

## Nob Hill Meeting Immanuel Presbyterian Church 2.25.16

### Question:

### Answer:

Parking	
Why keep parking on the major road—Central Avenue? Move parking off Central to PARKING LOTS let cars move on Central.	On-street parking is very important to the businesses along Central Ave., therefore, we'd like to maintain as much of it as possible.
What happens to all traffic on Central when a car stops to parallel park? Answer - all traffic stops this happens many times, every hour as people park/leave parking. Move parking lots off Central to lots	We are planning slightly wider traffic lanes in the Nob Hill area to accommodate people getting in and out of parked cars. Traffic lights will create some gaps in traffic. And as mentioned in the answer above, on-street parking is very important to the businesses along Central Ave., therefore we are maintaining and working on adding spots in the completed corridor.
When is free parking in Nob Hill starting? Why not now?	CABQ is offering free parking throughout the duration of the project construction in the corridor and on the side streets one block north and south of Central.
Why isn't the mayor getting his development buddies to build a parking structure in the Richmond/Central end of Nob Hill so all your ART riders can park and ride?	Feedback for a parking structure has been taken into consideration for the future, however, it's not part of the scope of this project.
What consideration has been made for parking in and around project during and after construction? Congested nightmare in two block area from Central as is!	During the construction one lane of traffic will always be open as well as parking in and around Central will be free. After construction all street parking that existed prior to construction will be there and we are researching ways to add additional spaces.
I come to Nob Hill on business and shop and have lunch/dinner meetings. I do not have the time to ride a bus. Where will I park? In the Nob Hill area, how many parking spaces will be lost? P.S. I work down town and live in the North Valley.	All parking spaces on Central will be maintained and we are looking at ways to increase the number of spaces available.
How will lost parking be accommodated? Side streets are already over loaded.	See answer above.
What about parking for people who use ART?	All parking in the corridor is being maintained. In addition, people can park their cars at the Uptown, Tramway and Westside transit centers.

Concerned about how parallel “parkers” will exit into the one lane of traffic. Why not parking lots? Please see answers 5 and 7.

### Traffic Impact on Other Streets?

Where are the buses that go down Carlisle going to be diverted during construction? Where is construction going to be dispersed at the Carlisle light?	Central will be open during construction as we will maintain one lane of traffic in either direction, therefore, traffic will continue to cross Carlisle as it currently does. Impacts to adjacent neighborhoods have been evaluated. The placemaking that occurs around transit stations add value to neighborhoods. Improved pedestrian facilities, like widened sidewalks, cross-walks and mid-block crossings, lighting, and traffic calming, improve quality of life in neighborhoods. The overall atmosphere is substantially improved by attractive landscaping. ART will enhance Central Avenue and the surrounding neighborhoods by encouraging it as a place to be, rather than a place to pass through.
I live on Campus Blvd. and am concerned about traffic diverting to our street from Central. Have you looked at the impact on Campus? There is an elementary school and I am worried about speeding cars coming through our residential street.	

No left turns drives traffic to neighborhoods and impacts businesses. According to studies conducted by Federal Highway Administration (FHWA), signalized left turns/U-turns are safer for vehicles and pedestrians than uncontrolled left turns in and out of driveways and neighborhood streets. They improve visibility and reduce distractions to make travel safer for pedestrians and drivers. Additionally, the calming of traffic will allow drivers and riders alike to take in Route 66 more safely thus allowing visitors to check out the businesses in the corridor.

I see from your maps that the city has not planned for drivers to make left hand turns. Even onto i-25. Is this an oversight or a terrible mistake? Please see answer to question 74

Lead and Coal is already taxed! Too much traffic! Is there a plan to minimize the traffic once the project is completed or is it only going to get worse? If so it will kill my property value. According to our traffic study the impact will be about 5 more cars per minute during rush hour on the parallel streets (Lead, Coal, and Lomas) north and south of Central Avenue.

