UNM/CNM Travel Demand Management Study

Context

Cooperative Venture Between CNM , UNM, City of Albuquerque
Bernalillo County & MRCOG

The Study Is Divided Into Two Phases

Phase I: Discovery/Identification of Potential Solutions

Phase II: Evaluation of Solutions/Implementation Plan

Goal: Develop and sustain functional transportation and land use patterns
by managing the use of land and demand for travel within, to
and from the UNM/CNM area.

What We Have Done

Lots of Data & Analysis

Most Sources Confirm Findings/Trends in other Sources

Survey, ABQ Ride Data, Populations, Accessibility
Travel Demand Model, Traffic Counts, Utilization, Parking,
Other Universities

Will Go through Background and Observations So Far

Then Discuss Where We Are Headed

Happy to Follow Up & Talk Details If Anyone Is Interested

Public Comment

- July 14th public meeting(s) 46 attendees
- 10 Submitted via email and hardcopy
- Variety of topics, most dealt with specific issues
- Common themes
  - Better transit service
  - Better bike / ped connections
 - Concerns about traffic through neighborhoods
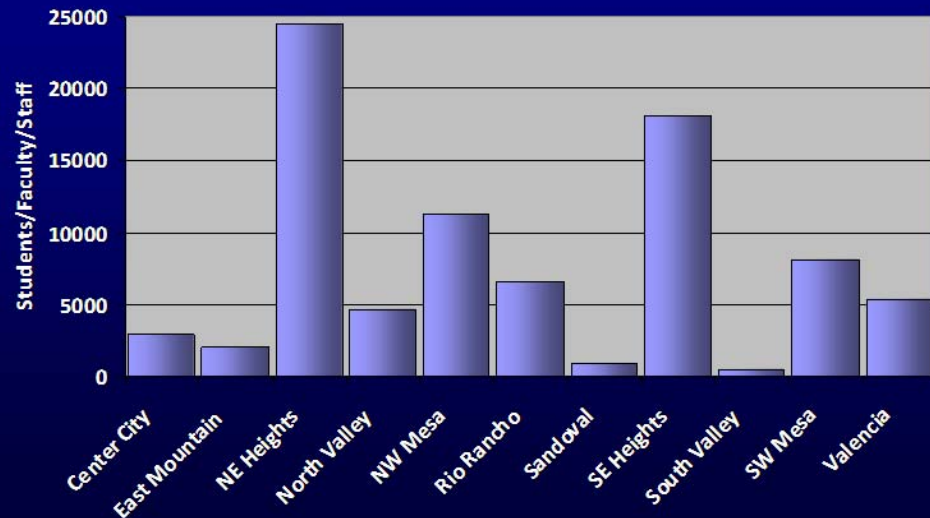
Population
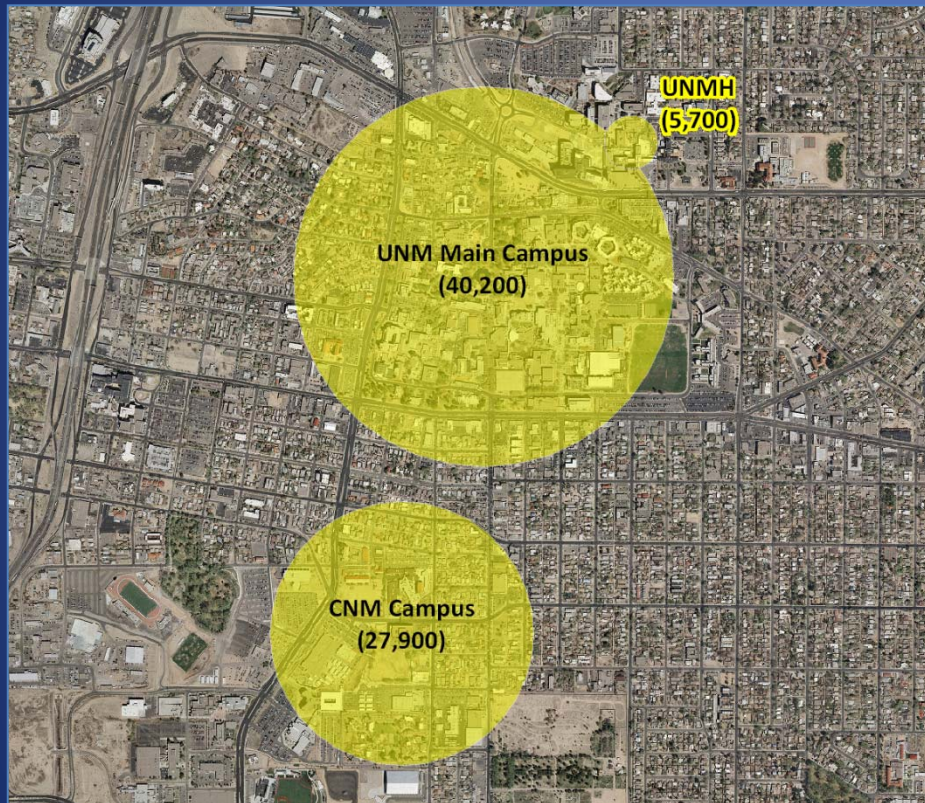
Daytime Population at UNM and CNM

- Daytime populations at UNM and CNM are about comparable.
- While not everybody necessarily appears every day and at the same time, total population in area is 74,000
  - By far, the largest activity center in Albuquerque
- UNM:
  - 30,500 students
  - 9,800 faculty/staff
- UNMH:
  - 5,700 staff
- CNM:
  - 27,900 students/faculty/staff

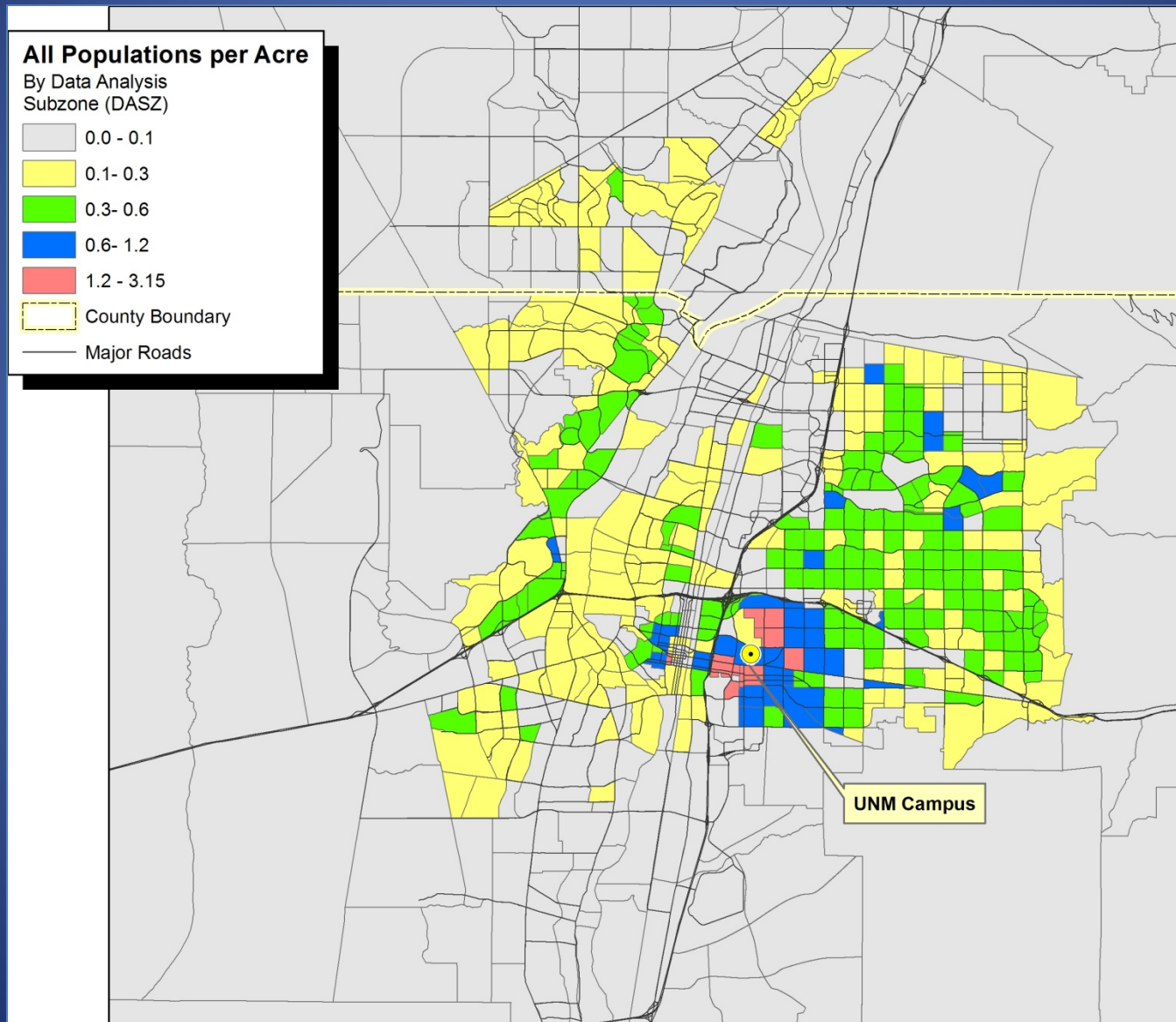# Population – Distribution
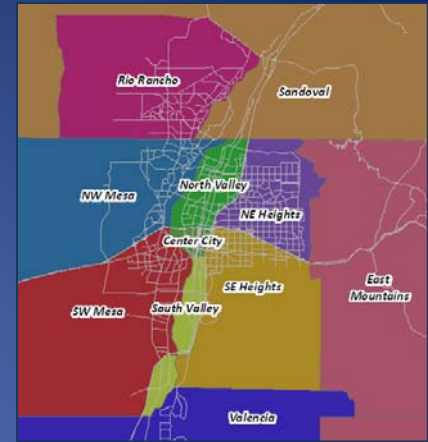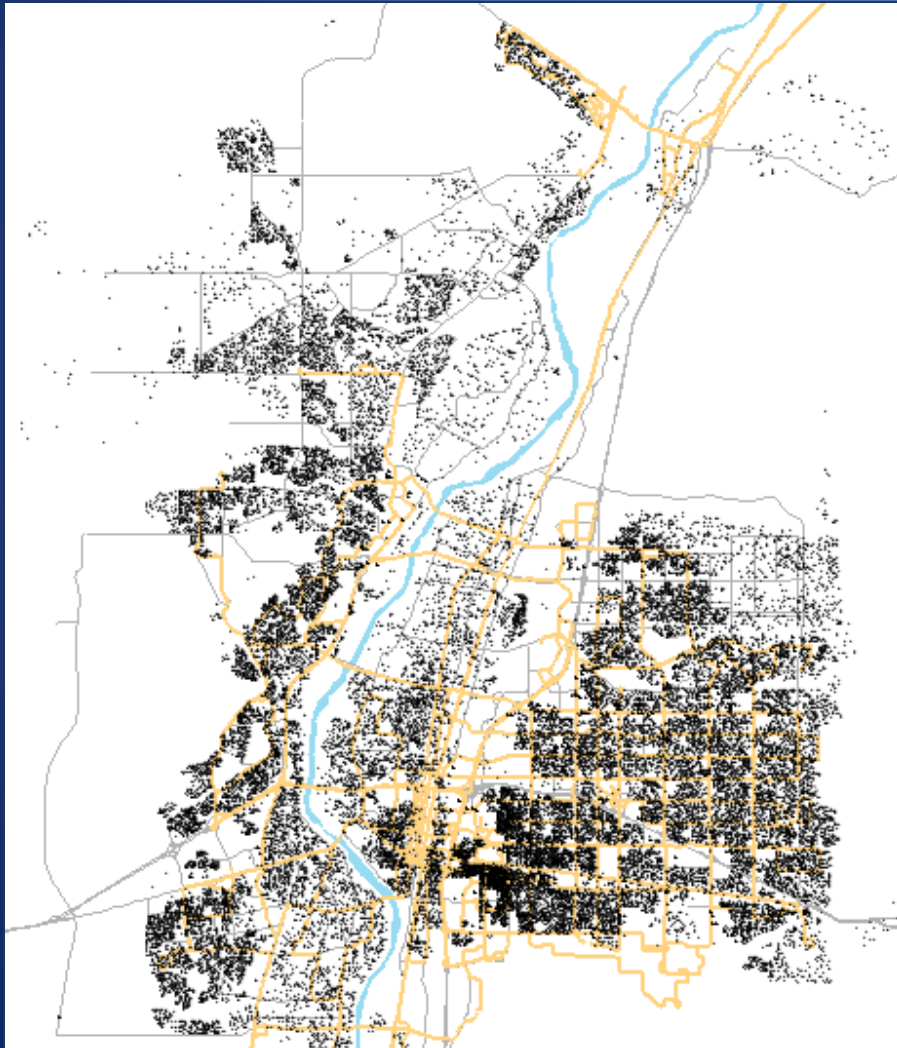
- ~74,000 Student, Faculty and Staff
- Fairly uniform regional distribution

Total UNM/CNM Population

Population – Distribution - UNM

All Populations per Acre
By Data Analysis
Subzone (DASZ)

- 0.0 - 0.1
- 0.1 - 0.3
- 0.3 - 0.6
- 0.6 - 1.2
- 1.2 - 3.15
- County Boundary
- Major Roads

UNM Campus

Population – Distribution

Students

Staff
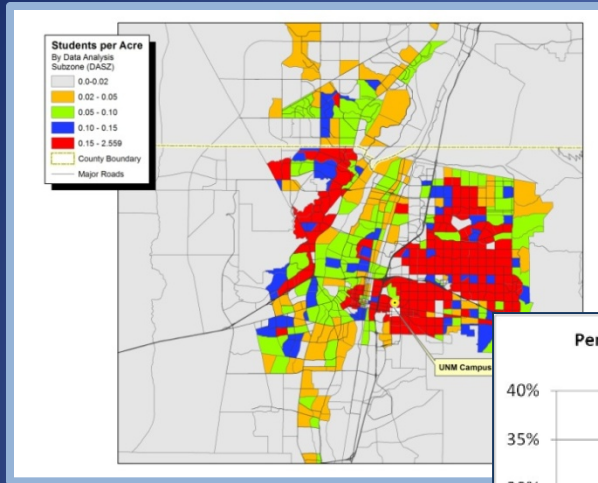
UNMH Employees

Faculty

Percent of Population Employed in the Educational Services Industry and the Percent Enrolled in College, Graduate, or Professional School, 2000

Source: MRCOG, US Census Bureau, 2000

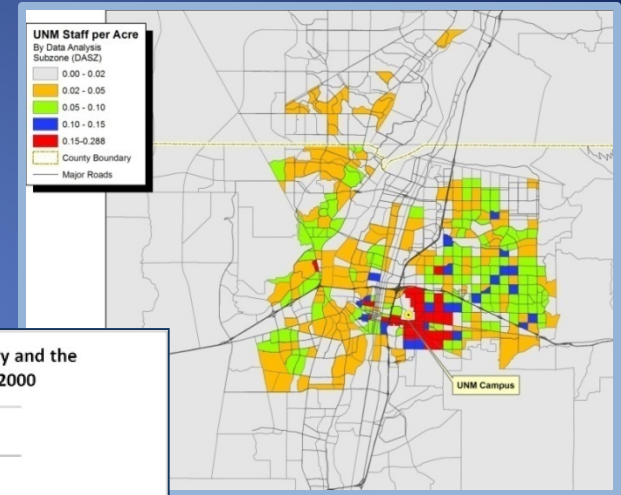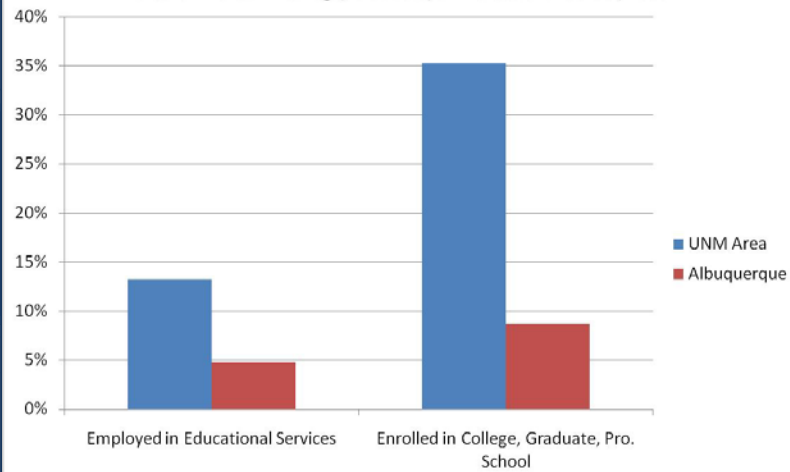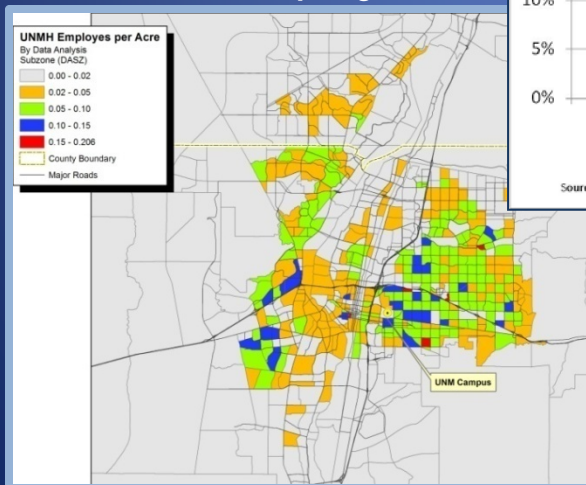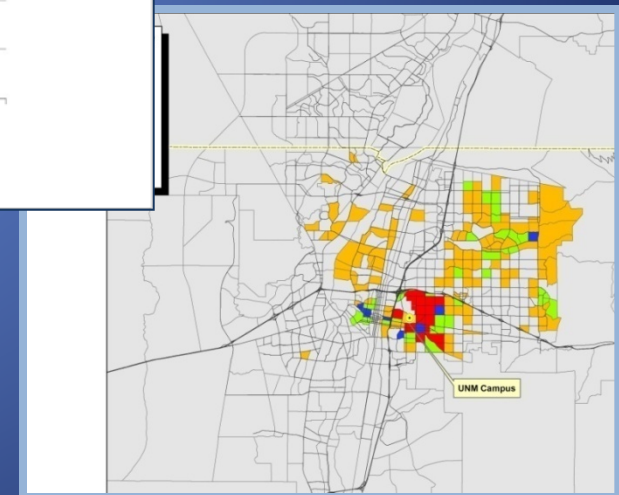# Population – Distribution

