4/1/2025
Mark Armijo Academy NIA
Comments and Responses
NM381.01

| Comment # | Page Number | Commenter | Agency | Comment | Action Taken |
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| 1 | | Curtis Cherne | COA | Turning counts showed few pedestrians at Gonzales Rd and Bataan Dr. Were students observed walking across Gonzales Rd at another location? | The only multimodal operations that were observed were from the TMC counts. |
| 2 | | Curtis Cherne | COA | In Site Recommendations, where is the pedestrian crossing across Gonzales Rd to be located? | the site plan has been updated with the proposed crossing location |
| 3 | | Curtis Cherne | COA | For the Site recommendation for right-in operations lane delineators or similar will be needed. Show a proposed method for the right-in operations on the Site Plan. It should not interfere with the left-out for southbound 69th St. | the site plan has been updated with a directional median on the school's property to facilitate right-in operation. |
| 4 | 0.426388889 | Curtis Cherne | COA | Add an AM/PM legend to all trip/volume figures. | Added an AM/PM legend to all trip/volume figures. |
| 5 | 10 | Curtis Cherne | COA | Figure 4 and Figure 5 have the same numbers for turning movements It appears Figure 4 is to be revised to show Trip Routing Percentages. Please figure out which is the trip distribution percentage and revise as necessary. | Updated trip routing figures |
| 6 | | Curtis Cherne | COA | Provide a clear Site Plan that is a minimum of 11x17 inches. Site Plan to include transportation related features and dimensions rather than a grading and drainage plan as was provided with this submittal. | |
| 7 | | Curtis Cherne | COA | Provide dimensions from the centerline of the proposed driveway to the: centerline of 69th St on the opposite side of Gonzales Rd and to the driveway to the community center. | Figure 1 has been updated to show these dimensions |
| 8 | | Curtis Cherne | COA | Queueing onto Gonzales Rd should be prevented. Demonstrate the available vehicle queue length for the drop-off/pick-up lane on the Site Plan. | Site plan updated to showe 36 vehicles on the property. |
| 9 | | Curtis Cherne | COA | A site visit revealed there is a 3-1/2” to 5” drop off at the back edge of sidewalk along the School’s frontage on Gonzales Rd from the existing west driveway to the western property line. This is to be mitigated as it is a fall hazard. | Added this mitgation to the list of on site recommendations. |
| 10 | | Margaret Haynes | NMDOT | Why is this TIA called an NIA? | NIA looks at broader impacts such as bike/ped circulation, drop-off /pick-up routing, circulation, and queuing, Noise and air quality impacts, while a TIA zeroes in on transportation-related impacts |
| 11 | | Margaret Haynes | NMDOT | The peak hour analysis times are always for the roadway not by intersection. Data collection standard times are always 6:00-9:00am, 11:00am-1:00pm, and 3:00-6:00pm. Signal warrant should include these hours at minimum unless otherwise agreed. | Per NIA scoping meeting, data collection was performed for "school hours" (Turning Movement Counts (TMC) were collected for seven and a half hours in three periods: 6:00 AM-9:00 AM, 11:00 AM-2:00 PM, and 2:00 PM-3:30 PM on Thursday, May 2nd, 2024 at Central Avenue & Coors Boulevard, Bataan Drive & Gonzales Road, Bridge Boulevard & Coors Boulevard.) 13-hours of TMC were collected at Gonzales to complete the signal warrant at Gpnzales and Coors. |
| 12 | | Margaret Haynes | NMDOT | Please provide queue summary table with existing storage bays and 95% queues. | included a Speed Change Lane - SAMM compliance section with comparison table (Table 14) |
| 13 | | Margaret Haynes | NMDOT | Move crash summary before summary of mitigations. | Moved crash summary before summary of mitigations and added safety mitigations to summary |
| 14 | Page 1 | Margaret Haynes | NMDOT | Please explain the schools entry, exit and circulation. | Added "Drop/off/pick-up traffic will enter the development via a right turn from Dolores Road and exit to Dolores Road via a left or right turn" to the Project location and site plan section . Also, added a path to figure 1 |
