

# UNM / CNM / Sunport Transit Study

Public Meetings

September 10 – 12, 2013



RIO METRO  
REGIONAL TRANSIT DISTRICT



CNM



UNM



# Agenda

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## Main topics for today...

1. *Findings of the evaluation of alternatives*
2. *Draft “Locally Preferred Alternative”*
3. *Next Steps*

# Review -- *Primary Study Objectives*

Study is focused on three primary objectives

1. **Transit strategy** to include a Bus Rapid Transit line that connects the major destinations within the corridor and better connections to existing east-west transit routes
2. **Land use strategy** that integrates existing and new development with the transit system and helps facilitate economic growth
3. **Parking strategy** and demand management policies



# Review -- *What is Bus Rapid Transit?*



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



“RAPID” – not due to higher speeds but bus only lanes or guideways in the street that allow buses to operate without interference from other traffic.



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



# Evaluation Process

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- Input from agencies, institutions, students, residents and others has been used to shape and evaluate alternative
- Input obtained using:
  - Public Meetings held in July and October 2012, and January and May 2013
  - 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



# Evaluation Process

- Alternatives analysis has progressed from the initial long list of alternatives to the final list of two routes plus options.



# Alternatives Screening

## Second Tier Screening Summary

UNM/CNM/Sunport Transit Study

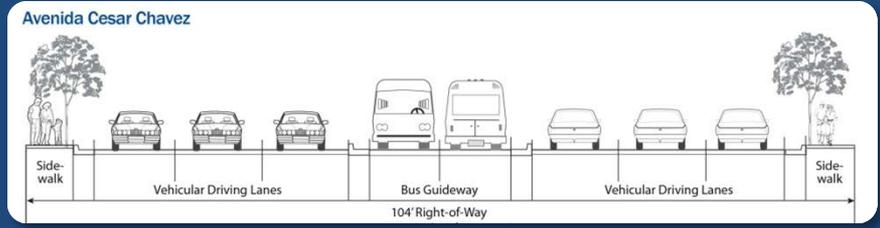
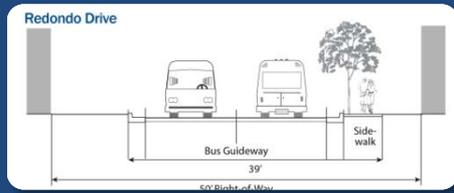
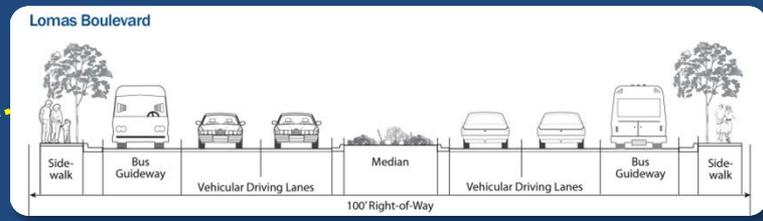
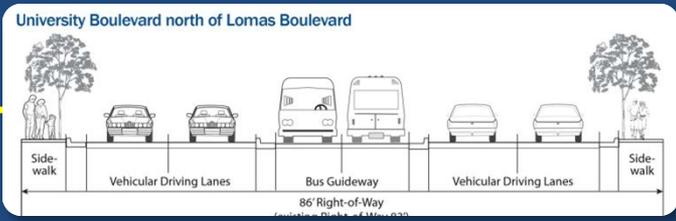
Alternative/Evaluation Metric	Alternative 1: University / Gibson / Yale		Alternative 2: University / Lomas / Gibson / Yale		Alternative 3: University/Lomas / Cesar Chavez / Yale		Alternative 4: University /Lomas / Yale	
Route Length	6.10 miles		6.4 miles		6.5 miles		6.6 miles	
Miles of Dedicated Busway and percent of overall route (includes guideway and BAT lanes)	4.9 miles	80%	5.2 miles	81%	5.2 miles	81%	4.6 miles	69%
Total Population Walk Access within 5 minutes and 7.5 minutes	5 minutes 17,188	7.5 minutes 28,310	5 minutes 22,715	7.5 minutes 43,395	5 minutes 22,495	7.5 minutes 43,289	5 minutes 19,408	7.5 minutes 40,283
UNM H Workers	308	308	308	2,545	308	2,545	308	2,545
UNM Students, Faculty, and Staff	1,667	7,596	7,596	17,039	7,561	16,994	11,314	20,257
C NM Students, Faculty, and Staff	3,404	7,961	3,404	7,961	3,404	7,961	144	2,855
Near Campus Student Housing	0	981	0	981	0	981	0	117
Other Non-Campus Employment	4,010	5,278	4,079	5,280	3,894	5,219	4,070	4,920
Transit Riders	2,835	2,990	2,835	3,560	2,835	3,560	2,773	3,560
Remote Parkers	4,964	6,029	4,493	6,029	4,493	6,029	800	6,029
Special Event Venue Seats	67,334	67,334	67,334	67,334	67,334	67,334	1,985	1,985