DISTRIBUTION OF STUDENTS AND FACULTY / STAFF BY DISTANCE FROM DESITINATION				
Distance from Destination	UNM Students (excluding dorm)	UNM Faculty / Staff	UNMH	CNM Fac. / Staff / Students
1 mile	5.5%	2.3%	1.3%	2.5%
2 miles	9.6%	10.4%	5.1%	3.6%
3 miles	7.3%	8.5%	5.6%	4.5%
4 miles	5.4%	4.7%	6.8%	5.1%
5 miles	5.8%	5.2%	7.1%	7.5%
6 miles	7.6%	6.7%	9.0%	9.0%
7 miles	10.8%	8.7%	10.5%	11.9%
8 miles	11.2%	9.1%	11.3%	11.6%
9 miles	10.5%	9.5%	9.9%	8.9%
10 miles	8.8%	7.0%	6.4%	6.1%
Over 10 miles	17.5%	27.9%	26.9%	29.3%
	100.0%	100.0%	100.0%	100.0%

Auto Demand

Expected Traffic Conditions around Campuses

- Ran MRCOG traffic forecasting model for the year 2015 to determine expected traffic conditions on streets approaching the campuses

- Streets in the university district expected to be approaching or over capacity by 2015

- Many Are Already Congested

Auto Demand

2015 V/C

— Acceptable V/C = 0 - 0.89
— Approaching Capacity V/C = 0.9 - 0.99
— Over Capacity V/C = 1.0 - 1.09
— Severely Congested V/C = 1.1 and Above
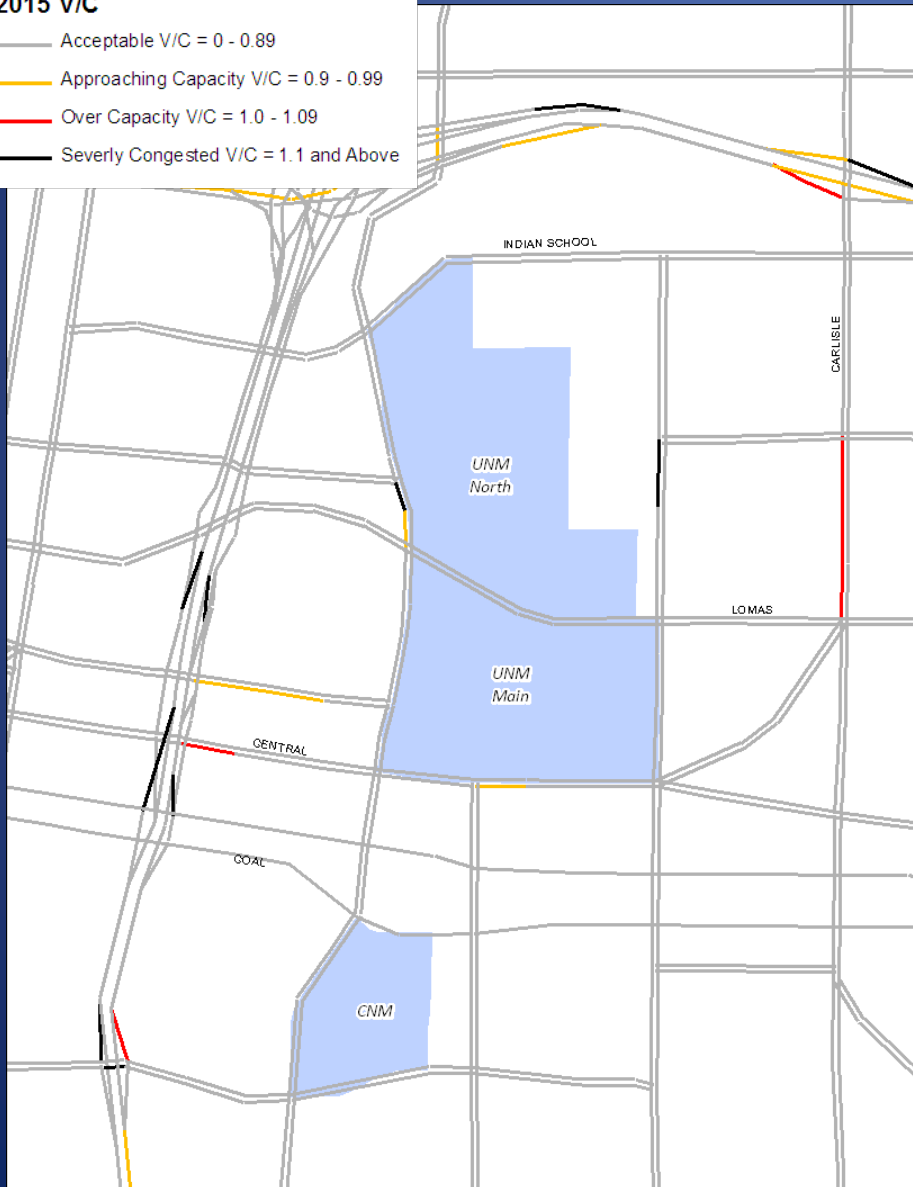
2015 AM V/C (volume-to-capacity)

- Congestion expected on each north/south arterial approaching university district
  - University
  - Carlisle
  - Girard
- Approaching capacity conditions on each east/west arterial approaching university district
  - Lomas
  - ML King
  - Central
  - Lead/Coal

Auto Demand

2015 V/C
- Acceptable V/C = 0 - 0.89
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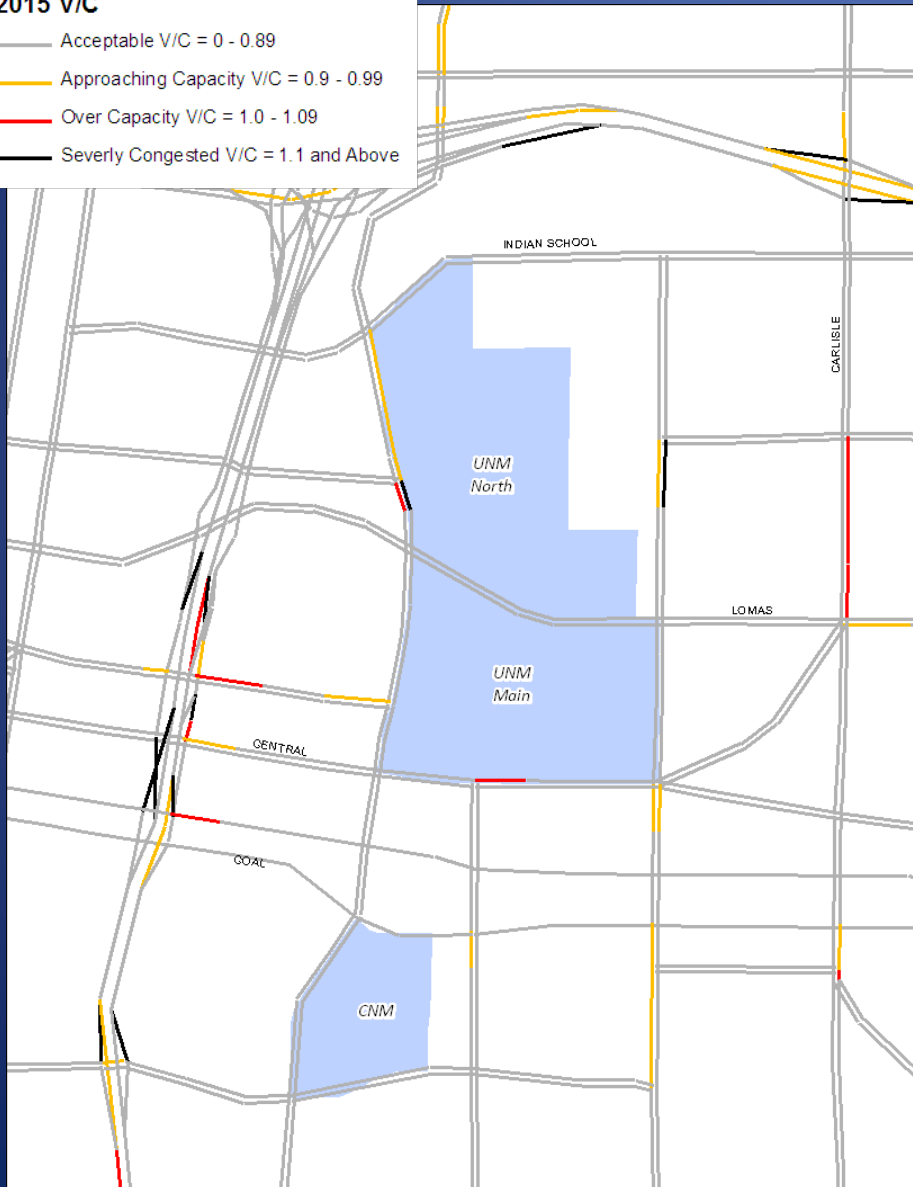
2015 PM V/C (volume-to-capacity)

- Similar results seen earlier for the AM peak period

- All major arterials will operate over capacity on some sections in the university district

- Some streets will be approaching capacity in the off-peak direction

Auto Demand

- 2015 System VMT = 24,354,972
- 2015 System VHT = 689,962
- 2015 System VHD = 240,946

- CNM VMT: 0.284 million
- UNM VMT: 1.012 million (Model) 960,000 (Survey)
- Total University/CNM VMT: 1.297 million
- 5.32% of all VMT in the Region

- Good Reason to Believe CNMs VMT is Higher Then Projected

Auto Demand
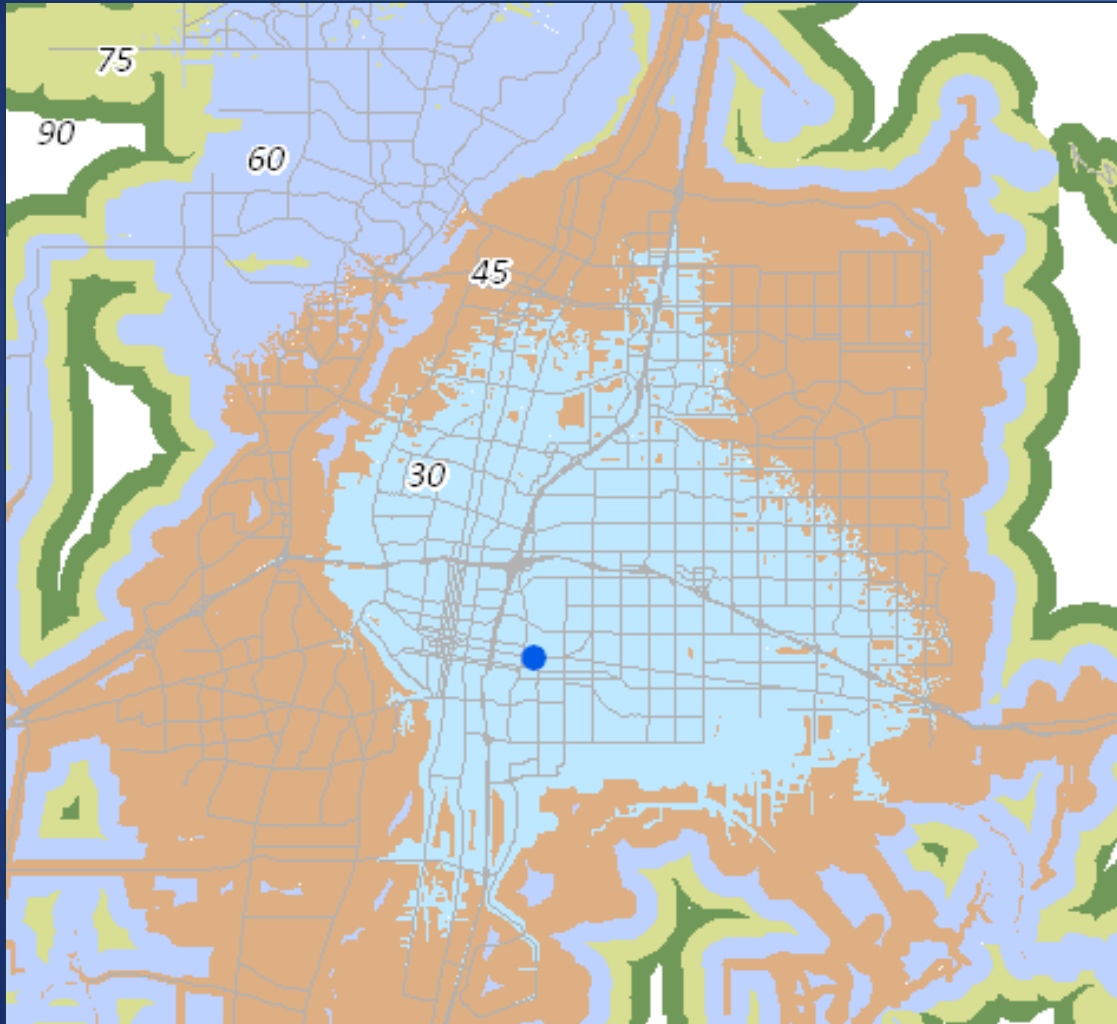
- These are Year 2015 fifteen minute contours via auto from UNM main campus
  - Central/Yale

- 15 Min. of travel time using shuttles to access the parking lots is added

- Illustrates that virtually the entire region resides within 60 minutes of campus

Parking

UNM / CNM Parking

- Student Parking Lots
- UNMH Parking Lots
- CNM Parking Lots
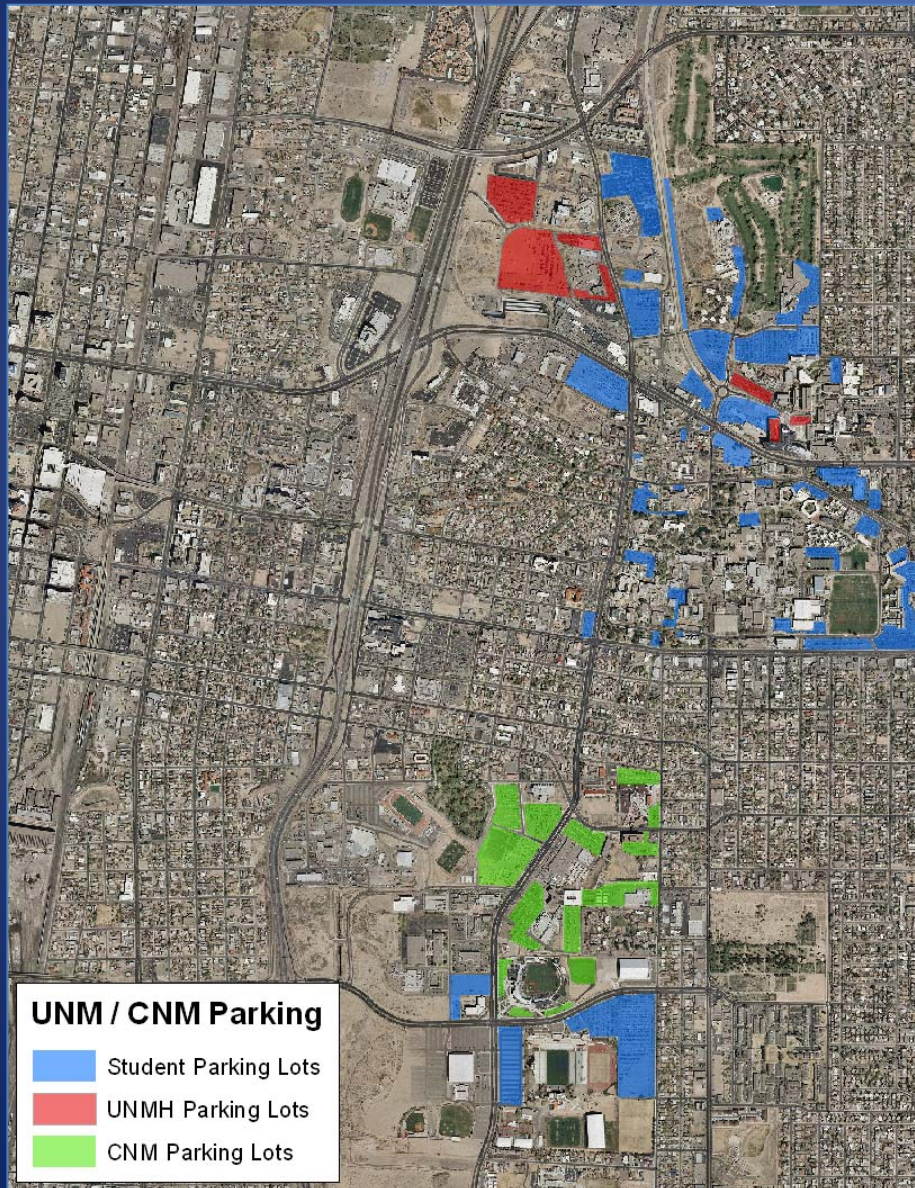
- **UNM/UNMH**
  - 38 UNM Student Parking Lots
  - 7 UNMH Parking Lots
  - All UNM and UNMH lots require a permit
  - $124 - $1,600 annually
  - ~12,700 permits
  - No Increase In Fees Since 2008

