

SAVERT66.ORG INFORMATION & FAQs

FUNDING

Will Councilor Pat Davis, who sits on the Water Utility Authority, vote to increase everyone's water rates to pay for the ART?

"...this project will require the Water Authority to modify the placement of its utilities to ensure no disruption to the ART system. Pursuant to the City's franchise ordinance, the Water Authority is required to modify the placement of its utilities for city projects.

The Water Authority contracted Smith Engineering to analyze the water and sewer pipe segments within or adjacent to the ART corridor. This analysis identified high and extreme risk pipe segments that would likely cause disruption of service. The analysis also analyzed for design conflicts for the proposed bus stations, street lights, and traffic signal foundations.

The estimated impact of replacing or rehabilitating utilities in conjunction with this (ART)project is **\$30,171,563**. The City of Albuquerque did not budget utility rehabilitation for this project in the federal match or part of the City's budgetary match.

...rates would increase by 20% over two years to finance the project in addition to planned rate increases of 5% every two years to finance its asset management program. These additional rate increases would cause rate shock (to) utility customers."

- ABCWUA agenda, December 2, 2015

How much is it going to cost and where will the money come from for PNM and the Gas Co. to repair, replace, modify and move their infrastructure for ART?

1. Rate increases?
2. Gross receipts increases?
3. City priority decreases? Police? Safety? Streets?

Where is the City getting the \$20M requirement to match the Federal Grant proposal?

LOCATION

What is the ART economic impact on tourism, the film industry, local businesses and the neighborhoods in the RT66 corridor?

In 2008, the World Monuments Fund listed Route 66 on the "Watch List of 100 Most Endangered Sites" .--Russell Contreras, Associated Press, Abq. Journal, Oct 4, 2015, p. B2

Workers who use Public transp. 5,018/ 1.6 percent - Source: U.S. Census Bureau, Commuting Habits in the First Congressional District (annual report every year)

"the figure of people using public transportation in Albuquerque is between 5-9 %" ABQ Free Press October. 22, 2015. Translation: 91-95% of everyone else doesn't ride a bus in those areas.

LEFT-HAND TURNS

Why would we want no left turns on RT66?

Downtown Albuquerque instituted no left turns around 1988. There are three(?) retail stores left on downtown Central Avenue. Nob Hill will have closed stores just like downtown. Old town will be accessible from I40. EDO will be a ghost town. You have seen downtown in the daytime. Imagine what the RT66 tourists will be describing in their Yelp reviews about the rest of RT66. Imagine what Breaking Bad or Better Call Saul sites the tourist couldn't reach. Imagine how residents will feel who want to get home and can't even turn into their own neighborhoods.

Imagine "30-90 second slower times" for the police, firetrucks, and ambulances to navigate to the scene of need, plus the increased slower times with congestion and when the incident traffic is in the way. No left-hand turns will reduce safety.

TRAFFIC

Why would we want "traffic diverts to parallel routes, which have available capacity to handle the additional traffic" into our neighborhoods?

According to the Albuquerque Rapid Transit VISSIM Analysis,

"Overall, our analysis concludes that in the Build Condition (of A.R.T.), the operational performance at several intersections would be deteriorated [compared with No Build]. Several segments would have diminished operational performance, thereby increasing queuing and congestion along the Central Avenue corridor. This can clearly be attributed to the reduction in capacity of the general purpose lanes along the majority of the corridor."

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BENEFITS

Who benefits from a faster transit system?

Why can't the City put more buses to connect to Central to increase connectivity to an underutilized Central corridor bus system?

What is the problem the present system has for on-time performance? And the projected system improves this how?

QUALITY OF LIFE

Is the increased congestion and the increased air pollution from automobiles driving at slower speeds which decreased efficiency of gas engine performance, a quality of life improvement?

Why does the proposed ART project plan show decreased sidewalk widths?

ECONOMIC OPPORTUNITY

How is the City going to replace the lost gross receipts revenue during the 2-4 years of construction that will decrease business, tourism, and investment?

How do failing businesses improve land value? For who? Developers? Where is the Economic Environmental Impact study for the ART project? Who tested and measured this information?