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August 26, 2021

# SPEED STUDY FOR GALINT FOX ROAD SE 

NTMP P80500
Task \#4

8220 San Pedro Dr. NE, Ste. 150
Albuquerque, NM 87113
(505) 338-0988
$\boldsymbol{\leftarrow}$ www.leeengineering.com

# Speed Study for Gallant Fox Road SE 

# NTMP P80500 

NTP Task \#4

August 2021

Prepared for:


Digitally signed by Jonathon Kruse Reason: I am the author of this document Date: 2021.08.16 12:20:58-06'00'

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Prepared by:
City of Albuquerque
CONTENTS
Introduction ..... 3
Background ..... 3
Existing Conditions ..... 4
Traffic Conditions and Speed Analysis ..... 6
Crash Analysis ..... 6
NTMP Criteria and Analysis ..... 8
Results ..... 9
Recommendations ..... 9
FIGURES
Figure 1: Study Area and Traffic Counter Locations ..... 3
Figure 2: Surrounding Land Uses ..... 4
Figure 3: Gallant Fox Road Looking East ..... 5
Figure 4: Gallant Fox Road Looking West ..... 5
Figure 5: Existing Typical Section of Gallant Fox Road ..... 6
TABLES
Table 1: Percentage of Vehicles Exceeding the Speed Liming by Day and Location ..... 6
Table 2: Crash Summary ..... 7
Table 4: NTMP Criteria Evaluation Summary ..... 9
Appendix:
A. Traffic Count and Speed Data
B. Crash Data

## INTRODUCTION

This report documents a speed study and traffic operations analysis of Gallant Fox Road between Juan Tabo Boulevard and Count Fleet Street in the southeast quadrant of Albuquerque, New Mexico. An analytical speed study requires knowledge of the existing roadway condition, current traffic counts, vehicle travel speeds, and recent crash data. This study's objective was to use the collected data and site observations with guidance from the City of Albuquerque Neighborhood Traffic Management Program (NTMP) to determine if the traffic operations on Gallant Fox Road meets the threshold criteria for implementation of traffic calming measures.

## BACKGROUND

Gallant Fox Road is a two-lane undivided urban local street running east to west between War Admiral Drive and Count Fleet Street. This project focuses on potential speeding issues on the block of Gallant Fox Road, between Juan Tabo Boulevard and Count Fleet Street. Intersections within this segment are four-way with stop control at Juan Tabo Boulevard and no stop-control at Count Fleet Street. Vehicles entering Gallant Fox Road from Man O War Street, Smarty Jones Street, or Timonium Drive are managed via stop-controlled intersections. Figure 1 shows the location of the project area and data collection sights.


Figure 1: Study Area and Traffic Counter Locations

This segment of road provides access to residential land uses. Figure 2 shows the surrounding land uses of the project area.


Figure 2: Surrounding Land Uses
Concerned parties have informed the City of Albuquerque about speeding issues on Gallant Fox Road. As a result, the City has asked Lee Engineering to evaluate traffic operations on Gallant Fox Road using criteria outlined in the NTMP. The goals of the NTMP are to improve neighborhood traffic safety, preserve neighborhood character and livability, and increase neighborhood involvement. The NTMP details the residents' and neighborhoods' process to alert the City about traffic operation concerns, such as speeding, that traffic-calming measures may mitigate. This study follows the NTMP's guidance for evaluating traffic operations on Gallant Fox Road and deducing if they meet the criteria to implement appropriate traffic-calming measures.

## EXISTING CONDITIONS

The study corridor is an undivided urban local street. The street is free of any road surface markings to delineate traffic lanes or indicate the presence of bicycle lanes. Figures 3 and 4 show the street's current conditions.

Task \#4 Gallant Fox Rd SE


Figure 3: Gallant Fox Road Looking East


Figure 4: Gallant Fox Road Looking West

Gallant Fox Road is 32-feet-wide with a standard curb and gutter. The north side includes detached sidewalk that is 4 -feet wide, with 5 -feet of landscaping separating the sidewalk from the curb. On the south side of Arroyo de Vista there is no sidewalk or landscaping. Figure 5 is a schematic of the existing typical section


Figure 5: Existing Typical Section of Gallant Fox Road Looking East

## TRAFFIC CONDITIONS AND SPEED ANALYSIS

Data from road tube counters yielded the existing traffic volume and moving speeds traveling through the study corridor. Traffic data was collected over 48-hours between April 13, 2021, and April 14, 2021. The Average Daily Traffic (ADT) is 538. As indicated in Table 1, the average percentage of vehicles observed exceeding the speed limit of 25 miles per hour by 5 and 7 miles per hour were $40 \%$ and $28 \%$, respectively.

Table 1: Percentage of Vehicles Exceeding the Speed Liming by Day and Location

|  | MPH Over Posted Speed Limit | April 13, 2021 | April 14, 2021 |
| :---: | :---: | :---: | :---: |
| East Counter | 7 | $4 \%$ | $5 \%$ |
|  | 5 | $16 \%$ | $10 \%$ |
| West Counter | 7 | $31 \%$ | $32 \%$ |
|  | 5 | $46 \%$ | $48 \%$ |
| Average by day | 7 | $28 \%$ | $28 \%$ |
|  | 5 | $38 \%$ | $41 \%$ |
| Average | 7 | $28 \%$ |  |
|  | 5 | $40 \%$ |  |

## CRASH ANALYSIS

This section summarizes five years of crashes that occurred within the study corridor. Table 2 contains the details of four crashes between 2015 and 2019. Driver Inattention was the main contributing factor for one of the four crashes. Three of the crashes resulted in property damage only, one in an injury, and none were fatal. Excessive speed was the main contributing factor in the injury crash. Neither drugs nor alcohol were involved in any of the crashes. Two crashes involved fixed objects.

