HOPE Christian High School

Neighborhood Impact Analysis

Draft Report

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1. Executive Summary

This report discusses the results of neighborhood impact analysis that was conducted for the proposed redevelopment at the HOPE High School campus at 6800 Palomas Avenue Northeast (NE) in Albuquerque, New Mexico. The proposed project entails the following:

- Construction of approximately 111,000 square feet (sf), with 88,000 sf of new construction aimed at replacing or renovating all existing campus structures.
- Construction of a new central student commons and event space, 22 modern core-learning classrooms, 10 specialized classrooms dedicated to the arts and sciences, updated administrative facilities, an improved visitor experience, a high-tech library/media center, a 450-seat theater, and a new collegiate-sized gym.
- A five-phase construction, with each phase scheduled to be completed in successive summers, starting from Phase 1 in Summer 2024 and completing Phase 5 by Summer 2028.
- An increase in school population (from 372 to 420 students and from 44 to 50 school employee/staff) for the school year 2024-25 once Phase 1 is completed during Summer 2024.
- A redesigned on-site parking and pick-up/drop-off layout.
- Relocation of the school's driveway located along Louisiana Boulevard NE south by 110 feet to provide left-in, right-in, and right-out access.

1.1 Study Area

The study area included four intersections (two signalized and two one-way stop-controlled) located in the vicinity of the project site. The study area was evaluated during the weekday AM peak hour (the highest hour of traffic between 6:30 and 8:30 AM) and the weekday school PM peak hour (the highest hour of traffic between 3 and 5 PM). The project-related impacts were evaluated under the following three scenarios:

- Existing (2024) Conditions
- Buildout Year (2024) Baseline Conditions
- Buildout Year (2024) plus Project Conditions

Even though the proposed project will be fully completed in 2028, Phase 1 will be completed in Summer 2024, after which school population and school-related traffic would increase for the school year 2024-25. As such, for purposes of this study, 2024 was considered as the buildout year.

1.2 Key Findings

1. The proposed project would cause less-than-significant impacts to intersection, bicycle, and pedestrian operations.
2. The proposed project would cause no impacts to transit operations.
3. The proposed project would cause positive beneficial impacts to traffic congestion and circulation on Palomas Avenue NE.

4. The proposed project would reduce dependency on on-street parking spaces by providing off-street parking spaces more than the parking requirements.
5. The proposed project would cause less-than-significant impacts to automobile-pedestrian conflict points.
6. The proposed project would cause either positive beneficial impacts or no impacts to pedestrian activities along the crosswalk between the Middle and High Schools.
7. The proposed project would reduce queue spillbacks on and enhance traffic circulation along Palomas Avenue NE due to redesigned and improved pick-up and drop-off operations.

1.3 Mitigation Measures

The proposed project is not expected to result in significant transportation impacts. Therefore, no mitigation measures are proposed.

1.4 Recommendations

Palomas Avenue NE has four schools located on it and during the morning and evening peak hours, these school-related traffic compete for the limited on-street resources. Therefore, Palomas Avenue NE has multiple interconnected parking, traffic, and safety issues. Instead of developing individualized solutions, it is strongly recommended to perform a detailed assessment of the whole corridor and develop comprehensive solution(s) to improve multimodal safety and circulation along Palomas Avenue NE.

2. Introduction & Project Description

2.1 Study Purpose

HOPE Christian School is embarking on a transformative journey to expand and rejuvenate its high school campus at 6800 Palomas Avenue Northeast (NE) in Albuquerque, New Mexico, which has been its home for over 30 years. The purpose of this neighborhood impact assessment (NIA) is to determine transportation impacts associated with the proposed improvements at the HOPE Christian High School on the surrounding roadway network and to recommend any mitigation measures that may be necessary to support the redevelopment. The following transportation operations were evaluated in this study:

- Traffic conditions
- Transit conditions
- Pedestrian conditions
- Bicycle conditions

2.2 Proposed Project

2.2.1 Project Description

The proposed project will unfold in five consecutive phases over five years, covering approximately 111,000 square feet (sf), with 88,000 sf of new construction aimed at replacing or renovating all existing campus structures. This transformative project will introduce a range of enhancements, including a new central student commons and event space, 22 modern core-learning classrooms, 10 specialized classrooms dedicated to the arts and sciences, updated administrative facilities, an improved visitor experience, a high-tech library/media center, a 450-seat theater, and a new collegiate-sized gym. The total project cost is projected at between $23 and $27 million.

Construction Phases: The proposed project will be completed in the following five phases:

- Phase I: 55,825 sf comprising 22 Classrooms, cafeteria/auditorium, resource center, administration wing, amphitheater, courtyard, and outdoor deck/eating area
- Phase II: 19,454-square-foot Science/Art Building with 10 classrooms for music, art, drama, and science
- Phase III: 18,067-square-foot 1,200-seat gymnasium
- Phase IV: 16,427-square-foot remodeling of old gym (5 new locker rooms, storage area, weight room, coaches' offices, and referees changing room)
- Phase V: 7,600-square-foot Performing Arts Center with a 450-seat auditorium with stage, wings, sound/lighting, and ticket booth

Site plan of the proposed project is included in **Appendix A**.

Changes to School Population: The current high school student enrolment is 372 students. This number has been consistent over the last five years, with only minor fluctuations (378 in 2022, 365 in 2021, 359 in 2020, 379 in 2019). The maximum student enrolment as part of the proposed project will be capped at 420 students. Also, the proposed project is expected to increase the employee/staff count at the high school

campus from 44 to 50.

On-Site Parking Redesign: The proposed project will also provide improved on-site parking and traffic circulation and an additional queue length to aid pick-up and drop-off operations. A redesigned parking layout will provide a total of 190 spaces. This includes 160 standard parking spaces, 12 compact spaces, 8 ADA parking spaces, 30 bicycle spaces, and 4 motorcycle spaces. Reconfigured parking layout includes new pavement, walkways, curb and gutter, refuge area, storm drains, and rerouted utilities. Concrete curbing will separate vehicle areas from pedestrian areas.

Traffic and Access Improvements: The school's driveway located along Louisiana Boulevard NE will be shifted south by 110 feet to provide left-in, right-in, and right-out access. The existing driveway along Louisiana Boulevard NE will be closed, and a new driveway will be built to facilitate access to the reconfigured parking layout. The relocated driveway will be 26 feet wide, transitioning into a 24-foot drive lane on-site with angled parking as illustrated in the site plan.

2.2.2 Completion Timeframe

The project's phased approach has been strategically sequenced to maintain a safe and secure campus throughout construction while minimizing disruption to school operations. Construction is scheduled to begin on June 1, 2024, and the goal is to complete one phase every year in succession during summer times. All construction will be completed by 2028. During the Summer 2024, seven high school classrooms will be temporarily relocated to the elementary portables. Parking and traffic flow will also be affected in the short term while Phase I of the project is being staged and built.

As part of the Phase 1, construction of 22 classrooms, redesigned on-site parking, and traffic and access improvements discussed in Section 2.2.1: Project Description will be completed. As such, the increase in school population (from 372 to 420 students and from 44 to 50 school employee/staff) is anticipated to occur for the school year 2024-25 once Phase 1 is completed during Summer 2024.

2.3 Study Procedures

2.3.1 Study Area

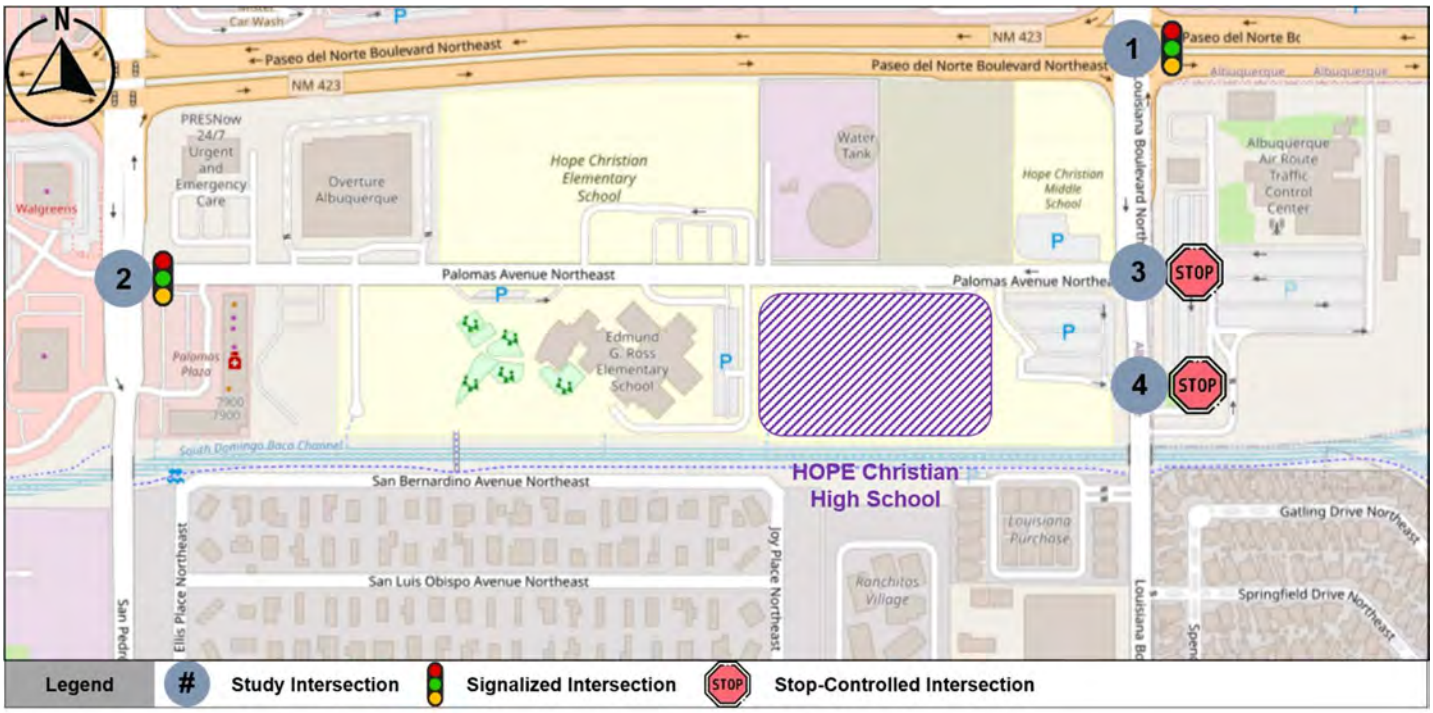
The following intersections located in the vicinity of the project site were evaluated as part of this transportation study:

1. Paseo Del Norte Boulevard NE/Louisiana Boulevard NE (signalized)
2. San Pedro Drive NE/Palomas Avenue NE (signalized)
3. Louisiana Boulevard NE/Palomas Avenue NE (one-way stop-controlled)
4. Louisiana Boulevard NE/Hope Christian High School Driveway (one-way stop-controlled)

The school's driveway along Palomas Avenue NE is a one-way driveway serving only right-in inbound traffic. As such, the intersection of Palomas Avenue NE and Hope Christian High School Driveway is not included as a study intersection, since it is an uncontrolled intersection with no conflicting movements.

The study area of the project is shown in **Figure 2-1**.

Figure 2-1 Project Study Area



Source: OpenStreetMap

2.3.2 Study Scenarios

For the analysis of the proposed project, the following three traffic scenarios were examined:

- **Existing Conditions** representing 2024 conditions.
- **Buildout Year Baseline Conditions** representing project completion/buildout year (2024) conditions plus any planned neighboring developments.
- **Buildout Year plus Project Conditions** representing project completion/buildout year (2024) plus project conditions.

Even though the proposed project will be fully completed in 2028, the portion of the project affecting school's population (Phase 1) will be completed in Summer 2024. As such, for assessment of impacts, project buildout year is identified as 2024, since increases in school population and school-related traffic are anticipated to occur for the school year 2024-25 upon completion of Phase 1.

2.3.3 Study Analysis Periods

The normal school hours for the Hope Christian High School's campus are from 8:15 AM to 3:35 PM. The school's AM peak period (around 7:45 to 8:15 AM) overlaps with the background traffic's AM peak period (typically 6:30 to 8:30 AM); however, the school's PM peak period (around 3:30 to 4 PM) barely overlaps with the background traffic's PM peak period (typically 4 to 6 PM). But since maximum number of trips to and from the project site would occur during the school's peak period, to identify peak project-related transportation impacts, the study analysis periods were selected to be the weekday AM peak hour (the highest hour of traffic between 6:30 and 8:30 AM) and the weekday school PM peak hour (the highest hour of traffic between 3 and 5 PM).

2.3.4 Study Methodologies

This transportation study was conducted based on the guidelines provided in the City of Albuquerque's Scope of NIA and the Development Process Manual (DPM), January 2019.

Intersection Capacity Analysis – The operating characteristics of intersections are described by the concept of level of service (LOS), which is a qualitative description of the performance of an intersection based on the average delay per vehicle. Intersection LOS values range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. Per the City of Albuquerque's Scope of NIA, the study intersections were evaluated using the methodology identified in the Highway Capacity Manual (HCM), Sixth Edition. This methodology calculates LOS value based on the average vehicle delay (in seconds) at an intersection. For signalized and all-way stop-controlled intersections, the LOS value is based on the combined weighted average delay of the whole intersection. For one-way and two-way stop-controlled intersections, LOS value is calculated for each controlled movement, as opposed to the intersection as a whole. LOS definitions for signalized and unsignalized intersections are provided in **Table 2-1**.

Table 2-1 Intersection LOS Criteria

LOS	Description of Operations	Average Control Delay (seconds per vehicle)	
		Unsignalized Intersection	Signalized Intersection
A	No Delay for stop-controlled approaches	≤ 10.0	≤ 10.0
B	Operations with minor delays	10.1 – 15.0	10.1 – 20.0
C	Operations with moderate delays	15.1 – 25.0	20.1 – 35.0
D	Operations with some delays	25.1 – 35.0	35.1 – 55.0
E	Operations with high delays, and long queues	35.1 – 50.0	55.1 – 80.0
F	Operations with extreme congestion, very high delays, and long queues unacceptable to most drivers	≥ 50.1	≥ 80.1

Source: Highway Capacity Manual, Transportation Research Board, Sixth Edition.

Per guidelines in the City of Albuquerque's Scope of NIA, intersection analysis was conducted using the Highway Capacity Software (HCS) 2024.

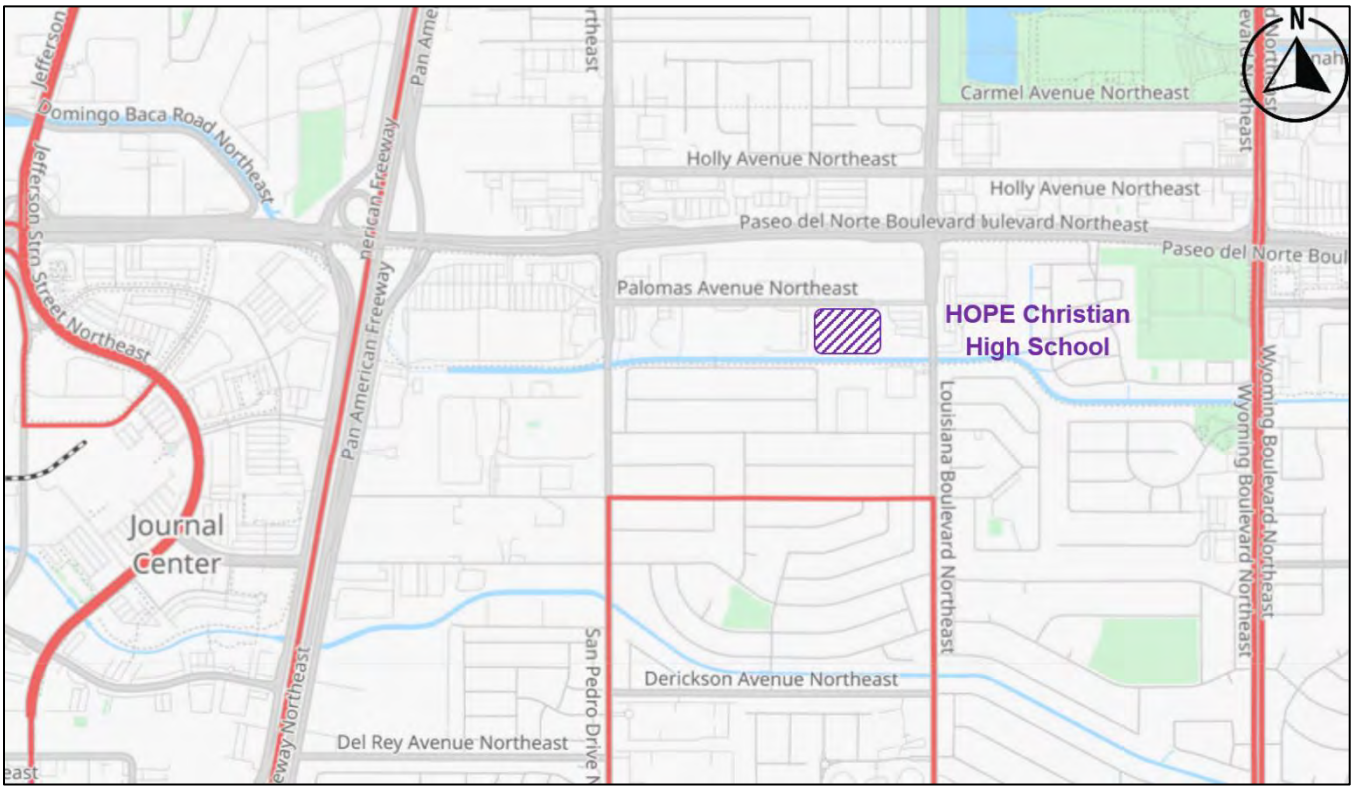
3. Existing Conditions

3.1 General Area Characteristics

3.1.1 Project Location & Surrounding Land Uses

The project site is in North Albuquerque and is roughly bounded by Palomas Avenue NE to the north, South Domingo Baca Arroyo to the south, Louisiana Boulevard NE to the east, and Edmond G. Ross Elementary School to the west. Regionally, the project site is located about 0.8 miles southeast of the Interstate 25 (I-25)/Paseo Del Norte Boulevard NE junction. Key land uses adjacent to the project site include schools (Hope Christian Elementary School, Edmond G. Ross Elementary School, and Hope Christian Middle School), government offices (National Weather Service Albuquerque Center Weather Service Unit and Federal Aviation Administration's Albuquerque Air Route Traffic Control Center), and residential developments. The project location is shown in **Figure 3-1**, while the project site surroundings are exhibited in **Figure 2-2**.

Figure 3-1 Project Location



Source: OpenStreetMap

3.1.2 Existing Zoning

Existing Integrated Development Ordinance (IDO) Zoning Districts of the project site and for adjacent lands are as follows:

- Project Site: Mixed-Use – Low Intensity (MX-L)
- North of Project Site: Mixed-Use – Medium Intensity (MX-M) and Planned Development (PD)
- South of Project Site: Residential – Multi-Family Low Density (R-ML) and MX-L

- East of Project Site: MX-L
- West of Project Site: None

3.2 Area Street Network

This subsection describes the roadway system in the vicinity of the project site. Access points to the project site from these roadways are also included.

3.2.1 Regional Access

I-25 and Paseo Del Norte Boulevard NE provide regional freeway access to the study area.

I-25 is a primarily north-south freeway providing regional access to the project site from Wildflower Area and other areas in the north and Del Norte, Academy Acres North, Montgomery Heights, and other areas in the south. It has three to four travel lanes in each direction in the vicinity of the project site. Access to the project site is available primarily through the Paseo Del Norte Boulevard NE interchange located about 0.8 miles northwest of the project site. I-25 is classified as an Interstate in the Mid-Region Council of Governments' (MRCOG) Long Range Roadway System (LRRS)[1] and as a Commuter Road in the City of Albuquerque's DPM.

Paseo Del Norte Boulevard NE or State Route (SR) 423 is a primarily east-west arterial providing regional access to the project site from areas west of I-25 and east of Countrywood Area. It has three travel lanes in each direction in the vicinity of the project site. Access to the project site is available primarily through its intersections with Louisiana Boulevard NE and San Pedro Drive NE, located approximately 0.2 miles to the north and 0.5 miles to the northeast of the project site, respectively. Paseo Del Norte Boulevard NE is classified as a Regional Principal Arterial in the MRCOG's LRRS and as a Commuter Road in the Albuquerque/Bernalillo County (ABC) Comprehensive Plan, March 2017.

3.2.2 Local Access

Louisiana Boulevard NE is primarily a two- to four-lane, north-south roadway between Elena Drive NE in the Nor Este area and Burlison Drive NE in the Bear Canyon area. Typically, it has a two-way left-turning lane in the center, bicycle lanes on either side, and posted speed limits of 35 to 40 miles per hour (mph). Within the study area, Louisiana Boulevard NE has sidewalks on either side, does not allow on-street parking, and has a posted speed limit of 35 mph. Along with Palomas Avenue NE, Louisiana Boulevard NE provides direct access to the project site. Louisiana Boulevard NE is classified as a Major Collector in the MRCOG's LRRS and as a Major Road the ABC Comprehensive Plan. In the MRCOG's Long Range Bikeway System (LRBS)[2], Louisiana Boulevard NE is classified as a Bike Lane south of Alameda Boulevard NE and as a Proposed Bike Lane north of Alameda Boulevard NE.

San Pedro Drive NE is a predominantly two-lane, north-south roadway connecting Wildflower Area, Pleasant View, Jade Park, and San Antonio Condo areas. Within the study area, San Pedro Drive NE has sidewalks and bicycle lanes on either side, does not allow on-street parking, and has a posted speed limit of 35 mph. San Pedro Drive NE is classified as a Major Collector in the MRCOG's LRRS and as a Major Road the

[1] Webpage: MRMPO Long Range Roadway System (LRRS) (arcgis.com)
[2] Webpage: MRMPO Long Range Bikeway System (arcgis.com)

ABC Comprehensive Plan. In the MRCOG's Long Range Bikeway System (LRBS), San Pedro Drive NE is classified as a Bike Lane south of Holly Avenue NE and as a Proposed Bike Lane north of Holly Avenue NE.

