



Natural Grocer's Supermarket

Albuquerque, New Mexico | 4625 Wyoming Boulevard

Traffic Impact Study

May 9, 2023

DRAFT

HT#F19D013E
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A handwritten signature in blue ink, reading "Terry O. Brown".

Presented to:
Matt Grush, P.E.
City of Albuquerque
P.O. Box 1293
One Civic Plaza
Albuquerque, NM 87502

Terry O. Brown, P.E.
5571 Midway Park Pl. NE
Albuquerque, NM. 87109
(505) 883-8807



A handwritten signature in blue ink, reading "Ron R. Bohannon".

Ronald R. Bohannon, P.E.
5571 Midway Park Pl. NE
Albuquerque, NM. 87109
(505) 858-3100

Prepared for:
Kemper Isely
Vitamin Cottage Natural Food Markets, Inc
12612 W. Alameda Parkway
Lakewood, CO 80228

**Natural Grocer's
4625 Wyoming Blvd., NE - Albuquerque, NM
Traffic Impact Study**

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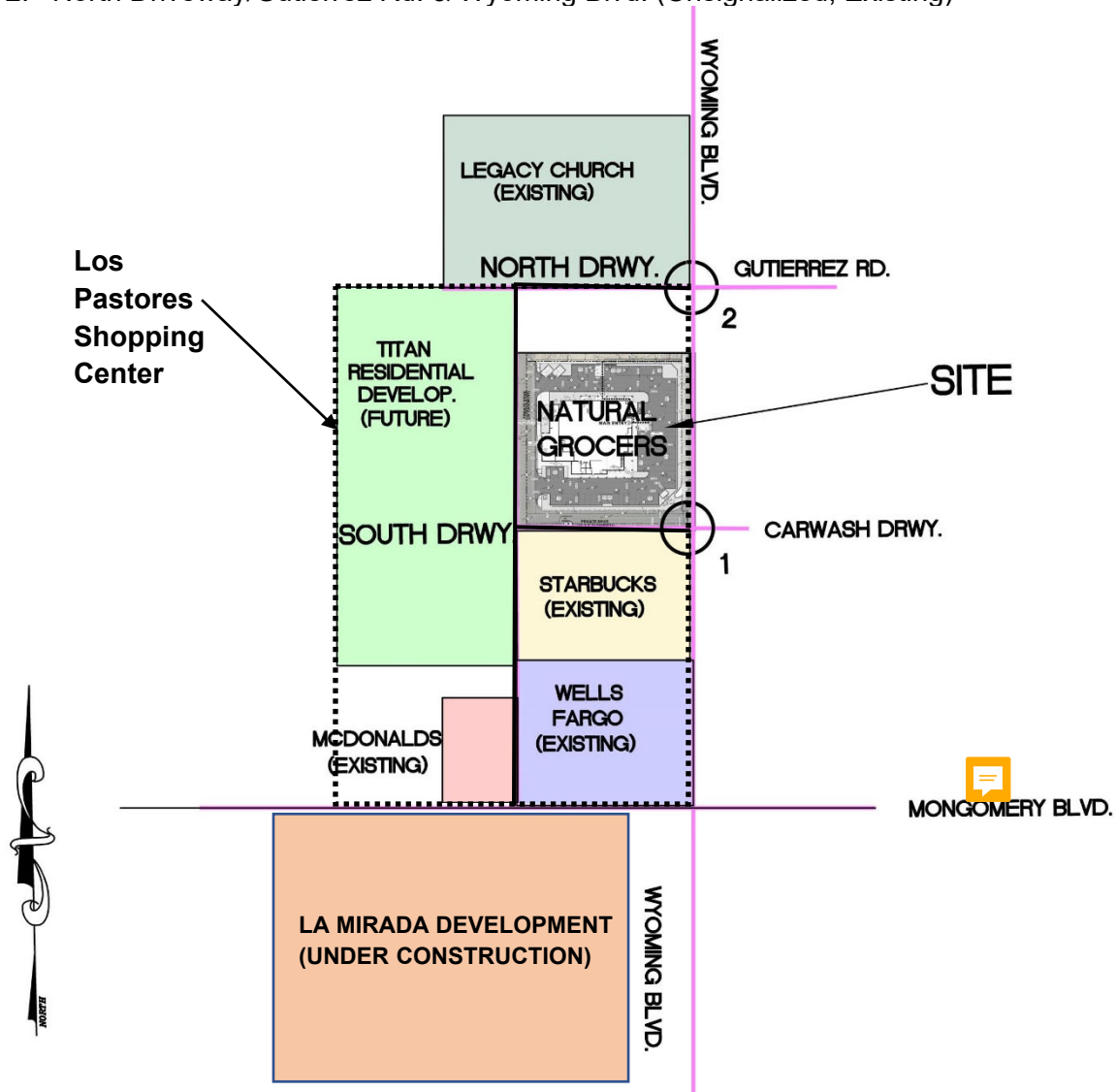
The purpose of this Traffic Impact Study (TIS) is to evaluate the transportation conditions before and after implementation of the proposed Natural Grocer's to determine the impact of the development on the adjacent transportation system and recommend mitigation measures where necessary. This study is prepared in accordance with the requirements of the City of Albuquerque (COA). The scoping summary for this TIS is in Appendix pages A-55 thru A-57.

The proposed Natural Grocer's is to be in the northwest quadrant of Montgomery Blvd. & Wyoming Blvd. in the City of Albuquerque, NM at 4625 Wyoming Blvd. See the IDO Zone Atlas map below for the site location.



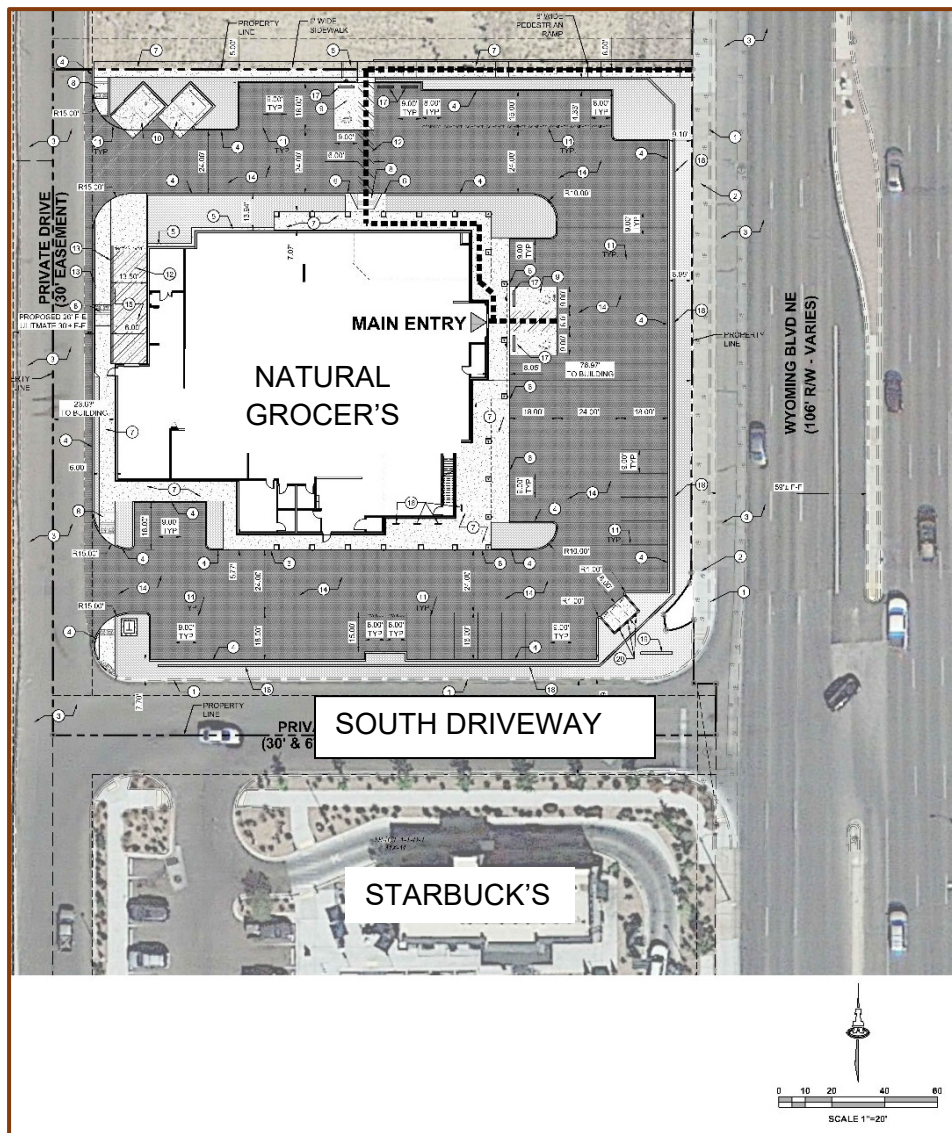
The study area includes the two existing unsignalized driveway intersections listed below and shown on the following map. The driveways are private roadways that are shared with an existing church, three existing commercial developments, and one future residential development also shown on the map.

1. South Driveway/Carwash Driveway & Wyoming Blvd. (Unsignalized, Existing)
2. North Driveway/Gutierrez Rd. & Wyoming Blvd. (Unsignalized, Existing)



Development Description

The proposed project is to be developed as a Supermarket (ITE Land Use 850) with 14,000 square feet of floor area on 1.4 acres of land. The tract of land (TR A-1-C-1A) to be used for the development is currently undeveloped and is part of a larger development, Los Pastores Shopping Center, which is approximately 50% developed. The shopping center has four existing driveways, however, since the Natural Grocer's store will primarily use the two driveways on Wyoming Blvd. (South Driveway and North Driveway) only those driveways are analyzed in this study, as agreed to with the City of Albuquerque during the scoping process. See the map above for the driveway locations. The South Driveway is 470-ft north of Montgomery Blvd. on the west side of Wyoming Blvd. laterally across from a car wash driveway on the east side of Wyoming Blvd. The North Driveway is 890-ft north of Montgomery Blvd. on the west side of Wyoming Blvd. in line with Gutierrez Rd. on the west side. The proposed site plan is shown below and in Appendix pg. A-2. The anticipated implementation year for this project is 2023. It will be built in one phase.



Traffic Volumes and Trip Distribution

Existing Traffic Volumes

As agreed with the City of Albuquerque, existing thru traffic volumes (northbound and southbound) along Wyoming Blvd. are extrapolated from the **2021 traffic counts** collected in the field for the La Mirada project at the Montgomery Blvd. & Wyoming Blvd. intersection (Appendix pages A-53 thru A-54). The traffic counts were adjusted for COVID-19 traffic conditions. The adjusted counts are shown in the turning movement count spreadsheet for the La Mirada project on Appendix page A-33.

Existing traffic volumes entering and exiting the two driveway intersections (Intersection 1 and Intersection 2) are generated from ITE trip generation data (11th Edition) for each of the existing developments that share the driveways. See Appendix pages A-12 thru A-19 for the trip generation data tables and Appendix pages A-20 and A-27 for the trip distribution maps for the existing developments. A summary of **2021** existing traffic volumes used in the analysis are presented in the table below.

Natural Grocers

Projected Turning Movements SUMMARY EXISTING DEVELOPMENTS (2021)

INTERSECTION:

Summary

South Driveway / Wyoming Blvd.

Intersection No.(1)

AM

2021 Thru Volumes on Wyoming Blvd.*

Trips Generated by Existing Develop.**

2021 (Total Existing Volumes)

0.10			0.10			0.10			0.10			PHF
Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	1,449	0	0	2,060	0	
46	0	82	0	0	5	33	0	3	2	0	62	
46	0	82	0	0	5	33	1,449	3	2	2,060	62	

PM

2021 Thru Volumes on Wyoming Blvd.*

Trips Generated by Existing Develop.**

2021 (Total Existing Volumes)

0.10			0.10			0.10			0.10			PHF
Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	1,708	0	0	1,721	0	
38	0	38	0	0	39	15	0	26	13	0	34	
38	0	38	0	0	39	15	1,708	26	13	1,721	34	

North Driveway / Wyoming Blvd.

Intersection No.(2)

AM

2021 Thru Volumes on Wyoming Blvd.*

Trips Generated by Existing Develop.**

2021 (Total Existing Volumes)

0.10			0.10			0.10			0.10			PHF
Eastbound (North Driveway)			Westbound (North Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
25	0	0	6	0	2	0	1,504	0	0	2,047	0	
25	8	1	6	9	2	14	0	16	12	0	10	
50	8	1	12	9	4	14	1,504	16	12	2,047	10	

PM

2021 Thru Volumes on Wyoming Blvd.*

Trips Generated by Existing Develop.**

2021 (Total Existing Volumes)

0.10			0.10			0.10			0.10			PHF
Eastbound (North Driveway)			Westbound (North Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	1,742	0	0	1,698	0	
13	6	4	19	6	8	33	0	27	16	0	5	
13	6	4	19	6	8	33	1,742	27	16	1,698	5	

*Interpolated from 2021 La Mirada COVID Adjusted Traffic Counts taken at Montgomery Blvd. & Wyoming Blvd.

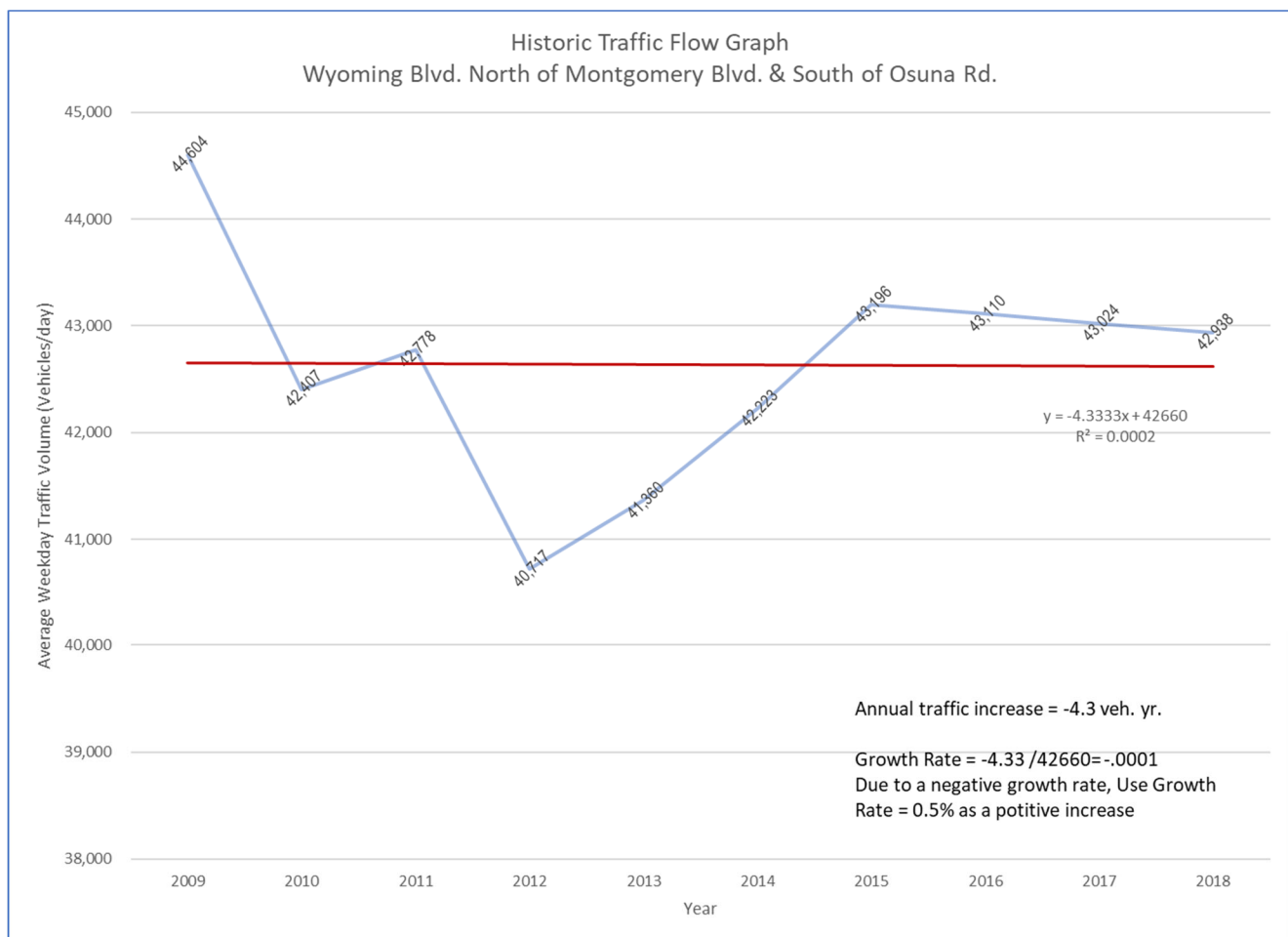
** Trips Generated Using ITE Trip Generation Manual, 11th Edition. Traffic volumes generated by existing developments are assumed to be included in thru traffic counts so thru volumes for Trips Generated by Existing developments are shown as zero.

NO BUILD Traffic Volumes

NO BUILD Traffic Volumes are a sum of existing volumes, background growth volumes, and trips generated by other projects in the study area that have been recently approved or are under construction.

Background growth volumes are traffic volumes generated by applying expected background growth rates to the existing traffic volumes. Background growth rates are calculated using 2009 -2018 Average Weekday Traffic Flows (AWDT) published by the Mid-Region Council of Governments (MRCoG). A graph of the AWDT values and the linear regression line shows a -0.01% growth rate so the standard minimum growth rate of +0.5% was used to calculate the background growth traffic volumes.

There are two other planned developments in the study area, the La Mirada Development in the southwest corner of Montgomery Blvd. & Wyoming Blvd. and the Titan Residential Development within the Los Pastores Shopping Center. Trips generated by these developments and the associated trip distribution maps are provided in Appendix pages A-28 thru A-33 .

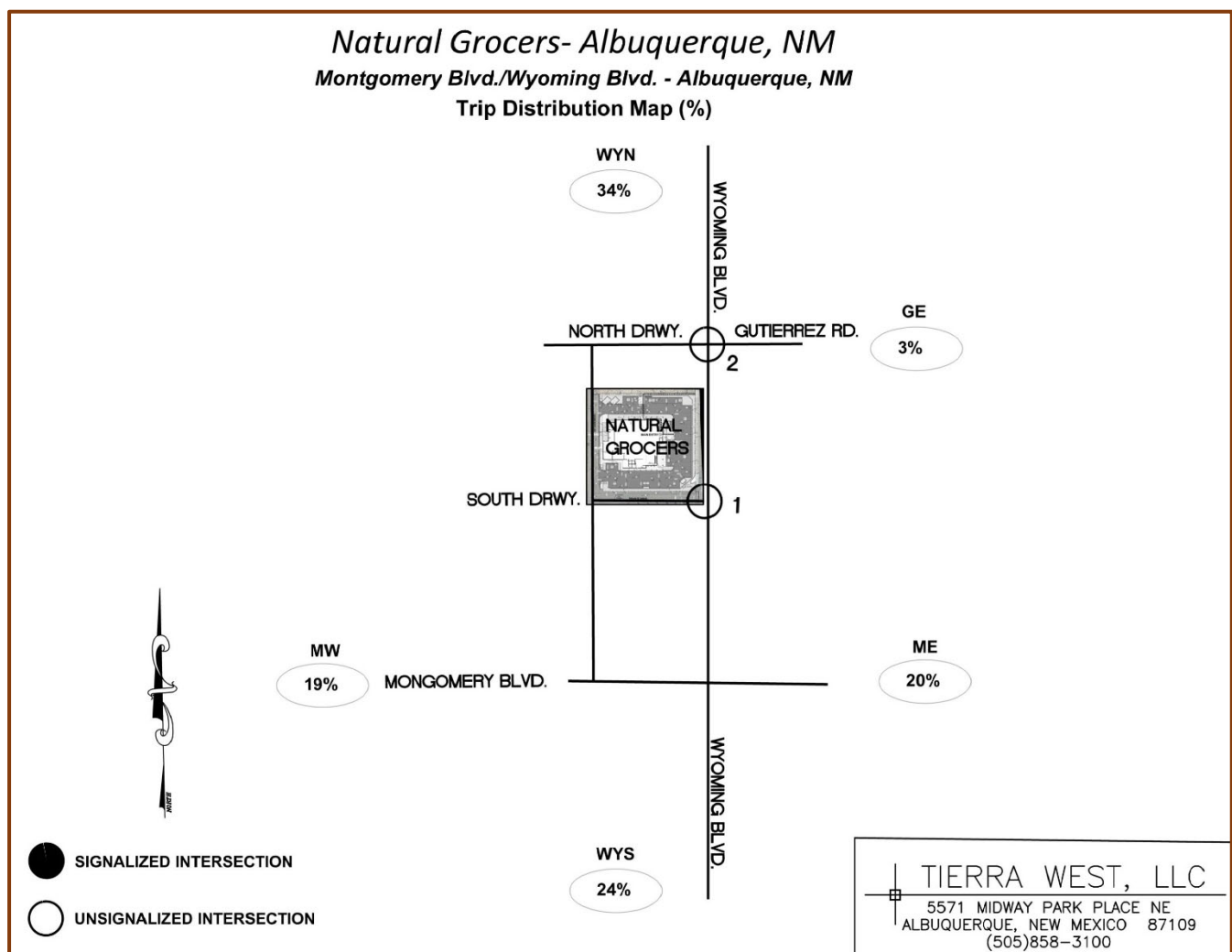


BUILD Traffic Volumes and Trips Generated

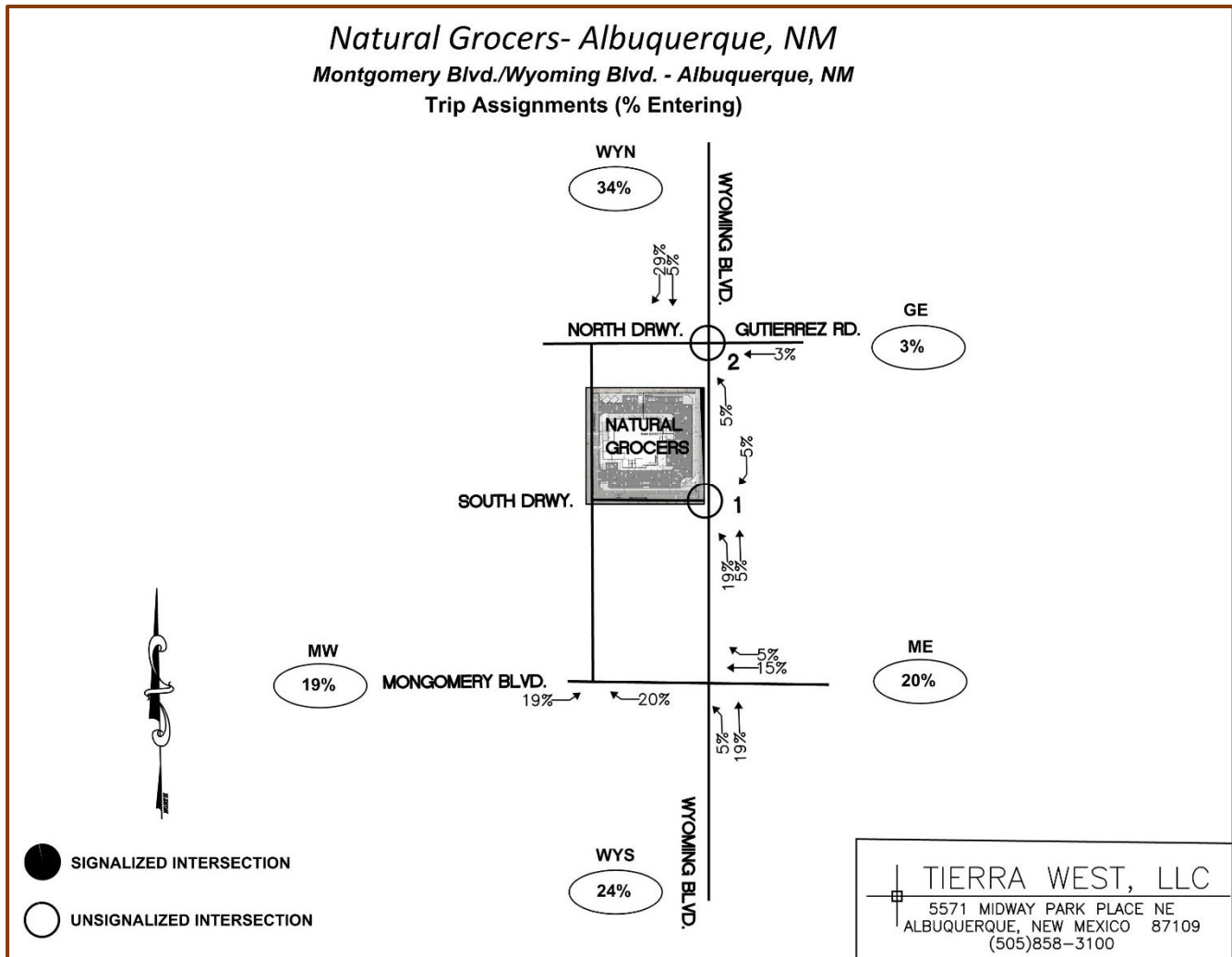
BUILD Traffic Volumes are a sum of the NO BUILD Traffic Volumes and the trips generated by the project for each turning movement. According to the Institute of Traffic Engineers Trip Generation Manual, 11th Edition, the project is anticipated to generate 18 new entering trips and 62 new exiting trips during the weekday AM Peak Hour period and 13 new entering trips and 62 new exiting trips during the PM Peak Hour period. A 20%pass-by trip rate reduction is included in the trips generated. These trips and pass-by rates were agreed to in the scoping meeting for the project.