Table 2: Crash Summary

| Date | Primary Street | Intersecting Street | Severity | Contributing Factors | Analysis | Correctable <br> w/ Traffic <br> Calming |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10/17/2015 | GALLANT FOX RD SE | MAN O WAR ST SE | Property <br> Damage Only <br> Crash | Driver Inattention | Other Vehicle From Opposite Direction/HeadOn Collision | No |
| 3/24/2015 | JUAN TABO BLVD SE | GALLANT FOX RD SE | Property Damage Only Crash | Other - No Driver Error | Fixed Object Median Raised Or Curb | No |
| 9/9/2016 | $\begin{aligned} & \text { GALLANT FOX } \\ & \text { RD SE } \end{aligned}$ | COUNT FLEET ST SE | Injury Crash | Excessive Speed | Invalid Code | Yes |
| 2/24/2017 | JUAN TABO BLVD SE | EDDY ST | Property <br> Damage Only <br> Crash | Avoid No Contact Other | Fixed Object Light Standard (Light Pole) | No |

## NTMP CRITERIA AND ANALYSIS

The NTMP provides a list of criteria thresholds that guided this study's analysis of traffic operations on Gallant Fox Rd SE. Traffic operations in a study area must meet at least one of the threshold-sets defined in the NTMP to qualify for traffic calming measures to be implemented. The nine threshold sets are listed below:

1. Threshold Set 1: Over a twenty-four-hour period, $15 \%$ of the vehicles traveling in the study area exceeded 7 miles per hour over the speed limit.
2. Threshold Set 2: Three reported crashes in a 5-year period where the police report identified speed as either a primary or contributing cause of the crash.
3. Threshold Set 3: A crash involving a pedestrian or cyclist in a school zone in a five-year period.
4. Threshold Set 4: Over a twenty-four-hour period more than 800 vehicles were counted traveling travelling through the study area and $15 \%$ of the vehicles traveling in the study area exceeded 5 miles per hour over the speed limit.
5. Threshold Set 5: Over a twenty-four-hour period $15 \%$ of the vehicles traveling in the study area exceeded 5 miles per hour over the speed limit and there was at least one reported crash in a 5-year period where the police report identified speed as either a primary or contributing cause of the crash.
6. Threshold Set 6: Over a twenty-four-hour period, $15 \%$ of the vehicles traveling in the study area exceeded 5 miles per hour over the speed limit and a field survey conducted by the Traffic Engineering Division determined that 25\% of the peak hour traffic was cut-through traffic.
7. Threshold Set 7: Over a twenty-four-hour period, more than 800 vehicles were counted traveling through the study area and there was at least one reported crash in a 5-year period where the police report identified speed as either a primary or contributing cause of the crash.
8. Threshold Set 8: Over a twenty-four-hour period, more than 800 vehicles were counted traveling through the study area and a field survey conducted by the Traffic Engineering Division determined that $25 \%$ of the peak hour traffic was cut-through traffic.
9. Threshold Set 9: A field survey conducted by the Traffic Engineering determined that 25\% of the peak hour traffic was cut-through traffic and there was at least one reported crash in 5 years where the police report identified speed as either a primary or contributing cause.

Seven individual criteria make up the nine threshold sets. The individual criteria and threshold sets are summarized in table 3. Table 3 also indicates the criteria met by the traffic operations on Virginia Street SE and which, if any, of the threshold sets qualify the study area for traffic calming mitigation.

## RESULTS

ADT on this segment of Gallant Fox Road does not exceed 800 vehicles. From the speed analysis, there is evidence of $40 \%$ of vehicles exceeding the speed limit by 5 miles per hour and $28 \%$ by 7 miles per hour. Also, speed was a contributing factor in one of the crashes occurring in the five years of crash data analyzed for this study. Furthermore, the crashes in this corridor did show potential for being corrected with traffic calming measures. Table 3 summarizes the results of this study's NTMP analysis for this segment of Gallant Fox Road SE.

Table 3: NTMP Criteria Evaluation Summary

| Threshold |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Set | Criteria Description | Threshold | Observed | Result |
| 1 | Vehicles $>7 \mathrm{mph}$ over the speed limit. | 15\% | 28\% | Threshold Met |
| 2 | Crashes where speed was a contributing factor. | 3 | 1 | Threshold Not Met |
| 3 | A crash involving a pedestrian or cyclist. | 1 | 0 | Threshold Not Met |
| 4 | Vehicles >5 mph over the speed limit. <br> Vehicle volume in study area over 24 hrs . | $\begin{aligned} & 15 \% \\ & 800 \end{aligned}$ | $\begin{gathered} 40 \% \\ 538 \end{gathered}$ | Threshold Not Met |
| 5 | Vehicles $>5 \mathrm{mph}$ over the speed limit. <br> Crashes where speed was a contributing factor. | $\begin{gathered} 15 \% \\ 1 \end{gathered}$ | $\begin{gathered} 40 \% \\ 1 \end{gathered}$ | Threshold Met |
| 6 | Vehicles $>5 \mathrm{mph}$ over the speed limit. <br> Percentage of cut-through traffic. | $\begin{array}{r} 15 \% \\ 25 \% \\ \hline \end{array}$ | $\begin{aligned} & 40 \% \\ & \text { NE }^{*} \\ & \hline \end{aligned}$ | Threshold Not Met |
| 7 | Vehicle volume in study area over 24 hrs. <br> Crashes where speed was a contributing factor. | $\begin{gathered} 800 \\ 1 \end{gathered}$ | $\begin{gathered} 538 \\ 1 \end{gathered}$ | Threshold Not Met |
| 8 | Vehicle volume in study area over 24 hrs. <br> Percentage of cut-through traffic. | $\begin{aligned} & \hline 800 \\ & 25 \% \end{aligned}$ | $\begin{aligned} & 538 \\ & \text { NE }^{*} \end{aligned}$ | Threshold Not Met |
| 9 | Crashes where speed was a contributing factor. Percentage of cut-through traffic. | $\begin{gathered} 1 \\ 25 \% \end{gathered}$ | $\begin{gathered} 1 \\ \mathrm{NE}^{*} \end{gathered}$ | Threshold Not Met |

## RECOMMENDATIONS

This speed study and traffic operations analysis determined that two of the nine NTMP threshold sets were met on this segment of road. Consequently, Gallant Fox Road between Juan Tabo Boulevard and Count Fleet Street does qualify for traffic calming measures per guidance from the City of Albuquerque's Neighborhood Traffic Management Program

