SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Terry Brown
Terry O. Brown, P.E.
P. O. Box 92051
Albuquerque, NM 87199-2051

MEETING DATE: August 06, 2020

ATTENDEES: Matthew Grush; COA Transportation Development Review; Jill Cuppernell COA DMD Transportation Planning; John Black, West Wood Realty; Regina Okoye, Modulus Architects, and Stephen Dunbar, Modulus Architects.

PROJECT: Ventana Ranch Retail Commercial (PdN / Universe Blvd.), Zone Atlas # B–10-Z

REQUESTED CITY ACTION: ___ Zone Change __X__ Site Development Plan

__X__ Subdivision __X__ Building Permit ___ Sector Plan ___ Sector Plan Amendment

___ Curb Cut Permit ___ Conditional Use ___ Annexation ___ Site Plan Amendment

ASSOCIATED APPLICATION: Description of development, where, what, etc. Include acreage, uses, etc. Proposed retail commercial development of approximately 38.26 acres of land at the northeast corner of Paseo del Norte / Universe Blvd.

SCOPE OF REPORT:
The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

1. Trip Generation - Use Trip Generation Manual, 10th Edition.
   Local data may be used for certain land use types as determined by staff.
   Consultant to provide.

2. Appropriate study area:
   Signalized Intersections;
   a. Paseo del Norte / Universe Blvd.
   b. Paradise Blvd. / Universe Blvd.
   c. Irving Blvd. / Universe Blvd.
   d. Rainbow Blvd. / Universe Blvd.
   e. Paseo del Norte / Rainbow Blvd.
   f. Paseo del Norte / Unser Blvd.

   Unsignalized Intersections;
   a. Giant Station Shared Driveway / Universe Blvd.
   b. Giant Station Shared Driveway / Paradise Blvd.
   c. Shared Commercial Driveway / Paradise Blvd.
   d. Access driveway on Universe Blvd.

   Driveway Intersections: all site drives.

3. Intersection turning movement counts
   Study Time – 7-9 a.m. peak hour, 4-6 p.m. peak hour

Consultant to provide for all intersections listed above. Base traffic volumes for Traffic Impact Study will be derived from Streetlightdata.com and adjusted to conform to recent TAQA count data.

4. Type of intersection progression and factors to be used.

Type III arrival type (see "Highway Capacity Manual, current edition" or equivalent as approved by staff). Unless otherwise justified, peak hour factors and % heavy commercial should be taken directly from the MRCOG turning movement data provided or as calculated from current count data by consultant.

5. Boundaries of area to be used for trip distribution.

City Wide - residential, office or industrial;
2.0 mile radius – commercial;
Interstate or to be determined by consultant - motel/hotel
APS district boundary mapping for each school and bus routes

6. Basis for trip distribution.

Residential – Use inverse relationship based upon distance and employment. Use employment data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Office/Industrial - Use inverse relationship based upon distance and population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Commercial - Use relationship based upon population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Residential - $Ts = (Tt) (Se / D) / (Se / D)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Se = Subarea Employment
D = Distance from Development to Subarea

Office/Industrial - $Ts = (Tt) (Sp / D) / (Sp / D)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population
D = Distance from Development to Subarea

Commercial -
$Ts = (Tt) (Sp) / (Sp)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population

7. Traffic Assignment. Logical routing on the major street system.

8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:
   a. Sonata Apartments (SE Corner of Paseo del Norte / Universe Blvd.)

9. Method of intersection capacity analysis - planning or operational (see “2016 Highway Capacity Manual” or equivalent [i.e. HCS, Synchro, Teapac, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.
   Implementation Year: 2025
   Horizon Year: 2035

10. Traffic conditions for analysis:
    a. Existing analysis _X_ yes __ no - year (2020);
    b. Phase implementation year(s) without proposed development – 2025
    c. Phase implementation year(s) with proposed development – 2025
    d. Project completion year without proposed development – 2035
    e. Project completion year with proposed development – 2035
    f. Other – N/A

11. Background traffic growth.
    Method: use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Minimum growth rate to be used is 1/2%.

12. Planned (programmed) traffic improvements.
    List planned CIP improvements in study area and projected project implementation year:
    a. Project – Location (Implementation Year)

13. Items to be included in the study:
    a. Intersection analysis.
    b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method: Synchro 10
    c. Arterial LOS analysis; N/A
    d. Recommended street, intersection and signal improvements.
    e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
    f. Transportation system impacts.
    g. Other mitigating measures.
    h. Accident analyses _X_ yes __ no; Location(s): Paseo del Norte / Universe Blvd. and Paradise Blvd. / Universe Blvd. – (5 years of crash history)
    i. Weaving analyses __ yes _X_ no; Location(s):

14. Other:

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
   a. 1 paper copy
   b. 1 digital copy
2. Submittal Fee – $1300 for up to 3 reviews

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 924-3991.

8/11/2020

Matt Grush, P.E., PTOE
Senior Engineer
City of Albuquerque, Planning
Transportation Development Section
505-924-3362

Date

via: email

C: TIS Task Force Attendees, file