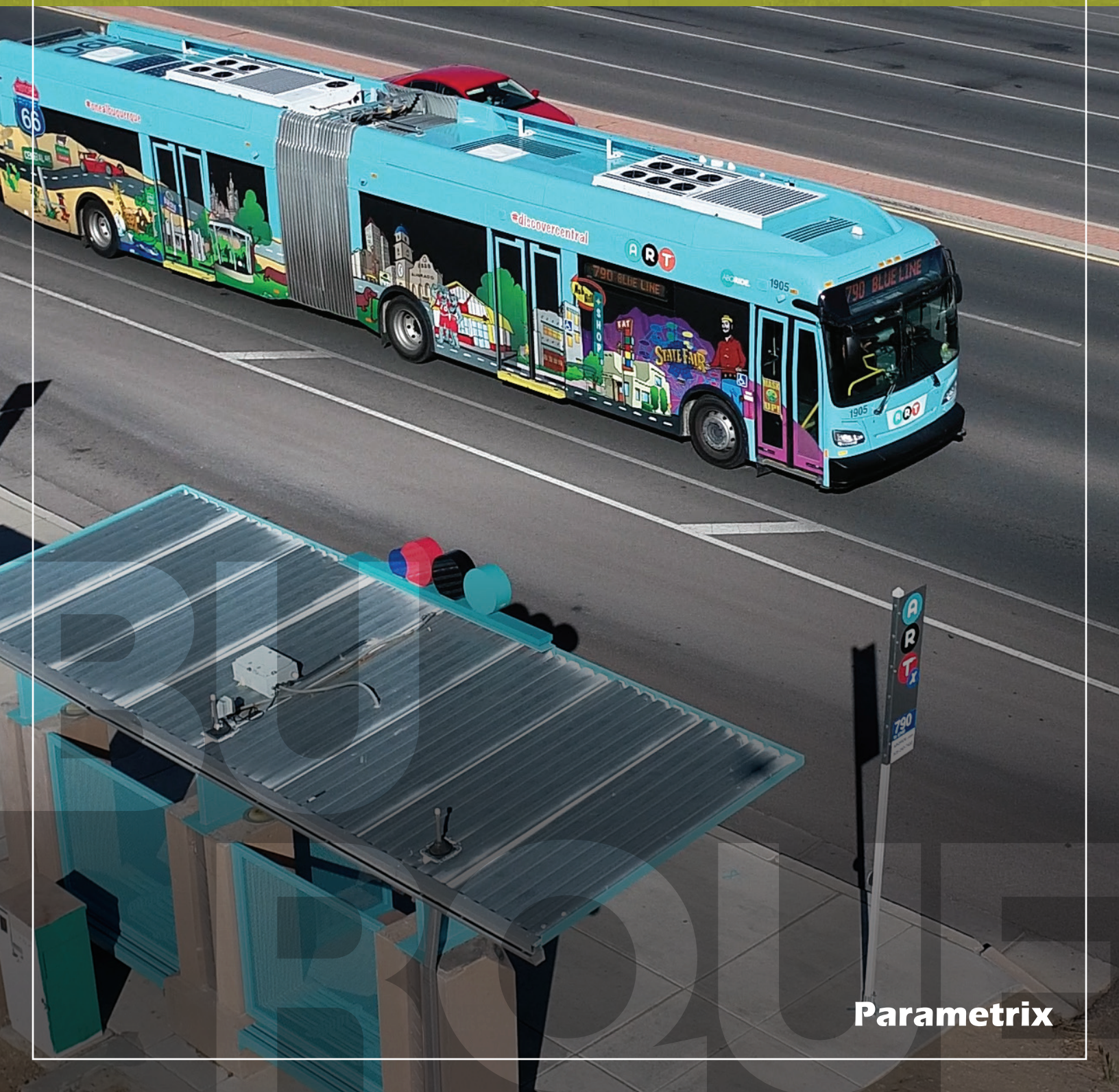
ONE ALBUQUERQUE

COORS BOULEVARD

PARK-AND-RIDE FACILITY FEASIBILITY STUDY | CN #202000764 | NOVEMBER 2021



Parametrix

ONE ALBUQUERQUE transit

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Memorandum

To: Director Leslie Keener
From: Lawrence Kline FAICP, Principal Planner
Date: November 11, 2023
In Re: Site Selection for a Park-and-Ride in the Middle Reach of North Coors Boulevard

ABQ RIDE currently has park-and-ride facilities at either end of Coors on the Northwest Mesa – the Central and Unser Transit Center and the Northwest Mesa Transit Center at Coors and McMahon. They are both moderately successful, the northern one more so because it intercepts traffic from Rio Rancho.

The two centers are 10 miles apart "as the crow flies" and we recognize two things about the marketplace. First, people will not go "backwards" or away from their destination to get to a park-and-ride unless the distance involved is very short; and, second, that south-bound traffic on Coors will not pass I-40 to get to Central and a park-and-ride if their destination lies any distance north of Central and east of the river, such as Uptown.

Knowing these two things we have long sought an alternative location in the central part of Coors Boulevard north of the freeway about half way between the existing two sites. To that end we secured a line item in the State Transportation Improvement Program (STIP) specifically for a new Park-and-Ride on Coors.

The use of Federal funds for acquisition and construction requires [1] competitive selection even between sites and [2] no pre-selection. Consequently, we commissioned Parametrix LLC to perform the federally mandated feasibility study, where we supplied them only with sites we wanted studied. The first criterion was "as close to the mid-point of Coors as possible" and [2] the land had to be vacant. A map of the 7 sites is attached. Site 5, at Montaño and Coors, is exactly half way between the two existing facilities.

Each site was judged on a multiple-metric matrix, and after the feasibility draft was compiled the project was taken out for public input (which occurred on October 5, 2021) with a subsequent two-week period for written comments. The project was then tabled in anticipation of the upcoming City Council elections.

The following is the disposition of the sites post-public input:

Site 1: West side of Coors and southwest of Saint Pius X High School. The land had just been bought by Red Shamrock 4 LLC (Josh Skarsgard) whose agent said that the land would not be available for park-and-ride use.

Site 2: Directly across Coors from Saint Pius X High School. Had previously been bought by Red Shamrock 4 (also Josh Skarsgard) and was already partially subdivided. A site not yet subdivided was examined.

Site 3: Has been "on the books" for many years as the site of a continuum-of-care retirement home for which a site plan had been approved by the Planning Commission. City Council staff approached the land owner and were told that the development was still being actively considered and they did not wish to sell. There is vacant land on the west side of Quaker Heights Road that is also properly zoned, but since it abuts the backyards of single-family homes we did not have it assessed.

Site 4: Immediately adjacent to the La Luz Landowner's Association, and with somewhat difficult access. This site rated high internally for its location and size, but the requirements to bring the bus off Coors and around a traffic circle mediated against it.

Site 5: This site – the southeast corner of Montaño and Coors – was the favorite among the public. And solely for planning purposes it might be the right choice as it has access to transit service on both Coors and Montaño. But we judge it not only to be the best location, but also the *worst* one for operations since this massive intersection is designed for automobiles forcing the buses off Coors for extended distances on internal roads not designed to carry buses.

Sites 6A and 6B: These are two shallow surface drainage ponds on the west side of Coors on either side of Montaño Plaza Drive. Site 6B can be discounted because its depth off the Coors frontage is much shallower compared to Site 6A. Site 6A has the advantage of already being owned by the public as "drainage R-O-W" and probably incorporated into the right-of-way of Coors Boulevard, access to which is governed by NMDOT. It's three major disadvantages are [1] the pond function will have to be maintained, which will give rise to interesting engineering issues, [2] buses will have to use the frontage on Coors and [3] access to and from Montaño Plaza Drive is less than desirable especially for patrons trying to leave the site and go north. On the other hand, Demand Analysis showed that this site had the highest potential demand of the seven sites studied.

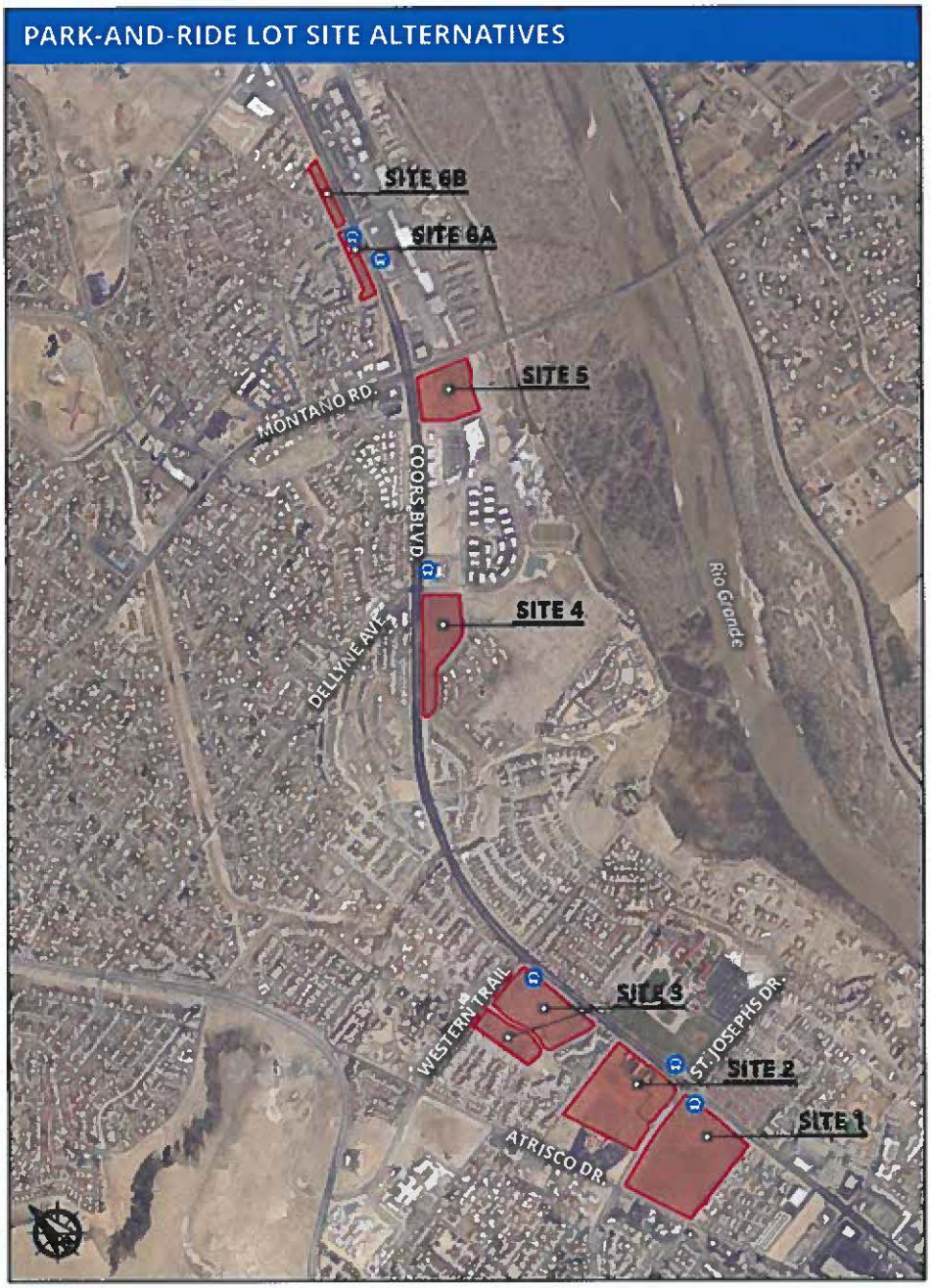
Given that the other sites are already encumbered or otherwise not desirable, Site 6A should likely be selected by "Hobson's Choice". We asked Parametrix to delve further into its usability with regard to the drainage function and accessibility from Coors Boulevard, as Coors is a State Highway. Their further studies indicated that it was technically feasible and the concept was not immediately rejected by NMDOT.

On the basis of these recitals, the Directors have decided to pursue development of Site 6.

Approved:

Leslie Keener, Director, ABQ RIDE

1/9/24
Date


PARK-AND-RIDE LOT SITE ALTERNATIVES
SITE 6B
SITE 6A
SITE 5
MONTANO RD.
COORS BLVD.
SITE 4
DELLYNE AVE.
Rio Grande
WESTERN TRAIL
SITE 3
ST. JOSEPHS DR.
SITE 2
SITE 1
ATRISCO DR.

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1.0 Introduction

This report summarizes the findings of a feasibility study conducted for the Albuquerque Transit Department (ABQ RIDE) to assess the need for a new park-and-ride facility and identify and evaluate potential sites where a facility could be located within the Coors Boulevard corridor on Albuquerque's westside. The study area is located approximately midway between two existing westside Transit Centers and is generally between La Orilla on the north and Sequoia Road on the south. This area has a large population that could be served by transit and is outside of the area served by the Northwest Transit Center (NWTC) located at Coors Bypass and Ellison Drive. **Exhibit 1** illustrates the overall study area, existing bus stops, and major transit routes operating within the Coors Boulevard corridor.

Elements of the feasibility study included identification of site locations potentially suitable for park-and-ride use, analysis of ridership demand, and an evaluation and comparison of candidate sites. The findings of the feasibility study are summarized in the remainder of this document.

2.0 Identification of Site Alternatives

The initial identification of potential park-and-ride site alternatives focused on two key factors: 1) proximity to existing transit service operating within the Coors Boulevard Corridor and 2) accessibility to the surrounding population served within the corridor. Other important factors considered include site access, parcel size, zoning, and compatibility with adjoining development and land use.

ABQ RIDE operates several major and minor transit routes within the study area including commuter routes 92, 94, 96, and 162, and the all-day routes 155, 157, and 790. While all of these routes could benefit from a park-and-ride facility, the focus of this effort was on routes 96, 155, and 790 because these three routes have the highest ridership for westside transit service, provide all-day ridership (except for 96), and use Coors Boulevard to travel through the study area. Coors Boulevard is the most direct and continuous north-south corridor on the westside, and it has the most frequent transit service west of the river and north of I-40. Frequent service combined with convenient parking could draw new transit riders. Route 157 is also highly productive; however, it intersects the study area at a single location (Montaño Road). The remaining routes either have limited frequency service and/or very low ridership. For these reasons, the Park and Ride Facility Feasibility Study considered, but placed less emphasis, on those other routes and locations.

Routes 790 and 155 have high ridership and are used by westside residents to access employment, school, and services associated with the University of New Mexico area and Downtown Albuquerque (via Routes 777 and 766 for Route 155). Both Routes also follow Coors Boulevard f through the study area.

For the above reasons, the starting point to identify candidate sites focused on proximity to Route 790 as well as Routes 96 and 155. Primary considerations for identifying candidate park-and-ride sites include:

- Efficient site access for both cars and buses
- Accessibility to the broader area along Coors Boulevard and residential areas to the north, south, and west of the study area. Because the river limits east-west travel and the primary trips of interest are northwest Albuquerque to the downtown and UNM areas, accessibility to the east was not a factor.

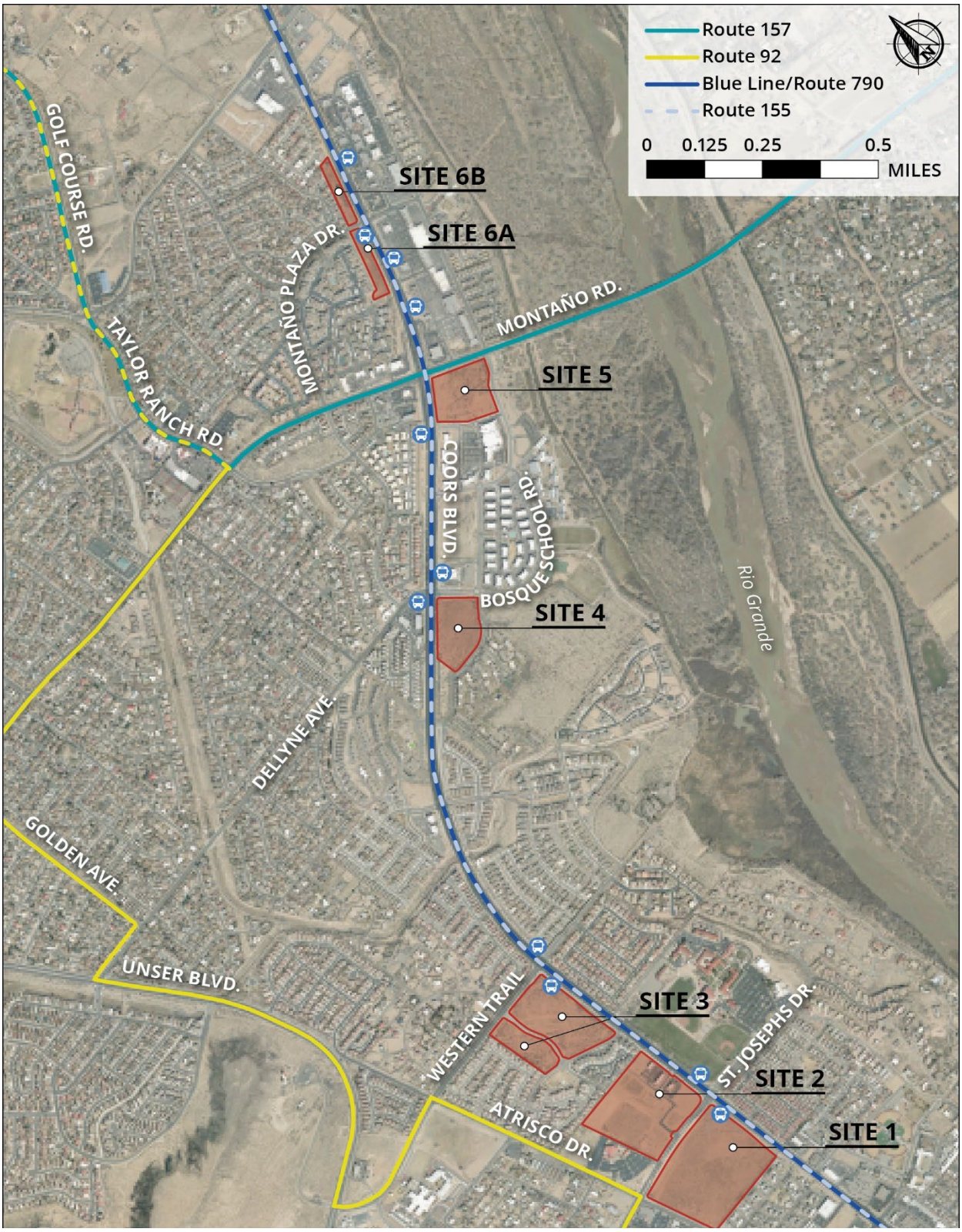
Exhibit 1: Study Area and Vicinity

- The site has adequate land to accommodate either or both of the two operating options: 1) a concept that includes passenger boarding and alighting within the parking lot, and 2) a concept that requires transit riders to walk from the parking area to transit stops located on Coors Boulevard. For this reason, safe and efficient pedestrian accessibility between the park-and-ride lot and transit stops on Coors Boulevard was an important consideration.

Using the above criteria, six locations were identified for consideration. These are shown in **Exhibit 2** and are described as follows:

- Site 1 consists of a 26.5-acre single parcel located in the southwest quadrant of the intersection of Coors Boulevard and St. Josephs Drive. The site abuts Coors Boulevard and is bordered by commercial development on the north and west and single-family residential neighborhoods to the south. The site is zoned NR-C (Non-Residential Commercial) which allows midsized retail, commercial, office, and institutional uses. Park-and-ride facilities are an allowable conditional use requiring approval by the Zoning Hearing Examiner. Review of the files and records maintained the Albuquerque Planning Department did not identify approved or pending development plans. The site is currently vacant and could accommodate various parking configurations. The parcel has not been subdivided and does not have an internal street network.
- Site 2 is a partially developed area located on the northwest corner of Coors Boulevard and St. Josephs Drive. A church exists immediately west of the parcel of interest. Other existing development within and adjacent to Site 2 include small retail, restaurant, and service facilities to the east and a single-family residential area to the north. The overall site size is approximately 21 acres; however, about one-third of the site is already developed, and the available parcels are at the rear (western portion) of the overall site. The site has been subdivided into 12 parcels, two of which are large enough to support a parking lot and one that can support a facility with on-site bus circulation. The site is zoned NR-C and no existing site plans are recorded for the available parcels, but an internal street system is planned and partially developed. A park and ride is an allowable conditional use in the NR-C zone, requiring approval of the use by the Zoning Hearing Examiner.
- Site 3 is located in the southwest quadrant of Coors Boulevard and Western Trail. Frontage along Coors Boulevard is not available but two large parcels are vacant on the west two-thirds of the site. The western-most parcel is adjacent to single-family residential development to the west and north and is approximately 5 acres in overall size. The middle parcel borders an urgent care center on its east edge and residences are located to the north. The western parcel is zoned as MXT (Mixed Use - Transition) which is a transition zone typically located between residential and commercial areas. The center parcel is zoned for MXL(Mixed Use - Low Intensity) which allows smaller scale commercial uses and low-density multi-family development. A park and ride facility is an allowable conditional use in both MX-T and MX-L zones, requiring approval of the use by the Zoning Hearing Examiner. A site plan for senior apartments was approved for the center parcel more than 10 years ago. Recent information indicates this plan may be moving forward. No site development plans were found for the western parcel. Two roads provide interior access to this site, Quaker Heights Place and an unnamed road that provides access to the urgent care center.
- Site 4 is situated at the southeast corner of Coors Boulevard and Bosque School Road. This site consists of 7.7 acres that fronts Coors Boulevard. Adjacent development includes small commercial

Exhibit 2: Locations of Site Alternatives



uses to the northeast and residential development to the southeast. A private road borders the southeast edge of the parcel and could be used to access the site; however, because it is private, an easement would be required for its use. The parcel is zoned PD (planned development) which allows small to medium scale innovative projects not accommodated by other zone categories but require a negotiated approval prior to a zoning change and permit approval. As such, a park-and-ride facility would require approval of the use and the site design through a Site Plan approval by the Environmental Planning Commission.

- Site 5 is at the southeast corner of Coors Boulevard and Montaño Road. This site is 10.2 acres. The site is bounded by principal arterial streets to the west and north but does not currently have an internal street network. Commercial development surrounds much of the site although a small parking lot for trail and open area access is located immediately to the east. The parcel is zoned PD (see discussion of limitations and requirements for Site 4). No site plans are on file.
- Site 6 is located at the southwest and northwest corners of Coors Boulevard and Montaño Plaza Drive. This site is currently developed as a stormwater drainage facility and consists of two ponds — a larger pond south of Montaño Plaza Drive and a small pond located north of Montaño Plaza Drive, described in this report as Site 6A and 6B, respectively. The south pond occupies approximately 3.2 acres, approximately 2.4 acres of which are owned by the City as drainage right-of-way. The remainder is a privately owned ponding area that serves the apartment complex to the west. Use of this site would require modifications to the pond to either add underground infiltration chambers so the surface could be constructed for parking use or reconfiguring the pond to smaller but deeper area within the overall site. The city-owned portion is not zoned. This site may require establishment of zoning for the unzoned portion of land and a site plan amendment if the privately owned pond is modified. The eastern edge abuts Coors Boulevard for its entire length.

  The pond area north of Montaño Plaza Drive (Site 6B shown in Exhibit 2) was also considered in the initial review. This site was dropped from consideration because its size and configuration are inadequate to provide the amount of parking needed to operate effectively as a park-and-ride facility and access would be limited to a right-in/right-out from Coors Boulevard.

3.0 Site Concept Development

After candidate sites were identified, the next step was to develop concepts for each of the sites. This included estimating demand at each of the six park-and-ride lot site alternatives to determine the number of parking spaces needed, along with other site requirements for internal circulation, landscaping, drainage, and other development needs. After demand was estimated, specific concepts were developed that considered the location and parcel configuration of each location.

3.1 Demand Analysis

The demand analysis compared several factors including the use of other westside park-and-ride lots, ridership on the major transit routes that traverse the study area, and the market area from for each site. Each of these factors is summarized and discussed below. Additional details of the demand analysis are included in Appendix B.

1) The success and use of other park-and-ride lots on the west side of Albuquerque are a good indicator of potential parking demand at a new location. While recent information is limited, comprehensive data from a boarding/alighting survey and on "onboard" survey performed in 2011 and 2012 was reviewed and used for this analysis. In 2012, average weekday ridership at the Northwest Transit Center (NWTC) was about 550-630 passengers per day. This is about 10% of the 6,000 daily patrons riding the routes anchored from this facility. Route 790 (Rapid Ride Blue) is the dominant route and accounts for about two-thirds of the activity at the site. Ridership at the Central Unser Transit Center (CUTC) was about 420-440 passengers per day. Similar to the NWTC, the dominant service at the time of the onboard survey is Route 766 (Rapid Ride Red). This route accounted for 57% of transit demand at the site. Of the transit users accessing buses at the NWTC and CUTC lots, about 24% to 33% of all boardings arrived via automobile. Of these, about 55% parked at the lot and 45% dropped off transit riders and continued on to other destinations.