## Appendix A - Traffic Data

Site Code: 9

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| Location 1: Ga | ant Fox | \& Count F | Fleet St |  |  |  |  |  |  |  |  |  | rt Date: | 13/2021 |
| Latitude: 35.04 | 183 |  |  |  |  |  |  |  |  |  |  |  | d Date: | 15/2021 |
| Longitude: -106 | . 510770 |  |  |  |  |  |  |  |  |  |  | GPS Ac | uracy: | 83334 ft |
|  |  |  |  |  |  |  |  |  |  |  |  |  | Data Ve | ied: Yes |
| Direction: A to | B, None | Specified |  |  |  |  |  |  |  |  |  |  |  |  |
| 4/13/2021 | 0-15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 |  |
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | Total |
| 12:00 AM |  | * * | * | * | * |  | * |  | * | * |  | * |  | 0 |
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| 3:00 | * | * * | * | * | * | * | * | * * | * | * | * | * |  | 0 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:00 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:00 PM | 1 | 10 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
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| 3:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
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| 5:00 | 2 | 23 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
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| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
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Site Code: 9
File Name: Gallant Fox \& Count
Fleet St Se 9

| Location 1: Gallant Fox \& Count Fleet St <br> Latitude: 35.046183 <br> Longitude: -106.510770 |  |  |  |  |  |  |  |  |  |  |  | Date Printed: 4/29/2021 <br> Start Date: 4/13/2021 <br> End Date: 4/15/2021 <br> GPS Accuracy: 91.83334 ft <br> Data Verified: Yes |  |  |
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| Direction: A to B, None Specified |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4/14/2021 | 0-15 | $\begin{gathered} \quad>15- \\ 20 \mathrm{MPH} \\ \hline \end{gathered}$ | $\begin{array}{r} \quad>20- \\ 25 \mathrm{MPH} \end{array}$ | $\begin{gathered} >25- \\ 30 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >30- \\ 35 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >35- \\ 40 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >40- \\ 45 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >45- \\ 50 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >50- \\ 55 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >55- \\ 60 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >60- \\ 65 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >65- \\ 70 \mathrm{MPH} \end{gathered}$ | $\begin{aligned} & >70 \\ & \mathrm{MPH} \end{aligned}$ | Total |
| Time | MPH |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:00 | 0 | 0 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
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| 12:00 PM | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
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| 6:00 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 7:00 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 11 | 9 | 37 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |

Site Code: 9
File Name: Gallant Fox \& Count
Fleet St Se 9
Date Printed: 4/29/2021
Start Date: 4/13/2021
Location 1: Gallant Fox \& Count Fleet St
Latitude: 35.046183
End Date: 4/15/2021
Longitude: -106.510770
GPS Accuracy: 91.83334 ft
Data Verified: Yes


Site Code: 9

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| Location 1: Ga | ant Fox | \& Count F | Fleet St |  |  |  |  |  |  |  |  |  | rt Date: | 13/2021 |
| Latitude: 35.04 | 183 |  |  |  |  |  |  |  |  |  |  |  | d Date: | 15/2021 |
| Longitude: -106 | . 510770 |  |  |  |  |  |  |  |  |  |  | GPS Ac | uracy: | 83334 ft |
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| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | Total |
| 12:00 AM |  | * * | * | * | * |  | * |  | * | * |  | * |  | 0 |
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| 2:00 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
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| 7:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
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| 9:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
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| 11:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 5 | 5 | 13 | 45 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |

Site Code: 9
File Name: Gallant Fox \& Count
Fleet St Se 9

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| 4/14/2021 | 0-15 | $\begin{gathered} \quad>15- \\ 20 \mathrm{MPH} \\ \hline \end{gathered}$ | $\begin{array}{r} \quad>20- \\ 25 \mathrm{MPH} \end{array}$ | $\begin{gathered} >25- \\ 30 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >30- \\ 35 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >35- \\ 40 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >40- \\ 45 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >45- \\ 50 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >50- \\ 55 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >55- \\ 60 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >60- \\ 65 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >65- \\ 70 \mathrm{MPH} \end{gathered}$ | $\begin{aligned} & >70 \\ & \mathrm{MPH} \end{aligned}$ | Total |
| Time | MPH |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:00 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 PM | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1:00 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:00 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:00 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:00 | 1 | 0 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:00 | 1 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:00 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 13 | 5 | 21 | 41 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |

Site Code: 9


Site Code: 9
File Name: Gallant Fox \& Count
Fleet St Se 9

| Location 1: Gallant Fox \& Count Fleet St <br> Latitude: 35.046183 <br> Longitude: -106.510770 |  |  |  |  |  |  |  |  |  |  |  | Date Printed: 4/29/2021 <br> Start Date: 4/13/2021 <br> End Date: 4/15/2021 <br> GPS Accuracy: 91.83334 ft <br> Data Verified: Yes |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Direction: Combined |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{r} \hline 4 / 13 / 2021 \\ \text { Time } \end{array}$ | O-15 MPH | $\begin{gathered} \quad>15- \\ 20 \mathrm{MPH} \end{gathered}$ | $\begin{aligned} & \quad>20- \\ & 25 \mathrm{MPH} \end{aligned}$ | $\begin{gathered} >25- \\ 30 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >30- \\ 35 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >35- \\ 40 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >40- \\ 45 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >45- \\ 50 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} \hline>50- \\ 55 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >55- \\ 60 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >60- \\ 65 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >65- \\ 70 \mathrm{MPH} \end{gathered}$ | $\begin{aligned} & >70 \\ & \mathrm{MPH} \end{aligned}$ | Total |
| 12:00 AM | * | * | * | * | * | * | * | * | * | * |  | * | * | 0 |
| 1:00 | * | * | * | * | * | * | * | * | * | * |  | * |  | 0 |
| 2:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 3:00 | * | * | * | * | * | * | * | * | * | * |  | * |  | 0 |
| 4:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 2 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:00 | 0 | 1 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 1 | 0 | 2 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 PM | 1 | 0 | 2 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 1:00 | 0 | 2 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 2:00 | 4 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 3:00 | 1 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:00 | 2 | 2 | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:00 | 2 | 6 | 4 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:00 | 2 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 0 | 3 | 3 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:00 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 14 | 22 | 37 | 80 | 27 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |

Site Code: 9
File Name: Gallant Fox \& Count
Fleet St Se 9

| Location 1: Gallant Fox \& Count Fleet St <br> Latitude: 35.046183 <br> Longitude: -106.510770 |  |  |  |  |  |  |  |  |  |  |  | Date Printed: 4/29/2021 <br> Start Date: 4/13/2021 <br> End Date: 4/15/2021 <br> GPS Accuracy: 91.83334 ft <br> Data Verified: Yes |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Direction: Combined |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{r} \hline \text { 4/14/2021 } \\ \text { Time } \end{array}$ | O-15 MPH | $\begin{gathered} >15- \\ 20 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >20- \\ 25 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >25- \\ 30 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >30- \\ 35 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >35- \\ 40 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >40- \\ 45 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >45- \\ 50 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >50- \\ 55 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >55- \\ 60 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >60- \\ 65 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >65- \\ 70 \mathrm{MPH} \end{gathered}$ | $\begin{aligned} & >70 \\ & \mathrm{MPH} \end{aligned}$ | Total |
| 12:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:00 | 0 | 0 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 3 | 0 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:00 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 4 | 0 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:00 PM | 1 | 0 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 1:00 | 0 | 3 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 2:00 | 2 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 3:00 | 2 | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 4:00 | 3 | 0 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:00 | 2 | 2 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6:00 | 4 | 2 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:00 | 2 | 1 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:00 | 0 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 24 | 14 | 58 | 68 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |

Site Code: 9


## Location

Gallant Fox

Closest Cross Street
Count Fleet St Se

## GPS

Latitude: 35.046183
Longitude: -106.510770

## Analysis Dates

Start: 4/13/2021
End: 4/13/2021

ADT
223

Total Percentage of Enforceable Violations


Percent Speeding: 16\%
Rating: Medium Low


Vehicle Totals - Combined

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 5 | 0 | 1 | 0 | 0 | 4 | 1 | 8 | 8 | 9 | 7 | 18 | 26 | 96 |

85th Percentile: 30.3

Vehicle Totals - A to B, None Specified

| <= 2 | <=4 | <= 6 | <= 8 | <= 10 | <= 12 | <= 14 | <= 16 | <= 18 | < $=20$ | <= 22 | <= 24 | <= 26 | >26 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 3 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 4 | 5 | 7 | 9 | 17 | 34 |

85th Percentile: 29.5

Vehicle Totals - B to A, None Specified

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 2 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 4 | 4 | 0 | 9 | 9 | 62 |

85th Percentile: 31

## Location

Gallant Fox

Closest Cross Street
Count Fleet St Se

## GPS

Latitude: 35.046183
Longitude: -106.510770

## Analysis Dates

Start: 4/14/2021
End: 4/14/2021

ADT 193

Total Percentage of Enforceable Violations


Percent Speeding: 10\%
Rating: Medium Low


Vehicle Totals - Combined

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 12 | 1 | 0 | 2 | 1 | 4 | 2 | 4 | 6 | 6 | 15 | 31 | 23 | 76 |

85th Percentile: 30

Vehicle Totals - A to B, None Specified

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 5 | 0 | 0 | 1 | 0 | 3 | 1 | 2 | 3 | 5 | 10 | 20 | 11 | 27 |

85th Percentile: 28.9

Vehicle Totals - B to A, None Specified

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 7 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 3 | 1 | 5 | 11 | 12 | 49 |

85th Percentile: 30.9

## Location

Gallant Fox

Closest Cross Street
Count Fleet St Se

## GPS

Latitude: 35.046183
Longitude: -106.510770

## Analysis Dates

Start: 4/13/2021
End: 4/13/2021

ADT
223

Total Percentage of Enforceable Violations


Percent Speeding: 4\%
Rating: Low


Vehicle Totals - Combined

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 5 | 0 | 1 | 0 | 0 | 4 | 1 | 8 | 8 | 9 | 7 | 18 | 26 | 96 |

85th Percentile: 30.3

Vehicle Totals - A to B, None Specified

| <= 2 | <=4 | <= 6 | <= 8 | <= 10 | <= 12 | <= 14 | <= 16 | <= 18 | < $=20$ | <= 22 | <= 24 | <= 26 | >26 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 3 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 4 | 5 | 7 | 9 | 17 | 34 |

85th Percentile: 29.5

Vehicle Totals - B to A, None Specified

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 2 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 4 | 4 | 0 | 9 | 9 | 62 |

85th Percentile: 31

## Location

Gallant Fox

Closest Cross Street
Count Fleet St Se

## GPS

Latitude: 35.046183
Longitude: -106.510770

## Analysis Dates

Start: 4/14/2021
End: 4/14/2021

ADT 193

Total Percentage of Enforceable Violations

| Posted Speed Limit | 25 MPH |
| :--- | :--- |
| Enforcement Tolerance | 7 MPH |
| Enforcement Limit | Greater than 32 MPH |



Percent Speeding: 5\%

## Rating: Low



Vehicle Totals - Combined

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 12 | 1 | 0 | 2 | 1 | 4 | 2 | 4 | 6 | 6 | 15 | 31 | 23 | 76 |

85th Percentile: 30

Vehicle Totals - A to B, None Specified

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 5 | 0 | 0 | 1 | 0 | 3 | 1 | 2 | 3 | 5 | 10 | 20 | 11 | 27 |

85th Percentile: 28.9

Vehicle Totals - B to A, None Specified

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 7 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 3 | 1 | 5 | 11 | 12 | 49 |

