

THE ALBUQUERQUE “CONCERNED CITIZENS GROUP” (CCG) RESPONSE TO THE CITY OF ALBUQUERQUE’S July 22nd “MYTHBUSTERS” DOCUMENT REGARDING A.R.T. (ALBUQUERQUE RAPID TRANSIT)

JULY 25, 2016

(NOTE: The CCG became aware of the City of Albuquerque’s “MYTHBUSTERS – Get the Facts about Albuquerque Rapid Transit (ART)” document on July 22nd, 2016: <<http://abqbrt.blob.core.windows.net/resources/Mythbusters%207-25-2016.pdf>>)

The following is the CCG’s response to the City’s “Mythbusters” statements.

Myth 1: Parking spots on Central Avenue will be reduced or eliminated because of ART.

There was NO way for the public to know how many parking spaces along Central Avenue have been eliminated or added, because that information has NOT been made publicly accessible before July 22nd.

The CCG has been requesting this information for 5 months from the Transit Department, since February 29, 2016 and subsequently in several ART/Concerned Citizens March meetings, described below. At the May 4, 2016 meeting with the ART Design Team, the CCG representatives were again promised ALL parking information regarding the ART project would be available at the May 11th meeting. At the May 11, 2015 meeting, we were told by Dayna Crawford that she had been instructed that they (ART Team) could NOT speak to us or give us ANY information.

At the end of May 11th non-meeting, one owner attending with property directly on Central Avenue was able to get two 11” x 14” drawings of the ART parking plan from Carlisle to Washington Street. These drawings show 75 parking spaces in this eight block reach.

Following a review of this segment on June 2016 using Google Earth, aerials and street level views showed that the painted-on-street parking spaces, totaled 90 spaces. In this eight block strip, apparently 15 spaces were eliminated.

In February 2016, based on the latest revised January 16 ART Project Plan drawings (color and line drawings over earlier aerial photos, as shown on the ABQ Ride website) the CCG team made a best-estimate of existing parking spaces by comparing the ART drawings with 100 foot scale rectified aerial photos (2014 data) from AGIS of the City of Albuquerque.

The count of existing parking spaces could not be precise for 3 reasons:

- A. The segment of Central from I-25 (Oak Street) to University Boulevard had a cross-section of the ART drawings that was reversed – parking was shown on the north side rather than the south side. We asked for a corrected section so that we could count the spaces but were never provided one.

- B. The segment from 8th Street to San Pasquale and Lomas Boulevard was (and is) unclear because the parking space lines in the “road diet/stripped areas by that pilot project” (as stated in the Mythbusters” document) were unclear and faded out. In an on-site survey by CCG members, even some of the “parking sign” posts, although still standing, had the signs removed.
- C. There was no way for the public to know how many parking spaces would be provided by the ART Project plans because, despite repeated requests, that information had NOT been made available. The two drawings obtained at the May 11th non-meeting, showing the ART Parking Plan from Carlisle to Washington, showed an effort to recapture some of the 26 spaces lost by the Solano ART station by adding one more space at each corner of the non-intersecting cross-streets (such as Montclair, Sierra, etc.) and by filling in the right-turn bays (such as Washington Street) with new parking spaces.

These modifications, however, present some serious safety issues:

- 1) The insertion of a parking space in the present 20-foot no-parking area, which protects the turning radius to and from these side streets, presents a risk for right-turning vehicles. The minimum inside radius for, say, a school bus or a large-box delivery truck from a single travel lane is 28 feet and the outside radius is 42 feet. Eliminating an open right-turn space from an arterial (especially one reduced to a single lane each way) presents traffic-flow-delay, clipping the parked vehicle, OR pedestrian safety concerns. Also, eliminating the right-turn lane at Washington Street might require a separate pedestrian phase for the light, or risk a line of angry drivers behind the vehicle trying to turn right onto Washington. Traffic calming should NOT cause traffic frustration and safety risks.

An existing example of this is at 1st Street and Central. Vehicles turning from 1st Street to Central, heading east under the viaduct, are regularly in conflict with pedestrians trying to cross Central to the Alvarado Transit Station or further south.

This 1st St. signal phasing issue would be further compromised by the ART design because the ART bus (heading west) would be in the center-dedicated lane needing to turn right, heading north on 1st Street to Copper. Both of these moves would require separate phases in a multi-phase traffic signal. When asked at the April 28th ART Design Team/CCG meeting about this and its impact on total travel-time of the ART bus, we were told “we are working on it.” This ‘bus through-or-turn/pedestrian signal phase’ conflict exists at many of the 23 existing traffic signals and 12 new signals. Counting the number of these additional signal phases

indicates that the Albuquerque Rapid Transit may not be so rapid; in fact, it may be slower than the present Rapid Ride buses.

In summary, under Myth 1, without letting the public SEE the drawings of the ART Project parking plan, there has been NO way for the public to know if the number of parking spaces claimed would be true.

Myth 2: We will cut down all the trees on Central because of ART.