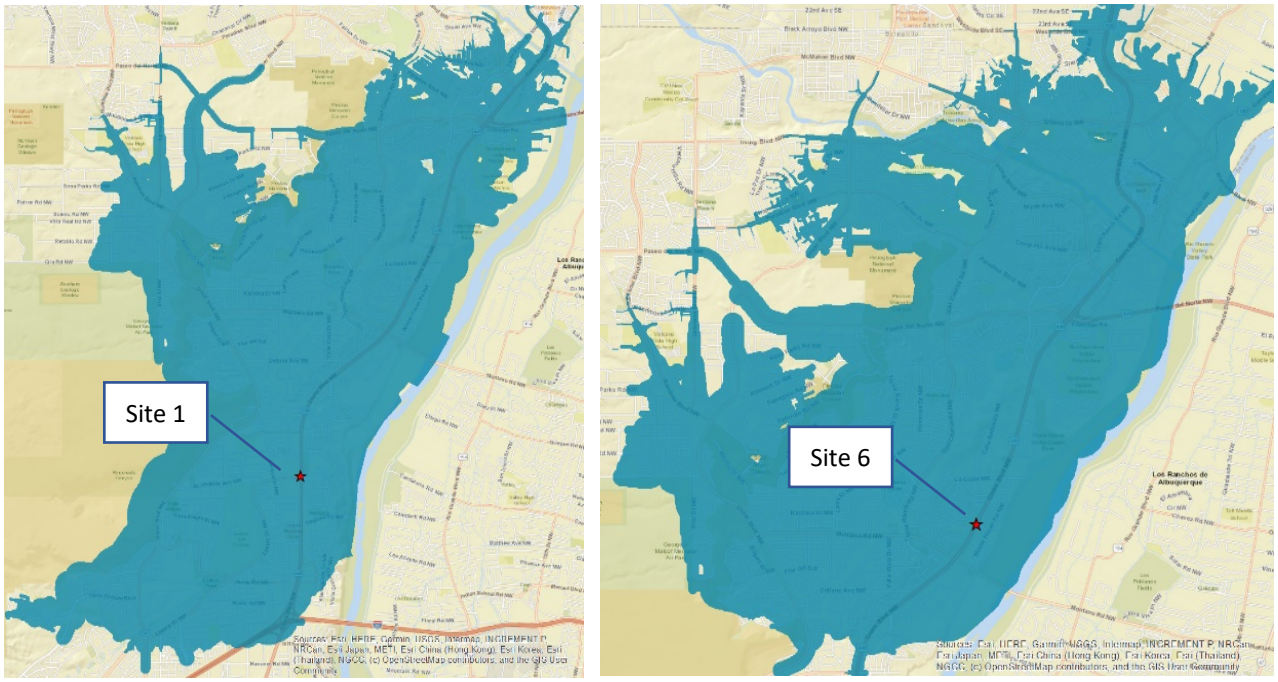
2) Parking lot counts were also used as a source of information to estimate parking demand. Recent counts could not be obtained because ABQ RIDE services were not operating for much of 2020 due to the COVID-19 pandemic. For this reason, imagery from Google Earth was used as an alternative source of information. It is noted that the usefulness of the data is limited because exact times of day when the satellite imagery was collected could not be determined. Nonetheless, reviewing multiple years of images does provide an indication of occupancy. This method found that occupancies from the period 2011 to 2015 have reached 85% of capacity (264 vehicles) at the NWTC and 43% of capacity (78 vehicles) at CUTC.

3) The population characteristics of the market areas from which a park-and-ride lot can attract users was also considered. The market area around a park-and-ride site is defined by accessibility — i.e., residential neighborhoods, within reasonable walking or driving distance of the parking site. The onboard transit survey was consulted to determine what ABQ RIDE patrons consider an acceptable driving distance. According to the survey, about 85% of all park-and-ride users traveled up to 7 miles — a distance that is roughly equivalent to a 10-minute drive time at a 35 mph auto speed. Based on this data, a 10-minute access "market radius" was taken to be typical for this study.

4) Route 790 serves both the north side of the Albuquerque Central Business District (i.e., Downtown Albuquerque) and the University of New Mexico north and main campuses. Both of these destinations have significant parking disincentives (higher parking costs and remote parking a) that makes park-and-ride an attractive option to commuting by automobile.

The accessibility analysis was performed using the Transportation Accessibility Model (TRAM). This model is a GIS-based network analysis tool that generates travel time contours around a site of interest. This information is then used to represent the potential market area. As an example, **Exhibit 3** illustrates the drive travel time contour for two of the sites evaluated — sites 1 and 6. Note that potential users of a park-and-ride will travel only limited distances that are out-of-direction, i.e., covering the same ground twice. For this reason, the market areas extend further upstream of a park-and-ride facility than downstream. Additional explanation and information about how market areas were estimated and the market area contour for each of the six sites evaluated are available in Appendix B.

Exhibit 3: Example Market Areas for Sites 1 and 6



Once the market area for each site was defined, the approximate population within each area was determined using the traffic analysis zone (TAZ) datasets from the Mid-Region Council of Governments regional travel demand model. Population estimates within each market area were developed for each of the six park-and-ride sites.

The information and characteristics of other westside park-and-ride lots, ridership data for other major transit routes that traverse the study area, and the market area for each candidate site were used to develop statistical profiles for each of the six sites under consideration. The profile data and estimated demand for each of the six sites is summarized in Exhibit 4.

As shown in **Exhibit 4**, the estimated number of parking spaces needed at each of the six sites considered ranges from 109 spaces at Site 4 to 189 spaces for Site 6. These values are higher than the parking accumulation observed at CUTC (78 cars) and lower than observations at NWTC (258 cars). Note that the estimates were based on data observed during a period of higher ridership than has occurred over the last few years. Therefore, the estimates can be considered somewhat conservative but will allow for conditions when ridership rebounds. For site planning purposes, a higher number should be used to accommodate peak-travel days.

3.2 Site Layout

Design concepts were developed for each of the six sites. Each concept was developed considering the size and configuration of each site as well as the number of parking spaces needed (as identified by the preceding discussion). Operation of the proposed park-and-ride can occur with boarding and alighting on site or at nearby transit stops on Coors Boulevard. For this reason, two concepts were developed for some

Exhibit 4: Estimated Ridership Demand for Site Alternatives

Statistical Parameter	*Sites 1 & 2*	*Site 3*	*Site 4*	*Site 5*	*Site 6*
HH Population (2016)	55,446	55,824	31,530	40,264	54,455
UNM Students	1,255	1,271	830	963	1,206
UNM Faculty/Staff	480	479	297	339	400
CNM Population	1,833	1,838	1,143	1,341	1,724
University Population (Total)	3,568	3,588	2,270	2,643	3,330
Distance from UNM (mi)	7.0	7.4	8.3	8.7	9.2
Per Capita Rates (based on distance from UNM/CNM)					
University	0.0784	0.0734	0.0694	0.0590	0.0538
Regular	0.0037	0.0035	0.0034	0.0032	0.0031
University Related Boardings	192	212	158	194	261
All Other Boardings	171	179	109	143	199
Total Boardings	362	390	266	337	460
% of Users Parking	52%	52%	52%	52%	52%
% of Users dropped-off	14%	14%	14%	14%	14%
Parking Daily Turn-over	1.44	1.44	1.44	1.44	1.44
Total Demand (Vehicles)	214	230	157	199	272
Parking Spaces Needed	148	160	109	138	189

sites — one concept assuming on-site bus circulation and a second concept limited to parking only with transit users walking to stops along Coors Boulevard.

The concepts developed were schematic only and were used to estimate the approximate amount of land needed to accommodate parking, on-site bus circulation, passenger boarding and alighting, access roads, and other major features of a park-and-ride lot.

The Albuquerque Integrated Development Ordinance (IDO) requires development plans include landscaping equivalent to 15% of the net lot area, adequate ponding area to contain the first flush of rainfall, and setbacks from the street and abutting properties, all in addition to the land required for parking spaces, circulation, and a bus platform area. These requirements were considered in the schematic design but is not explicitly shown in the layouts. Lastly, a larger footprint was assumed where feasible to ensure a conservative estimate of the land needed. **Exhibits 5.A through 5.I** illustrate the schematic concepts for each site and include an overview of each site.

Exhibit 5.A: Site 1 with Parking Lot Only

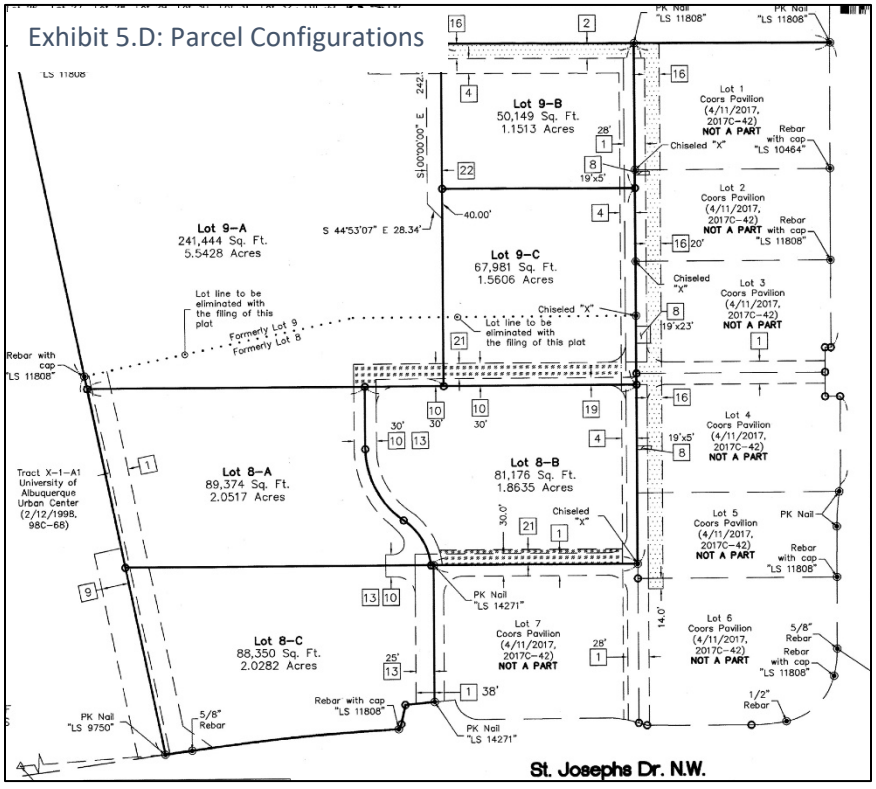
Exhibit 5.B: Site 1 with On-Site Bus Circulation

Site 1 -- This site is located at the southwest corner of Coors Boulevard and St. Josephs Drive. It consists of a single 26.5-acre parcel that has not been subdivided. An area of approximately 2.0 to 3.4 acres would be needed, respectively, for parking only or parking with on-site bus circulation.

Because of its large size and lack of internal parcels, a park-and-ride lot could be situated at multiple locations within the overall site. For the purposes of the feasibility study, the parking lot was situated near the center of the site along its northern edge to minimize access road costs and maintain proximity to the Coors Boulevard and St. Josephs Drive intersection. As an alternative, the parking facility could be located closer to Coors Boulevard with the rider boarding and alighting platform located between Coors Boulevard and parking lot. This would allow southbound buses to stay on Coors Boulevard but would still require northbound buses to turn onto St. Josephs Drive and enter the site. However, conversations with representatives of the landowner indicate the frontage along Coors Blvd. will be reserved for high-traffic restaurants, shops, and other similar uses. The park-and-ride lot could also be situated closer to Atrisco Drive with an access drive that would enable cars and buses to enter the site from this street.

Exhibit 5.C: Site 2 with Parking Lot Only

Exhibit 5.D: Parcel Configurations



Site 2 – This site, known as Coors Pavilion, is located at the northwest corner of Coors Boulevard and St. Josephs Drive. The overall site is comprised of several platted parcels ranging in size from approximately 1.85 acres to 2 acres, although a parcel over 5 acres in size is available in the far northwest corner of this development. This parcel was not considered in the analysis because of the long walk distance to Coors Boulevard and because it is adjacent to a residential neighborhood along its north boundary. While the parcels as platted would accommodate a parking lot without on-site bus circulation, two parcels would have to be acquired if an option with on-site bus service is advanced.

Exhibit 5.C illustrates one possible parking lot location and configuration. While not shown, a configuration with on-site bus service could also be located in the southwest parcel(s) of this development.

Exhibit 5.D illustrates a recent replat of the western half of the Pavilion development. Lot 8-A and 8-C have a combined total of more than 4 acres and would be adequate to accommodate parking with on-site bus service.

Exhibit 5.E: Site 3 with Parking Lot Only

Exhibit 5.F: Site 3 with Parking and On-site Bus

Site 3 is located west of Coors Boulevard between Western Trail and Milne Road. Two configurations were developed for this site and are shown in Exhibits 5.E and 5.F. While not shown in the aerial image, an urgent care facility has been constructed in the southwest corner of the Coors Blvd./Western Trail intersection.

Two parcels are potentially available along the east and west side of Quaker Heights Place. With an approximate size of 5 to 6 acres, both of these parcels are adequate to accommodate a park-and-ride facility with or without on-site bus access.

Exhibit 5.G: Site 4 with Parking Only

Site 4 consists of a single parcel approximately 7.7 acres in size located adjacent to the intersection of Coors Boulevard and Bosque School Road. A configuration with on-site bus circulation was not considered for this site. Instead, the concept developed and shown in Exhibit 5G includes a parking lot with a bus pull-out along the south edge of Bosque School Road. As an alternative to the bus pullout concept, the site could also be developed for parking only with walk access to the existing bus stops north and south of the intersection.

Cars would access the site from Tumbleweed Road along the site's east edge.

Exhibit 5.H: Site 5 with Parking and On-Site Bus Service

Site 5 consists of a single ~ 10-acre parcel located in the southeast quadrant of Coors Boulevard and Montaño Road. Because of the site size and lack of internal lots, there is flexibility in the location and configuration of a park-and-ride facility. For the purpose of this analysis, the lot was located in the southeast corner to facilitate walk access from the adjacent apartments and school. While the site is located at the intersection of two arterial streets that provide good car access from the west, the presence of extended auxiliary lanes and access control on both streets hinders access to the actual site.

Exhibit 5.I: Site 6 with Parking Only

Site 6 is located at the southwest corner of Coors Boulevard and Montaño Plaza Drive. The site is currently used as a drainage pond that occupies an area of about 2.5 acres.

Because the site is adjacent to Coors Boulevard, it would not require on-site bus circulation; bus stops already exist in close proximity to the proposed location for a park-and-ride facility. Use of this property would require reconfiguration of the drainage pond to increase its capacity in its southern half to accommodate the loss of capacity occupied by the park-and-ride facility.
Car access to the parking lot would likely include right-in/right-out access from Montaño Plaza Drive and from Coors Boulevard

4.0 Evaluation of Site Alternatives

The evaluation of site alternatives consisted of a qualitative and quantitative assessment to compare the performance, feasibility, and challenges of facility construction and operation. The evaluation process began with the identification of criteria that could be used to assess and compare sites. The evaluation focused on criteria to compare: 1) performance differences of each site, 2) construction feasibility, and 3) environmental and community considerations. The specific criteria used for the evaluation are described and summarized below.

4.1 Evaluation Criteria

1) *Park-and-ride Demand* – the number of riders that the park-and-ride lot would be expected to attract. As discussed in Section 3.1, demand is variable and depends on the market population of each site and general accessibility of a site by major streets.

2) *Site Size and Configuration* – the ability to accommodate a park-and-ride facility consistent with demand estimates with dimensions that enable efficient site circulation

3) *Site Zoning* – zoning of the property of interest and if park-and-ride is an allowable use.

4) *Ownership and Availability* – parcel ownership and its likely availability for purchase and use as a park-and-ride facility.

5) *Land and Construction Cost* – estimated cost to acquire the desired property and the cost to construct a park-and-ride facility.

6) *Site Access (Cars and Buses)* – the ability of access to the park-and-ride location by users (cars) arriving from multiple directions and by buses turning from and to Coors Boulevard.

7) *Walk Distance to Route 790* – the walk distance to both southbound and northbound buses on Coors Boulevard and the availability of sidewalks and crosswalks between the park-and-ride facility and bus stops along Coors Boulevard.

8) *Traffic Considerations* – the location of the facility and effect traffic could have on the efficiency of site access.

9) *Compatibility with Adjacent Land Uses* – compatibility of a park-and-ride facility with existing or planned development adjacent to the facility.

10) *Environmental and Community Issues* – likelihood of environmental issues such as cultural resources, wildlife habitat, or soil contamination that could affect site use. Includes proximity to residential developments that could be impacted by on-site bus operations.

4.2 Evaluation and Findings

The criteria described in Section 4.1 were applied to each of the six sites. As discussed in Section 3.2, operation of the proposed park-and-ride can occur with both on and off-site passenger boarding and alighting. This factor was considered in the evaluation, although it was not applicable for all six sites. The findings of the evaluation are summarized and discussed below.

4.2.1 Park-and-ride Demand

Exhibit 6 compares the estimated demand at each potential location. As shown in the exhibit, Sites 3 and 6 have the highest ridership potential. All sites except Site 4 have an estimated daily demand of 200 or more vehicles. When parking lot turnover is considered, approximately 110 to 190 parking spaces are needed, depending on site location. As discussed in Section 3.1, potential ridership is primarily a function of the surrounding population from which a park-and-ride lot facility can attract users. This "market area" is defined by accessibility – i.e., residential neighborhoods within reasonable walking or driving distance of the parking site. Additional information about how the market analysis was performed and ridership was estimated is provided in Appendix B.

Exhibit 6: Comparison of Estimated Ridership Demand (see Exhibit 4)

	Sites 1 & 2	Site 3	Site 4	Site 5	Site 6
Total Demand (Vehicles)	214	230	157	199	272
Parking Spaces Needed	148	160	109	138	189

User demand is a critical consideration in site selection. With the exception of Site 4, all of the sites have relatively high demand for a successful park-and-ride lot. The demand for Site 4 is substantially less than

the other sites but is still adequate for a smaller park and ride facility. As a comparison, previous surveys showed the parking accumulation observed at the Central Unser Transit Center was 78 cars and Northwest Transit Center was 258 cars, both of which are below the capacity of these facilities. Demand for all sites under consideration for this analysis would fall between what was observed at the two other existing westside park-and-ride lots.

4.2.2 Site Size and Configuration

Sites 1, 3, 4, and 5 consist of parcels ranging in size from 5 acres to over 26 acres and are configured to allow flexibility in the layout of a park-and-ride facility. In contrast, the size and configuration of sites 2 and 6 may constrain parking lot development. Site 2 has been subdivided and has parcel sizes ranging from 1.6 acres to about 4 acres. Most of the existing parcels are too small for a park-and-ride facility and/or are not available for purchase. This prevents combining two or more parcels to get the site size needed. While a large parcel is available in the northwest corner of Site 2, its distance from St. Josephs Drive and proximity to a residential area makes this location undesirable. The parcel along the westside of this site is approximately 4 acres and is configured to enable efficient layout for park-and-ride. However, at the time this report was prepared, this parcel was not available.

Site 6 is narrow but has adequate width to develop an efficient parking lot. This site has the highest demand at 272 potential users and 189 parking spaces. The schematic concept developed for this site falls slightly short in meeting the projected parking demand, and it may be difficult to expand this site and still meet its underlying use as a drainage facility without significant cost and design complexity. This issue is discussed further in the land and cost criteria.

4.2.3 Site Zoning and Availability

The zoning for each parcel was obtained from the Albuquerque Zone Atlas. Allowable uses specific to each zone category were obtained from the Albuquerque Integrated Development Ordinance (IDO). The zoning for each parcel is shown in Exhibit 7, below. The allowable uses for each zone district and category are from Table 4-2-1 of the IDO.

Exhibit 7: Site Zoning and Allowable Uses

Site	Zoning	IDO Allowable Uses
Site 1	NR-C (Non-residential – Commercial)	Park-and-ride is a conditional primary use
Site 2	NR-C (Non-residential – Commercial)	Park-and-ride is a conditional primary use
Site 3	MX-L (Mixed Use Low Intensity)	Park-and-ride is a conditional primary use
Site 4	PD (Planned Development)	Negotiated use for park-and-ride
Site 5	PD (Planned Development)	Negotiated use for park-and-ride
Site 6	Combination of Unclassified / right-of-way; R-ML (Residential – Multi-family, Low Density); and PD (Planned Development)	May require establishment of zoning for unclassified tracts and a zone change for zoned parcels

Each site allows a park-and-ride use, if the development can be demonstrated to be in the public benefit and the design includes specific measures to mitigate or avoid impacts to nearby neighborhoods and City facilities. The approval processes and criteria for approval would be slightly different for each site, depending on zoning.

Sites 1, 2, and 3 allow a park-and-ride through the Conditional Use approval process. The Zoning Hearing Examiner (ZHE) can approve a Conditional Use request if it is consistent with the adopted ABC Comp Plan; if it meets the development standards of the IDO; if it does not create significant adverse impacts on adjacent properties, the surrounding neighborhood, or the larger community; if it does not create material adverse impacts on other land in the surrounding area through increases in traffic congestion, parking congestion, noise, or vibration without sufficient mitigation or civic or environmental benefits that outweigh the expected impacts, and if it does not negatively impact pedestrian or transit connectivity without appropriate mitigation. The ZHE can also deny the request or require different design standards and mitigation measures to minimize impact on nearby development, such as minimizing congestion and improving visual appeal of the parking area, as conditions of the approval.

Sites 4 and 5 allow a park-and-ride through a site plan approval process because they are located in a PD (Planned Development) zone. Site 4 has an existing site plan that only allows residential development. The process to request a park-and-ride at that location would be through an application for a Site Plan – EPC, which would need to demonstrate that the park-and-ride would not create significant adverse impacts on nearby existing neighborhoods, and City streets, trail, drainage, and sidewalk systems. The Site Plan for Site 5 already allows all the uses in the MX-M zone, subject to the development standards required for all property development (which are required for all potential park-and-ride locations). Because the MX-M zone allows park-and-rides permissively, the development would likely qualify for the Site Plan – Administrative approval process, which only requires compliance with the applicable zoning regulations. Site 5 is the only site that allows this use permissively, or “by right,” without additional use approvals required.

Site 6 does not have a zoning classification because it is included in the public right-of-way and is currently used as a drainage pond. Development of a park-and-ride facility at this site may require the parcel be zoned before a site plan can be developed for submittal and review. The approval process for establishing a zone designation is through a Zone Map Amendment, which is approved by the Environmental Planning Commission. Any portions of the abutting R-ML or PD zoned lots that would be included in this project could also be included in the zone map amendment request. The zone map amendment application must demonstrate the requested zone is consistent with the health, safety, and general welfare of the City; the new zone would clearly reinforce or strengthen the established character of the area; the requested zone is more advantageous to the community; the requested zoning does not include permissive uses that would be harmful to adjacent property, the neighborhood, or the community; there is adequate infrastructure capacity to support the requested zone; the request is not based on the location on a major street or on the cost of land or economic considerations; and that the requested zone does not create a spot zone. The MX-M (Mixed-use - Moderate Intensity) or PD zones would be compatible in this location and would not require a Conditional Use approval after the zone district is established, and the site would follow the same approval process as Site 5 after zoning is established.

Site availability was determined by a review of records maintained by the City of Albuquerque Planning Department. Specifically, each site was reviewed to determine if site development plans have been filed by the property owner or agent. The findings of this investigation are summarized below.

- Site 1 is owned by Red Shamrock 12, LLC. Platting for this 26.5-acre parcel is currently underway. being platted or divided into smaller lots. According to information from the Albuquerque Planning Department, the western 16 acres of the site is committed for a grocery store and gas station. Anecdotal information indicates the remaining parcels on the eastern third of this site are also committed and will be developed for commercial purposes.
- Site 2 is owned by Red Shamrock 4, LLC and was recently re-platted resulting in the division of the western portion of this site into six parcels. Lots 7, 8-A, and 8-C remain available but are actively being marketed. According to information from the Albuquerque Planning Department, the large lot in the northwest and the center lot have been committed to other uses, but the three lots along the middle of St. Josephs Drive are still available.
- Site 3 is owned by Ativo Albuquerque, LLC. This site is currently vacant but has an approved site plan for the development of senior apartments. The site plan was approved prior to 2010 and development has not advanced. However, anecdotal information indicates plans to develop this site are now moving forward.
- According to current information, Site 4 is owned by Presbyterian Healthcare Services and is vacant. Plans for development have not been identified.
- Site 5 is owned by Silver Leaf Ventures, LLC. While some activity is underway, the property is advertised for lease, but not for sale. For this reason, an investment at this site may not be practical and may not meet the requirements of the Federal Transit Administration for site conveyance.
- The main portion of Site 6.A that would be used for park-and-ride purposes is owned by the City of Albuquerque. A portion of the lot to the west, owned by Las Mananitas Associates, LLC, would need to be acquired or leased for the driveway access point from Montaño Plaza Drive to the park-and-ride lot. Improvements at this site may also require reconstruction of the southernmost portion of the pond which is part of and owned by an abutting apartment complex. The feasibility of constructing a parking lot at this location is discussed in Section 4.2.4.

4.2.4 Land and Construction Cost

The cost to develop a park-and-ride facility will include the cost of land and cost of construction. Land costs were estimated using assessed values from the Bernalillo County Assessor for 2020 and market values based on current property listings and recent sales. Property values used by the Bernalillo County assessor are used to determine property taxes and are typically substantially below market value. However, they still provide a consistent basis for comparison. Market values were estimated using current property listings and recent sales within the project area. Using these sources of information and assumptions, an approximate cost per acre was estimated. The cost was then adjusted to account for the need for improvements such as on-site utilities, access roads, the need for improvements to adjacent streets to improve access, and the location of each site. **Exhibit 8** summarizes the estimated land value by acre and the cost for the amount of land needed for park-and-ride development. For this aspect, a conservative estimate was used for the amount of property needed. Thus, the cost assumptions in Exhibit 8 are not

always consistent with the land quantities described in Section 3.2. Those estimates were developed to determine general site opportunities and constraints with regard to lot size and configuration. It should be noted that the purchase of the estimated amount of land needed may not always be possible as the landowner may not be willing to subdivide and replat the property to match the needs of the City.

Exhibit 8: Estimated Land Cost

Cost/Site Alternative	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6
Assessed Value (per acre)	$120K	$230K	$226K	$30K	$218K	$231K
Market Value (per acre)	$436K	$479K	$436K	$348K	$436K	$231K
Acres Needed (park only)	2	2	2	2.3	N.A.	0.5(1)
Land Cost (parking only)	$872K	$958K	$872K	$800K	N.A.	$115K
Acres Needed (w/on-site bus)	3.4	3.0	3.0	N.A.	3.4	N.A.
Land Cost (w/on-site bus)	$1.5M	$1.4M	$1.3M	N.A.	$1.5M	N.A.

(1) *Assumes cost for acquiring private land portion only. No cost for City-owned portion*

As shown in **Exhibit 8** the cost of land for the construction of a parking lot without on-site bus circulation is estimated to range from about $800,000 to $960,000 for sites 1, 2, 3, 4, and 5. With most of Site 6 already owned by the City, the cost to acquire this site is much less and is limited to about one-half acre of land owned by the adjacent apartment complex for access to Montaño Plaza Drive. It may be possible to reconstruct the remaining drainage pond area using a construction maintenance easement (CMEs) rather than acquiring the property. However, the cost of a CMEs is typically 90% of the cost to purchase.

Construction costs were estimated for each site. The estimates were based on the size and configuration of each site with and without on-site bus circulation. Major cost elements included were site clearing and grubbing, excavation and fill, grading, drainage, curb and gutter, paving, sidewalk improvements, lighting, striping, landscaping, and passenger boarding improvements. Passenger boarding and alighting improvements were assumed for both options, i.e., on-site or at stops on Coors Boulevard. The estimates included a 20% general contingency due to the limited design detail and, 10% for design, 15% for construction management, and New Mexico gross receipts tax at the current rate of 7.875%. The cost of constructing access roads, if needed, was not included as these costs are assumed in the cost to acquire the property. **Exhibit 9** summarizes construction cost, cost of land, and total cost for each site and site option.

