SCOPE OF TRAFFIC IMPACT STUDY (TIS)

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

MEETING DATE: Thursday September 11, 2025

ATTENDEES: Ernest Armijo, P.E. (City of Albuquerque), Ronald R. Bohannan, P.E., Jacob Liberman, Derek Bohannan, E.I., Jay Nelson, P.E., and Terry Brown P.E. (Tierra West, LLC)

PROJECT: Unser Vista Oriente Development (NE corner of Vista Oriente St. / Unser Blvd)

REQUESTED CITY ACTION: ___ Zone Change __X__ Site Development Plan

___ Subdivision __X__ Building Permit ___ Sector Plan ___ Sector Plan Amendment

___ Curb Cut Permit ___ Conditional Use ___ Annexation ___ Site Plan Amendment

ASSOCIATED APPLICATION:

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

1. Trip Generation - Use Trip Generation Manual, 11th Edition.
   Local data may be used for certain land use types as determined by staff.
   Consultant to provide.

2. Appropriate study area:
   Signalized Intersections;
   a. Vista Oriente Blvd. / Unser Blvd.

   Unsignalized Intersections;
   a. Vista Oeste / Vista Oriente St.

   Driveway Intersections:
   a. Driveway “A” off Unser Blvd.
   b. Driveway “B” off Vista Oriente St.

3. Intersection turning movement counts
   Study Time – 7-9 a.m. peak hour, 4-6 p.m. peak hour
   Use: Peak15 x 4
   Demand Voumes: No
   Consultant to provide for all intersections listed above.

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

5. Boundaries of area to be used for trip distribution.
City Wide - residential, office or industrial;
2 mile radius – commercial;
Interstate or to be determined by consultant - motel/hotel
APS district boundary mapping for each school and bus routes

6. Basis for trip distribution.

Residential – Use inverse relationship based upon distance and employment. Use employment data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Office/Industrial - Use inverse relationship based upon distance and population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Commercial - Use relationship based upon population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Residential - $Ts = (Tt) (Se / D) / (Se / D)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Se = Subarea Employment
D = Distance from Development to Subarea

Office/Industrial - $Ts = (Tt) (Sp / D) / (Sp / D)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population
D = Distance from Development to Subarea

Commercial -
$Ts = (Tt) (Sp) / (Sp)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population

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

8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include: N/A

9. Method of intersection capacity analysis - planning or operational (see "Highway Capacity Manual 7th Edition" or equivalent [i.e. HCS, Synchro, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.
   Implementation Year: 2029
   Horizon Year: 2039

10. Traffic conditions for analysis:
    a. Existing analysis __ yes _X_ no - year (N/A);
    b. Phase implementation year(s) without proposed development – 2029
    c. Phase implementation year(s) with proposed development – 2029
    d. Project completion year without proposed development – 2039
    e. Project completion year with proposed development – 2039
    f. Other –

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

12. Planned (programmed) traffic improvements.
    List planned CIP improvements in study area and projected project implementation year:
    a. Project – Location (Implementation Year) – N/A

13. Items to be included in the study:
    a. Intersection analysis. Yes
    b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method: N/A
    c. Arterial LOS analysis; No
    d. Recommended street, intersection and signal improvements. Yes
    e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility. Yes
    f. Transportation system impacts. Yes
    g. Other mitigating measures.
    h. Accident analyses _X_ yes __ no; 3-years (2020-2023); Location(s):
       a. Vista Oriente Blvd. / Unser Blvd.
       b. Vista Oeste / Vista Oriente St.
    i. Weaving analyses __ yes _X_ no; Location(s):

14. Other: Building 4 noted on the site plan will be considered background traffic pending counts.

SUBMITTAL REQUIREMENTS:

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

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 505.924.3991.

Ernest Armijo 9/16/2025

Ernest Armijo, P.E., C.F.M. Date
Principal Engineer
City of Albuquerque, Planning
Transportation Development Section

via: ABQ-Plan
C: TIS Task Force Attendees, file