



RED APPLE TRANSIT HUB FEASIBILITY STUDY

CITY OF FARMINGTON
FARMINGTON, NEW MEXICO



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A. ACKNOWLEDGEMENTS

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B. EXECUTIVE SUMMARY

The City of Farmington (City) identified in a previous long range planning study, the need for a transit hub to help create an efficient and sustainable transit system to improve rider comfort and convenience. The development of a transit hub will also help to create a pedestrian friendly environment urban center to encourage economic development in the surrounding areas of the transit hub. The transit hub will also improve air quality as more commuters utilize the system in lieu of the automobile.

To initiate this development the City commissioned Huitt-Zollars to prepare a feasibility study to determine the most suitable location for the new transit hub. The City selected eight sites within the City for possible locations for the new facility. (See Map below)



- | | |
|------------------------|---------------------|
| 1. Downtown Site | 5. Museum West Site |
| 2. Greyhound Site | 6. Museum East Site |
| 3. Berg Park Site | 7. Wells Fargo Site |
| 4. Veteran's Park Site | 8. Family Fun Site |

The eight sites were assessed for appropriateness for the development of the project. The criteria for this assessment were as follows:

- Proximity to Existing Red Apple Transit Routes
- Proximity to Existing or Proposed Bicycle Trails
- Land Use
- Adjacency to Major Streets or Thoroughfares
- Land Ownership
- Land Area
- Population Density
- Employment Density

Based on the strength, weakness, opportunity and threat analysis of each site, five of the eight sites were eliminated from consideration. This included such issues as insufficient land available, inappropriate land use or adjacency, distance to transit routes, etc. The three remaining sites were then studied in detail to determine the best location for the hub (See page 35). A preliminary layout of transit hub was prepared for each site (see appendix) as well as a preliminary cost for construction and operations in addition to the criteria outlined above. Score were assigned to each criterion from +2, for most effective, to -2, for least effective. The final ranking of the three sites was as follows:

- Downtown Site (Site A) 4
- Wells Fargo Site (Site B) 4
- Family Fun Lot (Site C) 2

Sites A and B are very similar in characteristics as they are located next to each other, and therefore both have the same score. Site C has the least impact on current operations, but is located outside of the redevelopment area. The location influenced the scores Site C received.

In conclusion, all three of the sites would satisfy the development of the hub based on the criteria identified. However, further evaluation will be required to determine final and best location for the development. This includes land purchase cost, potential environmental / hazardous materials, extent of changes to route operations, and impact on ridership. Based on input for the public meetings held, the two downtown sites have more potential for increased ridership and urban development than the Family Fun site. Additionally, the Wells Fargo site is slightly more advantageous to the project, in that is undeveloped and would not require demolition of existing buildings and is more visible from Main Street to further enhance ridership and passenger comfort and security. Therefore, given these factors and the opportunity to have a larger impact on the downtown redevelopment and creation of a pedestrian oriented urban center, the Wells Fargo site (Site B) is the overall recommended site for the project.

C. DATA COLLECTION / NEEDS ASSESSMENT

The City of Farmington has successfully provided effective local transit service for over a decade. Red Apple Transit has grown from a small rural transit service to a robust multi-route network serving over 130,000 passengers annually, and it is expected to reach the mark of 200,000 passengers per year in the near/mid-term future. The system currently has dispersed transfer points, with most of the routes meeting at the Orchard Plaza stop. The City is looking into ways to improve service and has recently (August 2015) made changes to the service in order to balance route travel times and better serve the community. While itineraries and schedules have changed, the users still need to transfer routes at the same locations and with minimum infrastructure.

As part of the ongoing process to serve better the community, the City desires to improve the service currently provided and plan for future mid-term system expansion opportunities. The task to be undertaken is to locate and develop a new transit center in the service area, to increase efficiency of interaction between routes, and improve rider convenience.

Transit centers are sheltered waiting areas where several bus routes meet. Customers converge at this “hub” to take advantage of route-to-route transfers and access more destinations. The structures usually include basic amenities such as public restrooms in addition to well-lit sheltered waiting areas. Many facilities also include a climate control lobby (some with ticketing counters), bicycle storage, and enhanced transit information such as next trip real time departure signs.

Transit centers can be implemented for systems of all sizes. They have the main goals of providing safe bus-to-bus transfers and a welcoming facility for riders. The dedicated travel lanes inside the facility provide segregation between buses maneuvering and general traffic. This adds another layer of safety as it eliminates conflicts between vehicles. Transit centers are often viewed as an essential step in the expansion and growth of transit service as it provides passengers with the opportunity to connect easily to other routes by providing better service to current and future users.

Table 1 provides a list of some cities with population under 100,000 people that include transit centers in their system.

Table 1 – Similar Size Cities with Transit Centers

City / Transit System	Population (2010)	Transit Center Characteristics
Yucaipa, CA / Omnitrans	About 51,550	Joint project with Omnitrans Operating since 2010 Currently serves 3 routes, about 7,000 passengers per month Site: <ul style="list-style-type: none"> • approx. 1.2 acres • 8 bus bays • 8 centrally-located stops with shelters, benches • Information kiosks • Public restrooms • Landscape (drought tolerant plants, fountain, clocks)



City / Transit System	Population (2010)	Transit Center Characteristics
		<p>Cost: about 2.7 million, partially funded by monies from the American Recovery & Reinvestment Act and Federal Transit Administration Section 5309, County of San Bernardino, City of Yucaipa and Omnitrans</p>
Durango, CO / Durango Transit	About 16,900	<p>Operating since 2009</p> <p>Currently serving 8 routes, about 40,000 passengers per month</p> <p>Site:</p> <ul style="list-style-type: none"> • 8-10 bus bays • 8,000 sf building, public amenities • 131 parking spaces • Covered bicycle parking for 100 vehicles • 6 electric vehicle charging stations <p>Cost: about \$6 million (\$4 million for the building), mostly funded with Colorado State Transportation dollars and built on land donated from the City of Durango</p>
Manteca, CA / Manteca Transit	About 67,100	<p>Operating since 2013</p> <p>7,000 sf building is housing Manteca Transit Authority, as well as a community center in addition to transit user amenities.</p> <p>Currently serving 6 routes</p> <p>Site:</p> <ul style="list-style-type: none"> • 3.1 acres • 5 bus bays • 100 parking spaces • 7,000 sf building, public amenities • Outdoor plaza (can accommodate events such as farmers market) <p>Cost is about \$7.3 million. Funding for the project is from county, state, and federal sources that are restricted to transit related projects. It includes \$2.6 million from the federal Transit Administration, \$1.8 million from Proposition 1B, \$1.5 million from the Regional Surface Transportation Program, \$256,000 from the Local Transportation Fund, and \$700,000 from Measure K countywide transit sales tax receipts</p>
Las Cruces, NM / RoadRUNNER	About 98,200	<p>Operating Since 2013</p> <p>First floor focused on transit users. Administrative offices and meeting rooms for RoadRUNNER Transit and other tenants are on the second floor.</p>



City / Transit System	Population (2010)	Transit Center Characteristics
		<p>Currently serving 8 of 9 Roadrunner routes</p> <p>Site:</p> <ul style="list-style-type: none"> • 1.6 acres • 14 bus bays • 21 parking spaces • 7,000 sf building, public amenities <p>Cost: \$3.6 million, mostly funded (80%) by U.S. Department of Transportation Federal Transit Administration funding, remaining 20% provided by the city.</p>
Lancaster City, PA / Red Rose Transit	About 59,300	<p>Operating since 2005</p> <p>It serves 11 bus routes.</p> <p>Site:</p> <ul style="list-style-type: none"> • About 1.1 acres • 9 bus bays • Bike racks • Covered waiting area, restrooms, sales outlet

The City of Durango ran its transit operations out of an Albertsons parking lot prior to implementing their transit center in 2009. The transit center houses Durango Transit, the City of Durango Parking Department, and the Multi Modal Department. It acts as a regional hub for public transportation. Aside from providing information to the public at the center’s ticket counter, evidence of success is in the increase of ridership observed for Durango Transit - 365,000 in 2008 to 613,600 in 2013 (including free trolley users). The trolley is no longer free, and the change has affected the overall ridership numbers, which have declined about 30% compared to the two previous years. The decline still results in an increase of ridership of at least 2.3% per year, almost 1% higher than the city’s population average annual growth in the past few years. The ridership range is expected to be in the 430,000 – 480,000 in 2015.

The City of Farmington and Red Apple Transit held meetings in order to identify the minimum infrastructure that needs to be present in the new transit center. The meetings helped define the requirements for the project, which are:

- Number of bus bays – eight for fixed route buses and three for para-transit (dial-a-ride) buses
- Internal circulation (vehicles and pedestrian)
- Desired passenger interface area / amenities:
 - Bicycle racks / lockers
 - ADA compliant access
 - Passenger drop-off area (taxis and private vehicles)
 - Customer lobby
 - Ticket counter
 - Public restrooms

The requirements identified above are going to help define the minimum size of land needed to implement the transit center. Ideally, it is desirable that the terminal building includes space for vendors in order to provide a source of income, but that is contingent on the size of the site. Additional requirements for the site are office space dedicated to house and support Red Apple Transit operations:

- Operations offices (2 to 3)
- Dispatch office
- Training room
- Driver's break room
- Parking for offices

a. DATA COLLECTION

Data was collected to assist in the characterization of the service currently provided, provide background for the understanding of the dynamics within the City, and serve as base for the characterization of the site alternatives.

i. Site Visit/Field Review

The existing transfer center and the candidate sites were visited to assess location, access, current conditions (vacant lot, existing buildings), neighboring uses, etc. The information collected is included in the section describing site characteristics.

ii. City Data

Existing data for Red Apple Transit was made available for this project. It included the most recent transit route itinerary, stops, schedule and monthly ridership, as well as number of vehicles per type.

Other data such information regarding existing surveys related to transit in Farmington and City-owned parcels and GIS files were downloaded from the City's web page.

iii. Other Sources

Parcel and land use geographic files were downloaded from the San Juan County site.

The Farmington MPO web page was the source of data for the following information:

- 2040 Metropolitan Transportation Plan (draft document)
- Traffic counts (2011-2012)
- Roadway, bike network maps
- Existing surveys
- List of land uses and types
- Socio-economic maps
- Bicycle and Pedestrian Plan (updated 2010)
- Complete Streets guidelines
- Transit Operations - Existing Conditions

iv. Red Apple Transit

Red Apple Transit provides transportation to residents of Farmington and the surrounding San Juan County community through a contract with Ride Right, LLC. Ride Right, LLC is responsible for the provision of drivers, the daily operation of eight fixed routes, and two vehicle dial-a-ride services. The team is comprised of approximately fifteen members, and the staff provides customer support through the Red Apple Transit contacts line. Ride Right's office/operations base is located at 915 Farmington Avenue suite A, on the north end of Orchard Plaza.

The Orchard Plaza stop is considered as the existing transfer point/transit center since most of the Red Apple Transit routes stop at this location. Currently all of the inter-city routes and four of the City fixed routes converge to this point. The transit stop is located in front of the Big Lots store right off Farmington Avenue, north of Main Street. It is next to the curb that is inside the parking lot. Buses pull into the lot and park, passengers exit the bus and walk among the parked vehicles in order to look for and board their next bus. There are no significant amenities at the site, only a trash receptacle and two bus shelters located on the sidewalk parallel to Farmington Avenue. Para-transit vehicles park in front of the Ride-Right office when not in use. Figure 3 illustrates the general layout of the site and Figure 4 depicts passenger dynamics observed at the location.

The stop is located inside a commercial property of approximately 3.9 acres. As the parking lot is not dedicated to public transit, there is no defined area to be used by the vehicles. It has been observed, that the area used is roughly 10,000 sf, depending on the relative position of the vehicles parked in the lot. As mentioned earlier, there are little amenities on this site.

Orchard Plaza is the initial stop for all routes that connect at this location, with the Blue Route, passing through the site a second time during its itinerary. The Blue, Aztec, Kirtland and Bloomfield routes enter and access Farmington Avenue from the south - Main Street, while the Yellow Route accesses and exits Farmington Avenue from the north via 11th Street. The Red Route exits the site to the north and approaches the site from Main Street. The property has access on Farmington Avenue through five driveways, Schofield Lane through two driveways, and via Main Street. Red Apple Transit vehicles use the two driveways next to the bus shelter to enter and exit the lot.

Farmington Avenue is a collector street, with a speed limit of 30 mph, with a 5-foot bike lane on each side. Sidewalk is present near the stop, but it is interrupted by a large amount of driveways.

The land use adjacent to Orchard Plaza is general commercial, which is also observed for the parcels adjacent / near Main Street. Most of the use within the northern half of a 0.5-mile buffer around the site is residential, with the exception of the parcels along Schofield Lane. South of the site, residential use is limited with a high incidence of industrial use in addition to the general commercial.

Figure 3 – Orchard Plaza Site Layout and Photos



★ Ride Right Operations Base

□ Transfer Area

⊕ Para-transit Parking Area



Figure 4 – Passenger Dynamics at the Orchard Plaza Stop



v. Outreach Meetings and Survey Results

1. Red Apple Transit System Study – Driver Interviews

Driver interviews were conducted in late 2010 as part of the Red Apple Transit System Study. Four drivers were interviewed, providing a response rate of 25%. Some of the issues raised by the drivers were:

- Dislike/disagree with policy requiring the bus to stop at every posted bus stop regardless of passenger boarding/alighting
- Lack of enough locations for bathroom breaks
- Driver breaks are scheduled at Orchard Plaza, and buses remain in the area. When drivers remain in the bus they are approached by customers asking questions or seeking shelter from the weather
- Drivers perceive stops in business parking lots as more dangerous as people and vehicles can move in less contained patterns
- Need of a better emergency distress system in buses
- Many stops are not ADA accessible, making it difficult for drivers to deploy the lift
- Need of pre-trip inspections and minor repairs

While most of the issues listed above are not within the scope of this project, the creation of a transit center would allow handling passenger transfers between routes in a safer manner while changing buses. The new transit center would provide a better experience for drivers and passengers at the transfer point, as the new location would provide passengers with better information regarding the routes, shelter from the weather, and a dedicated infrastructure for bus drivers to take their breaks.

