



City of Albuquerque

Planning Department
Development Review Services Division

Traffic Scoping Form (REV 12/2020)

Project Title: Route 66 Flats **Building Permit #:** _____ **Hydrology File #:** _____

Zone Atlas Page: K-10-Z **DRB#:** _____ **EPC#:** _____ **Work Order#:** _____

Legal Description: Atrisco Grant, W1/2 TR52W

City Address: 7600 Central Ave SW

Applicant: Wooten Engineering, LLC **Contact:** Jeffrey T. Wooten, P.E.

Address: PO Box 15814, Rio Rancho, NM 87174

Phone#: 505-980-3560 **Fax#:** _____ **E-mail:** jeffwooten.pe@gmail.com

Development Information

Build out/Implementation Year: 2024 **Current/Proposed Zoning:** MX-M & R-T

Project Type: New: ☒ Change of Use: ☐ Same Use/Unchanged: ☐ Same Use/Increased Activity: ☐

Proposed Use (mark all that apply): Residential: ☐ Office: ☐ Retail: ☐ Mixed-Use: ☐ OTHER ☒

Describe development and Uses:
New Multifamily Project

Days and Hours of Operation (if known): _____

Facility

Building Size (sq. ft.): _____

Number of Residential Units: 48

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 (if known):* Reference attached supplement.

AM 17 trips
PM 22 trips

Driveway(s) Located on: Street Name One Proposed Driveways located on Central Ave SW

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

Street Name Posted Speed

Roadway Information (adjacent to site)

Comprehensive Plan Corridor Designation/Functional Classification: _____
(arterial, collector, local, main street)

Comprehensive Plan Center Designation: _____
(urban center, employment center, activity center)

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

Adjacent Roadway(s) Traffic Volume: _____ Volume-to-Capacity Ratio: _____
(if applicable)

Adjacent Transit Service(s): _____ Nearest Transit Stop(s): _____

Is site within 660 feet of Premium Transit?: _____

Current/Proposed Bicycle Infrastructure: _____
(bike lanes, trails)

Current/Proposed Sidewalk Infrastructure: _____

Relevant Web-sites for Filling out Roadway Information:

City GIS Information: <http://www.cabq.gov/gis/advanced-map-viewer>

Comprehensive Plan Corridor/Designation: <https://abc-zone.com/document/abc-comp-plan-chapter-5-land-use> (map after Page 5-5)

Road Corridor Classification: <https://www.mrcog-nm.gov/DocumentCenter/View/1920/Long-Range-Roadway-System-LRRS-PDF?bidId=>

Traffic Volume and V/C Ratio: <https://www.mrcog-nm.gov/285/Traffic-Counts> and <https://public.mrcog-nm.gov/taqa/>

Bikeways: http://documents.cabq.gov/planning/adopted-longrange-plans/BTFP/Final/BTFP%20FINAL_Jun25.pdf (Map Pages 75 to 81)

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 ☒ Borderline []

Thresholds Met? Yes [] No ☒

Mitigating Reasons for Not Requiring TIS: _____ Previously Studied: []

Notes:



TRAFFIC ENGINEER

11/2/2023

DATE

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Submittal

The Scoping Form must be submitted as part of any building permit application, DRB application, or EPC application. See the Development Process Manual Chapter 7.4 for additional information.

Submit by email to the City Traffic Engineer mgrush@cabq.gov . Call 924-3362 for information.

Site Plan/Traffic Scoping Checklist

Site plan, building size in sq. ft. (show new, existing, remodel), to include the following items as applicable:

1. Access -- location and width of driveways
2. Sidewalks (Check DPM and IDO for sidewalk requirements. Also, Centers have wider sidewalk requirements.)
3. Bike Lanes (check for designated bike routes, long range bikeway system) ([*check MRCOG Bikeways and Trails in the 2040 MTP map*](#))
4. Location of nearby multi-use trails, if applicable ([*check MRCOG Bikeways and Trails in the 2040 MTP map*](#))
5. Location of nearby transit stops, transit stop amenities (eg. bench, shelter). Note if site is within 660 feet of premium transit.
6. Adjacent roadway(s) configuration (number of lanes, lane widths, turn bays, medians, etc.)
7. Distance from access point(s) to nearest adjacent driveways/intersections.
8. Note if site is within a Center and more specifically if it is within an Urban Center.
9. Note if site is adjacent to a Main Street.
10. Identify traffic volumes on adjacent roadway per MRCOG information. If site generates more than 100 vehicles per hour, identify v/c ratio on this form.

MEMORANDUM

To: City of Albuquerque, Development Review Services Division

From: Cassie Slade, PE [CO], PTOE

Date: October 12, 2023

Project: Route 66 Flats – Albuquerque, Colorado

Subject: Trip Generation Memo

The Fox Tuttle Transportation Group has completed a trip generation analysis for the proposed development of 48 affordable housing units in Albuquerque, New Mexico. The project property is located south of Central Avenue SW (US Route 66) and approximately 220 feet west of 75th Street SW as shown in the vicinity map in **Figure 1**. It is proposed that the site will have one (1) access on Central Avenue SW at the median opening with full movement and side-street stop-control. The project property is located in a developing part of the City and is in close proximity to single-family homes, motels, The Legacy Church, commercial businesses, and light industrial businesses.

The purpose of this ‘trip generation memo’ is to determine how many vehicular trips would be generated by the proposed affordable housing project.

