

Pedestrian and Bicycle Travel Monitoring Report September 2016



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Pedestrian and Bicycle Travel Monitoring

September 2016

OVERALL RESULTS

Transportation is an important part of the built environment and significantly influences physical activity and well-being, safety, and the ability of community members to access destinations that are essential to a healthy lifestyle. Plans, policies, programs and projects that enable community members to be more physically active in their daily routines make up the **active transportation network**.

Monitoring pedestrian and bicycle travel is a key step to planning, designing and implementing better active transportation systems at the neighborhood level. It provides baseline data needed to evaluate and understand how our built environment supports, doesn't support or in the worst case is a barrier to walking and bicycling.

This report provides preliminary findings at seven count locations; 3 in the International District and 4 in the South Valley. It includes the numbers of people walking and bicycling along the roadway, their volume fluctuation during the day, their direction of travel and their use of travel lanes, bike lanes and/or sidewalks.

The count locations were chosen to illuminate potential contributing factors influencing non-motorized user volumes and behaviors. In some count locations data was collected both before and after the implementation of roadway improvement and in other count locations data was collected as a baseline for planned future improvements.

The following findings are included in this report and described in further detail:

- In locations on Zuni Blvd. where there were before and after counts, there was a significant jump in bicycle volume, from 90 cyclists in 2015 to 124 cyclists in 2016. At the same locations there was also a significant decrease in the percent of biking on sidewalk. These are both desirable results presumably associated with the recent road restriping and lane reconfigurations which included the addition of buffered bicycle lanes.
- A significant percentage of bicyclists rode on the sidewalk at count locations along Bridge Blvd. and Isleta Blvd. which have marked but un-buffered bike lanes.
- In locations adjacent to assisted living complexes and other community service providers there was a higher percentage of pedestrians with disabilities requiring walkers, canes or wheelchairs.

The following observations need further data collection and analysis and are explored in more detail:

- Biking on sidewalk: A higher percentage of biking on the sidewalks as a percentage of total bicycle counts was observed in locations where there were no bike lanes or there were marked but not buffered/ protected bike lanes. If there is a bike lane not being used what factors are contributing to the behavior? What safety issues are associated with bicycling on the sidewalk due to turning vehicles particularly against traffic?

- Mid-block crossings associate with transit stops: At the Bridge Blvd east of Goff pedestrian were observed and recorded crossing at an un-marked midblock crossing aligned with the west bound transit stop. What are the safety issues associated with mid-block pedestrian crossings near bus stops?
- Roadways without designated pedestrian or bicycling facilities: One count location, Sunset Blvd south of Yakima Rd., had very low pedestrian and bicycle activity despite being on a roadway that provides access and is adjacent to Armijo Elementary School. Is the lack of dedicated pedestrian and bicycle facilities, such as sidewalks, pedestrian paths or shared lane markings a contributing factor to low counts?
- Funding Priorities: What are the implications of cutting planned funding for ADA improvements in locations where there is a concentration of community service providers serving seniors and people with disabilities requiring walkers, canes or wheelchairs? As roadways are retrofitted where is the need greatest for pedestrian and bicycle facilities?

BACKGROUND AND METHODOLOGY

This pedestrian and bicycle monitoring effort was conducted by the Mid-Region Council of Governments (MRCOG) with support from Bernalillo County as part of the initiative Healthy Here: Communities Leading Healthy Change. The purpose of the effort was to better understand pedestrian and bicycling activities in the Healthy Here target areas of the International District and the South Valley and to develop transferable methods for the pedestrian and bicycle count program at the Mid-Region Council of Governments (MRCOG). This report also supports MRCOG's Regional Safety Report as part of an effort to improve the region's understanding of pedestrian and bicycle safety.

This effort targeted seven locations for short duration counts. Short duration counts coupled with continuous counts provide the basis for general count programs. The continuous counts are used to understand seasonal variation of counts throughout the year. When short duration counts are collected seasonal factors are applied to provide an average daily count. Currently there is no source for continuous counts for pedestrian travel on sidewalks or bicycle travel on roadways, although there are several continuous count stations at trails in the region.

From 2004-2008, pedestrian and bicycle counts were taken with intersection turning movement counts. MRCOG stopped performing turning movement counts in 2008. Although these counts did help to understand pedestrian and bicyclist crossings of intersections, the data was limited due to the counts only being taken during peak periods and the inability to transfer turning movements into volume counts along a segment of roadway.

Current practice for non-motorized counts involves a "screenline" count where all pedestrians and bicyclists passing a designated line are counted similar to tube counts for automobiles. This practice collects volume, fluctuations of volume during the day and direction of travel. Video data allows additional information to be collected including pedestrians with disabilities and bicycle travel on both the sidewalk and roadway by direction.

For this monitoring effort, data was collected by video for seven locations in the Healthy Here target areas; three locations in the International District and four locations in the South Valley. The choices for locations nearly all include a recently completed project or projects that are due to be completed soon

in order to better understand “before” and “after” scenarios. The following information was collected over a 12 hour period from 7am-7pm by 15-minute periods:

- Pedestrian volume by direction and side of the road
- Bicycle volume by direction and side of the road for both the on-road travel and sidewalk travel
- Total pedestrians observed with visible disability (using a cane, walker or in a wheelchair)
- Volume fluctuation during the day

The following sections describe in detail the results from these counts.

