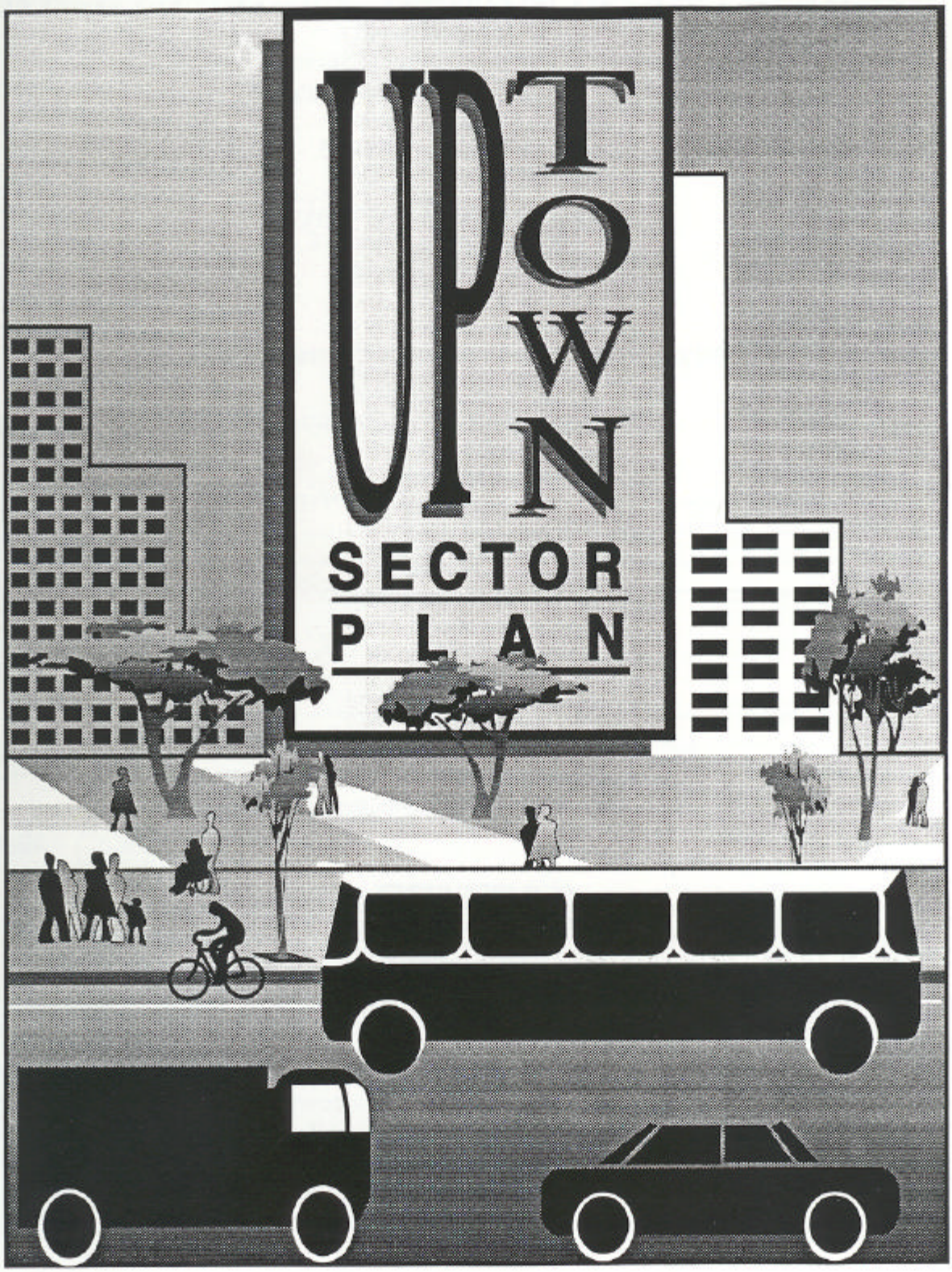

June, 1995

EXISTING CONDITIONS, TRENDS & DESIGN CHARACTER

CITY COUNCIL

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Vincent E. Griego, President - District 2
Steve D. Gallegos, Vice President - District 3
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Lawrence Rael, Chief Administrative Officer
Jay Czar, Deputy Chief Administrative Officer
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Dave Abrams, Transportation Planner, Middle Rio Grande COG
Mike Corlett, Transportation Planning Consultant/MRGCOG
Margaret Garcia, Board Secretary, Planning Department
Joe Lujan and Jesse Garves, Graphics Artists, Planning Department

A heartfelt "Thank You" to the many who helped accomplish this plan, including the business community and neighborhood associations of the Uptown area.

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Existing Conditions

Trends and the Future

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Existing Conditions

Other Studies of the Uptown Area

Uptown Mobility Study

This report was prepared in August, 1991 by the Middle Rio Grande Council of Governments of New Mexico to evaluate and offer recommendations regarding vehicular and pedestrian mobility in the Uptown Center. This study was conceived as an opportunity to modify transportation policies identified in the Uptown Sector Development Plan. An objective of the Uptown Mobility Study is to provide transportation planning capability analysis in support of the Uptown Sector Development Plan Update.

Uptown Transit Study

This report was prepared in December, 1989 and was prompted by a recognized need to reduce congestion and related automobile emissions in the Uptown Center. The objective of the Uptown Transit Study is to devise a transit plan that improves accessibility to Uptown Center and boosts transit ridership in a cost-effective manner.

This report develops a number of service improvement alternatives designed to meet these objectives. These transit service alternatives were designed after an extensive analysis of Sun Tran's existing operations in Uptown, and respond to the travel market needs that were revealed in three surveys conducted in 1988.

In addition, another of the objectives of the study is to identify service proposals that can be undertaken by the private sector. This objective responds to local and federal policies that encourage local government to rely more heavily on the private sector for transit accessibility. The plan will be fully implemented as funding becomes available.

Uptown Transit Transfer Feasibility Study

The City of Albuquerque is currently preparing the Uptown Transit Transfer Feasibility Study. This study will examine possible locations for and the feasibility of the development of a Transit Transfer facility within Uptown. Anticipated completion of this study is late 1993.

Uptown Interstate Access Study

This study was prepared in July, 1991 by Leedshill-Herkenhoff, Inc. and JHK Associates, Inc.. The City of Albuquerque, in cooperation with the New Mexico State Highway and Transportation Department and the Federal High-

way Administration, sponsored the preparation of this report. The objectives of this study are the following:

1. To document existing conditions in the study area.
2. To define future (2010) conditions in the study area.
3. To evaluate the impact of future (2010) conditions on the existing "No Build" condition.
4. To evaluate the impact of future (2010) conditions on alternative scenarios, including a "Build" alternative.
5. To develop a favorable interchange plan to meet the future (2010) and implementation year (1995-1996) needs.

Comprehensive Plan Review of Urban Centers

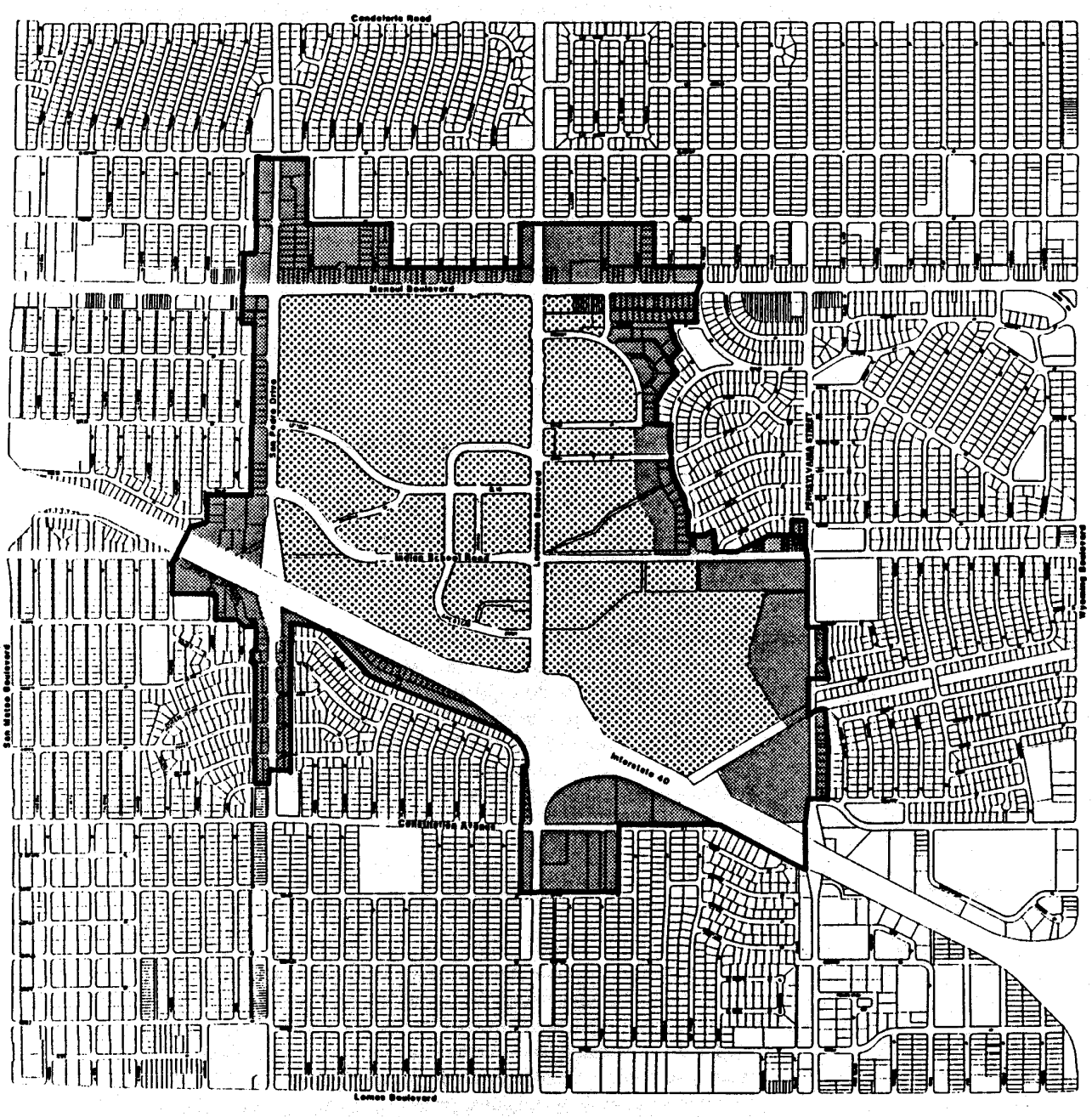
This document was prepared by Kathryn J. Hildebrand in association with the City of Albuquerque Planning Department to generate discussion about the urban centers concept among public officials, city planners, and citizens. It was used in preparation of the 1988 revision of the Albuquerque/Bernalillo County Comprehensive Plan.

The focus of this report was to review the existing conditions of the four identified major urban centers (per the 1975 Comprehensive Plan) within Albuquerque and compare these conditions against broad criteria established in the adopted resolutions of the 1975 Comprehensive Plan. Also included are recommendations addressing actions necessary to increase the degree to which the policies are implemented.

Zoning

The core of the Uptown Area is zoned SU-3/Special Center Zone (see Figure 1). Specific requirements for this zone are contained in the Policies and Recommendations section of this plan. The purpose of the SU-3 zone is to allow the development of a true urban center with a mix of employment, institutional, commerce and high density residential land uses. This zone category requires each development project to prepare a Site Development Plan meeting specific site planning, landscaping, and other design standards. Additionally in the SU-3 zone of Uptown, land inside the Uptown Loop Road will develop/redevelop with a minimum floor area ratio (FAR) to achieve a particularly urban scale core area.