Concerned about traffic on Lead and Coal. Accidents and traffic volume. Please see answer to question 21

Lead/Coal increase traffic. What happens to slow it down, help pedestrians? Please see answer to question 21. In addition, City Traffic Operations continuously monitors the traffic signal timings on Lead and Coal. The signals are designed for steady flow at 30 mph. Which, if adhered to by drivers should allow for safe crossing as well as safe opportunities for pedestrians to cross at designated cross walks. If you notice the timing being off, please contact Traffic Operations using the City's 311 system.

Was the traffic diversion from Central to Lead & Coal evaluated? 300-400 cars during peak hours diverted off Central – Lead, Coal & Lomas have plenty of capacity to handle the overflow, David Leard, Project Engineer, HDR

Homeowner at Amherst and Lead commented that her house gets hit two times per year by drivers going to too fast. She doesn't agree with Lead being able to handle capacity. Taking them down to two lanes hasn't slowed traffic on these streets. Let the City of Albuquerque via 311 know if the traffic signal timing isn't working. He also said that the ART project will not help or hurt driver mentality in ABQ. Michael Riordan, City of Albuquerque Chief Operations Officer

**Businesses**

We already told you 60 days lead time before construction wasn't nearly enough yet you said it again tonight. Why should I believe anything you say—does your input make a difference? We are fully aware of the challenges that face many of the business owners and will disseminate schedules as soon as they are available. Part of the process is meeting with everyone and this continues to impact the schedule for the project. We also want to have realistic time lines and not put out information before it's fairly firmed up. Our liaisons will be in touch frequently to keep businesses abreast of plans and changes as well. Feedback is very important and is certainly being taken into consideration, the meeting we held with the Nob Hill Mainstreet group is a perfect case in point. Because it was indicated that January would be the best time for construction in Nob Hill, we are working to incorporate this in the schedule thus avoiding those key times like Shop and Stroll and Summerfest.

What is the economic impact on businesses, short term and long term? Rapid Transit projects like ART have a proven record of stimulating development and redevelopment of neighborhoods in other cities. For instance, an article in Albuquerque Business First said during the first year that Fort Collins, CO operated its rapid transit system, it attracted \$150 million in associated development along its transit corridor. A Forbes magazine article said Cleveland's \$250 million investment in putting its HealthLine down a main corridor has generated \$5.8 billion in development since opening in 2008. That's \$114 for each transit dollar invested.

It is hard for people unfamiliar with Central to find Central Ave. businesses as they drive on Lomas, Lead and Coal. What is your plan for signage that helps them as they are pushed off Central? City is investigating signage options for Lomas, Lead and Coal after construction.

I've commented online in a long piece RE: The City treatment and assumptions about Nob Hill businesses: I've done a brief questioning of other businesses. The area is in current freefall. This redo will basically adminster the coup de grace to an alarming number of area businesses will go down, out of existence. I understand you had a meeting with many of these businesses, but I still feel that the City has not reached all those businesses in an adequate way. Gallery one, Nob Hill Business Center, is a case in point. The owner CANNOT afford a 7% loan to pay off the loan after the 90 day —without any problems/cost overruns- business "shutdown". Please address this business and all others.

Thank you for this feedback, we have business liaisons who will be visiting each business before, during and after the construction and supplying them with tools for education and promotions for their patrons and vendors. We will also be holding events twice a month to promote businesses in the corridor, that will not cost them as well. The Small Business Resource Collaborative will not only be helping with loan assistance, should a business be interested, but will also be connecting businesses with a cadre of other resources that won't cost. We will connect with this business to make sure they are aware of the resources available.

Worry about potential to destroy charcter of Nob Hill—help to businesses during construction.

This answer is two fold 1. We have worked hard to ensure that the design of the BRT system is line with the classic Route 66 character of the corridor. In terms of businesses, please see answer 31. We are working to provide businesses in the corridor with resources, many of them free.

How is the City going to mitigate the damages – loans and grants for businesses? How's the city going to help?

We have a team going door to door to listen to business owners, to help them grow customers and get new customers. It's the Small Business Resource Collaborative. Gary Oppedahl, City of Albuquerque Economic Development Director

What is the plan for business people? How much time will they spend in each section? Will we go over schedule?