Economic Development Opportunities	Significant opportunities at: <ul style="list-style-type: none"> <li>UNM North Campus area</li> <li>University Blvd./Lomas Intersection</li> <li>University Blvd./Central Intersection</li> <li>CNM</li> <li>South Campus area</li> <li>South University</li> <li>Gibson area</li> <li>Sunport area</li> </ul>		Significant opportunities at: <ul style="list-style-type: none"> <li>UNM North Campus area</li> <li>University Blvd./Lomas Intersection</li> <li>University Blvd./Central Intersection</li> <li>CNM</li> <li>South Campus area</li> <li>South University</li> <li>Gibson area</li> <li>Sunport area</li> </ul>		Significant opportunities at: <ul style="list-style-type: none"> <li>UNM North Campus area</li> <li>University Blvd./Lomas Intersection</li> <li>University Blvd./Central Intersection</li> <li>CNM</li> <li>South Campus area (partial)</li> <li>Sunport area</li> </ul> Opportunities for redevelopment of smaller parcels along South Yale		Significant opportunities at: <ul style="list-style-type: none"> <li>UNM North Campus area</li> <li>University Blvd./Lomas Intersection</li> <li>University Blvd./Central Intersection (partial)</li> <li>Sunport area</li> </ul> Opportunities for redevelopment of smaller parcels along South Yale Misses opportunities at: <ul style="list-style-type: none"> <li>CNM, South Campus area, South University</li> </ul>	
Right-of-Way Needs	<ul style="list-style-type: none"> <li>Approximately 0.75 acres w/o bike lanes</li> <li>Approximately 2.7 acres and 10 buildings if bike lanes are added to University Blvd.</li> </ul>		<ul style="list-style-type: none"> <li>Approximately 0.60 acres w/o bike lanes</li> <li>Approximately 2.38 acres and 8 buildings if bike lanes are added to University</li> </ul>		<ul style="list-style-type: none"> <li>Approximately 0.48 acres w/o bike lanes</li> <li>Approximately 2.0 acres and 8 buildings if bike lanes are added to University</li> </ul>		<ul style="list-style-type: none"> <li>Approximately 0.44 acres w/o bike lanes</li> <li>Approximately 2.0 acres and 2 buildings if bike lanes are added to University</li> </ul>	
Traffic Conflicts	<ul style="list-style-type: none"> <li>Existing problems on University Blvd. between Lomas and Indian School Rd. (V/C 1.1 during AM and PM peaks)</li> <li>No significant congestion problems identified on segments of University with lane takes.</li> </ul>		<ul style="list-style-type: none"> <li>Existing problems on University Blvd. between Lomas and Indian School Rd. (V/C 1.1 during AM and PM peaks)</li> <li>Moderate congestion potential on Lomas if BAT lanes are used</li> <li>No significant congestion problems identified on segments of University with lane takes.</li> </ul>		<ul style="list-style-type: none"> <li>Existing problems on University Blvd. between Lomas and Indian School Rd. (V/C 1.1 during AM and PM peaks)</li> <li>Moderate congestion potential on Lomas if BAT lanes are used</li> <li>No significant congestion problems identified on segments of University with lane takes.</li> <li>No congestion on BAT lane section of Yale</li> </ul>		<ul style="list-style-type: none"> <li>Existing problems on University Blvd. between Lomas and Indian School Rd. (V/C 1.1 during AM and PM peaks)</li> <li>Moderate congestion potential on Lomas if BAT lanes are used</li> <li>Existing severe congestion on Yale between Cesar Chavez and Coal Ave. (V/C &gt; 1.6)</li> <li>No congestion on BAT lane section of Yale</li> </ul>	
Capital Costs	\$62M includes 40% contingency, \$4M for expansion of maintenance facility, \$5M for new park n ride lot.		\$65M includes 40% contingency, \$4M for expansion of maintenance facility, \$5M for new park and ride lot.		\$65M includes 40% contingency, \$4M for expansion of maintenance facility, \$5M for new park and ride lot.		\$62M includes 40% contingency, \$4M for expansion of maintenance facility, \$5M for new park and ride lot.	
Operations & Maintenance Cost	\$3.2M		\$3.4M		\$3.4M		\$3.5M	

