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Date: August 29, 2024

TO: Jon Kruse, Lee Engineering

FROM: Margaret Haynes, NMDOT Assistant District 3 Traffic Engineer 

SUBJECT: QT 7001 Traffic Impact Study  
Southwest Quadrant of Unser Blvd. and Los Volcanes south of I-40  
Albuquerque, New Mexico

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The NMDOT received the QT 7001 Traffic Impact Analysis July 2024. District Three's comments are below.

***General Comments:***

This development is proposing three access points and substandard deceleration lanes at its access points due to its proposed access spacing. The frontage along Los Volcanes and Unser has a high crash rate per the HFIN. For that reason, the development should consider reduction in access points and inclusion of access management along Unser Blvd via median islands. While more access may have been considered for Saul Bell Road, it is not operating safely and should not be considered until those crash rates can be reduced. Given that, these access approvals are outside of NMDOT's jurisdiction and access approval relies on the City of Albuquerque.

I don't see that multiple period analysis was conducted for those scenarios with v/c greater than 1.0

For this study and all future studies, please include the K and A crashes in your summaries. These classifications can be found in the vehicle level crash data. The others are B (visible injury), C (complaint of injury but not visible), and O (No apparent injury). B, C and O may be grouped together.

***Report Comments:***

Page 9 – Please label access points on site plan.

Page 11 – Are bike lanes planned per MRCOG's Long Range Bicycle Plan? Please include map and recommendation supporting it if planned.

Page 11 – Indicate the speed limit on ramp is the advisory speed.

Page 12 – Which developments are you referring to in this section. Add Westpoint 40 development. Include those trips in horizon year background.

Page 12 – Did you collect right on red?

Figure 8 – Thanks for including the total including pass-by.

Page 26 – The build out year assumption – second bullet sounds more like a mitigated build scenario than a build scenario. I presume this development will have NBL installation on its recommendations? Please clarify.

Page 26 – Third bullet: While I understand why the NBR at the interchange was not analyzed what can be said about how it is operating based on a field/video inspection of its operations? Is it actually running free or are there residual queues, particularly in the PM peak hour? WBR does not appear to be operating well, why is that.

Page 27 – Many arguments have been made about mixing heavy trucks and passenger vehicles to justify additional access points. Here it seems all are using Driveway 1. Please provide site circulation plan for each access.

Page 28 – When compliant deceleration lane design cannot be achieved, then access locations should be optimized or eliminated.

Page 36 – Were pass-by removed here at I-40 EB off-ramp and Unser. Delay increased for EBL and EBR in the build scenario.

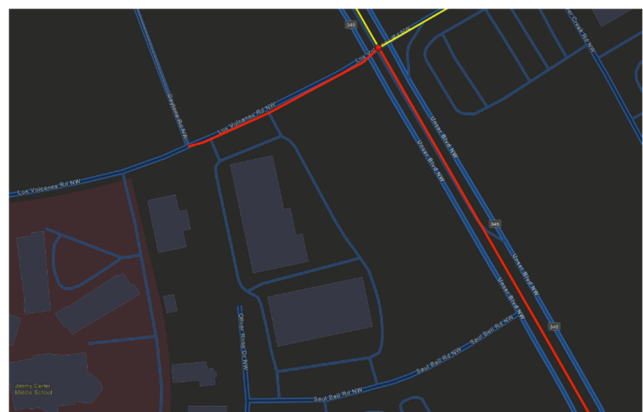
Page 40 – Provide write up re: signaling I-40 EB off-ramp and Unser in horizon build year. Please retain no signal for no build and build scenario.

Page 41 – Please perform a signal warrant at build (and no build) conditions at I-40 and Unser EB off-ramp. What is this developments proportion of trips to this signal warrant.

Page 45 – Please include HFIN map in your write-up, see example to the right. How will this development avoid contributing to these conditions?

Page 45 – Thanks for highlighting fatalities, please include A (incapacitated carried from scene) crashes as well. See note first page.

Page 47 – Can SBL be improved by extending SBL lanes? Provide that mitigation scenario.



***Potential Off-site Improvements:***

- Provide optimized signal timing recommendations for Unser Blvd and Los Volcanes.
- Extend SBL lanes at Unser and Los Volcanes.

CC:

Nancy Perea, NMDOT  
Keith Thompson, NMDOT  
Curtis Cherne, COA  
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