Trip Distribution and Trip Assignments

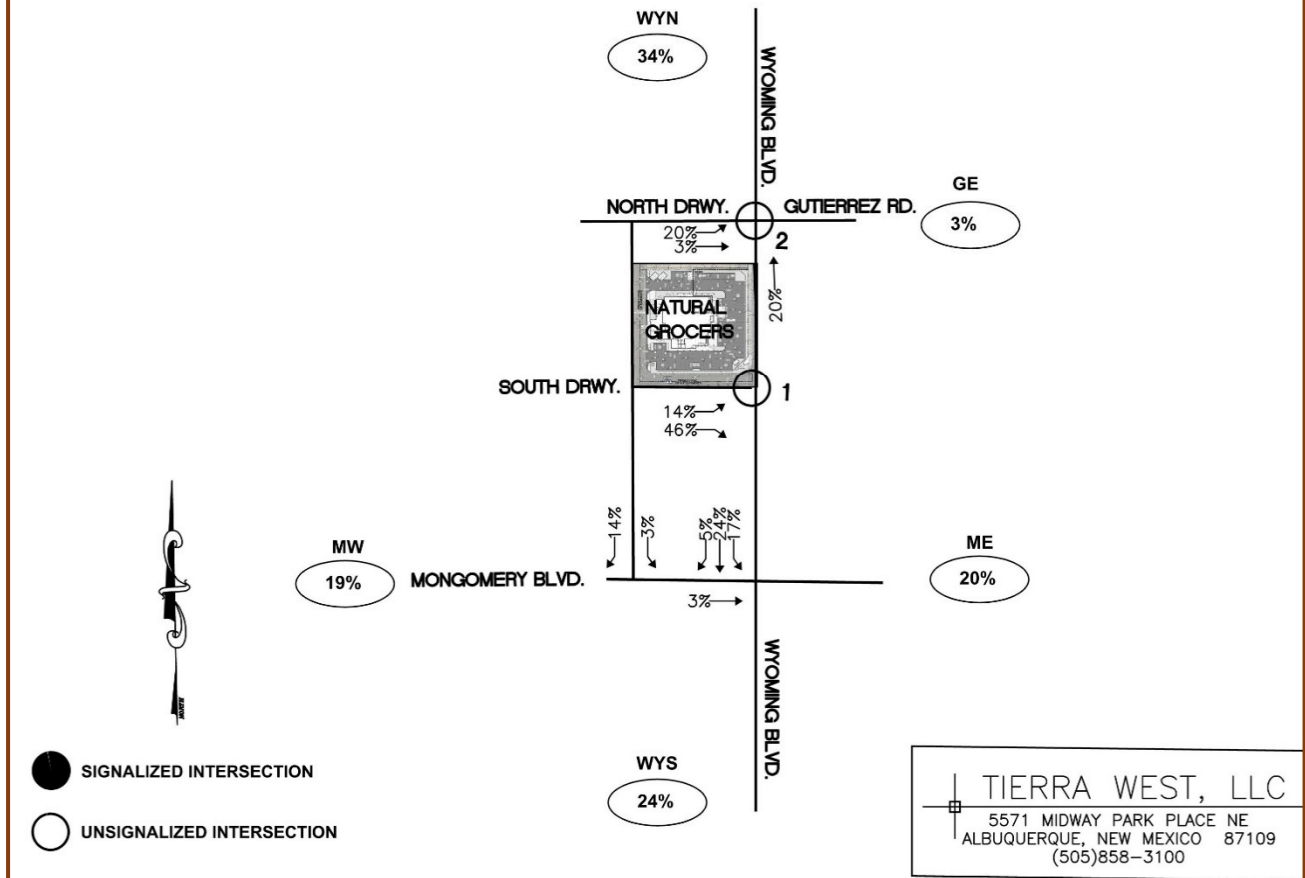
Trip Distribution and Trip Assignments of the newly generated traffic are based on interpolated 2016 and 2040 Socioeconomic Forecasts by Data Analysis Subzones (DASZ) for the Mid-Region of New Mexico as published by the Mid-Region Council of Governments (MRCOG). New Trips were distributed proportionally based on distribution of population withing a two-mile radius of the project. (See Appendix page A-5 thru A-7).



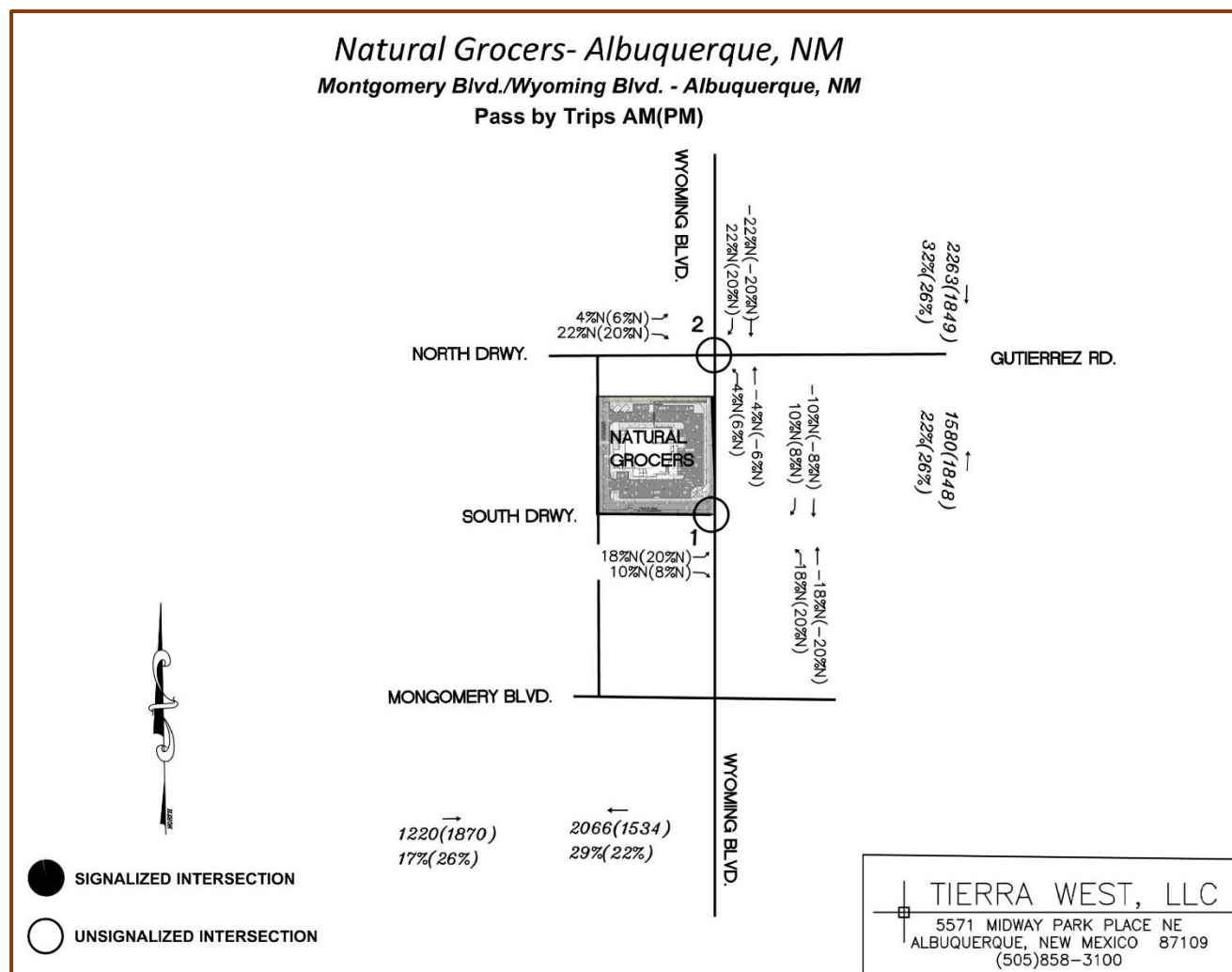
Trip assignments percentages for vehicles entering and exiting are derived from data established in the trip distribution determination process and logical routing. See the turning movement maps below for the distribution of entering and exiting traffic volumes.



Natural Grocers- Albuquerque, NM
Montgomery Blvd./Wyoming Blvd. - Albuquerque, NM
Trip Assignments (% Exiting)



Pass-by trip percentage distributions are shown below.



A summary of the turning movement traffic counts for the driveway intersections are provided below. See Appendix A-42 thru A-43 for the individual turning movement count spreadsheets.

Natural Grocers

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2023) - 100% Development

INTERSECTION: Summary

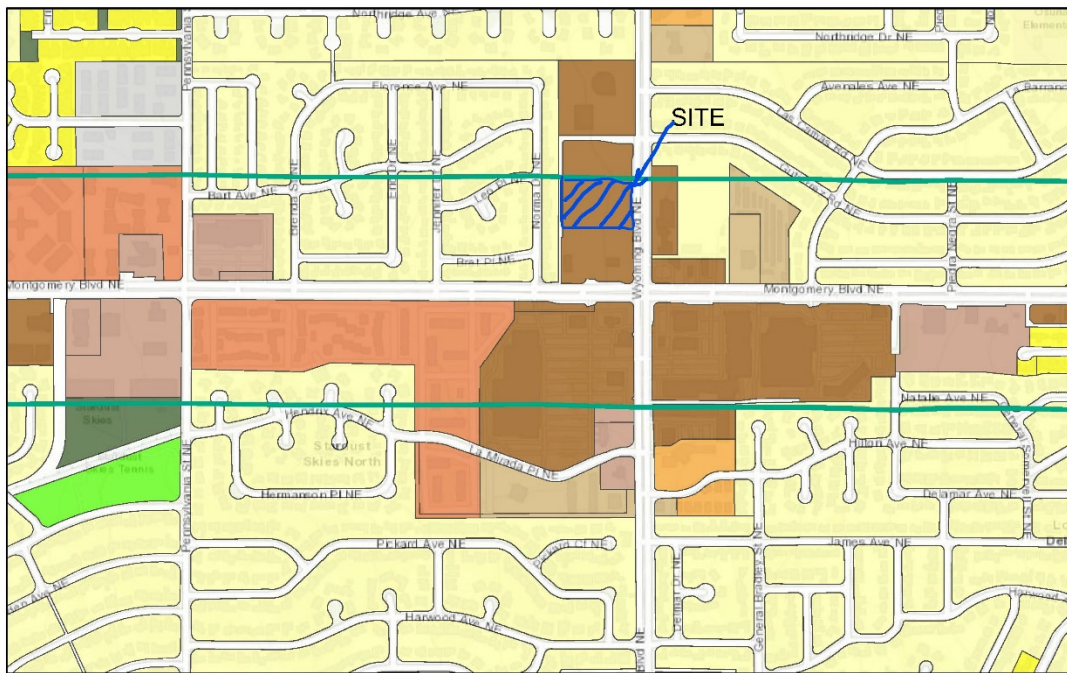
South Driveway / Wyoming Blvd.												
0.10			0.10			0.10			0.10			PHF
(1)	Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2021)	46	0	82	0	0	5	33	1,449	3	2	2,060	62
2023 (NO BUILD - A.M.)	50	0	92	0	0	5	34	1,548	3	2	2,170	63
2023 (BUILD - A.M.)	53	0	98	0	0	5	38	1,548	3	2	2,169	65
0.10			0.10			0.10			0.10			PHF
	Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2021)	38	0	38	0	0	39	15	1,708	26	13	1,721	34
2023 (NO BUILD - P.M.)	40	0	44	0	0	39	19	1,783	26	13	1,801	35
2023 (BUILD - P.M.)	52	0	74	0	0	39	34	1,783	26	13	1,800	39
North Driveway / Wyoming Blvd.												
0.10			0.10			0.10			0.10			PHF
(2)	Eastbound (North Driveway)			Westbound (North Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2021)	50	8	1	12	9	4	14	1,504	16	12	2,047	10
2023 (NO BUILD - A.M.)	55	12	1	12	9	4	14	1,604	16	12	2,156	12
2023 (BUILD - A.M.)	58	12	2	12	10	4	15	1,607	16	12	2,156	18
0.10			0.10			0.10			0.10			PHF
	Eastbound (North Driveway)			Westbound (North Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2021)	13	6	4	19	6	8	33	1,742	27	16	1,698	5
2023 (NO BUILD - P.M.)	16	8	4	19	6	8	33	1,817	27	16	1,779	11
2023 (BUILD - P.M.)	29	10	7	19	8	8	37	1,828	27	16	1,779	32

Level of Service (LOS)

According to the City of Albuquerque, Design Process Manual (DPM), LOS standards are defined by Access Category. Table 7.5.88 identifies the minimum acceptable LOS standards according to Functional Classification & Roadway Type and City of Albuquerque's ABC Comprehensive Plan Type (see below). Because the site is outside of a defined center but within a Major Transit Corridor, intersections within

these corridors must have a LOS=E or better or mitigated to maintain the LOS at base (NO BUILD) condition levels.

Natural Grocer's - Centers & Corridors Map



May 3, 2023

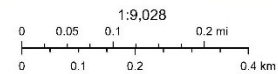


TABLE 7.5.88 Desired LOS by Location and Corridor Type

Functional Classification & Roadway Type	ABC Comp Plan Center Type						
	Transit Station Area	Downtown	Urban Center	Activity Center	Village Center	Employment Center	Outside Center
Premium Transit	E-F	E-F	E-F	E-F	E-F	E-F	E-F
Major Transit	E	E-F	E	E	D-E	D-E	D-E
Multi-modal	E	E	E	E	D-E	D-E	D-E
Commuter	E	E	D-E	D-E	D-E	D-E	D
Other Arterial	E	E	E	D-E	D-E	D-E	D
Minor Arterial	E	E	D-E	D-E	D-E	D	D
Collector	E	D-E	D	D	C-D	C-D	C-D

Traffic Analysis

A capacity analysis of the study area intersections was conducted in accordance with the Highway Capacity Manual (HCM6) V.6. A single period analysis was conducted on the two driveway intersections using Synchro 11 (Build 11.1.2.9) modeling software. See Appendix pages A-44 thru A-52 for detailed results of the analysis. Summaries of the analysis results for the 2023 Implementation Year are presented in the following tables:

Intersection 1 – South Driveway/Car Wash Driveway & Wyoming Blvd. **Unsignalized, Existing**

2023 LOS Analysis of Intersection 1 demonstrates that the proposed Natural Grocer's will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions. LOS remains the same for all movements from the NO BUILD to the BUILD condition. However, even for the NO BUILD condition, LOS is not acceptable (LOS <E) for the EBL, EBR, and NBL turn movements during the AM peak hour and for the EBL during the PM peak hour. For the EBL turn movement, delays exceed 300 seconds per vehicle. Since the intersection is not controlled by a signal, the high volume of traffic on Wyoming Blvd. causes insufficient gaps in traffic flows for vehicles exiting the driveway to enter the flow of traffic in an acceptable amount of time. This is an existing problem not made significantly worse by traffic from the development so no mitigation on the part of the development is recommended.

2023 Queueing Analysis demonstrates that no additional queueing capacity is required. V/C ratios (a measure of congestion) are less than 1 for all movements except for the EBL (South Driveway Exit) and lane capacities are greater than calculated queues, so no additional queue capacity is required.

Synchro Results Summary Sheet

1: Wyoming Blvd. & South Driveway/Car Wash Driveway

2023 Implementation Year

Unsignalized

South Driveway/Car Wash Wyoming Blvd.	EB (South Driveway/Car Wash)			WB (South Driveway/Car Wash)			NB (Wyoming Blvd.)			SB (Wyoming Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak Hour												
2023 Volumes	50	0	92	0	0	5	34	1,548	3	2	2,170	63
V/C Ratio	2.94		0.51			0.02	0.36			0.01		
Level-of-Service	F		E			C	F			C		
Control Delay (Seconds)	999.0		43.4			17.5	62.7			22.3		
Intersection LOS*	F - \$ (EBL)											
95th Percentile Queue (veh)	6.9		2.5			0.1	1.4			0.0		
Additional Lane Capacity Required	0.0		0.0			0.0	0.0			0.0		
2023 Volumes	53	0	98	0	0	5	38	1,548	3	2	2,169	65
V/C Ratio	3.53		0.54			0.02	0.40			0.01		
Level-of-Service	F		E			C	F			C		
Control Delay (Seconds)	999.0		45.7			17.5	66.2			22.3		
Intersection LOS*	F - \$ (EBL)											
95th Percentile Queue (veh)	7.4		2.8			0.1	1.6			0.0		
Additional Lane Capacity Required	0.0		0.0			0.0	0.0			0.0		

PM Peak Hour

2023 Volumes	40	0	44	0	0	39	19	1,783	26	13	1,801	35
V/C Ratio	1.05		0.18			0.16	0.13			0.08		
Level-of-Service	F		C			C	D			D		
Control Delay (Seconds)	324.0		23.2			22.9	32.2			30.2		
Intersection LOS*	F - \$ (EBL)											
95th Percentile Queue (veh)	4.0		0.7			0.6	0.4			0.3		
Additional Lane Capacity Required	0.0		0.0			0.0	0.0			0.0		
2023 Volumes	52	0	74	0	0	39	19	1,782	26	13	1,801	35
V/C Ratio	1.37		0.31			0.16	0.13			0.08		
Level-of-Service	F		D			C	D			D		
Control Delay (Seconds)	438.0		26.4			22.9	32.2			30.2		
Intersection LOS*	F - \$ (EBL)											
95th Percentile Queue (veh)	5.4		1.3			0.6	0.4			0.3		
Additional Lane Capacity Required	0.0		0.0			0.0	0.0			0.0		

\$ - Delays >300 seconds/vehicle

* Intersection LOS for unsignalized intersections is shown for the movement with the highest delay

Intersection 2 – North Driveway/Gutierrez Rd. & Wyoming Blvd.

Unsignalized, Existing

2023 LOS Analysis of Intersection 2 demonstrates that the proposed Natural Grocer's will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions. LOS remains the same, or delays become worse by less than 2 seconds per vehicle, for all movements from the NO BUILD to the BUILD condition. However, even for the NO BUILD condition, LOS is not acceptable (LOS <E) for the EBL, EBT, WBL, WBT and NBL turn movements during the AM and PM peak hours. For the EBL turn movement, delays typically exceed 300 seconds per vehicle. Since the intersection is not controlled by a signal, the high volume of traffic on Wyoming Blvd. causes insufficient gaps in traffic flows for vehicles exiting the driveway and side street to enter the flow of traffic in an acceptable amount of time. This is an existing problem not made significantly worse by traffic from the development so no mitigation on the part of the development is recommended.

2023 Queueing Analysis demonstrates that no additional queueing capacity is required. V/C ratios (a measure of congestion) are less than 1 for all movements except for the eastbound thru-left turn lane (North Driveway Exit) and lane capacities are greater than calculated queues, so no additional queue capacity is required.

Synchro Results Summary Sheet

2: Wyoming Blvd. & North Driveway/Gutierrez Rd.

2023 Implementation Year

Unsignalized

North Driveway/Gutierrez Rd. Wyoming Blvd.	EB (North Driveway/Gutierrez Rd.)			WB (North Driveway/Gutierrez Rd.)			NB (Wyoming Blvd.)			SB (Wyoming Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak Hour												
2023 Volumes	55	12	1	12	9	4	14	1,604	16	12	2,156	12
V/C Ratio		2.79	0.01		0.49		0.14			0.06		
Level-of-Service		F	C		F		E			C		
Control Delay (Seconds)		999.0	24.9		130.0		45.4			24.8		
Intersection LOS*	F-\$ (EBL)											
95th Percentile Queue (veh)		8.4	0.0		1.8		0.5			0.2		
Additional Lane Capacity Required		0.0	0.0		0.0		0.0			0.0		
2023 Volumes	58	12	2	12	10	4	15	1,607	16	12	2,156	18
V/C Ratio		3.04	0.01		0.51		0.15			0.06		
Level-of-Service		F	D		F		E			C		
Control Delay (Seconds)		999.0	25.1		134.0		46.3			24.8		
Intersection LOS*	F-\$ (EBL)											
95th Percentile Queue (veh)		8.8	0.0		1.9		0.5			0.2		
Additional Lane Capacity Required		0.0	0.0		0.0		0.0			0.0		

PM Peak Hour

2023 Volumes	16	8	4	19	6	8	33	1,817	27	16	1,779	11
V/C Ratio		0.65	0.02		0.79		0.21			0.11		
Level-of-Service		F	C		F		D			D		
Control Delay (Seconds)		209.0	20.0		223.0		33.3			31.8		
Intersection LOS*	F - 223 (WBL)											
95th Percentile Queue (veh)		2.3	0.1		3.0		0.7			0.4		
Additional Lane Capacity Required		0.0	0.0		0.0		0.0			0.0		
2023 Volumes	29	10	7	19	8	8	37	1,828	27	16	1,779	32
V/C Ratio		1.11	0.03		0.90		0.24			0.11		
Level-of-Service		F	C		F		E			D		
Control Delay (Seconds)		362.0	20.5		269.0		35.1			32.3		
Intersection LOS*	F - \$ (EBL)											
95th Percentile Queue (veh)		4.1	0.1		3.4		0.9			0.4		
Additional Lane Capacity Required		0.0	0.0		0.0		0.0			0.0		

\$ - Delays >300 seconds/vehicle

* Intersection LOS for unsignalized intersections is shown for the movement with the highest delay

Determination of Warrants for Deceleration Lanes

Determination of Warrants for Deceleration Lanes for the South and North Driveways were conducted in accordance with the City of Albuquerque Development Process Manual (DPM) Criteria. The following tables define the City's warrant criteria for right and left turn lanes at driveways:

Summary of Auxillary Lane Warrant Analysis
Natural Grocer's - Wyoming Blvd - Albuquerque, NM

			Left Turn Warrant					Right Turn Warrant				
Access	Major Street	Speed Limit (Mph)	Left Turn Warrant	Maximum Left Turn Volume (veh/hr) ¹	Left Turn Lane Warranted ?	Minimum Storage Length (ft) ⁴	Minimum Left-turn Transition Length (ft) ²	Right Turn Warrant	Maximum Right Turn Volume (veh/hr) ¹	Right Turn Lane Warranted?	Minimum Storage Length (ft) ³	Minimum Right-turn Transition Length (ft) ²
			Volume (veh/hr) ¹	Volume (Veh/hr)	?	Length (ft) ⁴	Transition Length (ft) ²	Volume (veh/hr) ¹	Volume (Veh/hr)	Warranted?	Length (ft) ³	Transition Length (ft) ²
City of Albuquerque Auxillary Lane Warrant Analysis												
South Driveway	Wyoming Blvd	40	40	38	No	-	-	50	13	No	-	-
North Driveway	Wyoming Blvd	40	40	37	No	-	-	50	32	No	-	-

1. City of Albuquerque DPM, Table 7.4.67

2. City of Albuquerque DPM, Table 7.4.70

3. City of Albuquerque DPM, Table 7.4.68

TABLE 7.4.67 Turn Lane Warrants			
Left Turn		Right Turn	
Design Speed (MPH)	Turning Volume per Hour	Design Speed (MPH)	Turning Volume per Hour
25	50	25	60
30-40	40	30-40	50
45	30	45	45

Determination of Warrants for Deceleration Lanes for the South Driveway and the North Driveway indicate that no auxiliary deceleration lanes are warranted.

Access Design Specifications

Sight distances at the South Driveway and North Driveway are greater than 500-feet at each driveway. There are no vertical or horizontal curves that impede site distances along this portion of Wyoming Blvd. and there are no structures blocking sight distance into and out of the driveway.

The South and North Driveways meet the minimum access spacing requirements of the COA for a Principal Arterial. Wyoming Blvd. is a Principal Arterial. See Table 7.4.45 below from the COA DPM.

City of Albuquerque Minimum Access Spacing Requirements
COA DPM

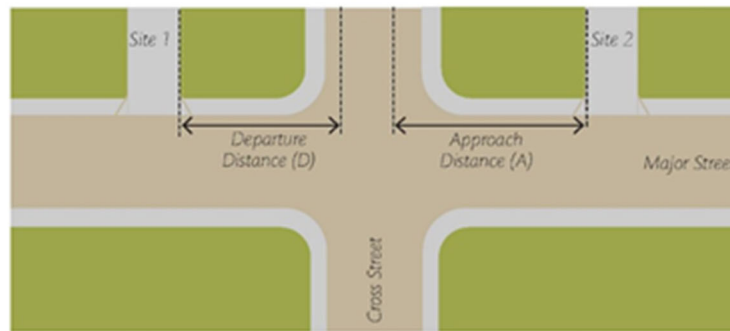


TABLE 7.4.45 Minimum Distance Between Commercial Site Access and Intersection

Type of Street	Cross Street Classes					
	Arterial		Collector		Local	
	A	D	A	D	A	D
Principal Arterial	300 ft.	200 ft.	200 ft.	150 ft.	150 ft.	100 ft.
Minor Arterial	200 ft.	150 ft.	150 ft.	100 ft.	100 ft.	100 ft.
Major Collector	150 ft.	150 ft.	100 ft.	100 ft.	75 ft.	75 ft.
Minor Collector	150 ft.	150 ft.	100 ft.	100 ft.	75 ft.	75 ft.