The team will talk with every business 60 days prior to being in front of their business. Not in front more than 60 days. Whole project for less than 18 months. Michael Riordan, City of Albuquerque Chief Operations Officer

Is the city going to provide assistance to the businesses during construction?

Yes, There has been a Small Business Resource Collaborative established. Michael Riordan, City of Albuquerque Chief Operations Officer

I would like to see more input on ART for pedestrian and business friendly construction

Please see answers to questions 28 through 35 and 79 through 86. These address issues of pedestrian safety and resources for businesses during construction.

**Why do the project?**

Who put this project in motion and why? Who benefits? How do they benefit?

Please see answer to question 53. In terms of who benefits, we believe this project is in the best interest of the entire community for quality of life, economic investment, and as the first step in an improved transit network.

How can we be sure that the ridership of ART will double in the first year of operation?

Other cities have successfully implemented Bus Rapid Transit systems that have seen an increase in ridership during the first year of operation. As part of our Small Starts application we used the FTA modeling programs to determine ridership expectations.

Why hasn't the North/South connector bus system been improved before trying an RT system?  
This simply means more waiting.

Due to high ridership and traffic, the current Rapid Ride has operational problems in meeting it's 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 expenses.

Why do we still need other buses clogging up Central—wont ART be enough? Isn't that the point?  
Why are you making it more difficult for the poor who live between San Mateo and Louisiana to ride the bus—(I understand you want them to get on one then transfer to another) —Don't they have it hard enough already? They are the first to suffer!

Many people rely on other bus services also running down Central. For instance the local route 66 will continue to operate given that ART is meant to replace the current Rapid Ride.

What data was used to make the projection of 50% increase in ridership within one year?

See answer to question 39

Why has the public not been afforded the opportunity to vote on this?

None of the funding sources require a vote.

Why not leave everything as is and just add more buses?

Please see answer to question 40

Has there been any consideration given to the feasability of going underground with this?

We conducted a feasability study that ultimaty determined that a BRT would be our best option. The full study is available here:  
[http://abqbrt.blob.core.windows.net/resources/feasibility\\_central\\_avenue\\_brt.pdf](http://abqbrt.blob.core.windows.net/resources/feasibility_central_avenue_brt.pdf)

Can you share your analysis of alternatives study results. Example: Central is in disrepair. The road would need rebuilding regardless. How disruptive would it have been to keep things as they are. More disruptive? Less? About the same?	Through a series of public meetings, local stakeholders identified a list of potential BRT stops along Central Avenue. During the current Project Development phase, each potential station location is being evaluated based on its local environmental impact, ridership potential, construction and operating costs. This will in turn fold into determining what is needed for the overall funding plan. We conducted a feasibility study that ultimately determined that a BRT would be our best option. The full study is available here: <a href="http://abqbrt.blob.core.windows.net/resources/feasibility_central_avenue_brt.pdf">http://abqbrt.blob.core.windows.net/resources/feasibility_central_avenue_brt.pdf</a>
Santa Fe train use didn't meet projections—why will ART double bus transit use? Upgrade riders?	See answer to question 39
Who—how many Nob Hill residents will actually benefit and how? Is this already a done deal? What is redress?	Not only will Nob Hill residents benefit, but the community as a whole. We see this project as a method to improve quality of life for all of Albuquerque's residents. The design is approved and the local funding is approved.
The current real-time info at the Rapid Ride stops does not work—why do we think the ART info system will?	Upgraded systems will be built at stops will real time information about buses including arrival times and even if the bus is full or not.
Why not buy express buses?	See answer to question 40
Need analysis of what if we don't do this? I.E. What construction would be required to rehab street that really needs it anyway?	The Department of Munciple Development repairs all the roads in the city depending on level of road functionality and as funds become available.
Is ART a done deal?	The design is approved. The local funding is approved. The federal funding has been recommended. Michael Riordan, City of Albuquerque Chief Operations Officer 2002 was the first idea. Resolution to make Central the mass transition spine of Albuquerque. 2011 – A feasibility study to see if light rail, street car, BRT made the most sense. We hired an Independent consultant who estimated \$2.9B as economic growth potential. Center for neighborhood technology gave that estimate. We have an opportunity to build the first gold standard BRT project in the country. Michael Riordan, City of Albuquerque Chief Operations Officer
Change goes against human nature – clearly not popular – who gave birth to his idea? Who benefits from this project?	