The Uptown Area is surrounded by a ring of SU-2/Special Neighborhood Zone (see Figure 1) to provide a transition between the intensity of the SU-3 Urban Center development and the surrounding neighborhoods. This zone allows a low to medium intensity mixture of office, service, institutional, and residential land uses. Maintaining this zone is critical to the stability of the surrounding residential neighborhoods.



SU-2

SU-3

FIGURE 1
Zoning Map

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0 250 500 1000 1500

NORTH

UPTOWN
SECTOR DEVELOPMENT PLAN UPDATE

Land Use

Uptown is the largest single retail concentration in the Albuquerque area, and its retail and office uses combined rival Downtown Albuquerque as the most densely developed area in the city. Several existing high-rise office and hotel buildings dominate its skyline, and more are anticipated for the future. (see Land Use map, Figure 2).

There are just over 460 acres of land within the boundaries of the Uptown Sector Development Plan, excluding streets. The breakdown of land uses is as follows:

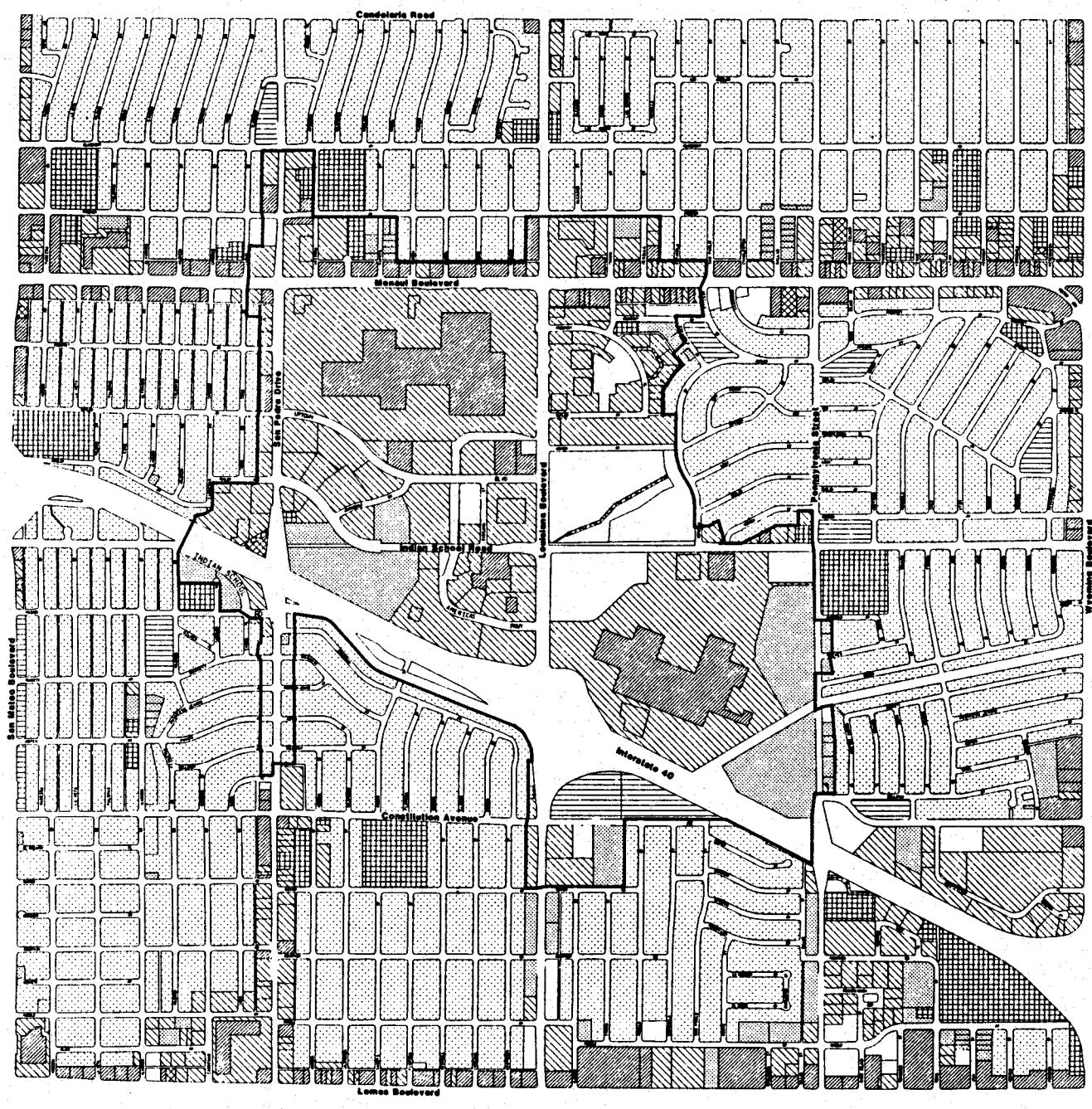
Single-Family Residential	7.6 acres
Multi-Family Residential	61.9 acres
Retail Commercial	66.9 acres
Service Commercial	104.7 acres
Parking	146.6 acres
Wholesale, Storage, and Manufacturing	0.6 acres
Utilities	0.5 acres
Public and Institutional	3.9 acres
Parks, Recreation & Open Space	14.6 acres
Vacant	55.8 acres
TOTAL	**463.1 acres**

Fewer than 30 acres within the sector plan are devoted to streets, giving an indication of the large parcel sizes. The Uptown Sector Plan area lacks the finer grain grid street pattern which is common to many central business districts, including downtown Albuquerque. Uptown is more typical of suburban activity centers developed since 1960, with vast parking areas surrounding shopping centers and office buildings. Walking distances between buildings in the area are substantial.

Some multi-family residential uses are still viable within the Sector Plan boundaries—these are located in the southeast and southwest quadrants of the plan area. As the area further intensifies in activity and land use over time, rising land values are likely to place increasing pressure for conversion of remaining residential properties to higher-yield commercial or office uses. Similarly, existing strip commercial areas along Menaul Boulevard and, to a lesser extent, San Pedro, will gradually experience pressure for change.

Single-family residential neighborhoods surround Uptown in all directions (Figure 3). Four are officially recognized as neighborhood associations by the City of Albuquerque. They were formed mainly in response to development issues arising from the growth of Uptown. More recently, a business-oriented organization wholly within the boundaries of the Sector Plan has been recognized by the City as an association. A coalition of these associations has formed to work together in creating Uptown as an urban center.

The neighborhoods around Uptown have remained stable, indicating that the Sector Plan has succeeded in containing non-residential uses within the Plan boundaries. Part of neighborhood stability is the presence of viable schools, along with other public amenities such as parks. Uptown area neighborhoods are characterized by a good distribution of schools and parks (Figure 4). Since



- Single Family Residential
- Multi-Family Residential
- Retail Commercial
- Service Commercial
- Wholesale/Storage/Mfg.
- Public and Institutional
- Parks/Recreation/Open Space
- Vacant

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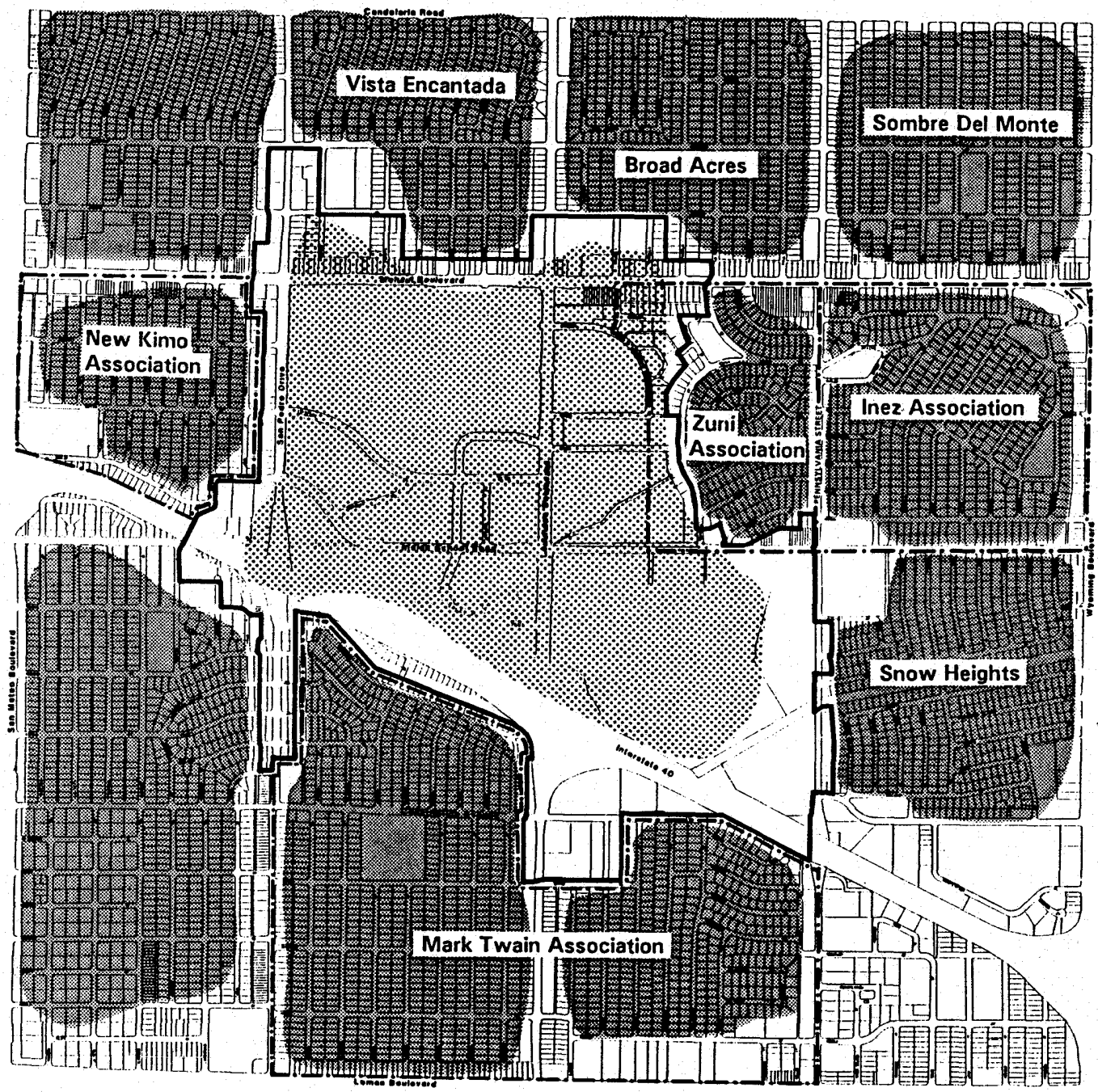
0 250 500 1000 1500

1" = 500'

NORTH

UPTOWN
SECTOR DEVELOPMENT PLAN UPDATE

FIGURE 2
Land Use Map



Recognized Association Boundary

Residential Neighborhood

Uptown Association (Business)

0 250 500 1000 1500

1" = 500'

