SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Ronald R. Bohannan, P.E.
Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM, 87109

MEETING DATE: April 12, 2022

ATTENDEES: Ronald R. Bohannan P.E. and Amanda Herrera, P.E. (Tierra West, LLC), Terry Brown, P.E., Matthew Grush, P.E., Jeanne Wolfenbarger, P.E. (City of Albuquerque Transportation Development Section, Planning Dept.), and Julie Luna (Bernalillo County)

PROJECT: Sage / Unser Development (SW Corner), Zone Atlas Page L-10-Z

REQUESTED CITY ACTION: ___ Zone Change   _X_ Site Development Plan

_X_ Subdivision ___ Building Permit   ___ Sector Plan   ___ Sector Plan Amendment

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

ASSOCIATED APPLICATION: Mixed-use development consisting of approximately 97 townhome lots and retail commercial uses including 1 gasoline station / convenience market and 2 fast food restaurants with drive-thru windows. The project is being submitted to EPC for approval of a Planned Development Community and will review the establishment of a right in right out just south of the intersection of Sage & Unser.

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.
       Consultant to provide.

2. Appropriate study area:
   Signalized Intersections;
       a. Sage Rd. / Unser Blvd. (signalized)
       b. Tower Rd. / Unser Blvd. (signalized)
       c. Sage Rd. / Coors Blvd. (signalized – County)
       d. Sage Rd. / 86th St. (signalized)

   Unsignalized Intersections;
       a. San Ygnacio Rd. / Unser Blvd.

   Driveway Intersections: all site drives (3).

3. Intersection turning movement counts
       Study Time – 6:00 am 8:45 a.m. peak hour, 4-7 p.m. peak hour
       Consultant to provide for all intersections listed above.

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.

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

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.

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

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

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

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

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. MAS Charter School
   b. Sage Park Subdivision (NW Corner of Sage Rd. / Coors Blvd.)

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.

10. Traffic conditions for analysis:
    a. Existing analysis __ yes _X_ no - year (N/A);
    b. Phase implementation year(s) without proposed development – 2025
    c. Phase implementation year(s) with proposed development – 2025
    d. Project completion year without proposed development – 2035
    e. Project completion year with proposed development – 2035
    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%.

12. Planned (programmed) traffic improvements.
    List planned CIP improvements in study area and projected project implementation year:
    a. None

13. Items to be included in the study:
    a. Intersection analysis. Yes
    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. Yes
    e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility. Yes
    f. Transportation system impacts. Yes
    g. Other mitigating measures. None.
    h. Accident analyses _X_ yes __ no; Location(s): Sage Rd. / Unser Blvd. – 5 year crash history
    i. Weaving analyses __ yes _X_ no; Location(s):

14. Other:

SUBMITTAL REQUIREMENTS:
    1. Number of copies of report required
        a. CoA - 1 digital copy – Yes (no paper copy)
        b. Bernalillo County – Yes (one hard copy in 3-ring binder & a digital copy)
    2. CoA Submittal Fee – $1300 for up to 3 reviews

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.

MPP——— P.E.

4/14/2022

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

        via: email
C: TIS Task Force Attendees, file