



August 2018
Revised October 2018

CITY OF ALBUQUERQUE
QUINCY ST - CLAREMONT AVE TO PHOENIX AVE
SPEED STUDY

NTMP P803000
TASK 2.7



WILSON
& COMPANY
ENGINEERS & ARCHITECTS

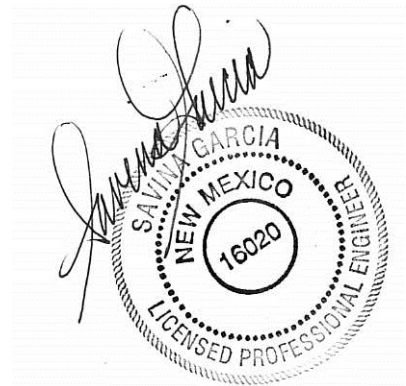
City of Albuquerque

Quincy Street - Claremont Avenue to Phoenix Avenue

SPEED STUDY

NTMP P803000
NTP #3 - Task 2.7
WCI 1810002203

August 2018
Revised October 2018



October 29, 2018



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Appendix A – Traffic Data

Introduction

This report documents the speed study analysis on Quincy Street from Claremont Avenue to Phoenix Avenue in Albuquerque, New Mexico. The purpose of this project is to collect and analyze the traffic volumes, speed, and safety of Quincy Street, a two-way street, from Claremont Avenue to Phoenix Avenue to determine if it meets the traffic calming criterion described in the *City of Albuquerque (COA) Neighborhood Traffic Management Program (NTMP)*, February 2015, and the *Institute of Transportation Engineers (ITE) Traffic Engineering Handbook*, 6th Edition.

Project Area and Background

The Quincy Street project is located in Albuquerque, New Mexico and is approximately 0.12 miles (655 feet) in length. Quincy Street is a two-lane, undivided local street that runs north-south, from Claremont Avenue to Phoenix Avenue. Claremont Avenue is a two-lane, undivided local street that runs east-west and intersects the north end of Quincy Street at a cross-intersection. Phoenix Avenue is two-lane, undivided local street that runs east-west and intersects the south end of Quincy Street at a cross-intersection. See [Figure 1](#) for a map of the project area.



Figure 1: Project Area and Existing Traffic Volumes

Task 2.7: Quincy Street from Claremont Avenue to Phoenix Avenue

A request has been made to the City of Albuquerque to determine if traffic calming is appropriate for this location. Wilson & Company was tasked by the City of Albuquerque to determine if Quincy Street from Claremont Avenue to Phoenix Avenue warrants traffic calming measures.

Existing Conditions

Traffic Conditions

Quincy Street is an urban local collector road with an Average Daily Traffic (ADT) of 354 vehicles, which includes less than 1% heavy vehicles (buses and trucks), and an existing speed limit of 25 mph. See [Appendix A](#) for further information.

Traffic Volumes

Existing tube count data (volume, speed, and class) was collected for 48-hours on Tuesday, June 12, 2018 and Wednesday, June 13, 2018. See [Figure 1](#) for the peak hour volumes. The full traffic count data can be found in [Appendix A](#).

Safety

Crash Data

Historical crash data was provided by the City of Albuquerque. Three years (2017, 2016, and 2015) of crash data were obtained to evaluate the existing safety condition of Quincy Street from Claremont Avenue to Phoenix Avenue. See [Table 1](#) for a crash summary.

Table 1: Crash Summary

Crash Date	Crash Intersecting Street	Crash Primary Street	Crash Analysis	Severity	Contributing Factors	Crash Correct with Traffic Calming
8/14/2016	Claremont Avenue NE	Quincy Street NE	Sideswipe Collision/Same Direction	Damage 500 or more	Under influence of drugs or medication	No
8/27/2017	Phoenix Avenue NE	Quincy Street NE	One Right Turn/Entering at Angle	Damage 500 or more	Failed to yield right of way	No

Crash Analysis

The following observations were concluded from the review of the three years (2017, 2016, and 2015) of crash data (2 total crashes) in the project limits:

- Both crashes occurred in clear conditions;
- Both crashes resulted in property damage;
- None of the crashes resulted in non-fatal injury; and
- Both of the crashes occurred during the day.

Speed

Speed data was collected on Quincy Street for a 48-hour period. See [Table 2](#) for the 85th-Percentile speeds for Quincy Street.

Table 2: 85th-Percentile Speed

Location	85 th -Percentile Speed
Northbound	30 mph
Southbound	29 mph

See [Table 3](#) for the 10 mph pace speeds for Quincy Street.