85th Percentile: 30.9

| $\begin{array}{r} 4 / 13 / 2021 \\ \text { Time } \\ \hline \end{array}$ | $\begin{aligned} & 0-15 \\ & \text { MPH } \end{aligned}$ | $\begin{gathered} >15- \\ 20 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >20- \\ 25 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >25- \\ 30 \mathrm{MPH} \end{gathered}$ | $\begin{array}{r} >30- \\ 35 \mathrm{MPH} \end{array}$ | $\begin{array}{r} >35- \\ 40 \mathrm{MPH} \end{array}$ | $\begin{array}{r} \quad>40- \\ 45 \mathrm{MPH} \end{array}$ | $\begin{gathered} >45- \\ 50 \mathrm{MPH} \end{gathered}$ | $\begin{array}{r} >50- \\ 55 \mathrm{MPH} \end{array}$ | $\begin{gathered} >55- \\ 60 \mathrm{MPH} \end{gathered}$ | $\begin{aligned} & >60- \\ & 65 \mathrm{MPH} \end{aligned}$ | $\begin{gathered} >65- \\ 70 \mathrm{MPH} \end{gathered}$ | $\begin{aligned} & \hline>70 \\ & \mathrm{MPH} \end{aligned}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 2 | 0 | 2 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 4 | 0 | 0 | 13 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:00 | 15 | 0 | 5 | 11 | 17 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 7:00 | 9 | 0 | 2 | 11 | 20 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 8:00 | 7 | 0 | 1 | 6 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 9:00 | 0 | 0 | 0 | 12 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:00 | 0 | 1 | 1 | 6 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 0 | 0 | 1 | 5 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:00 PM | 2 | 0 | 3 | 7 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 27 |
| 1:00 | 4 | 0 | 4 | 9 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 2:00 | 0 | 0 | 7 | 8 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 3:00 | 3 | 0 | 3 | 6 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 4:00 | 4 | 1 | 7 | 9 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 5:00 | 2 | 0 | 2 | 9 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 6:00 | 0 | 1 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 | 4 | 2 | 2 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 8:00 | 3 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 63 | 6 | 43 | 132 | 161 | 59 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 470 |


| $\begin{array}{r} \hline \text { 4/14/2021 } \\ \text { Time } \\ \hline \end{array}$ | $\begin{aligned} & 0-15 \\ & \text { MPH } \end{aligned}$ | $\begin{array}{r} >15- \\ 20 \mathrm{MPH} \end{array}$ | $\begin{array}{r} >20- \\ 25 \mathrm{MPH} \end{array}$ | $\begin{gathered} >25- \\ 30 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >30- \\ 35 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >35- \\ 40 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >40- \\ 45 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >45- \\ 50 \mathrm{MPH} \end{gathered}$ | $\begin{array}{r} >50- \\ 55 \mathrm{MPH} \end{array}$ | $\begin{array}{r} >55- \\ 60 \mathrm{MPH} \end{array}$ | $\begin{array}{r} >60- \\ 65 \mathrm{MPH} \end{array}$ | $\begin{gathered} >65- \\ 70 \mathrm{MPH} \end{gathered}$ | $\begin{aligned} & >70 \\ & \text { MPH } \end{aligned}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 12:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 1 | 0 | 0 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:00 | 8 | 1 | 2 | 7 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 6:00 | 14 | 0 | 4 | 13 | 23 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 7:00 | 6 | 0 | 2 | 5 | 17 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 8:00 | 10 | 0 | 0 | 10 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 9:00 | 3 | 1 | 3 | 7 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 10:00 | 2 | 0 | 2 | 13 | 9 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 32 |
| 11:00 | 2 | 0 | 2 | 7 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:00 PM | 1 | 1 | 5 | 10 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 1:00 | 0 | 0 | 3 | 12 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 2:00 | 0 | 1 | 3 | 9 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 3:00 | 1 | 0 | 6 | 10 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 4:00 | 0 | 0 | 4 | 9 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 5:00 | 2 | 0 | 1 | 8 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 6:00 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:00 | 1 | 0 | 4 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:00 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 51 | 4 | 45 | 130 | 169 | 50 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 456 |



| $\begin{array}{r} \hline \text { 4/13/2021 } \\ \text { Time } \\ \hline \end{array}$ | $\begin{aligned} & 0-15 \\ & \text { MPH } \end{aligned}$ | $\begin{gathered} >15- \\ 20 \mathrm{MPH} \end{gathered}$ | $\begin{array}{r} >20- \\ 25 \mathrm{MPH} \end{array}$ | $\begin{gathered} >25- \\ 30 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >30- \\ 35 \mathrm{MPH} \end{gathered}$ | $\begin{array}{r} >35- \\ 40 \mathrm{MPH} \end{array}$ | $\begin{gathered} >40- \\ 45 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >45- \\ 50 \mathrm{MPH} \end{gathered}$ | $\begin{array}{r} >50- \\ 55 \mathrm{MPH} \end{array}$ | $\begin{array}{r} >55- \\ 60 \mathrm{MPH} \end{array}$ | $\begin{array}{r} >60- \\ 65 \mathrm{MPH} \end{array}$ | $\begin{gathered} >65- \\ 70 \mathrm{MPH} \end{gathered}$ | $\begin{aligned} & >70 \\ & \text { MPH } \end{aligned}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 12:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 1 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 | 1 | 0 | 2 | 9 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 8:00 | 1 | 0 | 0 | 4 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:00 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 1 | 0 | 4 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 1 | 1 | 0 | 2 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 PM | 0 | 0 | 2 | 7 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 1:00 | 0 | 1 | 6 | 9 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 2:00 | 0 | 1 | 4 | 15 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 3:00 | 1 | 0 | 8 | 12 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 4:00 | 1 | 3 | 10 | 21 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 5:00 | 1 | 1 | 3 | 14 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 6:00 | 0 | 2 | 3 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:00 | 0 | 0 | 5 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:00 | 0 | 0 | 1 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:00 | 0 | 0 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:00 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 7 | 11 | 48 | 131 | 110 | 29 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 343 |


