

Questions From Nob Hill Meeting of February 3, 2016	Answer:
<b>Improve Other Aspects of System?</b>	
Central is already the best served bus line in the city. Why not improve other routes & connections instead?	Small Starts grant funds cannot be used for other types of infrastructure improvements nor to offset operating expenses. The grant offers a unique opportunity for the City of Albuquerque to enhance and update the Central Avenue Corridor, providing first class transit service, safety improvements, ADA-compliant, improves pedestrian circulation to support pedestrian-friendly neighborhoods and existing businesses and attract new investment while following Albuquerque's Complete Streets policy. The Small Starts grant is specific to the Central Corridor and represents an opportunity to make improvements that could not otherwise be accomplished.
Why not use the money for more buses, more N-S routes, etc.?	
Please convey how ART improves Albuquerque's transit system overall? It is clear how Central will be appeased. How much and where does the transit system level of service improve or decline?	ART will upgrade transit service along Central Avenue and improve access to the major activity and employment centers located within the project area, benefiting corridor residents and commuters city-wide. The ART line will connect with 32 of the 37 north-south routes in the ABQ RIDE system and the Unser Transit Center, Alvarado Transportation Center, Uptown Transit Center, and Tramway Boulevard. Improved travel time and frequency resulting in more dependability along the Central Avenue Corridor will significantly increase the reliability of the rest of the ABQ RIDE system. A study released by the Mid-Region Council of Governments in December 2014 indicates that with the implementation of ART, an additional 150,000 residents across the metropolitan area could use public transit to access Central Avenue's major activity centers within 45 minutes.
Given the success of Rapid Ride, why aren't we first expanding that system across the city?	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 and would not pay for those additional operating expenses.
What will come of the existing Rapid Ride System? Will this be expanded to other parts of the city that could alleviate the concerns of this system not addressing N/S Connections?	The newer Rapid Ride buses will be used to operate the 790 Blue Line Rapid Ride, which runs from the Cottonwood Mall area to UNM. Older Rapid Ride buses with over 500,000 miles are approaching the end of their useful life and will be retired. San Mateo Boulevard and Carlisle/Montgomery Boulevard potential Rapid Ride routes.
From what I understand, the Rapid Rides will be discontinued. That will make riders have to transfer from N/South buses and wait at stops in high crime areas. People in other neighborhoods will be impacted. Is this true?	Transfers from the fixed route buses already take place. One ART line will replace the Rapid Ride that goes to Uptown, so no increase in transfers will be seen there. The ART will replace the two current Rapid Ride routes on Central. One of the ART routes will essentially be the same as the current 766 Red Line but slightly more frequent; the other will be like the current 777 Green Line but also more frequent and extended to Unser on the Westside instead of turning around in Downtown. Transfers to north/south routes will be more reliable but otherwise not significantly different.
What about North/South Connections?	Just as the Rapid Rides do today, The ART line will connect with 32 of the 37 north-south routes in the ABQ RIDE system and the Central and Unser Transit Center, Alvarado Transportation Center, Uptown Transit Center, and the end-of-line turnaround at Tramway Boulevard.
How are people going to get to Central buses? The connecting routes do not work!	Currently over 5 million trips a year are on the three Central routes; many of these trips involve transfers to the 32 other routes that connect to Central. Over the past 10 years, since Rapid Ride was introduced, we have worked on improving service on other routes. We intend to continue doing so.
What changes will happen along adjacent and existing routes such as Lomas?	We are not planning significant changes to other routes at this time. However, over the past 10 years, since Rapid Ride was introduced, we have worked on improving service on other routes and intend to continue doing so. Some streets, such as San Mateo and Carlisle/Montgomery will be evaluated in the future for potential Rapid Ride routes.
Will service hours to all bus routes be increased?	We are not planning significant changes to other routes at this time. However, over the past 10 years, since Rapid Ride was introduced, we have worked on improving service on other routes and intend to continue doing so.
What other bus service on Central will exist along with ART? (#66 stays the same)	The local 66 Route will remain; ART will replace the Rapid Ride service on Central Avenue.