Palomas Avenue NE is a two-lane, east-west neighborhood roadway between San Pedro Drive NE and Louisiana Boulevard NE. It has sidewalks on either side and a two-way left-turning lane in the center, allows on-street parking, and has posted speed limits of 15 mph during school crossing hours and 35 mph during remaining times. In the MRCOG's LRRS Palomas Avenue NE is classified as a Minor Collector.

3.3 Acceptable LOS Standards

Per the City of Albuquerque's DPM, the acceptable LOS standards for roadways within the study area are summarized in **Table 3-1**. LOS C-D is the acceptable standard for Louisiana Boulevard NE and San Pedro Drive NE and LOS D for Paseo Del Norte Boulevard NE.

Table 3-1 Acceptable LOS Standards

Roadway	Functional Roadway Classification	Activity Center Type[1]	Acceptable LOS Standard[3]
Paseo Del Norte Boulevard NE	Commuter Road[1] / Regional Principal Arterial[2]	Outside Activity Center	D
Louisiana Boulevard NE	Major Road[1] / Major Collector[2]	Outside Activity Center	C-D
San Pedro Drive NE	Major Road[1] / Major Collector[2]	Outside Activity Center	C-D

Notes:
[1]Per Albuquerque/Bernalillo County Comprehensive Plan, March 2017
[2]Per MRCOG's Long Range Roadway System
[3]Per City of Albuquerque's Development Process Manual, January 2019

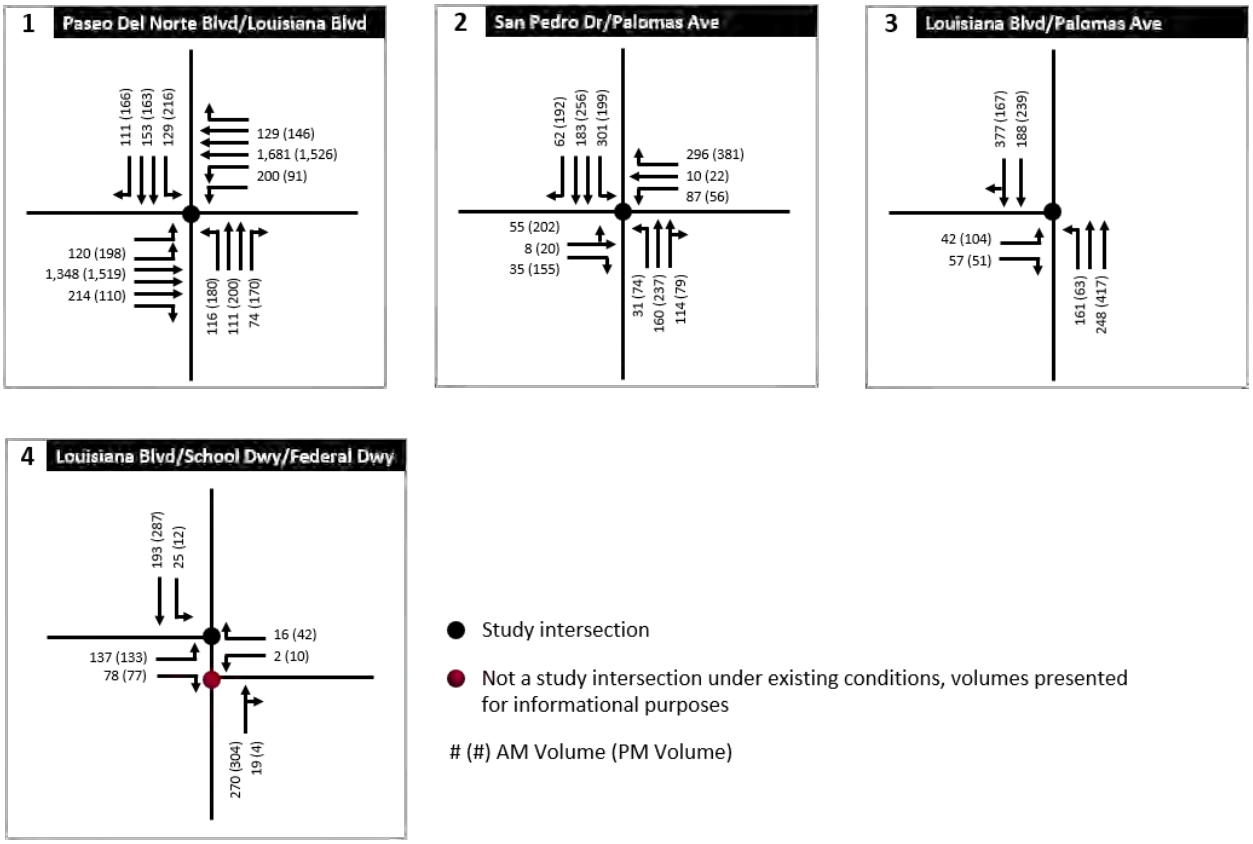
3.4 Existing Traffic Volumes

As mentioned in Section 2.3.3, the study area was evaluated during the weekday AM peak hour (the highest hour of traffic between 6:30 and 8:30 AM) and the weekday school PM peak hour (the highest hour of traffic between 3 and 5 PM). Traffic counts were collected at the study intersections on a typical weekday on April 2, 2024. Additionally, traffic counts were collected at the intersection of Palomas Avenue NE and Hope Christian High School Driveway. As mentioned earlier, this intersection has no control and no conflicts, hence was not selected as a study intersection. The count data is included in **Appendix B**. The study intersections' turning movement volumes during the weekday AM and weekday school PM peak hours, along with their geometric configurations, are exhibited in **Figure 3-2**.

Currently, the intersection of Louisiana Boulevard NE and Hope Christian High School Driveway is a T-intersection. About 100 feet south of this intersection, the Federal Office Driveway is located on the opposite side of the school driveway. Traffic volumes for the Federal Office Driveway are shown for informational purposes only; traffic analysis under Existing Conditions was conducted for the Louisiana Boulevard NE/Hope Christian High School Driveway study intersection only and did not include Federal Office Driveway, since it forms a separate intersection with Louisiana Boulevard NE. As part of the project, the school's driveway will be relocated about 110 feet south, thereby aligning it with the Federal Office Driveway. As such, under project buildout conditions, the combined intersection of Louisiana Boulevard

NE/Hope Christian High School Driveway/Federal Office Driveway was evaluated.

Figure 3-2 Existing Intersection Volumes



3.5 Existing Intersection Operations

Table 3-2 summarizes the existing operations at each study intersection during the AM and school PM peak hours. Under Existing Conditions, of the four study intersections, three operate under acceptable conditions during both the AM and school PM peak hours. The San Pedro Drive NE/Palomas Avenue NE intersection operates under unacceptable conditions – LOS D under both the AM and school PM peak hours.

Appendix C contains the analysis output sheets documenting the intersection level of service calculations.

Table 3-2 Existing Intersection Operations

#	Intersection	Traffic Control	Acceptable LOS Standard	AM Peak Hour		School PM Peak Hour	
				Delay	LOS	Delay	LOS
1	Paseo Del Norte Boulevard NE/ Louisiana Boulevard NE	Signal	D	30.0	C	36.4	D
2	San Pedro Drive NE/ Palomas Avenue NE	Signal	C-D	**50.6**	**D**	**47.9**	**D**
3	Louisiana Boulevard NE/ Palomas Avenue NE	OWSC	C-D	19.9 (EB)	C	19.5 (EB)	C
4	Louisiana Boulevard NE/ School Driveway	OWSC	C-D	16.0 (EB)	C	16.8 (EB)	C

Notes:
OWSC – One-Way Stop Control
EB – Eastbound approach
Delay is presented in seconds per vehicle.
At OWSC, delay is presented for the stop-controlled approach.
Bold represents intersection operating under unacceptable conditions.

3.6 Existing Transit Service

The project site is not directly served by public transit and the study area has no public transit services. The nearest bus stop is located about 0.4 miles south of the project site at the junction of Louisiana Boulevard NE and Pino Avenue NE. This bus stop is served by Route 34 – San Pedro Commuter of the ABQ Ride (City of Albuquerque's Transit Department). Route 34 is a Commuter Route operating during weekday peak hours only (between about 6 and 9 AM in the morning and about 4 and 6 PM in the evening) and connecting North Albuquerque with Uptown and International District. Being a Commuter Route, Route 34 is not expected to provide an opportunity for staff and students to access the project site using it. Therefore, trip reductions attributed to transit ridership were not included in the analysis as it is expected to be low to none.

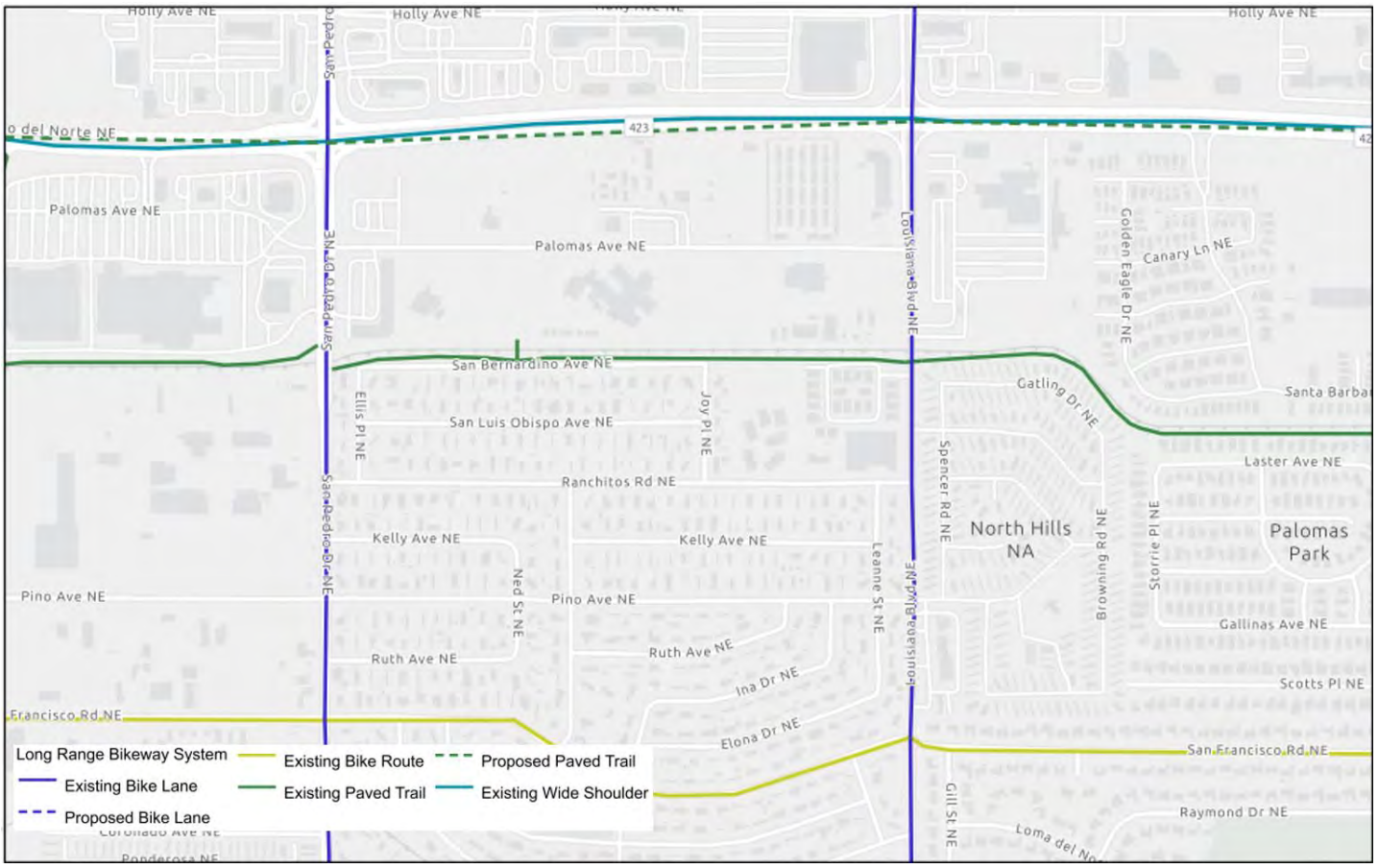
3.7 Bicycle & Pedestrian Considerations

3.7.1 Bicycle Facilities and Operations

The study area and its vicinity have many bicycle facilities, as shown in **Figure 3-3**. Along San Pedro Drive NE and Louisiana Boulevard NE, bike lanes are available on either side of road. South of the project site, a paved shared trail is available along Domingo Baca Trail and a bike route is available along San Francisco Road NE. North of the project site, wide shoulders are available along Paseo Del Norte Boulevard NE that can be used as a shared bicycle facility.

Given the available bicycle network, current access to the project site by bicycle is good. Bicycles can access the project site via Louisiana Boulevard NE. The topography of the study area is flat, making it easy to reach the site via bike. However, field observations indicate that bicycle activity at the site is low, with no more than 10 to 15 bicycles per hour observed during any of the peak hours recorded. Even bike activity to the High School is very low. This is likely due to the nature and travel patterns of the neighboring government office land use as well as the low density of the nearby vicinity.

Figure 3-3 Neighboring Bicycle Facilities



Source: MRCOG Long Range Bikeway System

3.7.2 Pedestrian Facilities

Within the study area and around the project site, five-to-six-foot-wide sidewalks are available along most roadways; descriptions of sidewalk availability are also included in the area street network description in Section 3.2. Sidewalks are typically provided along both sides of the street.

The study area has four schools, so moderate pedestrian activity was observed within the study area during the school drop-off and pick-up hours. During other hours, low pedestrian activity was observed; this is because the project site is predominantly surrounded by schools, government offices, and low-density residential developments, with attractions few and farther apart, resulting in walking being a less likely and attractive travel option for many people.

4. Proposed Site Traffic Characteristics

4.1 Site Access Locations

The proposed traffic circulation plan within and to/from the project site is included in **Appendix A**. As part of the proposed project, the planned access to/from the project site is as follows:

- Inbound Access
  - Using the existing right-in access from eastbound Palomas Avenue NE, and
  - Using a new right-in access from southbound Louisiana Avenue NE and left-in access from northbound Louisiana Avenue NE.
- Outbound Access
  - Using the relocated right-out access onto southbound Louisiana Avenue NE.

The proposed project would modify access to/from the school site as follows:

- **Site Access Modification 1**: It will eliminate outbound left-turns from school driveway onto northbound Louisiana Boulevard NE.
- **Site Access Modification 2**: It will provide a new inbound access for vehicles turning left from northbound Louisiana Boulevard NE and turning right from southbound Louisiana Boulevard NE onto the school driveway.

4.2 Trip Generation

Trip generation of the proposed project was developed using site-specific approach based on changes in school population (school enrolment plus staff size) under Existing and Project Completion Year Conditions as follows:

1. Total number of school-related existing inbound and outbound trips during the morning and evening peak hours were obtained from existing traffic counts,
2. The growth factor of increase in student population from Existing (372 students and 44 staff) to Project Completion Year (420 students and 50 staff) Conditions was calculated, and
3. The growth factor was applied to existing school-related trips to estimate inbound and outbound trips to and from the school under Project Completion Year Conditions.

Project trip generation calculations are shown in **Table 4-1**. Overall, the proposed project would result in an increase of 34 inbound and 28 outbound trips during the morning peak hour and 18 inbound and 28 outbound trips during the evening peak hour.

Table 4.1 Project Trip Generation

Scenario	School Population			Morning Peak Hour Trips		Evening Peak Hour Trips	
	School Enrolment	Staff	Total	Inbound	Outbound	Inbound	Outbound
Existing[1]	372	44	416	261	215	134	210
Project Completion Year[2]	420	50	470	295	243	152	238
Increase from Existing	48	6	54	34	28	18	28

Notes:
[1]From existing traffic counts.
[1]Proportionally increased from existing counts based on the ratio of school population increase.

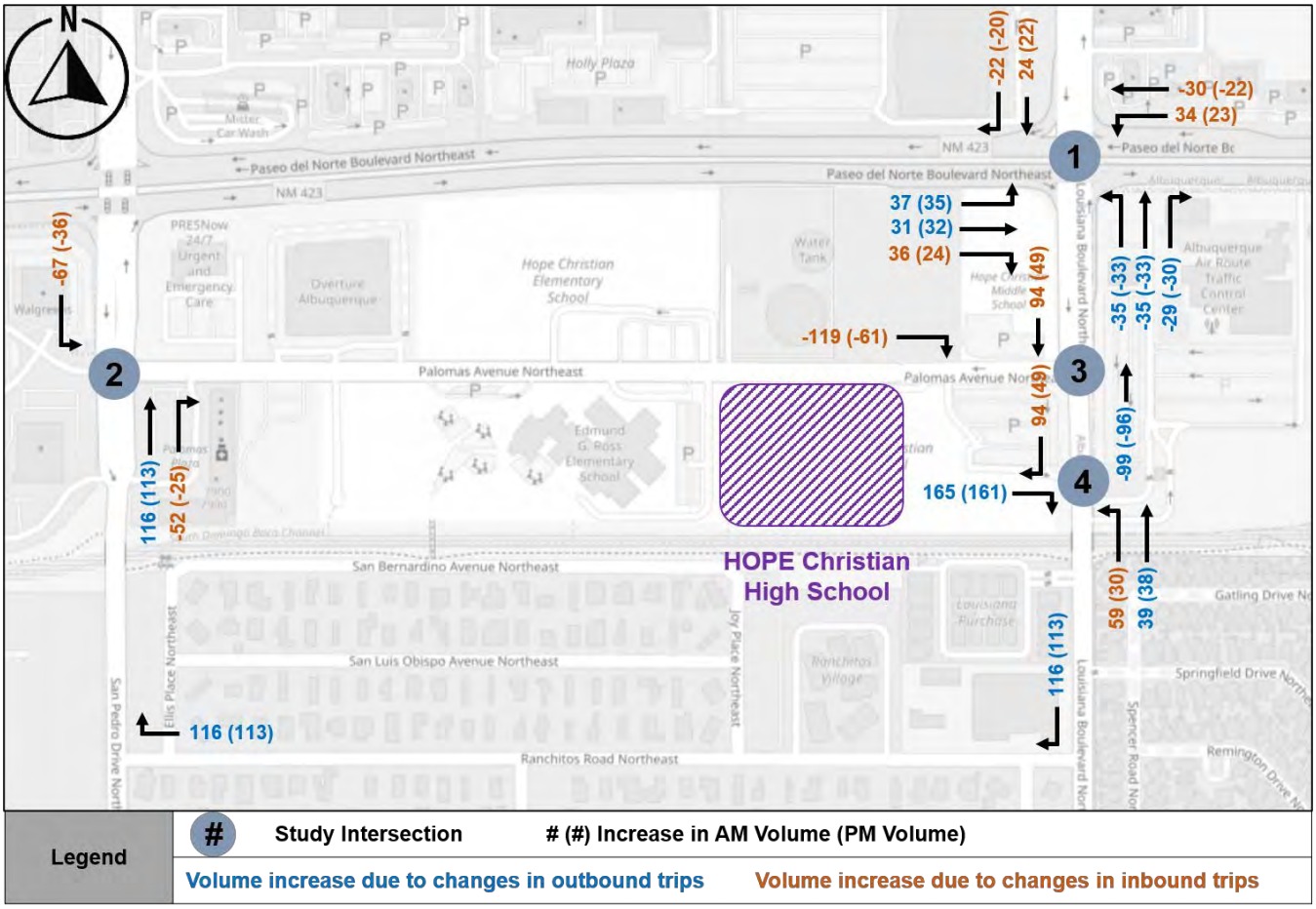
4.3 Trip Distribution & Assignment

Traffic is expected to be recirculated around the project site due to planned site access modifications as follows:

- Inbound Traffic
  - A portion of the school-related traffic along northbound San Pedro Avenue NE would shift to northbound Louisiana Boulevard NE via local streets to access the new inbound school driveway along Louisiana Boulevard NE.
  - A portion of the school-related traffic along southbound San Pedro Avenue NE would shift to southbound Louisiana Boulevard NE via eastbound Paseo Del Norte Boulevard NE to access the new inbound school driveway along Louisiana Boulevard NE.
- Outbound Traffic
  - All the eastbound left-turning traffic from the school driveway onto northbound Louisiana Boulevard NE will be forced to make right turns.
  - Due to tight room available to make legal U-turns along Louisiana Boulevard NE, only a small portion of the above traffic will make U-turns to access Paseo Del Norte Boulevard, while most of the above traffic would access Paseo Del Norte Boulevard via Ranchitos Road NE and San Pedro Avenue NE.

Using the site access modifications detailed in Section 4.1: Site Access and Circulation and the circulation of traffic prevalent in the vicinity of the project site, the project trip distribution and assignment was developed as illustrated in **Figures 4-1**. Due to the Site Access Modification 1, the proposed project would increase the net outbound right-turning traffic from the school driveway onto southbound Louisiana Boulevard NE by more than 160 vehicles during the morning and evening peak hours. However, due to the Site Access Modification 2, the proposed project would distribute some of the inbound traffic to the new inbound access along Louisiana Boulevard NE and reduce the net inbound traffic from eastbound Palomas Avenue NE onto the school driveway.

Figure 4-1 Project Trip Distribution and Assignment



5. Future Traffic Conditions

5.1 Buildout Year

As discussed in Section 2.3.2: Study Scenarios, even though the proposed project will be fully completed in 2028, the portion of project affecting school's population (Phase 1) will be completed in Summer 2024. Others phases of construction are not expected to influence the school's population. As such, for the purposes of this NIA, the project buildout year is identified as 2024, since increases in school population and school-related traffic are anticipated to occur for the school year 2024-25 upon completion of Phase 1.

5.2 Background Traffic Growth

Since existing counts were collected in April 2024 and the project buildout year is identified as 2024, traffic volumes under Existing and Buildout Year Baseline Conditions will remain the same. As such, no background traffic growth is required.

