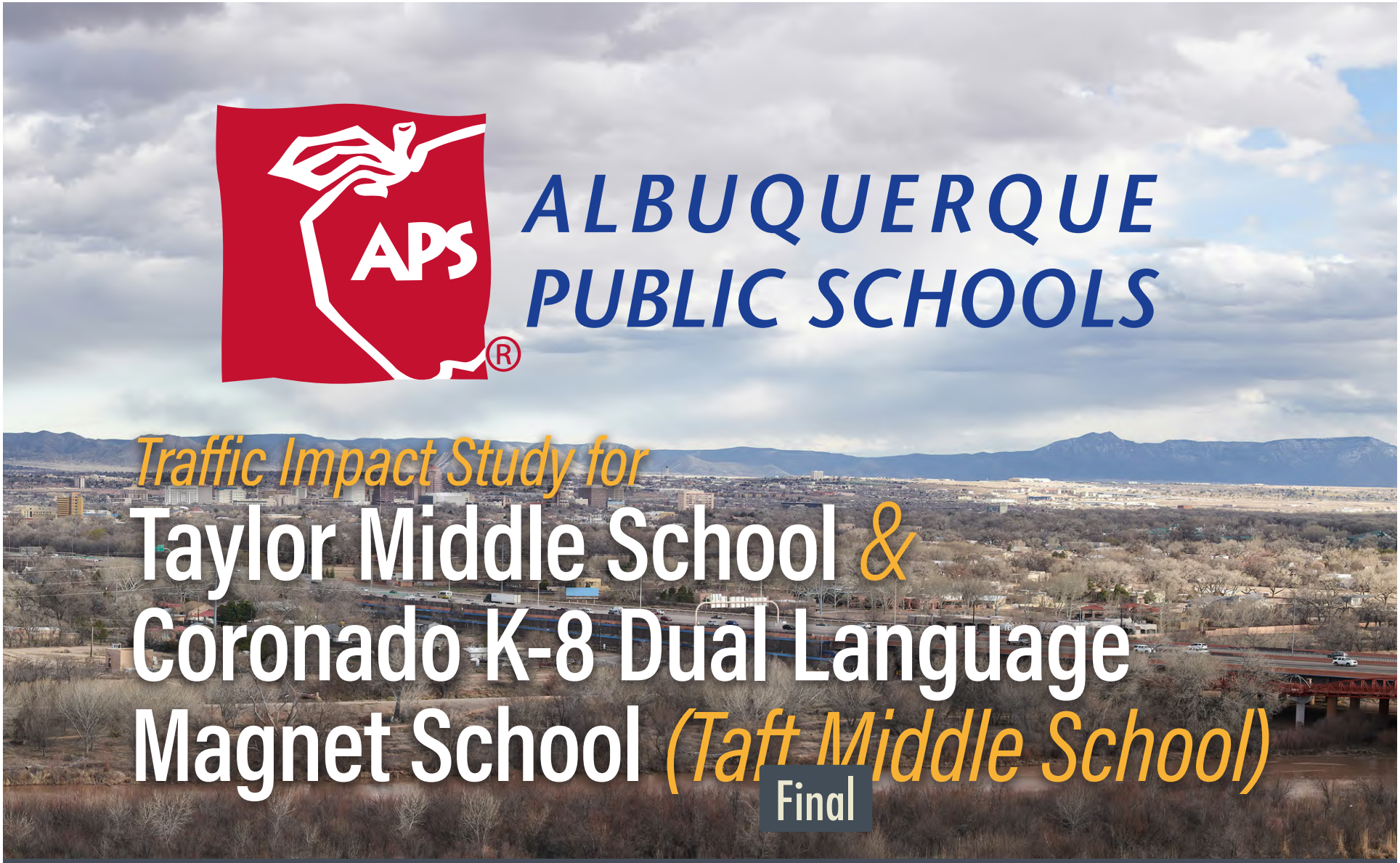

ALBUQUERQUE PUBLIC SCHOOLS

Traffic Impact Study for

Taylor Middle School & Coronado K-8 Dual Language Magnet School *(Taft Middle School)*

Final

Architectural Research Consultants, Incorporated

Albuquerque, New Mexico 505-842-1254 https://www.arcplanning.com

FINAL April 2025

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List of Terms

Terms and Acronyms		
Term	**Definition**	**Note**
APS	Albuquerque Public Schools	NM school district serving ~25% of state's public school students across 143 schools
ARC	Architectural Research Consultants, Incorporated	Planning consultant based in Albuquerque, New Mexico
CMP	Capital Master Plan	APS office responsible for facility planning and site master plans
LLC	Limited Liability Company	Business structure of Palindrome Communities, developer of the Village Center project
SW	Southwest	Directional indicator used in addressing (e.g., 601 4th St. SW)
K-8	Kindergarten through 8th grade	Educational structure being implemented at the former Taft Middle School site
Right-sizing	Redistribution of students to match facility capacity	Initiative to address declining enrollment by reconfiguring school boundaries and usage
Magnet School	Specialized school with no designated attendance boundaries	Draws students from across the entire district based on specialized programs
Dual Language	Educational program teaching in two languages	Program being relocated from Coronado Elementary to the Taft site
Attendance Area	Geographic boundary determining school enrollment	Defined geographic region from which a school draws its students
Staging/Queuing	Vehicle waiting areas on school property	Traffic management concept for parent drop-off/pick-up areas
Infill	Development of vacant land in already built areas	Type of development occurring in the study area
Village Center Zone	Specific zoning designation	Los Ranchos zoning area with three-story maximum height requirements
Roundabout	Circular intersection	Traffic control feature planned for 4th Street and El Pueblo
GSF	Gross Square Feet	Total floor area measurement used in building planning
Drop-off/Pick-up Loop	Designated traffic pathway	Dedicated lanes for parents to safely release and collect students traveling by vehicle
Flow Rate	Vehicle processing speed	Measured as seconds per car during drop-off/pick-up periods
Short Bus	Smaller school transportation vehicle	Used for special transportation needs or routes with fewer students
Double Loading	Multiple vehicles unloading simultaneously	Traffic management technique used during peak periods

Terms and Acronyms		
Term	**Definition**	**Note**
Site Master Plan	Comprehensive facility planning document	Details future development and improvements for school properties
Signalized Intersection	Traffic junction with signal lights	Traffic management feature at 4th and Osuna, and 4th and Schulte
Development Agreement	Legal contract between municipality and developer	Formal arrangement between Los Ranchos and Palindrome Communities
North Valley	Geographic region in Albuquerque	Semi-rural region surrounding both school sites
Semi-rural	Partially developed area with rural characteristics	Description of the North Valley area where schools are located
Mixed-use Development	Project combining residential and commercial spaces	Description of the Village Center project at 4th and Osuna
Traffic Mitigation	Measures to reduce traffic impacts	Strategies implemented to address increased vehicle volume
Enrollment Area	Geographic region served by a school	Similar to attendance area but specific to enrollment planning

Findings Summary

At the request of the Albuquerque Public Schools (APS) Capital Master Plan (CMP) Office, Architectural Research Consultants, Incorporated (ARC) investigated potential traffic impacts and mitigation strategies for planned changes at two North Valley school sites as part of the district's "right-sizing" initiative:

- Taft Middle School will become a Kindergarten through eighth grade (K-8) magnet school to accommodate students from Coronado Dual Language Magnet Elementary School.
- Taylor Middle School will expand its attendance boundary to include students from the former Taft Middle School.

Both schools have served the area's students for over sixty years. The planning effort examined the adequacy, safety, and community impact of bus routes and parent drop-off/pick-up zones of each site.

Taylor Middle School Site

Established in 1964, Taylor Middle School is located on a 20-acre site in the semi-rural part of North Valley, encompassing areas within the Village of Los Ranchos and the City of Albuquerque. It has primary access from Guadalupe Trail via 4th Street, Rio Grande Boulevard, El Pueblo, or Ranchitos Roads.

Once accommodating over 1,000 students, Taylor's enrollment has gradually decreased to 248 students. Analysts project Taylor's enrollment to nearly double to 504 as it extends its boundary area to incorporate the enrollment of the former Taft Middle School. Its new design capacity will be 792 students.

This study shows that although APS's right-sizing initiative will significantly increase enrollment at both schools, effective traffic mitigation strategies can manage the added vehicle flow.

By extending queuing space at Taylor Middle School and creating dedicated loops for different age groups at Coronado K-8, APS can prevent backups onto local roads and ensure efficient drop-off and pick-up. These measures will help maintain traffic flow and safety as the schools transition to their new configurations in 2025-26.

The population within the Taylor/Taft attendance area is relatively stable or declining, with a decreasing number of school-age children.

The number of students within the boundary area transported by bus or with parents to Taylor Middle School will remain unchanged. Overall traffic volumes impacting local roads will not change, except along Guadalupe Trail when accessing the Taylor School site.

The Taylor Middle School site provides two primary vehicular access points, both opening onto Guadalupe Trail. On the north is an entry and exit for buses. On the south is a vehicular access loop shared for staff parking and student drop-off/pick-up activity. School staff members direct traffic to keep the parent loop functioning efficiently. Morning drop-off and afternoon pick-up periods last about 45 minutes each.

A significant potential traffic impact identified is the increase of 50–70 parent vehicles entering the site for student drop-off and pick-up as school enrollment grows, bringing the total number of cars to 200–250. This increase raises the risk of traffic overflow onto Guadalupe Trail.

Queuing is the orderly line of vehicles waiting to enter the designated drop-off or pick-up zone. An adequate queuing area provides on-site circulation routes to hold waiting vehicles entirely within the school property for safety and efficiency.

The APS CMP Office's updated Site Master Plan for Taylor mitigates traffic issues by redesigning the parent drop-off/pick-up pathway, adding 400 feet of staging/queuing length and expanding parking. The plan provides 1,800 feet of staging traffic lane space, accommodating a queue of 113 cars. This should be sufficient to handle the new traffic load and prevent overflow onto Guadalupe Trail.

Coronado K-8 Dual Language Magnet School

Coronado Dual Language Magnet School operates as an elementary school (grades K-5) located in downtown Albuquerque. When Coronado relocates to the current Taft campus, it will expand to a K-8 facility.

Established in 1958, Taft Middle School is located on a ~20.8-acre site in a semi-rural portion of Albuquerque's North Valley with primary access from Guadalupe Trail via 4th Street, Rio Grande Boulevard, Schulte Road, and Chavez/Osuna Road.

Taft Middle School enrollment has steadily declined in the last twenty years from a peak of 629 to its current 243. APS expects enrollment to increase to 618 when Coronado Dual Language Magnet opens as a K-8 on the former Taft Middle School site. As a magnet school, Coronado Dual Language K-8 draws students from the entire district and has no designated attendance area boundary.

Most traffic to Coronado K-8 will come from across the district via 4th Street or Rio Grande Boulevard to Chavez/Osuna Road, with secondary access using smaller roads like Schulte Road. Few students will require APS bus transportation.