- **CNM**
  - 8 General Parking Lots – 2,500 spaces
  - 6 Paid Parking Lots – 1,400 spaces
  - $43 per term ($129/year)
  - ~2,800 permits

Parking

Students with Parking Permits

Blues: >50% with permits
Reds: <50% with permits

Percent Students with Parking Permits

No Students | 25% or Fewer | 25.1 – 50% | 50.1 – 75% | Over 75%
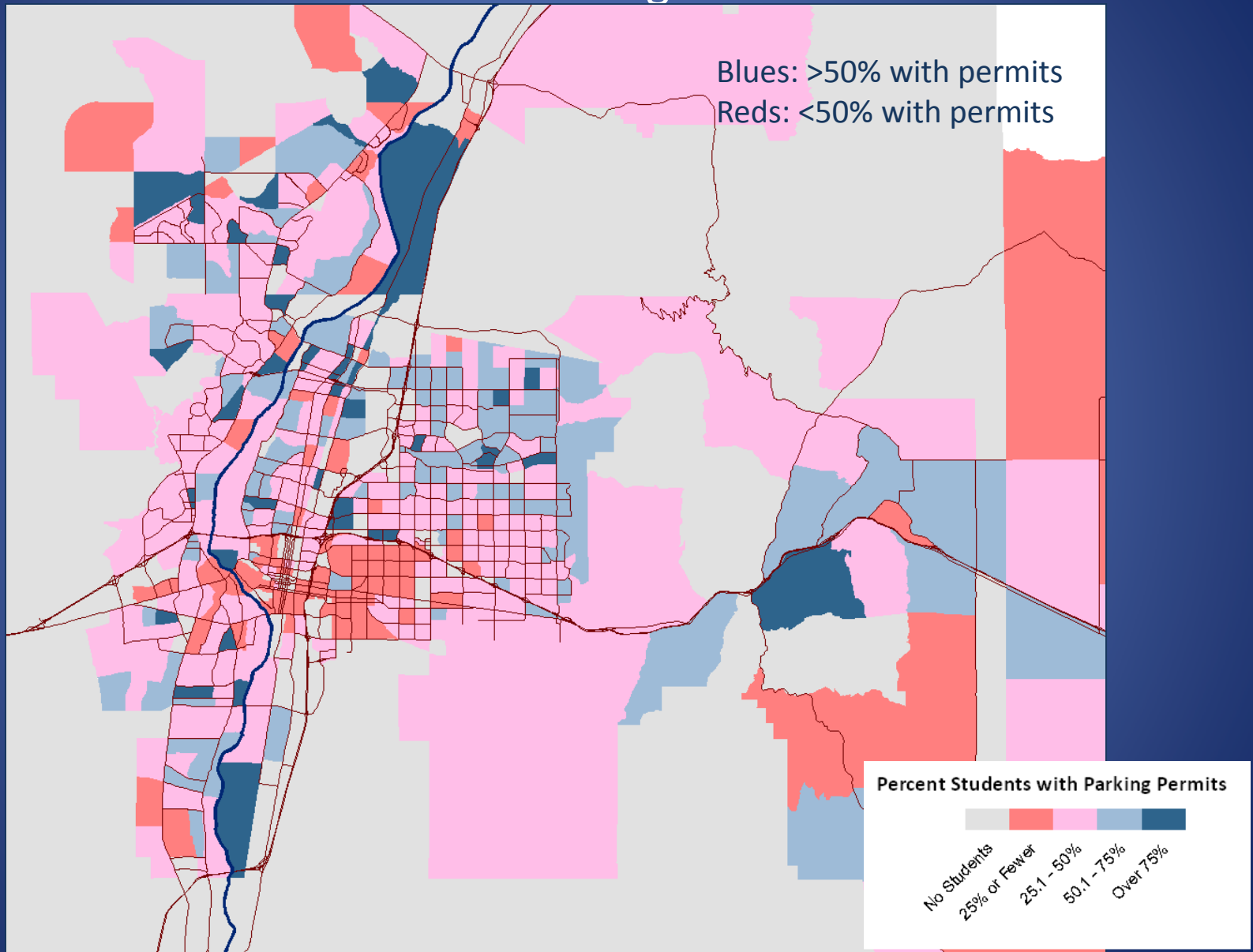
Utilization – Day of Week

UNM

CNM

Maximum Enrollment by day of Week

Maximum Enrollment Time is *always* 11:30AM

Day	Value
Saturday	650
Friday	7,256
Thursday	8,864
Wednesday	8,123
Tuesday	9,118
Monday	8,015

Maximum Enrollment by Day of Week

Day	Value
Sunday	26
Saturday	809
Friday	730
Thursday	2,469
Wednesday	2,323
Tuesday	2,498
Monday	2,358
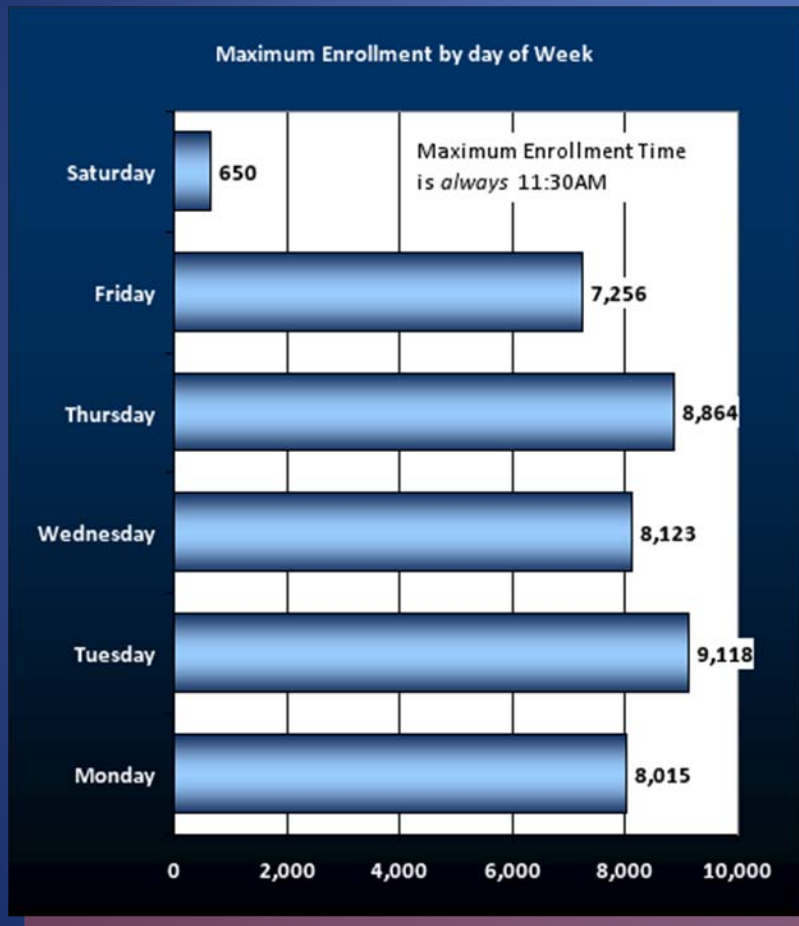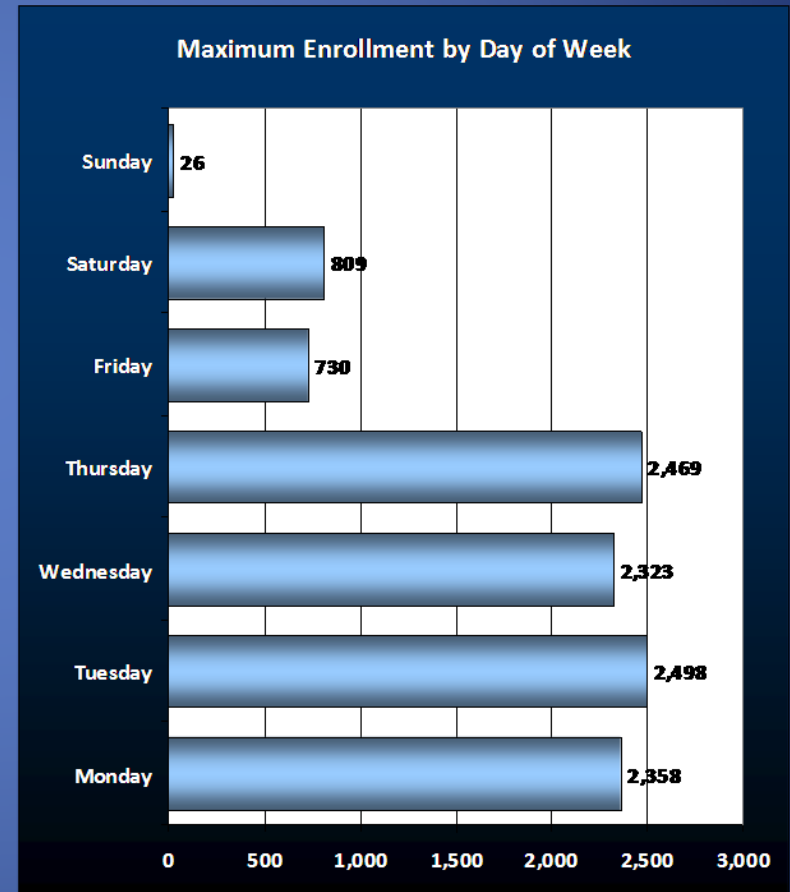
Peak Loads Similar Monday - Thursday

Utilization – Time of Day

UNM

CNM
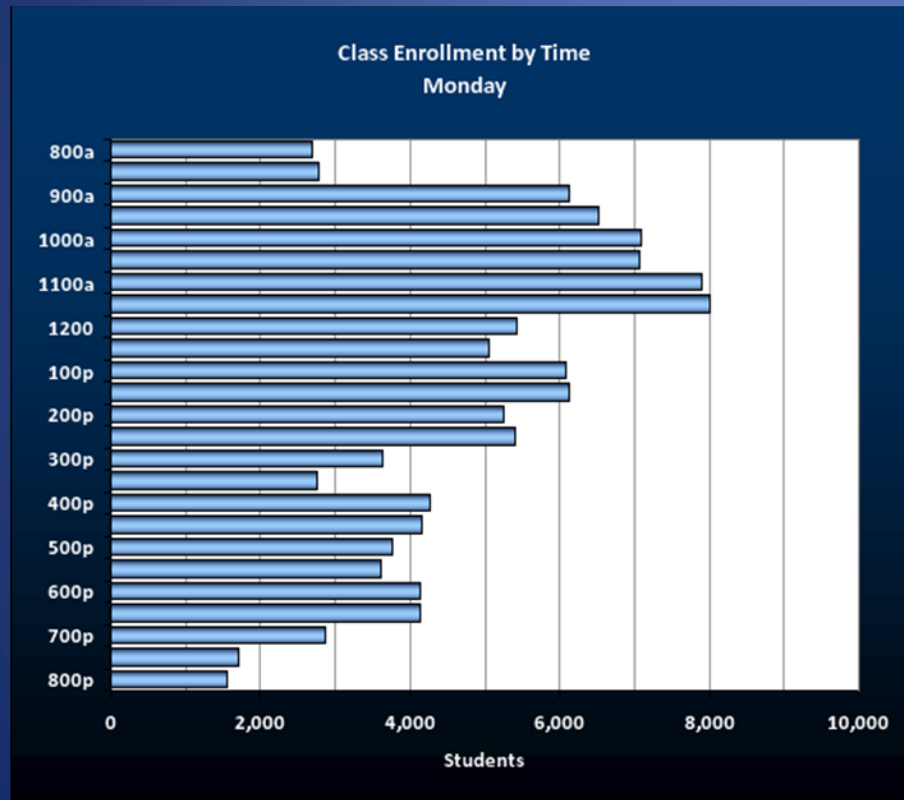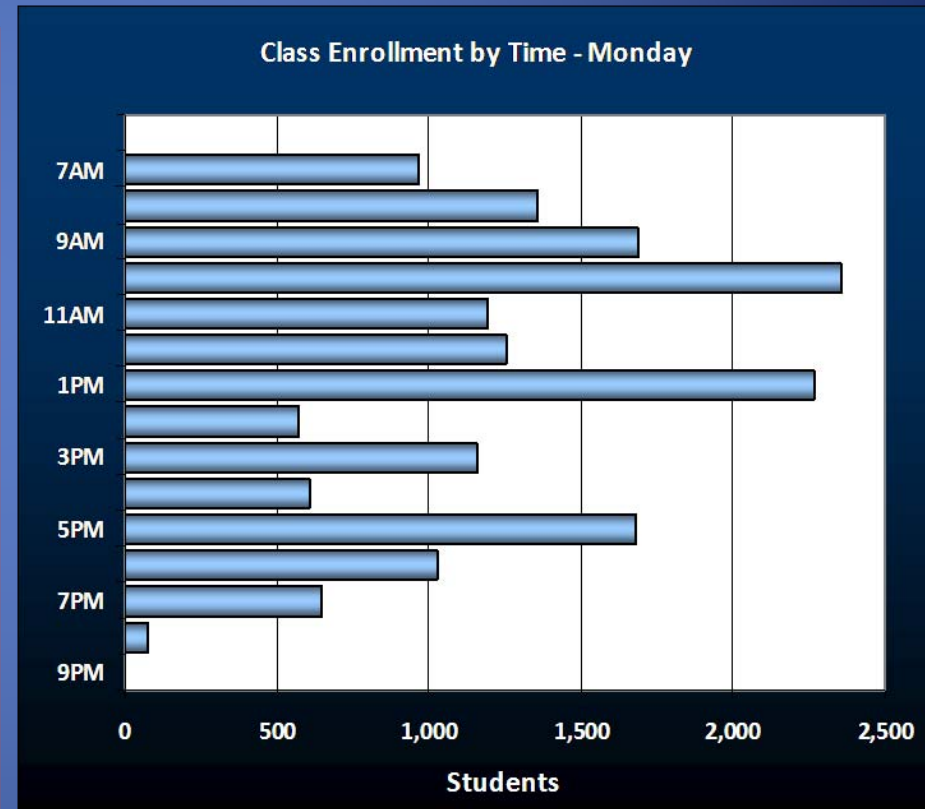
Peak Combined Loadings 10 and 11 a.m. 9,200 - 9,400 Students

Utilization – Time of Day

UNM

CNM
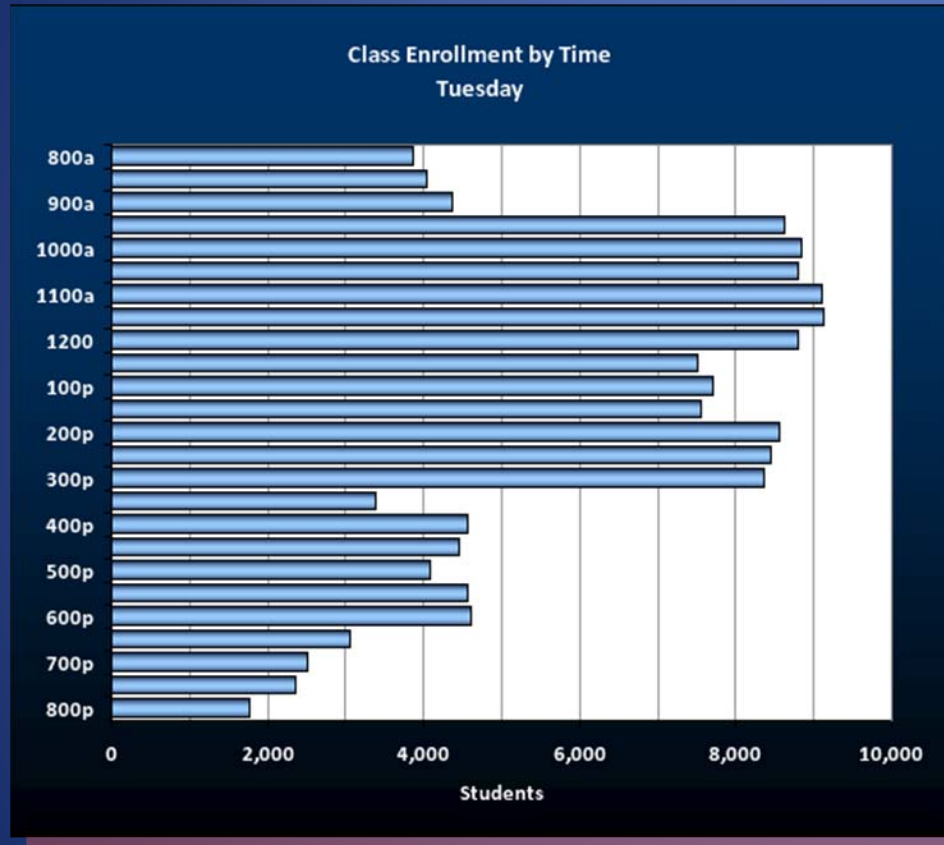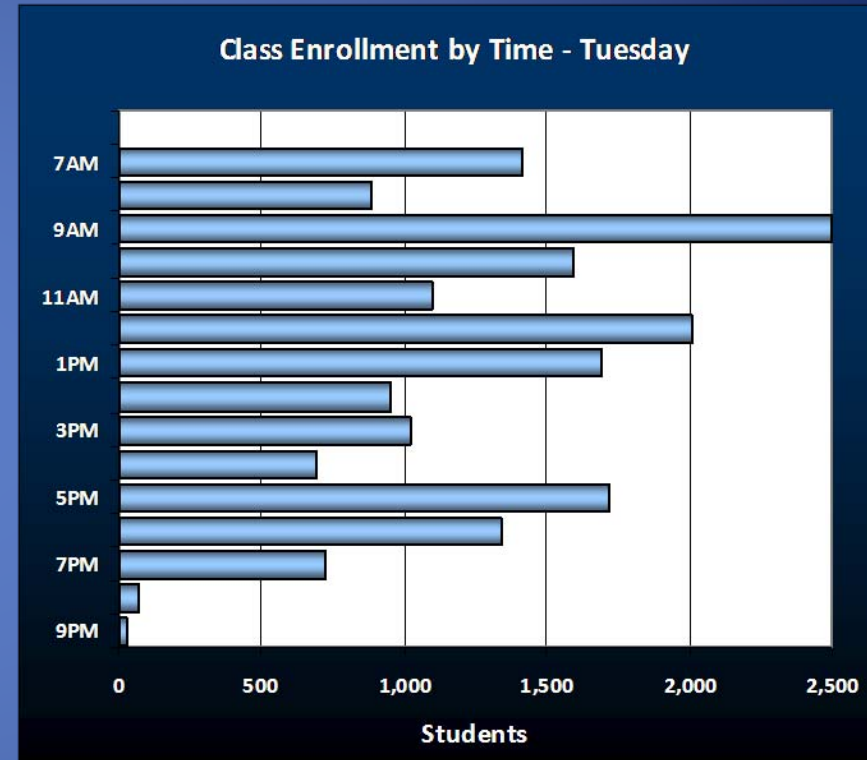
Peak Combined Loadings 9:30 a.m. 11,100 Students

