

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Ronald R. Bohannon, 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 ☒ 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.
AM 147 PM 186 from TSF. (project may change during entitlement project)
2. Appropriate study area:
Unsignalized Intersections:
 - a. Acoma Rd. at Eubank Blvd.
Driveway Intersections:
 - a. Acoma Rd. at Driveway "A"
 - b. 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 pedestrians and cyclists.
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;
 - 1 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 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.

Retail Commercial

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. N/A
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.
10. Traffic conditions for analysis:
 - a. Existing analysis – 2024
 - b. Phase implementation year(s) without proposed development – 2027
 - c. Phase implementation year(s) with proposed development – 2027
 - d. Project completion year without proposed development – 2037
 - e. Project completion year with proposed development – 2037
 - 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% to be consistent with SNL Camino Campus Project.
12. Planned (programmed) traffic improvements.

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

 - a. SNL Camino Campus – Innovation Parkway at Eubank Blvd. (2030) – We will not include in our background traffic, rather they should include the trips volume of this study with in their analysis.

13. 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	Yes

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.	
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14. Other:

Queue analysis at driveway window.

To mention the future development of SNL Camino Campus in the report, additional trips will not be included in our background traffic volumes.

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
 - 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

10-31-24

Date

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