2. 2040 Metropolitan Transportation Plan (MTP) – Stakeholder Meetings

A series of six public meetings and several stakeholder meetings were held as part of the 2040 MTP. It was the general opinion that Red Apple Transit provides good service to the public, with most of the input received regarding bus service included in one of the following categories:

- System needs to be expanded (lines and hours/days of operation), better signage/identification, more information
- Itinerary and schedule modifications to address needs
- Bus stops (ADA compliance and amenities)
- Dial-a-ride service

The City has been working to address the issues above. They implemented a restructured system in August of 2015 with adjustments of itineraries and schedules, placement of new signage at stops with info call number, a system map at shelters, and other strategies. The implementation of the transit center, while not mentioned explicitly above, is key addressing some of the issues identified, especially in the expansion of the system.

3. 2040 MTP – County Fair Survey

Responses related to transit contained in the County Fair Survey (included in the 2040 MTP) are highlighted in the following paragraphs. It must be noted that the number of respondents is very small, with the majority of respondents 45 years or older, but it serves to provide insight on the topic.

When asked what improvements were needed to make transit work for them, the respondents listed stops closer to their home/destination, service in their area and more frequent service as the most important improvements. The improvements identified are associated with actions to happen in the medium- or long range, as they are closely related to the expansion of the system, with exception of the implementation of bus stops closer to their home/destination. Additional

bus stops could potentially be implemented in a shorter time frame if new locations are identified as good candidates to bus stops.

The survey also had a question regarding the importance of the bus service topic, but the topic received one of the lowest ratings (3.44 out of 5.00). The highest ratings (around 4.25) were related to major roads and pedestrian safety.

The high ratings observed above are validated by the response to the next question, where the top two areas of investment that the public would be willing to pay for were major roads and pedestrian safety. The next two areas identified were bicycle routes and bus service, with mention to issues as inebriate riders and driver capacitation.

4. Community Outreach

A public meeting was held at the Civic Center on September 10, 2015 to gather community and stakeholder input regarding purpose and need of a new Transit Center in Farmington to replace Orchard Plaza. In addition, it was intended to gather feedback from the community and stakeholders regarding the sites being considered. Six sites were presented: two downtown, four adjacent to the Animas River (Berg Park, Animas/Veterans Park, and two sites next to the Museum). Stakeholders that were not able to be present at the meeting provided comments via Red Apple Transit Manager. The basic input/feedback received was:

- Security required – potential for crime regardless of location
- Bicycle parking should also include bike lockers
- Walkability is best in downtown, other sites are drive through locations
- There are a variety of environmental factors that affect the downtown sites, but issues with transient population might occur at other sites
- Objection was made to the use of sites adjacent to City destinations (parks and museum)
- Include two additional sites in the analysis: one downtown and one north of Main east of Scott

A second public meeting was held at the Civic Center on October 8, 2015 to present the evaluation of the sites selected for further analysis and gather community and stakeholder input. Feedback was positive on the sites selected, with preferences divided among the attendees.

b. SITE CHARACTERISTICS

Information was compiled for the eight sites initially identified at the kick-off meeting as well as the two additional sites identified at the first community outreach meeting. These sites are characterized in terms of size, location, insertion in the urban fabric, access, proximity to transit service, population and employment.

i. Site 1 – Downtown

Site 1 is constituted of two adjacent parcels located near the downtown area, in front of the State Office Building. The site is bound to the south by Animas Street, to the north by the alley between Broadway Avenue and Animas Street, and to the east and west by privately owned parcels.



The site is roughly 0.45 acres, which alone is not sufficient to house the transit center needs, but there is vacant area east of to the site, and there is potential to purchase the site located at the northwest corner of Animas Street and Orchard Avenue, currently on the market (but occupied by a religious organization). The purchase of the vacant land would increase the site size to about 0.80 acres, with maximum anticipated dimension of 0.95 acres if the corner lot (Animas Street and Orchard Avenue) is added. Additional option to increase the size of the site in about 0.2 acres is the purchase of the parcel located south of the alley facing Orchard Avenue, currently occupied, for a total site area of 1.35 acres.

The site is accessed through Animas Street, with the currently occupied lots east of the site adding a possible second access point (Orchard Avenue). Both roadways are local streets with one lane in each direction.

Currently, three Red Apple Transit fixed routes and one regional route stop on Animas Street, opposite to Site 1 on weekdays. This stop is the initial stop for the Green Route, Purple Route and Kirtland Route, as well as an intermediate stop for the Blue Route. No other routes come within a 0.5-mile from the site. On Saturdays, the Blue and Teal routes stop in the vicinity of the site.

Traffic in the east-west direction in the vicinity of the site is moderate, with Broadway Avenue carrying under 14,000 daily vehicles in 2013. Volumes in the north-south direction are significantly lower, with average daily traffic under 1,500 vehicles on neighboring streets.

Land use along Animas Street in the vicinity of Site 1 is general commercial. The site is located just south of the Central Business District, and predominant non-residential uses within a 0.5-mile buffer from the site are industrial, general commercial and mixed use. Residential uses are not adjacent to the site but occur within the 0.25 to 0.5 mile buffer.

Several bike lanes exist within a 0.5-mile radius of Site 1. In the north-south direction, a bike lane on Behrend Avenue / Auburn Avenue connects Broadway Avenue to Murray Drive. In the east-west direction, there are two streets with bike lanes: Elm Street from Maple Street to Miller Avenue and Pinon Street from Lake Street to Miller Avenue. The City of Farmington is planning a bike lane on Orchard Avenue between Broadway Avenue and Pinon Street. Sidewalks are present on the arterial and collector streets, but the area surrounding Site 1 is currently considered to have a high pedestrian vulnerability, with most of the reported accidents occurring on/north of Broadway Avenue.

Figures 5 and 6 illustrate the characteristics of the area surrounding Site 1.



Strengths/Opportunities/ Weaknesses/Threats

Strengths:

- City ownership of a good portion of the land
- Proximity to a good active transportation network
- Proximity to strong trip attractors (downtown and government-related businesses)
- Proximity to three existing routes

Opportunities:

- Build on the Downtown Revitalization Project

Weaknesses:

- Significant changes for the routes that do not serve the area
- Significant increase in deadhead is anticipated for each route
- Need to demolish existing buildings on non-vacant parcels

Threats:

- The transit center will be designed to provide shelter and amenities for the Red Apple Transit users, but the facility can serve as a gathering point for transients that might be intoxicated, panhandling, loitering, or other undesirable activities. This problem is outside the jurisdiction of Red Apple Transit, but affects operations, nonetheless.



Figure 5 - Characteristics of the Area Surrounding Site 1

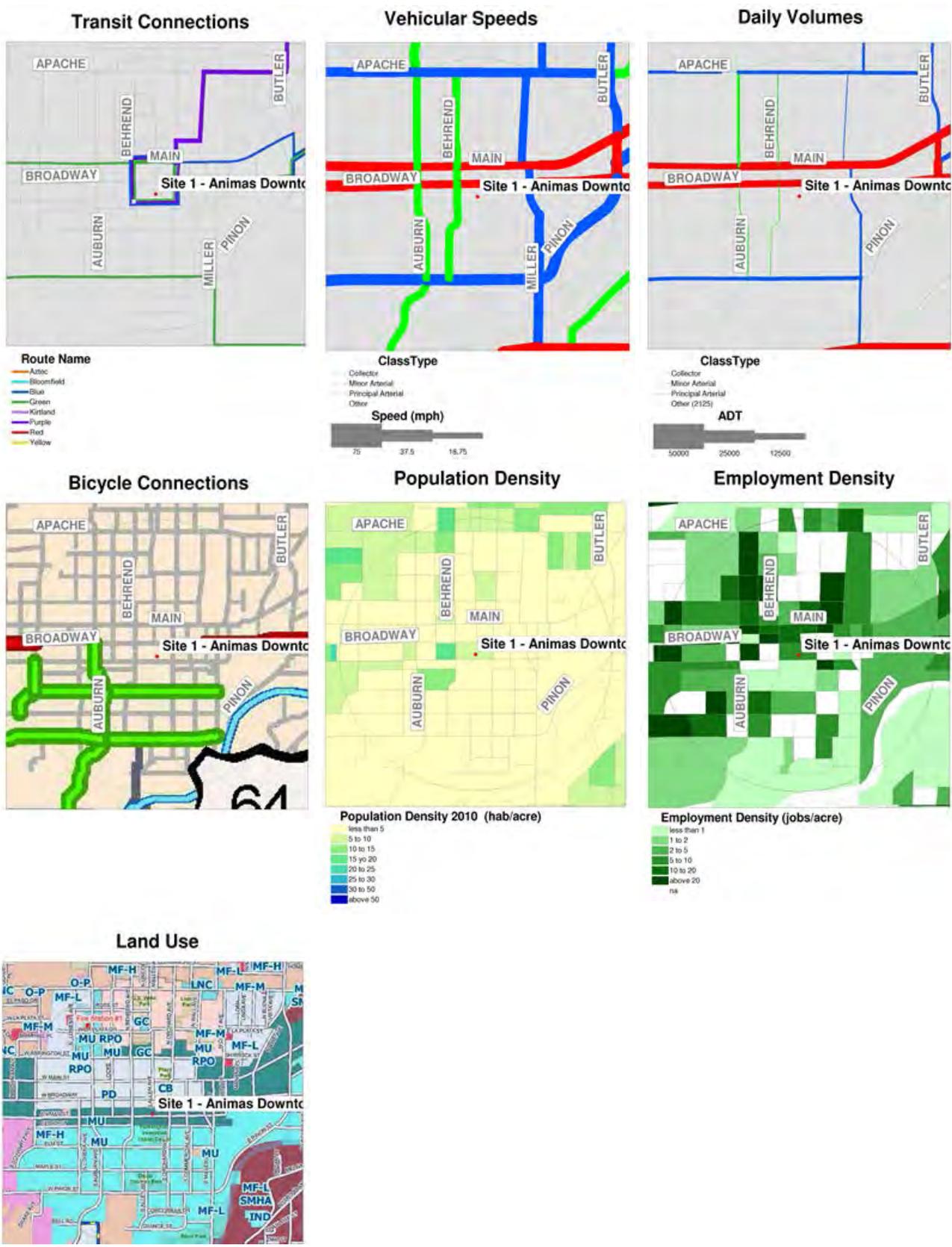
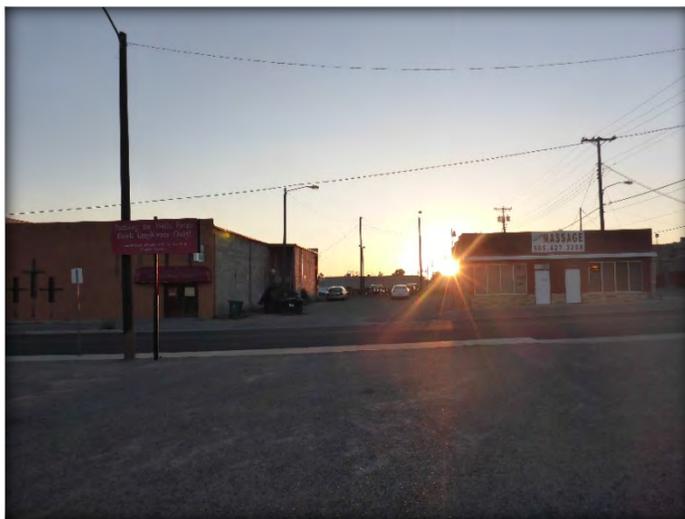


Figure 6 - Existing Conditions Site 1



Panoramic view of the site from the sidewalk in front of the State Building on Animas Street



Side View of church building / front view of Commercial building (Orchard Avenue)



View of the church building (Animas Street)



ii. Site 2 – Greyhound

Site 2 is defined as a single parcel located near the downtown area. The location of the site is at the southeast corner of Animas Street and Orchard Avenue. The site used to be the intercity terminal for Greyhound buses, and is currently empty. The site is roughly 0.31 acres contains a building of approximately 2,245 sf and it is privately owned. The site area of this parcel is not sufficient to meet the transit center needs.

The site can be accessed through Animas Street or through Orchard Avenue. The streets providing access to the site have one lane in each direction of traffic. Posted speed limits are 25 mph.

Currently, three Red Apple Transit fixed routes and one regional route stop on Animas Street in front of the State Office Building on weekdays, just west of Site 2. This stop is the initial stop for the Green Route, Purple Route and Kirtland Route, as well as an intermediate stop for the Blue Route. No other routes come within a 0.5 mile from the site. The Blue and Teal routes stop in the vicinity of Site 2 on Saturdays.

Traffic volumes are the same as described for Site 1. In the east-west direction, in the vicinity of the site is moderate, with Broadway Avenue carrying under 14,000 daily vehicles in 2013. Volumes in the north-south direction are significantly lower, with average daily traffic under 1,500 vehicles on neighboring streets.

Land use along Animas Street in the vicinity of Site 2 is general commercial. The site is located just south of the Central Business District, and predominant non-residential uses within a 0.5-mile buffer from the site are industrial, general commercial and mixed use. Residential uses are not adjacent to the site but occur within the 0.25 to 0.5 mile buffer.

The active transportation network is the same as described for Site 1, with a bike lane on Behrend Avenue / Auburn Avenue connecting Broadway Avenue to Murray Drive, and bike lanes on Elm Street from Maple Street to Miller Avenue and on Pinon Street from Lake Street to Miller Avenue. The City of Farmington is planning a bike lane on Orchard Avenue between Broadway Avenue and Pinon Street. The area has sidewalks along the collector and arterial streets, but it is currently considered to have a high pedestrian vulnerability. Most of the reported accidents occur north of the proposed site, on/or north of Broadway Avenue.

