



County of Bernalillo
State of New Mexico
Public Works Division

Date: June 16, 2022

To: Terry Brown, P.E., Judith Becker, P.E.

From: Julie Luna, Bernalillo County Transportation Planner

Subject: Bernalillo County Regional Recreation Complex (BCRRC), Mesa del Sol Traffic Impact Study

Below are Bernalillo County comments on the subject draft TIS dated April 18, 2022. Please address these comments for the subsequent submittal.

General Comments

1. References to Future University Blvd Widening and Bobby Foster Widening –

- a. The full build out of roads within Mesa del Sol needs to consistently reference the Mesa del Sol Level B Master Plan. There are places in the document that mention “Bobby Foster Rd. widening project” or “University Blvd. widening project”. This is misleading. There are no dedicated funds or TIA recommended offsite improvements for widening these roads that would benefit BCRRC. It is a reasonable assumption that the full build out could be in place by 2036 as provided in the mitigated scenarios. The Master Plan does not dictate that the roads will be in place by 2036, but if the area grows, then the Master Plan provides the general layout and cross section. **The language in the report has been changed to reflect that full build-out of the MDS roadway system as defined in the MDS Level B Master Plan. All references the “Bobby Foster Rd. widening project” or “University Blvd. widening project” have been removed. The Master Plan is used as a basis for recommendations only.**
- b. Quantitative support is needed for the recommendation that future widening of University Blvd and Bobby Foster Rd will not be part of the BCRRC development. **There are no recommendations for widening University or Bobby Foster.**

2. Intersection 1 – Access 1 & University Blvd

DRAFT TIS DEVELOPER RECOMMENDATION

INTERSECTION 1 – ACCESS 1 & UNIVERSITY BLVD.

2026 – Construct a southbound right-turn deceleration lane, at least 240-ft long including transition. Coordinate design and construction of the lane with the University Blvd. Improvements project.

- a. When Crick Crossing is extended west, this access point needs to be closed. It is too close to this intersection (principal arterial & minor arterial). With the extension of Crick Crossing west, the site may seek access through Crick Crossing. With this change in access, this site will be required to cost share improvements to the Crick Crossing and University Blvd intersection. – **The following recommendation has been added to the report: “Relocate Access 1 to align with Crick Ave when Valle del Sol, the development north of the MDSTF, is developed. Since there is no**

- existing ROW on the Valle del Sol property to construct Crick Ave. west of University Ave., additional ROW would need to be dedicated by the owners of Valle del Sol for the new roadway and MDSTF will likely be required to share the cost of this project.”
- b. The recommended right turn only lane is problematic. There is insufficient ROW and it extends beyond the Crick Crossing & University Blvd intersection. The recommendation has been removed.
 - c. Provide any recommendations for Intersection 1 for the period prior to the extension of Crick Crossing to the west. The following recommendation has been added to the report “Given the low volume of traffic from Access 1 and Crick Ave., crash rates due to conflicting movements are expected to be low, however, if crash rates become excessive as traffic volumes increase, Access 1 should be restricted to a right-in/right-out only driveway.”

3. Access 2/Intersection 2

DRAFT TIS DEVELOPER RECOMMENDATION

INTERSECTION 2 – ACCESS 2 & UNIVERSITY BLVD.

2026 – Construct a southbound right-turn deceleration lane, at least 240-ft long including transition. Coordinate design and construction of the lane with the University Blvd. Improvements project.

- a. There appears to be sufficient ROW for SB right-turn lane. This improvement needs to be required with substantial completion of the BCRRRC or with full build out of University Blvd as part of the Mesa del Sol Level B Master plan, whichever comes first.

Recommendation: “Construct a southbound right-turn deceleration lane, at least 240-ft long including transition with substantial completion of the MDSTF or with full build-out of University Blvd. as part of the Mesa del Sol Level B Master Plan, whichever is first. Design and construction of the lane should conform to the Full-build concepts presented in MDS Level B Master Plan.”



