

MAX Q (KAFB EUL) City TIA Comments April 2, 2020 Letter

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Transit and multi-modal traffic		
Existing Transit and proposed improvements.		
Describe existing transits, expected use of transit and future improvements	Numerous transit routes operate on Gibson, including ABQ Ride Route 16 (Broadway/University/Gibson), Route 96 (Rio Rancho to KAFB), Route 217 (Downtown to KAFB), and Route 222 (Rio Bravo/Sunport/KAFB). There are 10 bus stops on Gibson between Carlisle and San Mateo which are served by Route 16 and Route 222. The Long Range Transit Network in the Connections 2040 Metropolitan Transportation Plan indicates Gibson will function as a Secondary Transit Route, meaning it has 25 minute headway.	10
The development's benefit from improved transit access/schedule and improved transit connection for Kirtland AFB.	The study assumed 2% of the trips would use transit, an estimate considered typical for Albuquerque (pre-COVID). ABQ Ride has historically based their schedules based on actual need and not on studies of projected development. It is assumed that practice would continue, and if additional ridership from this development warrant additional bus stops and/or more frequent service, ABQ Ride will provide it as needed.	16
Roadway Capacity Analysis		
Provide the roadway operations analysis describing the roadway LOS.	Arterial LOS provided for existing (acceptable), no build (LOS E EB in AM, LOS F in PM), and build (LOS E EB in AM, LOS F WB in PM)	33
Drive-thru businesses		
Popularity of drive-thru services has increased along with queueing concerns. Please provide:	The specific drive-thru businesses are not known at this time, therefore estimates of drive-through queueing is unavailable as it is based on the specific user (Chick-fil-A much different than Bob's Burgers, for example).	7
Expected queue length for drive-thru service	This will require evaluation when a user is known and reviewed during development review of the specific user.	7
Bicycle access and facilities		
Describe the existing bicycle facilities	Bicycle and pedestrian facilities along Gibson include a paved multi-use trail on the south side of Gibson and a 6-foot bicycle lane on the north. These facilities are expected to remain after construction of the development.	11
Any proposed improvements of bicycle access, connection to the bicycle system, and facilities in the development. Plans for bike share in the area or the AFB.	The Long Range Bikeway System in the Connections 2040 Metropolitan Transportation Plan indicates modifications to bicycle facilities in the study area are not proposed. Currently there are no plans for a Bike Share service to serve the development.	11
There is a multi-use trail along the south side of Gibson will this remain? What about sidewalks?	Bicycle and pedestrian facilities along Gibson include a paved multi-use trail on the south side of Gibson and a 6-foot bicycle lane on the north. These facilities are expected to remain or be replaced after construction of the development.	11

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Traffic access to and from AFB		
What will be the traffic coming and going from the development and AFB. There is no discussion on the commuting between the EUL and the AFB. This need to be included so there is an understanding of the permeability between the development and the AFB. Driveway operations for Truman and Carlisle access from and to the development. Recommend a full access driveway.	The Carlisle gate is closed during the day, so there is no traffic to the site from Carlisle during the day. KAFB Security has indicated they do not want access from the site to the base from either Carlisle or Truman. We can revisit that with the Base. Discussions are ongoing for a man-gate from the site onto KAFB, however that again raises security concerns for the Base. Discussions are ongoing.	
Signalization and Stop Sign Warrant Analyses		
All intersections meeting signal and stop sign warrants based on traffic volume in the implementation year should be identified.	It was considered prudent to have the unsignalized intersections/driveways have Stop control prior to accessing Gibson. Proposed signal spacing per MRCOG RAC identified in policy. The PM exiting left turns at Quincy, the only new proposed signalized intersection is anticipated to be over 400 vehicles, which warrants a traffic signal.	32
Driveways/Access		
Gibson Blvd. is Limited Access controlled. MRCOG RAC policy is allowing driveways along the south side of Gibson right-in/right-out between Carlisle and San Mateo. This should be mentioned in the study with dates of the amendment.	The Roadway Access Control (RAC) Policy allows full access for the Maxwell Street, Quincy Street, and Truman Street intersections. All others are right-in/right-out driveways along the south side of Gibson between Carlisle and San Mateo. Jackson Street is listed as a partial access T-intersection on the north side of Gibson, however; the development anticipates utilizing Jackson Street on the south side of Gibson as a right-in/right-out/left-in driveway. The RAC policy gives authority to the City to allow that access (item 13 on page 5 of the RAC Policy Attachment dated June 21, 2019..	8
Additional exhibits		
Add an exhibit (aerial map of existing) and narrative of the existing site showing the current roads and describe the site and how it will be revised.	The site is currently vacant and the existing roadways will be replaced with the site plan as shown.	7
Existing and proposed cross section of Gibson showing existing lane use, widths, medians, sidewalks and multi-use trail.	As-builts provided for a rehab project on Gibson (attached) show roadway envelope and geometry	
Locations for Intersection improvements		
The results of intersection operations in 2030 indicate the following should be evaluated for operation improvements due to the traffic from the proposed development.		