On-site bus circulation adds between $750,000 to $1,400,000 to the cost of a park-and-ride facility without on-site bus service. This differential is due to the greater amount of land needed to provide on-site bus service combined with the added cost of developing the site with a bus circulation road.

The most expensive site alternative to implement is Site 1. However, the actual difference may not be as much as shown (up to $400,000 depending on site) as the costs were based on the conceptual designs which assumed different sized facilities. The cost difference between sites 1, 2, 3, and 5 should be viewed as very similar. The lowest overall costs are for sites 4 and 6. Both of these sites are limited to parking only.

Exhibit 9: Estimated Construction, Land, and Total Costs

Site Alternative / Costs	Construction Only	Land	Total
Site 1: Parking Only	$953K	$872K	$1.83M
Site 1: On-site Bus Circulation	$1.70M	$1.50M	$3.20M
Site 2: Parking Only	$917K	$958K	$1.88M
Site 2: On-site Bus Circulation	$1.43M	$1.40M	$2.83M
Site 3: Parking Only	$1.14M	$872K	$2.01M
Site 3: On-site Bus Circulation	$1.46M	1.30M	$2.76M
Site 4: Parking Only (w/curb pull-out)	$893K	$800K	$1.69M
Site 5: On-site Bus Circulation	$1.44M	$1.50M	$2.94M
Site 6: Parking Only	$1.15M	$115K	$1.27M

Development of these sites is roughly one million dollars less than the cost of the sites with on-site bus access. In addition, Site 6 has low land costs because most of the area needed is already owned by the City.

The cost for Site 6 does not include the construction of a southbound deceleration lane and right-turn lane on Coors Boulevard, which would likely be required by the New Mexico Department of Transportation if a driveway permit for right-in/right-out access is granted by NMDOT. The construction of this improvement on Coors Boulevard would add several hundred thousand dollars to the cost shown in Exhibit 9. Similarly, the cost of improving the roundabout and access road to the south are not included in the cost estimate for Site 4 if these improvements are needed.

4.2.5 Pedestrian Access to Coors Boulevard

Walk distance and walk time to the northbound stop are similar for sites 1, 2 and 3 and are generally less than 0.3 mile and six to nine minutes of walk time. Sites 4 and 6 require minimal walk distances because they are proximate to Coors Boulevard. While the walk distance is not excessive for any of the alternatives, it does require pedestrians cross Coors Boulevard. The cross section of this street includes 6 through lanes plus left and right turn lanes and has a crossing distance of 150 feet or more. In addition to the width of the street, the intersection of Coors Boulevard at St. Josephs Drive would also require pedestrians cross a channelized westbound to northbound right -turn lane. The combined driving and walk time and requirement to cross a busy street may discourage some users of the park-and-ride service.

Exhibit 10: Comparison of Walk Distance to Stops on Coors Boulevard

	Sites 1	Site 2	Site 3	Site 4	Site 6
Walk Distance (in miles)	0.20/0.28	0.21/0.27	0.15/0.17	0.12	0.02/0.20
Walk Time (in minutes)	4.3/8.6	5.0/7.7	3.3/6.2	1.0	1.0/4.1

Notes: *Distances and times are to southbound and north bound (SB/NB) stops on Coors Boulevard and assume far-side stops located approximately 300 feet from the intersection cross street. Site 5 does not have a "parking only" option; therefore, walk distance and time are not applicable to this site.*

4.2.6 Bus Access and Added Travel Time

On-site boarding alternatives provide riders ease of access to boarding and alighting at the expense of increased travel distance and time added to bus operating schedules. Added time is the sum of the travel time required for buses to depart from Coors Boulevard to access the park-and-ride facility, board and drop off riders, and return to Coors Boulevard. Included in this is the time spent at traffic signals waiting for left-turn and right-turn signal phases. The analysis included field observations during peak traffic periods to gauge congestion levels for both the northbound and southbound directions and review of signal timing and phasing plans obtained from the Albuquerque Traffic Engineering Division. Times were calculated independently for both northbound and southbound routes. The findings of this analysis are shown in **Exhibit 11**. The specific routes for bus travel are shown in **Exhibits 12.A through 12.E**.

Exhibit 11: Added Travel Distances and Travel Times for Bus Routes on Coors Boulevard

	Site 1	Site 2	Site 3	Site 4	Site 5
Added Distance per operation	0.48/0.50	0.50/0.52	0.41/0.43	0.26/0.23	1.1/0.6
Daily Two-Way Added Distance	47.1 mi.	49.0 mi.	40.4 mi.	23.4 mi	80.1 mi
Added Route Time/operation	4.6/6.1	4.4/6.3	4.2/5.8	4.8/3.1	8.4/4.9
Daily Two-way Added Time	8.6 hrs.	8.7 hrs.	8.1 hrs.	6.2 hrs.	10.5 hrs.

Note: Distances and times are for southbound /northbound routes. Assumed bus travel speeds were 12.5 mph while accessing and circulating within sites.

The weekday schedule for Route 790 currently includes 45 southbound and 51 northbound operations. As shown in Exhibit 11, the two-way distance added each day for Route 790 if on-site passenger boarding and alighting is provided would range from about 23 miles for Site 4 to a high of about 80 miles for Site 5. On an annual basis, the increase ranges from a low of 6,100 miles for Site 4 to 20,800 miles for Site 5. Route 790 has a total round-trip mileage of approximately 1,440 miles. Thus, the percent increase in total route mileage would range from a low of 1.5% for Site 4 to a high of 5.5% with Site 5. The increase in mileage for Sites 1, 2, and 3 would be 2.7% to 3%. Because Site 6 does not include an option for on-site bus service, impacts to travel distance or time would be minimal for bus routes served by a park-and-ride facility at this location and would be limited to the added dwell time for increased passenger boarding and alighting.

Impacts to travel times vary from 4.2 to 8.4 minutes for southbound buses and 3.1 to 6.3 minutes for northbound buses for a total round-trip time of up 7.9 minutes to 13.3 minutes. The cumulative added travel time is substantial and would add from 6.2 hours to 10.5 hours of service time on a weekday, depending on the site served. The added time would require using either longer headways for Route 790 or adding a bus to the route to maintain existing headways. Changing to a longer headway could negatively affect ridership whereas adding a bus to the schedule would increase capital and operating costs. Assuming a 12-hour operating time and an operating cost of $105/hour would result in an added annual operating cost over $325,000. In contrast, if buses stay on Coors Boulevard requiring riders to walk from the parking lot to bus stops could discourage some riders and result in a less effective service.

4.2.7 Traffic Considerations

Coors Boulevard is the most traveled north-south arterial street within the Albuquerque metropolitan area. According to the 2019 Traffic Flow Map published by the Mid-Region Council of Governments, average

Exhibit 12.A through 12.E: Bus Access Routes

weekday traffic volumes on Coors Boulevard range from 57,200 at St. Josephs Drive to 51,800 at Montaño Road. Peak directional volumes with the study area are as high as 2,600 in the morning and almost 3,000 in the evening. The capacity of a limited access principal arterial assuming three lanes in each direction is about 3,600 vehicles per hour; thus, the mainline segments of Coors Boulevard within the study area are approaching capacity and congestion could affect access to the park-and-ride sites for both buses and cars destined to the park-and-ride facility. Sites with significant congestion would be less attractive to park-and-ride patrons and could be inefficient for bus access.

The assessment of traffic included field observations during morning and evening peak traffic hours and review of volume-to-capacity (V/C) data published by MRCOG. Significant congestion — i.e., most vehicles in queue are not able to pass through the intersection during a single signal phase — was not prevalent at any of the intersections other than at Montaño Road. Because it is a river crossing, congestion at this intersection is a regular occurrence. It should be noted that the field observations were conducted in 2020 when traffic volumes were significantly reduced due to the COVID-19 pandemic.

Traffic volumes and V/C ratios are collected and calculated by MRCOG for the entire major street system within the metropolitan area. The MRCOG data for Coors Boulevard is from pre-pandemic traffic counts (2016 through 2019) and are more representative of typical conditions on Coors Boulevard. A summary of V/C ratios for the four signalized intersections near the site alternatives is shown in **Exhibit 13**.

Exhibit 13: Volume-to-Capacity Ratios at Key Intersections (AM/PM)

Intersection	Northbound	Southbound	Eastbound	Westbound
Coors Blvd @ St. Josephs Dr	0.39/0.82	0.66/0.46	0.61/0.37	N.A.
Coors Blvd @ Western Trail	0.54/0.83	0.66/0.57	0.49/0.19	N.A.
Coors Blvd @ Dellyne Ave	0.53/0.69	0.52/0.57	**1.02**/0.35	N.A.
Coors Blvd @ Montaño Rd	0.60/0.61	0.48/0.55	0.77/0.48	0.22/0.48

Note: Numbers shown the total directional volume divided by the total lane capacity. VC could be better or worse for individual lanes.

The capacity of a roadway is approached when the V/C ratio is greater than 0.85. This condition was not found for any of the intersection approaches that would be used by cars or buses destined to the park-and-ride facility except for the eastbound approach to Coors Boulevard on Dellyne Avenue in the morning. This

could affect cars using Dellyne Avenue to access Site 4. It is important to note that the V/C data shown is for the approach links and not for the intersection itself. The V/C ratio for critical movements (e.g., left-turns and through movements) at the intersections is likely to be higher than shown in Exhibit 13. However, most of the cars destined to the park-and-ride sites will arrive from the west and will not travel through the intersections on Coors Boulevard, with the exception of Dellyne Avenue. Route 790 buses traveling on Coors Boulevard are already subjected to congestion at the intersections and would not incur additional delay beyond the site access time discussed in Section 4.2.6.

In addition to access constraints due to traffic congestion, geometric constraints with the potential to affect access were also assessed. No constraints were identified for sites 1, 2, 3, and 5. Access to Site 6 is limited by two existing conditions. Access to this site would be from Montaño Plaza at the north end of the site. The Albuquerque Development Process Manual (DPM) requires a setback distance of at least 150 feet from the traffic flow line of arterial cross streets (DPM Table 7.4.45). Because the west edge of this property is approximately 150 feet from Coors Boulevard, access to this site would require an access easement or acquisition of property from Las Mañanitas Apartment complex bordering the west edge of this site. A 50-foot wide swath of land is available between wall of the apartment complex and the west edge of Site 6. However, locating a driveway at this point would encroach into the storage area for the east bound approach of Montaño Plaza Drive at Coors Boulevard. This would make left turns from and into the site difficult. For this reason, the driveway into Site 6 from Montaño Plaza Drive would be limited to right-in/right-out movements.

Access to Site 6 is also assumed from Coors Boulevard. Coors Boulevard is under the jurisdiction of NMDOT. Access decisions for state-owned facilities is guided by the State Access Management Manual (SAMM). As a limited access principal arterial, SAMM prohibits access within 450 feet from cross streets. Therefore, if granted by NMDOT, access would be limited to right-in/right-out turns. The length of Site 6 along Coors Boulevard is approximately 450 feet; therefore, the driveway would be at the south end of the site and would require construction of a deceleration lane and dedicated right-turn lane. This lane could conflict with the location of the bus stop and require additional setback of the stop to enable buses to be clear from the deceleration lane.

Access to Site 4 is also constrained. Access to this site would be from Tumbleweed NW, which borders the southeastern edge of this parcel. Tumbleweed NW is a private access drive that serves the neighborhood to the southeast. Therefore, use of this road would require an access easement from the neighborhood. Bus access to Site 5 would use the roundabout intersection at Bosque School Road and Antequera Road to return to Coors Boulevard (see Exhibit 12.D). The outer dimension of this roundabout is approximately 90 feet in diameter. Analysis shows that buses could navigate the roundabout but their travel path would require use of the intersection apron. Riding on the apron of a roundabout introduces lean that can be uncomfortable to passengers.

4.2.8 Other Considerations

Site 6 is currently used as a drainage pond for stormwater flows originating west and north of the site. Development of a parking lot would require reconfiguration and reconstruction of the drainage pond by deepening the southern portion of the pond to accommodate the lost capacity of the existing pond if it is converted to a parking lot. It may also require relocation of the drainage outfall. While this is not considered a fatal flaw, it would require additional engineering analysis and coordination with other

agencies to verify the pond design. The costs to reconstruct the drainage pond are assumed in the cost estimate.

Field review of the other sites did not identify difficult terrain or other unusual physical conditions that would limit development of a park-and-ride facility.

4.2.9 Environmental and Neighborhood Considerations

All of the sites are within a developed urban setting. Sites 1, 2, 3, 5, and 6 have previous surface disturbance. While some wildlife habitat is present, it is of low quality and fragmented. While surface disturbance at Site 4 has been minimal, it provides limited value as wildlife habitat. Past surface disturbance of the sites has likely destroyed any cultural resources that may have existed. However, a cultural survey would still be required prior to site development.

Residential neighborhoods and/or other community resources such as churches and schools either border or are within the vicinity of all sites under consideration. Activities associated with a park-and-ride facility that may be of concern to neighborhoods include noise from general vehicle activity and bus operations, emissions from motor vehicles, and general nuisance impacts. Neighborhood and community resource facilities near each site are described below.

- Site 1 is bounded by a residential neighborhood on the south and a church located at the northeast corner of St. Josephs Drive and Atrisco Drive. The distance from the neighborhood to the desired location of the park-and-ride facility is approximately 700 feet. In addition, other development will occur on the overall parcel that will separate the neighborhood from the parking lot. The distance to the closest church building is approximately 600 feet.
- Site 2 is bounded on the west by a church and on the north by a residential neighborhood. The desired location of the parking lot would be adjacent to the church parking lot and, similar to Site 1, other development on parcels to the north will separate the parking lot from the neighborhood.
- Site 3 is bounded on the south and western edges by neighborhoods. A neighborhood is also present to the north along Western Trail Road. While the preferred location for the park-and-ride facility is to the east of Quaker Heights Place, if this parcel is not available, the parcel west of Quaker Heights Place could be considered. This would place the parking lot and bus operations adjacent to the neighborhood to the west.
- Site 4 is north of a residential neighborhood. While bus operations would be limited to Bosque School Road, parking lot activity would be within 400 feet of the neighborhood along 2 Loop Road.
- Site 5 is within the vicinity of Bosque School and is adjacent to a trail parking lot along the river. Several residential properties are in the vicinity of this site but they are generally separated from the park-and-ride site by other developments and/or major streets. Nearby residential areas include an apartment complex approximately 900 feet to the south; an apartment complex approximately 800 feet to the west across Coors Boulevard; and a residential area approximately 700 feet to the northeast across Montaño Road.
- Site 6 is adjacent to an apartment complex to the west and a single-family residential area to the north of Montaño Plaza Drive and west of Coors Boulevard.

Selection of a preferred location will require input from neighborhoods and the general public. Depending on the site selected, measures to mitigate neighborhood concerns will need to be identified and implemented as part of site development.

5.0 Community Input

The evaluation of site alternatives included consideration of input from the surrounding community and other stakeholders. Stakeholder input occurred through a public meeting held October 5, 2021. The meeting served to share information about the proposed project and obtain public comment and questions. Stakeholders included residents within the proposed project area, elected officials, and users of west side transit services. Public notice of the meeting was provided using several methods.

- Meeting notices were distributed to all registered neighborhood associations, homeowner associations, and landowner associations in the project influence area. This includes the area generally west of the Rio Grande, north of Ladera Drive, south of Paseo del Norte, and west to the eastern edge of Petroglyph National Monument. A total of 35 associations were contacted via email and were provided a copy of the meeting notice. Notices were sent to the primary and secondary contacts for each association.
- Posters were placed in all buses operating within the project influence area. Posters were also placed at the Northwest Transit Center.
- Meeting notices and posters provided information on the purpose of the meeting, locations of sites considered, meeting date and time, how to access the meeting, and contact names for additional information.

The public meeting was held using the Zoom video-conferencing platform and was hosted by Albuquerque City Councilor Lan Sena. The meeting included a welcome and introduction by the Councilor and the Director of ABQ Ride followed by a presentation that covered: 1) the project background and need, 2) potential market area to be served, 3) description and discussion of potential park-and-ride sites evaluated, 4) evaluation approach, and 5) evaluation findings. The presentation was followed by a question and comment period.

Seven comments were made by meeting attendees and an additional 26 questions were asked and responded to using the meeting chat function. While the comments and questions covered a wide range of issues, the questions and comments centered around four general themes:

- Project scoping and funding. This theme included questions concerning: 1) whether ABQ Ride intends to construct more than one of the sites evaluated; 2) if the need for a park-and-ride facility is focused on Route 790 or if other routes are affecting the need; 3) if nearby services were considered in site selection; 4) who was included and how the meeting notice was circulated; 5) how the project will be funded and prioritized, considering other transit needs; and 6) if the City could partner with other uses to share their parking.
- Project impacts. Questions and comments consistent with this theme included: 1) if the evaluation of the proposed project considered the impact of a park-and-ride and its effect on increased crime

in the surrounding areas; and 2) how this facility will impact traffic on Coors Boulevard and other streets.

- Transit system operations. Questions under this theme included: 1) if the park-and-ride will increase transit ridership; 2) how ridership could be affected if bus fares are eliminated; 3) if the evaluation considered the potential for Bus Rapid Transit on Coors Boulevard; and 4) if ABQ Ride could provide more bike capacity on buses.
- Site design. Questions under this category focused on site lighting, perimeter fencing, site access and circulation, environmentally-friendly design, and multi-use of park-and-ride lots. There were also questions about the benefits and issues with on-site circulation compared to the use of existing bus stops.

In general, comments at the meeting and those received during the following 17 day comment period did not indicate a strong preference or opposition for a particular location nor were compelling comments made that changed the study findings or recommendations. While some sites were supported or opposed more than others, the overall number of comments stating a preference was low. Four comments were received supporting Sites 1 and 5 while one or two comments were received that supported other sites. Site 3 was opposed by six persons followed by three persons opposing Site 2 and two opposing Sites 5 and 6. One person opposed Site 4.

Appendix A includes the neighborhood contact list, meeting notice, and meeting presentation. In addition, a synopsis of comments received is also included.

6.0 Summary of Findings and Recommendations

Exhibit 13 summarizes key differences and findings for each of the site alternatives and options considered by this feasibility study. The major strengths, weaknesses, and recommendation for each site alternative are summarized below.

- Site 1 includes an option for implementation of a parking lot only and a parking with on-site bus circulation. Its size, configuration, and zoning enable various parking lot layouts. No conflicts exist with previously approved site plans and the existing terrain does not present major construction challenges. Land costs are consistent with other nearby parcels, although it does not currently have an internal street network nor has the site been subdivided and platted to guide where a park-and-ride lot could be constructed. A developer recently acquired rights to the property and has initiated the site plan process for commercial/retail uses. Information from the realtor familiar with the site indicates all of the parcels may already be committed. Thus, this site may no longer be available.

  The walk distance to bus stops on Coors Boulevard is reasonable at less than ¼ mile; however, walk times are increased by the signal phasing at Coors Boulevard and St. Josephs Drive which have long wait time for east-west travel. Walk access is also affected by the width of Coors Boulevard and high traffic flows, which will be a deterrent for some park-and-ride users. Assuming the park-and-ride facility is located east of the drainage pond in the northwest quadrant of the site, conflicts with neighborhoods are unlikely.

EXHIBIT 13: SUMMARY COMPARISON OF SITE ALTERNATIVES

SITE /EVALUATION METRIC	Site 1: SW Corner of Coors Blvd. at St. Josephs Drive	Site 2: NW Corner of Coors Blvd. at St. Josephs Drive	Site 3: SW Corner of Coors Blvd at Western Trails	Site 4: SE Corner of Coors Blvd at Dellyne Ave.	Site 5: SE Corner of Coors Blvd at Montaño Rd.	Site 6: North and south of Montaño Plaza Rd.
1. Park and ride lot size and configuration	• ~1.75 acres without on-site bus • ~3.4 acres with on-site bus circulation • Includes 15% for landscaping • Overall parcel size of 26.5 acres	• ~2.1 acres with no on-site bus circulation • ~3.0 acres with on-site circulation • 15% landscaping area difficult to achieve • Other parcels available, but access limits usable area • Can combine two parcels for more layout flexibility • Overall site size of 21 acres • Subdivided into 12 parcels, of which 3 are large enough to accommodate a park and ride lot • One parcel can accommodate on-site bus circulation	• ~2.0 acres without on-site bus • ~2.8 acres with on-site bus circulation • Includes 15% for landscaping • Eastern parcel size of 6.6 acres. • Western Parcel size of 5 acres	• ~2.3 acres. No on-site bus circulation • Includes 15% for landscaping • 1 parcel available with overall size of 7.7 acres	• ~2.5 acres with on-site bus circulation • Option for parking only not developed due to pedestrian safety issues of navigating high volume intersection and difficulty of placing a NB bus stop adjacent to NB to EB dual right-turn lanes • Includes 15% for landscaping • 1 parcel available with an overall size of 10.2 acres • Listed for lease only	• ~2.0 acres needed • Includes 15% for landscaping • Uses about half of the existing drainage structure plus vacant land from adjacent apartment complex • Overall parcel size is 2.4 acres. The existing drainage facility includes a combined pond for two properties encompassing about 3.2 acres. Will require cooperative agreement with both users.
2. Parking Demand and Number of Spaces provided	• Estimated weekday demand of 215 vehicles • 150 spaces w/turnover • Concept plan includes 194 spaces	• Estimated weekday demand of 215 vehicles • 150 spaces w/turnover • Concept plan includes 131 spaces with on-site bus. Can achieve larger capacity by acquiring two parcels • Can accommodate 180+ spaces w/o on-site bus	• Estimated weekday demand of 230 vehicles • 160 spaces w/turnover • Concept plan includes 180 to 200 spaces, depending on option	• Estimated weekday demand of 160 vehicles • 110 spaces w/ turnover • Concept plan includes 215 spaces (lot configuration enables a large number of spaces to be accommodated efficiently).	• Estimated weekday demand of 200 vehicles • 140 spaces w/ turnover • Concept plan includes 180 spaces	• Estimated weekday demand of 270 vehicles • 190 spaces w/ turnover • Concept plan includes 180 spaces
3. Site Availability, Zoning, and Development Process	• Parcel was recently sold and will be developed for commercial purposes. Area abutting Coors Blvd. is committed • No current development or site plans for development on file (eastern portion of the parcel is no longer available for use) • Zoned NR-C. Will require a Conditional Use approval by the Zoning Hearing Examiner (ZHE) and a Subdivision and Site Plan approved by the Development Review Board (DRB).	• Site was recently re-platted resulting in the western portion of the site divided into 6 parcels. No site development plans on file with City. • Two target parcels remain available but are being actively marketed • Zoned NR-C by the Environmental Planning Commission (EPC) as a Zone Map Amendment and a Site Plan amendment approved by DRB	• Site plan on file for development as senior apartments. Recent conversations have revealed that this development may be moving forward • Western parcel remains available for use • Site zoned as Mixed-Use Low Intensity. Will require a Conditional Use approval by ZHE and a Subdivision and Site Plan approved by the DRB.	• One parcel is available and vacant. • Site zoned PD (Planned Development Zone). Will require negotiated use for park and ride lot by the EPC through a Site Plan request and a Subdivision approved by the DRB.	• One parcel is available. • Has activity underway but remains listed for lease • Site zoned PD (Planned Development Zone). Will require negotiated use for park and ride lot by the EPC through a Site Plan approval request and a Subdivision approved by the DRB.	• Currently used as right-of-way for a drainage pond. • Zoning is unclassified. May require establishment of zoning to use as park and ride lot by the EPC as a Zone Map Amendment and a Site Plan amendment approved by the DRB.

EXHIBIT 13: SUMMARY COMPARISON OF SITE ALTERNATIVES (CONTINUED, PAGE 2)

SITE /EVALUATION METRIC	**SITE 1**: SW CORNER OF COORS BLVD. AT ST. JOSEPHS DRIVE	**SITE 2**: NW CORNER OF COORS BLVD. AT ST. JOSEPHS DRIVE	**SITE 3:** SW CORNER OF COORS BLVD AT WESTERN TRAILS	**SITE 4:** SE CORNER OF COORS BLVD AT DELLYNE AVE.	**SITE 5:** SE CORNER OF COORS BLVD AT MONTAÑO RD.	SITE 6: NORTH AND SOUTH OF MONTAÑO PLAZA RD.
4. Property Ownership and Property Cost Assessed value from County Assessor. Market value based on $240K per acre and adjusted based on site size, location, and existing improvements.	• Oxbow Town Center LCC • Assessed Value $120K/acre • Market Value $436K/acre • $872,000 parking only $1,500,000 on-site bus	• Red Shamrock 4, LLC • Assessed Value $230K/acre • Market Value $479K/acre • $958,000 parking only $1,450,000 on-site bus	• Univest-Coors Rd. LLC • Assessed Value $226.5K/acre • Market Value $436K/acre • $872,000 parking only $1,300,000 on-site bus	• Presbyterian Healthcare Services (a small portion of site in proposed parking area is owned by La Luz Landowners Association) • Assessed Value $30k/acre • Market Value $436K/acre • $800,000 parking only	• Silver Leaf Ventures, LLC • Site is currently listed for leases • Assessed Value $218K/acre • Market Value $436K/acre • $1,500,000 on-site bus	• City of Albuquerque (drainage pond part) • Assessed Value $231K/acre for apartment site lands • Market Value $231K/acre • $115,000 parking only
5. Construction Cost Costs include 20% contingencies, design, CM, and NMGRT. Costs do not include land.	• ~ $953,000 cost to construct option without on-site bus. ~ $1,697,000 cost to construct on-site bus option	• ~ $917,000 cost to construct option without on-site bus. ~ $1,430,000 cost to construct on-site bus option. • No evidence of underground utilities in place for the undeveloped parcels, although they are present to the parcels immediately east. This could increase implementation cost.	• ~ $1,138,000 cost to construct option without on-site bus. ~ $1,462,000 cost to construct on-site bus option	• ~ $893,000 cost to construct option without on-site bus but with adjacent bus boarding.	~ $1,436,000 cost to construct on-site bus option	• ~ $1,152,400 cost to construct option without on-site bus.
6. Total Cost (Construction plus land)	• $1.83M for parking only • $3.2M for On-Site Bus Option	• $1.88M for parking only • $2.88M for on-site bus	• $2.01M for parking only • $2.76M for on-site bus	• $1.69M for parking only with bus loading area on street	• $2.94M for on-site bus	• $1.27M parking only plus adjacent bus loading
7. Site Access for Users	• Central location provides good subarea access from Unser Blvd., Atrisco Dr., and Coors Blvd. • Site access is via Josephs Dr. which is an existing 2 lane street planned for future widening.	• Central location provides good subarea access from Unser Blvd., Atrisco Dr., and Coors Blvd. • Site access is via Josephs Dr. which is an existing 2 lane street planned for future widening. • Access for SB buses is also available via right-in/right-out driveway north of St. Josephs Dr.	• Central location provides good subarea access from Unser Blvd., Western Trail, and Coors Blvd. • Good site access via Western Trail – an existing 4-lane street. • Secondary egress available for SB vehicles via Milne Rd.	• Location at east edge of study area limits overall subarea access. Access from west is via Dellyne Ave. which is a 2-lane street • Access into parking lot requires use of Tumbleweed Rd./2-Loop Rd. which is not a public road and is used to access the neighborhood to the south.	• Location on Montaño Rd. provides good subarea access via Montaño Rd. and Coors Blvd. • Site access is constrained by right-in/out on Montaño Rd. at Mirandela St. and access from Coors Blvd. at Dellyne Ave. Current Long-Range Street Plan does not include grade separation at Mirandela St.	• Good subarea access via Coors Blvd., Montaño Rd., and Montaño Plaza. • Access via Montaño Plaza Dr. is limited to right-in/right-out due to proximity to Coors Blvd. • Right-in/right-out access from Coors Blvd. possible but would require approval by NMDOT and adhere to the NMDOT State Access Management Manual (per MRCOG Roadway Access Control Policy).