- b. The 2026 analysis provides a NB left lane. At this intersection the TWLTL converts to a SB. A.left. There is no NB left lane. Although there is not many NBL turns, the analysis should accurately depict current conditions. **A continuous TWLTL has been recommended for this portion of the University Blvd. corridor.**

- c. The 2036 Mitigated analysis also provides a NBL. This center median area currently serves SBL to Fritts Crossing. This area cannot be a TWLTL due to conflicting lefts. Address which left turns the center turn lane will accommodate. **Access 2 is misaligned with Fritts Crossing by 260-ft (centerline to centerline), 65-ft. shorter than the access spacing standards for intersections and driveways specified in the State Access Management Manual (SAMM). However, because maximum peak hour 2026 traffic volumes from conflicting movements are extremely low [AM (NBL=0, SBL=29) and PM (NBL= 4, SBL=10)] the crash risk due to overlapping left turns is also low. See article from the NRC Research Press, “Investigation of the Performance of Two-Way Left-Turn Lane on Roads with Staggered Intersections,” in Appendix pages A-236 thru A-. Additionally, traffic volumes on Fritts Crossing are expected to decrease when ABQ Studios vacates streets connecting to Fritts Crossing.**

- d. EBL Configuration: There is a second EBL that cannot be used. Should it go away?
Recommendation: Prevent access to the center EB exit lane except when a flag-person or police officer is present to control traffic (i.e., during larger events).
- e. There are two receiving lanes into the site. Should they both be included? **Given the low volume of NBL traffic, there is no impact to the analysis either way.**
- f. The Bobby Foster frontage road that runs parallel to University Blvd will be closed further south. There should be some form of closure to keep motorists from making EBR turns at this location when the Montage Units improvements go to construction. **Recommendation: "Eliminate access to Bobby Foster Rd. from Access 2 since the connection of this roadway to Bobby Foster Rd. further south through Sagan Loop will be closed."**

4. Intersection 1 (Access 1 & University Blvd) and Intersection 10 (Fritts Crossing & University Blvd)

- a. Address the conflicting SBL and NBL turns between these two intersections. Should there be two, very short dedicated left turn lanes? With the vacation of roads within Mesa del Sol, Fritts Crossing no longer has good connectivity. Should Fritts Crossing at University Blvd be RI/RO only? Should one or both of these legs be shifted to allow for a full 4-leg intersection? **See response to comment 3c above.**
 - b. For Intersection 10 - There is a PM build mitigated results on Page v and page 59. I could not find the corresponding analysis sheet in the appendix. **A 2036 mitigative analysis of a roundabout has been included in the analysis and the results are on pages A-170 and A-173.**
 - c. There was a surprising high number of WBL at intersection 10. (note only for review) **See Montage Unit data for Intersection 6, Appendix page A-219.**
5. Provide a recommendation, if any, where the internal access road connects the two main parking areas. Some parking lots provide substantial traffic control and others do not. **Internal traffic control and circulation is usually the responsibility of the Architect. The current site plan is insufficient to provide specific recommendations. Conceptually the loop road should be a two-way roadway that extends from Access 1 to Access 7 and should be accessible from the northern and southern main parking areas. All access points from parking areas to the loop road or other internal roadways should be stop controlled.**
6. For information purposes:
- a. The temporary access to Sagan Loop that was not part of this TIA will be required to be closed and internal drives routed to Access 3 (Bobby Foster and Newhall Dr.) with future phases of the site. **Recommendation: "Close temporary access from MDSTF to Sagan Loop and re-route traffic to Access 3 and/or Access 4."**
 - b. The BCRRRC has aligned Access 3 with Montage Units Newhall Dr. along Bobby Foster Rd. Future Mesa del Sol development should align future intersections at Bobby Foster Rd with the BCRRS or ensure that new intersections do not introduce overlapping left turns. **Recommendation: "Align future access points on Bobby Foster in the vicinity of the MDSTF with MDSTF driveways and ensure that the new intersections do not introduce overlapping left turns."**
 - c. A multi-use trail along the frontage of the BCRRRC is required. **Who is requiring this? This does appear to be the Level B Master Plan profile for Bobby Foster Rd.**

Specific Comments

- 1. Page iv (Vicinity Map), Page 3, A-2 (Site Plan) – Please provide a legible image where the 1-3 phases and the associate generators (fields or offices) can be seen on the map. There is conflicting information on the site plan with symbology showing Access 5 & 8 as full access, but notes stating that each is either exit or enter only. The pages detailing each intersection provide images of this site plan with incorrect access arrows. These pages need to be updated as well. **The map has been updated.**

