September 13, 2021

Terry O. Brown, P.E.

P.O. Box 92051

Albuquerque, NM 87199

Via email terryobrown@outlook.com

**Re**: **La Mirada Mixed-Use Development Traffic Impact Study**

Engineer’s Stamp dated August 27, 2021 (G19D004)

Received 8/27/2021

CABQ Planning Transportation comments

Dear Mr. Brown:

The subject Traffic Impact Study for the La Mirada Mixed-Use Development dated August 27, 2021 has been reviewed by the City’s Transportation Development Section. The following should be addressed in the next submittal.

1. Driveway A has poor LOS in all conditions existing and proposed. The failing movements are the northbound combination through/left-turn LOS F, southbound right/left/through movements LOS F and the westbound left LOS F. The opposing traffic volume on Norma Dr. (southbound) is very low but results in a LOS of F. Recommendation is prohibiting the southbound left turn and through movement from Norma Dr and the northbound left turn from driveway A and the westbound left turn from Montgomery into the development. The median opening on Montgomery across from driveway A should be removed.
2. Show the access for Taco Cabana on the site plans. At driveway B relocate the access for Taco Cabana at least 75 feet away from Montgomery Blvd.
3. Define the acronym F.A.R in the conceptual site plan (0.25 F.A.R.)

Warranted right turn lanes:

* Driveway A
  + Eastbound Montgomery at Driveway A, Montgomery no turn lane in existing condition.
  + Northbound Driveway A, not required if right-in/right-out access
* Driveway B
  + Eastbound Montgomery at Driveway B; the existing right turn lane is shorter than recommended in the DPM. Combining the transition and deceleration length is allowed and results in approximately 240 feet which can be permitted.
  + Northbound Driveway B, not required it is right-in/right-out access
* Driveway C
  + Eastbound at driveway C on Wyoming, can be done with lane striping.
  + Southbound Wyoming at driveway C
  + Northbound Wyoming at driveway C. The existing length is acceptable when combining the transition and deceleration lengths.
* Montgomery/ Wyoming intersection
  + Montgomery/ Wyoming intersection all right turn movements warrant turn lanes. The development contributes traffic to the eastbound right-turn movement at Wyoming. The other right turn movement have little or no traffic due to the development. A eastbound right turn lane should be added at the Montgomery/Wyoming intersection.
* Wyoming/ La Mirada
  + Wyoming/ La Mirada, eastbound re-stripe with a right-turn lane, thru/left lane

Warranted left turn lanes:

* Northbound Wyoming
  + Northbound Wyoming at La Mirada existing shorter than recommended. Provide expected queue length to assess the existing condition acceptability
* Driveway A
  + Driveway A Northbound left turn, not needed if changed to a right-in/right-out access.
* Montgomery/ Wyoming intersection
  + All left turns have dual left lanes, no change required.

Provide a revised site plan with the driveway and turn lane additions.

If you have any questions, please feel free to contact me at (505) 924-3362.

Sincerely,



Matt Grush, P.E., PTOE

Traffic Engineer, Planning Dept.

Development Review Services

via: email

C: Applicant, File