### Design Questions?

Four or is it three bus lanes? Is this actually modal nor multimodal? There does not appear that Central or Nob Hill will permit most car traffic - which will pushed onto Lead and Coal, already overloaded, over speeded at +35 mph.	Bus lanes vary from one two dedicated lanes along the corridor.
What flexibility in placement of the stops is there?	The station locations were selected as part of 14 point process dictatced by the FTA Small Starts application.
Can the design of the stands (bus stops) be altered?	At this point the design has been set. Public meetings to receive input on design began in 2011. While we'd love to be able to keep all the trees and landscaping, in order to improve the corridor, we may have to remove all of them. Our commitment, however is to replace every tree/shrub plant for plant and add additional trees/shrubs where possible.
In University area, need to preserve existing trees in median as promised in earlier discussions.	
Should have a stop at San Pedro/International area. Low income so benefit most but not as likely to participate in meetings.	We are currently studing the feasibility.
Plans for recycle bins at stations?	We are currently studing the feasibility.

Plans for left turns?	All vehicular turns and crossings of Central Avenue will be at signalized intersections with signalized left turn/U-turns. These signals will be provided every ¼ mile, on average. These changes are estimated to cause drivers a 30-90 second delay in travel time to accomplish the safe U-turns.  According to studies conducted by Federal Highway Administration (FHWA), signalized left turns/U-turns are safer for vehicles and pedestrians than uncontrolled left turns in and out of driveways and neighborhood streets. They improve visibility and reduce distractions to make travel safer for pedestrians and drivers.
How does the local bus fit into the plan?	ART is only designed to replace Rapid Ride, therefore, all other buses and their associated routes will remain the same.
How do bidirectional lanes work?	Buses will take turns using the east /west guideway, much like trains.
Signs directing traffic to Nob Hill and other attractions on Central during and after construction? Like pretty 66 signs on Central but parallel routes.	The city is investigating signage options for after construction.
Some stops are at intersections and some next to intersections. Why are stops where they are?	Tried to maintain as much on street parking as possible. Washington station is a good example. David Leard, Project Engineer HDR
DOT did not give approval to allow ART buses to go under I25 underpass. What is the plan for buses going under?	We will leave I-25 as is with double lefts. ART Buses will use signalization to jump ahead of traffic and then back into dedicated lane. David Leard, Project Engineer HDR
Is there an ART stop between San Mateo and Louisiana?	We are currently determining the feasibility of a stop at San Pedro.

Station locations – why are they in the middle?

Albuquerque Rapid Transit is a form of transit that combines many features of rail transit with the flexibility of buses. ART, at 1/3rd the cost of rail, is the most cost-effective technology for the City of Albuquerque’s current population and future ridership estimates.

Some key elements of ART include:

- Dedicated road lane or mixed traffic route
- Frequent service (every 7.5 minutes)
- Prioritized signaling at intersections
- Pre-boarding ticketing
- Level boarding raised-platform stations

The goal of Albuquerque Rapid Transit is to provide quick and efficient bus service with increased dependability and timeliness. The level boarding platforms mean that wheelchairs, walkers, and bicycles can just roll on board; no time-consuming racks or ramps. Combined with off-board fare purchases, ART can reduce the time the bus stands still to pick up passengers, which will greatly improve service speed. This, combined with advanced signal timing and a dedicated lane, allows the ART to move more easily through city traffic with much greater dependability than Rapid Ride.