5.3 Other Planned & Approved Developments

No planned and approved developments in the project's vicinity were identified between now and the project buildout period (Fall 2024).

5.4 Programmed Roadway Improvements

No programmed roadway developments in the project's vicinity were identified between now and the project buildout period (Fall 2024).

6. Transportation Analysis

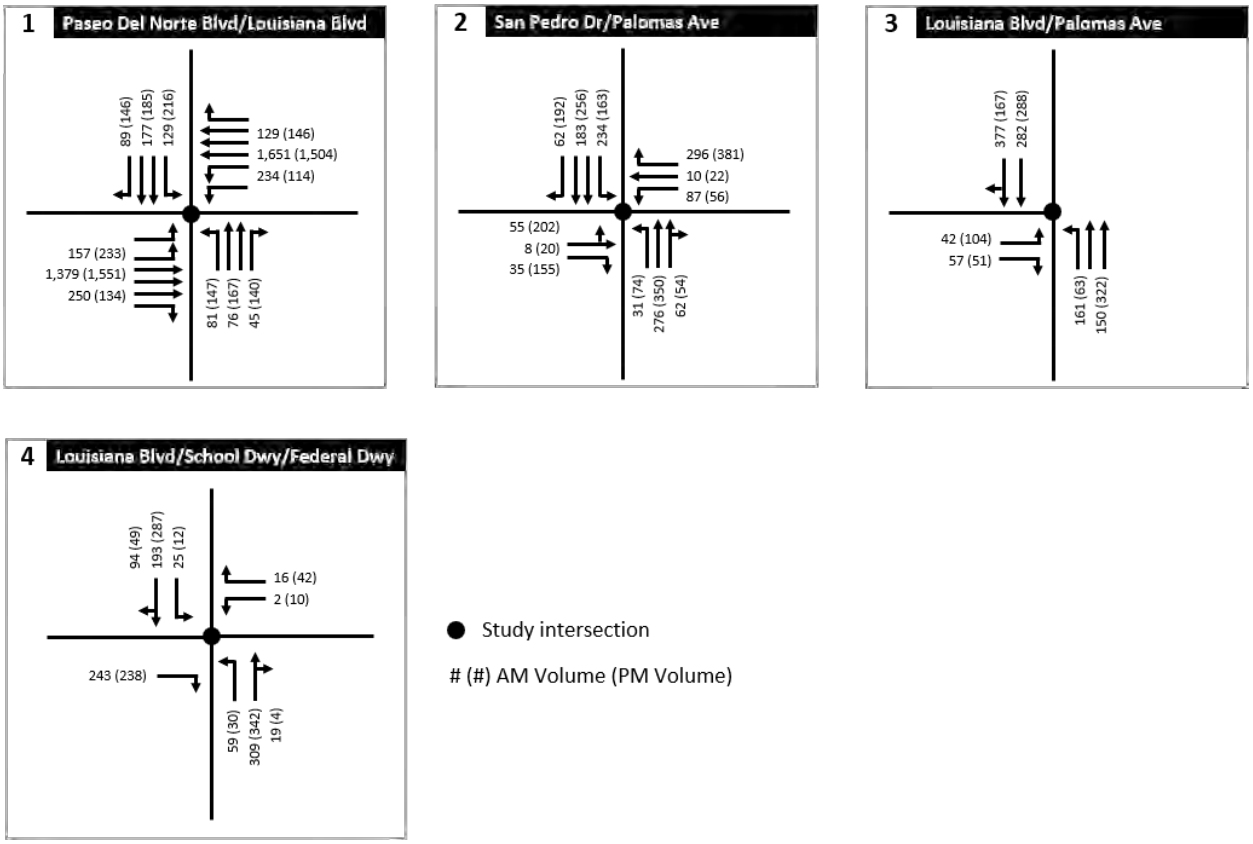
6.1 Buildout Year Baseline Conditions

As mentioned earlier, traffic volumes under Existing and Buildout Year Baseline Conditions would remain the same, since they both represent 2024 conditions. As such, the study intersection operations would also remain the same under both Existing and Buildout Year Baseline Conditions, i.e., except the San Pedro Drive NE/Palomas Avenue NE intersection, all study intersections operate under acceptable conditions.

6.2 Buildout Year plus Project Conditions

The additional vehicle trips that would be associated with the proposed project were distributed to the study area (shown in **Figure 4-1**) and added to intersection volumes under Buildout Year Baseline Conditions to identify turning movement volumes under Buildout Year plus Project Conditions. The resulting traffic volumes under Buildout Year plus Project Conditions are shown in **Figure 6-1**.

Figure 6-1 Intersection Volumes – Buildout Year plus Project Conditions



6.2.1 Project Related Network Changes

As mentioned in Section 2.2.1: Project Description, the school's driveway located along Louisiana Boulevard NE will be shifted south by 110 feet. This relocated school driveway along Louisiana Boulevard NE is expected to align and be directly opposite to the driveway connecting with Federal Government offices located on the eastside of Louisiana Boulevard NE. As such, the study intersection of Louisiana Boulevard

NE and School Driveway will be expanded to include the Federal Driveway as part of the intersection under Buildout Year plus Project Conditions.

6.2.2 Study Intersection Operations

The results of the intersection operational analysis are summarized in **Table 6-1**.

Similar to Buildout Year Baseline Conditions, under Buildout Year plus Project Conditions, all of the study intersections would operate at an acceptable LOS value during both the AM and school PM peak hours, except the San Pedro Drive NE/Palomas Avenue NE intersection, which would operate at LOS D. In fact, average delay values at the signalized study intersections (Paseo Del Norte Boulevard NE/Louisiana Boulevard NE and San Pedro Drive NE/Palomas Avenue NE) would slightly improve due to the recirculation of traffic associated with the planned site access improvements, as discussed and exhibited in Section 4.3: Trip Distribution & Assignment.

Appendix C contains the analysis output sheets documenting the intersection level of service calculations.

6.3 Transportation System Impacts

6.3.1 Intersection Impacts

Compared to Buildout Year Baseline Conditions, under Buildout Year plus Project Conditions –

- All the study intersections and their worst-operating movements would continue to operate at the same or better LOS value during both the AM and school PM peak hours,
- The three intersections of Paseo Del Norte Boulevard NE/Louisiana Boulevard NE, Louisiana Boulevard NE/Palomas Avenue NE, and Louisiana Boulevard NE/School Driveway/Federal Office Driveway would continue to operate at an acceptable LOS value during both the AM and school PM peak hours, and
- The San Pedro Drive NE/Palomas Avenue NE intersection would continue to operate an unacceptable LOS (LOS D) during both the AM and school PM peak hours. However, its average delay value would reduce by 5.4 and 4.2 seconds per vehicle during the AM and school PM peak hours, respectively.

Therefore, the proposed project would cause **less-than-significant impacts** to the study intersections under Buildout Year plus Project Conditions. As such, no mitigation measures are recommended to improve intersection operations.

6.3.2 Transit Impacts

As discussed in Section 3.6: Existing Transit Service, the project site is not directly served by public transit and the study area has no public transit services. The nearest transit service is the Commuter Route, Route 34, which is not expected to provide an opportunity for staff and students to access the project site using it. As such, the proposed project would case **no impacts** to nearby transit service and facilities under Buildout Year plus Project Conditions. Hence, no mitigation measures are recommended to improve transit operations.

Table 6-1 Summary of Intersection Operations

#	Intersection	Traffic Control	Acceptable LOS Standard	Existing Conditions						Buildout Year Baseline Conditions						Buildout Year plus Project Conditions						Change in Average Delay (Buildout Baseline vs. Buildout plus Project)	Impact?
				Average Value		Worst-Operating Movement				Average Value		Worst-Operating Movement				Average Value		Worst-Operating Movement					
				Delay	LOS	Movement	V/C Ratio	Delay	LOS	Delay	LOS	Movement	V/C Ratio	Delay	LOS	Delay	LOS	Movement	V/C Ratio	Delay	LOS		
AM Peak Hour																							
1	Paseo Del Norte Boulevard NE/ Louisiana Boulevard NE	Signal	D	30.0	C	SBL	1.04	150.3	F	30.0	C	SBL	1.04	150.3	F	28.7	C	SBL	1.04	150.3	F	-1.3	No
2	San Pedro Drive NE/ Palomas Avenue NE	Signal	C-D	**50.6**	**D**	WBR	0.92	88.4	F	**50.6**	**D**	WBR	0.92	88.4	F	**45.2**	**D**	WBR	0.92	88.4	F	-5.4	No
3	Louisiana Boulevard NE/ Palomas Avenue NE	OWSC	C-D	19.9 (EB)	C	EBL	0.28	31.7	D	19.9 (EB)	C	EBL	0.28	31.7	D	22.3 (EB)	C	EBL	0.31	36.5	E	+2.2	No
4a	Louisiana Boulevard NE/ School Driveway	OWSC	C-D	16.0 (EB)	C	EBL	0.41	19.2	C	16.0 (EB)	C	EBL	0.41	19.2	C	-	-	-	-	-	-	-	-
4b	Louisiana Boulevard NE/ School Driveway/ Federal Office Driveway[1]	TWSC	C-D	-	-	-	-	-	-	-	-	-	-	-	-	14.4 (WB)	B	WBL	0.03	43.2	E	-1.6	No
School PM Peak Hour																							
1	Paseo Del Norte Boulevard NE/ Louisiana Boulevard NE	Signal	D	36.4	D	SBL	0.96	109.1	F	36.4	D	SBL	0.96	109.1	F	35.0	D	SBL	0.96	109.1	F	-1.4	No
2	San Pedro Drive NE/ Palomas Avenue NE	Signal	C-D	**47.9**	**D**	SBL	0.95	104.2	F	**47.9**	**D**	SBL	0.95	104.2	F	**43.7**	**D**	SBL	0.89	87.1	F	-4.2	No
3	Louisiana Boulevard NE/ Palomas Avenue NE	OWSC	C-D	19.5 (EB)	C	EBL	0.39	24.0	C	19.5 (EB)	C	EBL	0.39	24.0	C	19.7 (EB)	C	EBL	0.40	24.3	C	+0.2	No
4a	Louisiana Boulevard NE/ School Driveway	OWSC	C-D	16.8 (EB)	C	EBL	0.39	20.2	C	16.8 (EB)	C	EBL	0.39	20.2	C	-	-	-	-	-	-	-	-
4b	Louisiana Boulevard NE/ School Driveway/ Federal Office Driveway[1]	TWSC	C-D	-	-	-	-	-	-	-	-	-	-	-	-	19.1 (WB)	C	WBL	0.14	51.0	F	+2.3	No

Notes:
1. Under Buildout Year plus Project Conditions when the school driveway will be relocated south by about 110 feet and would align with the Federal Driveway.
V/C Ratio – Volume-to-Capacity Ratio
OWSC – One-Way Stop Control, TWSC – Two-Way Stop Control
EB – Eastbound approach, WB – Westbound approach, NB – Northbound Approach, SB – Southbound Approach
L – Left-turning movement, T – Through movement, R – Right-turning movement
Delay is presented in seconds per vehicle.
At OWSC and TWSC, average delay is presented for the worst-operating approach.
Bold represents intersection operating under unacceptable conditions.

6.3.3 Bicycle Impacts

As mentioned earlier, currently, bicycle activity within the study area is low. Similar to Existing Conditions, the proposed project is expected to generate low number (less than 10) of additional bicycle trips. Also, the proposed project would not make any changes to the bike lanes located along Louisiana Boulevard NE. Therefore, the proposed project would case **less than significant impacts** to nearby bicycle circulation and facilities under Buildout Year plus Project Conditions. Hence, no mitigation measures are recommended to improve bicycle operations.

6.3.4 Pedestrian Impacts

As mentioned earlier, the study area has moderate pedestrian activity during the school drop-off and pick-up hours and low pedestrian activity during other hours. The proposed project is expected to generate low number (less than 10) of additional pedestrian trips. Also, the proposed project would not make any changes to neighboring pedestrian facilities located along Louisiana Boulevard NE and Palomas Avenue NE. Therefore, the proposed project would case **less than significant impacts** to nearby pedestrian circulation and facilities under Buildout Year plus Project Conditions. Hence, no mitigation measures are recommended to improve pedestrian operations.

6.3.5 Automobile-Pedestrian Conflict Points

The proposed project would create two new automobile-pedestrian conflict points by providing a new second entrance along Louisiana Boulevard NE and eliminate one existing automobile-pedestrian conflict point by prohibiting outbound left turns from the exit along Louisiana Boulevard NE. However, with sidewalks located along Louisiana Boulevard NE and proper signage and striping provided at the school driveway, these two new conflict points can be easily managed and are expected to result in **less-than-significant** impacts. Hence, no mitigation measures are recommended to improve automobile-pedestrian conflict points.

6.3.6 Other Potential Impacts

Traffic Congestion along Palomas Avenue NE: By providing site access improvements (creating a new second entrance along Louisiana Boulevard NE and eliminating outbound left-turns from exit along Louisiana Boulevard NE), the proposed project would recirculate traffic between Louisiana Boulevard NE, Palomas Avenue NE, San Pedro Drive NE, and Rancheros Road NE. This recirculation would reduce traffic on Palomas Avenue NE, thereby alleviating congestion along that road during school pick-up and drop-off periods. Therefore, the proposed project would cause **positive beneficial impacts** to traffic congestion and circulation on Palomas Avenue NE.

Pedestrian Activities along the Crosswalk between HOPE Middle and High Schools: Students use the crosswalk located across Palomas Avenue NE connecting HOPE Middle and High Schools throughout the day to access gymnasium facilities in the High School. As mentioned earlier, the proposed project would reduce traffic on Palomas Avenue NE during school pick-up and drop-off periods. Hence, to pedestrian activities along the crosswalk between the Middle and High Schools, the proposed project would cause **positive beneficial impacts during the AM and school PM peak hours** and cause **no impacts during other hours**.

Pick-Up and Drop-Off Operations: The proposed project would streamline and improve on-site pick-up and drop-off areas by eliminating the overlap of on-site parking and pick-up/drop-off activities and providing additional queueing areas for pick-up/drop-off activities. This improvement would reduce queue spillbacks on and enhance traffic circulation along Palomas Avenue NE during the AM and school PM peak periods.

On-Street Parking: Parking operations and impacts are outside of the scope of this NIA. However, these details are provided for informational purposes only.

As mentioned earlier, on-site parking layout will be redesigned and enhanced as part of the proposed project. Per guidelines provided in Section 5.5: Parking and Loading of the Integrated Development Ordinance (IDO), July 2023, the proposed project would require at total of 148 parking spaces, with 8 Americans with Disabilities Act (ADA) parking spaces, 30 bicycle parking spaces, and 4 motorcycle parking spaces. The proposed project would provide parking spaces exceeding the requirements. It will provide a total of 190 parking spaces, with 12 compact spaces, 8 ADA parking spaces, 30 bicycle parking spaces, and 4 motorcycle parking spaces. Therefore, the proposed project would reduce dependency on on-street parking facilities.

7. Site Access Requirements

The site access and circulation plan of the proposed project is included in **Appendix A.** For the proposed development at the HOPE Christian High School, both on-site and off-site access requirements are designed to ensure safe, efficient, and compliant traffic flow.

7.1 On-Site Roadway Improvements

1. **Traffic Circulation and Management:** The site plan includes a reconfigured parking layout to improve traffic flow within the campus. Key elements include:
    - Driveway and Access Lanes: New drive pads and fire access lanes are designed to accommodate emergency and service vehicles, with surfaces capable of supporting up to 75,000 lbs.
    - Pedestrian Pathways: A 6-foot-wide concrete walkway will serve as the main pedestrian circulation path, ensuring safe and accessible routes throughout the campus.
    - Parking: The redesigned layout provides 190 total parking spaces, including standard, compact, ADA, motorcycle, and bicycle spaces to meet the diverse needs of users.
2. **Emergency and Service Access:** Emergency vehicle access is specifically planned in coordination with the Albuquerque Fire Marshal's Office. Fire lanes and hydrant placements adhere to local fire safety regulations to ensure quick response capabilities.
3. **Signage and Markings:** Appropriate signage and pavement markings are incorporated to guide traffic flow and ensure compliance with ADA requirements. This includes directional arrows and parking space markings.

7.2 Off-Site Roadway Improvements

1. **Improvements to Adjacent Roadways:** Modifications to existing infrastructure, such as curbs, gutters, and medians on Palomas Avenue NE and Louisiana Boulevard NE, are designed to enhance vehicular and pedestrian access to the site.
    - **Access Control:** Modifications to driveways and closures of certain access points aim to streamline traffic entering and exiting the site.
2. **Utility Adjustments:** Relocation and adjustment of utilities, including water and sewage lines, are necessary to accommodate the new site layout and ensure uninterrupted service delivery.
3. **Compliance with Local Regulations:** All off-site work will comply with the City standards, including those related to traffic management, public right-of-way utilization, and utility modifications.

8. Summary of Findings

As summary of the neighborhood impacts associated with the proposed project is as follows:

1. The proposed project would cause less-than-significant impacts to intersection, bicycle, and pedestrian operations.
2. The proposed project would cause no impacts to transit operations.
3. The proposed project would cause positive beneficial impacts to traffic congestion and circulation on Palomas Avenue NE.
4. The proposed project would reduce dependency on on-street parking spaces by providing off-street parking spaces more than the parking requirements.
5. The proposed project would cause less-than-significant impacts to automobile-pedestrian conflict points.
6. The proposed project would cause either positive beneficial impacts or no impacts to pedestrian activities along the crosswalk between the Middle and High Schools.
7. The proposed project would reduce queue spillbacks on and enhance traffic circulation along Palomas Avenue NE due to redesigned and improved pick-up and drop-off operations.

9. Recommendations and Mitigation Measures

9.1 Mitigation Measures

Since the proposed project is not expected to result in significant impacts to the neighboring transportation network, no mitigation measures are proposed.

9.2 Recommendations

During site reconnaissance, a few traffic, parking, and safety issues along Palomas Avenue NE were observed and/or gathered from discussions with the HOPE High and Middle School's staff. These issues are summarized below. Resolving these issues is outside the scope of this study; however, as a courtesy, the following recommendations are provided for each issue.

Issue 1: Tight room to accommodate parked and traveling vehicles side by side on Palomas Avenue NE. When vehicles related to elementary schools (Edmond G. Ross Elementary School and HOPE Christian Elementary School) park on street during peak hours, vehicles on travel way hit the median curb, as shown in **Figure 9-1**.

Figure 9-1 Tire Marks on Median Curb Indicating Frequent Hitting of Tires

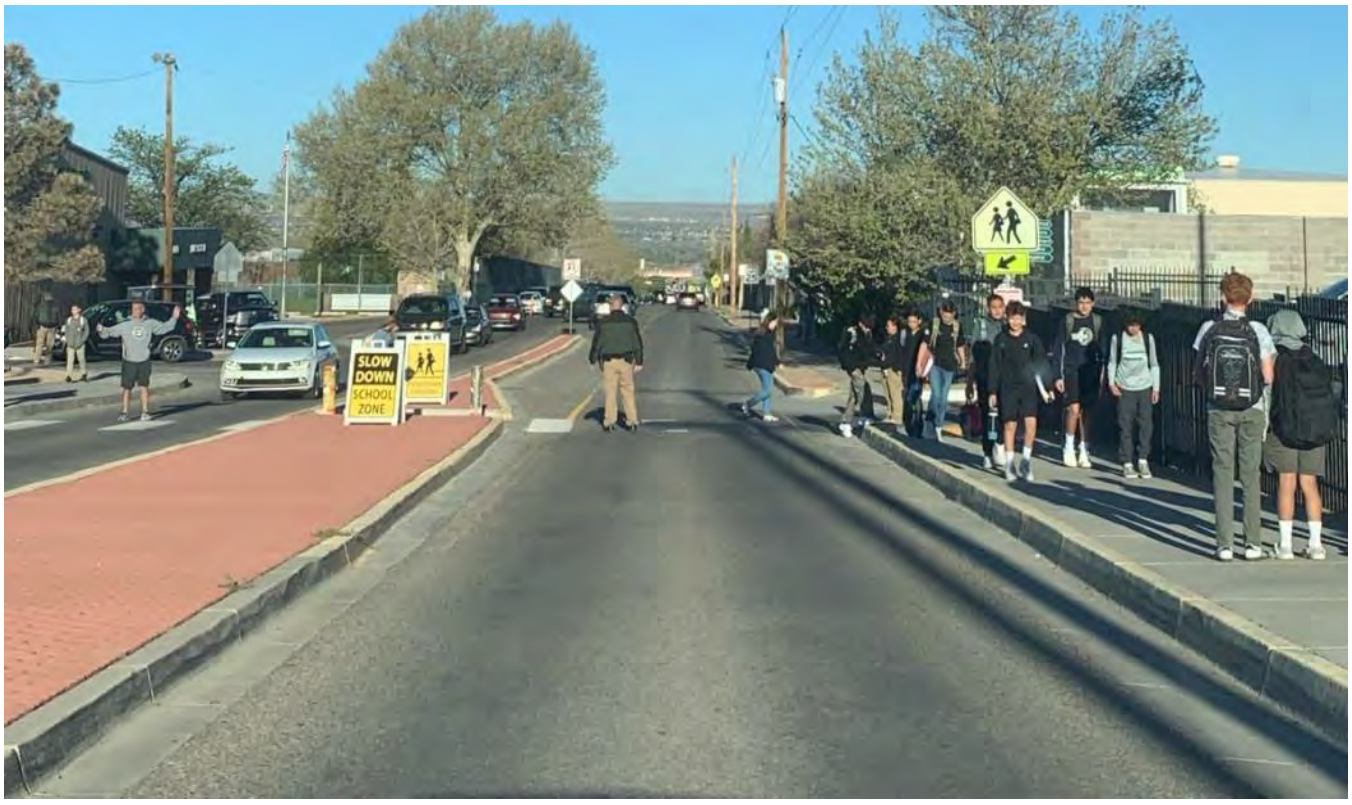
Potential Solution 1: Conduct travel way width analysis to identify any bottleneck areas on Palomas Avenue NE with narrower travel way widths. Provide on-street parking striping to ensure vehicles park closer to the curb and avoid encroaching on travel way.

