

UNM / CNM / Sunport Transit Study

Public Meeting
April 30, 2013

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Today's Agenda

Main topics for today...

1. *Findings and recommendations of the screening evaluation of alternatives*
2. *The role of land use in the project*
3. *Brief information about next steps*
4. *Hear from you!*

Project Activities and 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 | Complete |
| • Screening of Alternatives | Mostly Complete |
| • Detailed Evaluation of Alternatives | Currently Underway |
| • Selection of Preferred Alternative | Complete by 8-15-2013 |
| 4. Land Use Strategy Development | |
| • Opportunity Identification | Currently Underway |
| • Draft Strategy Plan | Complete by 8-15-2013 |

Project Goals and Objectives

- Agency coordination and public input is critical to our process:
 - Public Meetings (this is the fifth series)
 - Individual stakeholder meetings
 - Focus Groups
 - Neighborhood meetings
 - Surveys
 - General feedback from:
 - Newsletters, Facebook, and Webpage



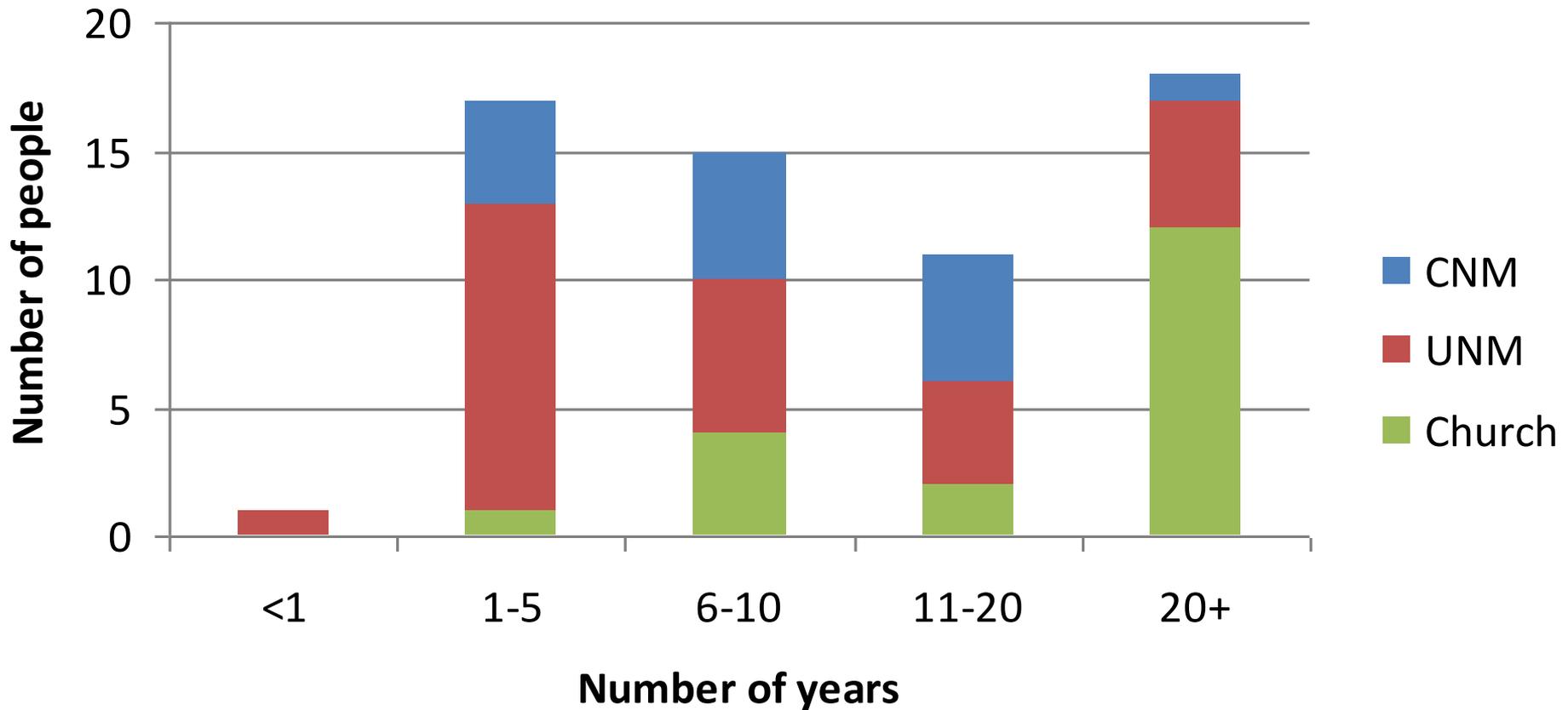
We Want Your Input!

- As we work through the presentation, we want your feedback on several questions
- Each question will be multiple choice with each answer assigned a number. Just enter 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 the clickers back to us before you leave!



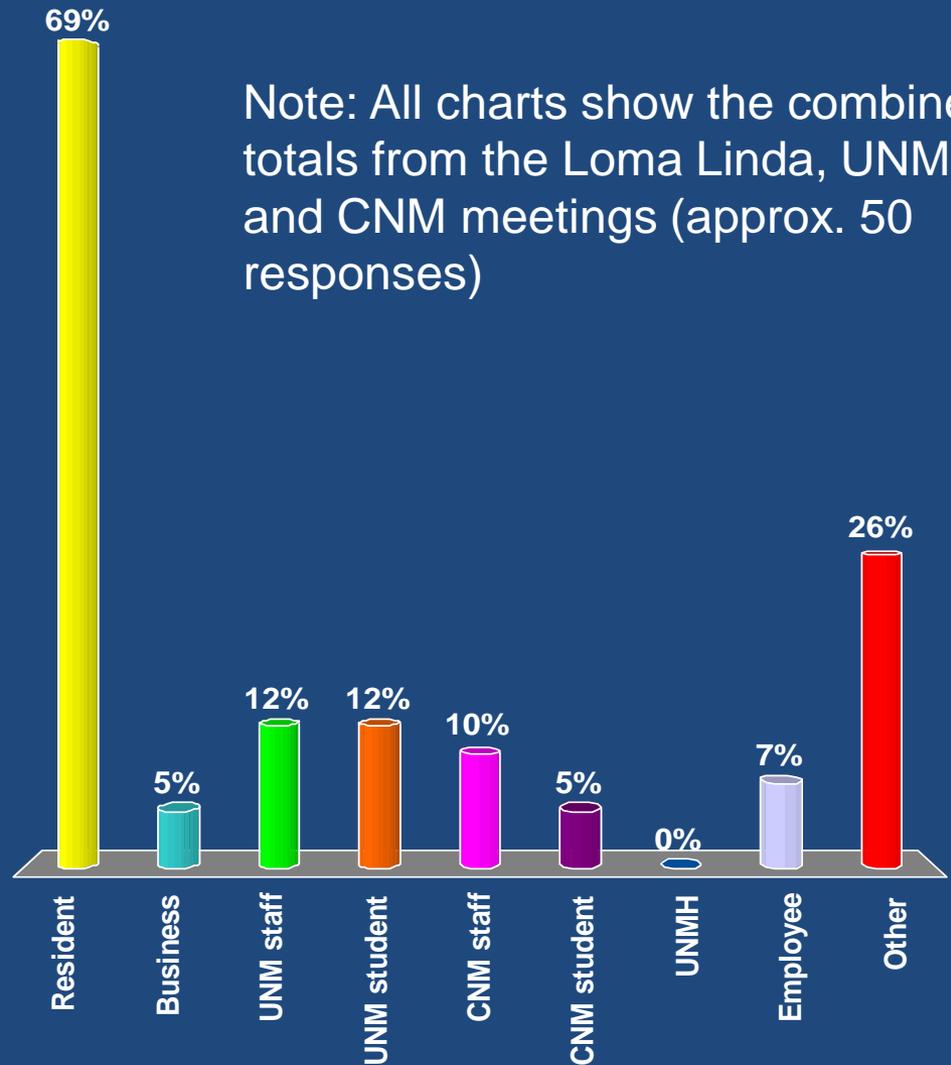
Some results from last time...

How long have you been affiliated with the area?



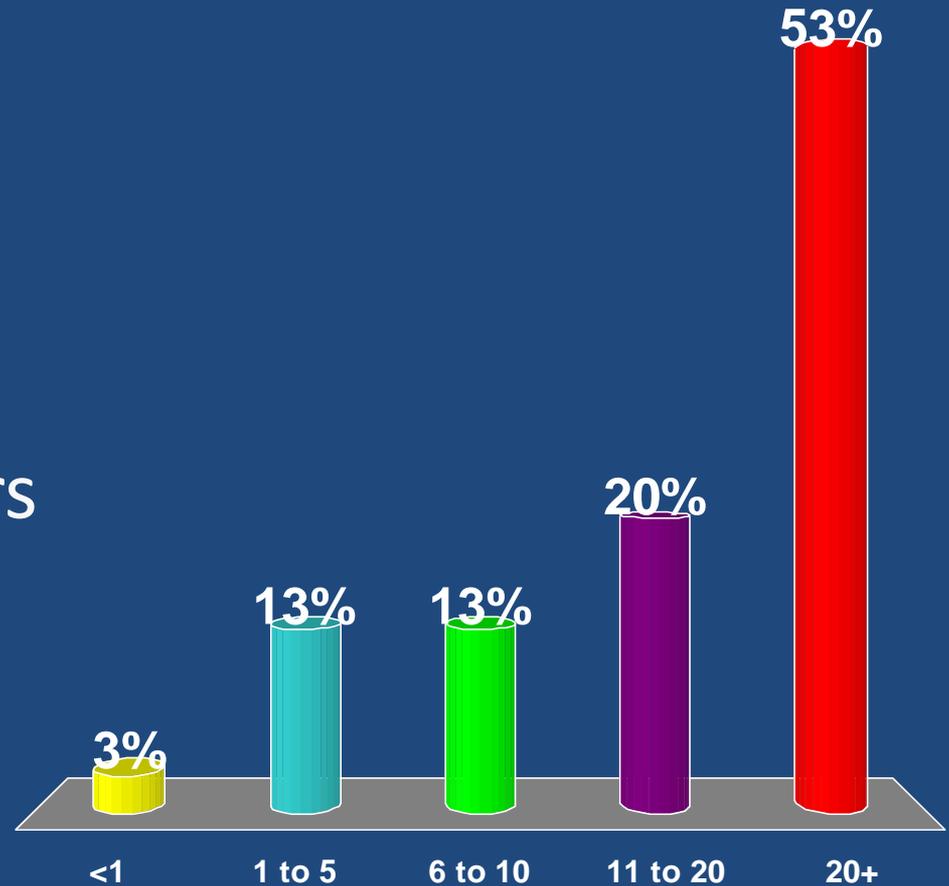
Question #1: What is your relation to the UNM/CNM/Sunport area? (select all that apply)

