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

**TO:** Name

 Organization

 Address

 City, State, Zip

**MEETING DATE:** Date

**ATTENDEES:**

**PROJECT:** Project Name, Zone Atlas #

**REQUESTED CITY ACTION:**  Zone Change Site Development Plan

 Subdivision Building Permit Site Plan Amendment

 Curb Cut Permit Conditional Use Annexation

**ASSOCIATED APPLICATION:** Description of development, where, what, etc. Include acreage, uses, etc.

**SCOPE OF REPORT:**

The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

1. Trip Generation – **the trip gen I calculated is higher than yours, we need to figure out the numbers. 1600 trips am and pm- seems this many trips will congest the 2 lane roadways- phased build and staggered**
2. **NIA stuff**

**Can the school stagger start/end times for different schools: e;llem,mid, high**

**Maybe understand where students will be coming from to help with intersections to** study

I’m looking at where drivers may go to attempt to avoid the congestion?

NIA due to school and provide queue lengths.

1. Appropriate study area:

Signalized Intersections;

* 1. **Sequoia and Coors**
	2. **St joseph and coors**

 Unsignalized Intersections;

1. **Sequoia and atrisco**
2. **Sequoia and Vista Grande**
3. **Redlands and coors**
4. **Alamorgordo and Redlands**
5. **Alamorgordo an Tucson**
6. **Tucson and Coors**
7. **Alamorgordo and St josephs?**

 **Driveway Intersections: all site drives.**

1. Intersection turning movement counts- **when i s school starting and ending? Is tehre before school care?**

**Study Time – 7-9 a.m. peak hour, 4-6 p.m. peak hour**

**Consultant to provide for all intersections listed above.**

**Include pedestrian and cyclists.**

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

Type III arrival type (see “Highway Capacity Manual, current edition” or equivalent as approved by staff). Unless otherwise justified, peak hour factors and % heavy commercial should be taken directly from the MRCOG turning movement data provided or as calculated from current count data by consultant.

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

 City Wide - residential, office or industrial;

 x mile radius – commercial;

 Interstate or to be determined by consultant - motel/hotel

 APS district boundary mapping for each school and bus routes

1. Basis for trip distribution. **City wide? Where are students coming frm?**

For smaller projects: Based on existing traffic patterns, trip attractions in the study area and locations where most trips may originate.

**For larger projects: In addition to the information for smaller projects the distribution is to be determined using the most recently-approved socioeconomic forecasts from MRCOG and will be based upon appropriate radii or distribution areas around the site**.

 **Where is the east school, and will that change distribution.**

**May force a left-in only.**

1. Traffic Assignment. Logical routing on the major street system.
2. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:
3. **None**
4. Method of intersection capacity analysis - planning or operational (see “Highway Capacity Manual 6th edition” or equivalent (e.g. HCS, Synchro, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.

**Peak hours when school closes and for after work pick-up**

1. Traffic conditions for analysis:
	1. Existing analysis - year (xxxx);
	2. Phase implementation year(s) without proposed development – XXXX
	3. Phase implementation year(s) with proposed development – XXXX
	4. Project completion year without proposed development – XXXX
	5. Project completion year with proposed development – XXXX
	6. Other –
2. Background traffic growth. **1%**

Method: use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Minimum growth rate to be used is 1/2%.

**Do Ph 1 biuld out then phase 2 build out.**

1. Planned (programmed) traffic improvements.

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

1. Project – Location (Implementation Year)

**13. HFIN- Coors everywhere red**

 **Sequoia red west of coors to Atrisco, but nothing east of coors.**

**Redlands red form Atrisco to Corona**

 **Do we implement speed control on some streets like almogordo, vista grande Redlands and Tucson**

**Margaret-is Seqoiu and Coors protectd left only?**

1. Items to be included in the study:
2. 11”x17” minimum size Site Plan with including dimension from driveways to intersections/other driveways.
3. Intersection analysis.
4. Signal progression – An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method:
5. Arterial LOS analysis;
6. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
7. Transportation system impacts.
8. Other mitigating measures.
9. Crash analysis-at a minimum to include the project frontage, but may extend to area of influence- to be discussed
10. Weaving analyses yes no; Location(s):
11. Recommended street, intersection and signal improvements.
12. Transportation Infrastructure proposed to be built with this project: list and exhibit.
13. Pedestrian Facility and Safety section: This section will provide a narrative on existing and proposed pedestrian facilities, elaborate on pedestrian involved crashes and propose mitigation as necessary.
14. Bicycle facility and safety section: This section will provide a narrative on existing and proposed bicycle facilities, elaborate on cyclist involved crashes and propose mitigation as necessary and include whether cycling facilities are required/required to be upgraded per the MRCOG Long Range Bicycle System Map.
15. Other:

**SUBMITTAL REQUIREMENTS:**

1. Number of copies of report required
	1. 1 digital copy
2. Submittal Fee – $1300 for up to 3 reviews plus technology fee
	1. Submit the TIS along with a DTIS to Planning Development Review Services email PLNDRS@cabq.gov.

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 505-924-3986.

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Curtis Cherne, P.E. Date

Senior Engineer

City of Albuquerque, Planning Dept.

Transportation Development Section

C: TIS Meeting Attendees

Revised May 2024