



City of Albuquerque

Planning Department
Development Review Services Division

Traffic Scoping Form (REV 05/2024)

Project Title: _____

Zone Atlas Page: _____ DFT/DHO #: _____ BP #: _____

Development Street Address: _____

(If no City Address include a Vicinity Map with site highlighted and legible street names)

Applicant: _____ **Contact:** _____

Address: _____

Phone#: _____ E-mail: _____

Development Information

Build out/Implementation Year: _____

Existing Use: _____

Describe Proposed Development and Uses:

Days and Hours of Operation (if known): _____

Facility

Building Size (sq. ft.): _____

Number of Residential Units: _____

Number of Commercial Units: _____

Traffic Considerations

Expected Number of Daily Visitors/Patrons (if known):* _____

Expected Number of Employees (if known):* _____

Expected Number of Delivery Trucks/Buses per Day (if known):* _____

Trip Generations during PM/AM Peak Hour and ITE # (if known):* _____

Driveway(s) Located on: Street Name _____

Adjacent Roadway(s) Posted Speed: Street Name _____ Speed _____

Street Name _____ Speed _____

** If these values are not known, assumptions will be made by City staff. Depending on the assumptions, a full TIS may be required.*

Roadway Information (adjacent to site)

Comprehensive Plan Corridor Designation (e.g. Main Street, Major Transit, N/A): _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Comprehensive Plan Center Designation (e.g. urban center, Downtown, N/A): _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Street Functional Classification (e.g. Principal Arterial, Collector) : _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Jurisdiction of roadway (NMDOT, City, County): _____

Adjacent Roadway(s):

Name: _____ Traffic Volume: _____ Volume-to-Capacity Ratio (v/c): _____

Name: _____ Traffic Volume: _____ Volume-to-Capacity Ratio (v/c): _____

Traffic Volume and V/C Ratio: <https://www.mrcog-nm.gov/623/Traffic-Flow-Maps-and-Busiest-Intersecti> and <https://mrcog-nm.gov/574/Transportation-Analysis-and-Querying-App>

Adjacent Transit Service(s) : _____ Nearest Transit Stop(s): _____
<https://www.cabq.gov/gis/advanced-map-viewer>

Is site within 660 feet of Premium Transit?: _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Current/Proposed Bicycle Infrastructure : _____

Bikeways: <https://mrcog-nm.gov/544/Long-Range-System-maps>

Current/Proposed Sidewalk and buffer Infrastructure: _____

Sidewalk and buffer width : DPM Table 7.2.29

For City Personnel Use:

TIS Determination

Note: Changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

Traffic Impact Study (TIS) Required: Yes [] No [x]

Thresholds Met? Yes [] No [x]

Mitigating Reasons for Not Requiring TIS and/or Notes:

ATTACHMENTS:
SITE PLAN
ITE TRIP GENERATION TABLE 7
EQUATIONS
ITE LAND USE 942 DESCRIPTION

Ernest Armijo
TRAFFIC ENGINEER

DATE

Pitre Kia Albuquerque Dealership Renovations

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR		
	GROSS	ENTER	EXIT	ENTER	EXIT	
Automobile Care Center (942)	Units 5.70 1,000 S.F.	-	8	4	12	13

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

$$T = \frac{0}{50\%} (X) + \frac{0}{50\%} \text{ Exit}$$

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

$$T = \frac{2.25}{66\%} (X) + \frac{0}{34\%} \text{ Exit}$$

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

$$T = \frac{2.41}{48\%} (X) + \frac{11.83}{52\%} \text{ Exit}$$

Comments:

Tract No.

Based on ITE Trip Generation Manual - 11th Edition

Land Use: 942

Automobile Care Center

Description

An automobile care center houses numerous businesses that provide automobile-related services, such as repair and servicing, stereo installation, and seat cover upholstery. Quick lubrication vehicle shop (Land Use 941) and automobile parts and service center (Land Use 943) are related uses.

Additional Data

The sites were surveyed in the 1980s and the 1990s in California and Florida.

Source Numbers

267, 273, 439, 715

Pitre Kia Albuquerque Dealership Renovations

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Comments:

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Source Numbers

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Automobile Care Center (942)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

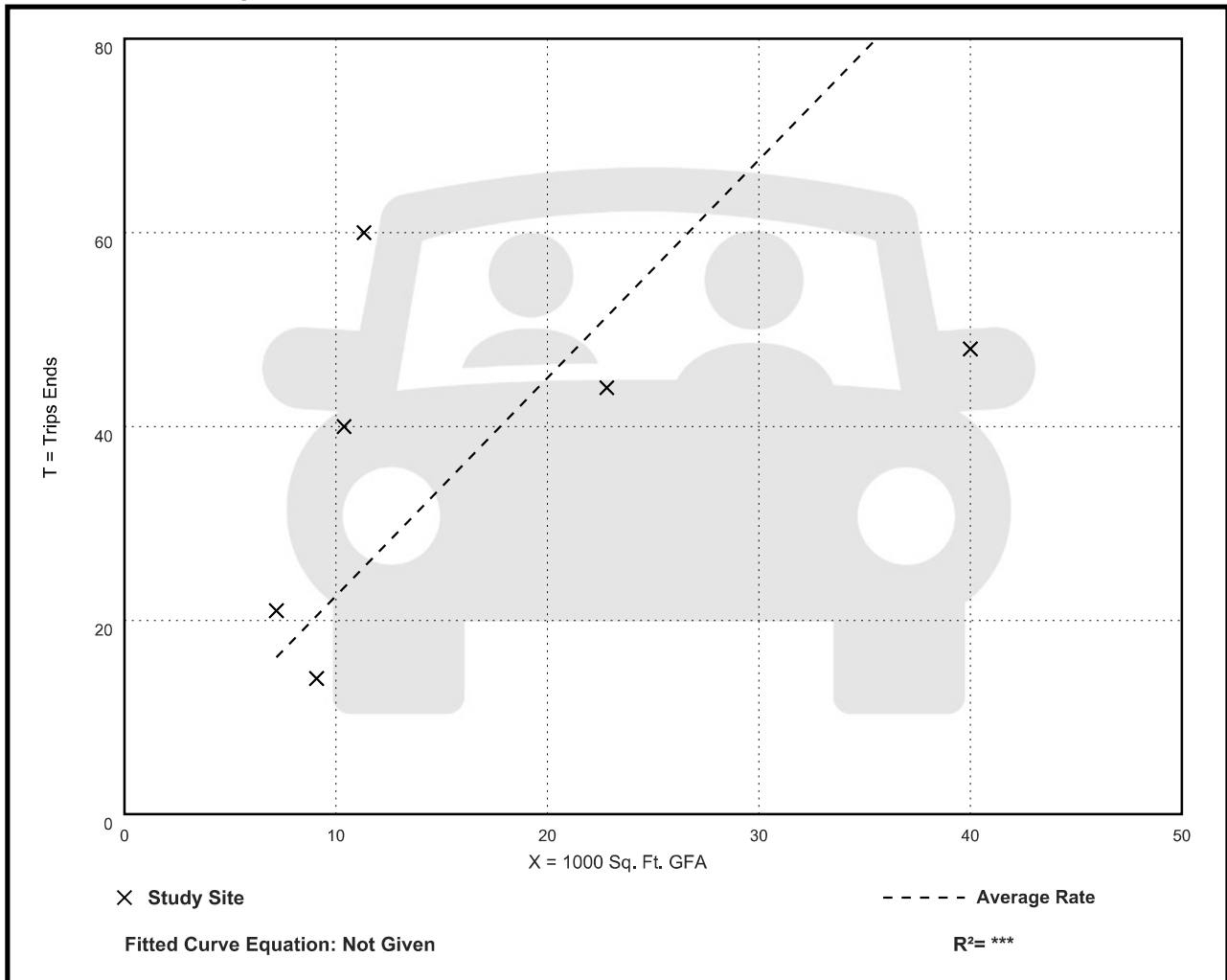
Avg. 1000 Sq. Ft. GFA: 17

Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.25	1.20 - 5.30	1.49

Data Plot and Equation



Automobile Care Center (942)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