NORTH

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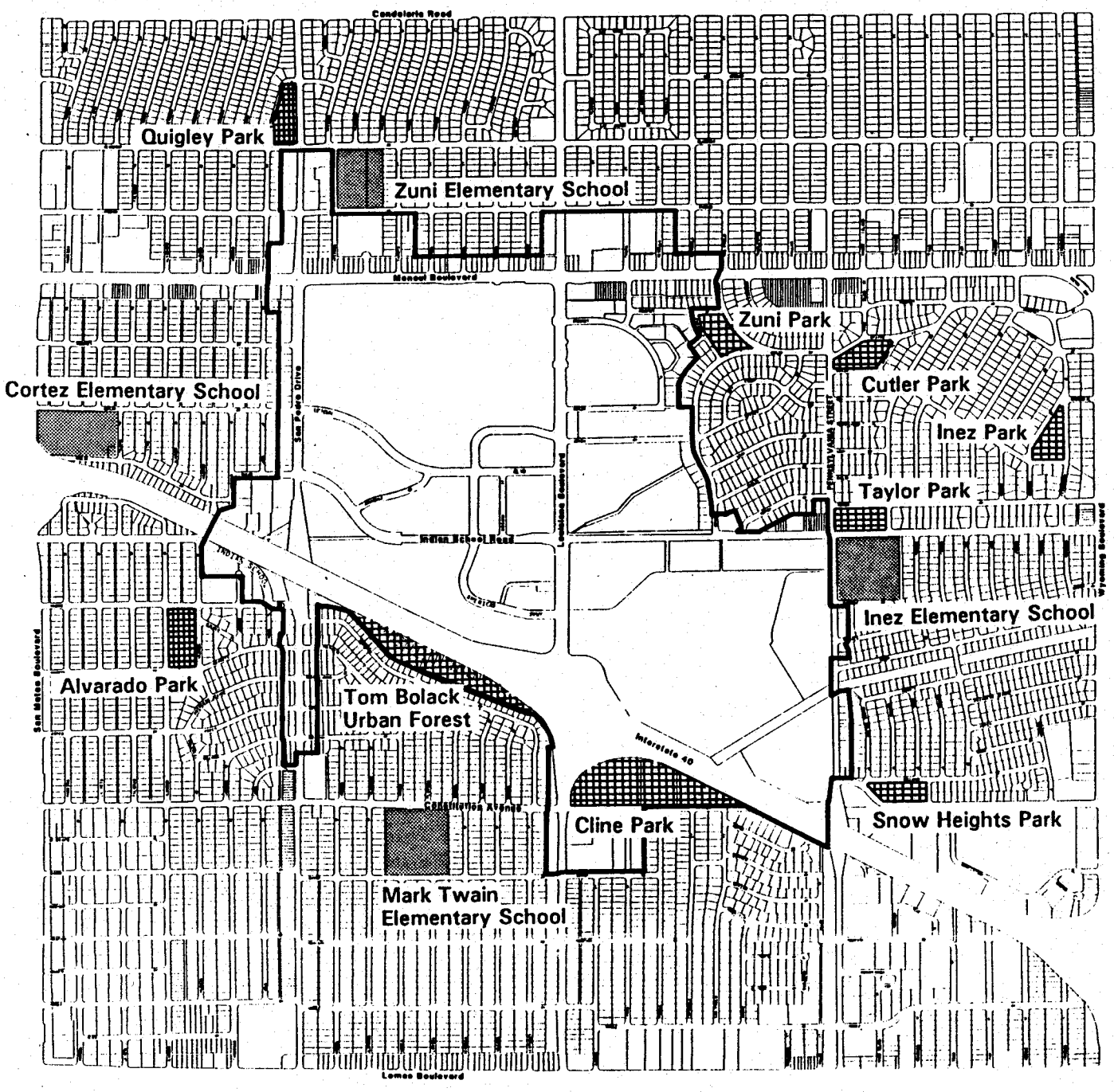
UPTOWN
SECTOR DEVELOPMENT PLAN UPDATE

FIGURE 3
Neighborhoods



Park

School

FIGURE 4
Parks and Schools

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0 250 500 1000 1500
1" = 500'

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UPTOWN
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the 1980s closing and demolition of St. Pius High School at the northeast corner of Louisiana and Indian School Road and the New Futures School on the southeast corner, remaining schools in the immediate area are public elementary facilities. Inez Elementary is particularly successful at sustaining enrollment because of its magnet school designation by APS; Mark Twain also shows consistent enrollment despite gradually changing demographics typical of older neighborhoods.

Housing and Population

In 1980, the Uptown Sector Plan area combined with the residential districts within three quarters of a mile of its edges contained 10,050 dwelling units and a population of 22,844 (1980 Census). By 1990, dwelling units fell to 9,761 and population to 21,041 (see Figure 5). This decline is due partly to replacement of dwellings with commercial land uses and partly to declining household size. The dwelling units are fairly evenly distributed in all directions, and are predominantly single-family style. Housing is consistently in standard to excellent condition, and the neighborhoods are stable with few vacancies at any one time. The majority of the housing stock -- 58% -- is owner occupied.

The population is typically middle income, with less than 3% of households falling below the poverty line. About 85% are high school graduates, and some 27% are college graduates. Almost 60% are immigrants from places outside New Mexico.

Two thirds of the area population falls between 18 and 64 years of age. Some 20% are 17 or under, of which 16%, or about 4500, are school age. Over 3900 people, or 14%, are over 65 years of age.

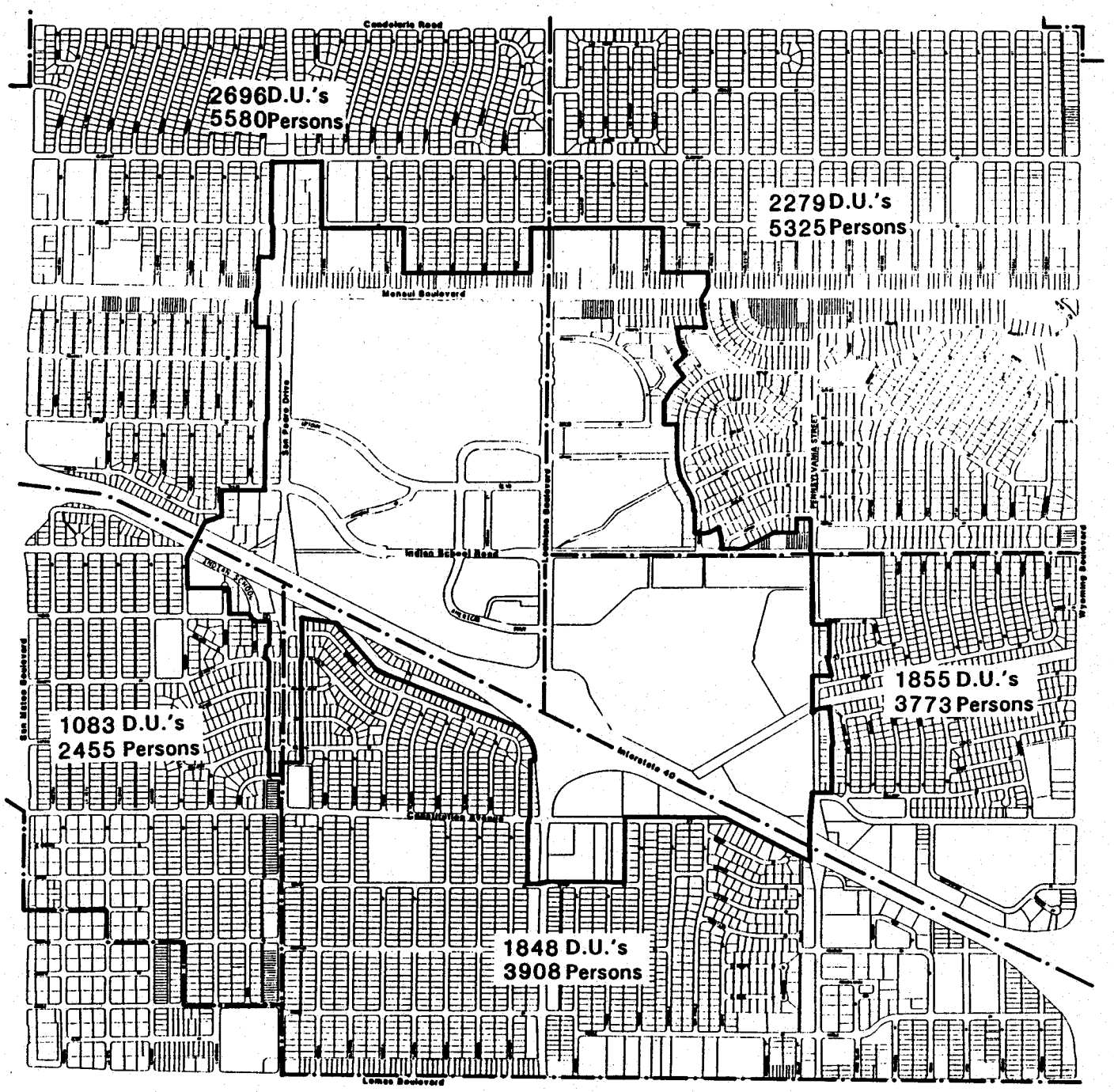
Even though more than 93% of the area households own at least one motor vehicle, 17% traveled to work by carpool, just under 3% used public transit, and about 3% walked to work regularly. Within one-half mile of Uptown, 5% walked to work, suggesting that a number of area residents also work in the area.

Employment

Total employment within Uptown was estimated in 1988 at 11,070 persons. Employment in the Uptown area is divided into three major sectors: retail, office/service, and hotel (rooms). Table 1 reveals that within these sectors 47.5% (5249) was retail employment; 49.5% (5479) was office/service employment; and 3% (342) was hotel employment. Counts in 1990 by the New Mexico Department of Labor show a slight decline in total Uptown employment, to 10,347.

Uptown accounts for 23% of the total office space, and 17.9% of the total retail space in the Albuquerque area. Eventual development of the vacant parcels of land in the Uptown core will further Uptown's urban center role.

Existing trends indicate that with current population growth occurring on the west side and the large amount of retail space currently in Uptown, future development is likely to be office/service and/or hotel space.



Note: **Housing and population figures were compiled from 1990 census data of tracts within 3/4 mile of Uptown boundaries.**

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UPTOWN
SECTOR DEVELOPMENT PLAN UPDATE

FIGURE 5
Housing and Population

0 250 500 1000 1500
1" = 500'

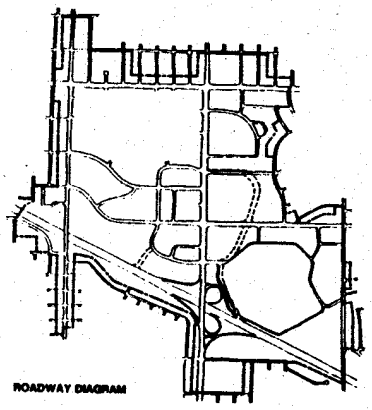
NORTH

TABLE 1
UPTOWN EMPLOYMENT

1988	NUMBER	%
Retail	5,249	47.4
Office/Service	5,479	49.5
Hotel	342	3.1
TOTAL	**11,070**	**100.0**

Source: Coopers and Lybrand; February 6, 1990

Circulation



ROADWAY DIAGRAM

Since the Uptown Sector Development Plan was adopted in 1981, substantial changes in both the Uptown roadway system and the subarea that it serves have taken place. Several key elements of the Sector Plan's circulation system have been implemented, providing expanded capacity for vehicular travel.

Studies conducted during 1990 indicate that the completed roadway improvements in Uptown have essentially kept pace with the expansion of development in the area. Even with substantially increased demand for travel, overall traffic operations in the area are somewhat better now than they were ten years ago. On the other hand, some particular locations do not operate as well now as they did in the past. Some of this is due to the fact that several key roadway improvements have yet to be implemented. Other factors include a continued emphasis on providing for automobile facilities in Uptown without corollary improvements promoting other modes, and the growth of traffic passing through Uptown to other destinations in the city. Some expansions of the Uptown street system have, in fact, diminished rather than improved pedestrian friendliness of the area since 1981.