2. Page iv-v (last paragraph trip generation) – correct the trip generation. **Corrected.**
3. Page v Other Planned or Approved Development and Transportation Improvements – There is a reference to “Bobby Foster Rd. widening project”, this needs to be modified to something like “widening of Bobby Foster as anticipated in Mesa del Sol Level B Master Plan.” **Corrected**
4. Page 2 Development Phasing & Timing– Provide correct years for phasing. Provide a figure showing the phasing on the site plan. **A new site plan with the new project phases is included in the report on page 2. The timing for implementation of the phases are estimates based on conversations with the architect at Dekker Perich Sabatini. John Barney was not available to provide any additional information.**
5. Page 5 Assumptions #3 – Indicate where the phasing plan can be found in the document. **Included**
6. Page 5 Assumptions #5 – There is a reference to “Bobby Foster Rd. widening project”, this needs to be modified to something like “widening of Bobby Foster as anticipated in Mesa del Sol Level B Master Plan.” **Corrected**
7. Page 5 Assumption #6 – Provide the reasons why you see University Blvd full build will be completed by others. **This assumption has been removed**
8. **Page 5 Other Planned or Approved Development and Transportation Projects –**
 - Bernalillo County has an Adaptive Signal Project on Rio Bravo Blvd from University Blvd to Coors Blvd (CN A300943) that is coming to completion. This is applicable to the analysis for Intersection #12 Rio Bravo Blvd & University Blvd. **Included**
 - Page 4 Other Planned or Approved Development and Transportation Projects – Provide a full reference Mesa del Sol Master Plan. Here is the link to the plan’s website: <https://www.cabq.gov/planning/plans-publications/framework-plans> The references should be to Level B & Level B Appendices Adopted 2008, Amended 2021 etc.) **Included**
 - Provide a brief description that NMDOT is in the process of evaluating future Bobby Foster and Mesa del Sol interchanges on I-25. The inclusion of these interchanges is beyond the scope of this study. **Included**
9. Page 6 – Traffic Growth Rate – Change “Middle Rio Grande Council of Governments” to “Mid-Region Council of Governments”. Page 6 growth rate needs to be corrected. **Corrected**
 - In the narrative on page 6, you are providing a growth rate for ADT of 0.5%.
 - Page 17 Traffic Projections uses a growth rate of 4%, page 17 explains that this comes from Montage Units TIS and MRCOG Traffic Flow.
 - Pages A-22 thru A-77 use a growth rate of 4%.
 - Montage Units provides a growth rate of 4%. ABQ Studios provided a growth rate of 0.5%.

- From MRCOG data, the annual growth rate is 4% for AWDT for University Blvd North of Bobby Foster & South of Los Picaros.
 - Explain why you are adding three years of background growth to the Montage Units trips (2023 to 2026). This background growth is based on the Montage Units generated trips. (Projected Turning Movement Worksheets)
10. Page 7 – Reference to appendix pages are a little off. They should be A-208 thru A-211.
 11. Page 8 – Please check the Rio Bravo Blvd & University Blvd PM extrapolation. It appears to be missing the following from University & Crick: 27 PM NBL (enter), 16 PM WBR (exit).
 12. Page 12: University Blvd improvements – Which years was this full build used? I agree it should be built by others, but it needs support.
 13. Page 13 Regional Transportation Maps – The narrative describes University Blvd traffic growing from 5,500 AWDT in 2019 to 15,500 AWDT in 2026. I'm not sure how that is possible with the 4% growth rate. This paragraph also described the 2026 BUILD condition increasing from the NO BUILD by only 1,000 AWDT. This also seems odd since both the AMPH and PMPH increase by over 1,000 trips. I don't think this narrative is particularly helpful.
 14. Page 16 Eastman Ave & Lighting: There is some extraneous text in the section describing Eastman Ave. There is an extraneous sentence stating that all existing study intersections have lighting. The Bobby Foster & Broadway and Bobby Foster and Los Picaros do not have lighting.
 15. Pages 26-29 Intersection 1/Access 1: See General Comment #1.
 16. Pages 30-33 Intersection 2/Access 2: See General Comment #2
 17. Page 40 – minor typo, please reference Access 4
 18. Page 69 Intersection 12, University and Rio Bravo – For the traffic entering this intersection, provide a table showing how much traffic is exiting, Montage Units, Netflix ABQ Studios and BCRRC. This is related to General Comment #1.

CC:

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