

CITY of ALBUQUERQUE

TWENTY SECOND COUNCIL

COUNCIL BILL NO. C/S R-17-177 ENACTMENT NO. _____

SPONSORED BY: Lewis, 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 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 MONTH AFTER PROJECT COMPLETION COMPARED WITH THE SAME SIXTY-
9 DAY PERIOD ONE YEAR PRIOR AND THE SAME SIXTY-DAY PERIOD TWO
10 YEARS PRIOR; AND TO WORK WITH AFFECTED COMMUNITIES TO MITIGATE
11 NEGATIVE IMPACTS REVEALED BY THOSE ASSESSMENTS, TO INCLUDE
12 RE-OPENING DEDICATED TRANSIT LANES TO GENERAL TRAFFIC. THE
13 RESULTS OF THE ASSESSMENTS OUTLINED BELOW ARE TO BE
14 EVALUATED BY A THIRD PARTY THAT IS INDEPENDENT OF BOTH THE CITY
15 TRANSIT DEPARTMENT AND MRCOG.

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

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

24 WHEREAS; A.R.T.'s current design will make the reduction to single lanes
25 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; 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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