Yellow shading indicates substantially lower performance and/or factors affecting implementation.

# Findings / Recommendations

- **Advance “Locally Preferred Alternative”** to Project Development
  - Best overall performance
  - Serves all major destinations
  - No insurmountable adverse impacts
- “dashed route” would be the choice if the UNM South lot can be moved to University Boulevard south of the softball fields





Draft LPA

# Street/Busway Configuration

Buses will operate in a median guideway for much of the route. The guideway is restricted to buses only, so they can operate at posted speeds without interference from traffic congestion.



## Curb-side (BAT) Lanes



In some areas, buses will operate in outside lanes that are restricted to buses and other vehicles that are turning right into driveways and side streets.

# Bus Stop Configuration

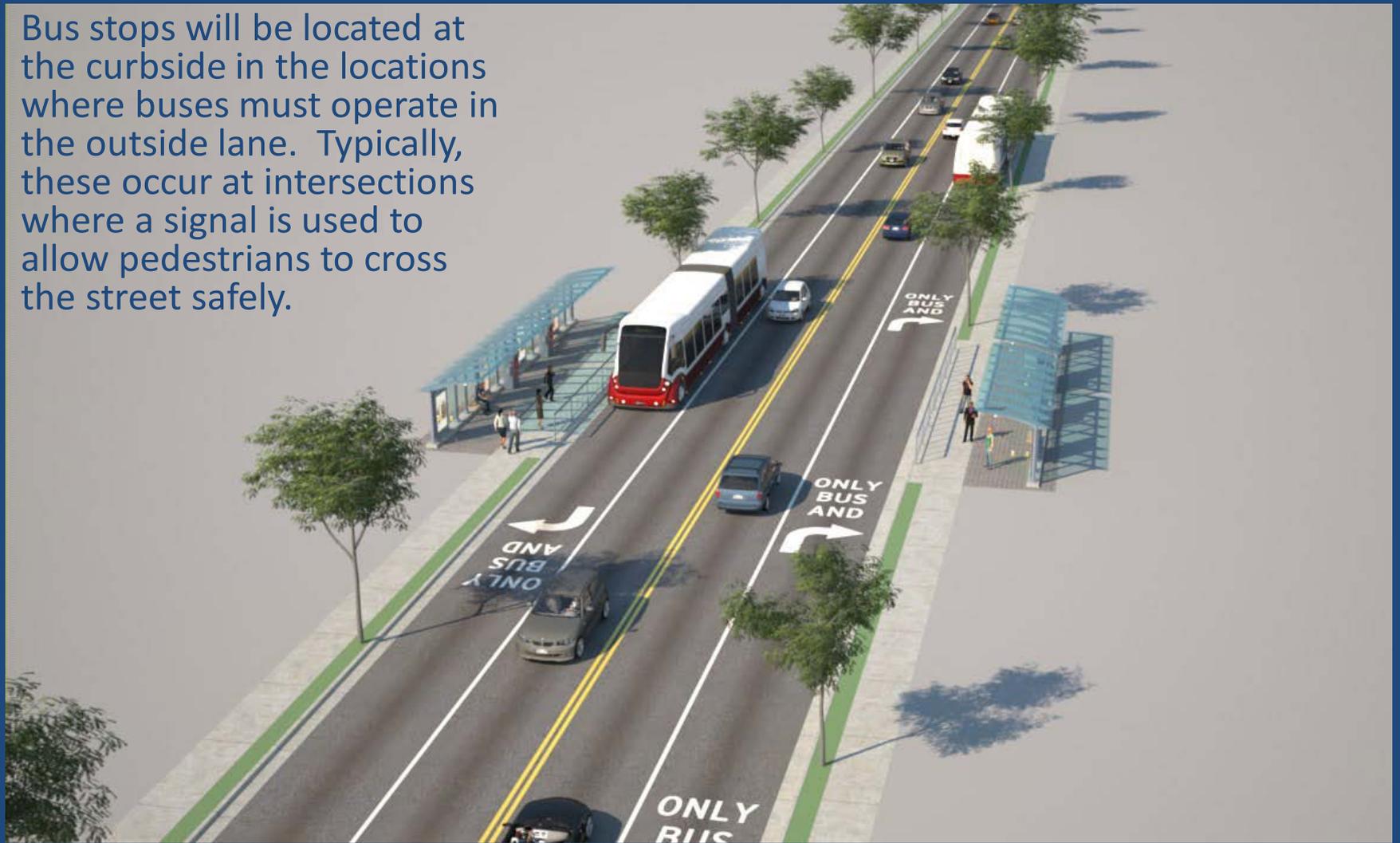
Bus stops will be located in the median when guideway sections are used.