Can we move beyond the brand and fix to a comprehensive design of transportation device - not the area?	When considering transit technologies and routes, the area-wide demographics and land use distribution must be considered, along with ridership, projected ridership, funding mechanisms, impacts, and constructability. We're happy to discuss how this mode of transit was selected and specific concerns, as well as other transportation options. Please submit a comment through the project website or call our hotline at 505-398-4ART.
<b>Traffic Impact on Other Streets?</b>	

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What will the impact be on Coal, Lead, Silver, Carlisle, etc.? Will we see huge overflow effect on there?	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.
Residents who live along Lomas are concerned that traffic will be even heavier because drivers will not use Central during and after construction. Please address.	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.
In the best interests of neighborhoods, how is this program going to keep traffic from spilling into neighborhoods (Silver, Lead, Coal)?	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.
Ever since the Lead/Coal renovation, the lights have been poorly timed - which has encouraged speeding along these routes. With the decrease in lanes on Central Avenue that the ART project proposes, how can the city ensure that Lead and Coal traffic running through neighborhoods - doesn't get exponentially worse?	City Traffic Operations continuously monitors the traffic signal timings on Lead and Coal. The signals are designed for steady flow at 30 mph. If you notice the timing being off, please contact Traffic Operations using the City's 311 system.
<b>International District Benefits?</b>	
How does this project help the International District Business & Residents if it does not stop through it as many stops as Nob Hill?	The ART will stop at San Mateo and Louisiana, which are currently the highest ridership stops in the International District. A stop at San Pedro was considered during the planning phase of the project; however, the population and employment density were insufficient to warrant a stop and we did not receive requests for other stops in this area. However, we're open to the possibility of adding a station in the San Pedro area in the future if warranted.
Will there be a stop at Central and San Pedro to show some investment into the International District?	
If this project is about economic development, why has East Central been left out? Why is there only 1 stop in the International District vs. 3 stops in Nob Hill, and 5 stops downtown? What about San Pedro?	
What changes have you made to the San Mateo/Central intersection for pedestrian safety?	Based on recommendations from the Central & San Mateo Road Safety Assessment, we plan to widen sidewalks near the intersection and widen the crosswalks. The ART station will also serve as a pedestrian refuge on the west side of the intersection.
Why was East Central ignored where most needed for economic development?	East Central has not been ignored. This is Phase One of a multi-phase enhancement to the existing transit system. While the dedicated lanes will end for now at Louisiana, the buses on one of the two ART routes will continue to Tramway, as the Rapid Ride does today.

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<b>Why do the project?</b>	
Why not eliminate street parking on Central, that will definitely leave room for expanding sidewalks, and perhaps leave room for a second lane of traffic in Nob Hill? Furthermore, if someone tries to parallel park in the one lane strips, won't it back up traffic for miles?	On-street parking is very important to the businesses along Central Avenue - more important than being able to move more traffic at higher speeds. In fact, slower traffic will help make those businesses more visible. 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, so traffic will not back up for miles, and we do not intend to prevent cars from briefly - and carefully - using the ART lanes to pass a parking car.
With multiple vacancies in Nob Hill, consumers already have less incentive to go there. Why do you believe that ABQ DRIVERS will be motivated to now come and shop, when they already are not?	With Central Avenue through Nob Hill being a through road where speeding can be a problem, slowing it down will create more visibility for businesses which should lead to more pedestrian traffic. ART will provide easy access to Nob Hill from parts of town that now can't easily get there. With proper marketing by the business owners, special events the Transit Department is planning, and overall market awareness, we believe it will increase patronage to local businesses.
Can't we widen sidewalks and slower traffic without ART/BART?	Sidewalk widening, roadway improvements, and traffic calming could potentially be accomplished at the local level without ART; however the Small Starts grant is an opportunity to leverage federal dollars to improve quality of life along Central Avenue and encourage transit oriented development along the corridor. The grant offers a unique opportunity for the City of Albuquerque to enhance and update the Central Avenue Corridor, providing first class transit service, safety improvements, ADA-compliant, and improving pedestrian connections that support existing businesses and attract new investment while following Albuquerque's Complete Streets policy. The grant for this specific corridor is an opportunity for improvements that would not otherwise be available.
Why not improve the existing roads, sidewalks, bus routes, North-South service.	