| $\begin{array}{r} \hline 4 / 14 / 2021 \\ \text { Time } \end{array}$ | $\begin{aligned} & \hline 0-15 \\ & \text { MPH } \end{aligned}$ | $\begin{gathered} >15- \\ 20 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >20- \\ 25 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >25- \\ 30 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >30- \\ 35 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >35- \\ 40 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >40- \\ 45 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >45- \\ 50 \mathrm{MPH} \end{gathered}$ | $\begin{array}{r} >50- \\ 55 \mathrm{MPH} \end{array}$ | $\begin{gathered} >55- \\ 60 \mathrm{MPH} \end{gathered}$ | $\begin{aligned} & >60- \\ & 65 \mathrm{MPH} \end{aligned}$ | $\begin{gathered} >65- \\ 70 \mathrm{MPH} \end{gathered}$ | $\begin{aligned} & >70 \\ & \text { MPH } \end{aligned}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 6 | 1 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:00 | 0 | 0 | 0 | 4 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:00 | 0 | 0 | 1 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:00 | 0 | 0 | 1 | 5 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 1 | 0 | 4 | 6 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 0 | 0 | 4 | 14 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 12:00 PM | 1 | 0 | 3 | 10 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 1:00 | 5 | 1 | 4 | 10 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 37 |
| 2:00 | 1 | 0 | 6 | 12 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 3:00 | 3 | 1 | 5 | 13 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 4:00 | 0 | 0 | 6 | 16 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 5:00 | 1 | 0 | 4 | 7 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 6:00 | 1 | 0 | 1 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 7:00 | 1 | 0 | 3 | 11 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 8:00 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 10:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 21 | 3 | 43 | 140 | 122 | 44 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 377 |



|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{r} 4 / 13 / 2021 \\ \text { Time } \end{array}$ | $\begin{aligned} & \hline 0-15 \\ & \text { MPH } \end{aligned}$ | $\begin{gathered} >15- \\ 20 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >20- \\ 25 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >25- \\ 30 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >30- \\ 35 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >35- \\ 40 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >40- \\ 45 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >45- \\ 50 \mathrm{MPH} \end{gathered}$ | $\begin{aligned} & \quad>50- \\ & 55 \mathrm{MPH} \end{aligned}$ | $\begin{gathered} >55- \\ 60 \mathrm{MPH} \end{gathered}$ | $\begin{aligned} & >60- \\ & 65 \mathrm{MPH} \end{aligned}$ | $\begin{gathered} >65- \\ 70 \mathrm{MPH} \end{gathered}$ | $\begin{aligned} & >70 \\ & \text { MPH } \end{aligned}$ | Total |
| 12:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:00 | 2 | 0 | 2 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:00 | 5 | 0 | 0 | 15 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 6:00 | 15 | 1 | 6 | 13 | 21 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 7:00 | 10 | 0 | 4 | 20 | 28 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 8:00 | 8 | 0 | 1 | 10 | 30 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 9:00 | 0 | 0 | 0 | 15 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 10:00 | 0 | 2 | 1 | 10 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 11:00 | 1 | 1 | 1 | 7 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 PM | 2 | 0 | 5 | 14 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 46 |
| 1:00 | 4 | 1 | 10 | 18 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 2:00 | 0 | 1 | 11 | 23 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 3:00 | 4 | 0 | 11 | 18 | 28 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 4:00 | 5 | 4 | 17 | 30 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 5:00 | 3 | 1 | 5 | 23 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 6:00 | 0 | 3 | 4 | 11 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:00 | 4 | 2 | 7 | 16 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 8:00 | 3 | 1 | 3 | 11 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:00 | 2 | 0 | 2 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:00 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 70 | 17 | 91 | 263 | 271 | 88 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 813 |


| $\begin{array}{r} \hline 4 / 14 / 2021 \\ \text { Time } \\ \hline \end{array}$ | $\begin{aligned} & 0-15 \\ & \text { MPH } \\ & \hline \end{aligned}$ | $\begin{gathered} \quad>15- \\ 20 \mathrm{MPH} \\ \hline \end{gathered}$ | $\begin{gathered} >20- \\ 25 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >25- \\ 30 \mathrm{MPH} \end{gathered}$ | $\begin{array}{r} >30- \\ 35 \mathrm{MPH} \end{array}$ | $\begin{gathered} >35- \\ 40 \mathrm{MPH} \end{gathered}$ | $\begin{array}{r} >40- \\ 45 \mathrm{MPH} \end{array}$ | $\begin{gathered} >45- \\ 50 \mathrm{MPH} \end{gathered}$ | $\begin{array}{r} >50- \\ 55 \mathrm{MPH} \end{array}$ | $\begin{array}{r} >55- \\ 60 \mathrm{MPH} \end{array}$ | $\begin{gathered} >60- \\ 65 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >65- \\ 70 \mathrm{MPH} \end{gathered}$ | $\begin{aligned} & >70 \\ & \text { MPH } \end{aligned}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 12:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 | 1 | 0 | 0 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:00 | 8 | 1 | 2 | 9 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 6:00 | 20 | 1 | 4 | 18 | 28 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 7:00 | 6 | 0 | 2 | 9 | 21 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 8:00 | 10 | 0 | 1 | 14 | 19 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 9:00 | 3 | 1 | 4 | 12 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 10:00 | 3 | 0 | 6 | 19 | 15 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 54 |
| 11:00 | 2 | 0 | 6 | 21 | 16 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 12:00 PM | 2 | 1 | 8 | 20 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 1:00 | 5 | 1 | 7 | 22 | 22 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 64 |
| 2:00 | 1 | 1 | 9 | 21 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 3:00 | 4 | 1 | 11 | 23 | 21 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 4:00 | 0 | 0 | 10 | 25 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 5:00 | 3 | 0 | 5 | 15 | 25 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 6:00 | 1 | 0 | 4 | 15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 7:00 | 2 | 0 | 7 | 12 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 8:00 | 1 | 0 | 2 | 4 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 9:00 | 0 | 0 | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 72 | 7 | 88 | 270 | 291 | 94 | 7 | 1 | 1 | 1 | 1 | 0 | 0 | 833 |