Table 3: 10 mph Pace Speed

Location	10 mph Pace Speed
Northbound	21-30 mph
Southbound	21-30 mph

Speed data can be found in the traffic counts located in [Appendix A](#). The 85th-percentile speed exceeds the posted speed limit by 5 mph or more (25 mph) for northbound Quincy Street.

Typical Sections

Quincy Street is a 28-ft wide roadway with curb and gutter and 4-ft wide sidewalks. On-street parking is also available on both sides of the roadway. See [Figure 3](#) and [4](#) for photos of the existing Quincy Street, and [Figure 5](#) for the existing typical section along Quincy Street.



Figure 2: Quincy Street Speed Limit



Figure 3: Quincy Street looking north



Figure 4: Quincy Street looking south

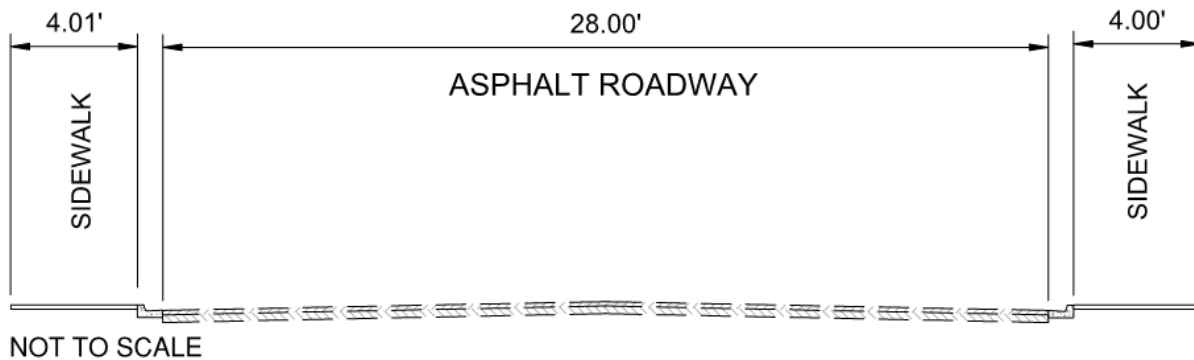


Figure 5: Quincy Street Existing Typical Section

NTMP Traffic Calming Criteria

In order to meet the traffic calming criterion described in the *COA NTMP*, two or more of the following threshold criteria must be met:

1. Reported crashes in the past 3 years that could be corrected with traffic calming
2. Peak-hour traffic volume greater than 400 vehicles in one direction
3. 25 percent of peak-hour traffic is non-local cut-through traffic
4. 85th-percentile speed exceeds the posted speed limit by 5 mph or more

Summary of Results

Out of the three crashes that were reported in the past 3 years, none of them could have been corrected with traffic calming. The peak-hour traffic volumes for Quincy Street were less than 400 vehicles for both northbound and southbound directions. The 85th-percentile speed does exceed the posted speed limit by 5mph. See **Table 4** for the summary of results for Quincy Street from Claremont Avenue to Phoenix Avenue.

Table 4: Summary of Results

COA NMTP Threshold Criteria	Warranted?
1. Reported crashes in the past 3 years that could be corrected with traffic calming	No
2. Peak-hour traffic volume greater than 400 vehicles in one direction	No
3. 25 percent of peak-hour traffic is non-local cut-through traffic	Not studied
4. 85 th -percentile speed exceeds the posted speed limit by 5 mph or more	Yes

Recommendations

After analyzing the crash, volume, and speed data, it was determined that Quincy Street from Claremont Avenue to Phoenix Avenue meets one (1) of the four (4) criteria and, therefore, **does not** meet the minimum traffic calming criterion as described in the *COA NTMP* at this time.