EXHIBIT 13: SUMMARY COMPARISON OF SITE ALTERNATIVES (CONTINUED, PAGE 3)

SITE /EVALUATION METRIC	**SITE 1**: SW CORNER OF COORS BLVD. AT ST. JOSEPHS DRIVE	**SITE 2**: NW CORNER OF COORS BLVD. AT ST. JOSEPHS DRIVE	**SITE 3:** SW CORNER OF COORS BLVD AT WESTERN TRAIL	**SITE 4:** SE CORNER OF COORS BLVD AT DELLYNE AVE.	**SITE 5:** SE CORNER OF COORS BLVD AT MONTAÑO RD.	SITE 6: SOUTH OF MONTAÑO PLAZA RD.
8. Traffic and Route 790 Considerations for On-Site Bus Circulation Time added for 790 Route includes intersection delay, site drive time, and dwell time	• Coors Blvd. includes dedicated RT and LT lanes onto St. Josephs Dr. • Queues in through traffic lanes on Coors Blvd. may impede buses from entering dedicated turn lanes. Could require more than one signal cycle during peak traffic times • ~4.6 minutes total added to 790 SB route time • ~6.1 minutes total added to 790 NB route time	• Coors Blvd. includes dedicated RT and LT lanes onto St. Josephs Dr. • Queues in through traffic lanes on Coors Blvd. may impede buses from entering dedicated turn lanes. Could require more than one signal cycle during peak traffic times • ~4.4 minutes total added to 790 SB route time • ~6.3 minutes total added to 790 NB route time	• Coors Blvd. includes dedicated RT and LT lanes onto Western Trail. • Queues in through traffic lanes on Coors Blvd. may impede buses from entering dedicated turn lanes, especially NB. Could require more than one signal cycle during peak traffic times • ~4.2 minutes total added to 790 SB route time • ~5.8 minutes total added to 790 NB route time	• Dedicated NB RT lane and dual SB LT lane to Bosque School Road • Buses would use Bosque School Road to access bus stop at north end of site. Alternatively, bus stops on Coors Blvd. can be used. • For on-site stop access, buses must use roundabout apron to return to Coors Blvd. Is feasible but requires significant use of the apron and will create bus lean and passenger discomfort. • ~4.8 mins. added for SB buses • ~3.1 mins. Added for NB buses	• Bus access requires extensive off-route street use. • SB to EB turns in AM peak may be difficult at Montaño Blvd due to congestion. Access is via Learning Drive. • Two locations available for NB right-in/right-out access between Learning and Montaño. • Three roundabout intersections on this route. Swept turn analysis shows buses will ride high on truck apron and cause passenger discomfort. • ~8.4 mins. added for SB buses • ~4.9 mins. Added for NB buses	• No-onsite bus operation options for this site. • Additional route time is minimal and limited to added dwell time at park and ride lot.
9. Walk Access to 790 Stops on Coors Boulevard (applies to sites without on-site bus circulation). Because use will increase, improvements at existing stops are assumed. Walk distance calculated from lot center to stop locations. Walking times incorporated signal cycle times to estimate maximum walking time	• Existing 790 far side stops at St. Josephs / Coors Blvd. intersection both NB and SB • Approximate walk distance to SB stop is ~0.2 miles (4.3 minutes) • Approximate walk distance to NB stop is ~ 0.28 miles (8.6 minutes) • Channelized right turn lane for WB St. Josephs Dr. to NB Coors Blvd. is pedestrian unfriendly	• Existing 790 far side stops at St. Josephs / Coors Blvd. intersection both NB and SB • Approximate walk distance to SB stop is ~0.21 miles (5.0, minutes) • Approximate walk distance to NB stop is ~0.27 miles (7.7 minutes) • Channelized right turn lane for WB St. Josephs Dr. to NB Coors Blvd. is pedestrian unfriendly	• Would require new stops for both directions. Far side stop is present for NB but does not currently serve 790. • Approximate distance to SB stop is ~0.15 miles (3.3 minutes) • Approximate walk distance to NB stop is ~0.19 miles (6.2 minutes)	• Passenger boarding at new stop on Learning Drive. Boarding could occur from stops on Coors. • Existing far side stop for both NB and SB 790. • Bus would board and alight on Bosque School Rd. There would be no signal cycle times for pedestrians to cross • Approximate walk distance of 0.12 miles (1 minute)	• No existing 790 stops are located at Coors Blvd./Montaño Rd. intersection. Would require addition of new stops. • Pedestrians utilizing off site bus stops is not a feasible option	• Existing 790 SB far side stop at Montaño Plaza / Coors Blvd. and between the shopping center driveway and Montaño Plaza Rd. in the NB direction • Approximate walk distance to SB stop is ~0.02 miles (1.0 minutes) • Approximate walk distance to NB stop is 0.20 miles (4.1 minutes)
10. Compatible with Existing Development	• Based on lot location along St. Josephs Drive and the relatively far distance to neighborhoods, no issues are anticipated with adjacent properties.	• Based on lot location along St. Josephs Drive and the relatively far distance to neighborhoods, no issues are anticipated with adjacent properties.	• Residential development exists approximately 350 feet west of site. Distance and separation by Quaker Heights Pl should eliminate or minimize noise and other nuisance impacts on this neighborhood.	• Residential development is located south of site within 300 feet from site driveway. The terrain drops towards the neighborhood resulting in some shielding of parking lot activities from the neighborhood. Concerns may be raised by the neighborhood south of site.	• Site development is consistent with adjacent commercial uses. No conflicts identified.	• Parking lot will be adjacent to medium density apartments to the west.

EXHIBIT 13: SUMMARY COMPARISON OF SITE ALTERNATIVES (CONTINUED, PAGE 4)

SITE /EVALUATION METRIC	**SITE 1**: SW CORNER OF COORS BLVD. AT ST. JOSEPHS DRIVE	**SITE 2**: NW CORNER OF COORS BLVD. AT ST. JOSEPHS DRIVE	**SITE 3:** SW CORNER OF COORS BLVD AT WESTERN TRAILS	**SITE 4:** SE CORNER OF COORS BLVD AT DELLYNE AVE.	**SITE 5:** SE CORNER OF COORS BLVD AT MONTAÑO RD.	SITE 6: NORTH AND SOUTH OF MONTAÑO PLAZA RD.
11. Environmental, Neighborhood, and other Considerations	• Previous site grading has destroyed native vegetation and habitat and disturbed any archaeological resources that may be present. • Survey for cultural resources will be needed if site is advanced; significant resources are unlikely • No major community concerns anticipated	• Previous site grading has destroyed native vegetation and habitat and disturbed any archaeological resources that may be present. • Survey for cultural resources will be needed if site is advanced; significant resources are unlikely • No major community concerns anticipated	• Previous site disturbance has destroyed most of the site vegetation and habitat. • Survey for cultural resources will be needed if site is advanced; significant resources are unlikely • No major community concerns anticipated	• Remaining habitat has minimal quality for wildlife use. • Survey for cultural resources will be needed if site is advanced; significant resources are unlikely • Neighborhood to the south may raise concerns about developing site as a parking lot due to increased traffic and perceived nuisance.	• Previous site grading has destroyed native vegetation and habitat and disturbed any archaeological resources that may be present. • Need for cultural resource survey unlikely but requirements from previous investigations could affect site construction. • No major community concerns anticipated	• Previous use for drainage has removed vegetation and eliminated habitat value. • Excavation for pond has removed any archaeological resources that may have been present. • Ability to obtain right-in/right-out access on Coors Boulevard will be a challenge. Access onto Montaño Plaza is also marginal but likely meets DPM requirements. • Visual and noise concerns may be raised by the residents of apartment complex to the west.

Based on the analysis and comparison with other site alternatives, **this site is a strong candidate** for park-and-ride implementation with either on-site bus service or as a parking lot only but its availability is uncertain.

- Site 2 includes options for parking only and parking with on-site bus circulation. This site has been subdivided and platted and has several parcels with the size and configuration to enable different parking lot layouts. Land costs are consistent with other nearby parcels and an internal street network is partially implemented. The pavement design of the existing street has not been assessed and, depending on its design, could require modification.

  The walk distance to bus stops on Coors Boulevard and potential impediments to walk access are very similar to that described for Site 1. Assuming the park-and-ride facility is situated in the southwest quadrant of the site, significant conflicts with nearby neighborhoods are unlikely.

  This site is a strong candidate for park-and-ride implementation with either on-site bus service or as a parking lot only. Similar to Site 1, its feasibility depends on the availability of suitable parcels within the overall site.

- Site 3 includes options for parking only and parking with on-site bus circulation. Two parcels were considered by the assessment including one immediately east of Quaker Heights Place and a second parcel immediately west of this street. While the eastern parcel is preferred, both parcels were considered in the assessment. Recently, activities commenced to implement a site development plan on the eastern parcel that was filed over ten years ago. The existing terrain does not present any major challenges with construction, land costs are consistent with other nearby parcels, and an internal street network is present that provides efficient access to the site. The pavement design of the existing street has not been assessed and, depending on its design, could require modification.

  Walk distances to bus stops on Coors Boulevard are reasonable at less than ¼ mile; however, like sites 1 and 2, walk times will be affected by the signal phasing at Coors Boulevard and Western Trail Drive. A single-family residential neighborhood abuts the west edge of the site. If the western parcel is used, residents may have concerns with bus and parking lot activity, noise, and bus emissions.

  This site **is viable and is a reasonable candidate for a park-and-ride facility** with either on-site bus service or as a parking lot only. However, because of the recent activities to implement a previous site plan, its availability is uncertain. Development of this site would likely require design features to mitigate neighborhood concerns.

- Site 4 is at the southeast corner of Coors Boulevard and Bosque School Road. Because it is adjacent to Coors Boulevard, the concept developed for this site consists of a parking lot only. Buses would use a boarding and alighting area on Bosque School Road about 150 feet east of Coors Boulevard. This approach would minimize the out of direction travel of buses and the walk distance from the parking lot. The parcel size and configuration allow flexibility in facility layout. The site was originally planned for low-density residential development, and the site's PD zoning requires approval of the use and site design by the Environmental Planning Commission. Access to the parking lot is from a privately-owned road and would require an easement or purchase of right-of-way. Land costs are substantially less than the other privately-owned sites considered but site

development would require reconstruction of 2-Loop Road. As previously mentioned, the roundabout intersection has a small diameter and would introduce rider discomfort as buses navigate the intersection to return to Coors Boulevard. Ridership demand at this location is the lowest of all sites considered.

While a neighborhood abuts the southeast border of the parcel, the parking lot would be several hundred feet from the closest residence. The residents of this neighborhood may have concerns with bus and parking lot activity, noise, and bus emissions.

While good bus access and short walk distances are strong features, **this site is suitable but may require improvements to the access road (2-Loop Road) and the roundabout.**

- **Site 5** is limited to a parking lot with on-site bus service because walk distances would be over 0.4 miles and would require crossing two high volume streets. Placing a NB stop proximate to the site would be undesirable due to dual right-turn lanes. The size and configuration of Site 5 would accommodate various parking lot layouts. No conflicts exist with previously approved site plans and the existing terrain does not pose major constructability challenges. The site was originally planned for commercial, office, and multi-family residential development, and a park-and-ride use is consistent with the existing property entitlements. However, the site's PD zoning requires approval of the use and site design by the Environmental Planning Commission. Land costs are consistent with other nearby parcels but the site is currently marketed for lease only.

  Bus and car access to the site is poor and would require substantial out of direction travel. In addition, its location at a very high volume intersection would also impede access. Conflicts with neighborhoods or other sensitive land uses are minimal.

  This **site is not recommended** because of the requirements for lease and its poor access.

- **Site 6** is limited to development of a parking lot only. Development of this site would require reconfiguring an existing drainage pond that currently occupies the site. The narrow width of this site limits design flexibility, although the site size is adequate to accommodate 180 or more parking spaces. This site has the highest potential ridership demand of all sites evaluated. Walk distance to bus stops on Coors are minimal but access to northbound bus stops would require crossing Coors Boulevard using the signal at Montaño Plaza. Car access to the parking lot is marginal and would likely require construction of a deceleration/right-turn lane on Coors Boulevard to comply with the NMDOT State Access Management Manual. Side street access is available from Montaño Plaza but is marginal due to the short distance from Coors Boulevard and would require an access easement or land purchase from the apartment complex immediately west of the site. The residents of the apartment complex may have concerns with perceptions of parking lot activity and noise.

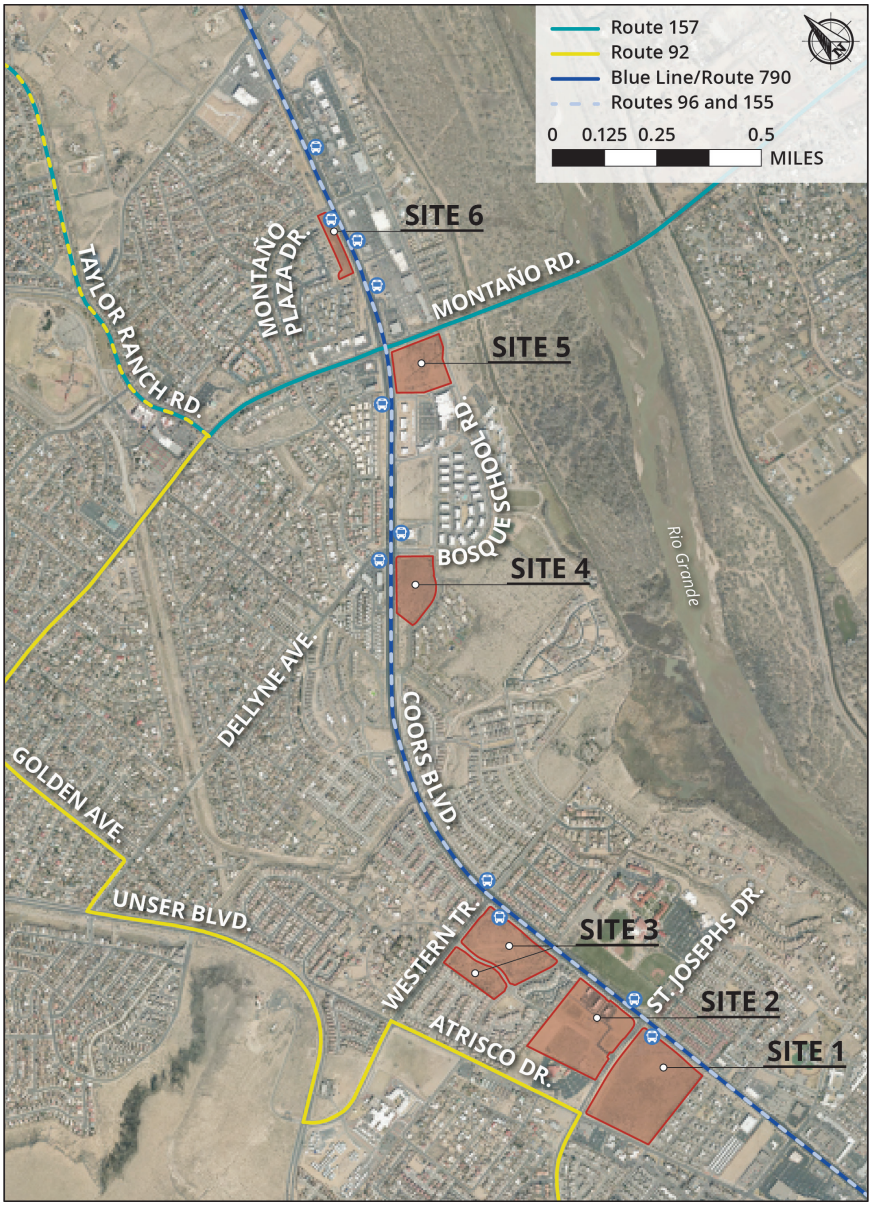
  This **site is feasible but would require more detailed evaluation** to verify the drainage pond can be reconfigured and still maintain its intended design capacity plus the additional flows from the parking lot. A closer look at access for both Montaño Plaza Drive and Coors Boulevard would also be necessary to determine the distance and safety requirements of the City and NMDOT can be met.

Appendix A: Public Involvement

PUBLIC MEETING
COORS BOULEVARD PARK-AND-RIDE FACILITY LOCATION STUDY

Please join City Councilor Lan Sena and ABQ RIDE at a public meeting to discuss a potential new transit park-and-ride facility on Albuquerque's west side.

A park-and-ride site is an integral part of a transit system, especially on Albuquerque's west side where travel to work can be very lengthy and time consuming. ABQ RIDE has two successful park-and-ride facilities located on the West Mesa – at Central Avenue and Unser Boulevard, as well as the Northwest Transit Center near Cottonwood Mall. These sites are almost 11 miles apart, which leaves a large portion of the west side unserved.



ABQ RIDE's goal is to find and develop a park-and-ride site between the two existing sites to improve access to transit.

ABQ RIDE has evaluated six potential facilities along Coors Boulevard between St. Joseph's Drive and Montaño Plaza. **We want your input to help complete the evaluation and select a preferred location.** ABQ RIDE will share the findings of the study and their recommendations in a virtual public meeting.

Date: Tuesday, October 5, 2021
Time: 6:00 - 7:30 pm
Location: This is a live virtual public meeting. Join via:
- Zoom at https://cabq.zoom.us/j/84828858398
- Visit http://abqride.com and click on the meeting link

For questions about this project or to request Americans with Disabilities Act related accommodations or language needs for this meeting, please call Andrew de Garmo at 505-724-3100 before October 1, 2021. Please call 711 for hearing related needs.

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Neighborhood, Homeowner, and Landowner Associations Contacted

1. Alban Hills NA
2. Alvarado Gardens NA
3. Bosque Montano HOA Incorporated
4. Cottonwood Trails HOA
5. Grande Heights Association
6. La Luz Del Sol NA
7. La Luz Landowners Association
8. Ladera Heights NA
9. Ladera West NA
10. Las Casitas Del Rio HOA
11. Las Casitas Del Rio Unit 2 Subdivision HOA
12. Mesa Ridge HOA Incorporated
13. Oxbow Bluff HOA
14. Oxbow Park HOA
15. Oxbow Village HOA
16. Quaker Heights NA
17. Rancho Encantado HOA
18. Rancho Sereno NA
19. Rio Grande Boulevard NA
20. Rio Grande Compound HOA
21. Rio Oeste HOA
22. San Blas HOA
23. Santa Fe Village NA
24. St Josephs Townhouse Association
25. Story Rock HOA
26. Taylor Ranch NA
27. The Enclave at Oxbow HOA
28. Thomas Village NA
29. Villa De Paz HOA Incorporated
30. Vista De La Luz HOA
31. Vista Grande NA
32. West Bluff NA
33. Westcliffe HOA
34. Western Trails Estates HOA
35. Windmill Manor Place Subdivision HOA

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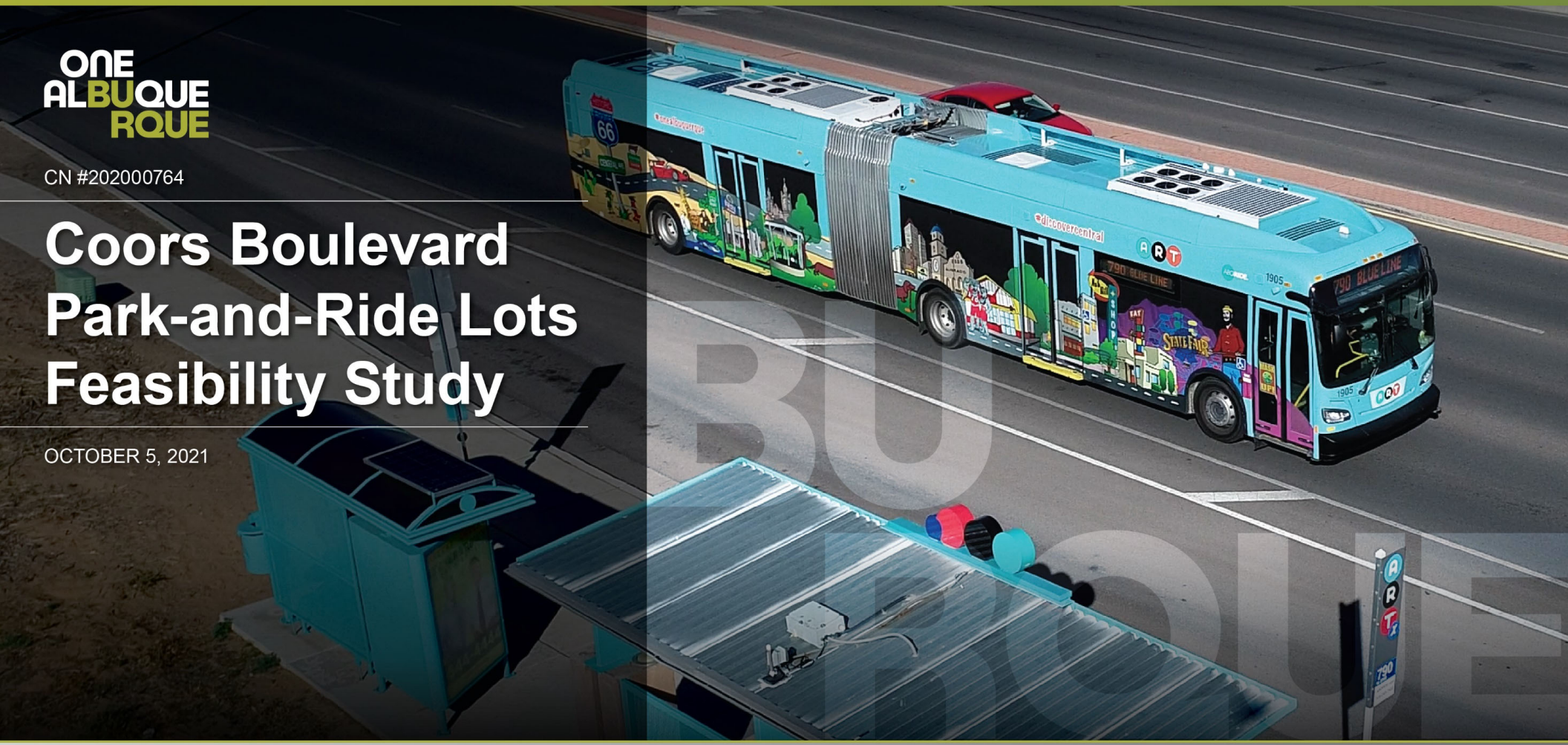
Coors Boulevard Park-and-Ride Lots Feasibility Study

OCTOBER 5, 2021



Meeting Agenda

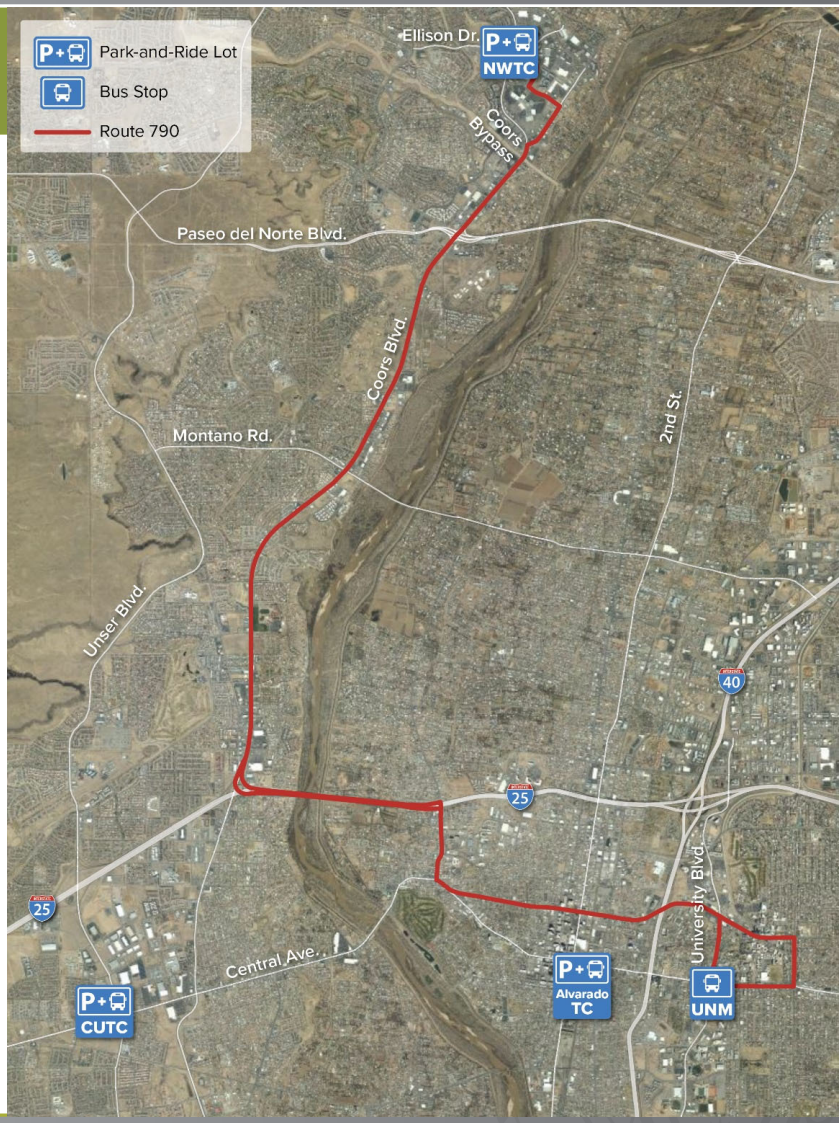
- Introductions and Meeting Purpose
- Project Background and Need
- Site Alternatives Considered
- Site Evaluation
  - Evaluation Approach
  - Evaluation Findings
- Recommendations and Next Steps
- Questions and Answer Session

Zoom Meeting Rules

- We ask that you please hold questions until after the presentation
- All participants are muted until the end of the presentation
- We will explain how to ask a question for both call in participants and web participants at the end of the presentation
- After all questions are addressed, we will open the meeting to general comments and discussion.