| $\begin{array}{r} 4 / 15 / 2021 \\ \text { Time } \\ \hline \end{array}$ | $\begin{aligned} & 0-15 \\ & \mathrm{MPH} \end{aligned}$ | $\begin{gathered} >15- \\ 20 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >20- \\ 25 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >25- \\ 30 \mathrm{MPH} \\ \hline \end{gathered}$ | $\begin{gathered} >30- \\ 35 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >35- \\ 40 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >40- \\ 45 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >45- \\ 50 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >50- \\ 55 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >55- \\ 60 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >60- \\ 65 \mathrm{MPH} \end{gathered}$ | $\begin{gathered} >65- \\ 70 \mathrm{MPH} \\ \hline \end{gathered}$ | $\begin{aligned} & >70 \\ & \mathrm{MPH} \end{aligned}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 12:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 1 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 5 | 0 | 2 | 13 | 18 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 6:00 | 9 | 1 | 3 | 14 | 22 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 7:00 | 9 | 2 | 1 | 23 | 26 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 8:00 | 5 | 1 | 5 | 25 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 9:00 | 0 | 1 | 3 | 17 | 15 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 10:00 | 3 | 0 | 5 | 21 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 11:00 | 5 | 1 | 3 | 23 | 15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 12:00 PM | 0 | 0 | 3 | 11 | 16 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 1:00 | 6 | 3 | 8 | 25 | 13 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 2:00 | 4 | 1 | 11 | 26 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 3:00 | 1 | 2 | 5 | 27 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 4:00 | 2 | 2 | 14 | 35 | 13 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 73 |
| 5:00 | 1 | 1 | 5 | 18 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 6:00 | 2 | 0 | 4 | 12 | 15 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 7:00 | 2 | 1 | 5 | 12 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 8:00 | 0 | 0 | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 | 0 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:00 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:00 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 55 | 16 | 81 | 319 | 275 | 69 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 832 |
| Grand Total | 197 | 40 | 260 | 852 | 837 | 251 | 34 | 3 | 1 | 1 | 1 | 0 | 1 | 2478 |
| Stats |  |  | Percentile | 15th | 50th | 85th | 95th |  |  |  |  |  |  |  |
|  |  |  | Speed | 23.4 | 29.3 | 34.2 | 37 |  |  |  |  |  |  |  |
|  | Mea | Speed | Average) | 28.3 |  |  |  |  |  |  |  |  |  |  |
|  |  | MPH Pac | ce Speed | 25-34 |  |  |  |  |  |  |  |  |  |  |
|  |  | Numbe | in Pace | 1677 |  |  |  |  |  |  |  |  |  |  |
|  |  | Percen | t in Pace | 67.7\% |  |  |  |  |  |  |  |  |  |  |
|  |  | Number $>$ | 25 MPH | 1981 |  |  |  |  |  |  |  |  |  |  |
|  |  | Percent $>$ | 25 MPH | 79.9\% |  |  |  |  |  |  |  |  |  |  |

## Location

Gallant Fox \& Man O War

## Closest Cross Street

Man O War

## GPS

Latitude: 35.046846
Longitude: -106.513670

## Analysis Dates

Start: 4/13/2021
End: 4/13/2021

ADT
864

Total Percentage of Enforceable Violations


Percent Speeding: 46\%
Rating: Medium


Vehicle Totals - Combined

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 67 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 14 | 23 | 40 | 70 | 593 |
| 85th Percentile: 36.5 |  |  |  |  |  |  |  |  |  |  |  |  |  |

Vehicle Totals - A to B, None Specified

| <= 2 | <=4 | <= 6 | <= 8 | <= 10 | <= 12 | <= 14 | <= 16 | <= 18 | <= 20 | <= 22 | <= 24 | <= 26 | $>26$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 60 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 9 | 21 | 33 | 338 |

85th Percentile: 39

Vehicle Totals - B to A, None Specified

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 14 | 19 | 37 | 255 |

85th Percentile: 34.4

## Location

Gallant Fox \& Man O War

## Closest Cross Street

Man O War

## GPS

Latitude: 35.046846
Longitude: -106.513670

## Analysis Dates

Start: 4/14/2021
End: 4/14/2021

ADT
873

Total Percentage of Enforceable Violations


Percent Speeding: 48\%
Rating: Medium


Vehicle Totals - Combined

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 63 | 0 | 0 | 3 | 1 | 3 | 2 | 2 | 2 | 3 | 25 | 33 | 68 | 628 |
| 85th Percentile: 36.1 |  |  |  |  |  |  |  |  |  |  |  |  |  |

85th Percentile: 36.1

Vehicle Totals - A to B, None Specified

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 47 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 12 | 14 | 36 | 339 |

85th Percentile: 37

Vehicle Totals - B to A, None Specified

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 16 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 3 | 13 | 19 | 32 | 289 |

85th Percentile: 35.4

## Location

Gallant Fox \& Man O War

Closest Cross Street Man O War

## GPS

Latitude: 35.046846
Longitude: -106.513670

## Analysis Dates

Start: 4/13/2021
End: 4/13/2021

ADT
864

Total Percentage of Enforceable Violations


Percent Speeding: 31\%
Rating: Medium


Vehicle Totals - Combined

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 67 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 14 | 23 | 40 | 70 | 593 |
| 85th Percentile: 36.5 |  |  |  |  |  |  |  |  |  |  |  |  |  |

Vehicle Totals - A to B, None Specified

| <= 2 | <=4 | <= 6 | <= 8 | <= 10 | <= 12 | <= 14 | <= 16 | <= 18 | <= 20 | <= 22 | <= 24 | <= 26 | $>26$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 60 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 9 | 21 | 33 | 338 |

85th Percentile: 39

Vehicle Totals - B to A, None Specified

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 14 | 19 | 37 | 255 |

85th Percentile: 34.4

## Location

Gallant Fox \& Man O War

## Closest Cross Street

Man O War

## GPS

Latitude: 35.046846
Longitude: -106.513670
Analysis Dates
Start: 4/14/2021
End: 4/14/2021

ADT
873

Total Percentage of Enforceable Violations


Percent Speeding: 32\%
Rating: Medium


Vehicle Totals - Combined

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 63 | 0 | 0 | 3 | 1 | 3 | 2 | 2 | 2 | 3 | 25 | 33 | 68 | 628 |
| 85th Percentile: 36.1 |  |  |  |  |  |  |  |  |  |  |  |  |  |

85th Percentile: 36.1

Vehicle Totals - A to B, None Specified

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 47 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 12 | 14 | 36 | 339 |

85th Percentile: 37

Vehicle Totals - B to A, None Specified

| $<=2$ | $<=4$ | $<=6$ | $<=8$ | $<=10$ | $<=12$ | $<=14$ | $<=16$ | $<=18$ | $<=20$ | $<=22$ | $<=24$ | $<=26$ | $>26$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 16 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 3 | 13 | 19 | 32 | 289 |