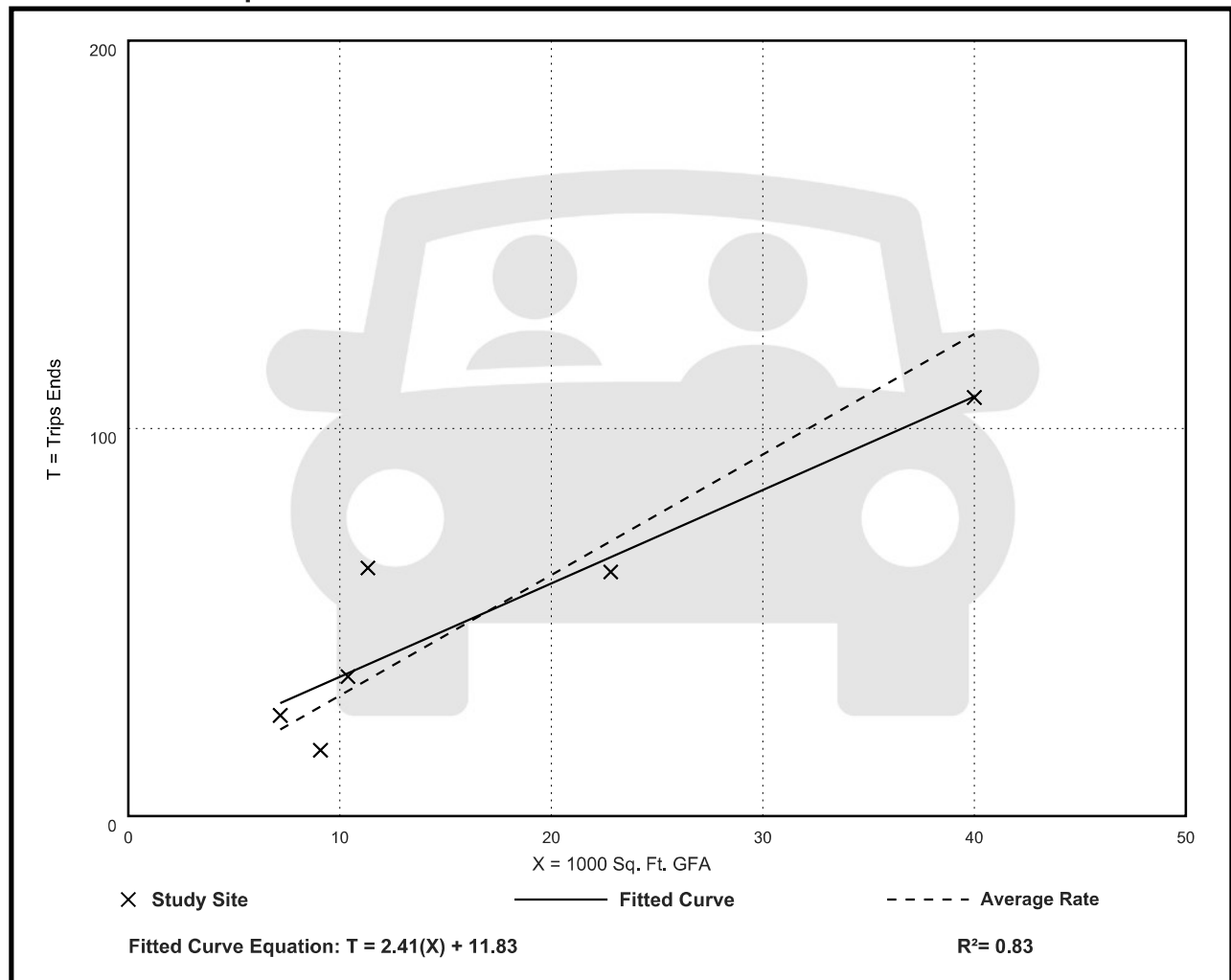
Avg. 1000 Sq. Ft. GFA: 17

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.11	1.87 - 5.65	1.09

Data Plot and Equation



Automobile Care Center (942)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

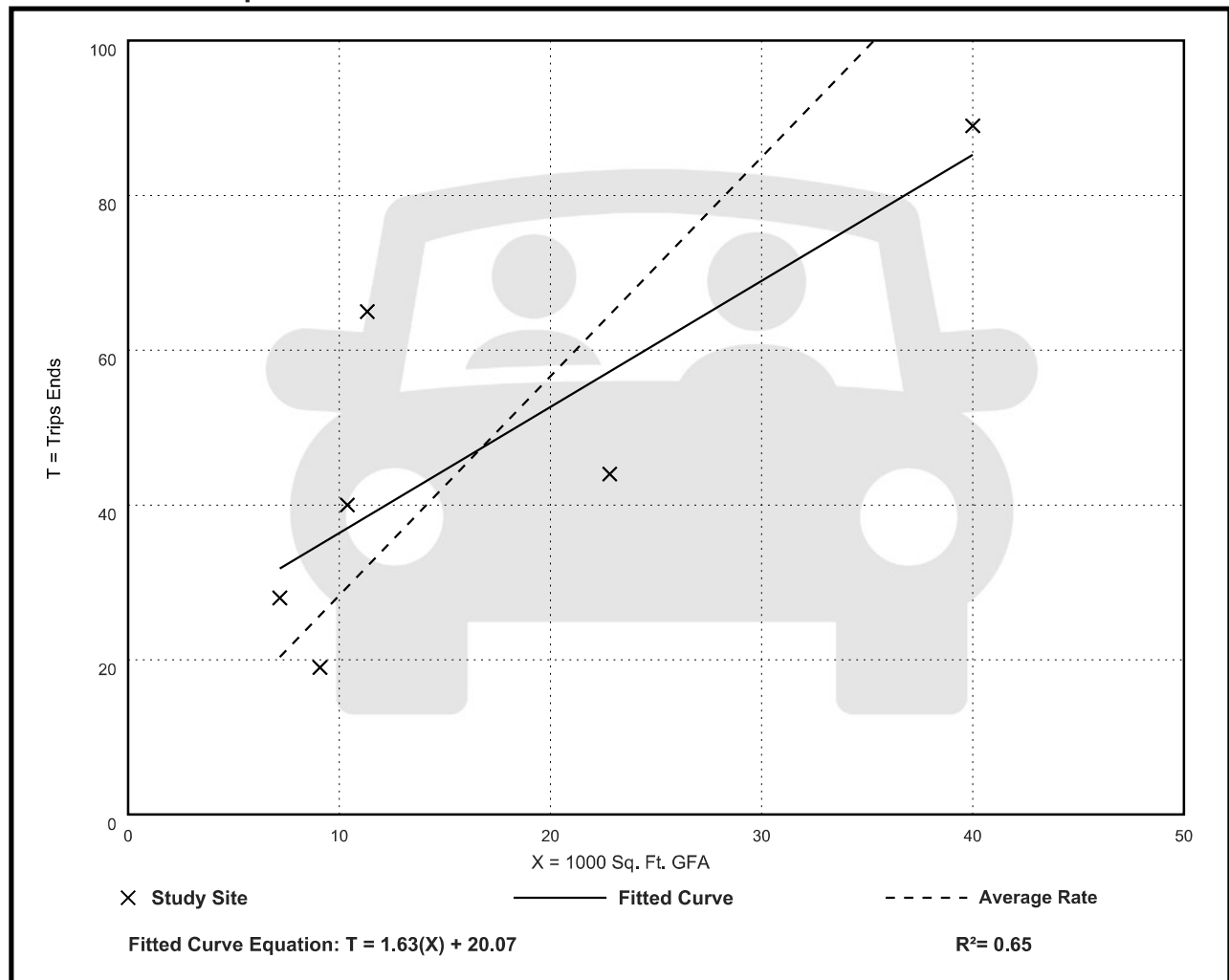
Avg. 1000 Sq. Ft. GFA: 17

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.83	1.93 - 5.74	1.35

Data Plot and Equation



Automobile Care Center (942)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

