CITY OF ALBUQUERQUE TRANSIT DEPARTMENT

PARK-AND-RIDE FEASIBILITY STUDY

SOUTHWEST QUADRANT OF ALBUQUERQUE NEW MEXICO

JANUARY 04, 2023

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CITY OF ALBUQUERQUE TRANSIT DEPARTMENT

WSP PROJECT NO.: 33753I
DATE: JANUARY 2023

WSP USA INC.
2440 LOUISIANA BLVD. NE, SUITE 400
ALBUQUERQUE, NM 87110

PHONE: +1 505-881-5357

WSP.COM

ONE ALBUQUERQUE transit

TRANSIT DEPARTMENT
PO Box 1293
Albuquerque, NM 87103
Telephone: (505) 724-3100
Fax: (505) 724-3111

cabq.gov

Memorandum

To: Director Leslie Keener
From: Lawrence Kline FAICP, Principal Planner
Date: February 3, 2023
In Re: Site Selection for Park-and-Ride in the Southwest Quadrant of the City

On Friday January 19 2023 Directors Keener, Davis, Sisneros, Payton, and Saiz undertook final review of WSP's Southwest Quadrant Park-and-Ride Feasibility Study. By consensus, three of five sites reviewed were selected, in the following order: **1B, 2B, and 1A.**

Site 1B, at 98th Street and Amole Mesa Road, is the southern-most in the 98th Street system and most proximate to potential new residential development, and hence new ridership, in the southwest quadrant. If built on this site (now vacant and in need of re-zoning), the park-and-ride would be co-located with a new Albuquerque Fire and Rescue (AFR) Station as well as one more community activity. The City already owns the land and has performed a Phase 1 Study, although environmental analysis to FTA's specifications has not been done. The existence of the fire station (which will be manned constantly) will help provide the "eyes on the street" necessary to deter adverse activities. A bus stop is already present on 98th Street on the northbound side, and there is ample room in right-of-way for installing a southbound stop. If ART 766 service is extended along 98th Street, the turn-around at the Walmart at Rio and Bravo (2.65 miles distant) could be used. Of the three sites, at 3.6 miles, 1B is the furthest from the Central and Unser Transit Center (CUTC), which increases the probability this site would be seen as an alternative to driving. If needed, the fire station could serve as a driver restroom. And, what is now a four-way stop intersection would be signalized if only to serve the fire station.

Site 2B, at 98th Street and Benavidez Road is the closest, at 2.4 miles, to the CUTC. There is not much land available for new development in the area and no great increase in ridership would be expected. This site's advantage is that is the crossing point for the Fixed Route 54 (Westgate Heights) and the Fixed Route 198 on 98th Street. This might permit service enhancements in terms of frequency, especially if the ART 766 is diverted to the Rio Bravo/Coors turn-around. There are existing bus stops both north-south and east-west within 600 feet of the site. The site has close connectivity with a community center, a middle school, and some small-scale retail operations. There is a multi-purpose trail on the western boundary of the site. On the other hand, a noise sensitive site (a 30% AMI apartment complex) lies immediately to the west on the other side of the trail. Creation of a park-and-ride here may be seen as a burden. On the other hand, the presence of the residential units will increase casual surveillance for security purposes. Note that there is a plan for a roundabout at the intersection. It is still in the design stage and the designers are aware of our interest in the site and our needs for bus circulation.

Site 1A, at 98th Street and Blake Road, is on residentially zoned vacant land about ¼ mile north of Site 1B. It is proximate to the major intersection of Gibson Boulevard and 98th Street. Gibson does not

currently host transit service. Some vacant land does exist in the area. There are a large number of apartments and a large number of relatively dense single-family homes immediately at hand. This site would have to be re-zoned, which may not be seen as desirable by the owner. If re-zoned, the primary form of development would likely be commercial. Commercial development does not create passive surveillance day-round. This site is not on a corner as the others are in an attempt to save the "hard corner" for commercial development. Infrastructure development would burden this site as substantial sidewalk, drive-way, and median-cut work would be required.

On the basis of these recitals, the Directors have decided to pursue acquisition of Site 1B.

Approved:

Leslie Keener, Director, ABQRIDE

Date 2/3/23

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1 INTRODUCTION

This report summarizes and documents the study process used to identify and analyze feasible site alternatives for a park-and-ride facility. The study is being conducted in accordance with the following standards: Federal Transit Administration (FTA) guidelines and regulations, City of Albuquerque standards, general engineering standards, including the City of Albuquerque Standard Specifications and Details, the Highway Capacity Manual, and the American Association of State Highway and Transportation Officials.

1.1 PURPOSE AND OVERVIEW

Fueled by the steady growth and increasing need for transportation options in the Albuquerque metropolitan area, the City of Albuquerque Transit Department (ABQ Ride) has undertaken a study to develop and analyze potential site alternatives for development within the Southwest Quadrant of the City of Albuquerque for use as a park-and-ride facility, with the goal of accommodating transit users and development in this geographical area. The Southwest Quadrant study area consists of the area south of Central Avenue and west of the Rio Grande River in Albuquerque's South Valley. The study area is served by existing transit service (**Figure 1-1: Study Area and Existing Transit Routes**)

Improving transit service and user amenities has the potential to address regional transportation objectives, including bringing improved transit service closer to housing and other activity centers. A formal park-and-ride facility may not only further increased ridership, but also facilitate positive transit-oriented development in the surrounding area.

1.2 STUDY PROCESS

The feasibility of potential site alternative locations was based on accessibility to existing transit routes, ability for property acquisition, efficient operations performance, and access to activity centers. The study process consisted of two tiers of evaluation. The first consisted of an initial catchment modeling and site identification. The development of alternatives focused on approaches that meet the purpose and need of the project. The second step consisted of a more detailed site screening and comparison of alternatives advanced from the screening phase. This step included the development of each alternative in greater conceptual engineering detail followed by the evaluation of each alternative using specific metrics and criteria. An evaluation matrix was compiled to compare each alternative and can be found in **Section 7**.

The development and vetting of site alternatives was based on a qualitative and quantitative analysis that considers engineering, environmental, and community factors. The following specific criteria and metrics were used to develop and evaluate feasible park-and-ride site alternatives:

- Forecasted Ridership
- Forecasted Parking Space Demand
- Existing Residential within 0.25 mile
- Transit Operation Impacts
- Potential for New Bus Route Development
- Vehicular Accessibility
- Pedestrian Accessibility
- Bike Accessibility

- Sidewalks Needed
- Earthwork
- Drainage
- Potential for Facility Expansion
- Land Acquisition Required
- Zoning
- Environmental Conditions
- Construction Costs
- Maintenance Costs

The study will conclude with a recommended alternative to advance forward for National Environmental Policy Act (NEPA) review, FTA approval, detailed engineering site design, and property acquisition.

1.2.1 CATCHMENT MODELING

A demand assessment and origin/destination analysis were performed by Felsburg, Holt, & Ullevig to gather information on the market area and estimate the number of likely trips to a facility. The market area for a transit hub or park-and-ride, typically referred to as the catchment area, is the geographic region from which most users of a facility are expected to come from, often via a personal vehicle. Three large-scale catchment areas in Southwest Quadrant were identified and studied in order to forecast travel demand, need, and viability for future development, in compliance with standard FTA guidelines and methodologies. Boundary decisions for park-and-ride catchment areas for each of the three locations were made based on existing transit routes, best practices in park-and-ride analysis, and other similar park-and-ride facilities in Albuquerque.

Within each catchment area, parabolic focal areas (with their vertices oriented towards an activity center or, where more reasonable, oriented along the access and egress routes) were used to demarcate catchment areas and aid in the identification of initial site locations. The limits of each standard-shaped parabola were adjusted to follow existing roadways (**Figure 1-2 to Figure 1-4**).

1.2.2 ALTERNATIVES DEVELOPMENT

Using the initial analysis, three potential site alternatives were identified: 98th Street and Blake Road; 98th Street and DeVargas Road; and Old Coors Drive and Bridge Boulevard. To aid in the development and screening of alternatives, a review of existing conditions was performed.

As the analysis and screening of the site alternatives progressed, two additional viable site alternatives were identified and added to the study. The study includes the following five site alternatives (**Figure 1-5**).

- Site 1A: 98th Street and Blake Road
- Site 1B: 98th Street and Amole Mesa Avenue
- Site 2A: 98th Street and DeVargas Road – Westgate Community Center
- Site 2B: 98th Street and DeVargas Road/Benavides Avenue
- Site 3: Old Coors Drive and Bridge Boulevard

Figure 1-1: Study Area and Existing Transit Routes

Figure 1-2: 98th Street/Blake Road Catchment Map

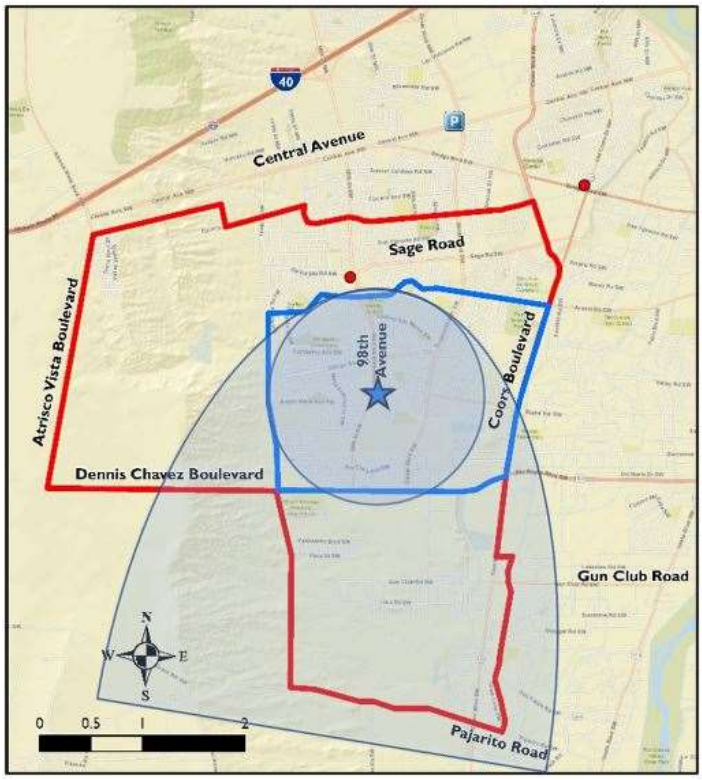


Figure 1-3: 98th Street/DeVargas Road Catchment Map

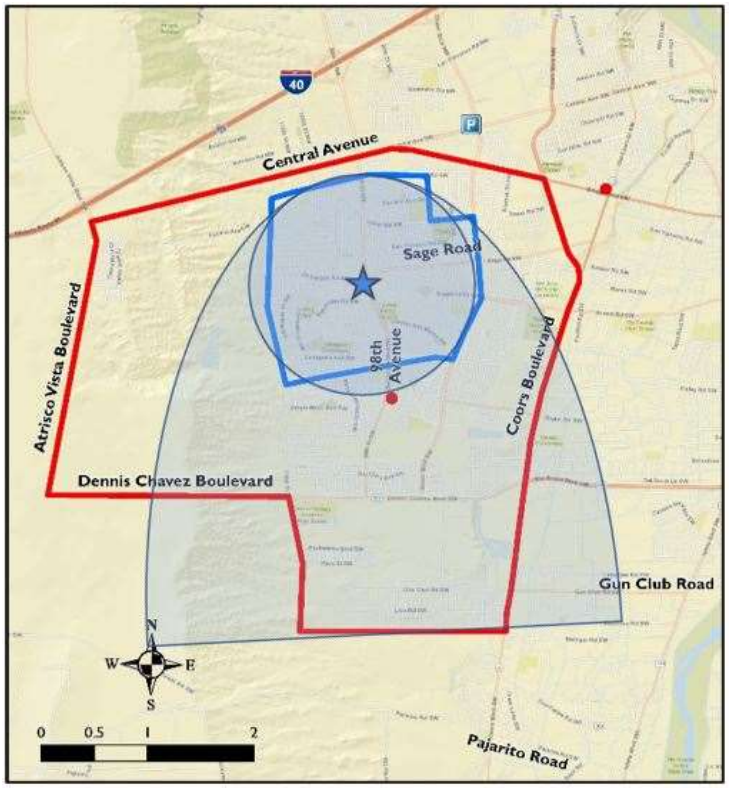


Figure 1-4: Old Coors Drive/Bridge Boulevard Catchment Map

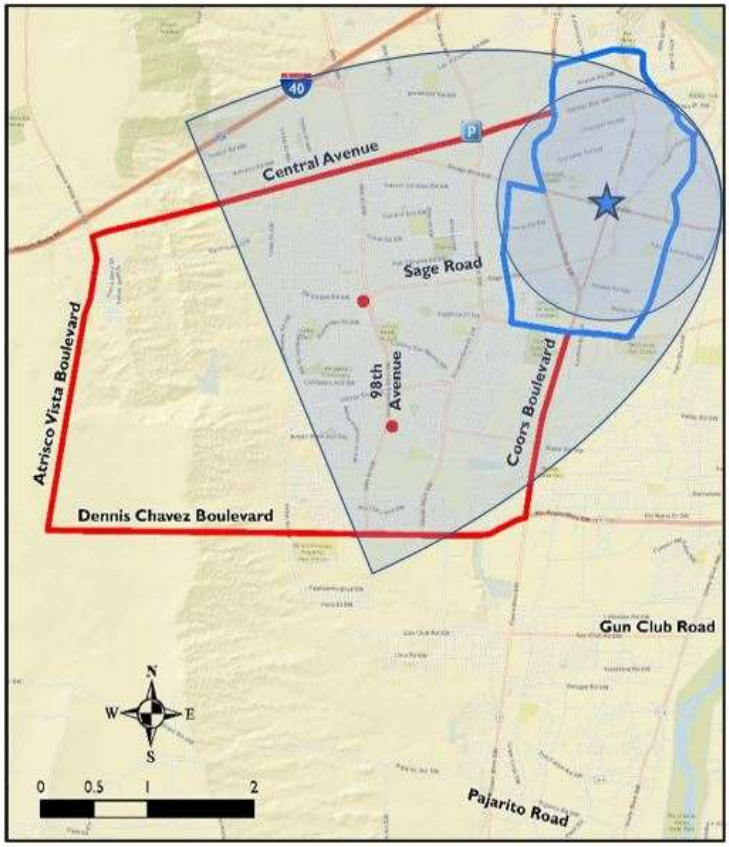
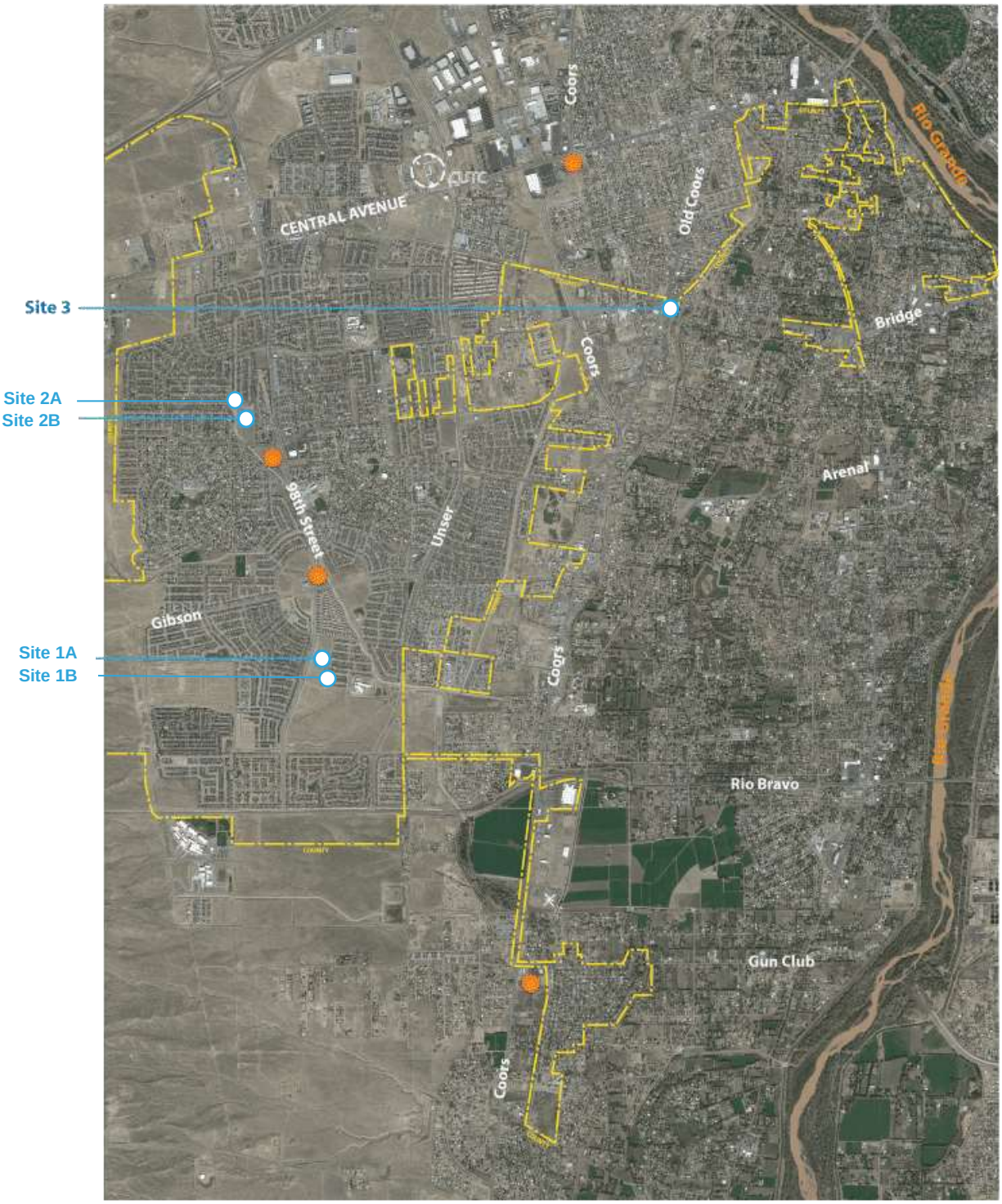


Figure 1-5: Study Alternatives



2 EXISTING CONDITIONS

A review of existing conditions is important to determine needs within the study limits and for understanding the opportunities and constraints that could influence the development of viable alternatives. This chapter summarizes the transit, multi-modal, lighting, landscaping, traffic features and that exist within the study limits at each alternative site location.

2.1 SITE ALTERNATIVES 1A AND 1B: 98TH STREET AND BLAKE ROAD

2.1.1 SITE DESCRIPTION

This property is a largely flat, undeveloped site that is bounded by a residential housing development to the north and east, 98th Street to the west, Blake Road to the north, and Amole Mesa Avenue to the south. The 15.84 acre rectangular-shaped property measures approximately 1,300-feet north to south by 500-feet west to east. There are no existing access points or driveways for the site to tie into. The site could be accessed from 98th Street (principal arterial), Blake Road (collector), and/or Amole Mesa Avenue (local roadway). Access by south bound traffic on 98th Street would require a cut in the road median. Review of the Mid-Region Metropolitan Planning Organization's Roadway Access Control Policy (RAC) was conducted and this section of road is not listed in their Inventory of Roadway Access Limitations.

At this study area, there are two significant intersections: the 98th Street and Blake Road intersection and the 98th Street and Amole Mesa Avenue intersection. The Blake Road intersection is a four-way stop control with striped pedestrian crossings. The Amole Mesa Avenue intersection is a four-way stop control with only the northern pedestrian crossing being striped. Sidewalk infrastructure is present along the northern and western border of the site with pedestrian ramps present at all four corners.

Site 1A: 98th Street and Blake Road

- 98th Street is a four-lane roadway with a raised median. Access to the site would be limited to right-in/right-out in the northbound direction. Mid-block access could potentially be located along the northbound near side of 98th Street and Blake Road. There is 1,300-feet of frontage from the site to 98th Street, so adequate access spacing can be achieved between 98th Street and Amole Mesa Avenue.
- Blake Road is a three-lane roadway with a two-way left-turn lane (TWLTL) separating directions of travel. The site would have full access to both eastbound and westbound traffic from Blake Road; however, the frontage occurs entirely within 500 feet of the 98th Street and Blake Road intersection.

Site 1B: 98th Street and Amole Mesa Avenue

- 98th Street is a four-lane roadway with a raised median. Access to the site would be limited to right-in/right-out in the northbound direction. Mid-block access could potentially be located along the northbound stretch of 98th Street approximately 250 feet from the 98th Steet and Amole Mesa intersection. Although adequate access spacing can be achieved between 98th Street and Amole Mesa Avenue for a mid-block driveway Access management strategies for the driveway to the site should be carefully considered.
- Amole Mesa Avenue is a two-lane local roadway that provides access to Rudolfo Anaya Elementary School and a housing development. The site would have access from both eastbound and westbound traffic on Amole Mesa Avenue and 98th Street. The site spans approximately 700 feet of Amole Mesa.

The closest lighted intersection is 98th Street and Amole Mesa Avenue . Full access to 98th Street and Amole Mesa site can potentially achieved from both 98th Street and Amole Mesa Avenue.

2.1.2 EXISTING TRANSIT SERVICES

Site 1A: 98th Street and Blake Road

There is an existing network of transit facilities and service routes within the Albuquerque metropolitan area (**Appendix A**). Specific to 98th Street, there are existing bus stops in the northbound and southbound directions located just north of the 98th Street and Amole Mesa Avenue intersection as well as just north of the 98th Street and Blake. The bus stops support Route 198 which provides service along 98th Street from Rio Bravo Boulevard (Dennis Chavez Boulevard Southwest) to the Central and Unser Transit Center (CUTC). The CUTC Provides easy transfer service to other ABQ Ride routes, including the Albuquerque Rapid Transit (ART) red and green lines along Central Avenue.

Site 1B: 98th and Amole Mesa Avenue

Existing transit services are the same as above.

2.1.3 EXISTING MULTI-MODAL FACILITIES

Site 1A: 98th Street and Blake Road

The existing site is bounded by sidewalk to the west and north along 98th Street and Blake Road, respectively. There are striped bike lanes along 98th Street and buffered bike lanes along Blake Road. All intersection crossings have pedestrian ramps.

Site 1B: 98th and Amole Mesa Avenue

There are pedestrian facilities along Amole Mesa Avenue and striped bike lanes along 98th Street. The existing site is bounded by sidewalk to the west and south along 98th Street and Amole Mesa Avenue..

2.1.4 EXISTING LIGHTING AND LANDSCAPING

Site 1A: 98th Street and Blake Road

There is existing street lighting along the north side of Blake Road in the vicinity of the site. The site is currently undeveloped and consists mainly of natural brushy vegetation. The site is between 0 to 7 feet above the roadway surface elevation with a steep slope to the south and east. Earthwork could be required to level the site and tie into the existing roadway.

Site 1B: 98th Street and Amole Mesa Avenue

Existing lighting and landscaping same as above.

2.1.5 EXISTING TRAFFIC

A traffic assessment of the potential site area was performed to determine the existing and future traffic impacts of constructing a park-and-ride on the existing roadway network. Traffic counts were not collected as a part of this assessment. This traffic assessment was completed based upon AM and PM Peak Hour site observations completed in May 2021 and Mid-Regional Council of Governments (MRCOG) data from the 2040 MRCOG Transportation Futures Model utilizing the demand assessment completed for each respective site.

Peak hour observations were performed on May 20, 2021, after Albuquerque Public Schools (APS) had resumed in-person and traffic levels were in recovery from the lows seen during the peak of the COVID-19 pandemic. The observations indicate that currently traffic loads in the site area during both the AM and PM Peak Hours appear to operate at an acceptable level. Free flow was observed on both the 98th Street and Blake Road corridors. There was moderate congestion at the 98th Street and Blake Road signalized intersection resulting in queued traffic; however, queued traffic cleared with every signal cycle and all queued traffic was stored within existing turn lane storage. At the 98th Street and Amole Mesa Avenue two-way stop-controlled intersection, queuing was observed at the east and west approaches to the intersection primarily for left-turning traffic accessing 98th Street. Delay appears to fall within acceptable limits and queuing traffic did not have negative safety impacts at the intersection. In general, observations indicated that there were no deficient traffic operations in the study area.

