

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Matthew Grush and Margaret Haynes

MEETING DATE: September 8, 2022 (2:00 PM)

ATTENDEES: Matthew Grush (City of Albuquerque), Margaret Haynes (NMDOT), Matt Stewart, Vanessa Wong (Kimley-Horn), Darren Hackett, Ramiro Gomez (Elevated Entitlements)

PROJECT: Chuze Fitness (Central Ave. / Coors Blvd.)

REQUESTED CITY ACTION: ☐ Zone Change ☒ Site Development Plan

☐ Subdivision ☒ Building Permit ☐ Sector Plan ☐ Sector Plan Amendment

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

ASSOCIATED APPLICATION: Proposed 50,845 s.f. Health / Fitness Club

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.
ITE LUC #492 – Health/Fitness Club
67 AM peak hour trips (34 inbound, 33 outbound)
175 PM peak hour trips (100 inbound, 75 outbound)
2. Appropriate study area:
Signalized Intersections;
a. Central & Coors
Unsignalized Intersections;
a. None

Driveway Intersections:
a) all site drives. (4 driveways)
3. Intersection turning movement counts
Study Time – 7-9 a.m. peak hour, 11 a.m. to 1 p.m., 4-6 p.m. peak hour
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;
3 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.

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

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.

a. HCS 7th Edition for signalized and unsignalized intersections (as requested by NMDOT)

Implementation Year: 2022

Horizon Year: 2032

10. Traffic conditions for analysis:

a. Existing analysis X yes ___ no - year (2022);

b. Phase implementation year(s) without proposed development – 2022

c. Phase implementation year(s) with proposed development – 2022

d. Project completion year without proposed development – 2032

e. Project completion year with proposed development – 2032

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%.

Rate: 1.1% growth based on data on Central from 2006 to 2016

12. Planned (programmed) traffic improvements.

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

a. None

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. Address cut-through traffic (Central to Coors SB)
 - h. Accident analyses ☒ yes ☐ no; Location(s): Entire Study Area
 - i. Weaving analyses ☐ yes ☒ no; Location(s):

14. Other:

SUBMITTAL REQUIREMENTS:

- 1. Number of copies of report required
 - a. 1 digital copy (City)
 - b. 1 hard copy (NMDOT)
- 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 924-3362.

 P.E.

9/21/2022

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

Date

via: email

C: TIS Task Force Attendees, file

Additional Meeting Notes

- Traffic data collection
 - KH noted that counts were being collected during meeting. Matt Grush requested that analysis review whether there is southbound cut-through on-site.
- Mitigation Measures
 - Matt Grush noted that traffic signal timing cannot be easily modified, and that intersection is fully built out. Phasing and timing may need to be modified. Margaret noted that any recommendations should consider what could actually be allowed within operations. The Albuquerque Rapid Transit (ART) line terminates at the intersection. Coors is currently coordinated.
 - Margaret noted that the intersection of Coors/Central is the end of the corridor with Automated Traffic Signal Performance Measures (ATSPM)
- NMDOT TIA Guidelines
 - NMDOT has an outline (State Access Management Manual shows the TIA Outline)
 - Queue Turn lane summaries
 - Level of Service should be summarized by each lane group, not just approach
- Additional Items to be Considered in Analysis
 - Review cut-through on site
 - Matt Grush asked whether property being purchased or leased. Darren noted the property is being leased by Chuze Fitness. Matt Grush noted the property owner would need to sign access
 - NMDOT requested a deceleration lane warrant analysis (SBR) - does not seem to be needed
 - Safety Study – Margaret noted that fences were installed on median on Coors south of Central – curious to see whether that has led to a reduction in pedestrian crashes
 - Intersection 4 – the acceleration lane will likely be removed by DOT at a later date because it does not meet the NMDOT design criteria. May be noted in the TIA.
 - Turn bay criteria – Matt Grush noted that City requirements for turn bays have gotten longer over the years and the turn bays for the project site may need to be extended.
- Report Timeline
 - KH noted they are aiming to submit report by end of September (hard copy to be provided to NMDOT)
 - NMDOT will aim to review and provide comments in 2-3 weeks and City review will begin following NMDOT review.