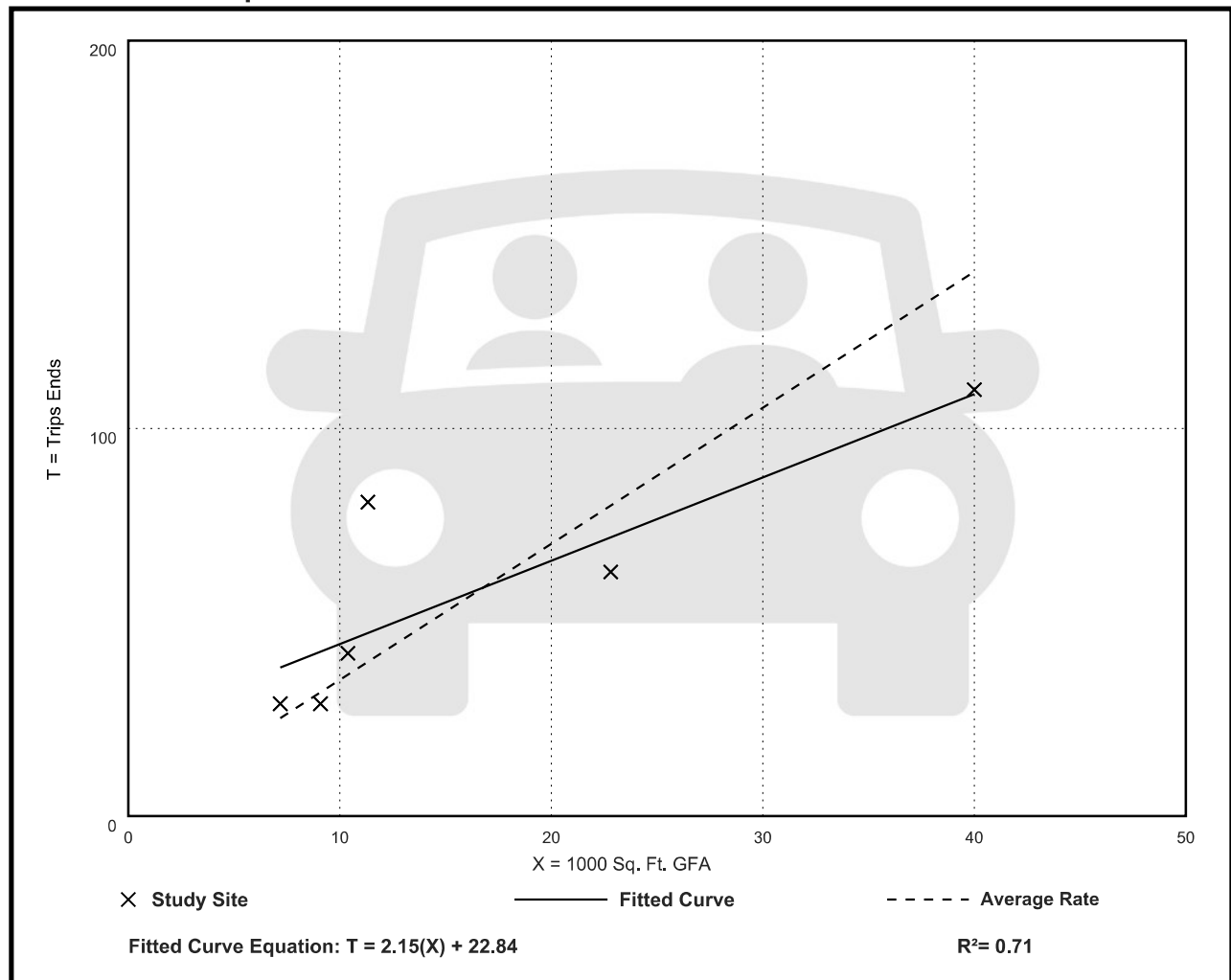
Avg. 1000 Sq. Ft. GFA: 17

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.51	2.75 - 7.15	1.51

Data Plot and Equation



Automobile Care Center (942)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 31

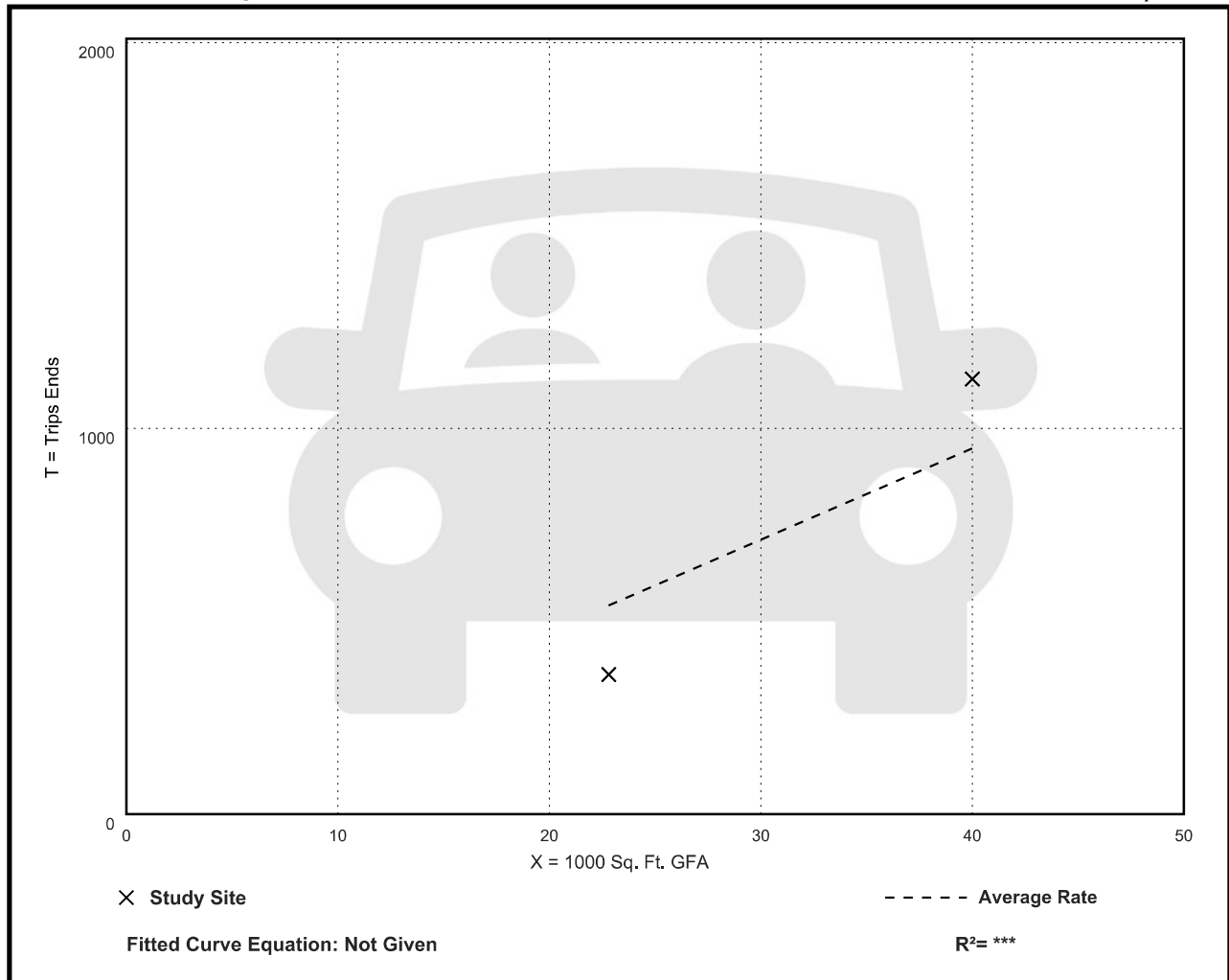
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
23.72	15.87 - 28.20	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 31

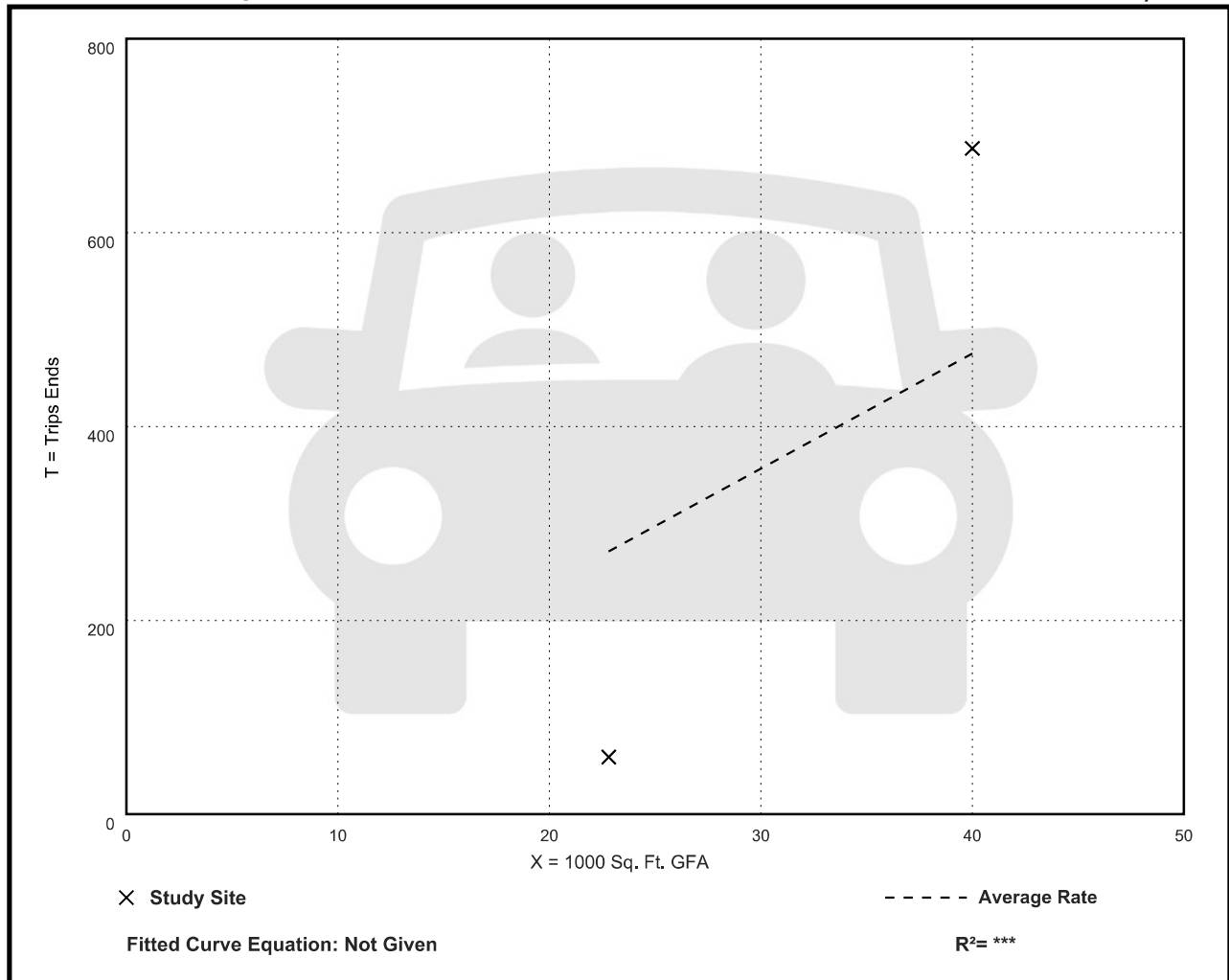
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.88	2.59 - 17.18	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Service Bays

