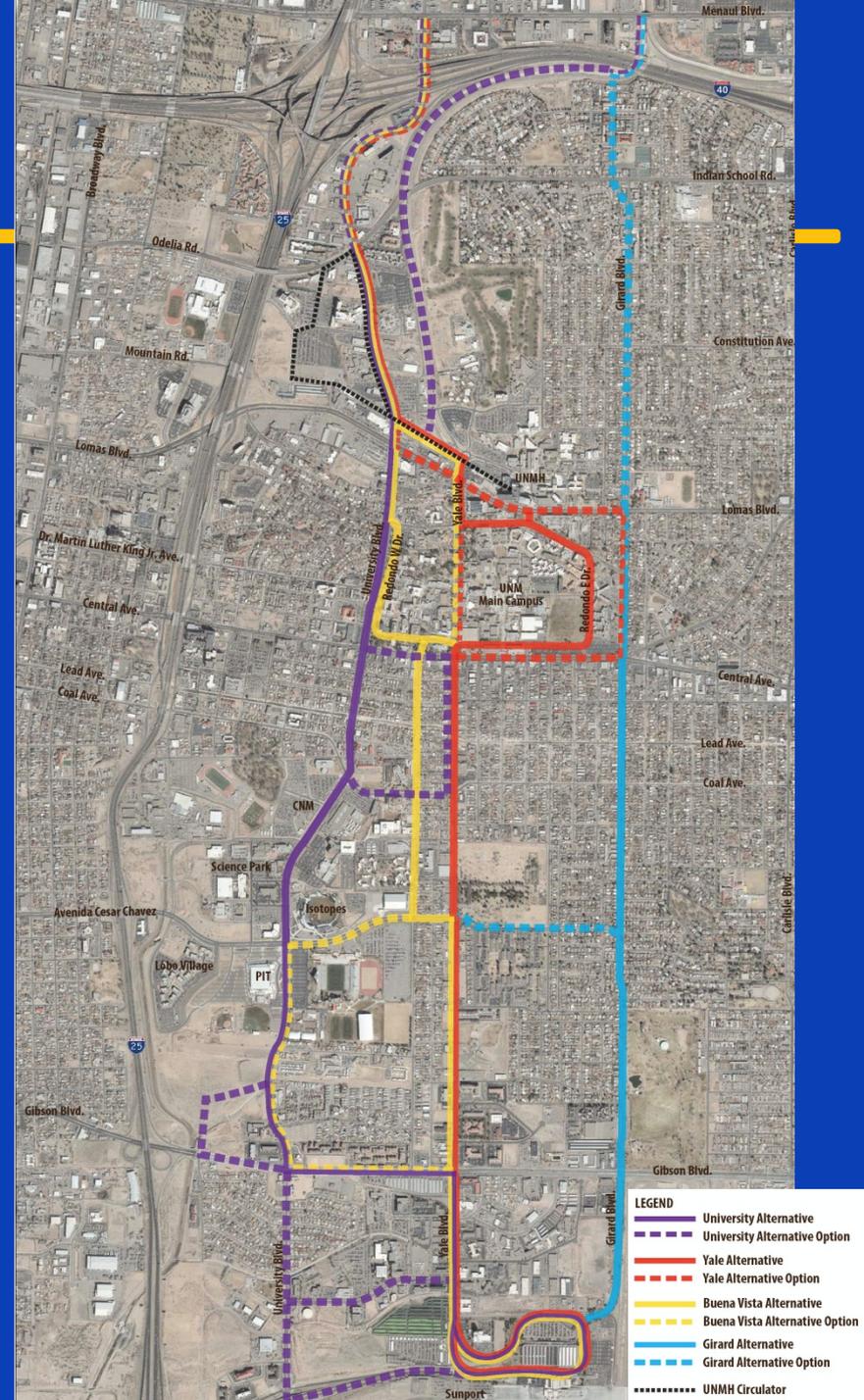
Examples of Enhanced Transit





What's Next?

- Identify additions to the initial alternatives (your ideas and input)
- Complete **initial screening** process to determine which should be advanced for a closer look
- Evaluation will also include the baseline approach of tweaking the existing transit service.