Pedestrians access the station using signals and a crosswalk



# Bus Stop Configuration

Bus stops will be located at the curbside in the locations where buses must operate in the outside lane. Typically, these occur at intersections where a signal is used to allow pedestrians to cross the street safely.



# Bus Operations (Preliminary)

- Weekday trips in core area (UNM South lot to UNM Q lot) at
  - 5-minute frequency for peak 8-hours
  - 10-minute frequency for off-peak 8-hours
- Weekday trips outside of core area
  - 15-minute frequency for peak 8-hours
  - 30-minute frequency for off-peak 8-hours
- Saturday service at 15 minute frequency for 16 hours
- Sunday service at 15-minute frequency for 12 hours

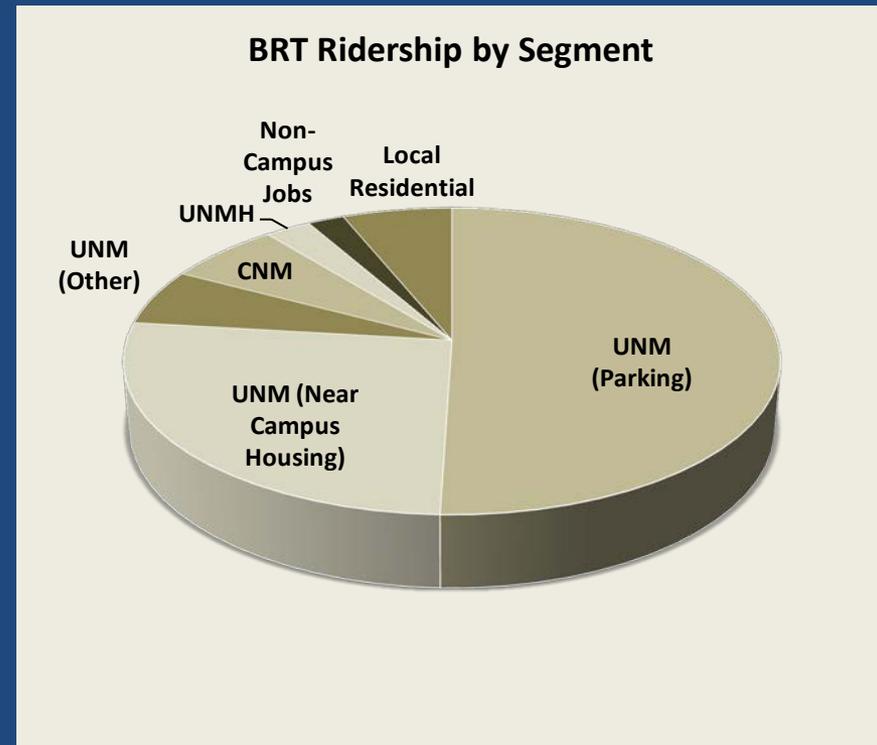


# Ridership Estimates (Preliminary)

## Preliminary Estimate:

- 22,000 daily riders
- Equivalent to roughly 40%-50% of all ABQ Ride ridership system-wide
- Twice as much as on all ABQ Ride Rapid Ride routes together (11,600)
- 50% related to remote parking
- 50% from other sources

Market	Daily Riders	%
UNM (Parking)	11,100	51%
UNM (Near Campus Housing)	5,800	26%
UNM (Other)	1,300	6%
CNM	1,410	6%
UNMH	570	3%
Non-Campus Jobs	450	2%
