K10D063

West Central TIS response to Response to comments

Before we get started I have a questions for Ron as he works with drainage and transportation.:

Ron… Do you see a similarity between limited downstream capacity in drainage and high number of crashes in traffic, wherein, mitigation is necessary for safety purposes?

Answer:

In drainage, the solution is ponding of water onsite. The similarity in traffic would be to limit driveways and queue on site.

Response:

Digest:

Crash data:

Look at HFIN:

Unser frontage; Red above 2X mean

Central Frontage: Red above 2X mean

Central and unser: 217 crashes:95 injured 0 killed

-Only 2 crashes along frontages away from signal:

-190 crashes at intersection, 6 with peds, no fatalities, trend is downward:

Driver inattention 81, other 65, disregard traffic signal 25

Sent request to NMDOT to obtain pedestrian crash reports 10-24-24

Read Complete streets ordinance and DPM for ped stuff

Not too much in complete streets ordinance- close unused curb cuts

.DPM:

1. P. 7-54 7-4-b-2.3 Site access points should be limited along Commuter Corridors.

4 of 6 ped crashes were dusk, dawn and night. All reported on Unser BLvd (NM345) so ahrd to tell if some at the intersection. There is not much lighting on Central or on Unser. One report stated (dark-not lighted) Central does not appear to have nay lighting and Unser has a streetlight 23340 feet north of Central and another one 300 ft north of that one then there is a streetlight at Saracino Pl:

 Will need a streetlight at Central and Unser and 2, minimum west of the intersection on Central Ave as the frontage is 800 feet.

The response that the crash section will be included in the Final Report is not acceptable as this seems to mean you don’t want to have it available for review/comment, yet wish to keep more driveways.

Received the crash data from NMDOT:

1. Only 3 crashes on Central along frontage, not at intersection?
2. 175 at intersection: therefore need to be out of intersection influence. Can be assumed per the distance in the DPM is 3o0 feet.
3. First three driveways east of Unser Blvd are too close: within 350 ft.

**Response from Transit:**

Busses don’t turn left onto Unser during the peak. Staff cars 10 to 20 daily Make EBL for superviosrs and relief drivers coming and going.

Downside is that busses can’t make a right on red. They’d have to wait for a green and the timing will favor Unser, so they may have a longer delay.

**Check Study for EBL at Saracino:**