Issue 2: At the unsignalized intersection of Louisiana Boulevard NE and Palomas Avenue NE, free movements of southbound right turn and northbound left turn conflict with each other. It appears that the vehicles yield to one another, but this conflicting behavior is a concern.

Potential Solution 2: Conduct a detailed safety study to understand any collisions and their patterns at the intersection. Also, conduct a near-miss collision analysis to comprehend the number and types of near-miss collisions at the intersection.

Issue 3: At the crosswalk connecting HOPE Christian Middle and High Schools, a dedicated flagger is available to assist students crossing all day between the schools, as shown in **Figure 9-2**. No near-miss incidents have been reported yet, but pedestrian safety is a huge concern with cars speeding on Palomas Avenue NE, especially during the morning and evening peak hours when vehicular activity is high, as shown in **Figure 9-3**.

Figure 9-2 Dedicated Flagger at the Crosswalk Connecting Middle and High Schools



Potential Solution 3: Install pedestrian beacon and/or a raised crosswalk to increase visibility of the crosswalk and improve pedestrian safety. Also, deploy radar speed signs on Palomas Avenue NE, informing drivers of their travel speeds versus the posted speed limit.

Figure 9-3 Busy Crosswalk during AM and PM Peak Hours

Issue 4: High school students park their cars on Palomas Ave NE, limiting the number of parking spaces available for pick-up and drop-off activities.

Potential Solution 4: Convert free on-street parking on Palomas Avenue NE to metered and/or one-hour time-limit parking. Also, install signage recommending on-street parking for pick-up and drop-off activities only from 7 to 9 AM and from 2:30 to 4:30 PM.

Palomas Avenue NE has four schools located on it – HOPE High School, HOPE Middle School, HOPE Elementary School, and Edmond G. Ross Elementary School. It is a busy corridor during the peak hours, with multiple schools' traffic competing for pick-up and drop-off activities. The issues identified above are in areas closer to the HOPE High School. There could be other interconnected safety, traffic, and parking issues on other parts of Palomas Avenue NE. Instead of providing piecemeal solutions to each of these issues, it is strongly recommended to perform a detailed assessment of the whole half-mile corridor and develop comprehensive solution(s) to improve multimodal safety and circulation on Palomas Avenue NE.

Appendix

Appendix A

Project Site and Circulation Plans

ALBUQUERQUE FIRE MARSHAL'S DIVISION OFFICE PLANS CHECKING DIVISION

PERMIT

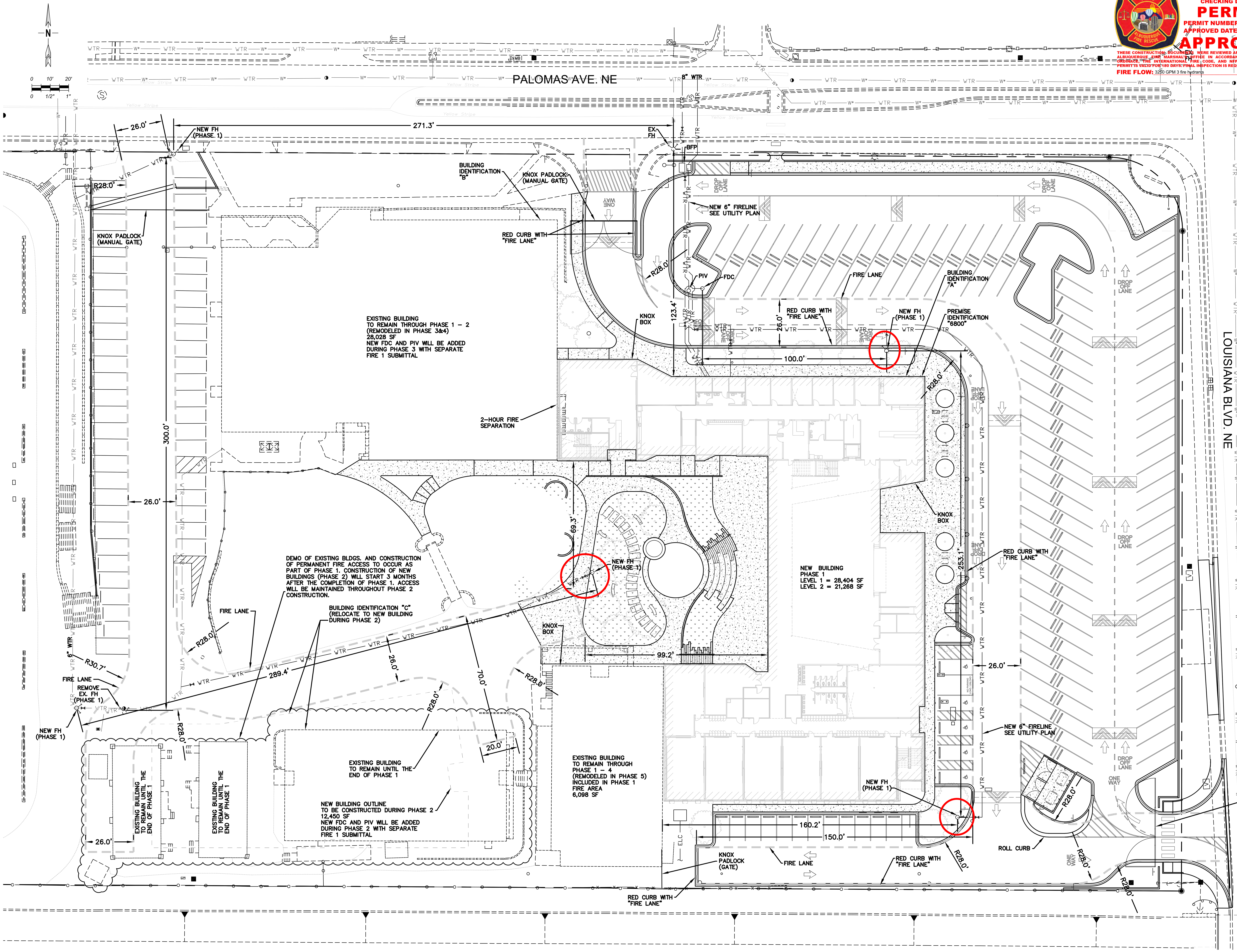
PERMIT NUMBER: FP-23-016530

APPROVED DATE: 11/15/23

APPROVED

THESE CONSTRUCTION DOCUMENTS WERE REVIEWED AND APPROVED BY THE ALBUQUERQUE FIRE MARSHAL'S OFFICE IN ACCORDANCE WITH THE CITY ORDINACE, THE INTERNATIONAL FIRE CODE, AND NFPA STANDARDS. THIS PERMIT IS VALID FOR 180 DAYS. FINAL INSPECTION IS REQUIRED.

FIRE FLOW: 3250 GPM 3 fire hydrants



GENERAL CODE INFORMATION

CONSTRUCTION TYPE:
TYPE V–B

BUILDING "A" AREA (PHASE 1 & 5):
55,770 S.F. TOTAL (SPRINKLERED)

BUILDING "B" AREA (PHASE 3 & 4):
28,00 S.F. TOTAL (SPRINKLERED)

BUILDING "C" AREA (PHASE 2):
12,450 S.F. TOTAL (SPRINKLERED)

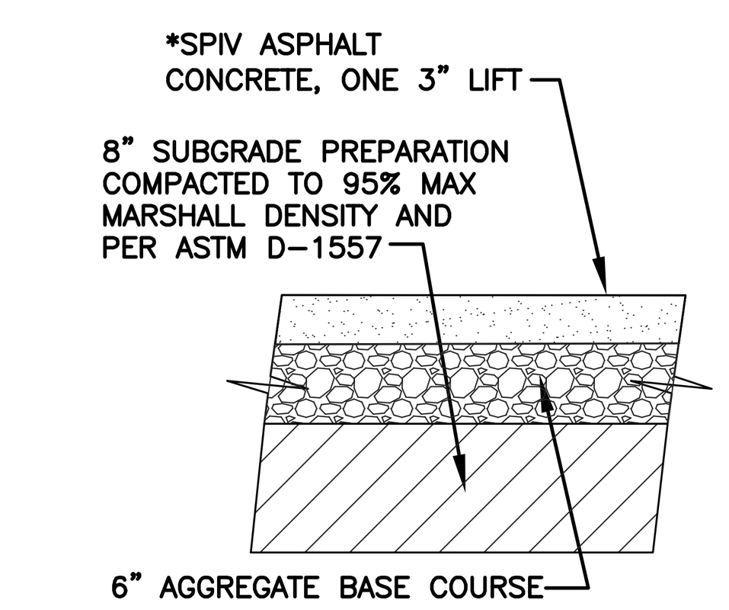
MAX. PROPOSED BUILDING HEIGHT:
29 F.T. (OK PER IBC TABLE 504.4)

PROPOSED STORIES:
2 STORY (OK PER IBC TABLE 504.4)

REQUIRED FIRE FLOW:
(PER 2018 IFC APPENDIX B, TABLE B105.1(2)):
BUILDING "A" = 3,250 GPM
BUILDING "B" = 2,250 GPM
BUILDING "C" = 1,500 GPM

REQUIRED FIRE HYDRANTS:
300 FEET (PER 2018 IFC APPENDIX C, TABLE C102.1)

AVERAGE HYDRANT SPACING:
300 FEET (PER 2018 IFC APPENDIX B, TABLE B102.1)



ASPHALT PAVEMENT SECTION

SCALE: 1"=1'–0"

NOTE:
PAVEMENT SECTION CAPABLE OF SUPPORTING 75,000 LBS. AT ALL FIRE ACCESS LANES SHOWN ON PLAN.

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ENGINEERING • SURVEYING • MANAGEMENT • INSPECTION • 505.264.6918

HOPE CHRISTIAN HIGH SCOOL

6800 PALOMAS AVE. NE, ALBUQUERQUE, NM 87109

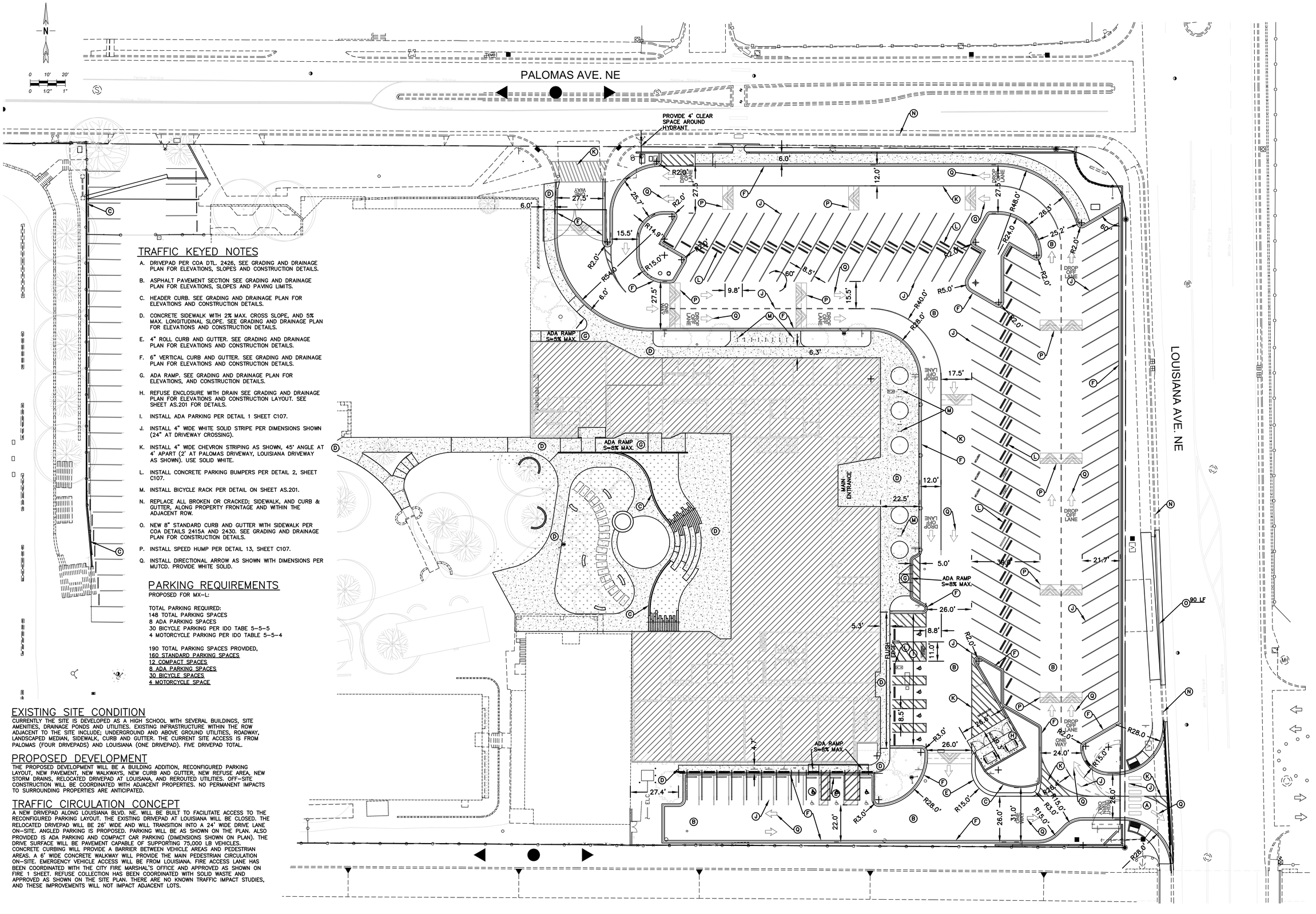
REVISION SCHEDULE

#	Date	Description

100% CD | 11/15/23 | FIRE 1

JOSEPH J. CASARES NEW MEXICO 19014 REGISTERED PROFESSIONAL ENGINEER 11/15/23

C102



TRAFFIC KEYED NOTES

A. DRIVEPAD PER COA DTL. 2426, SEE GRADING AND DRAINAGE PLAN FOR ELEVATIONS, SLOPES AND CONSTRUCTION DETAILS.

B. ASPHALT PAVEMENT SECTION SEE GRADING AND DRAINAGE PLAN FOR ELEVATIONS, SLOPES AND PAVING LIMITS.

C. HEADER CURB. SEE GRADING AND DRAINAGE PLAN FOR ELEVATIONS AND CONSTRUCTION DETAILS.

D. CONCRETE SIDEWALK WITH 2% MAX. CROSS SLOPE, AND 5% MAX. LONGITUDINAL SLOPE. SEE GRADING AND DRAINAGE PLAN FOR ELEVATIONS AND CONSTRUCTION DETAILS.

E. 4" ROLL CURB AND GUTTER. SEE GRADING AND DRAINAGE PLAN FOR ELEVATIONS AND CONSTRUCTION DETAILS.

F. 6" VERTICAL CURB AND GUTTER. SEE GRADING AND DRAINAGE PLAN FOR ELEVATIONS AND CONSTRUCTION DETAILS.

G. ADA RAMP. SEE GRADING AND DRAINAGE PLAN FOR ELEVATIONS, AND CONSTRUCTION DETAILS.

H. REFUSE ENCLOSURE WITH DRAIN SEE GRADING AND DRAINAGE PLAN FOR ELEVATIONS AND CONSTRUCTION LAYOUT. SEE SHEET AS.201 FOR DETAILS.

I. INSTALL ADA PARKING PER DETAIL 1 SHEET C107.

J. INSTALL 4" WIDE WHITE SOLID STRIPE PER DIMENSIONS SHOWN (24" AT DRIVEWAY CROSSING).

K. INSTALL 4" WIDE CHEVRON STRIPING AS SHOWN, 45° ANGLE AT 4' APART (2' AT PALOMAS DRIVEWAY, LOUISIANA DRIVEWAY AS SHOWN). USE SOLID WHITE.

L. INSTALL CONCRETE PARKING BUMPERS PER DETAIL 2, SHEET C107.

M. INSTALL BICYCLE RACK PER DETAIL ON SHEET AS.201.

N. REPLACE ALL BROKEN OR CRACKED; SIDEWALK, AND CURB & GUTTER, ALONG PROPERTY FRONTAGE AND WITHIN THE ADJACENT ROW.

O. NEW 8" STANDARD CURB AND GUTTER WITH SIDEWALK PER COA DETAILS 2415A AND 2430. SEE GRADING AND DRAINAGE PLAN FOR CONSTRUCTION DETAILS.

P. INSTALL SPEED HUMP PER DETAIL 13, SHEET C107.

Q. INSTALL DIRECTIONAL ARROW AS SHOWN WITH DIMENSIONS PER MUTCD. PROVIDE WHITE SOLID.

PARKING REQUIREMENTS

PROPOSED FOR MX-L:

TOTAL PARKING REQUIRED:
148 TOTAL PARKING SPACES
8 ADA PARKING SPACES
30 BICYCLE PARKING PER IDO TABE 5-5-5
4 MOTORCYCLE PARKING PER IDO TABLE 5-5-4

190 TOTAL PARKING SPACES PROVIDED,
160 STANDARD PARKING SPACES
12 COMPACT SPACES
8 ADA PARKING SPACES
30 BICYCLE SPACES
4 MOTORCYCLE SPACE

EXISTING SITE CONDITION

CURRENTLY THE SITE IS DEVELOPED AS A HIGH SCHOOL WITH SEVERAL BUILDINGS, SITE AMENITIES, DRAINAGE PONDS AND UTILITIES. EXISTING INFRASTRUCTURE WITHIN THE ROW ADJACENT TO THE SITE INCLUDE; UNDERGROUND AND ABOVE GROUND UTILITIES, ROADWAY, LANDSCAPED MEDIAN, SIDEWALK, CURB AND GUTTER. THE CURRENT SITE ACCESS IS FROM PALOMAS (FOUR DRIVEPADS) AND LOUISIANA (ONE DRIVEPAD). FIVE DRIVEPAD TOTAL.

PROPOSED DEVELOPMENT

THE PROPOSED DEVELOPMENT WILL BE A BUILDING ADDITION, RECONFIGURED PARKING LAYOUT, NEW PAVEMENT, NEW WALKWAYS, NEW CURB AND GUTTER, NEW REFUSE AREA, NEW STORM DRAINS, RELOCATED DRIVEPAD AT LOUISANA, AND REROUTED UTILITIES. OFF-SITE CONSTRUCTION WILL BE COORDINATED WITH ADJACENT PROPERTIES. NO PERMANENT IMPACTS TO SURROUNDING PROPERTIES ARE ANTICIPATED.

TRAFFIC CIRCULATION CONCEPT

A NEW DRIVEPAD ALONG LOUISIANA BLVD. NE. WILL BE BUILT TO FACILITATE ACCESS TO THE RECONFIGURED PARKING LAYOUT. THE EXISTING DRIVEPAD AT LOUISIANA WILL BE CLOSED. THE RELOCATED DRIVEPAD SHALL BE 26' WIDE AND WILL TRANSITION INTO A 24' WIDE DRIVE LANE ON-SITE. ANGLED PARKING IS PROPOSED. PARKING WILL BE AS SHOWN ON THE PLAN. ALSO PROVIDED IS ADA PARKING AND COMPACT CAR PARKING (DIMENSIONS SHOWN ON PLAN). THE DRIVE SURFACE WILL BE PAVEMENT CAPABLE OF SUPPORTING 75,000 LB VEHICLES. CONCRETE CURBING WILL PROVIDE A BARRIER BETWEEN VEHICLE AREAS AND PEDESTRIAN AREAS. A 6' WIDE CONCRETE WALKWAY WILL PROVIDE THE MAIN PEDESTRIAN CIRCULATION ON-SITE. EMERGENCY VEHICLE ACCESS WILL BE FROM LOUISIANA. FIRE ACCESS LANE HAS BEEN COORDINATED WITH THE CITY FIRE MARSHAL'S OFFICE AND APPROVED AS SHOWN ON FIRE 1 SHEET. REFUSE COLLECTION HAS BEEN COORDINATED WITH SOLID WASTE AND APPROVED AS SHOWN ON THE SITE PLAN. THERE ARE NO KNOWN TRAFFIC IMPACT STUDIES, AND THESE IMPROVEMENTS WILL NOT IMPACT ADJACENT LOTS.

