12-6-24

Before the usual scoping topis, I want to discuss internal roadway network and number and location of roadway connections. This will affect trip distribution

2023 AWDT counts:

Dennis Chavez 22,706

Unser 11,393 AWDT

98th at Colobel 12,301

Wondering if we shold balance the sites trips rather than more trips to 98th as Unser BLvd has more developed traffic control (signals) than 98th. 98th has STOP control at 86th, currently at Gibson, Camino San Martin, Benavides,..etc…

Aspire Subd Update N08D006F, mentioned that a traffic signal, round-about may be needed at Amole Mesa and 98th.

Due to the School, the Main road to 98th shodl be Colobel Not Amole Mesa.

Recommendations should follow the phasing for required infrastructure as it may be able to come in at different times. PH 1 will need Anderson Hill Ave and Colobel/Vermejo from 98th to existing Vermejo.

Middle east-west-St should align with Colobel Ave on eh west side of 98th.

MRCOG Long Range roadway system shod proposed major collector between 98th and Unser in the south area of the vacant parcel and since Anderson Hill Ave is ont the RAC Inventory I’m thinking that is it.

Intersection of Colobel/Vernejo and Anderson Hill could be a traffic circle.

I saw plans for a traffic signal at Gibson and 98th about a year ago.. Haven’t heard of any progress lately.

I want a bike and ped path to the school.

**Intersection counts:**

Amole Mesa and 98th

Colobel and 98th

Blake and 98th

Blake and Unser

Anderson Hill and Unser

Capture school peak AM and PM

**Study:**

Counted intersections

Intersections where new roads intersect existing road

Internal intersection where the east-west collector meets a N-S street.

Growth: 2% min

Distribution: If you are driving to downtown/UNM, would you drive north to bridge/centralI40 or east to I40?

Connections to 98th and Unser will impact trip distribuiton

employment center/socio econimc