Bohannan Huston
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7500 Jefferson Street NE
Albuquerque, NM 87109
505.823.1000
bhinc.com

January 23, 2025

Curtis Cherne, P.E.
Senior Engineer, Planning Dept.
Development Review Services
PO Box 1293
Albuquerque, NM 87103

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

Dear Mr. Churne,

Bohannan Huston would like to thank you for reviewing and commenting on the submitted Carlisle and Menaul Traffic Impact Study, Record Number H16D083F. Please find the following responses from Bohannan Huston to the review comments dated December 10, 2024.

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.

   Bohannan Huston Response: The Carlisle and Access 4 intersection has no crash data tied directly to it for the 5 years of data. It is my professional opinion that removing left access out of Carlisle and Access 4 will have a negative effect on crash occurrence at either Carlisle and Claremont or Carlisle and Pheonix. If Carlisle and Access 4 is updated to a right in/right out/left in, the left out traffic (39 AM trips and 32 PM trips) would likely redistribute and be added to the Carlisle and Pheonix intersection or the Carlisle and Claremont intersection. Carlisle and Pheonix sees a total of 25 crashes in the 5 years of data collected and Carlisle and Claremont saw a total of 63 crashes in the same 5 year window.

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.

   Bohannan Huston Response: This request included updated information from the MRCOG's Long Range Bikeway System and follow up email from Curtis on January 17, 2025 rescinded this comment

3. 2026 AM build volumes at Carlisle/Access 3 and Menaul/Access 2 appear to warrant a right-turn lane and may reduce crashes.

   Bohannan Huston Response: Carlisle/Access 3 and Menaul/Access 2 do warrant a right-turn lane. This has been added into the report. The deceleration lane at Carlisle/Access 3 will allow

a short 46' decel lane due to the space between the adjacent access point. The Menaul/Access 2 will require coordination with Transit to discuss the existing bus stop located in this area.

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.

   Bohannan Huston Response: We are requesting a variance to keep the existing current existing sidewalk location with no buffer. We are requesting this to keep continuity with existing infrastructure north and south of the site. If we were to add this buffer space in, the crossing distances across the access points will increase that may effect pedestrian safety in the area.

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.

   Bohannan Huston Response: The deceleration lane at Carlisle/Access 3 is warranted and has been updated in the TIA. Due to the adjacent access point, a maximum of 46' will be allowed at this location for the deceleration lane.

If you have any comments and/or questions, feel free to contact me at cvermillion@bhinc.com or 505-823-1000 to discuss further.

Sincerely,

Carl Vermillion, PE PTOE
Senior Project Manager
Bohannan Huston