The former Taft Middle School site features two main access points: Guadalupe Trail and Schulte Road on the north. Staff and visitors park on the south side, entering directly from Guadalupe Trail with an exit route to Schulte Road that connects to Guadalupe Trail. Buses enter from Guadalupe Trail, share a loop with visitor/staff parking, and exit to Guadalupe Trail via Schulte Road. Parents use two drop-off/pick-up loops: one on the south directly from Guadalupe Trail and another on the north accessible from either Guadalupe Trail or 4th Street via Schulte Road.

Staff direct traffic to ensure that the parent loops operate efficiently. Morning drop-offs and afternoon pick-ups last about 45 minutes each. On-site traffic issues include:

- Increase in parent drop-off and pick-up numbers from 50-70 to 80-82 and 115 (a 32-45 car increase)
- Necessity to transport Kindergarten students
- Need to alleviate overflow and queueing on Schulte Road

The APS CMP Office is updating the Site Master Plan at this campus to reflect the specialized needs of the new Coronado K-8 program and to mitigate potential traffic issues.

Traffic mitigation efforts include creating an additional drop-off/pick-up loop for parents of Kindergarten students on the western part of the site that integrates into the existing staff parking area. Plans also include establishing a separate drop-off/pick-up loop for parents of students in grades 1-8. This new loop will start on the far east side of the site with access from Schulte Road and exit onto Guadalupe Trail.

The new parent drop-off/pick-up loop provides approximately 2,000 linear feet of roadway, allowing staging for 125 cars at once. The proposed configuration provides a queuing length that can accommodate 214 cars over 45 minutes, assuming 30 seconds per car, thereby eliminating potential backup on Schulte Road.

Introduction / Purpose

This study assesses how APS's programmatic changes at Taylor Middle School and the future Coronado K-8 Magnet School (located on the former Taft Middle School site) may affect the surrounding roadway network. The analysis proposes mitigation recommendations for any identified traffic impacts, prioritizing the safety of students, parents, and the community.

APS's initiative includes expanding Taylor Middle School's attendance boundary and converting the Taft site into Coronado K-8 Dual Language Magnet School.

The investigation examined existing site circulation and access points that the changes would affect. Planned mitigation measures will address these capacity issues while supporting the school's projected enrollment increase, helping to ensure efficient traffic flow and safety.

Purpose

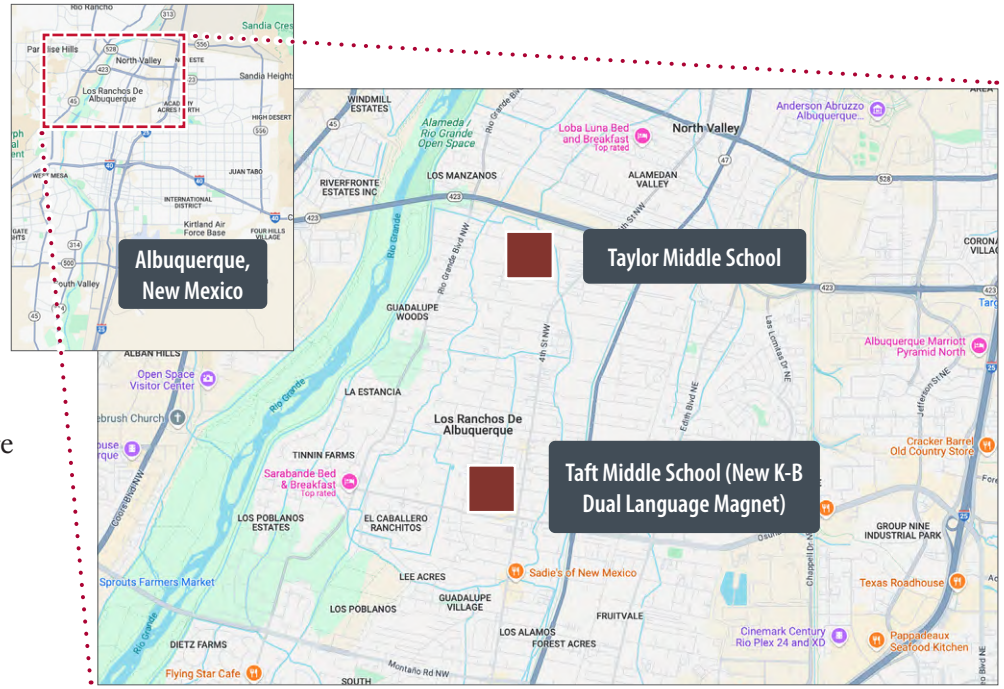
Albuquerque Public Schools (APS) plans to reconfigure two North Valley middle schools as part of the district's "right-sizing" initiative ‹Ex-01›. Changes will include:

- Converting Taft Middle School into a Kindergarten through eighth grade (K-8) magnet school to accommodate students from Coronado Dual Language Magnet Elementary School.
- Increasing the enrollment of Taylor Middle School to include students from the former Taft Middle School boundary area.

The APS Capital Master Plan (CMP) office asked Architectural Research Consultants, Incorporated (ARC) to investigate the potential traffic impacts of these planned changes at each school site and to identify possible mitigation strategies. This planning effort focuses on the adequacy and safety of pathways for bus and parent drop-off and pick-up operations of students, while assessing their impact on the adjacent community.

The investigation presents findings for each school in separate sections, with supplementary information appearing in subsequent appendices.

Ex-01: *Location of School Sites*



Taylor Middle School

Change from Existing

As part of right-sizing, Taylor Middle School will expand its attendance area boundary to absorb existing Taft Middle School students ‹Ex-02›.

Location / Site

Taylor Middle School spans ~20 acres in a semi-rural portion of the North Valley of Albuquerque with access from Guadalupe Trail via 4th Street, Rio Grande Boulevard, El Pueblo, or Ranchitos Roads ‹Ex-04›. Established in 1964, the school is an integral part of the local community.

Enrollment

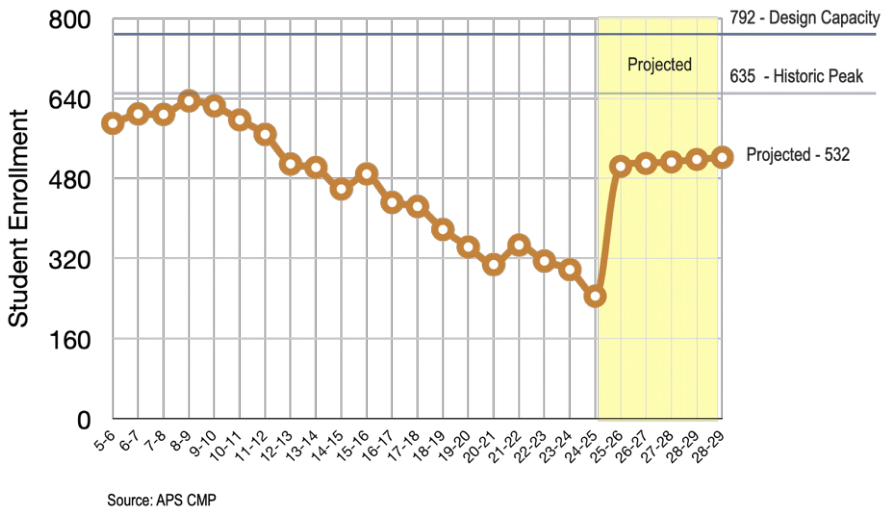
Taylor Middle School will roughly double its enrollment from 248 to 504 as it expands its boundary area to take in the enrollment of the former Taft Middle School ‹Ex-03›.

Taylor has gradually lost enrollment from its 2009 peak of 635. Taylor's projected future enrollment will remain below its site capacity and historically-high levels of over 1,000 students in the late 1990s.

***Ex-02:** Summary of Current and Projected Changes*

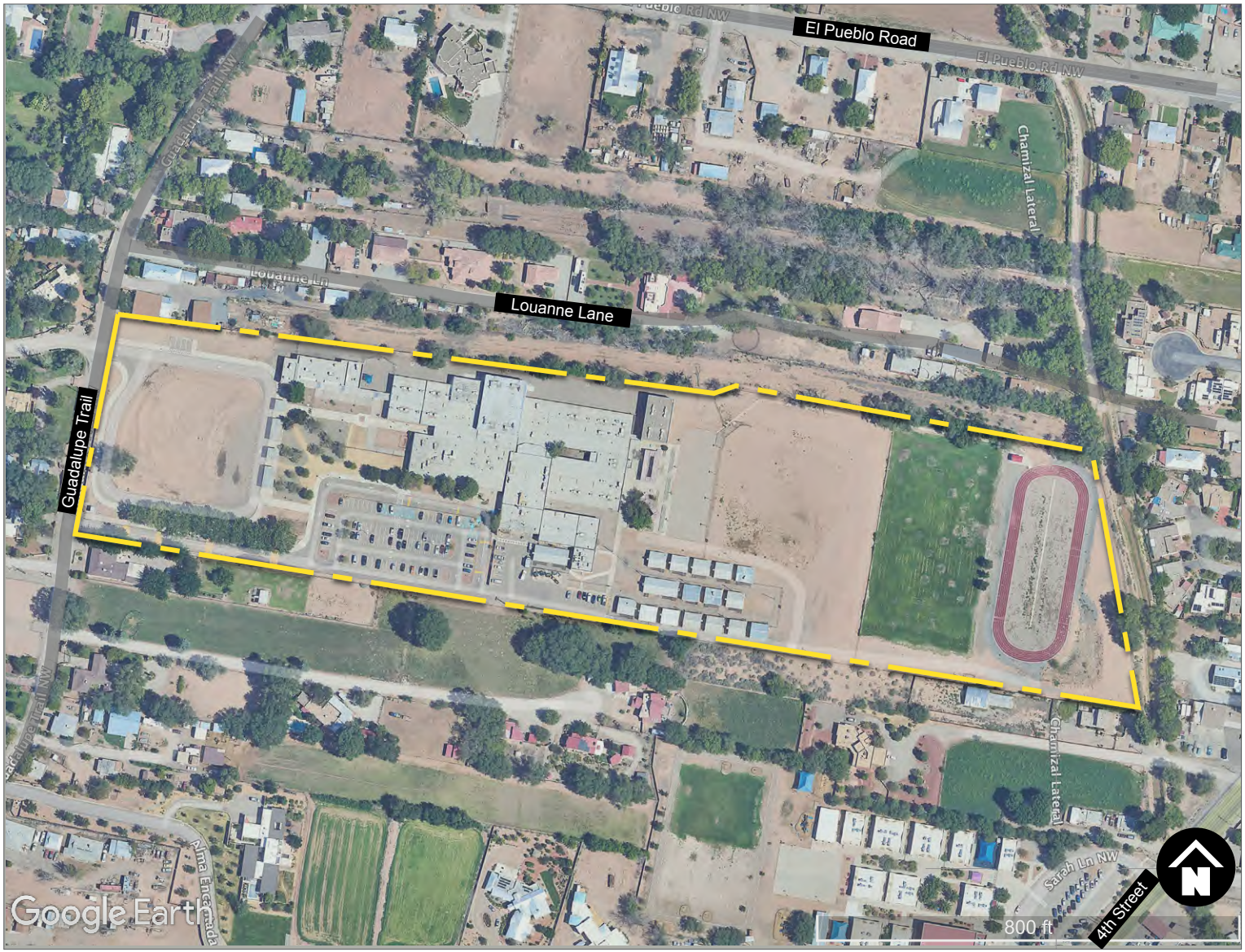
Taylor Middle School			
8200 Guadalupe Trail NW, Albuquerque, NM 87114			
Year Established:	1964		
Building Design Capacity:	792		
Bell Schedule:	7:50 am - 2:50 pm		
	Current	**Projected (2025-26)**	**Change**
Grades:	6-8	6-8	None
Staff:	57	68-70	+11-13
2024-25 Enrollment:	248	504	+256
Bus-eligible Students:	182	301	+119
Buses:	16	17-19	+1-3
Observed Parent Cars:	150-180	200-250	+50-70