Roadway System Improvements

Since the Uptown Sector Development Plan was adopted, several roadway system improvements have been implemented, or will soon be implemented in the area. These are described below.

Major Street Intersections

Double left turn lanes have been added for all four approaches to the San Pedro Drive/Menaul Boulevard intersection. In addition, there is an exclusive right-turn lane for the northbound to east-bound movement.

At the Louisiana Boulevard/Menaul Boulevard intersection, double left turn lanes are available on the east-bound, northbound, and west-bound approaches. There are also exclusive right-turn lanes on the same approaches.

At the Louisiana Boulevard/Arvada Avenue intersection (north leg of Uptown Loop Road), double left turn lanes have been added for the northbound approach. In addition, there are exclusive right-turn lanes on the east-bound and west-bound approaches.

At the Louisiana Boulevard/Indian School Road intersection, double left turn lanes have been added for the northbound and south-bound approaches. In addition, there are exclusive right-turn lanes on the east-bound and west-bound approaches.

At the Louisiana Boulevard/Americas Parkway intersection, additional turn lanes will be added to each approach as a result of improvements recently completed.

At the Pennsylvania Avenue/Indian School Road intersection, exclusive left-turn lanes are available on all four approaches.

Major Roadway Segments

Between Americas Parkway and Menaul Boulevard, Louisiana Boulevard has been widened to provide four through lanes in each direction. In addition, Louisiana Boulevard now has three northbound travel lanes between Menaul Boulevard and Candelaria Road.

In 1992, the remaining portion of the Loop Road west of Louisiana Boulevard was implemented. Travel lanes were added from the Louisiana Boulevard/Americas Parkway intersection north to Indian School Road and a new roadway extension from Indian School Road north to the Loop Road was constructed.

The San Pedro Drive bridge over Interstate 40 has been replaced. The new bridge includes improved facilities for pedestrian crossings of I-40 and allowed for widening of the Interstate mainline to the inside and the addition of an auxiliary lane on the outside. Widening of Louisiana Boulevard south of Americas Parkway and the bridge over I-40 is expected to be combined with a project that would modify the Interstate 40/Louisiana Boulevard interchange.

The State Highway and Transportation Department is scheduled to replace the remaining bridges over I-40 from San Mateo Boulevard to the east during the next five years. This will allow for the addition of travel lanes along the Interstate both west-bound and east-bound.

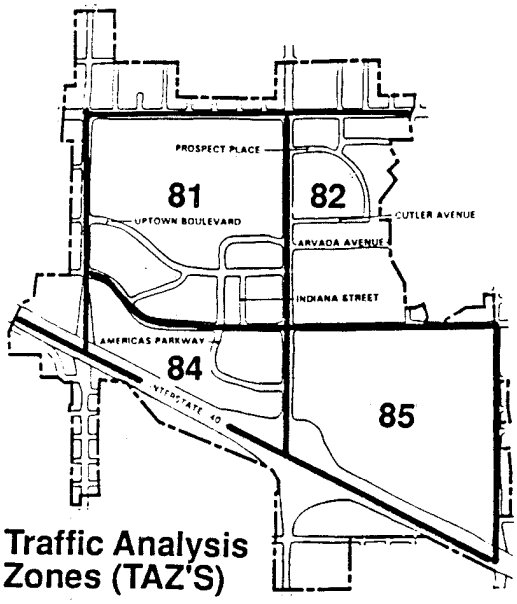
Travel Demand

Overall, the population of Bernalillo County increased from 419,700 in 1980 to 480,577 in 1990 (15 %), and total employment increased from 187,800 to 227,000 (21 %) between 1980 and 1990. These factors and others contributed to substantial community-wide increases in demand for travel. During the 1980s, Uptown became one of the primary locations in the Albuquerque Urban Area where employment increased substantially and vehicle traffic became concentrated. Travel demand is to, within, and through Uptown.

Development in Uptown

The Uptown area is roughly bounded by Interstate 40 on the south, San Pedro Drive on the west, Menaul Boulevard on the north, and the Zuni Addition north of Indian School Road and Pennsylvania Avenue south of Indian School Road on the east. This core area makes up four Transportation Analysis

School Road on the east. This core area makes up four Transportation Analysis Zones (TAZs 81, 82, 84 and 85) in the regional transportation systems planning process (see Map). Data summarized for these TAZs can help to characterize an area and display the character changes that have occurred over time.



Traffic Analysis Zones (TAZ'S)

The "Coronado/Winrock Traffic Study" was completed for the City of Albuquerque by Gruen Associates, Inc. and Bohannan-Huston, Inc. in 1980. This report contains a parcel-level inventory of development in Uptown from late 1979. The "Interstate 40/Louisiana Boulevard Access Study" is being conducted for the City, New Mexico State Highway and Transportation Department, and Federal Highway Administration by Leedshill-Herkenhoff, Inc., JHK and Associates, and Coopers & Lybrand, Certified Public Accountants. A parcel-level inventory of development in Uptown in late 1989 was prepared. Examination of both the 1979 and 1989 inventories shows that, relative to other types of development, residential land use in the Uptown core contributes a small share of travel demand associated with development in the Uptown core.

With some minor adjustments to the raw data presented in those reports, summary information regarding the development levels in the Uptown core and the changes over the ten year period can be presented.

Data for Commercial land uses in 1979 is presented in Table 2. The table shows that over 2.2 million square feet of private, non-residential development existed in Uptown at that time. More than three-quarters of that development was retail, and almost one-half of the development was in the northwest quadrant (TAZ 81). The northeast and southwest quadrants (TAZ 82 and TAZ 84, respectively) were largely undeveloped or underdeveloped; those areas combined accounted for less than thirteen percent of the total.

TABLE 2
SUMMARY OF 1979 NON-RESIDENTIAL DEVELOPMENT*
BY LAND USE TYPE AND TAZ
(thousand square feet)
TRANSPORTATION ANALYSIS ZONE (TAZ)

TYPE	TAZ 81	TAZ 82	TAZ 84	TAZ 85	Total	% of Total
Retail	884	6	0	803	1,693	76.1
Office & Service	235	250	29	18	532	23.9
Total	**1,119**	**256**	**29**	**821**	**2,225**	**100.0**

*Excludes hotel land uses

Source: Gruen Associates, Inc. and Bohannan-Huston, Inc., "Coronado/Winrock Traffic Study", August 1980

Data for commercial land uses in 1989 is presented in Table 3. Almost 4.2 million square feet of private, non-residential development existed at that time, an increase of almost two million square feet during the period. Even though the quantity of retail space increased by over 0.6 million square feet, the share of total that was made up of retail space decreased to about 56 percent. The amount of office and service space more than tripled, as over 1.3 million square feet of the type was added. At the end of the period, almost 44 percent of the total space was office and service. The northeast and southwest quadrants contributed substantial increases; those areas combined accounted for more than twenty-five percent of the total in 1989.

TABLE 3
SUMMARY OF 1989 NON-RESIDENTIAL DEVELOPMENT* BY LAND USE TYPE AND TAZ
(thousand square feet)

	TRANSPORTATION ANALYSIS ZONE (TAZ)					
TYPE	**TAZ 81**	**TAZ 82**	**TAZ 84**	**TAZ 85**	**Total**	**% of Total**
Retail	1,181	28	74	1,043	2,326	55.5
Office & Service	892	634	314	22	1,862	44.5
Total	**2,073**	**662**	**388**	**1,065**	**4,188**	**100.0**

*Excludes hotel land uses.
Source: Coopers & Lybrand, "Uptown Interstate Access Study, Socioeconomic Research Findings", February 6, 1990

Between 1979 and 1989, 11.8 percent of all retail space developed in the Albuquerque area was in Uptown and 26.2 percent of all the office space developed in Albuquerque was in Uptown.

The 1979 Coronado/Winrock Traffic Study also included a parcel-level inventory of non-residential development that was anticipated or proposed for vacant or underdeveloped lands at that time. Traffic associated with this development level formed the basis for the transportation system recommendations that were advanced in that study. In Table 4, the 1979 anticipated changes in development are compared to the actual changes that occurred in the ten year period after the study was conducted.

TABLE 4
ANTICIPATED VS. ACTUAL CHANGE IN NON-RESIDENTIAL DEVELOPMENT LEVEL BY TAZ
(thousand square feet)

	TRANSPORTATION ANALYSIS ZONE				
DEVELOPMENT LEVEL	**TAZ 81**	**TAZ 82**	**TAZ 84**	**TAZ 85**	**Total**
1979 Anticipated Change	605	998*	522	446**	2,571
1979 to 1989 Actual Change	954	412	359	244	1,969
1989 Actual + Commons & Bellamah sites	954	1,162	359	644	3,119

*Included 750,000 square feet proposed for the St. Pius High School site. ("The Commons")
**Included 400,000 square feet proposed for Monroe Junior High School site. ("Bellamah Site")
Sources: Gruen Associates, Inc. and Bohannan-Huston, Inc., "Coronado/Winrock Traffic Study", August 1980.
"Actual": Table 3 (1989) minus Table 2 (1979)

Table 4 shows that actual development in the northwest quadrant (TAZ 81) exceeded the anticipated level by almost 58 percent. Although the change that actually occurred in the ten year period for the other three zones was less than

the amount anticipated, adding in the amount proposed in 1979 for two key sites that have not yet developed (The Commons and Bellamah sites) shows that the northeast and southeast quadrants (TAZs 82 and 85, respectively) would exceed the anticipated level by more than 400,000 square feet.

Traffic Levels

Substantial increases in both the development level and the employment level are reflected in traffic volume increases on major streets in the vicinity of Uptown. Average weekday traffic flows in 1979 and 1989 on key roadway segments in and around the Uptown area are presented in Table 5.

In the east/west travel direction, volumes on I-40 increased by more than 35 thousand vehicles daily, while volumes on Menaul Boulevard actually decreased slightly. Flows on Indian School Road increased both east and west of Louisiana Boulevard, with a jump of over 5,000 vehicles per day occurring between San Pedro and Louisiana. In the north/south travel direction, volumes south of I-40 on the three major streets increased a combined 22,000 daily, flows between Indian School Road and Menaul Boulevard increased 25,000 daily, and volumes north of Menaul on the same facilities increased 12,000 daily. Both north and south of Uptown, the largest increases were on San Pedro Drive; within Uptown, volumes on Louisiana Boulevard increased 13,700 per day.

TABLE 5
AVERAGE WEEKLY TRAFFIC (AWDT) FLOWS ON REPRESENTATIVE MAJOR STREET SEGMENTS
(1979 AND 1989)

SEGMENT: Roadway	AWDT 1979	AWDT 1989	PERCENT CHANGE
SAN PEDRO TO LOUISIANA:			
Interstate 40	85,600	125,200	46.3
Indian School	7,500	12,900	72.0
Menaul	38.200	37.400	-2.1
LOUISIANA TO PENNSYLVANIA:			
Interstate 40	67,000	103,900	55.1
Indian School	14,300	17,800	24.5
Menaul	37,800	36,100	-4.5
SOUTH OF INTERSTATE 40:			
San Pedro	10,800	22,300	106.5
Louisiana	31,200	34,400	10.2
Pennsylvania	6,400	13,700	114.1
INDIAN SCHOOL TO MENAUL:			
San Pedro	16,400	25,700	56.7
Louisiana	28,900	42,600	47.4
Pennsylvania	12,500	14,800	18.4
MENAUL TO CANDELARIA:			
San Pedro	12,000	21,300	77.5
Louisiana	22,200	24,700	11.3
Pennsylvania	10,300	10,500	1.9
Informational Sum	**401,100**	**543,300**	**35.4**

Source: Middle Rio Grande Council of Governments, "Traffic Flows", 1980 and 1990.

