

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Mr. Jake Palmer, Associate Vice President
Accelerated development Services
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MEETING DATE: Wednesday March 22, 2023

ATTENDEES: Matt Grush (COA), Jake Palmer (Accelerated Development Services), Michael Johnson (Souder, Miller & Associates), Brice Ortiz (Souder, Miller & Associates), Justin Simenson (Isaacson & Arfman, Inc.)

PROJECT: Dutch Bros Coffee, 10001 Central Avenue SE, Northwest corner of Central Avenue SE and Parsifal Street NE

REQUESTED CITY ACTION: ☐ Zone Change ☒ Site Development Plan

☐ Subdivision ☐ Building Permit ☐ Sector Plan ☐ Sector Plan Amendment

☐ Curb Cut Permit ☐ Conditional Use ☐ Annexation ☐ Site Plan Amendment

ASSOCIATED APPLICATION: Development of a new Dutch Bros Coffee on the northeast corner of Central Avenue SE and Parsifal Street NE.

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, 10th Edition.
Local data may be used for certain land use types as determined by staff.
Consultant to provide.

SMA will use ITE Trip Generation Manual, 11th edition

2. Appropriate study area:
Signalized Intersections; **N/A**
 - a. Intersection 1
 - b. Intersection 2

Unsignalized Intersections;

- a. Intersection 1: **Central Avenue SE/Parsifal Street NE**
- b. Intersection 2

Driveway Intersections: **Site Driveway 1 on Central Avenue**
Site Driveway 2 on Parsifal Street

3. Intersection turning movement counts

Study Time – 7-9 a.m. peak hour, 4-6 p.m. peak hour
Consultant to provide for all intersections listed above.

SMA will count all turning movements for the intersection of Central Avenue SE and Parsifal Street NE on a Tuesday, Wednesday or Thursday during the week last week of March or first week of April. Traffic data collection date TBD based on availability.

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.

No intersection progression required. No horizon analysis required. TIS will only study current year background and implementation year background and buildout.

Implementation year of 2024 will be assumed and a 0.5% growth rate will be applied to all current year traffic data due to full buildout of Central Avenue.

5. Boundaries of area to be used for trip distribution.
City Wide - residential, office or industrial;
x mile radius – commercial;
Interstate or to be determined by consultant - motel/hotel
APS district boundary mapping for each school and bus routes

Trips will be distributed through the two (2) driveways and through the intersection of Central Avenue SE and Parsifal Street NE. No signalized intersection study required. Study will only analyze traffic and safety in the immediate vicinity of the proposed site.

6. Basis for trip distribution.

Residential – Use inverse relationship based upon distance and employment. Use employment data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data. N/A

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. N/A

Commercial - Use relationship based upon population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

ITE Trips will be distributed through driveways and the intersection of Central Avenue SE and Parsifal Street NE. Trips will be distributed at percentages equal to current traffic count data at the intersection.

Residential - $T_s = (T_t) (S_e / D) / (S_e / D)$
 T_s = Development to Individual Subarea Trips
 T_t = Total Trips

Se = Subarea Employment
D = Distance from Development to Subarea

Office/Industrial - $T_s = (T_t) (S_p / D) / (S_p / D)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population
D = Distance from Development to Subarea

Commercial -
 $T_s = (T_t) (S_p) / (S_p)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population

7. Traffic Assignment. Logical routing on the major street system.

This TIS will only cover intersection LOS of Central Avenue SE and Parsifal Street NE. Traffic Assignment will be determined with current traffic volumes on roadways and traffic counts at the intersection.

8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include: TBD after correspondence with City of Albuquerque. None anticipated.

- a. Project 1 – Location (DRB # or Hyd #)
- b. Project 2 – Location (DRB # or Hyd #)

9. Method of intersection capacity analysis - planning or operational (see “2016 Highway Capacity Manual” or equivalent [i.e. HCS, Synchro, Teapac, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.

SMA will utilize HCS 7 Version 7.8.5

Implementation Year: 2024

10. Traffic conditions for analysis:

- a. Existing analysis X yes ___ no - year (2023);
- b. Phase implementation year(s) without proposed development – XXXX N/A
- c. Phase implementation year(s) with proposed development – XXXX N/A
- d. Project completion year without proposed development – 2024
- e. Project completion year with proposed development – 2024
- 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 1/2%.

MRCOG Traffic Flow Maps show decrease in ADT from 2013 to 2023. Growth rate of **0.5%** will be used.

12. Planned (programmed) traffic improvements.
List planned CIP improvements in study area and projected project implementation year:
 - a. Project – Location (Implementation Year) **TBD after correspondence with City of Albuquerque. None anticipated.**
13. Items to be included in the study:
 - a. Intersection analysis. **Unsignalized intersection of Central Avenue SE and Parsifal Street NE**
 - b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method: **Not Required**
 - c. Arterial LOS analysis; **Not Required**
 - d. Recommended street, intersection and signal improvements. **TBD during traffic study. None anticipated.**
 - e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility. **TBD during traffic study. None anticipated.**
 - f. Transportation system impacts. **TBD during traffic study. None anticipated.**
 - g. Other mitigating measures. **TBD during traffic study. None anticipated.**
 - h. Accident analyses ☒ yes ☐ no; Location(s): **Intersection of Central Avenue SE and Parsifal Street NE**
 - i. Weaving analyses ☐ yes ☒ no; Location(s):
14. Other: **None as noted by SMA.**

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
 - a. ~~1 paper copy~~
 - b. 1 digital copy to PLNDRS@cabq.gov with a DTIS and copy mgrush@cabq.gov
2. Submittal Fee – \$1300 for up to 3 reviews plus technology fee

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 924-3362.



3/24/2023

Matt Grush, P.E.
Senior Engineer
City of Albuquerque, Planning
Transportation Development Section

Date

via: email

C: TIS Task Force Attendees, file