Is this truly necessary to Route 66?	Transportation, including transit, has always been a part of Route 66. The first public transit appeared on Central Avenue in 1880. Honoring that tradition, the ART project will upgrade the appearance and condition of Central Avenue, in addition to improving transit service. The project will add lighting, improve sidewalk conditions and accessibility, resurface the roadway, add landscaping, and improve pedestrian safety.
I love the idea of better mass transit in ABQ, but I am agnostic about ART. Will a cost benefit ever be done?	One of the key criteria in the FTA evaluation process is cost effectiveness, which measures annual ridership against annualized capital and operating expenses. The ART project received a "high" score in this category with the cost effectiveness of under \$1.00 per passenger.
I know y'all are raring to go but, why do we need this?	Two main reasons. The city wants to improve the timely nature of service down Central Avenue, ABQ RIDE's most-used corridor (roughly 42% of all ridership on ABQ RIDE is concentrated on Central). Secondly, the city wants to take advantage of the opportunities for development that occur when a transportation system goes into a main corridor. As has happened with so many other cities, business development occurs where public infrastructure investment is made in areas where many people are concentrated.
Why do we need something more rapid than Rapid Ride?	Existing service is hampered by traffic and delays at intersections and excessive dwell times due to on-board fare collection and slow boarding times. Data show that during peak hours, the Rapid Rides are nearing capacity. With ridership in the corridor projected to double by 2020, ART is a necessary improvement to meet ridership demand.
Where were the studies or polls taken to show how locals or out of towners would use the bus system more to visit Central Ave. businesses? I don't ever recall one of our customers interested in taking a bus to come to our shop. So how do you think they would be more interested in taking a more trendy transportation?	We've worked closely with the Albuquerque Convention and Visitors Bureau, an organization that supports ART. Out of town conventions are typically booked downtown, and most visitors have no way to visit Nob Hill. ART will provide an easy way to move visitors from downtown to the restaurants and businesses in Nob Hill and to other destinations like the BioPark and Old Town.
Instead of spending millions with no proof of probable success, it would make more sense to make temporary improvement - give changes first for evaluation purposes.	Bus Rapid Transit projects have been successfully implemented in similarly-sized cities across the nation. The majority of the funding is coming from the Federal Transportation Administration for specific types of projects such as bus rapid transit projects. Temporary improvements would not be eligible for this funding. After four years of study, public input, and careful planning, we believe in the success of the project.
I witnessed the destruction of downtown Albuquerque with urban renewal and it has never recovered! It would have been a mecca for movies and lovely to visit if it looked like it was before 1970. The destruction of Central for gentrification by crony capitalist is horrid. The old is interesting, the new is boring like every other city within NS. No to ART. Another scam by developers.	There is a big difference: so called urban renewal destroyed the buildings themselves. The ART project will not require the destruction of any buildings. 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.

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Can you give a brief synopsis of what problems you feel the ART solves and why you think ART is the best solution?	We are doing this for two main reasons. The city wants to improve the timely nature of service down Central Avenue, ABQ RIDE's most-used corridor (roughly 42% of all ridership on ABQ RIDE is concentrated on Central). Secondly, the city wants to take advantage of the opportunities for development that occur when a transportation system goes into a main corridor. As has happened with so many other cities, business development occurs along areas where many people are concentrated.
Can't we just upgrade Rapid Ride?	Available upgrades to Rapid Ride would include adding buses and off-board fares; however, it would not increase reliability or on-time service because buses would still be in traffic without signal prioritization. Those changes would not provide the opportunity for quality of life changes associated with pedestrian improvements and traffic calming, would not improve the streetscape, and would not provide the type of transit stations that have proven to spur economic investment.
Why virtually no consideration for the permanent, negative impact this project will have on the livability of the adjacent neighborhoods commercial and residential. Destroying pedestrian cross-traffic across Central. Damaging quality of life in the area?	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.