The AM and PM Peak Hour trips to and from the park-and-ride site were calculated utilizing the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) based upon the number of parking spots identified in the demand assessment (Land Use 090 - Park-and-Ride Lot with Bus Service Parking Spaces). The calculation yields the following peak hour trips to the site:

- AM Peak Hour: Ingress – 21 trips; Egress – 5 trips
- PM Peak Hour: Ingress – 5 trips; Egress – 17 trips

Based upon the proposed number of ingress and egress trips for both peak hour periods, the number of trips turning into the site would fall below the left-turn and right-turn turn lane warrants for a site per the City of Albuquerque Development Process Manual (threshold for turn lane is 50 vehicle per hour). It is anticipated that the addition of 26 AM Peak Hour trips or 22 PM Peak Hour trips would not negatively impact operations within the existing transportation network around 98th Street and Blake Road.

Figure 2-1: 98th Street/Blake Road Existing and Future Traffic Volumes

2.1.6 COMMUNITY DEMOGRAPHICS

The demographic characteristics of the study area population were reviewed to identify the presence of groups that may require special consideration consistent with Title VI and Executive Order (EO) 12898. These site alternatives are located within Census Block Group 350010047383 in New Mexico, EPA Region 6.

The demographic index in the Census Block Group for Site 1A and 1B, 98th Street at Blake Street and 98th Street and Amole Mesa, is 63 percent, compared to the state average of 52 percent, and thus is in the 69th percentile for the state. Approximately 90 percent of the population in the study area are classified as "People of Color," which is higher than the state average of 62 percent (85th percentile). Approximately 6 percent of the population has less than a high school education, which is a lower percentage than the state (15 percent) and the city of Albuquerque as a whole (10.3 percent). Thirty-seven percent of the population surrounding the study area is low-income compared to the state average of 42 percent, as shown in **Table 2-1**. The age distribution within the study area shows a younger population than the state and the city.

Table 2-1: Park-and-Ride Site 1 2021 Demographics

Selected Variables	Site 1 Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA	Albuquerque Average[1]
Demographic Indicators								
Demographic Index[2]	63%	52%	69	44%	75	36%	85	n/a
People of Color[3] Population	90%	62%	85	52%	84	39%	90	n/a
Low Income Population	37%	42%	44	37%	53	33%	63	n/a
Linguistically Isolated Population	0%	5%	28	6%	36	4%	45	n/a
Population With Less Than High School Education	6%	15%	30	16%	28	13%	36	10.3%
Population under 5 years of age	13%	6%	93	7%	91	6%	94	5.9%
Population over 64 years of age	2%	16%	1	13%	4	15%	2	15.1%

1. US EPA 2021 https://www.census.gov/quickfacts/fact/table/albuquerquecitynewmexico#
2. The Demographic Index in EJSCREEN is a combination of percent low-income and percent minority populations.
3. The percent of individuals who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals.

2.2 SITE ALTERNATIVE 2A AND 2B: 98TH STREET AND DEVARGAS ROAD

2.2.1 SITE DESCRIPTION

This study area near the intersection of DeVargas Road and 98th Street is surrounded by residential development. A developed shopping center populated by Walmart and others is located east of 98th Street. Truman Middle School is located to the south. Just west of the 98th Street and DeVargas Road intersection is the new Westgate Community Center and a park. The southwest corner of the intersection is an undeveloped 12.84 acres privately owned parcel. The eastern border of the parcel spans approximately 1,170 feet of southbound 98th Street.

In the study area, there are two significant intersections: the 98th Street and DeVargas Road intersection and the 98th Street and Benavides Avenue intersection. The DeVargas Road intersection is signal controlled with striped pedestrian crossings. The Benavides Avenue intersection is a four-way stop controlled with striped pedestrian crossings; however, the City is proposing to convert this intersection into a roundabout. Minimal sidewalk infrastructure is present; however, a multi-purpose trail runs north/south immediately west of the parcels.

Site 2A: 98th Street and DeVargas Road - Westgate Community Center

The Site 2A alternative is situated behind the Westgate Community Center west of 98th Street and north of DeVargas Road, approximately 500 feet west of the intersection. For this alternative, the park-and-ride would be co-located with an already developed community center. This property would be accessed by both eastbound and westbound traffic traveling on DeVargas Road (minor arterial). Access to the park-and-ride would require exiting off DeVargas Road onto the access route traversing north through the community center lot and behind the community center. Currently, there is no alternative access option to allow for park-and-ride visitors and ABQ Ride buses to not interact with the vehicles in the community center parking lot. Amole Arroyo Trail runs parallel along the west border of the property.

Site 2B: 98th Street and Benavides Avenue

The Site 2B alternative is sited on a triangular-shaped undeveloped parcel at the southwest corner of the intersection of 98th Street and DeVargas Road near Benavides Avenue. The footprint of the park-and-ride would not require the purchase of the entire parcel but would instead focus on the southernmost triangular-shaped corner of the property. The focus on the southern portion of the lot would allow for further development to occur on what would be considered the "hard corner" of the lot. Amole Arroyo Trail runs parallel along the west border of the property. There is an existing access point (right-in/right-out) to the site approximately 750 feet south of DeVargas Road along 98th Street. Additional access to the site could be provided from 98th Street (urban principal arterial) or DeVargas Road (minor arterial).

- DeVargas Road is a two-lane local roadway that provides access to residential developments to the west. The initial 440 feet west of the intersection has a raised median that channelizes the left-turn lane for the intersection and would limit site access to right-in/right-out in the eastbound direction. The remaining 250 feet of the frontage could support full access to DeVargas Road.
- 98th Street is a four-lane divided roadway with a raised median. Full access to the site can be provided from 98th Street at two locations where there are existing median breaks, approximately 325 feet and 700 feet of the intersection. Otherwise, access to the site would be limited to right-in/right-out in the southbound direction.

- Benavides Road is a two-lane local roadway that provides access to and from 98th Street to the residential developments to the west and the middle school to the east. Access to the site from Benavides Road is not possible due to the shape of the parcel. There is currently a driveway cut that provides access to the Amole Mesa Arroyo trail, and not enough room is left between the existing driveway and the intersection of Benavides Road and98th Street intersection to construct another based on standard traffic safety standards. The site could function using this existing access point.

2.2.2 EXISTING TRANSIT SERVICES

Site 2A: 98th Street and DeVargas Road - Westgate Community Center

There is an existing network of transit facilities and service routes within the Albuquerque metropolitan area (**Appendix A**). Specific to the 98th Street and DeVargas Road site, there are existing bus stops in the northbound and southbound directions located immediately south of the 98th Street and DeVargas Road intersection. The bus stops service Route 198 and Route 54. Route 198 provides service along 98th Street from Rio Bravo Boulevard (Dennis Chavez Boulevard Southeast) to the CUTC. The CUTC provides easy transfer service to other ABQ Ride routes, including the ART red and green lines. Route 54 provides services from the CUTC to the Alvarado Transportation Center downtown using Bridge Boulevard to travel east and west. The park-and-ride at this location would require any buses servicing the lot to leave DeVargas Road and circulate around the community center.

Site 2B: 98th Street and Benavides Avenue

Similar to Site 2A, Routes 198 and 54 could service this location providing links to the CUTC; however, unlike the above, on-street boarding and alighting could take place on southbound 98th Street. Currently there are no Mid-block crossing signalization or signage in place. Should this alternative advance further, due diligence should be completed to allow for safe crossing of pedestrians.

2.2.3 EXISTING MULTI-MODAL FACILITIES

Site 2A: 98th Street and DeVargas Road - Westgate Community Center

Sidewalk infrastructure would most likely be built as part of the Community Center construction and little to no additional sidewalk work would be necessary. There is currently no crosswalk or signaling that would allow pedestrians to make a mid-block crossing on DeVargas Road (north to south). There are striped bike lanes along 98th Street and there are bike lanes along DeVargas Road that runs both east and west in front of the community center. The Amole Arroyo Trail is located at the western boundary of the site.

Site 2B: 98th Street and Benavides Avenue

There is no sidewalk adjacent to the site. There is approximately 130 feet of sidewalk from the 98th Street and DeVargas Road intersection to the bus stop shelter on the northeast end of the site. All intersection crossings at 98th Street and DeVargas Road as, well as the 98th and Benavides intersection, have pedestrian ramps. There are striped bike lanes along 98th Street. There are also bike lanes along DeVargas Road. The Amole Arroyo multi-modal trail is the western boundary of the site. Tie ins to the trail would be a short connection from the site.

2.2.4 EXISTING LIGHTING AND LANDSCAPING

Site 2A: 98th Street and DeVargas Road - Westgate Community Center

There is existing street lighting on-site at the Westgate Community Center. However, the lighting is focused on the community center itself and the lighting would not be sufficient to illuminate Site 2A. Additional lighting would be necessary for the park-and-ride.

Site 2B: 98th Street and Benavides Avenue

There is existing street lighting along 98th Street and the south side of DeVargas Road. No lighting exists near the south corner of the property at 98th Street and Benavides. The site is currently undeveloped and consists mainly of natural brushy vegetation. Additional lighting would be necessary for the park-and-ride.

2.2.5 EXISTING TRAFFIC

A traffic assessment of the proposed site was performed to determine the existing and future traffic impacts of constructing a park-and-ride on the existing roadway network. Traffic counts were not collected as a part of this assessment. This traffic assessment was completed based upon AM and PM Peak Hour site observations completed in May 2021 and MRCOG data from the 2040 MRCOG Transportation Futures Model utilizing the demand assessment completed for each respective site.

The AM and PM Peak Hour trips to and from the park-and-ride site were calculated utilizing the ITE Trip Generation Manual (11th Edition) based upon the number of parking spots identified in the demand assessment (Land Use 090 - Park-and-Ride Lot with Bus Service Parking Spaces).

Site 2A: 98th Street and DeVargas Road - Westgate Community Center

Peak hour observations were performed on May 18, 2021, after APS had resumed in-person and traffic levels were in recovery from the lows seen during the peak of the COVID-19 pandemic. The observations were also performed prior to the Westgate Community Center being operational and open to the public. The 2021 observations indicate that traffic loads in the site area during both the AM and PM Peak Hours appear to operate at an acceptable level. Free flow was observed along the DeVargas Road corridor. There was moderate congestion at the 98th Street and DeVargas Road signalized intersection resulting in queued traffic; however, queued traffic cleared with every signal cycle and all queued traffic was stored within existing turn lane storage. The PM Peak Hour was noticeable more congested. In general, observations indicated that there were no deficient traffic operations in the study area.

The calculation yields the following peak hour trips to the site:

- AM Peak Hour: Ingress – 23 trips, Egress – 6 trips
- PM Peak Hour: Ingress – 6 trips, Egress – 19 trips

Based upon the proposed number of ingress and egress trips for both peak hour periods, the number of trips turning into the site for the park-and-ride would fall below the left-turn and right-turn turn lane warrants for a site per the City of Albuquerque Development Process Manual. It is anticipated that the addition of 29 AM Peak Hour trips or 25 PM Peak Hour trips would not negatively impact operations within the existing transportation network around the site at DeVargas Road.

If this alternative is advanced, the study team should consider collecting additional peak hour observations to evaluate any changes in traffic due to the community center and the potential impacts of the park-and-ride on its operation.

Figure 2-2: 98th Street/DeVargas Road Existing and Future Traffic Volumes

Site 2B: 98th Street and Benavides Avenue

The driveway for the proposed site would be located along 98th Street, north of the 98th Street/Benavides Road intersection. The 98th Street/Benavides Road intersection is 4-way stop controlled and experiences directional congestion during peak hour periods. The southbound lanes of 98th Street experience limited delay during the AM Peak Hour, however during the PM Peak Hour there is congestion associated with the delay caused by queuing at the intersection. The City of Albuquerque is currently developing a roundabout intersection concept for the intersection which should reduce delay and congestion at the intersection, improving flow on 98th Street.

The calculation yields the following peak hour trips to the site:

- AM Peak Hour: Ingress – 23 trips, Egress – 6 trips
- PM Peak Hour: Ingress – 6 trips, Egress – 19 trips

Based upon the proposed number of ingress and egress trips for both peak hour periods, the number of trips turning into the site for the park-and-ride would fall below the left-turn and right-turn turn lane warrants for a site per the City of Albuquerque Development Process Manual. It is anticipated that the addition of 29 AM Peak Hour trips or 25 PM Peak Hour trips would not negatively impact operations within the existing transportation network around the site at 98th Street.

If this alternative is advanced, the study team should consider collecting additional peak hour observations to evaluate any changes in traffic due to the implementation of a roundabout at the 98th Street/Benavides Road intersection and the potential impacts of the park-and-ride on its operation.

Figure 2-3: 98th Street/DeVargas/Benavides Road Existing and Future Traffic Volumes

2.2.6 COMMUNITY DEMOGRAPHICS

The demographic characteristics of the study area population were reviewed to identify the presence of groups that may require special consideration consistent with Title VI and Executive Order (EO) 12898. These site alternatives are located within Census Block Group 350010044011 in New Mexico, EPA Region 6.

The demographic index in the Census Block Group for Site 2, DeVargas Road at 98th Street, is 69 percent compared to the state average of 52 percent and is therefore in the 76th percentile for the state. Approximately 90 percent of the population in the study area are classified as "People of Color" which is higher than the state average of 62 percent (85th percentile). Approximately 28 percent of the population has less than a high school education, which is a higher percentage than the state (15 percent), but a lower percentage than the city of Albuquerque as a whole (10.3 percent). Forty-seven percent of the population surrounding the study area is low-income, slightly higher than the state average of 42 percent, as shown in Table 2-2: Park-and-Ride Site 2 2021 Demographics. The age distribution within the study area shows a slightly higher proportion under the age of 5 (9 percent) than the state (6 percent) and the city (5.9 percent). However, the population over 64 years of age (23 percent) was also higher than the state (16 percent) and the city (15.1 percent).

Table 2-2: Park-and-Ride Site 2 2021 Demographics

Selected Variables	Site 2 Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA	ABQ Average[1]
Demographic Indicators								
Demographic Index[2]	69%	52%	76	44%	81	36%	89	n/a
People of Color[3] Population	90%	62%	85	52%	85	39%	90	n/a
Low Income Population	47%	42%	60	37%	68	33%	76	n/a
Linguistically Isolated Population	10%	5%	79	6%	78	4%	83	n/a
Population With Less Than High School Education	28%	15%	84	16%	81	13%	88	10.3%
Population under 5 years of age	9%	6%	79	7%	74	6%	81	5.9%
Population over 64 years of age	23%	16%	80	13%	89	15%	84	15.1%

1. US EPA 2021 https://www.census.gov/quickfacts/fact/table/albuquerquecitynewmexico#
2. The Demographic Index in EJSCREEN is a combination of percent low-income and percent minority populations.
3. The percent of individuals who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals.

2.3 SITE ALTERNATIVE 3: OLD COORS BOULEVARD AND BRIDGE BOULEVARD

2.3.1 SITE DESCRIPTION

This property is an undeveloped site that slopes from north to south, bounded by a residential housing development to the east, a gas station to the northwest, Old Coors Drive to the west, Bridge Boulevard to the north, and a commercial development to the south. A gas station is currently located within the boundaries of the proposed development parcel in the northwest corner. There are no existing access points or driveways for the site to tie into. Access to the site would be available from Old Coors Drive (principal arterial) for north bound traffic. Access by south bound traffic would require a cut in the road median.

In the study area, there is one significant intersection: the Old Coors Drive and Bridge Boulevard intersection. The intersection is signal controlled with striped pedestrian crossings.

- Old Coors Drive is a five-lane roadway with TWLTL separating directions of travel adjacent to the site. Full access to the site could be provided by way of Old Coors Drive. However, the site is 240 feet south of the Old Coors Drive and Bridge Boulevard signalized intersection and the frontage for the site lies within the taper for the northbound right-turn lane for the signalized intersection. There is an existing driveway to the service station, and vehicle access for the park-and-ride would only be feasible at the southern portion of the frontage to optimize access management.
- Bridge Boulevard is a five-lane roadway with TWLTL separating directions of travel adjacent to the site. Vehicle access to the site from Bridge Boulevard poses challenges due to the topography; however, pedestrian access to the site could be provided to Bridge Boulevard by way of a 300 footlong pathway. The site is 200 feet south of the Old Coors Drive and Bridge Boulevard signalized intersection. There is a driveway to the service station; however, it would not be a feasible access point for the park-and-ride.

2.3.2 EXISTING TRANSIT SERVICES

There is an existing network of transit facilities and service routes within the Albuquerque metropolitan area (**Appendix A**). Specific to the Old Coors Drive and Bridge Boulevard site, there are existing bus stops in the immediate vicinity of the study area in the eastbound direction of Bridge Boulevard. Route 54 provides service from the CUTC to the Alvarado Transportation Center downtown using Bridge Boulevard to travel east and west. Route 54 also currently provides service through the West Gate community. The expansion of Route 154 could be possible in connection with developing this site.

2.3.3 EXISTING MULTI-MODAL FACILITIES

There is no sidewalk adjacent to the site. The Old Coors Drive and Bridge Boulevard intersection crossings near the site have pedestrian ramps and crosswalks. Approximately 600 feet of on-site and 350 feet of off-site sidewalk would be needed. There are no striped bike lanes along Old Coors or Bridge Blvd. There are no bike facilities in the vicinity of the project area.

2.3.4 EXISTING LIGHTING AND LANDSCAPING

There is existing street lighting along Old Coors Drive and limited lighting on Bridge Boulevard in the vicinity of the site. The site is currently undeveloped and consists mainly of natural brushy vegetation. Large amounts of earthwork would be required to stabilize the east portion of the site and bring it level with the rest of the site.

2.3.5 EXISTING TRAFFIC

A traffic assessment of the proposed site was performed to determine the existing and future traffic impacts of constructing a park-and-ride on the existing roadway network. Traffic counts were not collected as a part of this assessment. This traffic assessment was completed based upon AM and PM Peak Hour site observations completed in May 2021 and MRCOG data from the 2040 MRCOG Transportation Futures Model utilizing the demand assessment completed for each respective site.

Peak hour observations were performed on May 19, 2021, after APS had resumed in-person and traffic levels were in-recovery from the lows seen during the peak of the COVID-19 pandemic. The observations indicate that current traffic loads in the site area during both the AM and PM Peak Hours showed some level of congestion, particularly with the service station at the corner. Generally, free flow was observed on both the Old Coors Drive and Bridge Boulevard corridors. There was moderate congestion at the Old Coors Drive and Bridge Boulevard signalized intersection resulting in queued traffic. Queued traffic did not always clear the intersection with every signal cycle, though queued traffic was stored within existing turn lane storage. Operations were complicated by ingress and egress out of the service station as movements were occurring within the storage area of the intersection. Observed driver behavior was not affected by the driveways falling within the immediate vicinity of the intersection. In general, though observations indicated that there were no deficient traffic operations in the study area, access management possesses some challenges to operations.

The AM and PM Peak Hour trips to and from the park-and-ride site were calculated utilizing the ITE Trip Generation Manual (11th Edition) based upon the number of parking spots identified in the demand assessment (Land Use 090 - Park-and-Ride Lot with Bus Service Parking Spaces). The calculation yields the following peak hour trips to the site:

- AM Peak Hour: Ingress – 26 trips, Egress – 6 trips

- PM Peak Hour: Ingress – 6 trips, Egress – 22 trips

Based upon the predicted number of ingress and egress trips for both peak hour periods, the number of trips turning into the site would fall below the left-turn and right-turn turn lane warrants for a site per the City of Albuquerque Development Process Manual. It is anticipated that the addition of 32 AM Peak Hour trips or 28 PM Peak Hour trips would not negatively impact operations within the existing transportation network around Old Coors Drive and Bridge Boulevard. Should this alternative be advanced a signalization warrant analysis may be needed.

Figure 2-4: Old Coors Drive/Bridge Boulevard Existing and Future Traffic Volumes

2.3.6 COMMUNITY DEMOGRAPHICS

The demographic characteristics of the study area population were reviewed to identify the presence of groups that may require special consideration consistent with Title VI and Executive Order (EO) 12898. This site alternative is located within Census Block Group 350010047132 in New Mexico, EPA Region 6.

The demographic index in the Census Block Group for Site 3, Old Coors Drive at Bridge Boulevard, is 71 percent, compared to the state average of 52 percent, and thus is in the 80th percentile for the state. Approximately 91 percent of the population in the study area are classified as "People of Color," which is higher than the state average of 62 percent (87th percentile). Approximately 28 percent of the population has less than a high school education, which is a higher percentage than the state (15 percent) and the city of Albuquerque (10.3 percent). Thirty-seven percent of the population surrounding the study area is low-income, slightly higher than when compared to the state average of 42 percent, as shown in **Table 2-3**. The age distribution within the study area shows a younger population than the state and the city, including a greater population under five years of age and a lower population above 64 years of age.

Table 2-3: Park-and-Ride Site 3 2021 Demographics

Selected Variables	Site 3 Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA	ABQ Average[1]
Demographic Indicators								
Demographic Index[2]	71%	52%	80	44%	84	36%	90	n/a
People of Color[3] Population	91%	62%	87	52%	86	39%	91	n/a
Low Income Population	52%	42%	67	37%	74	33%	81	n/a
Linguistically Isolated Population	0%	5%	28	6%	36	4%	45	n/a
Population With Less Than High School Education	28%	15%	83	16%	80	13%	88	10.3%
Population Under 5 years of age	7%	6%	62	7%	54	6%	63	5.9%
Population over 64 years of age	11%	16%	32	13%	47	15%	36	15.1%

1. US EPA 2021 https://www.census.gov/quickfacts/fact/table/albuquerquecitynewmexico#
2. The Demographic Index in EJSCREEN is a combination of percent low-income and percent minority populations.
3. The percent of individuals who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals.

3 DEMAND ANALYSIS

The five proposed site alternatives would service riders by taking them directly from a park-and-ride location near residential areas to major employment areas and activity centers. The characteristics and density of residential and employment areas are factors that determine the volume of people and methods by which people will travel to and from their origin and destinations.

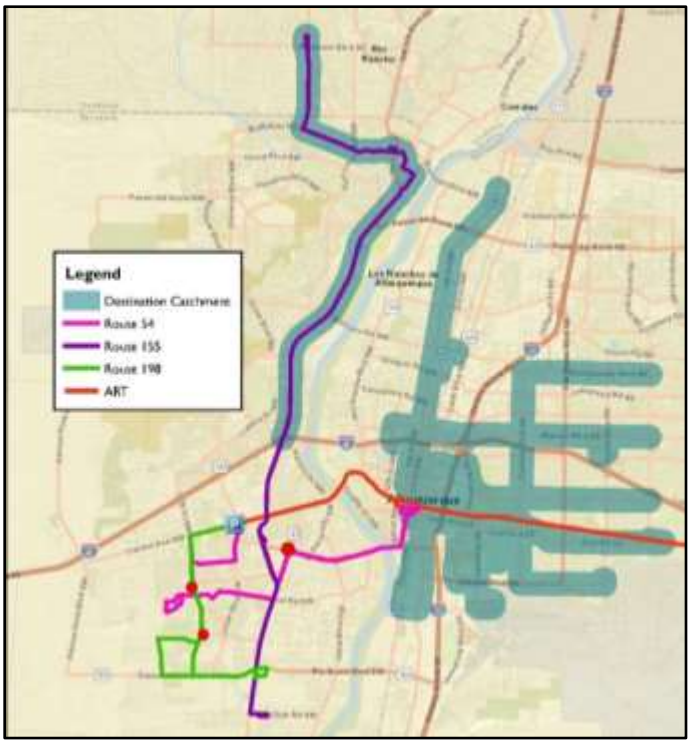
Identification and analysis of a market demand for each site was completed by Felsburg Holt & Ullevig and is summarized in a technical memorandum included in **Appendix B**.

3.1 DEMAND ASSESSMENT

A critical step before designing a park-and-ride facility is estimating the market demand and expected number of users of a particular site. This not only defines anticipated usage but also helps to identify the number of parking spaces a particular site will need. Number of parking spaces will help to provide input in the site design, developing access and circulation to the site.

For this study, it was assumed that people would only be willing to make a maximum of one additional transfer after traveling to the Southwest Quadrant Park-and-Ride for a commute trip, and that commuters would be willing to travel a maximum of 90 minutes via transit including transfers and waiting. With those assumptions, jobs along a set of nine transit routes were identified as those most likely to attract transit trips beginning at a Southwest Quadrant park-and-ride: Routes 5, 8, 10, 11, 16, 36, 50, 97, and 155. The demand catchment area encompasses ¼-mile buffers around the portions of each of these routes within a 90-minute ride of southwest Albuquerque, represented by the shaded area in **Figure 3-1**.