1. Resident
2. Business owner
3. UNM faculty/staff
4. UNM student
5. CNM faculty/staff
6. CNM student
7. UNMH
8. Other employee
9. Other



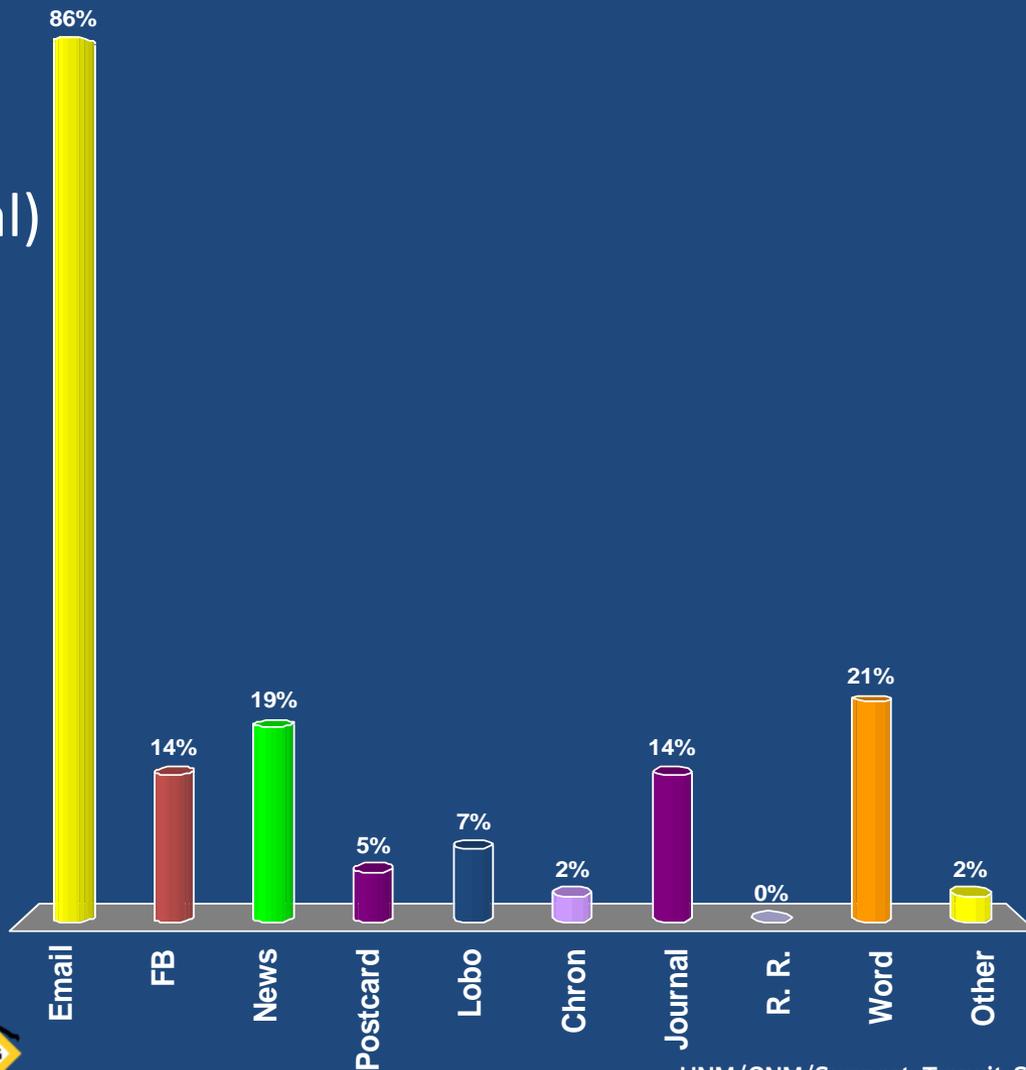
Question #2: How long have you been affiliated with the UNM/CNM/Sunport area?

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



Question #3: How did you hear about this meeting? (select all that apply)

1. Email
2. Facebook
3. News item (TV/Journal)
4. Business Postcard
5. Daily Lobo ad
6. CNM Chronicle ad
7. ABQ Journal ad
8. Rail Runner ad
9. Word of Mouth
10. Other



Review -- *Primary Study Objectives*

Study is focused on three primary objectives

1. Transit strategy - new north-south route connecting the major destinations within the corridor and providing better connections to existing east-west transit routes

2. Land use strategy that integrates existing and new development with the transit system

3. Parking strategy and demand management policies



What Type of Transit is Under Consideration?



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



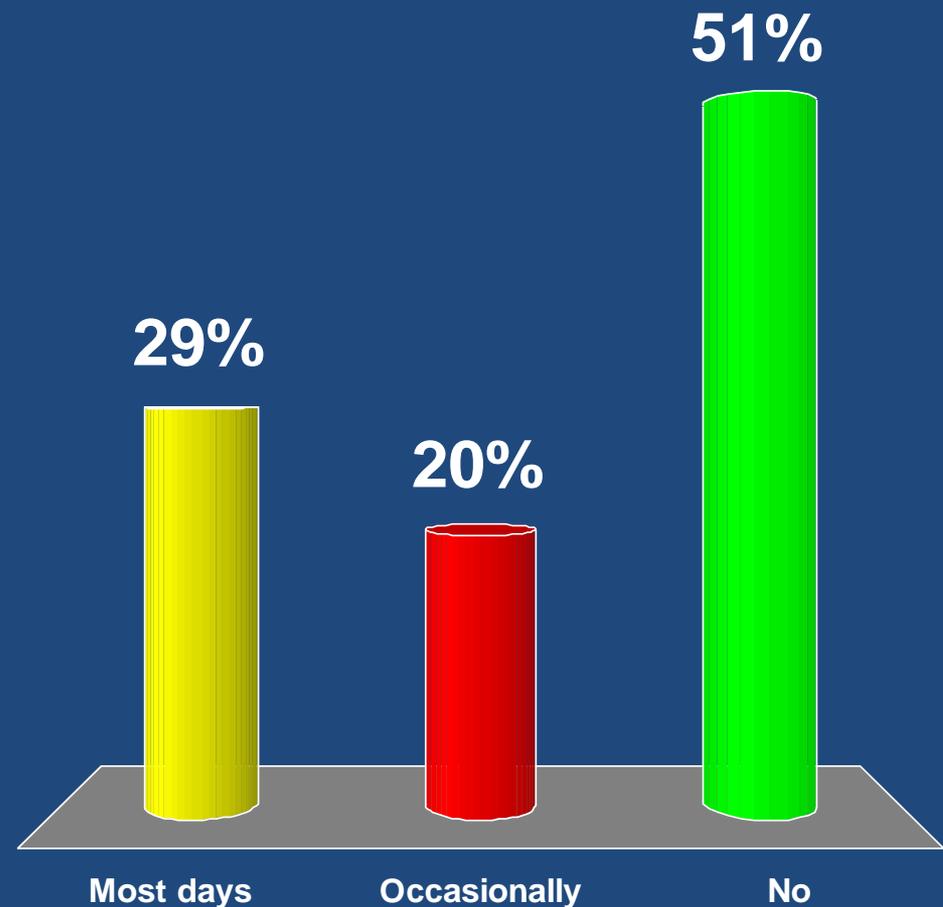
Bus only lanes or guideways. As an alternative, the use of mixed traffic lanes with special measures taken to ensure buses are not delayed by congestion.