Project Background and Need

- Existing Westside Park-and-Ride Facilities are about 11 miles apart
  - Northwest Transit Center (NWTC)
  - Central-Unser Transit Center (CUTC)
- Significant unserved “market area” exists between these two existing westside park-and-ride facilities



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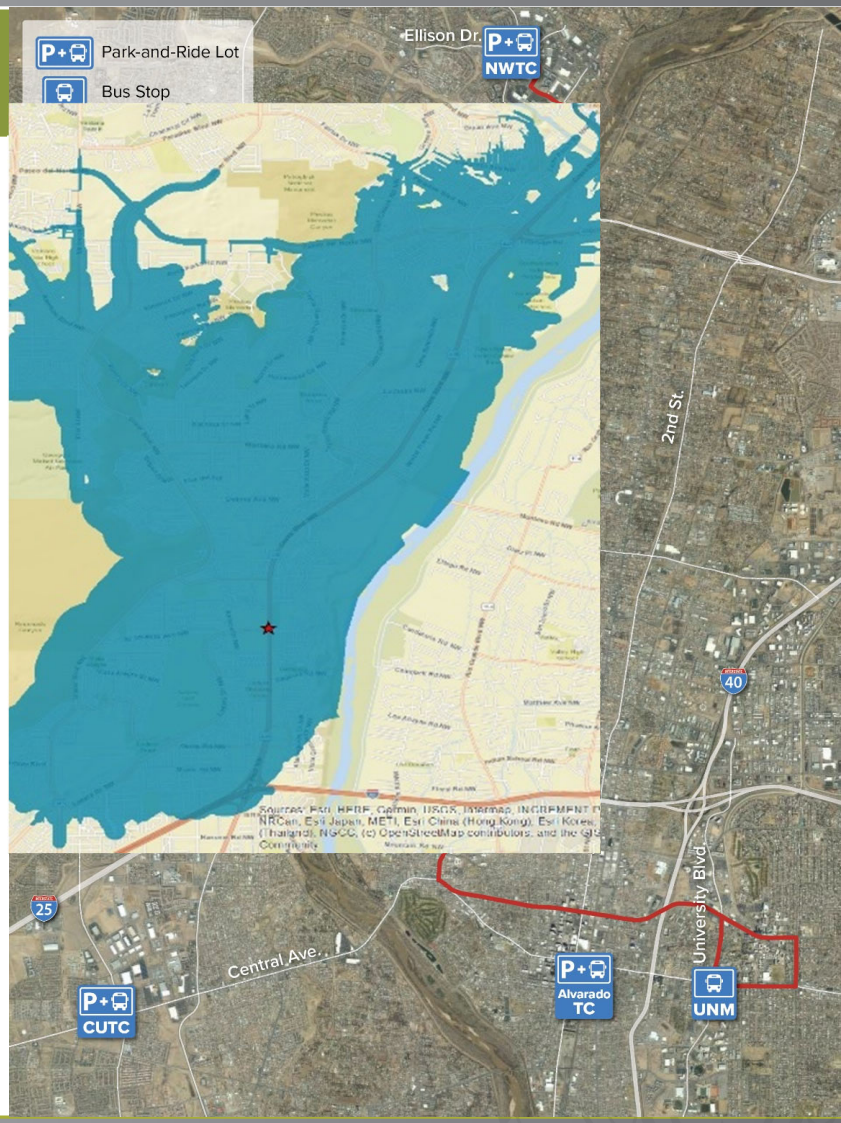
Potential Market Area

- Market area is the household population within “reasonable” walk or drive distance to a park-and-ride facility
- According to an ABQ RIDE user survey, about 85% of park-and-ride users travel up to 7 miles (10-minutes) to access a facility
- Example to the right shows the population within a 10-minute drive of the Coors Blvd./St. Josephs intersection is about 55,000 people



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Sites Considered

Study focused on the area generally between Montaño Rd. and St Josephs Dr.

Six potential park-and-ride sites were identified. All of the sites:

- Are strategically located between the NWTC and CUTC
- Perform well in ridership demand estimates
- Are adjacent to or within easy walk distance to Coors Blvd.
- Can be efficiently accessed by Westside users
- Have undeveloped land

Evaluation Approach

Potential sites were evaluated using a screening process that considered:

- Potential ridership
- Parcel size and configuration
- Zoning
- Anticipated availability
- Walk, car, and bus accessibility
  - Connectivity to area street system
  - Conflicts with traffic
- Compatibility with adjacent land uses
- Environmental and community considerations

Evaluation Approach

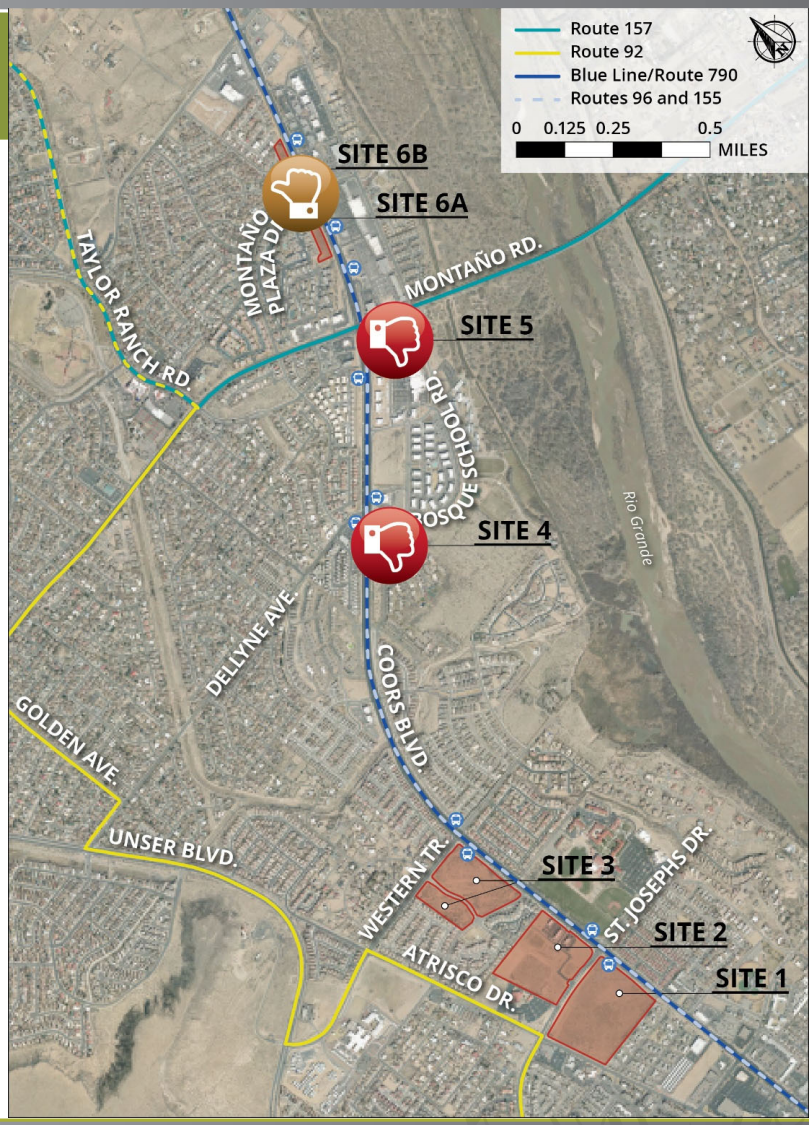
Screening analysis identified substantial flaws with several sites.

Flaws are critical areas where a site did not achieve an important functional need of a successful park-and-ride, such as:

- Site access
- Site size and dimensions
- Constructability or major engineering challenges
- Other similar issues.

Sites with significant flaws are 4 and 5

Site 6.A has challenges but could have future potential



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Site 4

Primary reasons for elimination

- Low ridership potential
- Access issues
- Challenges navigating the roundabout intersection on Bosque School Rd

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Site 5

Reasons for elimination

- Poor access -- requires out-of-direction travel for cars and buses
- Challenges with buses traveling through roundabout intersection(s)
- Substantial impact to bus operating schedules

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Site 6

Shortcomings

- Access limitations
- Narrow configuration
- Drainage challenges

While this site is not a leading option at this time, it could have future potential

Evaluation Findings

The three southern-most sites were identified as having high potential and were advanced for further consideration

- Site 1
- Site 2
- Site 3

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Sites Evaluated in More Detail

Next level evaluation investigated each site in greater detail to identify strengths, weaknesses, and key differences

- Potential park-and-ride lot layout
- Property and construction costs
- Anticipated availability
- Access for buses, cars, and pedestrians
- Traffic conflicts
- Travel time added to existing bus routes
- Compatibility with adjacent land uses
- Environmental and community considerations

Site 1

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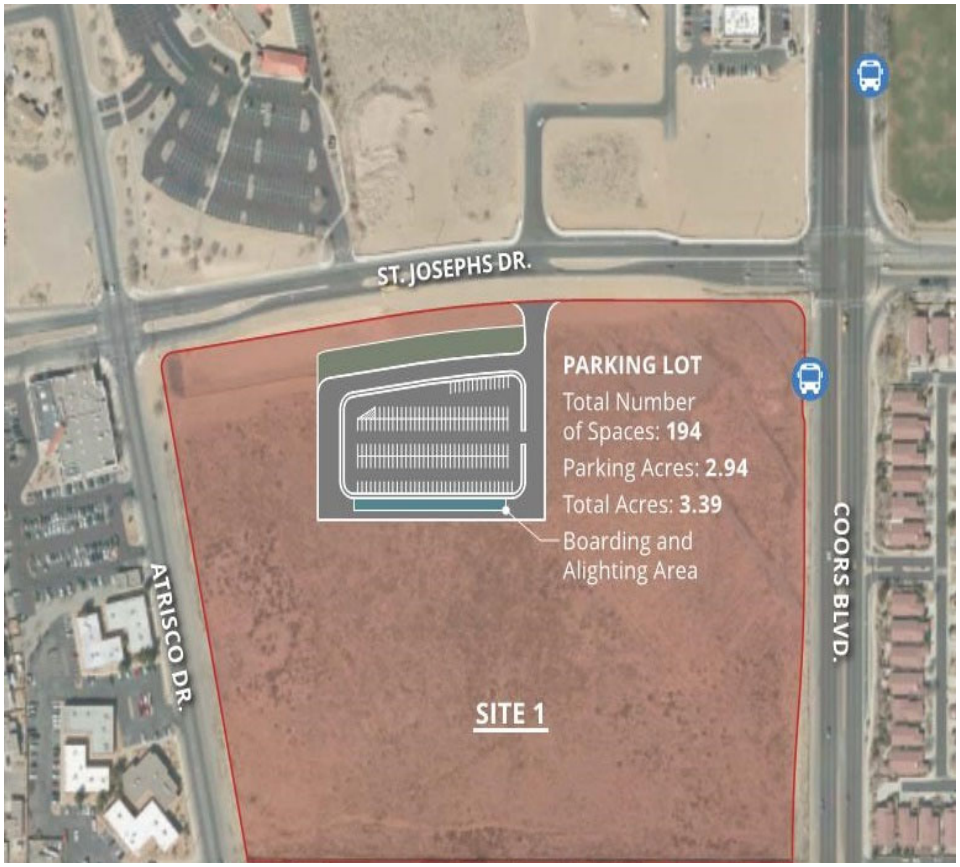
Site 1: Strengths and Weaknesses



* *Parking lot layouts are conceptual only and were used to assess the amount of property needed*

Strengths

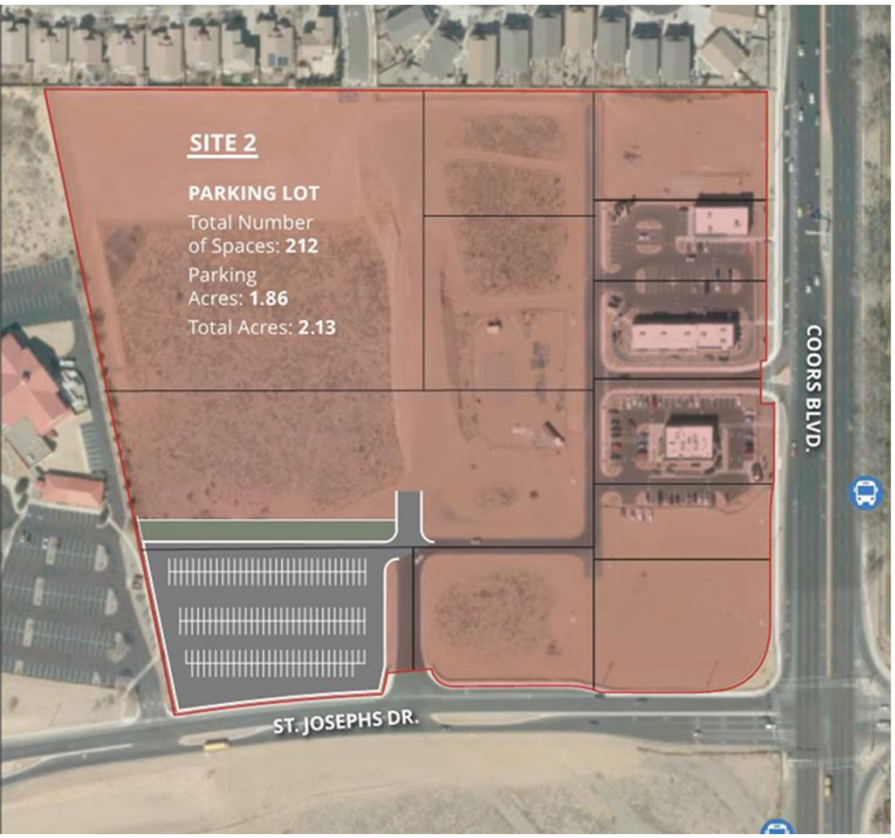
- High demand potential
- Efficient car access by neighborhoods to the north and west
- Parcel size is adequate to accommodate various parking lot configurations
- Compatible with nearby existing and planned developments
- Reasonable walk distance to Coors Blvd. for use by routes other than 790
- Efficient bus access from Coors Blvd and Atrisco Drive

Weaknesses

- Recently sold. Platting and configuration of parcels is currently unknown.
- Requires more internal infrastructure and sidewalk construction
- Could be affected by traffic from nearby development

Site #2

Site 2: Strengths and Weaknesses



Strengths

- High demand potential
- Efficient auto access by neighborhoods to the north and west
- Parcel size is adequate for an efficient parking lot configuration
- Compatible with existing and planned developments.
- Reasonable walk distance to Coors Blvd.
- Efficient bus access from Coors Blvd
- Existing internal streets and some utilities in place

Weaknesses

- Development of the larger property may affect availability of a suitable parcel
- Adjacent high-traffic developments to the east could affect efficient bus access (e.g., left-out movement) at some times of the day
- Less walkable than other sites from nearby neighborhoods

** Parking lot layout is conceptual only and was used to assess the amount of property needed*

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Site 3

Site 3: Strengths and Weaknesses

** Parking lot layout is concept only and was used to assess the amount of property needed*

Strengths

- Strong demand potential
- Efficient access by neighborhoods to the north and west
- Parcel size is adequate for various parking lot configurations
- Compatible with existing and planned developments
- Short walk distance to Coors Blvd.
- Efficient bus access from Coors Blvd
- Existing internal street network in place

Weakness

- Planned development of a senior housing complex has recently re-emerged

Site Summary Comparison

SITE ALTERNATIVE	SITE 1	SITE 2	SITE 3
Site Size (Adequate for Park-and-ride Lots?)	●●●	●●●	●●●
Estimated Ridership	●●●	●●●	●●●
Site Availability	●●●	●●●	●●●
Land and Construction Cost	●●●	●●●	●●●
User Access (Cars and Pedestrians)	●●●	●●●	●●●
Bus Access	●●●	●●●	●●●
Walk Distance to Bus Stops on Coors Blvd.	●●●	●●●	●●●
Impact to Route 790 Headways	●●●	●●●	●●●
Compatible with Nearby Uses	●●●	●●●	●●●
Environmental Concerns	●●●	●●●	●●●
Public Input	?	?	?

●●● Very Good ●●● Good ●●● Acceptable

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Next Steps

Project Milestone	Completion Date
Review Public Comments and Select Preferred Site	Quarter 4 2021
Complete FTA Environmental Document and Acquisition	Quarters 1-3 2022
Site Design	Quarter 2 2023
Construction	Mid to late 2024
Open for Operation	Late 2024

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Comments and Questions

- Please let us know what you think.
  - About the project…About the sites….and,
  - What do you want us to know?
- Verbal and written comments recorded tonight
- Please submit written comments no later than October 22
  - Send written comments to:

    Coors Corridor Park and Ride Project
    9600 San Mateo NE
    Albuquerque, NM 87113
  - Email comments to CoorsPNR@parametrix.com

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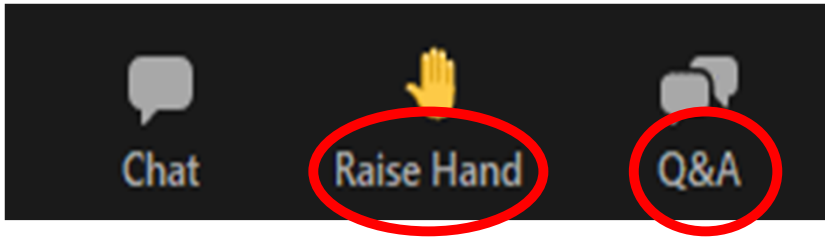
How to Ask Questions

- We will address written comments first; afterwards, we will have time for verbal questions and comments
- If you are online, use the Zoom Q&A button. Select the button, type your question and your affiliation and hit Send



- To ask your question verbally, please “raise your hand” using the button.
  - The moderator will call on you.
  - You will be prompted to unmute.
  - Please state your name and ask your question.
- If you are on the phone, use *9 to raise your hand. When asked by the moderator, press *6 to unmute and then ask your question

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Questions and Comments

Thank you!

Summary of Public Comments: Coors Park-and-Ride Feasibility Study

Comments from the Public Meeting

There were seven comments submitted during the public meeting on October 5, 2021, in addition to the 26 questions that were responded to during the meeting.[1] The comments and questions focused on traffic, proximity to residences, compatibility with surrounding development, project scoping, off-site impacts, transit system operations, and site design. There were two general comments about the project: the first was supportive of the effort to reduce traffic and encourage transit. The other was critical of this project because it is not located in an area that has a higher population of transit dependent riders, showing a lack of equity in project prioritization. A follow up comment by the same person noted that park-and-rides aren't likely to benefit households living in poverty with no vehicles.

	Site 1	**Site 2**	**Site 3**	**Site 4**	**Site 5**	**Site 6**
Support	1			1	2	
Oppose		1	1			1

In terms of specific locations, one commenter recommended against locations that were near residential uses and retail uses (Sites 2 & 3), while another commenter supported locations near services and retail (Sites 4 & 5). [Note: Sites 1, 2, and 5 will be in shopping center developments.] Site 6 was not favored because it serves as drainage and natural, undeveloped space along Coors Boulevard. Finally, one comment suggested reconsideration of Site 5, as part of a more comprehensive redesign of the Coors and Montano intersection focused on community development and pedestrian mobility.

There were several suggestions made during the meeting to consider informal park-and-ride spaces in conjunction with businesses with excess parking capacity, specifically the bank on Learning Rd. and St. Josephs on the River. This was echoed in the question about if only one site would be considered.

In terms of the questions raised, they centered around a few themes and briefly summarized below:

- **Project Scoping & Funding (7 questions):** Will there be one site or multiple? Is this only focused on Route 790? Are nearby services considered in site selection? Who got notice of this project and meeting? How was this project funded and prioritized? Could the City partner with other uses to share their parking?
- **Off-site impacts (4 questions):** Is there any analysis about the impact of a park-and-ride and increases in area crime? Is there analysis of how this facility will impact traffic on Coors and other local streets?
- **Transit system operations (4 questions):** Will the park-and-ride increase ridership? What is the anticipated ridership with zero fares? Have the site evaluations considered the potential for Bus Rapid Transit on Coors? Could there be more bike capacity on the buses?
- **Site Design (9 questions):** These questions focused on lighting, perimeter fencing, site access and circulation, environmentally friendly design, and multi-use of park-and-ride lots. There were also questions about the benefits and issues with on-site circulation vs. using existing bus stops.

[1] See Zoom Recording for more information: O:\Planning\Projects - Construx or Planning\Park and Rides - Transit Centers\Coors Corridor Site\Public Meeting Potential Sites\Zoom Recording

Written Comments

Some of the qualitative concerns raised in the written public comments relate to access, proximity to the commenter and residential uses in general, and potential impacts of the park-and-ride on other nearby uses (visual, traffic, or activity). Commenters were concerned about traffic, circulation, and safety issues that are generally relevant to multiple sites. The comments communicated a perception of potential negative impacts due to more "strangers" in the vicinity of the park-and-ride. Those same "strangers" are riding the buses today, and are likely neighbors and students from this general part of the city. The Northwest Transit Center has not had many issues reported at that location, and the bus service will remain with or without a new park-and-ride.

A common secondary concern was to preserve "open space," land for balloon landings, or as overflow parking for nearby uses. While these sites are currently vacant, unless they are acquired by the City for one or more of those purposes, they will develop with other allowable uses in the future. Depending on what the future land uses are, sites will likely experience increases in visual impacts, traffic, and general activity. Most other uses that could eventually be developed at any of the sites would have more traffic and activity than a park-and-ride would have.

Of the 12 comments, most commenters recommended a location or locations. Three commenters suggested 2 or more locations. Three commenters did not name a specific site or specifically requested any of the sites that were not in their neighborhood.

	Site 1	**Site 2**	**Site 3**	**Site 4**	**Site 5**	**Site 6**
Support	4	1	2	1	4	1
Oppose	0	3	6	1	2	2

There were some questions about how this project will impact existing traffic in the area. The Coors Boulevard Park-and Ride Feasibility Study does analyze traffic patterns in the area, and how they might be impacted by a new park-and-ride. With regard to traffic: It should be noted that the buses that would use the park-and-ride are the same buses, and in the same number, that travel Coors today. Park-and-rides could have a small impact to increase vehicular travel to access the park-and-ride lot, with less traffic on Coors and other roads downstream of the park-and-ride. As mentioned above, there will be slightly increased traffic on the road(s) near the park-and-ride generated by that use; however, the trips generated is substantially less than other retail or service uses that could develop in the same location, but slightly more than industrial or apartment uses would generate (ITE Trip Generation Manual). But again, this slight increase is only a displacement to the park-and-ride of traffic that is already on Coors.

One comment questioned the need for a new park-and-ride instead of other strategies to increase ridership, such as promoting high-density development, more bus service, and enhanced bus stops. Regarding other strategies the transit department could pursue: there has been much public discussion of high-density development during the Comprehensive Plan and Integrated Development Ordinance planning processes, and it is not generally desired along Coors Blvd. It is in fact, restricted by a View Protection Overlay which limits height and bulk on the east side of Coors Boulevard. Other strategies such as stop improvements and upgrades to service are being considered with other funding sources.

Complete Written Comments

The following table provides a summary of verbal and written comments received specific to the Coors Boulevard Park-and-Ride Feasibility Study. Comments are verbatim although minor typographical edits have been made. The names of commentors have been removed for privacy.

1. Thank you for the opportunity to have my opinion heard concerning the three proposed locations for a new westside park and ride.

   Looking at the three proposed locations it would appear that the Montaño Plaza location [Site 5] is, in my opinion, clearly the best option.

   - Largest lot
   - Most accessible location
   - No to very low surrounding residential impact
   - Site is below the Coors Blvd site line, no visual impact
   - Centralized
   - Low traffic impact during the majority of the day
   - Little to no nighttime activity
   - Water, Sewer, Power in place, serving nearby businesses

2. I live in the western trail neighborhood. I am begging not to put a park and ride into a residential area. There are plenty of commercial areas that would make more sense for that location. There are children, school buses, and a park near there. It cannot handle the traffic and crowds. Please please please do not put the park and ride here at site 3. Thank you.

3. I am writing to address my concerns and recommendation for the project. I live and work in the area of the possible sites. From what I understand sites 1,2, and 3 are the options. I drive up and down Coors on a daily basis and the area of Coors and Montano seems to be a better option. In my observations VERY rarely do I see people waiting at one of the bus stops in between Montano and St. Joseph.

   My concern with site 3 is the roundabout. I live in the condominiums next to the roundabout and can see how the roundabout and no traffic lights on Milne will become an issue. I would highly recommend not using this site.

   I work with the businesses in site 2 (Coors Pavilion), and they have addressed concerns prior to the public meeting of this project about congestion in the area. The area is unsafe for pedestrians. I would not recommend this site.

   If the only options are site 1,2 and 3 then site 1 would be the recommended site. The entire lot is vacant and with it being at the intersection the traffic lights will help ease congestion.

   I hope you take these recommendations and concerns into consideration for the site selection process.

4. Hello- in summary, site 5 makes the most sense because the primary motivator for people taking transit on the west side is the constraints for the river crossings. This site is closest to a river crossing (Montaño).

My broader response is my question of if this is needed at all. What is the usage rate of park & rides across town? Has an analysis been done? Is this the highest & best resources? Could these funds be put towards increasing transit capacity, improving stops or upgrading buses? Park & ride isn't the highest & best use of transit resources. More high density development along transit routes & other improvements and upgrades would be a much more effective way to increase ridership.

5. I live in a subdivision near the proposed sites 2&3. I feel strongly that if a park and ride lot is needed, it should not be around residential areas. There is a park right by site 3 and a park and ride will attract strangers that do not need to be around parks and around my young children. Park and rides encourage loitering and it will be safer for it to be around a business area where people are coming and going all day instead of around residents homes.

   Please consider site six where there are already businesses. Site four is a little close to residents and to the bosque school where kids need to feel safe.

6. Hello as a community we would like to see site 3 development that would tailor to the residential area. We would like to see park development for kids as the area park is very small this could be used as balloon Landing area as well and also allow community vendor stands/trucks on all days. We would like to enrich our community not turn it into a parking lot. There is plenty of other areas that are currently proposed that are parking lots. Let's look to the future for our kids and ballooning community we need to create areas to make our community thrive. Please please take all said into account. Thank you.

