



City of Albuquerque

Planning Department
Development Review Services Division

Traffic Scoping Form (REV 05/2024)

Project Title: _____

Zone Atlas Page: _____ DFT/DHO #: _____ BP #: _____

Development Street Address: _____

(If no City Address include a Vicinity Map with site highlighted and legible street names)

Applicant: _____ **Contact:** _____

Address: _____

Phone#: _____ E-mail: _____

Development Information

Build out/Implementation Year: _____

Existing Use: _____

Describe Proposed Development and Uses:

Days and Hours of Operation (if known): _____

Facility

Building Size (sq. ft.): _____

Number of Residential Units: _____

Number of Commercial Units: _____

Traffic Considerations

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

Expected Number of Employees (if known):* _____

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

Trip Generations during PM/AM Peak Hour and ITE # (if known):* _____

Driveway(s) Located on: Street Name _____

Adjacent Roadway(s) Posted Speed: Street Name _____ Speed _____

Street Name _____ Speed _____

** 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 (e.g. Main Street, Major Transit, N/A): _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Comprehensive Plan Center Designation (e.g. urban center, Downtown, N/A): _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Street Functional Classification (e.g. Principal Arterial, Collector) : _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

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

Adjacent Roadway(s):

Name: _____ Traffic Volume: _____ Volume-to-Capacity Ratio (v/c): _____

Name: _____ Traffic Volume: _____ Volume-to-Capacity Ratio (v/c): _____

Traffic Volume and V/C Ratio: <https://www.mrcog-nm.gov/623/Traffic-Flow-Maps-and-Busiest-Intersecti> and <https://mrcog-nm.gov/574/Transportation-Analysis-and-Querying-App>

Adjacent Transit Service(s) : _____ Nearest Transit Stop(s): _____
<https://www.cabq.gov/gis/advanced-map-viewer>

Is site within 660 feet of Premium Transit?: _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Current/Proposed Bicycle Infrastructure : _____

Bikeways: <https://mrcog-nm.gov/544/Long-Range-System-maps>

Current/Proposed Sidewalk and buffer Infrastructure: _____

Sidewalk and buffer width : DPM Table 7.2.29

Submit by email to Traffic Engineer Curtis Cherne: ccherne@cabq.gov. Email or call 505-924-3986 for information.

For City Personnel Use:

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 [x]

Thresholds Met? Yes [x] No []

Mitigating Reasons for Not Requiring TIS and/or Notes:

V/C ration on both fronting streets is less than 0.50. This indicates excess capacity in adjoining roads and no adjustments to adjoining roadway would be needed.

Ernest Armijo
TRAFFIC ENGINEER

DATE

Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 4 out of 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 62% entering , 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