First, NO ONE has said: “cut down all the trees.” What many people have said is not to cut down all the trees in the medians. Of course, many of the trees on and adjacent to the sidewalks would be kept. These trees were not counted in the CCG detailed photo-analysis counting the 217 mature trees (smaller trees and other landscape materials were not included) and which would be eliminated in the medians by the present ART configuration. This is neither a necessary nor publically acceptable urban design consequence.

We request that the Transit Dept. and the ART Design Team review the comments submitted in the Fall of 2014 (as summarized by ABQ Ride December 17, 2014), made on behalf of the New Mexico Chapter of the American Society of Landscape Architects, and the comments by the faculty member and Dean of two colleges at the University of New Mexico (included in Appendix B of the Categorical Exclusion Application). Further, we request that the City of Albuquerque ART Team, as well as the reviewing members of the FTA, evaluate and assess the CCG proposed alternative configurations as initially given to the Transit Department on December 2, 2015 and, with refined drawings, given to the Mayor on March 24, 2016. Further, two options -- with or without bike lanes at EDo and Nob Hill -- were given to the Transit Department on June 16, 2016. These are also presented in the later portion of the “makeartsmart.org” website, and are attached to this response.

Planting small “replacement” trees in narrow strips alternately along the Central Avenue corridor, many requiring new right-of-way-takings around the planting strips for the new sidewalk, is not an appropriate arterial landscape design (please see previous reference to comments on behalf of the NMA SLA).

Myth 3: “The removal of left turns along the route will hurt businesses and create safety problems”.

The hyperlinked map in the ‘Mythbusters’ document shows “left-turns and pedestrian locations”, including the addition of San Pedro Drive and Princeton Drive, which were not shown on earlier maps publicly available. The problem(s) regarding left-turns, however, are not those shown on the map -- the

more significant problems are the over 200 existing intersecting public streets and alleys cut off from left-turn access to and from Central Avenue. These create two problems:

- a. Circuitous extra travel by both vehicles and pedestrians to and from these public streets, thereby making access to chosen destinations more difficult and taking longer. This potentially can discourage patronage of many businesses. It also greatly increases the difficulty of delivery vehicles (especially long single-unit trucks) serving those businesses.
- b. Safety risks will be created for drivers, particularly tourists and other unsuspecting drivers seeing no physical barrier to crossing Central from a side street (and with the high probability of not seeing a yellow line on the far side of one or two travel lanes in the middle of Central Avenue). All drivers are accustomed to going from an arterial to a business on the other side of a street, either by crossing a middle line, or from a middle turning lane, to get across the street. In the ART plan, with no median space or middle turning lane to pause before completing their left turn, unknowing drivers are at great risk of being hit by an unseen fast moving bus or cross traffic.

The FHWA and UPS references in this section completely ignore the changes taking place in the 21st century with respect to electronic traffic-flow management, including transit-priority where right-lane curb access transit arrangements can be faster in total trip time as well as well as more smoothly integrating traffic calming measures using the evolving technologies of multiple-vehicle autonomous control.

The Figure 3 example of Jalisco, as shown, reflects a very different context, as well as street ROW and transit-guideway separation and is not comparable to the Central Avenue context. Unfortunately, the reference for Figure 3 is not cited. In fact, it is a highly selective excerpt from the multiple examples given in “EMBARK: Traffic Safety on Bus Corridors” from which this single example is taken. This document assesses BRT safety issues in 18 cities around the world. It reports and summarizes quite diverse results depending on context.

"The City states in its briefing (to Federal District Court) that the ART lanes could be re-designated as general use lanes without much trouble." Throughout CCG's meeting with the ART Design Team, no mention was ever made regarding this, which could mediate many of the issues discussed in Mythbusters and related to recommendations by CCG in our many meetings with the Design Team.

In addition, Mr. de Garmo's February 19, 2014 email (Attachment 2) indicates that ABQRide officials were then fully aware that the proposed design of dedicated fixed center lanes were not necessary for FTA Small Starts funding. That information was not shared with the CCG or public during discussions of recommended alternatives.

Myth 4: “Art will make Central Avenue less pedestrian friendly”

Such a short paragraph with so many errors. First, a 6-foot width for sidewalks on urban arterials is nothing to brag about. It is good that some sidewalks on the far eastern and western portions of Central would be increased from 5 to 6 feet; however, most existing sidewalks on Central Avenue in the older historic areas of Albuquerque are 8 feet in 80 foot ROW portions, and 10 to 12 feet in 100 foot ROW sections. In many cities of the United States, 12 to 15 foot sidewalks on arterial streets are standard, if not minimum. For example, Portland, Oregon, stipulates 15 foot minimum for pedestrian sidewalks on arterial streets. The CCG recommended alternative sections show 12 to 15-foot sidewalks continuously through most of the 100-foot ROW portions and 10 to 12-foot ROW in the 80-foot ROW sections.