System Operations

As part of the Interstate 40/Louisiana Boulevard Access Study, extensive traffic counting and modelling activities were undertaken to assess the existing operational conditions of the Uptown roadway system. Intersection and arterial operations were evaluated with techniques from the 1985 Highway Capacity Manual, and system operations were evaluated using TRANSYT 7-F, a traffic signal system simulation program. Less extensive results were published in the 1979 Coronado/Winrock Traffic Study report; results for key intersections are described below.

Intersection Operations

Based on the results of the analyses conducted in 1990, all signalized intersections within the Uptown Sector Plan area operate at Level of Service C (LOS C) or better in the morning, noon, and afternoon peak hours. Past problems at key intersections within Uptown, particularly Louisiana/Indian School Road, have been addressed by the Louisiana Boulevard improvements. Four intersections on the perimeter, however, experience serious operational problems (See Table 6).

TABLE 6
UPTOWN INTERSECTIONS WITH UNACCEPTABLE PEAK HOUR OPERATIONS

Signalized Intersection	Morning Peak	Noon Peak	Evening Peak
Louisiana/Constitution	LOS F	LOS C	LOS F
Louisiana/Menaul	LOS F	LOS E	LOS F
San Pedro/Menaul	LOS F	LOS F	LOS F
San Pedro/Indian School	LOS B	LOS B	LOS F

Source: JHK and Associates, Inc., "Traffic Analysis Working Paper (Unpublished draft)", 1990.

Access to and from the Uptown area, particularly from the north and via Menaul Boulevard, is currently a problem. Of the five "gateway" intersections providing access to the Uptown core, only Pennsylvania/Indian School Road does not experience peak hour operational failure. Even with extensive improvements completed in the 1980s, Louisiana/Menaul and San Pedro/Menaul operate at a level of service about the same as in 1980.

Examination of the intersection results shows that the Louisiana/Constitution and San Pedro/Indian School Road problems can be resolved with relatively minor geometric improvements. The Louisiana/Menaul and San Pedro/Menaul failures are more severe, and there is little opportunity for at-grade geometric improvements without acquisition of additional right-of-way at these intersections. In the particular case of these two intersections, the increases in traffic levels in peak hours have outpaced the improvements built since 1981.

Transit

Transit operating conditions in the Uptown area have been investigated in the **Uptown Transit Study** conducted by Sun Tran and the Middle Rio Grande Council of Governments. The object of the **Uptown Transit Study** was to analyze the existing and future land use and transportation conditions in Uptown, and to recommend a series of transit solutions to the traffic and air quality problems in the area. In doing so, the travel behavior of Uptown employees and transit riders was analyzed, and a series of service alternatives to improve Uptown transit service were proposed.

The **Uptown Sector Plan** in 1981 set a goal that 10% of all work trips in Uptown should be carried by transit. The reason for proposing this level of transit ridership was to mitigate the traffic congestion and air pollution problems resulting from Uptown's continued development. To achieve higher transit ridership, a set of cost-effective transit service alternatives was evaluated in the Uptown Transit Study begun in 1987 and concluded in 1990. The Study concluded that policy actions in addition to the service proposals would be necessary to capture 10% of work trips on transit.

Uptown Center

The land use, street system, and design of Uptown are not conducive to transit use, and work against the achievement of the 10% transit ridership goal. The relatively low site density of Uptown development thus far compared to Downtown reduces potential ridership and makes transit operations far less cost-effective. The freeway and arterial access to the area, combined with plentiful free parking, encourages automobile travel. Surveys revealed that the majority of Uptown employees drive to work alone. Uptown bus routes provide only partial access to major Uptown employers, and would require circuitous routing through Uptown to achieve better service coverage. The building setbacks and parking lots prevent easy access to transit stops in the area, which forces bus riders to walk long distances to their final destinations.

In one sense, the Uptown Transit Study could be regarded as a Transportation Systems Management (TSM) plan to improve the carrying capacity of the Uptown street system by substituting increased transit use for the current dependence on the single occupant vehicle (SOV). It would be possible to carry a greater number of work trips into Uptown on transit and reduce or delay the need for additional street improvements. More of the sector plan's goals could be achieved by accommodating future development with transit and ridesharing than with single-occupant vehicles.

The Phases of the Uptown Transit Study

The tasks in the **Uptown Transit Study** can be grouped into three phases. These phases consisted of the data collection phase, the development of the service alternatives, and the development of the service, financial and marketing plans.

In the data collection phase, baseline data on Uptown conditions was collected by Sun Tran and MRGCOG through three major surveys. The three Uptown Transit Study surveys were: the Uptown Transit Study Employer

Survey, the Uptown Employee Travel Survey, and the Uptown On-board Transit Study. Sun Tran collected load count data on boardings and alightings at the Uptown shopping centers during the holiday season. Sun Tran also collected ridership counts aboard the bus routes serving Uptown to determine the extent of transit use in the Uptown area, and to provide control counts for the transit survey. MRGCOG conducted driveway counts in Uptown to calibrate their forecasting model for projections of future Uptown traffic volumes.

Sun Tran conducted the Uptown Transit Study Employer Survey to determine the location and nature of Uptown businesses, and the number of employees that worked at these businesses. Uptown's 11,000 employees work in some 660 retail and office establishments, the majority of which employ less than 10 people. A few large retail stores and offices employ over 100 workers. Retail's 51% share of the employment in Uptown may decrease with continued office development in the area. (The retail share of total employment in Uptown already fell from 56% in 1980 to 47% in 1988.)

Based on the results of the employer survey, Sun Tran conducted the Uptown Transit Study Employee Travel Survey to determine employee travel behavior in Uptown. The survey questionnaire was designed by MRGCOG to concentrate on three areas of inquiry: current commuting patterns, origin and destination patterns, and commuting characteristics. It also provided demographic data on Uptown workers that was useful in designing transit service alternatives.

The report found that 87% of Uptown employees drove alone to work, while only 7.9% were ridesharing. Furthermore, only 2.6% of Uptown employees commuted to work by bus, which was well below the 10% transit ridership goal recommended by the 1981 Uptown Sector Plan. The report also found that Uptown employees were scattered throughout the metropolitan area, and could not be easily served by transit without having to transfer. It is important to note that while transit ridership is low, when combined with ridesharing, 10.5% of the commuting traffic in Uptown is being provided through these alternatives to the single occupancy vehicle, and another 2.5% walk or bicycle to work.

Conducted in the spring of 1988, the Uptown On-Board Transit Survey report concluded that there were significant differences between Uptown bus riders and the majority of Uptown employees in terms of age, income, and automobile ownership. Uptown bus riders tended to be concentrated among the young and the old, with comparatively few in the middle range where the majority of all Uptown workers were concentrated. The average Uptown worker who rode the bus earned only $18,100, versus an average of $32,800 for all Uptown workers. Almost 32% of Uptown workers who rode the bus regularly did not have a car, versus only 2% of all Uptown workers. Therefore, Uptown bus riders were transit dependent to a far greater degree than most Uptown employees.

The second phase of the study centered on the development of service alternatives for improving transit service to Uptown, based on the results of the three surveys. Basically, the Uptown service alternatives included 1) improving transit service to Uptown from the metropolitan area with reduced headways, express bus routes, and special commuter routes, and 2) improving service inside Uptown with new circulation plans and internal shuttles.

The feasibility of the Uptown Sector Plan's recommendation for a 10% mode split goal for transit for Uptown work trips was also examined. Even if the service alternatives are adopted, the sector plan goal for a 10% mode split for transit alone will be unattainable unless it is accompanied by substantial changes in land use and transportation systems in Uptown, or unless there are dramatic changes in certain other factors affecting travel behavior, such as drastically increased gasoline prices, insurance costs, or other costs. These conclusions are based on the following factors:

1. The Development Density of Uptown

When compared to the Albuquerque Downtown, Uptown is a relatively small (in employment), low density activity center. Uptown employs about 11,000 workers on 470 acres, while the Downtown employs over 22,000 workers on 230 acres. Thus, the overall development density of Uptown is about one-quarter that of the Downtown since it employs half as many workers on twice as much land. This means that Uptown has fewer work trips dispersed over a larger area, which reduces the effectiveness of transit service. (See Figure ground diagrams of Uptown and Downtown, page 36.)

2. Automobile Access to Uptown

The location of Uptown just north of I-40 gives it direct freeway access, and Uptown is also well served by the arterial street system via Louisiana, Menaul, Indian School and San Pedro. The arterial and freeway access combined with free parking for office and commercial development encourages automobile travel in Uptown.

3. Transit Access to Uptown

Given the spatial area of Uptown, buses have to follow circuitous routes to improve their service penetration. Buses and pedestrians commonly must cross several lanes of traffic in order to reach their destinations, constituting a safety hazard to transit operations in the Uptown area. And routes that serve Uptown destinations must also serve other destination points, which can create scheduling problems for through passengers.

4. Uptown Zoning and Site Planning

The SU-3 zoning in Uptown was intended to create high density development in the area, but the prevalence of free parking results in vast parking lots with enormous building setbacks and lack of pedestrian amenities. These parking lots are primarily responsible for the greater amount of land area devoted to office and commercial development in Uptown compared to the Downtown.

5. Pedestrian Convenience and Transit

Uptown's wide arterials and vast parking areas for the most part designed for the speed and convenience of the automobile driver, and its sidewalks and other pedestrian links are mostly narrow, obstructed, and/or uninviting because of being placed too close to the street. These factors work against the connection between walking and mass transit which is necessary for significant transit patronage.

6. *Uptown as a Transit Hub*

Uptown is not a major transit hub like the Downtown due to its employment level, its automobile oriented design, and the configuration of the Sun Tran system which converges on the Downtown as a major transfer center. (A feasibility study for an Uptown Transit Center has determined that Uptown is a suitable location for a major transit facility. Such a facility would improve fixed-route service within the Northeast Heights and establish express service between Uptown and other important activity centers such as Downtown, the University of New Mexico, and Kirtland Air Force Base.

7. *Environmental and Attitudinal Consideration*

Even though environmental assessments of Uptown show it historically has violated federal Environmental Protection Agency air quality standards for carbon monoxide and has a significant ozone problem, the strong predominance of automobiles as the mode of travel choice in the area is likely to continue, at least partly because cleaner fuels, more fuel-efficient cars, and street improvements help encourage it.

Trends and the Future

Land Use

Even though there are only 56 vacant acres of land within the Uptown boundaries, the location of the majority of the acreage along the east side of Louisiana at Indian School Road is critical to "finishing" the character of Uptown. These large parcels were proposed for development of high rise offices, ground-level retail, and hotels in the late 1980s, but remain vacant in the wake of development problems including a weakening economy and low demand for such uses in this area (see Figure 6).

The site plan for the "Commons" property at the northeast corner of Louisiana and Indian School showed a pedestrian-oriented corridor on a northeast to southwest axis, designed to serve ground-level retail establishments. Though no site plan was submitted for the Albuquerque Public Schools site on the southeast corner of the intersection, a 400 room multi-story hotel was discussed as the probably primary use there, along with up to 500,000 square feet of office space.

