

# CITY of ALBUQUERQUE

## TWENTY SECOND COUNCIL

COUNCIL BILL NO. FC/S R-17-177 ENACTMENT NO. \_\_\_\_\_

SPONSORED BY: Dan Lewis and Don Harris

1 RESOLUTION  
2 DIRECTING THE CITY ADMINISTRATION TO EVALUATE THE PERFORMANCE  
3 OF THE ALBUQUERQUE RAPID TRANSIT (A.R.T.) PROJECT AS IT IMPACTS  
4 TRAFFIC ALONG CENTRAL AVENUE, CHANGES IN TRANSIT RIDERSHIP,  
5 AND CHANGES IN TRAFFIC ON SPECIFIED ALTERNATIVE ROUTES, ~~AND~~  
6 ~~ECONOMIC IMPACTS ON BUSINESSES ABUTTING THE CORRIDOR~~ AFTER IT  
7 HAS BEEN IN OPERATION FOR THE SIXTY-DAY PERIOD STARTING ~~ONE~~  
8 THREE MONTHS AFTER PROJECT COMPLETION COMPARED WITH THE  
9 SAME SIXTY-DAY PERIOD IN 2015, THE SAME SIXTY-DAY PERIOD IN 2013,  
10 AND THE SAME SIXTY-DAY PERIOD IN 2010~~ONE YEAR PRIOR AND THE~~  
11 ~~SAME SIXTY-DAY PERIOD TWO YEARS PRIOR~~; AND TO WORK WITH  
12 ADJACENT AFFECTED COMMUNITIES TO MITIGATE ANY NEGATIVE IMPACTS  
13 IDENTIFIED REVEALED BY THOSE ASSESSMENTS, TO INCLUDE AN OPTION  
14 TO RE-OPENING DEDICATED TRANSIT LANES TO GENERAL TRAFFIC. THE  
15 RESULTS OF THE ASSESSMENTS OUTLINED BELOW ARE TO BE  
16 EVALUATED BY A THIRD PARTY THAT IS INDEPENDENT OF BOTH THE CITY  
17 TRANSIT DEPARTMENT AND MRCOG.

18 WHEREAS; the reduction of general vehicle traffic lanes along Central  
19 Avenue during A.R.T. construction has limited accessibility to stores,  
20 restaurants and other businesses along the corridor, leading to potential loss  
21 of revenue ~~and business closures~~; and

22 WHEREAS; residents in neighborhoods along Central Avenue have  
23 reported ~~significantly~~ increased traffic, ~~illegal and harmful~~ associated vehicle  
24 noise, illegal transit of overweight trucks, and collisions on parallel and  
25 connecting streets as a result of traffic diverted from Central Avenue; and

[Bracketed/Underscored Material] - New  
[Bracketed/Strikethrough Material] - Deletion

[Bracketed/Underscored Material] - New  
[Bracketed/Strikethrough Material] - Deletion

1 WHEREAS; A.R.T.'s current design will make the reduction to single lanes  
2 of traffic permanent ~~throughout many of the busiest stretches of Central~~  
3 ~~Avenue, including through~~in Nob Hill and ~~through the narrow portions of~~  
4 ~~Central Avenue east and west of East~~Downtown, and;

5 WHEREAS; community members have stated that the Transit Department  
6 has not sufficiently responded to ~~their community~~ concerns about pedestrian  
7 safety while crossing Central Avenue or accessing A.R.T. stations in the  
8 median, ~~especially with regard to children and people with limited mobility;~~  
9 and

10 WHEREAS; while the A.R.T. project team has conducted 24 full public  
11 meetings and had more than 8,000 one-on-one citizen contacts, many  
12 business owners and members of the community feel that the public process  
13 to develop the A.R.T. project did not adequately consult or collaborate on  
14 major design decisions with business owners, commercial and residential  
15 property owners, and neighborhood representatives in the crucial early stages  
16 of the project; and

17 WHEREAS; after the project had already begun, 76.47% of Albuquerque  
18 voters voted in favor of the following advisory question placed on the  
19 November 8, 2016 election ballot by the County of Bernalillo: "Are you in favor  
20 of giving voters residing in the City of Albuquerque municipal limits the  
21 chance to vote in support of or opposition to the proposed Albuquerque Rapid  
22 Transit Project?"; and

23 WHEREAS; in federal court testimony and in public meetings, the Transit  
24 Department has indicated that ~~it would be easy to re-convert~~ A.R.T.'s "bus  
25 only" lanes could be re-converted to general purpose traffic lanes if Central's  
26 businesses and adjoining neighborhoods were being significantly harmed by  
27 the reduction in traffic lanes caused by A.R.T.'s current design; and

28 WHEREAS, the ART project was developed under the FTA Small Starts  
29 program using MAP-21 procedures and is therefore not subject to the general  
30 FTA requirement that sponsors of Bus Rapid Transit projects conduct a  
31 before-and-after study to document the project's outcome, though the FTA  
32 does encourage project sponsors to complete such a study,

[Bracketed/Underscored Material] - New  
[Bracketed/Strikethrough Material] - Deletion

1 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF  
2 ALBUQUERQUE:

3 Section 1. That the City shall measure the A.R.T. project's post-  
4 construction traffic ~~impact~~ to evaluate and compare to the professional  
5 engineering design and models ~~whether adverse impacts exceed the City's~~  
6 ~~prior expectations as described~~ included in its ~~application for an the~~ FTA  
7 Small Starts grant application and Categorical Exclusion. The study shall  
8 measure changes in traffic on Central Avenue to include speed data, traffic  
9 counts, and crash data; changes in transit ridership on Central Avenue; and  
10 changes in traffic on Coal Avenue, Lead Avenue, and Lomas Boulevard to be  
11 measured by speed data, traffic counts, and crash data.

12 ~~Section 2. That the City shall measure the A.R.T. project's adverse~~  
13 ~~economic impact on businesses located on Central Avenue. The economic~~  
14 ~~impact study shall include total sales figures of all affected businesses along~~  
15 ~~Central based on the aggregate block-by-block CRS filing with the state of~~  
16 ~~New Mexico.~~

17 Section ~~2~~3. The actual performance of the A.R.T. project compared with  
18 the ~~targets~~professional engineering design and models included ~~set forth~~ in  
19 the Small Starts grant application and Categorical Exclusion shall be  
20 evaluated pursuant to Sections 1 and 2 above after the system has been in  
21 operation for the sixty-day period starting ~~three~~one months after project  
22 completion compared with the same sixty-day period ~~in 2015, one year prior~~  
23 ~~and~~ the same sixty-day period ~~two years prior~~ in 2013, and the same sixty-day  
24 period in 2010. Should these measures vary significantly from the  
25 ~~expectations~~ professional engineering design and models described in the  
26 FTA Small Starts grant application and Categorical Exclusion, the City shall  
27 create, in consultation with the ~~adjacent~~affected communities, ~~design~~  
28 ~~changes~~plans to improve the performance of the system and ~~to~~ mitigate  
29 adverse traffic impacts that may include the following options: (1) to convert  
30 bus-only lanes back to general purpose traffic lanes, ~~and~~ (2) to reinstate the  
31 left turns eliminated by the ART project, and (3) to work with the FTA to  
32 approve retrofit design modifications necessary to mitigate adverse impacts.