SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Terry Brown
Terry O. Brown, P.E.
P. O. Box 92051
Albuquerque, NM 87199-2051

MEETING DATE: Thursday, February 29, 2024 at 9:00 am.

ATTENDEES: Matthew Grush (City of Albuquerque); Margaret Haynes (NM DOT); Ron Bohannan, Jimeia Roberts, and Terry Brown (Tierra West LLC).

PROJECT: **Rehabilitation Hospital (Mountain Rd. / I-25)**

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: Description of development, where, what, etc. Include acreage, uses, etc. Proposed rehabilitation hospital facility.

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, 10th 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. Mountain Rd. / I-25 W. Frontage Rd.
   b. Lomas Blvd. / I-25 W. Frontage Rd.

   Unsignalized Intersections;
   a. Mountain Rd. / Woodward Pl.
   b. Mountain Rd. / Albuquerque High School driveways (3)
   c. Woodward Pl. / Embassy Suites Hotel North Driveway
   d. Woodward Pl. / Lomas Blvd.

   Driveway Intersections: all site drives. (1)

3. Intersection turning movement counts
   Study Time – 7-9 a.m. peak hour, **3:30-5:30 p.m.** peak hour (school ends at 3:40 pm)
   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; (consultant to proposed preliminary trip distribution criteria for approval by City of Albuquerque.
   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:
   a. None

9. Method of intersection capacity analysis - planning or operational (see “2016 Highway Capacity Manual” or equivalent [i.e. HCS, Synchro, Teapac, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.
   Implementation Year: 2025
   Horizon Year: 2035

10. Traffic conditions for analysis:
    a. Existing analysis __ yes _X_ no - year (xxxx);
    b. Phase implementation year(s) without proposed development – 2025
    c. Phase implementation year(s) with proposed development – 2025

d. Project horizon year without proposed development – 2035
e. Project horizon year with proposed development – 2035
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)

13. Items to be included in the study:
    a. Intersection analysis.
    b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method:
    c. Arterial LOS analysis;
    d. Recommended street, intersection and signal improvements.
    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. Accident analyses _X_ yes __ no; Location(s): 5 year history (2015-2019)
    i. Weaving analyses __ yes _X_ no; Location(s):

14. Other: Safety Study for entire study area for NM DOT focused on crash rates at or near Mountain Rd. / I-25. NM DOT will supply individual crash reports for the most recent five-year period of time.

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
   a. 1 digital copy
2. Submittal Fee – $1300 for up to 3 reviews

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 924-3991.

M Grush P.E. 4/2/2024

Matt Grush, P.E. Date
Senior Engineer
City of Albuquerque, Planning
Transportation Development Section

via: email
C: TIS Task Force Attendees, file