

## SCOPE OF TRAFFIC IMPACT STUDY (TIS)

**TO:** Name  
Organization  
Address  
City, State, Zip

**MEETING DATE:** October 22, 2024

**ATTENDEES:** Stantec: Clay Koontz, Victoria Edington; City of Albuquerque: Curtis Cherne; NMDOT: Margaret Haynes

**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. 2035 horizon year instead of 2045

### 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.  
LU 220 Multifamily Housing (Low Rise)  
LU 565 Child Care Facility
2. Appropriate study area:  
Signalized Intersections;
  - a. Coors/Fortuna – No Synchro for signalized intersections, use HCS instead, especially for queues. Go ahead and also use HCS for unsignalized intersections.  
Unsignalized Intersections;
  - a. 64<sup>th</sup>/Fortuna
  - b. 64<sup>th</sup>/Glenrio
  - c. Coors/Glenrio  
Driveway Intersections: all site drives. The driveway on Glenrio might be too close to Coors?  
MrCOG has identified a bicycle boulevard on 64<sup>th</sup> Street – 36 ft wide, could allow for parking lanes and 10 or 11 ft travel lanes, road diet.
3. Intersection turning movement counts  
Study Time – 7-9 a.m. peak hour, 4-6 p.m. peak hour  
Consultant to provide for all intersections listed above.  
Include pedestrian and cyclists.
4. Type of intersection progression and factors to be used.

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

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

Update the site plan to show dimensions between intersections and driveways. Also show lane markings on Fortuna, Glenrio, and 64<sup>th</sup> (left turn pockets etc.).

6. Basis for trip distribution.

**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.~~

7. Traffic Assignment. Logical routing on the major street system.
8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:
  - a. One development (combined multifamily housing and senior living) under construction, opening soon. J10 d 49 west side of Coors, north of Bluewater. No official TIA, but NMDOT can provide the STA form.
  - b. Blake’s Lotaburger (southwest corner of Coors/Fortuna) is getting bigger. Add more traffic to our study.
  - c. Weeks / Dutch Bros is expected to add another building. NMDOT to send us information on this to include traffic data. Add estimate of this traffic to our study as background traffic.
9. Method of intersection capacity analysis - planning or operational (see “Highway Capacity Manual 6<sup>th</sup> 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. **NMDOT requiring HCS.**
10. Traffic conditions for analysis:
  - a. Existing analysis - year (2024)
  - b. Project completion year without proposed development – 2025
  - c. Project completion year with proposed development – 2025
  - d. Other – Horizon year without proposed development – 2035
  - e. Other – Horizon year with proposed development – 2035
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%. (1% used in the report is acceptable)
12. Planned (programmed) traffic improvements.

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

  - a. No identified planned traffic improvements right now.

- b. Five years of crash data. Request data; includes three levels – crash, vehicle, and occupant; make sure to review details in vehicle and occupant levels. Specific table format suggested by NMDOT. Ped or bike crashes particularly important – elaborate on crash in write-up understanding assessment of why it occurred. Vulnerable Road Users (VRUs).
13. Items to be included in the study:
- a. 11"x17" minimum size Site Plan with including dimension from driveways to intersections/other driveways.
  - b. Intersection analysis.
  - c. Signal progression – An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method:
  - d. Arterial LOS analysis;
  - e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
  - f. Transportation system impacts.
  - g. Other mitigating measures.
  - h. Crash analysis-at a minimum to include the project frontage, but may extend to area of influence- to be discussed
  - i. Weaving analyses \_\_ yes \_\_ no; Location(s): n/a
  - j. Recommended street, intersection and signal improvements.
  - k. Transportation Infrastructure proposed to be built with this project: list and exhibit. Site and offsite. Add in recommendations, this is what we are going to build infrastructure list
  - l. 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, and include a statement how this project affects or improves pedestrian safety by minimizing conflict points, providing pedestrian refuges, narrowing entrances, signal timing, etc. Coors Blvd is part of High Injury Network, need to provide mitigation for vulnerable users.
  - m. 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.
14. Other:
- a. Ped counts (AM and PM) at ped bridge.
  - b. Analysis needs to include mitigation, summarized in results table. Changes to signal phasing need to be possible with existing detection infrastructure, or need to suggest upgrading detection system. LPIs are acceptable.
  - c. Critical question: how is the project affecting or improving pedestrian and bike safety?
  - d. Clarify acceptable LOS – D or E? For NMDOT, use SAMM, LOS E is not acceptable. If it is already LOS E in existing, development cannot make it worse in delay or queue.
  - e. When we submit, NMDOT can let use know where we are in the queue. 5 TIAs currently waiting. At this point, submittal now would be returned after Thanksgiving. Need to submit both digital and hard copy – hard copy can be mailed to NMDOT office after November 4<sup>th</sup>.
  - f. Submittal to CABQ uses Plndrs email. Include information sheet (DTIS), \$1,300 invoiced to us. CABQ to send us email address and DTIS (received).
  - g. NMDOT involved in anything within ½ mile of facility, influence area, reach out ahead of time.

**SUBMITTAL REQUIREMENTS:**

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

*Curtis A Cherne*

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Curtis Cherne, P.E.  
Senior Engineer  
City of Albuquerque, Planning Dept.  
Transportation Development Section

10-25-24

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Date

C: TIS Meeting Attendees

Revised May 2024