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Service Bays: 29

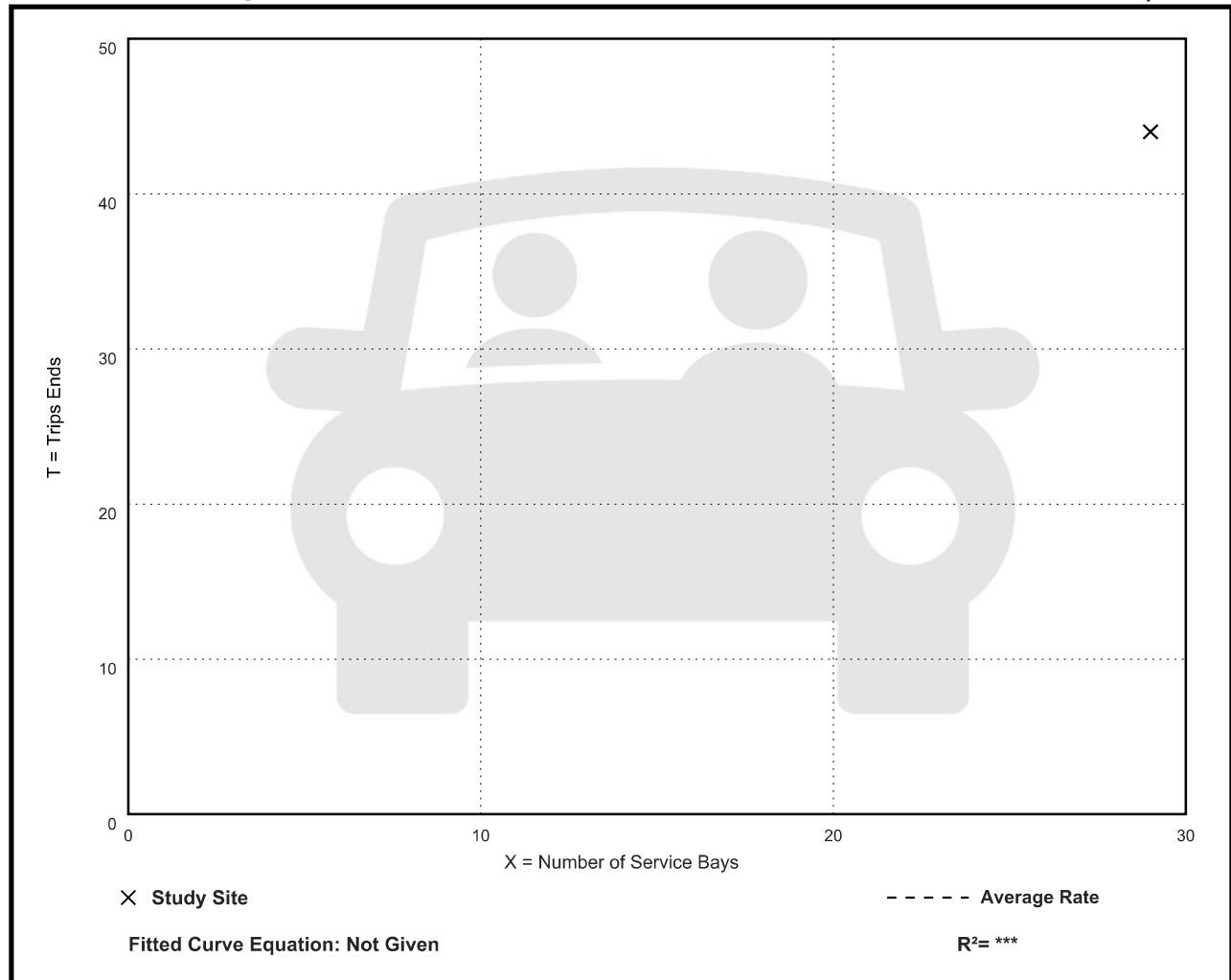
Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per Service Bay

Average Rate	Range of Rates	Standard Deviation
1.52	1.52 - 1.52	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Service Bays

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Service Bays: 29

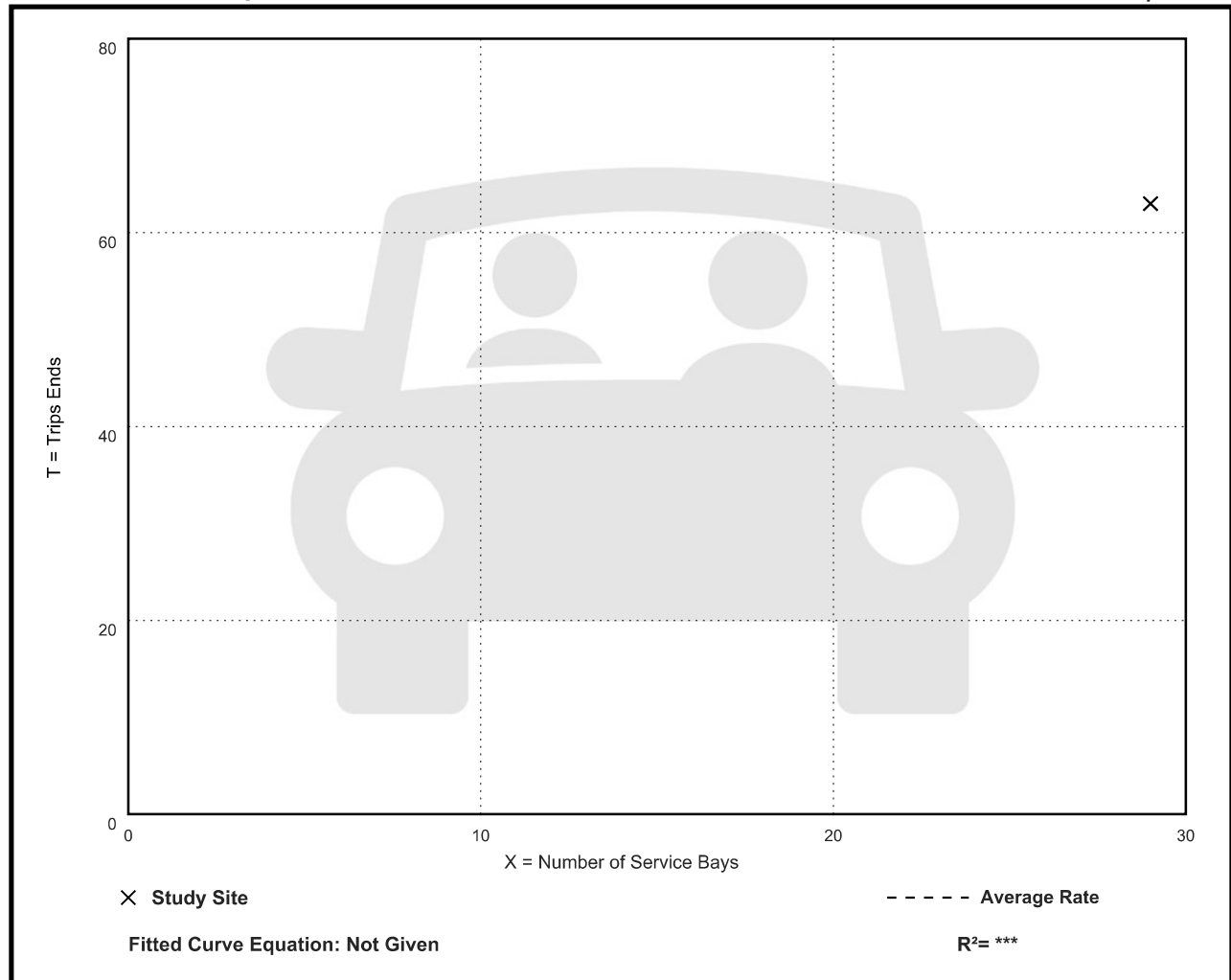
Directional Distribution: Not Available

Vehicle Trip Generation per Service Bay

Average Rate	Range of Rates	Standard Deviation
2.17	2.17 - 2.17	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Service Bays
On a: Weekday,
AM Peak Hour of Generator