Figures 7 and 8 illustrate the characteristics of the area surrounding Site 2.





Strengths/Opportunities/ Weaknesses/Threats

Strengths:

- Proximity to a good active transportation network
- Proximity to strong trip attractors (downtown and government-related businesses)
- Adjacency to three existing routes

Opportunities:

- Build on the Downtown Revitalization Project

Weaknesses:

- Parcel is small and privately owned – does not meet space requirements
- Significant detour for the lines that do not serve the area
- Significant increase in deadhead is anticipated for each route
- Need to demolish existing building

Threats:

- The transit center will be designed to provide shelter and amenities for the Red Apple Transit users, but the facility can serve as a gathering point for transients that might be intoxicated, panhandling, loitering, or undesirable activities. This problem is outside the jurisdiction of Red Apple Transit, but affects operations, nonetheless.

This site will not be further analyzed given that the maximum dimensions are significantly below the necessary area needed for the transit center.

Figure 7 – Characteristics of the Area Surrounding Site 2

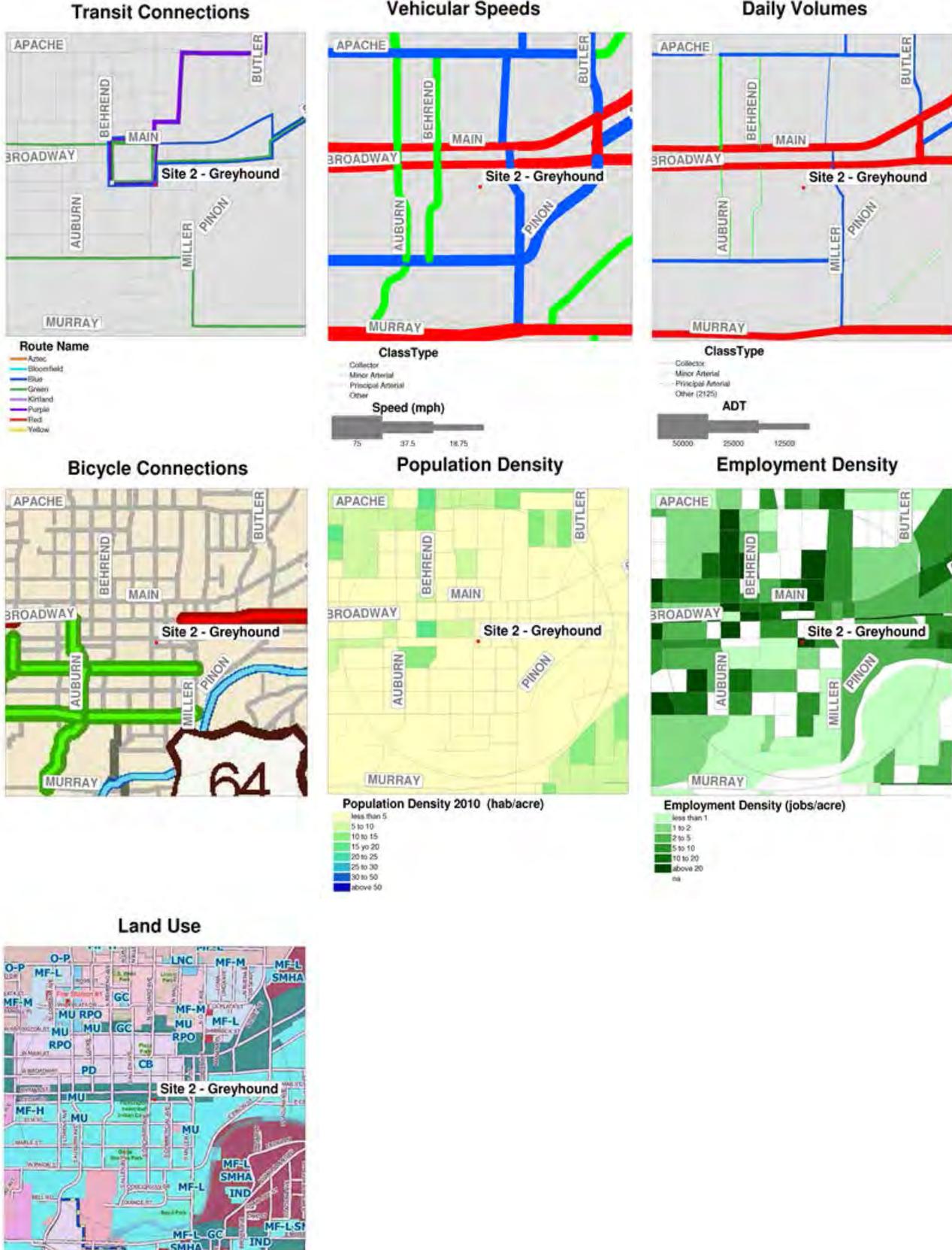


Figure 8 - Existing Conditions – Site 2



Panoramic view of the site from the sidewalk across Animas Street



View of the site from the sidewalk across Orchard Avenue

iii. Site 3 – Berg Park

Site 3 is located off San Juan Boulevard, adjacent to Berg Park. The 2.4 acre parcel being considered is City-owned and is currently used to access Berg’s Park parking lot and as additional parking for this recreational site on special occasions. This access is located in the east half of the parcel.

Currently, the Green, Red and Blue routes have stops in the vicinity of Site 3 during weekdays. On weekends, both of the Farmington Routes stop within 0.5-mile of the proposed site. Kirtland’s Route itinerary passes within 0.5-mile of Site 3, but the closest stop is located in Orchard Plaza, slightly outside the 0.5-mile buffer.

Traffic volumes on the streets close to the site are medium to high, with Scott Avenue and San Juan Boulevard carrying fewer than 15,000 vehicles per day. Main Street, north of San Juan Boulevard carries close to 23,000 vehicles per day. San Juan Boulevard has posted speed of 40 mph and has two travel lanes in each direction, divided by a center turn lane. A 150-foot right turn pocket provides access to the site in the eastbound direction.



Land use surrounding the site is a mix of general commercial and industrial along the main corridors (Main Street and San Juan Boulevard) with residential areas occurring north of Main Street. Berg Park is located south of the site, with the Animas River providing a natural barrier to the residential uses located south of the river.

Bike lanes are present in each direction of traffic on Scott Avenue between Broadway Avenue and San Juan Boulevard and on Sullivan Avenue, north of Main Street. Sidewalks are present along the collector and arterial roadways in the vicinity of Site 3. Berg Park has trails along the Animas River.

Figure 9 and 10 illustrate the characteristics of the area surrounding Site 3.

Strengths/Opportunities/ Weaknesses/Threats

Strengths:

- Property is City-owned
- Site can easily accommodate transit center and operations building
- Proximity to commercial corridors
- Direct access from major street

Opportunities:

- Develop underutilized property
- Provide alternative transportation option for patrons attending Riverfest – potential for minimizing traffic and inebriate drivers

Weaknesses:

- Significant detour for the lines that do not serve the area
- Moderate increase in deadhead is anticipated for each route
- Special logistics will be needed to address parking demand for special events at Berg Park, mainly the Riverfest event
- Almost all routes within 0.5 miles of the site

Threats:

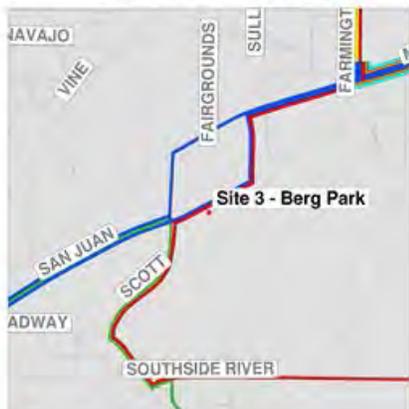
- Parks and Recreation object to the construction of a transit center adjacent to their infrastructure.

This site will not be further analyzed given the opposition of the Parks and Recreation Department.



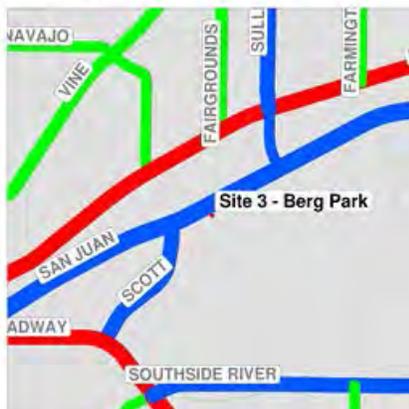
Figure 9 – Characteristics of the Area Surrounding Site 3

Transit Connections



- Route Name**
- Aztec
 - Bloomfield
 - Blue
 - Green
 - Kittland
 - Purple
 - Red
 - Yellow

Vehicular Speeds



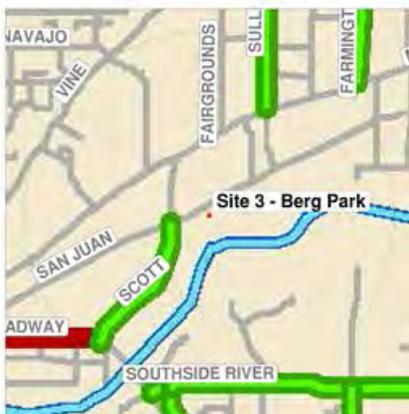
- ClassType**
- Collector
 - Minor Arterial
 - Principal Arterial
 - Other
- Speed (mph)**
- 75 37.5 18.75

Daily Volumes



- ClassType**
- Collector
 - Minor Arterial
 - Principal Arterial
 - Other (2125)
- ADT**
- 50000 25000 12500

Bicycle Connections



Population Density



- Population Density 2010 (hab/acre)**
- less than 5
 - 5 to 10
 - 10 to 15
 - 15 to 20
 - 20 to 25
 - 25 to 30
 - 30 to 50
 - above 50

Employment Density



- Employment Density (jobs/acre)**
- less than 1
 - 1 to 2
 - 2 to 5
 - 5 to 10
 - 10 to 20
 - above 20
 - na

Land Use



Figure 10 - Existing Conditions – Site 3



Panoramic view from Berg Park Entrance



Unpaved access to Berg Park, east limits of the site



View of Berg Park parking lot (west of access road)

iv. Site 4 – Animas Park / Veterans Park

Site 4 is City-owned and is currently used as parking for the Veteran’s Park. The parcel of about 0.9 acres is located at the south end of Tucker Street, which is accessed via Main Street or San Juan Boulevard. The northwest quarter of the site is fenced off. Access to Veteran’s Park is provided at the southeast corner of the site.

Currently, all of the Red Apple Transit routes have stops within 0.5-mile of the Veteran’s Park site, as the area encompassed the Orchard Plaza stop, located almost at the boundary of the 0.5-mile buffer.

Traffic volumes on the main streets close to the site are medium to high, with San Juan Boulevard carrying fewer than 15,000 vehicles per day and Main Street carrying close to 23,000 vehicles per day. San Juan Boulevard has posted speed of 40 mph and has two travel lanes in each direction, divided by a center turn lane, and Tucker Street is has one travel lane in each direction. The intersection of San Juan Boulevard and Tucker Avenue is signalized.



Similar to Site 3, land use surrounding the site is a mix of general commercial and industrial with residential areas occurring close to the 0.5-mile mark. The park located south of the site and the Animas River provides a natural barrier to the residential uses located south of the river.

No bike lanes are present in the immediate vicinity of the site, but bike lanes are present on each side of Farmington Avenue and Sullivan Avenue north of Main Street. Sidewalks are present along the collector and arterial streets, and adjacent to the southbound traffic lane on Tucker Avenue.

Figures 11 and 12 illustrate the characteristics of the area surrounding Site 4

Strengths/Opportunities/ Weaknesses/Threats

Strengths:

- Property is City-owned
- Proximity to commercial corridors
- Almost all routes within 0.5-miles of the site

Opportunities:

- Develop underutilized property
- Provide alternative transportation option for patrons attending Riverfest – potential for minimizing traffic and inebriate drivers

Weaknesses:

- Significant detour for the lines that do not serve the area
- Moderate increase in deadhead is anticipated for each route
- Special logistics will be needed to address parking demand for special events at Berg Park, mainly the Riverfest event

Threats:

- Parks and Recreation object to the construction of a transit center adjacent to their infrastructure.

This site will not be further analyzed given the opposition of the Parks and Recreation Department.