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



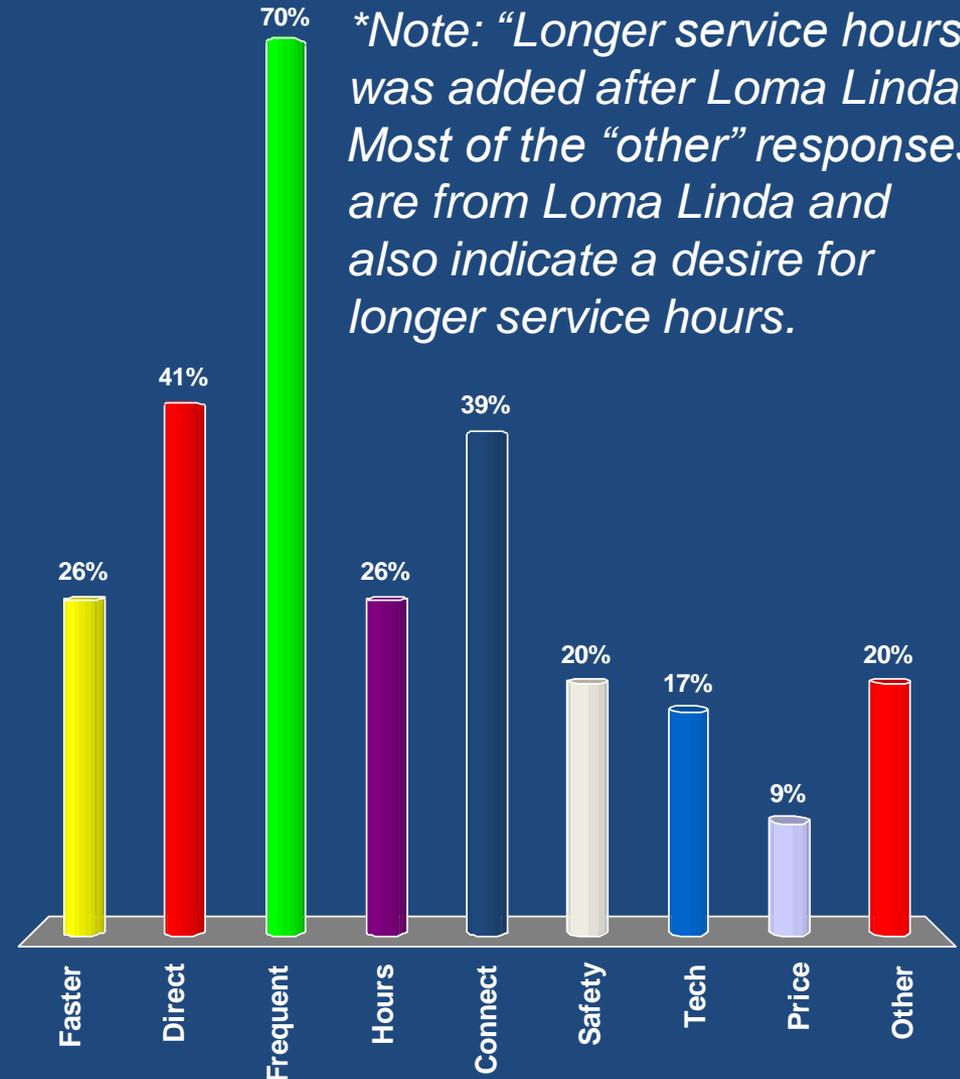
Question #4: Have you used transit within the past month?

1. Yes, most days
2. Yes, but only occasionally
3. No, haven't used transit



Question #5: What three things would encourage you to use transit more often? (select up to 3)

1. Faster travel times
2. More direct routes
3. More frequent service
4. Longer service hours*
5. More connections to other routes
6. Increased feeling of safety at stations and on buses
7. Technology (trip planning, real-time info, etc.)
8. Lower price
9. Other



Screening of Alternatives

- An early step was to identify “alternatives”
- Alternatives refers to the various **routes where enhanced transit could be implemented**
- **A long list of alternatives** were presented at our last meeting
- Developed from suggestions from agency stakeholders and public
 - University Blvd.
 - Yale Ave.
 - Girard Ave.
 - Buena Vista Dr.
 - Redondo Drive
 - AMAFCA Channel
 - plus several connecting streets



Screening of Alternatives

- Next step was to screen alternatives to narrow the list
- Qualitative and quantitative criteria are being used to screen alternatives
 - Proximity to major origins and destinations
 - Campus destinations, special event venues, population centers, airport, parking lots, other transit routes, etc.
 - Route efficiency
 - Route length, street conditions, number of intersections, productivity per mile, etc.
 - Feasible/Practical to implement
 - Available right-of-way, building conflicts
 - Neighborhood compatibility
 - Neighborhood intrusion, conflicts, public response, etc.

Alternatives Screening

Screening analysis is summarized in a 7 page matrix (available on webpage)

Initial Screening Summary

UNM/CNM/Sunport Transit Study

Segment 5 – Coal Avenue to César Chavez

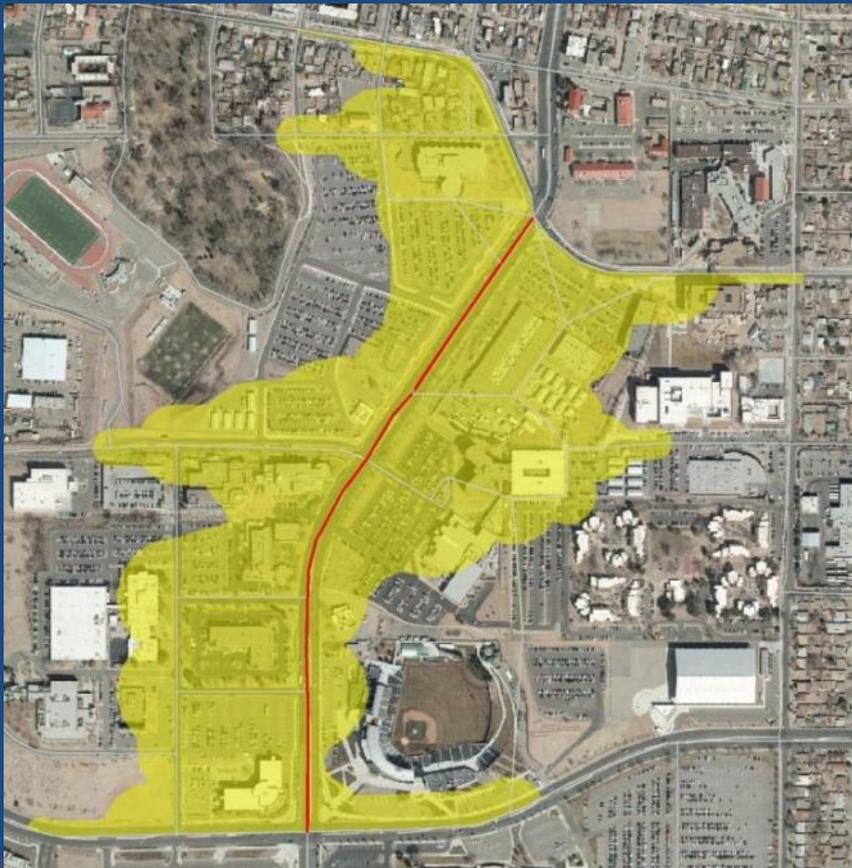
Evaluation Metric/Route	1: University	2: University/Coal	3: Yale	4: Buena Vista/Yale	5: Buena Vista/C. Chavez	6: Girard/Cesar Chavez
1. Daytime population (UNM, UNMH, CNM students, faculty, staff, workers) within 5 minutes of route	18,743	18,721	0	9,387	9,387	0
2. Number of off-campus jobs within 5 minute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

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

Alternatives Screening -- Performance

Access to major trip origins and destinations (i.e., performance) was a key evaluation factor