85th Percentile: 35.4

Appendix B - Crash Reports

|  | REPORT | DATE | YEAR | Month | DOW | Time | Hour | City | County | Agency |
| ---: | ---: | ---: | ---: | ---: | :--- | ---: | ---: | :--- | :--- | :--- |
| 1 | 710215861 | $10 / 17 / 2015$ | 2015 | 10 | Saturday | 743 | 700 | ALBUQUERQUE | BERNALILLO | ALBUQUERQUE POLICE DEPARTMENT |
| 2 | 710236985 | $3 / 24 / 2015$ | 2015 | 3 | Tuesday | 1923 | 1900 | ALBUQUERQUE | BERNALILLO | ALBUQUERQUE POLICE DEPARTMENT |
| 3 | 23431995 | $9 / 9 / 2016$ | 2016 | 9 | Friday | 2000 | 2000 | ALBUQUERQUE | BERNALILLO | ALBUQUERQUE POLICE DEPARTMENT |
| 4 | 710370162 | $2 / 24 / 2017$ | 2017 | 2 | Friday | 925 | 900 | ALBUQUERQUE | BERNALILLO | ALBUQUERQUE POLICE DEPARTMENT |


|  | REPORT | AStreet | BStreet | Route | Landmark | Severity |
| ---: | :--- | :--- | :--- | :--- | :--- | :--- |
| 1 | 710215861 | GALLANT FOX RD SE | MAN O WAR ST SE |  | MAN 0 WAR ST SE | Property Damage Only Crash |
| 2 | 710236985 | JUAN TABO BLVD SE | GALLANT FOX RD SE |  |  | Property Damage Only Crash |
| 3 | 23431995 | GALLANT FOX RD SE | COUNT FLEET ST SE |  |  | Injury Crash |
| 4 | 710370162 | JUAN TABO BLVD SE | EDDY ST |  |  | Property Damage Only Crash |


|  | REPORT | Severity2 | TopCFacc | Class |
| ---: | :--- | :--- | :--- | :--- |
| 1 | 710215861 | Property Damage Only Crash | Driver Inattention | Other Vehicle |
| 2 | 710236985 | Property Damage Only Crash | Other - No Driver Error | Fixed Object |
| 3 | 23431995 | Injury Crash | Excessive Speed | Other (Non-Collision) |
| 4 | 710370162 | Property Damage Only Crash | Avoid No Contact - Other | Fixed Object |


|  | REPORT | Analysis | HitRun | Alcinv | Druginv | PEDinv |
| ---: | :--- | :--- | :--- | :--- | :--- | :--- |
| 1 | 710215861 | Other Vehicle - From Opposite Direction/Head-On Collision | Yes | Not Involved | Not Involved | Not Involved |
| 2 | 710236985 | Fixed Object - Median Raised Or Curb | No | Not Involved | Not Involved | Not Involved |
| 3 | 23431995 | Invalid Code | Yes | Not Involved | Not Involved | Not Involved |
| 4 | 710370162 | Fixed Object - Light Standard (Light Pole) | No | Not Involved | Not Involved | Not Involved |


|  | REPORT | MCinv | PECinv | TRKinv | HZinv | Killed | ClassA | ClassB | ClassC | Injured | Unhurt | Total | nVeh |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 710215861 | Not Involved | Not Involved | Not Involved | Not Involved | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 |
| 2 | 710236985 | Not Involved | Not Involved | Not Involved | Not Involved | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 3 | 23431995 | Involved | Not Involved | Not Involved | Not Involved | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 |
| 4 | 710370162 | Not Involved | Not Involved | Not Involved | Not Involved | 0 | 0 | 0 | 0 | 0 | 1 | 1 |  |


|  | REPORT | MotorVeh | Motorists | NonMotoris | CrashDIR | Weather | Light | RDChar | RDGrade | MaxDam | CrashOcc |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 710215861 | 2 | 1 | 1 | East | Clear | Daylight | Straight | Level | Disabling | On Roadway |
| 2 | 710236985 | 1 | 1 | 0 | North | Clear | Dark-Not Lighted | Curve | Level | Disabling | On Roadway |
| 3 | 23431995 | 1 | 1 | 0 | South | Clear | Dark-Not Lighted | Curve | Hillcrest | Appearance | On Roadway |
| 4 | 710370162 | 1 | 1 |  | South | Clear | Dark-Not Lighted | Straight | Level | Disabling | On Roadway |


|  | REPORT | NonLocal | V1TYPE | V1AGE | V1SEX | V1TOPCF | V1DRINJURY | V1DIR |
| ---: | :--- | :--- | :--- | ---: | :--- | :--- | :--- | :--- |
| 1 | 710215861 | Local Drivers | Passenger Vehicle | 0 | Left Blank | None |  | West |
| 2 | 710236985 | Local Drivers | Van/SUV | 16 | Male | Other - No Driver Error |  | North |
| 3 | 23431995 | Missing Data | Missing Data | 22 | Male | Missing Data |  |  |
| 4 | 710370162 | Local Drivers | Passenger | 55 | Male | Avoid No Contact - Other |  | South |


|  | REPORT | V1ACT | V2TYPE | V2AGE | V2SEX | V2TOPCF | V2DRINJURY | V2DIR |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 710215861 | Parked | Passenger Vehicle | 27 | Male | Driver Inattention |  | East |
| 2 | 710236985 | GoingStraight |  | 0 |  |  |  |  |
| 3 | 23431995 |  | Missing Data | 0 | Left Blank | Missing Data |  |  |
| 4 | 710370162 | GoingStraight |  | 0 |  |  |  |  |


|  | REPORT | V2ACT | V3TYPE | V3AGE | V3SEX | V3TOPCF | V3DRINJURY | V3DIR | V3ACT | POINT_X | POINT_Y |
| ---: | :--- | :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 1 | 710215861 | GoingStraight_ |  | 0 |  |  |  |  |  | 1561231.874 | 1472507.704 |
| 2 | 710236985 |  |  | 0 |  |  |  |  |  | 1560808.017 | 1472571.974 |
| 3 | 23431995 |  |  | 0 |  |  |  |  |  | 1562776.543 | 1472206.256 |
| 4 | 710370162 |  |  | 0 |  |  |  |  |  | 1560808.517 | 1472571.37 |