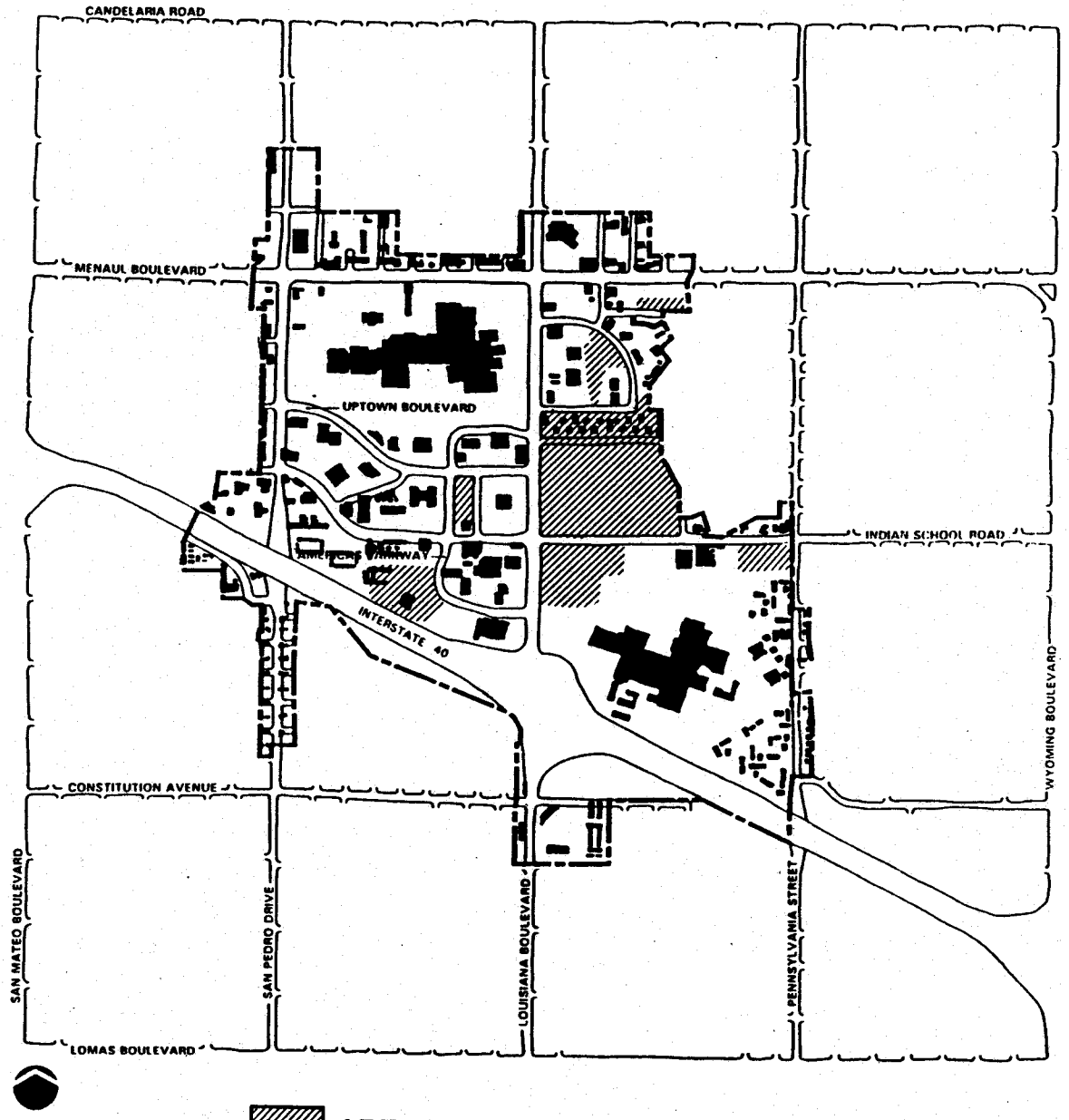
Demand for uses comparable in intensity to those contemplated in the late 1980s will likely return in the next few years as office vacancy rates continue declining and the economy overall improves. At that time, development proposals for multi-story buildings are probable for these Uptown core sites.

If these projects and other vacant parcels in the area were to be built in the next 20 years, Uptown would add another two million square feet of office and retail space. With redevelopment of underutilized sites in the SU-3 area, that figure could be closer to three million additional square feet. Moreover, several hundred new hotel rooms could be added to the 585 presently in Uptown and the more than two million square feet of retail uses in Uptown are likely to continue indefinitely, generating a substantial number of vehicle trips.

The long-term future development is a major concern to City land use and transportation planners, because the area already experiences traffic congestion and serious air quality problems during peak commuter periods, especially when weather conditions in the region create an inversion. (See preceding discussion under sub-heading "Circulation".) If the vehicle congestion, air quality, transit and pedestrian mobility problems attending Uptown's present auto-dominated pattern of development are to be mitigated, its land use and design will have to change as described in the "Design Character" section of this Plan.

Housing and Population

Residential land use in the study area, essentially limited to apartment dwellings in the southeast and southwest quadrants, will probably do well to remain against high and rising land costs in Uptown through 2010. The pressure will be to convert some of these apartment areas, more likely in the



AREAS OF SIGNIFICANT DEVELOPMENT / REDEVELOPMENT POTENTIAL • 1992

FIGURE 6

southwest quadrant, to commercial and office uses yield a higher return per square foot of development. And without special incentives, the likelihood of any new residential construction in Uptown is even more remote, since apartment developers customarily seek areas of lower land cost which are perceived as more desirable places to live than an urban center with a reputation for air quality problems.

Housing and population within three-quarters of a mile of Uptown will probably stabilize now after a decline from 1980 to 1990. As in older neighborhoods everywhere, homes containing married and widowed elderly will gradually turn over to younger families with school age children, slightly increasing the average household size in future years.

Employment

Uptown will continue to be one of the metropolitan area's major employment centers as markets return and development resumes. Employment in the study area is projected to be between 18,300 and 20,000 by the year 2010, still concentrated predominantly in the office/service and retail sectors. Retail now accounts for about 51%. Uptown employment should increase slightly as a proportion of the metro area employment, from about 4% now to nearly 6% in 2010.

Its share of metropolitan employment would probably increase more if not for some fundamental changes in retailing described in a 1989 report entitled "Urban Development and Concentration in Albuquerque in the 1990s" (UNM Bureau of Business and Economic Research) — discount "warehouse" retail stores using less expensive buildings and displays and less personnel are succeeding in locations well away from Uptown, and strip retail shopping centers are continuing to rebound as convenient alternatives to the regional mall. The growth of retail business in Uptown will very likely be concentrated into smaller specialty shops which can be well accommodated in its existing and planned developments. (The majority of the 660 retail and office establishments in Uptown are small, employing fewer than 10 people.) Conversely, the demand for large full-service department stores such as those in Winrock and Coronado has reached a maximum—they will serve best to meet major seasonal shopping needs while more routine shopping is done at smaller strip centers.

Design Character

Character and Imageability

Vitality and Pedestrian Activity

Uptown is an active suburban commercial and office center. Large numbers of pedestrians may be seen in the area, but most of the activity is internal to the two shopping centers, Coronado Mall and Winrock Center, and several office buildings. People seldom walk from one shopping center to the other or between the office buildings. The majority of pedestrian activity occurs when people walk from adjacent parking lots to the shopping centers or into office buildings. With the completion of the western portion of the Loop Road, street-level pedestrian amenities such as seating, lighting, wider paths, and landscaping have improved pedestrian circulation in this area, but other areas still require upgraded treatment.

Recognition

Uptown is immediately recognizable from a distance as an urban center because of clusters of mid-to-high rise buildings surrounded by lower intensity development. Like Downtown, this urban center is something of a landmark in orienting residents and newcomers to major activity areas in the metropolitan area.

Character

The visual distinction that Uptown enjoys as an urban area from a distance diminishes upon closer scrutiny, because of the proliferation of large surface parking lots and large spaces between buildings. Four busy arterials (Louisiana, Menaul, San Pedro and Interstate 40) are significant features in defining the center's image. Strip development lines Louisiana, Menaul and San Pedro. The use of landscaping in the medians and setbacks at the office complexes located between Louisiana and San Pedro has improved the recognizable character of this development.

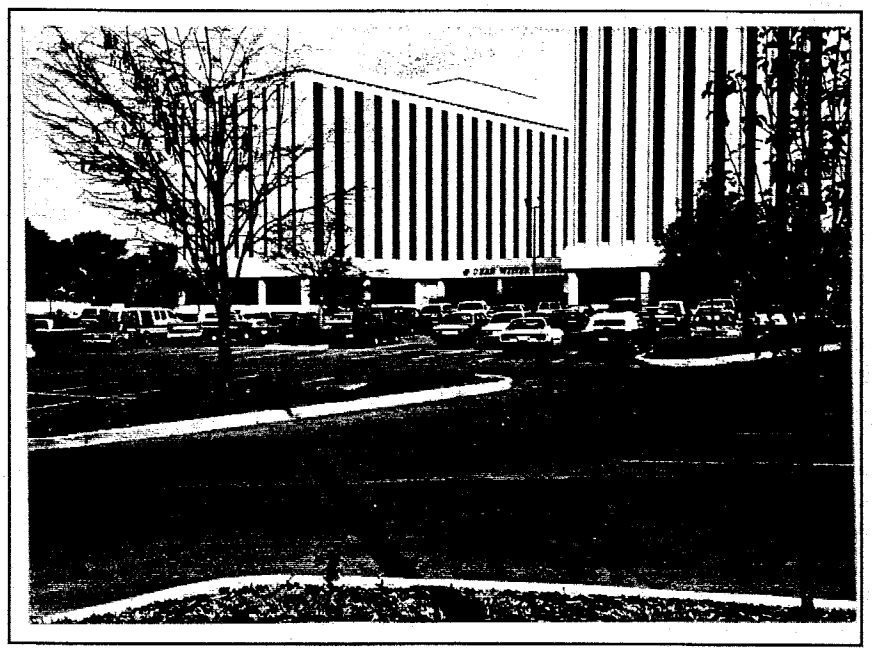
The Winrock and Coronado shopping centers are of standard American design: each is a large cluster of one and two story shops oriented along an enclosed mall and surrounded by acres of parking.

Architectural Integrity

The major structures are of recent origin and generic, modern style with minor regional adaptations. Sprinkled among tall office buildings are one and two story structures containing restaurants, bars, fast-food services, and retail businesses. High density apartments form the eastern border of Winrock Center and parallel the north side of the freeway east of San Pedro.

Buildings function as islands due to the long distance between structures that are separated by surface parking lots. Because of the vague physical

relationships between buildings, there has been no compelling need to design massing, materials, or facade treatments to be compatible with adjacent structures.



Large expanses of parking separate pedestrians from buildings throughout the Uptown area.

Landscaping Effectiveness

Generally, the landscaping is auto-oriented and located to provide maximum aesthetic benefit when viewed from the street. Street landscaping seldom separates pedestrians from cars, nor is it frequently used to delineate or enhance pedestrian paths and bikeways. Street trees do exist along the sidewalks on many of the streets, providing shade and a fairly pleasant walking environment. In addition, the completion of the western portion of the loop road, with its street trees, street furniture, and wider sidewalks, provides for an excellent pedestrian corridor. The limited landscaping found in many parking lots is easy to spot as shaded parking spaces are constantly occupied.