A summary of the impacts and recommendations based on the results of the analysis, are stated below.

Summary of Impacts

2023 LOS Analysis of Intersection 1 and Intersection 2 demonstrates that the proposed Natural Grocer's will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions. LOS remains the same for all movements from the NO BUILD to the BUILD condition. However, for traffic turning left from the driveways/side streets, LOS=E or F for both the NO BUILD and BUILD conditions. Since the intersection is not controlled by a signal, the high volume of traffic on Wyoming Blvd. causes insufficient gaps in traffic flows for vehicles exiting the driveway to enter the flow of traffic in an acceptable amount of time. This is an existing problem not made significantly worse by traffic from the development so no mitigation on the part of the development is recommended.

2023 Queueing Analysis demonstrates that no additional queue capacity is required. V/C ratios (a measure of congestion) are less than 1 for all movements except for the EBL (South Driveway Exit) and lane capacities are greater than calculated queues, so no additional queue capacity is required.

Deceleration Lane Warrant Analysis

Determination of Warrants for Deceleration Lanes for the South Driveway and the North Driveway indicate that no auxiliary deceleration lanes are warranted.

Access Spacing

All driveways meet the minimum access spacing requirements of the COA as shown in Table 7.4.45, *Minimum Distance Between Commercial Site Access and Intersections*, of the DPM for the City of Albuquerque (2020)

In summary, the proposed Natural Grocer's will have minimal adverse impact to the adjacent transportation system provided the recommendations below are implemented.

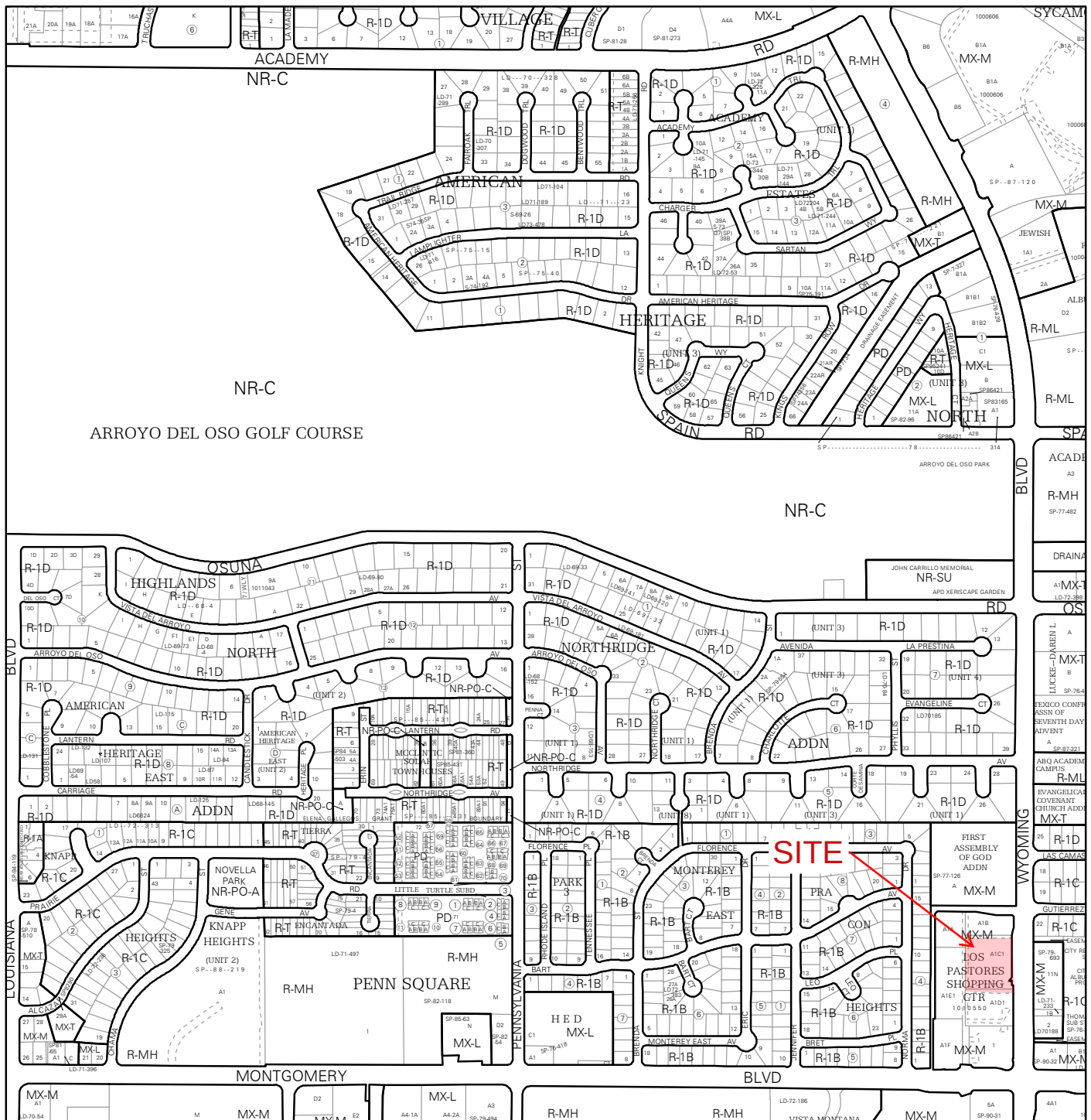
Recommendations

1. The Natural Grocer's project shall use existing driveways to access the Natural Grocer's site from Wyoming Blvd. and Montgomery Blvd.
2. Site distances, queue storage capacity, and lane geometries shall be maintained at all access driveways for the project.
3. Maintain pedestrian sidewalk along property's frontage with Wyoming Blvd. and Montgomery Blvd.

Appendix

<u>SITE INFORMATION</u>	
<i>Zone Atlas Map/Vicinity Map</i>	A-1
<i>Proposed Site Plan</i>	A-2
<u>HISTORIC GROWTH RATE</u>	
<i>Historic Growth Rate Table and Graph</i>	A-3 thru A-4
<u>TRIP GENERATION, DISTRIBUTION, & ASSIGNMENTS</u>	
<i>Socioeconomic Trip Distribution Data Table</i>	A-5 thru A-6
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<i>Existing Developments</i>	A-8 thru A-27
<i>Other Proposed & Recent Developments</i>	A-28 thru A-33
<i>Natural Grocer's</i>	A-34 thru A-41
<u>2023 TURNING MOVEMENT COUNTS</u>	
<i>Intersection 1 - South Driveway/Car Wash & Wyoming Blvd.</i>	A-42
<i>Intersection 2 - North Driveway/Car Wash & Wyoming Blvd.</i>	A-43
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<i>Intersection 1 - South Driveway/Car Wash & Wyoming Blvd.</i>	A-45 thru A-48
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<u>TRAFFIC COUNTS</u>	
<i>Traffic Counts for Montgomery Blvd. & Wyoming Blvd.</i>	A-53 thru A-54
<u>City of Albuquerque SCOPING FORM</u>	A-55 thru A-57

APPENDIX



For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

IDO Zone Atlas May 2018

IDO Zoning information as of May 17, 2018

**The Zone Districts and Overlay Zones
are established by the
Integrated Development Ordinance (IDO).**

Gray Shading
Represents Area Outside
of the City Limits

Zone Atlas Page:
F-19-Z

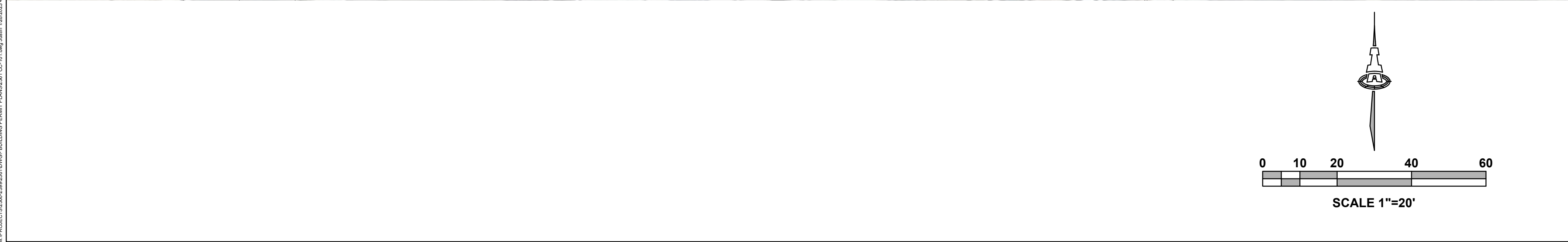
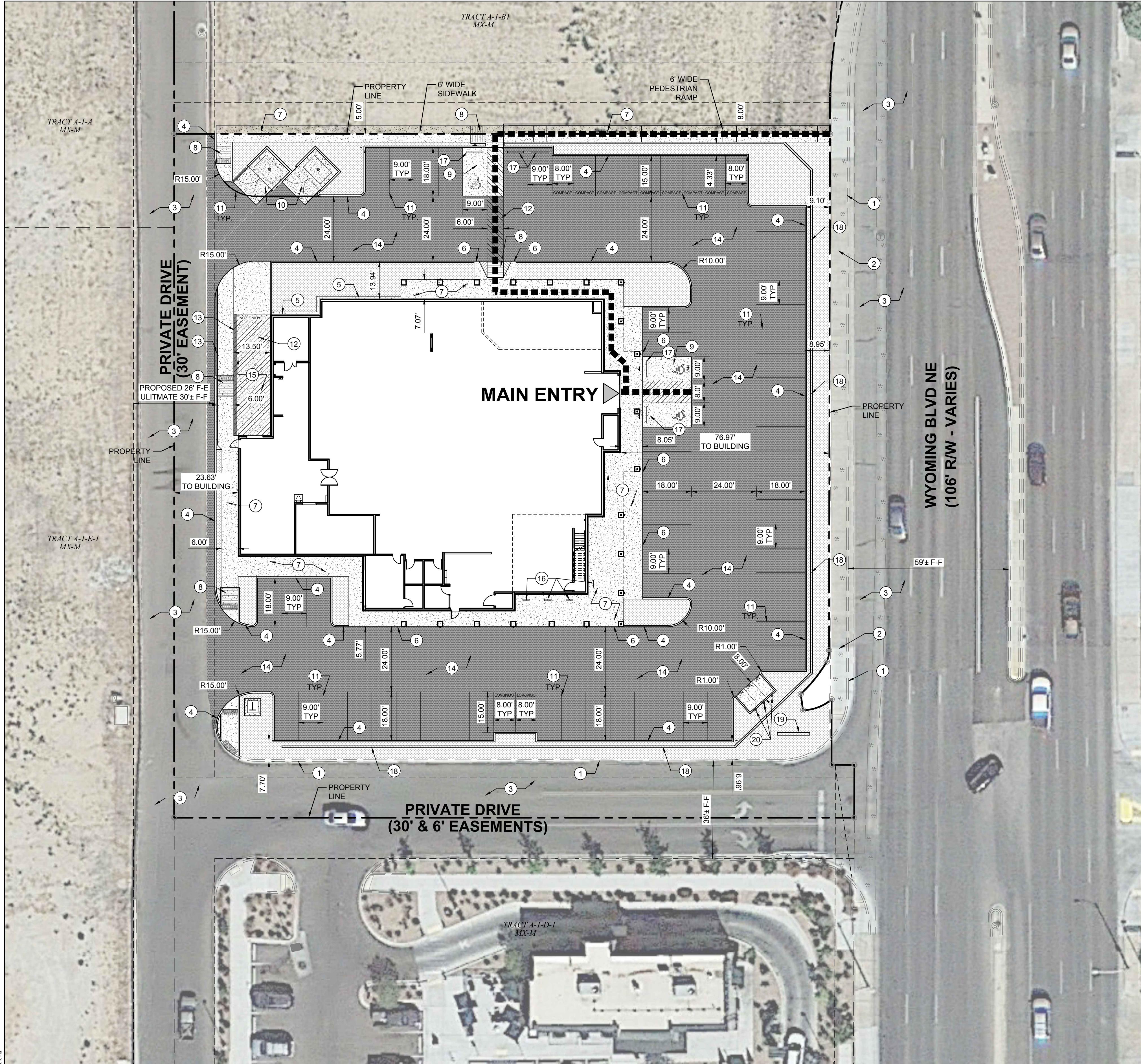
- Easement
- Escarpment
- Petroglyph National Monument
- Areas Outside of City Limits
- Airport Protection Overlay (APO) Zone
- Character Protection Overlay (CPO) Zone
- Historic Protection Overlay (HPO) Zone
- View Protection Overlay (VPO) Zone

0 250 500 1,000 Feet

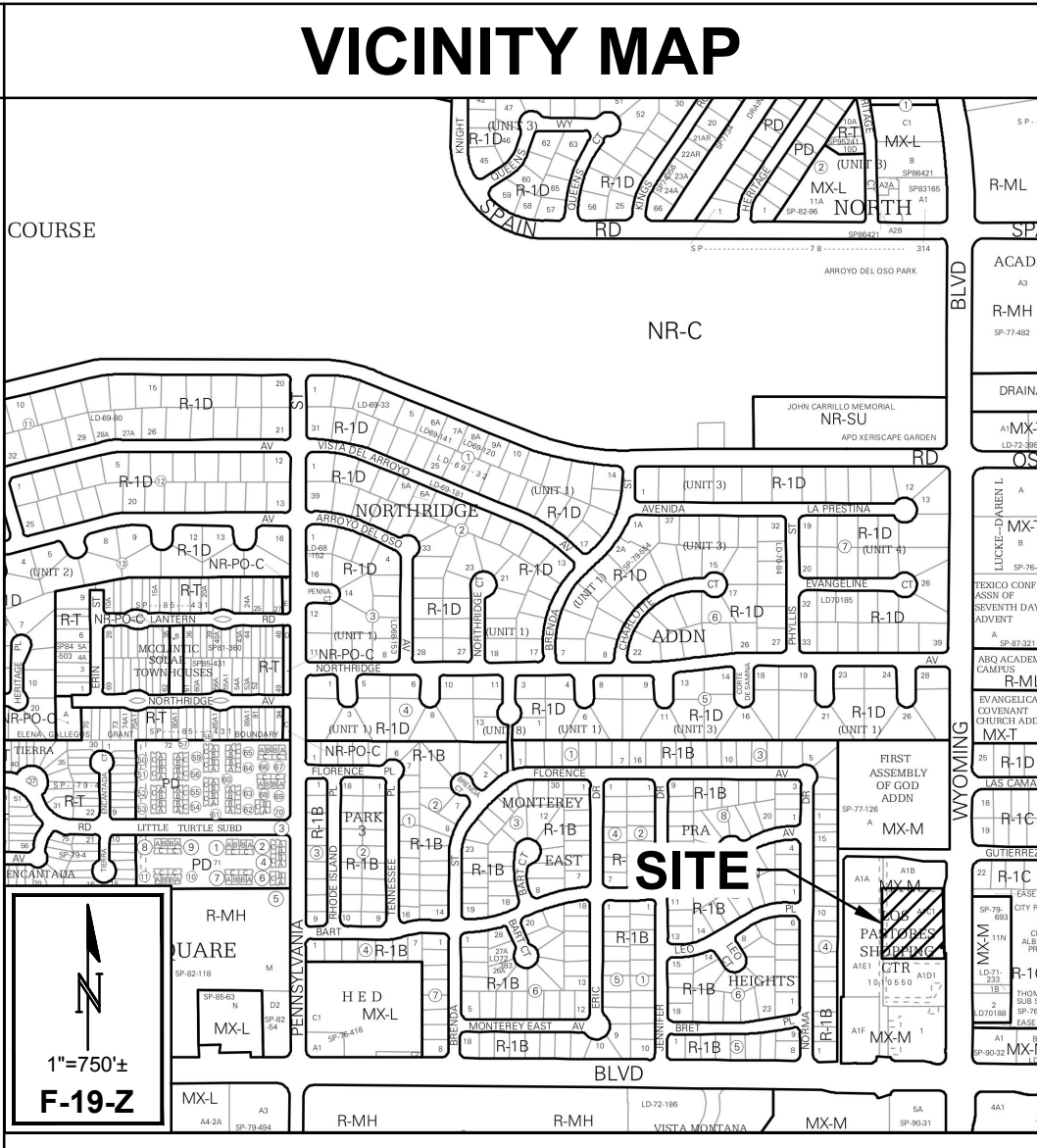
May 9, 2023

Natural Grocer's

A-1



- ### KEYED NOTES
- EXISTING CURB & GUTTER TO REMAIN.
 - EXISTING SIDEWALK TO REMAIN.
 - EXISTING ASPHALT TO REMAIN.
 - HEADER CURB, PER DETAIL ON SHEET CS-501.
 - CONCRETE APRON AT BUILDING, PER DETAIL ON SHEET CS-501.
 - TURNED DOWN EDGE SIDEWALK, PER DETAIL ON SHEET CS-501.
 - SIDEWALK, PER DETAIL ON SHEET CS-501.
 - ADA RAMP (TYPE PER PLAN), PER DETAIL ON SHEET CS-502.
 - ADA PARKING AND SIGNAGE, PER DETAIL ON SHEET CS-502.
 - REFUSE ENCLOSURE, PER DETAIL ON SHEET CS-501.
 - 4" WHITE STRIPE.
 - 4" WHITE STRIPE @ 45° ANGLE WITH 2' SPACING.
 - 12" WHITE STRIPE.
 - ASPHALT PAVING (LIGHT DUTY OR HEAVY DUTY), PER DETAIL ON SHEET CS-501.
 - CONCRETE PAVING (LIGHT DUTY OR HEAVY DUTY), PER DETAIL ON SHEET CS-501.
 - BICYCLE RACK, PER DETAIL ON SHEET CS-501.
 - PARKING BUMPER, PER DETAIL ON SHEET CS-501.
 - SOLID CMU SCREEN WALL, SEE CG-101 FOR FINISH GRADES AT WALL. CMU COLOR TO MATCH BUILDING.
 - SITE MOUNTMENT SIGNAGE: SEE ARCHITECTURAL PLANS FOR DETAILS.
 - SITE SIGNAGE: MOTORCYCLE PARKING, PER DETAIL ON SHEET CS-502.
 - CLEAR SIGHT TRIANGLE. SEE GENERAL NOTE E.
 - SITE LIGHTING. SEE ELECTRICAL.



PROJECT INFORMATION

LEGAL DESCRIPTION:
TRACT A-1-C-1A, LOS PASTORES SHOPPING CENTER, CITY OF ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO AS THE SAME IS SHOWN AND DESIGNATED ON THE PLAT ENTITLED "PLAT OF TRACTS A-1-B1 AND A-1-C-1A, LOS PASTORES SHOPPING CENTER, (BEING A REPLAT OF TRACTS A-1-B AND A-1-C-1, LOS PASTORES SHOPPING CENTER) SITUATE WITHIN THE ELENA GALLEGOS GRANT IN PROJECTED SECTION 31, TOWNSHIP 11 NORTH, RANGE 4 EAST, N.M.P.M., CITY OF ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO", FILED IN THE OFFICE OF THE COUNTY CLERK OF BERNALILLO COUNTY, NEW MEXICO ON NOVEMBER 28, 2022 IN PLAT BOOK 2022C, PAGE 130.

SITE AREA: 1.4043 ACRES

ZONING: MX-M

BUILDING CALCULATIONS: GROSS FLOOR AREA (GFA)=13,778 SF ±

PARKING CALCULATIONS:

REQUIRED:	55 SPACES (1 SPACE PER 225 GFA=61 SPACES) (10% REDUCTION FOR PROXIMITY TO TRANSIT= 6 SPACES)
PROVIDED:	68 SPACES (INCLUDING 11 COMPACT SPACES)

ADA REQUIRED: 3 SPACES (1 VAN SPACE)
ADA PROVIDED: 3 SPACES (1 VAN SPACE)

MOTORCYCLE REQUIRED: 3 SPACES
MOTORCYCLE PROVIDED: 3 SPACES

BICYCLE REQUIRED: 7 SPACES (1 SPACE PER 2,000 GFA)
BICYCLE PROVIDED: 8 SPACES

- ### GENERAL NOTES
- DIMENSIONS ARE TO FACE OF CURB, OR WALL, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
 - ALL CURB RADII ARE 2' UNLESS OTHERWISE NOTED.
 - CURBS AND ACCESSIBLE RAMPS WILL BE DESIGNED AND BUILT ACCORDING TO THE CITY OF ALBUQUERQUE STANDARDS.
 - STREETS, PARKING SPACES AND ASSOCIATED DRIVES TO BE ASPHALT UNLESS NOTED OTHERWISE.
 - LANDSCAPE AND SIGNAGE WILL NOT INTERFERE WITH CLEAR SIGHT REQUIREMENTS. SIGNS, WALLS AND PLANTING BETWEEN 3 FEET AND 8 FEET TALL (AS MEASURED FROM THE GUTTER PAN) WILL NOT BE PERMITTED IN THE CLEAR SIGHT TRIANGLE.
 - ALL LIGHTING SHALL BE PLACED SO AS TO DIRECT LIGHT AWAY FROM RESIDENTIAL DISTRICTS AND SHALL BE FULLY SHIELDED TO COMPLY WITH THE NM NIGHT SKY PROTECTION ACT AND IDO SECTION 14-16-5-8 OUTDOOR LIGHTING. MAXIMUM HEIGHT FOR LIGHT POLES SHALL BE 16 FEET TALL.

LEGEND

=====	EXISTING CURB AND GUTTER
=====	PROPOSED CURB
♿	ADA SPACE
////	PEDESTRIAN CROSSWALK
■■■■■■	ADA PATHWAY
□	BIKE RACK
-----	PROPERTY LINE
- - - - -	FIRELANE (RED) "NO PARKING"
■	ASPHALT PAVING SEE SECTION ON SHEET CS-501 FOR HEAVY / LIGHT DUTY AREAS
□	PCC PAVING SECTION SEE SECTION ON SHEET CS-501 FOR HEAVY / LIGHT DUTY AREAS

Isaacson & Arfman, Inc.
Civil Engineering Consultants

128 Monroe Street NE
Albuquerque, NM 87108
505-266-6828 | www.iaacv.com

NOT FOR CONSTRUCTION

Engineer

NATURAL GROCERS RETAIL

4625 WYOMING BLVD N.E.

ALBUQUERQUE, NM

DESIGN	ISSUE: DEVELOPMENT
	PROJECT NUMBER: IA 2561
	FILE:
	DRAWN BY: BJB
	CHECKED BY: FCA
	DATE: XXX-XX-2022

Description	No	Date

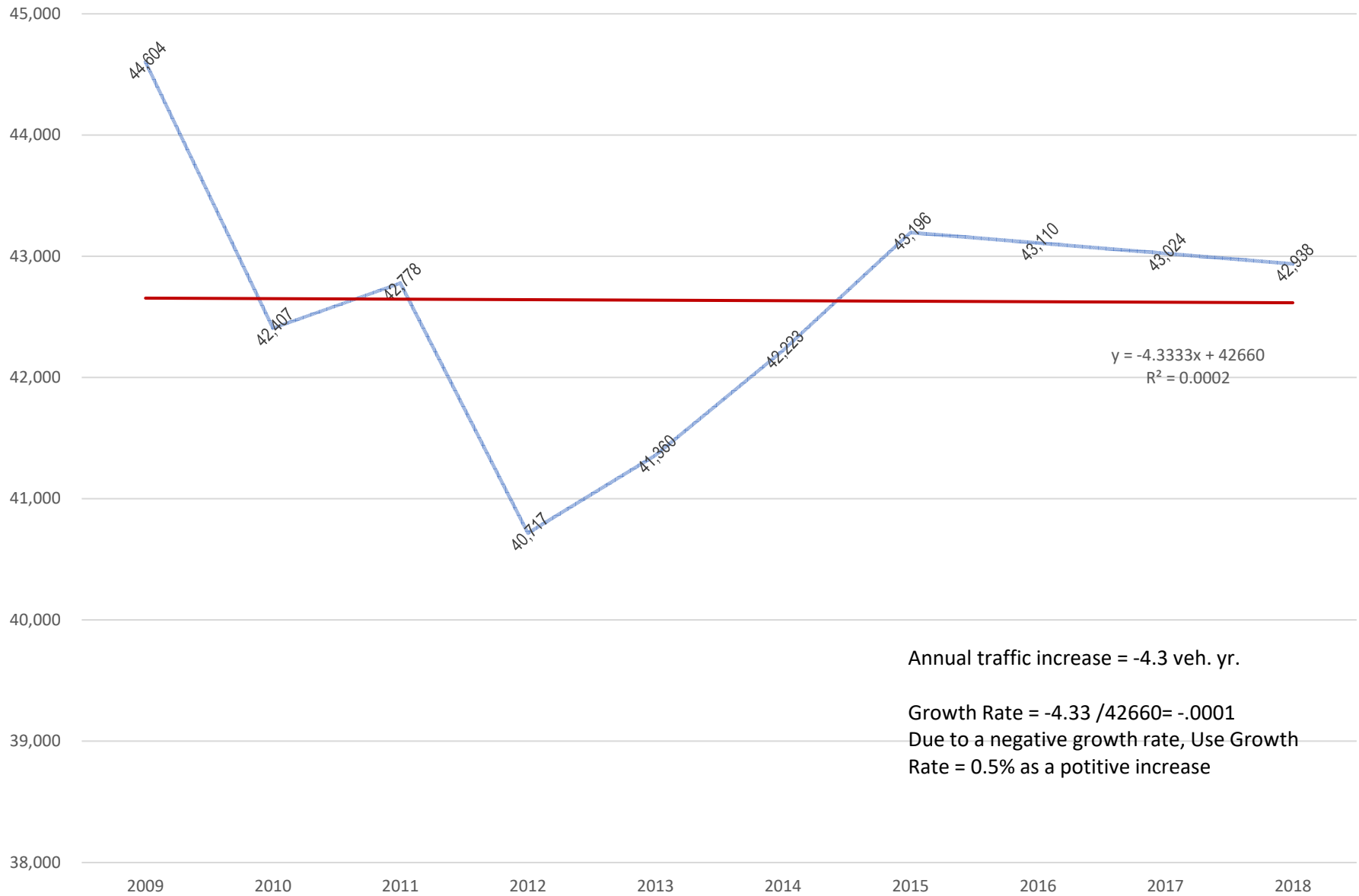
SHEET TITLE	
CIVIL SITE PLAN	
SHEET NUMBER	
CS-101	

Historic Growth Data Table
Natural Grocers - Albuquerque, NM
(Montgomery Blvd & Wyoming Blvd.)

