

# CITY of ALBUQUERQUE

## TWENTY SECOND COUNCIL

COUNCIL BILL NO. R-17-177 ENACTMENT NO. \_\_\_\_\_

SPONSORED BY: Dan Lewis

1 RESOLUTION

2 DIRECTING THE TRANSIT DEPARTMENT TO EVALUATE THE PERFORMANCE  
3 OF THE ALBUQUERQUE RAPID TRANSIT (A.R.T.) PROJECT AS IT IMPACTS  
4 TRAFFIC VOLUME ALONG CENTRAL AVENUE, CHANGES IN TRANSIT  
5 RIDERSHIP, CHANGES IN PEDESTRIAN VOLUME ALONG CENTRAL AVENUE,  
6 CHANGES IN TRAFFIC VOLUME ON RESIDENTIAL SIDE STREETS, AND  
7 POSITIVE OR ADVERSE ECONOMIC IMPACTS TO BUSINESSES ABUTTING  
8 THE CORRIDOR AFTER IT HAS BEEN IN OPERATION FOR THE SIXTY-DAY  
9 PERIOD STARTING ONE MONTH AFTER PROJECT COMPLETION COMPARED  
10 WITH THE SAME SIXTY-DAY PERIOD ONE YEAR PRIOR AND THE SAME  
11 SIXTY-DAY PERIOD TWO YEARS PRIOR; AND TO WORK WITH AFFECTED  
12 COMMUNITIES TO MITIGATE NEGATIVE IMPACTS REVEALED BY THOSE  
13 ASSESSMENTS, TO INCLUDE RE-OPENING DEDICATED TRANSIT LANES TO  
14 GENERAL TRAFFIC. THE RESULTS OF THE ASSESSMENTS OUTLINED  
15 BELOW ARE TO BE EVALUATED BY A THIRD PARTY THAT IS INDEPENDENT  
16 OF BOTH THE CITY TRANSIT DEPARTMENT AND MRCOG.

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

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

25 WHEREAS, A.R.T.'s current design will make the reduction to single lanes  
26 of traffic permanent throughout many of the busiest stretches of Central

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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-

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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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