The statement “no existing sidewalks will be reduced” is false. Many such sidewalk reductions are called out in the detailed notes on the February 16, 2016 aerial-photo/project plan drawings. For example, the sidewalk adjacent to the existing Rapid Ride stop on the NW corner of Rio Grande Boulevard and Central is reduced from 15 to 10-feet in the ART plan.

Pedestrian traffic is already high along Central in Nob Hill (and less on the UNM sidewalks), but the current, final ART design does little to enhance the experience of walking in Nob Hill. Instead, the designers emphasize the improvement in transit level of service (LOS) by increasing the speed of ART over RapidRide service while not significantly reducing headways. 7.5 minutes today east of Rio Grande down to 7 minutes?

Myth 5: “ART will be less safe for passengers and pedestrians”

The statement “people will cross only one directions of traffic to get to the sidewalks” expresses a fundamental problem with the entire ART design: it is perceived and executed almost exclusively from the point of view of the Transit. Pedestrians not coming from the Transit stations, however, have to cross all of the traffic lanes plus the dedicated bus lanes to get to the other side. In the mid-block-stations, they would have to cross half the street, then turn and go up a 20-foot ramp, through a 60-foot station, down a 20-foot ramp, then push another pedestrian crossing button to finish crossing the street. For someone in a wheelchair, elderly with a walker, a parent pushing a stroller or with a load of groceries, this is not a more convenient or safer solution

In addition, CCG has questioned having only a yellow line separating the dedicated lanes from mixed traffic lanes with the ART Design Team, with no concerns expressed by Team members. “Physical segregation between the bus lanes and the mixed traffic lanes is essential for eliminating the risk of vehicles entering the bus lanes and colliding with buses. Lane markings and raised pavement markings are not effective measures for eliminating these conflicts. We recommend using a raised curb or a median”. Pg. 24 in “EMBARQ: Traffic Safety on Bus Corridors - Guidelines for integrating pedestrian

and traffic safety into the planning, design, and operation of BRT, Busways and bus lanes. Pilot Version-Road Test”. [<EMB2012 Traffic Safety on Bus Corridors Pilot Version-2.pdf>](#)
CCG believes that the current proposed ART design is woefully inadequate regarding safety and must be re-assessed by FTA to assure that pedestrian safety and traffic issue and deficiencies are addressed.

Myth 6: “Traffic will be reduced to one lane throughout the entire project and traffic will be unbearable.”

This is a false and “straw-man” statement. All of the comments that we have heard have been concerned about the reduction to a single mixed traffic lane in specific locations, or in portions of the proposed ART design. The analysis by Greg Rowangould (see Attachment I), using the ABQ Ride own figures, addresses clear concerns about these locations. Additionally, the “letters to the editor” in the July 26, 2016 Albuquerque Journal express strong, negative public perceptions of the single-lane configuration in Nob Hill based on direct experience during the recent “Summerfest” event.

Myth 7: “The Project has only a 19 year shelf life.”

This statement might be based on the intersection capacity limits explicitly stated in the ART traffic analysis in the “Small Starts” application by the City to the FTA. This capacity concern, as identified by Greg Rowangould, exists (see Attachment 1 for the Executive Summary, and <makeartsmart.org> for the entire report). The options to address it are not yet determined. The “Myth” statement above is a “scare straw-man.”

Myth 8: “Central will be shut down during construction.”

This also is a hyperbolic statement. We know of no one, business person or other, who believes that Central Avenue will be shut down. The first concern, of course, is “constriction”-- when, how long and the impact on patronage and traffic flow during construction. The greater concern, though, is the long-term permanent reduction in accessibility due to either congestion or reduction in travel on Central due to the loss of capacity and flow restrictions.

Myth 9: “This project is going to destroy historic districts and lose the historic ambience of the corridor.”

The issue of impacts on historic districts and on specific locations along Central Avenue, indeed on the entire Historic Route 66 roadway, is far more nuanced than this simplistic statement implies. Such issues are addressed more fully elsewhere by others, including the impact of increased traffic on Lead/Coal, which are also in the historic district, as well as on Tight Grove at the SW corner of the UNM campus.

Myth 10: “Business will close along Central Avenue”

We concur that Central Avenue needs rejuvenation and revival. We believe that the proposed configuration of ART -- with excessive space consumed by the dedicated center-lanes and stations, and with the resulting limitation of sidewalk width and pedestrian capacity -- would further cause reduction in business access and patronage. We also feel that the alternative configuration given to the Transit Department (and to the Mayor and the entire ART design team sequentially from December 2, 2015 to June 2016) would be greatly superior in achieving this rejuvenation.

The potential for development density and activity enhancement is created by the capacity for pedestrian density – wide sidewalks accommodating street furniture, trees, café tables, street vendors, etc. **Transit can serve these areas for pedestrian density; it cannot create them.**

The potential for Transit Oriented Development (TOD), so eagerly sought and envisioned by some economic interests (“\$2.9 billion”), could NOT be achieved by the present ART configuration. An arrangement (such as put forward by the CCG), which reverses the proportions of the street dedicated to sidewalks and to transit space, can achieve a major portion of the TOD potential – but the design as submitted must be changed before this potential is lost.