Mix of Activities and Land Uses

Mix of Land Use Characteristics

Although the primary activity of the Uptown area is regional-scale retail development, the area is rapidly adding major office and employment uses. Also, while the urban center contains a high concentration of residential units, the trend is toward a reduction of residential uses within the office and retail core. For example, the lower floor of the Landmark Apartments has been converted to offices, and the Warren Apartments to hotel use. Of course, hotel use could add to evening activity in the area even more than the residential apartments it replaced.

Land Use Balance

In theory, one of the benefits enjoyed by companies located Downtown is the ability for direct personal communication between business enterprises, and between business and government officials. The companies located in the Uptown area, however, do not appear to increase direct corporate communication as a result of physical proximity. Further, the absence of public amenities such as useful public open space precludes quality, high-density residential development from occurring, and high land costs preclude moderately-priced housing.

Spatial Relationships

Clustering of Complementary Uses

Although the location of related activities tends to be good in this urban center, the distance between structures inhibits pedestrian circulation. Recent infill development between the cinemas on Uptown Boulevard and nearby restaurants, and the corresponding proximity of the buildings located there encourage pedestrian traffic if pathways are available. However, curbs, changes in elevation, and use of rocks as ground cover prevent people from taking direct routes from structure to structure. The following "figure-ground" diagram illustrates the problem with the separation between buildings in the Uptown Area. A figure diagram of the Downtown area is presented on the left for contrast.

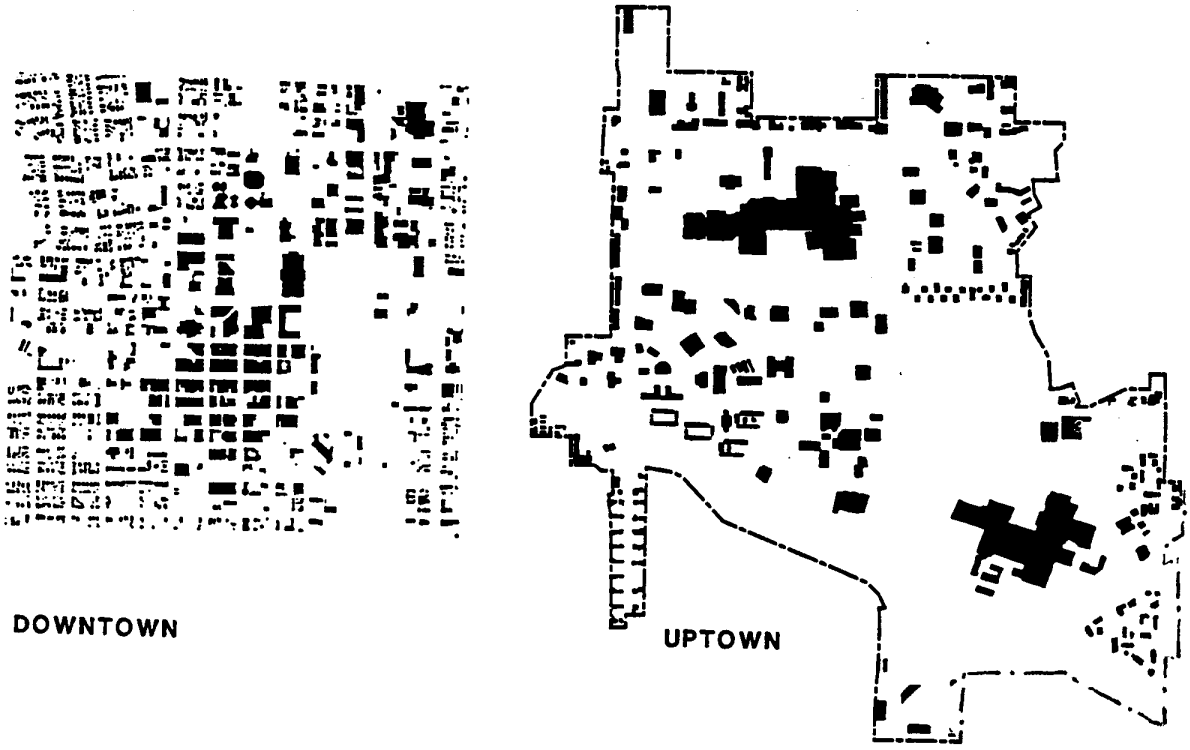


FIGURE-GROUND DIAGRAM

Proximity of Paths to Structures

The Uptown Sector Development Plan encourages siting of new buildings oriented toward the Loop Road. The Loop Road is intended to increase the area's spatial and functional cohesiveness. However, the addition of paths providing direct connections and development of pedestrian-oriented commercial activity on the ground floors of abutting structures are prerequisites to encourage the use of transportation modes other than the automobile. The Uptown Roadways diagram shows the limited number of roadways in the Uptown Area.

Automobile and pedestrian circulation is poor within the shopping centers and surrounding areas. As a result, office workers in the Uptown area must drive to nearby restaurants for lunch, and shoppers find it difficult to walk from the malls to nearby bars or movie theaters. Although the presence of movie theaters, bars, and restaurants extends the use of the area well into the evening hours, peripheral activities need stronger connections with the shopping centers, and with one another. Such integration would improve access and form the basis for a more active pedestrian area.

Relationship to Adjacent Neighborhoods

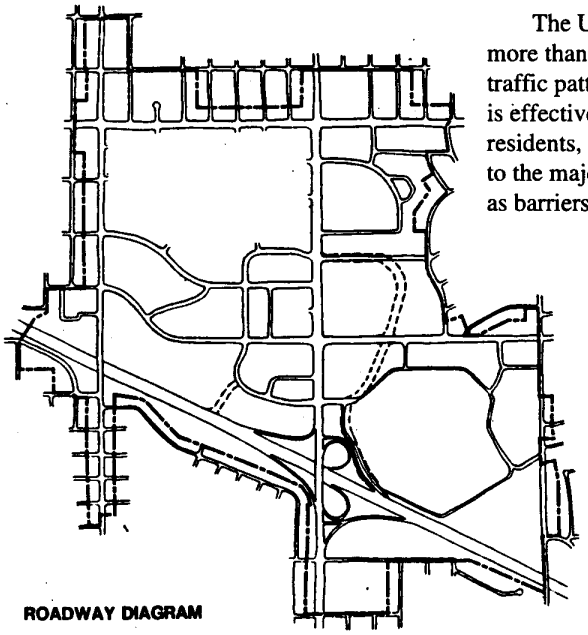
Boundaries and Transition Areas

Major arterial streets and Interstate 40 separate this urban center from the adjoining neighborhoods. These roads, particularly the freeway, affect the character of surrounding neighborhoods, and create significant physical and psychological barriers between Uptown and the adjacent neighborhoods.

The Uptown Sector Development Plan places stringent restrictions through the SU-2 zoning district on height, intensity of development, and type of land use along the perimeter of the Uptown core. These regulations are intended to shield the surrounding low-density residential neighborhoods from incompatible intrusions of higher intensity uses. Construction of the multi-story hotel on the northeast corner of the Menaul/Louisiana intersection was the exception which precipitated this protective containment. A well-designed rear wall incorporating benches and landscaping helps to ameliorate the abrupt transition in scale and land use intensity between this mid-rise hotel and the surrounding residential neighborhood. Still, visual impact of high-rise uses and accompanying signage has been a concern of surrounding neighborhoods.

Other types of land uses and impacts concern both surrounding neighborhoods and existing Uptown businesses interested in maintaining a quality image. Adult entertainment establishments and casinos, for example, are incompatible with residential uses and pedestrianism and would detract from Uptown's effectiveness as a mixed-use urban center.

Service to Adjacent Community



ROADWAY DIAGRAM

The Uptown area primarily serves as a regional shopping and office center more than as a source of amenities for the adjacent neighborhoods. The existing traffic patterns and the lack of safe pedestrian connections creates a barrier that is effective at keeping pedestrians, especially children, elderly and handicapped residents, from walking from their homes into the commercial area. In addition to the major roadways, drainage channels and secured apartment complexes act as barriers to adjacent neighborhoods east of Pennsylvania.

Accessibility, Transportation and Pedestrian Amenities

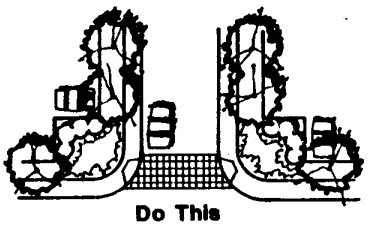
Mass Transit Facilities

While not as obvious as Downtown, the availability of mass transit in Uptown is good, since several routes that service the area are connected to UNM and Downtown. Accessibility and visibility is poor, with little definition of stops, few amenities or facilities, and no obvious information stations. Both shopping centers do at least have bus stops at or near some building entrances. No transit facilities for major office building employees are readily distinguishable. The newly completed western portion of the Loop Road provides the most convenient and direct transit access into the area with well-marked bus stops.

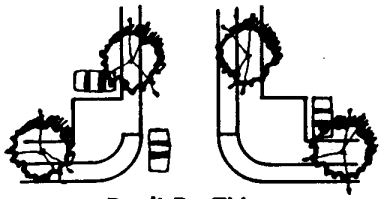
Although transit routes serve the shopping centers, many of the bus stops lack the amenities that would ensure their convenient and comfortable use. The main bus stop at Winrock Center is located in the parking lot in an inconvenient spot for most pedestrians. The main Coronado Mall bus stop is located at the mall entrance where the entry overhead shelters the benches and access is convenient. However, the large size of the mall site and poor distribution of activities in the Uptown Area make a single drop-off point unworkable. Transit stops serve both shoppers and employment groups poorly; bus stops located along major arterials are marked only with signs--most of the stops lack shelters, benches or other seating arrangements. Once again, the western portion of the Loop Road finished in 1992 has improved transit and pedestrian facilities in this area.

Pedestrian Access, Street Furniture and Landscaping

Outside of the two shopping malls, pedestrian activity is very limited. The separation of buildings, busy streets with multi-lane intersections, and acres of minimally landscaped parking lots make it difficult and unpleasant to walk from one activity area to another within Uptown. At Coronado Mall, sidewalks fronting the arterials terminate at the main entries to the mall, leaving the pedestrian to negotiate a path over gravel, landscaping, down steep inclines, or through driveways and congested parking lots.



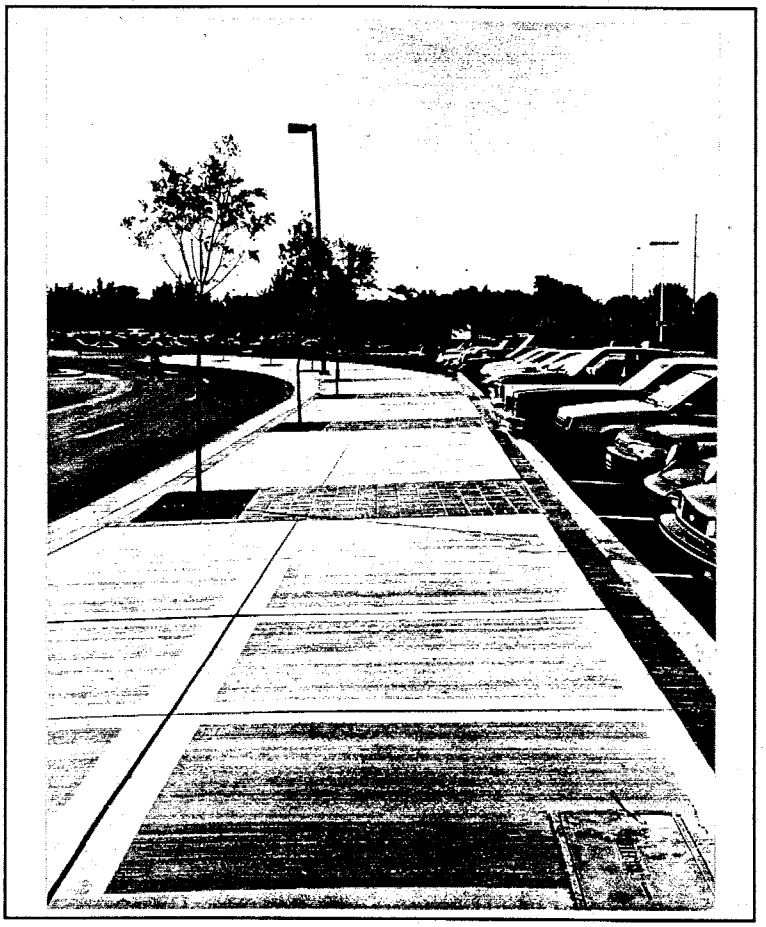
Do This



Don't Do This

Special crosswalk treatment and signage would help guide pedestrians toward designated entries.