Utilization – Time of Day

UNM
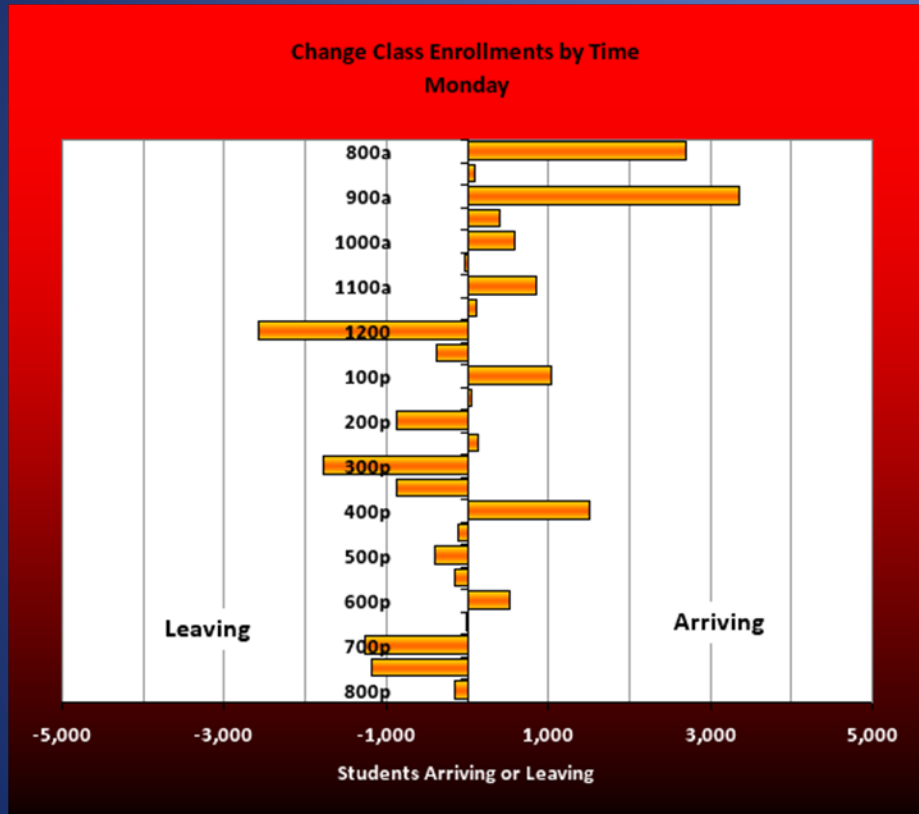
CNM
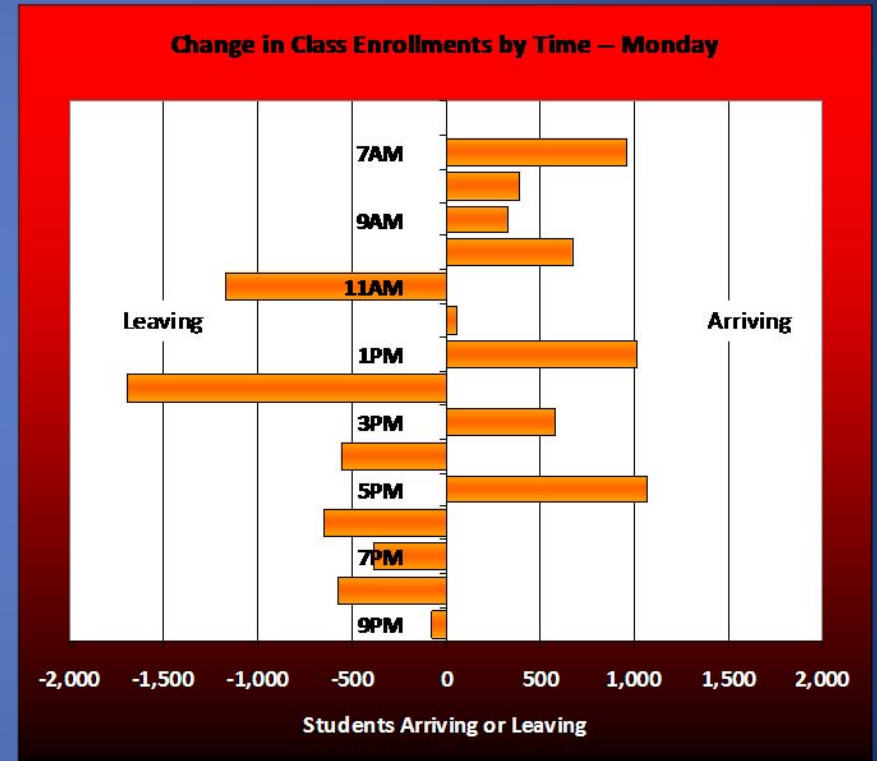
Utilization – Time of Day - Shuttles
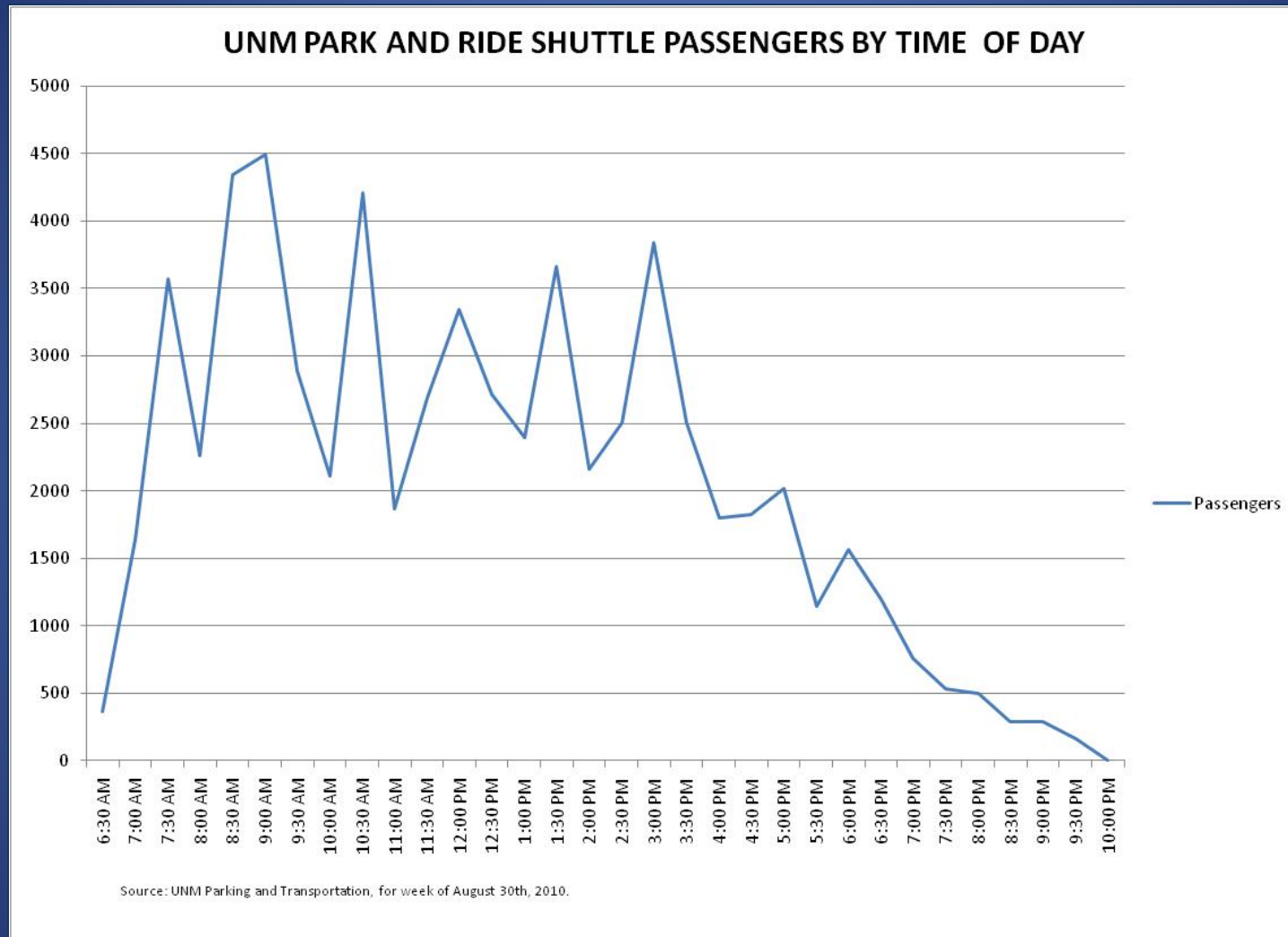
Heavy Usage 8 – 11 a.m. and 1:30, 3:00 p.m.

Utilization – Time of Day - City Transit

NUMBER OF UNM/CNM ABQRIDE RIDERS PER DAY BY HOUR OF SERVICE

Source: ABQRide. Daily average for first week of March 2010.
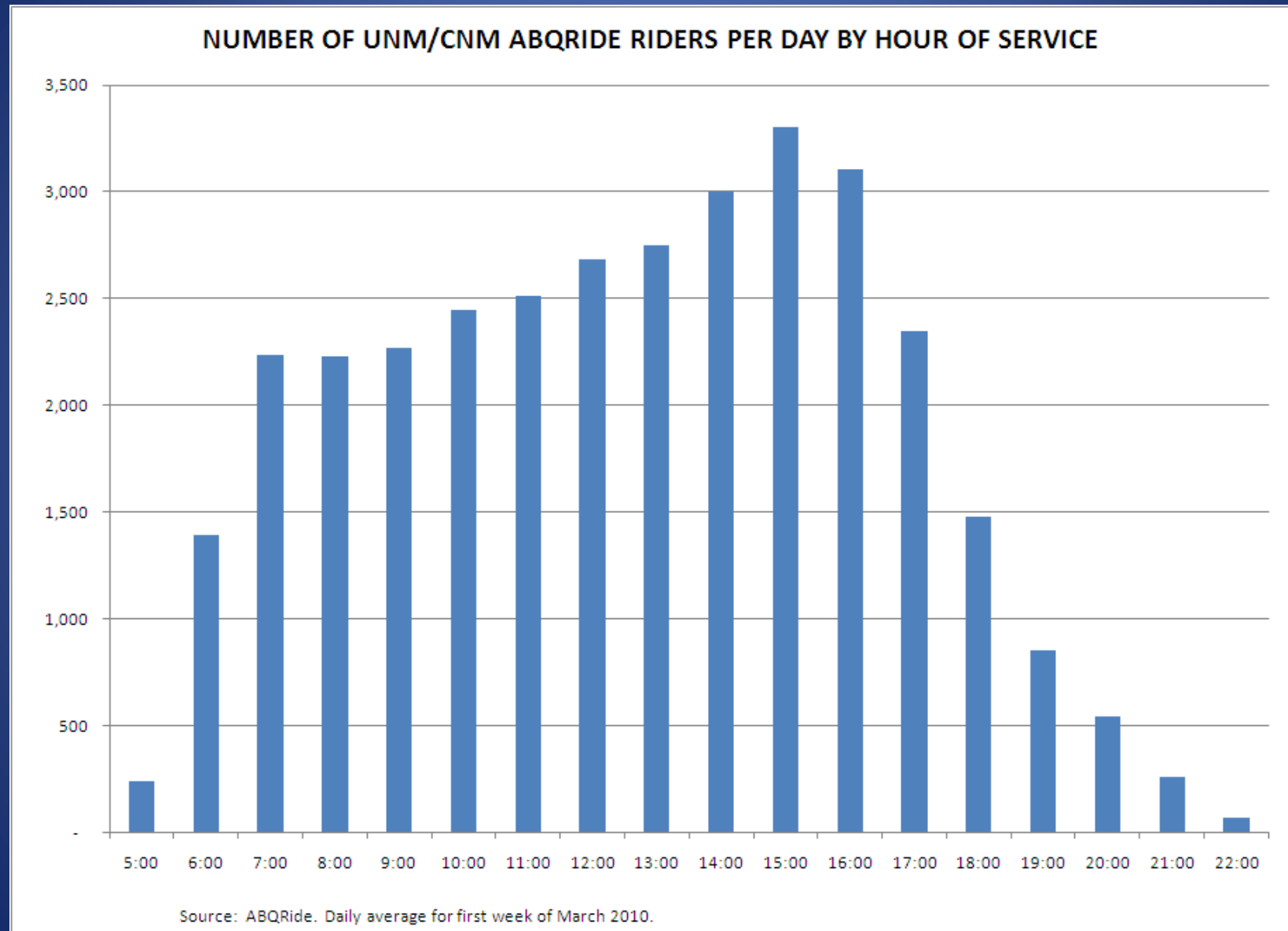
Utilization – Time of Day – Traffic Counts

Central East of University, October 21-23, 2008

Girard North of Constitution, May 12-14 2008
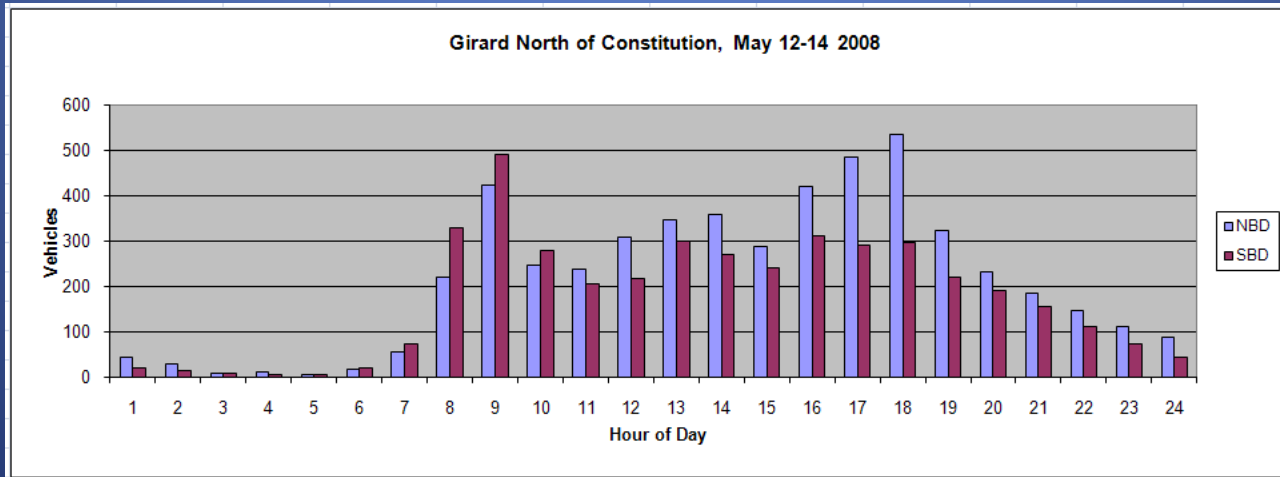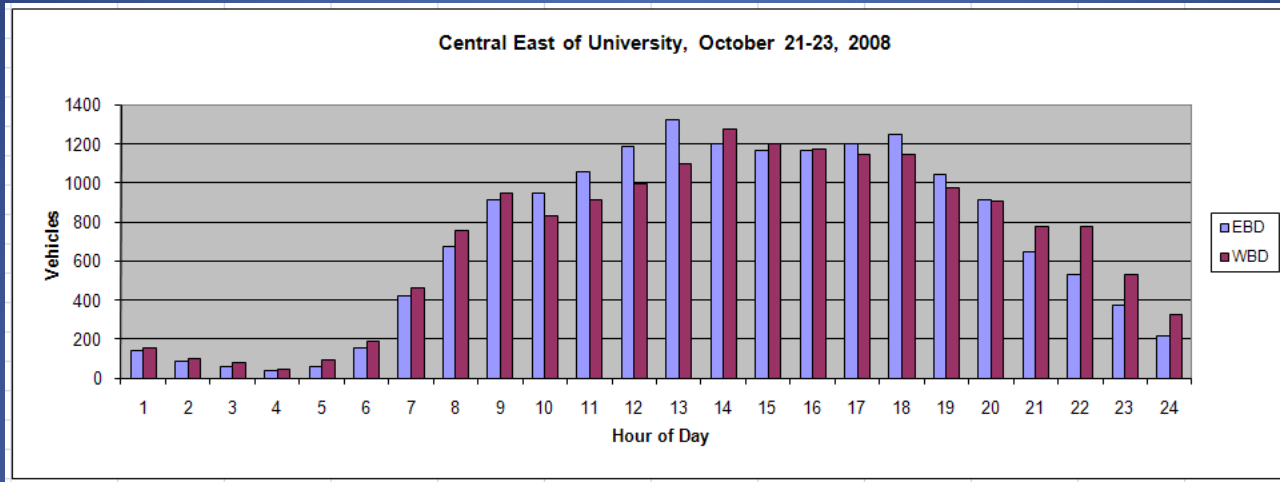
Main Modes of Travel