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HOPE CHRISTIAN HIGH SCOOL

6800 PALOMAS AVE. NE, ALBUQUERQUE, NM 87109

REVISION SCHEDULE

#	Date	Description

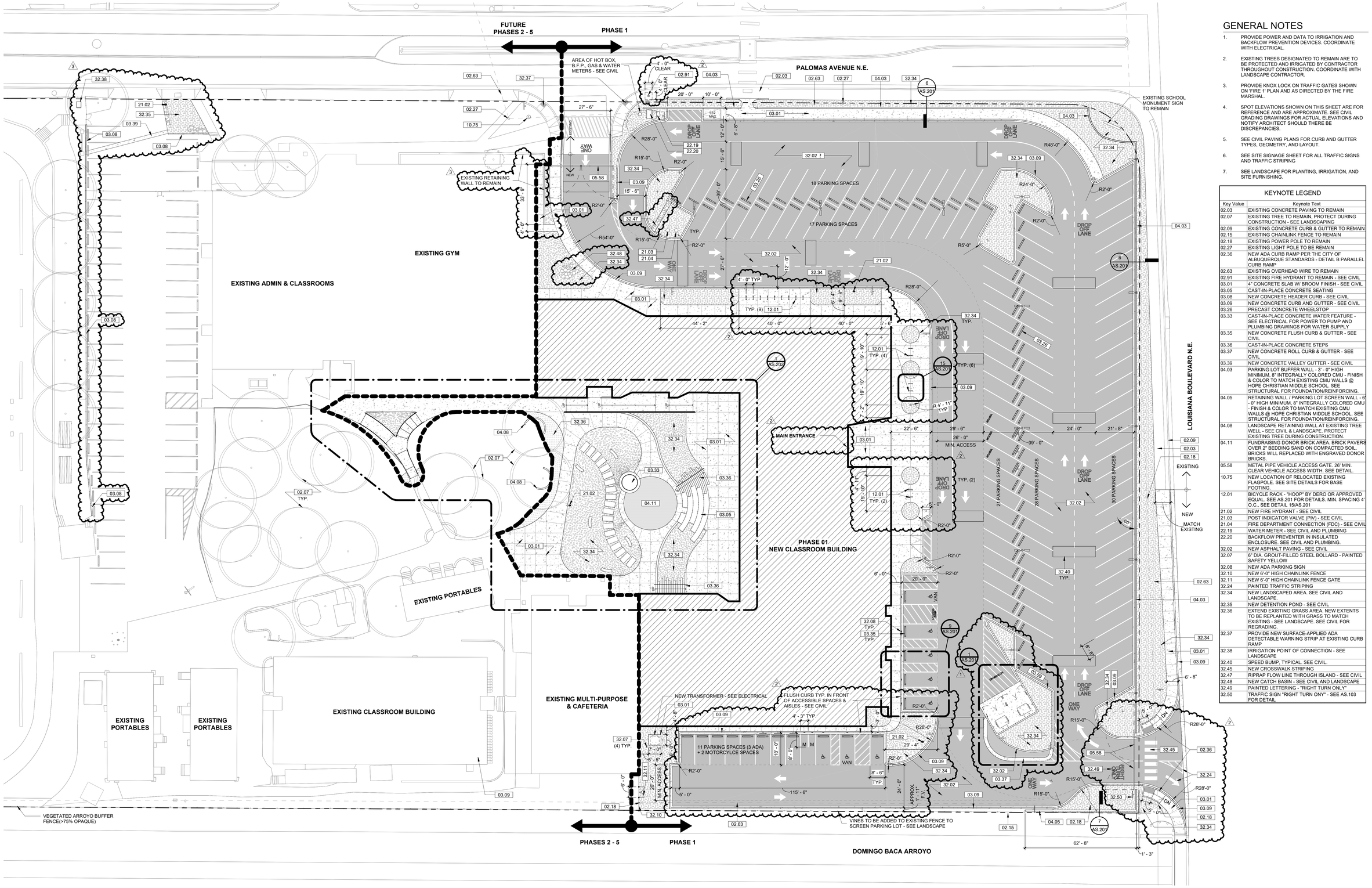
100% CD

03/19/24

JOSEPH J. CASARES, NEW MEXICO, 19014, REGISTERED PROFESSIONAL ENGINEER
3/19/24

TRAFFIC CIRCULATION LAYOUT

C103



1 SITE PLAN - PHASE 1
1" = 20'-0"

GENERAL NOTES

1. PROVIDE POWER AND DATA TO IRRIGATION AND BACKFLOW PREVENTION DEVICES. COORDINATE WITH ELECTRICAL.
2. EXISTING TREES DESIGNATED TO REMAIN ARE TO BE PROTECTED AND IRRIGATED BY CONTRACTOR THROUGHOUT CONSTRUCTION. COORDINATE WITH LANDSCAPE CONTRACTOR.
3. PROVIDE KNOX LOCK ON TRAFFIC GATES SHOWN ON "FIRE 1" PLAN AND AS DIRECTED BY THE FIRE MARSHAL.
4. SPOT ELEVATIONS SHOWN ON THIS SHEET ARE FOR REFERENCE AND ARE APPROXIMATE. SEE CIVIL GRADING DRAWINGS FOR ACTUAL ELEVATIONS AND NOTIFY ARCHITECT SHOULD THERE BE DISCREPANCIES.
5. SEE CIVIL PAVING PLANS FOR CURB AND GUTTER TYPES, GEOMETRY, AND LAYOUT.
6. SEE SITE SIGNAGE SHEET FOR ALL TRAFFIC SIGNS AND TRAFFIC STRIPING
7. SEE LANDSCAPE FOR PLANTING, IRRIGATION, AND SITE FURNISHING.

KEYNOTE LEGEND

Key Value	Keynote Text
02.03	EXISTING CONCRETE PAVING TO REMAIN
02.07	EXISTING TREE TO REMAIN, PROTECT DURING CONSTRUCTION - SEE LANDSCAPING
02.09	EXISTING CONCRETE CURB & GUTTER TO REMAIN
02.15	EXISTING CHAINLINK FENCE TO REMAIN
02.18	EXISTING POWER POLE TO REMAIN
02.27	EXISTING LIGHT POLE TO BE REMAIN
02.36	NEW ADA CURB RAMP PER THE CITY OF ALBUQUERQUE STANDARDS - DETAIL B PARALLEL CURB RAMP
02.63	EXISTING OVERHEAD WIRE TO REMAIN
02.91	EXISTING FIRE HYDRANT TO REMAIN - SEE CIVIL
03.01	4" CONCRETE SLAB W/ BROOM FINISH - SEE CIVIL
03.05	CAST-IN-PLACE CONCRETE SEATING
03.08	NEW CONCRETE HEADER CURB - SEE CIVIL
03.09	NEW CONCRETE CURB AND GUTTER - SEE CIVIL
03.26	PRECAST CONCRETE WHEELSTOP
03.33	CAST-IN-PLACE CONCRETE WATER FEATURE - SEE ELECTRICAL FOR POWER TO PUMP AND PLUMBING DRAWINGS FOR WATER SUPPLY
03.35	NEW CONCRETE FLUSH CURB & GUTTER - SEE CIVIL
03.36	CAST-IN-PLACE CONCRETE STEPS
03.37	NEW CONCRETE ROLL CURB & GUTTER - SEE CIVIL
03.39	NEW CONCRETE VALLEY GUTTER - SEE CIVIL
04.03	PARKING LOT BUFFER WALL - 3' - 0" HIGH MINIMUM. 8" INTEGRALLY COLORED CMU - FINISH & COLOR TO MATCH EXISTING CMU WALLS @ HOPE CHRISTIAN MIDDLE SCHOOL. SEE STRUCTURAL FOR FOUNDATION/REINFORCING.
04.05	RETAINING WALL / PARKING LOT SCREEN WALL - 6' - 0" HIGH MINIMUM. 8" INTEGRALLY COLORED CMU - FINISH & COLOR TO MATCH EXISTING CMU WALLS @ HOPE CHRISTIAN MIDDLE SCHOOL. SEE STRUCTURAL FOR FOUNDATION/REINFORCING.
04.08	LANDSCAPE RETAINING WALL AT EXISTING TREE WELL - SEE CIVIL & LANDSCAPE. PROTECT EXISTING TREE DURING CONSTRUCTION.
04.11	FUNDRAISING DONOR BRICK AREA. BRICK PAVERS OVER 2" BEDDING SAND ON COMPACTED SOIL. BRICKS WILL REPLACED WITH ENGRAVED DONOR BRICKS.
05.58	METAL PIPE VEHICLE ACCESS GATE. 26' MIN. CLEAR VEHICLE ACCESS WIDTH. SEE DETAIL.
10.75	NEW LOCATION OF RELOCATED EXISTING FLAGPOLE. SEE SITE DETAILS FOR BASE FOOTING.
12.01	BICYCLE RACK - "HOOP" BY DERO OR APPROVED EQUAL. SEE AS.201 FOR DETAILS. MIN. SPACING 4' O.C., SEE DETAIL 15/AS.201
21.02	NEW FIRE HYDRANT - SEE CIVIL
21.03	POST INDICATOR VALVE (PIV) - SEE CIVIL
21.04	FIRE DEPARTMENT CONNECTION (FDC) - SEE CIVIL
22.19	WATER METER - SEE CIVIL AND PLUMBING
22.20	BACKFLOW PREVENTER IN INSULATED ENCLOSURE. SEE CIVIL AND PLUMBING.
32.02	NEW ASPHALT PAVING - SEE CIVIL
32.07	6" DIA. GROUT-FILLED STEEL BOLLARD - PAINTED SAFETY YELLOW
32.08	NEW ADA PARKING SIGN
32.10	NEW 6'-0" HIGH CHAINLINK FENCE
32.11	NEW 6'-0" HIGH CHAINLINK FENCE GATE
32.24	PAINTED TRAFFIC STRIPING
32.34	NEW LANDSCAPED AREA. SEE CIVIL AND LANDSCAPE.
32.35	NEW DETENTION POND - SEE CIVIL
32.36	EXTEND EXISTING GRASS AREA. NEW EXTENTS TO BE REPLANTED WITH GRASS TO MATCH EXISTING - SEE LANDSCAPE. SEE CIVIL FOR REGRADING.
32.37	PROVIDE NEW SURFACE-APPLIED ADA DETECTABLE WARNING STRIP AT EXISTING CURB RAMP
32.38	IRRIGATION POINT OF CONNECTION - SEE LANDSCAPE
32.40	SPEED BUMP, TYPICAL. SEE CIVIL.
32.45	NEW CROSSWALK STRIPING
32.47	RIPRAP FLOW LINE THROUGH ISLAND - SEE CIVIL
32.48	NEW CATCH BASIN - SEE CIVIL AND LANDSCAPE
32.49	PAINTED LETTERING - "RIGHT TURN ONLY"
32.50	TRAFFIC SIGN "RIGHT TURN ONY" - SEE AS.103 FOR DETAIL

ROMA ARCHITECTURE
912 Roma Avenue NW
Albuquerque, NM 87102
505.764.8306
romaarc.com

HOPE CHRISTIAN HIGH SCHOOL

6800 PALOMAS AVE. NE, ALBUQUERQUE, NM 87109

REVISION SCHEDULE

#	Date	Description
1	01/25/23	PERMIT REVIEW REVISIONS
3	03/05/24	ASI No. 01 - MISC. REVISIONS
2	03/18/24	TRAFFIC REVIEW REVISIONS

100% CD

01.25.24

STATE OF NEW MEXICO
DEAN COWDREY
No. 6653
REGISTERED ARCHITECT

SITE PLAN - PHASE 1

AS.101

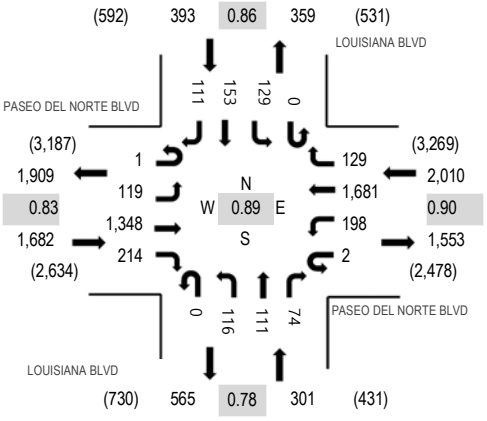
Appendix B

Existing Traffic Counts

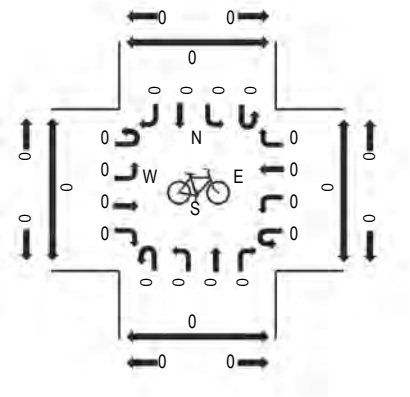
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 LOUISIANA BLVD & PASEO DEL NORTE BLVD AM
Date: Tuesday, April 2, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

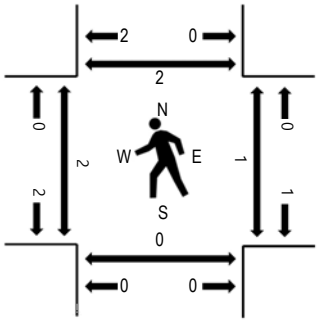
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

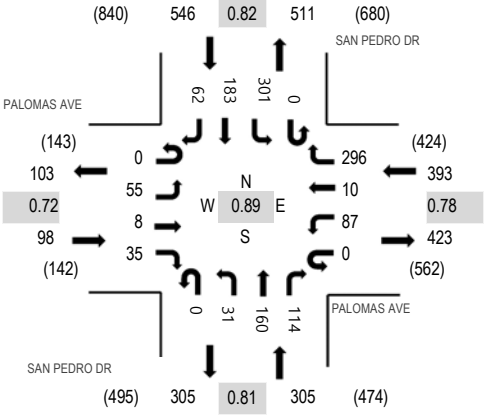
Traffic Counts - Motorized Vehicles

Interval Start Time	PASEO DEL NORTE BLVD Eastbound				PASEO DEL NORTE BLVD Westbound				LOUISIANA BLVD Northbound				LOUISIANA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	7	147	17	0	2	217	8	0	9	7	6	0	14	8	11	453	2,540	0	0	0	0
6:45 AM	0	11	189	16	0	5	306	12	0	7	9	2	0	16	14	21	608	3,129	0	0	0	0
7:00 AM	0	19	212	14	0	16	249	23	0	13	15	9	0	19	13	22	624	3,758	0	1	0	0
7:15 AM	0	19	276	25	0	18	377	26	0	23	16	14	0	21	17	23	855	4,233	0	0	0	0
7:30 AM	0	26	295	37	1	45	411	31	0	43	29	27	0	30	38	29	1,042	4,386	0	0	0	0
7:45 AM	1	31	401	73	0	44	443	31	0	39	39	21	0	43	36	35	1,237		0	1	0	0
8:00 AM	0	29	318	45	1	72	452	35	0	22	17	18	0	32	36	22	1,099		0	0	0	0
8:15 AM	0	33	334	59	0	37	375	32	0	12	26	8	0	24	43	25	1,008		2	0	0	2
Count Total	1	175	2,172	286	2	239	2,830	198	0	168	158	105	0	199	205	188	6,926		2	2	0	2
Peak Hour	1	119	1,348	214	2	198	1,681	129	0	116	111	74	0	129	153	111	4,386		2	1	0	2

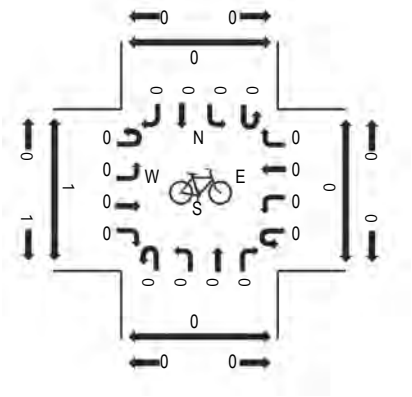
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 SAN PEDRO DR & PALOMAS AVE AM
Date: Tuesday, April 2, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

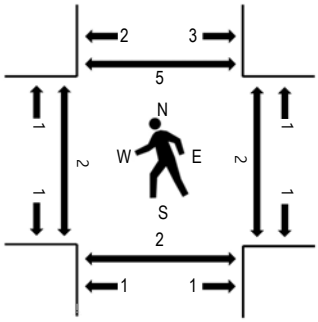
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

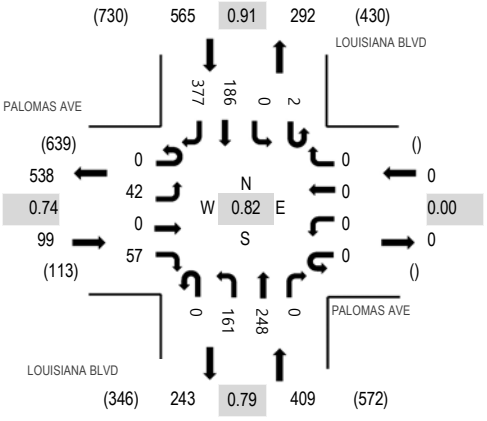
Traffic Counts - Motorized Vehicles

Interval Start Time	PALOMAS AVE Eastbound				PALOMAS AVE Westbound				SAN PEDRO DR Northbound				SAN PEDRO DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	7	0	3	0	1	0	4	0	6	28	0	0	14	44	5	112	538	0	0	0	0
6:45 AM	0	3	0	1	0	0	0	3	0	7	23	5	0	14	48	6	110	696	0	0	0	0
7:00 AM	0	7	0	8	0	1	0	4	0	2	32	5	0	24	45	6	134	962	0	0	0	0
7:15 AM	0	11	0	4	0	5	0	13	0	4	34	23	0	54	30	4	182	1,187	0	0	0	0
7:30 AM	0	9	0	5	0	6	0	12	0	4	30	37	0	110	47	10	270	1,342	0	1	0	0
7:45 AM	0	9	3	9	0	26	2	96	0	4	48	42	0	80	39	18	376		1	0	0	0
8:00 AM	0	24	3	7	0	33	2	90	0	14	34	26	0	57	54	15	359		1	1	1	5
8:15 AM	0	13	2	14	0	22	6	98	0	9	48	9	0	54	43	19	337		0	0	1	0
Count Total	0	83	8	51	0	94	10	320	0	50	277	147	0	407	350	83	1,880		2	2	2	5
Peak Hour	0	55	8	35	0	87	10	296	0	31	160	114	0	301	183	62	1,342		2	2	2	5

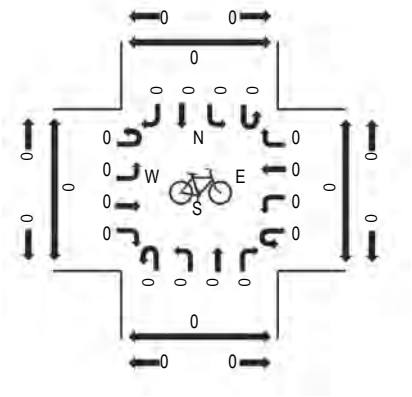
(303) 216-2439
www.alltrafficdata.net

Location: 3 LOUISIANA BLVD & PALOMAS AVE AM
Date: Tuesday, April 2, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

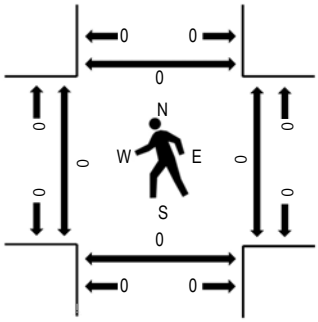
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

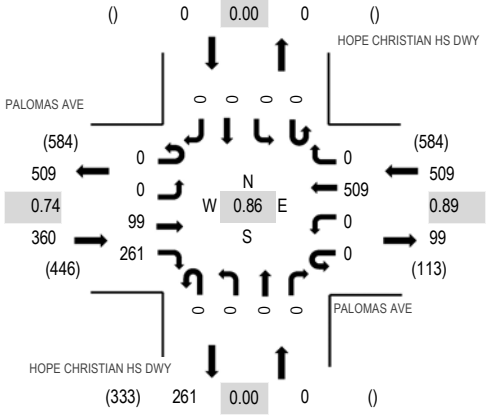
Traffic Counts - Motorized Vehicles

Interval Start Time	PALOMAS AVE Eastbound				PALOMAS AVE Westbound				LOUISIANA BLVD Northbound				LOUISIANA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	0	0	0	0	0	0	0	2	20	0	1	0	23	2	48	342	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	4	18	0	0	0	26	9	57	563	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	7	37	0	0	0	24	19	87	832	0	1	0	0
7:15 AM	1	7	0	6	0	0	0	0	0	20	55	0	0	0	24	37	150	1,010	0	1	0	0
7:30 AM	0	7	0	14	0	0	0	0	0	48	83	0	0	0	41	76	269	1,073	0	0	0	0
7:45 AM	0	19	0	16	0	0	0	0	0	51	84	0	2	0	58	96	326		0	0	0	0
8:00 AM	0	13	0	20	0	0	0	0	0	40	43	0	0	0	37	112	265		0	0	0	0
8:15 AM	0	3	0	7	0	0	0	0	0	22	38	0	0	0	50	93	213		0	0	0	0
Count Total	1	49	0	63	0	0	0	0	0	194	378	0	3	0	283	444	1,415		0	2	0	0
Peak Hour	0	42	0	57	0	0	0	0	0	161	248	0	2	0	186	377	1,073		0	0	0	0

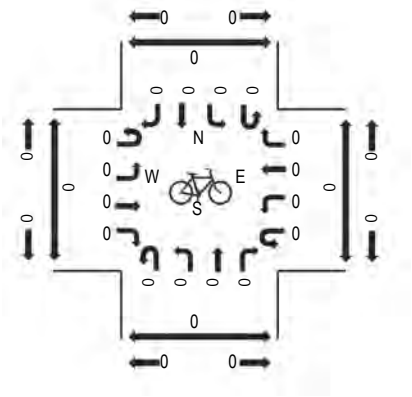
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 HOPE CHRISTIAN HS DWY & PALOMAS AVE AM
Date: Tuesday, April 2, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

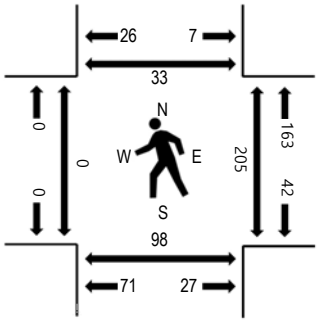
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

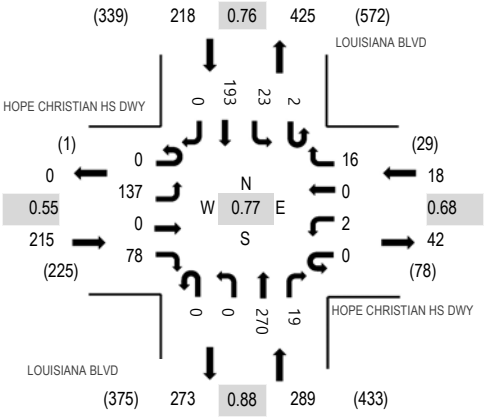
Interval Start Time	PALOMAS AVE Eastbound				PALOMAS AVE Westbound				HOPE CHRISTIAN HS DWY Northbound				HOPE CHRISTIAN HS DWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	161	0	0	0	0
6:45 AM	0	0	0	3	0	0	10	0	0	0	0	0	0	0	0	0	13	406	1	1	1	0
7:00 AM	0	0	0	14	0	0	18	0	0	0	0	0	0	0	0	0	32	645	0	4	0	0
7:15 AM	0	0	14	55	0	0	44	0	0	0	0	0	0	0	0	0	113	844	0	44	11	2
7:30 AM	0	0	21	119	0	0	108	0	0	0	0	0	0	0	0	0	248	869	0	101	27	9
7:45 AM	0	0	36	81	0	0	135	0	0	0	0	0	0	0	0	0	252		0	80	41	9
8:00 AM	0	0	33	55	0	0	143	0	0	0	0	0	0	0	0	0	231		0	20	26	9
8:15 AM	0	0	9	6	0	0	123	0	0	0	0	0	0	0	0	0	138		0	4	4	6
Count Total	0	0	113	333	0	0	584	0	0	0	0	0	0	0	0	0	1,030		1	254	110	35
Peak Hour	0	0	99	261	0	0	509	0	0	0	0	0	0	0	0	0	869		0	205	98	33