***Ex-03:** Taylor Middle School Enrollment — 2005-2029*



Source: APS CMP

Ex-04: *Current Taylor Middle School Site Plan*



Aerial Imagery Data: *© 2025 Google*

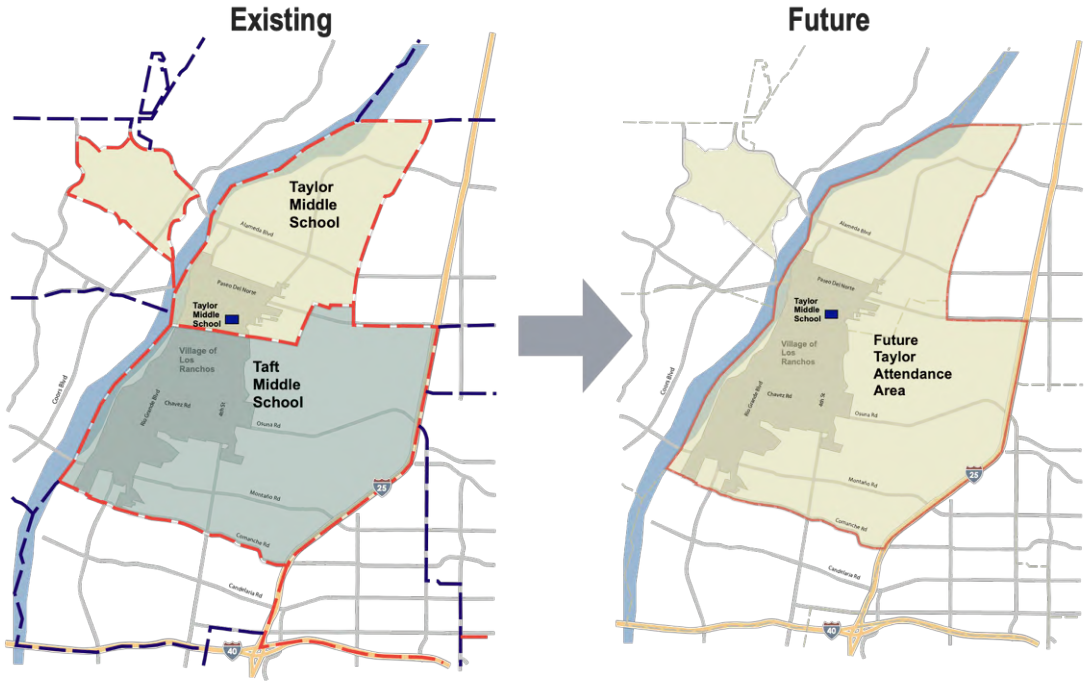
Attendance Area Characteristics

Taylor Middle School's attendance area will expand to incorporate the contiguous Taft Middle School attendance area ‹*Ex-05*›.

The expanded Taylor attendance area encompasses parts of the City of Albuquerque and the Village of Los Ranchos. See detailed attendance area maps in ‹*Appendix A01*› and ‹*Appendix A02*› beginning on page A-2 for further detail.

The population within the Taylor/Taft attendance area is relatively stable or declining, with a decreasing number of school-age children.

Ex-05: *Taylor Middle School Existing and Future Boundary Area*



The attendance areas for Taylor and Taft are primarily located in the North Valley east of the river, with a small portion west of the river.

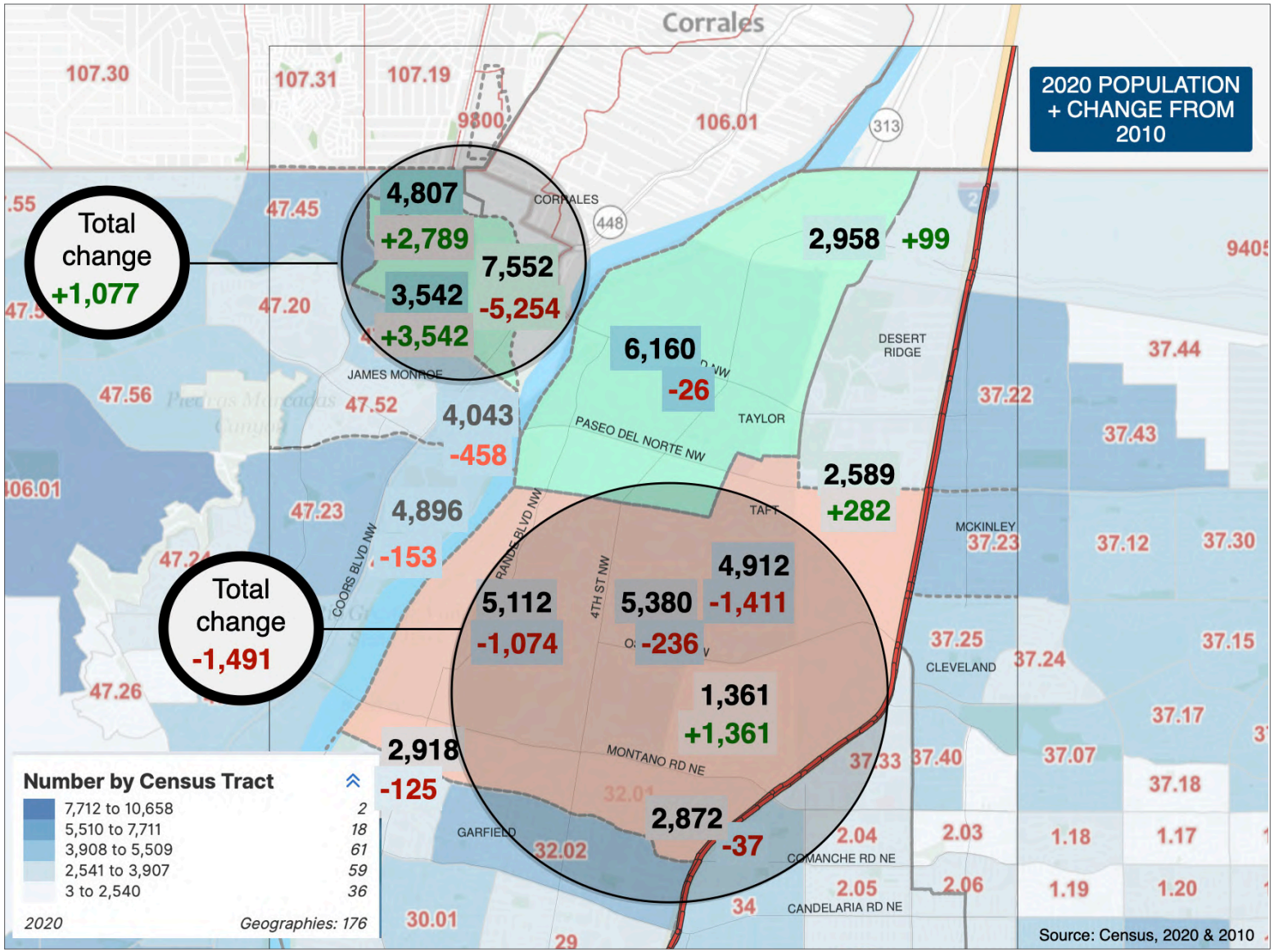
The study area has experienced slow growth since 2010, but this growth has stalled in recent years ‹*Ex-06*›. In general, development patterns on the east and west sides of the Rio Grande are notably different.

On the west side, the single-family neighborhoods follow a suburban pattern and have little available space for further development. Despite patches of undeveloped land south of the Taylor enrollment area along the river's west side, major development has stalled.

The east side features commercial, institutional, and industrial zones, alongside residential areas with large-lot homes and properties. Agricultural land is also present, particularly concentrated in the Los Ranchos area.

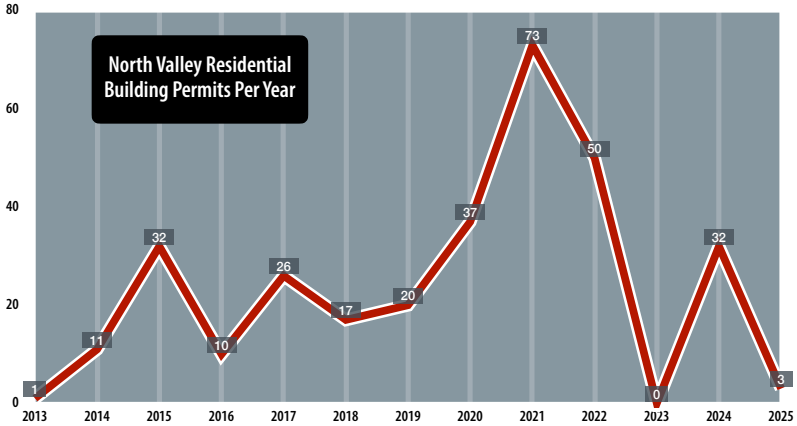
Since 2000, one large residential neighborhood has developed in the core of the study area, but this concluded by 2004. Since then, commercial, industrial, or institutional uses have primarily characterized infill and development near the river and interstate. Residential development has mainly involved infill within neighborhoods surrounding the study area. This pattern of residential infill development will likely continue, particularly to the southeast.

Ex-06: *Population Change in the Taylor/Taft Attendance Area (2010-2020)*



Area growth has mainly occurred through single-family infill development with an average of 33 units per year since 2014 ‹Ex-07›. Nearly all the residential permits are for single-family homes.

