

**Coors Park and Ride Webinar - October 5, 2021**

#	Question	Asker Name
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?	nita day
2	Could St. Josephs on the River have their parking lot be used for Park and Ride	Jerry Worrall
3	The Quaker Heights site seems similar in that it has the roundabouts that Site 5 has. Isn't the roundabout still an issue?	nita day
4	Site one is the best Site two is set for retail Site three is too close to homes	Tom Borst
5	Pleased to see a facility is being investigated. Any consideration to clear some traffic & encourage public transportation is forward thinking.	Ellen
6	Will the slide presentation be made available? If so, how can we get it?	Nick Harrison
7	1) Are we only selecting one site or looking at several sites?	Rene' Horvath
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	Ray Newell
9	will there be wrought iron around the parking lots when built.	Steve
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 it be taller and brighter than standard neighborhood lighting. Gail Stephens	Gail Stephens
11	2) Are we only looking at Bus Route 790?	Rene' Horvath
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?	Christopher (he or they) Tiwa Lands/T4B
13	What is the advantage or disadvantage of a bus stopping specifically at the park & ride versus using the nearest established standalone bus stop?	Anonymous Attendee
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.	nita day
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?	Nick Harrison
16	Will consideration be given to how the site location will relieve traffic that traps drivers on their local streets? Can give specific example.	Anonymous Attendee
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.	Rene' Horvath
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	Jerry Worrall
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?	Nick Harrison
20	If Art Project will eventually run along Coors, has this been taken into consideration in these site evaluations	Jerry Worrall
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 of 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?	nita day

22	Has there been any analysis done on projected ridership if and when ABQRide becomes fare-free.	Anonymous Attendee
23	Are any services ( groceries, etc) considered in determining the best location?	Frank Comfort LNA
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 depedent riders and current need. (doesn't need to be replied to)	Christopher (he or they) Tiwa Lands/T4B
25	The most services are 4 & 5.	Frank Comfort LNA
26	Rather than having a pure concrete park and ride facility. Is there anyway 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?	nita day
27	THE SECOND SENTENCE IS NOT A QUESTION.	Anonymous Attendee
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.	Jerry Worrall
29	*sustainably friendly	nita day
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 neighbourhood. 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?	Anonymous Attendee
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.	nita day
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.	Rene' Horvath
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?	Rene' Horvath
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 povery level (or similar data tracking). Again this doesn't need to be addressed tonight.	Christopher (he or they) Tiwa Lands/T4B
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 takle this headache intersection head on and provide some solid community development that can serve multiple uses and make for safer pedestrian mobility/recreation.	nita day