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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; and

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

21 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF  
22 ALBUQUERQUE:

23 Section 1. That the City shall measure the A.R.T. project's traffic impact to  
24 evaluate whether adverse impacts exceed the City's prior expectations as  
25 described in its application for an FTA Small Starts grant and Categorical  
26 Exclusion. The study shall measure changes in traffic on Central to include  
27 speed data, traffic counts, and crash data; changes in transit ridership; and  
28 changes in traffic on Coal Avenue, Lead Avenue, and Lomas Boulevard to be  
29 measured by speed data, traffic counts, and crash data.

30 Section 2. That the City shall measure the A.R.T. project's adverse  
31 economic impact on businesses located on Central Avenue. The economic  
32 impact study shall include total sales figures of all affected businesses along

1 Central based on the aggregate block-by-block CRS filing with the state of  
2 New Mexico.

3 Section 3. The actual performance of the A.R.T. project compared with the  
4 targets set forth in the Small Starts grant application and Categorical  
5 Exclusion shall be evaluated pursuant to Sections 1 and 2 above after the  
6 system has been in operation for the sixty-day period starting one month after  
7 project completion compared with the same sixty-day period one year prior  
8 and the same sixty-day period two years prior. Should these measures vary  
9 from the expectations described in the FTA Small Starts grant application and  
10 Categorical Exclusion, the City shall create, in consultation with the affected  
11 communities, design changes to mitigate adverse traffic impacts to include  
12 the following options: (1) to convert bus-only lanes back to general purpose  
13 traffic lanes, and (2) to reinstate the left turns eliminated by the ART project.

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