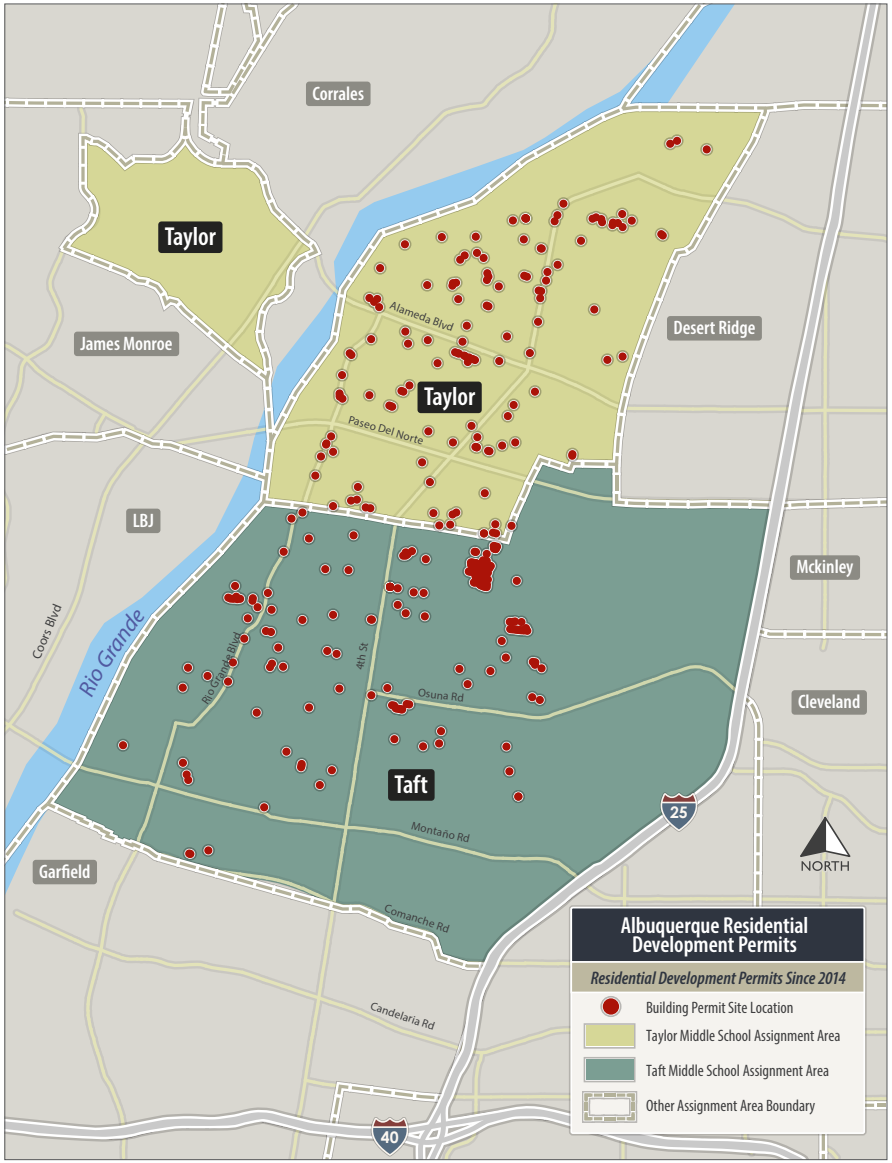
Ex-07: Residential Building Permits (Continued)



The only multi-family project in the last ten years is the Village Center (Palindrome), a mixed-use development located at the southeast corner of 4th Street and Osuna. This controversial project, which has faced legal challenges over public meeting requirements, permit approvals, and land conveyance agreements, will bring a planned 204 units upon completion ‹Appendix A05›. The development outlook suggests minimal further activity in the area, mostly limited to infill projects.

Projections indicate that key drivers of population growth—births and migration—will decline steeply for the next two decades. As a result, the proportion of people under 18 will drop significantly, while the older population grows.

Ex-07: *Residential Building Permits in the Taylor / Taft Attendance Areas (2014–current)*



Demographically, the region mirrors prevailing trends seen statewide and nationally. Its population is aging rapidly, experiencing falling birth rates and declining birth numbers. Household and family sizes are steadily decreasing as the overall population ages. Forecasts estimate only nominal household and employment growth within the study area through 2045. Minimal development or job growth attracts few new residents, existing residents increasingly age in place, and younger residents leave to pursue education and careers. These factors will cause a declining share of younger residents within the population, reducing enrollment across both enrollment areas.

Overall, demographic trends indicate slow growth and an aging population. This combination will shrink the school-age population, causing enrollment declines at both Taft and Taylor Middle Schools.

Access / Circulation

Road Improvements

> Over the past decade, the majority of road projects within the Taft Middle School and Taylor Middle School boundaries have been minor in scope.

Over the past decade, no road projects have taken place within a mile of Taylor Middle School. However, plans are in place for construction of a roundabout at 4th Street and El Pueblo, about one mile east of Taylor Middle School. Other upcoming projects include: drainage and pedestrian upgrades on 4th Street from Ortega Road to Alameda Boulevard; median landscaping on Alameda Boulevard; Alameda Drain and Trail improvements along 2nd Street; and road and intersection enhancements near Cibola High School at Coors Bypass and Ellison Road.

Few significant projects have occurred within Taft's boundaries. Major projects near Taft Middle School include the 4th Street Revitalization Project and the Village Center Project. These initiatives involve reducing 4th Street to two lanes, enhancing pedestrian walkways, installing lighting and landscaping, and improving drainage. See Appendices ‹A03› and ‹A04› beginning on page A-4 for road improvement maps.

Off Site Access

> The number of students within the boundary area transported by bus or with parents to Taylor Middle School will remain unchanged. Overall traffic volumes impacting local roads will not change, except on Guadalupe Trail when accessing the Taylor School site.

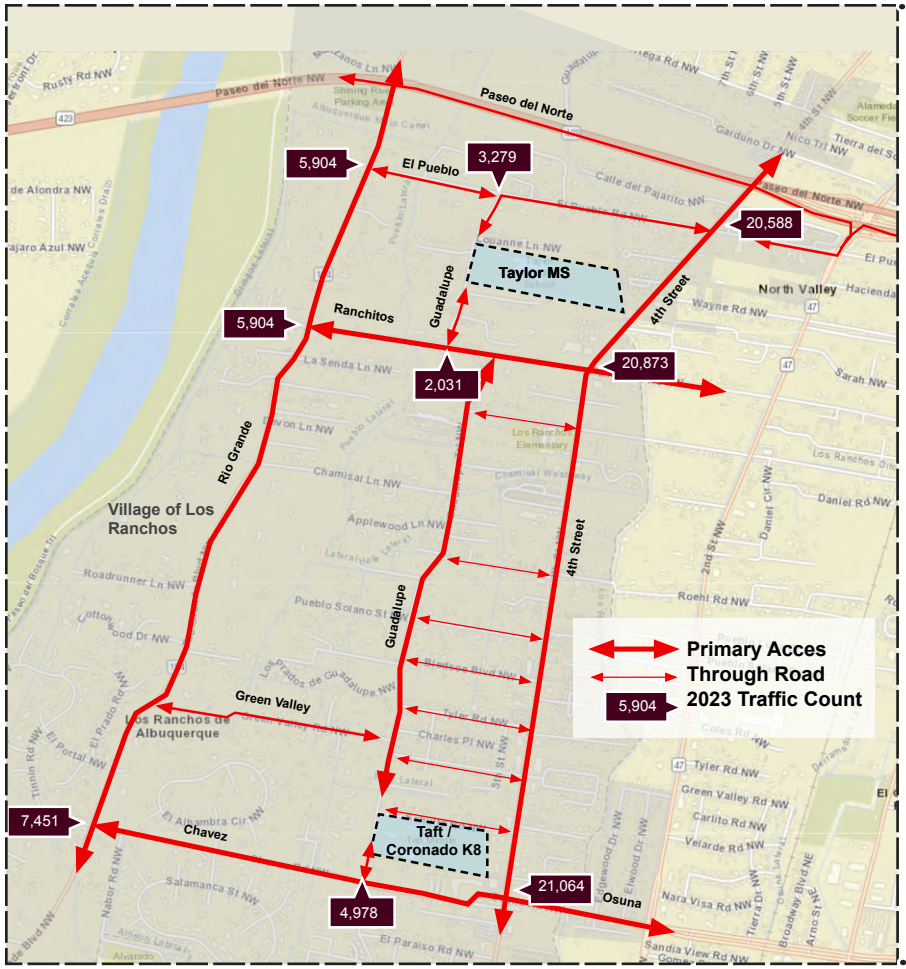
Parent / Staff / Visitors

Off-site access for parents, staff, and visitors to Taylor Middle School is primarily via 4th Street, Rio Grande to Ranchitos, and then Guadalupe Trail. The major change is that former Taft student parents will now travel in a different direction on local roads when dropping off or picking up their children. Overall traffic volume likely will not change, with the possible exception of traffic on Guadalupe Trail accessing the Taylor School site.

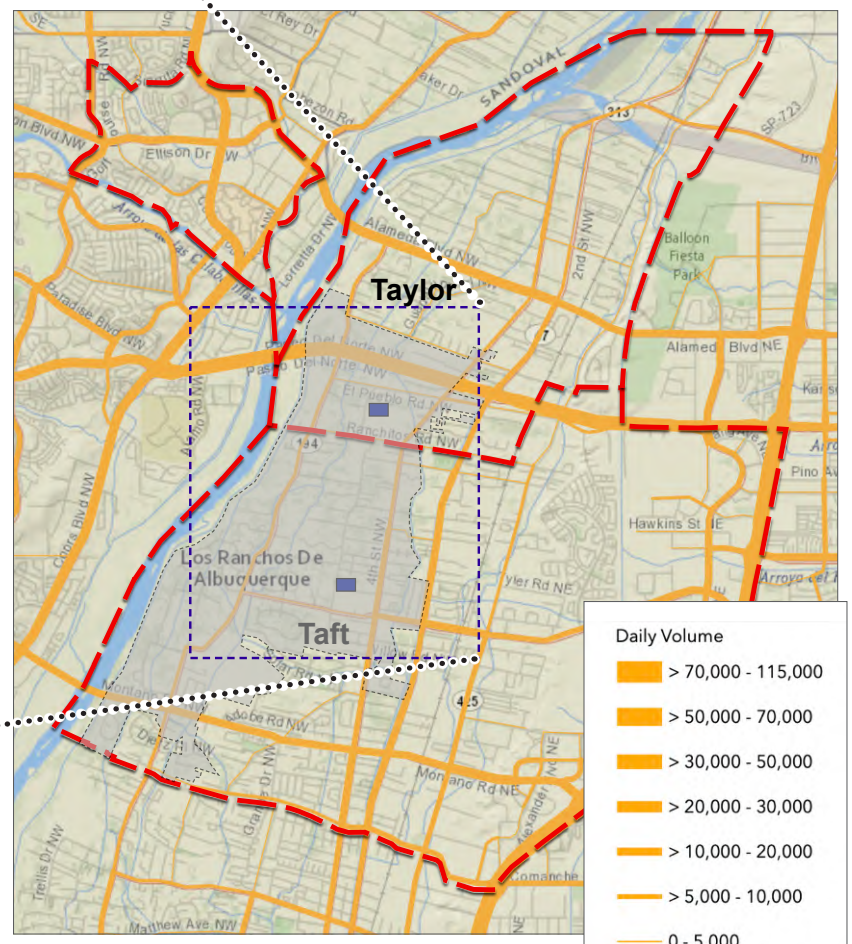
APS Bus

Current bus access to the site is from the north via El Pueblo Road south on Guadalupe Trail ‹Appendix A06›.

Ex-08: *Traffic Circulation / Volumes in the Taylor / Taft Attendance Areas*



Source: ARC



Source: MRCOG

Existing On-Site Bus / Student Drop-off / Pick-Up

The Taft site features separate on-site bus and parent drop-off and pick-up loops. School staff direct traffic to keep the parent operational and limit road congestion. Morning drop-off and afternoon pick-up periods last about 45 minutes each.