Myth 11: “It has been impossible for people to get information about this project.”

The lack of direct contact with business and residents has been extensively documented by others in the ART Project review record. The denial of access to publicly-paid-for technical and graphic information sought by the CCG members also has crippled CCG’s ability to convey concerns regarding up-to-date plans in a timely manner. Formal requests for such information, in meetings with ABQRide and City officials on December 2nd, 2015, March 24th, 2016 with the Mayor, and with the ART Design Team March 29th and 31st and on May 4th, were without response. Meeting agendas, and denial of access are available, upon request.

Myth 12: “The city lied on its application for the categorical exclusion about there being no opposition to the project..”

The response to this statement will be provided by the representatives of those who are Plaintiffs during the District Court hearing.

Myth 13: “The City was excused from completing an environmental study of this project.”

Similarly, the relevant areas that were not included, or were inadequately addressed, will be covered by the representatives of the Plaintiffs.

Myth 14: “No other mass transit project has been granted a categorical exclusion from the FTA in recent years.”

This statement has not perpetrated by the CCG, it is from the City. It will be addressed by the representatives of the Plaintiffs.

Myth 15: “This project is only being done to support specific contractors.”

The particular process and sequence of contractor selection are matters of public record. They would be addressed, if needed, by the Plaintiffs’ representatives.

Myth 16: “Every business along Central is against this project.”

This is, again, hyperbole. No one has said “every business . . . is against this project”. The paragraph that follows this ‘Myth’ in the Mythbusters document lists those groups or businesses that “support” the ART Project. Nowhere is there a list provided of the many groups, neighborhood association or businesses that “oppose”, or those who support but recommend significant modifications.

Myth 17: “The money for this project could have been used for public safety.”

The CCG recognizes and supports the fact that the money is dedicated to transit along the Central Avenue project. We also believe that the modifications to the ART proposal as illustrated in text and images in Attachments 3,4,5 & 6, as well as on the “makeartsmart.org” website (also hand delivered to the Transit Department and City officials), would greatly improve the performance and public acceptance of the ART Project. These CCG modifications also would provide better connections – station to station – to the rest of the “modified Grid Transit” as recommended to ABQRide network and exemplified in Houston. We believe that these modifications can not only enhance total bus ridership, but better serve presently under-served populations.

The cost savings through the CCG modifications, if carefully evaluated in an unbiased assessment, potentially, could allow extension of the ART corridor to Tramway and Unser Boulevards. This could provide service to the full corridor of Central, not just half of it.

Myth 18: “The \$69 million in FTA funding is not available.”

The Mythbusters paragraph clearly states the case: the budget request has been submitted. The House and Senate will make the final FY17 funding decisions. CCG has not indicated otherwise and supports funding the project, providing that the suggested modifications are implemented.

Myth 19: “People will not ride the ART when completed.”

Dr. Greg Rowangould addresses this issue quite clearly in his analysis and declaration as indicated by The Albuquerque Journal June 27th, 2016, ‘Art won’t improve bus service’. See Attachment 1 as well as the entire report at <http://www.abqjournal.com/798603/art-wont-improve-bus-service-professor-says.html>

Also the public survey of 421 Albuquerque residents taken July 2 &3 by KOB- TV <http://www.kob.com/kobtvimages/repository/cs/files/Copy%20of%20ART%207-2-16%20Poll%20Results%20.pdf> indicated that the majority of those polled opposed ART and did not believe it would boost economic development as claimed by the City.

ATTACHMENTS

1. **Review of the Albuquerque Rapid Transit (ART) Project's Potential Transportation and Environmental Impacts;** Gregory Rowangould, PhD,

June 8, 2016

"...My review focused on two technical studies completed by ABQ Ride and its consultants that provided most, if not all, of the quantitative data that formed the basis for ABQ Ride's opinions and claims made in its petition for a Categorical Exclusion and its Small Starts grant application to the Federal Transit Administration about the proposed ART project's likely transportation benefits and costs and environmental benefits and costs...

...the analysis as completed by ABQ Ride and documented in the traffic study and travel demand study largely fails to support ABQ Ride's main claims regarding the likely transportation and environmental impacts of the project. The traffic study clearly indicates that traffic congestion along Central Avenue will be significantly worse if ART is built. While initial traffic impacts are reported to be relatively small, they are still worse than they would be if the project was not built. In the future, traffic impacts are shown to become increasingly severe. The traffic study itself concludes that, "Under the 2035 Build Conditions, many intersections will perform deficiently due to insufficient capacity or green time for general purpose traffic, or other physical constraints."⁴

The report continues by suggesting potential mitigation measures for particularly congested areas that include adding additional traffic lanes to Central Avenue, concluding that no mitigation is possible, or that ART bus only lanes should be removed⁵. Furthermore, while neither study, or any other studies, have compared the performance of ART with continuing to operate the Rapid Ride, my estimations based on data in the traffic study appendices and by comparing the travel demand study's estimates with current Rapid Ride schedules indicates little, if any, travel time or reliability improvements will be achieved if ART is built. In fact, these comparisons indicate the ART may perform worse than the Rapid Ride would..."

