

May 29, 2025

Margaret Haynes, P.E.  
NMDOT Assistant District 3 Traffic Engineer

**RE: Carlisle and Menaul Development North of I-40, northwest corner of Carlisle and Menaul  
Albuquerque, New Mexico**  
Submittal Dated May 2, 2025  
Via email [cvermillion@bhinc.com](mailto:cvermillion@bhinc.com)

Dear Mrs. Haynes,

Bohannon Huston would like to thank you for reviewing and commenting on the submitted Carlisle and Menaul Traffic Impact Study. Please find the following responses from Bohannon Huston to the review comments dated May 16, 2025.

1. The development should reduce the number of conflict points by reducing access points and/or movements. This work should be more than striping to be effective. Or provide engineering studies documenting that more access points for a commercial development is safer than less access points.

**Bohannon Huston Response: In Coordination with the City of Albuquerque, Bohannon Huston has updated the access point at Carlisle and access point 4 to a right-in/right-out only. In existing conditions this access is a full access. This access serves the adjacent business on the east side of Carlisle, so we are proposing to build an island in the access that only allows right-in/right-out movements but still allows access to the east side of Carlisle. See the attached drawing showing this preliminary design.**

2. The development should reduce the widths of its proposed access points to reduce conflict area and provide an engineering design to enhance visibility of vulnerable road users crossing its access points.

**Bohannon Huston Response: Some existing access points are remaining protected in place with no changes and others will be reduced to minimize the widths. Access 1 on Menaul is currently 20' in width and will remain. Access 2 on Menaul is currently 44' in width. The development is proposing to retain this access point due to larger vehicles accessing the site in the future for deliveries. Access 3 on Carlisle is currently 25' in width. This access is partially on the property of Starbucks and therefore the development cannot adjust this access point. Access 4 on Carlisle is currently 30' and will be designed with a 12' entrance lane, a 12' exit lane with a 12' island that forces a right turn exit. This island will include a 4' sidewalk that extends through it for enhanced pedestrian visibility and decreased distance in conflict areas. Access 5 on Phoenix will be designed to have a width of 26'. The last access that exists on Phoenix will also be reduced to 24' wide.**

3. The development should provide enhanced and upgraded pedestrian facilities along its frontage with Carlisle Blvd and Menaul Blvd. Or verify crash locations by providing detailed crash diagrams based on crash reporting narratives that identify actual locations of crashes and those crash movements at the intersections and segments of roadway within these study intersections to support no enhanced mitigations.

**Bohannon Huston Response:** We are proposing to meet the sidewalk and buffer criteria from the City of Albuquerque on Carlisle and on Menaul as shown in the attached. This will include a 6' buffer with a 10' sidewalk along the frontage of the development property on Carlisle and on Menaul.

4. The development should provide updated signal timing recommendations for the signalized access at Carlisle Blvd and Menaul Blvd. These signal timing recommendations should include a Lead Pedestrian Interval (LPI)

**Bohannon Huston Response:** Additional coordination with the City of Albuquerque will be necessary for the inclusion of an LPI at the intersection of Carlisle and Menaul intersection. This may require analysis of additional intersections that was not a part of the original scoping for this project.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Carl Vermillion', with a stylized flourish extending from the end.

Carl Vermillion, PE PTOE  
Senior Project Manager  
Bohannon Huston