Figure 11 – Characteristics of the Area Surrounding Site 4

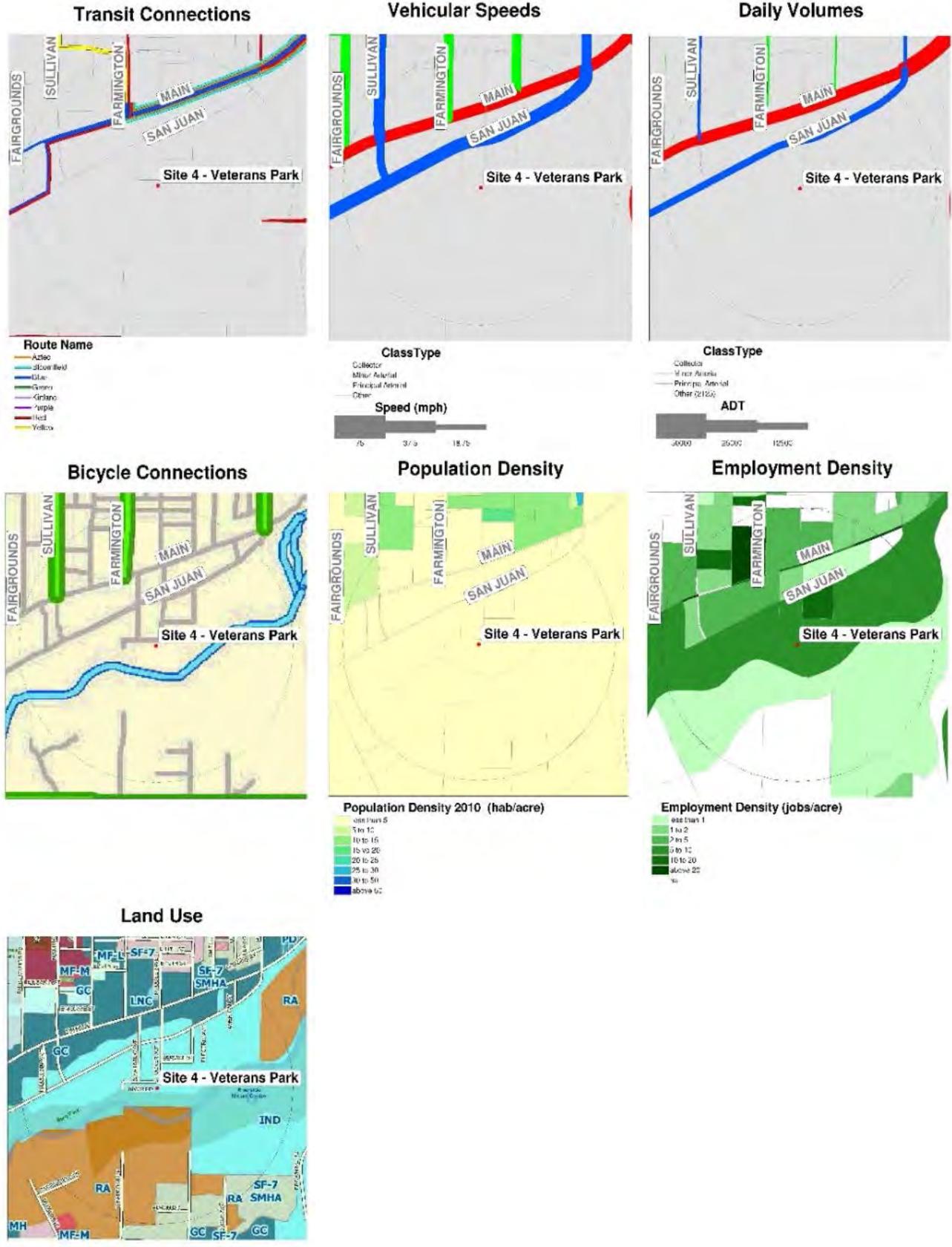


Figure 12 - Existing Conditions – Site 4



View of the site and access to Animas Park



v. Site 5 – Museum West

The Museum West site is located on a City-owned parcel off Main Street, roughly in front of Clayton Avenue. The proposed site is about 2.4 acres in size and is a vacant area west of the Farmington Museum Foundation / Farmington Convention and Visitors Bureau.

The Red, Blue and Yellow Red Apple Transit routes have stops in the vicinity of the site. The Aztec route drives past the location, and the itinerary of the Bloomfield route travels west of the site on Main Street / Browning Parkway.

Traffic in the vicinity of the site is among the heaviest in the city. Browning Parkway carries almost 23,000 vehicles, 20th Street carries between 15,000 and 19,000 daily vehicles and Main Street carries between 32,000 and 35,000 vehicles per day. In the vicinity of Site 5, Main Street is a six lane divided roadway, 20th Street is a four lane divided by center turn lane and Browning Parkway is a four lane undivided roadway.



Most of the area surrounding the Museum West site is general commercial or industrial, with the exception of the area south of the site, which is a park. Residential uses occur within a 0.5-mile buffer from the site, but most of it is located in the 0.25-0.5 mile range as can be seen in Figures 13 and 14 along with the transit lines, land use, socio-demographic data and other characteristics of the area surrounding Site 5.

Bike lanes are present on each side of Hutton Avenue north of Main Street. Sidewalks are present along the collector and arterial streets.

Strengths/Opportunities/ Weaknesses/Threats

Strengths:

- Property is City-owned
- Proximity to commercial corridor
- Small increase in deadhead is anticipated for each route
- Direct access from major street

Opportunities:

- Develop underutilized property
- Site can easily accommodate transit center and operations building

Weaknesses:

- Significant detour for the lines that do not serve the area
- Proximity to few routes

Threats:

- Need to relocate the Farmington Grower’s Market occurs at the site (mid-June to end of October)
- Parks and Recreation object to the construction of a transit center adjacent to their infrastructure.

This site will not be further analyzed given the opposition of the Parks and Recreation Department.

Figure 14 - Existing Conditions – Site 5



Panoramic view from the back of the lot



View of the east boundary of the lot - museum and parking



View of the west boundary of the lot

vi. Site 6 – Museum East

The Museum East site is located off Main Street, east of the Farmington Museum Foundation / Farmington Convention and Visitors Bureau and roughly south of 20th Street. The proposed site is about 1.0 acre in size, most of which is vacant. Exception occurs for the portion of land closest to the museum parking lot, where a remote control car racetrack is located.

Similar to the Museum West site, the Red, Blue and Yellow Red Apple Transit routes stop in the vicinity of the proposed site, while the Aztec route drives past the location and the closest point of the Bloomfield route is on Main Street / Browning Parkway.

Traffic in the vicinity of the site is among the heaviest in the city. Browning Parkway carries almost 23,000 vehicles, 20th Street carries between 15,000 and 19,000 daily vehicles and Main Street carries between 32,000 and 35,000 vehicles per day. In the vicinity of the project, Main Street is a six lane divided roadway, 20th Street is a four lane divided by center turn lane and Browning Parkway is a four lane undivided roadway.



As observed for the area surrounding the Museum West site, the predominant uses around the Museum East site are general commercial or industrial, with the exception of the area south of the site, which is a park. Residential uses occur within a 0.5-mile buffer from the site, but most of it is located in the 0.25-0.5 mile range.

Sidewalks are present along the collector and arterial streets, and no bike lanes are present within a 0.5-mile distance from the site.

Figures 15 and 16 illustrate the characteristics of the area surrounding the Museum East site.

Strengths/Opportunities/ Weaknesses/Threats

Strengths:

- Property is City-owned
- Proximity to commercial corridor
- Small increase in deadhead is anticipated for each route
- Direct access from major street

Opportunities:

- Develop underutilized property
- Site can accommodate transit center and operations building

Weaknesses:

- Significant detour for the lines that do not serve the area
- Proximity to few routes

Threats:

- Parks and Recreation object to the construction of a transit center adjacent to their infrastructure.

This site will not be further analyzed given the opposition of the Parks and Recreation Department.

Figure 15 – Characteristics of the Area Surrounding Site 6

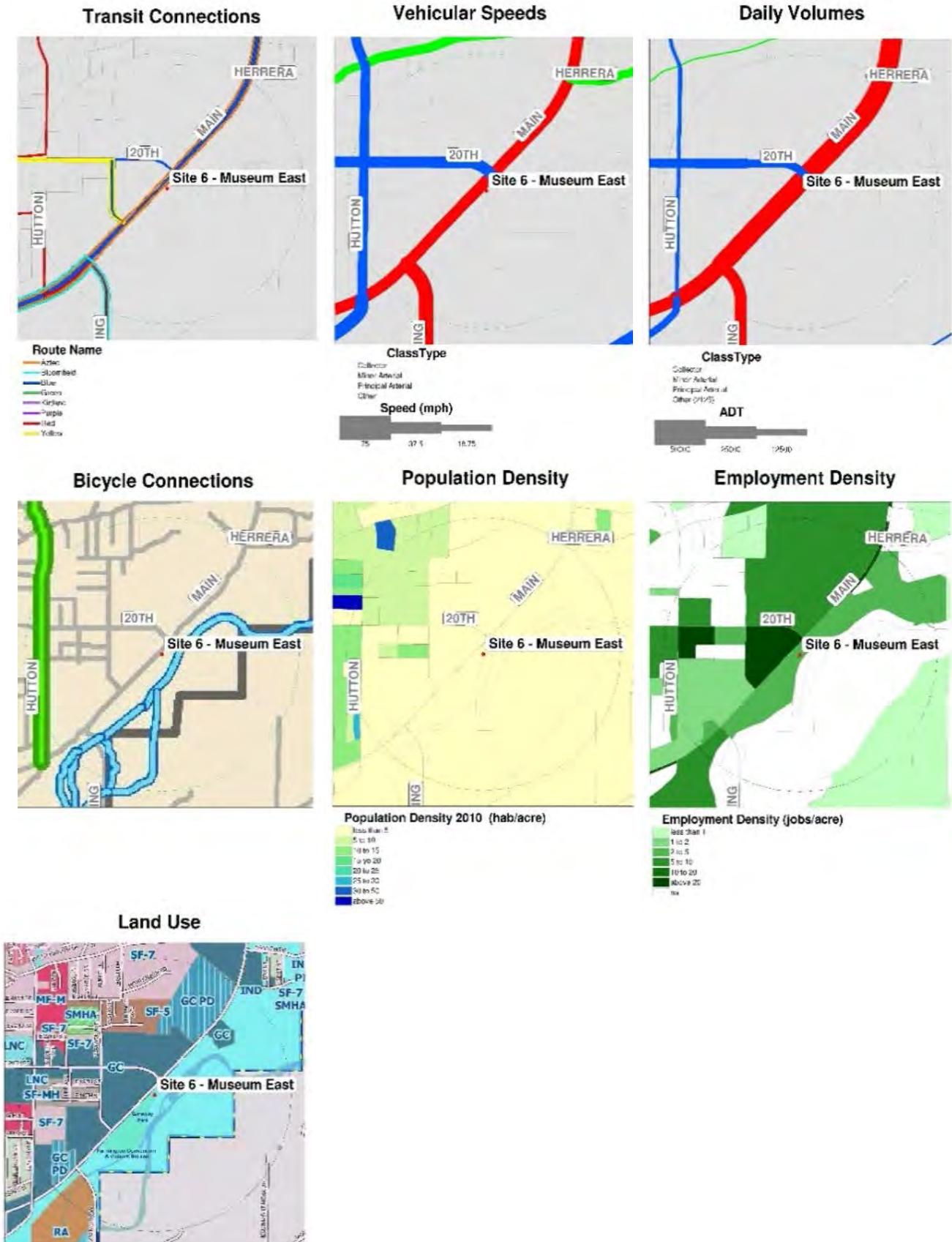


Figure 16 - Existing Conditions – Site 6



View of the lot from Main Street



View of the west boundary of the site



View of the east end of the site

vii. Site 7 – Wells Fargo Downtown Lot

Site 7 is defined by a single parcel located in the downtown area, at the northeast corner of Animas Street and Orchard Avenue. The total area of this site is approximately 0.7 acres, and meets the minimum requirements for the transit center and office building. Additional land if needed could be the site for the former Greyhound bus terminal (Site 2) (roughly 0.31 acres of land with a building of about 2,250 sf).

This site can be accessed through Animas Street, Orchard Avenue or Commercial Avenue; however, it is likely that the access is going to be from one or both of the north/south streets. The streets providing access to the site have one lane in each direction of traffic.



Currently, three Red Apple Transit fixed routes and one regional route stop on Animas Street in front of the State Office Building on weekdays, just west of the proposed transit center. This stop is the initial stop for the Green Route, Purple Route and Kirtland Route, as well as an intermediate stop for the Blue Route. No other routes come within a 0.5-mile from the site. The Blue and Teal routes stop in the vicinity of Site 7 on Saturdays.

Traffic volumes are the same as described for Site 1. In the east-west direction, in the vicinity of the site is moderate, with Broadway Avenue carrying under 14,000 daily vehicles in 2013. Volumes in the north-south direction are significantly lower, with average daily traffic under 1,500 vehicles on neighboring streets.

Land use along Animas Street in the vicinity of Site 7 is general commercial. The site is located just south of the Central Business District, and predominant non-residential uses within a 0.5-mile buffer from the site are industrial, general commercial and mixed use. Residential uses are not adjacent to the site but occur within the 0.25 to 0.5 mile buffer.

The active transportation network is the same as described for Site 1, with a bike lane on Behrend Avenue / Auburn Avenue connecting Broadway Avenue to Murray Drive, and bike lanes on Elm Street from Maple Street to Miller Avenue and on Pinon Street from Lake Street to Miller Avenue. The City of Farmington is planning a bike lane on Orchard Avenue between Broadway Avenue and Pinon Street. The area has sidewalks along the collector and arterial streets, but it is currently considered to have a high pedestrian vulnerability. Most of the reported accidents occur north of the proposed site, on/north of Broadway Avenue.

Figures 17 and 18 illustrate the characteristics of the area surrounding Site 7.



Strengths/Opportunities/ Weaknesses/Threats

Strengths:

- Proximity to a good active transportation network
- Proximity to strong trip attractors (downtown and government-related businesses)
- Frontage to three streets – flexibility in design
- Proximity to three existing routes

Opportunities:

- Build on the Downtown Revitalization Project

Weaknesses:

- Lot is privately owned
- Significant detour for the routes that do not serve the area
- Significant increase in deadhead is anticipated for each route

Threats:

- The transit center will be designed to provide shelter and amenities for the Red Apple Transit users, but the facility can serve as a gathering point for transients that might be intoxicated, panhandling, loitering, among other. This problem is outside the jurisdiction of Red Apple Transit, but affects operations, nonetheless.

