SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Racquel M. Michel, P.E.
City of Albuquerque
600 2nd St NW
Albuquerque, NM 87102

MEETING DATE: 5/19/2016

ATTENDEES: Racquel M. Michel P.E., City of Albuquerque
Doug Hughes P.E., Mark Goodwin & Associates, PA
Patrick Byrd P.E., Lee Engineering
Jonathon Kruse, Lee Engineering

PROJECT: Desert Sands TIS, Zone Atlas N8 & N9

REQUESTED CITY ACTION: ___ Zone Change ___ Site Development Plan

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

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

ASSOCIATED APPLICATION:

Desert Sands is a proposed subdivision development located on the west side of 98th Street between Colobel Avenue and Rio Clara Avenue in the SW of Albuquerque. The proposed development site will incorporate 216 single family dwelling units and 31 Residential Condominium/Townhouses. The single family dwelling units will be designated as the land use category 210 (Single-Family Detached Housing) and the Residential Condominium/Townhouses will be designated as land use category 230 (Residential Condominium/Townhouse). (See attached **Figure 1: Site Plan**)

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 - Trip Generation Manual, 9th Edition.

Due to the residential nature of the development, no pass-by trips will be generated. The trip generation is attached in **Table 1: Desert Sands Trip Generation**

2. Appropriate study area:
   Signalized Intersections;
   a. 98th St & Dennis Chavez Blvd

   Unsignalized Intersections;
   a. 98th St & Blake Rd

b. 98th St & Colovel Ave
c. Colobel Ave & Mesa Arenoso Dr / Pauza Dr
d. 98th St & Scate Blanco Ave

Driveway Intersections: None

3. Intersection turning movement counts:
   Study Time – 7-9 a.m. peak hour, 4-6 p.m. peak hour
   Turning movement counts were collected for a 12 hour period from 6:30 AM to 6:30 PM. Turning Movement Counts are attached in **Figure 2: Turning Movement Counts**

4. Type of intersection progression and factors to be used: Type III arrival type

5. Boundaries of area to be used for trip distribution: 98th Street from Dennis Chaves Blvd to Blake Rd

6. Basis for trip distribution: Trips will be distributed based on turning movements counts collected as the surrounding area is developed subdivisions similar to the proposed Desert Sands development. Trip Distribution is attached in **Figure 3: Trip Distribution.**

7. Traffic Assignment: Logical routing on the major street system based on turning movement counts.

8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include: There are no known projects in the area at this time.

9. Method of intersection capacity analysis: Highway Capacity Manual 2010, Synchro
   Implementation Year: 2019

10. Traffic conditions for analysis:
    a. Existing analysis - 2016
    b. Project completion year without proposed development – 2019
    c. Project completion year with proposed development – 2019

11. Background traffic growth
    Method: Growth based on 2040 data from the MRCOG Traffic Flow Maps. Growth Rate to be used: 1.1%

12. Planned (programmed) traffic improvements.
    List planned CIP improvements in study area and projected project implementation year:
    There are no known projects in the area at this time.

13. Items to be included in the study:
    a. Intersection analysis.
    b. Signal progression – At this time it does not appear that any new signals are warranted. Therefore, signal progression will not be required.

c. Arterial LOS analysis;
d. Recommended street, intersection and signal improvements.
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. Accident analyses __ yes _X_ no; Location(s):
i. Weaving analyses __ yes _X_ no; Location(s):

14. Other:

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
   a. 1 paper copy
   b. 1 digital copy
2. Submittal Fee – $150 per review

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 924-3991.

_____ _____
Racquel Michel, P.E. Date
Principal Engineer for
Transportation Development Section

via: email

C: TIS Task Force Attendees, file

Attached: Figure 1: Site Plan
Table 1: Desert Sands Trip Generation
Figure 2: Turning Movement Counts
Figure 3: Trip Distribution

Additional Info for NIA: (Not applicable to this project)
Due to the request for access for a new school, and Bill No. O-13-61, a Neighborhood Impact Assessment (NIA) needs to be prepared. The required information for the NIA is shown below in the scope of report. Refer to Bill No. O-13-61 for additional criteria.