7. Thank you for the Zoom presentation on October 5th, to discuss a Park and Ride site along Coors Blvd. Taylor Ranch and the Westside residents appreciate this opportunity to examine the potential sites you have selected and have evaluated along Coors Blvd. between Montano Blvd. and St. Josephs.

   Here are my comments for the Park and Rides locations along Coors Blvd.:

   Based on your presentation the goal is to select a site where the bus can access and pick up & drop off passengers in the parking lot. Six sites were evaluated. Sites 1-3 looked more promising for bus access. It appears either one of these three sites could work. The main issue was whether the land was available for purchase. St. Josephs may be the easiest to access. Site 3 at Western Trails is the closest to residents allowing easy access for pedestrians to walk to. Due to bus accessibility, we would support either one of these three locations.

   At the same time, we would not want to eliminate consideration for Site 5, at Coors and Montano. While bus access may not be easily accessible, it could still be used as a park and ride, using only the street side bus stop for passengers to access the bus. This site could be used as a multi- purpose site to serve bus routes 157 & 790. The value of bus route 157 is that it goes along Montano & Montgomery to Louisiana to Kirtland, serving destinations such as the Rail Runner, Coronado, Uptown, Winrock, and then Kirtland/Sandia Labs a major employment area.

   In addition, Site 5 can also serve as additional parking for the Open space parking lot, (which has overflowed many times) to allow access to the Bosque and the eastside Bosque bike trail. It also has the potential to serve as a balloon landing site and for takeoffs, as balloonists seem to be doing now. Thus serving as a multi-purpose location.

As for site 6 A&B: These are ponding areas, used for storm drainage and a vegetative buffer between Coors and the apartments. Over the years I have heard from several west side residents and AMAFCA who were not supportive of this option.

Other: Please consider evaluating other additional parking options along Coors Blvd. especially the Target Parking lot, the Eagle Ranch/Coors vacant land, Ladera Shopping Center, etc. as many have bus stops adjacent to their parking areas, which can be used as a convenient park and ride to access the adjacent bus stop.

These are ideas I have been considering for several years to help solve some of our transit and other pressing issues.

Thank you, for your consideration.

8. The presentation was extremely professional and very informative for those of us who live in the area being discussed. After hearing all the pros and cons, I generally support Site 3. I believe the site will be much easier to access than either of the sites on St. Joseph's Drive. The Chick fil-A at the corner of Coors and St. Joseph's is already creating large surges of traffic during the lunch and early dinner hours. Adding the flow of traffic from a park and ride during the afternoon rush could overwhelm St. Joseph's. Site 3 will not have those issues.

   My greatest concern was that a decision would be made to put the park and ride at Site 5, the southeast corner of Coors and Montano. I live in the Andalucia development east of Coors and Sevilla and therefore, travel through that intersection several times a day. It is already crowded and dangerous and adding yet another stream of traffic, which would include major bus traffic, as shown in the Park and Ride Presentation would make a bad situation worse. Far too many cars regularly attempt to cross four lanes of traffic in order to turn left onto to Montano and head west. More traffic, and especially buses, would only make that situation more dangerous.

   One questioner suggested that the open area at Coors and Montano would be a good balloon landing/launch site. I completely agree and hope that the city group studying the issue of balloon landing and launch sites will consider setting the site aside partially for that purpose.

9. Thank you for your research to maximize the use of Park & Ride by adding another location on the westside of Albuquerque.

   As a resident of the Rancho Encantado neighborhood, I have great concern about the possibility of the Site 3 location located near Western Trail and Coors. This location is primarily residential as it backs up to the Rancho Encantado neighborhood and is directly adjacent to the Ranch Encantado City Park. The Park & Ride will create increased traffic on Milne, which is a risk to residents and children as this road cuts directly through the Rancho Encantado neighborhood. Neighborhood kids catch the bus every morning on the curb next to the proposed location across from the city park placing the safety of children at risks during the busiest times for the Park & Ride lot. Furthermore, the city is already grappling with a decreased number of sites where hot air balloons can land. This is a heavily used lot for hot air balloon landings both during the lucrative Balloon Fiesta and year round.

   Sites 4 and 5 appear to be ideal locations as they can support economic growth due to their proximity near commercial establishments. Park & Ride users will be inclined to shop at the nearby retail establishments due to the convenience of parking and riding from these locations off of Coors

and Montano. Also, Site 4 and 5 are within walking distance to a number of apartment complexes. Residents of these complexes can more easily take advantage of public transit if sites 4 and/or 5 serve as the Park & Ride location.

I appreciate your consideration of the concerns of the Rancho Encantado neighborhood and my recommendation for use of Site 4 and/or 5 as the new Park & Ride location.

10. Option 1 would be my vote. More open space. Although none would be my best vote.

11. The S. R. Marmon neighborhood is bounded by Ouray Rd. on the north, Coors Blvd. on the east, I-40 on the south, 72nd St. on the west, and Ladera Dr. on the northwest (connecting 72nd and Ouray). Our only means of egress are onto Ouray or Ladera. There is no traffic signal from our neighborhood onto Ouray or Ladera. During peak morning traffic times, our residents are often held in long lines on our streets by the eastbound traffic on Ouray only to become part of the long line of vehicles on Ouray. Has there been any analysis that would suggest that the southernmost options for a park-and-ride (St. Joseph's Dr.) would divert traffic from entering Ouray at the Ladera intersection?

12. I believe Site 1 would be a good location for a new Park & Ride facility. There's a blinking yellow light at Coors & St. Joseph that has minimized accidents since it was changed. That lot has been vacant and could be of good use for a Park & Ride. It would have enough space for the facility to not be a nuisance to people living close to that lot.

    Sites 2-6 are not ideal locations. Site 3 at Coors & Western Trails is a location with far too many accidents. It will only increase if a Park & Ride is located there. People will get impatient with the red left turn arrow. They'll most likely run the red light in order to not miss their bus. People already do that during peak traffic. They'll use side streets and speed through the neighborhood.

    Sites 3-6 are also not ideal. Site 4 located close to the bosque will only bring more traffic to Coors & Dellyne . The city already allowed a new apartment complex to be built which a lot of people are unhappy with. A lot of people are also worried about new traffic and accident issues. I live west from Coors & Dellyne , and I do my best to avoid that light. Way too many accidents from people running the red lights. It'll also create an eyesore on a very beautiful part of our bosque which many of us living in the neighborhood enjoy.

    Site 5 at Coors & Montaño and Site 6 at Coors & Montaño Plaza Drive will only increase traffic for already congested areas on Coors. I doubt people living near there will be happy with a Park & Ride so close to their backyards at Coors & Montaño Plaza Drive.

    Hope this all made sense. Hope whomever reads this has a beautiful day!!!

Complete Public Meeting Comments (verbal and written)

1	It is disappointing that Site 5 has not passed the original analysis . What if a stop light were installed at Winterhaven Dr. and Montano Blvd would that then allow for this site to be available? Is this a possibility?
2	Could St. Josephs on the River have their parking lot be used for Park and Ride

3	The Quaker Heights site seems similar in that it has the round abouts that Site 5 has. Isn't the roundabout still an issue?
4	Site one is the best Site two is set for retail Site three is too close to homes
5	Pleased to see a facility is being investigated. Any consideration to clear some traffic & encourage public transportation is forward thinking.
6	Will the slide presentation be made available? If so, how can we get it?
7	1) Are we only selecting one site or looking at several sites?
8	Has the project done any analysis as to how the parking site may impact crime or property crime in the adjacent neighborhoods? If so, what was the determination from the analysis? Ray Newell in Oxbow Park
9	will there be wrought iron around the parking lots when built.
10	First, glad you eliminated Coors and Montano intersection area. It is already a very dangerous intersection. A question, what type of lighting is used. Will be it be taller and brighter than standard neighborhood lighting. Gail Stephens
11	2) Are we only looking at Bus Route 790?
12	I want to know about the funding for this project and how it was prioritized by Transit. If we know 70% of riders are low income, how does this site/project serve low income and transit dependent communities? In particular asking because we know there are major infrastructure issues in other neighborhoods with more riders and needs like International District and Westgate (including bus stops benches and shelters). How can we prioritize projects with equity in mind and determine how to better serve transit dependent riders and not prioritize choice riders?
13	What is the advantage or disadvantage of a bus stopping specifically at the park & ride verse using the nearest established standalone bus stop?
14	Sites 6A and 6B should not be utilized. This is drainage and also serves as a natural buffer for the residential areas and provides a natural relief for drivers from ongoing concrete sprawl.
15	Placing a site at the intersection with St Josephs does not seem to do much about Coors traffic., since people would normally drive from the north to get there. Is the goal to reduce congestion on Coors or only in the city?
16	Will consideration be given to how the site location will relieve traffic that traps drivers on their local streets? Can give specific example.

17	3) Why does the bus have to access the site? Can't the bus use the bus bays to access the bus. This would make more site available using the bus bays. Site 5 would be good for the Montano Bus heading east to the Rail runner site, Montgomery Blvd., Kirtland as well as the Coors 790 bus.
18	Because Josh Skarsgard is the developer in quite a few of these sites and has a good working relationship with St Joseph's Church, has he been approached for comments and suggestions. e.g. Chik-Fil-A access off of St Joseph's is heavily used and his original plan called for trucks to service the site via an alley than runs between the church and Chik-Fil-A
19	Can you say what level of ridership is now common and how much you think it would increase if a park and ride area were added?
20	If Art Project will eventually run along Coors, has this been taken into consideration in these site evaluations
21	How many bicycles can the 790 or similar route accommodate (last I knew it was 2 or 3)? One of the reasons I do not utilize public transit is because the limited availability for bikes which would be needed for both my front end and back end commute. Has the ability to ride the bus with a bike been made any easier?
22	Has there been any analysis done on projected ridership if and when ABQ Ride becomes fare-free?
23	Are any services (groceries, etc.) considered in determining the best location?
24	Just a follow up of question/comment. If we don't prioritize equity and transit dependent riders and communities then we are not meeting the needs of most impacted communities. It's not just an accident it is intentional. Yes there are some low income households in all parts of the city including this section of the Coors Corridor but other neighborhoods have much more concentration of transit dependent riders and current need. (doesn't need to be replied to)
25	The most services are 4 & 5.
26	Rather than having a pure concrete park and ride facility. Is there any way to design a quality facility that is more economically friendly? For example, at the 7 building downtown the parking is gravel rather than concrete. It is important that this facility be aesthetically pleasing. Will natural trees will be utilized for shade?
27	THE SECOND SENTENCE IS NOT A QUESTION. (In reference to comment 16, above, being read as a question instead of a statement: "[I] Can give specific example.")
28	Without City Councilor Sena's involvement most of us would not have been included in this discussion. Because the IDO cut "standing" down to 100 feet, the IDO is not including people who should be included. Because city council is opening up their review of the IDO for possible changes, I recommend it is the scope and impact of the project rather than the distance from a neighborhood.

29	*sustainably friendly (In response to comment 26, above, used “economically” instead of presumably “ecologically.”)
30	Daily commuters from the S. R. Marmon area are often faced with long lines on east-bound Ouray and also rapidly moving traffic two-way traffic on Ladera trying to exit our neighborhood. On the surface, the most southern option seems like it could offer a bit of reprieve to this if drivers head toward the park & ride instead of the I-40 on-ramp. Are traffic patterns known about this?
31	Do you have any data that identifies low income pockets between Montano Blvd and I40? This may be helpful for formulating an opinion because the site needs to be accessible to these areas.
32	4) Please note that the Credit Union on Learning Road/Coors has allowed parking for transit users behind their bank in the dirt parking lot. They may be interested in using that portion of their bank site to use as an additional site for transit users.
33	5) Please note that site 5 - SE corner of Montano and Coors, is adjacent to the open space parking lot which is overflowing due to its popularity being next to the bosque. Couldn't site 5 be used as a multi-use site to share with the open space parking needs, 790 bus service, and the Montano bus service, and potentially as a balloon landing site?
34	Can we please clarify that for most households living in poverty there are no cars in the household? If I understand it’s households closer to $20K or less. And that most of those households would not benefit from park and ride facilities. What’s the average household income of park and ride participants? I would assume it looks more like the average for the city (closer to $50K the last time I saw) and not include many households at the federal poverty level (or similar data tracking). Again, this doesn’t need to be addressed tonight.
35	Not a question, just a comment. I really would like to see Site 5 reviewed again. We as a City are going to have to do something about the Montano and Coors intersection problem which is the most dangerous intersection in the City. Why not take this opportunity to tackle this headache intersection head on and provide some solid community development that can serve multiple uses and make for safer pedestrian mobility/recreation.

Appendix B: Parking Demand Estimates

Technical Memorandum

Demand Estimates for Candidate PNR Sites on Coors Boulevard

November 2, 2020

This memorandum provides documentation on behalf of a series of demand estimates that were prepared for six candidate park-and-ride (PNR) sites along Coors Boulevard on Albuquerque's northwest mesa. These candidate sites are being evaluated for potential development by ABQ RIDE, the City's Transit Department, and the operator of public transit services in the Albuquerque metropolitan area.

The objective of this analysis is to estimate capacity requirements for the six candidate lots locations along Coors Blvd as shown in Figure 1. The six locations on Coors were:

- Site 1: Southwest corner of Coors and St. Joseph Drive
- Site 2: Northwest corner of Coors and St. Joseph Drive
- Site 3: Southwest corner of Coors and Western Trail
- Site 4: Southeast corner of Coors and Dellyne Avenue
- Site 5: Southeast corner of Coors and Montano Road
- Site 6: West side of Coors, at Montano Plaza Drive

Our estimates are based on experiences at similar ABQ RIDE PNR lots serving the west side, particularly lots at the Northwest Transit Center (NWTC) and the Central and Unser Transit Center (CUTC). These sites, seen in Figure 2, have been in operation for over a decade and provide a sound basis for "comparables" to which new sites along Coors can be compared.

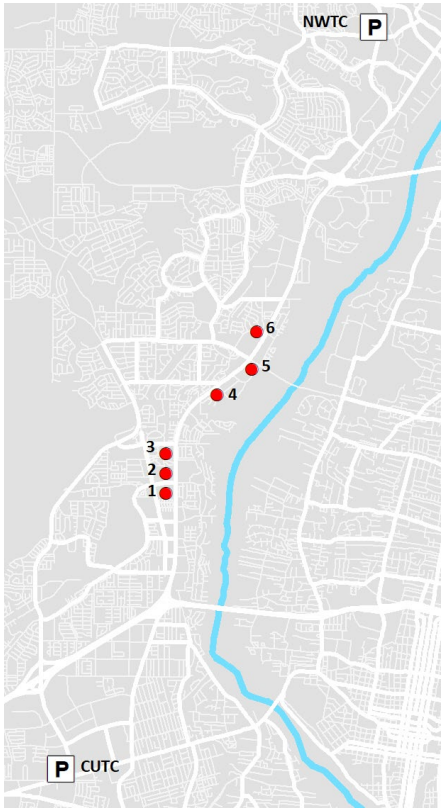

Figure 1: Candidate Coors PNR site locations are shown here along with existing PNR lots at the NWTC and CUTC.

Figure 2: The NWTC (left) provides a capacity for 312 cars. The CUTC (right) is somewhat smaller, providing a capacity for 183 vehicles.

The analysis was hampered by the untimely emergence of the novel coronavirus pandemic which hit New Mexico in March 2020. New field studies and the collection of new ridership and parking lot utilization data were impossible due to the suspension of regular transit services in the months following the outbreak. Nonetheless, a set of reliable estimates were successfully generated based on a variety of historic sources, including:

- *Historic Route Ridership Statistics:* Monthly ridership statistics by route for each month maintained by ABQ RIDE over the last decade
- *Boarding and Alighting Counts at Stops:* On and off counts at each stop served by each route taken by MRCOG (Mid-Region Council of Governments) for roughly a 50% sample of bus trips operated in March 2011
- *Onboard Transit Survey:* An onboard transit survey of adult riders taken in April 2012 by MRCOG resulting in roughly a 10% sample of ridership
- *Existing Lot Utilization:* A series of spot check lot counts taken by ABQ RIDE staff in February 2020 at the NWTC and CUTC. Additionally, a complementary set of lot counts taken from a series of satellite images published on Google Earth at various times over the last decade.

ABQ RIDE Ridership Trends

Another factor deserving attention in the analysis concerns recent downward trends in transit ridership affecting ABQ RIDE services. As depicted in Figure 3, public transit ridership levels in Albuquerque have declined gradually since monthly highs were recorded in 2012. These declines in the latter half of the 2010s are not unique to Albuquerque – other peer cities in the southwestern United States (e.g., Tucson, Fresno) have reported similar trends to the National Transit Database (NTD), the tracking system managed by the Federal Transit Administration (FTA). In lieu of current ridership data for 2020, we have chosen to use ridership levels seen at these sites circa 2012-2014 as the benchmark point of comparison for the analysis here. This analysis is meant to establish long-term capacity requirements at these potential PNR sites – it would be inappropriate to base those requirements on short-term downturns in transit demand.

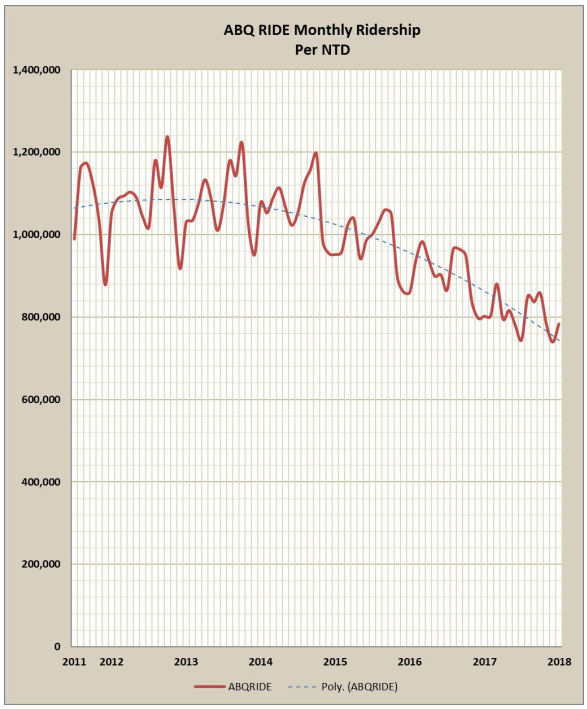

Figure 3 Monthly ridership on ABQ RIDE services since 2011 is shown in this chart. Ridership in January 2018 had dropped about 35% from a monthly high seen in October 2012.

Transit Services Along Coors Boulevard

ABQ RIDE operates 2 major routes on Coors past these sites (155 and 790), as well as several other minor routes that might serve one or two of the sites, as indicated in Table 1. No change in the level of transit services on Coors Blvd is planned with the development of a new PNR facility in the immediate future – service levels are assumed in this analysis to remain as they are currently.

Table 1: Scheduled Transit Services Available at Candidate PNR Sites

Route	Name	Service	Terminals	Peak Headway	Off-Peak Headway	Comment
96	Crosstown Commuter	Commuter	Southern/Unser, KAFB/SNL	5 1-way trippers	None	All Sites
155	Coors Blvd	Local	NWTC, Gun Club	30	30	All Sites
157	Louisiana/Uptown/ Montano/NWTC	Local	NWTC, Montano, Uptown Center, KAFB	45	50	Site 5 only
162	Ventura Ranch/Montano Plaza	Commuter	Ventura Ranch, Montano Plaza	2 trippers	None	Sites 5,6 only
790	Rapid Ride Blue	Rapid Ride	NWTC/UNM	45	45	All sites

Park-and-Ride Demand at the NWTC and CUTC

The existing facilities at the NWTC and the CUTC are important benchmarks of PNR demand on the west side. Using data collected in the boarding/alighting survey and the onboard survey from earlier this decade, we can gain insights into the level of potential for additional PNR sites along Coors. Existing ridership can be related to the overall population within the market area around each site which in turn allows per capita ridership rates to be estimated. Those rates can be applied to new candidate sites under consideration along Coors.

Table 2 provides an estimate of ridership boarding at both the NWTC and the CUTC from both the on/off and onboard surveys. Both surveys, based on sample data, result in consistent estimates of demand. In 2012 average weekday ridership at the NWTC ran on the order of 550-630 passengers per day – about 10% of the 6,000 daily patrons riding the routes anchored there. Transit demand at the NWTC is clearly dominated by the Rapid Ride Blue (790) route (now: ARTx Blue Line) which accounts for two-thirds of overall activity at the site. Long distance commuting to a major anchor (UNM main campus) that is strongly associated with significant parking disincentives (parking fees, remote satellite parking) are all factors that drive PNR demand on the 790 at the NWTC.

At the CUTC ridership ran 420-440 passengers per day. The Rapid Ride Red (766) route (now: ART Red Line) plays a prominent role here too, as it accounts for 57% of transit demand at the site. Along with the local route 66, these two services account for 90% of the demand at the CUTC. Some of the same factors seen at the NWTC apply here – direct service to prominent anchor destinations (CBD and UNM). Travel distances from the CUTC to these destinations are much shorter, however.

Table 2: Ons and Offs by Route at Transit Centers

Transit Center	Route	Per Boarding/Alighting Checks (1) Ons		Total Route Ridership	Per Onboard Survey (2) Riders		Total Route Ridership
NWTC	92	--	--	55	--	--	54
	94	--	--	39	--	--	49
	96	--	--	224	40	6.3%	293
	98	--	--	61	--	--	
	155	52	9.5%	1,065	93	14.7%	1,306
	157*	88	16.0%	2,191	158	25.0%	1,803
	251	41	7.5%	175	--	--	182
	551	--	--	42	--	--	35
	790	369	67.1%	2,019	341	54.0%	2,331
	Total	**550**	**100.0%**	**5,871**	**632**	**100.0%**	**6,053**
CUTC	54	45	10.7%	733	9	2.1%	580
	66	135	32.0%	8,481	184	42.2%	8,710
	198	--	--	388	86	19.7%	533
	766	242	57.3%	4,867	157	36.0%	5,490
	Total	**422**	**100.0%**	**14,469**	**436**	**100.0%**	**15,313**

(1) From 2011 On/Off counts for selected routes. Ridership data expanded to match April, 2014 route ridership totals for average weekdays

(2) From 2012 Onboard Ridership Survey; records expanded to eliminate sampling bias

** Ran as 3/157 until January 2013; Route totals combined here*

Trip Purposes at NWTC and CUTC

The onboard survey provides a profile of transit users onboard the Rapid Ride routes – UNM (and CNM) figures prominently as the most desirable destination on the lines, as seen in Figure 4. University faculty, staff, and students are significant sources of demand at these existing PNR sites.

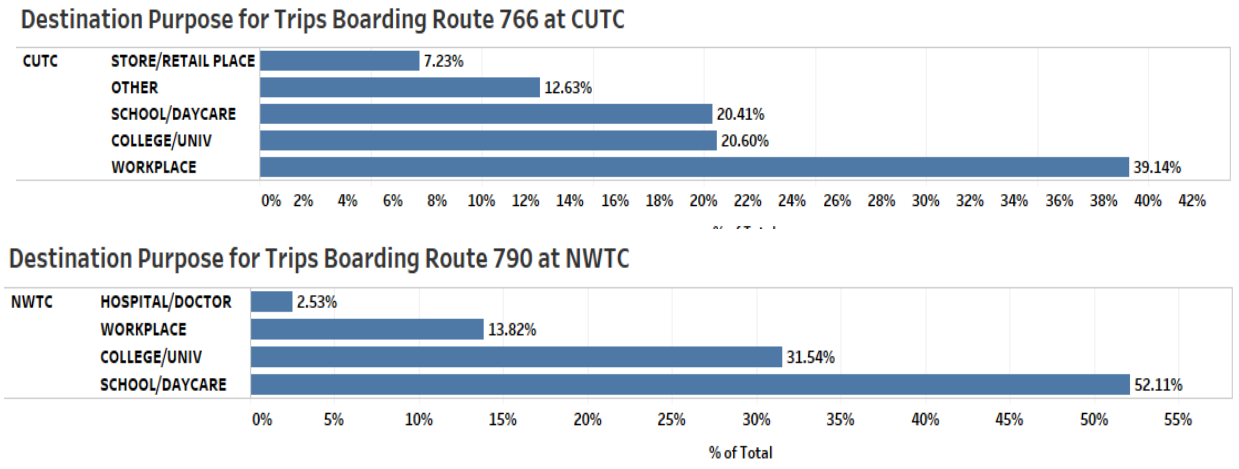

Figure 4: Ridership on both rapid ride routes (766 at CUTC and 790 at NWTC) is primarily university related. 41% of the riders on 766 ride "for school" or" university" purposes. For the 790, the statistic is an overwhelming 84%.

Access Modes at ABQ RIDE Transit Centers, Including NWTC and CUTC

Table 3 summarizes access modes reported by transit users in the onboard transit survey at the NWTC and the CUTC, as well as other sites. According to the survey, 24% - 33% of all boardings at these sites arrive via auto. The split between KNR ("kiss and ride", i.e., "passengers dropped off") and PNR is 45/55 at the NWTC. The KNR/PNR split at the CUTC runs 27/73.[1]

Table 3: Access Modes at ABQ RIDE Transit Centers

	Access Mode						
Transit Center	**Transfer**	**Drive Alone**	**Carpool/ Parked**	**Dropped Off**	**Walk/ Bike**	**Other**	**Total**
ATC	49%	2%	0%	2%	46%	1%	100%
CUTC	34%	8%	16%	9%	33%	0%	100%
NWTC	25%	11%	3%	11%	50%	1%	100%
UTC	41%	4%	10%	4%	41%	0%	100%
Overall	43%	4%	4%	4%	44%	1%	100%

Between 25 and 34% of riders indicated that they transferred between buses at the NWTC and CUTC (i.e., "feeder buses") – a percentage that frankly strikes us as improbably high given the fact that both of these locations are "end of the line" terminals where actual feeder bus service is quite scarce. The report also indicates between 33% and 50% "walk/bike" to the NWTC and CUTC – seems to us equally improbable given that few people live within walking distance of these sites, especially the CUTC.

Further probing into the underlying onboard survey data makes respondent's reports of access mode even more questionable. For example, the actual transfer route numbers cited by respondents are often implausible and, frequently, impossible. Our view is that survey respondents were often confused by the series of questions on the survey that tracked their travel path. At best, information available from the onboard survey on access mode (and therefore PNR demand) must be considered speculative.

Parking Lot Counts at the NWTC and CUTC

As indicated earlier, parking lot counts at the NWTC and CUTC would have been a valuable source of information in this demand analysis. Parking lot counts could not be undertaken, however, because ABQ RIDE services were significantly reduced (some routes suspended entirely, others operating on reduced schedules) for several months during the early stages of the pandemic and only partially resumed thereafter. Some quick spot counts were taken by line supervisors in February (at various times of day) before the pandemic started, but an original plan to track traffic in and out of these lots was cancelled. We therefore resorted to other methods for building a profile of PNR demand at the NWTC and CUTC. One source of parking lot counts at the NWTC and CUTC is Google Earth. Google Earth publishes satellite photographic imagery, with images going back 10 years or more.