Taylor Middle School has a separate bus loop on the western part of the site with direct access to and from Guadalupe Trail, and a separate parent student drop-off/pick-up loop south of the main building ‹Ex-10›.

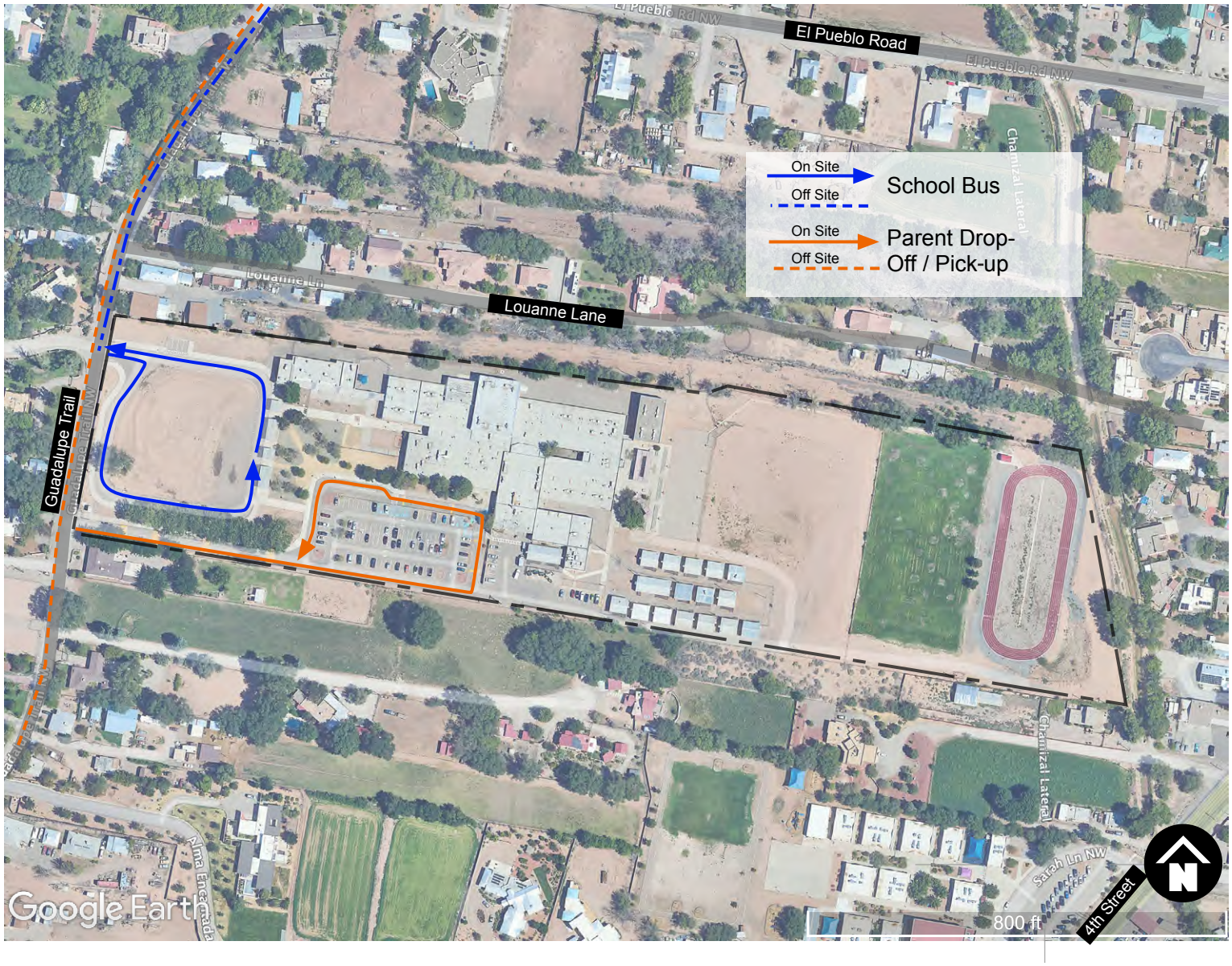
Morning Drop-Off Observations

ARC planners monitored on-site traffic on March 26, 2025. Observations include:

- Parent Student Drop-Off:
  - Parents entered from Guadalupe Trail into the drop-off/pick-up lane. Cars proceeded in an orderly, one-way, staged manner until reaching the loop area. Two staff members lined students up, directed them to parent cars, ensured safe exits, and maintained traffic flow to prevent backups ‹Ex-09›.
    Each car typically required about 30-45 seconds. The entire loop extends approximately 1,400 feet, accommodating about 88 cars simultaneously (at 16 feet per car).
  - Parents began arriving between 7:15-7:20 am. Observations counted approximately 150-180 cars dropping students off.
  - A steady flow of parent drop-offs began around 7:50 am.
  - Most students arrived before 8:05 am.
  - About 10-15 parents dropped students off after 8:10 am.
  - No traffic backed up onto Guadalupe during observation.

Ex-09: *Photos of Parent Drop-off at Taylor Middle School*

Ex-10: *Taylor Middle School Bus and Parent Existing Student Drop-off / Pick Up*



  - Overall flow rate maintained at 30 seconds per car over 45 minutes.
  - Parent drop-off process operated steadily.
- Bus Drop-Off:
  - 5-6 standard buses dropped students off.
  - 5-6 short buses dropped students off. (These are smaller vehicles used for special transportation needs or routes with fewer students.)
  - Bus drop-offs occurred between 7:50 am and 8:05 am.
  - Bus loop operated efficiently.

Afternoon Pick-Up Observations

- Parent Pick-Up:
  - Parents began arriving around 2:00 pm.
  - Parent loop filled between 2:30 and 2:45 pm, with cars stacking on the access road along the south side of the site.
  - School staff directed traffic to maintain smooth parent loop function and minimize backup.
  - Fewer parents picked students up than dropped them off, potentially due to after-school activities and sports.
  - Pick-up process took approximately 15 minutes, concluding by 3:05 pm.
  - A small number of parents arrived after 3:05 pm for student pick-up.
  - Overall, pick-up operated efficiently with minimal backup on the access road.
  - No backup occurred during the observation period, though staff report that it can extend to Guadalupe on occasion.
- Bus Pick-Up:
  - Four short buses and three standard buses picked students up for transport.
  - The bus loop operated smoothly during pick-up.

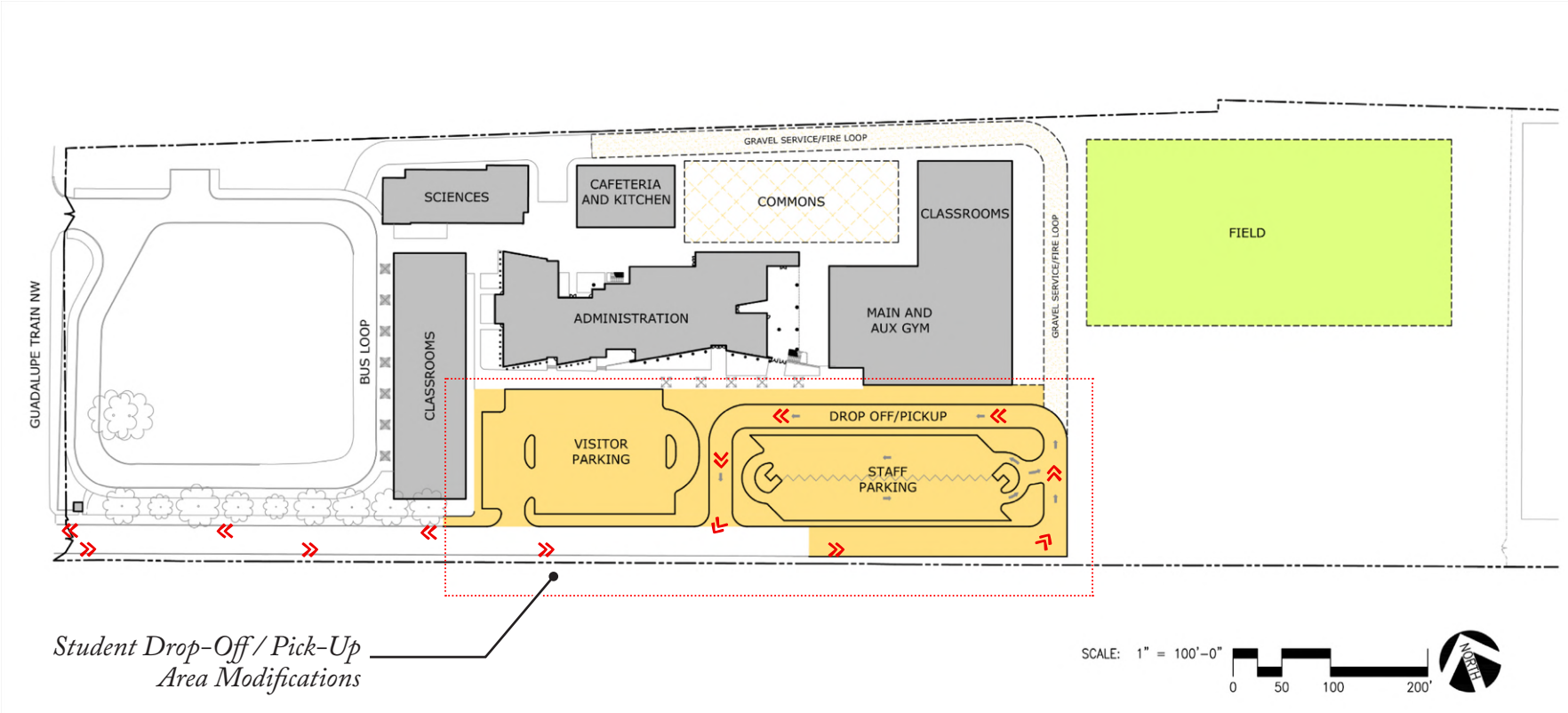
Access Issues / Proposed Mitigation Measures

> APS will mitigate the increased number of parent cars dropping off / picking up students by extending the parent drop-off/pick-up lane to provide additional queuing/staging space to avoid any traffic backup on Guadalupe Trail.

Doubling of school enrollment introduces a significant potential traffic impact: an additional 50-70 parent vehicles entering the site for student drop-off and pick-up. This increase could raise the total vehicle count to 200-250 cars. These additional cars present a risk of potential overflow queuing onto Guadalupe Trail.

The APS CMP Office is currently updating Taylor's Site Master Plan to mitigate this traffic issue by redesigning the parent drop-off/pick-up pathway to add 400 feet of staging and queuing length ‹*Ex-11*›. The planned modification will provide a total of 1,800 feet of staging traffic lane area, accommodating a queue of 113 cars (assuming 16 feet per car). This should be sufficient to handle the new traffic load and prevent any overflow onto Guadalupe Trail.