Figure 3-1: Destination Catchment Areas



The bulk of the service in the study area runs during AM and PM peak periods. Trip lengths are minimized to the extent feasible to encourage ridership. Ridership tends to increase when travel times are competitive with those made in a personally owned vehicle.

None of the potential Southwest Quadrant Park-and-Ride sites are expected to be served directly by ART or Route 66 in the future. Given this and that the catchment areas show significant overlap, it is assumed that if an additional park-and-ride facility is provided in southwest Albuquerque, 70% of all transit trips in the area will continue to be attracted to the ART or Route 66 service. Considered together, these factors informed the service alternatives for this feasibility study.

Based on 2018 census data (the latest available), there are between 8,800 and 13,100 people living in one of the three identified catchment areas and working within the identified destination route buffers, the Old Coors catchment site has the most and the Blake site has the fewest. An interesting observation from the data was that the Downtown and the Central Avenue corridor, two of the City's major employment areas, are not among the most significant employment destinations for residents of southwest Albuquerque – the I-25 corridor and industrial areas along Coors Boulevard are the major draws.

The critical element of the park-and-ride demand estimate is the summary of the number of total trips, trip purpose, and parking lot spots required for each site. **Table 3-1** summarizes the demand for each alternative location based on the average transit mode share for travel in southwest Albuquerque. The full study is attached as **Appendix B**.

Table 3-1: Demand Assessment Summary of Daily Transit Use

Trip Purpose	98th Street and Blake Road		98th Street and DeVargas Road		Old Coors Drive and Bridge Boulevard	
	Total Trips	Needed Parking Spots	Total Trips	Needed Parking Spots	Total Trips	Needed Parking Spots
Work	46	21	52	24	57	28
School	11	5	11	5	11	5
Other	22	10	24	11	26	12
Total	**79**	**36**	**87**	**40**	**94**	**45**

4 SITE ALTERNATIVES EVALUATION

WSP developed initial conceptual engineering drawings for each site alternative, which were further refined, modified, and compared against the evaluation criteria. To develop a set of initial conceptual drawings, generalized operational and maintenance needs that would be applied across all of the park-and-ride alternatives were discussed with ABQ Ride. Some of these conceptual design considerations included:

- On-site Traffic Calming
- On-site Stormwater Drainage
- Minimizing Maintenance Needs
- Avoiding Economically Viable "Hard Corners"
- Avoiding bus ingress/egress or turn arounds

An evaluation matrix to compare each alternative is included in **Section 7**.

4.1 SITE 1A: 98TH STREET AND BLAKE STREET

4.1.1 SITE LAYOUT AND CIRCULATION

A conceptual drawing of the proposed site layout and circulation for the Site 1A alternative is shown in **Figure 4-1**.

Figure 4-1: 98th Street/Blake Road Conceptual Site Layout

4.1.2 EARTHWORK

Existing topography at each site was evaluated to determine earthwork needs. The 98th Street and Blake Road site is between 0 to 7 feet above the roadway elevation, with a steep slope to the south and west. A moderate amount of earthwork would be required to level site 1A and tie into the existing roadway.

4.1.3 DRAINAGE

An assessment of the proposed site was completed to determine the impacts of constructing a park-and-ride on the existing drainage infrastructure. The 98th Street and Blake Road site lies within the Amole-Hubbell Drainage Management Plan. The site generates a peak discharge rate of 11.6 cubic feet per second and a runoff volume of 0.56 acre-feet. The two alternatives to drain the site include a 0.56 acre-feet bioswale on-site or discharge off-site through a storm drain connection into the existing Blake Road stormwater system. Using a bioswale alternative provides a low impact development solution, as well as beautification opportunities to the site.

4.1.4 POTENTIAL FOR ADDITIONAL DEVELOPMENT

Prime real estate would not be used to develop this site alternative and construction of the park-and-ride will not negatively affect the remaining portion of the parcel. Additional space would remain available for park-and-ride expansion, if needed.

4.1.5 LAND ACQUISITION

Site 1A is 1.42 acres on private land. It likely has lower development pressure than other portions of the parcel.

4.1.6 LAND USE AND ZONING

The property is currently zoned as R-ML which is defined as “Multi-family Low Density.” Developing this site would need a zone change and possibly a conditional use permit before construction can begin.

4.1.7 ENVIRONMENTAL CONSIDERATIONS

An initial desktop review of environmental resources that may potentially affect or constrain the development of a viable site alternative was conducted. A preliminary analysis is included in **Section 5**. Following the study phase, an in-depth environmental review would be completed to support the NEPA document.

4.2 SITE 1B: 98TH STREET AND AMOLE MESA

4.2.1 SITE LAYOUT AND CIRCULATION

A conceptual drawing of the proposed site layout and circulation for the Site 1B alternative is shown in **Figure 4-2**.

Figure 4-2: 98th Street/Amole Mesa Conceptual Site Layout

4.2.2 EARTHWORK

Existing topography at each site was evaluated to determine earthwork needs. The 98th Street and Amole Mesa Avenue site is gently sloping north to south. A moderate amount of earthwork would be needed to drain site 1B and tie into the roadway.

4.2.3 DRAINAGE

An assessment of the proposed site was completed to determine the impacts of constructing a park-and-ride on the existing drainage infrastructure. The 98th Street and Amole Mesa Avenue site lies within the Amole-Hubbell Drainage Management Plan. The site generates a peak discharge rate of 13 cubic feet per second and a runoff volume of 0.6 acre-feet. The two alternatives to drain the site include a 0.6 acre-feet bioswale on-site or discharge off-site through storm drain tying into the Amole Mesa system.

4.2.4 POTENTIAL FOR ADDITIONAL DEVELOPMENT

This site alternative proposes to use the 'hard corner' of the parcel, which is typically considered prime real estate. Currently, the Albuquerque Fire Rescue (AFR) is undertaking a separate effort to analyze the feasibility of developing a fire station facility within the same parcel and adjacent to the park-and ride- facility. AFR prefers the park-and-ride location at the 'hard corner'. Amole Mesa Avenues dead ends east at Rudolfo Anaya Elementary School and is not a major thoroughfare. Northern and eastern portions of the property would remain available to be developed.

4.2.5 LAND ACQUISITION

Site 1B is 1.42 acres on private land. It is unknown whether site development pressures exist; however, the AFR is reviewing the parcel for potential development next to the park-and-ride. There is potential to decrease the proposed park-and-ride footprint, if needed, since the portion of the parcel at the 'hard corner' and closest to the intersection offers the greatest flexibility.

4.2.6 LAND USE AND ZONING

The property is currently zoned as R-1A, which is defined as "Single-family (Small Lot)." Developing this site would require re-platting and a zone change.

4.2.7 ENVIRONMENTAL CONSIDERATIONS

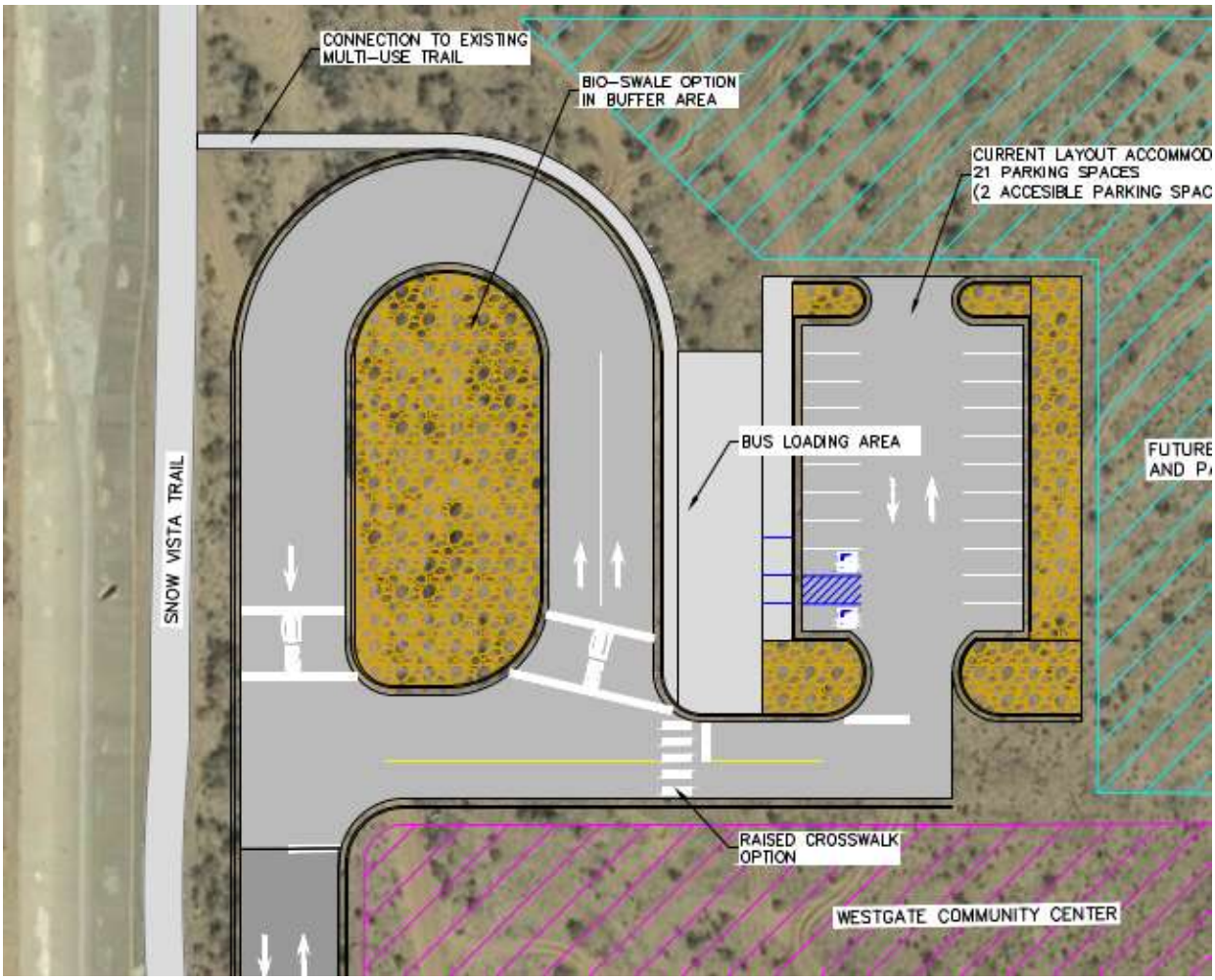
An initial desktop review of environmental resources that may potentially affect or constrain the development of a viable site alternative was conducted. A preliminary analysis is included in Section 5. Following the study phase, an in-depth environmental review would be completed to support the NEPA document.

4.3 SITE 2A: 98TH STREET AND DEVARGAS - WESTGATE COMMUNITY CENTER

4.3.1 SITE LAYOUT AND CIRCULATION

A conceptual drawing of the proposed site layout and circulation for the Site 2A alternative is shown in **Figure 4-3**.

Figure 4-3: 98th Street/DeVargas Conceptual Site Layout



4.3.2 EARTHWORK

Existing topography at each site was evaluated to determine earthwork needs. The 98th Street and DeVargas Road site is co-located with a community center and future park. The site is slightly sloping from north to south. A moderate amount of earthwork would be needed to achieve the correct surface grading for construction.

4.3.3 DRAINAGE

An assessment of the proposed site was completed to determine the impacts of constructing a park-and-ride on the existing drainage infrastructure. The 98th Street and DeVargas site lies within the Sage Plaza Drainage Management Plan. The drainage pond on-site is sized to handle stormwater for the community center only and cannot be tied into for this development. Use of a bio swale with appropriate grading of the lot is the only option available for developing this site.

4.3.4 POTENTIAL FOR ADDITIONAL DEVELOPMENT

This property is mostly developed and plans to fully develop are in development. The park-and-ride would be fit into a piece of the parcel plan to create a multi-use center consisting of a park, community center, and transit center. This site is highly constrained for future expansion space compared to other alternatives.

4.3.5 LAND ACQUISITION

Site 2A is 2.0 acres. It is situated off the main road and behind the West Gate Community Center. This parcel has already been acquired by the City of Albuquerque to develop the Westgate community center.

4.3.6 LAND USE AND ZONING

Currently zoned as NR-C which is defined as "non-residential commercial." Developing this site will not need a zone change. The existing conditional use permit has expired and a new permit would be required before construction can begin.

4.3.7 ENVIRONMENTAL CONSIDERATIONS

An initial desktop review of environmental resources that may potentially affect or constrain the development of a viable site alternative was conducted. A preliminary analysis is included in **Section 5**. As part of the acquisition process for the overall parcel the City of Albuquerque completed environmental due diligence including a Phase I ESA. Documents are not currently publicly available.

4.4 SITE 2B: 98TH STREET AND BENAVIDES ROAD

4.4.1 SITE LAYOUT AND CIRCULATION

A conceptual drawing of the proposed site layout and circulation for the Site 2B alternative is shown in **Figure 4-4**.

Figure 4-4: 98th Street/Benavides Conceptual Site Layout

4.4.2 EARTHWORK

Existing topography at each site was evaluated to determine earthwork needs. The 98th Street and Benavides Road site is gently sloping north to south. and will require a moderate amount of earthwork to drain the site and tie into the roadway.

4.4.3 DRAINAGE

An assessment of the proposed site was completed to determine the impacts of constructing a park-and-ride on the existing drainage infrastructure. The 98th Street and Benavides site lies within the Sage Plaza Drainage Management Plan. The site generates a peak discharge rate of 13.2 cubic feet per second and a runoff volume of 0.64 acre-feet. The two alternatives to drain the site include an on-site bioswale or discharge off-site through a connection into the existing stormwater system in the 98th Street and Benavides Avenue intersection. Minimal piping would be necessary to tie in.

4.4.4 POTENTIAL FOR ADDITIONAL DEVELOPMENT

Prime real estate would not be used to develop this site alternative and construction of the park-and-ride will not negatively affect the remaining portion of the parcel. Future expansion of the park-and-ride may be limited due to the irregular triangular shape of this section of the parcel.

4.4.5 LAND ACQUISITION

Site 1A is 1.42 acres on private land. This specific area of the overall site likely has lower development pressure than other sections of the parcel due to its irregular triangular shape.

4.4.6 LAND USE AND ZONING

Currently zoned as NR-C which is defined as "non-residential commercial." Developing this site would not need a zone change; however, a conditional use permit would be required before construction can begin.

4.4.7 ENVIRONMENTAL CONSIDERATIONS

An initial desktop review of environmental resources that may potentially affect or constrain the development of a viable site alternative was conducted. A preliminary analysis is included in **Section 5**. Following the study phase, an in-depth environmental review would be completed to support the NEPA document.

4.5 SITE 3: OLD COORS DRIVE AND BRIDGE BOULEVARD

4.5.1 SITE LAYOUT AND CIRCULATION

A conceptual drawing of the proposed site layout and circulation for the Site 3 alternative is shown in **Figure 4-5**.

Figure 4-5: Old Coors/Bridge Boulevard Conceptual Site Layout

4.5.2 EARTHWORK

Existing topography at each site was evaluated to determine earthwork needs. Portions of the Old Coors Drive and Bridge Boulevard site are gently sloping while other areas have more slope which will require earthwork to drain the site and tie into the roadway. The east portion of the site is of special concern and significant grading and stabilizing would be needed to develop a viable site.

4.5.3 DRAINAGE

An assessment of the proposed site was completed to determine the impacts of constructing a park-and-ride on the existing drainage infrastructure. The Old Coors Drive and Bridge Boulevard site lies within the Diamond Shamrock Plaza Drainage Plan. The site generates a peak discharge rate of 13.9 cubic feet per second and a runoff volume of 0.56 acre-feet. The two alternatives to drain the site include a 0.69-acre-foot bioswale on-site or discharge off-site through storm drain connection into the Bridge Boulevard stormwater system. A drainage easement would likely be required if storm drain is used to drain the site. The storm drain connections needed for this site are one-third longer than all the other alternative options.

4.5.4 POTENTIAL FOR ADDITIONAL DEVELOPMENT

Prime real estate would not be used to develop this site alternative and construction of the park-and-ride will not negatively affect the remaining portion of the parcel. This site may be more constrained for future expansion space compared to other alternatives.

4.5.5 LAND ACQUISITION

Site 3 is 1.56 acres of private land. Developing the site has challenges with topography that make this site not as desirable as the others. This site might be attractive to developers who are willing to spend the money to fortify and build up the eastern portion of the property.

4.5.6 LAND USE AND ZONING

Currently zoned as MX-L which is defined as "mixed use low intensity." Developing this site would not need a zone change but will require a conditional use permit before construction can begin.

4.5.7 ENVIRONMENTAL CONSIDERATIONS

An initial desktop review of environmental resources that may potentially affect or constrain the development of a viable site alternative was conducted. A preliminary analysis is included in **Section 5**. Following the study phase, an in-depth environmental review would be completed to support the NEPA document.

5 PRELIMINARY ENVIRONMENTAL ANALYSIS

The feasibility assessment includes a limited fatal flaw and preliminary environmental screening of the study alternatives to support site selection efforts. This screening includes a fatal flaw analysis of the social, economic, and environmental resource areas required under NEPA. If Federal funding is applied to this project, further analysis and documentation will be required prior to property acquisition, final design, and construction. This analysis was based on the study area as a whole; if the results identify a potential impact specific to a proposed site, it is noted. Based on the preliminary screening effort, no significant impacts have been identified under any of the proposed alternatives. Further analysis would be required for the preferred site alternative to ensure compliance with NEPA, based on funding parameters.

5.1 ECONOMIC DEVELOPMENT

Overall, the proposed park-and-ride development is anticipated to marginally improve economic development opportunities in the Southwest Quadrant. A majority of the study area is classified as low-income and minority populations. Transit investments are known to encourage private reinvestment as they bring more people and more foot traffic to an area. The presence of a formal transit facility can also enhance access to jobs and services across the city. Conceptual site elements at each site were laid out with the consideration of providing space for future economic development "hard corners."

5.2 VISUAL RESOURCES

The study area is an urban environment with a mix of residential and commercial buildings of various architectural styles, time periods, and materials. The proposed improvements at all of the site alternatives, except for 2A, would entail developing undeveloped parcels and adding minimal lighting. The development would more closely match adjacent areas. Developing a park-and-ride in the Southwest Quadrant would not be expected to substantially alter any existing visual resources within and surrounding each alternative site location.

5.3 LIGHTING AND LANDSCAPING

Lighting and landscaping will be considered at each of the site alternative locations. Lighting would need to be installed at each site, which would follow applicable City and zoning requirements. Any proposed landscaping would need to have supplemental irrigation as required by the City's Integrated Development Ordinance. The proposed bio-swales, would keep water on-site to infiltrate and will be consistent with City policy.

5.4 BIOLOGICAL RESOURCES

WATERS OF THE U.S., WETLANDS, AND FLOODPLAINS

There are no surface water features or wetlands present within any of the alternative site locations. The closest water feature is an acequia that runs parallel along the west edge of Sites 2A and 2B (98th Street and DeVargas Road). The presence of this water feature does not pose a critical constraint to developing either alternative.

According to the Federal Emergency Management Agency Digital Flood Insurance Rate Maps data, no project area intersects with the 100-year flood zone. The closest flood zone is approximately 550 feet from Old Coors Drive and Bridge Boulevard (Site 3).

THREATENED AND ENDANGERED SPECIES AND CRITICAL HABITATS

The United States Fish and Wildlife Service IPaC planning tool was used to review the threatened and endangered species with potential to occur within Bernalillo County. There are six federally listed species (three endangered, two threatened, and one candidate). No federally designated critical habitats occur within the vicinity of the study area. Given the urban setting, it is not expected that there are any threatened and endangered species, or their associated habitat, would be present within the study area.

5.5 HISTORIC PROPERTIES AND CULTURAL RESOURCES

A Class III cultural resources investigation of the potential site alternatives was performed by WSP in 2021 (NMCRIS No. 147564). No archaeological sites or historic properties were identified within the survey areas. WSP recommends that the proposed project will have *no effect* on any cultural resources listed or eligible for listing in the New Mexico State Register of Cultural Properties or the National Register of Historic Places. Consultation and coordination with the New Mexico State Historic Preservation Office will be completed during subsequent phases of the project as part of the NEPA review and approvals.

5.6 HAZARDOUS MATERIALS

An initial hazardous materials review was based on documented previous spills or leaks of contaminated materials, as well as land uses that have a higher potential for contamination. In an effort to evaluate the potential presence of hazardous materials, state and federal databases were consulted and a desktop survey of land uses was completed. The initial results indicated the following:

- There are currently no **Superfund** sites in or immediately surrounding each alternative site location.
- There are no **Hazardous Treatment, Storage, and Disposal Facilities** in or immediately surrounding each alternative site location.
- There are no **Hazardous Waste Permitted Facilities** within each alternative site location.
- There are no **Active Leaking Underground Petroleum Tank Sites** within each alternative site location.

At this time no immediate concern with regard to hazardous materials or known Recognized Environmental Conditions (RECs), as defined by the American Society for Testing and Materials E-1527-13, have been identified for any of these sites.

Prior to property acquisition of the preferred site alternative, a Phase I Environmental Site Assessment will need to be completed for due diligence compliance and to identify any RECs that could require mitigation.

5.7 AIR QUALITY AND NOISE

Higher transit use reduces vehicle miles traveled and traffic congestion, which in turn improves air quality. The park-and-ride facility has the potential to improve local air quality based on the increase in transit use and associated reduction in reliance on personal vehicles. In addition, transit-oriented development in the area is intended to encourage biking and walking as an alternative to using personal vehicles, which could also further reduce emissions benefitting air quality conditions.

Bernalillo County is in attainment of the National Ambient Air Quality Standards as established by the Environmental Protection Agency under the authority of the Clean Air Act, and therefore, the air quality of Bernalillo County is generally considered to be good.

The study area is primarily urban with a high level of ambient noise. The traffic volume increase associated with the proposed development is expected to be minimal. Therefore, the addition of a park-and-ride site is not anticipated to result in any appreciable long-term noise increases. If Federal funding is applied, a noise study may be required as part of the NEPA document and prior to final design of the preferred site location. The need for a hot spot air quality analysis is not anticipated.

5.8 NATIONAL ENVIRONMENTAL POLICY ACT

The study will conclude with a recommended alternative to advance forward for environmental review, FTA approval, detailed engineering site design, and property acquisition. It is anticipated that the project will qualify to be authorized with a Categorical Exclusion to design and build the preferred alternative facility site and comply with NEPA.

6 PUBLIC INVOLVEMENT

An important aspect of an agency's project development process and compliance with NEPA includes involving the affected public and stakeholders in the decision-making process to help those agencies make informed decisions. Albuquerque's west side is home to a diverse set of community and public stakeholders including residents and community members, commuters, area businesses, students, and other users.

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 time consuming. As part of the Southwest Quadrant Park-and-Ride Feasibility Study, ABQ RIDE shared the findings of the study and discussed the site alternative recommendations with the public. A virtual public information meeting was held in fall 2022 to inform community members about the project and collect their input on the study process and outcomes, and the following summary provides a synopsis of the public outreach process, including input received.

6.1 VIRTUAL PUBLIC MEETING

Due to the ongoing COVID-19 pandemic, an in-person community meeting was not feasible for the project. After evaluation, a virtual meeting was identified as the best method to safely reach a wide audience and allow opportunities for public participation. The project team held a live, virtual public information meeting from 6:00pm to 7:00pm on Tuesday, November 15, 2022. The virtual meeting was held using the Zoom platform because of its familiarity with the public and versatility in allowing participants to join over the internet or via telephone. Live interpretation into Spanish, concurrent with the English language presentation, was available through the Zoom's interpretation channel feature.

To provide notice of the November 15, 2022, public meeting, a meeting notification, including the purpose of the meeting and Zoom information, was developed (**Appendix D**). This meeting notice was emailed to 20 contacts from ten different neighborhood organizations on Albuquerque's west side. Neighborhood organization contacts were acquired through the City's Office of Neighborhood Coordination (ONC) and asked to share the meeting notification with their respective networks. In addition, ABQ RIDE invited city councilor Klarissa Peña and her staff to attend. Physical copies of the notification were also posted at bus stop shelters throughout the study area. ABQ RIDE's Public Information Officer (PIO) elevated the notification through posts on ABQ RIDE's social media channels (Facebook, Instagram, NextDoor, and Twitter) on November 4th, 9th, and 15th. Lastly, notification of the public meeting was posted on the City's Transit Upcoming Events webpage.