<b>Why Not Lomas?</b>	
Lomas is a wider boulevard, Rapid Ride's shown that it increases ridership, why not put a rapid ride on Lomas instead?	Central has the highest transit ridership in the City of Albuquerque ~5.4 million trips on Central (routes 66, 766 and 777) vs. 0.8 million on Lomas (route 11) - about 7 times the ridership (FY14). Central connects more people with more significant places. The only significant destinations on Lomas are the Courthouse District and UNMH. 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, the International District, Expo NM, and East Gateway, as well as ABQ RIDE's Alvarado Transportation Center and Central & Unser Transit Center. Central provides one of the region's river crossings, connecting Westside residents with eastside destinations. Central serves more people who rely on transit as a primary source of transportation. According to an independent study by the 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 potential for growth related development
Why on Central?	Central has the highest transit ridership in the City of Albuquerque ~5.4 million trips on Central (routes 66, 766 and 777) vs. 0.8 million on Lomas (route 11) - about 7 times the ridership (FY14). Central connects more people with more significant places. The only significant destinations on Lomas are the Courthouse District and UNMH. 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 provides one of the region's river crossings, connecting Westside residents with eastside destinations. Central serves more people who rely on transit as a primary source of transportation. According to an independent study by the 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 potential for growth related development

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Why Central? Why not Lomas, it's wider than Central.	Central has the highest transit ridership in the City of Albuquerque ~5.4 million trips on Central (routes 66, 766 and 777) vs. 0.8 million on Lomas (route 11) - about 7 times the ridership (FY14). Central has connectivity to 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 whereas Lomas is a lower-level "Enhanced Transit Corridor." Central connects more people with more significant places. The only significant destinations on Lomas are the Courthouse District and UNMH. 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. Comparing Central from Downtown to Tramway with the similar segment of Lomas; Central has about 40% more residents and about 18% more jobs within ½ mile. Central provides one of the region's river crossings, connecting Westside residents with eastside destinations. Central serves more people who rely on transit as a primary source of transportation. Central is both the historical spine of transit service in the city since the 1880's and has the cachet 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. 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 potential for growth related development.
<b>Why This Design?</b>	
What horrible things would happen if we didn't do an island station for the bus system on Central?	If a curbside-running bus rapid transit system were implemented, a significant amount of right-of-way would be required to accommodate stations, on-street parking would be eliminated, and there would be multiple conflicts with bicycles and right-turning cars trying to access businesses. The center-running lanes are preferred to maintain the existing right-of-way, where possible and eliminate dangerous conflicts with other modes of transportation.
Why have you chosen a dedicated center lane design when other designs could be more functional possibly lower cost without having to tear up so much water, sewer and other infrastructure.	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. The alternative design shown to us would require significantly more right-of-way to be taken for more stations (i.e. greater impacts on businesses), and the result would be more traffic delay for buses rather than less.
I love most of the project but why dedicated lanes?	Transit studies have shown that dedicated lanes make the most sense and are the most efficient. Please go to <a href="http://BRTABQ.com/resources">BRTABQ.com/resources</a> for more information.
<b>Other Design Questions?</b>	
Why no turn lanes at Harvard by UNM?	Adding a signal at Harvard would create traffic problems due to the difficulties with signal timing when so many signals are so close together.
Why no bike cut-outs or pedestrian allow lanes at Buena Vista or away from signaled crossings?	We received a suggestion for pedestrian and bicycle openings in the medians in the areas east and west of University. We are evaluating those suggestions.
What will happen at Washington and Central? Specifically the De Anza? (Only feral cats like the looks of it)	There is a plan for the complete redevelopment of the DeAnza property being handled by a private development entity.
What is it going to look between Laguna and Rio Grande? Also will they be taking out the PNM poles? Who pays for it?	The section between Laguna and Rio Grande will look largely as it does today, except the center turn lane will be replaced with a reversible ART lane. New pedestrian and street lighting will be installed and paid for by the project. If PNM poles are impacted the City will pay the reconnection fees that would otherwise be charged to residences or businesses.
Who will use this and where will they park their cars if they are riding it?	People can park their cars at the Uptown and Westside transit centers.
Where will the stations be? How far apart?	Stations will be 1/4 to 1/2 mile apart. There will be stations at Coors, Yucca Drive, Atrisco, New York, Rio Grande, 15th Street, 6th and Gold, 6th and Copper, 2nd and Copper, 1st and Copper, 1st and Gold, Walter Street, Cedar, University, Cornell, Bryn Mawr, Solano, Washington, San Mateo, and Louisiana.

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The stretch of Central between Washington & San Mateo (The Highland Business Neighborhood Association,) not Nob Hill was previously denied street scape improvements due to storm drainage issues. Also the width of Central on this stretch has fewer lanes. How will the storm drainage issue and lane reduction issue be addressed during ART construction?	The current drainage solution will be retained.