Local Residential	1,350	6%
	<b>21,980</b>	<b>100%</b>



# Draft LPA: Projected Costs

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- Estimated capital costs: \$62 to \$65 million
  - \$10M for vehicles (\$1M each)
  - \$4M for maintenance facility upgrade
  - \$5M for park and ride lot
  - \$1M per mile system costs (signals, communication)
  - 40% design and contingency costs
- Estimated operating cost: \$3.2 to \$3.3 million per year
  - Assumes \$85/hour

# Draft LPA: Considerations

- If UNM South Lot can be moved to University Blvd., “dashed” route would be recommended
  - Provides better service to South Campus
  - Provides more economic development opportunities along University
- UNM must be willing to limit traffic on Las Lomas and W. Redondo to buses and local traffic only
- If bike lanes are added on University from Gibson to Lomas, the right-of-way takes would increase significantly
- Other?



# Other Activities: Land Use Strategy

*North terminus between  
Menaul and Candalaria -  
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*

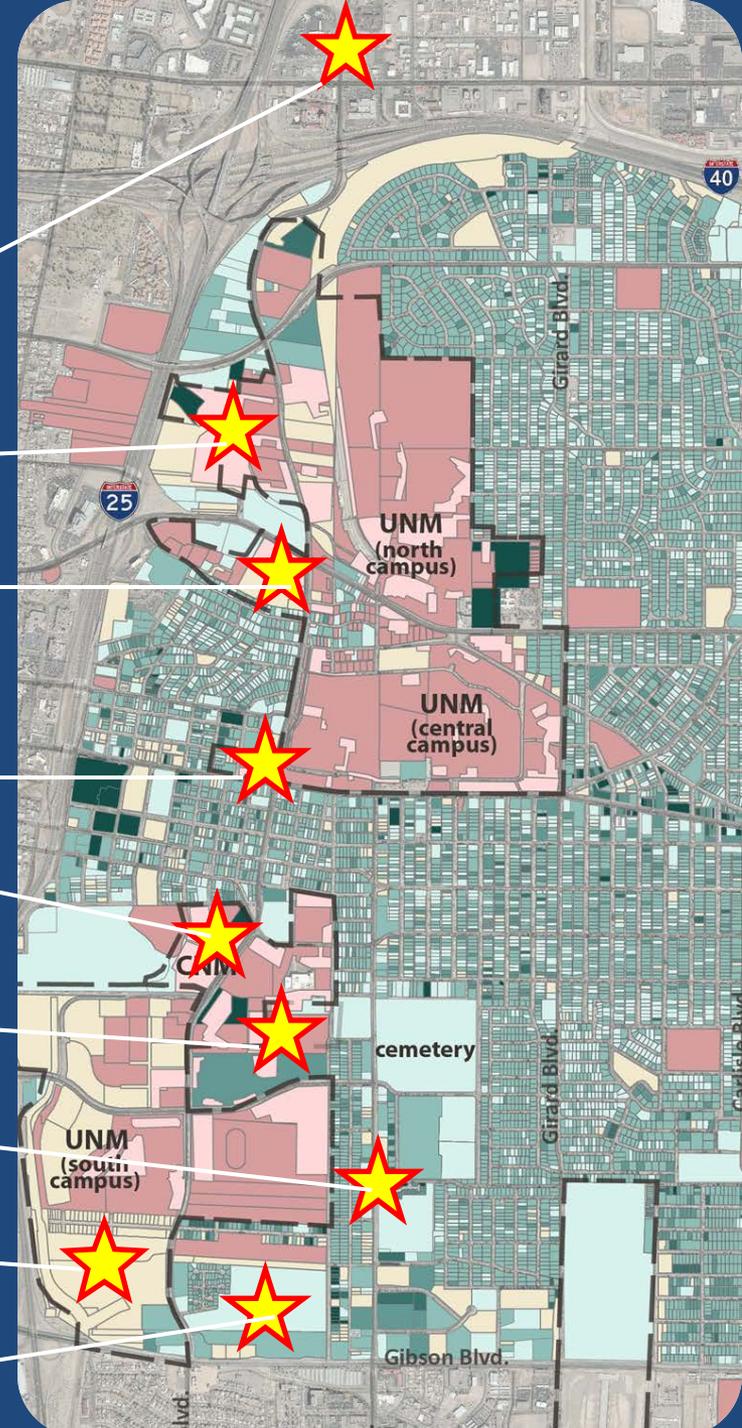
*CNM - opportunity to create  
transit supportive development  
patterns with new development*