ALL TRAFFIC DATA SERVICES

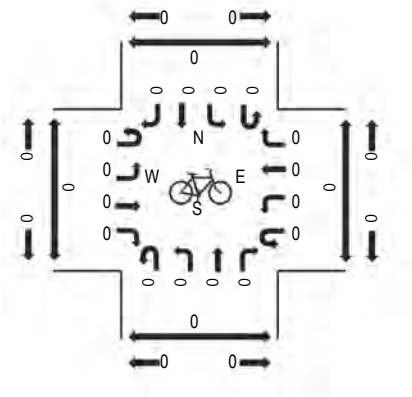
(303) 216-2439
www.alltrafficdata.net

Location: 5 LOUISIANA BLVD & HOPE CHRISTIAN HS DWY AM
Date: Tuesday, April 2, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

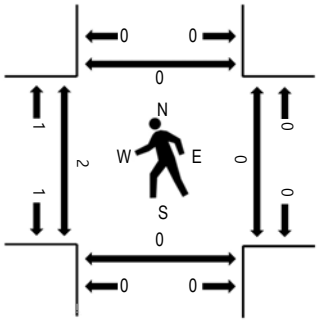
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

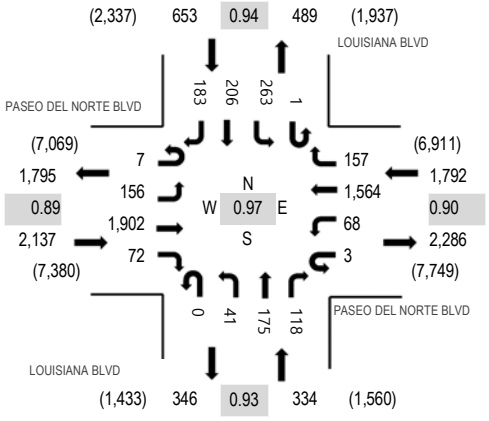
Traffic Counts - Motorized Vehicles

Interval Start Time	HOPE CHRISTIAN HS DWY Eastbound				HOPE CHRISTIAN HS DWY Westbound				LOUISIANA BLVD Northbound				LOUISIANA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	0	0	0	1	0	2	0	0	20	7	0	9	9	0	48	299	0	0	0	0
6:45 AM	0	0	0	1	0	1	0	1	0	1	21	2	0	11	20	0	58	490	0	0	0	0
7:00 AM	0	7	0	1	0	2	0	2	0	0	41	2	0	2	20	0	77	655	0	1	0	0
7:15 AM	0	33	0	12	0	0	0	1	0	0	35	3	0	5	27	0	116	740	0	0	0	0
7:30 AM	0	61	0	36	0	2	0	4	0	0	75	11	0	4	46	0	239	727	1	0	0	0
7:45 AM	0	37	0	19	0	0	0	7	0	0	81	1	1	9	68	0	223		1	0	0	0
8:00 AM	0	6	0	11	0	0	0	4	0	0	79	4	1	5	52	0	162		0	0	0	0
8:15 AM	0	1	0	0	0	1	0	1	0	0	50	0	1	3	46	0	103		0	0	0	0
Count Total	0	145	0	80	0	7	0	22	0	1	402	30	3	48	288	0	1,026		2	1	0	0
Peak Hour	0	137	0	78	0	2	0	16	0	0	270	19	2	23	193	0	740		2	0	0	0

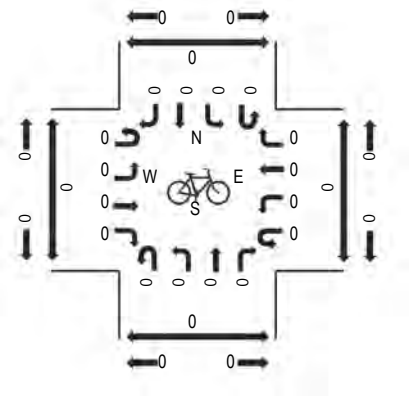
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 LOUISIANA BLVD & PASEO DEL NORTE BLVD PM
Date: Tuesday, April 2, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

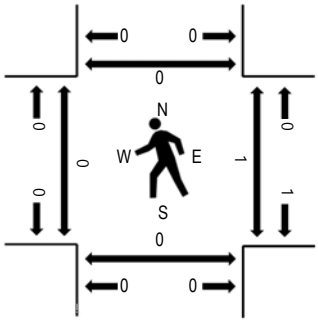
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PASEO DEL NORTE BLVD Eastbound				PASEO DEL NORTE BLVD Westbound				LOUISIANA BLVD Northbound				LOUISIANA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:30 PM	1	37	297	33	0	30	311	48	0	25	40	33	0	57	38	52	1,002	4,462	0	0	0	0
2:45 PM	4	45	373	48	1	21	358	32	0	25	37	28	0	46	49	56	1,123	4,641	0	1	0	0
3:00 PM	0	49	399	49	1	37	381	33	0	32	33	23	0	50	39	40	1,166	4,661	0	1	0	0
3:15 PM	0	38	341	40	1	36	359	38	0	54	46	45	2	67	58	46	1,171	4,685	0	2	0	1
3:30 PM	3	55	409	27	1	14	377	36	0	54	48	46	0	45	31	35	1,181	4,681	0	0	0	0
3:45 PM	3	41	352	19	1	20	395	38	0	40	61	34	2	53	36	48	1,143	4,618	0	0	0	0
4:00 PM	1	57	417	24	0	18	395	34	0	32	45	45	0	47	38	37	1,190	4,743	0	2	1	2
4:15 PM	1	39	412	22	0	18	406	45	0	22	36	32	0	48	47	39	1,167	4,769	1	0	1	0
4:30 PM	1	42	411	25	0	20	333	36	0	16	49	23	0	74	48	40	1,118	4,866	0	2	0	0
4:45 PM	0	42	477	17	0	18	424	61	0	14	29	30	0	58	45	53	1,268	4,916	0	1	0	0
5:00 PM	2	36	473	14	1	15	373	33	0	9	57	30	0	73	57	43	1,216	4,740	0	0	0	0
5:15 PM	2	47	530	21	0	17	372	36	0	9	47	27	0	66	57	33	1,264	4,508	0	0	0	0
5:30 PM	3	31	422	20	2	18	395	27	0	9	42	31	1	66	47	54	1,168	4,179	0	0	0	0
5:45 PM	1	27	376	15	1	28	381	32	0	14	44	27	0	66	40	40	1,092		1	0	0	1
6:00 PM	0	28	314	7	1	13	384	44	0	19	32	27	0	46	28	41	984		0	0	0	1
6:15 PM	1	39	307	13	0	12	317	32	0	13	28	18	0	68	46	41	935		0	0	0	0
Count Total	23	653	6,310	394	10	335	5,961	605	0	387	674	499	5	930	704	698	18,188		2	9	2	5
Peak Hour	7	156	1,902	72	3	68	1,564	157	0	41	175	118	1	263	206	183	4,916		0	1	0	0

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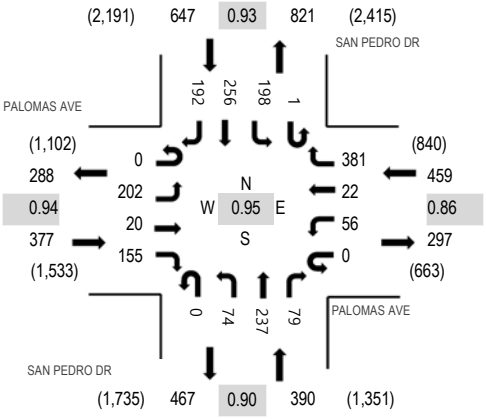
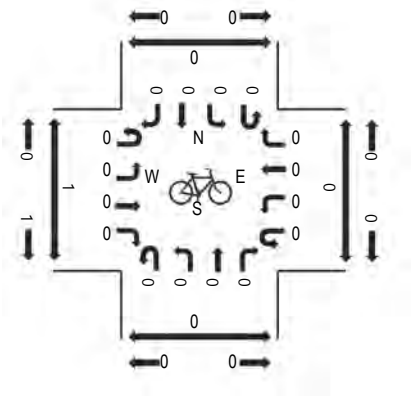
Location: 2 SAN PEDRO DR & PALOMAS AVE PM
Date: Tuesday, April 2, 2024
Peak Hour: 02:45 PM - 03:45 PM
Peak 15-Minutes: 03:15 PM - 03:30 PM

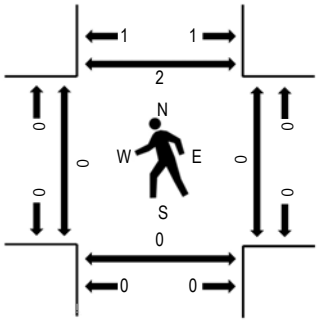
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PALOMAS AVE Eastbound				PALOMAS AVE Westbound				SAN PEDRO DR Northbound				SAN PEDRO DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:30 PM	0	58	5	48	0	5	2	20	0	19	55	10	1	32	58	44	357	1,762	0	0	0	0
2:45 PM	0	54	3	33	0	6	6	80	0	18	49	21	0	58	58	49	435	1,873	0	0	0	0
3:00 PM	0	42	6	46	0	18	6	110	0	16	55	19	0	54	53	50	475	1,814	0	0	0	1
3:15 PM	0	55	5	35	0	22	6	91	0	24	66	18	0	53	66	54	495	1,706	0	0	0	1
3:30 PM	0	51	6	41	0	10	4	100	0	16	67	21	1	33	79	39	468	1,584	0	0	0	0
3:45 PM	0	49	2	46	0	8	7	53	0	16	56	11	0	31	55	42	376	1,490	0	0	0	0
4:00 PM	0	52	4	27	0	7	3	34	0	21	53	7	0	26	81	52	367	1,451	0	0	0	0
4:15 PM	0	61	8	39	0	8	5	34	0	27	63	4	0	17	56	51	373	1,403	0	0	0	0
4:30 PM	0	58	3	49	0	5	4	35	0	19	72	10	1	15	69	34	374	1,358	2	0	1	0
4:45 PM	0	68	4	39	0	3	5	15	0	15	56	4	0	14	67	47	337	1,300	1	0	0	0
5:00 PM	0	46	8	36	0	4	0	15	0	16	61	3	2	12	76	40	319	1,297	0	0	0	2
5:15 PM	0	47	4	37	0	1	1	17	0	27	54	3	0	20	71	46	328	1,288	0	0	0	0
5:30 PM	0	53	1	43	0	2	2	14	0	20	45	7	0	23	57	49	316	1,211	0	0	0	1
5:45 PM	0	46	3	33	0	7	1	25	0	16	60	6	1	25	60	51	334		1	0	1	0
6:00 PM	0	55	4	41	0	3	3	22	0	20	51	4	0	17	45	45	310		1	0	0	0
6:15 PM	0	47	2	30	0	2	2	7	0	15	32	3	0	14	50	47	251		0	0	0	0
Count Total	0	842	68	623	0	111	57	672	0	305	895	151	6	444	1,001	740	5,915		5	0	2	5
Peak Hour	0	202	20	155	0	56	22	381	0	74	237	79	1	198	256	192	1,873		0	0	0	2

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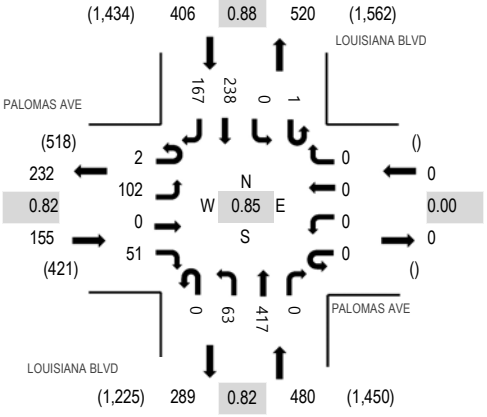
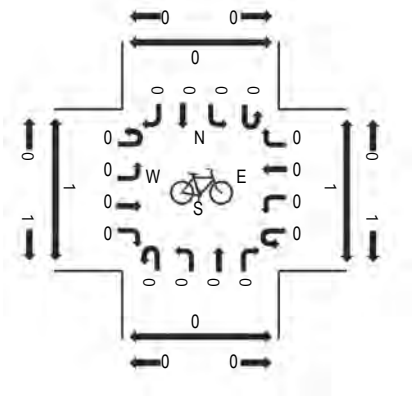
Location: 3 LOUISIANA BLVD & PALOMAS AVE PM
Date: Tuesday, April 2, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:15 PM - 03:30 PM

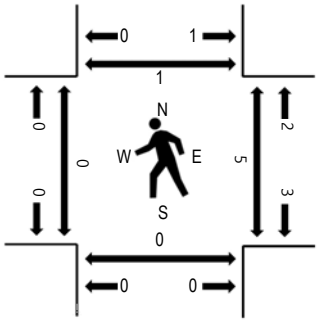
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PALOMAS AVE Eastbound				PALOMAS AVE Westbound				LOUISIANA BLVD Northbound				LOUISIANA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:30 PM	0	6	0	5	0	0	0	0	0	8	90	0	0	0	65	38	212	981	0	0	0	0
2:45 PM	0	12	0	5	0	0	0	0	0	14	78	0	1	0	57	59	226	1,021	0	1	0	0
3:00 PM	0	14	0	6	0	0	0	0	0	20	73	0	0	0	64	59	236	1,041	0	0	0	1
3:15 PM	0	16	0	9	0	0	0	0	0	17	129	0	0	0	66	70	307	1,028	0	2	0	0
3:30 PM	0	37	0	15	0	0	0	0	0	15	113	0	1	0	54	17	252	921	0	1	0	0
3:45 PM	2	35	0	21	0	0	0	0	0	11	102	0	0	0	54	21	246	861	0	2	0	0
4:00 PM	1	29	0	18	0	0	0	0	0	6	88	0	0	0	63	18	223	787	1	0	0	0
4:15 PM	0	19	0	14	0	0	0	0	0	6	75	0	0	0	70	16	200	752	0	3	0	0
4:30 PM	0	8	0	13	0	0	0	0	0	5	73	0	3	0	85	5	192	742	0	3	0	0
4:45 PM	0	7	0	6	0	0	0	0	1	5	72	0	0	0	77	4	172	738	0	2	0	0
5:00 PM	1	9	0	9	0	0	0	0	0	2	81	0	0	0	80	6	188	750	0	0	0	0
5:15 PM	0	13	0	2	0	0	0	0	0	5	75	0	0	0	85	10	190	710	0	0	0	0
5:30 PM	1	10	0	9	0	0	0	0	0	14	69	0	0	0	73	12	188	661	0	0	0	0
5:45 PM	0	17	0	9	0	0	0	0	0	9	66	0	0	0	63	20	184		0	1	0	0
6:00 PM	0	15	0	14	0	0	0	0	0	4	67	0	0	0	43	5	148		1	2	0	0
6:15 PM	0	6	0	8	0	0	0	0	0	4	53	0	0	0	62	8	141		0	2	0	0
Count Total	5	253	0	163	0	0	0	0	1	145	1,304	0	5	0	1,061	368	3,305		2	19	0	1
Peak Hour	2	102	0	51	0	0	0	0	0	63	417	0	1	0	238	167	1,041		0	5	0	1

ALL TRAFFIC DATA SERVICES

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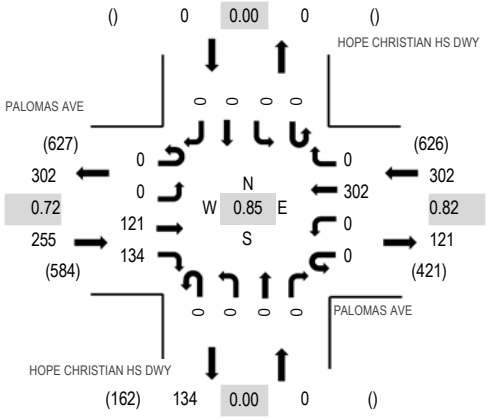
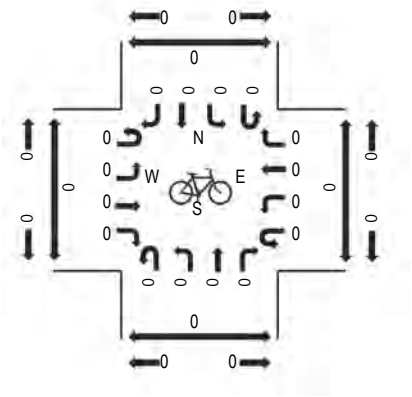
Location: 4 HOPE CHRISTIAN HS DWY & PALOMAS AVE PM
Date: Tuesday, April 2, 2024
Peak Hour: 02:45 PM - 03:45 PM
Peak 15-Minutes: 03:15 PM - 03:30 PM

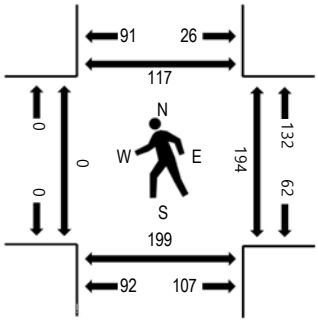
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PALOMAS AVE Eastbound				PALOMAS AVE Westbound				HOPE CHRISTIAN HS DWY Northbound				HOPE CHRISTIAN HS DWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:30 PM	0	0	11	5	0	0	48	0	0	0	0	0	0	0	0	0	64	463	0	15	29	0
2:45 PM	0	0	18	18	0	0	69	0	0	0	0	0	0	0	0	0	105	557	0	4	10	1
3:00 PM	0	0	19	33	0	0	78	0	0	0	0	0	0	0	0	0	130	549	0	43	48	25
3:15 PM	0	0	26	46	0	0	92	0	0	0	0	0	0	0	0	0	164	552	0	92	51	81
3:30 PM	0	0	58	37	0	0	63	0	0	0	0	0	0	0	0	0	158	444	0	55	90	10
3:45 PM	0	0	51	2	0	0	44	0	0	0	0	0	0	0	0	0	97	321	0	0	9	2
4:00 PM	0	0	49	4	0	0	80	0	0	0	0	0	0	0	0	0	133	247	0	2	2	1
4:15 PM	1	0	32	1	0	0	22	0	0	0	0	0	0	0	0	0	56	150	0	5	2	0
4:30 PM	0	0	21	1	0	0	13	0	0	0	0	0	0	0	0	0	35	122	0	0	2	0
4:45 PM	0	0	13	0	0	0	10	0	0	0	0	0	0	0	0	0	23	138	0	0	0	0
5:00 PM	0	0	19	6	0	0	11	0	0	0	0	0	0	0	0	0	36	179	0	1	7	0
5:15 PM	0	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0	28	182	0	0	0	0
5:30 PM	0	0	20	4	0	0	27	0	0	0	0	0	0	0	0	0	51	181	0	1	3	0
5:45 PM	0	0	27	2	0	0	35	0	0	0	0	0	0	0	0	0	64		0	0	0	7
6:00 PM	0	0	28	2	0	0	9	0	0	0	0	0	0	0	0	0	39		0	0	0	0
6:15 PM	0	0	14	1	0	0	12	0	0	0	0	0	0	0	0	0	27		0	0	4	0
Count Total	1	0	421	162	0	0	626	0	0	0	0	0	0	0	0	0	1,210		0	218	257	127
Peak Hour	0	0	121	134	0	0	302	0	0	0	0	0	0	0	0	0	557		0	194	199	117

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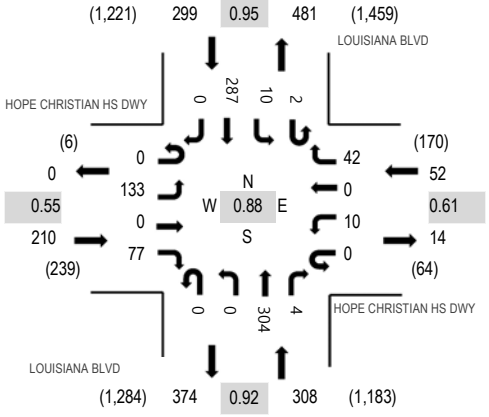
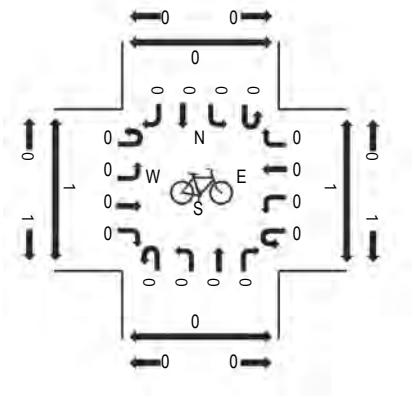
Location: 5 LOUISIANA BLVD & HOPE CHRISTIAN HS DWY PM
Date: Tuesday, April 2, 2024
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 03:15 PM - 03:30 PM

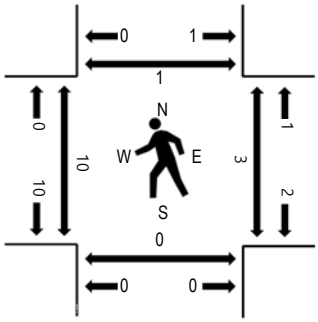
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