What about trees? Will the current trees on the median be replaced tree for tree, more or less?	The City will replace tree for tree.
Will the design of stations fit with the "art deco" flare of Nob Hill.	The design of stations will complement the artistic and nostalgic, classic look of Nob Hill. View <a href="http://brtabq.com">brtabq.com</a> for more information.
Is there concern with the team that the "islands" might be more dangerous for pedestrians than sidewalk stations?	First, the median stations will not require people to cross traffic any more than they currently do. In fact, 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-%E2%80%9Cpermitted%E2%80%9D-turn-left">http://oregonstate.edu/ua/ncs/archives/2013/apr/pedestrians-serious-risk-when-drivers-are-%E2%80%9Cpermitted%E2%80%9D-turn-left</a> for more information.
What actions are being taken to slow traffic and enhance pedestrian activity?	By reducing lanes to one lane in each direction, traffic will slow down. By reducing the number of left turn lanes, it will also enhance pedestrian safety and turning conflicts <del>with</del> between cars. Please go to <a href="http://brtabq.com/resources">BRTABQ/resources</a> for more information.
No U-Turns are allowed through Nob Hill at this time. How can the city then say U-Turns will be safe with the "ART" project?	Current U-turns are uncontrolled, random, and in many cases, illegal. All vehicular turns and crossings of Central Avenue will now be at signalized intersections with signalized left turn/U-turns. These signals will be provided every ¼ mile, on average. 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 both pedestrians and drivers.
Clean up crews? Safety on the buses?	As part of the overall ART planning, additional staff has been budgeted for roving transit officers. Additionally, the stations will be cleaned twice a day.
Explain why this money will improve the walkability of Central, and help improve pedestrian traffic?	Transit systems have been described as "moving sidewalks." They transport people to locations where they can get off and shop, do business or have a meal. People can get right back on and do more of the same or go home. ART will also upgrade the look and feel of Central Ave by adding to the walkability and livability of neighborhoods. Plans include widening sidewalks and adding trees to encourage pedestrian and bike-friendly development. Signalized crosswalks will also improve the safety of those walking or biking in the neighborhoods, as well as improved street lighting. Central also connects some of Albuquerque's main institutions; University of New Mexico, Presbyterian Hospital. With the help of Innovate ABQ, ART could stimulate a tremendous economic revitalization and development of the corridor.
How safe will it be for pedestrians to cross in the middle of the block the way they do now?	Pedestrians are always encouraged to cross at the designated crosswalks.
My experience with current public transportation in Albuquerque is "enter bus at your own health risk." How do you plan to keep bus clean?	Additional maintenance staff has been budgeted in the ART budget.
Are there any means for bicycles and pedestrians (with strollers) to cross at the streets such as Jefferson if not the plan crossing streets.	Marked crosswalks are provided at Washington to the west and Jefferson to the east. While ABQ RIDE does not promote or condone jaywalking, there are no barriers in that location to restrict crossing the ART lanes.
I live across from UNM. I know many people who cross in the middle of the blocks now because they think it is safer. Will they still be able to do that? Also, there is no crossing for pedestrians at Columbia. Many people cross there to get to the back door of Johnson Center and/or Johnson Field. Will they be able to do this?	There are pedestrian crossings at Princeton Drive and Stanford Drive, approximately 380 feet to the east and west, respectively.
Will lighting be on during night hours for street safety? (Sometimes currently they are not on in the International District)	New street lighting is planned and will remain on during night hours.
Long term costs will be greater than initial costs. What's the plan? Please be believable and not pie-in-sky.	The ART will replace the current Rapid Ride, so much of the operating cost is already allocated. We expect the additional operating cost to be about \$2 million per year, including budgeting for improved maintenance and security.
What will sustain this project after initial funds are spent?	While no one can foretell the future, other cities such as Ft. Collins, Cleveland and Phoenix have all experienced a positive return on their investment in a transit system; anywhere from four to \$150 dollars on every dollar spent, and in all cases property values along the line have gone up. There is much supporting documentation on our project website at <a href="http://brtabq.com">brtabq.com</a> .

