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1 Avenue, including through Nob Hill and through the narrow portions of Central
2 Avenue east and west of Downtown; and

3 WHEREAS, the Transit Department has not sufficiently responded to
4 community concerns about pedestrian safety while crossing Central Avenue
5 or accessing A.R.T. stations in the median, especially with regard to children
6 and people with limited mobility; and

7 WHEREAS, the public process to develop the A.R.T. project did not
8 adequately consult or collaborate on major design decisions with business
9 owners, commercial and residential property owners, and neighborhood
10 representatives in the crucial early stages of the project; and

11 WHEREAS, in federal court testimony and in public meetings, the Transit
12 Department has indicated that it would be easy to re-convert A.R.T.'s "bus
13 only" lanes to general purpose traffic lanes if Central's businesses and
14 adjoining neighborhoods were being significantly harmed by the reduction in
15 traffic lanes caused by A.R.T.'s current design.

16 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
17 ALBUQUERQUE:

18 Section 1. That the City shall measure the A.R.T. project's traffic impact to
19 evaluate whether adverse impacts exceed the City's prior expectations as
20 described in its application for an FTA Small Starts grant and Categorical
21 Exclusion. The traffic study shall include changes in traffic volume along
22 Central Avenue, changes in transit ridership, changes in pedestrian volumes
23 along Central Avenue, and changes in traffic volumes on residential side
24 streets. Should these measures vary from the expectations described in the
25 FTA Small Starts grant application and Categorical Exclusion, the City shall
26 create, in consultation with the affected communities, design changes to
27 mitigate the adverse traffic impacts including the option to convert bus-only
28 lanes back to general purpose traffic lanes.

29 Section 2. That the City shall measure the A.R.T. project's adverse
30 economic impact on businesses located on Central Avenue. The economic
31 impact study shall include, at a minimum, a two-year comparison of total sales
32 figures of all affected businesses along Central based on the aggregate block-

1 by-block CRS filing with the state of New Mexico; business closures; and
2 comparative property values before and after A.R.T.

3 Section 3. The City' Environmental Health Department shall evaluate the
4 A.R.T. project's adverse public health impacts. The public health study shall
5 compare changes in air quality, vehicle noise, transit of overweight vehicles
6 on surrounding streets, and collision data on Central and surrounding streets
7 before and after the A.R.T. project. The study shall include a plan for
8 meaningful, sustained traffic enforcement along affected residential streets
9 along with mitigation measures to include the option to convert bus-only lanes
10 on Central back to general purpose traffic lanes.

11 Section 4. The actual performance of the A.R.T. project compared with the
12 targets set forth in the Small Starts grant application and Categorical
13 Exclusion shall be evaluated pursuant to Sections 1, 2, and 3 above after the
14 system has been in operation for the sixty-day period starting one month after
15 project completion compared with the same sixty-day period one year prior
16 and the same sixty-day period two years prior.

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