Example of 5-minute walk contour for University route: Coal to Cesar Chavez

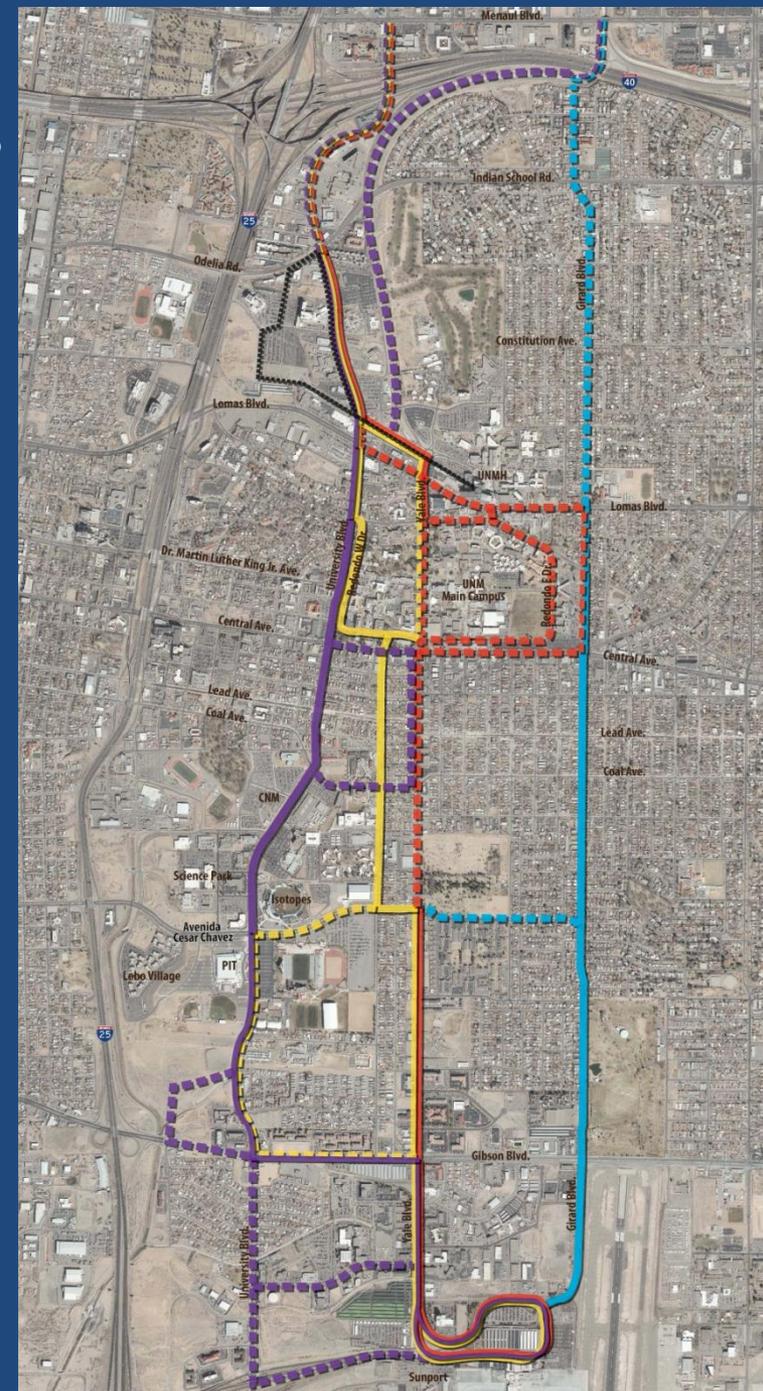


Example of 5-minute walk contour for University/Redondo route



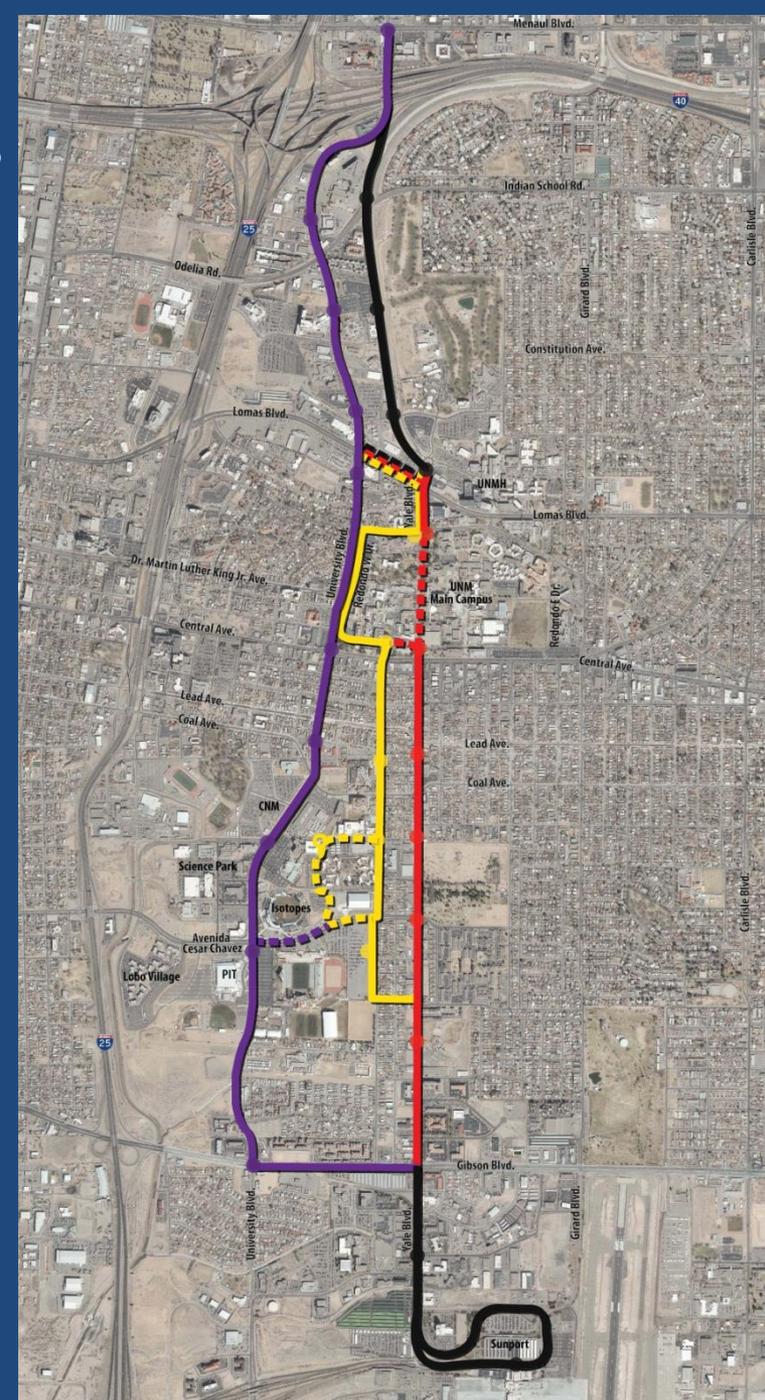
Findings / Recommendations

- Low performing routes
 - Girard
 - Santa Clara
 - East Redondo
 - University Blvd. (south of Gibson)
- Recommendation -- **eliminate these routes from further review**



Findings / Recommendations

- High performing routes :
 - University Boulevard
 - Yale Avenue
 - Buena Vista
- Recommendation -- **advance these routes for further review**



Next Steps in the Evaluation of Alternatives

- Preparation of initial operating plans and roles/responsibilities
- Comparison of performance and outcomes

- Access to routes (service to destinations)
- Connections to existing service
- Connections for bikes/pedestrians
- Economic development and land use opportunities
- Cost and cost benefit
- Environmental issues
- Neighborhood compatibility and issues
- Other quantitative and qualitative measures

Mobility and Access:	
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>	<ul style="list-style-type: none"> • Population within a 5 and 10 minute walk 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>	<ul style="list-style-type: none"> • 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>	<ul style="list-style-type: none"> • 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>	<ul style="list-style-type: none"> • 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>	<ul style="list-style-type: none"> • 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>	<ul style="list-style-type: none"> • Number of renter occupied/rental units within ¼ mile of stations.
3. <i>Develop a transportation strategy that builds on the desirable characteristics of the study area(as defined by public input).</i>	<ul style="list-style-type: none"> • 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>	<ul style="list-style-type: none"> • Reduction of CO₂ 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>	<ul style="list-style-type: none"> • 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>	<ul style="list-style-type: none"> • Available rights-of-way, effect on traffic flow, ability to accommodate pedestrian and bike travel, conflicts with left turns and driveways, etc.
4. <i>Provide reliable and competitive transit travel times within the corridor.</i>	<ul style="list-style-type: none"> • 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>	<ul style="list-style-type: none"> • Qualitative assessment of proposed service schedules (headways, hours of operations, peak loadings etc.).

University Boulevard – Existing Condition

South of Cesar Chavez (bike lanes added)



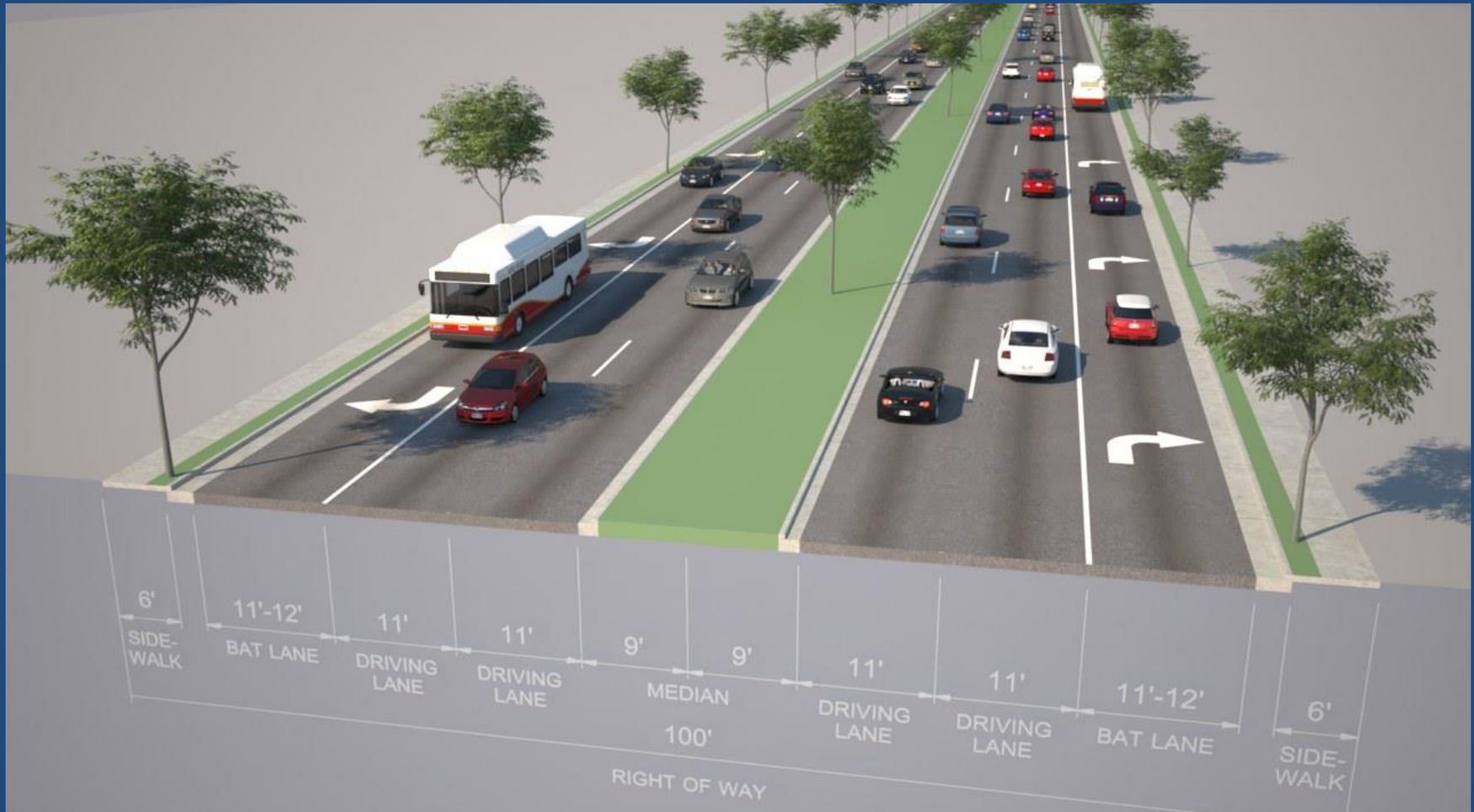
University Boulevard -- Median Busway Concept

South of Cesar Chavez; buses operate in busway located in the middle



University Boulevard -- Curbside Busway Concept

South of Cesar Chavez; buses operate in dedicated bus lanes on outside; no bike lanes



Yale Boulevard – Existing Condition

South of Central Ave. – 3 lane section; buses operate in traffic lanes



Yale Boulevard -- Curbside Bus Lane Concept

Central Ave. to Cesar Chavez; widened street to accommodate outside bus lanes



Yale Boulevard – Existing Condition #2

South of Cesar Chavez; buses operate in traffic lanes



Yale Boulevard -- Curbside Bus Lane Concept

South of Cesar Chavez; Curb side bus lanes and lane reduction



Buena Vista – Existing Condition

South of Central Ave.; street serves local traffic



Buena Vista – Bus, Bike, and Pedestrian Corridor

Buena Vista converted to bus/bike/pedestrian corridor. Only local traffic allowed.