Traffic Flows (AWDT) from Mid-Region Council of Governments

COG ID	Location												
Intersection #1:	WYOMING / Not Found												
Street:	From:	To:	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
21784 WYOMING	NORTH OF MONTGOMERY	SOUTH OF OSUNA	44,604	42,407	42,778	40,717	41,360	42,223	43,196	43,110	43,024	42,938	
Total Intersection Traffic Flows			44,604	42,407	42,778	40,717	41,360	42,223	43,196	43,110	43,024	42,938	

Historic Traffic Flow Graph Wyoming Blvd. North of Montgomery Blvd. & South of Osuna Rd.

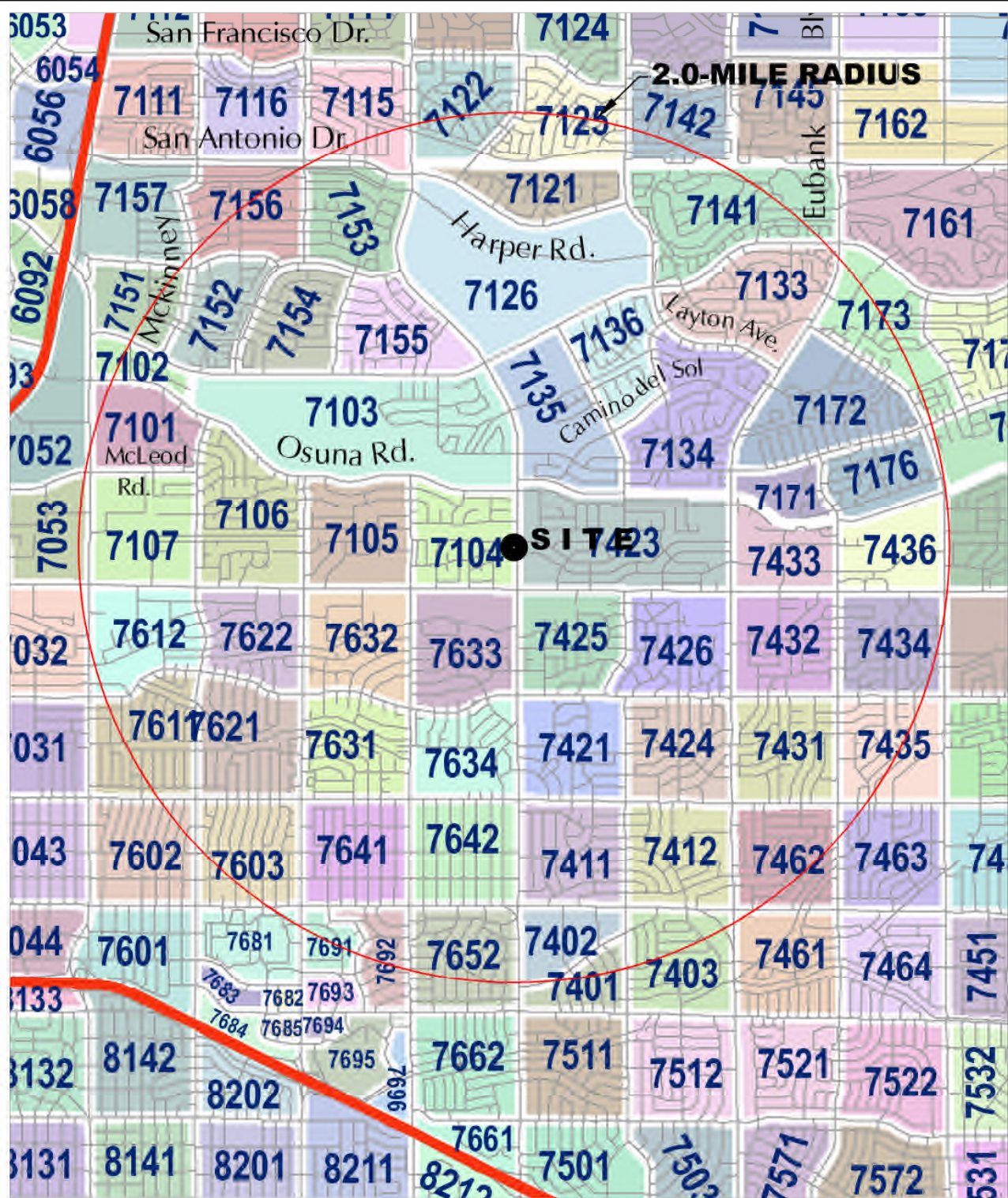


2016 and 2040 Data Taken from Mid-Region Council of Governments
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

Natural Grocer's - Wyoming Blvd. - Albuquerque, NM							(WYN) WYOMING Blvd. North			(WYS) WYOMING Blvd. South			(ME) MONGOMERY Blvd. East		
DASZ #	% Sub Area in Study	2016 Population	2040 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2016	2040	2023											
Boundary Specified on DASZ Map															
7156	50%	1360	1581	1,424	712	1.00%	100%	1.00%	712	0%	0.00%	0	0%	0.00%	0
7153	100%	1227	1474	1,299	1,299	1.82%	100%	1.82%	1,299	0%	0.00%	0	0%	0.00%	0
7152	100%	1426	1445	1,432	1,432	2.00%	100%	2.00%	1,432	0%	0.00%	0	0%	0.00%	0
7151	30%	959	1447	1,101	330	0.46%	100%	0.46%	330	0%	0.00%	0	0%	0.00%	0
7102	75%	756	967	818	614	0.86%	100%	0.86%	614	0%	0.00%	0	0%	0.00%	0
7101	90%	2265	2586	2,359	2,123	2.97%	100%	2.97%	2,123	0%	0.00%	0	0%	0.00%	0
7107	100%	2607	3570	2,888	2,888	4.04%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7106	100%	2006	2259	2,080	2,080	2.91%	50%	1.46%	1,040	0%	0.00%	0	0%	0.00%	0
7103	100%	977	1161	1,031	1,031	1.44%	100%	1.44%	1,031	0%	0.00%	0	0%	0.00%	0
7154	100%	1103	1254	1,147	1,147	1.61%	100%	1.61%	1,147	0%	0.00%	0	0%	0.00%	0
7155	100%	891	1102	953	953	1.33%	100%	1.33%	953	0%	0.00%	0	0%	0.00%	0
7126	100%	0	117	34	34	0.05%	100%	0.05%	34	0%	0.00%	0	0%	0.00%	0
7121	100%	875	866	872	872	1.22%	100%	1.22%	872	0%	0.00%	0	0%	0.00%	0
7122	30%	1196	1225	1,204	361	0.51%	100%	0.51%	361	0%	0.00%	0	0%	0.00%	0
7115	25%	1446	1534	1,472	368	0.52%	100%	0.52%	368	0%	0.00%	0	0%	0.00%	0
7125	50%	1206	1380	1,257	629	0.88%	100%	0.88%	629	0%	0.00%	0	0%	0.00%	0
7142	25%	1289	1292	1,290	323	0.45%	100%	0.45%	323	0%	0.00%	0	0%	0.00%	0
7141	75%	1445	1605	1,492	1,119	1.57%	100%	1.57%	1,119	0%	0.00%	0	0%	0.00%	0
7133	100%	1841	2239	1,957	1,957	2.74%	100%	2.74%	1,957	0%	0.00%	0	0%	0.00%	0
7136	100%	858	843	854	854	1.20%	100%	1.20%	854	0%	0.00%	0	0%	0.00%	0
7135	100%	2621	2990	2,729	2,729	3.82%	100%	3.82%	2,729	0%	0.00%	0	0%	0.00%	0
7134	100%	1722	1944	1,787	1,787	2.50%	0%	0.00%	0	0%	0.00%	0	100%	2.50%	1,787
7172	100%	2432	2784	2,535	2,535	3.55%	0%	0.00%	0	0%	0.00%	0	100%	3.55%	2,535
7133	100%	1841	2239	1,957	1,957	2.74%	100%	2.74%	1,957	0%	0.00%	0	0%	0.00%	0
7173	30%	2968	3590	3,149	945	1.32%	0%	0.00%	0	0%	0.00%	0	100%	1.32%	945
7176	100%	1193	1757	1,358	1,358	1.90%	0%	0.00%	0	0%	0.00%	0	100%	1.90%	1,358
7171	100%	892	1155	969	969	1.36%	0%	0.00%	0	0%	0.00%	0	100%	1.36%	969
7423	100%	2461	2714	2,535	2,535	3.55%	0%	0.00%	0	0%	0.00%	0	20%	0.71%	507
7104	100%	1185	1270	1,210	1,210	1.69%	70%	1.19%	847	0%	0.00%	0	0%	0.00%	0
7105	100%	1906	2369	2,041	2,041	2.86%	70%	2.00%	1,429	0%	0.00%	0	0%	0.00%	0
7433	100%	1678	2360	1,877	1,877	2.63%	0%	0.00%	0	0%	0.00%	0	100%	2.63%	1,877
7436	100%	788	2055	1,158	1,158	1.62%	0%	0.00%	0	0%	0.00%	0	100%	1.62%	1,158
7612	100%	926	1140	988	988	1.38%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7622	100%	992	1302	1,082	1,082	1.51%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7632	80%	956	1197	1,026	821	1.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7633	100%	1910	2104	1,967	1,967	2.75%	0%	0.00%	0	100%	2.75%	1,967	0%	0.00%	0
7425	100%	1111	1286	1,162	1,162	1.63%	0%	0.00%	0	60%	0.98%	697	40%	0.65%	465
7426	100%	1188	1319	1,226	1,226	1.72%	0%	0.00%	0	60%	1.03%	736	40%	0.69%	490
7432	100%	1300	1415	1,334	1,334	1.87%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7434	100%	1237	1221	1,232	1,232	1.72%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7611	60%	1739	1834	1,767	1,060	1.48%	0%	0.00%	0	20%	0.30%	212	0%	0.00%	0
7621	100%	1200	1270	1,220	1,220	1.71%	0%	0.00%	0	40%	0.68%	488	0%	0.00%	0
7631	100%	1135	1160	1,142	1,142	1.60%	0%	0.00%	0	50%	0.80%	571	0%	0.00%	0
7634	50%	666	720	682	341	0.48%	0%	0.00%	0	60%	0.29%	205	40%	0.19%	136
7421	100%	1412	1374	1,401	1,401	1.96%	0%	0.00%	0	100%	1.96%	1,401	0%	0.00%	0
7424	100%	1184	1200	1,189	1,189	1.66%	0%	0.00%	0	50%	0.83%	595	50%	0.83%	595
7431	100%	1482	1527	1,495	1,495	2.09%	0%	0.00%	0	40%	0.84%	598	60%	1.26%	897
7435	50%	1922	2144	1,987	994	1.39%	0%	0.00%	0	30%	0.42%	298	70%	0.97%	696
7602	10%	1051	1325	1,131	113	0.16%	0%	0.00%	0	40%	0.06%	45	0%	0.00%	0
7603	90%	1226	1400	1,277	1,149	1.61%	0%	0.00%	0	40%	0.64%	460	0%	0.00%	0
7641	100%	1258	1267	1,261	1,261	1.77%	0%	0.00%	0	90%	1.59%	1,135	0%	0.00%	0
7642	100%	826	1137	917	917	1.28%	0%	0.00%	0	100%	1.28%	917	0%	0.00%	0
7411	60%	1340	1388	1,354	812	1.14%	0%	0.00%	0	100%	1.14%	812	0%	0.00%	0
7412	100%	1443	1555	1,476	1,476	2.07%	0%	0.00%	0	80%	1.65%	1,181	20%	0.41%	295
7462	75%	1715	1828	1,748	1,311	1.84%	0%	0.00%	0	80%	1.47%	1,049	20%	0.37%	262
7691	50%	268	700	394	197	0.28%	0%	0.00%	0	80%	0.22%	158	0%	0.00%	0
7692	50%	475	521	488	244	0.34%	0%	0.00%	Natural Grocer's	80%	0.27%	195	0%	0.00%	0
7652	75%	1000	1064	1,019	764	1.07%	0%	0.00%	0	100%	1.07%	764	0%	0.00%	0
7402	100%	1137	1877	1,353	1,353	1.89%	0%	0.00%	0	100%	1.89%	1,353	0%	0.00%	0
7401	50%	729	766	740	370	0.52%	0%	0.00%	0	100%	0.52%	370	0%	0.00%	0

2016 and 2040 Data Taken from Mid-Region Council of Governments
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

Natural Grocer's - Wyoming Blvd. - Albuquerque, NM							(MW) MONGOMERY Blvd. West			(GE) GUTIERREXZ RD. East		
DASZ #	% Sub Area in Study	2016 Population	2040 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2016	2040	2023								
Boundary Specified on DASZ Map												
7156	50%	1360	1581	1,424	712	1.00%	0%	0.00%	0	0%	0.00%	0
7153	100%	1227	1474	1,299	1,299	1.82%	0%	0.00%	0	0%	0.00%	0
7152	100%	1426	1445	1,432	1,432	2.00%	0%	0.00%	0	0%	0.00%	0
7151	30%	959	1447	1,101	330	0.46%	0%	0.00%	0	0%	0.00%	0
7102	75%	756	967	818	614	0.86%	0%	0.00%	0	0%	0.00%	0
7101	90%	2265	2586	2,359	2,123	2.97%	0%	0.00%	0	0%	0.00%	0
7107	100%	2607	3570	2,888	2,888	4.04%	100%	4.04%	2,888	0%	0.00%	0
7106	100%	2006	2259	2,080	2,080	2.91%	50%	1.46%	1,040	0%	0.00%	0
7103	100%	977	1161	1,031	1,031	1.44%	0%	0.00%	0	0%	0.00%	0
7154	100%	1103	1254	1,147	1,147	1.61%	0%	0.00%	0	0%	0.00%	0
7155	100%	891	1102	953	953	1.33%	0%	0.00%	0	0%	0.00%	0
7126	100%	0	117	34	34	0.05%	0%	0.00%	0	0%	0.00%	0
7121	100%	875	866	872	872	1.22%	0%	0.00%	0	0%	0.00%	0
7122	30%	1196	1225	1,204	361	0.51%	0%	0.00%	0	0%	0.00%	0
7115	25%	1446	1534	1,472	368	0.52%	0%	0.00%	0	0%	0.00%	0
7125	50%	1206	1380	1,257	629	0.88%	0%	0.00%	0	0%	0.00%	0
7142	25%	1289	1292	1,290	323	0.45%	0%	0.00%	0	0%	0.00%	0
7141	75%	1445	1605	1,492	1,119	1.57%	0%	0.00%	0	0%	0.00%	0
7133	100%	1841	2239	1,957	1,957	2.74%	0%	0.00%	0	0%	0.00%	0
7136	100%	858	843	854	854	1.20%	0%	0.00%	0	0%	0.00%	0
7135	100%	2621	2990	2,729	2,729	3.82%	0%	0.00%	0	0%	0.00%	0
7134	100%	1722	1944	1,787	1,787	2.50%	0%	0.00%	0	0%	0.00%	0
7172	100%	2432	2784	2,535	2,535	3.55%	0%	0.00%	0	0%	0.00%	0
7133	100%	1841	2239	1,957	1,957	2.74%	0%	0.00%	0	0%	0.00%	0
7173	30%	2968	3590	3,149	945	1.32%	0%	0.00%	0	0%	0.00%	0
7176	100%	1193	1757	1,358	1,358	1.90%	0%	0.00%	0	0%	0.00%	0
7171	100%	892	1155	969	969	1.36%	0%	0.00%	0	0%	0.00%	0
7423	100%	2461	2714	2,535	2,535	3.55%	0%	0.00%	0	80%	2.84%	2,028
7104	100%	1185	1270	1,210	1,210	1.69%	30%	0.51%	363	0%	0.00%	0
7105	100%	1906	2369	2,041	2,041	2.86%	30%	0.86%	612	0%	0.00%	0
7433	100%	1678	2360	1,877	1,877	2.63%	0%	0.00%	0	0%	0.00%	0
7436	100%	788	2055	1,158	1,158	1.62%	0%	0.00%	0	0%	0.00%	0
7612	100%	926	1140	988	988	1.38%	100%	1.38%	988	0%	0.00%	0
7622	100%	992	1302	1,082	1,082	1.51%	100%	1.51%	1,082	0%	0.00%	0
7632	80%	956	1197	1,026	821	1.15%	100%	1.15%	821	0%	0.00%	0
7633	100%	1910	2104	1,967	1,967	2.75%	0%	0.00%	0	0%	0.00%	0
7425	100%	1111	1286	1,162	1,162	1.63%	0%	0.00%	0	0%	0.00%	0
7426	100%	1188	1319	1,226	1,226	1.72%	0%	0.00%	0	0%	0.00%	0
7432	100%	1300	1415	1,334	1,334	1.87%	100%	1.87%	1,334	0%	0.00%	0
7434	100%	1237	1221	1,232	1,232	1.72%	100%	1.72%	1,232	0%	0.00%	0
7611	60%	1739	1834	1,767	1,060	1.48%	80%	1.19%	848	0%	0.00%	0
7621	100%	1200	1270	1,220	1,220	1.71%	60%	1.02%	732	0%	0.00%	0
7631	100%	1135	1160	1,142	1,142	1.60%	50%	0.80%	571	0%	0.00%	0
7634	50%	666	720	682	341	0.48%	0%	0.00%	0	0%	0.00%	0
7421	100%	1412	1374	1,401	1,401	1.96%	0%	0.00%	0	0%	0.00%	0
7424	100%	1184	1200	1,189	1,189	1.66%	0%	0.00%	0	0%	0.00%	0
7431	100%	1482	1527	1,495	1,495	2.09%	0%	0.00%	0	0%	0.00%	0
7435	50%	1922	2144	1,987	994	1.39%	0%	0.00%	0	0%	0.00%	0
7602	10%	1051	1325	1,131	113	0.16%	60%	0.09%	68	0%	0.00%	0
7603	90%	1226	1400	1,277	1,149	1.61%	60%	0.97%	689	0%	0.00%	0
7641	100%	1258	1267	1,261	1,261	1.77%	10%	0.18%	126	0%	0.00%	0
7642	100%	826	1137	917	917	1.28%	0%	0.00%	0	0%	0.00%	0
7411	60%	1340	1388	1,354	812	1.14%	0%	0.00%	0	0%	0.00%	0
7412	100%	1443	1555	1,476	1,476	2.07%	0%	0.00%	0	0%	0.00%	0
7462	75%	1715	1828	1,748	1,311	1.84%	0%	0.00%	0	0%	0.00%	0
7691	50%	268	700	394	197	0.28%	20%	0.06%	39	0%	0.00%	0
7692	50%	475	521	498	244	0.34%	20%	0.07%	49	0%	0.00%	0



DATA ANALYSIS SUBZONE (DASZ) MAP

Natural Grocers (Wyoming Blvd., Albuquerque, NM)

Trips Generated by Existing Developments

Legacy Church

McDonalds

Starbucks

Wells Fargo Bank

Gutierrez Rd. Residential Area

Car Wash

MCDONALDS

Projected Turning Movements Worksheet

South Driveway / Wyoming Blvd.

INTERSECTION : E-W Street: **South Driveway** (1)
 N-S Street: **Wyoming Blvd.**
 Year of Existing Counts: 2021
 Implementation Year: **2021**

Growth Rates

AM PEAK HOUR

	1.00%			1.00%			1.00%			1.00%		
	Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,340	0	0	1,068	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	1,340	0	0	1,068	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	1,340	0	0	1,068	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.00%	10.00%
Percent Commercial Trips Generated(Exiting)	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	24.00%	0.00%
Total Trips Generated	10	0	0	0	0	0	0	0	0	0	42	10

PM PEAK HOUR

	1.00%			1.00%			1.00%			1.00%		
	Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,784	0	0	1,204	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	1,784	0	0	1,204	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	1,784	0	0	1,204	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.00%	10.00%
Percent Commercial Trips Generated(Exiting)	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	24.00%	0.00%
Total Trips Generated	7	0	0	0	0	0	0	0	0	0	31	8

Number of Commercial Trips Generated

Entering	99	96	A.M.	100% Commercial Development
Exiting	75	69	P.M.	

LEGACY CHURCH

Projected Turning Movements Worksheet

South Driveway / Wyoming Blvd.

INTERSECTION : E-W Street: **South Driveway** (1)
 N-S Street: **Wyoming Blvd.**
 Year of Existing Counts: 2021
 Implementation Year: **2021**

AM PEAK HOUR

	1.00%			1.00%			1.00%			1.00%		
	Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	49.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	2	0	0	0	0

PM PEAK HOUR

	1.00%			1.00%			1.00%			1.00%		
	Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	49.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	49.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	3	0	0	4	0

Number of Commercial Trips Generated

Entering	5	3	A.M.	100% Commercial Development
Exiting	6	8	P.M.	

STARBUCKS
Projected Turning Movements Worksheet
South Driveway / Wyoming Blvd.

INTERSECTION : E-W Street: **South Driveway** (1)
N-S Street: **Wyoming Blvd.**

Year of Existing Counts 2021
Implementation Year 2021

AM PEAK HOUR

	Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Thru Volumes	0	0	0	0	0	0	0	1,367	0	0	1,089	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	1,367	0	0	1,089	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	1,367	0	0	1,089	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.00%	5.00%	0.00%	0.00%	0.00%	29.00%
Percent Commercial Trips Generated(Exiting)	19.00%	0.00%	49.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	32	0	82	0	0	0	33	9	0	0	0	51
Subtotal AM Pk Hr. BUILD Volumes	32	0	82	0	0	0	33	1,376	0	0	1,089	51
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	32	0	82	0	0	0	33	1,376	0	0	1,089	51

	1.00%			1.00%			1.00%			1.00%		
	Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Thru Volumes	0	0	0	0	0	0	0	1,784	0	0	1,204	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	1,784	0	0	1,204	0
Previous Development #1	0	0	0	0	0	0	0	0	0	0	0	0
Previous Development #2	0	0	0	0	0	0	0	0	0	0	0	0
Previous Development #3	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	1,784	0	0	1,204	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.00%	5.00%	0.00%	0.00%	0.00%	29.00%
Percent Commercial Trips Generated(Exiting)	19.00%	0.00%	49.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	15	0	38	0	0	0	15	4	0	0	0	23
Subtotal PM Pk Hr. Existing Volumes	15	0	38	0	0	0	15	1,788	0	0	1,204	23
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour Existing Volumes	15	0	38	0	0	0	15	1,788	0	0	1,204	23

Number of Commercial Trips Generated
Entering 175 Exiting 168 A.M. 100% Commercial Development
78 78 P.M.

WELLS FARGO BANK
Projected Turning Movements Worksheet
South Driveway / Wyoming Blvd.

INTERSECTION : E-W Street: **South Driveway** (1)
N-S Street: **Wyoming Blvd.**

Year of Existing Counts 2021
Implementation Year 2021

AM PEAK HOUR

	Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	29.00%	5.00%
Percent Commercial Trips Generated(Exiting)	29.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	4	0	0	0	0	0	0	1	0	0	6	1

PM PEAK HOUR

	Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	29.00%	5.00%
Percent Commercial Trips Generated(Exiting)	29.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	16	0	0	0	0	0	0	3	0	0	15	3

Number of Commercial Trips Generated
Entering 21 Exiting 13 A.M. 100% Commercial Development
53 55 P.M.

CAR WASH
 Projected Turning Movements Worksheet
South Driveway / Wyoming Blvd.

INTERSECTION : E-W Street: **South Driveway** (1)
 N-S Street: **Wyoming Blvd.**
 Year of Existing Counts 2021
 Implementation Year **2021**

Growth Rates

AM PEAK HOUR

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

1.00%			1.00%			1.00%			1.00%		
Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	66.00%	34.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	66.00%	0.00%
0	0	0	0	0	5	0	0	3	2	3	0

PM PEAK HOUR

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

1.00%			1.00%			1.00%			1.00%		
Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	66.00%	34.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	66.00%	0.00%
0	0	0	0	0	39	0	0	26	13	26	0

Number of Commercial Trips Generated

5

5

A.M.

100% Commercial Development

39

39

P.M.