- Single Occupancy Vehicle
- Bus
- Walk
- Bicycle
- Carpool
- Rail Runner
- Other

MODE CHOICE BY UNM STUDENTS AND FACULTY AND STAFF
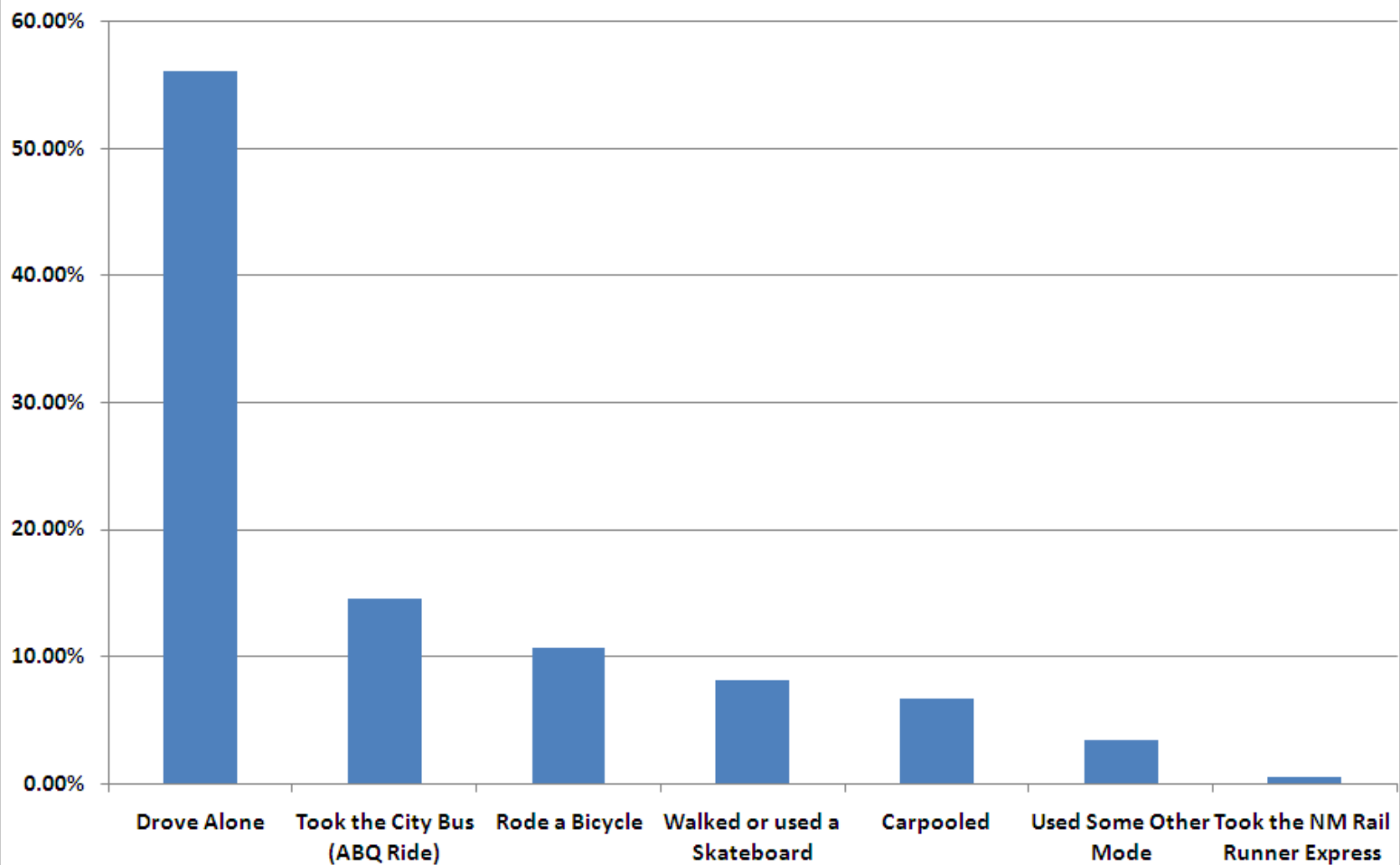
Source: UNM Commuter Survey, Danielle Gilliam, 2010. Analysis by MRCOG.

Mode Choice – UNM Survey

TRANSPORTATION MODE BY STUDENT, FACULTY AND STAFF STATUS								
Number								
	Drove Alone	**ABQRide**	**Bike**	**Carpooled**	**Walked**	**NM Rail Runner**	**Other**	**Total**
Student	627	175	120	77	97	22	38	1,156
Staff	221	32	19	27	11	9	12	331
Faculty	106	12	10	10	12	6	6	162
Total	954	219	149	114	120	37	56	1,649
Percent								
	Drove Alone	**ABQRide**	**Bike**	**Carpooled**	**Walked**	**NM Rail Runner**	**Other**	**Total**
Student	54.2%	15.1%	10.4%	6.7%	8.4%	1.9%	3.3%	100.0%
Staff	66.8%	9.7%	5.7%	8.2%	3.3%	2.7%	3.6%	100.0%
Faculty	65.4%	7.4%	6.2%	6.2%	7.4%	3.7%	3.7%	100.0%
Total	57.9%	13.3%	9.0%	6.9%	7.3%	2.2%	3.4%	100.0%

Source: UNM Commuter Survey, Danielle Gilliam, 2010.

PERCENT OF UNM FACUTLY / STAFF AND STUDENTS USING ALTERNATIVE MODES TO TRAVEL TO UNM BY DISTANCE

Source: UNM Commuter Survey, Danielle Gilliam, 2010. Analysis by MRCOG.

Mode Choice – UNM Survey

DISTANCE BETWEEN HOME AND UNM MAIN CAMPUS BY PRIMARY MODE FOR UNM STUDENTS AND FACULTY / STAFF

Top two primary modes by distance category are highlighted

	Walked (or Skateboard)	Rode a Bicycle	ABQ Ride	Drove Alone	Carpooled	Other	NM Rail Runner	Total	Alternative Mode
1 mile	51%	28%	2%	13%	1%	4%	1%	100%	87%
2 miles	17%	28%	9%	29%	6%	10%	1%	100%	71%
3 miles	3%	20%	18%	52%	6%	1%	0%	100%	48%
4 miles	0%	9%	16%	53%	16%	7%	0%	100%	47%
5 miles	0%	2%	20%	71%	5%	3%	0%	100%	29%
6 miles	1%	3%	12%	73%	9%	1%	1%	100%	27%
7 miles	0%	0%	15%	76%	8%	0%	0%	100%	24%
8 miles	0%	1%	14%	75%	7%	3%	1%	100%	25%
9 miles	0%	2%	14%	72%	7%	4%	0%	100%	28%
10 miles	0%	2%	11%	78%	9%	0%	0%	100%	22%
Over 10 miles	0%	1%	26%	65%	5%	2%	1%	100%	35%

Source: UNM Commuter Survey, Danielle Gilliam, 2010. Analysis by MRCOG.

Mode Choice

UNM STUDENTS AND FACULTY / STAFF BY DISTANCE TO CAMPUS AND PRIMARY TRANSPORTATION MODE

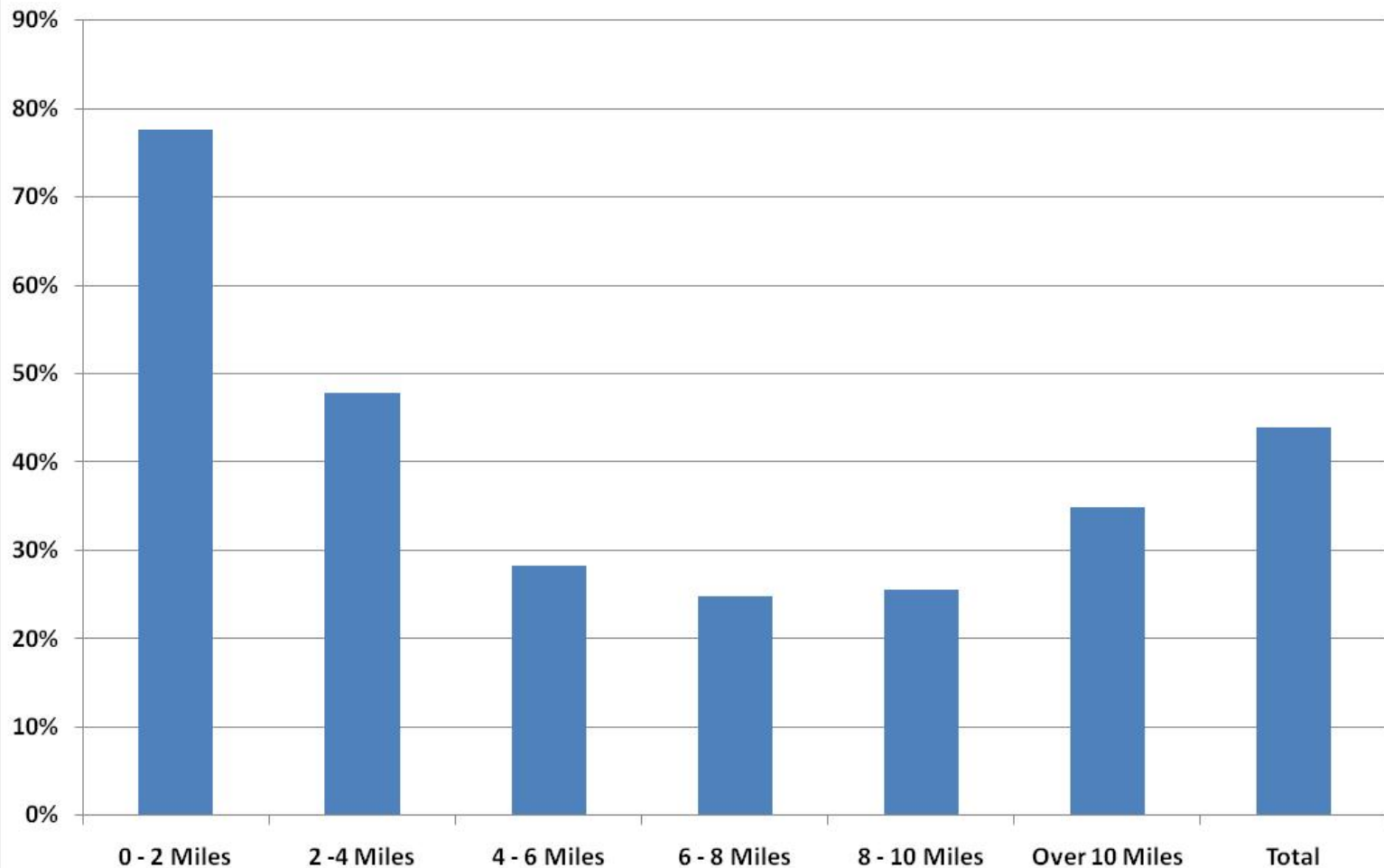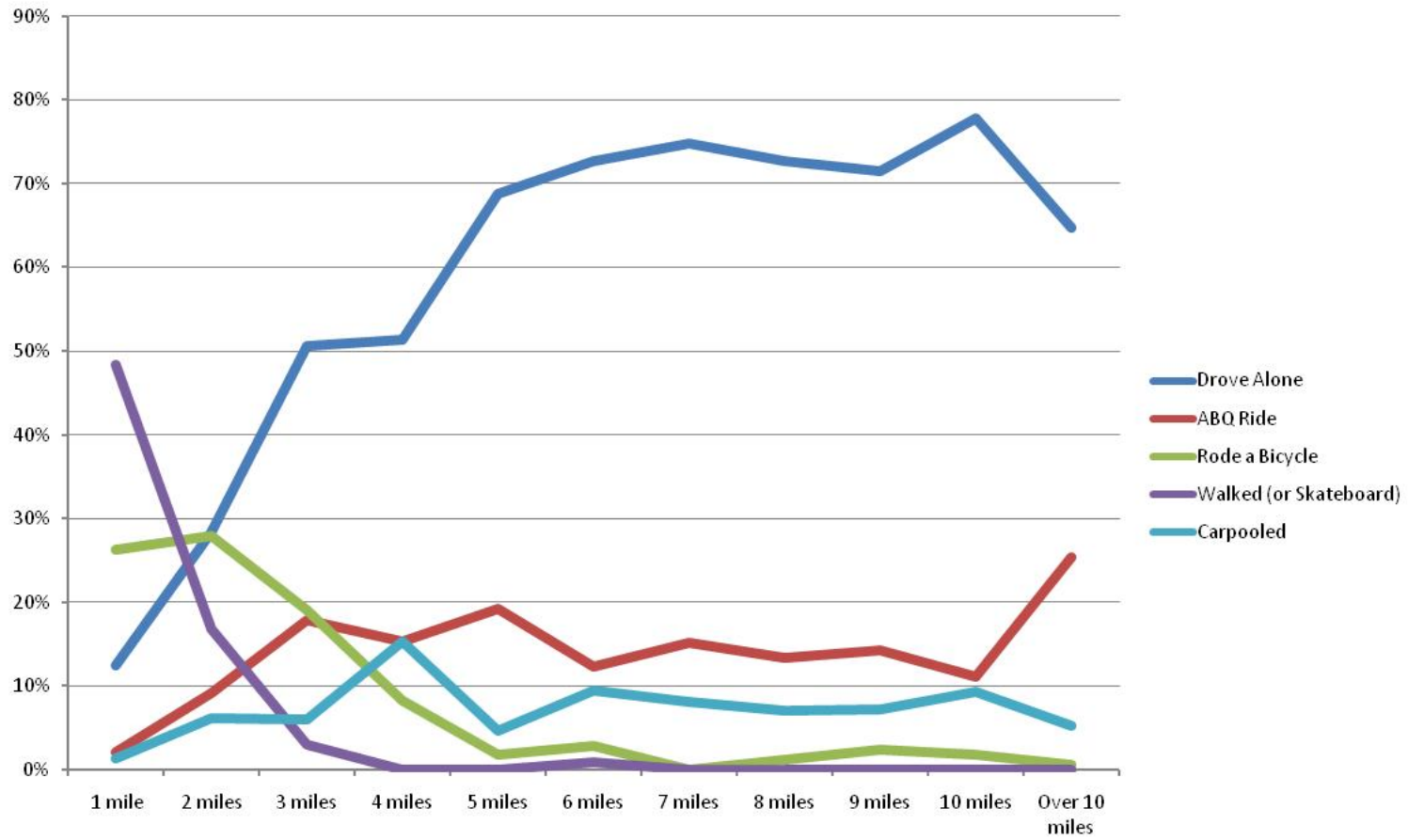Source: UNM Commuter Survey, Danielle Gilliam, 2010. Analysis by MRCOG.

Mode Choice - Bus

TRANSPORTATION MODE BY STUDENT, FACULTY AND STAFF STATUS

Number	Drove Alone	ABQRide	Bike	Carpooled	Walked	NM Rail Runner	Other	Total
Student	627	175	120	77	97	22	38	1,156
Staff	221	32	19	27	11	9	12	331
Faculty	106	12	10	10	12	6	6	162
Total	954	219	149	114	120	37	56	1,649

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Total	57.9%	13.3%	9.0%	6.9%	7.3%	2.2%	3.4%	100.0%

Source: UNM Commuter Survey, Danielle Gilliam, 2010.

