

CITY OF ALBUQUERQUE

Planning Department
Brennon Williams, Director



Mayor Timothy M. Keller

October 2, 2020

Paul Barricklow, PE, PTOE
8220 San Pedro Drive NE,
Suite 150
Albuquerque, NM 87113

**Re: Project Orion
Gibson Blvd at Girard Blvd SE Quadrant
Draft Report Phase 1
Dated September 2020, received 9/24/2020**

Dear Mr. Barricklow,

I have reviewed the Project Orion Phase 1 draft initial submittal. Additional comments from other City Transportation reviewers are expected soon and will be provide when ready. Please address the follow comments:

1. Include an exhibit with emphasis on access points showing driveway locations, number of lanes and access/turning restrictions.
2. Sunport Blvd. through the AIS will require access control improvements reducing the pedestrian conflict points and increasing the speed limit. The road alignment should be improved to provide efficient operation with minimal access points.
3. Girard Blvd. north of Gibson has low traffic capacity and should not be used as a commuting route. The 5% trip distribution is reasonable.
4. Indicate that Carlisle Blvd. and Truman St. access south of Gibson currently is to the AFB gates only.
5. The Albuquerque/Bernalillo County Comprehensive Plan indicates Gibson Blvd as a commuter corridor. Commuter corridor should have a LOS that provides progression and serves the traffic with minimal delay. Access should be limited. Traffic signals should be timed for progression. Consider adaptive signal control to improve operations. From the DPM Section. 7-3(C)(3) ABC Comp Plan Corridors "Commuter Corridors are intended for long-distance trips across town by automobile, including limited-access streets, and development along Commuter Corridors should be more auto-oriented."
6. What is the Gibson Blvd. Arterial LOS between University and Carlisle?
7. What is the multi-modal mode split? Is this effective in moving traffic? Should this be reconsidered for revision and elimination of ineffective/inefficient modes? Which mode would best serve the traffic if improved; vehicle, transit, pedestrian or bicycle?
8. Programmed Improvements: Overlay the programmed improvements on the existing infrastructure. This will provide a graphic of the planned improvements.
9. In table 4 and 5 use military time (24 hr.) for the time period.

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10. Check the site traffic distribution diagram in figure 8. What is the 44% on Yale? Traffic exiting #5 and #51 is missing. Don't most driveway distributions mirror the entering and exiting volumes?
11. Is there a difference in distribution depending on time of day? Would the arrivals at 5 AM take the same route as the 3 PM arrivals?
12. The 2/3/2016 crash happened at 2:30 PM but state DARK. Is this correct? Verify time of day.
13. Are the crash rates in table 22 excessive? What is the rate for a typical intersection? What can be done to reduce the rates?
14. Investigate the possibility of transit improvements and other multi-modal treatments to reduce the traffic impacts along the corridor.
15. Provide recommendations. The City consider this submittal to be incomplete without recommendations.

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If you have any questions, please contact me at (505) 924-3362.

Albuquerque

Sincerely,

NM 87103

Matt Grush, P.E., PTOE
Senior Engineer
City of Albuquerque
Planning Department
Development Review Services

www.cabq.gov

via: email
C: Applicant, File