

CITY OF ALBUQUERQUE

Planning Department
Alan Varela – Director



Mayor Timothy M. Keller

April 1, 2025

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

Re: Carlisle and Menaul
Traffic Impact Study (H16D083F)
Submittal dated March 4, 2025
Via email cvermillion@bhinc.com and ABQ-PLAN

Dear Mr. Vermillion,

The subject Traffic Impact Study (Study) and response to comments received on March 5, 2025, has been reviewed by the City of Albuquerque Planning Development Transportation Section and provides the following comments.

Overall:

The project proposes and order of magnitude more traffic than the previous project with the Carlisle Blvd frontage having 2X above the mean on the HFIN for crashes, yet is proposing little to mitigate crashes. This should not be expected to be acceptable to the City.

Comments on the response letter:

1. The response to previous comment #1 was Access 4 intersection has no crash data tied directly to it. One cannot with certainty ensure that crashes at Access 4 were not assigned to the intersection of Carlisle Blvd and Menaul Blvd.

The response continues with removing Access 4 left-out may increase the crash rate at Phoenix Ave and Claremont Ave, but does not propose any alternative mitigation.

The Study states a crash modification factor of 0.803 for installing a signal at Carlisle Blvd and Phoenix Ave, so routing trips from Access 4 to this intersection may reduce crashes if the signal were installed.

Transportation does not agree that keeping Access 4 as full access will reduce crashes.

Over the past 5 years when crash reports were obtained, the site was an American Home, trips were most likely AM 0 and PM 50. Trips are going to increase to 422 in the AM and to 524 in the PM. There was no discussion on how the increase in traffic generated by this site will adversely affect crashes.

The City and NMDOT have proposed changes to Carlisle Blvd and Access 4 to help reduce crashes. Transportation was hoping for a better voluntary response. The Study will propose to construct infrastructure to reduce crashes. Include crash modification factors. Options may include:

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- Closing the median on Carlisle Blvd at Access 4.
- Closing Access 4.
- Installing a signal at Carlisle Blvd and Phoenix Ave, if warranted.
- Constructing the Carlisle Blvd southbound right-turn lane at Access 3.
- Evaluate installing the protected phase for left-turning vehicles at Carlisle Blvd and Claremont Ave.
- In addition, Access 4 may need to be closed to construct an appropriate right-turn lane supporting Access 3.

2. The response to previous comment #4, was to not construct a sidewalk buffer as it would increase the crossing distance at access points.

-Due to the southbound right-turn lane at Phoenix, a sidewalk buffer will decrease the crossing distance at Phoenix and Carlisle.

-It would increase the distance at Access 3, but a pedestrian refuge or similar countermeasure would help.

-Constructing the sidewalk buffer would improve safety along the Carlisle Blvd frontage.

Comments on the Study:

3. MUTCD Signal Warrant 3 is for unusual cases, such as office complexes, manufacturing plants, industrial complexes or facilities that attract or discharge large number of vehicles over a short time. It is not applicable to the Phoenix Ave and Carlisle Blvd intersection. Warrants 1 and 2 would be the warrants to apply.
4. Transportation found the signal warrant plot somewhere in the Appendix., An important piece of information should be in the Index or at least mentioned which appendix it is in.
5. Transportation concurs with not constructing the WB right-turn lane at Access 2
6. Why is the queue evaluation only for I40?

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

Sincerely,

Curtis A Cherne

Curtis Cherne, P.E.
Senior Engineer, Planning Dept.
Development Review Services