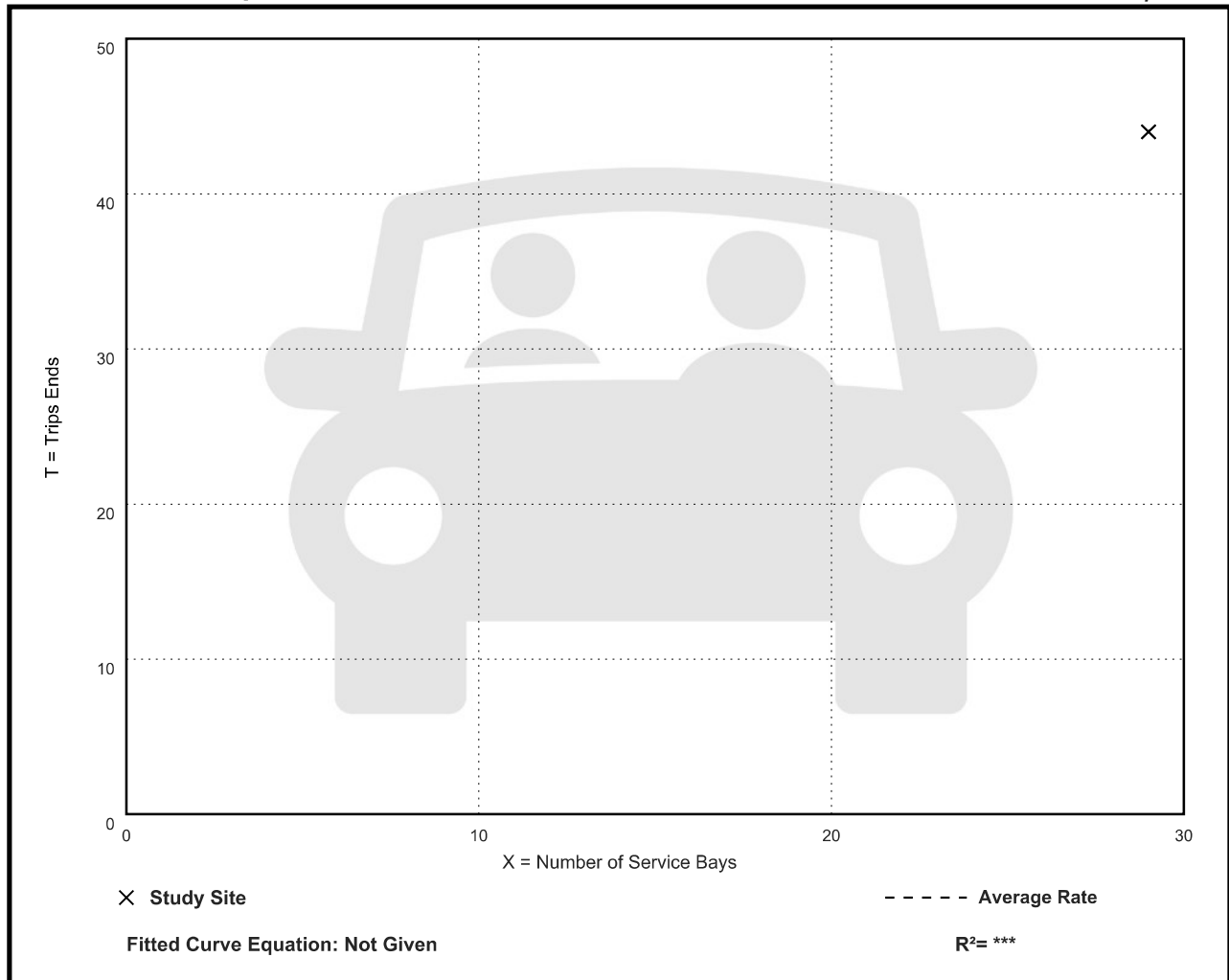
Setting/Location: General Urban/Suburban
 Number of Studies: 1
 Avg. Num. of Service Bays: 29
 Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per Service Bay

Average Rate	Range of Rates	Standard Deviation
1.52	1.52 - 1.52	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Service Bays
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Service Bays: 29

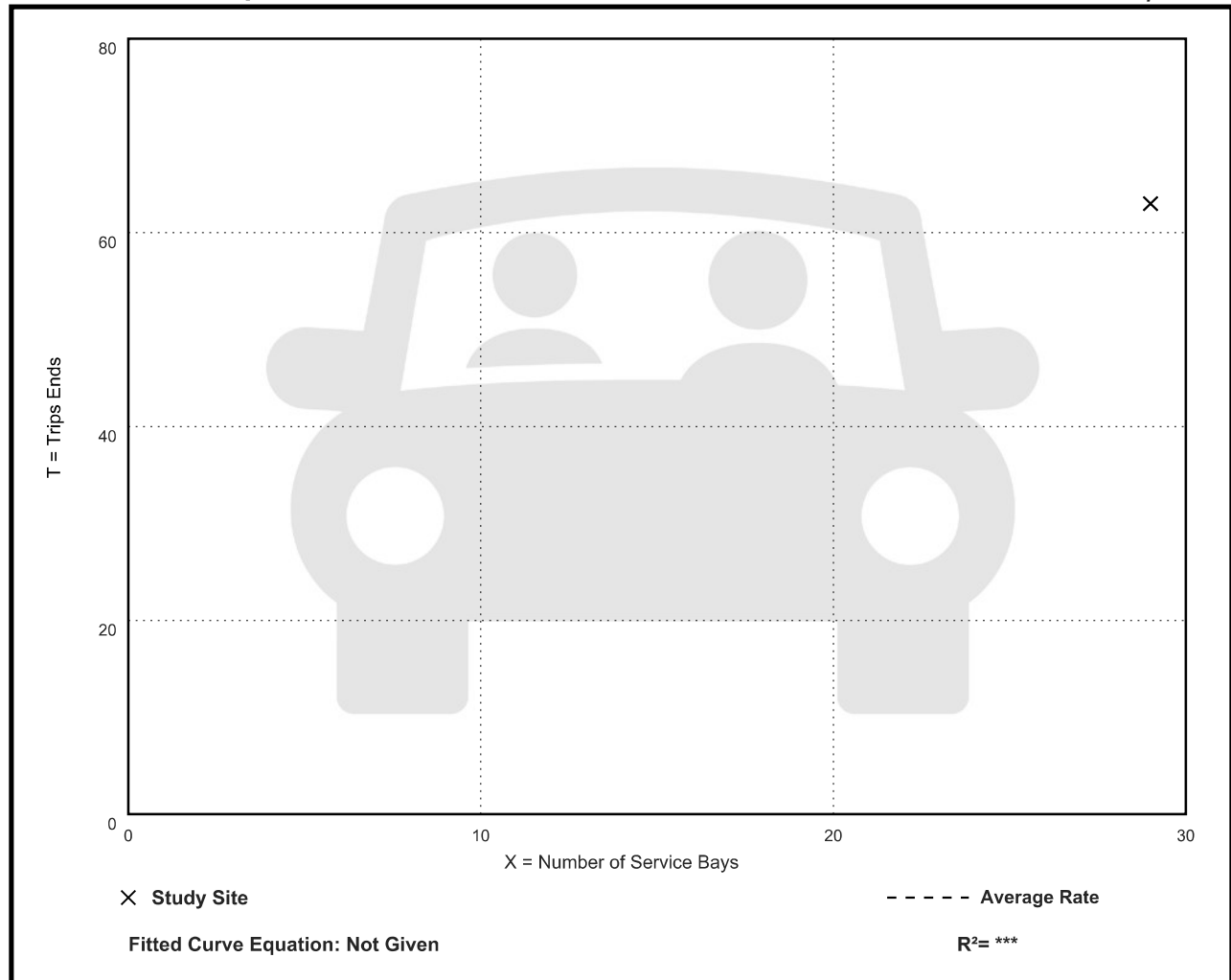
Directional Distribution: Not Available

Vehicle Trip Generation per Service Bay

Average Rate	Range of Rates	Standard Deviation
2.17	2.17 - 2.17	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Service Bays
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Service Bays: 29