| 15 | Page 5 | Margaret Haynes | NMDOT | Please inventory the existing signal equipment for the signalized intersections. Is there detection, what kind and where? Describe the signal phasing. | Added"All approaches to this intersection consist of protected-only left turn phasing. Vehicle detection loops are present on Central Avenue for the left-turn lanes of the east and east approaches. On Coors Boulevard, loop detection is present for all signalized movements on the north and south approaches" to the Coors and centrl intersection description and " The north and south legs of the intersection consist of protected-only left turn phasing, while the east and west legs consist of permissive left turn phasing. Vehicle detection loops are present for all movements on the east and west approaches" to the coors and bridge intersection description |
| 16 | Page 5 | Margaret Haynes | NMDOT | How are 3.5’ sidewalks standard? | changed language to read "Sidewalks are present along either side of Gonzales Road for the length of the study area; they are 3.5 feet wide, exclusive of the top of the curb. " |
| 17 | Page 5 | Margaret Haynes | NMDOT | What is proposed for bikes on Coors here? | added "Per the New Mexico Prioritized Statewide Bicycle Network Plan (NMSBP) from 2018, NM-45 (Coors Boulevard) is identified as a Tier 1 facility in the study area’s vicinity. Based on the posted speed limit and vehicle volumes, NMSBP recommends a buffered bicycle lane five feet wide with up to a three-foot wide buffer between motor vehicle traffic and bicycles or a separated bicycle lane that is physically separated from motor vehicle traffic." to the bicycle facilities section. |
| 18 | Page 6 | Margaret Haynes | NMDOT | The peak hour used for the study intersection on NM 45 shall be for the peak hour of NM 45. If this development does not contribute trips to that peak hour then only the AM peak hour applies. | Network AM peak hour corresponds to both Coors Blvd and school peak. PM peak corresponds to the school traffic peak and does not match coors blvd peak. CABQ NIA requires analysis of PM school egress so the hours was not removed from the report. |
| 19 | Page 10 | Margaret Haynes | NMDOT | Figure one does not dexribe the ingress and egress operations. Please label onFigure. | Added "Drop/off/pick-up traffic will enter the development via a right turn from Dolores Road and exit to Dolores Road via a left or right turn" to the Project location and site plan section . Also, added a path to figure 1 |
| 20 | Page 15 | Margaret Haynes | NMDOT | Can you clarify what movement is Table 5? Please provide analysis of NBR at NM 45and Gonzales. | Clarified movement in table 5 and added analysis results of NBR at Coors and Gonzales |
| 21 | Page 16 | Margaret Haynes | NMDOT | Also check sight distance for NBR mentioned on comment above. | |
| 22 | Page 19 | Margaret Haynes | NMDOT | This is the last time I will make this comment. Failure to address this will resultin a rejection of the submittal and TIA will go to the back of the queue regardless of howmuch time has already passed. If a TIA is already in my queue it should be resubmittedimmediately.SAMM defines complaint speed change lanes as transition taper, decelerationdistance and queue storage. Accommodating the queue in the storage bay is not enough bySAMM standards. | included a Speed Change Lane - SAMM compliance section with comparison table (Table 14) |
| 23 | Page 19 | Margaret Haynes | NMDOT | Revisit queue results from “sufficient” to “SAMM compliant”. Provide table. | included a Speed Change Lane - SAMM compliance section with comparison table (Table 14) |
| 24 | Page 24 | Margaret Haynes | NMDOT | I need a Horizon year no build and Horizon year build condition. | included a Speed Change Lane - SAMM compliance section with comparison table (Table 14) |

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| 25 | Page 26 | Margaret Haynes | NMDOT | It is unclear when the signal is warranted. Please clarify in the report. | revised the traffic signal warrant section into to read "Implementing a traffic signal at the intersection of Gonzales Road and Coors Boulevard may mitigate the delay and queuing challenges for westbound in Horizon Year 2036. The following sections document a signal warrant analysis under the existing traffic conditions to determine if a traffic signal is feasible for this intersection. Existing conditions were determined from a turning movement count collected at Gonzales Road & Coors Boulevard for thirteen hours on Thursday, May 2nd, 2024."<br>Also, added "Based on this traffic signal warrant analysis, a traffic signal is warranted under the existing traffic conditions at Gonzales Road and Coors Boulevard." as a concluding staement. |
| 26 | Page 28 | Margaret Haynes | NMDOT | How was an 8-hour warrant done if only 7.5 hours were collected? | added a passage to the TMC section on p. 6 about a 13-hour tmc at Gonzales and Coors. Also describe the 13- hour count in the intro to the signal warrant section. |