Existing Multi-Modal Amenities

Currently, there are sidewalks on both sides of Central Avenue. The south sidewalk is discontinuous east of the subject property, from 75th Street to Airport Drive. There



Figure 1. Vicinity Map

are buffered bike lanes on Central Avenue that connect to other on-street and off-street bike facilities.

The City of Albuquerque is serviced by ABQ Ride with several local and regional transit routes. Currently, there are three (3) bus routes with stops on both directions of Central Avenue near Unser Boulevard and near 75th Street. *Bus Route 66* travels the length of the city connecting between the Central & Unser Transit Center Park & Ride (west) to Tramway (east). *Bus Route 766 (Red Line)* travels along Central Avenue from the Central & Unser Transit Center (west) to the Uptown Transit Center on America's Parkway (northeast). *Bus Route 777 (Green Line)* follows the same route as Bus Route 66 along Central Avenue but with different bus stop locations. These routes have bus stops along Central Avenue SW & SE (US Route 66) providing access to residential neighborhoods, commercial centers, employment areas, recreational space, and transit stations. Patrons can transfer to different transit routes to link to local or regional destinations as desired.

Literature Review

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual*¹ is the national standard for estimating trips generated by new developments and is based on data collected by transportation professionals across the country. This methodology has limitations regarding the sensitivity to socio-demographics, non-auto transportation choices, lower-income impacts, and proximity to urban areas. The most recent version has added "Affordable Housing" (ITE #223) data to estimate trips related to this residential type. Currently the data is based on five (5) study locations.

Affordable housing projects typically generate less automobile trips than most other residential sites. Professionals across the country have been studying the transportation impact for a variety of housing types based on income, socio-demographics, vehicle ownership, and proximity to transit services. Majority of the studies were conducted in California and a few of the studies specifically studied supportive housing.

A research group out of Portland studied data from the 2010-2012 California Household Travel Survey to investigate the differences in transportation impacts between residents of affordable and market-rate housing. The study was published in *The Journal of Transportation and Land Use*² and estimated the trip reduction rates by income level. The Ives project aims to serve those individuals with an income of 9% of the AMI or less; the study identifies this level as "extremely low-income". Based on the data in the travel survey, the daily automobile trip generation for multi-family dwellings (apartment or townhome) in urban districts with extremely low-income represent 37% of the daily trips for 'above moderate income' dwellings located in a suburban neighborhood.

¹ *Trip Generation 11th Edition*, Institute of Transportation Engineers, 2021.

² Howell, A., Currans, K., Gehrke, S., Norton, G., and Clifton, K., *Transportation Impacts of Affordable Housing: Informing Development Review with Travel Behavior Analysis*, The Journal of Transport and Land Use, Volume 11 No. 1, pp. 103-118. Available January 2018.

The City of Los Angeles staff gathered similar vehicle trip data at affordable housing throughout the city for families, seniors, special needs, and permanent supportive housing for an update to their Transportation Impact Study Guidelines (LADOT, December 2016)³. The City of Los Angeles' study determined that supportive housing has a daily rate of 1.27 vehicle trips per dwelling unit, which is 20% of the ITE daily rate for a low-rise multi-family housing. In summary, the existing research found that affordable multi-family housing generates vehicle trips at a rate of 20% and 37% of the national standard defined in the ITE's Trip Generation Manual for market-rate multi-family housing.

Trip Generation

To estimate the volume of vehicular trips associated with the Route 66 Flats property, the proposed land use was multiplied by the trip data contained in the Institute of Transportation Engineers' (ITE) Trip Generation Manual⁴. The most applicable land use category was multiplied by the trip rate for the daily, AM peak hour, and PM peak hour to approximate the project traffic. **Table 1** summarizes the estimated total vehicle trips for the project based on ITE rates.

Table 1. Trip Generation Estimate

Land Use	Size	Unit	Average Daily Trips				Weekday AM Peak Hour Trips				PM Peak Hour Trips			
			Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
ITE 223: Affordable Housing (Income Limits)	48	dwelling units	4.81	231	116	115	0.36	17	5	12	0.46	22	13	9

Source: ITE Trip Generation 11th Edition, 2021.

It was estimated the proposed Route 66 Flats will generate up to 231 vehicle trips per day (vpd) with up to 17 vehicles per hour (vph) in the AM peak hour and up to 22 vph in the PM peak hour.

³ City of Los Angeles Transportation Impact Study Guidelines, Los Angeles Department of Transportation, 2016.

⁴ Trip Generation Manual, 11th Edition. Institute of Transportation Engineers. Washington, DC. 2021.

Conclusions

The Route 66 Flats project proposes to construct 48 affordable housing units located in Albuquerque, NM. Access will be provided via one (1) full-movement access on Central Avenue. The project is anticipated to generate up to 231 weekday daily trips, up to 17 weekday AM peak hour trips, and up to 22 weekday PM peak hour trips. Currently, there are existing multi-modal amenities and nearby bus stops that can provide transportation for the future residents of Route 66 Flats and encourage less single-occupancy travel. **It is anticipated that the existing roadway network and intersections can accommodate the project trips without the need for additional analysis or mitigation measures.**

Hopefully the contents of this memorandum are helpful. If you have any questions, please give me a call.

Sincerely,

FOX TUTTLE TRANSPORTATION GROUP, LLC



Cassie Slade, P.E. [CO], PTOE
Principal