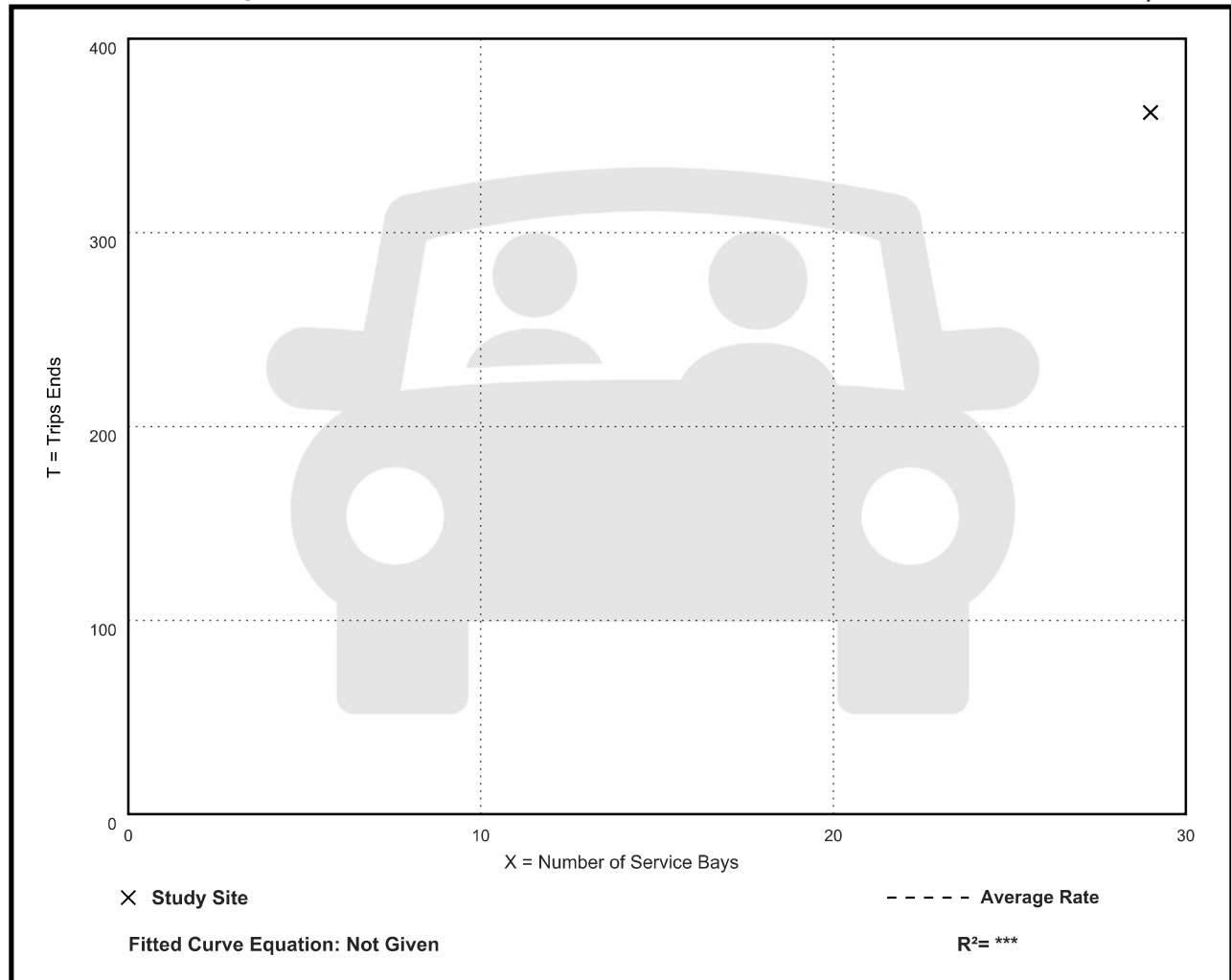
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Service Bay

Average Rate	Range of Rates	Standard Deviation
12.48	12.48 - 12.48	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Service Bays
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Service Bays: 29

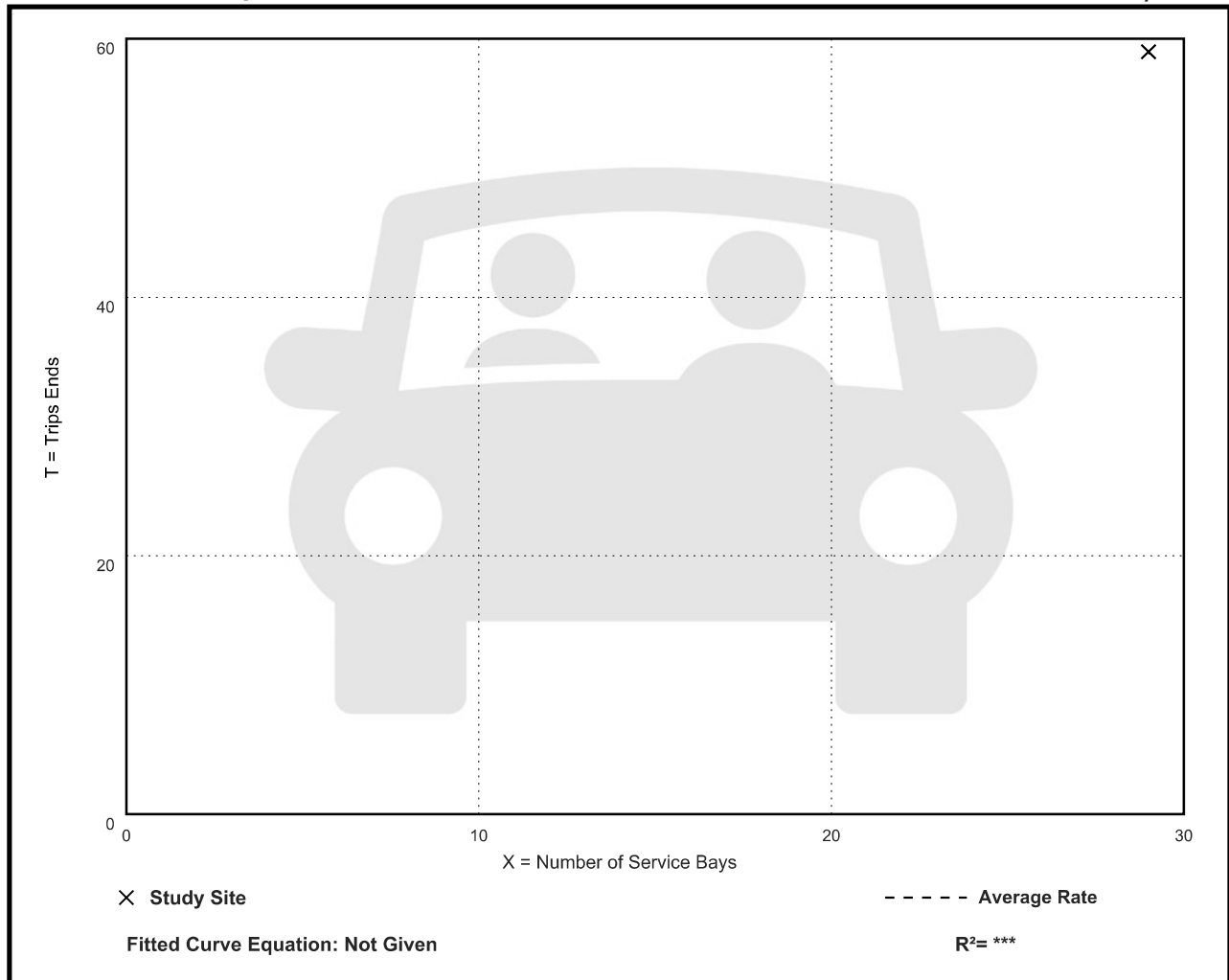
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Service Bay

Average Rate	Range of Rates	Standard Deviation
2.03	2.03 - 2.03	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Employees