For the complete report please go to <http://www.makeartsmart.org/art-project-as-currently-designed-appears-to-do-more-harm-than-good/>

2. Andrew De Garmo February 19, 2014 email

Crawford, Dayna G.

From: de Garmo, Andrew F.
Sent: Wednesday, February 19, 2014 7:15 PM
To: Rizzieri, Bruce; Crawford, Dayna G.; Kline, Lawrence S.
Cc: Viamonte, Andres (Andres.Viamonte@hdrinc.com)
Subject: Fixed guideway BRT vs. corridor-based BRT

Hello all,

I've been wrong on a crucial point, and I apologize for muddying the issues. A BRT project does not need to have any dedicated lanes to qualify for Small Starts funding; it only needs to have >50% dedicated lanes to qualify for New Starts funding.

"Corridor-Based BRT" projects qualify for Small Starts and are not required to have dedicated lanes. From the Federal Register <http://www.gpo.gov/fdsys/pkg/FR-2013-01-09/pdf/2012-31540.pdf>);

3. CCG's proposed modifications to the ART proposal

A better alternative for Albuquerque Rapid Transit (ART) 6/26/16

By the Coalition of Concerned Citizens to Make ART smart < www.makeARTsmart.org >

The present 'Good to Great' (G2G) public meetings seem to assume that the Transit Dept.'s 'vision' of the 'ART' Project is what will happen and then, with the presumption that there would be increased accessibility, asks the question "how can we make Central Ave Great".

We believe the G2G meetings are well intentioned, but are a bit out of sequence in the 'ART' Project process. In fact, although the first step of funding for 'ART' is approved, the design of the Project is not yet approved.

Further, the ART project as presently designed is substantially out of scale with the physical dimensions of Central Avenue. In 'ART', as presently configured, the median trees are removed, the sidewalks are NOT widened (with very few exceptions), and the new trees 'replaced' are in narrow, intermittent strips, and in a number of cases, where a strip of property is taken, thereby widening the right-of-way. In this design, there would be a serious lack of space for genuine, walkable areas for 'pedestrian density' and the appropriate street furniture. These narrow sidewalks also would not support enough active pedestrian space for 'Transit Oriented Development' (TOD) at the proposed new transit stops.

Unfortunately, ART in the present arrangement is not only out-of-scale for the physical setting of Central Avenue but, we believe, would be very out-of-date if it were built as designed.

In contrast, cities, such as Denver, Austin, Portland (and others) are now designing 21st century, electronically-managed, transit and traffic flow control systems that would optimize transit priority and control mixed-traffic flow as well as provide 'traffic-calming' -- and this at far less cost and with greater mobility than the 20th-century-style 'ART' Project, as presently proposed. The 'ART' design uses 'concrete-in-the-street' Transit platforms with adjacent mixed-flow traffic lanes, greatly reducing capacity for regular traffic, including local Route 66 buses. In the cities mentioned above, the new, up-to-date, electronic transit management projects are being financed by the Federal Transit Authority as a competition under the 'SmartCities' grant program.

A real option exists, however for Central Avenue. An alternative configuration (with Plans and Sections) was put forward by the Concerned Citizens' Group (CCG), and shared with the Transit Dept., with subsequent iterations, since Dec. 2, 2015. It would eliminate the space occupied by the center-dedicated-bus lanes (a dead paving area used only once about every 7 minutes) and add that area to the existing sidewalk space. The CCG alternative would retain the medians and the existing mature trees, and transfer the proposed bus-lane-space to actually widen the sidewalks (continuously) adjacent to the parking/landscape/bus stop areas as active, functional pedestrian-oriented spaces on both sides of the street. It also would use only 21st-century, electric-powered buses, carefully coordinated with the N/S arterial feeder-bus network -- greatly simplifying the present, predominantly 1950-style radial

bus network.

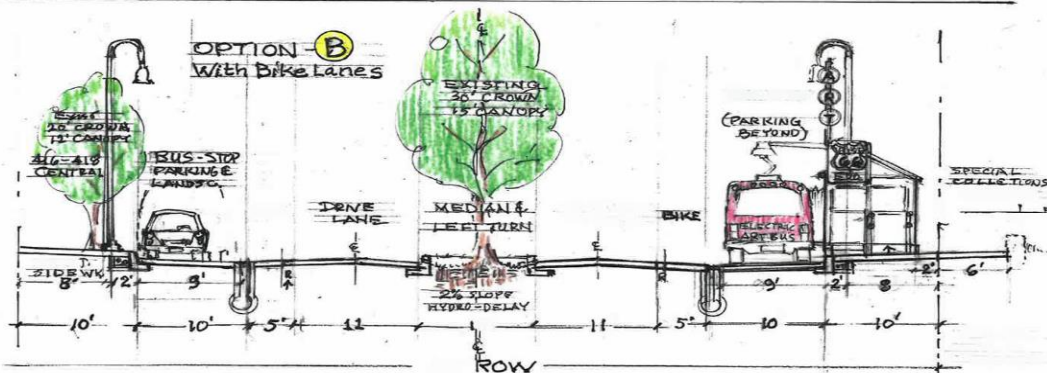
THIS could support a substantially increased pedestrian density, active street-life and, where appropriate, provide support for Transit Oriented Development.