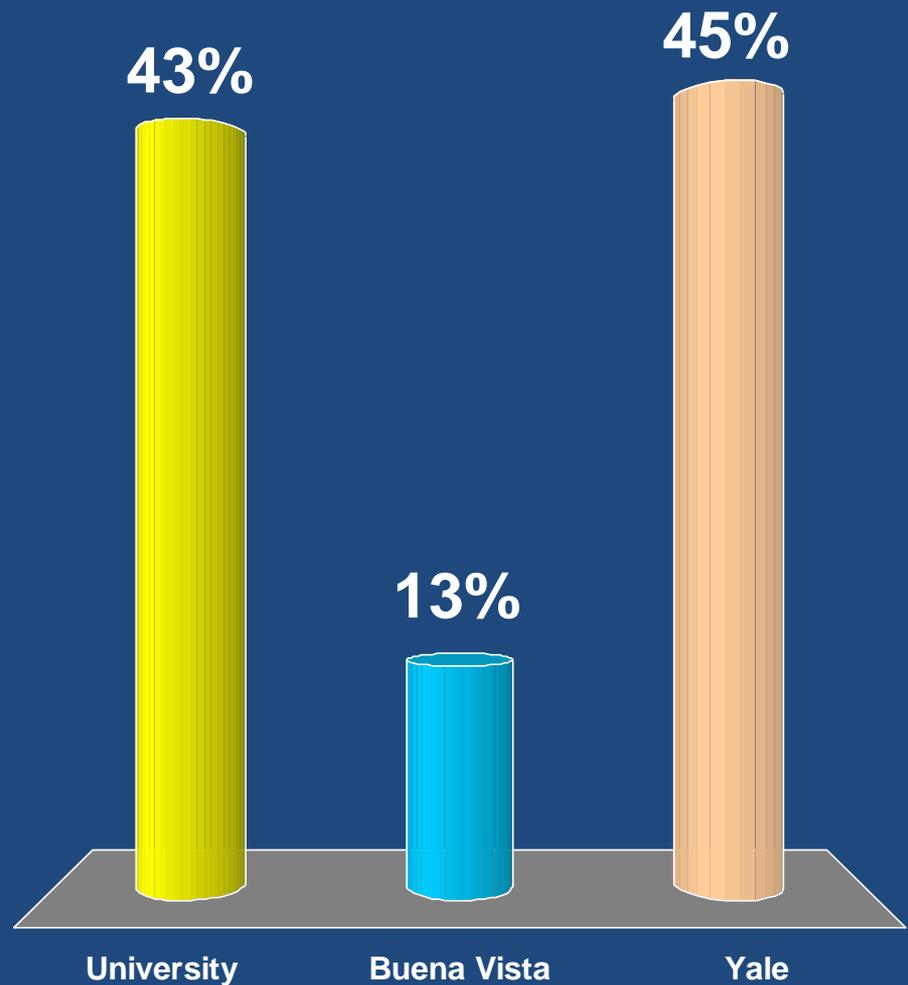




Direct route **across campus** from Yale at south Redondo to Yale north of Duck Pond.

Question #6: Which of the 3 remaining routes best serves your travel needs?

1. University Blvd.
2. Buena Vista Dr.
3. Yale Blvd.



LAND USE STRATEGY

Land Use Strategy

Input at previous meetings identified things that people like about the area, as well as desired improvements:

- *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, Duck Pond, Johnson Field*
- *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*



Land Use Strategy

- How can we identify opportunities for enhanced transit and land use to support the area's strengths?
 - Identify the types of development that are consistent with neighborhood and community values.
 - Focus on areas that are desired and ready for new development and redevelopment.
 - Identify a common goal for the development of these areas.

Defining the Character

Study area consists of multiple subareas, each with a distinct character

New hospital district

Future commercial

Established neighborhood

CNM district

Research & technology

Sports district

Planned retail center

Established neighborhood

Established neighborhood

Golf course and open area

Hospital and health sciences

UNM Main campus

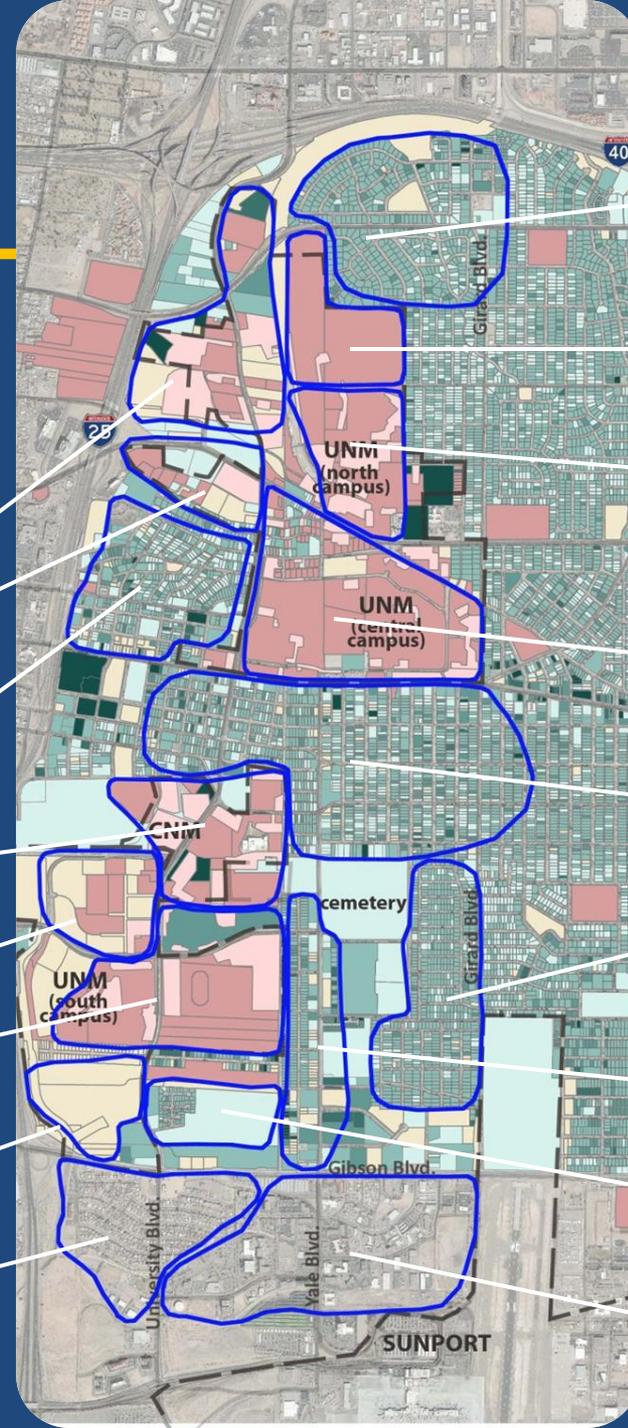
Established neighborhood with high student pop.

