

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Ronald R. Bohannon, P.E.
Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87108

MEETING DATE: Monday May 20, 2024 at 1:00 pm.

ATTENDEES: Matthew Grush, P.E. and Curtis Cherne, P.E. (City of Albuquerque), Julie Luna (Bernalillo County), Margaret Haynes (NM DOT), Justin Simenson (Isaacson & Arfman), Ronald R. Bohannon, P.E., Jimeia Roberts, and Terry Brown (Tierra West, LLC)

PROJECT: Eubank Subdivision - Tekin (Pino Ave. / Eubank Blvd.)

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: Residential Subdivision (approx.. 115 lots)

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, 11th Edition.
Consultant to provide.

2. Appropriate study area:
Signalized Intersections;
 - a. Paseo del Norte / Eubank Blvd.
 - b. Paseo del Norte / Holbrook St.
 - c. San Francisco Rd. / Ventura St.

- Unsignalized Intersections;
- a. San Francisco Rd. / Holbrook St.
 - b. Palomas Ave. / Eubank Blvd.
 - c. Palomas Ave. / Holbrook St.
 - d. Ranchitos Rd. / Eubank Blvd.

Driveway Intersections: Ranchitos Rd. / Eubank & proposed access on Holbrook.

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 “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;
x 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. I think the Holbrook access location should be weighted a little heavier than Eubank in the AM, as making a right turn on Holbrook is easier/safer than a left turn on Eubank.

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 - $T_s = (T_t) (Se / D) / (Se / D)$

T_s = Development to Individual Subarea Trips

T_t = Total Trips

Se = Subarea Employment

D = Distance from Development to Subarea, See above for Holbrook/Eubank comment.

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

T_s = Development to Individual Subarea Trips

T_t = Total Trips

Sp = Subarea Population

D = Distance from Development to Subarea

Commercial -

$T_s = (T_t) (Sp) / (Sp)$

T_s = Development to Individual Subarea Trips

T_t = 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. Proposed Islamic Mosque at Allande Rd. / Holbrook St.
9. Method of intersection capacity analysis - planning or operational (see “Highway Capacity Manual – 7th Edition” or equivalent [i.e. HCS, Synchro, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.
Implementation Year: 2028
Horizon Year: 2038
10. Traffic conditions for analysis:
a. Existing analysis X yes ___ no - year (2024);

- b. Phase implementation year(s) without proposed development – 2028
 - c. Phase implementation year(s) with proposed development – 2028
 - d. Project completion year without proposed development – 2038
 - e. Project completion year with proposed development – 2038
 - f. Other –
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) – N/A
13. Items to be included in the study:
- a. Intersection analysis. Yes
 - b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method: N/A
 - c. Arterial LOS analysis; No
 - d. Recommended street, intersection and signal improvements. Yes
 - e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility. Yes
 - f. Transportation system impacts. Yes
 - g. Other mitigating measures.
 - h. Accident analyses X yes no; Location(s): 3-year crash analysis – categorize crash types – no predictive analysis.
 - i. Weaving analyses yes X no; Location(s):
14. Other: Traffic count data from November 2022 for the intersections of Paseo del Norte / Eubank, Paseo del Norte / Holbrook, and Palomas (San Bernardino) / Eubank can be used. Traffic count data (i.e., turning movements volumes) for other intersection can be collected while school is not in session since there are no major schools in the area that are considered to impact volumes significantly.
-We were in agreement of repeating counts after school is in session, if requested.
- We discussed moving the gate on Eubank due to entering queue.
- Eradicate chevron's on Eubank and have new pavement markings like northbound
- Construct gap in Holbrook so drivers leaving subdivision can drive to PDN.

SUBMITTAL REQUIREMENTS:

- 1. Number of copies of report required
 - a. No paper copy
 - b. 1 digital copy
- 2. Submittal Fee – \$1300 for up to 3 reviews (plus technology fee)

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 924-3362.

Curtis Cherne

Curtis Cherne, P.E.,
Senior Engineer

7-1-24

Date

City of Albuquerque, Planning
Transportation Development Section

via: email

C: TIS Task Force Attendees, file