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Intersection with signalized or other intersection control should operate with a level of service (LOS) no greater than D. This applies for each approach and each traffic movement. Intersections that are projected to have a LOS > D or have a LOS is worse than the 2019 existing no-build condition have been identified for improvement. The recommended mitigation should return the intersection operation to the existing LOS or a LOS of D or better for intersections that have a current acceptable LOS.	As-builts provided for a rehab project on Gibson (attached) show the existing ROW extends from the back of sidewalk of the existing sidewalk on both sides, therefore no ROW is available for widening, This fact, and due to existing and proposed traffic volume on Gibson, it is not possible to achieve LOS D or better for all movements. We will add language with respect to flexible work hours, telecommuting, and subsidized bus passes for employees. Improvements will be constructed to the maximum extent possible within existing constraints.	35
2030 build intersection LOS vs 2030 no-build		
Intersections, approaches and individual movements that have been identified as candidates for operation improvement are as follows:		

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<u>Carlisle at Gibson</u>		
AM 2030 build intersection LOS C		
AM 2030 build failing movement(s)	EBT (AM) LOS F > Add 4th thru > LOS C	See Mitigation Matrix
Westbound left LOS F (2030 no-build LOS E) – provide mitigation recommendation	WBL (AM) no longer failing with City timing	
PM 2030 build failing movement(s)	EBL (PM) LOS F > Add 2nd left > LOS D WBT (PM) LOS F > Add 4th thru > LOS F NBL (PM) LOS F > Add 2nd left > LOS C	See Mitigation Matrix
<u>Maxwell at Gibson</u>		
AM 2030 build intersection LOS A		
AM 2030 build failing movement(s)	WBL (AM) LOS F > Add 2nd left > LOS D	See Mitigation Matrix
Southbound left LOS E (2030 no-build LOS C) – provide mitigation recommendation	SBL (AM) no longer failing with City timing	
PM 2030 build intersection LOS B		
PM 2030 build failing movement(s)	WBT (PM) LOS F > Add 4th thru > LOS D WBR (PM) LOS F > Dedicated right > LOS B NBL (PM) LOS F > Add 2nd left > LOS F	See Mitigation Matrix
Southbound left LOS E (missing information, no analysis)	SBL (PM) no longer failing with City timing	
<u>Proposed Driveway #1 at Gibson</u>	No mitigation recommendation for stop-controlled intersection	
AM 2030 build intersection LOS F		
AM 2030 build failing movement(s)		
Northbound right LOS F (2030 no-build, no driveway) – provide mitigation recommendation		
PM 2030 build intersection LOS E		
PM 2030 build failing movement(s)		
Northbound right LOS E (2030 no-build, no driveway) – provide mitigation recommendation		
<u>Proposed Driveway #2 at Gibson</u>	No mitigation recommendation for stop-controlled intersection	
AM 2030 build intersection LOS F		
AM 2030 build failing movement(s)		
Northbound right LOS F (2030 no-build, no driveway) – provide mitigation recommendation		
<u>Quincy at Gibson</u>		
AM 2030 build intersection LOS A		

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AM 2030 build failing movement(s)		
Southbound through-right-left LOS E (2030 no-build LOS C) – provide mitigation recommendation	SBR (AM) LOS E > mitigation does not improve performance	
PM 2030 build intersection LOS B		
PM 2030 build failing movement(s)	SBL (PM) LOS E > mitigation does not improve performance	