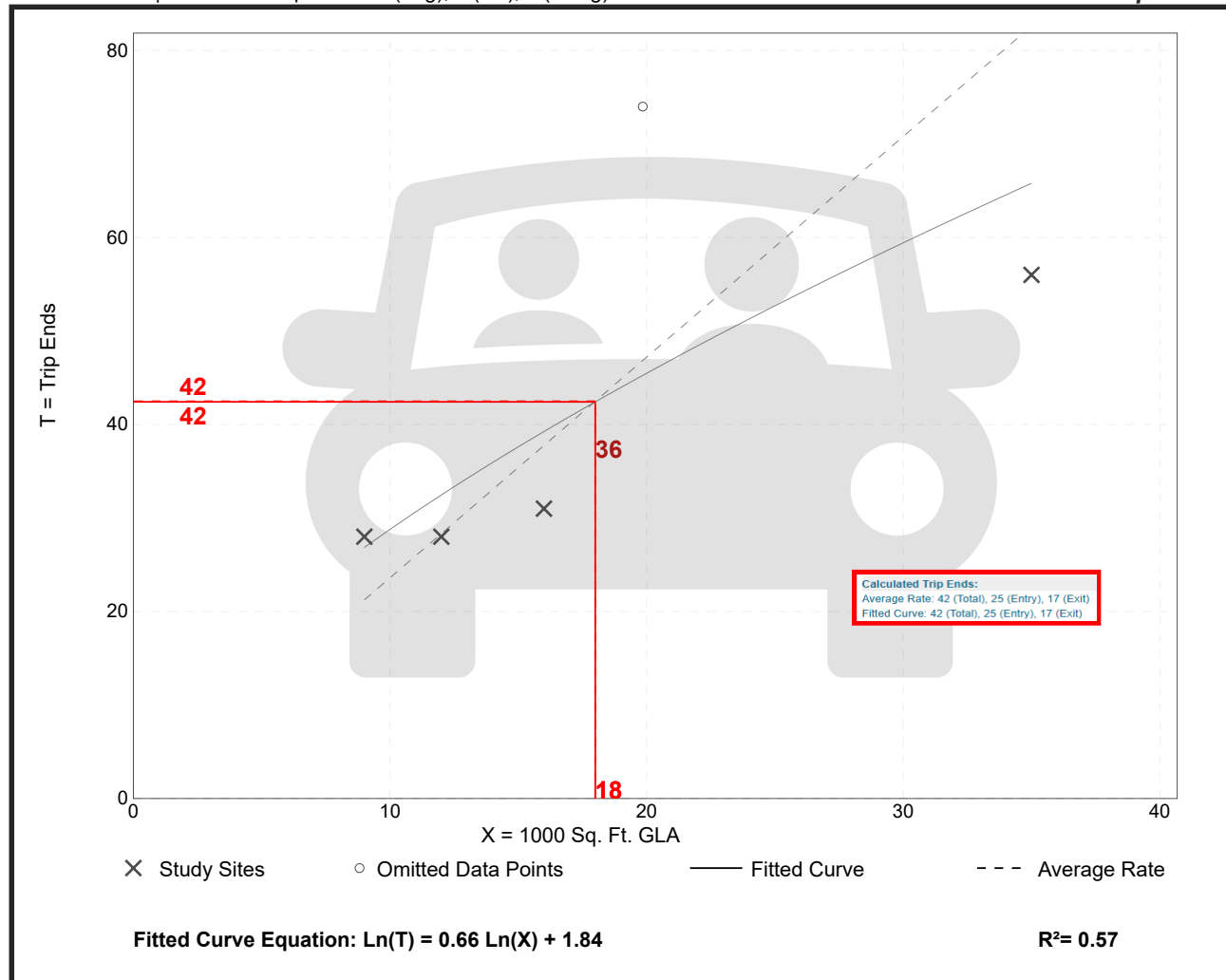
Average Rate	Range of Rates	Standard Deviation
1.99	1.60 - 3.11	0.58

Data Filtered By: [Region: UnitedStates]

Data Plot and Equation

Set IV Size: 18 | Calculated Trip Ends: 42(Avg),42(FC),36(F.Avg)

Caution – Filtered Data Set
Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
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: 23 out of 25
 Avg. 1000 Sq. Ft. GLA: 21
 Directional Distribution: 50% entering , 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

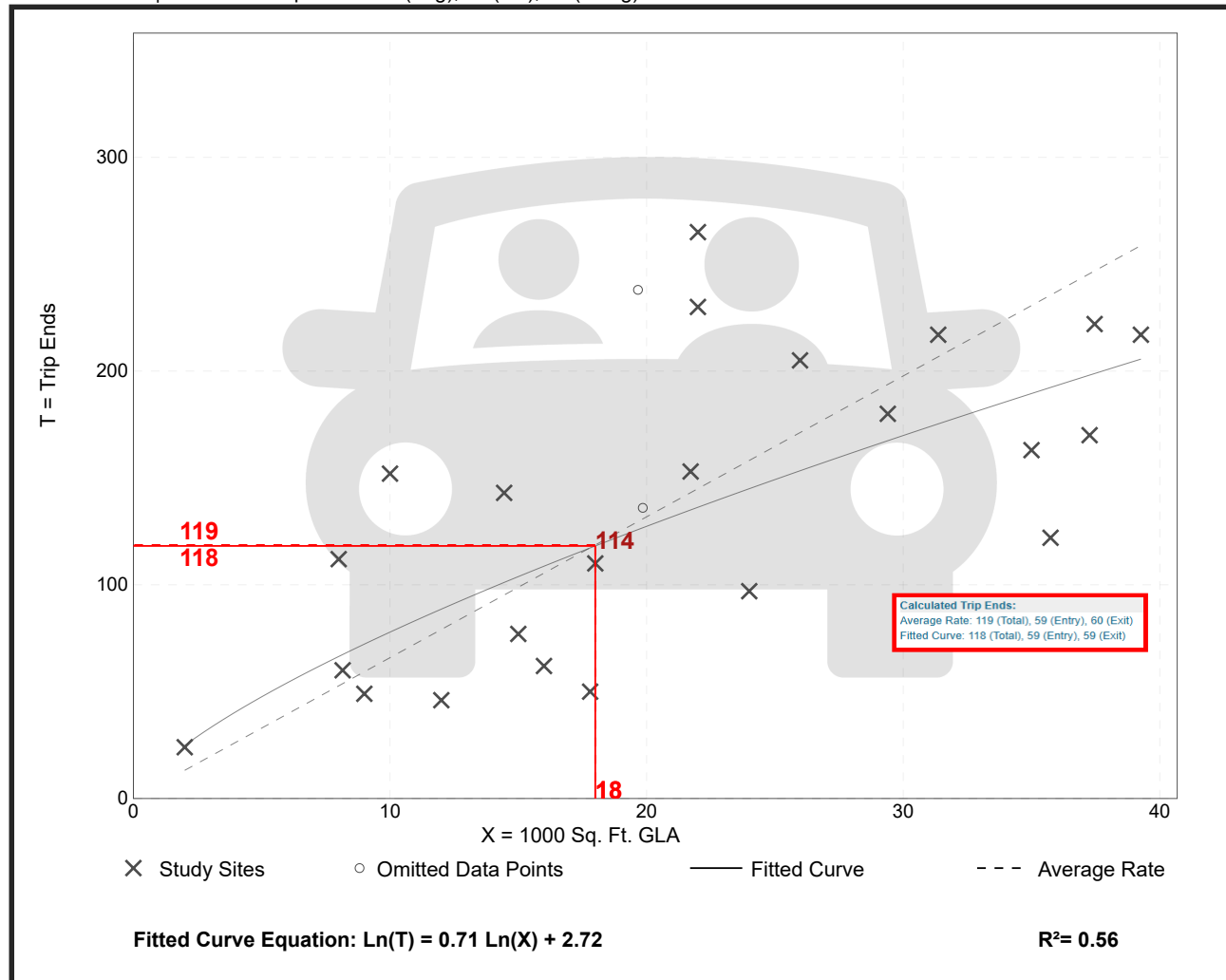
Average Rate	Range of Rates	Standard Deviation
6.36	2.81 - 15.20	2.84

