

City of Albuquerque

FLORA VISTA AVENUE

CONDERSHIRE DRIVE TO COORS BOULEVARD

Supplemental Study: CUT-THROUGH TRAFFIC

NTMP P803000

NTP #14

WCI 1810002214

Supplemental Study to the *Flora Vista Avenue Speed Study Final Report by Souder, Miller & Associates, May 2018*. See study document for additional information referenced in this supplemental study.

June 2019



July 15, 2019



Supplemental Study: Cut-Through Traffic

During the initial study of Flora Vista Avenue (Souder, Miller & Associates, May 2018, i.e. SMA Report), three of the four NTMP Traffic Calming Criteria were examined, see [Table 2](#). Two criteria – crashes and total traffic volume – were found to not be met. However, a third threshold – regarding speeding vehicles – was met. Because two criteria must be met to warrant further study of traffic calming measures, the City requested that Wilson & Company examine the fourth possible measure, which relates to the volume of traffic that is non-local “cut-through” traffic. Cut-through traffic consists of vehicles that are using the residential street to cut between two major streets rather than to access a destination within the neighborhood. Under the City of Albuquerque’s NTMP Threshold Criteria definitions, this warrant is met if at least 25% of total traffic is found to be cut-through traffic.

Table 1: Summary of Results of Initial Study

| 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 |

Study Approach

A cut-through, or “origin-destination,” study was conducted to determine the percentage of cut-through traffic along Flora Vista Avenue. This type of study involves placing observation points at the ends of a project extent in order to determine which vehicles are traveling the entire length. Those vehicles comprise the non-local cut-through traffic. Vehicles not observed at both ends are assumed to be local traffic; in this case, they are likely starting or ending their trip at a residence in the neighborhood.

Along Flora Vista, cut-through traffic along the full length of Flora Vista between Condershire Drive (east end of study area) and Coors Boulevard (west end of study area) (see [Figure 1](#)). Condershire Drive is a two-lane, undivided local street that runs north-south and intersects the west end of Flora Vista Avenue at a T-intersection. Coors Boulevard is a four-lane principal arterial that runs north-south and intersects the east end of Flora Vista Avenue at a T-intersection.

In order to study this segment, observations points were established at each end of Flora Vista Avenue (see [Figure 1](#)). Each point was equipped with traffic-count cameras. Counts were conducted at the peak hours identified in the SMA Report, including

- 5:30 am to 7:30 am Eastbound AM Peak
- 5:15 pm to 7:15 pm Eastbound PM Peak
- 10:30 am to 11:30 am Westbound AM Peak
- 4:30 pm to 6:30 pm Westbound PM Peak

The description of vehicles (including make, model, and color) passing each point were collected, and then later compared to determine which vehicles had cut through the neighborhood. The number of cut-through vehicles during each of these hours was compared to the traffic counts conducted as part of the Flora Vista Avenue Speed Study Final Report by Souder, Miller & Associates, May 2018.

Flora Vista Avenue from Condershire Drive to Coors Boulevard

Findings

The study found that cut-through traffic along the full project extent (Condershire Drive-Coors Boulevard) accounted for only 3% of total traffic, below the 25% threshold needed to warrant traffic calming. See **Figure 1** and **Table 2** for a summary of the study results.

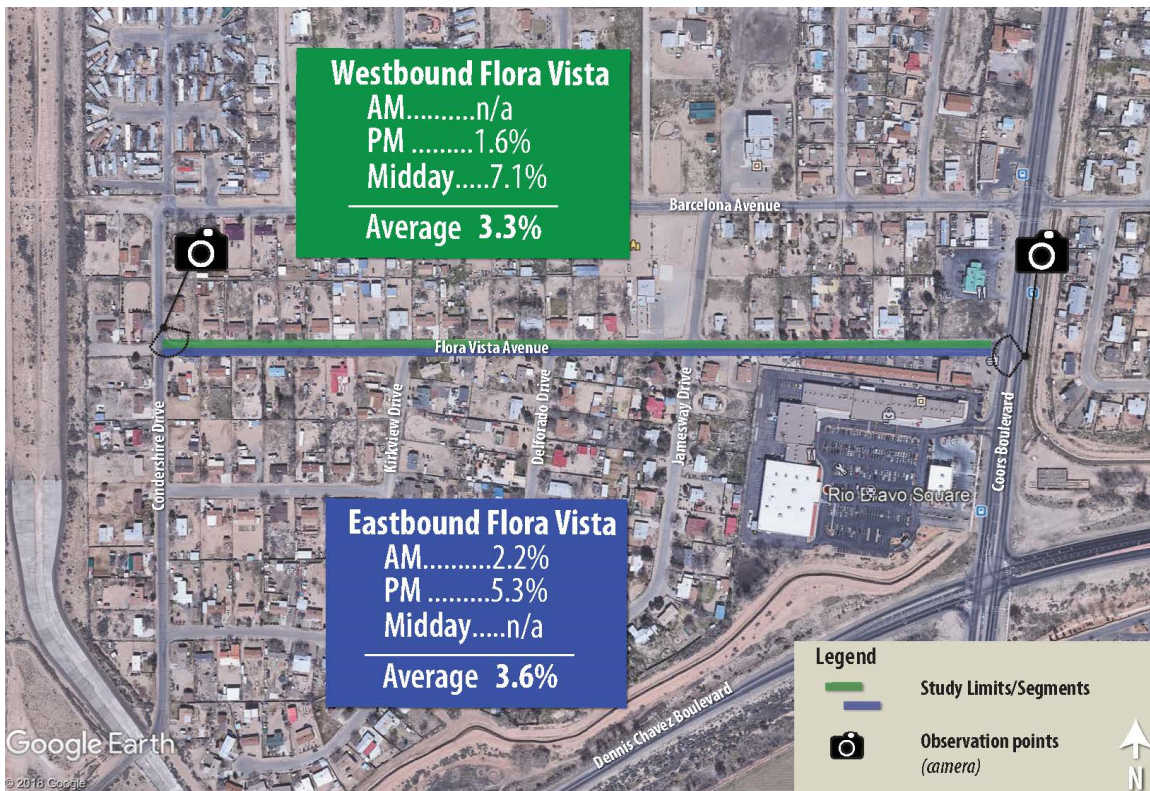


Figure 1: Cut-Through Study Extents and Results

Table 1: Cut-Through Traffic: Condershire Drive to Coors Boulevard

| | Direction | Average count* | Cut-through vehicles | Percent |
|----------------|-----------|----------------|------------------------|-------------|
| AM Peak | Eastbound | 45 | 1 | 2.2% |
| | Westbound | n/a | n/a | n/a |
| | | | Hour average | 2.2% |
| PM Peak | Eastbound | 38 | 2 | 5.3% |
| | Westbound | 63 | 1 | 1.6% |
| | | | Hour average | 3% |
| Midday | Eastbound | n/a | n/a | n/a |
| | Westbound | 28 | 2 | 7.1% |
| | | | Hour average | 7% |
| | | | Segment average | 3% |

*The averaged count from Counters 1, 2, 3, and 4 from the SMA Report.

Therefore, under the City of Albuquerque’s NMTP Threshold Criteria definitions, the cut-through traffic warrant is not met.

Table 2: Summary of Results of Initial Study with 2019 Cut-Through Traffic Study

| 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 | No |
| 4. 85 th -percentile speed exceeds the posted speed limit by 5 mph or more | Yes |