1. NIA Requirements – The following sections need to be included to satisfy the NIA ordinance requirements.
    a. Baseline Community Data – identifying existing conditions with respect to adjacent land uses, traffic patterns, traffic turning movements and volumes, nearby multimodal transportation options, area pedestrian movements, and any other relevant information as determined
    b. Analysis of the neighborhood impacts, including but not limited to:
        1) Impacts on pedestrian and bicycle circulation, and pedestrian and bicycle routes
        2) Automobile and pedestrian conflict points
        3) Noise and air quality impacts resulting from stacking of idling vehicles or vehicle circulation
        4) Consistency with existing or planned transit routes and stops
        5) Other potential impacts as determined

Figure 1: Site Plan

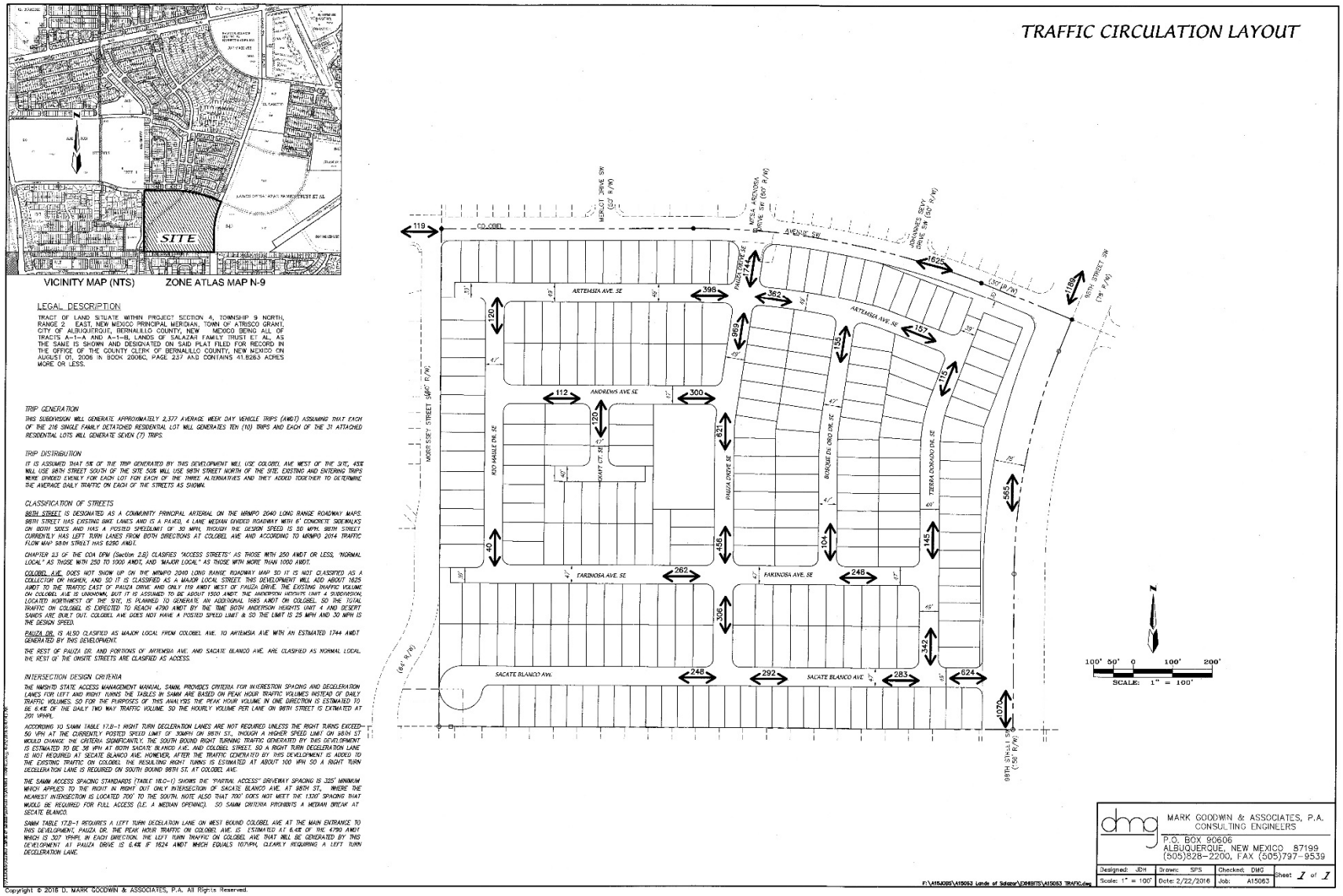

Table 1: Desert Sands Trip Generation

Use	Units		TRIP GENERATION							TRIPS				
			Daily Rate	AM Peak			PM Peak			Daily	AM Peak		PM Peak	
				Rate	Enter	Exit	Rate	Enter	Exit		In	Out	In	Out
Single Family Detached Housing(210)	216	Dwelling Units	9.87	0.75	25%	75%	0.97	63%	37%	2132.94	40	121	132	78
Residential Condominium/Townhouse(230)	31	Dwelling Units	7.49	0.65	17%	83%	0.74	67%	33%	232	3	17	15	8
Total	-	-	-	-	-	-	-	-	-	2132.94	43	138	147	86

