

To: Curtis Cherne, PE
Senior Engineer, Planning Dept.
City of Albuquerque

CC: Margaret Haynes
Assistant District 3 Traffic Engineer
NMDOT

From: Brian Horan, PE, PTOE
Galloway

Date: November 22, 2024

Re: Comment Response to “Carlisle & I-40 Traffic Impact Study”

This memorandum serves as a comment response to comments provided by the City of Albuquerque and NMDOT regarding the Carlisle & I-40 Traffic Impact Study (TIS) dated July 1, 2024. City comments on the TIS are dated July 22, 2024 and are included below in *italics*. NDOT comments on the TIS are dated September 16, 2024 and are included below in **bold**. Our **response** is provided below each comment.

Comment #1.

The City of Albuquerque sees larger trip generation numbers for the Fast Food Restaurant w Dive through and No indoor Seating (Drive-through) than the ITE Manual predicts. AM trips range from 80 to 130. Please increase the number of trips for this land use to 105 in the AM. Revise conclusions/recommendations as necessary.

Response: TIS updated to use a total of 105 AM trips for the fast-food restaurant w drive through and no indoor seating use.

Comment #2.

For the drive-through land use, the City has a minimum queue of 16 vehicles and sometimes that isn't sufficient. It is not desirable to have the queue back-up onto Indian School Rd. A meeting was held with Wes Butero on 7-19-24 to discuss the redesign of the drive-through. Include the revised Site Plan in the Study.

Response: Site plan revised per discussion stated above. TIS updated to include revised site plan.

Comment #3.

Include Lot B in the Study

Response: Comment addressed in updated TIS.

Comment #4.

In the Recommendations section, please add the word “buffered in front of “bike lane”



Response: Bike lane design included in updated site plan per comments and subsequent discussions with the city.

Comment #5.

Provide an exhibit with a plan and section of Carlisle Blvd that shows the existing and proposed striping. The curb fronting this development may need to be relocated to the west to accommodate the bike lane. This may change the recommendation for the sidewalk on Carlisle Blvd to remain.

Response: Exhibit provided in Appendix A of updated TIS.

Comment #6.

What is the reason for proposing the City's alley to be one-way? The 20' width is acceptable for 2-way traffic. How may this impact the use of Tract B? is there a planned use for Tract B? If the pavement markings in the alley are approved, it seems appropriate for them to be maintained by the Owner of Tract A-1.

Response: Site plan updated per comments and subsequent discussions with the city.

Comment #7.

Provide NMDOT comments and/or approval

Response: Noted. NMDOT comments/responses provided below in bold.

General Comments:

NMDOT recommends that full access "3" should be limited to a right-in/right-out/left-in only. See exhibit 1 next page for location. Both sites have access to the signal at Indian School and Carlisle via on-site circulation, which will allow a left movement. Please provide exhibit of access spacing from eastbound off-ramp to access points.

Response: After review of operations and full crash narratives of intersection "3" no operational or safety concerns were identified. None of the reported crashes were caused by left-turning movements out of the access, therefore it is recommended to keep this access full movement. An exhibit of access spacing was provided in Figure 2-2.

Report Comments:

Page 12 – Please rework the Crash section. HFIN data indicates this stretch has high crash rate therefore the existing conditions are not working as is. See exhibit 2 next page. Please categorize the study intersection crash data per exhibit 3 on next page.

Response: The TIS crash section was updated with the HFIN information. The data was presented in Table 2-1 and formatted as requested.

Page 12 – please elaborate (pull full crash report) on all bike crashes, all pedestrian crashes and all fatal crashes (if not already included) and provide summary based on narrative. How does this project plan to prevent injury crashes from continuing?

Response: This information was added to the crash section of the updated TIS. After discussion with Margaret Haynes from NMDOT it was determined the full crash report narratives were not necessary. Included info that this project plans to prevent injury crashes by decreasing lane widths along Carlisle Blvd which should reduce speeds and lessen crash severity.

Page 19 – Please clarify unit of measure (feet) in table 3-2 I header column.

Response: Table updated to include “(feet)” in header column.

Potential Off-site Mitigations:

- Eradication and restripe or roadway widening to accommodate a bike lane for southbound Carlisle.
- Minimize access widths as much as possible for appropriate design vehicle for site.
- Potential median island to limit left-out access to Carlisle.

Response: Bike lane design for southbound Carlisle Blvd. included in updated site plan per comments and subsequent discussions with the city. No median island is proposed as full-movement access is still recommended.

If you have any questions or would like additional information, please contact me at BrianHoran@gallowayus.com or 303-770-8884.