

CITY OF ALBUQUERQUE

Planning Department
Alan Varela – Director



Mayor Timothy M. Keller

December 10, 2024

Carl Vermillion, PE, PTOE
Bohannon Huston, Inc
7500 Jefferson St NE
Albuquerque, NM 87109

Re: Carlisle and Menaul
Traffic Impact Study (H16D083F)
Submittal dated September 19, 2024
Via email cvermillion@bhinc.com

Dear Mr. Vermillion,

The City of Albuquerque Planning Development Transportation Section received a Traffic Impact Study (Study) dated September 19, 2024 and provides the following discussion and comments.

The City received a Study dated July 12th, 2024 and provided comments August 21, 2024. A meeting was held with BHI and the development team to discuss comments. The July Study was revised on September 19, 2024 and sent to the NMDOT and the City. The City received NMDOT's comment letter dated December 6, 2024.

As a note, the July 12, 2024 Study did not contain a Crash Analysis Section. This was added to the September 19, 2024 Study.

Comments:

1. The Study states a way to minimize crashes caused by failing to yield right of way is to limit access points and that additional studies/plans should be considered to make an impact. The method the City is using is to reduce driveways with each project that is submitted, where feasible. Access to northbound Carlisle Blvd is available at the Carlisle/Claremont traffic signal. Please discuss the feasibility of modifying Carlisle/Access 4 to be right-in/right-out/left-in.
2. In agreement with the Study that bicycle crashes in this area may be decreased by the installation of bicycle infrastructure, NMDOT comments, MRCOG's Long Range Bikeway System and bike lane Improvements/pending improvements on Carlisle Blvd south of I40, the project is to construct a 6' wide bike lane with a 2' buffer along its Carlisle Blvd frontage.
3. 2026 AM build volumes at Carlisle/Access 3 and Menaul/Access 2 appear to warrant a right-turn lane and may reduce crashes.
4. Agreed that Carlisle Blvd may benefit from a sidewalk buffer. It appears the site is being replatted, so incorporating a sidewalk buffer into the revised southbound Carlisle Blvd street section may not be an issue.

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5. As part of revising the Carlisle Blvd southbound street section to accommodate the bike lane and deceleration lane, lane widths should be reviewed/proposed. Lane widths to be a maximum of 11' wide.

If you have any questions, please contact me at ccherne@cabq.gov or (505) 924-3986.

Sincerely,

Curtis A Cherne

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