Ex-11: *Taylor Middle School Site Master Plan Parent Student Drop-Off / Pick-Up Planned Modifications*



Source: *Taylor Middle School Site Master Plan, Greer Stafford Architecture, Draft March 2025*

Coronado K-8 Dual Language Magnet School (Former Taft Middle School Site)

Change from Existing

APS's right-sizing initiative includes converting Taft Middle School from a grades 6-8 middle school to Coronado K-8, a dual-language K-8 magnet school. A magnet school can potentially draw students from the entire district ‹*Ex-12*›.

Coronado Dual Language Magnet School currently operates as an elementary school (grades K-5) located in downtown Albuquerque at 601 4th St. SW. When Coronado relocates to the current Taft campus, it will expand to a K-8 facility.

After adaptation, the current Coronado school campus will serve as the future site of an International High School Magnet School.

Location / Site

Established in 1958, Taft Middle School resides on a ~20.8-acre site in a semi-rural portion of Albuquerque's North Valley with primary access from Guadalupe Trail via 4th Street, Rio Grande, Schulte Road, and Chavez/Osuna Road ‹*Ex-13*›.

Ex-12: *Summary of Current and Projected Changes at the Taft Middle School Site*

Taft Middle School (Future: Coronado K-8 Dual Language Magnet School)			
620 Schulte Road NW, 87107			
Year Established:	1958		
Building Design Capacity:	618		
Bell Schedule:	7:50 am - 2:50 pm (Taft MS)		
	8:30 am - 3:15 pm (Coronado)		
	Current (Taft)	**Projected Coronado 2025-26**	**Change**
Grades:	6-8	K-8	+Grades K-5
Staff:	41	54	
2024-25 Enrollment:	243	618	+301
Bus-eligible Students:	182	301	
Buses:	3	2-3	-1 /+1
Parent Cars:			
Grades 6-8 (Observed):	50-70		
Kindergarten:		12-15	+12-15
Grades 1-8:		70-80	+20-30

Ex-13: *Existing Taft Middle School Site*

Enrollment

Taft Middle School enrollment has steadily declined in the last twenty years from a peak of 629 to the current 243. APS expects enrollment to increase to 618 when Coronado Dual Language Magnet opens as a K-8 on the former Taft Middle School site.

Enrollment will more than double from the existing Taft Middle School level of 243 to a projected 618, nearing the site's peak enrollment when it was a middle school ‹*Ex-14*›.

Attendance Area Characteristics

As a magnet school, Coronado Dual Language K-8 draws students from the entire district and has no designated attendance area boundary.

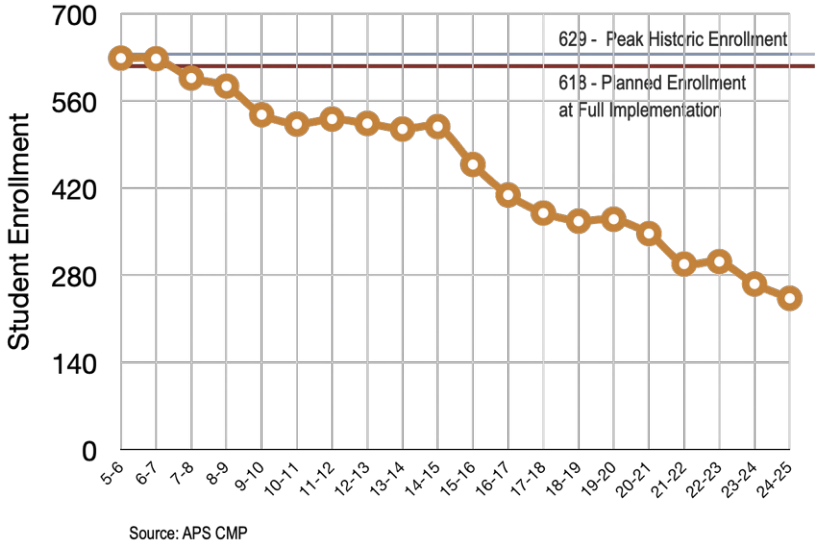
Access / Circulation

Road Improvements

Over the past decade, the majority of road projects within the Taft Middle School and Taylor Middle School boundaries have been minor in scope.

A discussion of area road improvements appears in the section ‹*Access / Circulation*› on page 9.

Ex-14: *Taft Middle School Enrollment History 2005-2025*

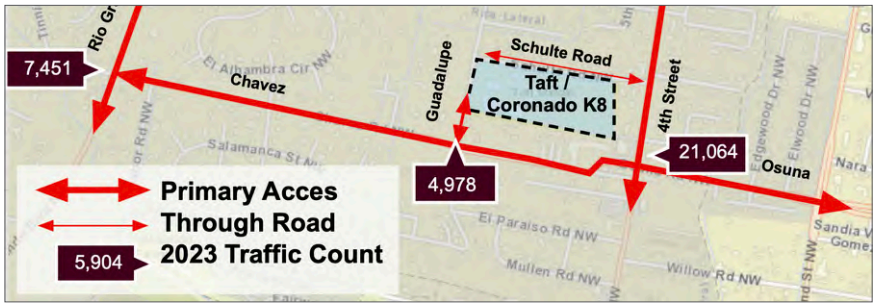


Source: APS CMP

Off-Site Access

Most traffic accessing Coronado K-8 will come from outside the immediate school site, with direct access via 4th Street or Rio Grande to Chavez/Osuna. Smaller roads, including Schulte Road (Exit 15), also provide secondary access. Few students will arrive by APS bus transport.

Ex-15: *Vehicular Access to the Taft Middle School Site*



Overall traffic on 4th Street and Rio Grande Boulevard to the Coronado (Taft) site will likely not increase appreciably from current volumes.

The Village Center project underway on the southeast corner of 4th Street and Osuna Road is approximately 0.4 miles from the school site. (See ‹*Appendix A05*› on page A-6.) The intersections at 4th and Osuna, as well as 4th and Schulte, are signalized and help mitigate traffic flow traveling along 4th or Osuna to the site.

Existing On-Site Bus / Student Drop-Off / Pick-Up

Taft Middle School has designated loops for buses as well as for parent drop-off and pick-up ‹*Ex-17*›. Two separate parent loops occupy the north and south sides of the campus. Staff direct traffic for smooth operation of the parent loops and minimize congestion. Morning drop-off and afternoon pick-up periods last about 45 minutes each.

ARC planners monitored on-site traffic on March 26, 2025. Observations include:

Morning Drop-Off Observations

- Parent Student Drop-Off:
  - Parents drove onto the site in a one-way, staged manner until reaching the loop area for student drop-off. Two staff members lined students up, directed them to parent cars, ensured safe exits, and managed traffic flow to prevent congestion.

    When properly functioning, the time per car is about 30-45 seconds over a 45-minute period.
  - Most parents used the parent drop-off loop ‹*Ex-16*›, though some parents dropped students off in the west parking lot or along the school's south side.
  - Observations recorded 50-70 cars dropping students off between 7:30 am and 8:10 am.

Ex-16: *Photos of Parent Drop-Off/ Pick-Up at Taft Middle School*

Ex-17: *Existing Bus and Parent Drop-Off and Pick-Up Routes at Taft Middle School*

  - Minimal traffic extended onto Schulte Road, with a maximum of one or two cars waiting at any time.
  - Parents kept students in vehicles until gates opened, at which point students entered school grounds.
  - The parent loop occasionally accommodated double loading during drop-off periods.
  - The parent drop-off process operated efficiently without significant congestion or delays.
- Bus Drop-Off:
  - Buses dropped students off at the west parking lot.
  - Three buses dropped students off during the observation.

Morning Drop-Off Observations

- Parent Drop-Off:
  - Approximately 50-70 cars picked up students.
  - Queue extends onto Schulte during pick-up, with 2-3 car backup.
  - Traffic on Schulte backed up from 4th Street to the parking lot on school's north side.
  - Pick-up traffic dissipated completely by 3:00 pm.
  - Few parents arrived for student pick-up after 3:00 pm.
- Bus Pick-Up:
  - Bus pick-up operated steadily without conflicts between buses and parents.

Access Issues / Mitigation Measures

APS will create separate loops for Kindergarten buses and parent vehicles for grades 1-8 to manage increased drop-off/pick-up traffic.

On-site traffic issues include:

- An increase in the number of parents picking up and dropping off students—from 50-70 to 80 to 82-115 (32-45 car increase).
- The need to transport Kindergarten students.
- Relieve overflow/queuing on Schulte road.

The APS CMP Office is currently updating the Site Master Plan to reflect the specialized needs of the new Coronado K-8 program and to mitigate potential traffic issues noted above.

In addition to building improvements, traffic mitigation plans include ‹Ex-18›:

- Creating an additional loop for parents to pick up and drop off Kindergarten students on the western part of the site incorporated into the existing staff parking area.
- Creating a separate area for parental pick-up/drop-off of students in grades 1-8. The loop will start on the far east side of the site, with access from Schulte Road and exit onto Guadalupe Trail.

  The new parent drop-off/pick-up loop provides approximately 2,000 linear feet of roadway, allowing staging for 125 cars at once (assuming 16 feet per car). This queuing length is capable of accommodating 214 cars over 45 minutes, assuming 30 seconds per car, thereby eliminating any backup on Schulte Road.

Ex-18: *New Reconfigured Bus and Parent Drop-Off and Pick-Up Routes at Taft Middle School*