Appendix A – Traffic Data

Wilson & Company
 4401 Masthead Street NE, Suite 150
 Albuquerque NM, 87109

Site Code: QUIN NORTH 2
 Station ID: 20

Latitude: 0' 0.0000 Undefined

Start Time	11-Jun-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	0	0	6	2	*	*	*	*	*	*	*	*	3	1
01:00	*	*	2	0	1	0	*	*	*	*	*	*	*	*	2	0
02:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0
03:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0
04:00	*	*	0	0	1	1	*	*	*	*	*	*	*	*	0	0
05:00	*	*	2	1	2	1	*	*	*	*	*	*	*	*	2	1
06:00	*	*	0	5	2	6	*	*	*	*	*	*	*	*	1	6
07:00	*	*	5	5	6	9	*	*	*	*	*	*	*	*	6	7
08:00	*	*	6	12	9	8	*	*	*	*	*	*	*	*	8	10
09:00	*	*	6	13	7	8	*	*	*	*	*	*	*	*	6	10
10:00	*	*	14	12	9	11	*	*	*	*	*	*	*	*	12	12
11:00	*	*	15	12	15	14	*	*	*	*	*	*	*	*	15	13
12:00 PM	*	*	15	15	11	16	*	*	*	*	*	*	*	*	13	16
01:00	*	*	24	15	17	8	*	*	*	*	*	*	*	*	20	12
02:00	*	*	13	23	12	11	*	*	*	*	*	*	*	*	12	17
03:00	*	*	18	16	16	6	*	*	*	*	*	*	*	*	17	11
04:00	*	*	16	20	8	12	*	*	*	*	*	*	*	*	12	16
05:00	*	*	16	20	24	15	*	*	*	*	*	*	*	*	20	18
06:00	*	*	13	9	13	7	*	*	*	*	*	*	*	*	13	8
07:00	*	*	4	7	6	7	*	*	*	*	*	*	*	*	5	7
08:00	*	*	4	4	5	2	*	*	*	*	*	*	*	*	4	3
09:00	*	*	6	3	6	2	*	*	*	*	*	*	*	*	6	2
10:00	*	*	2	1	2	3	*	*	*	*	*	*	*	*	2	2
11:00	*	*	1	3	1	1	*	*	*	*	*	*	*	*	1	2
Lane Day	0	0	182	196	179	150	0	0	0	0	0	0	0	0	180	174
AM Peak	-	-	11:00	09:00	11:00	11:00	-	-	-	-	-	-	-	-	11:00	11:00
Vol.	-	-	15	13	15	14	-	-	-	-	-	-	-	-	15	13
PM Peak	-	-	13:00	14:00	17:00	12:00	-	-	-	-	-	-	-	-	13:00	17:00
Vol.	-	-	24	23	24	16	-	-	-	-	-	-	-	-	20	18
Comb. Total	0		378		329		0		0		0		0		354	
ADT	ADT 354		AADT 354													

Comb. Total 0 378 329 0 0 0 0 354

ADT ADT 354 AADT 354

Wilson & Company
 4401 Masthead Street NE, Suite 150
 Albuquerque NM, 87109

Site Code: QUIN NORTH 2
 Station ID: 20

Latitude: 0' 0.0000 South

NB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
06/13/18	2	0	3	1	0	0	0	0	0	0	0	0	0	0	6	21-30	4
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
07:00	2	0	2	2	0	0	0	0	0	0	0	0	0	0	6	20-29	4
08:00	0	1	2	4	2	0	0	0	0	0	0	0	0	0	9	26-35	6
09:00	1	2	2	2	0	0	0	0	0	0	0	0	0	0	7	15-24	4
10:00	0	1	1	6	1	0	0	0	0	0	0	0	0	0	9	25-34	7
11:00	2	0	5	5	2	1	0	0	0	0	0	0	0	0	15	21-30	10
12 PM	2	3	1	3	2	0	0	0	0	0	0	0	0	0	11	26-35	5
13:00	3	2	6	2	4	0	0	0	0	0	0	0	0	0	17	21-30	8
14:00	1	4	3	2	1	0	1	0	0	0	0	0	0	0	12	16-25	7
15:00	0	1	1	9	4	1	0	0	0	0	0	0	0	0	16	26-35	13
16:00	0	0	2	4	2	0	0	0	0	0	0	0	0	0	8	21-30	6
17:00	1	2	2	11	8	0	0	0	0	0	0	0	0	0	24	26-35	19
18:00	0	1	8	3	1	0	0	0	0	0	0	0	0	0	13	21-30	11
19:00	2	1	1	2	0	0	0	0	0	0	0	0	0	0	6	19-28	3
20:00	2	0	1	1	1	0	0	0	0	0	0	0	0	0	5	26-35	2
21:00	0	0	4	2	0	0	0	0	0	0	0	0	0	0	6	20-29	6
22:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
Total	18	19	48	61	30	2	1	0	0	0	0	0	0	0	179		
Percent	10.1%	10.6%	26.8%	34.1%	16.8%	1.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	09:00	11:00	10:00	08:00	11:00									11:00		
Vol.	2	2	5	6	2	1									15		
PM Peak	13:00	14:00	18:00	17:00	17:00	15:00	14:00								17:00		
Vol.	3	4	8	11	8	1	1								24		
Total	34	36	106	123	55	5	2	0	0	0	0	0	0	0	361		
Percent	9.4%	10.0%	29.4%	34.1%	15.2%	1.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 17 MPH
 50th Percentile : 25 MPH
 85th Percentile : 30 MPH
 95th Percentile : 33 MPH

Stats
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 229
 Percent in Pace : 63.4%
 Number of Vehicles > 25 MPH : 185
 Percent of Vehicles > 25 MPH : 51.2%
 Mean Speed(Average) : 25 MPH