Mode Choice - Bus

Average monthly ridership (FY 2010)

UNM   73,452

CNM   69,860

143,312 (15.4 % of ABQRide total)

Total ridership (FY 2010):

1,719,741 up 39% from 2009

CNM Ridership Suprising

Mode Choice - Bus

ABQ Ride Routes

— AbqRide Routes

— Routes Serving UNM/CNM

+—+—+ Rail Runner
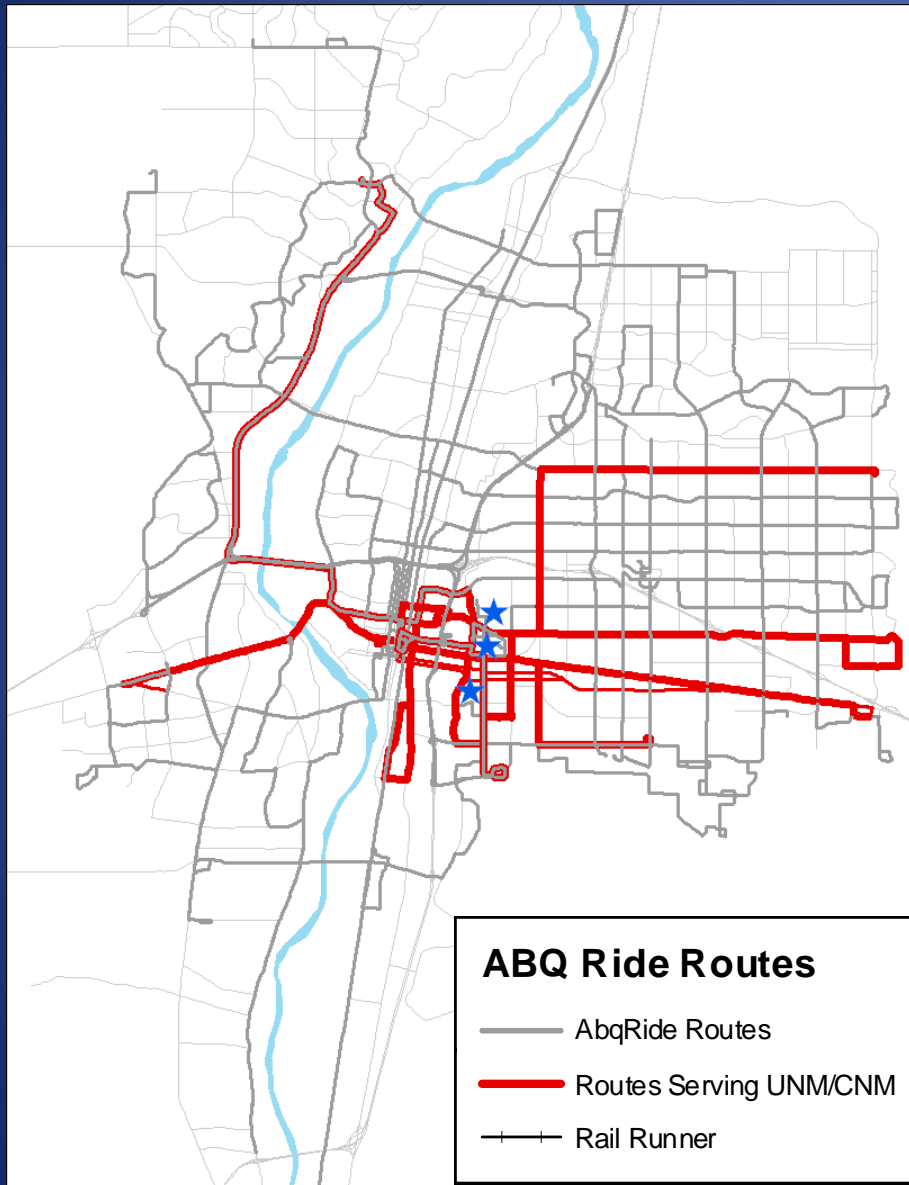
☐ <u>8 Routes serving UNM:</u>

- ■ 3 on Lomas (5, 11, 790)
- ■ 3 on Central (66, 766, 777, 790)
- ■ 1 on University (16/18)
- ■ 1 on Grand (50)

☐ <u>3 Routes serving CNM:</u>

- ■ 1 on University (16/18)
- ■ 1 on Lead/Coal (97)
- ■ 2 on Yale (50)

Mode Choice - Bus
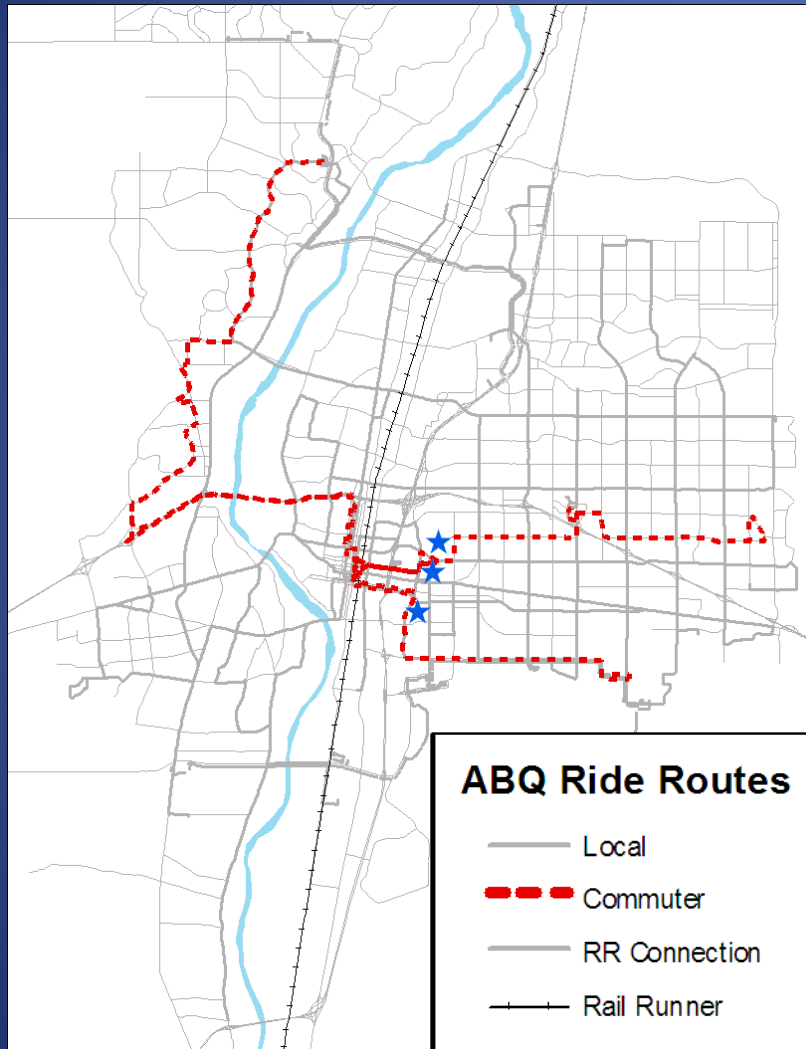
- ☐ <u>2 Routes serving UNM:</u>
  - ■ 2 on Lomas (12, 92)
  - ■ 1 to Dane Smith Hall (92)

- ☐ <u>1 Routes serving CNM:</u>
  - ■ 1 on University (317)

Mode Choice - Bus

UNM Routes

Route	Street	Peak Headway	Midday Headway	Span of Service Start	Span of Service End
5	Lomas/Montgomery	25	25	605a	935p
11	Lomas	20	20	619a	901p
16/18	CBD/Gibson Circulator	45	45	619a	539p
50	MLK/Yale	30	30	647a	813p
66	Central	15	15	600a	1025p
766	Central/Uptown	15	15	540a	900p
777	Central/Tramway	15	15	550a	910p
790	Coors/Lomas	7-15*	20	615a	949p

varies

CNM Routes

Route	Street	Peak Headway	Midday Headway	Span of Service Start	Span of Service End
16/18	CBD/Gibson Circulator	45	45	619a	539p
50	MLK/Yale	30	30	647a	813p
97	Lead/Coal/Zuni	60	60	614a	644p

- UNM Services:
  - Pretty good headways 15-25 min or better, all day long
  - Adequate span-of-service running past 9 PM for the most part

- CNM Services:
  - Nowhere nearly as good as at UNM
  - Long headways
  - Out of service in late afternoon/early evening

Mode Choice - Bus

Bus to Campus Survey

Source: UNM Parking and Transportation Services, 2010; MRCOG.
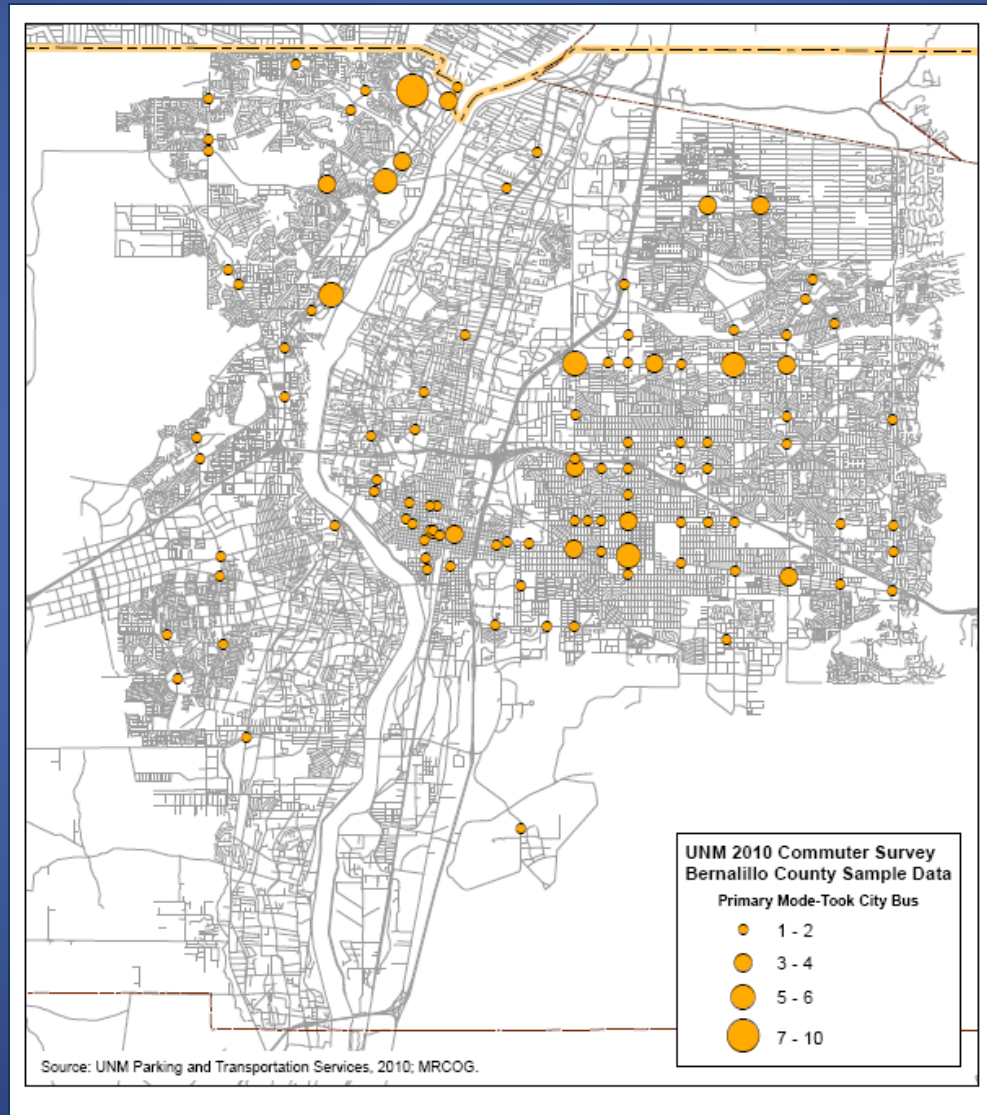
Mode Choice - Bus

3/8 Mile Walking Buffers around AbqRide Stops

Peak

Midday/Evening

Commuter routes out of service
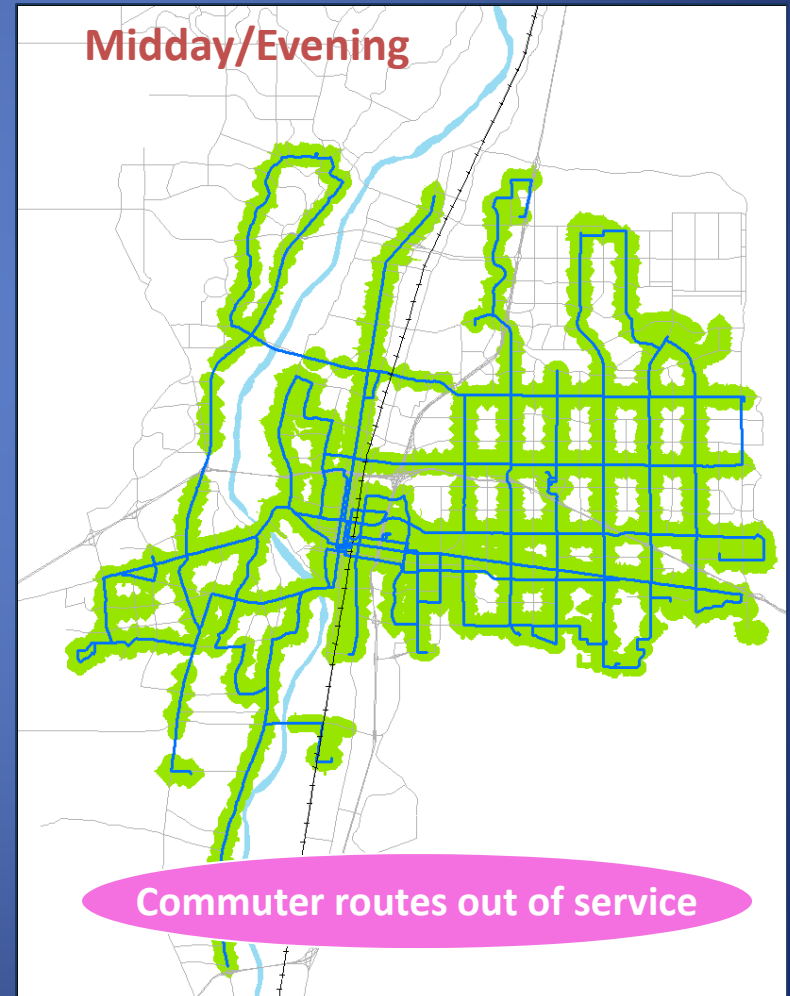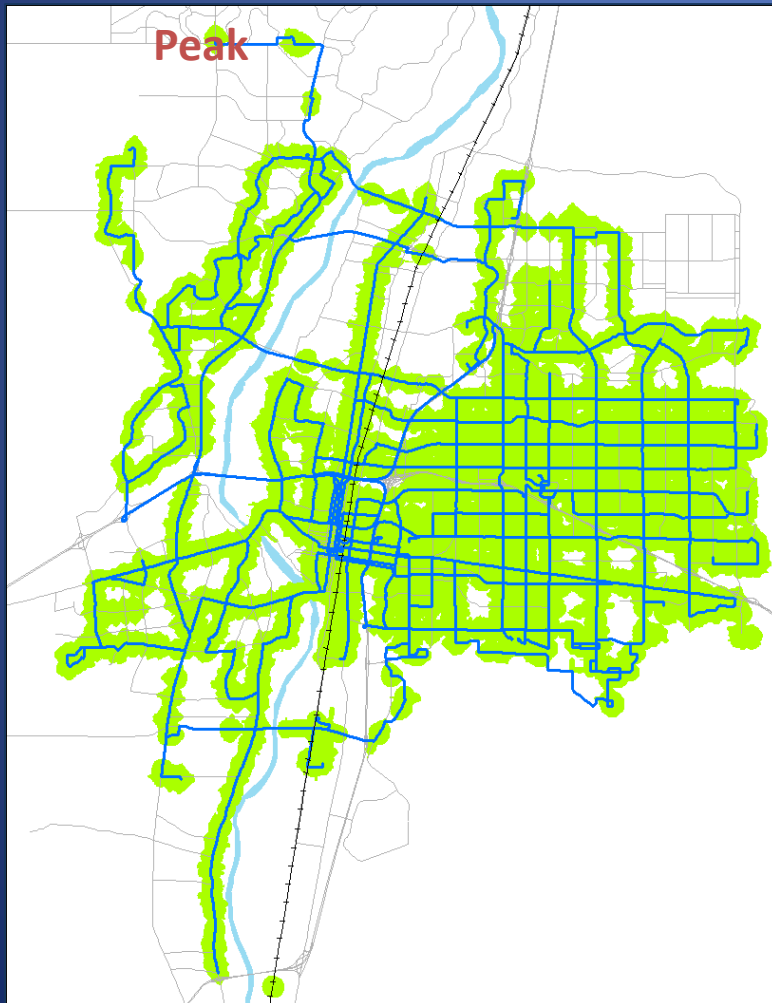
Mode Choice - Bus

Transit Connections from Central & Yale

Depart Central & Yale at 3:30 PM | Depart Central & Yale at 3:40 PM
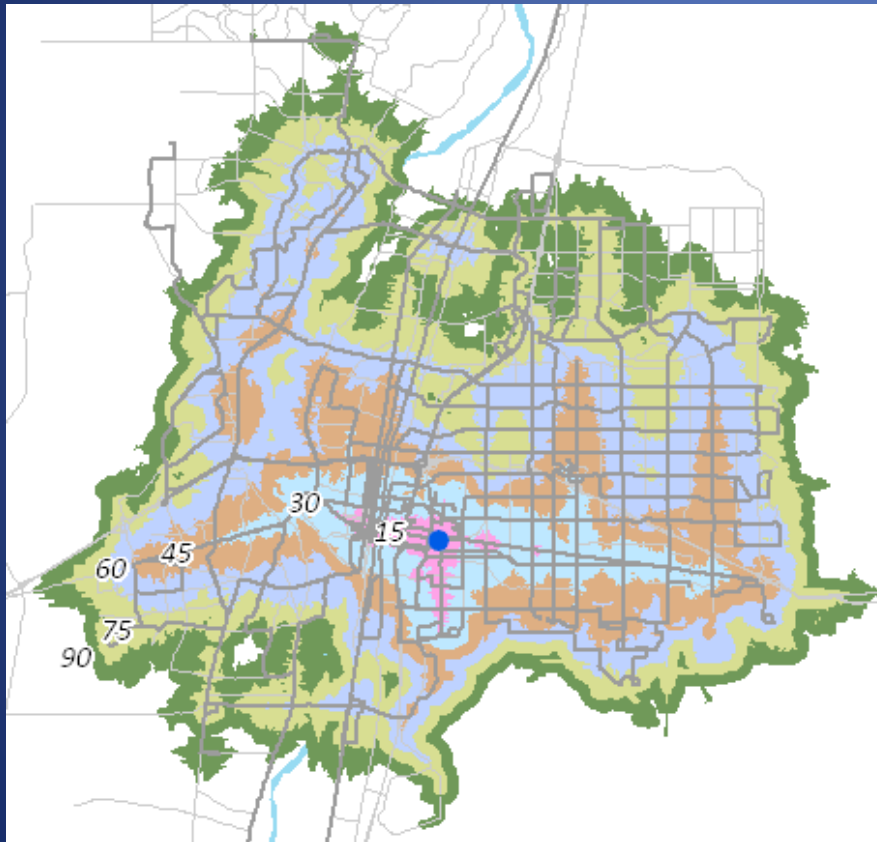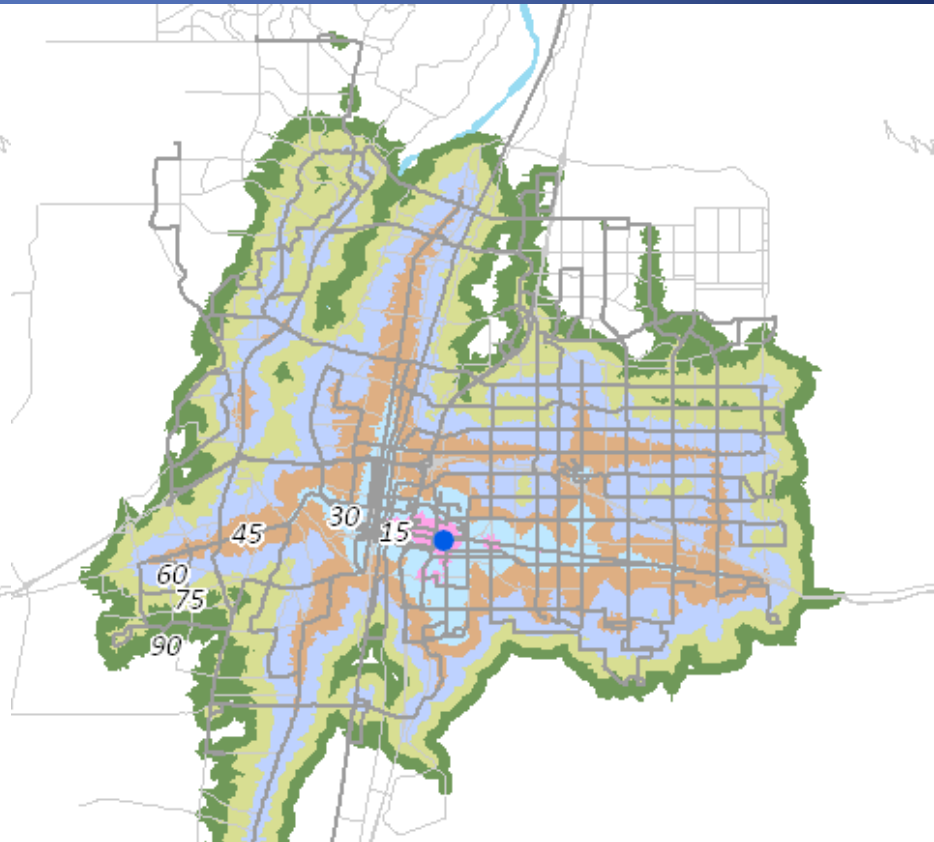
Mode Choice - Bus