Will existing lines be re-adjusted or re-routed to provide easier connections at Louisiana (157), San Mateo (140/141) and Coors (155)? Core riders transfer to these locations, proposed Louisiana station too far from 157 stops (3 blocks).	Easier more dependable connections. The existing local bus system will remain about the same. Minor, if any changes will be seen. However, we will notify our passengers of any service changes before they are made.
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<b>Safety Concerns</b>	
Ridership - I'm sure there was a study showing increased ridership. I would like to know what the demographic is. I own a car but am a bus commuter by choice. There is not a urban commuter consciousness in this city and milleniums will not ride the bus. Additionally, I challenge the city to bus and walk with me for one day to see problems with safely crossing streets. Currently buses are predominantly used by low income out of work people. I'm thinking those that hang out on the 66 will hang out on ART.	Transit Travel Time and Reliability: The efficiency of service is hampered by traffic and delays at intersections. In addition, dwell times are excessive due to on-board fare collection and slow boarding times, especially for mobility impaired riders and riders transporting bicycles. • Transit Capacity: Sample data collected to evaluate current peak load factors show 95% for Route 66, 90% for Route 766, and 83% for Route 777. These estimates are based on an assumed vehicle capacity of 1.5 times the number of seats.
Personally, I'm so excited that this is going to be limited construction! I would also like to know what is the impact on the community population with disabilities?	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. See answer to question 82 for some specifics.

What about emergency vehicles?	The benefit of using buses for Rapid Transit is the ability to divert them when emergency vehicles need to get through. Building a light rail system would not afford the same benefit. 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 half the time. 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 <a href="http://oregonstate.edu/ua/ncs/archives/2013/apr/pedestrians-serious-risk-when-drivers-are-permitted-turn-left">http://oregonstate.edu/ua/ncs/archives/2013/apr/pedestrians-serious-risk-when-drivers-are-permitted-turn-left</a> for more information.
With the 66 offloading to the outer edge of Central and the intended, or proposed, ART, offloading to the inner edge, how will the design SAFELY handle pedestrians, bus-riders crossing Central from middle to sidewalk and vice versa? Some pedestrians may cross against signals	Their will be additional hawk lights and half light signals included in the project to enhance pedestrian safety. Each traffic light will include a phased pedestrian that will improve safety. Additionally, we are including Road Safety Audit recommendations for San Mateo and Central as well as the westside.
I would like to see pedestrians get right of way to slow traffic and make it safer.	
I'm concerned about the safety of passengers who have to cross Central Ave to catch a bus or exit the bus? Presently, people run to catch the rapid ride or #66. People have bicycles, rolling carts, suitcases, strollers, children, shopping bags. They are in wheelchairs, with crutches, bicycles, etc. People don't want to wait six minutes for the next bus, they will cross against the light to catch the bus, they do it now-I have seen this on every bus route I use.	Please see answer 82
How will they allow auto, bike and pedestrians allow to cross?	Providing pedestrian signals to cross over. Michael Riordan, City of Albuquerque Chief Operations Officer
The current cross walks are not safe now how will they be safer with ART?	Please see answer to question 82

**Long-term costs**

Maintenance funds sourcing	Please see answer 94
As a Nob Hill resident, I'm excited for ART and better public transit in our neighborhood. What will it take to expand ART to another bus line, including to the Sunport?	Ultimately, ART will connect to another system, already being planned, down University Boulevard to the Airport.
Maintaining ART - will taxes go up?	There are no plans to increase taxes.
Resident of Nob Hill at Hermosa & Lead. Where are the operating funds for ART coming from? Comment/Concern: Repairs on Lead that have not been taken care of in 3 months. Maintenance of this size of project, how will they handle? Light poles knocked down, not been repaired. Restructure of Lead and Coal to slow it down, didn't work. Who's going to pay for maintenance after it's constructed? Graffiti cleanup within 24 hours.	Met the FTA requirement that maintenance costs will not exceed 5%. \$1.9M increase is the annual budget to maintain ART, which will provide security for the buses, crews up and down to clean stations 2x per day, maintain landscaping. Dayna Crawford, City of Albuquerque, Deputy Director Transit Other roadways are repaired as possible by the Department of Municipal services.

**Process**

You plan for only three ART pickup stations between Louisiana and University—does the City consider that as accommodating?	We used a FTA Small Starts 14 point set of criteria to determine which locations would be the most appropriate for stops.
Will you be laying fiber optic cable under the street while constructing ART?	There will be fiber optic cabling upgrades throughout the ART project area.