Site Code: QUIN NORTH 2
 Station ID: 20

Latitude: 0' 0.0000 South

SB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
06/12/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
06:00	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5	26-35	4
07:00	0	0	3	1	1	0	0	0	0	0	0	0	0	0	5	21-30	4
08:00	1	2	2	5	2	0	0	0	0	0	0	0	0	0	12	26-35	7
09:00	3	2	4	2	1	1	0	0	0	0	0	0	0	0	13	21-30	6
10:00	2	0	5	4	1	0	0	0	0	0	0	0	0	0	12	21-30	9
11:00	0	4	2	5	1	0	0	0	0	0	0	0	0	0	12	21-30	7
12 PM	2	4	4	4	1	0	0	0	0	0	0	0	0	0	15	16-25	8
13:00	1	5	5	3	1	0	0	0	0	0	0	0	0	0	15	16-25	10
14:00	5	1	11	6	0	0	0	0	0	0	0	0	0	0	23	21-30	17
15:00	1	1	7	5	2	0	0	0	0	0	0	0	0	0	16	21-30	12
16:00	1	2	8	7	1	0	1	0	0	0	0	0	0	0	20	21-30	15
17:00	2	1	7	7	2	1	0	0	0	0	0	0	0	0	20	21-30	14
18:00	1	2	3	2	1	0	0	0	0	0	0	0	0	0	9	21-30	5
19:00	2	2	2	1	0	0	0	0	0	0	0	0	0	0	7	16-25	4
20:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19-28	4
21:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3	24-33	2
22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
23:00	1	0	1	0	0	1	0	0	0	0	0	0	0	0	3	*	1
Total	23	27	68	58	16	3	1	0	0	0	0	0	0	0	196		
Percent	11.7%	13.8%	34.7%	29.6%	8.2%	1.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	10:00	08:00	08:00	09:00									09:00		
Vol.	3	4	5	5	2	1									13		
PM Peak	14:00	13:00	14:00	16:00	15:00	17:00	16:00								14:00		
Vol.	5	5	11	7	2	1	1								23		

Site Code: QUIN NORTH 2
 Station ID: 20

Latitude: 0' 0.0000 South

SB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
06/13/18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
06:00	1	2	2	0	1	0	0	0	0	0	0	0	0	0	6	16-25	4
07:00	2	3	2	1	1	0	0	0	0	0	0	0	0	0	9	16-25	5
08:00	4	1	1	2	0	0	0	0	0	0	0	0	0	0	8	21-30	3
09:00	1	1	2	3	1	0	0	0	0	0	0	0	0	0	8	21-30	5
10:00	1	1	5	3	1	0	0	0	0	0	0	0	0	0	11	20-29	8
11:00	1	3	2	8	0	0	0	0	0	0	0	0	0	0	14	21-30	10
12 PM	6	0	6	3	1	0	0	0	0	0	0	0	0	0	16	21-30	9
13:00	0	2	3	2	1	0	0	0	0	0	0	0	0	0	8	21-30	5
14:00	0	2	3	5	1	0	0	0	0	0	0	0	0	0	11	21-30	8
15:00	1	0	2	2	1	0	0	0	0	0	0	0	0	0	6	21-30	4
16:00	0	2	4	6	0	0	0	0	0	0	0	0	0	0	12	21-30	10
17:00	2	3	3	6	1	0	0	0	0	0	0	0	0	0	15	21-30	9
18:00	3	0	2	1	1	0	0	0	0	0	0	0	0	0	7	21-30	3
19:00	1	1	2	2	1	0	0	0	0	0	0	0	0	0	7	21-30	4
20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
21:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	14-23	1
22:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	19-28	3
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
Total	26	22	43	46	12	1	0	0	0	0	0	0	0	0	150		
Percent	17.3%	14.7%	28.7%	30.7%	8.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	10:00	11:00	04:00											11:00	
Vol.	4	3	5	8	1											14	
PM Peak	12:00	17:00	12:00	16:00	12:00	21:00										12:00	
Vol.	6	3	6	6	1	1										16	
Total	49	49	111	104	28	4	1	0	0	0	0	0	0	0	346		
Percent	14.2%	14.2%	32.1%	30.1%	8.1%	1.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 15 MPH
 50th Percentile : 23 MPH
 85th Percentile : 29 MPH
 95th Percentile : 32 MPH

Stats
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 215
 Percent in Pace : 62.1%
 Number of Vehicles > 25 MPH : 137
 Percent of Vehicles > 25 MPH : 39.6%
 Mean Speed(Average) : 23 MPH



**WILSON
& COMPANY**
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