The virtual public meeting included a PowerPoint presentation and a live question-and-answer session between the project team and participating public. The meeting was recorded in English and livestreamed to ABQ RIDE's YouTube channel. At the end of the livestream and conclusion of the meeting, a video recording of the livestream was automatically posted to YouTube, to allow those unable to attend to watch the presentation and provide feedback.

The meeting presentation began with introductions, and then the project team discussed project limits and background, demand forecasting process, alternative sites studied, and the evaluation matrix used, and next steps. The project team then answered questions live from attendees during the question-and-answer session, before finishing the presentation by informing participants where to go for more information and how to provide comments and input. A copy of the PowerPoint presentation slide deck is in **Appendix E**. Five members of the public attended the virtual meeting, and the livestream recording has been viewed 45 times as of December 28, 2022.

After the meeting, background information about the study, and instructions on how to provide comment were posted to the City's Park and Ride Studies webpage.

6.2 PUBLIC QUESTIONS AND COMMENTS SUMMARY

During the virtual public meeting event, the project team received four questions and comments. The public comment period for the study was open from Tuesday, November 15, 2022 to Friday, December 16, 2022. During this time period, one additional comment was received by email.

The following is a summary of paraphrased cumulative questions and comments received to date from the public.

QUESTIONS AND COMMENTS RRECEIVED:

- What is the difference in cost between the various sites studied?
- Is there a difference in federal fundability between the different sites?
- How many people live in the study area or would otherwise be served by this facility? How important is it to place the site in a heavily populated area – or is it normal for people to drive a few miles to the park-and-ride?
- Are any of the sites more desirable in terms of accessibility and proximity to the Albuquerque Rapid Transit line, ABQ RIDE's Route 66 bus, or other well used transit lines?

7 SUMMARY AND CONCLUSIONS

The COVID-19 pandemic impacted how people traveled due to a variety of factors: increased working from home, stay-at-home orders, and temporarily closed job sites. Nationwide, city transit services saw large decreases in ridership. In consideration of current traffic and demand data not being representative of normal conditions, this study relied on pre-COVID data to provide a sound baseline for decision-making and alternatives development.

Working in conjunction with ABQ Ride, three catchment areas were developed to identify areas in southwestern Albuquerque that would benefit from the development of a park-and-ride, including positive effects on the community and ridership. Traffic and travel demand analyses were performed to identify potential ridership and space demands. The type of trips, length of trips, and potential riders identified as part of the catchment analysis helped to identify five potential site alternatives on which to develop a park-and-ride. Of the alternatives, two sites were identified in catchment one, two sites in catchment two, and one site in catchment three. Sites were evaluated on 16 criteria and summarized in the evaluation matrix below and report above. All factors were not weighted evenly and factors such as operation cost, zoning hindrances, and potential impact to development were among the more important considerations. Ease of use by both pedestrian and vehicles was also evaluated.

The sites showed similar demands and similar demographics for each area. The potential to tie into the existing ABQ Ride transit network existed at all sites, but was most advantageous at Site 2B, 98th Street and Benavides, which would connect to Routes 54 and 198 and allow for on-street circulation. Site 2A (Westgate Community Center) requires drivers and buses to exit DeVargas Road and circulate behind the community center before arriving at the park-and-ride lot. Pedestrian access to the sites was varied although all sites had existing bike lane, trails, or sidewalks nearby.

One of the largest potential costs in construction of the park-and-ride lot may be earthwork. Site 3 would require extensive earthwork to reinforce the eastern portion of the property and construct retaining walls to build up that area to be at a level grade with the rest of the property. The amount of earthwork needed at Site 3 was determined to be cost prohibitive. All other sites would require similar amounts of moderate earthwork and the costs between them would not be distinctly different. Construction costs for Sites 1B and 2B were identified as being the lowest compared to the other sites. All sites would require some manner of zoning change, update, and/or special-use permit.

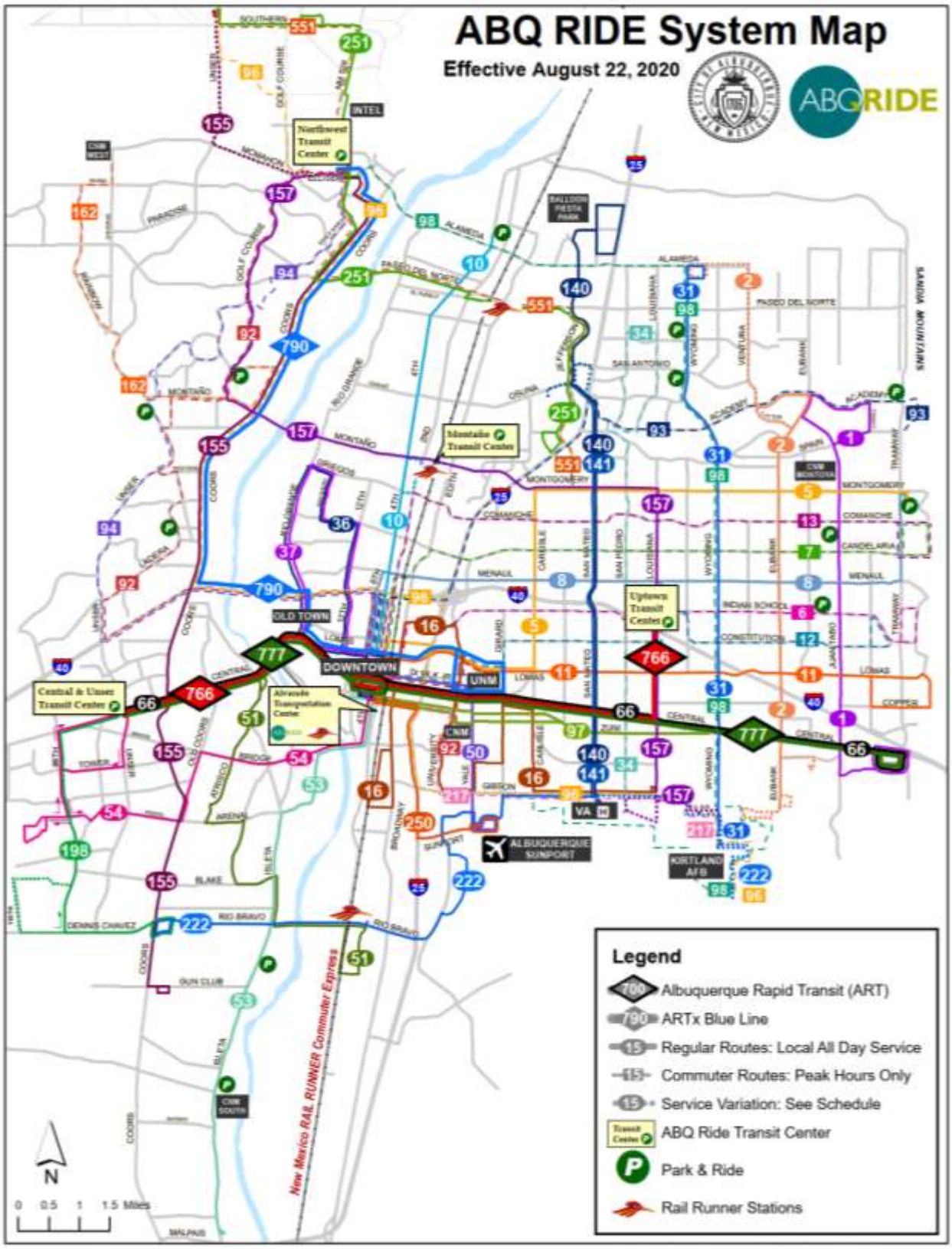
An evaluation matrix was created to summarize and compare all of the alternatives against the evaluation factors.

Evaluation Matrix

Evaluation Measure	Site 1A 98th Street and Blake Road	Site 1B 98th Street and Amole Mesa	Site 2A Westgate Community Center	Site 2B 98th Street and Benavides (South)	Site 3 Old Coors Drive and Bridge Boulevard
Forecasted Ridership	79 Total Trips	79 Total Trips	87 Total Trips	87 Total Trips	94 Total Trips
Forecasted Parking Space Demand	36	36	46	40	45
Accessibility - Transit	Served by Route 198	Served by Route 198	Served by Route 54, 198. Only site that would require off road circulation, which is problematic for operations	Served by Route 54, 198	Served by Route 54
Potential for New Bus Route Development	Possible alternate terminus for Route 54 and Route 222 and/or other east/west service	Possible alternate terminus for Route 54, and Route 222 and/or other east/west service	Possible increased east/west service on Route 54	Possible increased east/west service on Route 54	Possible increased east/west service on Route 54 and possible deviation for Route 155
Accessibility - Vehicular	Potential full access from Blake; northbound access from 98th; potential to explore southbound access across the median	Potential full access from 98th northbound. Potential to explore access eastbound off Amole Mesa	Site accessed by a Westgate community center site access road off of De Vargas Rd. No eastbound left hand turn lane into site.	Existing full access from 98th Street	Existing full access from Old Coors; Potential for future right-in and right-out or full access from Bridge
Accessibility - Pedestrians/Bikes	Access from Blake and 98th Street; existing bike lanes on Blake and 98th Street; multi-use trail within 1/4-mile	Full sidewalk build out on western portion of property. Southern portion of parcel is bordered by an asphalt trail. Trail may need some maintenance, but is maintained by parks and recreation.	Access from De Vargas Road; existing bike lanes on 98th Street; direct access from Westgate multi-use trail	Access from 98th Street and Benavides; existing bike lanes on 98th Street; direct access from Westgate multi-use trail	Access from Old Coors and Bridge; existing bike lanes on Bridge and Old Coors north of the site with future bike lanes to extend south on Old Coors; proposed trail on Bridge
Sidewalk Needed	Approximately 1,000 ft. on-site	No new sidewalk needed	No new sidewalk likely needed	Approximately 1,100 ft. on-site	Approximately 600 ft. on-site and potentially approximately 365 ft. off-site
Earthwork	Dirt removal to tie into road network	Moderate earthwork needed	Moderate earthwork needed	Moderate earthwork needed	Site viability limited by slope topography and earthwork needs on eastside of property (possible multiple retaining walls)
Drainage	Immediate connection to drainage available	Immediate connection to drainage available east of parcel. Free flow allowed (look at bioswale)	Community Center ponds sized for drainage from the CC only. Will need bioswale.	Immediate connection to drainage available	Storm connection 1/3 further than other options
Potential for Additional Private Development of the Area	Prime real estate not taken. Will not negatively impact economic growth of community	This site would be located on the southwest corner of the parcel. Potential to develop eastern portion of parcel still available. Potential to co-locate with other city projects.	Prime real estate not taken. This site would be located on the north end of the community center and will not negatively impact economic growth of community	Prime real estate not taken. Will not negatively impact economic growth of community	Prime real estate not taken; additional vacant land nearby. Will not negatively impact economic growth of community
Potential for Expansion of Facility	Additional space on-site for expansion of facility unless/until the remainder parts of the lot are developed.	Additional space on-site for expansion of facility unless/until the remainder parts of the lot are developed.	Additional space on-site for expansion of facility unless/until the remainder parts of the lot are developed.	Additional space on-site for expansion of facility unless/until the remainder parts of the lot are developed.	Additional space on-site for expansion of facility
Land Acquisition	1.42 acres. Site likely has lower development pressure	1.42 acres. City has purchased property. AFT potential development prefers middle, not corner	2.0 acres. Site is situated behind (north) of the Westgate community center.	1.73 acres. Shape makes this portion of the lot not attractive to private development	1.56 acres. Challenging topography makes this lot less desirable, but may be attractive to private development
Zoning	Will need a zone change	Will need a zone change	Conditional use approval expired, will need a new conditional use approval.	Will need a conditional use approval	Will need a conditional use approval
Environmental Considerations	Further noise, lighting, and vibration studies would be decided by further design. No concerns	Further noise, lighting, and vibration studies would be decided by further design. No concerns	Further noise, lighting, and vibration studies would be decided by further design. No concerns	Further noise, lighting, and vibration studies would be decided by further design. No concerns	Further noise, lighting, and vibration studies would be decided by further design. No concerns
Construction Costs	Moderate (access to 98th asphalt, curb, gutter, and sidewalk)	Moderate (sidewalk needs exists along the southern boarder of the property.)	Moderate. This site is tucked behind an existing community center and off the main thurfares will need lighting. Access road would not be repaved	Low	Moderate (Steep sidewalk to Bridge and sidewalk to Old Coors, plus earthwork)
Maintenance Costs	Minimal routine maintenance	Minimal routine maintenance	Locating near the community center, bus traffic will accelerate the maintenance needs	Minimal routine maintenance	Likely will require ongoing maintenance of sloped portions of the site
OVERALL ASSSESSMENT					

APPENDIX

A ALBUQUERQUE AREA TRANSIT ROUTES


ABQ RIDE System Map
Effective August 22, 2020
ABQRIDE
Northwest Transit Center
Montaño Transit Center
Uptown Transit Center
Central & Unser Transit Center
Alvarado Transportation Center
DOWNTOWN
OLD TOWN
UNM
CNM
ALBUQUERQUE SUNPORT
KIRTLAND AFB
New Mexico RAIL RUNNER Commuter Express
Legend
Albuquerque Rapid Transit (ART)
ARTx Blue Line
Regular Routes: Local All Day Service
Commuter Routes: Peak Hours Only
Service Variation: See Schedule
ABQ Ride Transit Center
Park & Ride
Rail Runner Stations
N
0 0.5 1 1.5 Miles

APPENDIX

B PARKING DEMAND ESTIMATE STUDY

FELSBURG HOLT & ULLEVIG
connecting & enhancing communities

MEMORANDUM

TO: Jennifer Hyre & Virginia O'Connor, WSP USA

Lawrence Kline, Andrew de Garmo, & Mark Eshelman, ABQ RIDE

FROM: Gretchen Johnson & Matthew Downey, FHU

DATE: April 12, 2021

SUBJECT: Southwest Quadrant Park-and-Ride Feasibility Study – Parking Demand Estimate

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Project Background

The City of Albuquerque is interested in providing a new park-and-ride facility in the Southwest Quadrant of the City, approximate boundaries of which include Central Avenue on the northern edge and all development west of Coors Boulevard and Old Coors Drive. Although there are already several local bus routes in the area, many of the residential developments in southwest Albuquerque are not within convenient biking or walking distance of an existing stop along one of these routes. If transit is not easily accessible for someone, they are unlikely to consider it if they have other mobility options; park-and-rides enhance accessibility for people by providing a space to drive to and leave a personal car while using transit for most of their trip. A new park-and-ride facility in southwest Albuquerque could improve access to the local routes and the overall transit network for area residents.

Three sites have been identified as potential locations for the Southwest Quadrant Park-and-Ride facility: the intersection of 98th Street and Blake Road, the intersection of 98th Street and De Vargas Road, and the intersection of Old Coors Drive and Bridge Boulevard. A critical step before designing such a facility is estimating the expected number of users of the site – this helps identify how many parking spaces the City and ABQ RIDE should provide and informs access and circulation design. In this case, a demand assessment is also important to compare the three sites with each other.

Identification and analysis of a market is needed for developing such an estimate. This memorandum has been prepared to 1) present and explain the methodology used for defining and analyzing a likely market area for a park-and-ride facility at each site under consideration, 2) outline the methodology to conduct the demand assessment that will guide the placement and design of the facility, and 3) summarize the results of this demand assessment.

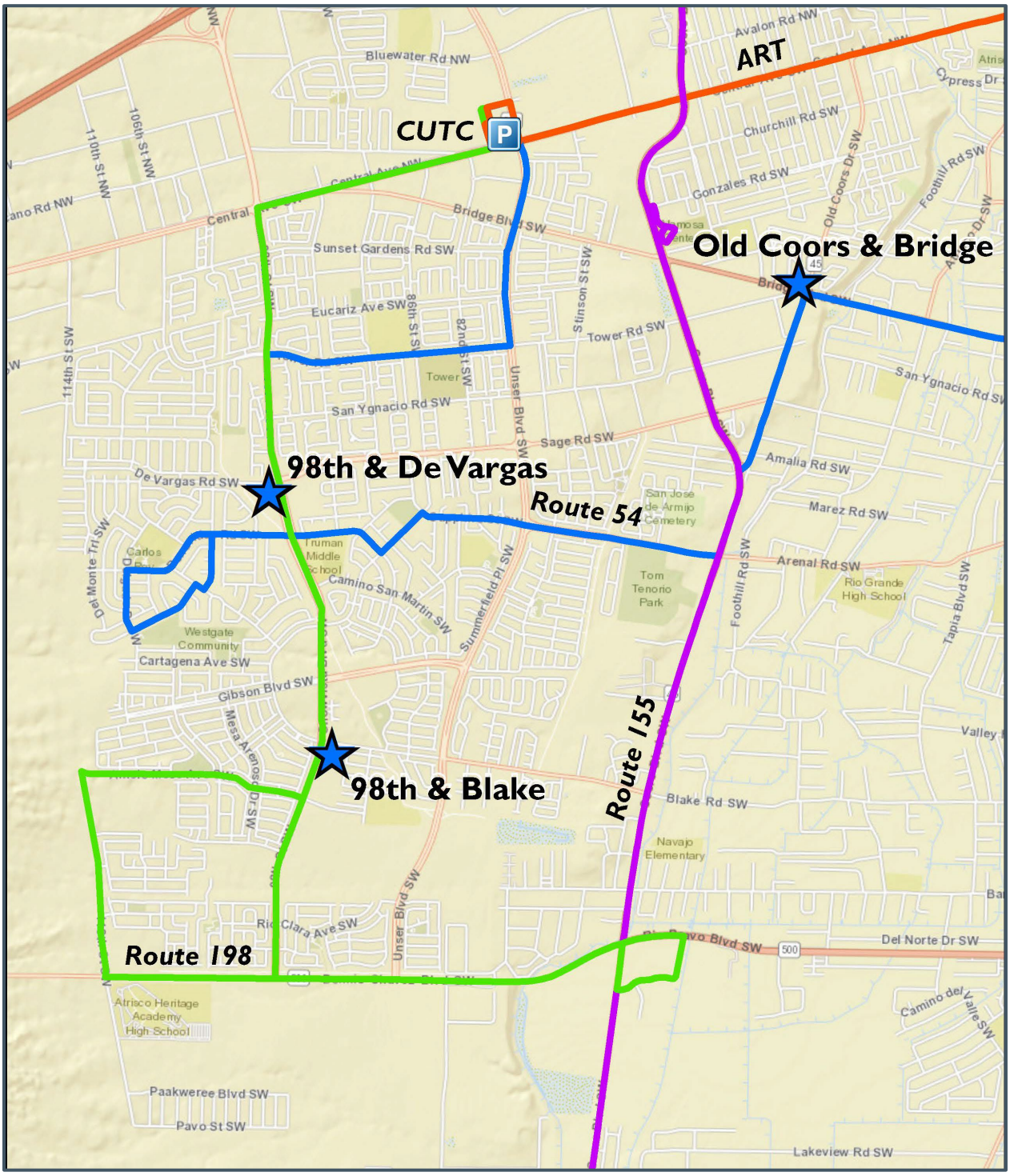
Existing Conditions

Southwest Albuquerque is a predominantly residential area, with large subdivisions, numerous schools and parks, and a few commercial developments. There are also significant tracts of undeveloped land. The residential areas in southwest Albuquerque tend to be lower income as compared to the median household in the Albuquerque region[1], as well as owning fewer personal vehicles. Bicycle and pedestrian infrastructure is built throughout the area, with sidewalks along most streets and designated bike lanes along many of the collectors, though connectivity can still be challenging.

Figure 1 shows relevant existing transit service in southwest Albuquerque and the three park-and-ride sites under consideration. The primary transit routes serving southwest Albuquerque are Route 54 to Downtown, Route 155 along Coors Boulevard, and Route 198 along 98th Avenue. Although Route 54 does connect to Downtown, it follows an indirect and circuitous path to get there. Albuquerque Rapid Transit (ART) Routes 766 & 777, the City's BRT lines, run along Central Avenue on the northern edge of the study area. Local Route 66 also runs along Central Avenue. An existing park-and-ride facility, the Central & Unser Transit Center (CUTC), located on Central just north of the Southwest Quadrant serves as the western terminus for the ART BRT lines. Routes 54 and 198 also serve the CUTC facility. Ridership data from ABQ RIDE before the COVID-19 pandemic shows that there were nearly 1,000 boardings in the Southwest Quadrant on ART per day in February 2020. Route 66, which now primarily acts as a local underlay to the ART service, had about 700 boardings per day in August 2018 in the Southwest Quadrant but many of these have likely shifted to ART. In other cities that have started Bus Rapid Transit (BRT) service, anywhere between 50-85% of ridership shifts to the BRT service[2] [3](ABQ RIDE previously also ran the Rapid Ride service along Central Avenue, so the drop in Route 66 ridership following the start of ART service is likely to be less substantial). Routes 54 and 198 each have about 250 boardings per day in the Southwest Quadrant. The CUTC accounts for about 6% of all ridership activity on ART, 11% on Route 54, and 33% on Route 198.

[1] Justicemap.org, Accessed on February 25, 2021. Data based on the 2018 American Community Survey, Census Tracts, U.S. Census Bureau.
[2] TCRP Report 118: Bus Rapid Transit Practitioner's Guide. Transit Cooperative Research Program, Transportation Research Board, Washington, D.C. 2007. https://www.nap.edu/read/23172/chapter/1
[3] Isaacs, Aaron. "LRT Beats Bus in the Central Corridor", streets.mn. October 15, 2014. https://streets.mn/2014/10/15/lrt-beats-bus-in-the-central-corridor/

Figure 1. Study Area

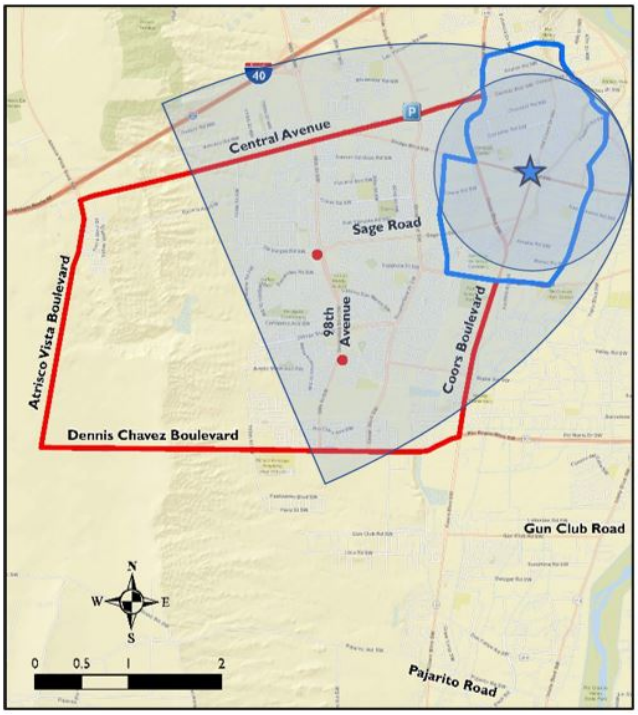


Park-and-Ride Catchment

The market area for a transit hub or park-and-ride, typically referred to as the catchment area, is the geographic region from which most users of a facility are expected to come from, often via a personal vehicle – the intent of park-and-ride facilities is to accommodate people who live too far from transit service to walk to a stop and want the ability to drive to it, though access via walking, biking, and other modes can certainly be accommodated as well. Boundary decisions for park-and-ride catchment areas for each of the three sites were made based on best practices in park-and-ride analysis and observed usage behavior from existing park-and-ride facilities in Albuquerque. Parabolas (with their vertices oriented towards an activity center or, where more reasonable, oriented along the access and egress routes) are a common shape used to demarcate catchment areas, the theory being that users are unlikely to travel away from their final destination to access a park-and-ride. In this case, the main activity center is Downtown Albuquerque. Studies show that approximately 85% of park-and-ride users arrive from within the parabolic area and approximately 50% arrive from within a smaller, consistent radius (i.e., circular shed) around the park-and-ride facility (the parabolic focal point).

An analysis of origin data for users of the Central & Unser Transit Center was conducted to understand where its users are coming from. For this analysis, origins of park-and-ride users who identified as having come from home via walking, driving, or biking were mapped. As expected, the results showed origins largely within parabolic areas with their axes oriented towards Downtown Albuquerque; few home-based users traveled away from Downtown to access these facilities. This analysis was used to create initial catchment areas for each of the three potential sites, and detailed input from ABQ RIDE staff helped refine each area. Both axes of the parabola are approximately five miles in length with the park-and-ride lot (the focus) one mile inside the vertex.