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<b>Process</b>	
I want to know about the political spending in Albuquerque by the Koch Brothers trying to kill this project like they did in Nashville. Is the council aware of this? Is it political spending? Will you let the Koch's change your support?	Needs to be answered by the Councilor.
Why is this not going to a vote?	None of the funding sources requires a vote.
Was there any point when voters had the opportunity to express approval or disapproval of this project?	There have been dozens of public information and input meetings in every neighborhood from Coors to Louisiana over the last four years, along with a project website with commenting capabilities. It was put before City Council for a vote in May 2015.
What approval from the City Council, taxpayers, EPA, or any other entity are necessary before City could break ground for ART project? A group of professionals have voiced detailed and serious flaws in the proposed design. Will the city publish its proposal and publicly respond to it? What mechanism will city use to publish and respond to concerns? Small starts grant does not require fixed system. Will City consider changes to currently proposed design?	The FTA has approved the project's environmental document. Once the FTA approves the grant, it will go to City Council and the Council must vote on accepting or rejecting the grant. We are preparing a written response to the issues raised by this group and plan to publish the response on our website. Our design is based on best practices and created by transportation professionals from across the United States who have designed and implement BRT projects in multiple cities, and we stand behind our design.
Was the Casino at the Fair Grounds a major influence in getting ART?	No. The reason for ART came from years of studying the existing transit system and looking at developing a system that will meet the needs of our population in decades to come and offer other benefits to the community such as enhancements to quality of life and catalysts for economic investment.
It's always easier to organize people against a project than for one. If the city generates \$2 Billion of development for \$20 million of Council appropriated funds, What kind of alternative investment could Council make to get a higher return?	No need to answer here
Who is benefitting from what appears to be a well-funded campaign to convince local businesses that ART is opposed to their interests? The Koch-Funded AFP has mounted similar campaigns in other cities , and I, an Albuquerque native and long-time resident, would hate to see self-serving outside interests prevail.	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.
If people have input, can it still be accepted?	The current design is the result of studies and analyses that began in 2011 and have been refined through a continued public input process, which began in 2012. Input continues to be important and considered. We want to hear about your experiences from construction projects, lessons learned, and how we can help you during construction.
You stated that you have held 18 public meetings and numerous other attempts to keep affected individuals and businesses informed, yet I was not informed of your activities at my business until two months ago. It sounds like you are already confident that you are approved so why do we have a meeting now when we are not a part of the decision?	
The feasibility study was completed in 2011 - referencing studies in 2005 & 2007. Have we updated the study?	The current designs and the application submitted to the FTA are based upon updated and refined results from the 2011 study.
Are the applicable feasibility, impact, and benefits analysis/studies available online for reviews?	Studies are available at <a href="http://www.brtaq.com/Resources">http://www.brtaq.com/Resources</a> .
What happens if ABQ does not get federal funds approved on Feb. 9th?	If Albuquerque does not receive Federal Funding ART will not be constructed. In the past, no Small Starts project in the President's Budget has failed to ultimately receive requested funding.
If Federal Funding is not granted what other funding will be pursued?	
<b>Construction Impacts</b>	
Could there be funds set aside for existing merchants to tap into for lost businesses during construction?	The Small Business Resource Collaborative is setting up free business consulting and low-interest loans for businesses impacted by construction.
Concerned about the alternate routes for vehicles - this is a concern.	One lane of traffic will be maintained in each direction during construction. Traffic modeling and analyses have determined that parallel streets to the north and south have available capacity for east-west travel.
Because of organization informing the public as to the different routes. Many people don't have internet (social media) etc. I will not know the alternate routes in advance.	There will be many options for gaining public information. An ongoing public information campaign will include daily updates via the news media, Albuquerque Journal, and a 24-7 hotline, as well as electronic options like social media, a smart-phone app, and updates on the website.
Understand the businesses on Central will be contacted - What about the multitude of businesses just south and north of Central in the 100 block - such as the Brickyard District or Harvard?	As part of the public outreach, we will be covering business areas directly north and south of Central Avenue including the Brickyard District and Harvard.
<b>Miscellaneous</b>	
Most bus riders are low income (very) will this increase the bus fare?	Bus fares will be the same as the rest of the system.
Will it be affordable bus fare for all incomes?	