**Miscellaneous**

I am daily newspaper reader and watch local news, why didn't I know about other meetings?	We've held over 25 public meetings since 2012. They have been advertised in the local papers including the Journal, the Daily Lobo, the Alibi. Additional both Spanish and English, radio and television was used to get the message out to the community.
Thank you for having the vision for ABQ's future. As a member of the millenial generation, I am in favor of opportunities to modernize our city. For too long, we've held ourselves back from progress. Let's not turn away important funding and an opportunity to improve our community. How does this project create more equity in our system of transportation?	We see this project as a method to improve quality of life for all of Albuquerque's residents. It will act as a major connector between the West Side of ABQ to the East Side and will integrate with the already existing service traveling N/S. More options, more efficiency is better for all the residents of Albuquerque.
Is the Zuni bus route going to run more often while this is under construction? It needs to be extended to 10 pm. Run every 20 minutes during peak hours	We study the feasibility of expanded service.
The original price for this project was \$100 million with federal government providing \$80 million and City \$20 million. Now we're hearing the project is \$119 million with the Feds providing \$69 million and the city the rest. Cost over run already?	The project has always been \$10 M a million. The additional betterments; widen sidewalks, lighting, and landscaping added to the overall budget.
How are you addressing the culture of transportation in Albuquerque? How do you expect to drive ridership, and also change the general attitude of drivers? As it is bike lanes are used as turning lanes and drivers cut off buses.	ART will provide choices for the community.
How long will it take to get from ATC to Tramway/Wenonah if one left ATC at 4 pm? Is there a stop at ATC? How many bicycles will fit on the bus, or is it driver discretion as to whether or not bikes can go on the bus (as it is now)?	There is a stop at the ATC. Currently it is estimated that three bicycles will fit inside the bus.
What social assessments have been done? I have not seen any reports of surveys, interviews, etc. of bus drivers, current passengers, or potential passengers, what do they think?	Through a series of public meetings, local stakeholders identified a list of potential BRT stops along Central Avenue. During the Project Development phase, each potential station location was being evaluated based on its local environmental impact, ridership potential, construction and operating costs.
Is a voter referendum to fight ART possible?	It's not possible until the next Mayoral election. - Pat Davis, City of Albuquerque City Councilor
Will service hours be extended to accommodate riders who don't work 9 to 5 and/or downtown (e.g. uptown, coronado, UNM)?	We are looking into ways we can expand hours to accommodate individuals who don't work a standard 9 to 5 job.
Will the existing 66 route bus operate in new ART lanes?	Transit will be relocating the 66 bus stops to keep it running, with less conflict. If you're not near an ART station you can use 66 Bus – Bruce Rizzieri, City of Albuquerque Transit Director.
Resident of Nob Hill asked for a show of hands at how many received contact from someone on ART?	Slightly less than half the room raised their hands.
Does the team realize that Lomas, ends on Central and so do Lead and Coal?	Yes, the City of Albuquerque realizes it. Michael Riordan, City of Albuquerque Chief Operations Officer
Can the City Council create a resolution/moratorium on this project? Recall application and return money.	Yes, it's possible. This was passed last year in the city council. It would take 6 votes to override it. I am confident, there aren't 6 votes, and it would fail. City of Albuquerque City Councilor Pat Davis
Rep. Stapleton – Are all the funds for the operation/maintenance from the city? You're not going to ask the State for any? I've not seen any capital outlay requests.	We won't be asking State for funds. Michael Riordan, City of Albuquerque Chief Operations Officer

I've heard this is a cost plus contract that can go past the amount of \$\$ that's available

It is a Construction manager at risk contract – and we have to provide a guaranteed maximum price (GMP) and COA has to approve. We are definitely held to schedule. Keep budget under control, provide exceptional safety and get the job done. We have to make sure it's built for the GMP. Additional costs only come if COA adds scope. Cynthia Schultz, CEO, Bradbury Stamm

Can construction proceed without congressional approval of funds? What if we start the project and the FTA funds don't come through after all?

