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Date: December 6, 2024

TO: Carl Vermillion, Bohannon Huston

FROM: Margaret Haynes, NMDOT Assistant District 3 Traffic Engineer 

SUBJECT: Carlisle & Menaul Development  
North of I-40, northwest corner of Carlisle and Menaul  
Albuquerque, New Mexico

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The NMDOT received the TIS dated September 2024. District Three's comments are below.

**General Comments:**

This site has 5 existing access points that it wishes to retain. Reduction of access points should be considered for the following reasons:

1. There is a high rate of vehicle crashes along its frontage.
2. There is a high rate of pedestrian crashes along Carlisle.
3. Many of these access points are operating at a poor LOS.
4. The entire site (aside from Starbucks) is getting demolished therefore site circulation is not defined by existing buildings and parking layout. Provide site circulation layout.
5. Strong justification of increasing safety with the development has not been given. Stripe is not a reliable barrier to manage access.

There is a high rate of pedestrian crashes along Carlisle north of Menaul. For that reason access to Carlisle via Access 3 and Access 4 should be limited to minimum RI/RO/LI only.

When a traffic signal is warranted the installation of a traffic signal **OR** other intersection configuration should be considered. A traffic signal should not be the default mitigation. How about a roundabout or limitation of access. Engineering judgement should consider all options based on the need, roadway connectivity and crash data.

Include detailed summary LOS tables in report.

Add queue analysis to report.

**Report Comments:**

Page 4 – Widening Access 4 should not be considered. How does that improve bike and pedestrian safety?

Page 12 – Typo in Menaul paragraph. Type in Claremont paragraph.

Page 39 – It should be noted that signalizing an intersection does not eliminate crashes. What is the CMF for installation of a signal?

Page 39 – Please pull full crash report for the bike and pedestrian crashes and elaborate on how that crash occurred.

Page 41 –With every new development compliance to today's planning documents are required. Please refer to MRCOG's LRBS map for what is proposed here. This development is generating trips that directly impact VRUs.

Page 41 – This is a large development that was been completely demolished to start new.

Page 46 - How will this development improve safety for VRUs?

Page 47 – No mitigation was proposed for the increase approach delay for the I-40 westbound right turn lane. This needs to be mitigated as a part of this TIA.

Page 47 – Stripe does not manage access effectively.

Page 47 - Are deceleration lanes warranted at the access points? would that increase safety?

CC:

Keith Thompson, NMDOT

Curtis Churne, COA

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