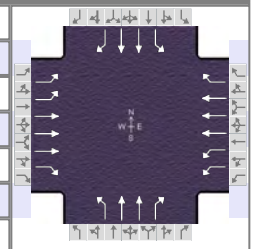
Interval Start Time	HOPE CHRISTIAN HS DWY Eastbound				HOPE CHRISTIAN HS DWY Westbound				LOUISIANA BLVD Northbound				LOUISIANA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:30 PM	0	13	0	1	0	8	0	27	0	0	61	2	0	8	65	0	185	760	0	0	0	0
2:45 PM	0	5	0	0	0	2	0	15	0	1	71	2	0	10	50	2	158	818	2	0	0	0
3:00 PM	0	0	0	0	0	5	0	15	0	1	76	2	0	5	63	2	169	850	1	0	0	0
3:15 PM	0	70	0	26	0	3	0	10	0	0	69	0	1	2	67	0	248	869	9	1	0	1
3:30 PM	0	49	0	39	0	1	0	8	0	0	71	1	1	6	67	0	243	794	0	0	0	0
3:45 PM	0	12	0	11	0	5	0	12	0	0	84	2	0	2	62	0	190	727	0	2	0	0
4:00 PM	0	2	0	1	0	1	0	12	0	0	80	1	0	0	91	0	188	703	1	0	0	0
4:15 PM	0	2	0	0	0	3	0	8	0	0	74	1	0	0	85	0	173	683	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	4	0	0	76	0	0	2	92	0	176	689	0	2	0	0
4:45 PM	0	0	0	0	0	2	0	5	0	0	71	0	1	1	86	0	166	682	1	1	0	0
5:00 PM	0	1	0	1	0	2	0	4	0	0	74	1	0	3	82	0	168	661	0	0	0	0
5:15 PM	0	2	0	1	0	1	0	2	0	0	81	1	0	2	89	0	179	620	0	0	0	0
5:30 PM	0	2	0	1	0	1	0	3	0	0	79	1	0	1	81	0	169	570	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	72	1	1	4	66	0	145		0	0	0	0
6:00 PM	0	0	0	0	0	1	0	3	0	0	65	0	0	0	58	0	127		1	0	0	0
6:15 PM	0	0	0	0	0	1	0	3	0	0	61	1	0	2	61	0	129		0	1	0	0
Count Total	0	158	0	81	0	38	0	132	0	2	1,165	16	4	48	1,165	4	2,813		15	7	0	1
Peak Hour	0	133	0	77	0	10	0	42	0	0	304	4	2	10	287	0	869		10	3	0	1

Appendix C

Intersection Level of Service Calculation Sheets

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	SRIRAMA LLC	Analysis Date	4/25/2024	Area Type	Other
Jurisdiction		Time Period	AM Peak Period	PHF	0.89
Urban Street	Paseo Del Norte Blvd	Analysis Year	Existing (2024)	Analysis Period	1> 7:00
Intersection	Louisiana Blvd	File Name	Existing AM - Paseo and Louisiana.xus		
Project Description	AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	120	1348	214	200	1681	129	116	111	74	129	153	111

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.6	3.8	86.6	11.0	11.0	0.0	1	2	3	4		
Yellow	3.0	0.0	5.0	3.0	4.0	0.0						
Red	1.0	0.0	1.5	1.0	1.5	0.0	5	6	7	8		

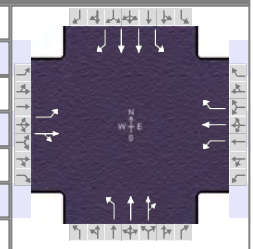
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	11.6	93.1	15.4	96.9	15.0	16.5	15.0	16.5
Change Period, ($Y+R_c$), s	4.0	6.5	4.0	6.5	4.0	5.5	4.0	5.5
Max Allow Headway (*MAH*), s	2.9	0.0	2.9	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	7.4		10.9		12.2	8.2	13.0	10.0
Green Extension Time (g_e), s	0.3	0.0	0.5	0.0	0.0	1.0	0.0	1.0
Phase Call Probability	0.99		1.00		0.99	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	135	1515	184	225	1889	111	130	125	67	145	172	85
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1698	1553	1730	1698	1553	1781	1781	1465	1781	1781	1465
Queue Service Time (g_s), s	5.4	22.6	7.2	8.9	29.2	3.8	10.2	4.7	6.2	11.0	6.5	8.0
Cycle Queue Clearance Time (g_c), s	5.4	22.6	7.2	8.9	29.2	3.8	10.2	4.7	6.2	11.0	6.5	8.0
Green Ratio (*g/C*)	0.05	0.62	0.62	0.08	0.65	0.65	0.08	0.08	0.08	0.08	0.08	0.08
Capacity (*c*), veh/h	187	3152	961	281	3290	1003	140	280	115	140	280	115
Volume-to-Capacity Ratio (*X*)	0.720	0.481	0.192	0.799	0.574	0.111	0.931	0.446	0.586	1.036	0.614	0.742
Back of Queue (*Q*), ft/ln (95 th percentile)	107	318	109	178	386	56	279	97	3	335	136	141
Back of Queue (*Q*), veh/ln (95 th percentile)	4.2	12.5	4.3	7.0	15.2	2.2	11.0	3.8	0.1	13.2	5.4	5.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.31	0.00	0.24	0.51	0.00	0.12	1.40	0.00	0.01	1.68	0.00	0.80
Uniform Delay (d_1), s/veh	65.2	14.5	11.6	63.2	14.0	9.5	64.1	61.6	62.3	64.5	62.4	63.1
Incremental Delay (d_2), s/veh	1.9	0.5	0.4	2.0	0.7	0.2	54.9	0.4	1.8	85.8	0.8	3.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	67.1	15.0	12.0	65.2	14.7	9.7	119.0	62.0	64.1	150.3	63.3	66.6
Level of Service (LOS)	E	B	B	E	B	A	F	E	E	F	E	E
Approach Delay, s/veh / LOS	18.5	B		19.5	B		85.5	F		95.3	F	
Intersection Delay, s/veh / LOS	30.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.45	B	2.91	C	2.94	C
Bicycle LOS Score / LOS	1.50	A	1.71	B	0.75	A	0.82	A

HCS Signalized Intersection Results Summary

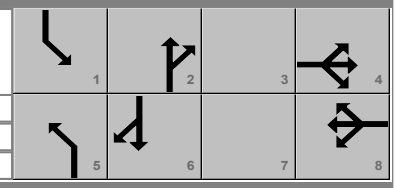
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	SRIRAMA LLC	Analysis Date	4/25/2024	Area Type	Other
Jurisdiction		Time Period	AM Pesk Hour	PHF	0.89
Urban Street	San Pedro Dr	Analysis Year	Existing (2024)	Analysis Period	1> 7:00
Intersection	Palomas Ave	File Name	2 Existing AM - San Pedro and Palomas.xus		
Project Description	AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	55	8	35	87	10	296	31	160	114	301	183	62

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.5	21.4	72.7	24.9	0.0	0.0						
Yellow	3.0	3.0	4.0	3.5	0.0	0.0						
Red	0.5	0.5	1.0	2.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		6.0		5.0	2.0	4.0	2.0	3.0
Phase Duration, s		30.4		30.4	7.0	77.7	31.9	102.6
Change Period, ($Y+R_c$), s		5.5		5.5	3.5	5.0	3.5	5.0
Max Allow Headway (*MAH*), s		3.3		3.3	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		8.1		24.6	4.7		28.1	
Green Extension Time (g_e), s		1.0		0.3	0.0	0.0	0.3	0.0
Phase Call Probability		1.00		1.00	0.74		1.00	
Max Out Probability		0.00		1.00	0.00		0.51	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	62	43		98	11	249	35	155	142	338	206	49
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1380	1583		1344	1870	1521	1781	1870	1578	1781	1781	1585
Queue Service Time (g_s), s	5.4	3.2		9.3	0.7	22.6	2.7	6.1	6.6	26.1	2.6	1.4
Cycle Queue Clearance Time (g_c), s	6.1	3.2		12.5	0.7	22.6	2.7	6.1	6.6	26.1	2.6	1.4
Green Ratio (*g/C*)	0.18	0.18		0.18	0.18	0.18	0.03	0.52	0.52	0.20	0.70	0.70
Capacity (*c*), veh/h	290	281		259	332	270	45	971	819	362	2483	1105
Volume-to-Capacity Ratio (*X*)	0.213	0.152		0.377	0.034	0.924	0.777	0.160	0.173	0.935	0.083	0.045
Back of Queue (*Q*), ft/ln (95 th percentile)	86	58		145	15	417	62	125	114	519	44	21
Back of Queue (*Q*), veh/ln (95 th percentile)	3.4	2.3		5.7	0.6	16.4	2.5	4.9	4.5	20.4	1.7	0.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.58	0.00		1.16	0.00	3.34	0.50	0.00	0.00	2.21	0.00	0.14
Uniform Delay (d_1), s/veh	50.2	48.7		53.9	47.6	56.6	67.8	17.6	17.8	54.9	6.8	6.6
Incremental Delay (d_2), s/veh	0.1	0.1		0.3	0.0	31.7	10.2	0.4	0.5	25.9	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	50.3	48.8		54.3	47.7	88.4	78.0	18.0	18.2	80.7	6.9	6.7
Level of Service (LOS)	D	D		D	D	F	E	B	B	F	A	A
Approach Delay, s/veh / LOS	49.7	D		77.8	E		24.4	C		49.0	D	
Intersection Delay, s/veh / LOS	50.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.33	B	2.49	B	2.21	B	1.88	B
Bicycle LOS Score / LOS	0.66	A	1.08	A	0.76	A	0.98	A

HCS Two-Way Stop-Control Report

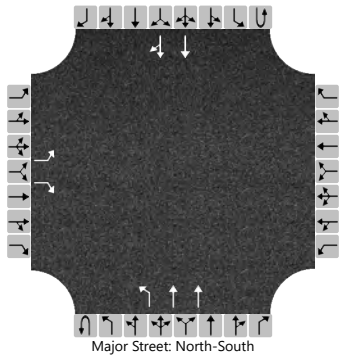
General Information

Analyst	SRIRAMA LLC
Agency/Co.	
Date Performed	4/24/2024
Analysis Year	2024
Time Analyzed	Existing AM Peak
Intersection Orientation	North-South
Project Description	HOPE Christian HS NIA

Site Information

Intersection	Louisiana Blvd/Palomas Ave
Jurisdiction	Albuquerque
East/West Street	Palomas Ave
North/South Street	Louisiana Blvd
Peak Hour Factor	0.82
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0
Configuration		L		R						L	T				T	TR
Volume (veh/h)		42		57					0	161	248				186	377
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		51		70						196						
Capacity, c (veh/h)		186		650						896						
v/c Ratio		0.28		0.11						0.22						
95% Queue Length, Q_{95} (veh)		1.1		0.4						0.8						
95% Queue Length, Q_{95} (ft)		28.2		10.2						20.5						
Control Delay (s/veh)		31.7		11.2						10.1	0.7					
Level of Service (LOS)		D		B						B	A					
Approach Delay (s/veh)		19.9								4.4						
Approach LOS		C								A						

HCS Two-Way Stop-Control Report

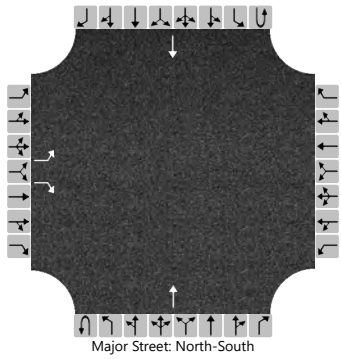
General Information

Analyst	SRIRAMA LLC
Agency/Co.	
Date Performed	4/24/2024
Analysis Year	2024
Time Analyzed	Existing AM Peak
Intersection Orientation	North-South
Project Description	HOPE Christian HS NIA

Site Information

Intersection	Louisiana Blvd/School Dwy
Jurisdiction	Albuquerque
East/West Street	School Dwy
North/South Street	Louisiana Blvd
Peak Hour Factor	0.77
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration		L		R							T				T	
Volume (veh/h)		137		78							286				216	
Percent Heavy Vehicles (%)		3		3												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

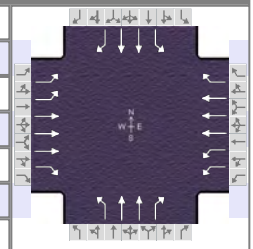
Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.43		6.23												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.53		3.33												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		178		101												
Capacity, c (veh/h)		431		756												
v/c Ratio		0.41		0.13												
95% Queue Length, Q_{95} (veh)		2.1		0.5												
95% Queue Length, Q_{95} (ft)		53.8		12.8												
Control Delay (s/veh)		19.2		10.5												
Level of Service (LOS)		C		B												
Approach Delay (s/veh)		16.0														
Approach LOS		C														

HCS Signalized Intersection Results Summary

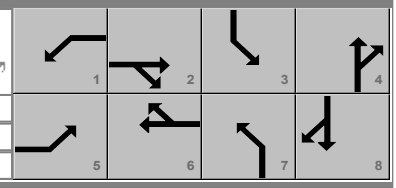
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	SRIRAMA LLC	Analysis Date	4/25/2024	Area Type	Other
Jurisdiction		Time Period	PM Peak Period	PHF	0.98
Urban Street	Paseo Del Norte Blvd	Analysis Year	Existing (2024)	Analysis Period	1> 7:00
Intersection	Louisiana Blvd	File Name	1 Existing PM - Paseo and Louisiana.xus		
Project Description	PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	198	1519	110	91	1526	146	180	200	170	216	163	166

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.7	0.7	73.7	16.3	1.7	17.9	
Yellow	3.0	3.0	5.0	3.0	0.0	4.0	
Red	1.0	1.0	1.5	1.0	0.0	1.5	



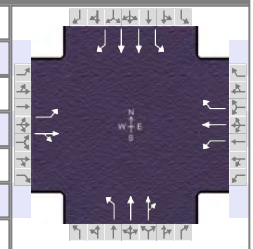
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	14.4	84.9	9.7	80.2	20.3	23.4	22.0	25.2
Change Period, ($Y+R_c$), s	4.0	6.5	4.0	6.5	4.0	5.5	4.0	5.5
Max Allow Headway (*MAH*), s	2.9	0.0	2.9	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	10.0		5.7		16.2	16.5	19.2	13.7
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.1	1.5	0.0	1.5
Phase Call Probability	1.00		0.97		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	202	1550	61	93	1557	118	184	204	159	220	166	134
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1698	1551	1730	1698	1551	1781	1781	1503	1781	1781	1509
Queue Service Time (g_s), s	8.0	27.0	2.5	3.7	29.2	5.5	14.2	7.4	14.5	17.2	5.9	11.7
Cycle Queue Clearance Time (g_c), s	8.0	27.0	2.5	3.7	29.2	5.5	14.2	7.4	14.5	17.2	5.9	11.7
Green Ratio (*g/C*)	0.07	0.56	0.56	0.04	0.53	0.53	0.12	0.13	0.13	0.13	0.14	0.14
Capacity (*c*), veh/h	257	2851	868	141	2680	816	207	457	193	229	501	212
Volume-to-Capacity Ratio (*X*)	0.786	0.544	0.071	0.659	0.581	0.145	0.887	0.447	0.826	0.962	0.332	0.630
Back of Queue (*Q*), ft/ln (95 th percentile)	160	384	40	74	418	88	322	153	243	412	121	203
Back of Queue (*Q*), veh/ln (95 th percentile)	6.3	15.1	1.6	2.9	16.4	3.5	12.7	6.0	9.6	16.2	4.8	8.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.46	0.00	0.09	0.21	0.00	0.20	1.61	0.00	0.88	2.06	0.00	1.16
Uniform Delay (d_1), s/veh	63.7	19.5	14.1	66.2	22.6	17.0	61.0	56.4	59.5	60.7	54.2	56.7
Incremental Delay (d_2), s/veh	2.0	0.7	0.2	2.0	0.9	0.4	28.0	0.3	3.4	48.5	0.1	1.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	65.7	20.3	14.3	68.2	23.6	17.4	89.0	56.7	62.9	109.1	54.4	57.9
Level of Service (LOS)	E	C	B	E	C	B	F	E	E	F	D	E
Approach Delay, s/veh / LOS	25.1	C		25.5	C		69.3	E		78.5	E	
Intersection Delay, s/veh / LOS	36.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.47	B	2.91	C	2.94	C
Bicycle LOS Score / LOS	1.48	A	1.46	A	0.94	A	0.92	A

HCS Signalized Intersection Results Summary

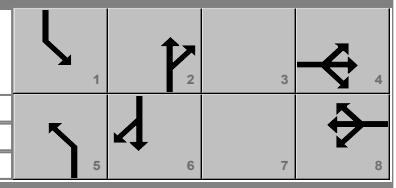
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	SRIRAMA LLC	Analysis Date	4/25/2024	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.85
Urban Street	San Pedro Dr	Analysis Year	Existing (2024)	Analysis Period	1> 7:00
Intersection	Palomas Ave	File Name	2 Existing PM - San Pedro and Palomas.xus		
Project Description	PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	202	20	155	56	22	381	74	237	79	199	256	192

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.5	7.3	70.0	36.7	0.0	0.0
Yellow	3.0	3.0	4.0	3.5	0.0	0.0
Red	0.5	0.5	1.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		6.0		5.0	2.0	4.0	2.0	3.0
Phase Duration, s		42.2		42.2	12.0	75.0	22.8	85.8
Change Period, ($Y+R_c$), s		5.5		5.5	3.5	5.0	3.5	5.0
Max Allow Headway (*MAH*), s		3.4		3.4	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		25.4		35.7	8.8		20.3	
Green Extension Time (g_e), s		1.9		1.0	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.97		1.00	
Max Out Probability		0.03		0.86	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	238	194		66	26	378	87	179	170	234	301	169
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1370	1569		1180	1870	1535	1781	1870	1712	1781	1781	1585
Queue Service Time (g_s), s	22.0	14.6		7.0	1.4	33.7	6.8	7.4	7.7	18.3	5.5	7.1
Cycle Queue Clearance Time (g_c), s	23.4	14.6		21.5	1.4	33.7	6.8	7.4	7.7	18.3	5.5	7.1
Green Ratio (*g/C*)	0.26	0.26		0.26	0.26	0.26	0.06	0.50	0.50	0.14	0.58	0.58
Capacity (*c*), veh/h	396	411		238	490	402	109	935	856	245	2054	914
Volume-to-Capacity Ratio (*X*)	0.600	0.472		0.277	0.053	0.938	0.802	0.191	0.198	0.954	0.147	0.185
Back of Queue (*Q*), ft/ln (95 th percentile)	308	244		95	31	566	147	153	144	424	102	121
Back of Queue (*Q*), veh/ln (95 th percentile)	12.1	9.6		3.7	1.2	22.3	5.8	6.0	5.7	16.7	4.0	4.8
Queue Storage Ratio (*RQ*) (95 th percentile)	2.06	0.00		0.76	0.00	4.53	1.17	0.00	0.00	1.81	0.00	0.81
Uniform Delay (d_1), s/veh	47.4	43.5		52.6	38.6	50.5	64.9	19.3	19.4	59.9	13.7	14.0
Incremental Delay (d_2), s/veh	1.3	0.3		0.2	0.0	26.6	5.1	0.5	0.5	44.3	0.2	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	48.7	43.8		52.8	38.7	77.1	70.0	19.8	19.9	104.2	13.8	14.5
Level of Service (LOS)	D	D		D	D	E	E	B	B	F	B	B
Approach Delay, s/veh / LOS	46.5	D		71.6	E		29.9	C		44.0	D	
Intersection Delay, s/veh / LOS	47.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.33	B	2.52	C	2.19	B	1.91	B
Bicycle LOS Score / LOS	1.20	A	1.26	A	0.85	A	1.07	A

HCS Two-Way Stop-Control Report

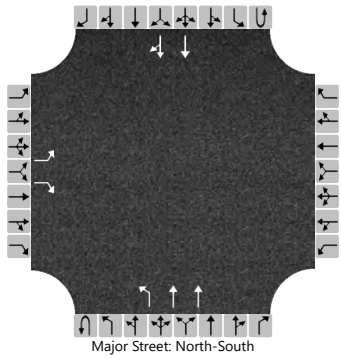
General Information

Analyst	SRIRAMA LLC
Agency/Co.	
Date Performed	4/24/2024
Analysis Year	2024
Time Analyzed	Existing PM Peak
Intersection Orientation	North-South
Project Description	HOPE Christian HS NIA

Site Information

Intersection	Louisiana Blvd/Palomas Ave
Jurisdiction	Albuquerque
East/West Street	Palomas Ave
North/South Street	Louisiana Blvd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0
Configuration		L		R						L	T				T	TR
Volume (veh/h)		104		51					0	63	417				238	167
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		122		60						74						
Capacity, c (veh/h)		311		760						1075						
v/c Ratio		0.39		0.08						0.07						
95% Queue Length, Q_{95} (veh)		1.9		0.3						0.2						
95% Queue Length, Q_{95} (ft)		48.6		7.7						5.1						
Control Delay (s/veh)		24.0		10.1						8.6	0.4					
Level of Service (LOS)		C		B						A	A					
Approach Delay (s/veh)	19.5								1.5							
Approach LOS	C								A							

HCS Two-Way Stop-Control Report

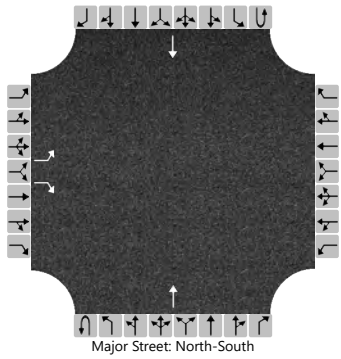
General Information

Analyst	SRIRAMA LLC
Agency/Co.	
Date Performed	4/24/2024
Analysis Year	2024
Time Analyzed	Existing PM Peak
Intersection Orientation	North-South
Project Description	HOPE Christian HS NIA

Site Information

Intersection	Louisiana Blvd/School Dwy
Jurisdiction	Albuquerque
East/West Street	School Dwy
North/South Street	Louisiana Blvd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration		L		R							T				T	
Volume (veh/h)		133		77							346				297	
Percent Heavy Vehicles (%)		3		3												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