Data Filtered By: [Region: UnitedStates]

Data Plot and Equation

Caution – Filtered Data Set

Set IV Size: 18 | Calculated Trip Ends: 119(Avg),118(FC),114(F.Avg)



Projects may be exempt from a TIS depending on their location or if the impacts are below certain thresholds. Regardless of the expected trip generation rates, large development projects are exempt from a TIS if the site is located Downtown, in an Urban Center, or within 660 feet of a Premium Transit station. The locations exempt from a TIS are marked by high degrees of non-automobile travel, lower parking requirements, and are typically zoned for mixed-use development, which reduces trip generation levels.

TABLE 7.5.87 Traffic Analysis Requirements by Location

	10-100 AM or PM peak hour trips	10-100 AM or PM peak hour trips	>100 peak hour trips; Existing V/C <0.5	>100 peak hour trips; Existing V/C >0.5
Center	Premium Transit Station	TSF	TSF	TSF
	Downtown	TSF	TSF	TSF
	Urban Center	TSF	TSF	TSF
	Activity Center	TSF	TSF	TIS
	Employment Center	TSF	TSF	TIS
Corridor	Major Transit	TSF	TSF	TIS
	Multi-modal	TSF	TSF	TIS
	Commuter	TSF	TIS	TIS
	Other / No Designation	TSF	TIS	TIS
	Main Street	TSF	TSF	TSF

(1 of 3)

Queried Travel Time		Queried Travel Time	
	Menaul Boulevard		12th Street
COG ID	22380	COG ID	23328
Link ID	223802	Link ID	233281
Functional Class	Urban Minor Arterial	Functional Class	Urban Minor Arterial
One Way		One Way	
County Name	Bernalillo County	County Name	Bernalillo County
CMP Corridor	MENAU	CMP Corridor	
From	EAST OF 12TH ST.	From	NORTH OF INDIAN SCHOOL RD.
To	WEST OF 6TH ST.	To	SOUTH OF MENAU
Travel Direction	E	Travel Direction	N
AWDT	13648	AWDT	10052
Count Date	7/31/1992, 6:00 PM	Count Date	8/23/2021, 6:00 PM
Road Capacity	1630	Road Capacity	1630
Daily Volume	6345	Daily Volume	5200
AM Peak Hour Volume	729	AM Peak Hour Volume	444
AM Peak Hour V/C Ratio	0.447	AM Peak Hour V/C Ratio	0.27200001
PM Peak Hour Volume	592	PM Peak Hour Volume	416
PM Peak Hour V/C Ratio	0.36300001	PM Peak Hour V/C Ratio	0.255
Average Speed (mph)	34	Average Speed (mph)	28.7
Free Flow Speed (mph)	29	Free Flow Speed (mph)	26
Average Travel Time (sec)	57	Average Travel Time (sec)	33
TTI	0.86	TTI	0.91
Zoom to		Zoom to	