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Northbound left LOS E (2030 no-build, no driveway) – provide mitigation recommendation	NBL (PM) LOS E > already 2 lefts > no mitigation recommendation	
<u>Jackson at Gibson</u>	No mitigation recommendation for stop-controlled intersection	
AM 2030 build intersection LOS F		
AM 2030 build failing movement(s)		
Northbound LOS F (2030 no-build, no driveway) – provide mitigation recommendation		
PM 2030 build intersection LOS E		
PM 2030 build failing movement(s)		
Eastbound left LOS F (2030 no-build LOS E) – provide mitigation recommendation		
<u>Truman at Gibson</u>		
AM 2030 build intersection LOS A		
AM 2030 build failing movement(s)		
Southbound left LOS E (2030 no-build LOS F) – provide mitigation recommendation	No longer failing with City timing	
PM 2030 build intersection LOS F		
PM 2030 build failing movement(s)	NBL (PM) LOS F > dedicated left/shared thru/right > LOS D	See Mitigation Matrix
Eastbound left LOS F (2030 no-build LOS E) – provide mitigation recommendation	No longer failing with City timing	
Eastbound through LOS F (2030 no-build LOS D) – provide mitigation recommendation	No longer failing with City timing	
Westbound left LOS E (2030 no-build LOS C) – provide mitigation recommendation	No longer failing with City timing	
<u>San Mateo at Gibson</u>		
AM 2030 build intersection LOS D		
AM 2030 build failing movement(s)	NBL (AM) LOS E > Add 2nd left > LOS D NBT (AM) LOS E > Add 2nd thru > LOS D	See Mitigation Matrix
Southbound left LOS E (2030 no-build LOS F) – provide mitigation recommendation	No longer failing with City timing	
Southbound right LOS F (2030 no-build LOS B) – provide mitigation recommendation	SBR LOS F (AM) > Add 2nd right > LOS C	See Mitigation Matrix
PM 2030 build intersection LOS D		
PM 2030 build failing movement(s)	EBT (PM) LOS F > 3 thru > LOS D EBR (PM) LOS F > Add dedicated right > LOS C	See Mitigation Matrix

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Eastbound left LOS F (2030 no-build LOS D) – provide mitigation recommendation	EBL (PM) LOS F > 3 thru > LOS D	See Mitigation Matrix
Westbound through LOS F (2030 no-build LOS D) – provide mitigation recommendation	WBT (PM) LOS F > Add 4th thru > LOS F	See Mitigation Matrix
Westbound right LOS F (2030 no-build LOS D) – provide mitigation recommendation	WBR (PM) LOS F > Add dedicated right > LOS D	See Mitigation Matrix

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Correction to the report:		
1. Refer to driveway by name/number consistently throughout report. Exhibits show driveway east of Maxwell as #3, traffic analysis calls this driveway #1, #4 is #2,	This will be modified if a revised submittal is required.	
2. Peak Hour volume warrant analysis for Quincy in the appendix shows warrant #11. It should be warrant #3.	This will be corrected.	
3. Page 8 Existing Traffic Conditions states traffic counts were done while school was in session. Check the status of ASP on May 29, 2019. School was not in session, last day on regular schedule was May 22, 2019. May 23rd and 24th were set aside as winter make up days. There are two public schools in the immediate area: Kirtland Elementary 3530 Gibson Blvd SE and Cesar Chavez Community School (public high school) 1325 Palomas Dr SE.	Counts were performed as soon as possible upon authorization of the project.	
4. Verify with COA Traffic Ops. if using optimized signal timing is acceptable. If not rerun analysis using City provided timing plan.	No response has been received from Traffic Operations. Results above use existing City timing.	
5. In Table 6 – 2030 No Build Unsignalized Intersection Results, describe the intersection control type.	The table will be modified. Traffic entering onto Gibson will be Stop controlled. All-Way Stop control on Gibson is not recommended.	
Recommendations		
1. Reconfigure Truman improving intersection operations; suggested to have 5 lane section with sidewalk on west side (2-lanes SB entering, 1 right turn NB, 1 left turn NB, 1 left-through combination NB).	KAFB controls the configuration of this intersection. The client will continue to coordinate with KAFB to determine interest in improving the intersection as development proceeds towards Truman. The laneage as proposed also would likely lead to split-phase operation for north-south traffic. Split phasing typically operates poorly in high volume locations such as this. However this will be evaluated during design of any improvements.	
2. Delete proposed driveway #6 (Jackson).	We believe the Jackson right-in/right-out only driveway improves site circulation and that the RAC Policy guidance allows the City to approve the access. Median modification will be necessary to prohibit entering or exiting lefts while also maintaining full access to the north leg.	
3. Full access into and out of development accessed from Carlisle and Truman south of Gibson. Provide full access to EUL via Truman and Carlisle. Both streets have gated access to Kirtland AFB. The access control start ~500 feet south of Gibson. The development can be accessed south of Gibson Blvd. from Carlisle and Truman. Full access to and from the EUL will provide convenient access to the development and the AFB without needing to use Gibson.	Access onto Carlisle and Truman are controlled by KAFB and they have told the developer the access they will allow and the location of said access. The Carlisle gate is closed after the entering commute and does not re-open until the PM commute, therefore no traffic during the day. KAFB uses Truman as a security gate and will not allow access closer to the gate or allow access from the site onto southbound Truman.	