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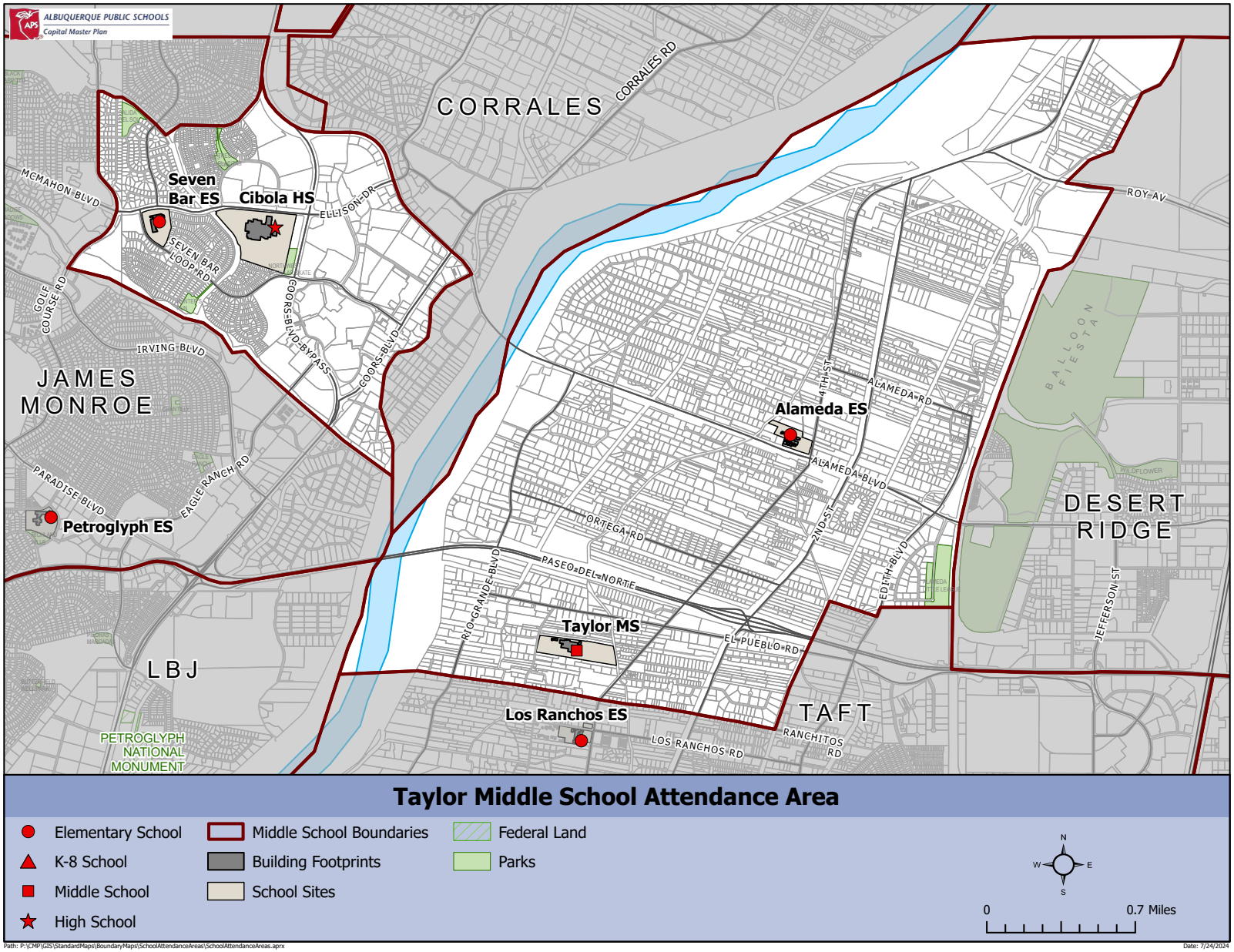
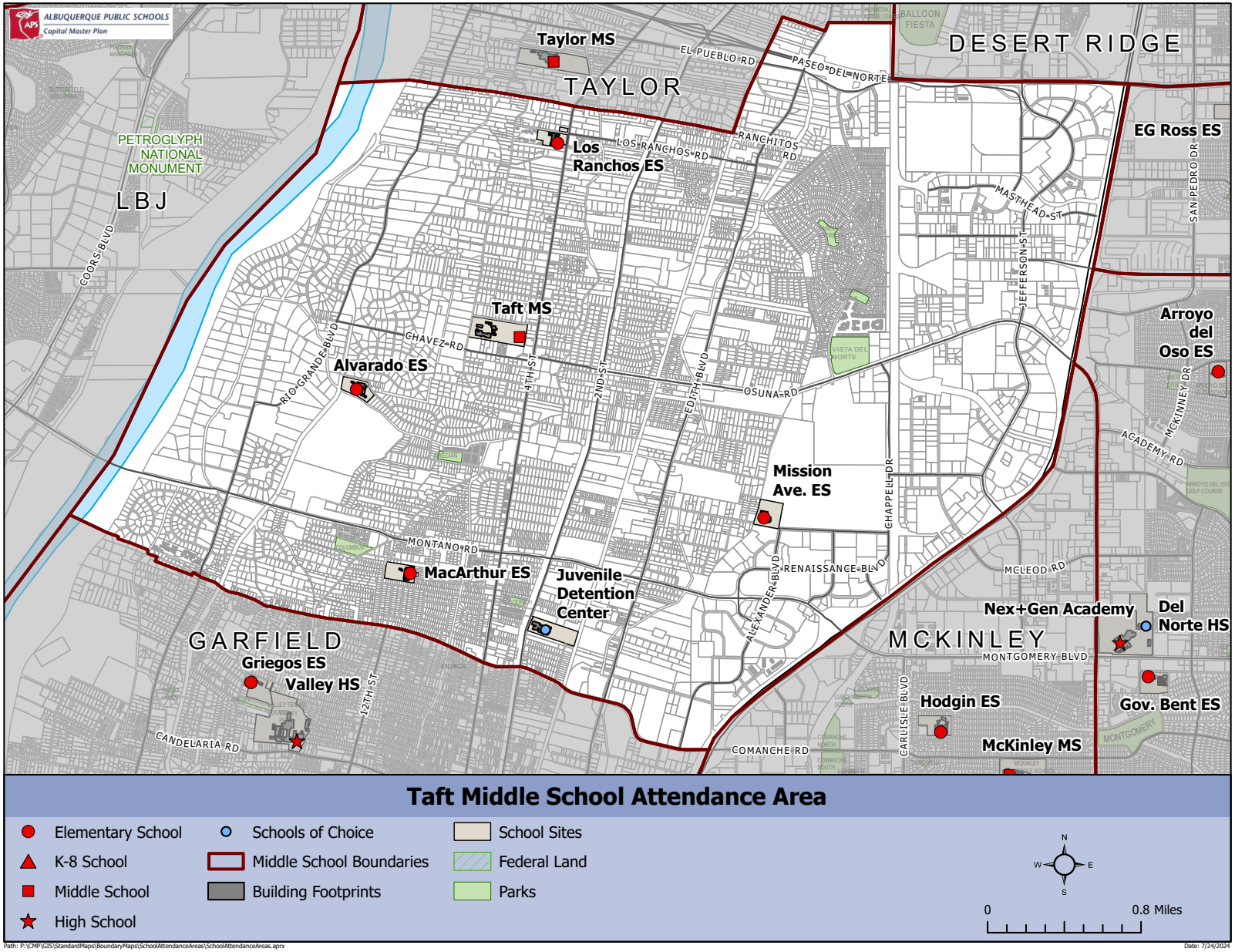
Appendices

A01. Current Taylor Middle School Attendance Area A-2
A02. Current Taft Middle School Attendance Area A-3
A03. Taylor Middle School Area Road Improvements (2014-2025) A-4
A04. Taft Middle School Area Road Improvements (2014-2025) A-5
A05. Village Center (Palindrome) A-6
A06. Existing Bus Routes to Taylor / Taft Attendance Areas A-8

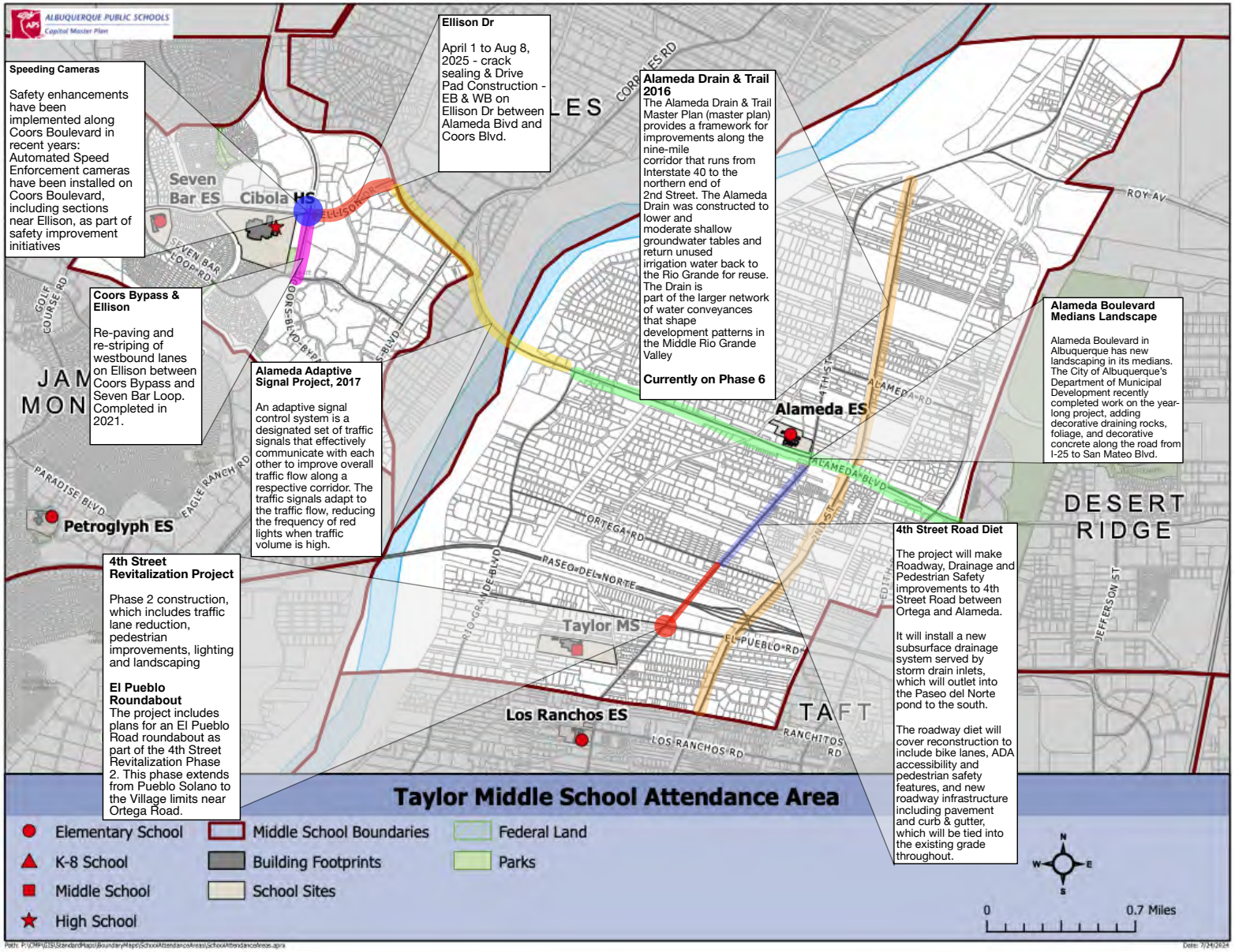
A01. Current Taylor Middle School Attendance Area