Natural Grocers Retail - 4625 Wyoming Blvd., Albuquerque, NM
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

LEGACY CHURCH - EXISTING

	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.		
	DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT	
<u>Summary Sheet</u>		Units					
Church (560)		28	210	5	3	6	8
	Subtotal		210	5	3	6	8

Natural Grocers Retail - 4625 Wyoming Blvd., Albuquerque, NM
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

MCDONALDS - EXISTING

	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.		
	DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT	
<u>Summary Sheet</u>		Units					
	Fast Food Restaurant w/ Drive-Thru Window (934)	4	2,043	99	96	75	69
	Subtotal		2,043	99	96	75	69

Natural Grocers Retail - 4625 Wyoming Blvd., Albuquerque, NM
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

STARBUCKS - EXISTING

	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT
<u>Summary Sheet</u>		Units				
Coffee/Donut Shop w/ Drive Thru Window (937)	4	2,134	175	168	78	78
Subtotal		2,134	175	168	78	78

Natural Grocers Retail - 4625 Wyoming Blvd., Albuquerque, NM
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

MCDONALDS - EXISTING

	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT
<u>Summary Sheet</u>		Units				
Drive-In Bank (912)		4 500	21	13	53	55
	Subtotal	500	21	13	53	55

Natural Grocers Retail - 4625 Wyoming Blvd., Albuquerque, NM
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

Wells Fargo Bank - EXISTING

	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT
<u>Summary Sheet</u>		Units				
	Drive-In Bank (912)	4 500	21	13	53	55
	Subtotal	500	21	13	53	55

Graph Look Up

 Query Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

210

LAND USE GROUP:

(200-299) Residential

LAND USE:

210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:

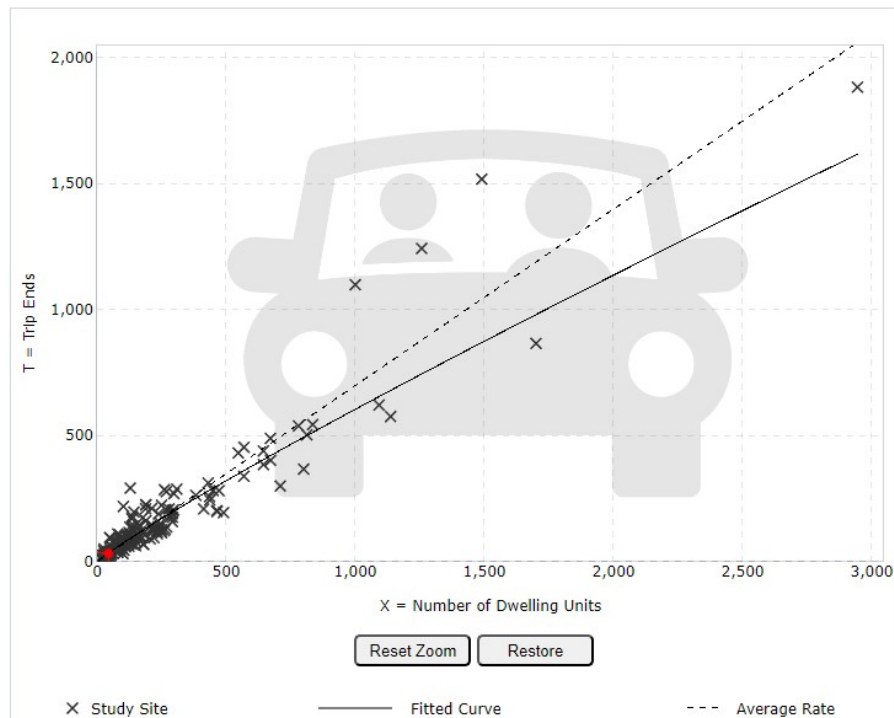
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

45

Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:

Single-Family Detached Housing (210) [Click for Description and Data Plots](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday

Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

192

Avg. Num. of Dwelling Units:

226

Average Rate:

0.70

Range of Rates:

0.27 - 2.27

Standard Deviation:

0.24

Fitted Curve Equation:

 $\ln(T) = 0.91 \ln(X) + 0.12$ R^2 :

0.90

Directional Distribution:

25% entering, 75% exiting

Calculated Trip Ends:

Average Rate: 31 (Total), 8 (Entry), 23 (Exit)

Fitted Curve: 36 (Total), 9 (Entry), 27 (Exit)

Graph Look Up

Query Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

210



LAND USE GROUP:

(200-299) Residential

LAND USE:

210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:

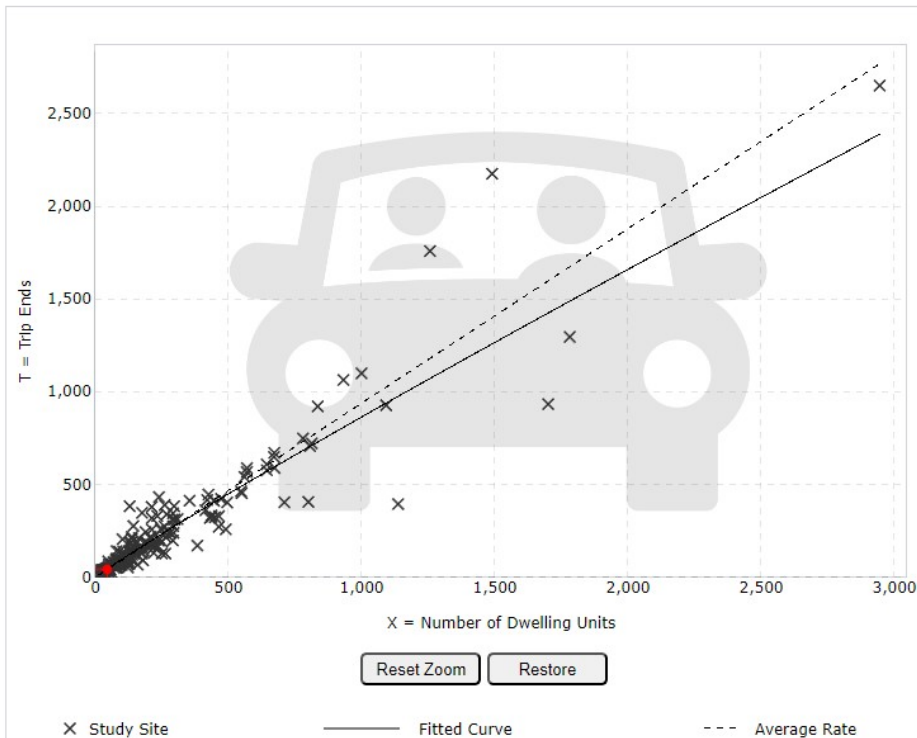
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

45

Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:

Single-Family Detached Housing (210) [Click for Description and Data Plots](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

208

Avg. Num. of Dwelling Units:

248

Average Rate:

0.94

Range of Rates:

0.35 - 2.98

Standard Deviation:

0.31

Fitted Curve Equation:

 $\ln(T) = 0.94 \ln(X) + 0.27$ R^2 :

0.92

Directional Distribution:

63% entering, 37% exiting

Calculated Trip Ends:

Average Rate: 42 (Total), 27 (Entry), 15 (Exit)

Fitted Curve: 47 (Total), 30 (Entry), 17 (Exit)

Automated Car Wash (948)

Vehicle Trip Ends vs: Car Wash Tunnels
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: 3

Avg. Num. of Car Wash Tunnels: 1

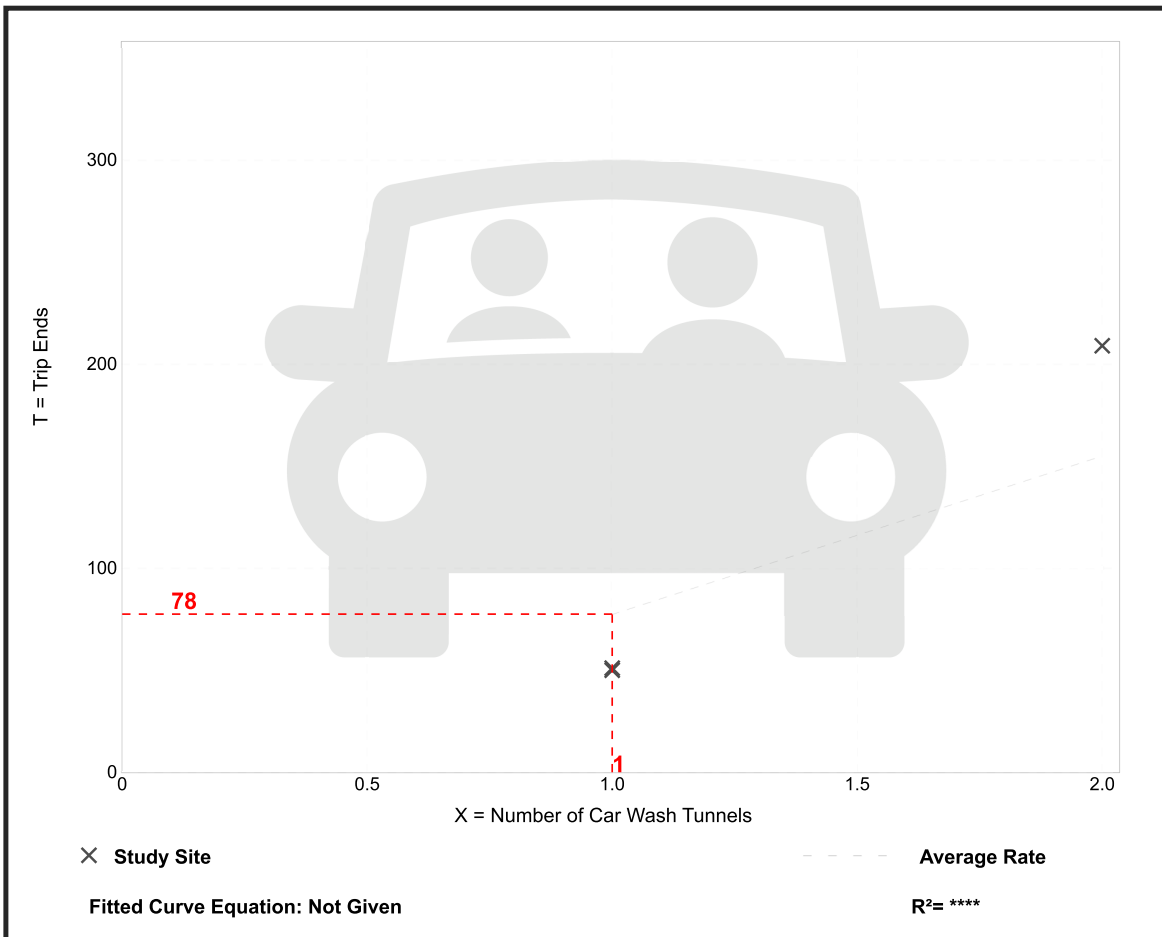
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Car Wash Tunnel

Average Rate	Range of Rates	Standard Deviation
77.50	50.00 - 104.50	33.07

Data Plot and Equation

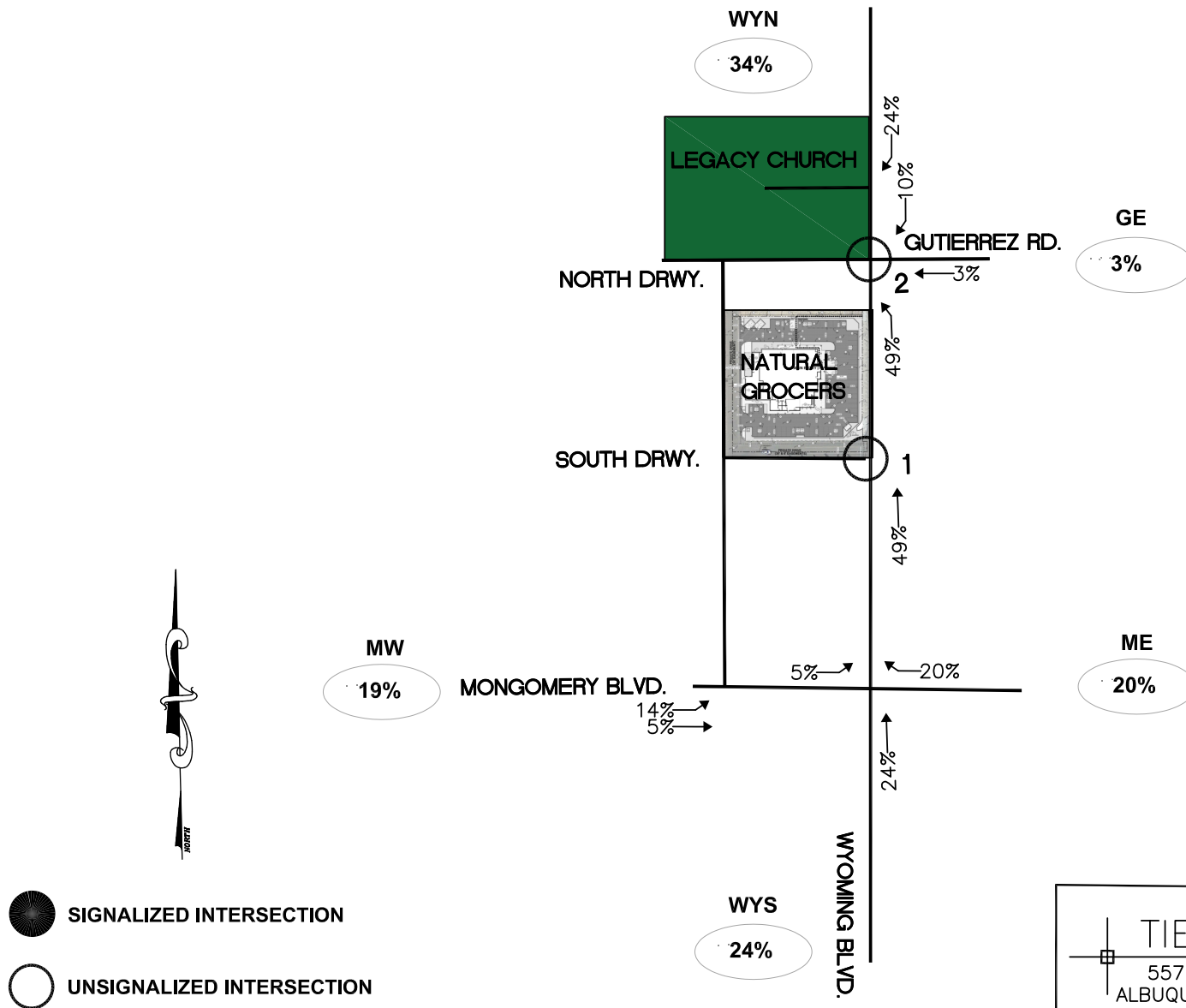
Caution – Small Sample Size



Natural Grocers- Albuquerque, NM

Montgomery Blvd./Wyoming Blvd. - Albuquerque, NM

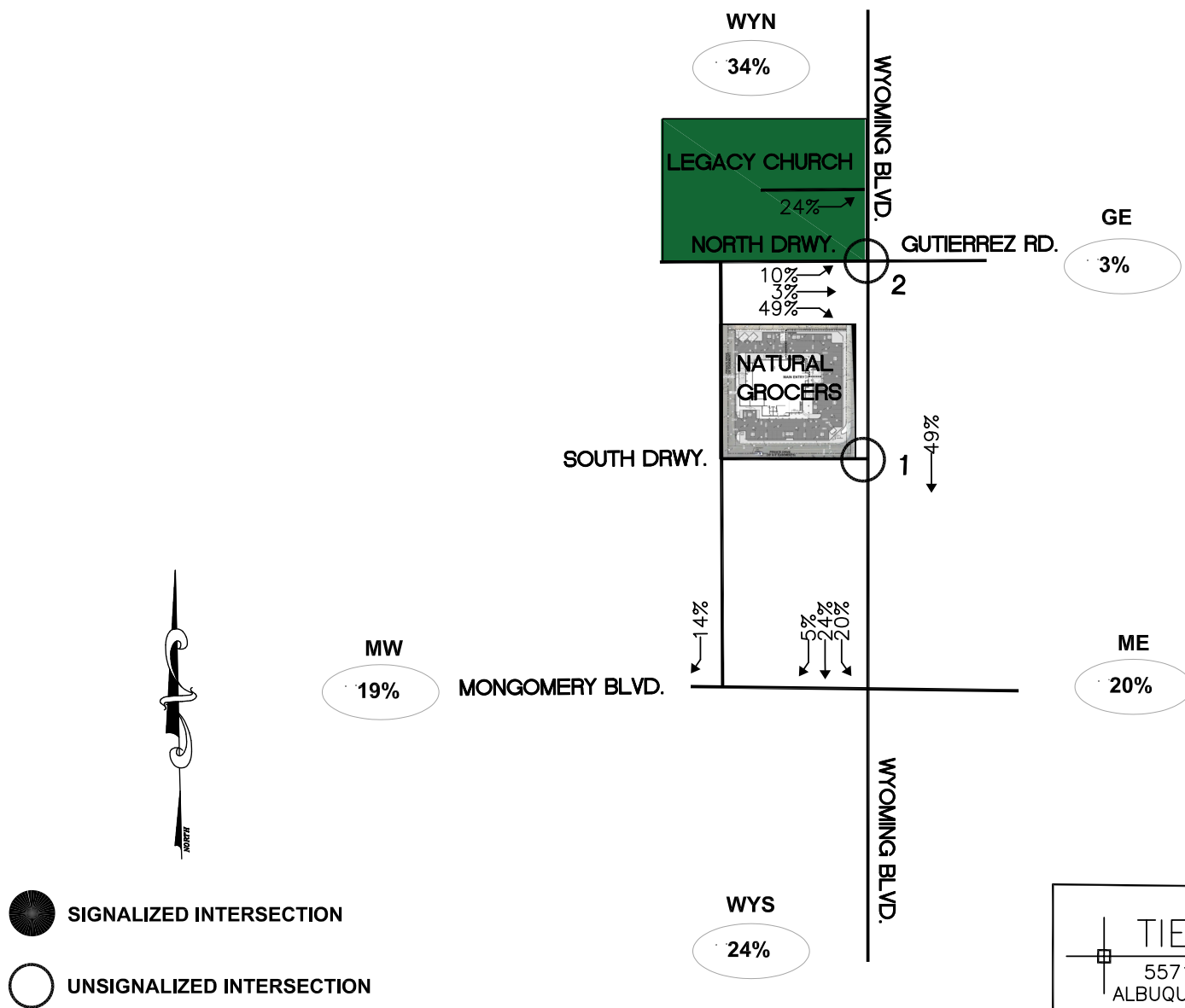
LEGACY CHURCH EXISTING Trip Assignments (% Entering)



Natural Grocers- Albuquerque, NM

Montgomery Blvd./Wyoming Blvd. - Albuquerque, NM

LEGACY CHURCH EXISTING Trip Assignments (% Exiting)

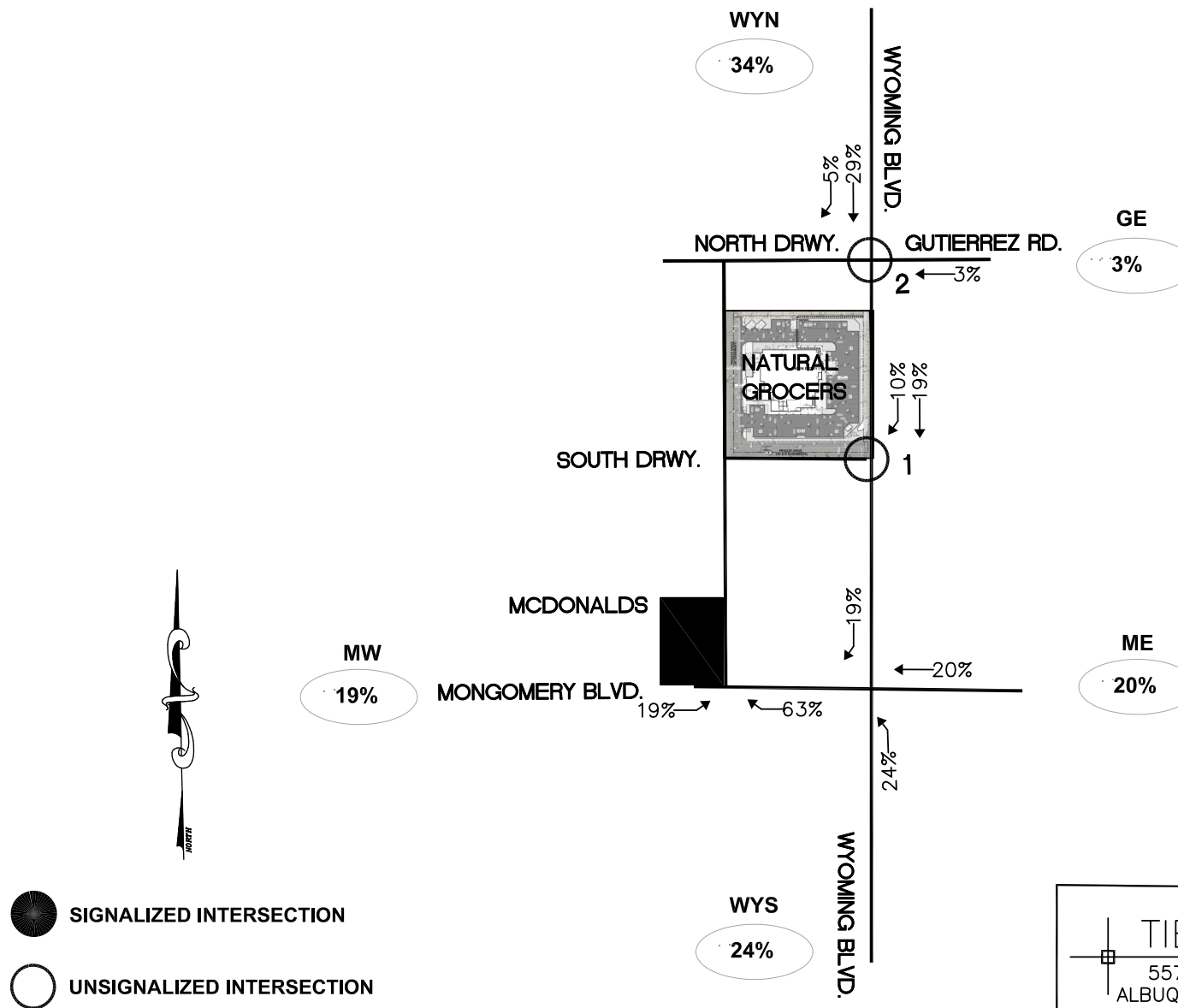



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Natural Grocers- Albuquerque, NM

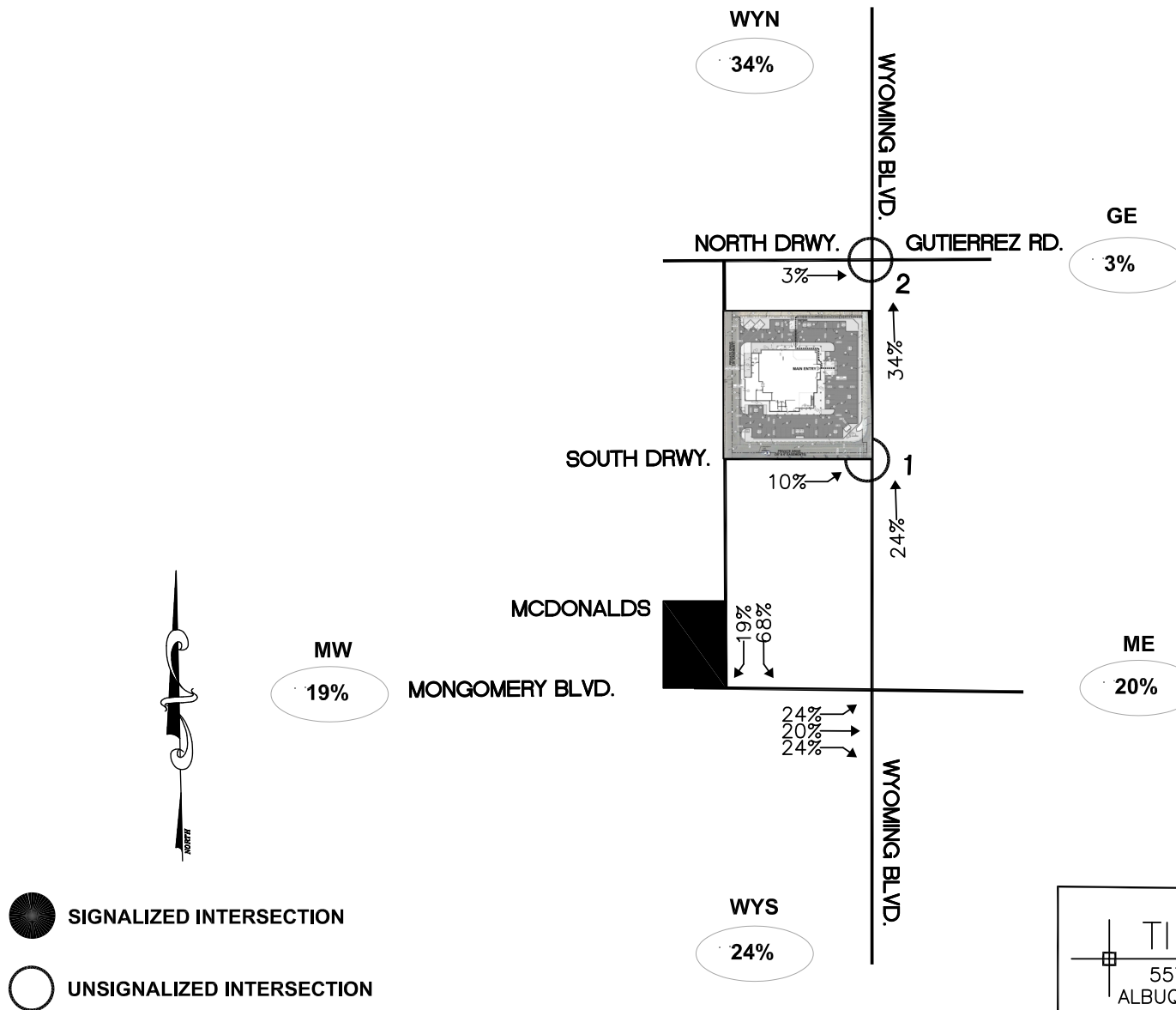
Montgomery Blvd./Wyoming Blvd. - Albuquerque, NM