A major step toward creating a truly “Great” Central Avenue would be to give serious consideration to implementing the alternative & innovative 21st Century ART design as described above.

(SEE SPECIFIC SECTION DRAWINGS OF PROPOSED DESIGN MODIFICATIONS BELOW)

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① EDo ART Station East of Broadway near Edith
(C.C.G) Proposed ART RAPID TRANSIT @ EDo Stat on



EXIST. SIDEWALK

PAVING BLK. WATER LINE

BUS STOPS & PARKING

THRU LANE

THRU

EXISTING TREES

MEDIAN & LEFT TURN

THRU LANE

THRU

POSSIBLE BIKEWAYS (POROUS PAVING)

NEW ROW OF TREES FORMING EDGE OF CAMPUS & BUS STOPS & PARKING

EXIST. SIDEWALK

100' ROW

WATER

12 9 11 11 12 11 12 8

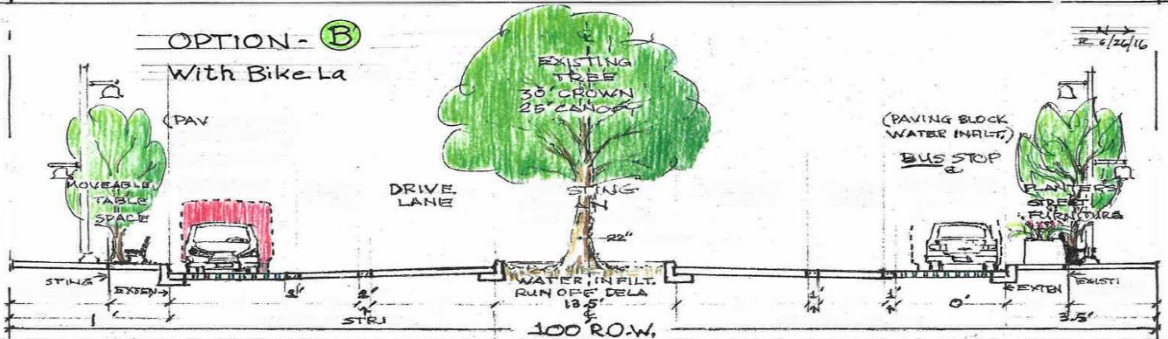
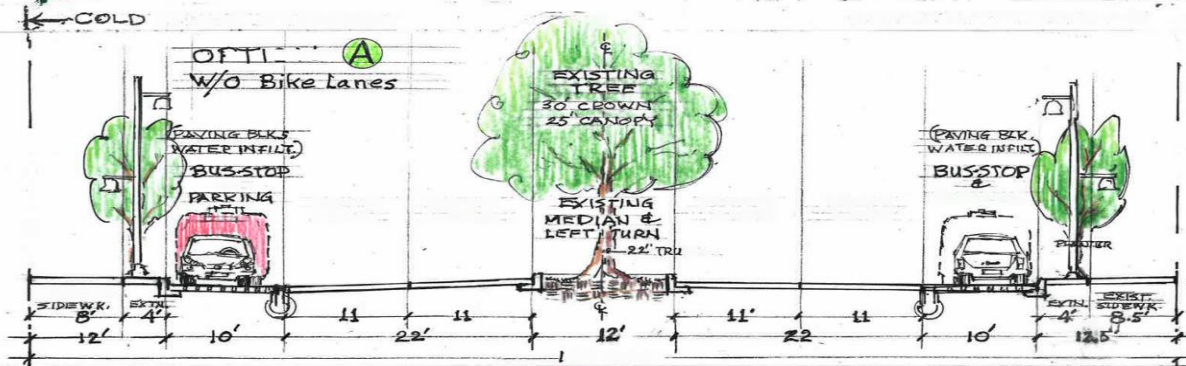
u. (C.C.G.) Proposed:- New Tree-row edge to S. side Main Campus
Concerned Citizens Group R 3/10/16