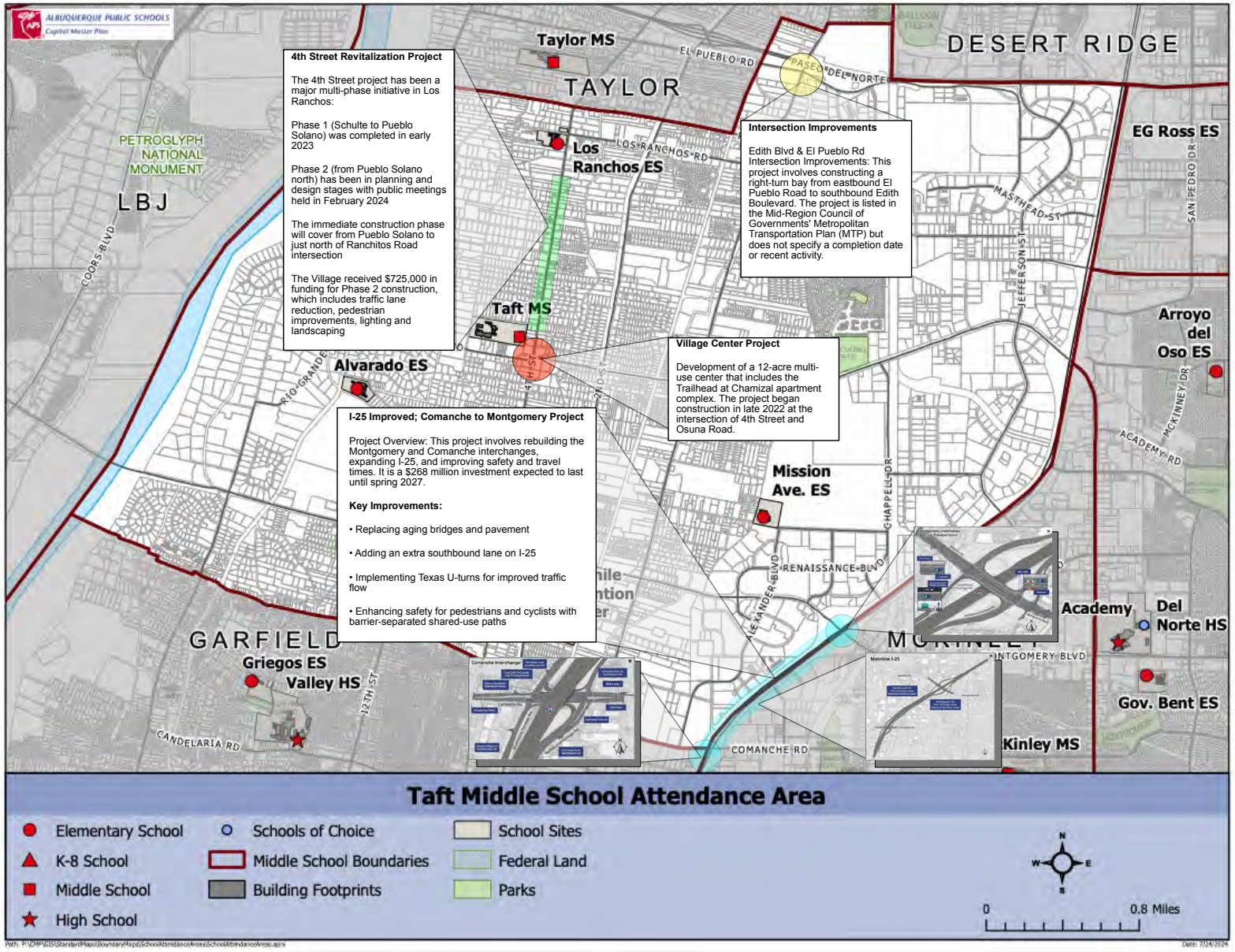
A02. Current Taft Middle School Attendance Area



A03. Taylor Middle School Area Road Improvements (2014-2025)



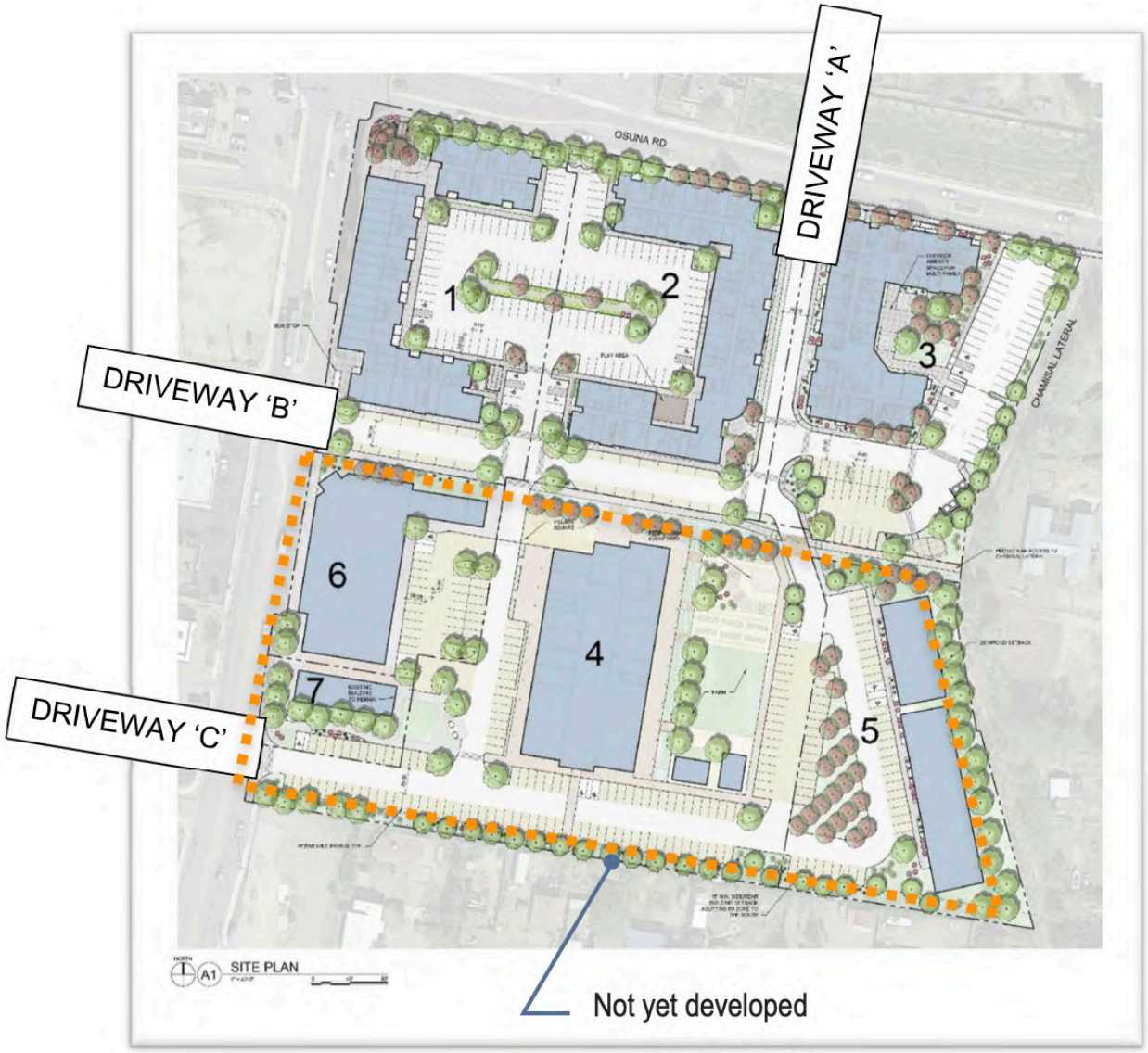
A04. Taft Middle School Area Road Improvements (2014-2025)



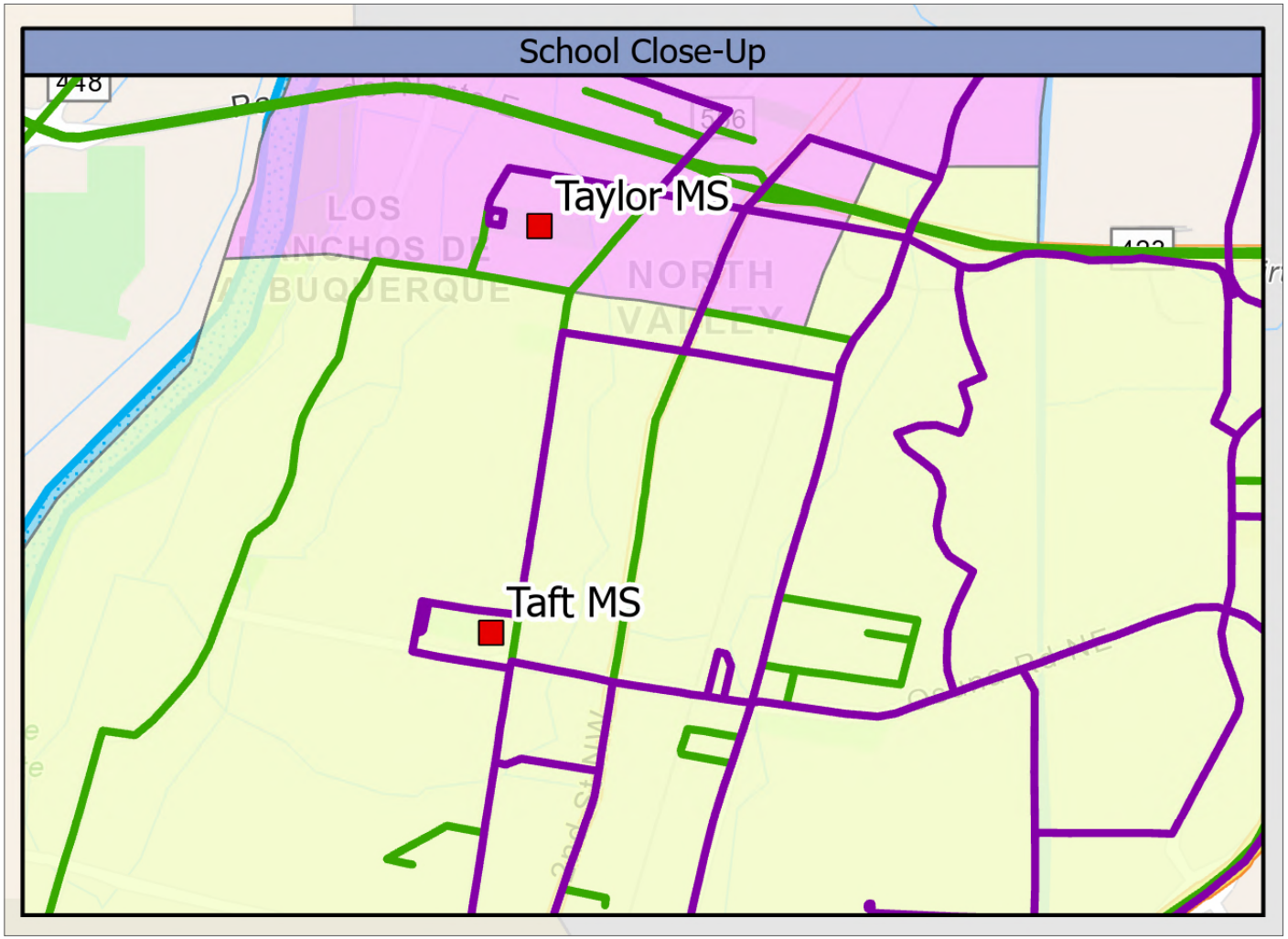
A05. Village Center (Palindrome)

The Village Center Project is a 12-acre site at the southeast corner of 4th Street and Osuna Road. The Village of Los Ranchos has entered a Development Agreement with Palindrome Communities LLC to develop the site with a combination of higher density residential housing and commercial and retail development. The Project will have to comply with the requirements of the Village Center Zone, including a maximum building height of three stories.

Source: *https://www.losranchosnm.gov/village-center-project*


DRIVEWAY 'A'
DRIVEWAY 'B'
DRIVEWAY 'C'
OSUNA RD
CHAMISAL LATERAL
1
2
3
4
5
6
7
SITE PLAN
Not yet developed

A06. Existing Bus Routes to Taylor / Taft Attendance Areas



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