MCDONALDS EXISTING Trip Assignments (% Entering)



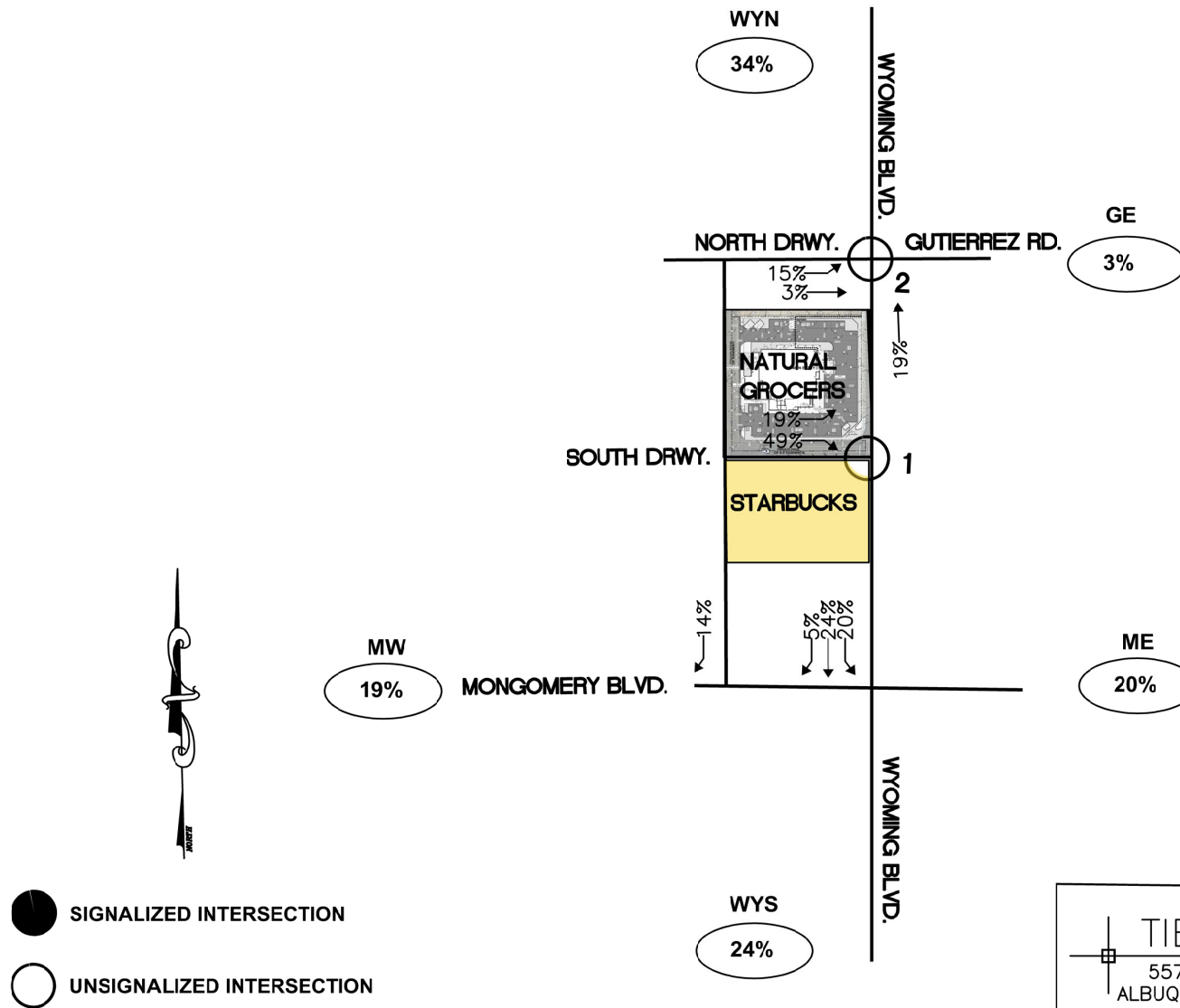

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Natural Grocers- Albuquerque, NM
Montgomery Blvd./Wyoming Blvd. - Albuquerque, NM
MCDONALDS EXISTING Trip Assignments (% Exiting)



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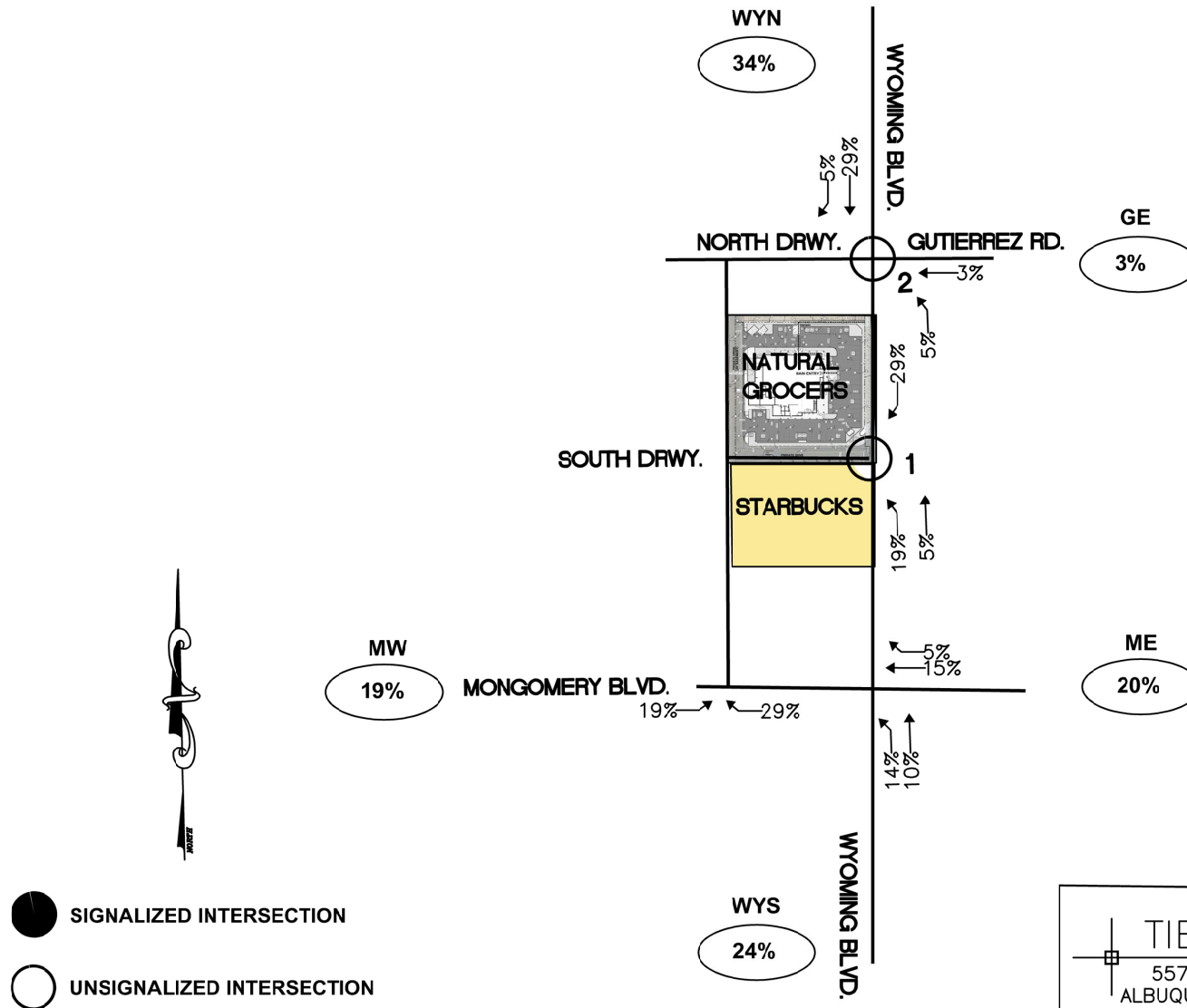
Natural Grocers- Albuquerque, NM
Montgomery Blvd./Wyoming Blvd. - Albuquerque, NM
STARBUCKS EXISTING Trip Assignments (% Exiting)



Natural Grocers- Albuquerque, NM

Montgomery Blvd./Wyoming Blvd. - Albuquerque, NM

STARBUCKS EXISTING Trip Assignments (% Entering)

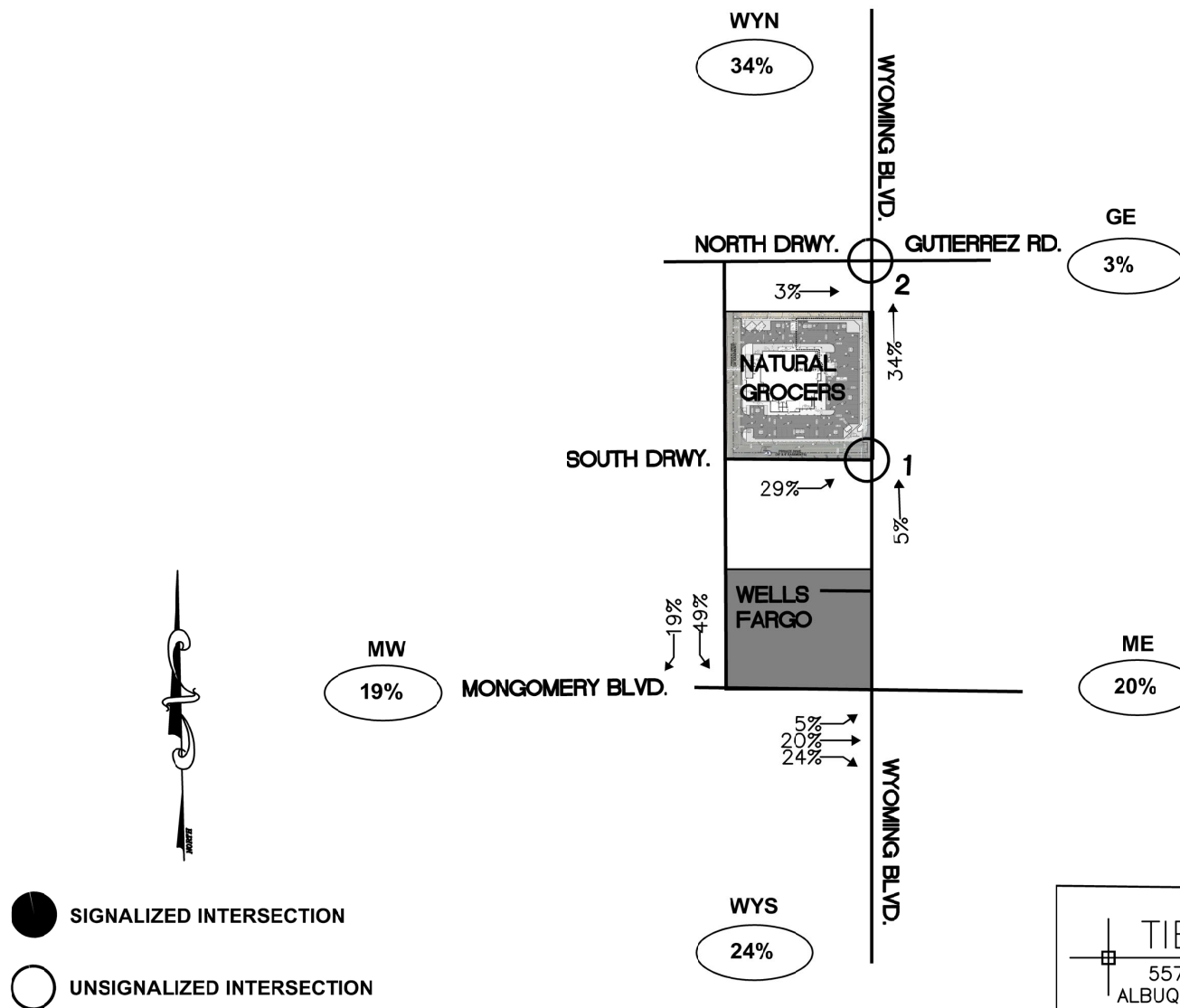


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Natural Grocers- Albuquerque, NM

Montgomery Blvd./Wyoming Blvd. - Albuquerque, NM

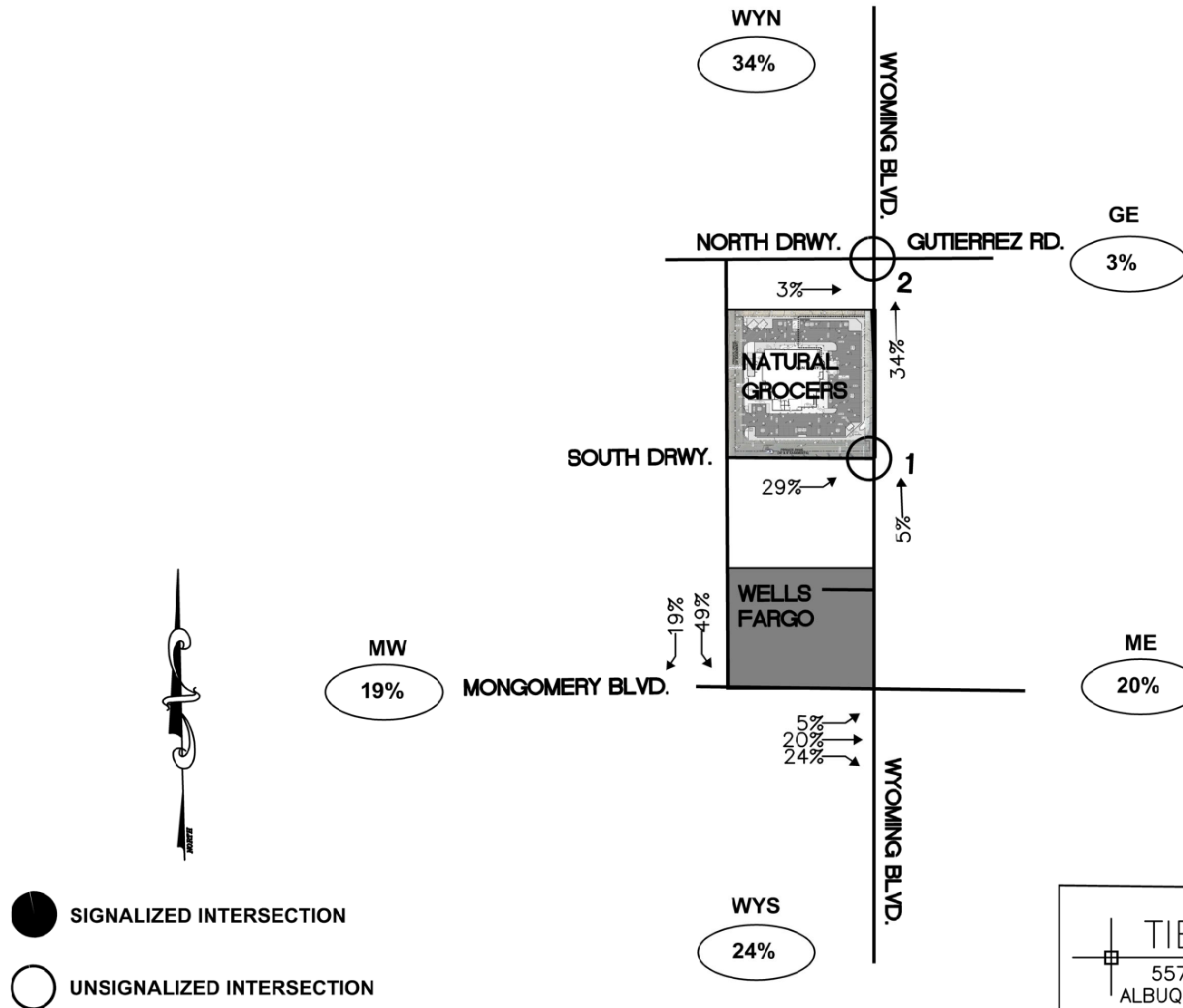
WELLS FARGO EXISTING Trip Assignments (% Exiting)



Natural Grocers- Albuquerque, NM

Montgomery Blvd./Wyoming Blvd. - Albuquerque, NM

WELLS FARGO EXISTING Trip Assignments (% Exiting)



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Trips Generated by Proposed and Recent Developments
Titan Residential Development
La Mirada Development

Natural Grocers Retail - 4625 Wyoming Blvd., Albuquerque, NM
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

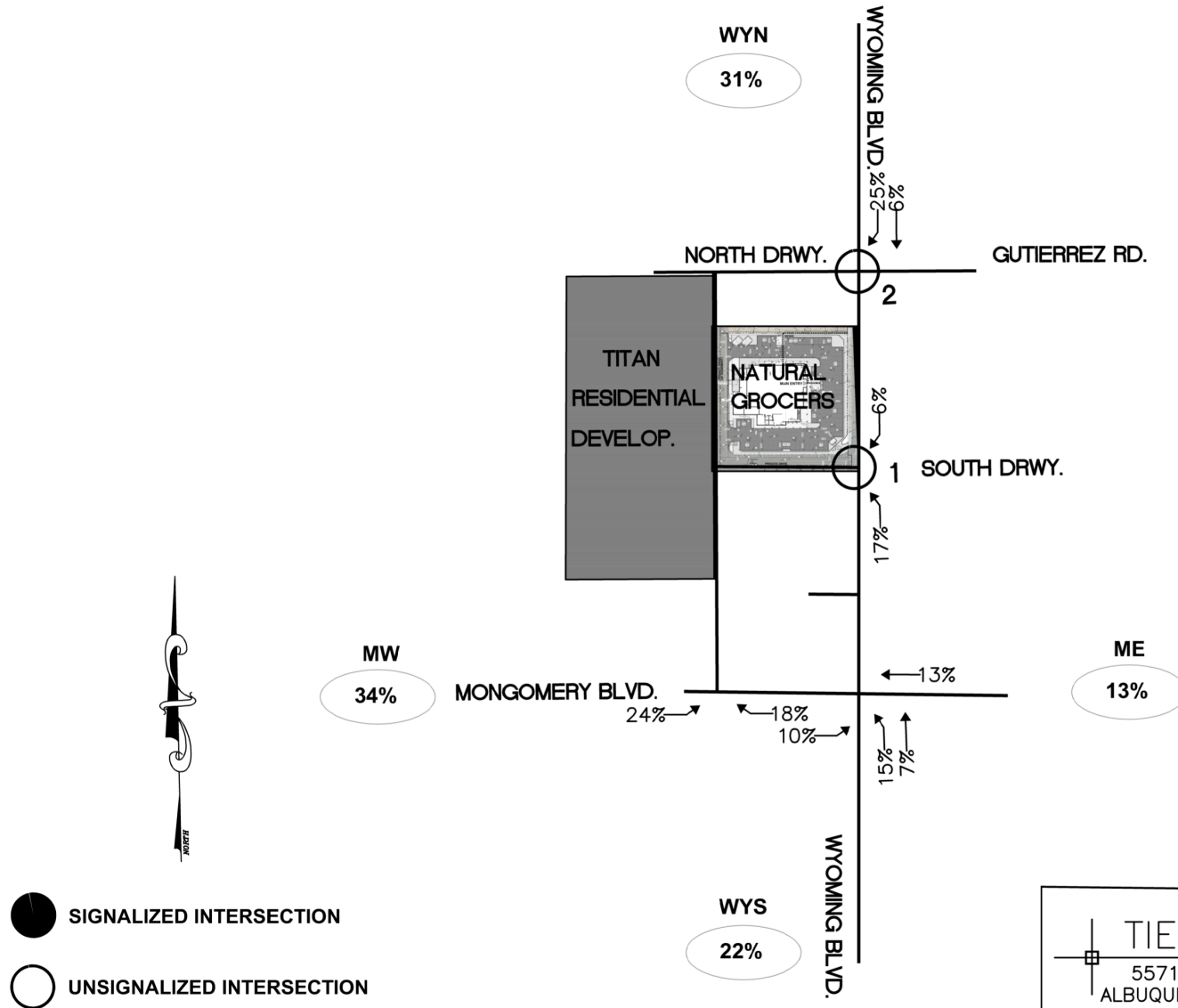
TITAN RESIDENTIAL DEVELOPMENT

	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT
<u>Summary Sheet</u>						
	Multifamily Housing (Mid-Rise)	Units				
	102	463	8	26	24	16
	Subtotal	463	8	26	24	16

Natural Grocers- Albuquerque, NM

Montgomery Blvd./Wyoming Blvd. - Albuquerque, NM

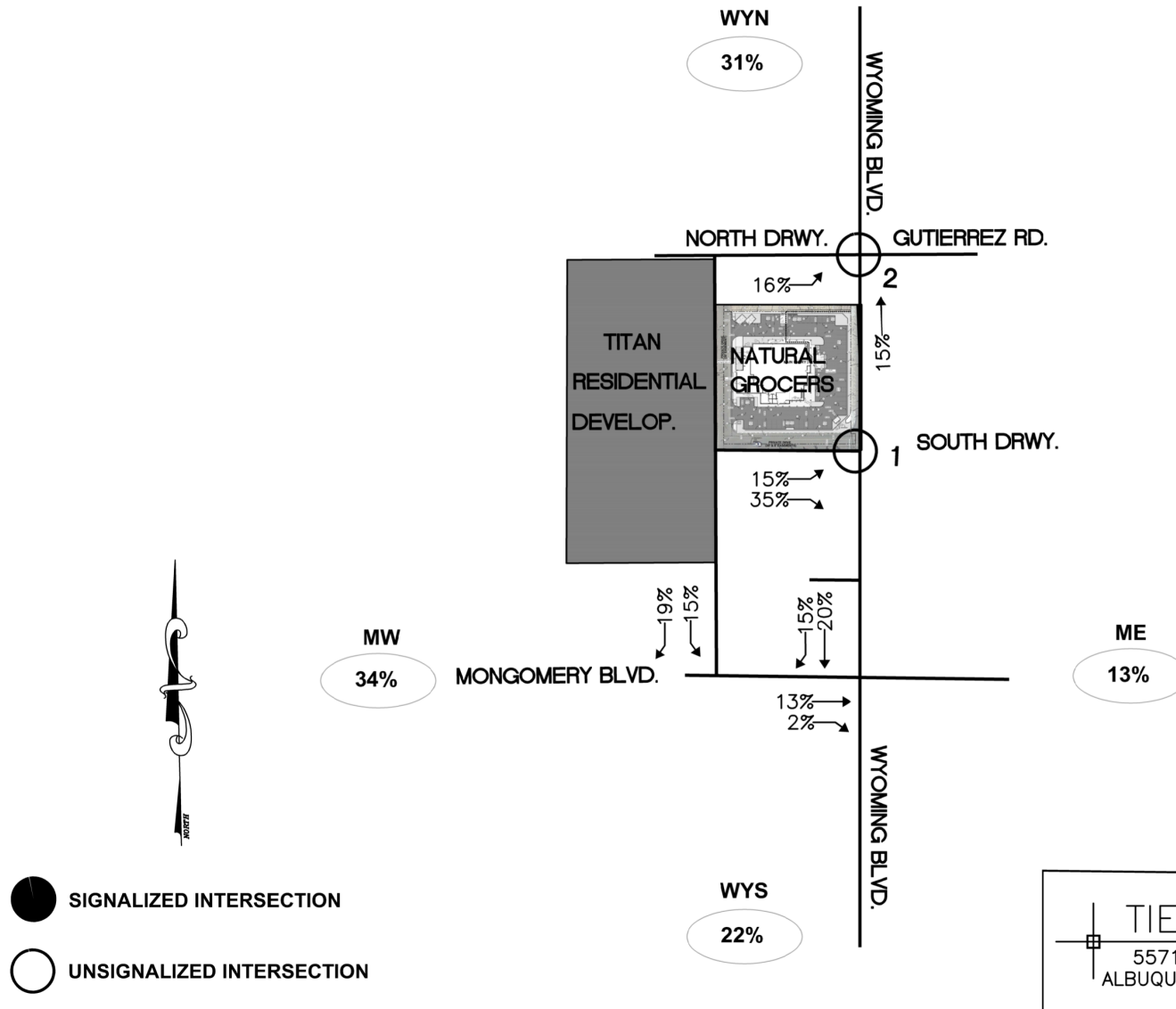
Titan Residential Development Trip Assignments (% Entering)



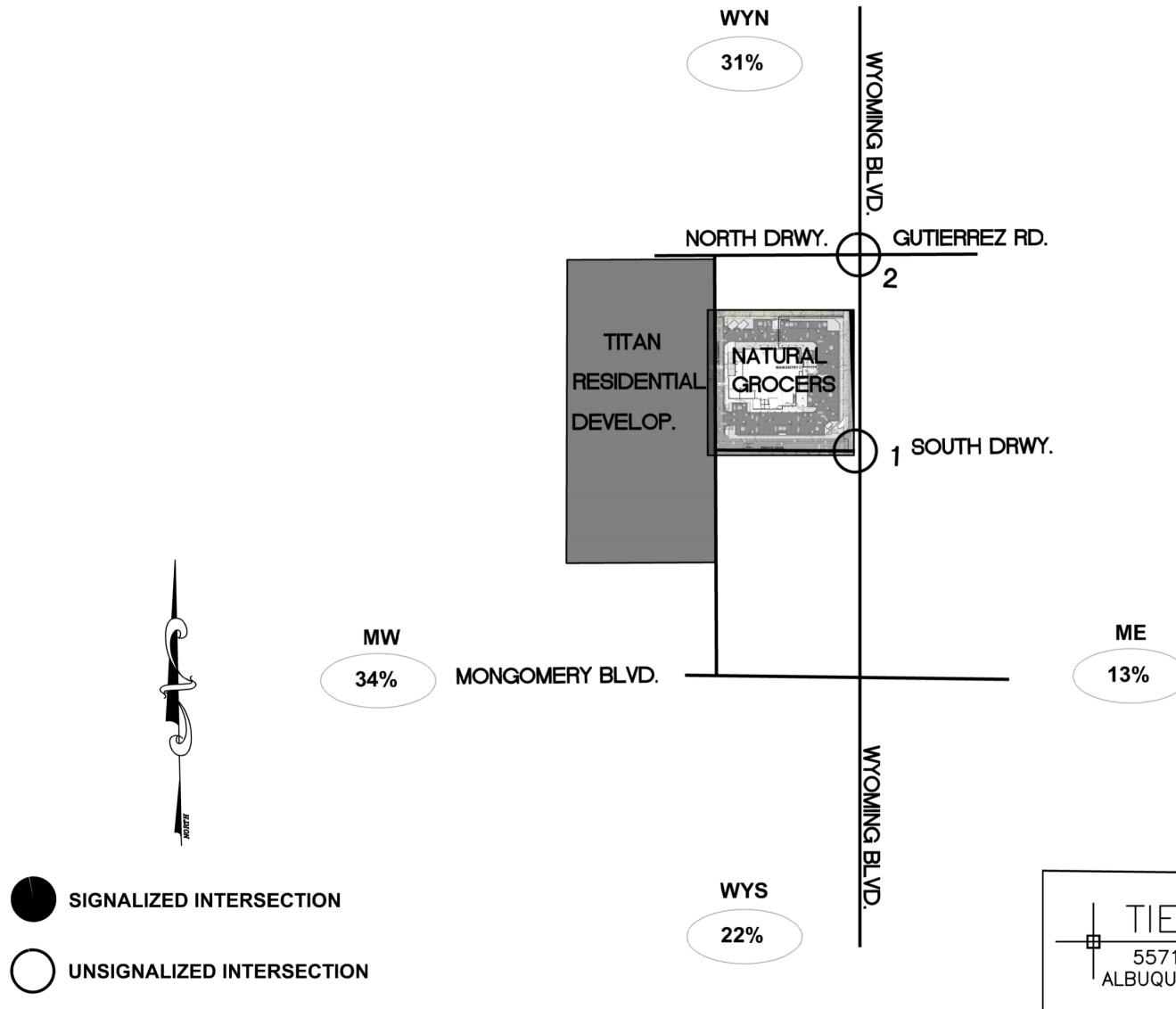
Natural Grocers- Albuquerque, NM

Montgomery Blvd./Wyoming Blvd. - Albuquerque, NM

Titan Residential Development Trip Assignments (% Exiting)



Natural Grocers- Albuquerque, NM *Montgomery Blvd./Wyoming Blvd. - Albuquerque, NM* Titan Residential Development Trip Distribution Map (%)



La Mirada Development (La Mirada Pl. / Wyoming Blvd.)