Established neighborhood

South Yale Corridor

Transitional housing

Airport, office, and industry



Grand Blvd

UNM (north campus)

UNM (central campus)

CNM

UNM (south campus)

cemetery

Gibson Blvd

Yale Blvd

SUNPORT

28

40

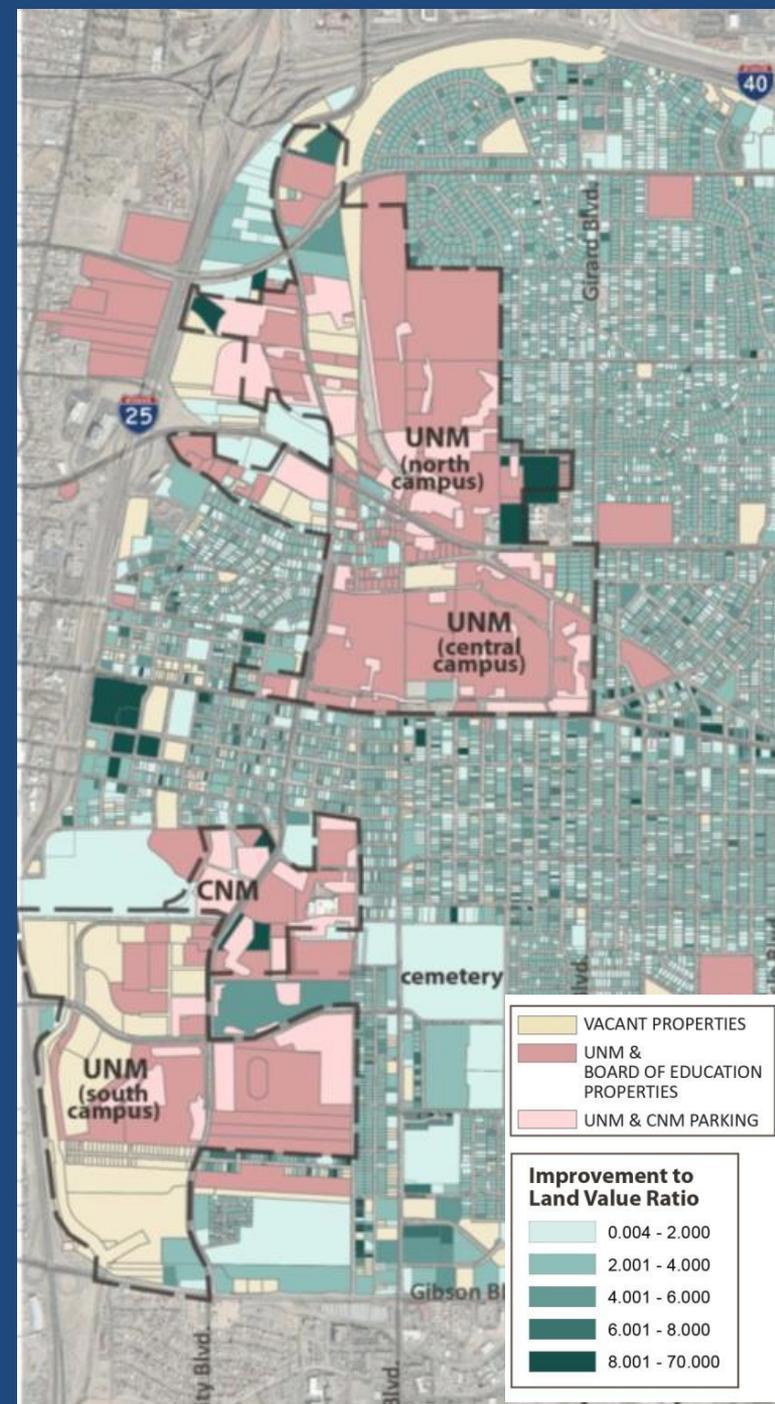
University Blvd

Parkers Blvd

Existing Conditions Review

Evaluation of existing land and development values is also being used to identify where opportunities for development or redevelopment exist

- Vacant or parcels with limited development (e.g., surface parking lots)
- Parcels with low improvement to land value ratios
- Areas with public vs. private ownership



Review of Active Plans

- Multiple plans are active within the study area
 - UNM Consolidated Master Plan
 - UNM Health Sciences Master Plan
 - South Yale Sector Plan
 - Lobo Development Plans
 - CNM Capital Improvement Plans
 - Private development plans
- While transit was a consideration, the plans were not developed assuming the presence of corridor-wide enhanced transit
- Need to consider how transit can support these plans and how the plans support transit



Potential Opportunities

Northern terminus between Menaul and Candelaria - parking and mixed used

North Campus for new hospital area

University/Lomas intersection - opportunity for mixed commercial and residential

University/Central - transit transfer area with supporting development

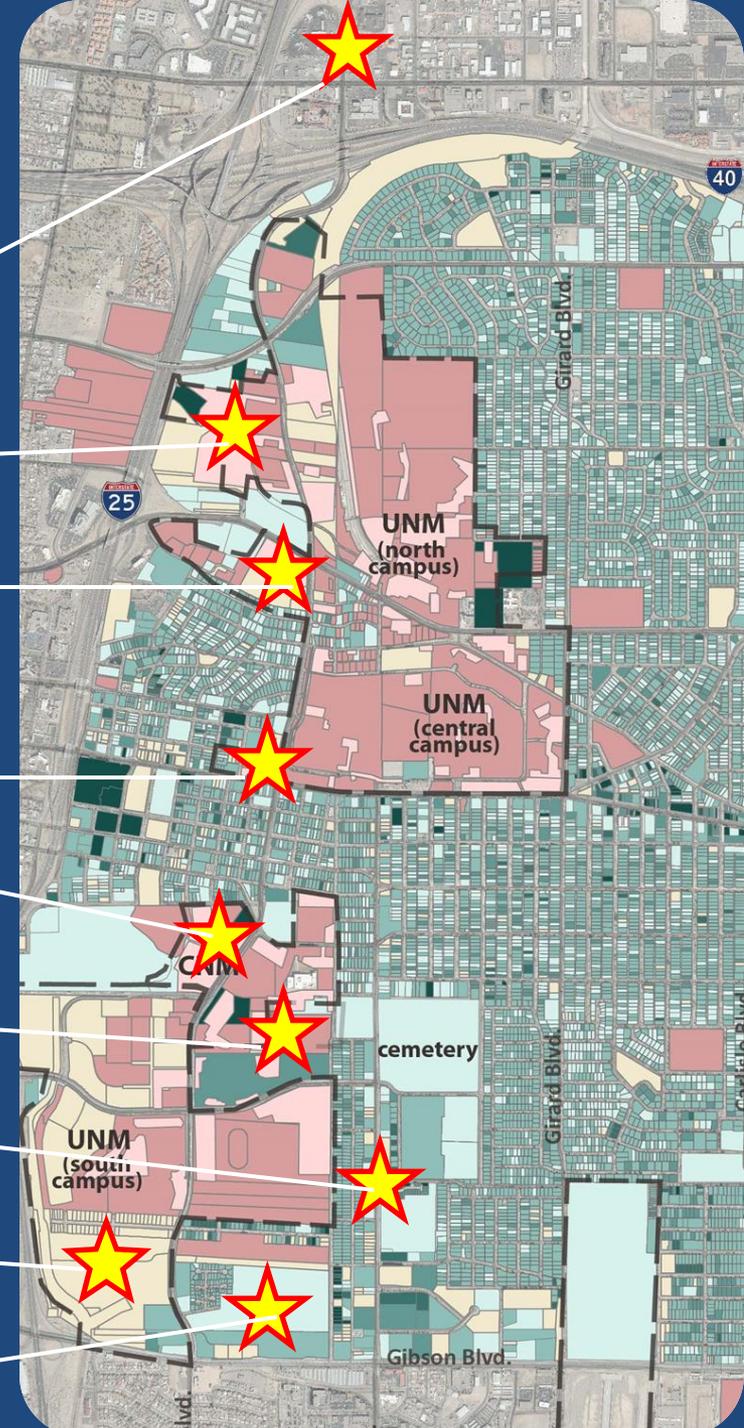
CNM - opportunity to create transit supportive development patterns with new development

Sports complex - opportunity for supportive development and parking structures

South Yale Corridor - opportunity for mixed use and neighborhood services

Opportunity for retail / mixed use to support sports complex and neighborhoods

Transitional neighborhood - mixed density housing opportunity



What Type of Development is Desired?



What Type of Development is Desired?



What Type of Development is Desired?

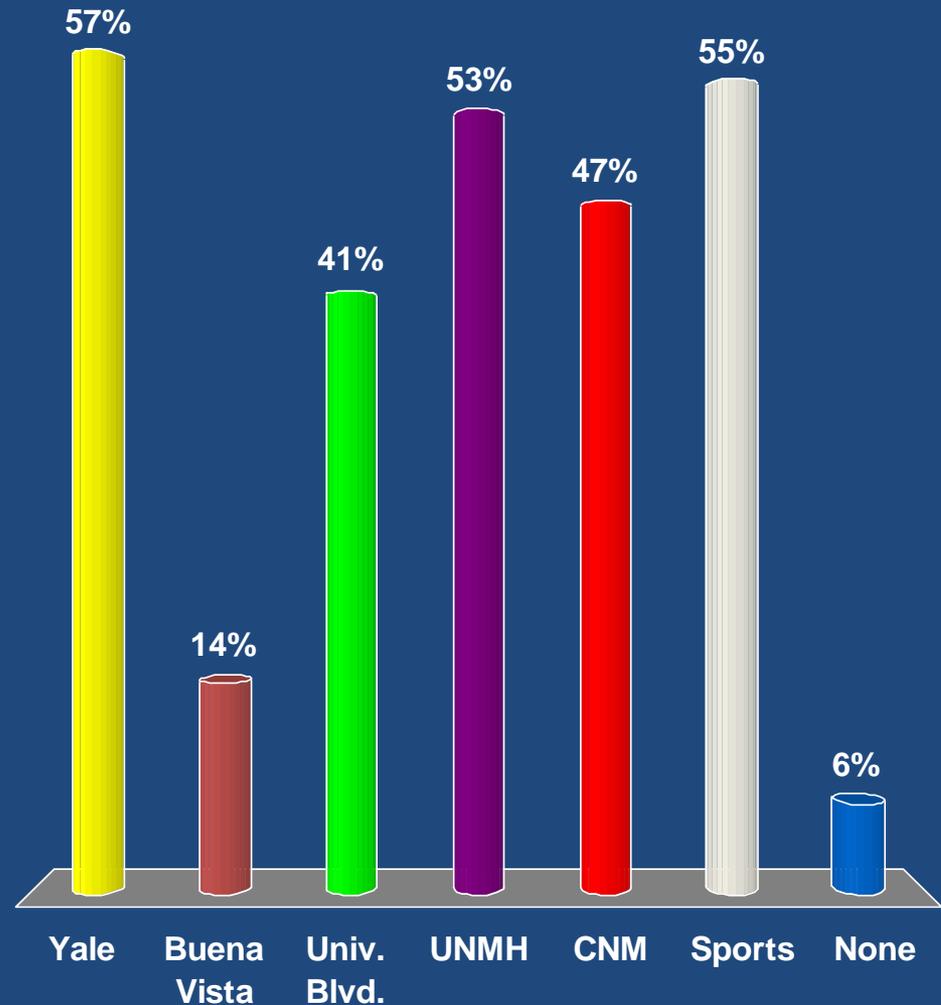
Brick Light
District on
Harvard St.