Figure 2. Old Coors Catchment Area



For the potential park-and-ride site on Old Coors Drive, a parabola oriented towards Downtown was deemed an appropriate model to estimate the catchment area. This parabolic catchment area, with limits adjusted to follow existing roadways, is outlined in red in Figure 2 (the theoretical parabola is shown as well). The 'close' catchment area outlined in blue is the area within which approximately half of the potential users of a park-and-ride at this site are likely to originate from.

For the two potential park-and-ride sites along 98th Avenue, a simple parabola oriented towards Downtown is not practical for the catchment areas because most residents in the area already first travel north towards Central Avenue and Bridge Boulevard, or south towards Dennis Chavez Boulevard, before heading east of the river; additionally, little existing development west of 98th Avenue exists. Instead, parabolas oriented north-south along 98th Avenue (shown in Figures 3 and 3) were used to establish their catchment areas. Figure 3 and Figure 4 shows the determined extents of the catchment areas for the Blake Street and De Vargas Street sites, respectively.

Figure 3. Blake Catchment Area

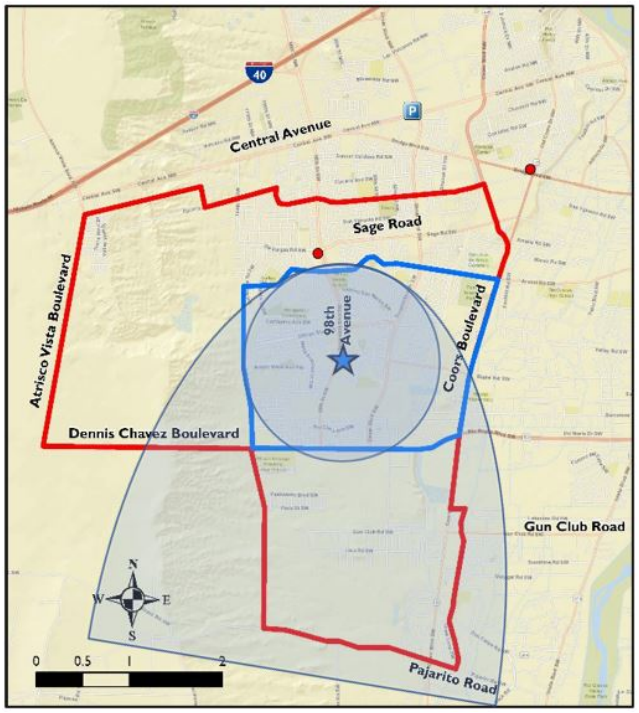
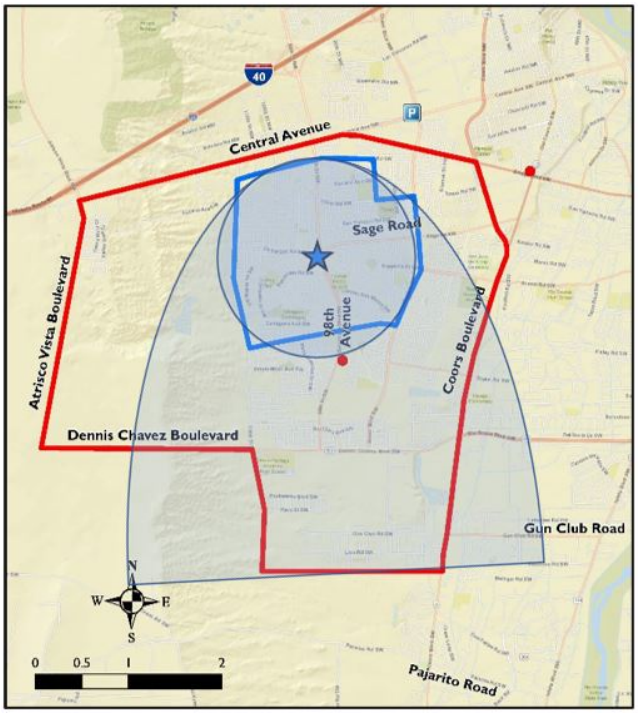


Figure 4. De Vargas Catchment Area



Travel Mode Split

The starting point for estimating demand on transit from a park-and-ride is the existing travel mode splits. According to Census Transportation Planning Package (CTPP) data from 2016 (the latest available), the transit mode share on transit for commuters in this quadrant of Albuquerque is 1.3%. To reflect the higher likelihood that people who live closer to one of the potential park-and-ride sites would use transit for part of their commute, the assumed mode splits were adjusted differently for the 'close' zones and 'far' zones described earlier. Specifically, commutes starting within the 'close' catchment zones were assigned a 2% transit mode share – based on the assumption that the presence of a nearby park-and-ride facility makes transit more attractive than usual – while those with origins further away were assigned a 1.3% transit mode share.

Park-and-Ride Access Mode Assumptions

The results of a park-and-ride survey conducted by ABQ RIDE in 2012 were analyzed to understand typical usage patterns for existing park-and-ride facilities in Albuquerque and inform the assumptions made for this study. The CUTC was selected as the existing facility with usage patterns most similar to what would be expected at the proposed Southwest Quadrant Park-and-Ride – both are located on the western edge of Albuquerque – so its survey results were analyzed in detail. Over the course of one day (February 29, 2012), the following field observations were made regarding use:

- 211 people came to CUTC from their homes, and
- 58 (27%) people traveling from home used transit to access CUTC, 38 (18%) walked, 67 drove alone (32%), and 38 (18%) were dropped off.

These percentages for access mode split were used as a starting point for calculating the estimated parking demand at the proposed Southwest Quadrant Park-and-Ride. Just as it is more likely for someone living close to the park-and-ride to choose transit, the access mode to the site is likely to vary depending on how far people must travel to the facility (e.g., longer trips are less likely walking trips).

All three of the potential Southwest Quadrant Park-and-Ride sites are expected to have less transit service than CUTC overall and no type of service comparable to ART, so the projected transit mode share for accessing the sites was reduced to reflect transit's overall commute mode share for the area. Users are also less likely to access the site via transit because the service design surrounding the site focuses on local destinations; transit travel times to reach Downtown Albuquerque, where many may need to complete an additional transfer (three total routes) to reach destinations beyond Downtown, tend to be long compared to driving. Having a nearby park-and-ride may still make transit somewhat more attractive overall, but a 27% transit access mode share like that at CUTC is highly unlikely at these locations. Therefore, an access mode share on transit of 3% for the 'close' zone and 1% for the 'far zone' was estimated. People are much more likely to use a park-and-ride if they have a convenient way to access it quickly (i.e., by car, or by foot if they live close). The three sites are all closer to residential development than CUTC, so the access mode splits for walking and biking were increased – higher for the 'close' zone than for the 'far' zone. The remainder was divided proportionately between driving alone and being dropped off since driving is expected to be the predominate access mode. Table 1 presents the assumed mode shares for park-and-ride access.

Significant land use changes in this area are not expected to occur – additional infill and outward expansion is likely to be consistent with current development patterns in southwest Albuquerque. For a typical 5-10 year planning timeframe for transit service, which tends to be reactive to development, it is assumed that land use around the proposed site for the Southwest Quadrant Park-and-Ride will stay relatively consistent.

Table 1. Park-and-Ride Access Mode Shares

Mode of Access	**CUTC Observation**	**Close Catchment Value**	**Far Catchment Value**
Transit	27%	3%	1%
Walking	18%	25%	15%
Driving Alone	32%	41%	52%
Drop-off	18%	21%	27%
Other	5%	10%	5%

Demand Assessment

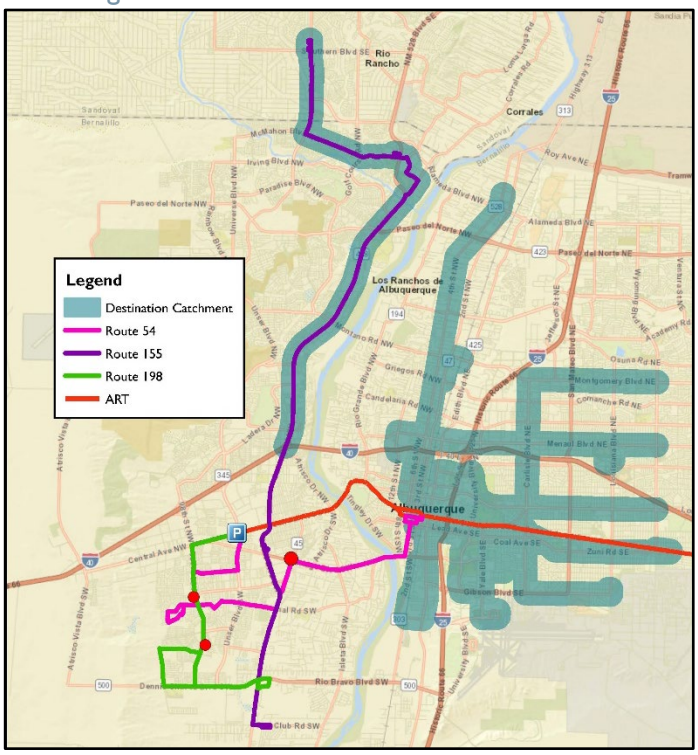
With a catchment area defined, the next step in park-and-ride demand forecasting was assessing the number of people within that catchment area who could be reasonably expected to utilize the park-and-ride facility. There are several distinct potential user groups for the Southwest Quadrant Park-and-Ride,

each with their own travel patterns and characteristics to consider – commuters, students, and people making non-regular trips (e.g. shopping, recreation) were all analyzed separately. Several sources of information were used to perform this assessment, including:

- Longitudinal Employer-Household Dynamics (LODES) employee commute data from the Census Bureau
- University of New Mexico and Central New Mexico Community College student commute data
- ABQ RIDE ridership data
- Existing park-and-ride/transit center utilization data
- Albuquerque mode share data

Commute Trips

Figure 5. Destination Catchment Areas



The LODES data, which comes from the United States Census Bureau and State reporting of unemployment insurance, is used to show the number of people commuting to jobs between distinct geographic areas (2018 is the most recent year in which LODES data is currently available, meaning it predates any short-term and long-term impacts on travel patterns from the COVID-19 pandemic). To utilize the data for this study, an additional boundary encompassing the area where jobs are reasonably accessible via transit from southwest Albuquerque had to be defined. It was assumed that people would only be willing to make a maximum of one additional transfer after traveling to the Southwest Quadrant Park-and-Ride for a commute trip, and that commuters would be willing to travel a maximum of 90 minutes via transit including transfers and waiting. With those assumptions, jobs along a set of nine ABQ RIDE routes were identified as those most likely to attract transit trips beginning at the Southwest Quadrant Park-and-Ride: Routes 5, 8, 10, 11, 16, 36, 50, 97, 155. The demand catchment area encompasses ¼-mile buffers around the portions of each of these routes within a 90-minute ride of southwest Albuquerque, represented by the shaded area in Figure 5.

A significant portion of the defined demand catchment area is also reasonably accessible via transit from the CUTC, which is close to all three potential Southwest Quadrant Park-and-Ride sites and shares much of the same origin catchment area. In fact, the only differences between the catchment areas for the CUTC and the three potential new sites was the northern boundary shifted slightly north or south depending on location, the shape of the northeast corner differed slightly for all, and, for the two sites along 98th Street, some additional area south of Dennis Chavez/Rio Bravo Boulevard was captured. Additional analysis was necessary to determine how transit trips in southwest Albuquerque are likely to be distributed between CUTC and another nearby park-and-ride. Boarding and alighting data for existing bus stops in southwest Albuquerque from 2018/19 shows that on the four primary routes that currently serve or will serve the park-and-rides in the area – ART, Route 66, Route 54, and Route 198 – about 70% of transit ridership is on ART and Route 66. Just over 30% of ridership is on Routes 54 & 198. This

can likely be attributed to the much greater frequency and longer hours on ART (pre-COVID-19), plus the fact that Route 198 does not serve any major destinations – it primarily serves as a feeder route to the CUTC. None of the potential Southwest Quadrant Park-and-Ride sites are expected to be served directly by ART or Route 66 in the future. Given this and that the catchment areas show significant overlap, it is assumed that if an additional park-and-ride facility is provided in southwest Albuquerque, 70% of all transit trips in the area will continue to be attracted to the ART or Route 66 service.

Based on 2018 LODES data (the latest available), there are between 8,800 and 13,100 people living in one of the three identified catchment areas and working within the identified destination route buffers; the Old Coors catchment site has the most and the Blake site has the fewest. An interesting observation from the LODES data was that Downtown and the Central Avenue corridor, two of the City's major employment areas, are not among the most significant employment destinations for residents of southwest Albuquerque – the I-25 corridor and industrial areas along Coors Boulevard are the major draws. This indicates that southwest residents do not rely as much on Central Avenue for commuting as the City as a whole.

The LODES totals were filtered down based on the average transit mode share for travel in southwest Albuquerque. We calculate that **46, 52, and 57** work commute trips may be likely to use a park-and-ride at the Blake, De Vargas, and Coors sites, respectively, to access transit service. Using the previously identified mode share assumptions for accessing the facility (41% driving alone from the close area, 52% from further out), **between 21 and 28 parking spots** would be needed for commuters.

Student Trips

The University of New Mexico/Central New Mexico Community College Travel Demand Management Study (2010) gathered extensive information about the commuting habits of students and faculty at Albuquerque's two primary institutes of higher learning. Though the information is dated, the study provided important information on the origin points of UNM and CNM students and helped inform this feasibility study by providing an estimate of how many students live in southwest Albuquerque and information on how likely they would be to use transit. Due to slow growth over the last decade, there is no reason to believe the general distribution has changed in the past ten years. The student commute data (updated to reflect current enrollment numbers) for UNM and CNM shows about 3,700 students likely living in southwest Albuquerque.

As with the LODES commute data, the total number of students in the catchment area was filtered down in order to estimate how many are likely to use transit to access school. Another set of data provided from the 2010 study was student parking permit ownership by sub-area. For the purposes of estimating likely users of the park-and-ride facility, this study assumes that students with parking permits would not use transit and that the share of students with parking permits has not changed. Based on the reported permit ownership percentages, 60% of the 3,700 students in the catchment area do not have permits; therefore, about 2,200 students are potential transit users.

From there, the same transit mode share values applied to the LODES data – 2% within about one mile of each potential site and 1.3% from further out were used to produce a value of **11** for the number of student commute trips that may be likely use the Southwest Quadrant Park-and-Ride to access transit service. Applying the mode split assumptions for accessing the facility, **5 parking spots** would be needed for students.

Non-Regular Trips

In addition to work and student commutes, there is also a need to consider other trip purposes that could make use of the proposed park-and-ride facility, such as shopping and recreation. Though people are generally less likely to use transit for these 'non-regular' trips[4], they will if it is convenient to do so. The existing park-and-ride utilization data, which includes information on both trip purpose and means of access, was used to develop an estimate of how many non-commute trips could start by driving to the Southwest Quadrant Park-and-Ride. It is anticipated that usage patterns for the new facility will most closely parallel current usage patterns at the CUTC, so the distribution of trip types at that park-and-ride was used as a basis for estimating the expected number of non-regular trips using the Southwest Quadrant Park-and-Ride.

According to results of the park-and-ride survey referenced earlier, 72% of the people who came to the CUTC from their homes on the observation day were traveling to access either work or school; the other 28% were traveling for some other purpose (e.g., shopping). This same proportion of work and school to other trips was applied to the demand assessment for each of the three potential new sites to calculate non-regular trips. From the previous two sections, the total number of expected daily users going to work or school ranges from 57 to 68, so based on the assumed ratio an additional **22 to 26** would be expected to use the park-and-ride for other travel purposes. Of these, it is estimated that **10 to 12** would drive alone and need parking.

Conclusions

Table 2 summarizes the estimated demand for the Southwest Quadrant Park-and-Ride by trip type and by potential site; it is estimated that between **79** and **94** people may use the proposed facility on a daily depending on where it is located. Many of these trips will not require parking spaces because they are accessing the facility via other means besides driving. We expect that **between 36 and 45 parking spaces** are needed at the Southwest Quadrant Park-and-Ride site.

Studies show that transit routes with long headways and limited hours – such as Route 54, which is expected to be the most used route from the proposed facility – are considerably less attractive than frequent transit routes[5]. The proximity of the new park-and-ride site to the CUTC, which has frequent ART service and connections to Downtown, hinders demand and attractiveness. Based on origin and destination analyses, most transit riders using this park-and-ride would also need to make a second transfer Downtown to/from an additional route, which further suppresses the desire to use transit; the low assumed transit mode shares in the area may only partially account for these considerations. Additional study and information may help gain a better understanding of behaviors due to service characteristics and transfers among Albuquerque residents, especially in the southwest area. The Southwest Quadrant Park-and-Ride is not likely to be successful at attracting the potential demand shown in Table 2 unless ABQ RIDE can invest in significant service improvements.

Overall, the site at Bridge & Old Coors shows the highest potential demand for transit trips and parking. The area to the north and east of the site is generally more developed than along 98th Street, and Route

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[4] McGuckin, N. and Fucci, A. "Summary of Travel Trends: 2017 National Household Travel Survey", Federal Highway Administration, U.S. Department of Transportation. July 2018. https://nhts.ornl.gov/assets/2017_nhts_summary_travel_trends.pdf

[5] Higashide, Steven and Buchanan, Mary. "Who's on Board 2019: How to Win Back America's Transit Riders". TransitCenter. February 2019. https://transitcenter.org/wp-content/uploads/2019/02/TC_WhosOnBoard_Final_digital-1-1.pdf

155 may be able to serve this site giving greater access to the variety of destinations along Coors Boulevard, including north of I-40. Bridge Boulevard has also been identified by local planning studies as a focus for transit. Alternatively, this site had the most overlap with the CUTC catchment area and would likely not attract people south of Dennis Chavez/Rio Bravo Boulevard. The sites on De Vargas and Blake both may attract residents further south and the 98th Street corridor is actively developing, so the long-term conditions surrounding these sites may make them more attractive for an additional southwest park-and-ride. ABQ RIDE has suggested various redesigns for Routes 54 and 198, including removing at least Route 54 from the CUTC and making the routes more direct, which would be very beneficial to attracting additional ridership at the park-and-ride. If possible, service changes and the park-and-ride facility opening should occur simultaneously to maximize interest.

Pre-COVID-19 but more recent observations at the CUTC (January 2020) reveal that the parking is well-used but not at capacity. Given this reality, along with the global health crisis continuing to affect ridership and travel patterns and considering the long-term implications of technology on the need for dedicated parking, we recommend building to a percentage less than 100% of the projections if this project comes to fruition.

Table 2. Demand Assessment Summary of Daily Transit Use

Trip Purpose	**98th & Blake**		**98th & De Vargas**		**Bridge & Old Coors**	
	Total Trips	*Needed Parking Spots*	*Total Trips*	*Needed Parking Spots*	*Total Trips*	*Needed Parking Spots*
Work	46	21	52	24	57	28
School	11	5	11	5	11	5
Other	22	10	24	11	26	12
Total	**79**	**36**	**87**	**40**	**94**	**45**

APPENDIX

C GLOSSARY

Ability for new Bus Route Development – What are the current routes that pass by the site locations and the potential for these route to be extended or to be used as transfer points to a new route.

Accessibility (ped/bike) – A look at the site locations proximity to trails, bike paths, and existing sidewalk infrastructure.

Accessibility (Vehicle) – Ease of access for a vehicle to be able to turn into the site location from either direction.

Construction Costs – An estimate of the total cost for construction of the site. Ranked relative to the other estimates of the site

Drainage – Determines the impact that construction would have on existing drainage infrastructure and if or how much the additional impact of runoff would require more drainage easements.

Earthwork – A measure of the cost to the amount of "dirt" that will need to be removed or added in order to make the site useable.

Environmental Considerations – The impacts to biological, landscape, noise, and lighting to the surrounding area resulting from the construction of the site. Further design would decide if further noise and vibration study is needed.

Land Acquisition – Takes into consideration the amount of ROW available and the amount of land that will need to be acquired to build out the site.

Maintenance Costs – An estimate of the future maintenance cost of the site. Ranked relative to the other estimates of the site.

Operational Impact – The measured impact to the surrounding area of the proposed site, i.e., how much traffic will be added, or will another bus route need to be created to serve the site location.

Parking Spots needed – The amount of parking spots estimated by the FHU study.

Potential for Additional Development – Looks at the overall area and ranks the potential for transit-oriented development, the current proximity to activity centers, and the ability for other activity centers to build nearby.

Potential for Expansion of Park-and-Ride Facility – The amount of acreage available immediately adjacent to the proposed site locations.

Proposed Usage – The amount of boardings and alightings that are estimated at each location.

Zoning – What would be required of each site to have correct zoning attached.

APPENDIX

D PUBLIC MEETING NOTIFICATION

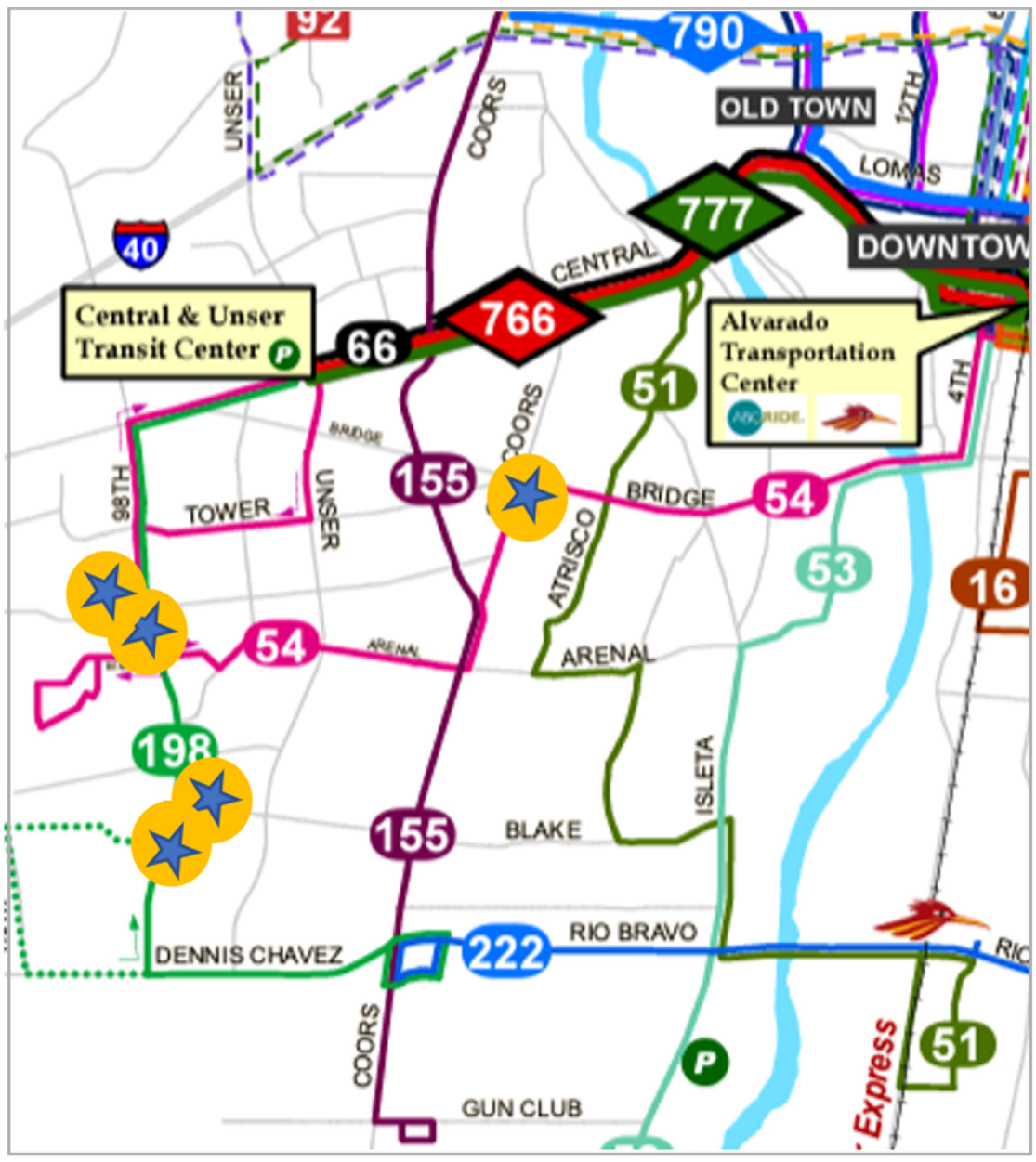
SW Quadrant Park-and-Ride Feasibility Study

PUBLIC MEETING / *REUNIÓN PÚBLICA*

Estudio de factibilidad de parqueo y paseo del Cuadrante SW

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 time consuming. ABQ RIDE has two existing 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 well used, but there remains a large portion of the southwest side without close and convenient access to park-and-ride facilities.