Projected Turning Movements Worksheet

Montgomery Blvd. / Wyoming Blvd.

(Residential and Commercial)

INTERSECTION : E-W Street: **Montgomery Blvd.** (1)

N-S Street: **Wyoming Blvd.**

Year of Existing Counts 2021 **(Adjusted for COVID and School)**

Horizon Year **2025**

Growth Rates

0.50%

0.50%

0.50%

0.50% *

	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	192	756	124	216	1,412	312	232	976	168	268	1,504	380
Background Traffic Growth	4	15	2	4	28	6	5	20	3	5	30	8
Subtotal (NO BUILD - A.M.)	196	771	126	220	1,440	318	237	996	171	273	1,534	388
Percent Residential Trips Generated(Entering)	0.00%	0.00%	19.95%	14.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.03%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.95%	19.03%	14.22%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	4.34%	13.13%	10.00%	0.00%	8.58%	0.00%	0.00%	0.00%	10.94%	10.00%
Percent Commercial Trips Generated(Exiting)	10.00%	10.00%	8.58%	0.00%	0.00%	0.00%	4.34%	10.94%	13.13%	0.00%	0.00%	0.00%
Percent Medical Trips Generated(Entering)	13.13%	10.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	10.94%	10.00%
Percent Medical Trips Generated(Exiting)	14.87%	15.13%	0.00%	0.00%	0.00%	0.00%	0.00%	6.07%	8.00%	0.00%	0.00%	0.00%
Total Trips Generated	41	39	47	51	37	0	58	44	50	0	48	41
Total AM Peak Hour BUILD Volumes	237	810	173	271	1,477	318	295	1,040	221	273	1,582	429

	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	252	1,216	212	224	920	300	224	1,220	192	320	1,200	248
Background Traffic Growth	5	24	4	4	18	6	4	24	4	6	24	5
Subtotal (NO BUILD - P.M.)	257	1,240	216	228	938	306	228	1,244	196	326	1,224	253
Percent Residential Trips Generated(Entering)	0.00%	0.00%	19.95%	14.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.03%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.95%	19.03%	14.22%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	4.34%	13.13%	10.00%	0.00%	8.58%	0.00%	0.00%	0.00%	10.94%	10.00%
Percent Commercial Trips Generated(Exiting)	10.00%	10.00%	8.58%	0.00%	0.00%	0.00%	4.34%	10.94%	13.13%	0.00%	0.00%	0.00%
Percent Medical Trips Generated(Entering)	13.13%	10.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	10.94%	10.00%
Percent Medical Trips Generated(Exiting)	14.87%	15.13%	0.00%	0.00%	0.00%	0.00%	0.00%	6.07%	8.00%	0.00%	0.00%	0.00%
Total Trips Generated	28	28	38	38	24	0	37	30	34	0	37	26
Total PM Peak Hour BUILD Volumes	285	1,268	254	266	962	306	265	1,274	230	326	1,261	279

Trips Generated by Natural Grocers

Natural Grocers Retail - 4625 Wyoming Blvd., Albuquerque, NM

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

	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT
Summary Sheet		Units				
	Supermarket (850)	14	1,690	23	16	78
	Subtotal		1,690	23	16	78

Natural Grocers
Projected Turning Movements Worksheet
South Driveway / Wyoming Blvd.

INTERSECTION : E-W Street: **South Driveway** (1)
N-S Street: **Wyoming Blvd.**
Year of Existing Counts: 2021
Implementation Year: **2023**
Growth Rates: 0.50% 0.50% 0.50% 0.50%

	Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	46	0	82	0	0	5	33	1,449	3	2	2,060	62
Background Traffic Growth	0	0	1	0	0	0	0	14	0	0	21	1
Subtotal	46	0	83	0	0	5	33	1,463	3	2	2,081	63
La Mirada (SW Corner Mont. & Wyom.)	0	0	0	0	0	0	0	85	0	0	89	0
Titan Development	4	0	9	0	0	0	1	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	50	0	92	0	0	5	34	1,548	3	2	2,170	63
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.00%	5.00%	0.00%	0.00%	0.00%	5.00%
Percent Commercial Trips Generated(Exiting)	14.00%	0.00%	46.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	2	0	6	0	0	0	3	1	0	0	0	1
Subtotal AM Pk Hr. BUILD Volumes	52	0	98	0	0	5	37	1,549	3	2	2,170	64
Pass-by Trip Adjustments	1	0	0	0	0	0	1	-1	0	0	-1	1
Total AM Peak Hour BUILD Volumes	53	0	98	0	0	5	38	1,548	3	2	2,169	65

	Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	38	0	38	0	0	39	15	1,708	26	13	1,721	34
Background Traffic Growth	0	0	0	0	0	0	0	17	0	0	17	0
Subtotal	38	0	38	0	0	39	15	1,725	26	13	1,738	34
Subtotal (NO BUILD - P.M.)	40	0	44	0	0	39	19	1,783	26	13	1,801	35
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.00%	5.00%	0.00%	0.00%	0.00%	5.00%
Percent Commercial Trips Generated(Exiting)	14.00%	0.00%	46.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	9	0	29	0	0	0	12	3	0	0	0	3
Subtotal PM Pk Hr. BUILD Volumes	49	0	73	0	0	39	31	1,786	26	13	1,801	38
Pass-by Trip Adjustments	3	0	1	0	0	0	3	-3	0	0	-1	1
Total PM Peak Hour BUILD Volumes	52	0	74	0	0	39	34	1,783	26	13	1,800	39

Number of Commercial Trips Generated: Entering 18, Exiting 62, A.M. 100% Commercial Development, P.M.

Pass-by Trip Calculations:

AM Pass-by Trips

Percent Entering
Volume Entering
Percent Exiting
Volume Exiting
Net AM Passby Trips

	Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Entering	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.00%	-18.00%	0.00%	0.00%	-10.00%	10.00%
Volume Entering	0	0	0	0	0	0	1	-1	0	0	-1	1
Percent Exiting	18.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Exiting	1	0	0	0	0	0	0	0	0	0	0	0
Net AM Passby Trips	1	0	0	0	0	0	1	-1	0	0	-1	1

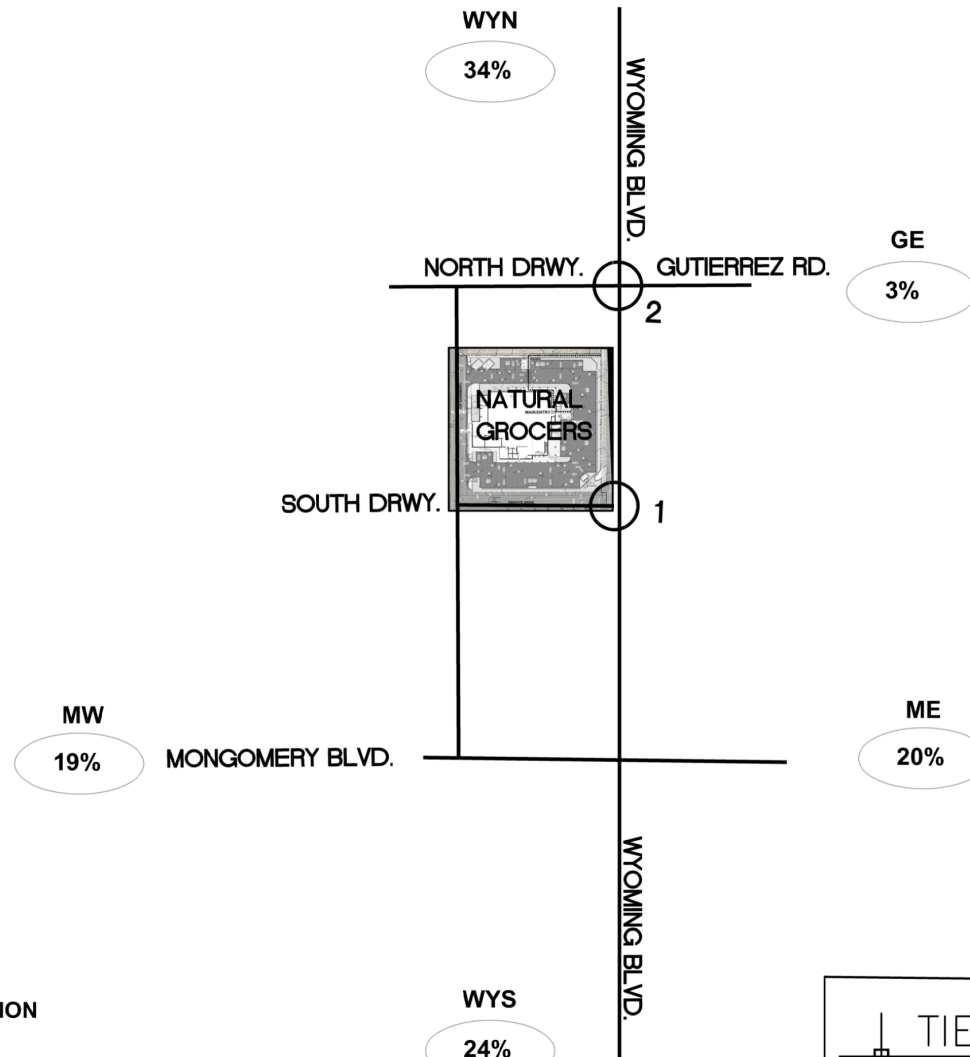
PM Pass-by Trips

Percent Entering
Volume Entering
Percent Exiting
Volume Exiting
Net PM Passby Trips

	Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Entering	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	-20.00%	0.00%	0.00%	-8.00%	8.00%
Volume Entering	0	0	0	0	0	0	3	-3	0	0	-1	1
Percent Exiting	20.00%	0.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Exiting	3	0	1	0	0	0	0	0	0	0	0	0
Net PM Passby Trips	3	0	1	0	0	0	3	-3	0	0	-1	1

Pass-by Trips: Entering 5, Exiting 3 AM, 16, 16 PM

Natural Grocers- Albuquerque, NM *Montgomery Blvd./Wyoming Blvd. - Albuquerque, NM* Trip Distribution Map (%)



-  SIGNALIZED INTERSECTION
-  UNSIGNALIZED INTERSECTION

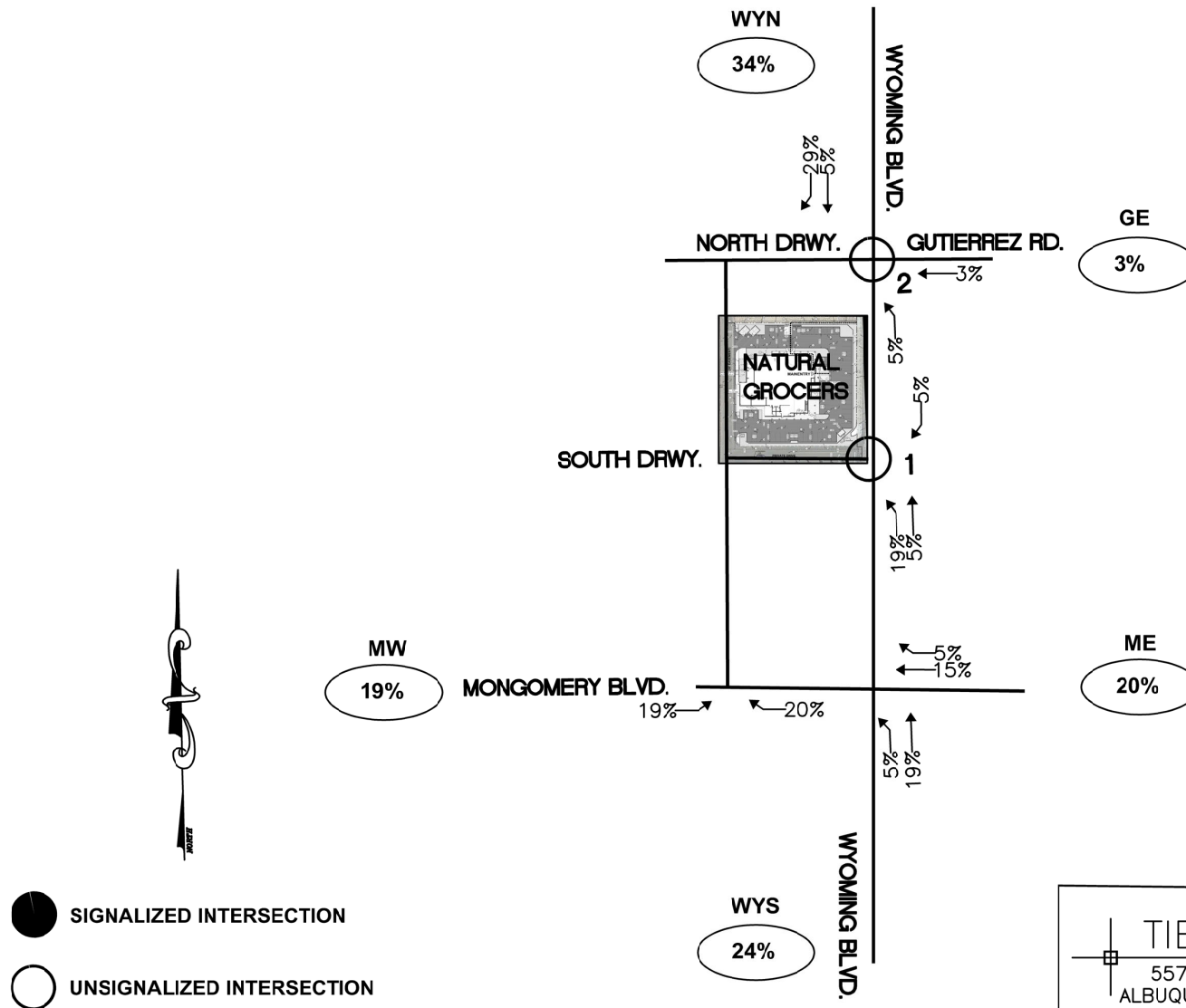
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 ALBUQUERQUE, NEW MEXICO 87109
 (505)858-3100

Natural Grocers- Albuquerque, NM

Montgomery Blvd./Wyoming Blvd. - Albuquerque, NM

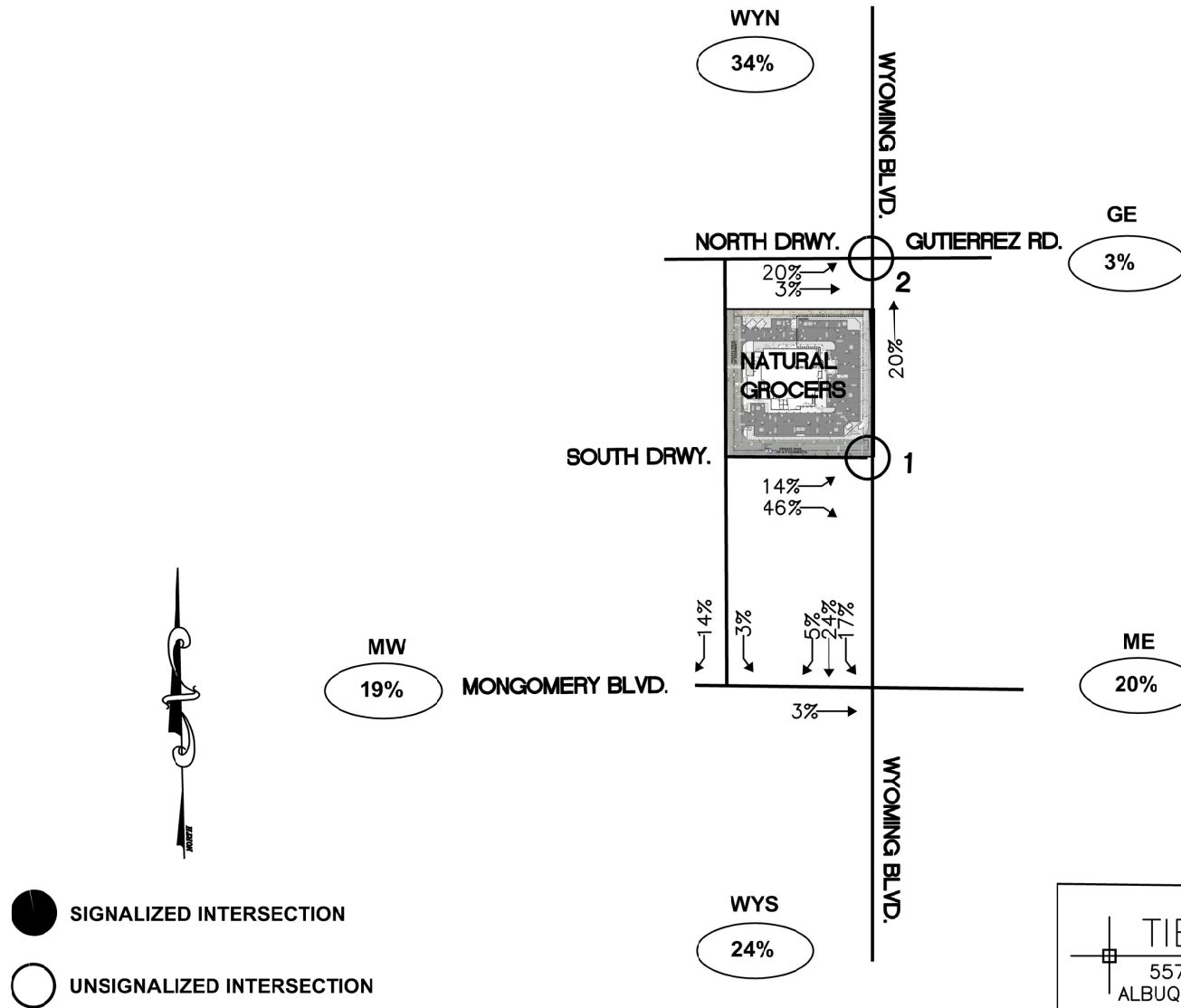
Trip Assignments (% Entering)



Natural Grocers- Albuquerque, NM

Montgomery Blvd./Wyoming Blvd. - Albuquerque, NM

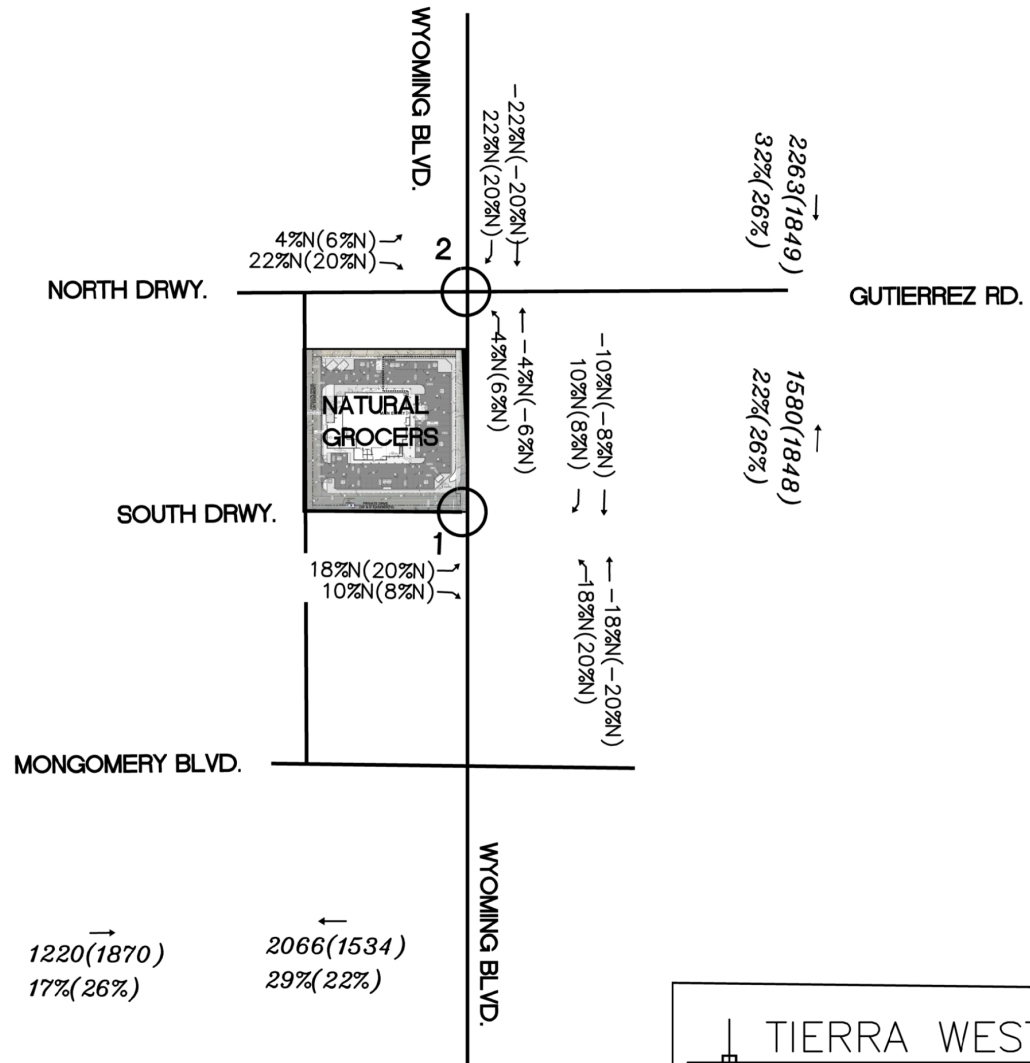
Trip Assignments (% Exiting)



Natural Grocers- Albuquerque, NM

Montgomery Blvd./Wyoming Blvd. - Albuquerque, NM

Pass by Trips AM(PM)



-  **SIGNALIZED INTERSECTION**
-  **UNSIGNALIZED INTERSECTION**



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Natural Grocers
 Projected Turning Movements Worksheet
South Driveway / Wyoming Blvd.