Figure 17 – Characteristics of the Area Surrounding Site 7

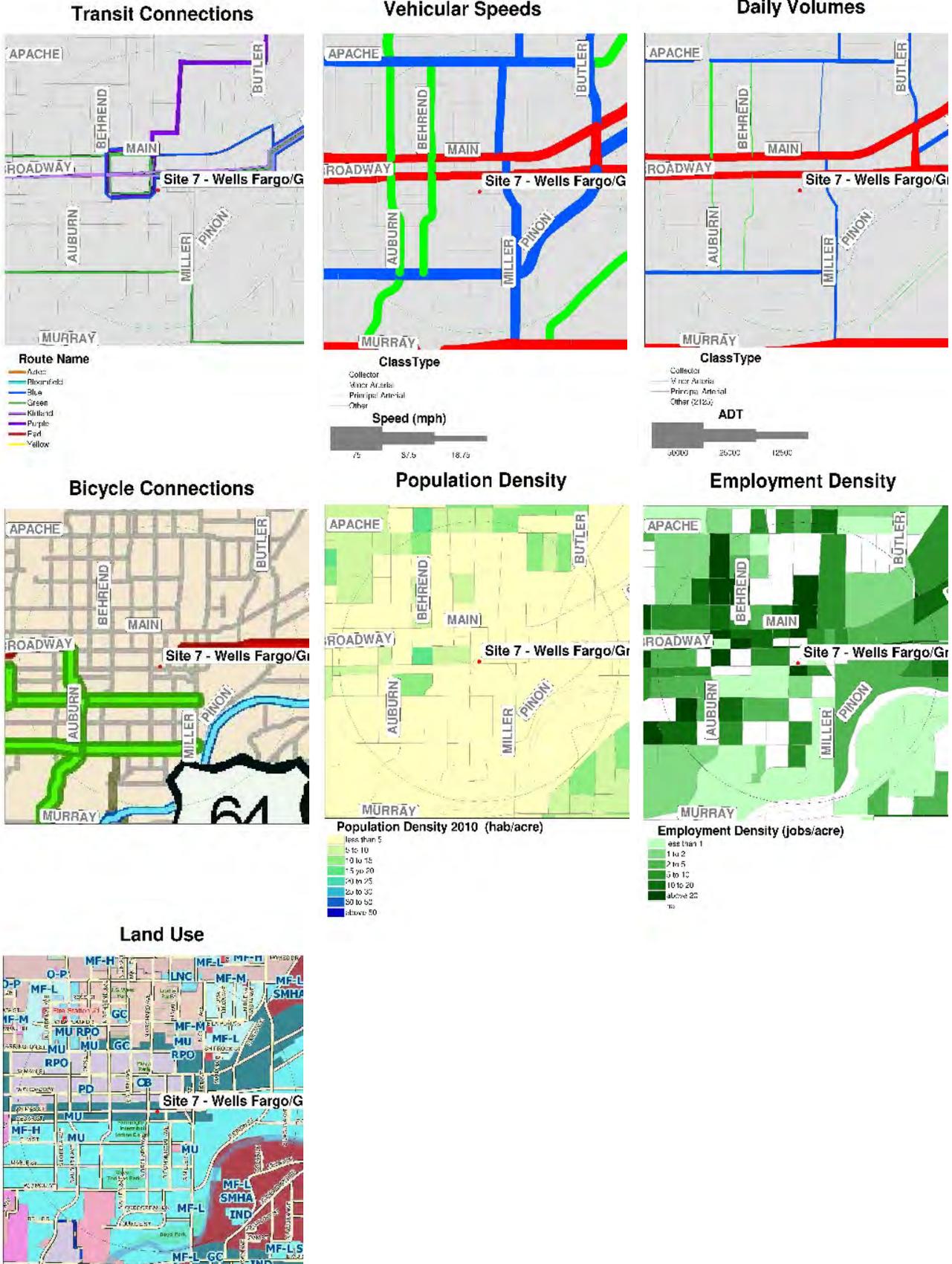
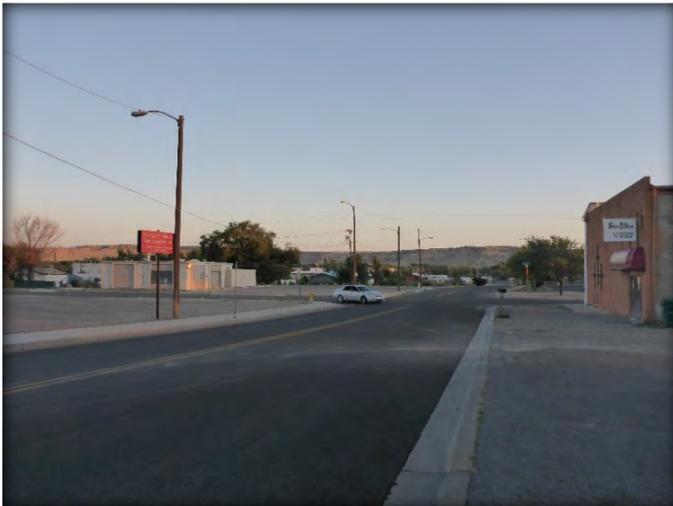


Figure 18 - Existing Conditions – Site 7



Panoramic view of the north site from Orchard Avenue



View of the parking lot (north site) and Greyhound (south site)



View of the north site and neighboring Wells Fargo ATM

viii. Site 8 – Family Funland Site

Site 8 is located off Scott Avenue, north of San Juan Boulevard. The vacant area is about 3.0 acres in size and according to the San Juan County parcel database is part of a 10 acre parcel, mostly occupied by vehicles from the Hi-County Buick GMC dealership / Hi-County Collision Center. The site size requirements are less than the vacant area, and a 1.5 acre site will be considered for the calculations.



Currently, the Green, Red and Blue routes have stops in the vicinity of Site 3 during weekdays. On weekends, both of the Farmington Routes stop within 0.5-mile of the proposed site. Kirtland’s Route itinerary passes within 0.5-mile of Site 8, but the closest stop is located in Orchard Plaza, slightly outside the 0.5-mile buffer.

Traffic volumes on the streets close to the site are medium to high, with Scott Avenue and San Juan Boulevard carrying fewer than 15,000 vehicles per day. Main Street, north of San Juan Boulevard carries close to 23,000 vehicles per day. San Juan Boulevard has posted speed of 40 mph and has two travel lanes in each direction, divided by a center turn lane.

Land use surrounding the site is a mix of general commercial and industrial along the main corridors (Main Street and San Juan Boulevard) with residential areas occurring north of Main Street. Berg Park is located south of the site, within 0.5-mile buffer.

Bike lanes are present in each direction of traffic on Scott Avenue between Broadway Avenue and San Juan Boulevard and on Sullivan Avenue, north of Main Street. Sidewalks are present along the collector and arterial roadways in the vicinity of the site.

Figure 19 and Figure 20 illustrates the characteristics of the area in the vicinity of Site 8.

Strengths/Opportunities/ Weaknesses/Threats

Strengths:

- Site can easily accommodate transit center and operations building
- Proximity to commercial corridors
- Direct access from major street

Opportunities:

- Develop underutilized property
- Provide alternative transportation option for patrons attending Riverfest – potential for minimizing traffic and inebriate drivers

Weaknesses:

- Parcel is very large and privately owned, partial acquisition necessary
- Significant detour for the lines that do not serve the area
- Moderate increase in deadhead is anticipated for each route
- Possible limited access off Scott Avenue

Threats:

- Potential site contamination



Figure 19 – Characteristics of the Area Surrounding Site 8

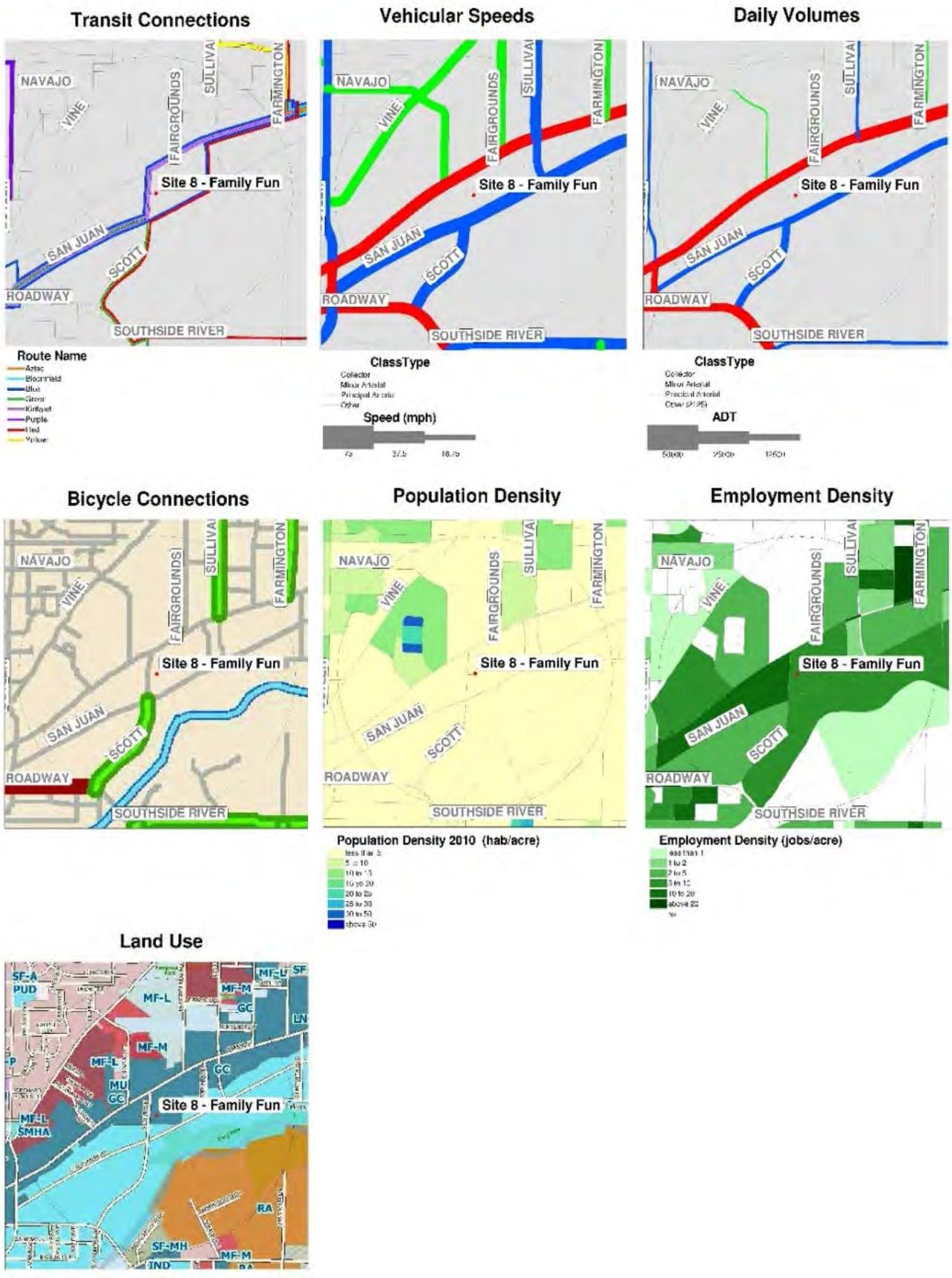


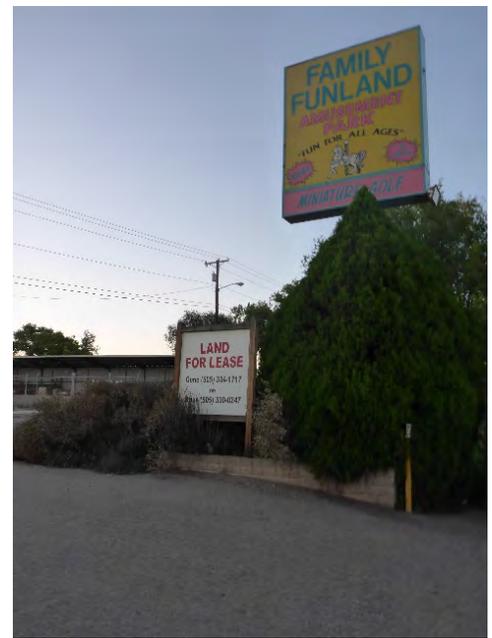
Figure 20 - Existing Conditions – Site 8



Panoramic view of the site from Scott Avenue



View of the south boundary of the site



View of former business totem

D. ALTERNATIVES SCREENING

Of the eight sites initially considered as potential candidates, only three were carried forward to the alternative screening phase. The reduction in number of sites was due either by the site not being able to meet minimum space requirements necessary for the transit center or by the strong opposition of the Parks and Recreation Department to the location of this infrastructure on or adjacent to properties managed by them. The three sites considered for further analysis are located within the City of Farmington, north of the Animas River.

The new transit center would enhance the safety and efficiency of local and regional bus operations by providing a dedicated off-street hub for transit operations. The facility would provide bus drivers with a space for breaks, as well as provide shelter, information and minimum amenities to the Red Apple Transit users.

A total of eleven bus bays are envisioned to provide the necessary capacity to serve the existing and near future fixed route bus and dial-a-ride services. The facility would include provision for passenger amenities such as customer lobby, ticket counter, public restrooms, and house the Red Apple Transit and Ride Right operations.

a. DESCRIPTION OF ALTERNATIVES

The three alternatives for the new transit center and their key attributes are described in the following paragraphs:

Site A - Downtown

This site is bounded by an alley to the north, Animas Street to the south, existing construction to the west and Orchard Avenue to the east. The site is about 1.15 acres located on Animas Street, west of Orchard Avenue, in front of the State Building. About one third of the area is owned by the City of Farmington, one third is vacant/used for parking, and one third is used by commercial/ religious institution. Additional 0.2 acres can be purchased west of the site, not initially considered in the calculations.



Site B - Wells Fargo Downtown Lot

This site is composed of one parcel of 0.7 acre. It contains a parking lot south of the Wells Fargo ATM, with frontage to Animas Street, Orchard Avenue and Commercial Avenue.



Site C - Fun Family Lot

This site is proposed to occupy a portion of a vacant area located off Scott Street, between Main and San Juan Boulevard. This location was formerly home to the Family Fun Land, and is part of a parcel of 10 acres of land, partially used by Hi-Country Buick GMC and Hi-Country Collision Center. The vacant area is larger than the transit center needs, allowing for expansion if needed. For purposes of analysis, the size was considered to be 1.0 acres.



A summary of the attributes of each site is provided in Table 2. Site attributes vary depending if a full or partial property acquisition is necessary, the number of existing buildings on site, number of buildings to be demolished, lane / signal modifications, bus capacity, and current land use(s).

