



August 15, 2022

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Shahab Biazar, PE  
City of Albuquerque  
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Re: Oxbow and Coors Pavilion Developments Traffic Impact Study

NMDOT has been working and reviewing the traffic impacts studies for the Coors Pavilion and the Oxbow development for several years. NMDOT has been working with the team since 2015 on Coors Pavilion. The last updated traffic impact study (TIS) was submitted in February 2022 for both the Coors Pavilion and the Oxbow Development.

These developments are located in the northwest quadrant and southwest quadrant of NM 45 (Coors Blvd) and St. Joseph's Drive's for the Coors Pavilion and Oxbow development, respectfully. See the attached site plans. There are numerous pad sites in Coors Pavilion that have been built out since the start of this process. The original TIS proposed that Coors Pavilion would bring about 500 and 800 trips in the AM and PM peak hours, respectively. However, the updated TIS projects about 750 and 770 trips for Coors Pavilion in the AM and PM peak hours, respectively. Oxbow development is expected to generate about 920 and 1100 new trips in the AM and peak hours, respectively. This is a total of 1670 and 1870 new trips utilizing the signalized intersection of NM 45 and St. Joseph's Drive or one of the other two partial (right-in/out) access points on NM 45. Both developments are expected to utilize three access points to NM 45. A full signalized access at St. Joseph's Drive and one partial right-in/right-out access to the north of St. Joseph's Drive and one partial right-in/right-out access to the north of St. Joseph's Drive.

The NMDOT follows the State Access Management Manual (SAMM) for the acceptable levels of performance measures for traffic operations for its facilities. Those measures include but are not limited to the following:

- At minimum, one access per development to a public facility.
- Access spacing for full unsignalized, full signalized, and partial access on and from NMDOT facilities
- Deceleration lane lengths
- Level of Service (LOS) F is not acceptable for individual movements
- Level of Service (LOS) D is acceptable for multi-lane highways, two-lane highways, signalized and unsignalized intersections.

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Governor

**Ricky Serna**  
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Commissioner, Secretary  
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- Where the existing or future year base condition do not meet our minimum acceptable standards, its mitigation is required to maintain the level of service at existing/base no build condition levels at a minimum.
- Redirect tapers should be used where it is necessary to establish a left-turn lane or median island. The straight-line taper shall be a length-to-width ratio of posted speed limit to one.

NMDOT has reviewed the study from 2022 and has concerns regarding the density of commercial development utilizing the existing public roadway system with its limited roadway network system for its use. The proposed mitigation schematic drawing is attached. Our concerns are outlined below.

1. The proposed geometry used to develop the triple eastbound lefts for on St. Joseph's Drive at NM 45 should meet the SAMM redirect taper requirements.
2. All widening on NM 45 shall be from its centerline. The proposed geometry used to develop the dual northbound and southbound lefts on NM 45 at St. Joseph's Drive shall meet the SAMM redirect taper requirements.
3. The proposed full signalized intersection on St. Joseph's Drive and the main access to the developments is about 630 feet centerline to centerline. The next full intersection adjacent to a full signalized access shall be 1320 feet and 2640 if signalized. The access spacing does not meet SAMM corner clearance access spacing requirements.
4. The lane widths for northbound and southbound through lanes shall remain twelve (12) feet.
5. The divided median island width on NM 45 shall be a minimum six (6) feet in width.
6. The proposed triple left turns shall be designed to contain design vehicle WB-40 with two passenger cars with no over tracking in adjacent lanes.
7. NMDOT has concerns regarding signal timing operations for pedestrians with the proposed triple right eastbound left turn configuration.
8. The eastbound left at NM 45 & St. Joseph's Drive increases from a delay of 81.6 sec (LOS F) in the 2026 No Build AM Peak to a delay of 89.8 sec (LOS F) in the 2026 Oxbow Build AM Peak (Mitigated).
9. The northbound left at NM 45 & St. Joseph's Drive increases from a delay of 30.3 secs (LOS C) in the AM Peak No Build to 96.9 secs (LOS F) in the AM Peak Oxbow Build (Mitigated).
10. The southbound left at NM 45 & St. Joseph's Drive increases from a delay of 18.7 secs (LOS B) in the AM Peak No Build to 73.3 secs (LOS E) in the AM Peak Oxbow Build (Mitigated).
11. The southbound through at NM 45 & St. Joseph's Drive increases from a delay of 38.1 secs (LOS D) in the AM Peak No Build to 27.2 secs (LOS F) in the AM Peak Oxbow Build (Mitigated). LOS F determined by the volume to capacity ratio.