Proposed Objectives and Evaluation Metrics

Project Objectives Mobility and Access	Evaluation Metric	Alternative			
		Alternative 1 (Purple)	Alternative 2 (Yellow)	Alternative 3 (Red)	Alternative 4 (Blue)
1. <i>Improve transit access to key destinations within the study area (UNM Hospital, UNM North, Central, and South Campuses, CNM, and the Sunport)</i>	• Population within 5 and 10 minute walk distances from transit stops.				
	• Special Event venues within a 10 minute walk from bus stops				
	• Number of remote parking spaces within a 5-minute walk from transit stops.				
2. <i>Improve connections within the study area to the regional transit system.</i>	• Increase in number of study area populations (students, faculty, staff, residents, workers, patients, visitors) that can access key destinations in the area within 45 minutes by transit.				
3. <i>Increase in travel choices that are an appealing alternative to the single occupancy vehicle.</i>	• The number of minority populations and low income populations within a 10 minute walk from transit stops.				
	• Auto/Transit access for study area populations (students, workers, patients, visitors) to key study area destinations.				
4. <i>Locate transit stations and facilities that are well-connected to pedestrian and bicycle networks.</i>	• Stops/Station connections to current / planned bike or pedestrian facilities.				

Land Use, Development, and Sustainable Communities

1. <i>Encourage transit supportive land uses and development styles.</i>	• Number of acres within ¼ mile of stations that are vacant, publicly owned or underutilized.				
	• Number of acres within ¼ mile of stations with zoning and/or adopted plan requirements conducive to transit supportive development.				
2. <i>Improve transportation options between housing and study area destinations.</i>	• Number of renter occupied/rental units within ¼ mile of stations.				



Proposed Objectives and Evaluation Metrics (Continued, Page 2)

Evaluation Phase / Analysis Year

Project Objectives Land Use, Development, and Sustainable Communities	Evaluation Metric	Alternative 1 (Purple)	Alternative 2 (Yellow)	Alternative 3 (Red)	Alternative 4 (Blue)
3. <i>Develop a transportation strategy that builds on the desirable characteristics of the study area(as defined by public input)</i>	• Visual preference survey				
	• Qualitative assessment of future built environment.				
4. <i>Support land use and transportation development that improves air quality and reduces greenhouse gas emissions associated with single occupancy vehicle travel.</i>	• Reduction of CO ₂ emissions (based on study area VMT changes)				
	• Auto/Transit access for study area populations (students, workers, patients, visitors) to key study area destinations.				
5. <i>Identify opportunities and policies to increase housing within the corridor.</i>	• Qualitative assessment of housing opportunities.				

Cost-Effectiveness, Feasibility, and Operations

1. <i>Cost-effectiveness of improvements and operations.</i>	<ul style="list-style-type: none"> • Construction cost per rider and route mile • Annual operating costs per rider and route mile 				
2. <i>Affordability</i>	<ul style="list-style-type: none"> • Competiveness for FTA Small Starts funding • Consistency with existing funding sources 				
3. <i>Feasibility</i>	• Available rights-of-way, effect on traffic flow, ability to accommodate ped and bike travel, conflicts with left turns and driveways, etc.				
4. <i>Provide reliable and competitive transit travel times within the corridor.</i>	• Comparison of auto and transit travel times within the study corridor.				
5. <i>Develop operating characteristics that take into account the diverse needs and schedules of institutions, including UNMH, UNM North, UNM Main Campus, CNM, and the Sunport.</i>	• Qualitative assessment of proposed service schedules (headways, hours of operations, peak loadings etc.).				



Proposed Objectives and Evaluation Metrics (Continued, Page 3)

Evaluation Phase / Analysis Year

Transportation Policies: Note – The policy elements are independent of the evaluation of alternatives. Their evaluation does not involve a comparison of alternatives and will be conducted as part of the detailed evaluation phase only.