Table 2 – Site Comparison

Site No.	Expected Acquisition - Full or Partial	No. of Existing Buildings	No. of Buildings to be Demolished	Lane/ Signal Mods	Bus Capacity*	Current Land Use(s)
A	Partial (0.7 ac)	2	2	No	11	Commercial, Institutional, Parking
B	Full (0.7 ac)	0	0	No	11	Commercial, Parking
C	Partial (1.5 ac)	0	0	No	11	Commercial, vacant

b. SCREENING PROCESS AND RESULTS

This section describes the approach to developing the criteria and scoring process for the screening of the three alternative sites. It also discusses the results of the screening effort.

i. Screening Criteria and Scoring Method

Sixteen criteria were developed for use in screening the three alternative sites. The criteria provides a base understanding of the capabilities and attributes that are most important for the project, and will be refined with input received from the City, stakeholders and community. The criteria are envisioned to encompass the following key areas:

- Transit Operations
- Transit Customer Experience
- Circulation and Connectivity
- Engineering Elements
- Planning and Economic Considerations
- Environmental Considerations

The following table summarizes each category proposed, associated evaluation criteria and approach that will be applied to the technical information gathered/developed for each of the site alternatives.

Table 3 – Criteria

Area/No.	Criterion	Description
Size		
1	Fulfillment of site requirements	Sufficient space to accommodate the basic needs and desirable uses identified for the site: Basic needs: <ul style="list-style-type: none"> • Berths for 8 Fixed Route Buses • Berths for 3 Para-transit Buses • Bicycle Racks



Area/No.	Criterion	Description
		<ul style="list-style-type: none"> • Passenger Drop-off Area • Customer Lobby • Ticket Counter • Public Restrooms Desirable Uses: <ul style="list-style-type: none"> • Private Offices (2 to 3) • Driver’s Break Room • Training Room • Dispatch Office • Vendor Area
Transit Operations		
2	Transit Travel Time	Changes to route travel time due to modification to route alignment to access new site
3	Safety – Potential conflicts with traffic and pedestrians	Assessment of traffic and pedestrian conflicts
Transit Customer Experience		
4	Transit Hub Safety, Security, & Comfort	Quality of the waiting environment for transit users
Circulation and Connectivity		
5	Circulation Impacts	Impacts to operations at intersections between the transit hub and the nearest transit stop given the modifications to route alignment
6	Connectivity to Pedestrian & Bicycle Facilities	Ability to enhance non-motorized connectivity / proximity to planned and existing bikeways and other non-motorized facilities,
Engineering Elements		
7	Operation Costs	High level - total estimated capital and operating costs
8	Physical Constraints	Assessment of physical obstacles (operational, infrastructure, topography, and slopes)
9	Construction Costs	High level estimated capital and construction costs based on conceptual layout of site (includes ROW/purchase, demolition, construction, changes to intersection control needed for the implementation of the site)
Planning and Economic Considerations		
10	Local and Regional Plans	Consistency with local and regional transportation and community plans



Area/No.	Criterion	Description
11	Land Use Compatibility	Transit-supportive zoning / existence of nearby transit-supportive land use / sensitivity of surrounding and adjacent land uses
12	Economic Development Areas	Presence of economic development or improvement area served by transit hub, employment density in the area surrounding the hub
Environmental Considerations		
13	Noise Impacts	Qualitative assessment of potential for noise impacts on sensitive receivers
14	Visual Impacts	Qualitative assessment of potential for impacts to visual character / compatible character with surroundings
15	Pollution/Air Quality	Qualitative assessment of potential air quality impacts to sensitive receivers
16	Other Environmental Considerations	Qualitative assessment of potential ground displacement impacts / impacts to sensitive plant and animal species / impacts on ground water and streams

The alternatives were scored used the following scale of +2 to -2.

- Major positive effect (2)
- Minor positive effect (1)
- Neutral or no effect (0)
- Minor negative effect (-1)
- Major negative effect (-2)

The scoring guidelines were refined for each criterion to ensure an effective assessment of each alternative for the specific criterion, as illustrated in Table 4.

Table 3 – Scoring System

Area/No.	Criterion	Proposed Rating/Score
Size		
1	Fulfillment of site requirements	FAIL – does not meet basic requirements
		1 = Fulfills all site requirements with room for expansion
		0 = Fulfills all site requirements without room for expansion
Transit Operations		
2	Transit Travel Time	2 = Significantly improves route times and paths
		1 = Improves route times and minimizes route divergence
		0 = Same as or similar to existing conditions
		-1 = Some divergence causing minor delays



Area/No.	Criterion	Proposed Rating/Score
		-2 = Divergence causing major delays to some or all routes
3	Safety – Potential conflicts with traffic and pedestrians	2 = Significantly improves safety
		1 = Improves safety
		0 = Same as or similar to existing conditions
		-1 = Worsened level of safety
		-2 = Significantly worsened level of safety
Transit Customer Experience		
4	Transit Hub Safety, Security, & Comfort	2 = Significantly improves environment
		1 = Improves environment
		0 = Same as or similar to existing conditions
		-1 = Decreases quality of environment
		-2 = Significantly decreases quality of environment
Circulation and Connectivity		
5	Circulation Impacts	2 = Significantly improves circulation
		1 = Improves circulation
		0 = Same as or similar to existing conditions
		-1 = Worsens circulation
		-2 = Significantly worsens circulation
6	Connectivity to Pedestrian & Bicycle Facilities	2 = Significantly improved opportunities for bike and pedestrian connectivity
		1 = Improved opportunities for bike and pedestrian connectivity
		0 = Same as or similar to existing conditions
		-1 = Fewer opportunities for bike and pedestrian connectivity
		-2 = Much fewer or restrained opportunities for bike and pedestrian connectivity
Engineering Elements		
7	Operation Costs	2 = Significantly reduces operation costs
		1 = Reduces operation costs
		0 = Same as or similar to existing conditions
		-1 = Increases operation costs
		-2 = Significantly increases operation costs
8	Physical Constraints	2 = Very few or no physical constraints
		1 = Fewer physical constraints
		0 = Same as or similar to existing conditions
		-1 = Some physical constraints
		-2 = Significant level of physical constraints
9	Construction Costs	2 = High level cost less than 20% than funding level expected / identified by the City
		1 = High level cost up to 20% less than funding level expected / identified by the City
		0 = High level cost similar to funding level identified / expected by the City
		-1 = High level cost up to 20% more than



Area/No.	Criterion	Proposed Rating/Score
		funding level expected / identified by the City -2 = High level cost more than 20% than funding level expected / identified by the City
Planning and Economic Considerations		
10	Local and Regional Plans	2 = Supportive of local or regional plans
		1 = Consistent with some local or regional plans
		0 = Same as or similar to existing conditions
		-1 = Inconsistent with some local or regional plans
		-2 = Contrary to local or regional plans
11	Land Use Compatibility	2 = Significantly more compatible than existing conditions
		1 = More compatible than existing conditions
		0 = Same as or similar to existing conditions
		-1 = Less compatible than existing conditions
		-2 = Significantly less compatible than existing conditions
12	Economic Development Areas	1 = Proximate to or located within economic development area
		-1 = Not near economic development area
Environmental Considerations		
13	Noise Impacts	2 = None, or far fewer potential impacts than existing conditions
		1 = Fewer potential impacts than existing conditions
		0 = Same as or similar to existing conditions
		-1 = More potential impacts than existing conditions
		-2 = Many more potential impacts than existing conditions
14	Visual Impacts	2 = None, or far fewer potential impacts than existing conditions; aesthetically pleasing
		1 = Fewer potential impacts than existing conditions; aesthetically pleasing
		0 = Same as or similar to existing conditions
		-1 = More potential impacts than existing conditions; poor aesthetic quality
		-2 = Many more potential impacts than existing conditions; poor aesthetic quality and "fit"



Area/No.	Criterion	Proposed Rating/Score
15	Pollution/Air Quality	2 = None, or far fewer potential impacts than existing conditions
		1 = Fewer potential impacts than existing conditions
		0 = Same as or similar to existing conditions
		-1 = More potential impacts than existing conditions
		-2 = Many more potential impacts than existing conditions
16	Other Environmental Considerations	2 = Few or no environmental impacts
		1 = Minimizes environmental impacts
		0 = Same as or similar to existing conditions
		-1 = Increases environmental impacts
		-2 = Significantly increases environmental impacts

Discussion the score received by each site for each criterion is provided below. All screening criteria were weighted equally.

1. Size

The criterion considers the fit of the site size to the high-level area estimate needed to satisfy the transit center requirements. Sites A and B are confined by the block grid pattern existing in the downtown area and, therefore while there is likely a design that will meet the space requirements, it will be a very tight fit, with no room for expansion. Based on the above, Sites A and B received score of 0 and Site C received a score of 1.

2. Transit Travel Time

This criterion considers the changes in route travel time due to the changes to route itinerary that need to occur for the route to be served by the transit center. The application of this criteria considers the following assumptions: the routes serve the same locations as before (exception of Kirtland that does not travel east of the transit center), but divert in order to start / end at the terminal), average speeds for each route are maintained, impact of increase in travel time is based on the sum of the added times to the routes. Time increases up to 5% (2-3 minutes on a 50 minute route) were considered as minor delay. Site A and Site B have 7% increase and received a score of -2, while Site C received a score of -1 as times are expected to increase by 4%.

3. Safety – Potential conflicts with traffic and pedestrians

There placement of a transit center will increase the amount of buses on the streets adjacent to the site, but it creates a steady flow of vehicles in and out of the site. While the construction of a transit center will definitely improve safety inside the transit center as pedestrians are anticipated to walk on sidewalks/platforms, and there will be no private vehicles circling through the center, the bus movements close to the terminal as well as vehicles entering and exiting the site might cause potential conflicts with pedestrians and vehicles, depending on the pedestrian and vehicular volumes on these streets.

In order to access Sites A and B, transit vehicle volumes will increase on Main Street west of Farmington Avenue. In the westbound direction, it is likely that vehicles are going to turn left on Scott Avenue (signal), right on San Juan Boulevard (signal), left on Butler Avenue (signal), right on Broadway (signal) and then left on Miller Avenue (signal), Commercial avenue (uninterrupted flow on Broadway) or Orchard Avenue (signal)

in order to reach the terminal. Traffic on Animas Street, Orchard Avenue and Commercial Avenue is very low, and therefore no significant conflicts with private vehicles are identified. In the opposite direction, similarly to the described above, most of the conversions are at low volume streets or at signalized intersections and conflicts with traffic are not considered to increase significantly. The site location is south of the downtown area, where most of the foot traffic occurs, and it is not anticipated that the terminal will have many conflicts with pedestrians. It must be noted that, while the planned bike lane on Orchard Avenue adds to the accessibility of the terminal, contributing to the creation of a multimodal center, conflicts with bicycles are possible in the future.

Site C, located off Scott Avenue can be accessed via San Juan Boulevard or via Main Street. Both signalized intersections that can handle the increase in traffic due to the revised itineraries, with some increase in transit volumes likely to be observed on Broadway and San Juan Boulevard due to the re-routing of the Purple Route, which is expected to follow similar alignment described for Site A and Site B. The area where Site C is located does not receive high pedestrian volumes, and therefore no increase in conflicts is anticipated.

As no significant changes are expected to conflicts between transit and the other modes, all sites received a score of 2 as they improve significantly the safety by eliminating conflicts inside the terminal.

4. Transit Hub Safety, Security, & Comfort

This criterion has the objective to rank the user experience while changing routes. All sites are to be designed to provide a high-quality waiting environment for the Red Apple Transit users, but external factors can affect the user's perspective.

There is a potential of misuse of the terminal facilities by transient population regardless of the location of the terminal, which affects the way users see the facility. Sites A and B are located in an area that contains a large variety of institutions providing social or community services, and the area is currently viewed as not safe.

The implementation of Site A will change the existing urban fabric in the area in the area, providing for a better environment than the existing conditions and received a score of 1, while Site B received a score of 0 as it is anticipated to operate in a similar environment as the existing conditions. Site C does not have any existing or anticipated outstanding issues and received a score of 1.

5. Circulation Impacts

The change in route itinerary in order to reach the terminal, and the effect that this has on the street network is assessed with this criterion. While the number of conflicts might not increase significantly, as most of the intersections are signalized, the amount of left turns can affect intersection operation during peak hours.

Site C is located very close to the existing terminal, with small deviations to most of the route itineraries, and therefore received a score of 0. Sites A and B have larger changes to itinerary, with a series of left turns, which impact intersection operations, receiving a score of -1.

6. Connectivity to Pedestrian & Bicycle Facilities

The ability to enhance non-motorized connectivity / proximity to planned and existing bikeways and other non-motorized facilities.

Sites A and B are located in a built environment that contains and supports non-motorized modes of transit and therefore receive a score of 2. Site C is located in a more auto-oriented environment with fewer opportunities to increase active transportation and therefore received a score of 1.

7. Operation Costs

This criterion assesses the likely changes in capital and operating costs that are anticipated to occur at each of the transit site locations compared to the existing operating costs.

All site alternatives increase vehicle miles traveled, and therefore are to receive a low score. Site C received a score of -1 due to the necessary changes to the Purple Route, and as Sites A and B increase the Yellow and Red Route times to close or over one hour and, which without route restructuring would require a second vehicle to be able to meet the hourly scheduled trips, received a score of -2.

8. Physical Constraints

This criterion is to measure if any of the sites has physical constraints that need to be overcome. Of the sites considered, Site B is divided by Animas Street and it received a score of -1. No issues have been identified for the other sites, and they received a score of 0.

9. Construction Costs

This criterion is to provide a high level of understanding of the costs involved in the implementation of the transit center. It includes acquisition of land, demolition, and construction. The comparison is against a \$3-3.5 million estimate discussed with the City.

The assumptions for the development of these cost estimates were that the construction of the building (terminal and operations support) and office parking would remain the same regardless of the alternative, with acquisition, demolition and site development costs varying among the sites as these would depend on the dimensions/amount of work on each site.