Transit Connections from University & Coal

Depart University & Coal at 3:30 PM
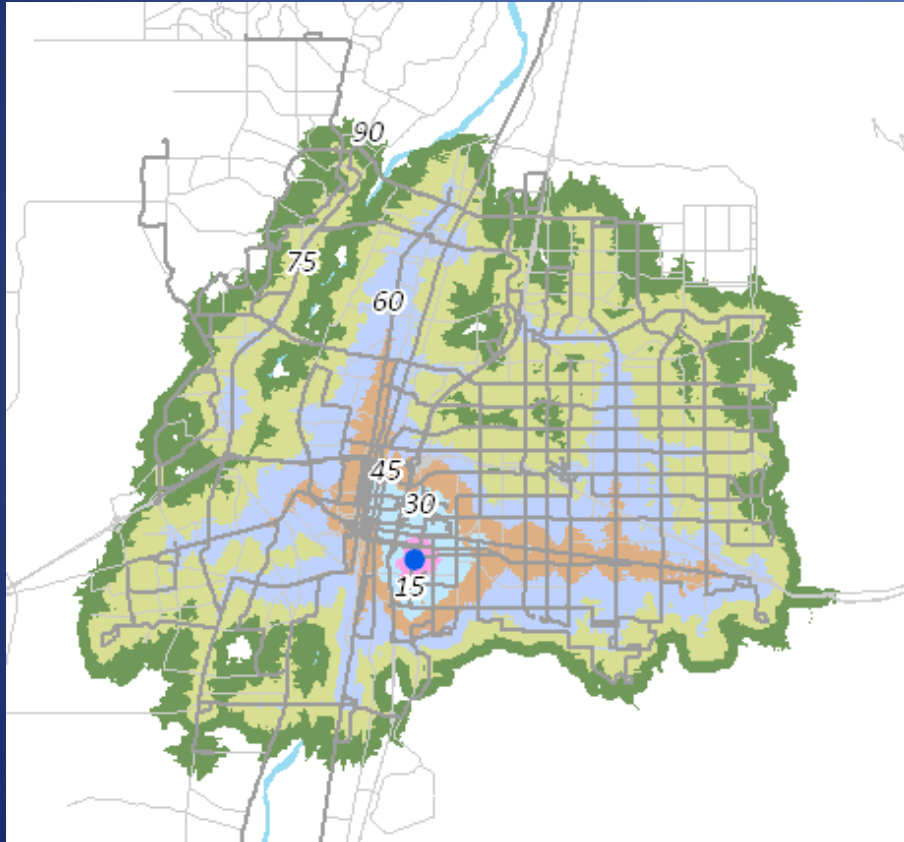
Depart University & Coal at 3:40 PM
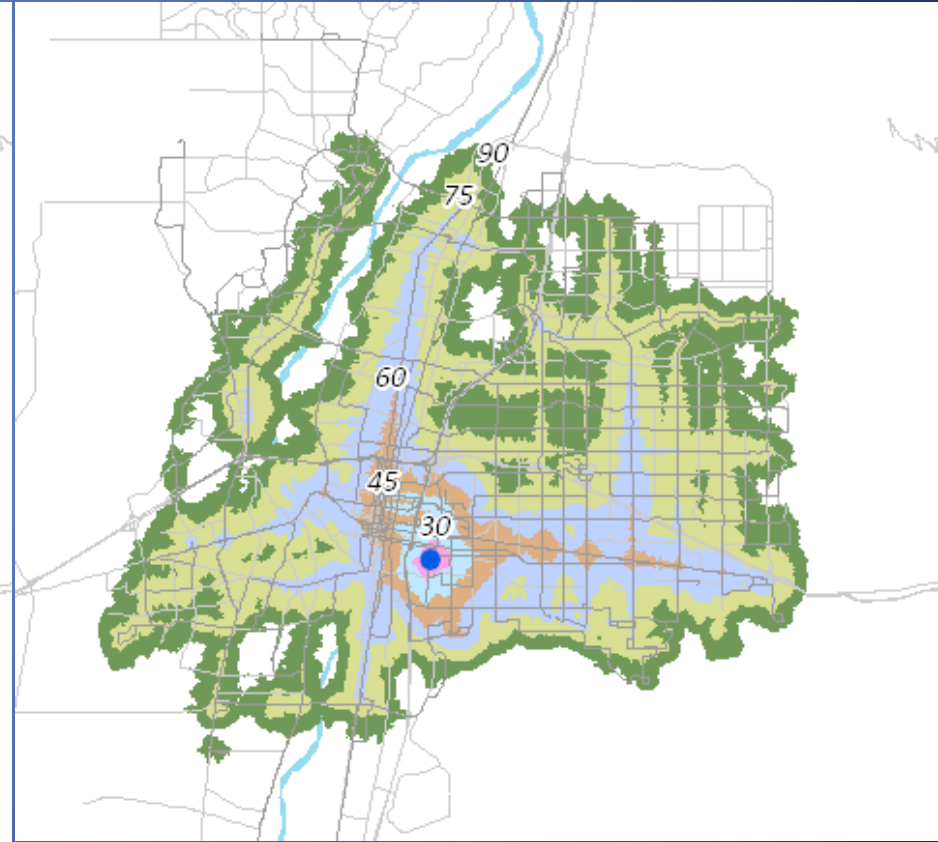
Mode Choice - Bus

percentages of market with bus access					
	UNMH	UNM F/ S	UNM Students	CNM*	Total
direct route	11%	24%	23%	8%	
connetion	38%	46%	40%	47%	
presentce of access varies by time of day due to commuter schedules of some bus					
includes travel requiring 2 or more and time consuming connections					
* includes 16/18 transfer					

CNM Access

UNM Faculty & Staff Access
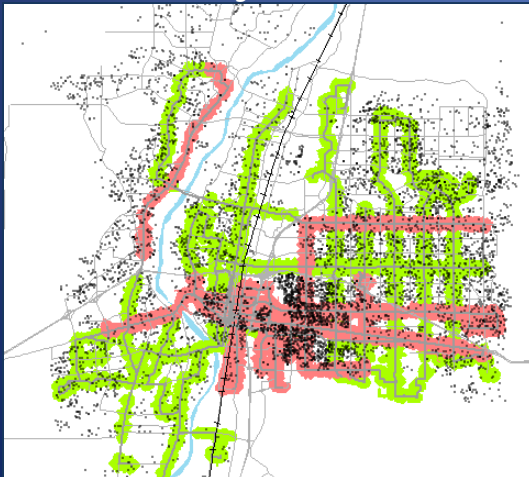
UNM Student Access
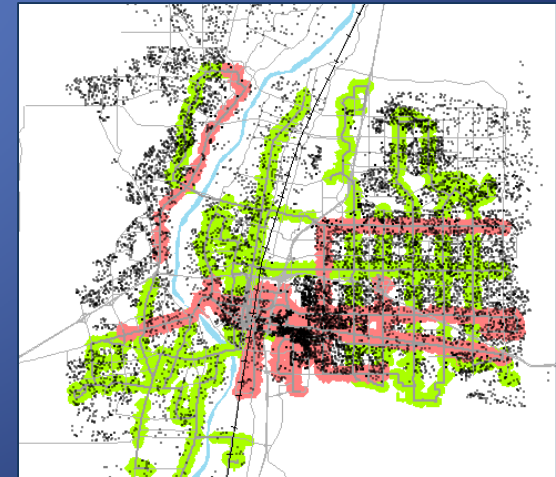
Mode Choice - Bus

Top 10 UNM / CNM Riders by Route Sorted by Number of UNM / CNM Riders						
			(First week of March 2010)			
Rank	Route	UNM	CNM	UNM / CNM Total	Total Rider	% UNM / CNM
1	66	2,582	4,274	6,856	53,762	13%
2	766	3,946	2,524	6,470	28,314	23%
3	790	5,477	844	6,321	10,181	62%
4	777	2,892	1,972	4,864	21,216	23%
5	5	1,706	1,438	3,144	15,493	20%
6	11	1,688	844	2,532	14,864	17%
7	8	340	931	1,271	14,140	9%
8	1618	290	973	1,263	5,070	25%
9	141	307	903	1,210	11,925	10%
10	140	235	657	892	9,606	9%
	All others	2,018	4,281	6,299	59,519	11%
	Total	21,481	19,641	41,122	244,090	17%

24.5 K On Four Routes (60% of all ridership)

7-8K Riders Per Day

Mode Choice - Bus

UNM Shuttles and Lots

UNM Courtesy Shuttles
- T Lot Shuttle
- South Lot Shuttle
- G/Q Lot Shuttle
- Redondo Shuttle
- ATC/Rail Runner Shuttle
- Student Parking Lots
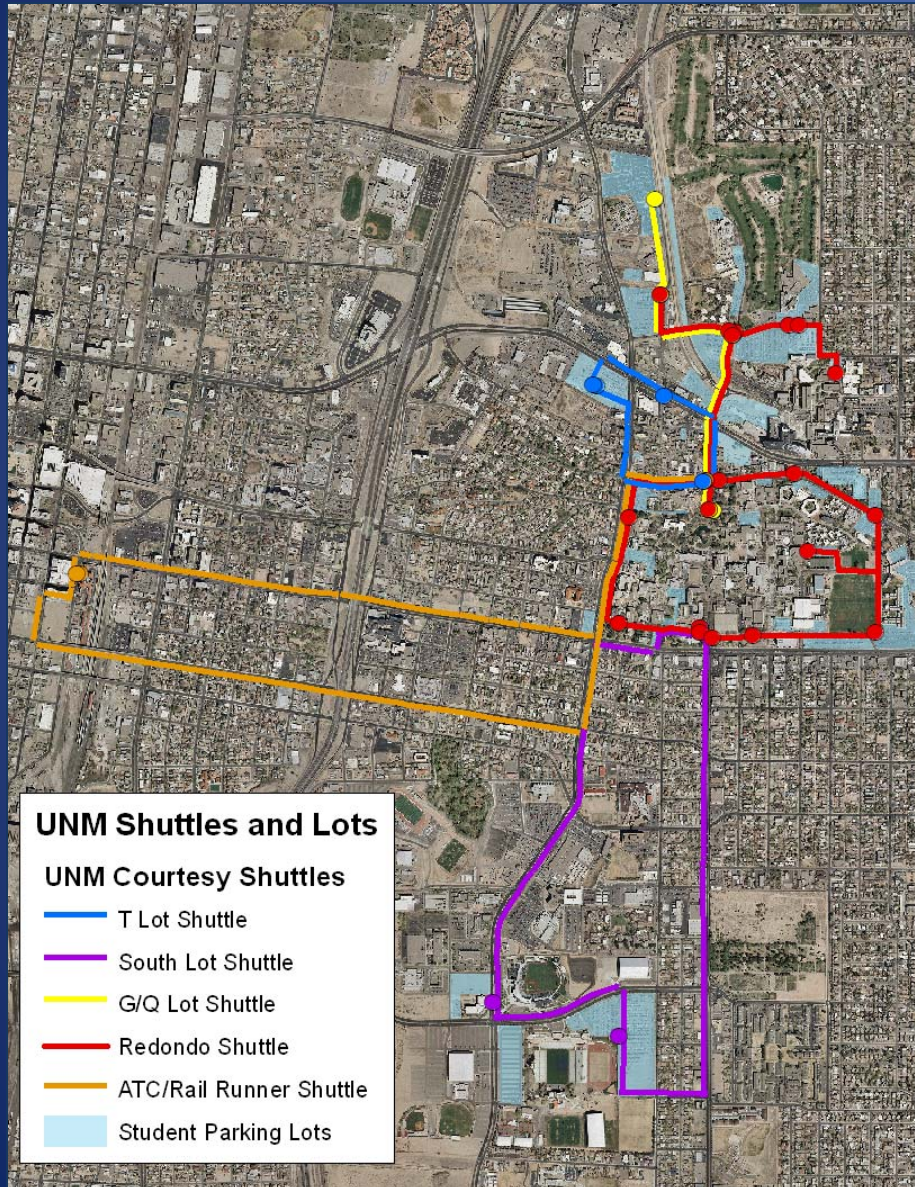
- 5 shuttles routes oriented to serve the student parking lots and Rail Runner connection
- ATC Shuttle: 4 trips
  - 2 AM @ 6:25 and 7:30
  - 2 PM @ 3:45 and 5:05
- 3 Lot shuttles (T,G/Q,South)
  - 6:30AM - 10PM (M-Th)
  - 6:30AM - 7PM (F)
- Redondo shuttle
  - 6:30AM - 7PM M-F
  - 5 minute headways

  - System Carries 1.7 – 2.0 Million Riders Annually

  - 8-10K a Day!

Mode Choice - Bus

UNM Accessibility (Auto vs Transit)

Cumulative % of UNM Students via Auto & Transit from Central & Yale
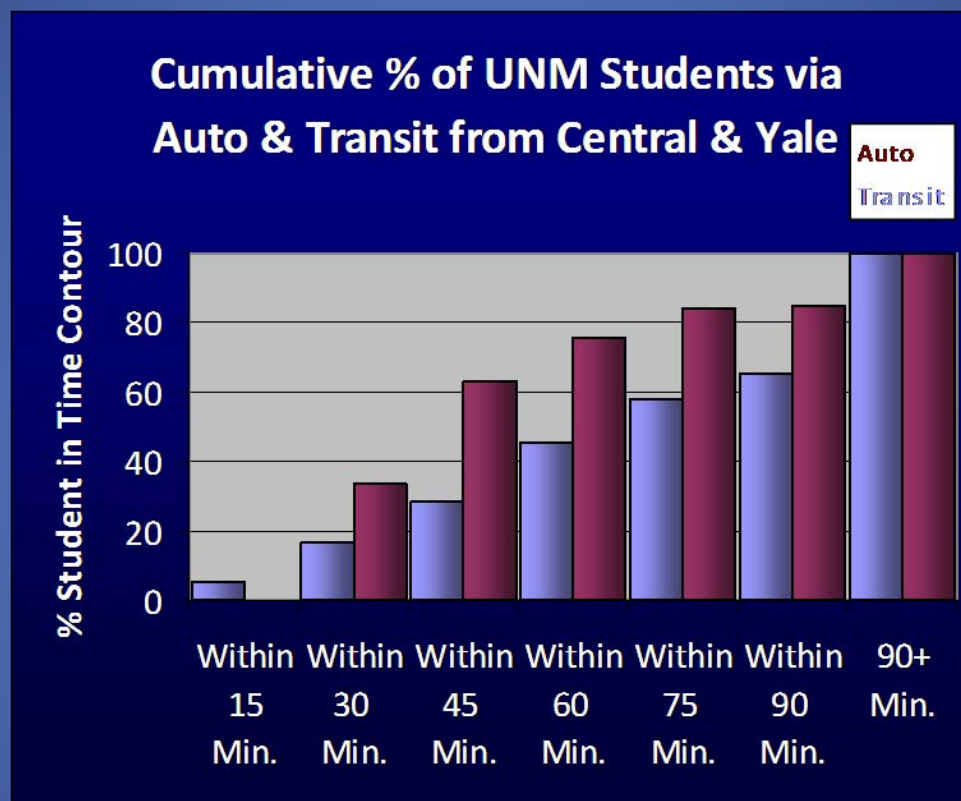
Auto
Transit

- Only 5 % of population within 15 min. of campus via transit
- 17% of student population within 30 min. of campus via transit

- 63% of population within 45 min. of campus via auto
- 15 min. travel time to parking lots is implied

Mode Choice - Bus

CNM Accessibility (Auto vs. Transit)