<p>1. <i>Identify policies that encourage the use of alternative transportation modes.</i></p>	<ul style="list-style-type: none"> • Qualitative and quantitative assessment of recommended policies impact on use of transit, biking and walking and use and adequacy of parking facilities. • Number of acres within ¼ mile of transit stations with zoning and/or adopted plan requirements conducive to transit supportive development.
<p>2. <i>Minimize negative impacts of parking on the surrounding neighborhoods.</i></p>	<ul style="list-style-type: none"> • Total number of parking spaces directly accessible via principal or minor arterial to the Interstate system.
<p>3. <i>Identify policies that support the efficient use of area parking facilities.</i></p>	<ul style="list-style-type: none"> • <i>Ratio of parking spaces per square feet of existing and new development at UNM and CNM.</i>
<p>4. <i>Ensure an adequate supply of parking for visitors and parking permit holders in the corridor</i></p>	<ul style="list-style-type: none"> • <i>Parking supply relative to demand taking into account transit and alternative mode usage and area housing.</i>
<p>5. <i>Identify policies that ensure the adequacy of supporting facilities for pedestrians and cyclists.</i></p>	<ul style="list-style-type: none"> • <i>Qualitative assessment of proposed policies effect on facilities for pedestrians and cyclists.</i>

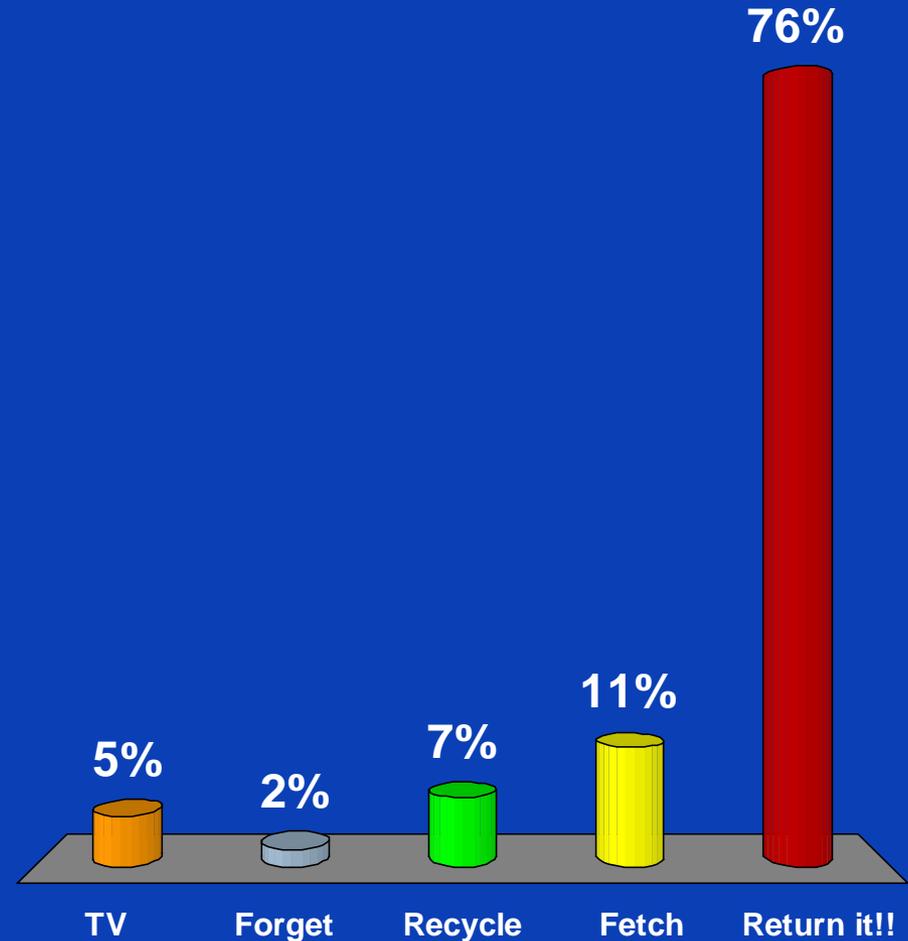
Now, We Need Your Input!

- Next Steps ...
 - Assemble complete set of alternatives after public input is received
 - Conduct **initial screening** of alternatives
- Your ideas and suggestions are desired
- Please provide feedback before February 15
 - Via webpage
 - Via comment form



One last question: What should you do with your clicker?

1. Try to use it on my home TV.
2. Stick it in my purse/pocket and forget about it.
3. Is it recyclable?
4. Use it to play fetch with my dog.
5. Return it!!



UNM/CNM/Sunport Transit Study

For more information:

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(see "Special Studies" Section)

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

