April 2, 2020

Eric Wrage, P.E.

Bohannan Huston, Inc.

Jefferson St. NE

Courtyard Two

Albuquerque, NM 87109

**Re: Kirtland Air Force Base, Enhanced Use Lease/Max Q**

**Gibson Blvd., Carlisle to San Mateo**

**Traffic Impact Analysis Initial Submittal Comments**

**Engineer Stamp Date 11/20/2019 (HT# M17D001)**

Dear Mr. Wrage,

Upon review of the referenced Traffic Impact Analysis the City has the following comments, corrections and recommendations.

Several items are missing from the report that should be included.

Transit and multi-modal traffic

* Existing Transit and proposed improvements.
  + Describe existing transits, expected use of transit and future improvements
  + The development’s benefit from improved transit access/schedule and improved transit connection for Kirtland AFB.

Roadway Capacity Analysis

* Provide the roadway operations analysis describing the roadway LOS.

Drive-thru businesses

Popularity of drive-thru services has increased along with queueing concerns. Please provide:

* Expected queue length for drive-thru service

Bicycle access and facilities

Describe the existing bicycle facilities

* 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.
* There is a multi-use trail along the south side of Gibson will this remain? What about sidewalks?

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.

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.

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.

Additional exhibits

* Add an exhibit (aerial map of existing) and narrative of the exiting site showing the current roads and describe the site and how it will be revised.
* Existing and proposed crossection of Gibson showing existing lane use, widths, medians, sidewalks and multi-use trail.

**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.

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.

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:

**Carlisle at Gibson**

* AM 2030 build intersection LOS C
  + AM 2030 build failing movement(s)
    - Westbound left LOS F (2030 no-build LOS E) – provide mitigation recommendation

**Maxwell at Gibson**

* AM 2030 build intersection LOS A
  + AM 2030 build failing movement(s)
    - Southbound left LOS E (2030 no-build LOS C) – provide mitigation recommendation
* PM 2030 build intersection LOS B
  + PM 2030 build failing movement(s)
    - Southbound left LOS E (missing information, no analysis)

**Proposed Driveway #1 at Gibson**

* 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

**Proposed Driveway #2 at Gibson**

* AM 2030 build intersection LOS F
  + AM 2030 build failing movement(s)
    - Northbound right LOS F (2030 no-build, no driveway) – provide mitigation recommendation

**Quincy at Gibson**

* AM 2030 build intersection LOS A
  + AM 2030 build failing movement(s)
    - Southbound through-right-left LOS E (2030 no-build LOS C) – provide mitigation recommendation
* PM 2030 build intersection LOS B
  + PM 2030 build failing movement(s)
    - Northbound left LOS E (2030 no-build, no driveway) – provide mitigation recommendation

**Jackson at Gibson**

* 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

**Truman at Gibson**

* AM 2030 build intersection LOS A
  + AM 2030 build failing movement(s)
    - Southbound left LOS E (2030 no-build LOS F) – provide mitigation recommendation
* PM 2030 build intersection LOS F
  + PM 2030 build failing movement(s)
    - Eastbound left LOS F (2030 no-build LOS E) – provide mitigation recommendation
    - Eastbound through LOS F (2030 no-build LOS D) – provide mitigation recommendation
    - Westbound left LOS E (2030 no-build LOS C) – provide mitigation recommendation

**San Mateo at Gibson**

* AM 2030 build intersection LOS D
  + AM 2030 build failing movement(s)
    - Southbound left LOS E (2030 no-build LOS F) – provide mitigation recommendation
    - Southbound right LOS F (2030 no-build LOS B) – provide mitigation recommendation
* PM 2030 build intersection LOS D
  + PM 2030 build failing movement(s)
    - Eastbound left LOS F (2030 no-build LOS D) – provide mitigation recommendation
    - Westbound through LOS F (2030 no-build LOS D) – provide mitigation recommendation
    - Westbound right LOS F (2030 no-build LOS D) – provide mitigation recommendation

**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,
2. Peak Hour volume warrant analysis for Quincy in the appendix shows warrant #11. It should be warrant #3.
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.
4. Verify with COA Traffic Ops. if using optimized signal timing is acceptable. If not rerun analysis using City provided timing plan.
5. In Table 6 – 2030 No Build Unsignalized Intersection Results, describe the intersection control type.

**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.
2. Delete proposed driveway #6 (Jackson).
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.
4. Provide mitigation recommendation recommendations so the 2030 build intersection LOS is D or better for all movements.

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

Sincerely,



Matt Grush, P.E., PTOE

Senior Engineer

City of Albuquerque

Planning Department

Development Review Services

via: email

C: Applicant, File, J. Wolfenbarger, P.E.