2 to 3 level mixed use restaurants and residential with good bike and pedestrian access

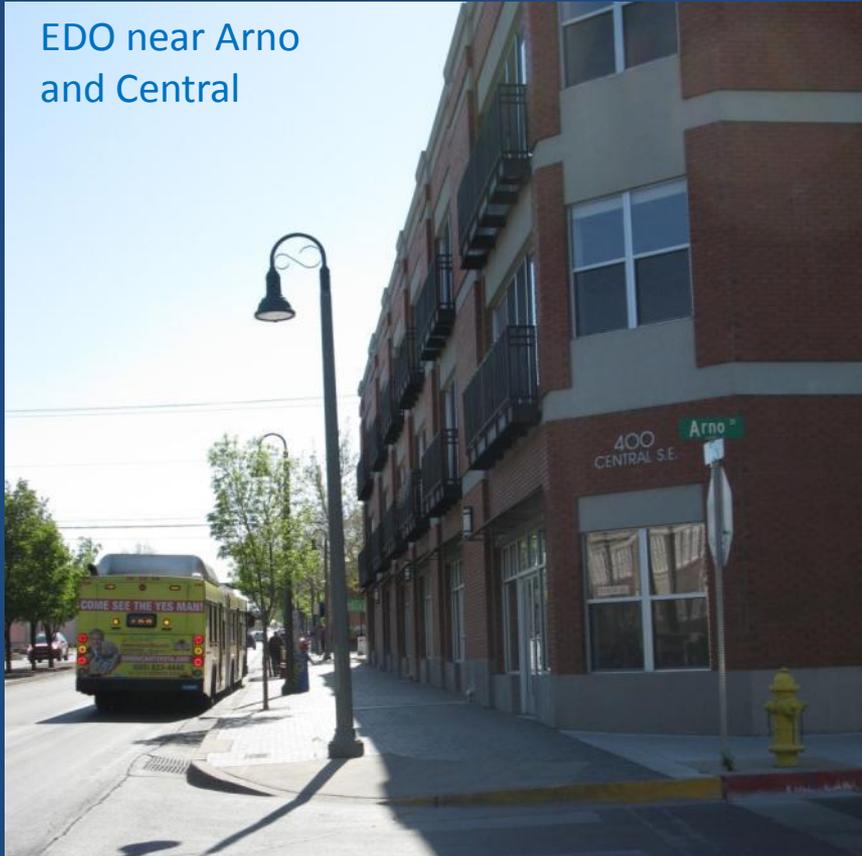
Question #7: Which areas, if any, would be best suited for a mixture of housing and restaurants? (select all that apply)

1. Yale
2. Buena Vista
3. University Blvd.
4. New hospital district (north of Lomas)
5. CNM area
6. Sports area
7. None of these



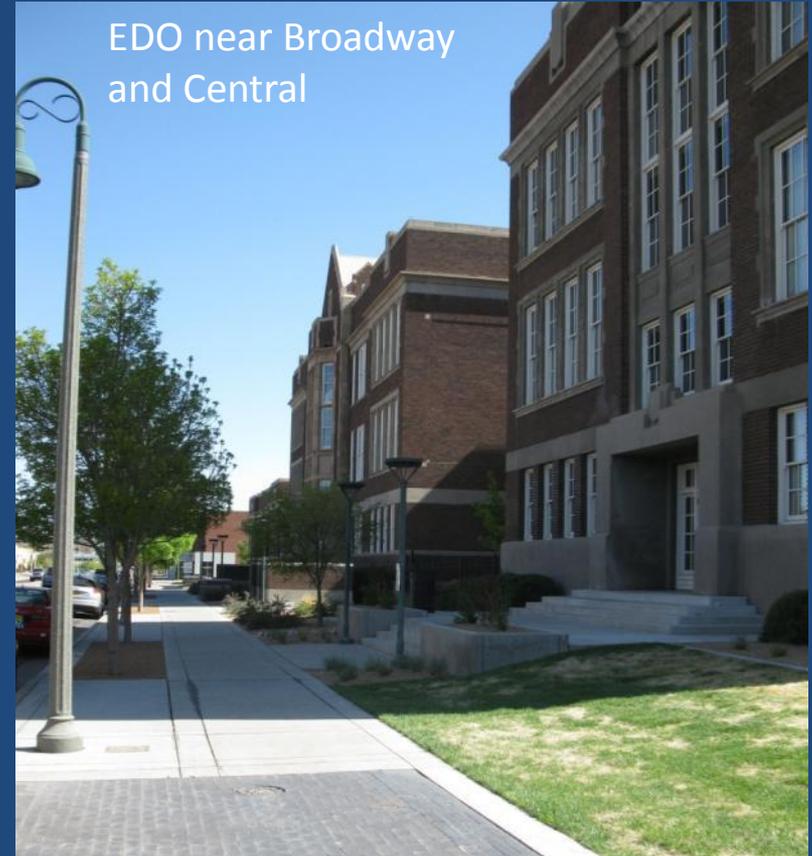
What Type of Development is Desired?

EDO near Arno and Central



Three level mixed use commercial/residential with pedestrian access to buildings from street

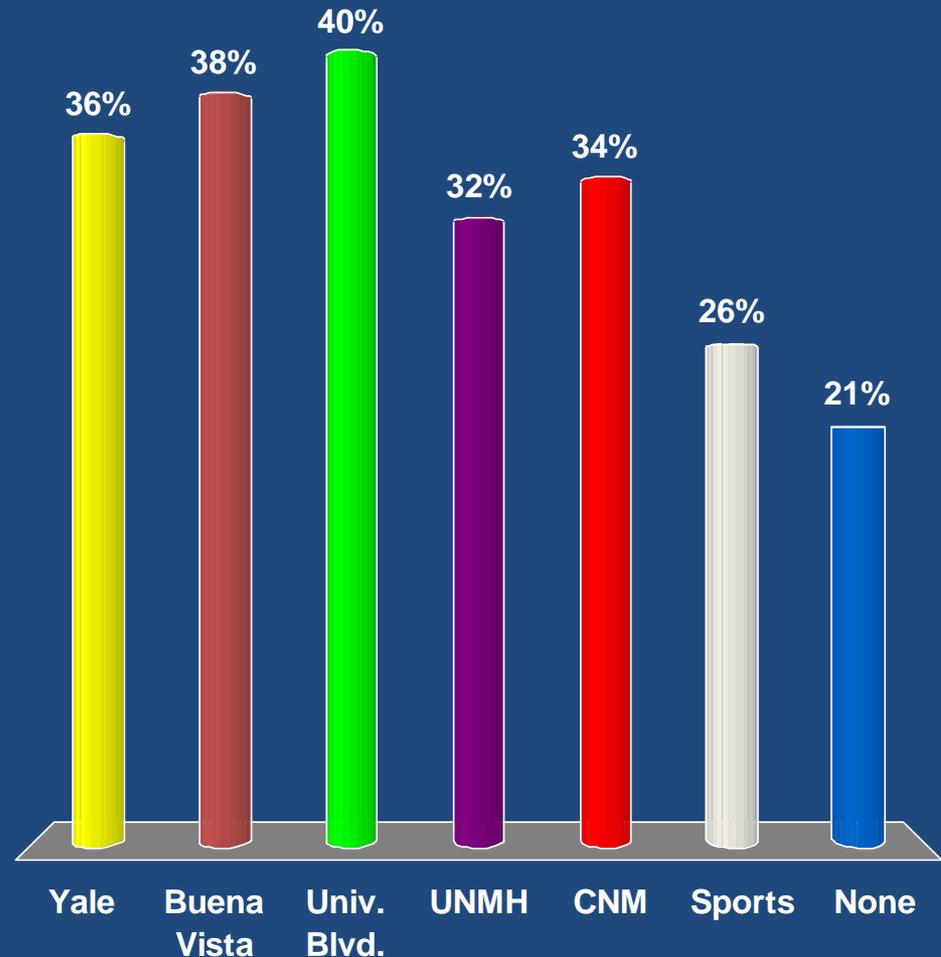
EDO near Broadway and Central



Multi-level residential buildings with good pedestrian access to buildings from street

Question #8: Which areas, if any, would be best suited for compact, multi-family residential development? (select all that apply)

1. Yale
2. Buena Vista
3. University Blvd.
4. New hospital district (north of Lomas)
5. CNM area
6. Sports area
7. None of these



What Type of Development is Desired?