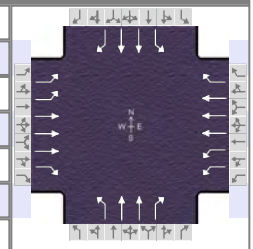
Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.43		6.23												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.53		3.33												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		151		88												
Capacity, c (veh/h)		388		702												
v/c Ratio		0.39		0.12												
95% Queue Length, Q_{95} (veh)		1.9		0.4												
95% Queue Length, Q_{95} (ft)		48.6		10.2												
Control Delay (s/veh)		20.2		10.9												
Level of Service (LOS)		C		B												
Approach Delay (s/veh)		16.8														
Approach LOS		C														

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	SRIRAMA LLC	Analysis Date	4/25/2024	Area Type	Other
Jurisdiction		Time Period	AM Peak Period	PHF	0.89
Urban Street	Paseo Del Norte Blvd	Analysis Year	Buildout + Project	Analysis Period	1> 7:00
Intersection	Louisiana Blvd	File Name	1 Buildout Year plus Project AM - Paseo and Loui…		
Project Description	AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	157	1379	250	234	1651	129	81	76	45	129	177	89

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.4	3.6	86.0	8.8	2.2	10.0	1	2	3	4		
Yellow	3.0	0.0	5.0	3.0	0.0	4.0						
Red	1.0	0.0	1.5	1.0	0.0	1.5	5	6	7	8		

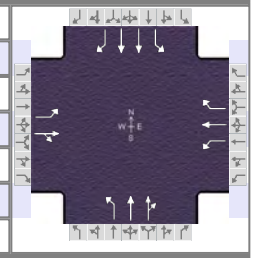
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	13.4	92.5	17.0	96.1	12.8	15.5	15.0	17.7
Change Period, ($Y+R_c$), s	4.0	6.5	4.0	6.5	4.0	5.5	4.0	5.5
Max Allow Headway (*MAH*), s	2.9	0.0	2.9	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	9.0		12.4		9.1	5.2	13.0	9.6
Green Extension Time (g_e), s	0.3	0.0	0.5	0.0	0.0	0.9	0.0	0.8
Phase Call Probability	1.00		1.00		0.97	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	176	1549	225	263	1855	111	91	85	35	145	199	61
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1698	1553	1730	1698	1553	1781	1781	1455	1781	1781	1474
Queue Service Time (g_s), s	7.0	23.6	9.1	10.4	28.8	3.9	7.1	3.2	3.2	11.0	7.6	5.5
Cycle Queue Clearance Time (g_c), s	7.0	23.6	9.1	10.4	28.8	3.9	7.1	3.2	3.2	11.0	7.6	5.5
Green Ratio (*g/C*)	0.07	0.61	0.61	0.09	0.64	0.64	0.06	0.07	0.07	0.08	0.09	0.09
Capacity (*c*), veh/h	231	3130	954	321	3262	995	112	254	104	140	310	128
Volume-to-Capacity Ratio (*X*)	0.763	0.495	0.236	0.820	0.569	0.112	0.811	0.336	0.335	1.036	0.642	0.473
Back of Queue (*Q*), ft/ln (95 th percentile)	140	332	139	204	383	57	174	66	55	335	158	95
Back of Queue (*Q*), veh/ln (95 th percentile)	5.5	13.1	5.5	8.0	15.1	2.3	6.9	2.6	2.2	13.2	6.2	3.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.40	0.00	0.31	0.58	0.00	0.13	0.87	0.00	0.20	1.68	0.00	0.54
Uniform Delay (d_1), s/veh	64.2	15.0	12.2	62.4	14.2	9.8	64.8	61.8	61.8	64.5	61.8	60.9
Incremental Delay (d_2), s/veh	2.0	0.6	0.6	2.0	0.7	0.2	19.9	0.3	0.7	85.8	0.8	1.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	66.2	15.5	12.7	64.4	15.0	10.0	84.7	62.1	62.5	150.3	62.6	61.9
Level of Service (LOS)	E	B	B	E	B	A	F	E	E	F	E	E
Approach Delay, s/veh / LOS	19.8	B		20.5	C		71.9	E		93.9	F	
Intersection Delay, s/veh / LOS	28.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.45	B	2.91	C	2.94	C
Bicycle LOS Score / LOS	1.56	B	1.71	B	0.66	A	0.82	A

HCS Signalized Intersection Results Summary

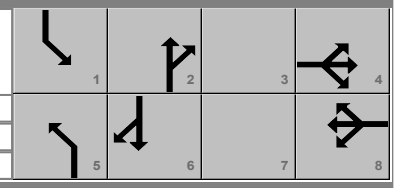
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	SRIRAMA LLC	Analysis Date	4/25/2024	Area Type	Other
Jurisdiction		Time Period	AM Pesk Hour	PHF	0.89
Urban Street	San Pedro Dr	Analysis Year	Buildout + Project	Analysis Period	1> 7:00
Intersection	Palomas Ave	File Name	2 Buildout Year plus Project AM - San Pedro and…		
Project Description	AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	55	8	35	87	10	296	31	276	62	234	183	62

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.5	15.6	78.5	24.9	0.0	0.0	
Yellow	3.0	3.0	4.0	3.5	0.0	0.0	
Red	0.5	0.5	1.0	2.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		6.0		5.0	2.0	4.0	2.0	3.0
Phase Duration, s		30.4		30.4	7.0	83.5	26.2	102.6
Change Period, ($Y+R_c$), s		5.5		5.5	3.5	5.0	3.5	5.0
Max Allow Headway (*MAH*), s		3.3		3.3	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		8.1		24.6	4.7		22.3	
Green Extension Time (g_e), s		1.0		0.3	0.0	0.0	0.4	0.0
Phase Call Probability		1.00		1.00	0.74		1.00	
Max Out Probability		0.00		1.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	62	43		98	11	249	35	188	180	263	206	49
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1380	1583		1344	1870	1521	1781	1870	1744	1781	1781	1585
Queue Service Time (g_s), s	5.4	3.2		9.3	0.7	22.6	2.7	6.9	7.1	20.3	2.6	1.4
Cycle Queue Clearance Time (g_c), s	6.1	3.2		12.5	0.7	22.6	2.7	6.9	7.1	20.3	2.6	1.4
Green Ratio (*g/C*)	0.18	0.18		0.18	0.18	0.18	0.03	0.56	0.56	0.16	0.70	0.70
Capacity (*c*), veh/h	290	281		259	332	270	45	1048	978	288	2483	1105
Volume-to-Capacity Ratio (*X*)	0.213	0.152		0.377	0.034	0.924	0.777	0.180	0.184	0.911	0.083	0.045
Back of Queue (*Q*), ft/ln (95 th percentile)	86	58		145	15	417	62	139	132	397	44	21
Back of Queue (*Q*), veh/ln (95 th percentile)	3.4	2.3		5.7	0.6	16.4	2.5	5.5	5.3	15.6	1.7	0.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.58	0.00		1.16	0.00	3.34	0.50	0.00	0.00	1.69	0.00	0.14
Uniform Delay (d_1), s/veh	50.2	48.7		53.9	47.6	56.6	67.8	15.0	15.1	57.7	6.8	6.6
Incremental Delay (d_2), s/veh	0.1	0.1		0.3	0.0	31.7	10.2	0.4	0.4	15.8	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	50.3	48.8		54.3	47.7	88.4	78.0	15.4	15.5	73.5	6.9	6.7
Level of Service (LOS)	D	D		D	D	F	E	B	B	E	A	A
Approach Delay, s/veh / LOS	49.7	D		77.8	E		20.9	C		40.7	D	
Intersection Delay, s/veh / LOS	45.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.33	B	2.49	B	2.20	B	1.88	B
Bicycle LOS Score / LOS	0.66	A	1.08	A	0.82	A	0.91	A

HCS Two-Way Stop-Control Report

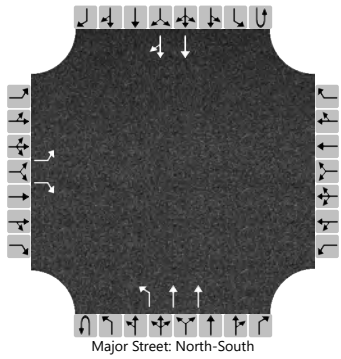
General Information

Analyst	SRIRAMA LLC
Agency/Co.	
Date Performed	4/24/2024
Analysis Year	
Time Analyzed	Buildout + Project AM
Intersection Orientation	North-South
Project Description	HOPE Christian HS NIA

Site Information

Intersection	Louisiana Blvd/Palomas Ave
Jurisdiction	Albuquerque
East/West Street	Palomas Ave
North/South Street	Louisiana Blvd
Peak Hour Factor	0.82
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0
Configuration		L		R						L	T				T	TR
Volume (veh/h)		42		57					0	161	150				282	377
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		51		70						196						
Capacity, c (veh/h)		165		595						810						
v/c Ratio		0.31		0.12						0.24						
95% Queue Length, Q_{95} (veh)		1.3		0.4						1.0						
95% Queue Length, Q_{95} (ft)		33.3		10.2						25.6						
Control Delay (s/veh)		36.5		11.8						10.9	0.6					
Level of Service (LOS)		E		B						B	A					
Approach Delay (s/veh)		22.3								5.9						
Approach LOS		C								A						

HCS Two-Way Stop-Control Report

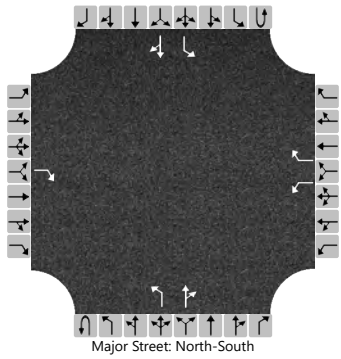
General Information

Analyst	SRIRAMA LLC
Agency/Co.	
Date Performed	4/24/2024
Analysis Year	
Time Analyzed	Buildout + Project AM
Intersection Orientation	North-South
Project Description	HOPE Christian HS NIA

Site Information

Intersection	Louisiana Blvd/School Dwy
Jurisdiction	Albuquerque
East/West Street	School Dwy
North/South Street	Louisiana Blvd
Peak Hour Factor	0.77
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		1	0	1	0	1	1	0	0	1	1	0
Configuration				R		L		R		L		TR		L		TR
Volume (veh/h)				243		2		16		59	309	19		25	193	94
Percent Heavy Vehicles (%)				3		3		3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

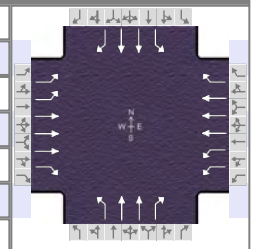
Base Critical Headway (sec)				6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)				6.23		7.13		6.23		4.13				4.13		
Base Follow-Up Headway (sec)				3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)				3.33		3.53		3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				316		3		21		77				32		
Capacity, c (veh/h)				726		97		636		1180				1128		
v/c Ratio				0.43		0.03		0.03		0.06				0.03		
95% Queue Length, Q_{95} (veh)				2.3		0.1		0.1		0.2				0.1		
95% Queue Length, Q_{95} (ft)				58.9		2.6		2.6		5.1				2.6		
Control Delay (s/veh)				13.8		43.2		10.8		8.3	0.4	0.4		8.3	0.2	0.2
Level of Service (LOS)				B		E		B		A	A	A		A	A	A
Approach Delay (s/veh)		13.8				14.4				1.6				0.8		
Approach LOS		B				B				A				A		

HCS Signalized Intersection Results Summary

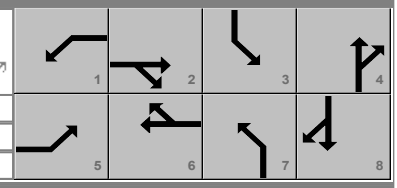
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	SRIRAMA LLC	Analysis Date	4/25/2024	Area Type	Other
Jurisdiction		Time Period	PM Peak Period	PHF	0.98
Urban Street	Paseo Del Norte Blvd	Analysis Year	Buildout + Project	Analysis Period	1> 7:00
Intersection	Louisiana Blvd	File Name	1 Buildout Year plus Project PM - Paseo and Loui…		
Project Description	PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	233	1551	134	114	1504	146	147	167	140	216	185	146

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.8	1.1		75.0	13.7	0.3	15.1					
Yellow	3.0	3.0		5.0	3.0	3.0	4.0					
Red	1.0	1.0		1.5	1.0	1.0	1.5					



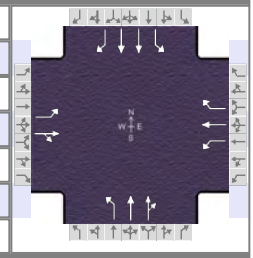
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	15.9	86.6	10.8	81.5	17.7	20.6	22.0	25.0
Change Period, ($Y+R_c$), s	4.0	6.5	4.0	6.5	4.0	5.5	4.0	5.5
Max Allow Headway (*MAH*), s	2.9	0.0	2.9	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	11.5		6.6		13.6	13.8	19.2	11.8
Green Extension Time (g_e), s	0.5	0.0	0.2	0.0	0.1	1.4	0.0	1.4
Phase Call Probability	1.00		0.99		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.24	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	238	1583	86	116	1535	118	150	170	129	220	189	113
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1698	1552	1730	1698	1551	1781	1781	1492	1781	1781	1508
Queue Service Time (g_s), s	9.5	27.0	3.5	4.6	28.0	5.4	11.6	6.3	11.8	17.2	6.7	9.8
Cycle Queue Clearance Time (g_c), s	9.5	27.0	3.5	4.6	28.0	5.4	11.6	6.3	11.8	17.2	6.7	9.8
Green Ratio (*g/C*)	0.09	0.57	0.57	0.05	0.54	0.54	0.10	0.11	0.11	0.13	0.14	0.14
Capacity (*c*), veh/h	294	2915	888	167	2728	830	174	385	161	229	495	210
Volume-to-Capacity Ratio (*X*)	0.808	0.543	0.097	0.696	0.563	0.143	0.862	0.443	0.797	0.962	0.381	0.540
Back of Queue (*Q*), ft/ln (95 th percentile)	188	382	55	93	402	86	258	130	206	412	139	172
Back of Queue (*Q*), veh/ln (95 th percentile)	7.4	15.0	2.2	3.7	15.8	3.4	10.2	5.1	8.1	16.2	5.5	6.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.54	0.00	0.12	0.27	0.00	0.19	1.29	0.00	0.75	2.06	0.00	0.98
Uniform Delay (d_1), s/veh	62.9	18.6	13.6	65.6	21.6	16.4	62.2	58.5	60.9	60.7	54.8	56.1
Incremental Delay (d_2), s/veh	2.0	0.7	0.2	1.9	0.8	0.4	18.3	0.3	3.4	48.5	0.2	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	65.0	19.3	13.8	67.5	22.5	16.7	80.5	58.8	64.3	109.1	55.0	56.9
Level of Service (LOS)	E	B	B	E	C	B	F	E	E	F	D	E
Approach Delay, s/veh / LOS	24.8	C		25.0	C		67.6	E		78.2	E	
Intersection Delay, s/veh / LOS	35.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.47	B	2.91	C	2.94	C
Bicycle LOS Score / LOS	1.54	B	1.46	A	0.86	A	0.92	A

HCS Signalized Intersection Results Summary

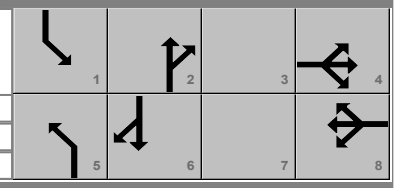
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	SRIRAMA LLC	Analysis Date	4/25/2024	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.85
Urban Street	San Pedro Dr	Analysis Year	Buildout + Project	Analysis Period	1> 7:00
Intersection	Palomas Ave	File Name	2 Buildout Year plus Project PM - San Pedro and…		
Project Description	PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	202	20	155	56	22	381	74	350	54	163	256	192

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.5	4.9	72.4	36.7	0.0	0.0
Yellow	3.0	3.0	4.0	3.5	0.0	0.0
Red	0.5	0.5	1.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		6.0		5.0	2.0	4.0	2.0	3.0
Phase Duration, s		42.2		42.2	12.0	77.4	20.4	85.8
Change Period, ($Y+R_c$), s		5.5		5.5	3.5	5.0	3.5	5.0
Max Allow Headway (*MAH*), s		3.4		3.4	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		25.4		35.7	8.8		16.8	
Green Extension Time (g_e), s		1.9		1.0	0.1	0.0	0.1	0.0
Phase Call Probability		1.00		1.00	0.97		1.00	
Max Out Probability		0.03		0.86	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	238	194		66	26	378	87	229	223	192	301	169
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1370	1569		1180	1870	1535	1781	1870	1798	1781	1781	1585
Queue Service Time (g_s), s	22.0	14.6		7.0	1.4	33.7	6.8	9.4	9.6	14.8	5.5	7.1
Cycle Queue Clearance Time (g_c), s	23.4	14.6		21.5	1.4	33.7	6.8	9.4	9.6	14.8	5.5	7.1
Green Ratio (*g/C*)	0.26	0.26		0.26	0.26	0.26	0.06	0.52	0.52	0.12	0.58	0.58
Capacity (*c*), veh/h	396	411		238	490	402	109	967	929	215	2054	914
Volume-to-Capacity Ratio (*X*)	0.600	0.472		0.277	0.053	0.938	0.802	0.237	0.240	0.891	0.147	0.185
Back of Queue (*Q*), ft/ln (95 th percentile)	308	244		95	31	566	147	194	186	330	102	121
Back of Queue (*Q*), veh/ln (95 th percentile)	12.1	9.6		3.7	1.2	22.3	5.8	7.6	7.5	13.0	4.0	4.8
Queue Storage Ratio (*RQ*) (95 th percentile)	2.06	0.00		0.76	0.00	4.53	1.17	0.00	0.00	1.40	0.00	0.81
Uniform Delay (d_1), s/veh	47.4	43.5		52.6	38.6	50.5	64.9	18.6	18.6	60.6	13.7	14.0
Incremental Delay (d_2), s/veh	1.3	0.3		0.2	0.0	26.6	5.1	0.6	0.6	26.5	0.2	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	48.7	43.8		52.8	38.7	77.1	70.0	19.2	19.3	87.1	13.8	14.5
Level of Service (LOS)	D	D		D	D	E	E	B	B	F	B	B
Approach Delay, s/veh / LOS	46.5	D		71.6	E		27.4	C		35.2	D	
Intersection Delay, s/veh / LOS	43.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.33	B	2.52	C	2.19	B	1.91	B
Bicycle LOS Score / LOS	1.20	A	1.26	A	0.93	A	1.03	A

HCS Two-Way Stop-Control Report

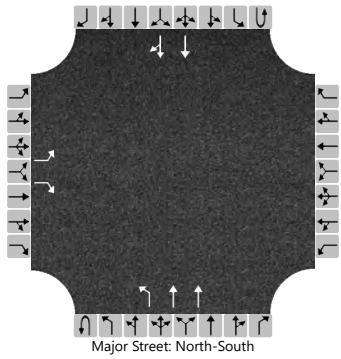
General Information

Analyst	SRIRAMA LLC
Agency/Co.	
Date Performed	4/24/2024
Analysis Year	
Time Analyzed	Buildout + Project PM
Intersection Orientation	North-South
Project Description	HOPE Christian HS NIA

Site Information

Intersection	Louisiana Blvd/Palomas Ave
Jurisdiction	Albuquerque
East/West Street	Palomas Ave
North/South Street	Louisiana Blvd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0
Configuration		L		R						L	T				T	TR
Volume (veh/h)		104		51					0	63	322				288	167
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		122		60						74						
Capacity, c (veh/h)		309		727						1022						
v/c Ratio		0.40		0.08						0.07						
95% Queue Length, Q_{95} (veh)		1.9		0.3						0.2						
95% Queue Length, Q_{95} (ft)		48.6		7.7						5.1						
Control Delay (s/veh)		24.3		10.4						8.8	0.4					
Level of Service (LOS)		C		B						A	A					
Approach Delay (s/veh)		19.7								1.8						
Approach LOS		C								A						

HCS Two-Way Stop-Control Report

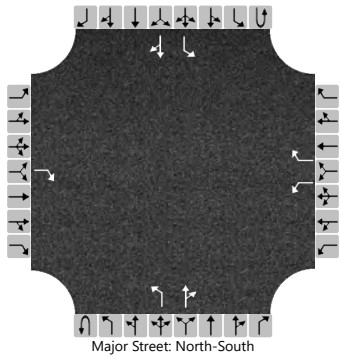
General Information

Analyst	SRIRAMA LLC
Agency/Co.	
Date Performed	4/24/2024
Analysis Year	
Time Analyzed	Buildout + Project PM
Intersection Orientation	North-South
Project Description	HOPE Christian HS NIA

Site Information

Intersection	Louisiana Blvd/School Dwy
Jurisdiction	Albuquerque
East/West Street	School Dwy
North/South Street	Louisiana Blvd
Peak Hour Factor	0.77
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		1	0	1	0	1	1	0	0	1	1	0
Configuration				R		L		R		L		TR		L		TR
Volume (veh/h)				238		10		42		30	342	4		12	287	49
Percent Heavy Vehicles (%)				3		3		3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)				6.23		7.13		6.23		4.13				4.13		
Base Follow-Up Headway (sec)				3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)				3.33		3.53		3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				309		13		55		39				16		
Capacity, c (veh/h)				644		91		610		1118				1106		
v/c Ratio				0.48		0.14		0.09		0.03				0.01		
95% Queue Length, Q_{95} (veh)				2.7		0.5		0.3		0.1				0.0		
95% Queue Length, Q_{95} (ft)				69.1		12.8		7.7		2.6				0.0		
Control Delay (s/veh)				15.7		51.0		11.5		8.3	0.2	0.2		8.3	0.1	0.1
Level of Service (LOS)				C		F		B		A	A	A		A	A	A
Approach Delay (s/veh)	15.7				19.1				0.9				0.4			
Approach LOS	C				C				A				A			