

EDO Meeting 2.24.16

Question:

Answer:

Parking and Driving Routes

Where will people park to take transit and will that be advantageous for special events

We are researching possibilities.

How will the traffic be affected and congestion?

A traffic-impact analysis was performed as part of the environmental evaluation. The impact to each signalized intersection on Central Avenue between Unser Boulevard and Louisiana Boulevard was assessed using actual traffic counts from morning and afternoon rush hours. The results of the analysis found that all of the intersections would continue to operate in accordance with City of Albuquerque standards. In addition to the intersection-level analysis prepared for the project, the Mid Region Council of Governments (MRCOG) analyzed potential impacts to parallel routes and found that while some through-traffic shifts to parallel routes, those routes have available capacity to handle the additional traffic and meet the City's standards. Nationally, studies have also found that focusing development in major transit corridors like Central Avenue makes a significant dent in future congestion because it enables more people to use transit or other modes of transportation, including walking. We will be working to ensure all interior streets have the appropriate speed limit signs as well as working closely with APD to ensure that those areas are monitored during construction.

Traffic during construction speeding down residential streets. How to make streets safe for pedestrians and residents on Edith & Copper during construction.

Concerned about only one lane of traffic and how they will get out of their parked car on Central safely (opening door)?

Please see answer to question 7.

Left turns on Central - concerns about how many are being lost between Laguna and 15th. Have other busses that service coordinate with ART to eliminate back up during construction.

Laguna will remain a signalized left turn. 15th street will be the location of the new ART station. For a detailed rendering please visit: <http://abqbrt.blob.core.windows.net/resources/Stations/Alignment15thSt-10thSt.pdf>
The ART line will help with on-time performance and connections to north south lines.

Residential areas - Huning, Highland, and Country Club, Laguna to 12th - People speeding through neighborhoods to avoid construction on Central.

Please see answer to question 8.

Project and Design

Trees 217 cut down and replaced - why are you replacing mature trees?

In order to complete the project we will need to remove some of the current landscaping, however, we will be replacing tree for tree and adding an additional 62 plants and trees throughout the corridor.

How many seats on the new busses vs. the old busses?

We are currently in the RFP process for buses, at this juncture we don't have exact numbers on seats.

Can we add a four way stop at Edith?

Edith is currently a signalized intersection. Visit: <http://abqbrt.blob.core.windows.net/resources/Stations/Alignment1stSt-OakSt.pdf>

How many mature trees are being taken down for the project?

Please see answer to question 16.

More or less stops for the busses that currently exist?

39 Rapid Ride stops will be replaced with 20 ART stops.

Proximity between bus stations, how far apart are they?

The stops are a quarter mile to half mile apart.

Will there be bike lanes on Central?

There are detailed maps available online that show where bike lanes will be included. You can access them here: <http://www.brtaq.com/Map>. On the left hand side each area of the corridor is broken down, you can access detailed maps under each section.

Will Utility changes happen during construction? This citizen feels like there is a lot of work on the utilities needed.

Water Utility upgrades where it interferes (Princeton, Coors and 52nd) City Of Albuquerque Dark' fiber optic line for broadband will be laid along the entire ART Corridor.

Will the sidewalks be improved for wheelchairs specifically?

There are many features to ART that will make it easier for persons with disabilities to board and deboard as well as safely cross the street. The stations will be about twice as high as a standard curb and "buffered" from traffic by the bus lanes on either side. That coupled with the widening of the sidewalks and other wheelchair friendly assets on the sidewalks, will ensure safer travel for disabled individuals.

Diagrams show an East bound bike lane only, why no West bound bike lane?

In order to maintain as much parking as possible, add as much landscaping and widened sidewalks we were unable to fit a west bound bike lane. We considered that going up hill was more difficult for biking and having a designated bike lane would be put to the best use.

Station/landscaping that can be shortened to allow for left turns in the 15th to Laguna area?

Thank you for the feedback, we will look at this possibility.

Concerned about how they will cross the street safely or get to the middle of the road to board bus?

The median stations will not require people to cross traffic any more than they currently do. They will only have to cross one direction of traffic at a time, instead of crossing the entire street. The stations will be about twice as high as a standard curb and "buffered" from traffic by the bus lanes on either side. More generally, pedestrian studies have been done that show that un-signalized left turns are dangerous for pedestrians; the ART project would require left turns to be made at signalized intersections. Please go to <http://oregonstate.edu/ua/ncs/archives/2013/apr/pedestrians-serious-risk-when-drivers-are-%E2%80%9Cpermitted%E2%80%9D-turn-left-for-more-information>.

How many stations/bus stops? Rapid Ride being replaced by ART?

39 Rapid Ride stops will be replaced with 20 ART stops.

Are all left turn signals going away on the entire corridor?

Not all left hand turns are going away throughout the corridor. Left turns will be allowed every quarter to half mile at signalized intersections. Detailed maps of each section of the corridor can be found at www.brtaq.com/maps.

Central Avenue is the best place for Albuquerque Rapid Transit for a number of reasons. Central has the highest transit ridership in the City of Albuquerque ~5.4 million trips on Central (routes 66, 766 and 777), and Central has the best connectivity 32 other transit routes. City Council instructed ABQ RIDE in 2002 (R-02-66) to pursue a major federal transit investment on Central Avenue, and in 2003 Council voted to make Central a "Major Transit Corridor" (suitable for dedicated transit lanes) in the City/County Comprehensive Plan. Central serves "the front door" of some of the region's most important activity centers including the University of New Mexico, Presbyterian Health Center, Nob Hill, Downtown & Innovate ABQ, and Old Town. It also serves West Central, the BioPark, East Downtown, International District, Expo NM, and East Gateway, as well as ABQ RIDE's Alvarado Transportation Center and Central & Unser Transit Center. Central is both the historical spine of transit service in the city since the 1880's and has the cache of being former Route 66. According to an independent study conducted by the National Association of Office and Industrial Properties (NAOIP) a BRT on Central has the potential to generate over \$900 million of economic development from the river to East Nob Hill. Additionally, according to an independent study by Institute for Transportation and Development Policy the central corridor has the opportunity to be the first gold rated BRT system in the county. This is due, in part, to the existing connectivity and ability for growth related development.

Are there other streets that could be used for ART instead of Central?

Miscellaneous

Will current annual bus passes still work on ART?

Yes

Was more north and south busses discussed in planning ART? Feels there is more need in this area.

We are in the process of determining how we can expand ART in North and South Corridors.

Can these funds be reallocated for busses going north/south? Would rather have that, Central is covered.

Due to high ridership and traffic, the current Rapid Ride has operational problems in meeting its high ridership demand. The ART project addresses those needs for today as well as preparing for the future. In any case, Small Starts funding from the Federal Transit Administration could not be used to expand Rapid Ride or add additional buses in other areas of the City and would not pay for those additional operating expense

Can there be free fares for ART?

The City will investigate some key times that free fares might be possible.

Just do ticket kiosks, new busses, signalizations for busses but not go down the middle? Possible?

please see answer to question 42

Will the questions be posted on BRTABQ.com?

Yes all questions will be placed at <http://www.brtaq.com/FAQ>

Comments

Want ART to be about NM art with space for art at each stop. Designate art related users for adjacent buildings to promote active art with something different at each station

Loop detectors adjusted for bikes

Note: that significant what time of year, by night construction could disturb residents in EDO

Staging in private businesses - The coring company that was hired recently staged a porta John and equipment in a business parking lot. This can't happen again.