12. The eastbound left on NM 45 at St. Joseph's Drive increases from 75.6 seconds of delay (LOS E) in the PM Peak No Build to 99.7 seconds of delay (LOS F) in the PM Peak Oxbow Build (Mitigated).
13. The northbound left on NM 45 at St. Joseph's Drive increases from 23.0 seconds of delay (LOS C) in the PM Peak No Build to 66.6 seconds of delay (LOS E) in the PM Peak Oxbow Build (Mitigated).
14. The southbound left at NM 45 & St. Joseph's Drive increases from 17.6 seconds of delay (LOS B) in the PM Peak No Build to 63.2 seconds of delay (LOS E) in the PM Peak Oxbow Build (Mitigated).
15. The eastbound left deceleration lane lengths on St. Joseph's Drive at NM 45 are not met in the AM and PM peak hours. The queue storage ratio increases from 1.1 and 0.6 in the 2026 No Build AM Peak to 1.4 and 1.3 respectively in the 2026 Oxbow Build AM Peak (Mitigated).
16. The eastbound right deceleration lane lengths on St. Joseph's Drive at NM 45 is not met in the AM and PM peak hours. The queue storage ratio increases from 2.0 and 1.5 in the 2026 No Build AM Peak to 3.3 and 1.9 respectively in the 2026 Oxbow Build AM Peak (Mitigated).
17. The offset at NM 45 and St. Joseph's Drive is changed from 0 seconds in the AM Peak No Build to 67.5 seconds in the AM Peak Oxbow Build (Mitigated). There is a coordinated signal system in place with offsets already determined. The offset should remain at zero for this analysis.
18. The eastbound left at NM 45 & St. Joseph's Drive increases from 100.0 seconds of delay (LOS F) in the AM Peak No Build Horizon to 117.3 seconds of delay (LOS F) in the AM Peak Oxbow Build Horizon (Mitigated).
19. The eastbound through at NM 45 & St. Joseph's Drive increases from 63.5 seconds of delay (LOS E) in the AM Peak No Build Horizon to 76.4 seconds of delay (LOS E) in the AM Peak Oxbow Build Horizon (Mitigated).
20. The eastbound right at NM 45 & St. Joseph's Drive increases from 69.1 seconds of delay (LOS E) in the AM Peak No Build Horizon to 77.2 seconds of delay (LOS E) in the AM Peak Oxbow Build Horizon (Mitigated).
21. The northbound left at NM 45 & St. Joseph's Drive increases from 24.1 seconds of delay (LOS C) in the AM Peak No Build Horizon to 116.7 seconds of delay (LOS F) in the AM Peak Oxbow Build Horizon (Mitigated).
22. The southbound left at NM 45 & St. Joseph's Drive increases from 27.9 seconds of delay (LOS C) in the AM Peak No Build Horizon to 73.3 seconds of delay (LOS E) in the AM Peak Oxbow Build Horizon (Mitigated).
23. The southbound through at NM 45 & St. Joseph's Drive increases from 16.0 seconds of delay (LOS B) in the AM Peak No Build Horizon to 34.6 seconds of delay (LOS F) in the AM Peak Oxbow Build Horizon (Mitigated). LOS F determined by the volume to capacity ratio.
24. The eastbound left at NM 45 & St. Joseph's Drive increases from 77.0 seconds of delay (LOS E) in the PM Peak No Build Horizon to 112.3 seconds of delay (LOS F) in the PM Peak Oxbow Build Horizon (Mitigated).