Notes:

Single Family Detached Housing
Daily Rate: Ln(T) = 0.92 Ln(X) + 2.72
AM Rate: T = 0.70X + 9.74
PM Rate:Ln(T) = 0.9 Ln(X) + 0.51
Residential Condominium/Townhouse
Daily Rate: Ln(T) = 0.87 Ln(X) + 2.46
AM Rate: Ln(T) = 0.8 Ln(X) + 0.26
PM Rate:Ln(T) = 0.82 Ln(X) + 0.32

Figure 2: Turning Movement Counts

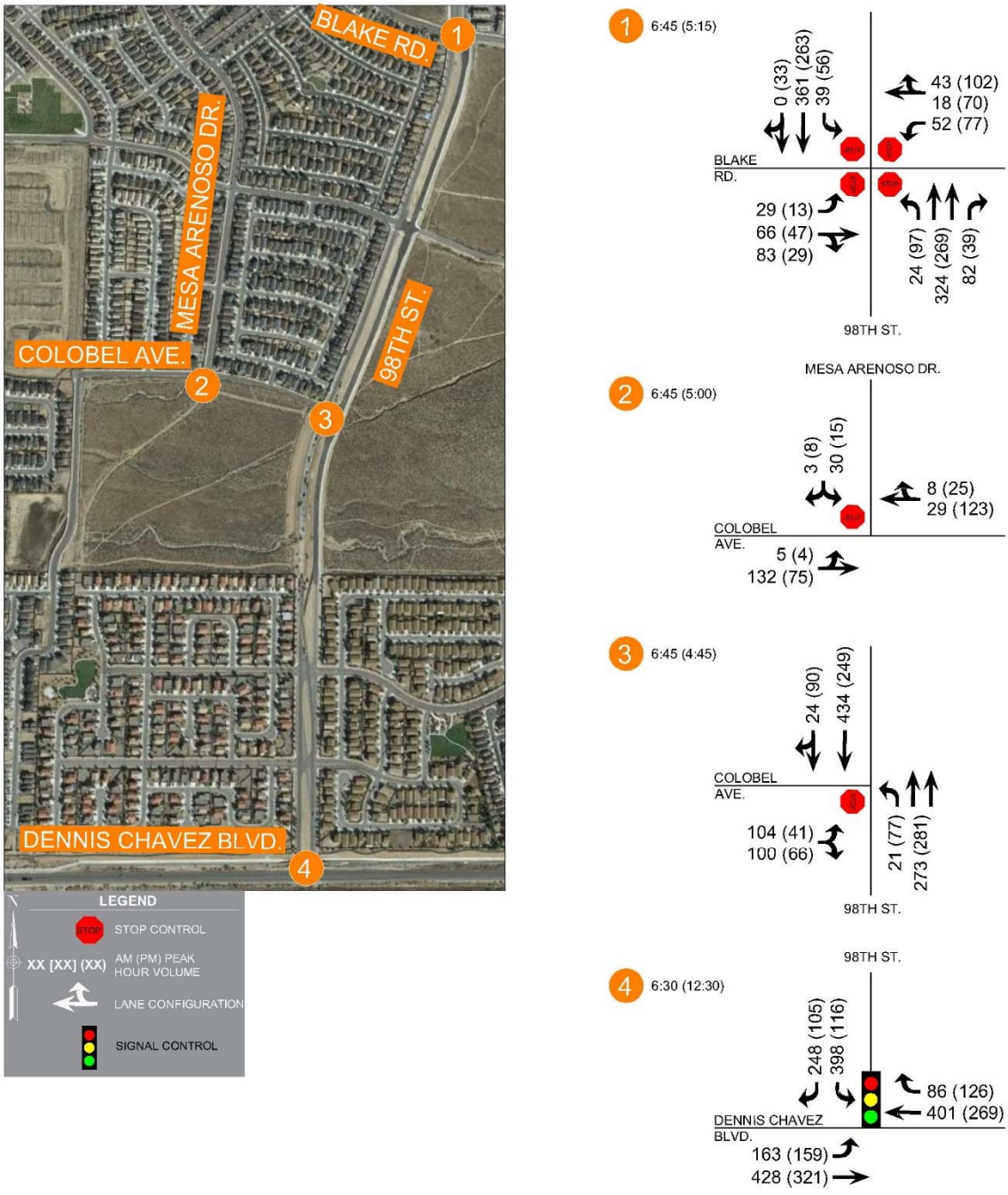

Figure 3: Trip Distribution