Construct the following driveways on the south side of Gibson Blvd. to access the development.:

* At Maxwell Driveway #2; full access; eastbound right-turn lane, westbound left-turn lane. It is recommended that the westbound left turn lanes be constructed and/or extended to accommodate the queue, which is about 330 feet at Maxwell
* Driveway #3; partial access right-in/right-out, eastbound right-turn lane
* Driveway #4; partial access right-in/right-out, eastbound right-turn lane
* At Quincy Driveway #5; full access, eastbound right-turn lane, westbound left-turn lane
* At Jackson Driveway #6; partial access right-in/right-out, eastbound right-turn lane

Construct driveways on Carlisle and Truman:

* Driveway X on Carlisle; enter and egress for the development (geometry to be determined). Possible reduction in southbound lanes on Carlisle to one-southbound lane should be considered further to determine if a second northbound left turn lane provides substantial benefit to the overall intersection.
* Driveway Y on Truman; enter and egress for the development (geometry to be determined)

Maxwell at Gibson intersection:

It is recommended that the westbound left turn lanes be constructed and/or extended to accommodate the queue, which is about 330 feet at Maxwell and 350 feet at Truman. The westbound left turn queue at Carlisle requires almost 600 feet, however the eastbound left turn lane into Maxwell limits the length of the westbound left turn bay. Build Driveway #2.

Quincy and Gibson intersection:

Quincy and Gibson is expected to become a signalized intersection and was evaluated with a signal in the build analysis. Construct dual northbound left turn lanes at the intersection of Quincy and Gibson. Build Driveway # 5 and construct a traffic signal that is to be interconnected to the traffic signal system along Gibson.

Gibson at Truman intersection:

The addition of dedicated eastbound right turn lanes entering the site is recommended.

Reconfigure NB Truman eliminating the NB thorough movement. The PM left turns are > 68% of the traffic the right turn is > 25% the through movement is 6.1% or 46 vehicles. Suggestion of dual left and single right turn lanes northbound. The counted AM through movement NB is one vehicle. This movement can be eliminated. Access to the north can be accomplished by using San Mateo or Jackson. The AM and PM northbound and southbound through movements are unbalanced, more in the AM less in the PM. Traffic signal timing using protected left turn phasing in would not adversely affect the intersection operation. Split phased timing north-south may be possible.

Coordination with KAFB will be needed. This effort will require multi-agency coordination with KAFB and the City of Albuquerque as modifications to Truman will occur on KAFB property. Construct a westbound left turn lanes to accommodate the queue, which is about 350 feet at Truman

Gibson Blvd – Carlisle to Truman:

Capacity improvements are needed on Gibson. The existing crossection without additional Right-of-Way acquisitions or conversion of a pedestrian easement to a roadway easement is not sufficient for additional travel lanes. As part of this development one travel lane construction and right-of-way required for two travel lanes (one lane eastbound and one lane westbound) will be included in the infrastructure list.

In addition to roadway improvements recommended, flexible work hours, telecommuting, and subsidized transit for employees should be considered. Reversable lanes on Gibson would improve the peak hour travel operations. Gibson Blvd. has heavier eastbound traffic in the morning and westbound traffic the afternoon. Consider reversable travel lanes on Gibson Blvd. The reversable lane crossection could ultimately be implemented between Louisiana Blvd. and University Blvd.