What about senior citizens with the Monroe stop gone?	The local route 66 will continue to operate. We are not planning to move the westbound 66 stop at Monroe. We are currently working with Bernalillo County to install an Public Art shelter for the eastbound 66 in front of Hiland Theater, just east of Monroe.
Will this include something from the airport?	Ultimately, ART will connect to another system, already being planned, down University Boulevard to the Airport.
Are there plans to expand beyond just Central? Love ART	There are plans to improve the transit network beyond Central Avenue. A bus rapid transit line that runs along University Boulevard from Indian School Road to the Sunport is in conceptual development and other routes will be considered in the future for potential Rapid Ride routes.

Questions From Nob Hill Meeting of February 3, 2016	Answer:
How are the new buses powered? Since NM has over 300 annual solar days, would solar powered electric buses be the logical choice?	Our Request for Proposals from manufacturers would allow them to propose either clean-diesel or all-electric buses. Although we would like to get electric buses, we are not sure at this point whether any manufacturer will be ready to supply them.
Thousands of trees will be taken down for this project. Landscaping is often the 1st item dropped if there is a shortfall. Tell us why I am wrong?	All trees will be re-planted tree for tree.
How will you close Central for events like Nob Hill Stroll & Summerfest, etc.?	On 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.
Considering that homeless use buses for warmth & sleep on bus benches, how will we advocate for them?	It's important for ABQ RIDE to provide an opportunity for everyone to use our services and facilities. However, the ABQ RIDE's buses and stops are not intended for loitering. The ART project is being designed with this issue in mind. Wait times at the stations will be short, so the stations are designed to have leaning rails and a few individual seats but no benches where people might sleep. They are also designed to have good visibility, lighting, security cameras, and emergency call buttons. Roving security officers will ride the buses and patrol stations to enforce fare payment and maintain an orderly environment. The current policy will continue with the ART system: people will not be allowed to stay on a bus for an excessive amount of time, and, when warranted, people who have significantly violated ABQ RIDE's rules will be prohibited from using the system for a period of time. Violators could be arrested if found on ABQ RIDE property during that time.
The side streets are already utilized fully, so are we to expect our customers to now walk 100 yards or more to come to our business? Not likely.	The project will have minimal impacts on on-street parking; any parking displaced in one location will be replaced in the close vicinity. The project will not require someone to park 100 yards or more from a business except to the extent that may already occur at peak times.
To the extent that this project would promote increased customer traffic to local stores and restaurants, the need for more parking will also increase. Parking is already a huge problem in the area. Is there any plan to designate or build parking lots or structures to handle the need?	If successful as a transit project, there should be no need for additional parking. If also successful as an economic development project, then such structured parking could accompany new development and redevelopment.
I walked with the Rio Grande/ES after the uptown Indoor shopping area was created. Original plans were for dark sky lighting which is no uplighting. After the project was approved, the city changed the lighting plan for combination of up & down light. Is there a same type of alteration acceptance built in to the ART project?	All lighting will comply with the Night Sky Protection Act.
Are you planning to use lighting fixtures that reduce light pollution and move us toward a darker sky?	
The plan as designed contain areas shown that actually narrow sidewalks and remove parking. This is not what has been talked about or promised. Please address this discrepancy.	The current plans maintain or widen sidewalks throughout the corridor. Any on-street parking displaced in one location will be replaced in the close vicinity. We are happy to discuss specific areas if there are locations of concern. Please submit an email through the website or call our hotline at 505-398-4ART.
Why does the ART logo look like an upside down broken traffic signal? Where did that logo come from?	The ART logo was developed by a local design firm. It draws inspiration from existing iconic signs along Central Avenue.
What are projected overruns? Similar to Rail Runner?	Any kind of construction project encounters unknowns and some delays, the project team is working diligently to identify and correct any potential issues that could result in project overruns. It is standard industry practice to include a contingency in project cost estimates, in the event of unforeseen issues.
Exactly what kind of economic development do you expect from this project?	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.
The council just shut down the "Casita" amendment i.e. increased density - Yet, ART really needs increased density to be successful.	Two years ago the Council took action to increase allowable residential densities on commercial properties along "Major Transit Corridors" like Central Avenue.
Does the city plan to lay fiber optic cables during construction to increase broadband capacity in the city?	There will be fiber optic cabling upgrades throughout the ART project area.