ABQ RIDE's goal is to find and develop a park-and-ride site south of Central Avenue and west of the Rio Grande to improve public access to transit. ABQ RIDE has studied five potential site locations in this area. ABQ RIDE will be hosting a virtual public meeting to share the findings of the study and discuss the recommendations. There will be a presentation followed by a question-and-answer session with the project team.



Date: **Tuesday, November 15, 2022**
Time: **6:00-7:00 pm**

Location: Virtual meeting

Zoom:
https://us02web.zoom.us/j/88497954411

Phone: +1 719 359 4580
Webinar ID: 884 9795 4411

Servicios de interpretación en español estarán disponibles en la reunión.

For questions about this project or to request Americans with Disabilities Act accommodations or language services, please call Jennifer Hyer at 505-878-6577 or jennifer.hyre@wsp.com before 11/14.

For more information/*Para mas informacion*: 505-243-7433 or abqride.com

APPENDIX

E PUBLIC MEETING PRESENTATION

SW Quadrant Park-and-Ride Feasibility Study

Virtual Public Information Meeting

November 15, 2022

Virtual Public Information Meeting

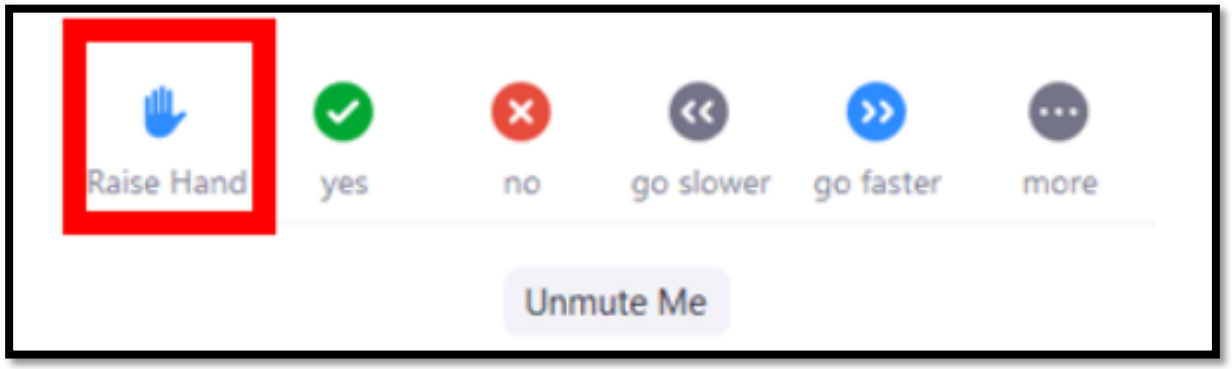
Meeting Platform: Zoom

- Zoom Webinar – only presenters will be on video.
- **This meeting is being recorded.**
- For Spanish translation, select the Interpretation icon on your Zoom toolbar; select “Spanish”.
- *Para escuchar la presentación en español, seleccione el ícono de Interpretación en la barra de herramientas de Zoom; seleccione “Spanish“.*

Virtual Public Information Meeting

Meeting Platform: Zoom

- Questions & Answers – Please add project-related questions in the Q&A dialogue box
- *During Q&A, if you would like to speak, raise your hand (*9 if you have dialed-in)*



Virtual Public Information Meeting

Presenters

SW Quadrant Park-and-Ride Project Members

WSP

- Jennifer Hyre
  WSP Environmental Planner
- Nick Fazio
  WSP Communications
- Dominic Montoya
  WSP Environmental Planner

Albuquerque Ride (ABQ RIDE)

- Bobby Sisneros
  ABQ RIDE, Deputy Director
- Andrew de Garmo
  ABQ RIDE, Principal Planner
- Carrie Barkhurst
  ABQ RIDE, Senior Planner
- Lawrence Kline
  ABQ RIDE, Principal Planner
- Mark Eshelman
  ABQ RIDE, Senior Project Coordinator

Virtual Public Information Meeting

Agenda

Presentation Topics

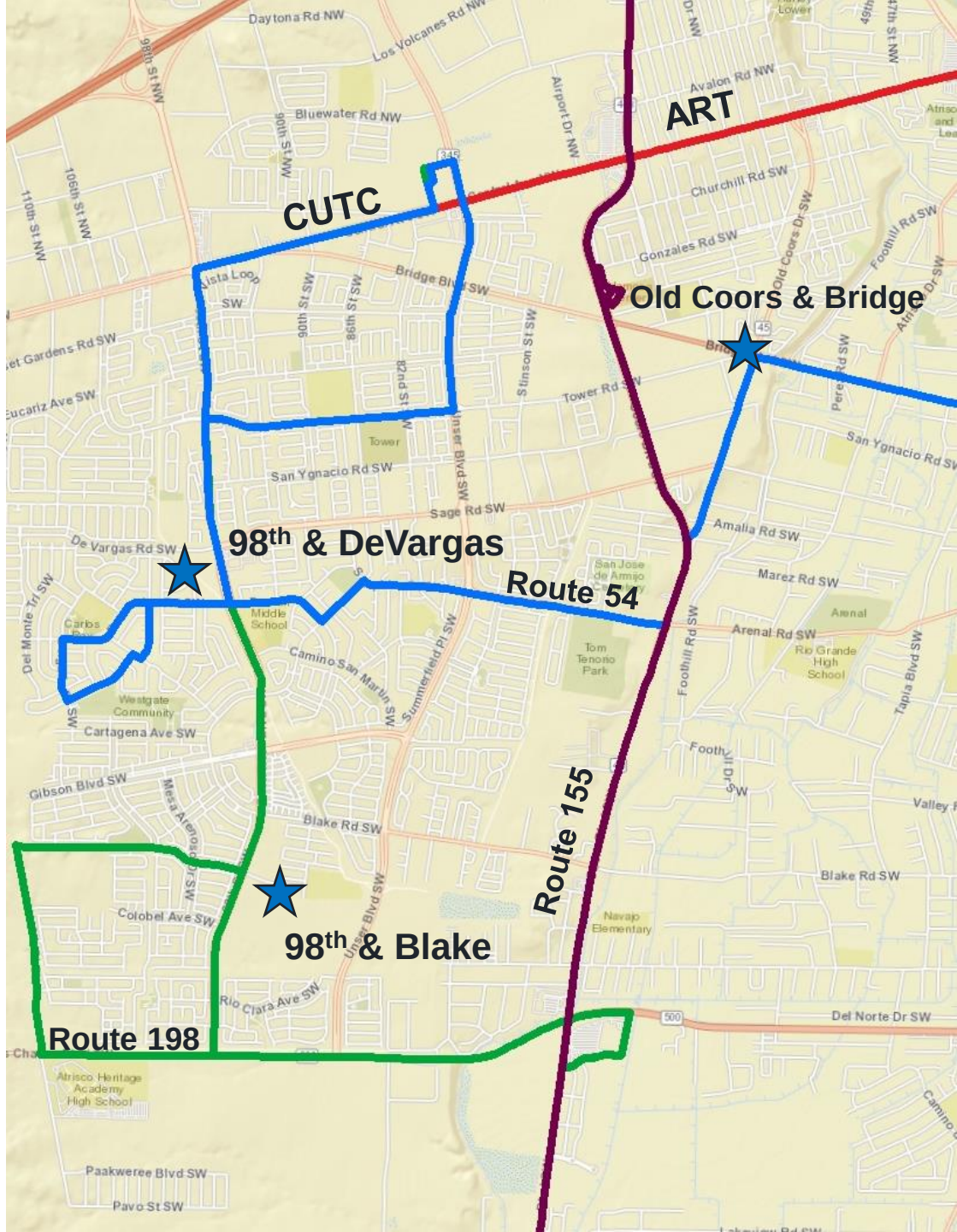
1. Project Limits and Background
2. Demand Forecasting
3. Alternatives Sites Reviewed
4. Evaluation Matrix
5. Next Steps

Q&A Session

(after the presentation)

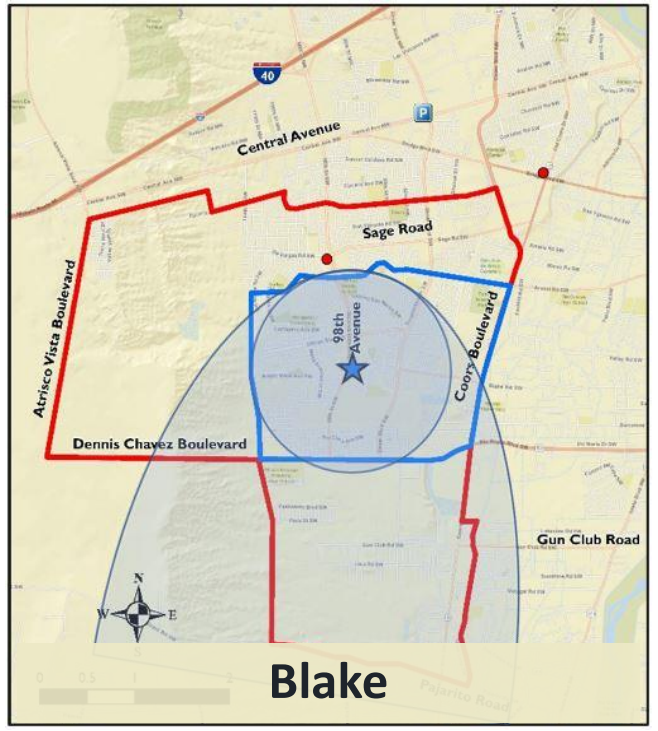
Study Context: SW Quadrant and Exiting Transit Service

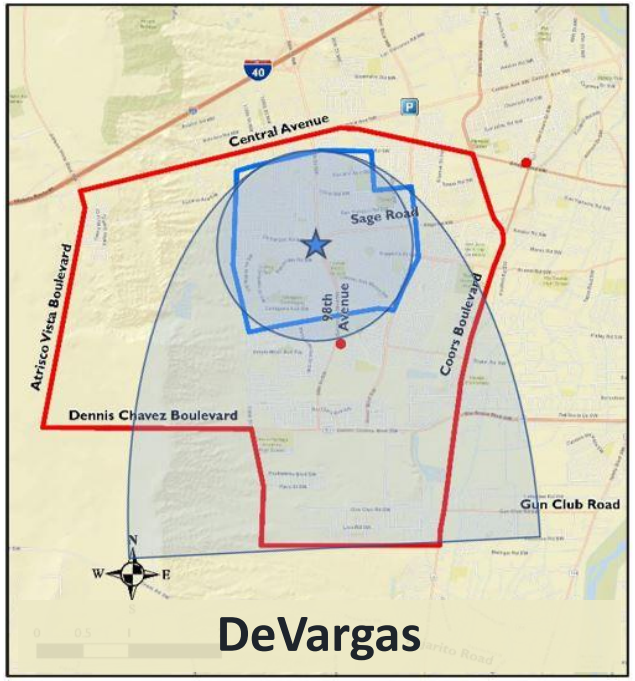
- Route 54 to Downtown
- Route 155 along Coors Boulevard
- Route 198 along 98th Avenue



Park-and-Ride Origin Areas / Catchment Areas Modeling

- Near catchment areas originate 50% of possible Park-and-Ride users
- Far catchment areas originate 85% of possible Park-and-Ride users
- Vertices of catchments are oriented toward activity centers, or along major access routes





Legend

- Near Catchment Area
- Far Catchment Area

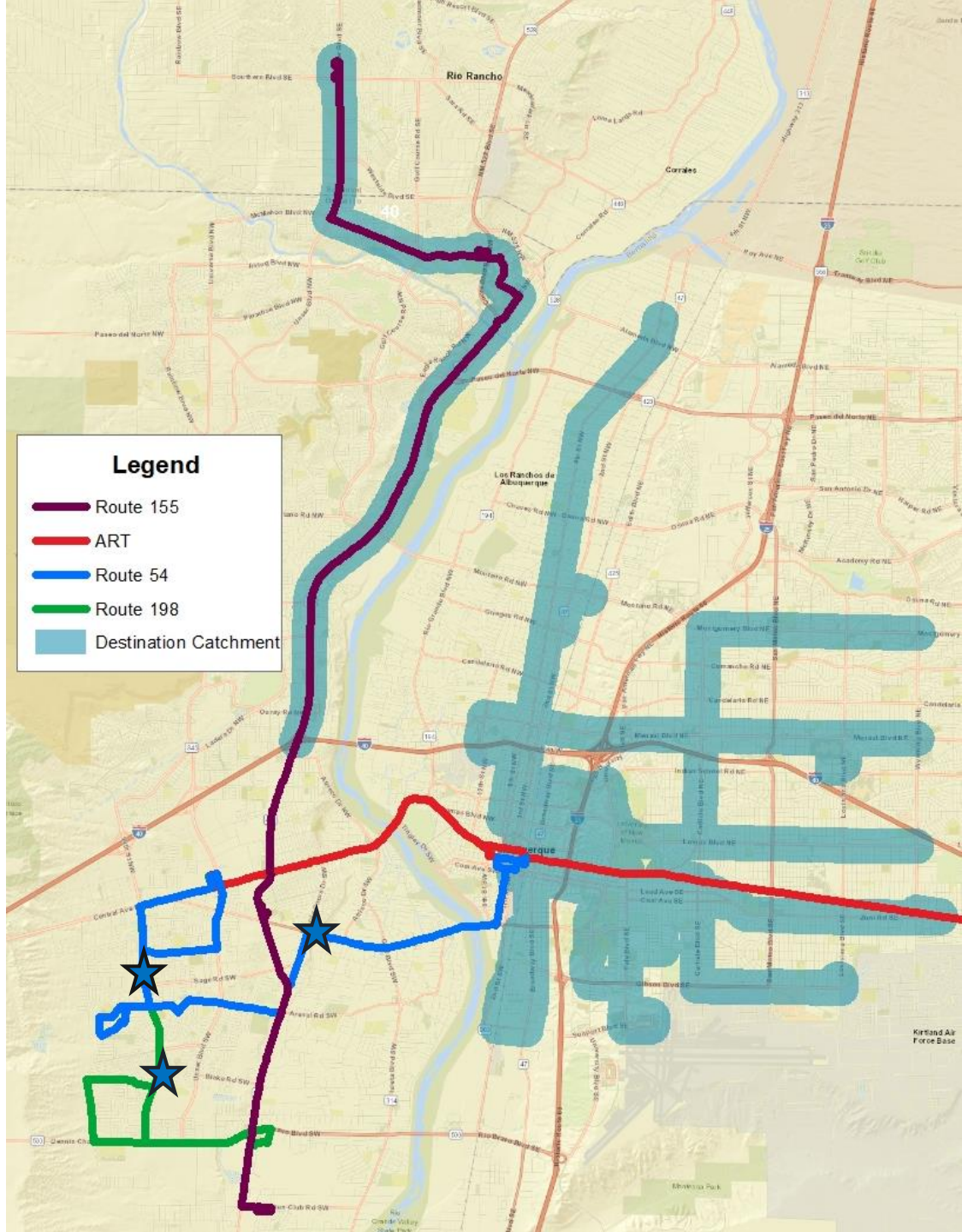
Demand Forecasting

Typical Park-and-Ride usage of similar sites

- Central & Unser Transit
- Center the most similar

Travel patterns and characteristics

- Commuter trips
- Students
- Non-regular trips
  (e.g., shopping, recreation)