Cumulative % of CNM Students via Auto & Transit from University & Coal
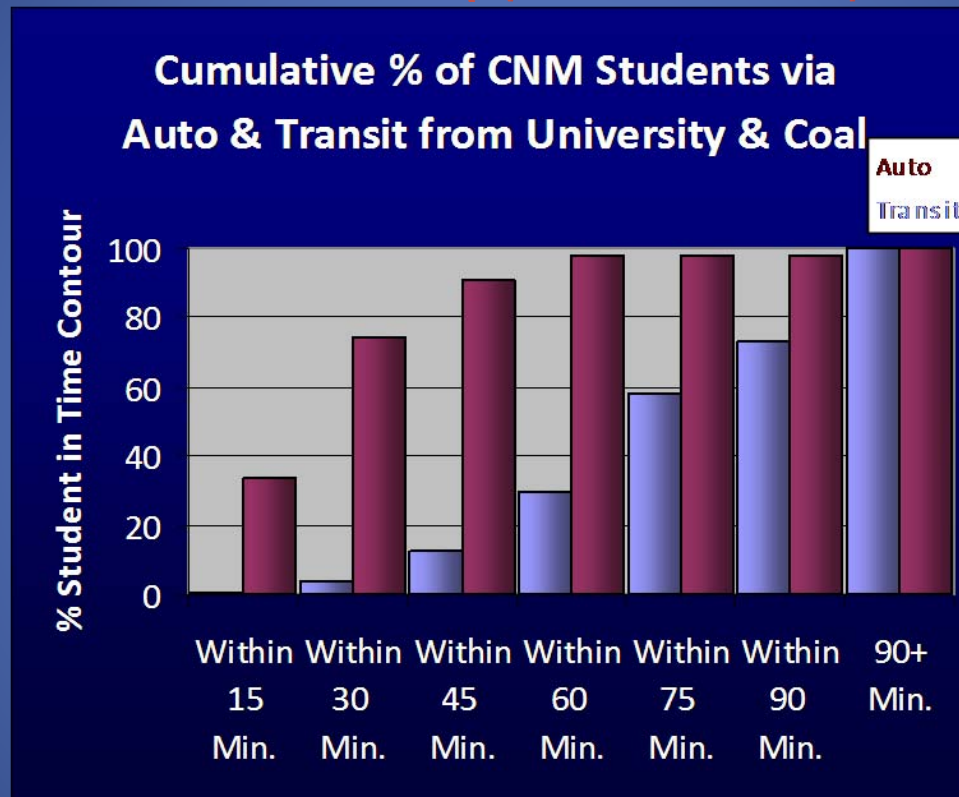
- Only 4 % of population within 30 min. of campus via transit

- 75% of population within 30 min. of campus via auto

Mode Choice - Bus

Percent UNM Population with Parking Permits
UNM Routes

Route	Street	UNM Students w/in 3/8ths mi.	UNM Students outside 3/8ths mi.	UNM Faculty/Staff w/in 3/8ths mi.	UNM Faculty/Staff outside 3/8ths mi.
5	Lomas/Montgomery	38.01%	32.36%	51.85%	48.51%
11	Lomas	31.43%	32.77%	42.02%	49.18%
16/18	CBD/Gibson Circulator	14.18%	34.40%	34.85%	50.02%
50	MLK/Yale	8.21%	33.73%	23.81%	49.32%
66	Central	14.45%	34.21%	32.75%	49.95%
766	Central/Uptown	12.48%	34.26%	31.48%	50.02%
777	Central/Tramway	12.66%	34.13%	30.53%	49.81%
790	Coors/Lomas	22.12%	33.38%	33.70%	49.43%
Total		25.12%	34.92%	42.78%	50.62%

50-55% Capture Rate For Walk Access to Direct Routes

Mode Choice - Cycling

TRANSPORTATION MODE BY STUDENT, FACULTY AND STAFF STATUS

	Number Drove Alone	ABQRide	Bike	Carpooled	Walked	NM Rail Runner	Other	Total
Student	627	175	120	77	97	22	38	1,156
Staff	221	32	19	27	11	9	12	331
Faculty	106	12	10	10	12	6	6	162
Total	954	219	149	114	120	37	56	1,649

	Percent Drove Alone	ABQRide	Bike	Carpooled	Walked	NM Rail Runner	Other	Total
Student	54.2%	15.1%	10.4%	6.7%	8.4%	1.9%	3.3%	100.0%
Staff	66.8%	9.7%	5.7%	8.2%	3.3%	2.7%	3.6%	100.0%
Faculty	65.4%	7.4%	6.2%	6.2%	7.4%	3.7%	3.7%	100.0%
Total	57.9%	13.3%	9.0%	6.9%	7.3%	2.2%	3.4%	100.0%

Source: UNM Commuter Survey, Danielle Gilliam, 2010.

TRANSPORTATION MODE BY DISTANCE OF TRAVEL

	< 1 Mile	1 - 5 Miles	6 - 10 Miles	11 - 20 Miles	21 - 25 Miles	> 26 Miles	Total
Drove Alone	1.1%	19.2%	30.6%	30.4%	8.8%	9.9%	100.0%
ABQRide	1.4%	26.9%	25.6%	28.8%	11.4%	5.9%	100.0%
Bike	22.8%	69.1%	6.0%	1.3%	0.7%	0.0%	100.0%
Walked	59.2%	39.2%	1.7%	0.0%	0.0%	0.0%	100.0%
Carpooled	2.6%	22.8%	29.8%	24.6%	8.8%	11.4%	100.0%
NM Rail Runner	0.0%	0.0%	2.7%	8.1%	13.5%	75.7%	100.0%
Other	7.1%	44.6%	23.2%	12.5%	7.1%	5.4%	100.0%
Total	7.6%	26.9%	24.7%	23.8%	7.8%	9.2%	100.0%

Source: UNM Commuter Survey, Danielle Gilliam, 2010. Analysis by MRCOG.

Mode Share Is Respectable But Drops Dramatically As Distance Increases

Mode Choice - Cycling

Biked to Campus - Survey

UNM 2010 Commuter Survey
Bernalillo County Sample Data

Primary Mode-Bike

- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 8

Source: UNM Parking and Transportation Services, 2010; MRCOG.
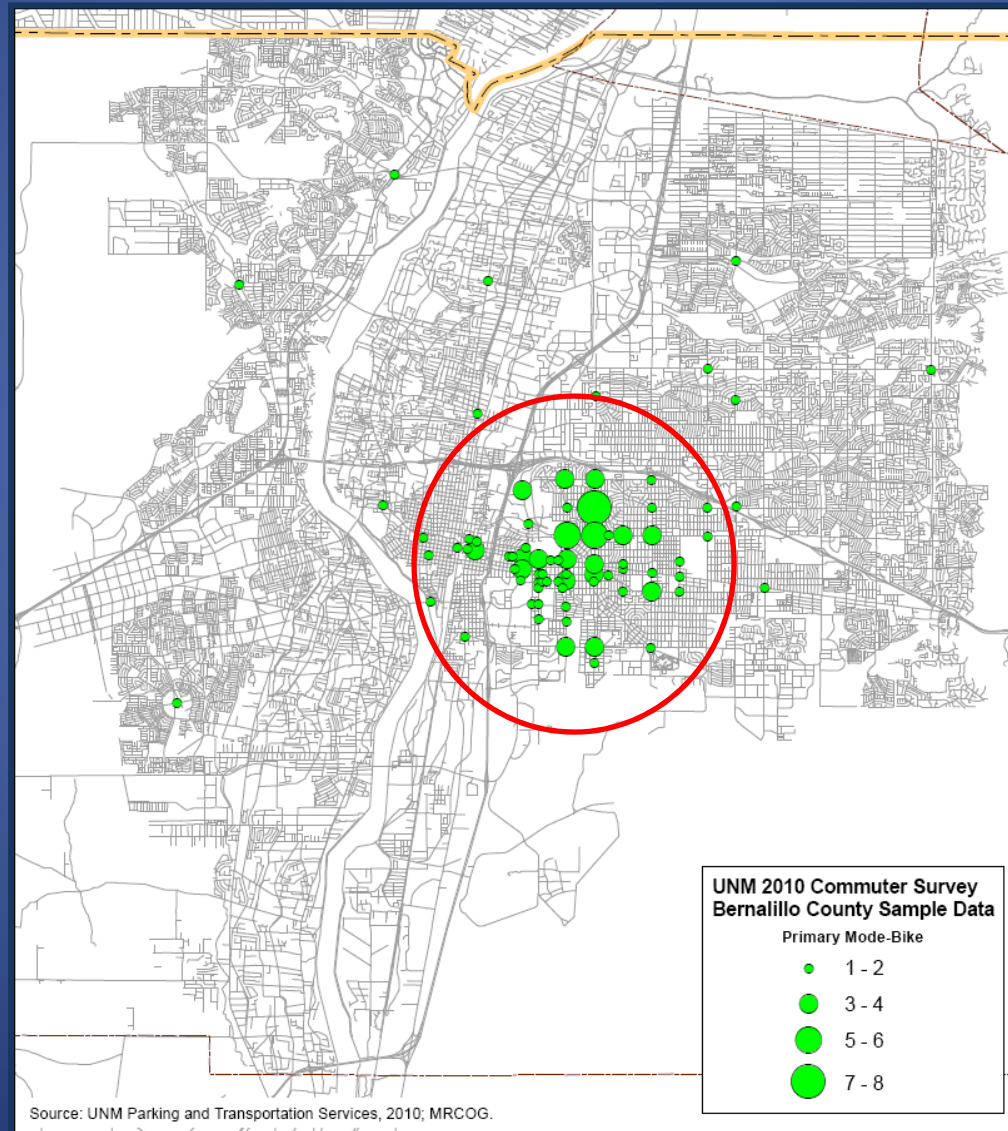
Mode Choice - Walk

TRANSPORTATION MODE BY STUDENT, FACULTY AND STAFF STATUS

	Number							
	Drove Alone	ABQRide	Bike	Carpooled	Walked	NM Rail Runner	Other	Total
Student	627	175	120	77	97	22	38	1,156
Staff	221	32	19	27	11	9	12	331
Faculty	106	12	10	10	12	6	6	162
Total	954	219	149	114	120	37	56	1,649
	Percent							
	Drove Alone	ABQRide	Bike	Carpooled	Walked	NM Rail Runner	Other	Total
Student	54.2%	15.1%	10.4%	6.7%	8.4%	1.9%	3.3%	100.0%
Staff	66.8%	9.7%	5.7%	8.2%	3.3%	2.7%	3.6%	100.0%
Faculty	65.4%	7.4%	6.2%	6.2%	7.4%	3.7%	3.7%	100.0%
Total	57.9%	13.3%	9.0%	6.9%	7.3%	2.2%	3.4%	100.0%

Source: UNM Commuter Survey, Danielle Gilliam, 2010.

TRANSPORTATION MODE BY DISTANCE OF TRAVEL

	< 1 Mile	1 - 5 Miles	6 - 10 Miles	11 - 20 Miles	21 - 25 Miles	> 26 Miles	Total
Drove Alone	1.1%	19.2%	30.6%	30.4%	8.8%	9.9%	100.0%
ABQRide	1.4%	26.9%	25.6%	28.8%	11.4%	5.9%	100.0%
Bike	22.8%	69.1%	6.0%	1.3%	0.7%	0.0%	100.0%
Walked	59.2%	39.2%	1.7%	0.0%	0.0%	0.0%	100.0%
Carpooled	2.6%	22.8%	29.8%	24.6%	8.8%	11.4%	100.0%
NM Rail Runner	0.0%	0.0%	2.7%	8.1%	13.5%	75.7%	100.0%
Other	7.1%	44.6%	23.2%	12.5%	7.1%	5.4%	100.0%
Total	7.6%	26.9%	24.7%	23.8%	7.8%	9.2%	100.0%

Source: UNM Commuter Survey, Danielle Gilliam, 2010. Analysis by MRCOG.

60% of those who walk live within 1 mile of campus
Over 90% within 2 miles

Mode Choice - Walk

Walked to Campus - Survey

UNM 2010 Commuter Survey
Bernalillo County Sample Data

Primary Mode-Walked or Skateboard

- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 18

Source: UNM Parking and Transportation Services, 2010; MRCOG.
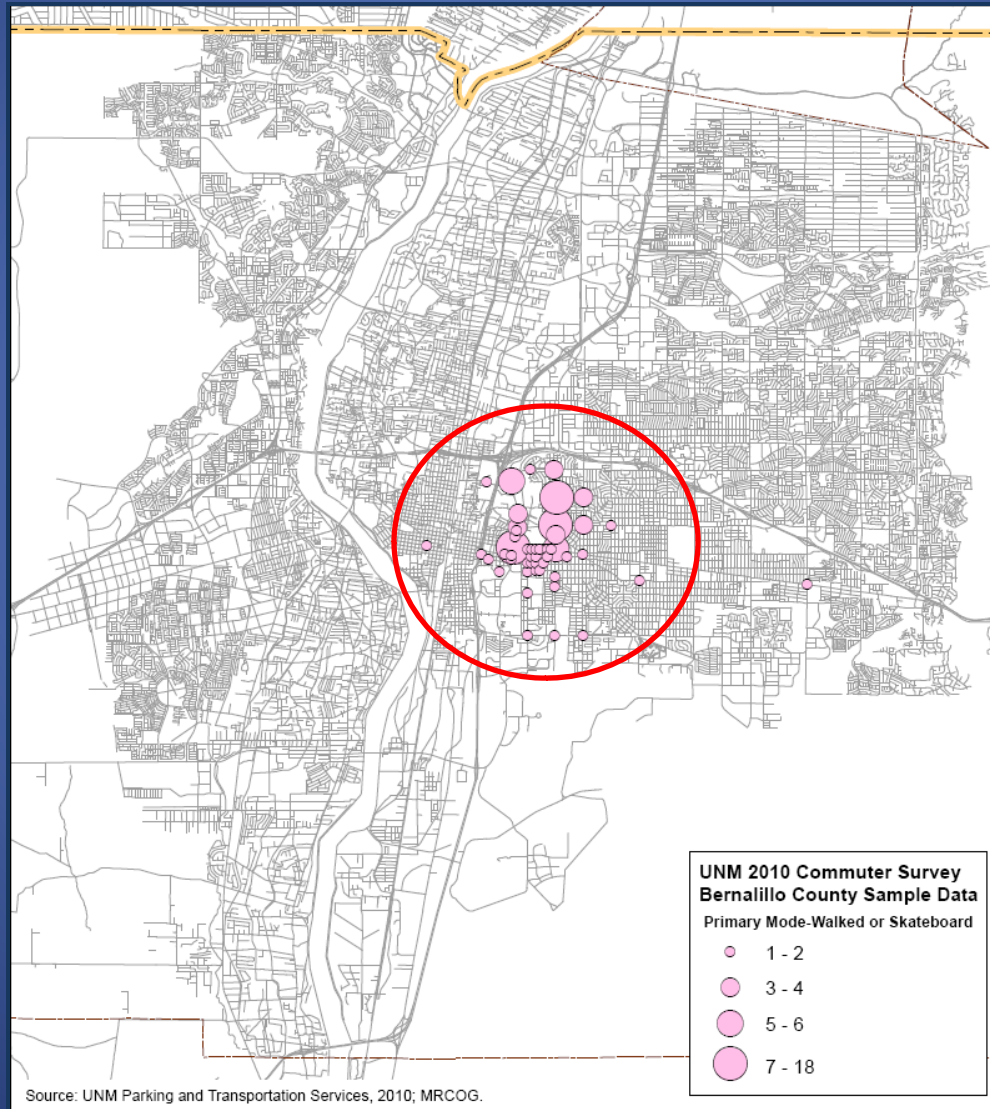
Mode Choice

DISTRIBUTION OF STUDENTS AND FACULTY / STAFF BY MODE DISTANCE FROM DESITINATION					
Distance	UNM Students (excluding dorm)	UNM Faculty / Staff	UNMH	CNM Fac. / Staff / Students	Total
Walking Distance	3,117	1,446	314	1,457	6,334
Biking Distance	5,741	2,936	920	3,768	13,365
Beyond	14,953	8,399	3,974	20,290	47,616
			Percent		
Walking Distance	15.1%	12.8%	6.4%	6.1%	10.4%
Biking Distance	27.7%	25.9%	18.8%	15.7%	21.9%
Beyond	72.3%	74.1%	81.2%	84.3%	78.1%

21.9% of Campus Population Is Within Walk/Bike Zone

Mode Choice - Observations

Very High Rates of Alternative Mode Usage If:

Within 3-4 miles of Campus

On or Near a Direct Transit Route with Good Service Throughout the Day

DISTRIBUTION OF STUDENTS AND FACULTY / STAFF BY MODE
DISTANCE FROM DESITINATION

Distance	UNM Students (excluding dorm)	UNM Faculty / Staff	UNMH	CNM Fac. / Staff / Students	Total
Walking Distance	3,117	1,446	314	1,457	6,334
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Beyond	14,953	8,399	3,974	20,290	47,616
			Percent		
Walking Distance	15.1%	12.8%	6.4%	6.1%	10.4%
Biking Distance	27.7%	25.9%	18.8%	15.7%	21.9%
Beyond	72.3%	74.1%	81.2%	84.3%	78.1%

Key For Future Actions Is the 78.1% (47,616 people) That Live Beyond 4 Miles And Are Outside of Good Transit Service

Some Things To Think About

Increasing On or Near Campus Populations

       More Housing
       Neighborhood Circulators
       Bike and Pedestrian Improvements
       Planning/Incentives

Increasing Population On or Near Good Transit Routes

       More Routes
       Better Connections
       Exclusive Connections
       More Housing On Routes
       Planning/Incentives
       On Campus Circulation

Reducing Peak Auto Loadings (Demand Reduction)

       Utilization
       On Line Classes
       Pricing
       Preferred Parking
       On Campus Permits
       Coordinated Work Class Schedules

Some Things To Think About

Containing & Directing Auto Demand

       Focused Parking and Access/Egress
       Park & Ride
       Improve Non Neighborhood Connections
       Traffic Calming
       On Campus Circulation
       Congestion Pricing
       Car Free Areas
       ITS

Institutional Coordination (UNM/CNM/City/County/MRCOG)

       UNMH/UNM/CNM Parking & Transit
       Uniform Fees & Incentives
       Coordinated Work/Class Schedules
       Surveys & Marketing
       Planning, Zoning, & Development
       Coordinated Transit Service
       Coordinated Infrastructure Improvements
       TOD

Where We Are Headed

Public Meetings

More Analysis

Findings & Recommendations