5. CCG's Proposed A.R.T. Modifications (Nob Hill and Central Ave.)

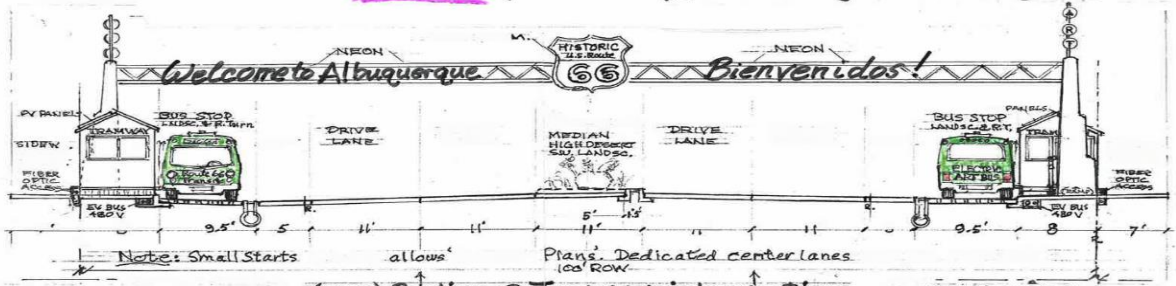
CENTRAL AVE Compared Sections Examples Nob Hill EDO proposed Tramway

③ Nob Hill between Bryn Mawr Wellesley Dr.

(C.C.G.) Proposed Electric Buses/Wider S dewalk Access



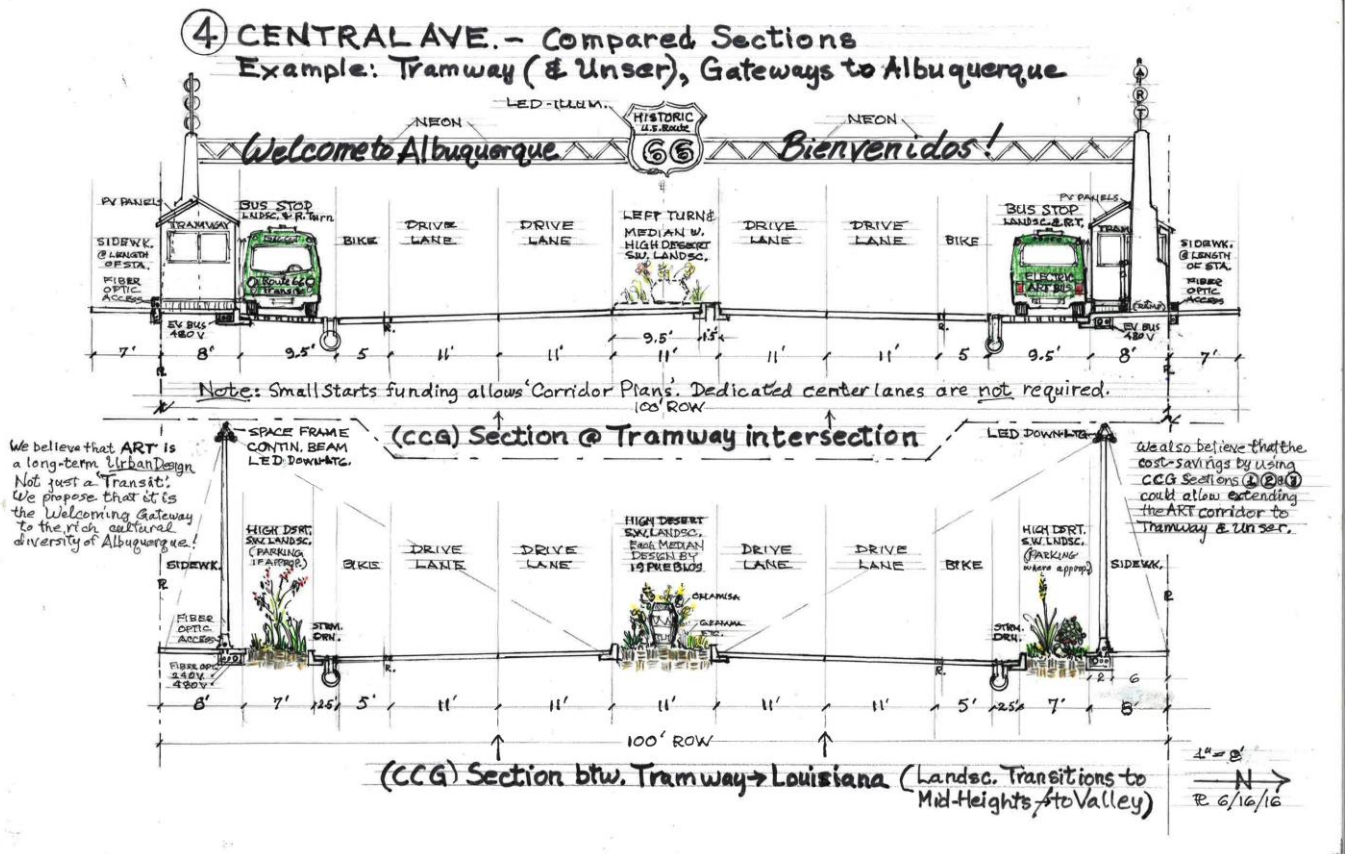
④ CENTRAL AVE. - Compared Sect one Example: Tramway (& Unser), Gateways to Albuquerque