Alternatives Sites Reviewed

Refined Site Location Alternatives

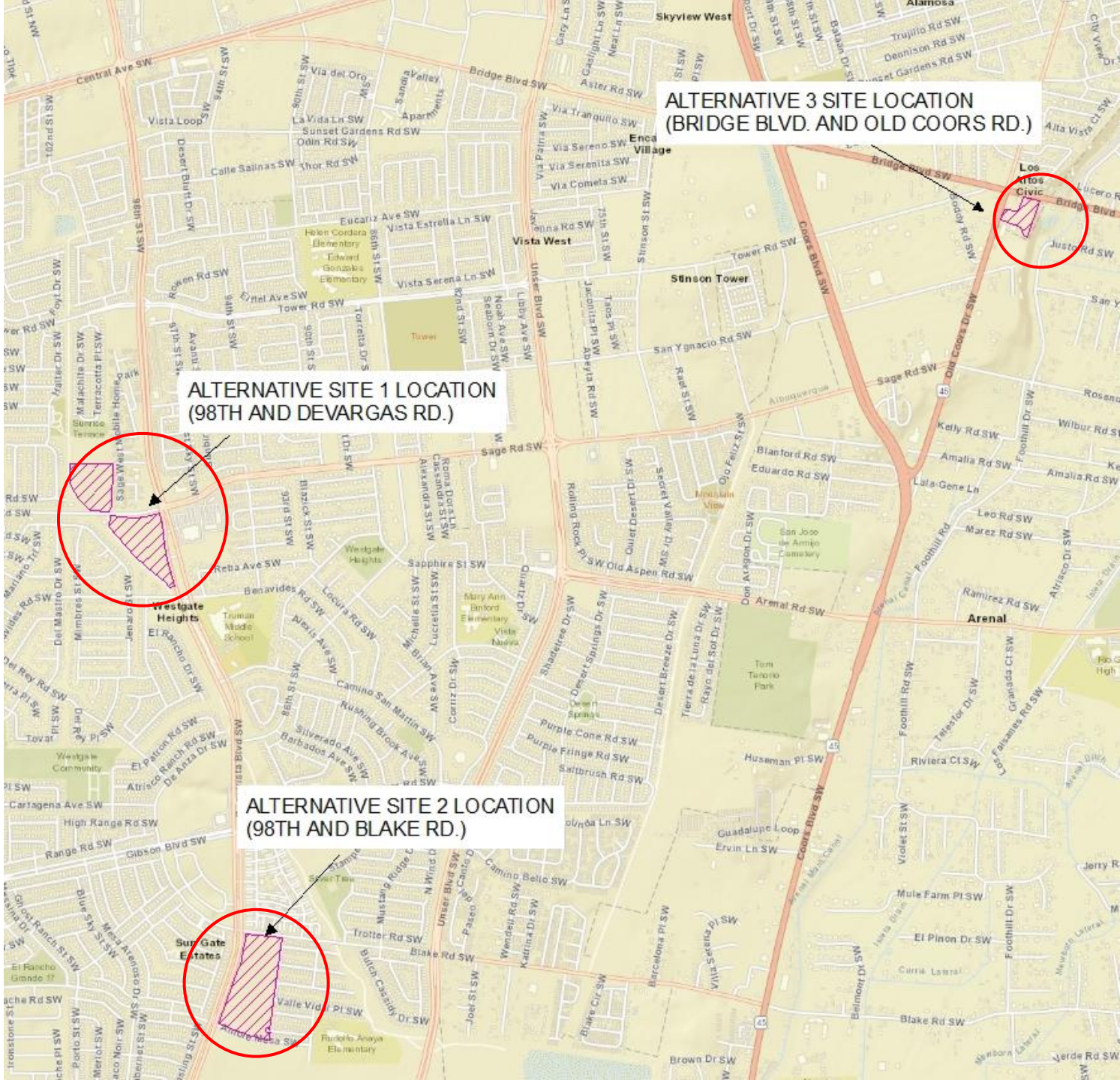
Site 1A: 98th and Blake

Site 1B: 98th and Amole Mesa

Site 2A: 98th and DeVargas

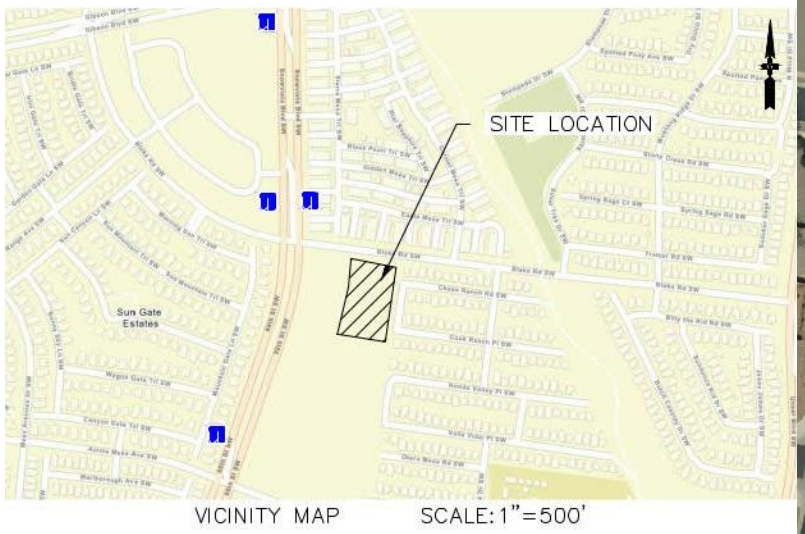
Site 2B: 98th and Benavides

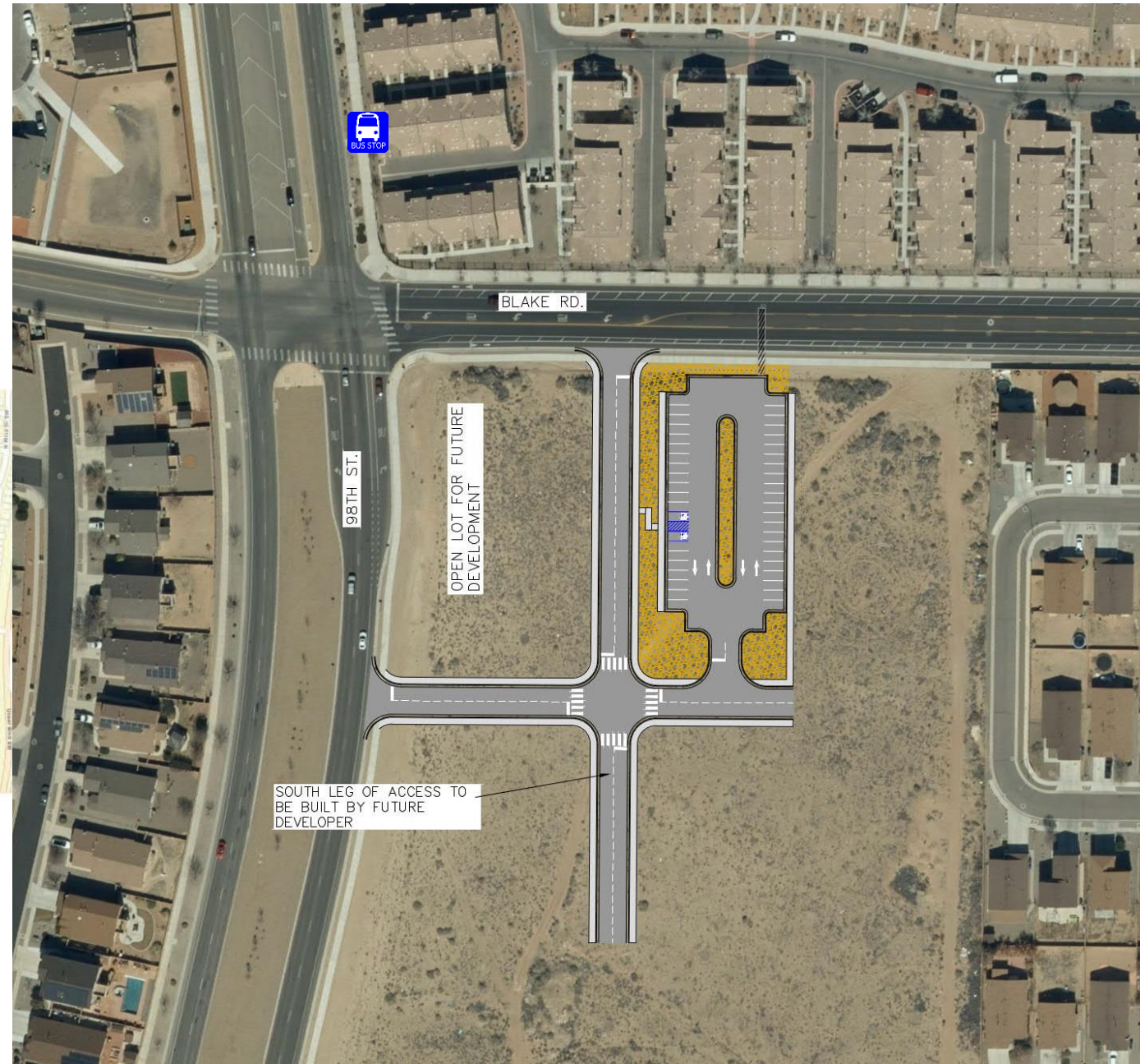
Site 3: Old Coors and Bridge Blvd



Site 1A: 98th and Blake

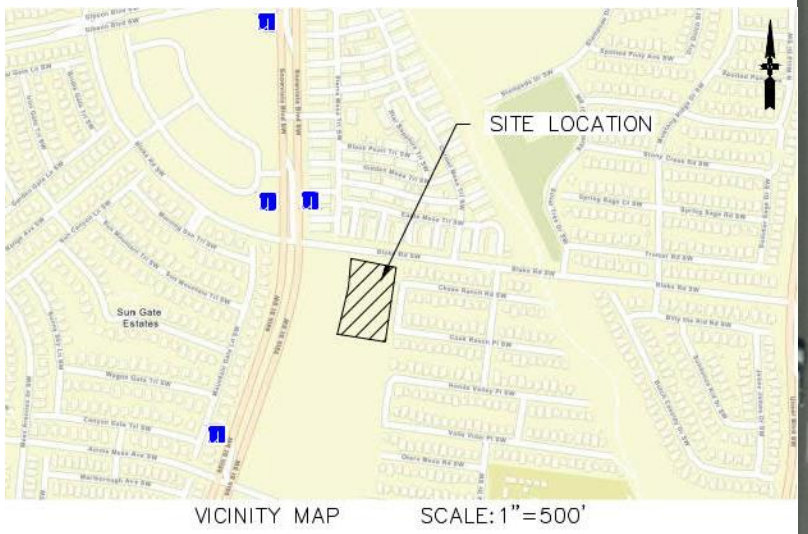
Site Context

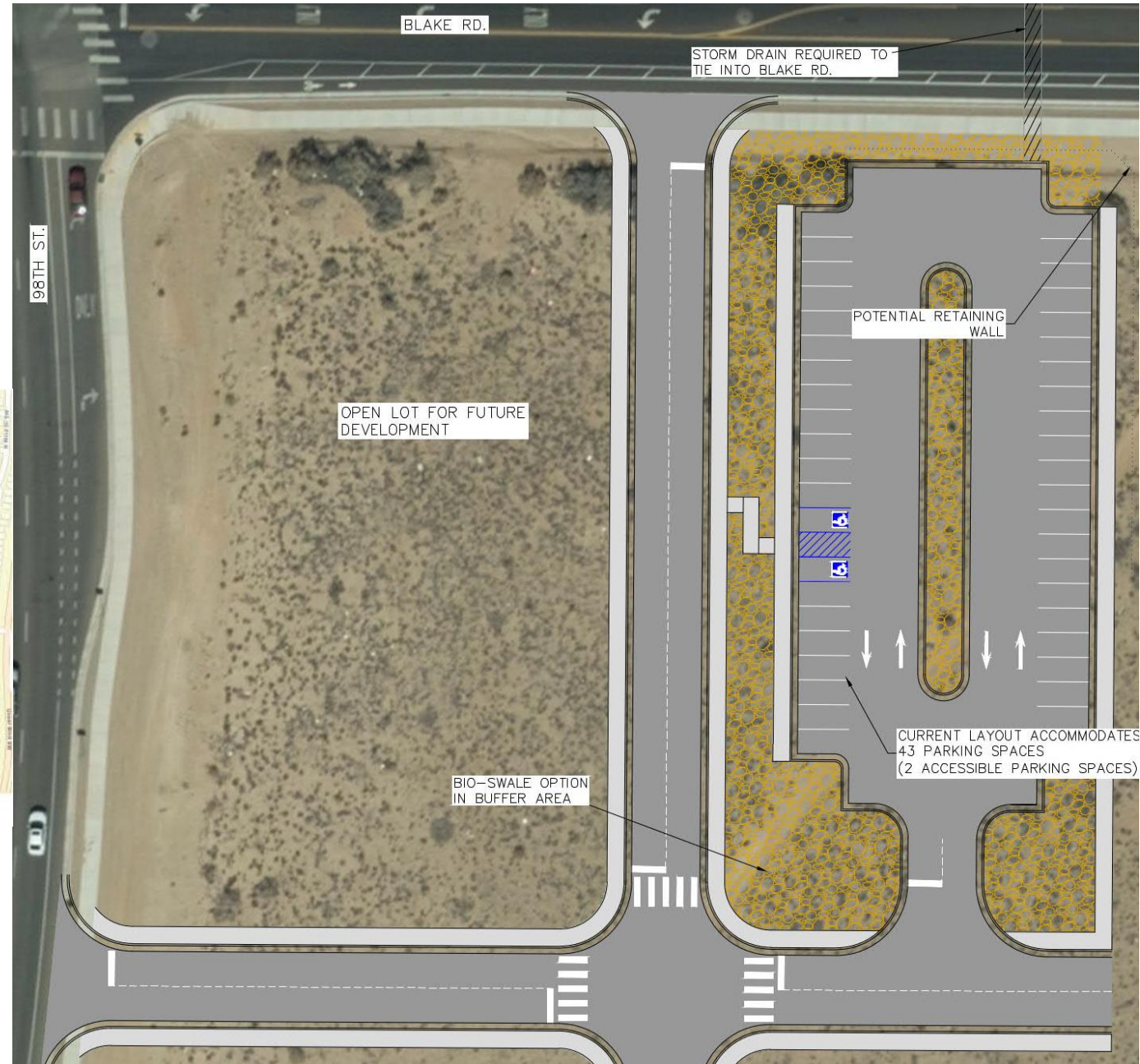




Alternatives Sites Reviewed

Site 1A: 98th and Blake Layout

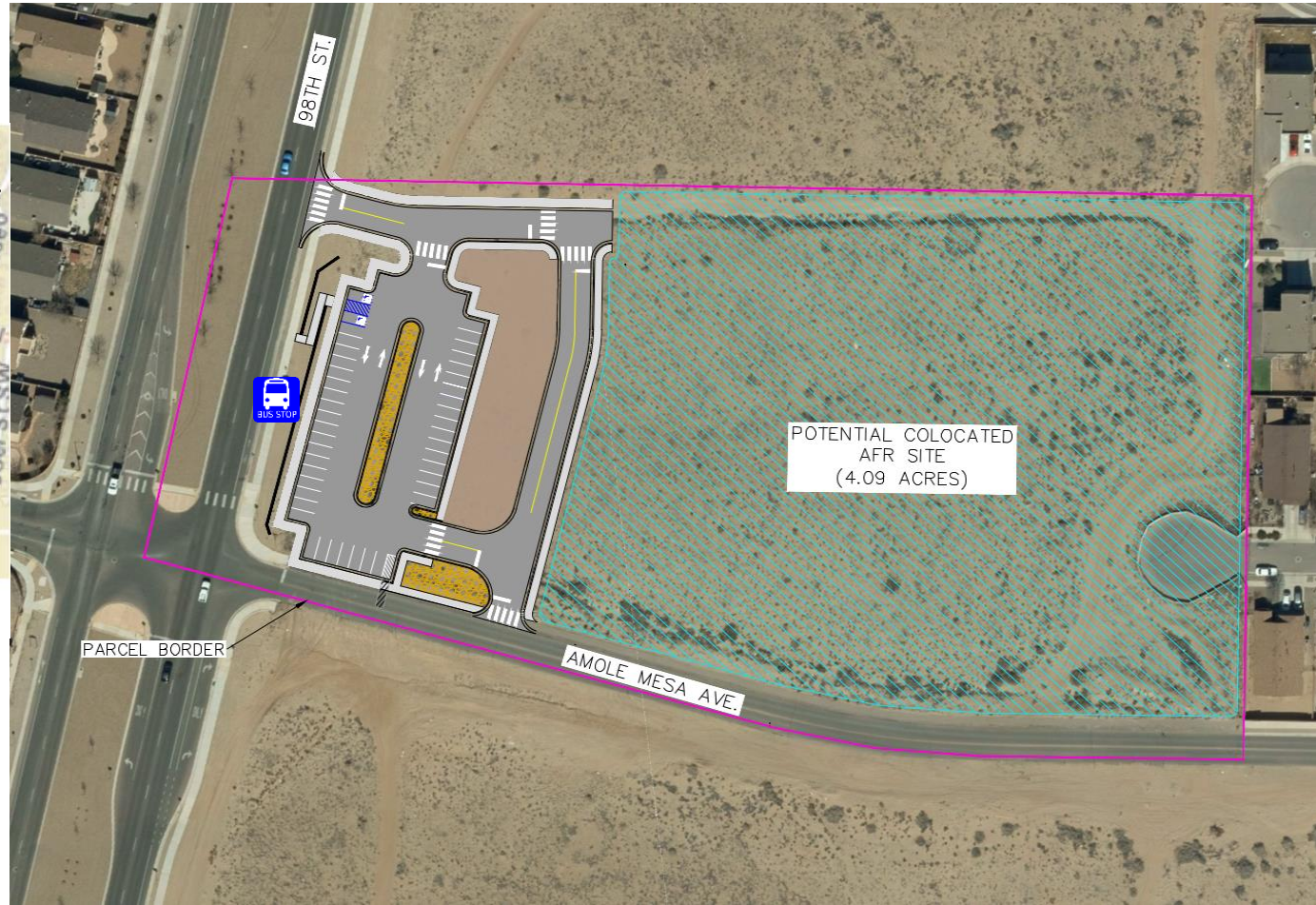




Alternatives Sites Reviewed

Site 1B:
98th and Amole Mesa
Site Context

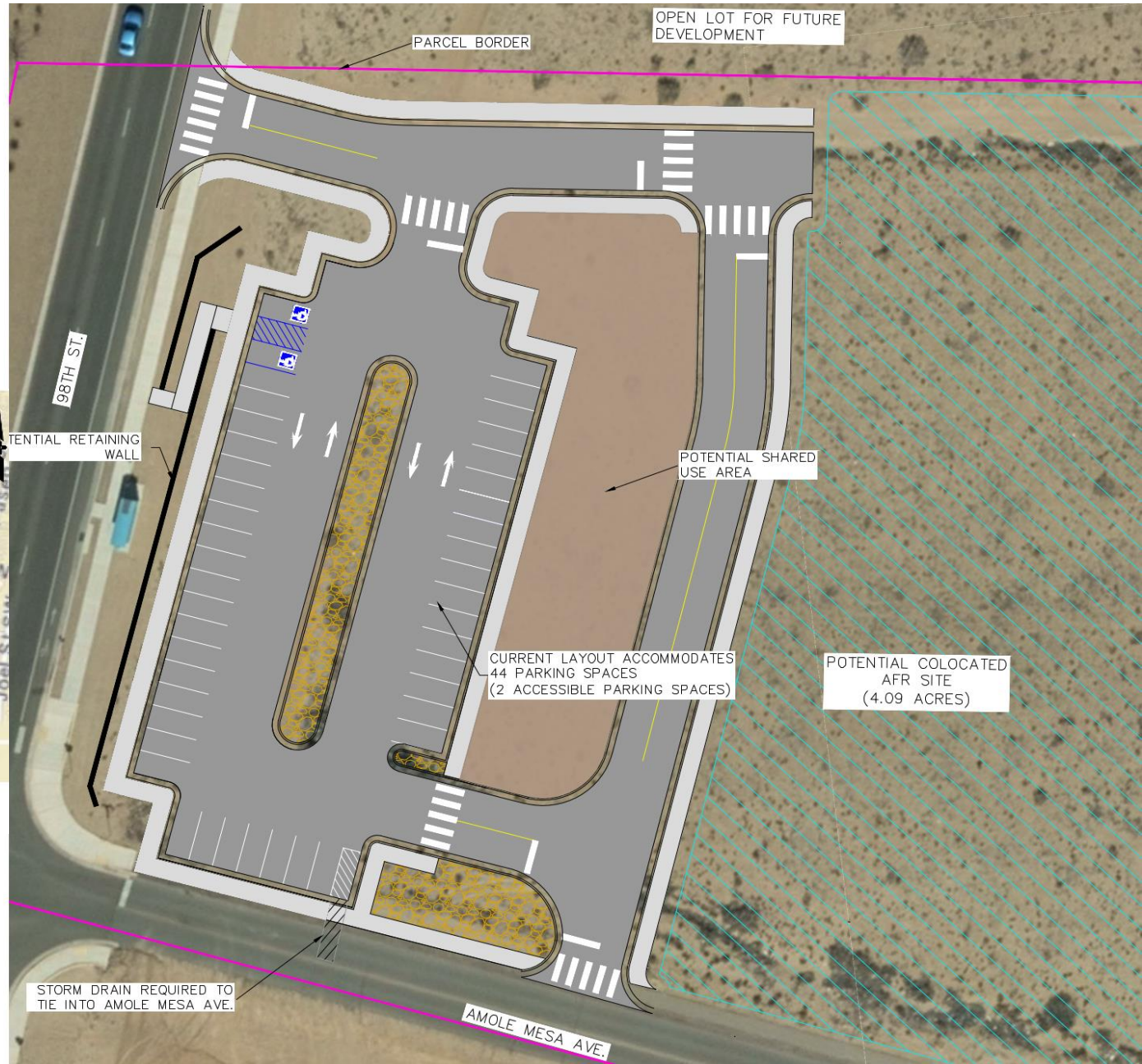
VICINITY MAP SCALE: 1"=500'



Alternatives Sites Reviewed

Site 1B: 98th and Amole Mesa Layout

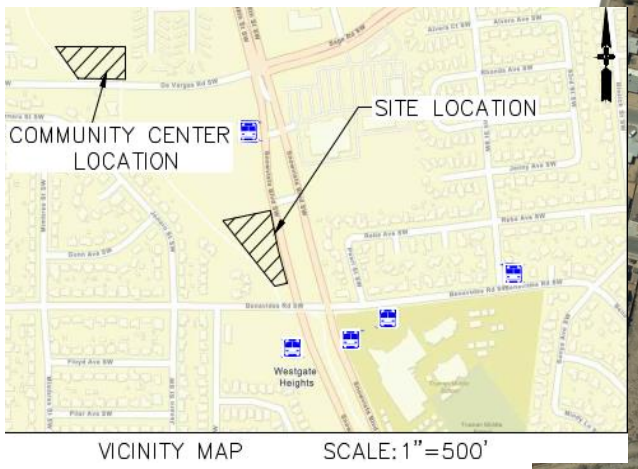
VICINITY MAP SCALE: 1"=500'



Alternatives Sites Reviewed

Site 2A and 2B: 98th and De'

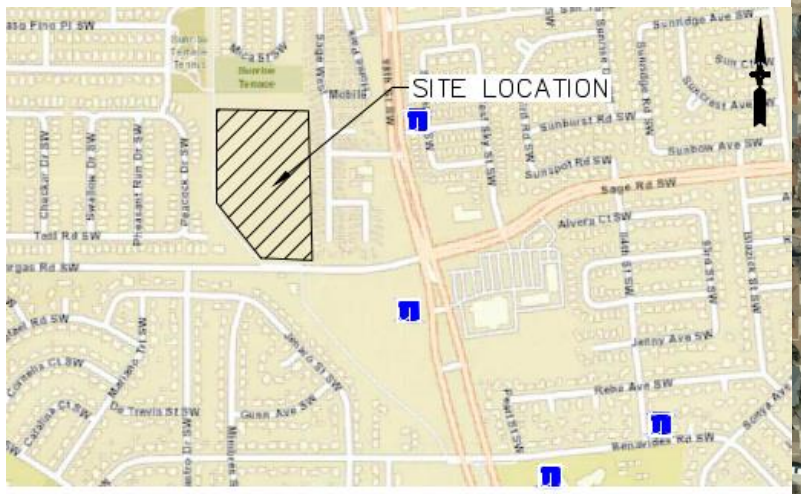
Site Context



Alternatives Sites Reviewed

Site 2A: 98th and DeVargas

Site Context



VICINITY MAP SCALE: 1"=500'

SW Quadrant Park-and-Ride Feasibility Study

Site 2A: 98th and DeVargas

Layout

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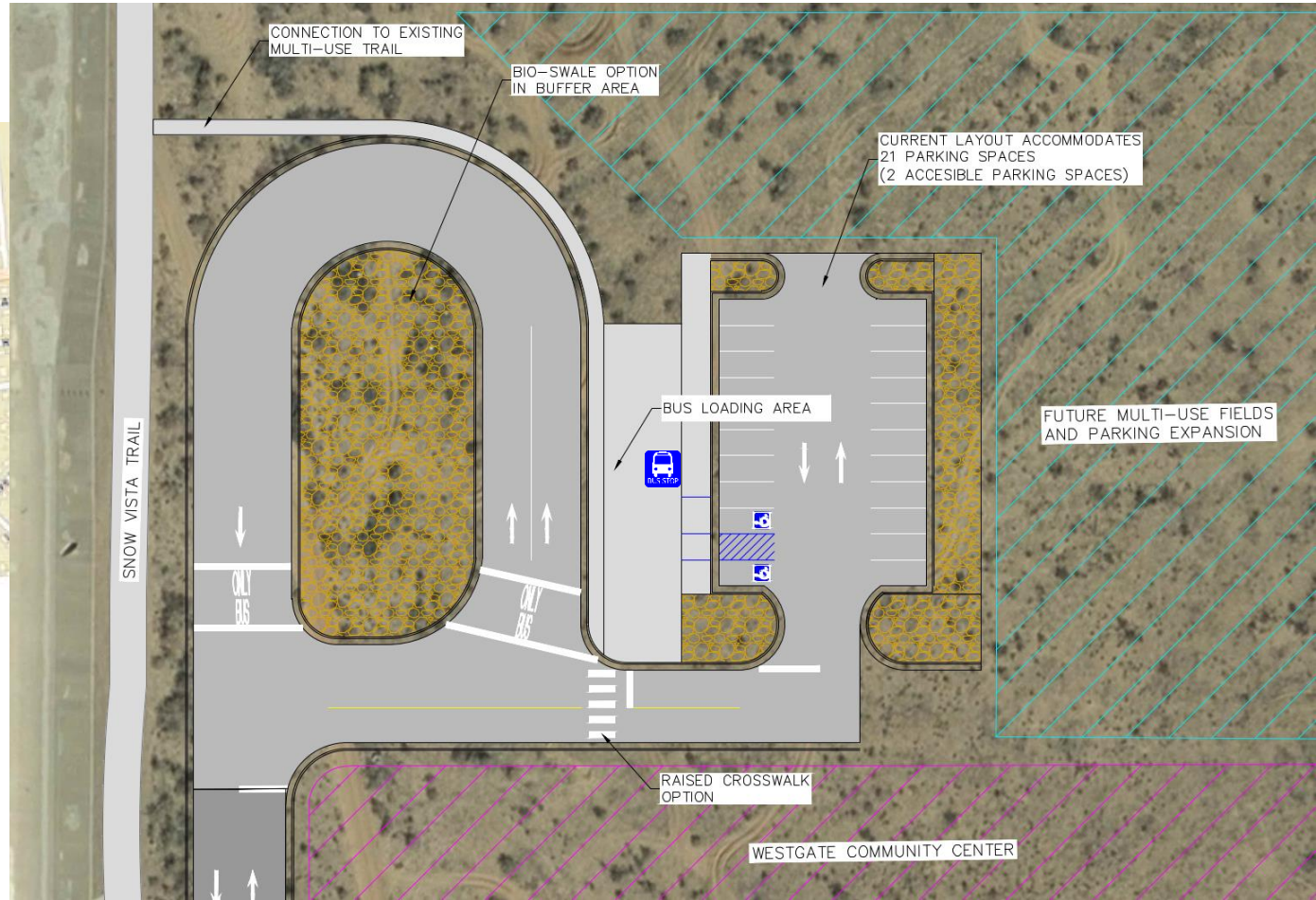
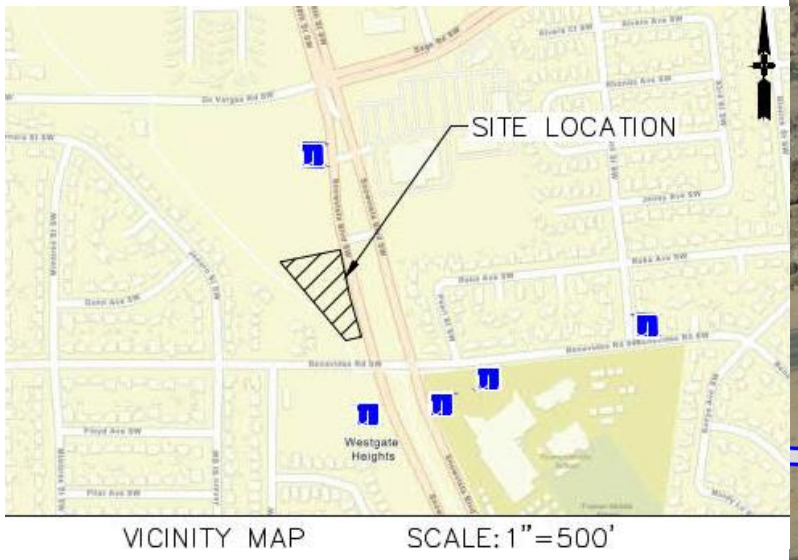
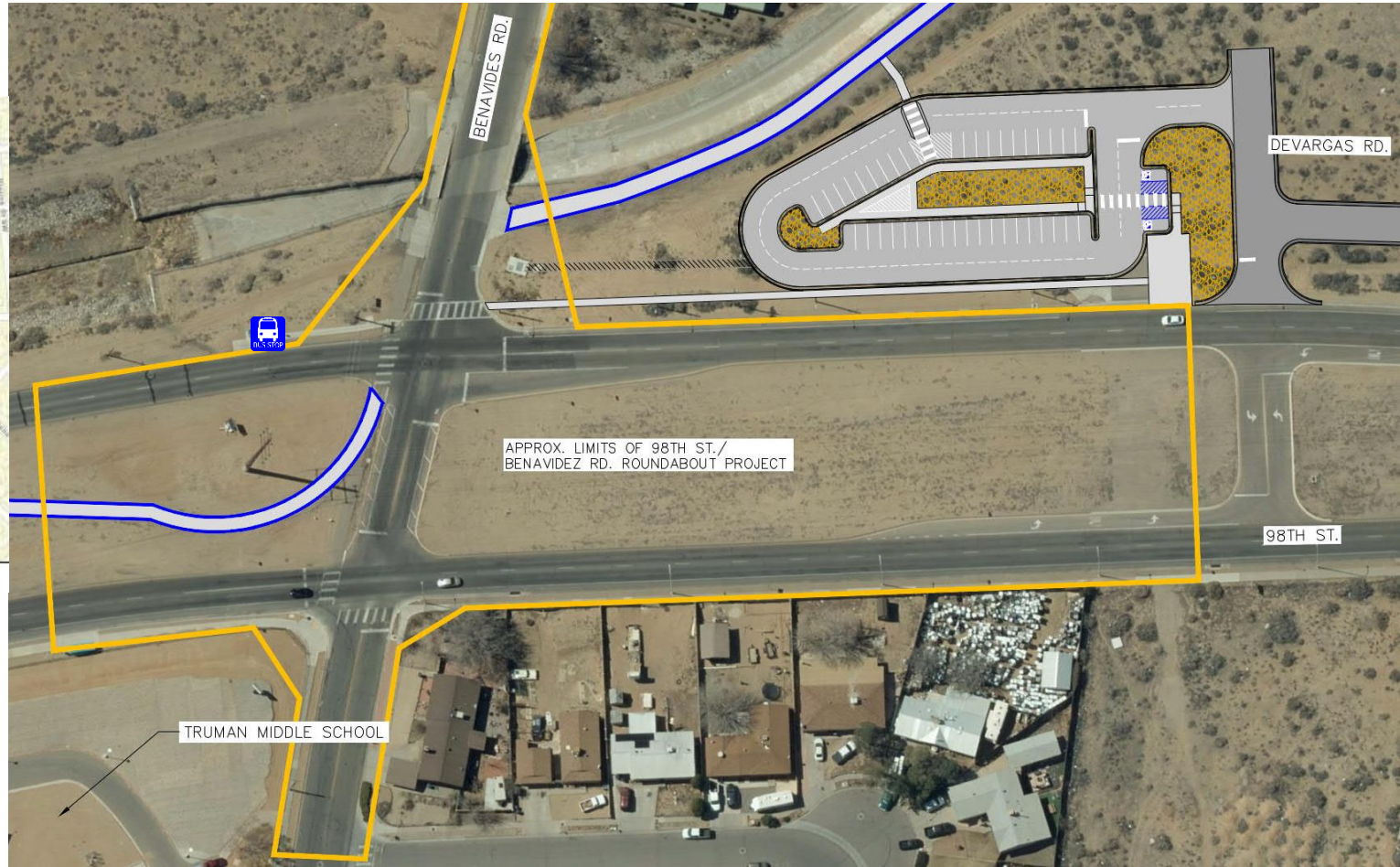


