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
  o Evaluation Approach
  o 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
  o Northwest Transit Center (NWTC)
  o Central-Unser Transit Center (CUTC)

• Significant unserved “market area” exists between these two existing westside park-and-ride facilities
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
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
Site 4

Primary reasons for elimination

- Low ridership potential
- Access issues
- Challenges navigating the roundabout intersection on Bosque School Rd
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
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
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: Strengths and Weaknesses

**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

* Parking lot layouts are conceptual only and were used to assess the amount of property needed
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.
Site 3: Strengths and Weaknesses

**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

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

<table>
<thead>
<tr>
<th>SITE ALTERNATIVE</th>
<th>SITE 1</th>
<th>SITE 2</th>
<th>SITE 3</th>
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</thead>
<tbody>
<tr>
<td>Site Size (Adequate for Park-and-ride Lots?)</td>
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<td>🌟🌟🌟🌟</td>
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<td>Estimated Ridership</td>
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<td>Land and Construction Cost</td>
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<td>User Access (Cars and Pedestrians)</td>
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<td>🌟🌟🌟🌟</td>
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<tr>
<td>Bus Access</td>
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<td>🌟🌟🌟🌟</td>
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<td>Walk Distance to Bus Stops on Coors Blvd.</td>
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<td>🌟🌟🌟🌟</td>
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<td>Impact to Route 790 Headways</td>
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<td>🌟🌟🌟🌟</td>
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<td>Compatible with Nearby Uses</td>
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<td>Environmental Concerns</td>
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<td>Public Input</td>
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- 🌟🌟🌟🌟 Very Good
- 🌟🌟🌟 Good
- 🌟🌟 Acceptable
<table>
<thead>
<tr>
<th>Project Milestone</th>
<th>Completion Date</th>
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<tbody>
<tr>
<td>Review Public Comments and Select Preferred Site</td>
<td>Late 2021</td>
</tr>
<tr>
<td>Complete FTA Environmental Document and Acquisition</td>
<td>Mid 2022</td>
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<tr>
<td>Site Design</td>
<td>Mid 2023</td>
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<tr>
<td>Construction</td>
<td>Mid 2024</td>
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<tr>
<td>Open for Operation</td>
<td>Late 2024</td>
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Comments and Questions

• Please let us know what you think.
  o About the project...About the sites....and,
  o What do you want us to know?

• Verbal and written comments recorded tonight

• Please submit written comments no later than October 22
  o Send written comments to:
    Coors Corridor Park and Ride Project
    9600 San Mateo NE
    Albuquerque, NM 87113
  o Email comments to CoorsPNR@parametrix.com
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.
  o The moderator will call on you.
  o You will be prompted to unmute.
  o 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.
Thank you!
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