

STANDARD LETTER
SCOPE OF NEIGHBORHOOD IMPACT ASSESSMENT (NIA)

TO: Ronald R. Bohannon, P.E.
Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87108

MEETING DATE: 9/16/2024

ATTENDEES: Judith Becker, Terry Brown, Ron Bohannon & Derek Bohannon of Tierra West LLC; Jen Mulliniks of Homewise Services; and Curtis Cherne, COA Senior Traffic Engineer.

PROJECT: Albuquerque Collegiate Charter School

REQUESTED CITY ACTION: Curb Cut Application

ASSOCIATED APPLICATION:

Curb-cut applications requesting access to a City right-of-way from a Public, Private, or Charter Schools, will not be approved until the Planning Director (or designee) has approved a Neighborhood Impact Assessment (NIA). The NIA should follow the standard report format, which is outlined in the DPM. The following information is provided for the preparation of this specific study. As each item identified in the scoping letter is completed, check the appropriate box. Refer to Bill No. O-13-61 for additional criteria. The NIA shall be performed at the applicant's own expense.

Description of development:

The project is proposed as a new charter school on 8.18 acres of vacant land in the northwest quadrant of Sunset Gardens Rd. and 90th Street in the City of Albuquerque. The school is planned to educate 610 students, grades pre-k thru 8th-Grade and will be accessed via two driveways and one Fire/Delivery Lane on Sunset Gardens Rd. & two driveways on 90th Street. Approximately half of the students will be transported to and from the school using 6 buses. The other half will use personal vehicles as transportation. The project will be built in three phases over 5-years starting in 2025.

SCOPE OF WORK:

1. Baseline community data:
 - identifying existing conditions with respect to adjacent land uses
 - traffic patterns
 - traffic turning movements and volumes
 - nearby multimodal transportation options
 - area pedestrian movements
 - any other relevant information as determined.
2. Analysis of the neighborhood impacts, including but not limited to:
 - Impacts on pedestrian and bicycle circulation, and pedestrian and bicycle routes.
 - Automobile and pedestrian conflict points
 - Noise and air quality impacts resulting from stacking of idling vehicles or vehicle circulation
 - Consistency with existing or planned transit routes and stops
 - Other potential impacts as determined

3. Appropriate study area intersections:

Intersection No.	Intersection	Count?	Control	Comment
1	Sunset Gardens/98th	7-9 / 3-6	Unsignalized	
2	Sunset Gardens/90 th	7-9 / 3-6	Unsignalized	
3	Sunset Gardens/Unser	7-9 / 3-6	Unsignalized	
4	Central Ave./90th	7-9 / 3-6	Unsignalized	
5	Bridge/90th	7-9 / 3-6	Unsignalized	
6-8	3-Driveway Intersections on Sunset Gardens Rd.	7-9 / 3-6	Unsignalized	
9-10	2-Driveway Intersections on 90 th St.	7-9 / 3-6	Unsignalized	

4. Trip Generation -ITE 11th Edition

Albuquerque Collegiate Charter School

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
DESCRIPTION		GROSS	ENTER	EXIT	ENTER	EXIT
Summary Sheet	Units					
Charter K-12 (538)	610.00	506	258	248	-	-
Private K-12 (532)	610.00	104	-	-	45	59
Subtotal		610	258	248	45	59
Pass-By Trips	0%		0	0	0	0
Total Primary Trips			258	248	45	59

5. Intersection turning movement counts:

- Intersections provided: none
- Intersections that need to be counted by developer: unsignalized listed above in item 3.

6. Existing traffic signal timing and synchronization:

- N/A, No signalized intersections in study area

7. Type of intersection progression and factors to be used:

- Type III arrival type (see HCM Special Report 209 or equivalent as approved by staff). Unless otherwise justified
- Peak Hour Volume used in analysis = Peak 15min Volumes x 4
- PHF for adjacent Streets =1.0
- % heavy commercial should be taken directly from the MRGCOG turning movement data provided or as calculated from current count data by consultant.

8. Boundary of area to be used for trip distribution: Use population area-wide inversely proportional to distance of the sub-area to the project.

9. Basis for trip distribution:

Office/Industrial - Use inverse relationship based upon distance and population. Use population data from 2035 Socioeconomic Forecasts, MRGCOG (S-07-01 or equivalent) – See MRGCOG website for most current data.

$$\text{Office/Industrial} - T_s = (T_t) (S_p / D) / (S_p / D)$$

T_s = Development to Individual Subarea Trips

T_t = Total Trips

S_p = Subarea Population

D = Distance from Development to Subarea

10. Traffic Assignment: Logical routing on the major street system.

11. Proposed developments which have been approved but not constructed are to be included in the analysis: There are no other projects in area.

12. Method of intersection capacity analysis: Synchro 12

13. Implementation Year/Horizon Year:

- Implementation Yr. -2029 -FULL BUILD, no phasing considered
- Horizon Yr. -2039

14. Traffic conditions for analysis:

- Existing analysis ___yes Xno - year (xxxx)
- Project completion year with proposed development (yr. 2029)

15. Background traffic growth:

Method: use 10-year historical growth based on standard data from the MRGCOG Traffic Flow Maps (2013-2022). If not available, use 5-year historical growth based upon MRGCOG Traffic Flow Maps. Minimum growth rate to be used is 1/2%.

16. Planned (programmed) traffic improvements: There are no planned traffic improvements in study area

17. Crash Analysis:

- 5 years of crash data (2018-2022)
- Crash analysis 98th & Central Only.

NIA REPORT Checklist:

1. All items in the Scoping Report: numbers 1 through 17 above.	
2. Intersection analysis. Analysis Method: Synchro 12	
3. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method: HCS, MUTCD Warrants Module: N/A	
4. Arterial LOS analysis – N/A	
5. Recommended street, intersection and signal improvements.	
6. Transportation Infrastructure proposed to be built with this project: list and exhibit.	
7. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.	
8. Transportation system impacts.	
9. Other mitigating measures.	
10. Crash analysis <u> X </u> yes <u> </u> no. (98th& Central Only)	
11. Weaving analyses <u> </u> yes <u> X </u> no.	
12. 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..	
13. 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: Description of traffic management during drop-off and pick-up times.	

SUBMITTALS:

Submit 1 copy of electronic report. Submittal/Review fee is \$1300 plus technology fee for up to 3 reviews.

COMMENTS:

- CABQ is not opposed to the developer constructing third lane on 90th or Sunset for Queuing or on-street parking.
- All queuing shall be contained onsite to the extent possible.
- Considered widening the fire lane to accommodate queuing for drop-off and pick-up and possibly using it for student drop-off.
- Include curb and gutter improvements on both streets and the potential for on-street parking.
- Keep the entry and exit points away from intersections as possible.
- The consultant will look at other studies first to define scope for environmental factors. Curtis will send NIA for other schools& will have another meeting about scope of environmental.

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 924-3986

Curtis Cherne, P.E.
Senior Transportation Engineer
Transportation Development Section

Date