

Tuesday, May 17, 2015

Racquel Michel P.E.

City of Albuquerque Planning Department
Transportation Development Section
600 2nd St. NW
Albuquerque, NM 87102

Re: *Montgomery / Wyoming Restaurant Project*

Dear Racquel :

Attached is a copy of the FINAL Traffic Impact Study for the referenced land development project for your approval. The Study has been revised to address Jeanne Wolfenbarger's comments in her e-mail dated July 21, 2015 as follows:

- A. On the site plan on Page A-2, label all improvements including all recommended lanes, label driveways "A" and "B" and Gutierrez. Show any pertinent access easements. Show all property lines and the property lines surrounding the access out to Montgomery Boulevard. Show the widths of all access points.
RESPONSE: The new site plan shows additional data as requested.
- B. Provide copy of any access agreements. Access agreement with the neighboring church will be required prior to approval with current traffic scheme.
RESPONSE: The Access Settlement Agreement between the developer and Legacy Church are include on Pages A-89 thru A-95 in the Appendix of the report.
- C. Check some of the volume discrepancies in the analysis. (A volume of "35" for the southbound left at Wyoming/Montgomery is shown in the volumes on Page A-36, and a volume of "5" is shown for the analysis on Page A-55.)
RESPONSE: Volumes have been checked and verified or corrected.
- D. On Page 7, for the Table showing levels of service, "Montgomery/Wyoming" is labeled in lieu of the "Montgomery/Pennsylvania" intersection.
RESPONSE: Page 7 has been corrected as requested.
- E. Where was the pass-by trip percentage of 30% derived from?
The City had adopted a generic pass-by trip rate of 30% many years ago. The 30% is a conservatively low rate. This study has been updated to implement a 45% pass-by trip rate which is an approximate average pass-by trip rate based on ITE data.
- F. Due to volumes building up on the north leg of the Wyoming/Montgomery southbound and the inadequacy of the left turn bays, it is requested to investigate moving Driveway "A" to the north, possibly to line up with the driveway across the street into Quarters. Analyze recommended left turn bay lengths at Driveway "A" in addition to the Wyoming/Montgomery intersection for northbound and southbound traffic. Driveway "A" has been located as far north as is feasible without jeopardizing the site plan design and internal circulation.

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Re: Montgomery / Wyoming Restaurant Project

- G. The analysis for the Wyoming/Montgomery intersection on Pages A-50 and A-56 shows a right turn lane for southbound traffic on Wyoming/Montgomery where there is no right turn lane. This would result in a worse level of service for the movement at the intersection and the overall intersection shown on Page 9.

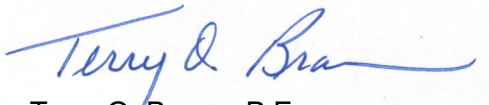
This issue has been corrected. Only the mitigated geometry includes the southbound right turn lane, but it cannot be constructed without additional right-of-way being obtained.

- H. In order to improve Levels of Service at the Wyoming/Montgomery intersection, investigate different possibilities. Look at recommending different cycle lengths as one possibility. Another possibility would be to investigate possibility of adding a right turn only lane at the Wyoming/Montgomery intersection for southbound traffic and obtain right-of-way and/or a roadway easement.

This has been done. See page 9. As was implied in the comment, additional right-of-way would be needed, but cannot be obtained at this time.

Please call me if you have questions.

Best Regards,



Terry O. Brown, P.E.

attachments as noted

cc: Ron Bohannon, Tierra West, LLC w/2 copies of report

Terry O. Brown, P.E.

From: Wolfenbarger, Jeanne <jwolfenbarger@cabq.gov>
Sent: Tuesday, July 21, 2015 9:29 AM
To: 'Terry O. Brown'
Cc: Michel, Racquel M.
Subject: Comments on "Wyoming/Montgomery Restaurants" Traffic Impact Study

Terry,

Here are the following comments for the above Traffic Impact Study:

- A. On the site plan on Page A-2, label all improvements including all recommended lanes, label driveways "A" and "B" and Gutierrez. Show any pertinent access easements. Show all property lines and the property lines surrounding the access out to Montgomery Boulevard. Show the widths of all access points.
- B. Provide copy of any access agreements. Access agreement with the neighboring church will be required prior to approval with current traffic scheme.
- C. Check some of the volume discrepancies in the analysis. (A volume of "35" for the southbound left at Wyoming/Montgomery is shown in the volumes on Page A-36, and a volume of "5" is shown for the analysis on Page A-55.)
- D. On Page 7, for the Table showing levels of service, "Montgomery/Wyoming" is labeled in lieu of the "Montgomery/Pennsylvania" intersection.
- E. Where was the pass-by trip percentage of 30% derived from?
- F. Due to volumes building up on the north leg of the Wyoming/Montgomery southbound and the inadequacy of the left turn bays, it is requested to investigate moving Driveway "A" to the north, possibly to line up with the driveway across the street into Quarters. Analyze recommended left turn bay lengths at Driveway "A" in addition to the Wyoming/Montgomery intersection for northbound and southbound traffic.
- G. The analysis for the Wyoming/Montgomery intersection on Pages A-50 and A-56 shows a right turn lane for southbound traffic on Wyoming/Montgomery where there is no right turn lane. This would result in a worse level of service for the movement at the intersection and the overall intersection shown on Page 9.
- H. In order to improve Levels of Service at the Wyoming/Montgomery intersection, investigate different possibilities. Look at recommending different cycle lengths as one possibility. Another possibility would be to investigate possibility of adding a right turn only lane at the Wyoming/Montgomery intersection for southbound traffic and obtain right-of-way and/or a roadway easement.

Jeanne