Figure 5: Google Earth image of the CUTC from November 2011

[1] *Higher percentage of KNR riders at the CUTC could explain, if true, the lower apparent parking lot counts compared with the NWTC – a topic that will be introduced shortly in this report.*

Google Earth provides dates for the images displayed in their historical record, from which the actual days of the week can be determined so to exclude images taken on weekends when low parking lot utilization would be expected. We found, however, that these reported image dates are approximate, a fact confirmed by Google metadata about their satellite imagery. Also, there is no way to know what time of day any specific image represents – images may not represent the maximum accumulation for any given day. Still, the Google Earth historical record does provide an indication of the level of parking demand that is known to exist at various times in the past. I.e., we know that the "high water mark" for parking lot utilization has achieved at least the levels apparent from Google Earth satellite imagery.

Table 4 summarizes parking lot counts for both the NWTC and the CUTC obtained from Google Earth imagery. It is apparent from these statistics that during the period 2011 to 2015 occupancies at the NWTC have reached 85% of capacity (264 vehicles). At the CUTC, occupancy has reached 43% of capacity (78 vehicles). We could hypothesize these statistics to be approximations for the overall accumulation of parking demand at these sites.

Table 4: Lot Occupancy on Google Earth Images

		NWTC		CUTC	
Image Date	Day of Week	Count	% Capacity	Count	% Capacity
10/2018	Weekday	114	37%	15	8%
2/2018	Weekend*	150	48%	14	8%
10/2017	Weekday	10	3%		
4/2017	Weekend	9	3%	5	3%
3/2017	Weekday			28	15%
11/2015	Weekday*	229	73%	66	36%
10/2015	Weekday	209	67%		
3/2014	Weekend	12	4%	2	1%
2/2014	Weekday	258	83%	72	39%
1/2013	Weekday	172	55%	66	36%
11/2012	Weekday	231	74%	4	2%
3/2012	Weekday	264	85%	78	43%
2/2011	Weekday	257	82%	58	32%
Capacity		*312*		*183*	

**Note: Google image dates are approximate. In instances designated with asterisks (*) we have re-interpreted the actual day of week from the apparent volume in the image*

Diurnal Variation in Parking Demand

Lot counts recording the maximum accumulation of vehicles at a PNR lot do not in and of themselves indicate overall parking demand. During a typical day, vehicles are both entering and exiting the lot and therefore overall PNR demand is going to be greater than the accumulation at any given point in time.

While we were unable to perform any traffic counts at the two subject PNR lots (NWTC and CUTC) due to the Covid-19 pandemic, we did have access to traffic counts at similar parking facilities at UNM. Parking at UNM is highly restricted; most students and many staff and faculty are required to park remotely in a system of satellite parking lots managed by the university. The diurnal variation (i.e. hourly pattern over the course of the day) of arrivals and departures at the UNM south lot, for example, might be considered similar to that one would see at ABQ RIDE's PNR lots – a viewpoint justified by the fact that the major source of traffic at both the NWTC and CUTC is UNM-bound riders. Of course, arrivals and departures at the UNM south lot might be shifted a half an hour (earlier in the AM, later in the PM) to account for the fact that the ABQ RIDE sites are roughly half-an-hour farther away from the main campus than is the UNM south lot.

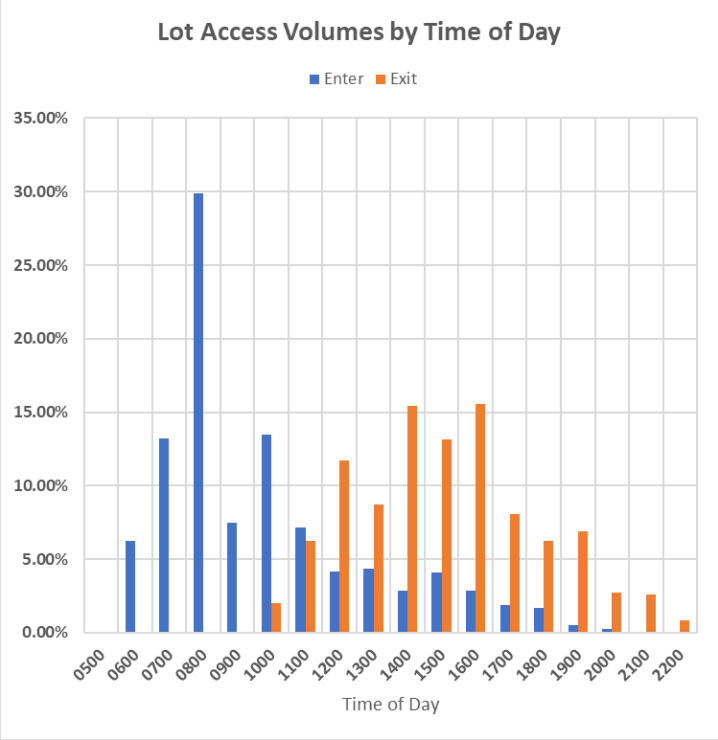

Figure 6: Hypothetical hourly arrivals and departures from a PNR lot.

Based on these speculations, the arrival and departure pattern for an ABQ RIDE PNR lot can be hypothesized as shown in Figure 6.

Overall lot accumulation can then be hypothesized from the arrival and departure patterns, as shown in Figure 7. The pattern suggests a turnover rate of 1.44 vehicles per space used. The average length of stay in the parking lot is 5.3 hours.

If the maximum utilization at the NWTC is 264 vehicles, then these assumptions suggest that overall PNR demand is about 380 vehicles per day. If the maximum accumulation of vehicles at the CUTC is 78 vehicles, then overall PNR demand is about 112 vehicles per day.

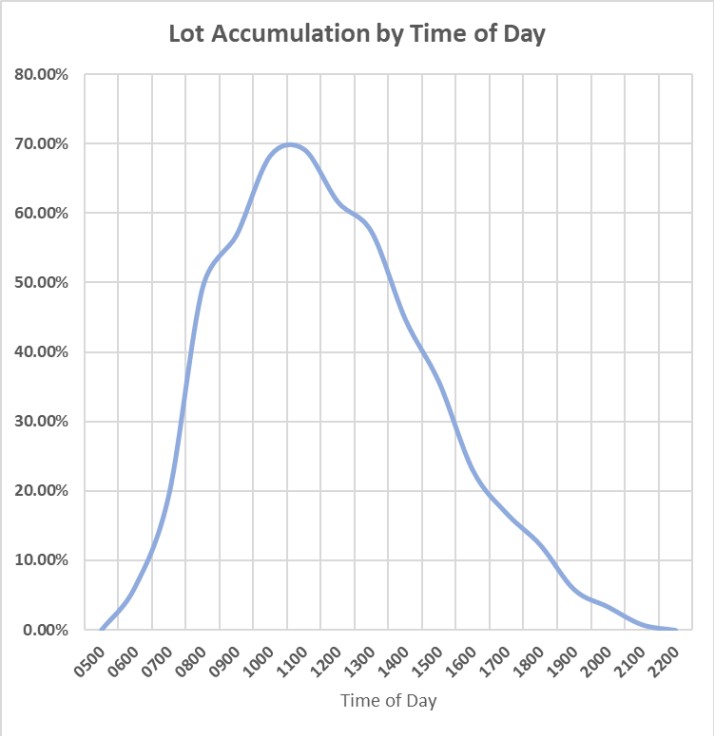

Figure 7: Hypothetical parking lot accumulation at an ABQ RIDE PNR lot.

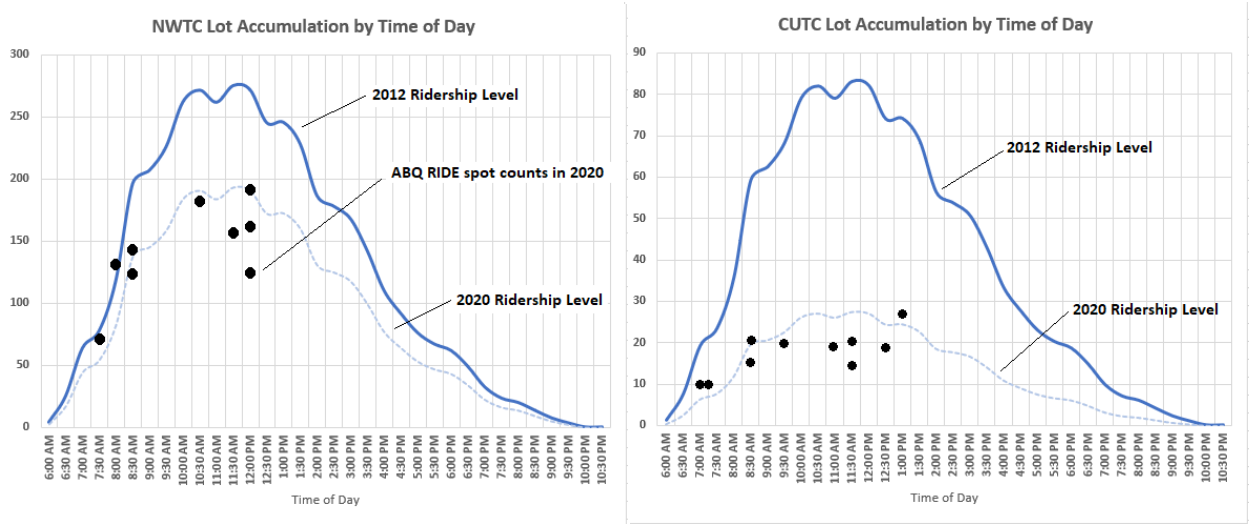

Figure 8 Accumulation of vehicles in parking lots at NWTC (left) and CUTC (right) are estimated by time of day for ABQ RIDE ridership levels seen in 2012. When adjusted to 2020 ridership levels, estimated lot occupancy at both locations matches the spot counts taken in January and February quite effectively.

Our estimates of lot occupancy at both the NWTC and CUTC locations are shown in Figure 8. As indicated earlier, ABQ RIDE staff did conduct a series of spot checks at both lots and at various times of day in

January and February 2020. When our hypothetical estimates of parking accumulation are adjusted to reflect 2020 ridership levels, we see that they match those spot checks satisfactorily. Parking estimates generated through this methodology are quite plausible.

Mode of Access to ABQ RIDE Transit Centers

Earlier in this paper we indicated that access mode percentages from the onboard survey did not seem reliable. But since we now know what total transit boardings are at each PNR site, and we have plausible estimates of total parking demand, we can now deduce what the typical modes of access are. For the NWTC, PNR access modes are probably on the order of 66% (not 14% as indicated in the onboard survey). At the CUTC, PNR access modes are probably about 39% (not 24% as indicated in the survey). These are the reasonable percentages that one must assume in order to "explain" both overall transit boarding activity and parking lot accumulation at both sites. See Table 5.

Table 5: PNR Activity at Existing ABQ RIDE Transit Centers

	NWTC	CUTC
2014 Boardings	632	436
Mode of Access (Deduced)		
Drive Alone	52%	13%
Carpool/Park	14%	26%
Other	34%	62%
Total	100%	100%
Daily PNR Demand (vehicles)	371	112
Turnover	1.44	1.44
Maximum Accumulation (Est)	258	78
Max Accumulation (Actual)	264	78

Market Areas Around PNR Lots

Next, we examine the demographic characteristics in the market areas from which PNR lots draw traffic. The market area around a PNR site is defined by accessibility – residential neighborhoods within reasonable or typical walking or driving distance of the parking site. Potential users will travel only limited distances upstream to access a PNR lot – too much time is wasted on out-of-direction travel only to cover the same ground again on the transit leg of the trip. So the shape of a market area around a PNR site can be expected to extend further upstream from the transit lines that serve it than it does downstream.

We took a quick look at walking access around the existing PNR lots at the NWTC and CUTC, although auto access is of course more relevant to this study. For this we used the Transportation Accessibility Model (TRAM), a GIS-based network analysis tool that can generate travel time contours around single or multiple sites of interest to depict market areas for walking. These are shown in Figure 9.

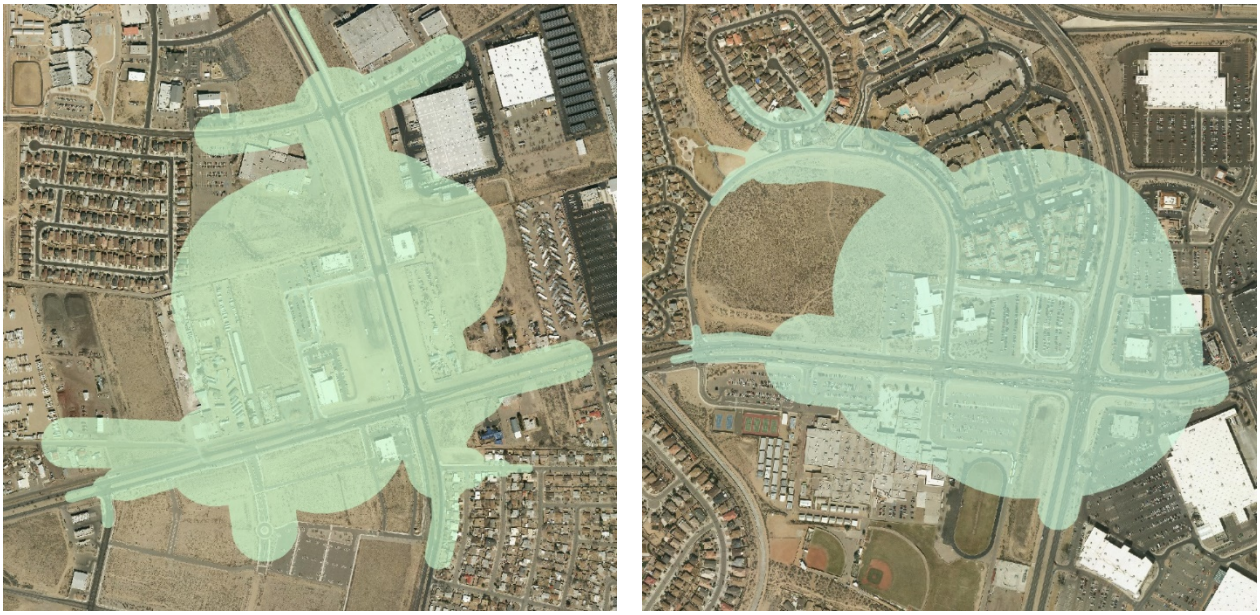

Figure 9: Walking areas (within 1/2 mile) around the NWTC (left) and the CUTC (right) or depicted in these aerial views. Neither site captures a significant residential market.

Land uses around both the NWTC and CUTC tend to be commercially oriented. Neither site is particularly accessible to local residential populations – only 715 people live within ½ mile (10-minute walking time) of the CUTC. About 880 people live within ½ mile of the NWTC.

The onboard transit survey was consulted to determine what ABQ RIDE patrons considered typical or acceptable driving distances to be. As indicated in Figure 10, about 85% of all PNR users systemwide traveled up to 6-7 miles. This is roughly equivalent to a 10-minute drive time at prevailing 35 mph auto speeds. A 10-minute access "market radius" was taken to be typical for this study.

The TRAM model can then be used to define PNR market areas around the existing PNR lots at the NWTC and CUTC. Using a 10-minute travel time reflecting auto access and relying on AM peak hour congested travel conditions indicated in the MRCOG TRAM network, market areas are as depicted in Figure 11. These market areas indicate the geographic extent of residential populations accessible to these PNR lots, and the areas from which PNR patrons are likely to be drawn.

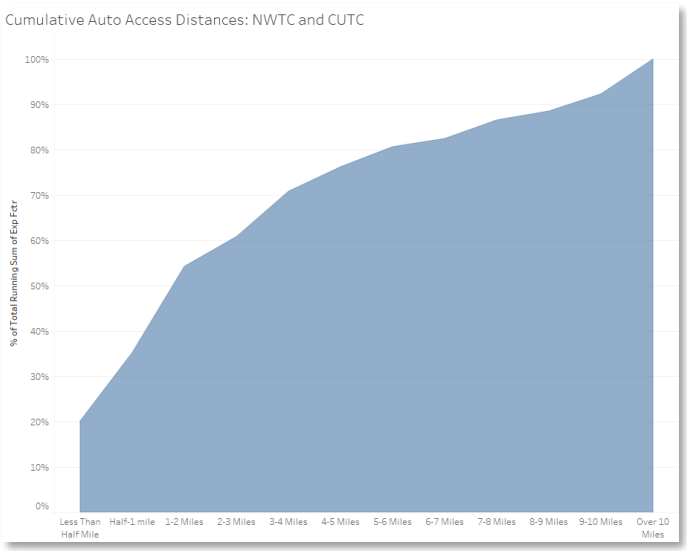

Figure 10: This cumulative distribution of auto access distances for both the NWTC and CUTC (taken together) is shown here. 85% of all patrons drive less than 6 to 7 miles to access transit services.

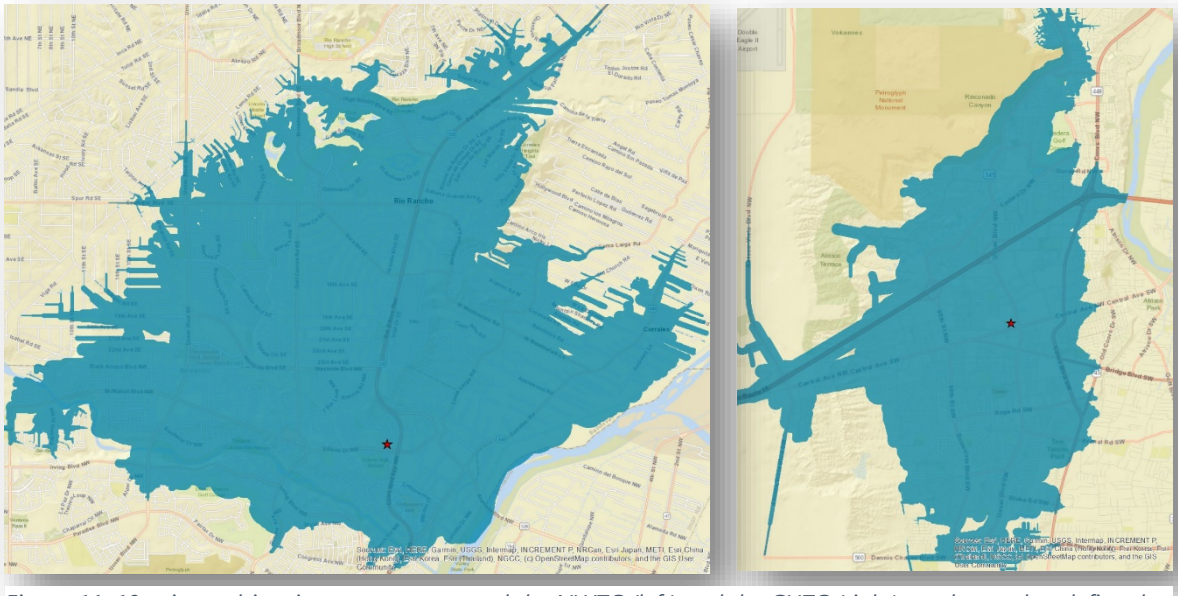

Figure 11: 10-minute drive time contours around the NWTC (left) and the CUTC (right) can be used to define the market area around each, from which PNR users are attracted. (Note: maps not to same scale).

MRCOG TAZ (traffic analysis zones) datasets (from 2012 base year) can be used as a source of population residing within existing PNR market areas. Datasets from both UNM and CNM describing the residential location of all students, faculty, and staff (from 2012) can be used as a source for university-related populations. A statistical profile of the overall market for PNR around each site can then be developed, as shown in Table 6.

Table 6: Statistical Profile of Existing ABQ RIDE PNR Sites

	NWTC	CUTC
Primary Routes	155, 157, 251, 790	54, 66, 198, 766, 777*
Commuter Routes (Trippers)	92, 94, 96, 98, 551	366
AM Peak Frequency (Buses/Hr)	5.3	11.2
Key Destinations	UNM, UNMH, CNM, CBD (north side)	CBD, ATC, UNM, CNM, Uptown
Distance to UNM (mi)	15.3	6.6
Auto Time to UNM (min)	20.4	15.8
Market Size (within 10 min drive)		
Population	56,506	90,299
University Population	2,886	4,247
…UNM Students	910	1,094
…UNM Faculty/Staff	250	481
…CNM Population	1,726	2,672
Weekday Boardings	630	440

** Note: The ART Green Line (777) began serving CUTC in November 2019. 777 did not serve the CUTC prior to that date.*

The overall auto-access transit market around the CUTC (population of about 90,000) is roughly 60% larger than the market around NWTC (population of about 56,000). The university market around the CUTC is about 47% larger than found at the NWTC.

Table 7 presents per capita transit trip rates for the two sites, derived by comparing overall transit boardings at each transit center with populations in their respective market areas.

Table 7: Per Capita Trip Rates

	NWTC		CUTC	
University Population		2,886		4,247
Population		56,506		90,299
UNM Riders	58%	367	39%	170
Regular Riders	42%	265	61%	266
Total		632		436
Per Capita Rates				
UNM/CNM Riders		0.1270		0.0400
Regular Riders		0.0047		0.0029

Clearly, per capita transit usage rates associated with auto access at the NWTC is significantly higher than it is at the CUTC. For the university population, it is more than 3 times higher; for regular riders per capita trip rates is about 60% higher.

Our supposition is that overall ridership rates (and therefore mode choice) for PNR routes is directly related to the distance from UNM, the primary anchor responsible for the bulk of ridership attracted to the major trunk routes. To us, this makes sense. PNR users are already using their car for their commute, so what factors are present to induce riders to stop, park, and ride transit? The two most compelling factors are: parking costs at the destination, and comparatively long travel distances. The NWTC is 15.3 miles from the main campuses for UNM and CNM; the CUTC by comparison is only 6.6 miles away.

In Figure 12 we show the relationship between per capita ridership and distance from the UNM/CNM campuses for both the university population and the general population (the two primary markets driving ridership at the NWTC and the CUTC). These curves can be used to predict per capita ridership rates at the candidate PNR locations considered for Coors Boulevard, and in turn transit ridership and parking demand associated with them.

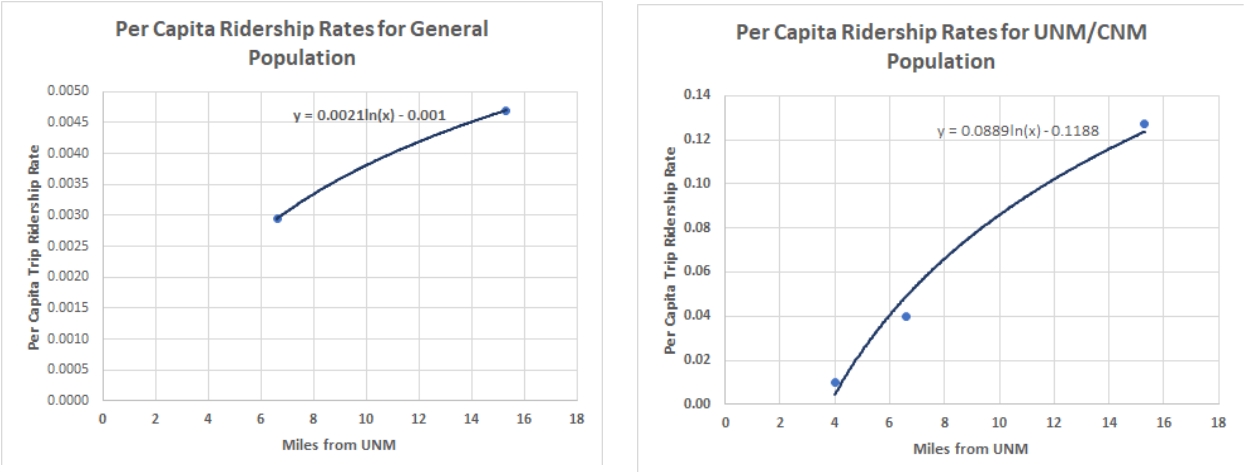

Figure 12: A curve can be calibrated to show the relationship between per capita ridership rate for the general population (left) relative to the distance to UNM. On the right a similar curve is shown for university populations.

Parking Demand for Candidate PNR Locations Along Coors

The TRAM model can once again be employed to create 10-minute driving time contours around each of the candidate PNR locations along Coors and thereby define the market areas they would potentially serve. Two examples are shown in Figure 13.

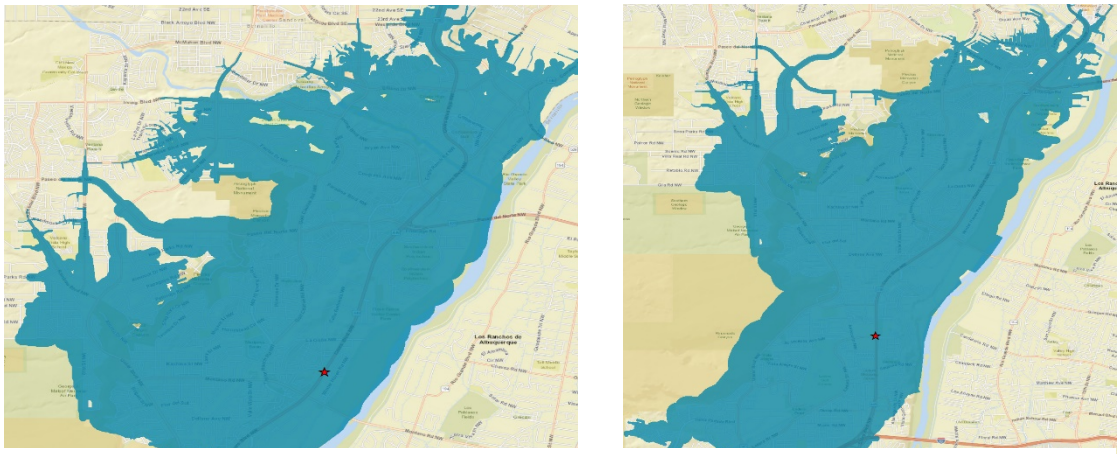

Figure 13: Market areas around two candidate PNR sites along Coors are shown, with the northernmost location (site 6) north of Montano shown on the left, and the southernmost location (site 1) at St. Josephs shown on the right. (Maps not to same scale).

Note how the market areas depicted in Figure 13 extend further north of the sites than they do south. Commuters to the university and CBD areas residing south of the sites need to travel out-of-direction.

Summaries of the regular and university populations residing in each market area can be generated and potential transit ridership and PNR demand can be estimated based on the per capita ridership rates indicated by the curves in Figure 12.