INTERSECTION : E-W Street: **South Driveway** (1)
 N-S Street: **Wyoming Blvd.**
 Year of Existing Counts: 2021
 Implementation Year: **2023**
 Growth Rates: 0.50% 0.50% 0.50% 0.50%

	Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	46	0	82	0	0	5	33	1,449	3	2	2,060	62
Background Traffic Growth	0	0	1	0	0	0	0	14	0	0	21	1
<i>Subtotal</i>	46	0	83	0	0	5	33	1,463	3	2	2,081	63
La Mirada (SW Corner Mont. & Wyom.)	0	0	0	0	0	0	0	85	0	0	89	0
Titan Development	4	0	9	0	0	0	1	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	50	0	92	0	0	5	34	1,548	3	2	2,170	63
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.00%	5.00%	0.00%	0.00%	0.00%	5.00%
Percent Commercial Trips Generated(Exiting)	14.00%	0.00%	46.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	2	0	6	0	0	0	3	1	0	0	0	1
Subtotal AM Pk Hr. BUILD Volumes	52	0	98	0	0	5	37	1,549	3	2	2,170	64
<i>Pass-by Trip Adjustments</i>	1	0	0	0	0	0	1	-1	0	0	-1	1
Total AM Peak Hour BUILD Volumes	53	0	98	0	0	5	38	1,548	3	2	2,169	65

	Eastbound (South Driveway)			Westbound (South Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	38	0	38	0	0	39	15	1,708	26	13	1,721	34
Background Traffic Growth	0	0	0	0	0	0	0	17	0	0	17	0
<i>Subtotal</i>	38	0	38	0	0	39	15	1,725	26	13	1,738	34
Subtotal (NO BUILD - P.M.)	40	0	44	0	0	39	19	1,783	26	13	1,801	35
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.00%	5.00%	0.00%	0.00%	0.00%	5.00%
Percent Commercial Trips Generated(Exiting)	14.00%	0.00%	46.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	9	0	29	0	0	0	12	3	0	0	0	3
Subtotal PM Pk Hr. BUILD Volumes	49	0	73	0	0	39	31	1,786	26	13	1,801	38
<i>Pass-by Trip Adjustments</i>	3	0	1	0	0	0	3	-3	0	0	-1	1
Total PM Peak Hour BUILD Volumes	52	0	74	0	0	39	34	1,783	26	13	1,800	39

Number of Commercial Trips Generated: Entering 18, Exiting 62, A.M. 100% Commercial Development, P.M. 62

Natural Grocers
 Projected Turning Movements Worksheet
North Driveway / Wyoming Blvd.

INTERSECTION : E-W Street: **North Driveway** (2)
 N-S Street: **Wyoming Blvd.**
 Year of Existing Counts: 2021
 Implementation Year: **2023**
 Growth Rates: 0.50% 0.50% 0.50% 0.50%

	Eastbound (North Driveway)			Westbound (North Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	50	8	1	12	9	4	14	1,504	16	12	2,047	10
Background Traffic Growth	1	0	0	0	0	0	0	15	0	0	20	0
Subtotal	51	8	1	12	9	4	14	1,519	16	12	2,067	10
La Mirada (SW Corner Mont. & Wyom.)	0	0	0	0	0	0	0	85	0	0	89	0
Titan Development	4	4	0	0	0	0	0	0	0	0	0	2
Subtotal (NO BUILD - A.M.)	55	12	1	12	9	4	14	1,604	16	12	2,156	12
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	3.00%	0.00%	5.00%	0.00%	0.00%	0.00%	5.00%	29.00%
Percent Commercial Trips Generated(Exiting)	20.00%	3.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	3	0	0	0	1	0	1	3	0	0	1	5
Subtotal AM Pk Hr. BUILD Volumes	58	12	1	12	10	4	15	1,607	16	12	2,157	17
Pass-by Trip Adjustments	0	0	1	0	0	0	0	0	0	0	-1	1
Total AM Peak Hour BUILD Volumes	58	12	2	12	10	4	15	1,607	16	12	2,156	18

	Eastbound (North Driveway)			Westbound (North Driveway)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	13	6	4	19	6	8	33	1,742	27	16	1,698	5
Background Traffic Growth	0	0	0	0	0	0	0	17	0	0	17	0
Subtotal	13	6	4	19	6	8	33	1,759	27	16	1,715	5
La Mirada (SW Corner Mont. & Wyom.)	0	0	0	0	0	0	0	58	0	0	63	0
Titan Development	3	2	0	0	0	0	0	0	0	0	1	6
Subtotal (NO BUILD - P.M.)	16	8	4	19	6	8	33	1,817	27	16	1,779	11
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	3.00%	0.00%	5.00%	0.00%	0.00%	0.00%	5.00%	29.00%
Percent Commercial Trips Generated(Exiting)	20.00%	3.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	12	2	0	0	2	0	3	12	0	0	3	18
Subtotal PM Pk Hr. BUILD Volumes	28	10	4	19	8	8	36	1,829	27	16	1,782	29
Pass-by Trip Adjustments	1	0	3	0	0	0	1	-1	0	0	-3	3
Total PM Peak Hour BUILD Volumes	29	10	7	19	8	8	37	1,828	27	16	1,779	32

Number of Commercial Trips Generated: Entering 18, Exiting 62, A.M. 13, P.M. 62, 100% Commercial Development

Synchro HCM Analysis Results

Intersection

Int Delay, s/veh 18.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	0	92	0	0	5	34	1548	3	2	2170	63
Future Vol, veh/h	50	0	92	0	0	5	34	1548	3	2	2170	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	-	115	-	-	130	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	0	92	0	0	5	34	1548	3	2	2170	63

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	2861	- 1085	- - 776 2233	0 0 1551 0 0
Stage 1	2174	- - - - -	- - - - -	- - - - -
Stage 2	687	- - - - -	- - - - -	- - - - -
Critical Hdwy	6.44	- 7.14	- - 7.14 5.34	- - 5.34 - -
Critical Hdwy Stg 1	7.34	- - - - -	- - - - -	- - - - -
Critical Hdwy Stg 2	6.74	- - - - -	- - - - -	- - - - -
Follow-up Hdwy	3.82	- 3.92	- - 3.92 3.12	- - 3.12 - -
Pot Cap-1 Maneuver	~ 18	0 182	0 0 292 95	- - 210 - -
Stage 1	~ 29	0 - 0 0	- - - - -	- - - - -
Stage 2	367	0 - 0 0	- - - - -	- - - - -
Platoon blocked, %				- - - - -
Mov Cap-1 Maneuver	~ 13	- 182	- - 292 95	- - 210 - -
Mov Cap-2 Maneuver	~ 17	- - - - -	- - - - -	- - - - -
Stage 1	~ 19	- - - - -	- - - - -	- - - - -
Stage 2	232	- - - - -	- - - - -	- - - - -

Approach	EB	WB	NB	SB
HCM Control Delay, s\$	499.9	17.5	1.3	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	95	-	-	17	182	292	210	-	-
HCM Lane V/C Ratio	0.358	-	-	2.941	0.505	0.017	0.01	-	-
HCM Control Delay (s)	62.7	-	-	\$ 1339.9	43.4	17.5	22.3	-	-
HCM Lane LOS	F	-	-	F	E	C	C	-	-
HCM 95th %tile Q(veh)	1.4	-	-	6.9	2.5	0.1	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 23.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	0	98	0	0	5	38	1548	3	2	2169	65
Future Vol, veh/h	53	0	98	0	0	5	38	1548	3	2	2169	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	-	115	-	-	130	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	0	98	0	0	5	38	1548	3	2	2169	65

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	2868	- 1085	- - 776 2234	0 0 1551 0 0
Stage 1	2173	- - - - -	- - - - -	- - - - -
Stage 2	695	- - - - -	- - - - -	- - - - -
Critical Hdwy	6.44	- 7.14	- - 7.14 5.34	- - 5.34 - -
Critical Hdwy Stg 1	7.34	- - - - -	- - - - -	- - - - -
Critical Hdwy Stg 2	6.74	- - - - -	- - - - -	- - - - -
Follow-up Hdwy	3.82	- 3.92	- - 3.92 3.12	- - 3.12 - -
Pot Cap-1 Maneuver	~ 18	0 182	0 0 292 95	- - 210 - -
Stage 1	~ 29	0 - 0 0	- - - - -	- - - - -
Stage 2	363	0 - 0 0	- - - - -	- - - - -
Platoon blocked, %				- - - - -
Mov Cap-1 Maneuver	~ 12	- 182	- - 292 95	- - 210 - -
Mov Cap-2 Maneuver	~ 15	- - - - -	- - - - -	- - - - -
Stage 1	~ 17	- - - - -	- - - - -	- - - - -
Stage 2	214	- - - - -	- - - - -	- - - - -

Approach	EB	WB	NB	SB
HCM Control Delay, s\$	610.7	17.5	1.6	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	95	-	-	15	182	292	210	-	-
HCM Lane V/C Ratio	0.4	-	-	3.533	0.538	0.017	0.01	-	-
HCM Control Delay (s)	66.2	-	-	\$ 1655.5	45.7	17.5	22.3	-	-
HCM Lane LOS	F	-	-	F	E	C	C	-	-
HCM 95th %tile Q(veh)	1.6	-	-	7.4	2.8	0.1	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	0	74	0	0	39	19	1782	26	13	1801	35
Future Vol, veh/h	52	0	74	0	0	39	19	1782	26	13	1801	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	-	115	-	-	130	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	0	74	0	0	39	19	1782	26	13	1801	35

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	2578	- 901	- - 904	1836 0 0 1808 0 0
Stage 1	1827	- - -	- - -	- - -
Stage 2	751	- - -	- - -	- - -
Critical Hdwy	6.44	- 7.14	- - 7.14	5.34 - - 5.34 - -
Critical Hdwy Stg 1	7.34	- - -	- - -	- - -
Critical Hdwy Stg 2	6.74	- - -	- - -	- - -
Follow-up Hdwy	3.82	- 3.92	- - 3.92	3.12 - - 3.12 - -
Pot Cap-1 Maneuver	~ 27	0 241	0 0 240	151 - - 156 - -
Stage 1	~ 51	0 - 0	0 - -	- - -
Stage 2	335	0 - 0	0 - -	- - -
Platoon blocked, %				- - -
Mov Cap-1 Maneuver	~ 19	- 241	- - 240	151 - - 156 - -
Mov Cap-2 Maneuver	~ 38	- - -	- - -	- - -
Stage 1	~ 45	- - -	- - -	- - -
Stage 2	245	- - -	- - -	- - -

Approach	EB	WB	NB	SB
HCM Control Delay, s	196.3	22.9	0.3	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	151	-	-	38	241	240	156	-	-
HCM Lane V/C Ratio	0.126	-	-	1.368	0.307	0.163	0.083	-	-
HCM Control Delay (s)	32.2	-	-	\$ 438	26.4	22.9	30.2	-	-
HCM Lane LOS	D	-	-	F	D	C	D	-	-
HCM 95th %tile Q(veh)	0.4	-	-	5.4	1.3	0.6	0.3	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	0	44	0	0	39	19	1783	26	13	1801	35
Future Vol, veh/h	40	0	44	0	0	39	19	1783	26	13	1801	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	-	115	-	-	130	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	0	44	0	0	39	19	1783	26	13	1801	35

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2578	-	901	-	-	905	1836	0	0	1809	0	0
Stage 1	1827	-	-	-	-	-	-	-	-	-	-	-
Stage 2	751	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	-	7.14	-	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	-	3.92	-	-	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 27	0	241	0	0	240	151	-	-	156	-	-
Stage 1	51	0	-	0	0	-	-	-	-	-	-	-
Stage 2	335	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 19	-	241	-	-	240	151	-	-	156	-	-
Mov Cap-2 Maneuver	~ 38	-	-	-	-	-	-	-	-	-	-	-
Stage 1	45	-	-	-	-	-	-	-	-	-	-	-
Stage 2	245	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	166.3	22.9	0.3	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	151	-	-	38	241	240	156	-	-
HCM Lane V/C Ratio	0.126	-	-	1.053	0.183	0.163	0.083	-	-
HCM Control Delay (s)	32.2	-	-	\$ 323.7	23.2	22.9	30.2	-	-
HCM Lane LOS	D	-	-	F	C	C	D	-	-
HCM 95th %tile Q(veh)	0.4	-	-	4	0.7	0.6	0.3	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
2: Wyoming Blvd. & North Driveway/Gutierrez Rd.

05/01/2023

Intersection

Int Delay, s/veh 20.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↙	↖	↗	↙	↖	
Traffic Vol, veh/h	55	12	1	12	9	4	14	1604	16	12	2156	12
Future Vol, veh/h	55	12	1	12	9	4	14	1604	16	12	2156	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	85	-	-	-	130	-	-	125	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	12	1	12	9	4	14	1604	16	12	2156	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2860	3834	1084	2532	3832	810	2168	0	0	1620	0	0
Stage 1	2186	2186	-	1640	1640	-	-	-	-	-	-	-
Stage 2	674	1648	-	892	2192	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 18	~ 4	182	29	~ 4	277	103	-	-	194	-	-
Stage 1	~ 28	83	-	70	157	-	-	-	-	-	-	-
Stage 2	374	155	-	274	82	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 13	~ 3	182	20	~ 3	277	103	-	-	194	-	-
Mov Cap-2 Maneuver	~ 22	45	-	48	40	-	-	-	-	-	-	-
Stage 1	~ 24	78	-	60	136	-	-	-	-	-	-	-
Stage 2	297	134	-	216	77	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, \$ 1133.9		130.4	0.4	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	103	-	-	24	182	51	194	-	-
HCM Lane V/C Ratio	0.136	-	-	2.792	0.005	0.49	0.062	-	-
HCM Control Delay (s)	45.4	-	-	\$ 1150.5	24.9	130.4	24.8	-	-
HCM Lane LOS	E	-	-	F	C	F	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-	8.4	0	1.8	0.2	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
2: Wyoming Blvd. & North Driveway/Gutierrez Rd.

05/01/2023

Intersection

Int Delay, s/veh 23.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↙	↖	↗	↙	↖	
Traffic Vol, veh/h	58	12	2	12	10	4	15	1607	16	12	2156	18
Future Vol, veh/h	58	12	2	12	10	4	15	1607	16	12	2156	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	85	-	-	-	130	-	-	125	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	12	2	12	10	4	15	1607	16	12	2156	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2867	3842	1087	2537	3843	812	2174	0	0	1623	0	0
Stage 1	2189	2189	-	1645	1645	-	-	-	-	-	-	-
Stage 2	678	1653	-	892	2198	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 18	~ 4	181	29	~ 4	276	102	-	-	194	-	-
Stage 1	~ 28	83	-	70	156	-	-	-	-	-	-	-
Stage 2	371	154	-	274	82	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 12	~ 3	181	19	~ 3	276	102	-	-	194	-	-
Mov Cap-2 Maneuver	~ 21	44	-	48	40	-	-	-	-	-	-	-
Stage 1	~ 24	78	-	60	133	-	-	-	-	-	-	-
Stage 2	288	131	-	215	77	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, \$ 1239.1		133.7	0.4	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	102	-	-	23	181	51	194	-	-
HCM Lane V/C Ratio	0.147	-	-	3.043	0.011	0.51	0.062	-	-
HCM Control Delay (s)	46.3	-	-	\$ 1273.8	25.1	133.7	24.8	-	-
HCM Lane LOS	E	-	-	F	D	F	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-	8.8	0	1.9	0.2	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
2: Wyoming Blvd. & North Driveway/Gutierrez Rd.

05/01/2023

Intersection

Int Delay, s/veh 3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↙	↖	↗	↙	↖	
Traffic Vol, veh/h	16	8	4	19	6	8	33	1817	27	16	1779	11
Future Vol, veh/h	16	8	4	19	6	8	33	1817	27	16	1779	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	85	-	-	-	130	-	-	125	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	8	4	19	6	8	33	1817	27	16	1779	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2613	3727	895	2645	3719	922	1790	0	0	1844	0	0
Stage 1	1817	1817	-	1897	1897	-	-	-	-	-	-	-
Stage 2	796	1910	-	748	1822	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	26	~ 4	244	25	~ 4	234	160	-	-	150	-	-
Stage 1	52	128	-	46	116	-	-	-	-	-	-	-
Stage 2	314	115	-	337	127	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	17	~ 3	244	~ 16	~ 3	234	160	-	-	150	-	-
Mov Cap-2 Maneuver	35	43	-	32	40	-	-	-	-	-	-	-
Stage 1	41	114	-	37	92	-	-	-	-	-	-	-
Stage 2	225	91	-	275	113	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	182.3	223.1	0.6	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	160	-	-	37	244	42	150	-	-
HCM Lane V/C Ratio	0.206	-	-	0.649	0.016	0.786	0.107	-	-
HCM Control Delay (s)	33.3	-	-	209.4	20	223.1	31.8	-	-
HCM Lane LOS	D	-	-	F	C	F	D	-	-
HCM 95th %tile Q(veh)	0.7	-	-	2.3	0.1	3	0.4	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
2: Wyoming Blvd. & North Driveway/Gutierrez Rd.

05/01/2023

Intersection

Int Delay, s/veh 6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↗↘		↗	↕↗↘	
Traffic Vol, veh/h	29	10	7	19	8	8	37	1828	27	16	1779	32
Future Vol, veh/h	29	10	7	19	8	8	37	1828	27	16	1779	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	85	-	-	-	130	-	-	125	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	10	7	19	8	8	37	1828	27	16	1779	32

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2636	3756	906	2665	3759	928	1811	0	0	1855	0	0
Stage 1	1827	1827	-	1916	1916	-	-	-	-	-	-	-
Stage 2	809	1929	-	749	1843	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 25	~ 4	240	24	~ 4	232	156	-	-	148	-	-
Stage 1	51	126	-	44	114	-	-	-	-	-	-	-
Stage 2	309	112	-	336	124	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 15	~ 3	240	~ 14	~ 3	232	156	-	-	148	-	-
Mov Cap-2 Maneuver	33	40	-	29	38	-	-	-	-	-	-	-
Stage 1	39	112	-	34	87	-	-	-	-	-	-	-
Stage 2	207	85	-	265	111	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s\$	310.1	268.7	0.7	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	156	-	-	35	240	39	148	-	-
HCM Lane V/C Ratio	0.237	-	-	1.114	0.029	0.897	0.108	-	-
HCM Control Delay (s)	35.1	-	-	\$ 362.1	20.5	268.7	32.3	-	-
HCM Lane LOS	E	-	-	F	C	F	D	-	-
HCM 95th %tile Q(veh)	0.9	-	-	4.1	0.1	3.4	0.4	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2021 Field Traffic Counts at Montgomery Blvd. & Wyoming Blvd. - La Mirada Development

TOTAL

Time	Southbound					Westbound					Northbound					Eastbound					Total
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	670 782 1046 1212 961 1025 993 1160
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00	0	22	161	33	1	0	15	154	14	1	0	15	129	14	0	0	18	76	17	0	
7:15	0	22	182	31	1	0	26	155	32	0	0	23	146	25	1	0	21	91	25	1	
7:30	0	52	244	39	0	0	31	192	49	0	2	51	216	23	0	0	20	107	20	0	
7:45	0	54	267	55	0	0	36	229	56	0	0	42	232	26	1	0	47	143	24	0	
8:00	0	40	238	42	1	1	24	184	33	0	0	28	180	32	1	0	36	96	25	0	
8:15	0	50	233	52	0	0	35	184	49	1	0	22	187	19	1	0	30	135	27	0	
8:30	0	45	232	37	0	0	34	180	32	0	0	34	180	32	0	1	32	118	36	0	
8:45	0	70	246	72	0	1	39	203	47	1	0	43	175	39	1	0	33	160	30	0	
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

2021 Field Traffic Counts at Montgomery Blvd. & Wyoming Blvd. - La Mirada Development

TOTAL

Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	2	80	301	62	0	0	56	233	75	0	1	56	308	48	2	0	63	304	53	1
16:15	1	81	332	69	0	0	37	208	69	1	0	67	348	60	1	1	69	226	47	1
16:30	1	74	297	48	0	0	49	271	65	0	1	68	292	65	0	0	62	254	37	0
16:45	2	75	330	50	0	0	46	186	64	0	0	57	297	60	1	0	47	228	42	0
17:00	1	64	296	59	0	1	52	220	75	0	1	59	296	59	1	0	72	317	54	2
17:15	1	69	301	60	0	0	42	192	80	1	1	50	321	59	0	1	61	236	57	1
17:30	0	71	255	49	2	0	33	219	75	0	0	52	245	47	1	0	59	269	40	0
17:45	2	67	273	41	0	0	38	179	69	0	0	42	254	55	1	0	55	217	39	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



City of Albuquerque

Planning Department
Development Review Services Division

Traffic Scoping Form (REV 07/2020)

Project Title: Natural Grocer's Retail

Building Permit #: _____ Hydrology File #: _____

Zone Atlas Page: F-19 DRB#: _____ EPC#: _____ Work Order#: _____

Legal Description: Tract A-1-C-1 Subdivision, Tracts A-1-C-1, A-1-D-1 & A-1-E-1, Los Pastores Shopping Center Containing 1.5519 Acres

Development Street Address: 4625 Wyoming Blvd NE, Albuquerque, NM 87109

Applicant: Isaacson & Arfman, Inc. Contact: Ian Anderson

Address: 128 Monroe St NE, Albuquerque, NM 87108

Phone#: 505-268-8828 Fax#: _____

E-mail: ian@iacivil.com

Development Information

Build out/Implementation Year: 2024 Current/Proposed Zoning: MX-M

Project Type: New: () Change of Use: () Same Use/Unchanged: (✓) Same Use/Increased Activity: ()

Change of Zoning: ()

Proposed Use (mark all that apply): Residential: () Office: () Retail: (✓) Mixed-Use: ()

Describe development and Uses:

New grocery store

Days and Hours of Operation (if known): TBD; typically 8:30 am - 9 pm (M-Sat), 9 am - 7:30 pm (Sun)

Facility

Building Size (sq. ft.): 14,000 SF

Number of Residential Units: None

Number of Commercial Units: 1

Traffic Considerations

ITE Trip Generation Land Use Code 850 - supermarket

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

Expected Number of Employees (if known):* N/A

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

Trip Generations during PM/AM Peak Hour (if known):* AM Avg = 95 total (49 Entry / 46 Exit); PM Avg = 129 total (66 Entry / 63 Exit)

Driveway(s) Located on: Wyoming Blvd NE

Adjacent Roadway(s) Posted Speed: Wyoming Blvd NE 40 mph
N/A N/A

** 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/Functional Classification: Major Transit Corridor - Montgomery Blvd,
(arterial, collector, local, main street) Wyoming Blvd Functional Class - Urban Principal Arterial

Comprehensive Plan Center Designation: N/A
(urban center, employment center, activity center, etc.)

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

Adjacent Roadway(s) Traffic Volume: AWDT21: 31,755 Volume-to-Capacity Ratio (v/c): _____
(if applicable)

Adjacent Transit Service(s): Bus (Rts: 5, 31, 98) Nearest Transit Stop(s): Montgomery Blvd & Wyoming Blvd

Is site within 660 feet of Premium Transit?: No

Current/Proposed Bicycle Infrastructure: Osuna Bike Path (~1500-lf to the north) / Pennsylvania Bike Lane (~2500-lf to the west)
(bike lanes, trails)

Current/Proposed Sidewalk Infrastructure: Existing sidewalk found along property's frontage with Wyoming Blvd

Relevant Web-sites for Filling out Roadway Information:

City GIS Information: <http://www.cabq.gov/gis/advanced-map-viewer>

Comprehensive Plan Corridor/Designation: See GIS map.

Road Corridor Classification: <https://www.mrcog-nm.gov/DocumentCenter/View/1920/Long-Range-Roadway-System-LRRS-PDF?bidid=>

Traffic Volume and V/C Ratio: <https://www.mrcog-nm.gov/285/Traffic-Counts> and <https://public.mrcog-nm.gov/taqa/>

Bikeways: http://documents.cabq.gov/planning/adopted-longrange-plans/BTFP/Final/BTFP%20FINAL_Jun25.pdf (Map Pages 75 to 81)

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 ☐

Thresholds Met? Yes ☒ No ☐

Mitigating Reasons for Not Requiring TIS: _____ Previously Studied: ☐

Notes:

M. P. E.

1/30/2023

TRAFFIC ENGINEER

DATE

Submittal

The Scoping Form must be submitted as part of a Traffic Circulation Layout submittal, DRB application for site plan approval, or EPC application. See the Development Process Manual Chapter 7.4 for additional information.

Submit by email to plndrs@cabq.gov and to the City Traffic Engineer mgrush@cabq.gov. Call 924-3362 for information.

Site Plan/Traffic Scoping Checklist

Site plan, building size in sq. ft. (show new, existing, remodel), to include the following items as applicable:

1. Access -- location and width of driveways
2. Sidewalks (Check DPM and IDO for sidewalk requirements. Also, Centers have wider sidewalk requirements.)
3. Bike Lanes (check for designated bike routes, long range bikeway system) ([*check MRCOG Bikeways and Trails in the 2040 MTP map*](#))
4. Location of nearby multi-use trails, if applicable ([*check MRCOG Bikeways and Trails in the 2040 MTP map*](#))
5. Location of nearby transit stops, transit stop amenities (eg. bench, shelter). Note if site is within 660 feet of premium transit.
6. Adjacent roadway(s) configuration (number of lanes, lane widths, turn bays, medians, etc.)
7. Distance from access point(s) to nearest adjacent driveways/intersections.
8. Note if site is within a Center and more specifically if it is within an Urban Center.
9. Note if site is adjacent to a Main Street.
10. Identify traffic volumes on adjacent roadway per MRCOG information. If site generates more than 100 vehicles per hour, identify volume to capacity (v/c) ratio on this form.