We anticipate full funding. In the history of the Small Starts grant program no project has ever gone unfunded once its been included in the President's budget.

How will the ticketing? Prepaid ticket? Pay by cash coin bills still can used? Forced to use credit card? What if the rider doesn't have a Smartphone?

Each stop will have a station where tickets can be purchased prior to the bus arrival and can be paid for in all the same tender as is currently being used, as well as an online option. This will help increase the speed at which passengers can board as their fare will already be paid prior to boarding.

What is progressive spending money on fossil fuel buses?

There is an RFP out now for the buses. Both electric and diesel buses are allowed to bid. Viable option for electric buses. Michael Riordan, City of Albuquerque Chief Operations Officer

How are they going to shut down central for Summerfest & Nob Hill stroll after project is over? Where is input/feedback from previous meetings?

One of the advantages of using Bus Rapid Transit versus light rail is that the vehicles can detour if necessary around road closures for accidents, construction or special events.

Please check the FAQ on line

### Construction Impacts

Will bus service be shut down on central during construction?

We have been focused on trying to minimize impact by planning to keep one lane open each way at all times and sidewalks open. We are currently figuring out the best schedule. One that controls the impact. We are not shutting down entire sections. Cynthia Schultz, CEO, Bradbury Stamm

### General Comments

Film needs to clearly say North/South route (University) does not have funding and is not necessarily going to go forward.

No ART

Put more busses elsewhere! All over the City! Not just Central!

I would like to see electric buses

You said it is safer by I know many people

The Mayor should be here. It is irresponsible of him to ignore the citizens.

I have lived on Wellesley for six years, near Central and am strongly in favor of this plan. As is, businesses are closing regularly, cars are speeding and it's not safe to cross Central. Something needs to change and this is a great idea.

No question, just great job guys : ). Apologies on behalf of the public that most of us are idiots.



I challenge City Councilors, Mayor, planning staff and transit staff to commute by bus for two weeks to see how people actually use the bus—how they board, how they pay, how they behave on the bus, the stuff they take on the bus, etc. Also, take the bus to Popejoy some evening, or some other event.

Please improve the rest of the bus system—larger capacity buses and fewer stops during rush hours.

I am for this project because why would ABQ refuse 79 million in funding?

Thanks for your support of ART. As a Nob Hill resident, I'm excited to have better transit in our neighborhood.

Resident of Nob Hill asked for a show of hands at how many received contact from someone on ART?

Go to ABQ free press – go online and give response support or oppose

Observation – current bus rider ship. Not same demographic as who buy in Nob Hill today.

Concerned about bringing more poverty into the neighborhood.

Supporter who owns apt building on Central. Likes this project. Not an easy thing to do to face angry crowd and sees both sides of it. ABQ looking at windfall from FTA. What the project will be is the thing to focus on it. Does the public want to turn down 79M? (Some yelled yes – they wanted to turn it down) Mass transit is good for the city

Interrupting not productive – wait to let everyone talk. Try to be respectful. Thanked the panel for being here.

It seems to some that BSC are the only ones benefiting.

Baby boomer – prefers to use bus. He is undecided about the project. Works at CNM.

Resident of International Area. Michelle a Millennial. Lives at San Mateo & Central. Thinks ART is a bad idea. Target demographic barely exists in ABQ. Thinks getting to and from work will be difficult, Fed Ex deliveries will be difficult, parallel park. Not safe for emergency vehicles. Thinks it will cause more speed and accidents. She wants a bike lane. She feels there are better ways to spend money. Needs more stops. Huge waste of money. No question asked

Councilor Davis' office has made 40 direct contacts. Public encourage the mayor to come out. He agrees we need to hit the reset button how we're communicating about the project. Express concerns to mayor as well.

Concerned when buses stop now, few people getting off. Block off two lanes each way, decrease automobile traffic, decrease property values, decrease business going in. We love the neighborhood.

Resident who lives at Lead and Carlisle – residential increase on 2 residential streets. Lead is drag strip in the summer – siren goings noisy

In favor of public transportation but not this particular project itself.

<end>