The recently completed western portion of the Loop Road is four lanes with extensive landscaping along medians and adequate sidewalks. The Loop Road is designed for travel at speeds significantly lower than the existing arterials, reinforcing its potential as an excellent pedestrian corridor linking hotel, entertainment, retail, and office land uses with a wider sidewalk, street trees, and street furniture.



Wider sidewalks and street trees provide a pleasant pedestrian environment.

If built, the pedestrian bridges across Louisiana Boulevard at both Loop Road crossings recommended in the 1981 Uptown Sector Plan would further reinforce the Loop as a pedestrian corridor.

Built primarily to serve the automobile, circulation between buildings in Uptown should be improved to aid pedestrian and bicycle access. Given the mix of activities and potential for varied use of the area after office hours, improved pedestrian circulation overall would increase the use of restaurant and entertainment facilities.

With the exception of the new Loop Road section, street furniture suitable for pedestrian comfort, safety and guidance is virtually non-existent in the Uptown Area. Landscaping is aimed at the visual enjoyment of automobile passengers, which is apparent in the selection of visually pleasing textures located in medians.

Parking reductions, wider sidewalks further from the steet, and shorter setbacks in new development are just some of the actions that could reduce work-related automobile trips and improve the pedestrian environment. If, in conjunction higher development densities are encouraged in Uptown, transit service and usage could become more effective.

Accessibility by Bicycle

The Paseo de las Montañas bike trail ends at Pennsylvania Boulevard. If it were continued to link with both shopping centers and the Anna Kaseman Medical Complex, its value as a bicycle-oriented traffic corridor would increase. The April 1992 Bicycle Map identifies a bike route through the Uptown Area on Uptown Boulevard and Arvada Avenue. Additional bike routes provided in recent years have improved bicycle circulation around Uptown. However, improved bicycle facilities are still needed to link areas of development within Uptown.

Accessibility by Car

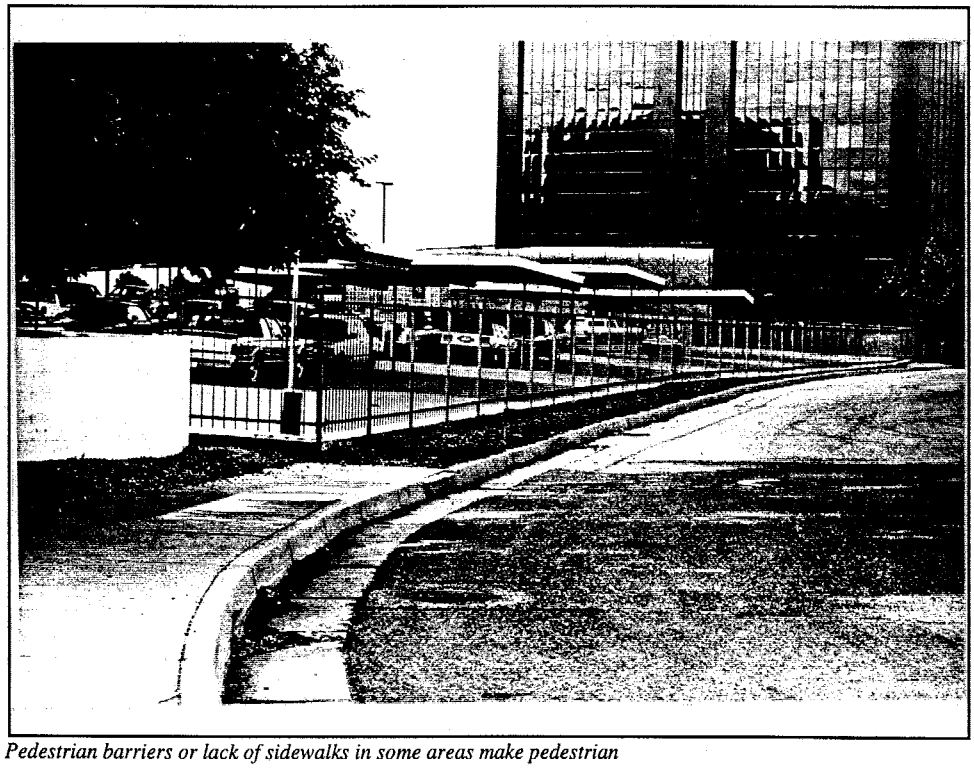
Uptown has direct automobile access due to freeway proximity and major streets bordering the area. Still, traffic flow is somewhat constrained by the limited number of north/south streets crossing I-40, and by the large size of many land parcels in Uptown. Parking is more than ample, arranged around individual buildings and the shopping centers.

Uptown Pedestrian Study

The Uptown Pedestrian Study provides an examination of the pedestrian environment in Albuquerque's "Uptown Area". This document provides supplemental information that identifies and analyzes conditions affecting pedestrians in the Uptown Area.

Inventory of Existing Pedestrian Amenities, Barriers and Obstacles in the Uptown Area

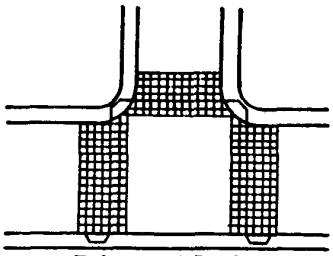
The study findings show that the Uptown Area does not accommodate the pedestrian well. This is due in part to the large number of barriers (168) and obstacles (99) that pedestrians must face in the Uptown Area, and the few pedestrian amenities supplied. The limited number of pedestrian amenities recorded include outdoor urban places, sidewalks, bus stop benches, building entrances, traffic signals, pedestrian crossing signals and crosswalks. There are few places in the Uptown Area where the amenities work together to provide the pedestrian full benefit of their use. Barriers and obstacles cause linkages between pedestrian generators (e.g. office buildings, bus stops) and pedestrian destinations (e.g. shopping malls, restaurants) to be broken.



Pedestrian barriers or lack of sidewalks in some areas make pedestrian travel difficult.

Two types of linkages are found in the Uptown Area: formal and informal. Formal linkages are sidewalks and pathways which provide a clear and uninterrupted route to and from a pedestrian destination or generator. Informal linkages are paths that have been developed by pedestrians taking short cuts through areas where pedestrian facilities (e.g. sidewalks) are not provided. A pedestrian barrier or obstacle adds to the time and effort a pedestrian must put into getting to a destination. It also adds to the inconvenience of the pedestrian. This results in pedestrians having to find alternative routes, which in many cases means jay-walking across congested streets, and cutting through landscaping. Barriers and obstacles also cause special mobility problems for people with disabilities. This study has recorded numerous examples (90) of street corners that lack handicap access ramps.

Automobile and Pedestrian Accidents at Major Intersections in the Uptown Area



Enhanced Paving for Crosswalks

The most significant finding of this section of the Uptown Pedestrian Study is that only two pedestrian accidents have occurred in Uptown over the past four years. This seems to suggest that the Uptown Area is a safe environment for pedestrians. However, after only collecting 49 pedestrian surveys over a four day period in the Uptown Area, it seems fair to conclude that the Uptown Area is under-utilized by pedestrians (perhaps because it is uninviting to potential pedestrians), and the two pedestrian accidents are a reflection of this. Automobile accidents have occurred at all major intersections in the past 4 years. Intersections with the highest incidence of traffic accidents are Louisiana Boulevard & Menaul Boulevard, Louisiana Boulevard and Indian School Road, and Louisiana Boulevard and Constitution Avenue. Each of these intersections averaged more than 30 accidents a year over the past 4 years.

As presently designed, the major streets in the Uptown Area are barriers to pedestrians. Streets of concern are Louisiana Boulevard, Menaul Boulevard, Indian School Road, San Pedro Road, and Uptown Boulevard. Traffic on all these streets except Menaul has increased over the past 10 years, which has increased the chances of pedestrian and automobile conflict. The largest increase, 42%, has occurred on San Pedro Road between 1980 and 1989. Street widths in Uptown are barriers; with the largest span (eight traffic lanes plus turning lanes) being on Louisiana Boulevard. Street design clearly gives primacy to the automobile in the Uptown Area.

Pedestrian Surveys

Two surveys were conducted to develop an understanding of the characteristics and opinions of people who currently walk, and may potentially walk in the Uptown Area. Survey One was administered outdoors, and Survey Two was administered to workers in office buildings in the Uptown Area. The major findings are listed below:

- Main pedestrian population: office employees
- Female pedestrians walk proportionally less than male pedestrians
- Female office employees walk shorter distances, and less frequently, than males
- Male office employees are 4 times more likely to walk 3 blocks or more than female office employees
- The automobile and its facilities (streets) are major barriers
- Winrock and Coronado Shopping Centers are the most common pedestrian destinations
- Most office employees walk during their lunch period(s), and most walk one block or less

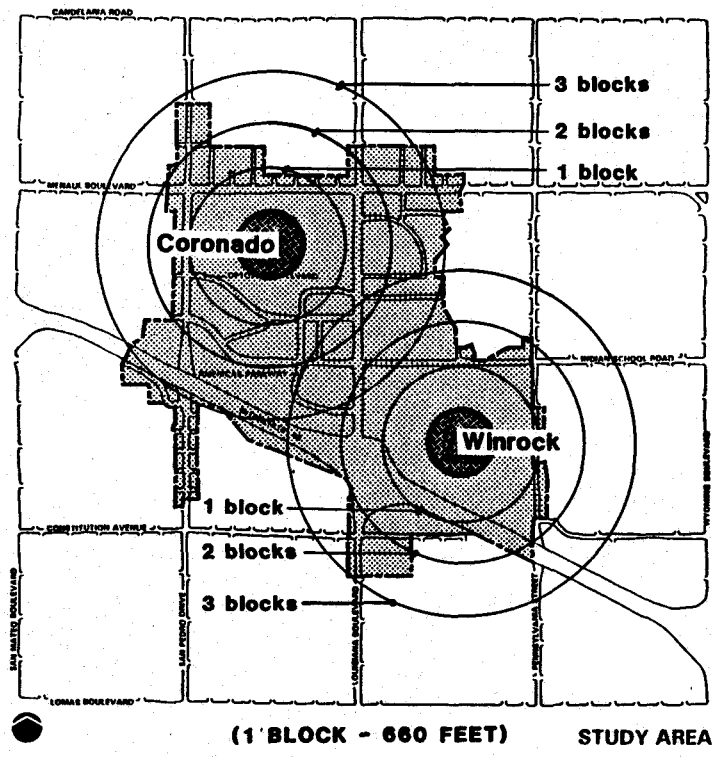


Figure 7
Walking Distances to Shopping Centers