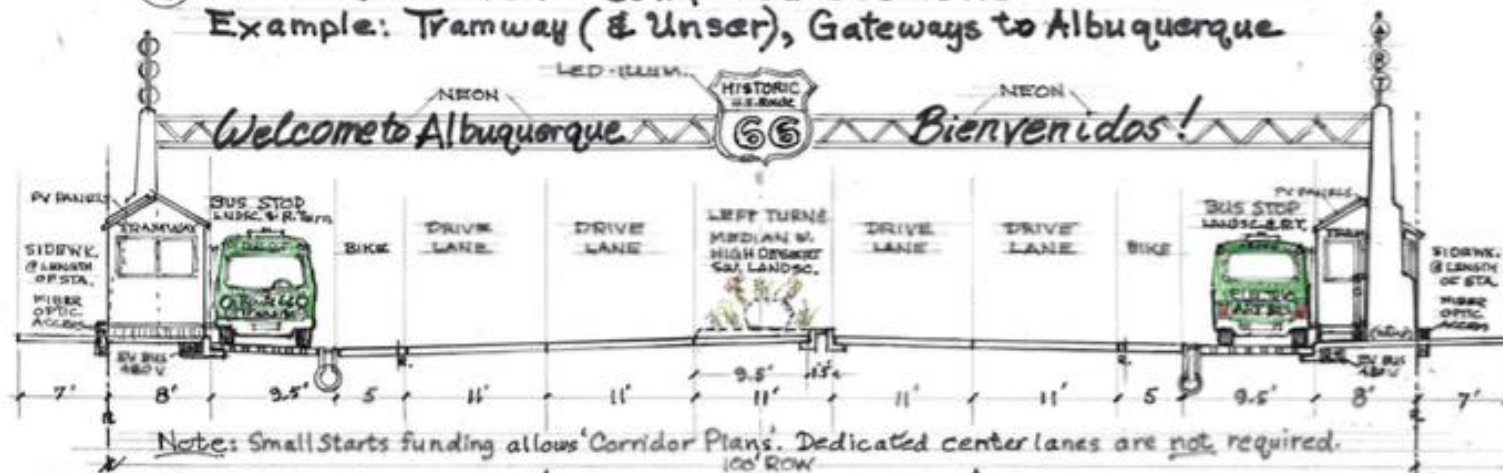
a long-term Urban Design
Not just a Transit!
We propose that it is
the Welcoming Gateway
to the rich cultural
diversity of Albuquerque!

we also believe that the
cost savings by using
CCG Sections (B) & (C)
extending
the ART corridor to
Tramway & Unser

6. CCG's Proposed A.R.T. Modifications (Combined Tramway & Unser "Gateways" to Albuquerque (See larger image on page 17)

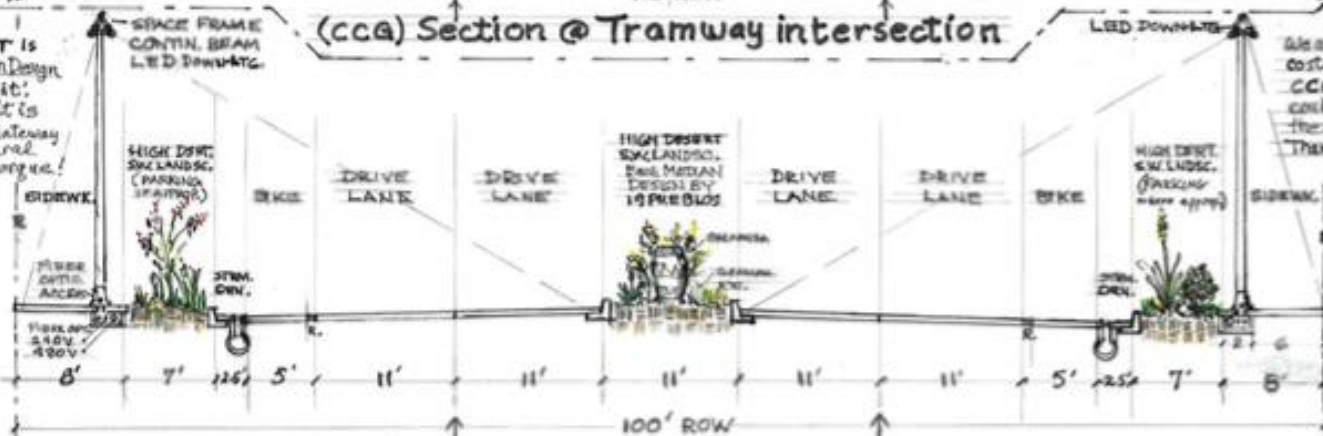


④ CENTRAL AVE. - Compared Sections Example: Tramway (& Unser), Gateways to Albuquerque



(CCA) Section @ Tramway intersection

We believe that ART is a long-term Urban Design. Not just a Transit! We propose that it is the Welcoming Gateway to the rich cultural diversity of Albuquerque!



We also believe that the cost-savings by using CCA Sections (2) & (4) could allow extending the ART corridor to Tramway & Unser.

(CCA) Section btw. Tramway → Louisiana (Landsc. Transitions to Mid-Heights, to Valley)

1" = 8'
N
E 6/16/16