SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Curtis Cherne, PE
City of Albuquerque Planning Department
Transportation Development Section
602 2nd Street NW,
Albuquerque, NM 87102

MEETING DATE: *December 12, 2024*

ATTENDEES: *Margaret Haynes, NMDOT*
Curtis Cherne, City of Albuquerque
Daniel Cox, SimonCRE
Andrew Veatch, SimonCRE
Graeme Means, Bowman
Carlos Garcia, Bowman
Daniela Valenzuela, Bowman

PROJECT: Lobo Crossing, L-15-Z

REQUESTED CITY ACTION: ~~x~~ Zone Change ___ Site Development Plan

X Subdivision ___ Building Permit ___ Site Plan Amendment

___ Curb Cut Permit ___ Conditional Use ___ Annexation

ASSOCIATED APPLICATION: *The proposed development is to be located at the northwest of the intersection of Gibson Blvd. and University Blvd., and it is proposed to consist of 347,672 S.F. of Shopping Center with a mixture of retail and restaurant uses.*

SCOPE OF REPORT:
The Traffic Impact Study *will* follow the standard report format, which is outlined in the DPM *and the TIA outline from the State Access Management Manual by the NMSHTD*. 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.

   The Trip Generation Manual 11th Edition will be used to prepare the anticipated trips for the proposed development.
   See attached Table 1 for Trip Generation calculations.

2. Appropriate study area:
   Signalized Intersections:
   a. *Gibson Blvd. and University Blvd.*
   b. *Avenida Cesar Chavez and University Blvd.*
   c. *I-25 NB Ramp and Avenida Cesar Chavez*
   d. *I-25 SB Ramp and Avenida Cesar Chavez*
   e. *Gibson Blvd. and Broadway Blvd.*
   f. *University Blvd. and Proposed Full-Access Dwy. (Proposed signal)*

   Unsignalized Intersections:
   a. *Gibson Blvd. and Alumni Dr.*
   b. *Gibson Blvd. and Mulberry St.*

c. *I-25 NB Ramp and Gibson Blvd.*
d. *I-25 SB Ramp and Gibson Blvd.*
e. *Avenida Cesar Chavez and West Rd./Langham Rd.*

Driveway Intersections: all site drives.

See Exhibit 1 for Site Location and Study Intersections.

3. Intersection turning movement counts
   Study Time – 6-9 a.m. peak hour, 3-6 p.m. peak hour
   Consultant to provide for all intersections listed above.
   Include pedestrian and cyclists.

   As requested by the DOT, a midday peak hour would be included in the analysis for the following intersections:

   a. *Gibson Blvd. and University Blvd.*
   b. *Gibson Blvd. and Alumni Dr.*

   All data will be collected per the NMDOT D3 TIA Scoping Letter dated 11/25/2019.

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;
   Interstate ~~or to be determined by consultant - motel/hotel~~
   ~~APS district boundary mapping for each school and bus routes~~

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 *will also* 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. *Project 1 – In-N-Out Restaurant*
   b. *Project 2 – Development at Gibson Blvd. and Yale Blvd.*

9. Method of intersection capacity analysis - ~~planning or~~ operational (see "Highway Capacity Manual 6th 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.

The Highway Capacity Software implementing the Highway Capacity Manual 6th Edition will be used as the method for intersection capacity analysis.

10. Traffic conditions for analysis:
    a. *Existing analysis - 2025;*
    b. *Project completion year(s) without proposed development – 2028*
    c. *Project completion year(s) with proposed development – 2028*
    d. *Horizon year without proposed development – 2038*
    e. *Horizon year with proposed development – 2038*

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 0.5%.

    A growth rate of 0.5% will be used for this analysis.

12. Planned (programmed) traffic improvements.
    a. List planned CIP improvements in study area and projected project implementation year:

        - *I-25 new interchange configuration at Gibson Blvd. and Avenida Cesar Chavez (only on 2038 horizon year analysis)*

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.~~ *Safety and queue analyses will be completed per the NMDOT D3 TIA Scoping Letter dated 11/25/2019.*
    i. Weaving analyses __ yes _x_ no; Location(s):
    j. Recommended street, intersection and signal improvements.
    k. Transportation Infrastructure proposed to be built with this project: list and exhibit.
    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.
    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. *Full Traffic signal warrants will be completed at the two proposed driveways. The peak hour warrant will be completed at the intersection of Avenida Cesar Chavez and West Rd./Langham Rd.*
    b. *The recommendations of S-Curve Study area along Gibson Boulevard will be reviewed and commented on as necessary.*

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.

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

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

1-17-25
Date

C: TIS Meeting Attendees

Revised May 2024

Bowman

Site Location and Study Intersections
Lobo Crossing
City of Albuquerque, NM

Exhibit 1

Development	Land Use	Size	Units	Trip Type	AM Peak Hour			PM Peak Hour			Average Weekday		
					In	Out	Total	In	Out	Total	In	Out	Total
Shopping Center (Includes Retail and Restaurants)[1]	820	347,672	SF	Primary	191	117	308	538	583	1,121	6,799	6,798	13,597
				Pass-By[2]	19	12	31	126	137	263	672	672	1,344
				Total	**210**	**129**	**339**	**664**	**720**	**1,384**	**7,471**	**7,470**	**14,941**

(1) Projected trips developed based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

(2) PM peak hour pass-by rate of 29% extracted from the ITE Trip Generation Manual, 11th Edition. No data was available for AM peak hour or average weekday, so these values were assumed to be 10% less than the PM peak hour.

Bowman

Trip Generation
Lobo Crossing
City of Albuquerque, NM

Table 1