Site A is estimated to cost roughly \$3.3 million, Site B \$2.8 million and Site C is anticipated to cost close to \$3.2 million, which resulted in a score of -1 for Site A, 0 for Site B and 0 for Site C if the lower dollar amount is used. It must be noted that this scoring takes into account the same unit costs for all variables considered (acquisition, demolition, construction (building, bus area, and parking)).

10. Local and Regional Plans

This measure identifies if the location of the transit center is aligned with local and regional transportation and community plans.

Site C is located in a similar urban setting as Orchard Plaza and therefore received a score of 0. The downtown sites are located in an area that is being revitalized, and therefore received a score of 2.

11. Land Use Compatibility

Location of the terminal where there is transit supportive land use compared to the existing conditions.

Site C is surrounded by auto-oriented commercial uses. It is similar to Orchard Plaza and therefore received a score of 0. The downtown sites are located in a more pedestrian-friendly environment, and therefore received a score of 2.

12. Economic Development Area

This criterion assesses if the transit center is located in a more economically active location compared to the existing conditions.

While employment density around Site C is not low, this site is not located in an area currently being improved and received a score of -1. The downtown sites are inserted in an area with the highest employment densities within the City, which has also planned improvements and received a score of 1.

13. Noise impacts

It is anticipated that Site A and Site B are going to generate more noise than Site C. The existing conditions, given that these sites have the greatest increase in vehicle miles and that there is a need for two additional vehicles to meet scheduled departures, do not have a significant impact to warrant different scores, which resulted in all sites receiving a score of 0.

14. Visual impacts

It is anticipated that Site A and Site B are going to have a higher visual impact than Site C given the size of the site, but the transit center aesthetics can be tied in to the aesthetics being promoted for the revitalization of the downtown area and have a positive effect receiving a score of 2. Site C is anticipated to improve the aesthetics compared to the existing condition (vacant) and received a score of 1.

15. Pollution / Air Quality

The pollution / air quality measure compares the anticipated levels of emissions relative to servicing each site to the existing conditions at Orchard Plaza. All sites have negative effects on emissions, receiving a score of -1.

16. Other environmental Considerations

Site A and Site B require demolition, which could have a potential issue with hazardous materials, and therefore received a score of -1. Site C Site C has a potential for contaminated soil, and received a score of -1.

ii. Results

The raw result of the scoring of the alternatives is presented in Table 5.

Table 5 – Scoring Matrix

Area/No.	Criterion	Description	Site A	Site B	Site C
Size					
1	Fulfillment of site requirements	Sufficient space to accommodate the basic needs and desirable uses identified for the site: Basic needs: Berths for 8 Fixed Route Buses Berths for 3 Para-transit Buses Bicycle Racks Passenger Drop-off Area Customer Lobby Ticket Counter Public Restrooms Desirable Uses: Private Offices (2 to 3) Driver’s Break Room Training Room Dispatch Office Vendor Area	0	0	1



Transit Operations					
2	Transit Travel Time	Changes to route travel time due to modification to route alignment to access new site	-2	-2	-1
3	Safety – Potential conflicts with traffic and pedestrians	Assessment of traffic and pedestrian conflicts	2	2	2
Transit Customer Experience					
4	Transit Hub Safety, Security, & Comfort	Quality of the waiting environment for transit users	1	0	1
Circulation and Connectivity					
5	Circulation Impacts	Impacts to operations at intersections between the transit hub and the nearest transit stop given the modifications to route alignment	-1	-1	0
6	Connectivity to Pedestrian & Bicycle Facilities	Ability to enhance non-motorized connectivity / proximity to planned and existing bikeways and other non-motorized facilities,	2	2	1
Engineering Elements					
7	Operation Costs	High level - total estimated capital and operating costs	-2	-2	-1
8	Physical Constraints	Assessment of physical obstacles (operational, infrastructure, topography, and slopes)	0	0	0
9	Construction Costs	High level estimated capital and construction costs based on conceptual layout of site (includes ROW/purchase, demolition, construction, changes to intersection control needed for the implementation of the site)	-1	0	0
Planning and Economic Considerations					
10	Local and Regional Plans	Consistency with local and regional transportation and community plans	2	2	0
11	Land Use Compatibility	Transit-supportive zoning / existence of nearby transit-supportive land use / sensitivity of surrounding and adjacent land uses	2	2	1



12	Economic Development Areas	Presence of economic development or improvement area served by transit hub, employment density in the area surrounding the hub	1	1	-1
Environmental Considerations					
13	Noise Impacts	Qualitative assessment of potential for noise impacts on sensitive receivers	0	0	0
14	Visual Impacts	Qualitative assessment of potential for impacts to visual character / compatible character with surroundings	2	2	1
15	Pollution/Air Quality	Qualitative assessment of potential air quality impacts to sensitive receivers	-1	-1	-1
16	Other Environmental Considerations	Qualitative assessment of potential ground displacement impacts / impacts to sensitive plant and animal species / impacts on ground water and streams	-1	-1	-1
Total Score			4	4	2

E. CONCLUSIONS / RECOMMENDATIONS

Based on non-weighted scoring, the highest-ranking sites were the downtown sites. It must be noted that Site C received higher scores for the criterion regarding changes needed to existing routes to access the transit center, but it received lower scores for being outside of the redevelopment area. In addition, Site C received a lower score regarding construction cost because the site is larger than the two other sites. Nonetheless, it is a strong candidate for the transit center.

a. COST ANALYSIS/OPERATIONAL REQUIREMENTS

The charts shown below are included to demonstrate the estimated costs for both the facility construction and the operational costs for the three preferred sites. The operational costs do not include costs for increased or decreased revenue due to ridership changes. These costs also do not include the additional maintenance cost, added equipment (buses) cost or added drivers or overtime. The City will need to complete an analysis of this cost impact to understand the financial impact of the project. The cost analysis performed for the sites is very high-level and included the same unit costs regarding acquisition for all of the sites. This somewhat impacts Site C, which has the greatest need for space, and land in the downtown area, is certainly more valuable than land outside of the redevelopment area. This high-level cost estimate considers that Site A is 1.15 acres (with the need to acquire 0.7 acres), Site B is 0.7 acres (acquisition of 0.7 acres) and Site C is 1.5 acres (acquisition of 1.5 acres).

i. Building Costs

Cost Item	Unit Cost	Site A	Site B	Site C
Demolition	\$10/sf	\$127,920	\$ 0	\$ 0
Construction - Building	\$175/sf	\$1,703,100	\$1,703,100	\$1,703,100
Construction – Parking lot	\$6/sf	\$24,000	\$24,000	\$24,000
Construction – Bus area	\$20/sf	\$1,001,880	\$609,840	\$1,306,800
Total construction costs		\$2,856,900	\$2,336,340	\$3,033,900

ii. Site Costs

Cost Item	Unit Cost	Site A	Site B	Site C
Acquisition	\$15/sf	\$457,380	\$457,380	\$980,100
Total construction costs		\$2,856,900	\$2,336,340	\$3,033,900
Total Site Cost		\$3,314,280	\$2,794,320	\$4,014,000

b. OTHER CALCULATIONS

i. Operation Costs - Deadhead distance (miles)

Route	Orchard Plaza	Site A	Site B	Site C	Number of Trips/day
Blue	1.84	3.31	3.31	2.28	2
Red	1.84	3.31	3.31	2.28	2
Yellow	1.84	3.31	3.31	2.28	2
Purple	3.31	3.31	3.31	2.28	2
Green	3.31	3.31	3.31	2.28	2
Kirtland	1.84	3.31	3.31	2.28	6
Aztec	1.84	3.31	3.31	2.28	8
Bloomfield	1.84	3.31	3.31	2.28	6
Teal	1.84	3.31	3.31	2.28	2
Total (day)	64.76	105.92	105.92	72.96	

ii. Operation Costs - Increase in Mileage (miles)

Route	Orchard Plaza	Site A (delta)	Site B (delta)	Site C (delta)	Number of Trips/day
Blue	12.07	0	0	0	11
Red	13.86	2.5	2.5	0.41	11
Yellow	14.58	4.14	4.14	1.36	11
Purple	12.07	0	0	2.28	11
Green	12.45	0	0	0.22	11
Kirtland	20.9	-4.14	-4.14	-1.4	3
Aztec	26.4	4.14	4.14	1.4	4
Bloomfield	31.8	4.14	4.14	1.4	3
Teal	17.1	0	0	0.09	11
Total (weekdays)	21,538.6	1,971.2	1,971.2	1,200.1	
Total (weekends)	2,338.3	66.2	66.2	30.3	
Total (month)	23,876.9	2,037.4	2,037.4	1,230.4	

Note: calculations consider 22 weekdays and 4 weekend days

iii. Operation Costs - Increase in Travel Time (minutes)

Route	Orchard Plaza	Site A	Site B	Site C	Number of Trips/day
Blue	0:51	0:51	0:51	0:51	11
Red	0:50	0:59	0:59	0:51	11
Yellow	0:51	1:05	1:05	0:55	11
Purple	0:49	0:49	0:49	0:58	11
Green	0:46	0:46	0:46	0:46	11
Kirtland	1:03	0:50	0:50	0:58	3
Aztec	1:05	1:15	1:15	1:08	4
Bloomfield	0:55	1:02	1:02	0:57	3
Teal	0:51	0:51	0:51	0:51	11

With travel times close or over one hour, there will be a need for a second vehicle in order to continue to provide service on an hourly basis without changing route alignment.

Sites A and B increase travel time over 5% for four routes, while Site C increases travel time over 5% for only two routes.



F. APPENDIX

a. MEETING NOTES

b. CONCEPTUAL SITE PLANS

- i. SITE A
- ii. SITE B
- iii. SITE C
- iv. CONCEPTUAL FLOOR PLAN
- v. SITE B AERIAL



MEETING NOTES



MEETING NOTES

PROJECT: Red Apple Transit Hub
City of Farmington

MEETING: Kick Off Meeting & Site Tour

WHEN: 2:30 PM ~ August 6, 2015

ATTENDEES:

Robert Campbell	Assistant City Manager (via telephone on 8/7/15)
Fran Fillerup	MPO Assistant Planner
Christina de Freitas	IBI ~ Planner
John Jarrard	Huitt-Zollars ~ Project Manager
Andrew Montoya	Transit Manager

PURPOSE

The purpose of the meeting was to discuss the project requirements for the proposed Transit Hub.

DISCUSSION / COMMENTS

- The design team presented an overview of the project (See attached PowerPoint slides)
- Four sites have been identified as potential locations for the new hub
 - Greyhound Terminal Site
 - Museum Site (20th & Main)
 - Downtown Site (Current Church / Homeless Shelter)
 - Berg Park North Parking Lot
- Evaluation criteria for the site selection will be developed. This may include but not limited to the following:
 - Accessibility (Vehicular and Pedestrian)
 - Adjacency of Routes
 - Area of Site
 - Ownership of Land
 - Land Use / Zoning
 - Ridership Destinations
- Project shall incorporate Complete Streets Concepts / Criteria as applicable.
- The Transit Department has revised some of the routes. The new service will commence on August 17th. This will also include a daily connection to the Navajo Transit line in Kirtland. Andrew Montoya provided the design team with the PowerPoint presentation he prepared for the new route changes. (See attached PowerPoint slides)

- Transient and homeless individuals are a big problem for the transit operations. The design for the new hub facility shall provide better security and supervision to minimize these issues. The site location of the hub will be a major factor in easing this problem.
- One public meeting is planned. This will be scheduled once the site evaluations are completed.
- The FTA design funds for the project need to be expended by September 30, 2015. If not, the City may have to use other funds to complete the design. HZ will invoice as much as possible by this date.
- The hub shall provide spaces for the following:
 - Berths for 8 Fixed Route Buses
 - Berths for 2 Para-transit Buses
 - Bicycle Racks
 - Private Offices (8 to 9)
 - Customer Lobby
 - Ticket Counter
 - Public Restrooms
 - Driver's Break Room
 - Training Room
 - Men & Women Toilets
 - Dispatch Office
- Spaces shown above may be phased if required based on project funding.
- Meeting adjourned at 4:30 PM.
- A tour of the sites followed the meeting

ACTION ITEMS

- The City will provide or facilitate access to the following documents:
 - Traffic Counts at affected sites
 - Ridership Demographics
 - Zoning Information
 - Land Use Information
 - Site Ownership Information
 - Downtown Master Plan
- The design team will provide the following documents to be discussed with the City:
 - Revised / more detailed schedule
 - List of potential evaluation criteria with descriptions and scores

END OF MEETING NOTES

MEETING NOTES

PROJECT: Red Apple Transit Hub
City of Farmington

MEETING: Public Outreach Meeting

WHEN: 5:00 PM ~ September 10, 2015

ATTENDEES:
(See attached sign in sheet)

PURPOSE

The purpose of the meeting was to present the project to the public to gain insight to the concerns and issues with riders and the general public, as well as answer questions about the proposed project.

DISCUSSION / COMMENTS

- The design team presented an overview of the project (See attached PowerPoint slides)
- Eight sites have been identified as potential locations for the new hub.
 - Greyhound Terminal Site (Downtown)
 - Museum West Site
 - Museum East Site
 - Downtown Site (Current Church / Homeless Shelter)
 - Berg Park North Parking Lot
 - Family Fun Site
 - Veterans' Park Site
 - Wells Fargo Site (Downtown)
- Site analysis for the site was presented and discussed. The criteria for the site analysis is as follows:
 - Accessibility (Vehicular and Pedestrian)
 - Adjacency of Routes
 - Area of Site
 - Ownership of Land
 - Land Use / Zoning
 - Ridership Destinations
 - Public Restrooms
 - Driver's Break Room
 - Training Room
 - Men & Women Toilets
 - Dispatch Office

- Meeting adjourned at 6:00 PM.

END OF MEETING NOTES

MEETING NOTES

PROJECT: Red Apple Transit Hub
City of Farmington

MEETING: Public Meeting Presentation

WHEN: 5:00 PM ~ October 30, 2015

ATTENDEES:
(See attached sign in sheet)

PURPOSE

The purpose of the meeting was to present the refined project design to the public to gain insight to the public issues and answer questions about the proposed project.

