**STANDARD LETTER**

**SCOPE OF TRAFFIC IMPACT STUDY (TIS)**

**TO:** Eric Wrage

Bohannan-Huston, Inc.

7500 Jefferson Street NE

Albuquerque, NM 87109

**MEETING DATE:** January 29, 2015

**ATTENDEES:** Jeanne Wolfenbarger, City of Albuquerque

Eric Wrage, Bohannan-Huston, Inc.

**PROJECT:** Presbyterian Healthcare Services Cooper Center (Balloon Fiesta Parkway and San Mateo Boulevard)

**REQUESTED CITY ACTION:** \_\_\_Zone Change X Site Development Plan

\_\_\_Subdivision \_\_\_Building Permit \_\_\_Sector Plan \_\_\_Sector Plan Amendment

\_\_\_Curb Cut Permit \_\_\_Conditional Use \_\_\_Annexation \_\_\_Site Plan Amendment

**ASSOCIATED APPLICATION:** The existing Presbyterian Healthcare Services at the intersection of Balloon Fiesta Parkway and San Mateo Boulevard will expand to include roughly another 180,000 square feet of space. More offices and food services will be added on to the existing facility.

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. As each item identified in the scoping letter is completed, check the appropriate (box).

1. Trip Generation - Use Trip Generation Manual, 9th Edition.

2. Appropriate study area:

**Signalized Intersection:**

* **Alameda Blvd./San Mateo Blvd.**

**Unsignalized Intersections**:

* + - **Balloon Fiesta Parkway/San Mateo Blvd.**
    - **San Mateo Blvd./San Diego Ave.**
    - **San Mateo Blvd./Beverly Hills Ave.**
    - **San Mateo Blvd./Venice Ave.**
    - **San Mateo Blvd./Pasadena Ave.**

**Driveway Intersections at all site drives.**

3. Intersection turning movement counts (7-9 a.m. peak hour, 4-6 p.m. peak hour).

Intersections provided: consultant to provide for all intersections listed above.

Intersections that need to be counted by developer: signalized and unsignalized listed above.

4. Existing traffic signal timing.

Intersections provided: signalized intersections listed above.

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

Type III arrival type (see “2010 Highway Capacity Manual” 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.

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

City Wide - residential, office or industrial;

7. Basis for trip distribution.

Residential – Use inverse relationship based upon distance and employment. Use employment data from 2035 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Office/Industrial - Use inverse relationship based upon distance and population. Use population data from 2035 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Commercial - Use relationship based upon population. Use population data from 2035 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

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

9. Proposed developments which have been approved but not constructed that are to be

Included in the analyses: None.

10. Method of intersection capacity analysis - planning or operational (see “2010 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: 2018**

11. Traffic conditions for analysis:

a. Project completion year without proposed development (year 2018);

b. Project completion year with proposed development (year 2018).

12. 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%.

13. Planned (programmed) traffic improvements.

List planned CIP improvements in study area and projected project implementation year:

* **Alameda Widening (I-25 to 2nd Street): Includes widening of Alameda Blvd. by one thru lane in each direction of traffic and one bike lane in each direction, Implementation Year: 2018.**
* **San Mateo Storm Drain Project (Storm Drain on San Mateo from Alameda north to La Cueva Channel south of San Diego Avenue), Implementation Year: 2017.**

14. Items to be included in the study:

1. Intersection analysis.
2. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method:
3. Arterial LOS analysis;
4. Recommended street, intersection and signal improvements.
5. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
6. Transportation system impacts.
7. Other mitigating measures.
8. Accident analyses \_\_\_yes X no.
9. Weaving analyses \_\_\_yes X no.

15. Number of copies of report required 2 (inc. electronic copy)

Executive Summary Required \_\_\_yes X no

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 924-3924.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_

Jeanne Wolfenbarger Date

Senior Engineer for

Transportation Development Section

cc: TIS Task Force Attendees

file