Demand estimates are shown in Table 8. Note that no distinction is being made between the St. Joseph's sites 1 and 2 (they are immediately across the street from each other).

Table 8: Ridership and PNR Demand Estimates for Candidate Coors Sites

	Montano (N)	**Montano**	**Dellyne**	**Western Trail**	**St. Joseph**
Node ID	*15602*	*27409*	*27515*	*27517*	*16426*
HH Population (2016)	54,455	40,264	31,530	55,824	55,446
UNM Students	1,206	963	830	1,271	1,255
UNM Faculty/Staff	400	339	297	479	480
CNM Population	1,724	1,341	1,143	1,838	1,833
University Population (Total)	3,330	2,643	2,270	3,588	3,568
Distance from UNM (mi)	9.189	8.691	8.308	7.389	6.966
Per Capita Rates (based on distance from UNM/CNM):					
University	0.0784	0.0734	0.0694	0.0590	0.0538
Regular	0.0037	0.0035	0.0034	0.0032	0.0031
Boardings					
University Related	261	194	158	212	192
Other	199	143	109	179	171
Total	460	337	266	390	362
% PNR (DA)	52%	52%	52%	52%	52%
% PNR (Carpool)	14%	14%	14%	14%	14%
Turnover	1.44	1.44	1.44	1.44	1.44
Total PNR Demand (Veh)	272	199	157	230	214
Capacity	**189**	**138**	**109**	**160**	**148**

Estimated parking requirements run between a low of 109 cars at Dellyne to a maximum of 189 cars for the site at Montano Plaza. These results suggest that parking demands fall roughly midway between the maximum parking accumulation observed at CUTC (78 cars) and the NWTC (258 cars), and therefore seem plausible.

In summary:

- Sites 1 and 2 (St. Josephs): 148
- Site 3 (Western Trail): 160
- Site 4 (Dellyne): 109
- Site 5 (Montano): 138
- Site 6 (North of Montano): 189

Note that these estimates are the maximum demand expected at each of these sites at a time when ABQ RIDE ridership levels return to those seen in the mid-2010s. Additional supplemental capacity at the lots probably should be provided to account for peak travel days. The lots themselves, of course, will also have to provide space for drive lanes, bus loading platforms, etc.

Appendix C: Construction Cost Estimates

SITE 1 WITH PARKING

COA ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	UNIT COST	COST
4.01	CONSTRUCTION STAKING, COMPL.	LS	1	14200	$ 14,200.00
4.02	CONSTRUCTION SURVEYING, COMPL.	LS	1	14200	$ 14,200.00
6.05	CONSTRUCTION MOBILIZATION, COMPL.	LS	1	56700	$ 56,700.00
201.01	SITE CLEARING AND GRUBBING, COMPL.	AC	2	$ 1,450.00	$ 2,900.00
204.01	FILL, CONSTRUCTION, INCL. EXCAVATION, PLACEMENT & COMPACTION OF UNCLASSIFIED MATERIAL, OVER 2 FT. DEEP, CIP.	CY	3500.00	$ 11.50	$ 40,250.00
302.01	AGGREGATE BASE COURSE, CRUSHED, 6" AT 95% COMPACTION, CIP. SD 2408	SY	9000	$ 7.00	$ 63,000.00
336.XXX	ASPHALT CONCRETE, 4 INCH THICK, SUPERPAVE	SY	7500	$ 12.00	$ 90,000.00
336.XXX	ASPHALT CONCRETE, 3 INCH THICK, SUPERPAVE (2 LIFTS)	SY	1500	$ 34.00	$ 51,000.00
340.05	CURB & GUTTER, STANDARD, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE PREPARATION, CIP. SD 2415	LF	1600	$ 18.00	$ 28,800.00
422.041	STREET LIGHT, ALUMINUM OR STEEL POLE, 25'-35', (LED COBRAHEAD), CIP.	EA	20	$ 3,600.00	$ 72,000.00
423.02	LUMINAIRE FOUNDATION FOR LUMINAIRE HEIGHT OF 40' OR LESS, CIP.	EA	20	$ 750.00	$ 15,000.00
4XX.XXX	LIGHTING EQUIPMENT	LS	1	$ 30,000.00	$ 30,000.00
440.001	REFLECTORIZED PAINTED MARKING, 4" WIDTH, CIP.	LF	5000	$ 1.20	$ 6,000.00
XXXX	BUS STOP IMPROVEMENTS	LS	1	$ 80,000.00	$ 80,000.00
XXXX	LANDSCAPING AND IRRIGATION	SF	11000	$ 8.00	$ 88,000.00
				SUBTOTAL	$ 652,050.00
				DESIGN CONTINGENCY (30%)	$ 195,615.00
				ENGINEERING & CA/CM (7%)	$ 45,643.50
				SUBTOTAL	$ 893,308.50
				NMGRT (7.875%)	$ 70,348.04
				TOTAL	**$ 963,656.54**

SITE 2 WITH PARKING

COA ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	UNIT COST	COST
4.01	CONSTRUCTION STAKING, COMPL.	LS	1	13700	$ 13,700.00
4.02	CONSTRUCTION SURVEYING, COMPL.	LS	1	13700	$ 13,700.00
6.05	CONSTRUCTION MOBILIZATION, COMPL.	LS	1	54600	$ 54,600.00
201.01	SITE CLEARING AND GRUBBING, COMPL.	AC	2.2	$ 1,450.00	$ 3,190.00
204.01	FILL, CONSTRUCTION, INCL. EXCAVATION, PLACEMENT & COMPACTION OF UNCLASSIFIED MATERIAL, OVER 2 FT. DEEP, CIP.	CY	3600.00	$ 11.50	$ 41,400.00
302.01	AGGREGATE BASE COURSE, CRUSHED, 6" AT 95% COMPACTION, CIP. SD 2408	SY	9500	$ 7.00	$ 66,500.00
336.XXX	ASPHALT CONCRETE, 4 INCH THICK, SUPERPAVE	SY	9100	$ 12.00	$ 109,200.00
336.XXX	ASPHALT CONCRETE, 3 INCH THICK, SUPERPAVE (2 LIFTS)	SY	500	$ 34.00	$ 17,000.00
340.05	CURB & GUTTER, STANDARD, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE PREPARATION, CIP. SD 2415	LF	1400	$ 18.00	$ 25,200.00
422.041	STREET LIGHT, ALUMINUM OR STEEL POLE, 25'-35', (LED COBRAHEAD), CIP.	EA	20	$ 3,600.00	$ 72,000.00
423.02	LUMINAIRE FOUNDATION FOR LUMINAIRE HEIGHT OF 40' OR LESS, CIP.	EA	20	$ 750.00	$ 15,000.00
4XX.XXX	LIGHTING EQUIPMENT	LS	1	$ 30,000.00	$ 30,000.00
440.001	REFLECTORIZED PAINTED MARKING, 4" WIDTH, CIP.	LF	5000	$ 1.20	$ 6,000.00
XXXX	BUS STOP IMPROVEMENTS	LS	1	$ 80,000.00	$ 80,000.00
XXXX	LANDSCAPING AND IRRIGATION	SF	10000	$ 8.00	$ 80,000.00
				SUBTOTAL	$ 627,490.00
				DESIGN CONTINGENCY (30%)	$ 188,247.00
				ENGINEERING & CA/CM (7%)	$ 43,924.30
				SUBTOTAL	$ 859,661.30
				NMGRT (7.875%)	$ 67,698.33
				TOTAL	**$ 927,359.63**

SITE 3 WITH PARKING

COA ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	UNIT COST	COST
4.01	CONSTRUCTION STAKING, COMPL.	LS	1	17000	$ 17,000.00
4.02	CONSTRUCTION SURVEYING, COMPL.	LS	1	17000	$ 17,000.00
6.05	CONSTRUCTION MOBILIZATION, COMPL.	LS	1	67700	$ 67,700.00
201.01	SITE CLEARING AND GRUBBING, COMPL.	AC	1.89	$ 1,450.00	$ 2,740.50
204.01	FILL, CONSTRUCTION, INCL. EXCAVATION, PLACEMENT & COMPACTION OF UNCLASSIFIED MATERIAL, OVER 2 FT. DEEP, CIP.	CY	3600.00	$ 11.50	$ 41,400.00
302.01	AGGREGATE BASE COURSE, CRUSHED, 6" AT 95% COMPACTION, CIP. SD 2408	SY	8100	$ 7.00	$ 56,700.00
336.XXX	ASPHALT CONCRETE, 4 INCH THICK, SUPERPAVE	SY	8100	$ 12.00	$ 97,200.00
336.XXX	ASPHALT CONCRETE, 3 INCH THICK, SUPERPAVE (2 LIFTS)	SY	0	$ 34.00	$ -
340.05	CURB & GUTTER, STANDARD, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE PREPARATION, CIP. SD 2415	LF	1200	$ 18.00	$ 21,600.00
422.041	STREET LIGHT, ALUMINUM OR STEEL POLE, 25'-35', (LED COBRAHEAD), CIP.	EA	38	$ 3,600.00	$ 136,800.00
423.02	LUMINAIRE FOUNDATION FOR LUMINAIRE HEIGHT OF 40' OR LESS, CIP.	EA	38	$ 750.00	$ 28,500.00
4XX.XXX	LIGHTING EQUIPMENT	LS	1	$ 30,000.00	$ 30,000.00
440.001	REFLECTORIZED PAINTED MARKING, 4" WIDTH, CIP.	LF	5000	$ 1.20	$ 6,000.00
XXXX	BUS STOP IMPROVEMENTS	LS	1	$ 80,000.00	$ 80,000.00
XXXX	LANDSCAPING AND IRRIGATION	SF	22000	$ 8.00	$ 176,000.00
				SUBTOTAL	$ 778,640.50
				DESIGN CONTINGENCY (30%)	$ 233,592.15
				ENGINEERING & CA/CM (7%)	$ 54,504.84
				SUBTOTAL	$ 1,066,737.49
				NMGRT (7.875%)	$ 84,005.58
				TOTAL	**$ 1,150,743.06**

SITE 4 WITH PARKING

COA ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	UNIT COST	COST
4.01	CONSTRUCTION STAKING, COMPL.	LS	1	13300	$ 13,300.00
4.02	CONSTRUCTION SURVEYING, COMPL.	LS	1	13300	$ 13,300.00
6.05	CONSTRUCTION MOBILIZATION, COMPL.	LS	1	53200	$ 53,200.00
201.01	SITE CLEARING AND GRUBBING, COMPL.	AC	2.3	$ 1,450.00	$ 3,335.00
202.01	EXCAVATE & DISPOSE UNCLASSIFIED MATERIAL, MORE THAN 2'DEEP, FOR ROADWAYS, COMPL.	CY	400	$ 8.00	$ 3,200.00
204.01	FILL, CONSTRUCTION, INCL. EXCAVATION, PLACEMENT & COMPACTION OF UNCLASSIFIED MATERIAL, OVER 2 FT. DEEP, CIP.	CY	3400.00	$ 11.50	$ 39,100.00
302.01	AGGREGATE BASE COURSE, CRUSHED, 6" AT 95% COMPACTION, CIP. SD 2408	SY	8500	$ 7.00	$ 59,500.00
336.XXX	ASPHALT CONCRETE, 4 INCH THICK, SUPERPAVE	SY	8500	$ 12.00	$ 102,000.00
336.XXX	ASPHALT CONCRETE, 3 INCH THICK, SUPERPAVE (2 LIFTS)	SY	0	$ 34.00	$ -
340.05	CURB & GUTTER, STANDARD, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE PREPARATION, CIP. SD 2415	LF	1200	$ 18.00	$ 21,600.00
422.041	STREET LIGHT, ALUMINUM OR STEEL POLE, 25'-35', (LED COBRAHEAD), CIP.	EA	17	$ 3,600.00	$ 61,200.00
423.02	LUMINAIRE FOUNDATION FOR LUMINAIRE HEIGHT OF 40' OR LESS, CIP.	EA	17	$ 750.00	$ 12,750.00
4XX.XXX	LIGHTING EQUIPMENT	LS	1	$ 30,000.00	$ 30,000.00
440.001	REFLECTORIZED PAINTED MARKING, 4" WIDTH, CIP.	LF	5500	$ 1.20	$ 6,600.00
XXXX	BUS STOP IMPROVEMENTS	LS	1	$ 80,000.00	$ 80,000.00
XXXX	LANDSCAPING AND IRRIGATION	SF	14000	$ 8.00	$ 112,000.00
				SUBTOTAL	$ 611,085.00
				DESIGN CONTINGENCY (30%)	$ 183,325.50
				ENGINEERING & CA/CM (7%)	$ 42,775.95
				SUBTOTAL	$ 837,186.45
				NMGRT (7.875%)	$ 65,928.43
				TOTAL	**$ 903,114.88**

SITE 6 WITH PARKING

COA ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	UNIT COST	COST
4.01	CONSTRUCTION STAKING, COMPL.	LS	1	17200	$ 17,200.00
4.02	CONSTRUCTION SURVEYING, COMPL.	LS	1	17200	$ 17,200.00
6.05	CONSTRUCTION MOBILIZATION, COMPL.	LS	1	68600	$ 68,600.00
201.01	SITE CLEARING AND GRUBBING, COMPL.	AC	3.9	$ 1,450.00	$ 5,655.00
202.01	EXCAVATE & DISPOSE UNCLASSIFIED MATERIAL, MORE THAN 2'DEEP, FOR ROADWAYS, COMPL.	CY	14000	$ 8.00	$ 112,000.00
204.01	FILL, CONSTRUCTION, INCL. EXCAVATION, PLACEMENT & COMPACTION OF UNCLASSIFIED MATERIAL, OVER 2 FT. DEEP, CIP.	CY	3200.00	$ 11.50	$ 36,800.00
302.01	AGGREGATE BASE COURSE, CRUSHED, 6" AT 95% COMPACTION, CIP. SD 2408	SY	7300	$ 7.00	$ 51,100.00
336.XXX	ASPHALT CONCRETE, 4 INCH THICK, SUPERPAVE	SY	6800	$ 12.00	$ 81,600.00
336.XXX	ASPHALT CONCRETE, 3 INCH THICK, SUPERPAVE (2 LIFTS)	SY	600	$ 34.00	$ 20,400.00
340.05	CURB & GUTTER, STANDARD, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE PREPARATION, CIP. SD 2415	LF	1500	$ 18.00	$ 27,000.00
422.041	STREET LIGHT, ALUMINUM OR STEEL POLE, 25'-35', (LED COBRAHEAD), CIP.	EA	19	$ 3,600.00	$ 68,400.00
423.02	LUMINAIRE FOUNDATION FOR LUMINAIRE HEIGHT OF 40' OR LESS, CIP.	EA	19	$ 750.00	$ 14,250.00
4XX.XXX	LIGHTING EQUIPMENT	LS	1	$ 30,000.00	$ 30,000.00
440.001	REFLECTORIZED PAINTED MARKING, 4" WIDTH, CIP.	LF	5000	$ 1.20	$ 6,000.00
XXXX	BUS STOP IMPROVEMENTS	LS	1	$ 80,000.00	$ 80,000.00
XXXX	LANDSCAPING AND IRRIGATION	SF	19000	$ 8.00	$ 152,000.00
				SUBTOTAL	$ 788,205.00
				DESIGN CONTINGENCY (30%)	$ 236,461.50
				ENGINEERING & CA/CM (7%)	$ 55,174.35
				SUBTOTAL	$ 1,079,840.85
				NMGRT (7.875%)	$ 85,037.47
				TOTAL	**$ 1,164,878.32**

SITE 1 WITH PARKING AND CIRCULATION

COA ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	UNIT COST	COST
4.01	CONSTRUCTION STAKING, COMPL.	LS	1	23600	$ 23,600.00
4.02	CONSTRUCTION SURVEYING, COMPL.	LS	1	23600	$ 23,600.00
6.05	CONSTRUCTION MOBILIZATION, COMPL.	LS	1	94400	$ 94,400.00
201.01	SITE CLEARING AND GRUBBING, COMPL.	AC	3.0	$ 1,450.00	$ 4,350.00
204.01	FILL, CONSTRUCTION, INCL. EXCAVATION, PLACEMENT & COMPACTION OF UNCLASSIFIED MATERIAL, OVER 2 FT. DEEP, CIP.	CY	5600.00	$ 11.50	$ 64,400.00
302.01	AGGREGATE BASE COURSE, CRUSHED, 6" AT 95% COMPACTION, CIP. SD 2408	SY	14300	$ 7.00	$ 100,100.00
336.XXX	ASPHALT CONCRETE, 4 INCH THICK, SUPERPAVE	SY	8500	$ 12.00	$ 102,000.00
336.XXX	ASPHALT CONCRETE, 3 INCH THICK, SUPERPAVE (2 LIFTS)	SY	5800	$ 34.00	$ 197,200.00
340.01	SIDEWALK, 4" THICK, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE COMPACTION, CIP. SD 2430	SY	800	$ 40.00	$ 32,000.00
340.05	CURB & GUTTER, STANDARD, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE PREPARATION, CIP. SD 2415	LF	3800	$ 18.00	$ 68,400.00
422.041	STREET LIGHT, ALUMINUM OR STEEL POLE, 25'-35', (LED COBRAHEAD), CIP.	EA	23	$ 3,600.00	$ 82,800.00
423.02	LUMINAIRE FOUNDATION FOR LUMINAIRE HEIGHT OF 40' OR LESS, CIP.	EA	23	$ 750.00	$ 17,250.00
4XX.XXX	LIGHTING EQUIPMENT	LS	1	$ 30,000.00	$ 30,000.00
440.001	REFLECTORIZED PAINTED MARKING, 4" WIDTH, CIP.	LF	4000	$ 1.20	$ 4,800.00
XXXX	BUS CANOPY (INCLUDES SHELTER, LIGHTING, KIOSK, CONCRETE)	LS	1	$ 80,000.00	$ 80,000.00
XXXX	LANDSCAPING AND IRRIGATION	SF	20000	$ 8.00	$ 160,000.00
				SUBTOTAL	$ 1,084,900.00
				DESIGN CONTINGENCY (30%)	$ 325,470.00
				ENGINEERING & CA/CM (7%)	$ 75,943.00
				SUBTOTAL	$ 1,486,313.00
				NMGRT (7.875%)	$ 117,047.15
				TOTAL	**$ 1,603,360.15**

SITE 2 WITH PARKING AND CIRCULATION

COA ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	UNIT COST	COST
4.01	CONSTRUCTION STAKING, COMPL.	LS	1	19900	$ 19,900.00
4.02	CONSTRUCTION SURVEYING, COMPL.	LS	1	19900	$ 19,900.00
6.05	CONSTRUCTION MOBILIZATION, COMPL.	LS	1	79500	$ 79,500.00
201.01	SITE CLEARING AND GRUBBING, COMPL.	AC	3.0	$ 1,450.00	$ 4,350.00
204.01	FILL, CONSTRUCTION, INCL. EXCAVATION, PLACEMENT & COMPACTION OF UNCLASSIFIED MATERIAL, OVER 2 FT. DEEP, CIP.	CY	3800.00	$ 11.50	$ 43,700.00
302.01	AGGREGATE BASE COURSE, CRUSHED, 6" AT 95% COMPACTION, CIP. SD 2408	SY	9600	$ 7.00	$ 67,200.00
336.XXX	ASPHALT CONCRETE, 4 INCH THICK, SUPERPAVE	SY	2600	$ 12.00	$ 31,200.00
336.XXX	ASPHALT CONCRETE, 3 INCH THICK, SUPERPAVE (2 LIFTS)	SY	7100	$ 34.00	$ 241,400.00
340.01	SIDEWALK, 4" THICK, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE COMPACTION, CIP. SD 2430	SY	700	$ 40.00	$ 28,000.00
340.05	CURB & GUTTER, STANDARD, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE PREPARATION, CIP. SD 2415	LF	3300	$ 18.00	$ 59,400.00
422.041	STREET LIGHT, ALUMINUM OR STEEL POLE, 25'-35', (LED COBRAHEAD), CIP.	EA	21	$ 3,600.00	$ 75,600.00
423.02	LUMINAIRE FOUNDATION FOR LUMINAIRE HEIGHT OF 40' OR LESS, CIP.	EA	21	$ 750.00	$ 15,750.00
4XX.XXX	LIGHTING EQUIPMENT	LS	1	$ 30,000.00	$ 30,000.00
440.001	REFLECTORIZED PAINTED MARKING, 4" WIDTH, CIP.	LF	5000	$ 1.20	$ 6,000.00
XXXX	BUS CANOPY (INCLUDES SHELTER, LIGHTING, KIOSK, CONCRETE)	LS	1	$ 80,000.00	$ 80,000.00
XXXX	LANDSCAPING AND IRRIGATION	SF	14000	$ 8.00	$ 112,000.00
				SUBTOTAL	$ 913,900.00
				DESIGN CONTINGENCY (30%)	$ 274,170.00
				ENGINEERING & CA/CM (7%)	$ 63,973.00
				SUBTOTAL	$ 1,252,043.00
				NMGRT (7.875%)	$ 98,598.39
				TOTAL	**$ 1,350,641.39**

SITE 3 WITH PARKING AND CIRCULATION

COA ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	UNIT COST	COST
4.01	CONSTRUCTION STAKING, COMPL.	LS	1	20400	$ 20,400.00
4.02	CONSTRUCTION SURVEYING, COMPL.	LS	1	20400	$ 20,400.00
6.05	CONSTRUCTION MOBILIZATION, COMPL.	LS	1	81300	$ 81,300.00
201.01	SITE CLEARING AND GRUBBING, COMPL.	AC	3.2	$ 1,450.00	$ 4,640.00
204.01	FILL, CONSTRUCTION, INCL. EXCAVATION, PLACEMENT & COMPACTION OF UNCLASSIFIED MATERIAL, OVER 2 FT. DEEP, CIP.	CY	5100.00	$ 11.50	$ 58,650.00
302.01	AGGREGATE BASE COURSE, CRUSHED, 6" AT 95% COMPACTION, CIP. SD 2408	SY	13600	$ 7.00	$ 95,200.00
336.XXX	ASPHALT CONCRETE, 4 INCH THICK, SUPERPAVE	SY	8500	$ 12.00	$ 102,000.00
336.XXX	ASPHALT CONCRETE, 3 INCH THICK, SUPERPAVE (2 LIFTS)	SY	5200	$ 34.00	$ 176,800.00
340.01	SIDEWALK, 4" THICK, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE COMPACTION, CIP. SD 2430	SY	300	$ 40.00	$ 12,000.00
340.05	CURB & GUTTER, STANDARD, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE PREPARATION, CIP. SD 2415	LF	2000	$ 18.00	$ 36,000.00
422.041	STREET LIGHT, ALUMINUM OR STEEL POLE, 25'-35', (LED COBRAHEAD), CIP.	EA	21	$ 3,600.00	$ 75,600.00
423.02	LUMINAIRE FOUNDATION FOR LUMINAIRE HEIGHT OF 40' OR LESS, CIP.	EA	21	$ 750.00	$ 15,750.00
4XX.XXX	LIGHTING EQUIPMENT	LS	1	$ 30,000.00	$ 30,000.00
440.001	REFLECTORIZED PAINTED MARKING, 4" WIDTH, CIP.	LF	5000	$ 1.20	$ 6,000.00
XXXX	BUS CANOPY (INCLUDES SHELTER, LIGHTING, KIOSK, CONCRETE)	LS	1	$ 80,000.00	$ 80,000.00
XXXX	LANDSCAPING AND IRRIGATION	SF	15000	$ 8.00	$ 120,000.00
				SUBTOTAL	$ 934,740.00
				DESIGN CONTINGENCY (30%)	$ 280,422.00
				ENGINEERING & CA/CM (7%)	$ 65,431.80
				SUBTOTAL	$ 1,280,593.80
				NMGRT (7.875%)	$ 100,846.76
				TOTAL	**$ 1,381,440.56**

SITE 5 WITH PARKING AND CIRCULATION

COA ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	UNIT COST	COST
4.01	CONSTRUCTION STAKING, COMPL.	LS	1	20000	$ 20,000.00
4.02	CONSTRUCTION SURVEYING, COMPL.	LS	1	20000	$ 20,000.00
6.05	CONSTRUCTION MOBILIZATION, COMPL.	LS	1	79900	$ 79,900.00
201.01	SITE CLEARING AND GRUBBING, COMPL.	AC	2.7	$ 1,450.00	$ 3,915.00
204.01	FILL, CONSTRUCTION, INCL. EXCAVATION, PLACEMENT & COMPACTION OF UNCLASSIFIED MATERIAL, OVER 2 FT. DEEP, CIP.	CY	4100.00	$ 11.50	$ 47,150.00
302.01	AGGREGATE BASE COURSE, CRUSHED, 6" AT 95% COMPACTION, CIP. SD 2408	SY	10400	$ 7.00	$ 72,800.00
336.XXX	ASPHALT CONCRETE, 4 INCH THICK, SUPERPAVE	SY	3800	$ 12.00	$ 45,600.00
336.XXX	ASPHALT CONCRETE, 3 INCH THICK, SUPERPAVE (2 LIFTS)	SY	6600	$ 34.00	$ 224,400.00
340.01	SIDEWALK, 4" THICK, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE COMPACTION, CIP. SD 2430	SY	700	$ 40.00	$ 28,000.00
340.05	CURB & GUTTER, STANDARD, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE PREPARATION, CIP. SD 2415	LF	3107	$ 18.00	$ 55,926.00
422.041	STREET LIGHT, ALUMINUM OR STEEL POLE, 25'-35', (LED COBRAHEAD), CIP.	EA	19	$ 3,600.00	$ 68,400.00
423.02	LUMINAIRE FOUNDATION FOR LUMINAIRE HEIGHT OF 40' OR LESS, CIP.	EA	19	$ 750.00	$ 14,250.00
4XX.XXX	LIGHTING EQUIPMENT	LS	1	$ 30,000.00	$ 30,000.00
440.001	REFLECTORIZED PAINTED MARKING, 4" WIDTH, CIP.	LF	5000	$ 1.20	$ 6,000.00
XXXX	BUS CANOPY (INCLUDES SHELTER, LIGHTING, KIOSK, CONCRETE)	LS	1	$ 80,000.00	$ 80,000.00
XXXX	LANDSCAPING AND IRRIGATION	SF	15246	$ 8.00	$ 121,968.00
				SUBTOTAL	$ 918,309.00
				DESIGN CONTINGENCY (30%)	$ 275,492.70
				ENGINEERING & CA/CM (7%)	$ 64,281.63
				SUBTOTAL	$ 1,258,083.33
				NMGRT (7.875%)	$ 99,074.06
				TOTAL	**$ 1,357,157.39**