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Employees: 44

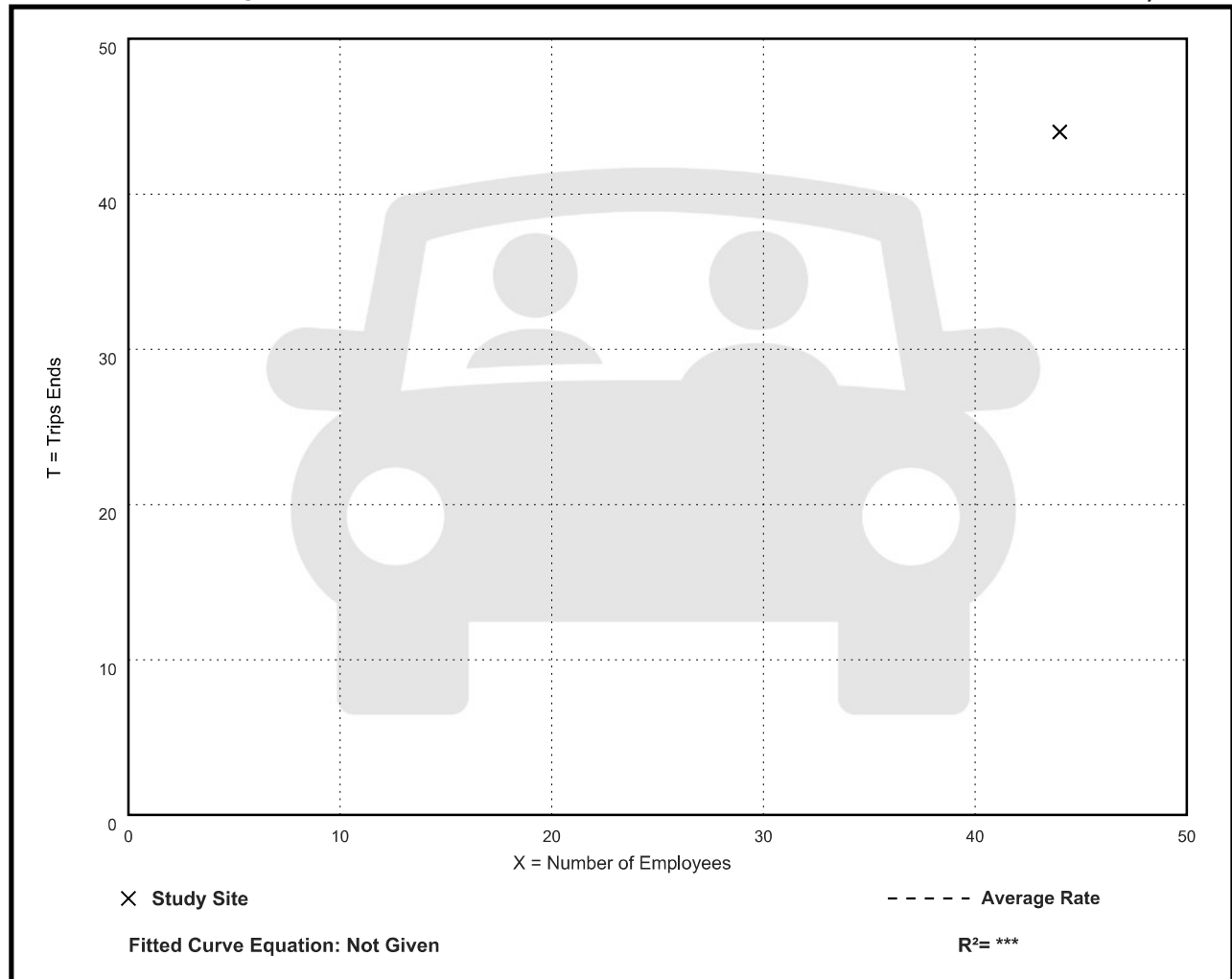
Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.00	1.00 - 1.00	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Employees

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Employees: 44

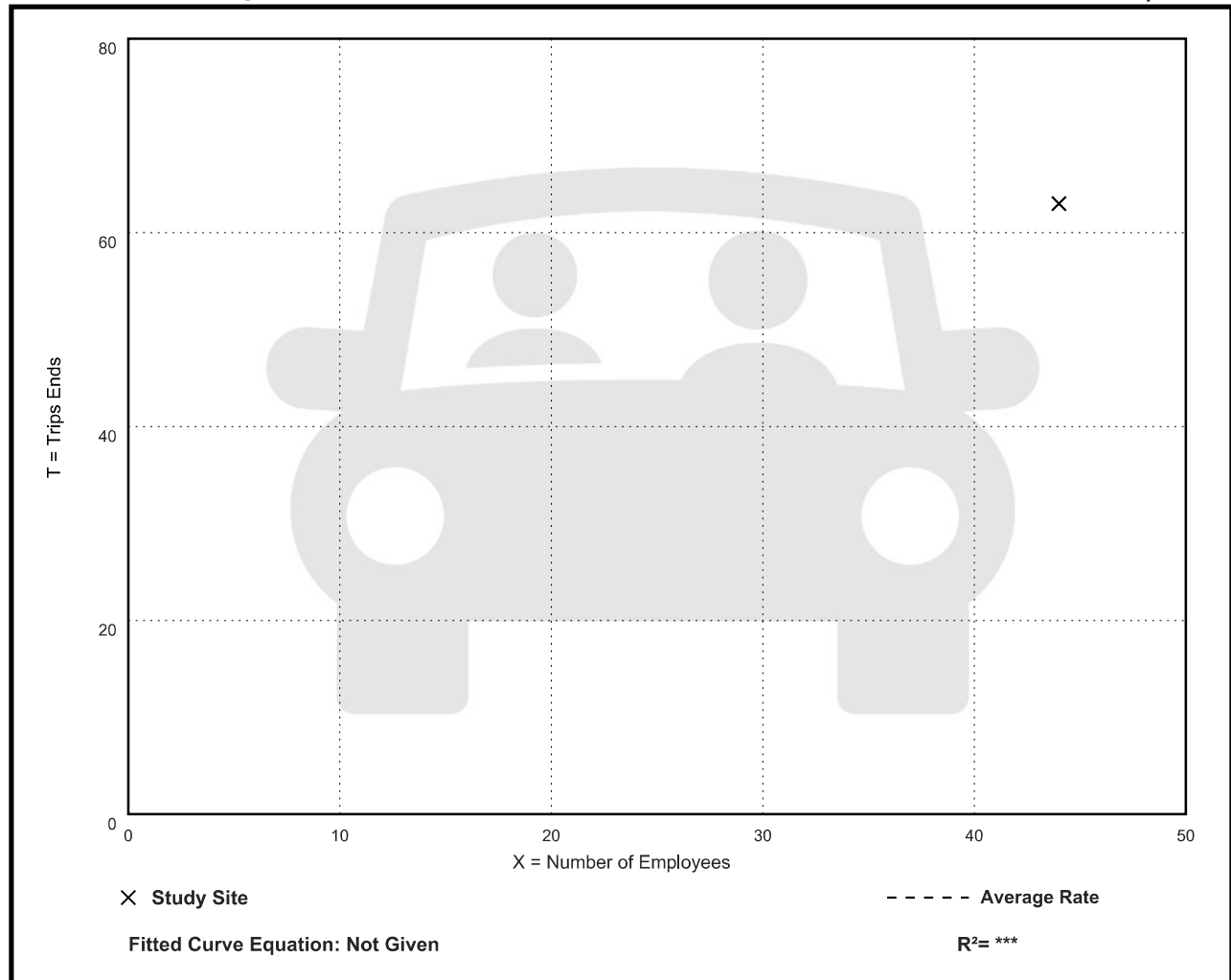
Directional Distribution: Not Available

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.43	1.43 - 1.43	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Employees: 44

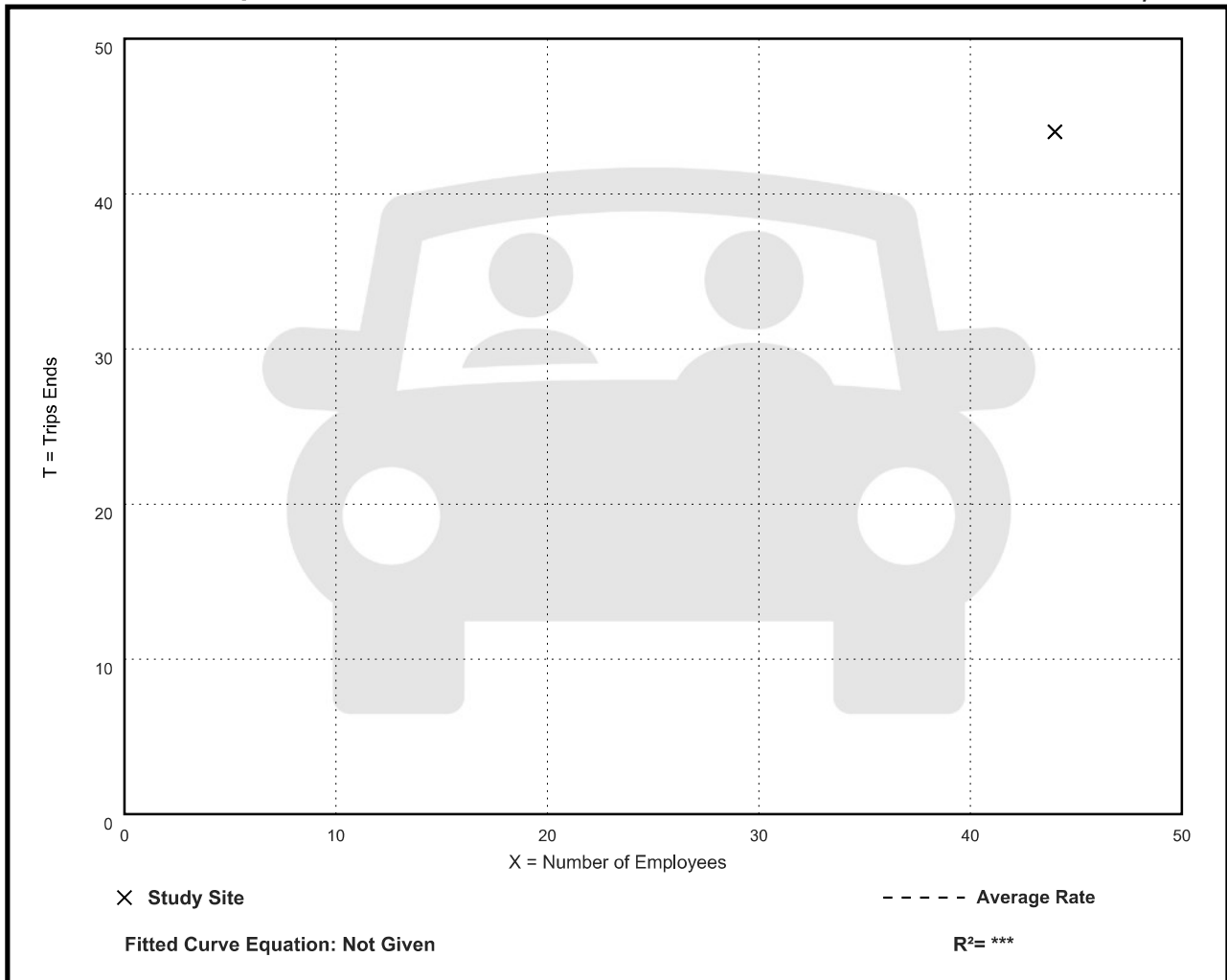
Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.00	1.00 - 1.00	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Employees: 44

