

## **Bernalillo County Regional Recreation Complex Mesa del Sol, draft TIS**

HT# R15D002

received 4/18/2022

COA preliminary observations and comments 5/11/2022

Build mitigation Intersection 10: Fritts Crossing/University Build LOS is unacceptable Turning Movement Counts were revised to exclude background growth for the Montage Units and ABQ Studios and the new HCM analysis results did not require mitigation of Intersection 10

Build mitigation Intersection 11: Cricks Ave/University Crossing Build LOS is unacceptable Correcting the turning movement counts and mitigation by optimizing signal timing yields  
LOS= C

Fritts Crossing and Crick Ave. on University Blvd. (Unsignalized, Existing)

Intersection 10: Fritts Crossing/University Build LOS is unacceptable

Intersection 11: Cricks Ave/University Crossing Build LOS is unacceptable

### **Recommendations**

The developer-built improvements should be done under the effort of the developer not imposed on the University Blvd. or Bobby Foster Rd. projects. The report should be clear on the responsibility for improvements. Developer responsibilities have been clarified in the report

Intersection #1, can a southbound right turn lane be constructed without affecting the access 150 north of Intersection #1? This recommendation has been eliminated due to the location of the possible future access to the north; the west leg of Crick Ave.

Intersection #10 Fritts Crossing/University 2036 improvements. Show how a traffic signal or a roundabout will operate and fit at this location. A roundabout analysis for 2036 has been included in the analysis

Intersection #11 Crick/University 2036 improvements. Show how a traffic signal or a roundabout will operate and fit at this location. A roundabout analysis for 2036 has been included in the analysis

Intersection #12 Rio Bravo Blvd./University Blvd. the recommendation should be construct future interchanges south of Rio Bravo and not identify Bobby Foster interchange as a solution. The Bobby foster interchange is not part of the NMDOT STIP or the mesa del Sol Master plan. Based on the current analysis, this recommendation has been removed.

Best practice is to have intersecting streets be aligned across from each other and perpendicular to the major street.

The mis-alignment of Fritts Crossing with the Access #2 should be addressed as the traffic not being associated. The two streets do not serve the same traffic, east of University is commercial large businesses and the west side is a recreation complex. The separation is approximately 300 feet and could function independently. This should be investigated in the report. ABQ Studios are vacating the streets connecting to Fritts crossing. This will restrict growth associated with Fritts Crossing. Additionally, access to Frits Crossing can be from Crick Ave. using Turning Drive and Watson drive. The misalignment of Crick and Fritts has been addressed in the TIS. We agree that misaligned access points can be problematic, however, volume of the side street traffic is a factor in this determination. With current side street volumes and the introduction of a continuous two-way-left-turn center lane we do not anticipate unacceptable crash rates due to overlapping turns. This is supported by an article provided in the Appendix of the TIS. 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-249. If crash rates do increase as volumes increase, we have recommended limiting access at Access 1 to right-in/right-out/left-in only until Access 1 can be aligned with Crick Ave. Because the traffic volumes at Fritts Ave. are low and expected to decrease when ABQ studios vacate connections and is 260-ft from Access 2, no recommendation have been made to correct the misalignment.

Crick Ave. and Access #1 should be aligned. They are too close together to operate independently and the traffic volumes on Crick Ave. will be increasing due to development potential east of University.

**Legend**

- ⊗ Study intersection
- x Approved Level B ADT Vets (000s)
- Proposed Nettix Rev.  
Level B Vols (000s)
- • • • • Major roadway
- = Future roadway
- IM Future expansion
- Project site