Alternatives Sites Reviewed

Site 2B: 98th and DeVargas

Site Context

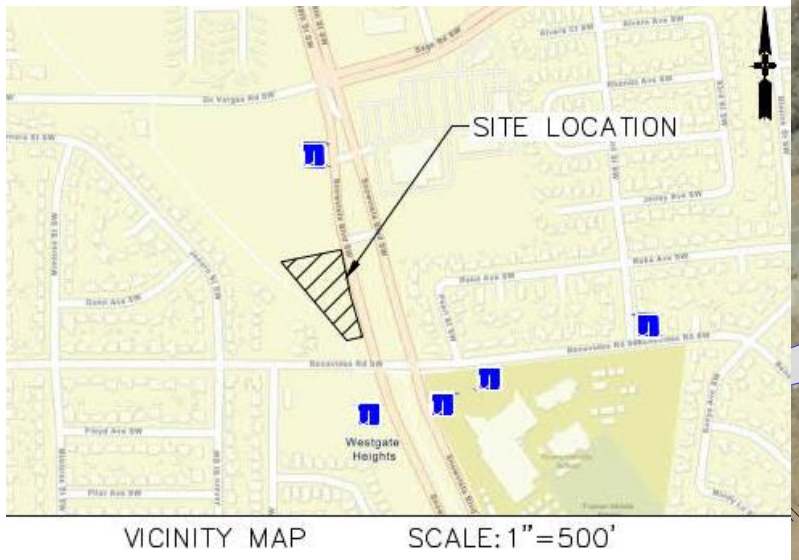


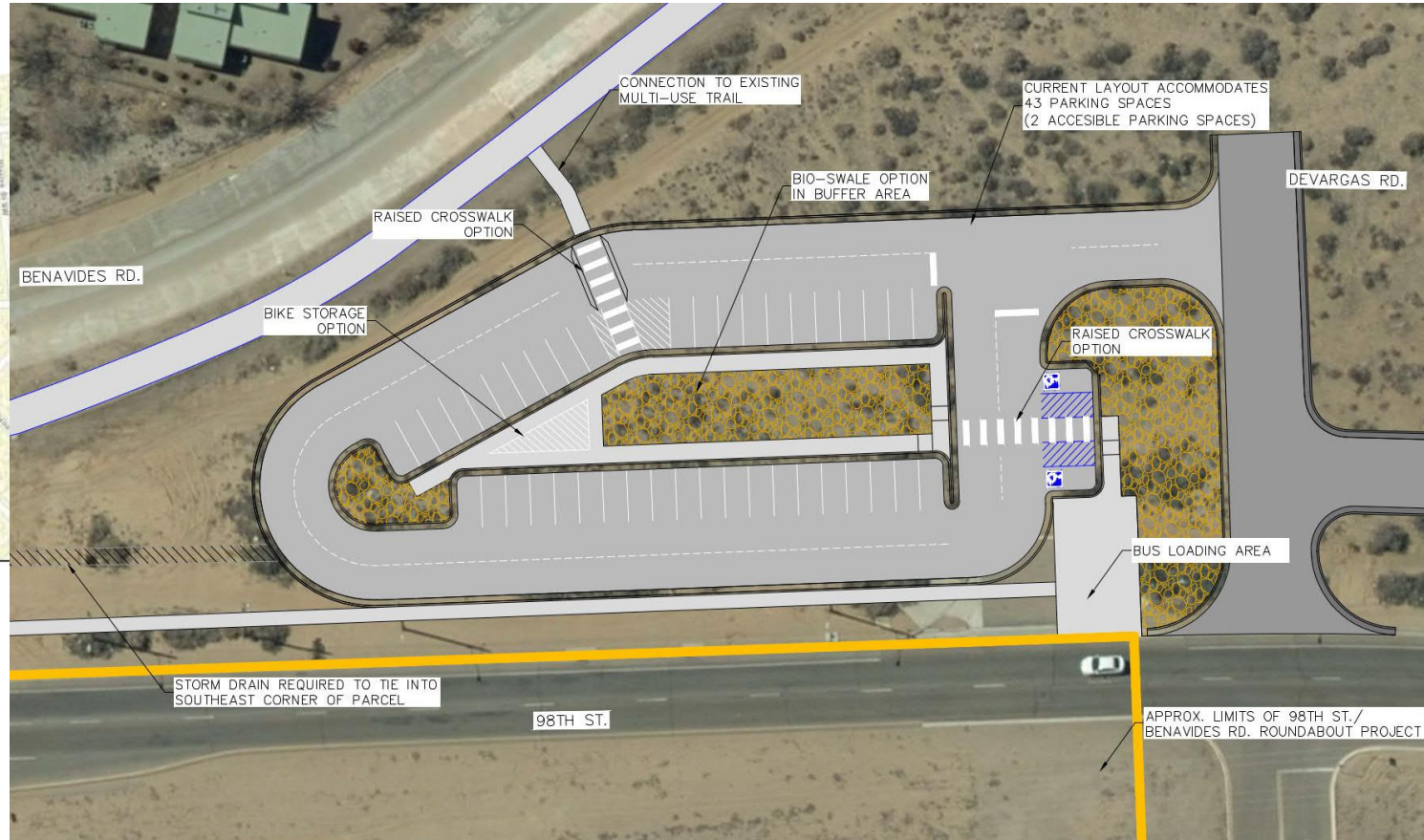


Alternatives Sites Reviewed

Site 2B: 98th and DeVargas

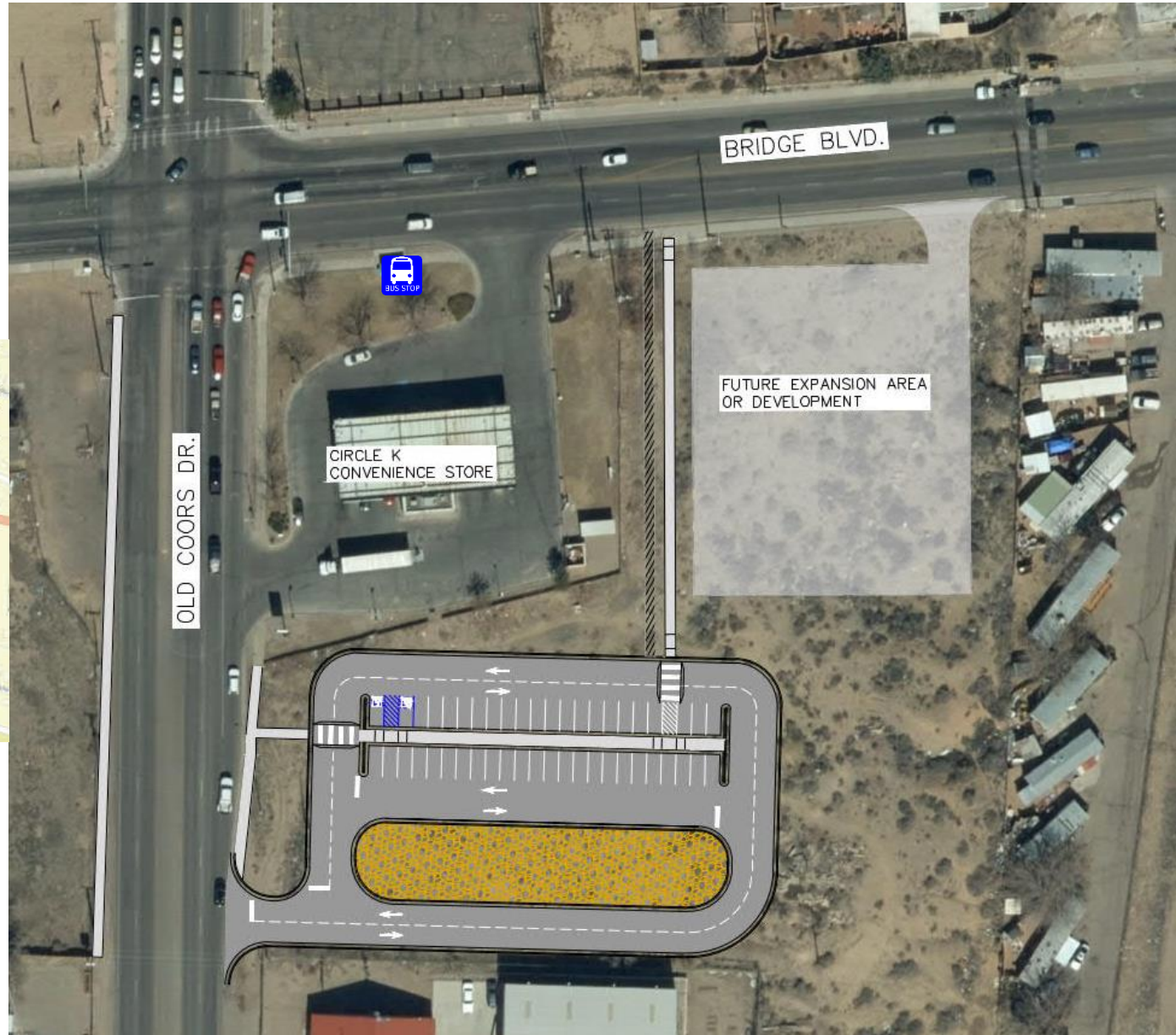
Layout



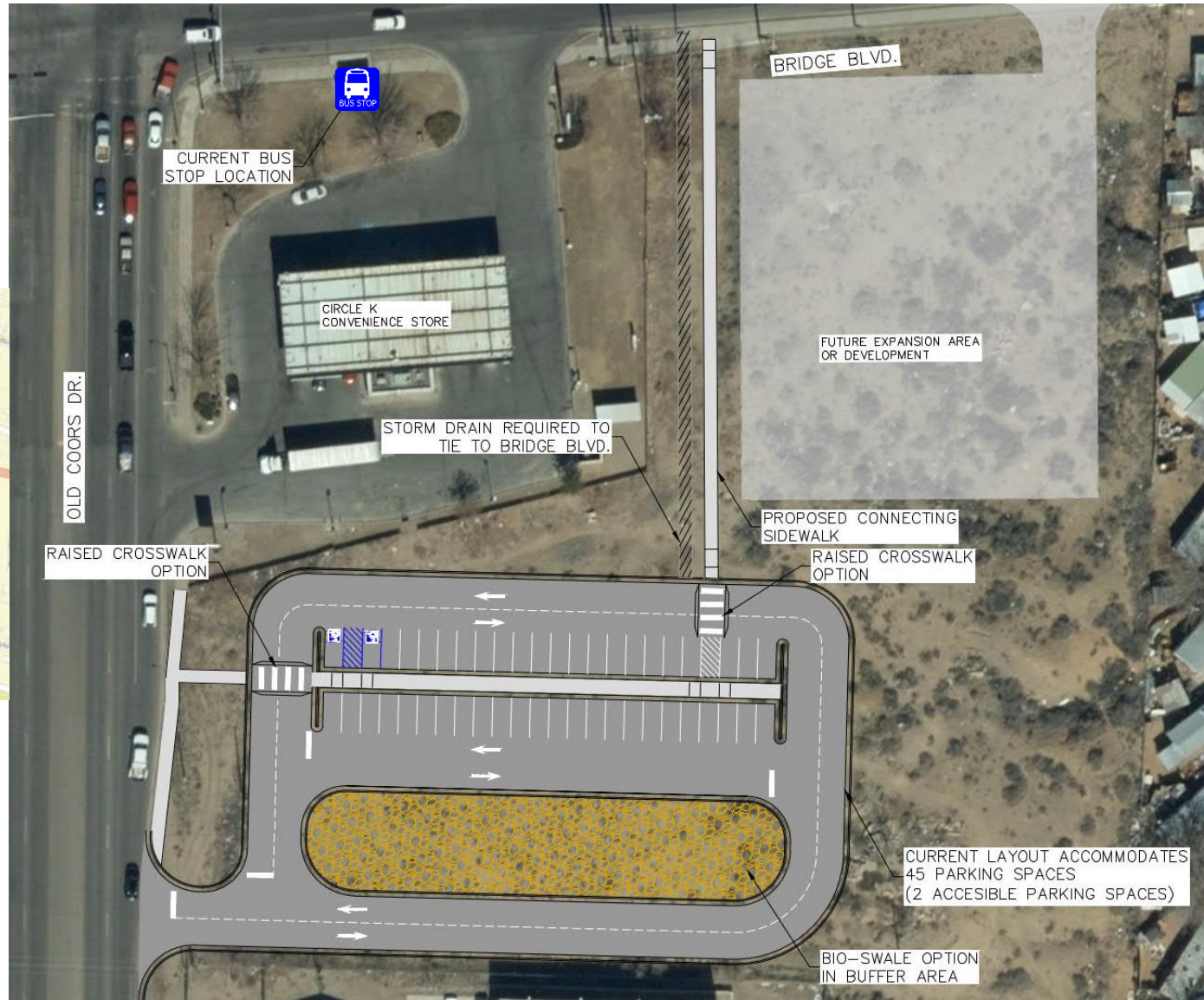


Alternatives Sites Reviewed

Site 3:
Old Coors and Bridge
Site Context



Site 3:
Old Coors and Bridge
Layout



Evaluation Measure	Site 1A 98th Street and Blake Road	Site 1B 98th Street and Amole Mesa	Site 2A Westgate Community Center	Site 2B 98th Street and Benavides (South)	Site 3 Old Coors Drive and Bridge Boulevard
Forecasted Ridership	79 Total Trips	79 Total Trips	87 Total Trips	87 Total Trips	94 Total Trips
Forecasted Parking Space Demand	36	36	46	40	45
Accessibility - Transit	Served by Route 198	Served by Route 198	Served by Route 54, 198. Only site that would require off road circulation, which is problematic for operations *	Served by Route 54, 198	Served by Route 54
Potential for New Bus Route Development	Possible alternate terminus for Route 54 and Route 222 and/or other east/west service	Possible alternate terminus for Route 54, and Route 222 and/or other east/west service	Possible increased east/west service on Route 54	Possible increased east/west service on Route 54	Possible increased east/west service on Route 54 and possible deviation for Route 155
Accessibility - Vehicular	Potential full access from Blake; northbound access from 98th; potential to explore southbound access across the median	Potential full access from 98th northbound. Potential to explore access eastbound off Amole Mesa	Site accessed by a Westgate community center site access road off of De Vargas Rd. No eastbound left hand turn lane into site. *	Existing full access from 98th Street	Existing full access from Old Coors; Potential for future right-in and right-out or full access from Bridge
Accessibility - Pedestrians/Bikes	Access from Blake and 98th Street; existing bike lanes on Blake and 98th Street; multi-use trail within 1/4-mile	Full sidewalk build out on western portion of property. Southern portion of parcel is bordered by an asphalt trail. Trail may need some maintenance, but is maintained by parks and recreation.	Access from De Vargas Road; existing bike lanes on 98th Street; direct access from Westgate multi-use trail	Access from 98th Street and Benavides; existing bike lanes on 98th Street; direct access from Westgate multi-use trail	Access from Old Coors and Bridge; existing bike lanes on Bridge and Old Coors north of the site with future bike lanes to extend south on Old Coors; proposed trail on Bridge
Sidewalk Needed	Approximately 1,000 ft. on-site	No new sidewalk needed	No new sidewalk likely needed	Approximately 1,100 ft. on-site	Approximately 600 ft. on-site and potentially approximately 365 ft. off-site
Earthwork	Dirt removal to tie into road network	Moderate earthwork needed	Moderate earthwork needed	Moderate earthwork needed	Site viability limited by slope topography and earthwork needs on eastside of property (possible multiple retaining walls) *
Drainage	Immediate connection to drainage available	Immediate connection to drainage available east of parcel. Free flow allowed (look at bioswale)	Community Center ponds sized for drainage from the CC only. Will need bioswale.	Immediate connection to drainage available	Storm connection 1/3 further than other options
Potential for Additional Private Development of the Area	Prime real estate not taken. Will not negatively impact economic growth of community	This site would be located on the southwest corner of the parcel. Potential to develop eastern portion of parcel still available. Potential to co-locate with other city projects.	Prime real estate not taken. This site would be located on the north end of the community center and will not negatively impact economic growth of community	Prime real estate not taken. Will not negatively impact economic growth of community	Prime real estate not taken; additional vacant land nearby. Will not negatively impact economic growth of community
Potential for Expansion of Facility	Additional space on-site for expansion of facility unless/until the remainder parts of the lot are developed.	Additional space on-site for expansion of facility unless/until the remainder parts of the lot are developed.	Additional space on-site for expansion of facility unless/until the remainder parts of the lot are developed.	Additional space on-site for expansion of facility unless/until the remainder parts of the lot are developed.	Additional space on-site for expansion of facility
Land Acquisition	1.42 acres. Site likely has lower development pressure	1.42 acres. City has purchased property. AFT potential development prefers middle, not corner	2.0 acres. Site is situated behind (north) of the Westgate community center.	1.73 acres. Shape makes this portion of the lot not attractive to private development	1.56 acres. Challenging topography makes this lot less desirable, but may be attractive to private development *
Zoning	Will need a zone change *	Will need a zone change *	Conditional use approval expired, will need a new conditional use approval.	Will need a conditional use approval	Will need a conditional use approval
Environmental Considerations	Further noise, lighting, and vibration studies would be decided by further design. No concerns	Further noise, lighting, and vibration studies would be decided by further design. No concerns	Further noise, lighting, and vibration studies would be decided by further design. No concerns	Further noise, lighting, and vibration studies would be decided by further design. No concerns	Further noise, lighting, and vibration studies would be decided by further design. No concerns
Construction Costs	Moderate (access to 98th asphalt, curb, gutter, and sidewalk)	Moderate (sidewalk needs exists along the southern boarder of the property.)	Moderate. This site is tucked behind an existing community center and off the main thurfares will need lighting. Access road would not be repaved	Low	Moderate (Steep sidewalk to Bridge and sidewalk to Old Coors, plus earthwork)
Maintenance Costs	Minimal routine maintenance	Minimal routine maintenance	Locating near the community center, bus traffic will accelerate the maintenance needs	Minimal routine maintenance	Likely will require ongoing maintenance of sloped portions of the site *
OVERALL ASSSESSMENT					

Virtual Public Information Meeting

Next Steps

- Gather input from public
- Incorporate public comments
- Finalize study report
- Select Preferred Site Alternative
- Send to FTA for concurrence
- Advance design of Preferred Site Alternative

Virtual Public Information Meeting

We Want to Hear From You…

How to Provide Comments

- **Email:** Jennifer.hyre@wsp.com
- **Mail:** WSP | Jennifer Hyre
  Attn: ABQ RIDE SW Park-and-Ride
  2440 Louisiana Blvd NE, Suite 400
  Albuquerque, NM 87110

Project Website

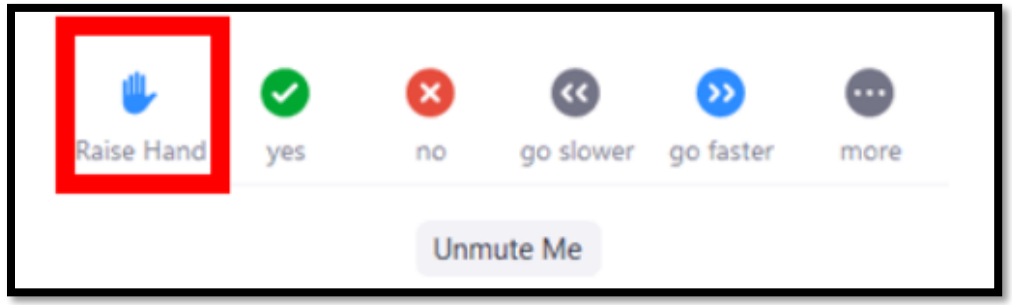
- www.cabq.gov/transit/our-department/transit-programs-projects/park-and-ride-studies

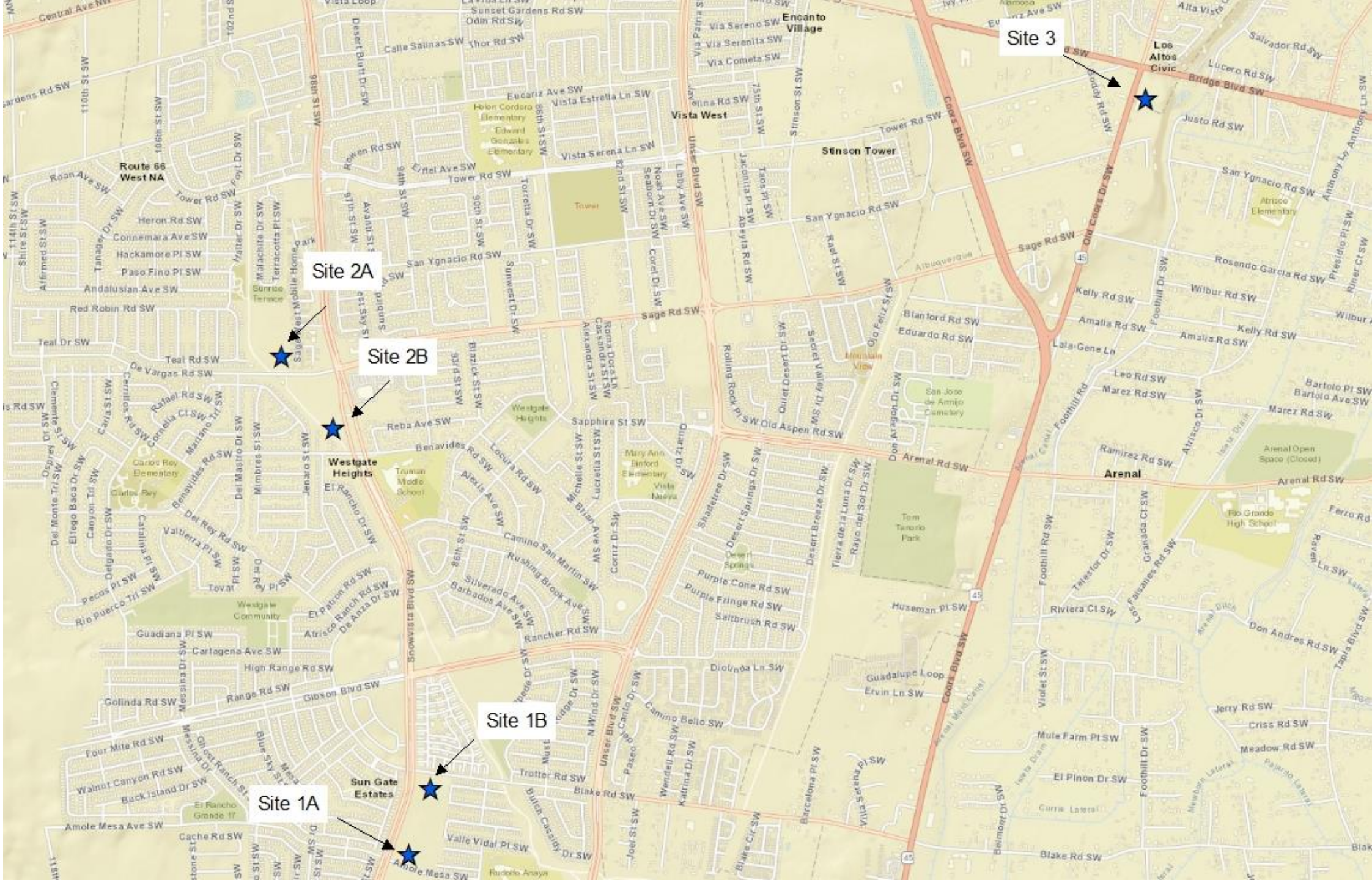
Public Comment Period *ends Friday, December 16*

Electronic comments preferred

Questions

If you would like to speak, raise your hand.
Press *9 if you have dialed-in.




Site 1A
Site 1B
Site 2A
Site 2B
Site 3
Sun Gate Estates
Westgate Heights
Vista West
Encanto Village
Stinson Tower
Los Altos Civic
Arenal
Route 66 West NA
Sage Rd SW
San Ygnacio Rd SW
Arenal Rd SW
Bridge Blvd SW
Coors Blvd SW
Gibson Blvd SW
Unser Blvd SW