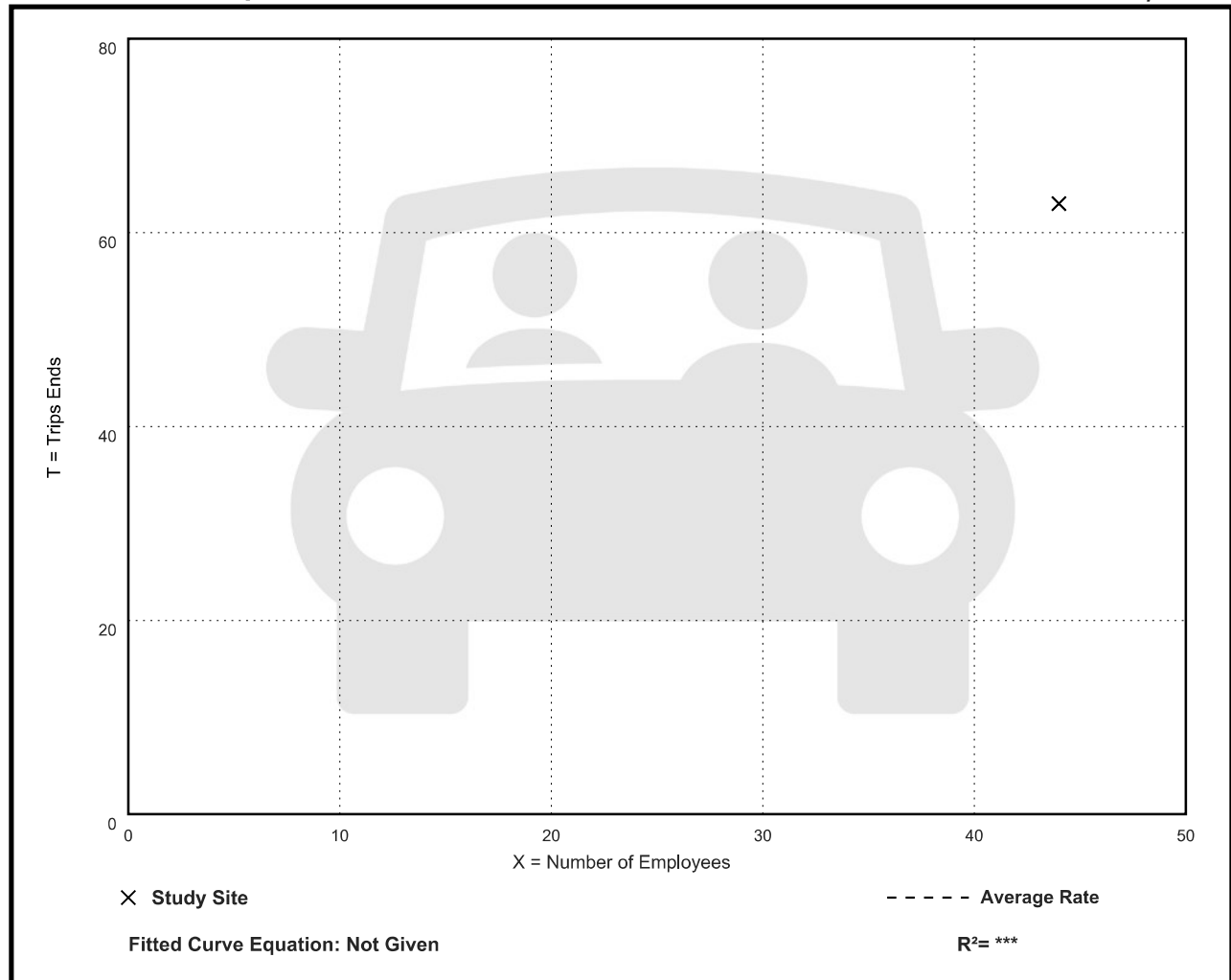
Directional Distribution: Not Available

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.43	1.43 - 1.43	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Employees
On a: Saturday

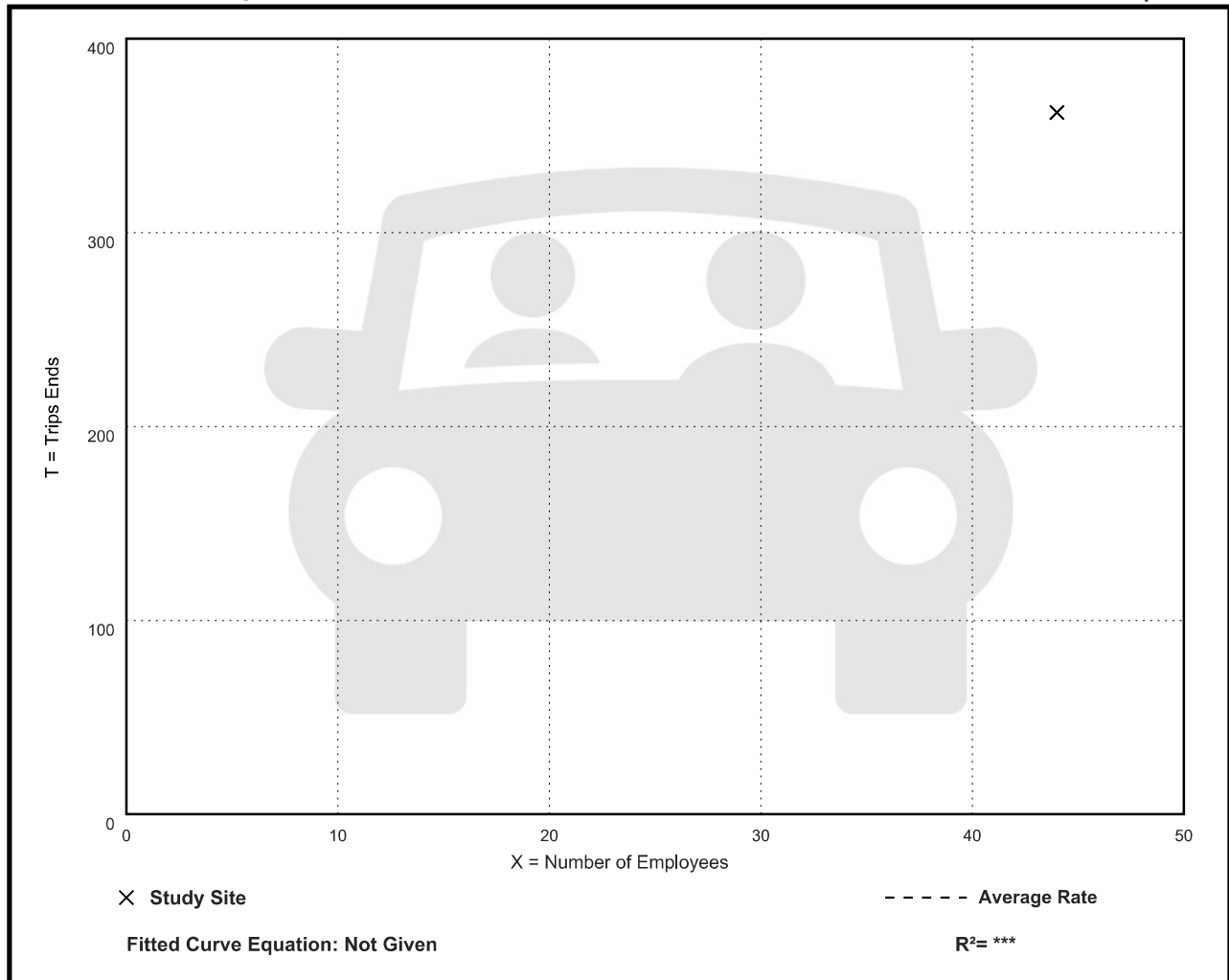
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 44
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
8.23	8.23 - 8.23	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Employees
On a: Sunday

Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 44
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.34	1.34 - 1.34	***

Data Plot and Equation

Caution – Small Sample Size

