



SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Bret Wahlen
Anderson Wahlen & Associates
2010 North Redwood Road
Salt Lake City, UT 84116

MEETING DATE: February 16, 2017

ATTENDEES: Consultant Team; Bret Wahlen, Larry Hawker, John Mahoney, John Ransom, David Nielson, Rhonda Faught, COA DMD; John MacKenzie, Debbie Bauman, Transportation planning; Logan Patz, Racquel Michel, Tony Loyd, NMDOT; Nancy Perea

PROJECT: Supermarket at Paseo & Unser, Zone Atlas # C10

REQUESTED CITY ACTION: ☐ Zone Change ☒ Site Development Plan
☐ Subdivision ☒ Building Permit ☐ Sector Plan ☐ Sector Plan Amendment
☐ Curb Cut Permit ☐ Conditional Use ☐ Annexation ☐ Site Plan Amendment

ASSOCIATED APPLICATION: Development of 37 acre lot, with a combination of Supermarket/ Fueling Center, Retail and Fast Food Drive-ins totaling to around 325,505 s.f., at the intersection of Paseo Del Norte NE and Unser Blvd NW, uses: SU-2 Commercial Supermarket, Fast Food Drive-In and Retail, etc.

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, 9th 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. Unser Blvd NW & Rainbow Blvd
- b. Unser Blvd NW & Paradise Blvd NW
- c. Unser Blvd NW & Paseo Del Norte Blvd NE
- d. Paseo Del Norte Blvd NE & Universe Blvd NW
- e. Paseo Del Norte Blvd NE & Golf Course Rd
- f. Paseo Del Norte Blvd NE & Kimmick DR NW

Driveway Intersections: all proposed site drives.

PO Box 1293

Albuquerque

New Mexico 87103

www.cabq.gov



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.

4. 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.

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

3 mile radius

6. Basis for trip distribution.

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.

Office/Industrial - $T_s = (T_t) (S_p / D) / (S_p / D)$

T_s = Development to Individual Subarea Trips

T_t = Total Trips

S_p = Subarea Population

D = Distance from Development to Subarea

Commercial -

$T_s = (T_t) (S_p) / (S_p)$

T_s = Development to Individual Subarea Trips

T_t = Total Trips

S_p = 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. Taos II at the Trails – Paseo Del Norte & Oakridge (DRB # 1002962)

9. 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: 2022

10. Traffic conditions for analysis:

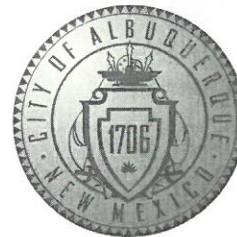
- a. Existing analysis X yes ___ no
b. Project completion year without proposed development – 2022
c. Project completion year with proposed development – 2022

PO Box 1293

Albuquerque

New Mexico 87103

www.cabq.gov



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. - NA

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.
- c. Arterial LOS analysis;
- 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 ☐ yes ☒ no
- i. Weaving analyses ☐ yes ☒ no

SUBMITTAL REQUIREMENTS:

- 1. Number of copies of report required
 - a. 3 paper copy
 - b. 3 digital copy
- 2. Submittal Fee – \$150 per review

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.

PO Box 1293

Albuquerque

New Mexico 87103

www.cabq.gov



Logan Patz
Senior Engineer for
Transportation Development Section

02-21-17
Date

via: email

C: TIS Task Force Attendees, file