Nob Hill District

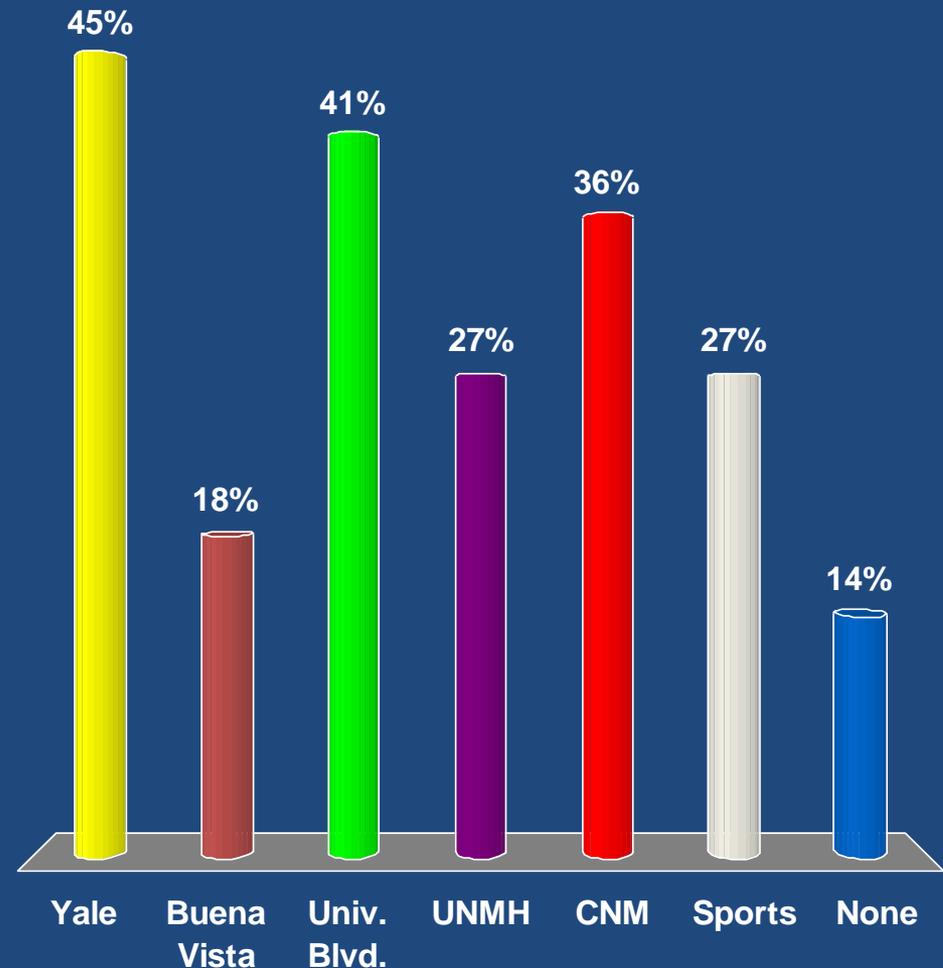


Tri-level mixed use commercial/residential with pedestrian access to buildings from street

Narrow ped facilities though

Question #9: Which areas, if any, would be best suited for a mixture of housing and commercial / retail? (select all that apply)

1. Yale
2. Buena Vista
3. University Blvd.
4. New hospital district (north of Lomas)
5. CNM area
6. Sports area
7. None of these



Note: This question was not asked at the UNM or CNM meetings due to time constraints.

Next Steps for Land Use

- Workshops to refine development opportunities
- Define challenges
 - Coordination needs
 - Policy and regulatory issues
 - Market issues
- Develop general policy guidance for transit supporting development in the study area
- Integrate land use in route assessment and selection



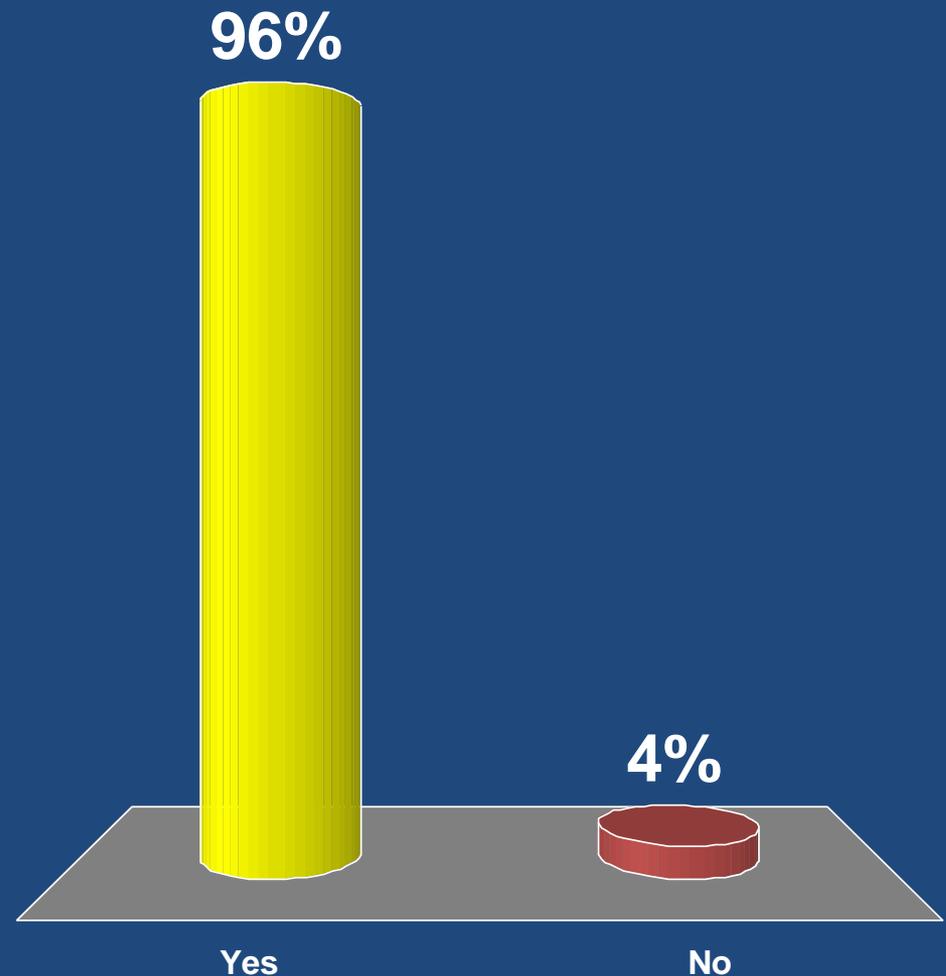
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| • Detailed Evaluation of Alternatives | Currently Underway |
| • Selection of Preferred Alternative | Complete by 8-15-2013 |
| 4. Land Use Strategy Development | |
| • Opportunity Identification | Currently Underway |
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Question #9: Has this information helped you better understand this project?

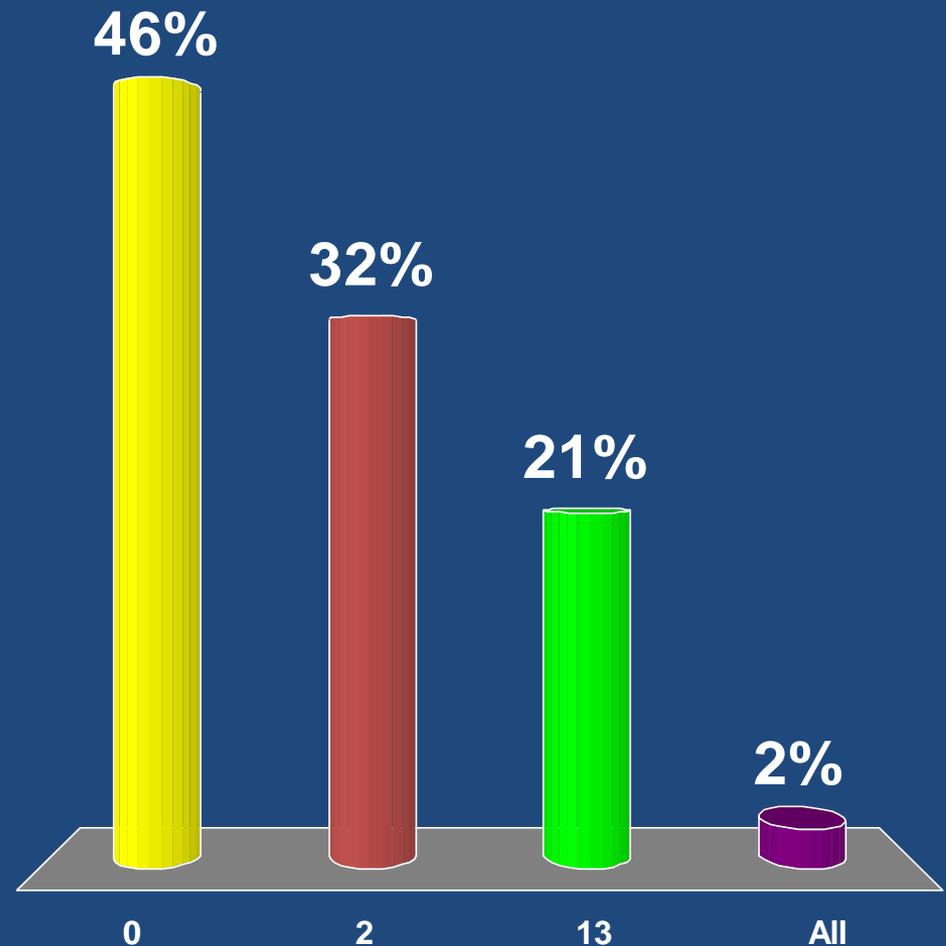
1. Yes
2. No

Note: This question was not asked at the Loma Linda meeting.



Last question: How many clickers did we lose during the last round of meetings?

1. Zero
2. Two
3. 13
4. All of them – we had to buy a new set!



UNM/CNM/Sunport Transit Study

For more information:

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(505)247-1750

www.mrcog-nm.gov (see **Special Studies Section**)

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

The presentation and other meeting materials will be available on the project webpage by May 6, 2013