*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*



# Other Activities: Parking Strategy

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- Potential strategies being considered:
  - Consolidation of parking for institutions, special events, and general public visiting the area
  - More outlying park and ride areas to reduce travel within the core areas of institutions
  - Pricing strategies to help direct parking lot use



# Why the Project is Valuable – to Everyone

- Improves access to UNM's diverse destinations
  - Reduces the “transportation” (and “parking” obstacle) for students
  - Creates connections between campuses
  - Improves mobility for people entering area by car, transit, foot, etc.



# Why the Project is Valuable – to Everyone

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- Advances the established vision for the campus
  - Support the UNM Master Plan
  - UNM's goals of being carbon neutral
  - connecting UNM campuses – as well as the other uses in the area
  - reduction of parking in core area – and overall



# Why the Project is Valuable – to Everyone

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- Elevates the image of the area
- Enhancing competitiveness
- Potential fiscal benefits
- Community relations
  - Part of a strategy to address area parking / congestion issues



# Next Steps

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- Request to FTA in late September to enter “Project Development” (acceptance allows sponsors to compete for federal grant money)
- Sort out...
  - Who owns and operates the system
  - How the project is financed
  - Roles and responsibilities of each stakeholder group
- Project Development Phase generates additional detail specific to the proposed project
  - Additional engineering and analyses
  - Detailed ridership estimates
  - Refined cost estimates
  - Project performance and effects
  - Financing plan
- Funding application to the FTA

# Project Activities and Timeline

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- |  |                         |
|--|-------------------------|
| 1. Scoping Study                       | Completed 2011          |
| 2. Grant Applications                  | Completed 2011          |
| <b>3. Alternatives Analysis</b>        | <b>Started Mid-2012</b> |
| • Data collection and needs assessment | Complete                |
| • Goals and Objectives                 | Complete                |
| • Alternatives Identification          | Complete                |
| • Screening of Alternatives            | Complete                |
| • Detailed Evaluation of Alternatives  | Complete                |
| • Selection of Preferred Alternative   | Complete by 9-15-2013   |
| • FTA Project Development Request      | September 30, 2013      |
| • Opening date?                        | Best case – fall 2017   |

# UNM/CNM/Sunport Transit Study

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For more information:

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(505)247-1750

[www.mrcog-nm.gov](http://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 September 13, 2013