

West Side Meeting 3.2.16

Question:	Answer:
Parking and Driving Routes	
Why can't we get rid of on-street parking?	Many of the businesses along Central would like to keep the parking in place, therefore, we are working to maintain as much of it as we can.
Traffic calming around 1503 Central, 15th/Roma/Laguna.	We anticipate the entire corridor will experience traffic calming once the project has been completed. This is one of the benefits of the design.
Can we provide alternate access routes during 60 day construction period to Golden Pride?	We will have clear signage indicating any detours. We are happy to collaborate with you to see what that could look like.
Can we adjust traffic signal phasing to accommodate heavy weekend volumes?	The City is investigating this.
Why not use vacant lots in the local during construction challenges to supplemental parking?	We are happy to investigate these lots to determine if this is a possibility during construction.

If there is ABQ Ride going down the one lane street stopping along the way, what keeps traffic moving? Why won't we be stuck behind the bus. I thought ART replaced buses?

Traffic lights will create some gaps in traffic which allow for traffic from side streets to turn onto Central and decrease the potential for back up. ART will replace the Rapid Ride on Central from Unser to Louisiana.

Marketing and Business Development	
Outside of loans, what resources will be made available to help during the construction phase?	We will have business liaisons who will visit businesses in the area to provide them with marketing materials that can be customized for vendors, patrons and employees. Additionally, the Small Business Resource Collaborative will be available to business to provide free resources as needed. It's suggested if you're a small business in the corridor, to connect with this group, they will be a valuable asset during construction. Please see http://www.brtaabq.com/Business for more information.

Project and Design	
Canopies don't fit Route 66 - More Southwest design	The design of the entire project takes into account several things, 1. The nostalgia associated with Route 66 2. Ensuring that the stops are safe for individuals who aride the bus 3. Providing time durring the public meeting process for the community to vet the designs.
Investment in high-speed internet along Central while we are already ripping up the street?	Yes, we will be installing fiber along the corridor during construction.
How many construction jobs will ART generate?	While the number is not set, it's anticipated that ART could create up to 1,000 construction jobs.
Kiosks accessible?	Yes, kiosks will be easily accessible
Will pay stations take cash?	Yes.

How will U-Turns work?

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. 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.

What hours of operation?

For now, the hours of service for ART will match the current hours of service for the Rapid Ride routes, from 5:30 a.m. to 9:45 p.m. The hours for ART could also be expanded later during summer, much like Route #66 operates 66 Late Night during the summer months. One of ART's goals for the future is to expand service hours to run later; however, operating budgets will not allow for it initially.

Can we do anything to reduce the size of Central and 14th? Allow more green time to 14th street?

We are happy to investigate this as we developing signal timing for the corridor. We have allocated room for landscaping right at San Pasqual as well as between 12th and 14th and 14th and Laguna. You can see specifics on the following maps: <http://abqbrt.blob.core.windows.net/resources/Stations/Alignment15thSt-10thSt.pdf> and <http://abqbrt.blob.core.windows.net/resources/Stations/AlignmentNYAve-15thSt.pdf>

Can we add landscaping between San Pasqual and 10th?

Miscellaneous

How many construction jobs will ART generate?

While the number is not set, it's anticipated that ART could creation up to 1,000 construction jobs.

How will APD enforce no driving in the ART lane?

We are working with APD to develop an enforcement protocol.

Will wider sidewalks promote businesses to open things like sidewalk cafés? What is the legality of businesses operating on sidewalks (City Property)?

The City Design Review and Construction Department will be able to assist in securing a sidewalk dinning permit. Please find more information at <https://www.cabq.gov/planning/development-review-services/design-review-construction-section>

Consult with the blind community. How do we know where a station is? How do we make it more accesible?

We have had meetings with the Commission for the Blind as well as the Governor's Commission on Disability to address these and other concerns.

App/Schedule not accessible

The APP is not complete yet. We will make an announcement once it's complete so the public can download it.

What will happen to the Descalillos Ghost Bikes?

The city is currently investigating options.

Concerned about security of wrapped buses. People cannot see in.

All of the new buses do not have "bus wrap" advertisements. We are phasing these out.

Is this system going to run full time on Sundays and holidays? For increased ridership this would be important.

See answer to question number 21.

Comments

Golden Pride commented that it would be better to do work Monday to Wednesday ART will transform our city with a fresh modern new look along with a digital backbone/landscaping/wider sidewalks and improved transit.

The COA needs to look at the majority views of the public—not something of a small minority! A vote of the public should have been addressed first!!!

I would like to receive copies of letters or statements from the feds or state agencies "signing off" on historical landmarks.

Don't need to waste \$ on roundabouts, tumble weeks, extra busses, lower speed limits on main drag

<end>