**SCOPE OF TRAFFIC IMPACT STUDY (TIS)**

**TO:** Ronald R. Bohannan, P.E.

 Tierra West, LLC

 5571 Midway Park Pl. NE

 Albuquerque, NM 87108

**MEETING DATE:** October, 31 2024, at 09:00

**ATTENDEES:** Curtis Cherne, P.E. (City of Albuquerque); Terry O. Brown, P.E. (Tierra West, LLC); Jon Niski, P.E. (Tierra West, LLC); Jimeia Roberts (Tierra West, LLC.)

**PROJECT:** McDonald’s Eubank, L-20-Z-L20D004A

**REQUESTED CITY ACTION:**  Zone Change X Site Development Plan

 Subdivision Building Permit Site Plan Amendment

 Curb Cut Permit Conditional Use Annexation

**ASSOCIATED APPLICATION:** Fast-Food Restaurant on North Parcel, One-Tunnel Car Wash on South Parcel

**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.

 ~~Local data may be used for certain land use types as determined by staff.~~

 AM 147 PM 186 from TSF.

Consultant to provide.

1. Appropriate study area:

 Unsignalized Intersections;

1. Acoma Rd. at Eubank Blvd.

 Driveway Intersections:

1. Acoma Rd. at Driveway “A”
2. Bell Ave. at Driveway “B”
3. Intersection turning movement counts

Study Time – 7 a.m. - 9 a.m. peak hour, 11 a.m.-1 p.m. peak hour, 4-6 p.m. peak hour

Consultant to provide for all intersections listed above.

Include pedestrian and cyclists.

1. 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.

1. Boundaries of area to be used for trip distribution.

 City Wide - residential, office or industrial;

 1 mile radius – commercial;

 Interstate or to be determined by consultant - motel/hotel

 APS district boundary mapping for each school and bus routes

1. 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 is to be determined using the most recently-approved socioeconomic forecasts from MRCOG and will be based upon appropriate radii or distribution areas around the site.

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.

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

1. Traffic Assignment. Logical routing on the major street system.
2. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:
3. N/A
4. 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.

1. Traffic conditions for analysis:
	1. Existing analysis – 2024
	2. Phase implementation year(s) without proposed development – 2027
	3. Phase implementation year(s) with proposed development – 2027
	4. Project completion year without proposed development – 2037
	5. Project completion year with proposed development – 2037
	6. Other –
2. 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%.~~ 1%

1. Planned (programmed) traffic improvements.

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

1. SNL Camino Campus – Innovation Parkway at Eubank Blvd. (2030)
2. Items to be included in the study:

|  |  |
| --- | --- |
| 11”x17” minimum size Site Plan with including dimension from driveways to intersections/other driveways. | Yes |
| Intersection analysis. | Yes |
| Signal progression – An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method:  | No |
| Arterial LOS analysis;  | No |
| Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.  | Yes |
| Transportation system impacts.  | Yes |
| Other mitigating measures.  | TBD |
| Crash analysis-at a minimum to include the project frontage, but may extend to area of influence- to be discussed  | (On Frontage on Acoma Rd. and Bell Rd. Only) |
| Weaving analyses yes no; Location(s): | No |
| Recommended street, intersection and signal improvements.  | Yes |
| Transportation Infrastructure proposed to be built with this project: list and exhibit.  | Yes |
| 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 refugees, narrowing entrances, signal timing, etc..  | Yes |
| 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.  | Yes |

1. Other:

Queue analysis at driveway window.

To mention the future development of SNL Camino Campus in report, but additional trips will not be analyzed.

City mentioned a possible queue of 22 cars (147/6.5) and moving the drive through window to the north side of the building to increase the queue length.

**SUBMITTAL REQUIREMENTS:**

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

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Curtis Cherne, P.E. Date

Senior Engineer

City of Albuquerque, Planning Dept.

Transportation Development Section

C: TIS Meeting Attendees

Revised May 2024