DISCUSSION / COMMENTS

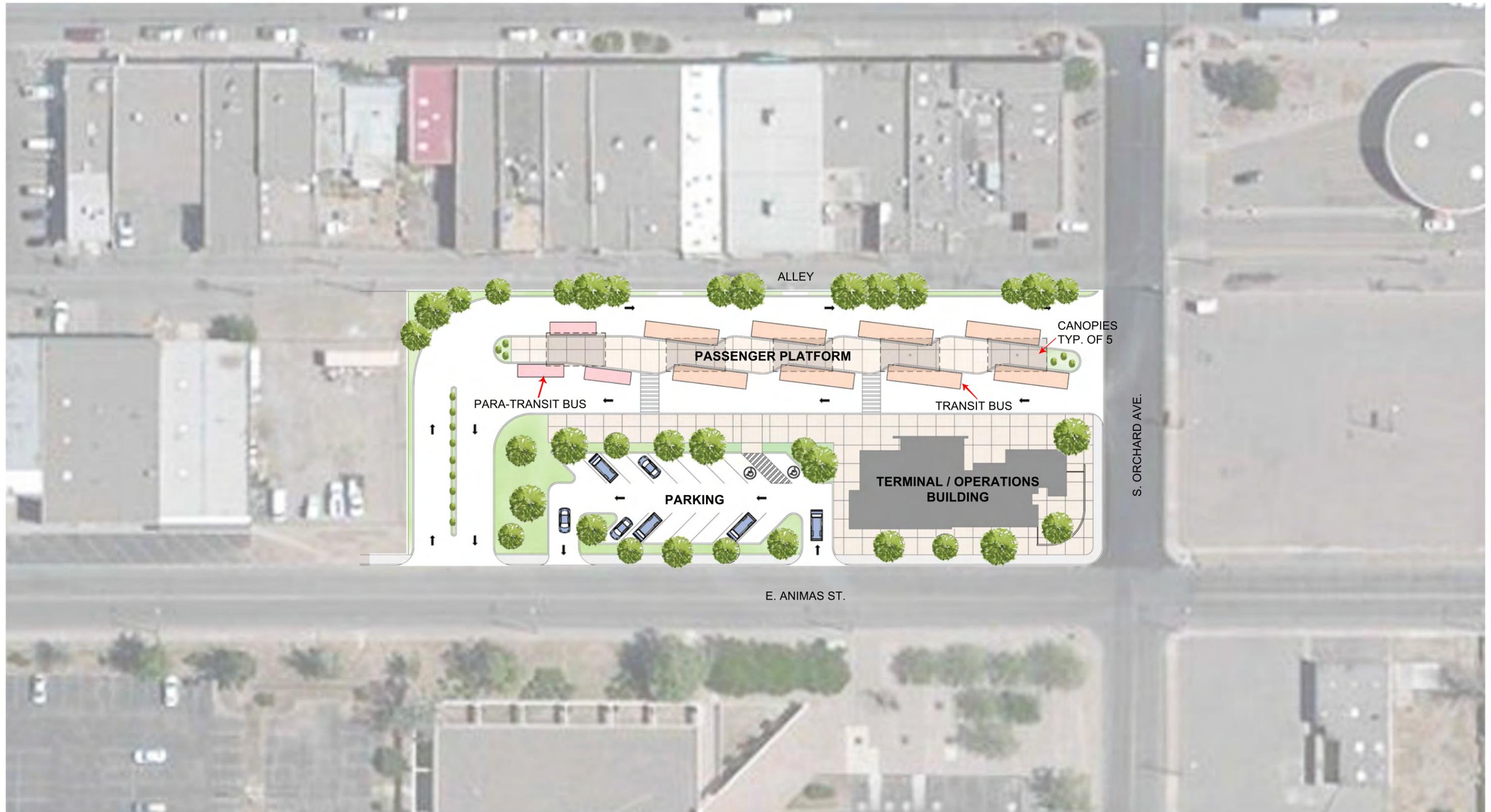
- The previously identified eight (8) sites were analyzed by the design team. Based on this analysis three sites were determined to be most appropriate for the project. A more detailed analysis of each was prepared to rank these sites. The analysis included the evaluation criteria as previously discussed at the September 10th meeting as well as a developing preliminary site designs for each site to determine land area required and preliminary costs for each location.
- The design team presented the site designs for the three proposed sites. The three sites are as follows;
 - Site A Downtown Site
 - Site B Wells Fargo Site (Downtown)
 - Site C Family Fun Site
- Site layout plans for the three preferred sites were developed and presented for discussion.
- After brief discussions with the meeting attendees, the two downtown sites were preferred to the Family Fun site.
- The Family Fun site would require acquisition of a large area and would leave a large part of the site without frontage on Scott Ave. The two downtown sites provide more opportunity for pedestrian connectivity and more central to larger employment areas.
- Meeting adjourned at 6:00 PM.

END OF MEETING NOTES

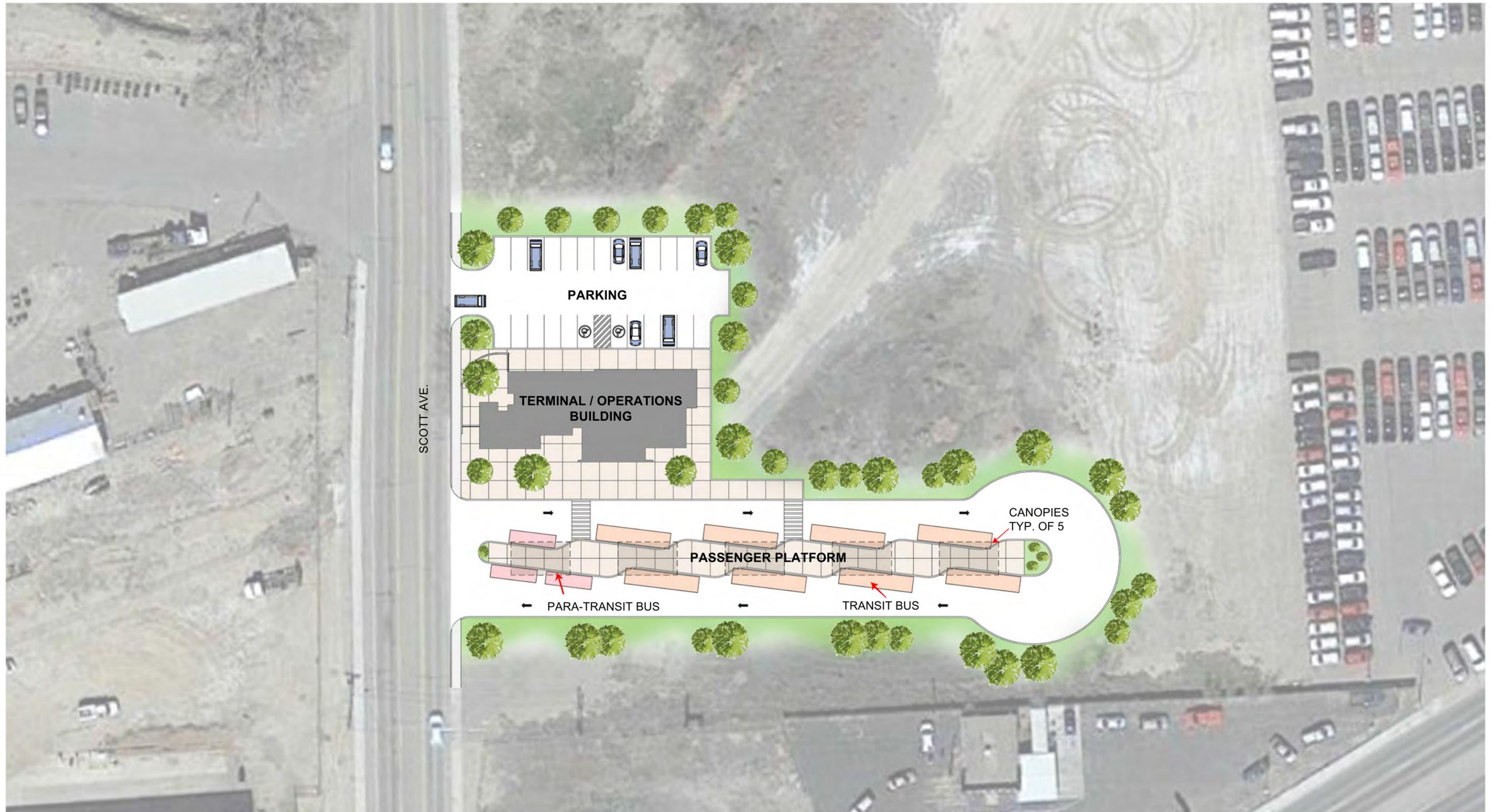


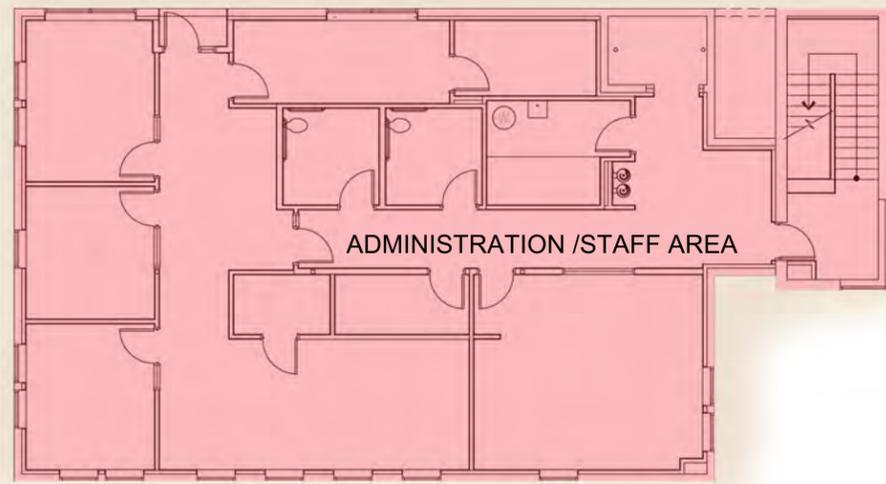
CONCEPTUAL SITE PLANS



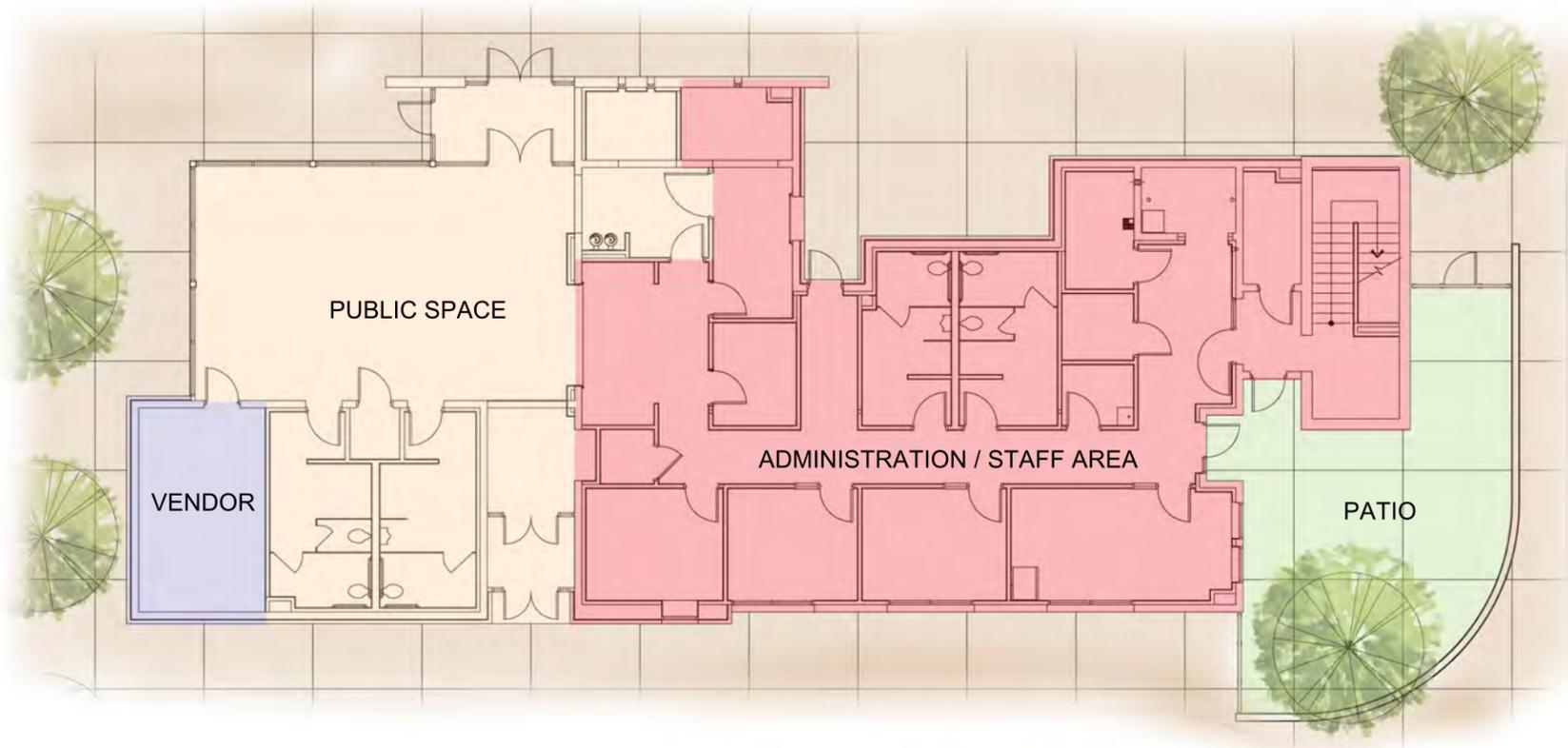








2ND FLOOR



1ST FLOOR