25. The northbound left at NM 45 & St. Joseph's Drive increases from 27.1 seconds of delay (LOS C) in the PM Peak No Build Horizon to 66.8 seconds of delay (LOS E) in the PM Peak Oxbow Build Horizon (Mitigated).
26. The southbound left at NM 45 & St. Joseph's Drive increases from 36.8 seconds of delay (LOS D) in the PM Peak No Build Horizon to 63.8 seconds of delay (LOS E) in the PM Peak Oxbow Build Horizon (Mitigated).
27. The eastbound left deceleration lane lengths on St. Joseph's Drive at NM 45 is not met in the AM and PM peak hours. The queue storage ratio increases from 1.4 and 0.6 in the 2036 No Build AM and PM Peak hours respectively to 1.6 and 1.4 in the 2036 Oxbow Build AM Peak (Mitigated).
28. The eastbound right deceleration lane lengths on St. Joseph's Drive at NM 45 is not met in the AM and PM peak hours. The queue storage ratio increases from 2.3 and 1.1 in the 2036 No Build AM and PM Peak hours respectively to 3.8 and 1.9 in the 2036 Oxbow Build AM Peak (Mitigated).
29. The eastbound right at NM 45 at Western Trail increases from 76.4 seconds of delay (LOS E) in the AM Peak No Build to 119 seconds of delay (LOS F) in the AM Peak Oxbow Build (Mitigated).
30. The northbound left at NM 45 and Western Trail increases from 75.5 seconds of delay (LOS E) in the AM Peak No Build to 102.9 seconds of delay (LOS F) in the AM Peak Oxbow Build (Mitigated).
31. The northbound left deceleration lane length on St. Joseph's Drive at NM 45 is not met in the PM peak hours. The queue storage ratio increases from 1.1 in the 2026 No Build AM Peak to 1.2 in the 2026 Oxbow Build AM Peak (Mitigated).
32. The eastbound right at NM 45 and Driveway "A" increases from a delay of 32.7 seconds of delay (LOS D) in the AM Peak No Build to 192 seconds of delay (LOS F) in the AM Peak Oxbow Build (Mitigated).
33. The eastbound right at NM 45 and Driveway "B" has 132.8 seconds of delay (LOS F) in the AM Peak Oxbow Build (Mitigated).

NMDOT is requesting that the development make additional considerations to reach SAMM compliance for NM 45 as much as possible. Some alternatives to consider that may help include the following:

- Increase roadway network connectivity to adjacent private properties or public roadways.
- Relocate the Main driveway to the western edge of its property to maximize the overall operations of the signalized intersection of NM 45 and St. Joseph's Drive. This would require limiting access to the access to the west on St. Joseph's Drive.
- Propose extending deceleration lanes on NM 45 wherever possible to meet queue plus deceleration lane lengths.
- Propose deceleration lane at potential u-turn location(s) on NM 45 south of St. Joseph's Drive.

Finally, NMDOT is requesting that the City of Albuquerque submit a request for an access permit for St. Joseph's Drive with its proposed mitigations for the concerns above. The access is required by local governments per NMAC 18.31.6.14.F(1)(b).

Sincerely,



Margaret Haynes, P.E.  
Assistant Traffic Engineer  
New Mexico Department of Transportation District Three

Cc:

File

Nancy Perea, NMDOT

Brad Julian, NMDOT

Jill Mosher, NMDOT

Ernest Armijo, COA

Matt Grush, COA

Tim Brown, COA

Josh Skarsguard

Attachments:

Coors Pavilion site plan

Oxbow site plan

Proposed mitigation schematic drawing

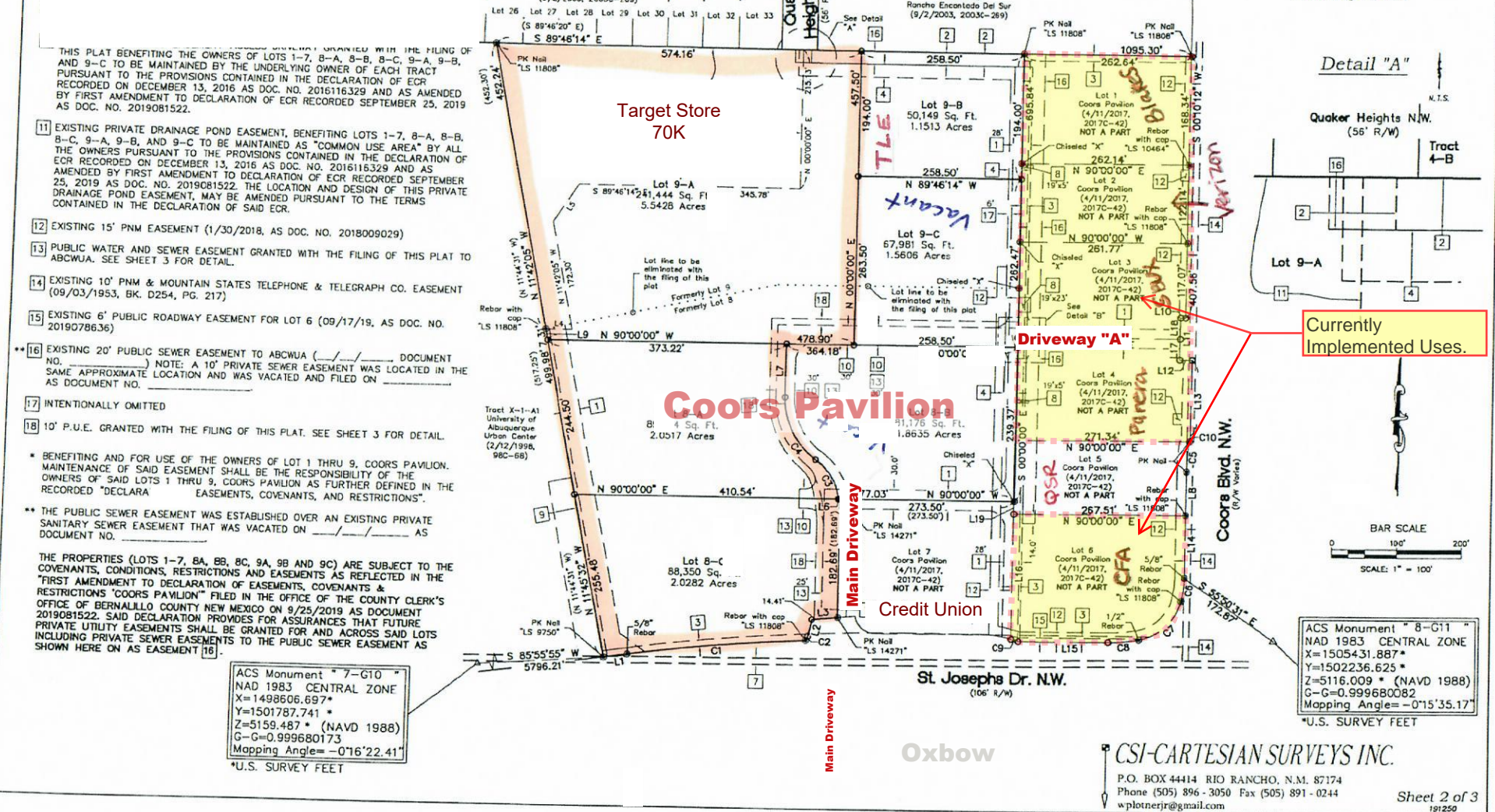


# Coors Pavilion Plat

NOTE: The plan for Coors Pavilion was approved in 2017. The land use assumed for the western most parcels was office use. The updated (current) plan allows for a Target Discount Store on the westernmost parcels and various other retail uses on the remaining vacant parcels.

The developer of the Coors Pavilion project constructed roadway improvements on Coors Blvd. and on St. Joseph's Dr. at the time of development.

Plat for  
Lots 8-A, 8-B, 8-C, 9-A,  
9-B and 9-C  
Coors Pavilion  
Being Comprised of  
Lots 8 and 9  
Coors Pavilion  
City of Albuquerque  
Bernalillo County, New Mexico  
January 2021









NAME: N:\Projects\W0007 Skarsgard\W0007.0004 Skarsgard Oxbow Center\3. CAD\Sheets\SIGNAGE AND STRIPING COORS AND ST JOSEPH.dwg PLOT DATE: May 18, 2022 2:07pm



**RESPEC**

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