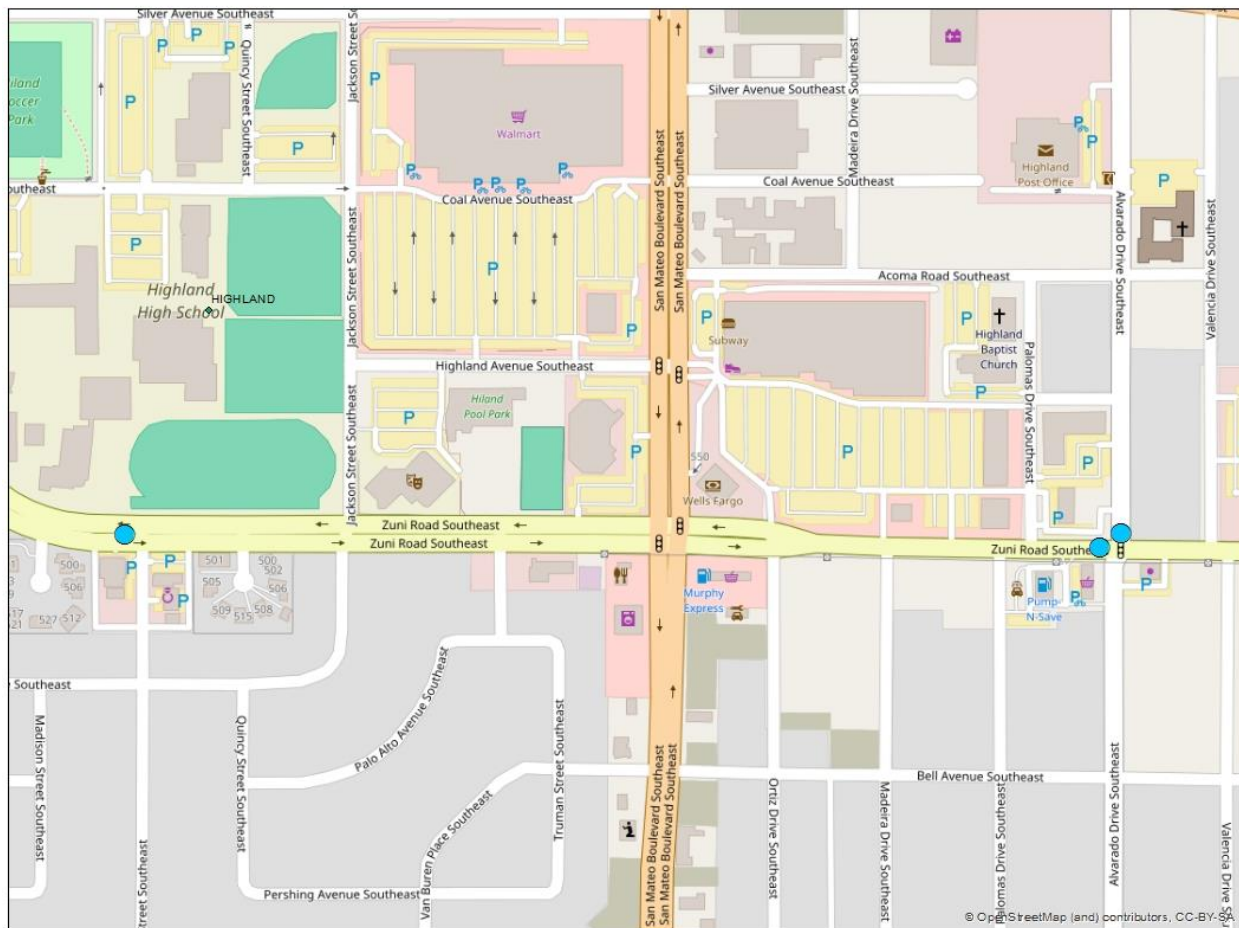
INTERNATIONAL DISTRICT

Count locations in the International District were chosen to better understand pedestrian and bicycling activity before and after the Zuni Blvd restriping and rehabilitation project and the recently completed segment of 50-Mile Activity Loop that runs along Alvarado Drive. Video data for each location was collected in Sept 2015 “before” and Sept 2016 “after” both projects were completed. In general at all locations the pedestrian activity remained unchanged before and after the projects while bicycle activity increased. It should be noted that the 2016 counts were collected just a month after both projects were completed which did not provide much time for area residents to get accustomed to the changes before they were studied.

The Zuni restriping and rehabilitation project resulted in a lane reconfiguration that reduced the number of travel lanes, added a left turn lane and a designated buffered bike lane in both directions. Improvements associated with the 50 - Mile Activity Loop included improved crosswalk markings at the intersection and “sharrows”, (on pavement shared lane bike markings).

The following sections detail count results and context for the following locations in the International District.

- Zuni Rd. West of Monroe St.
- Zuni Rd. East of Alvarado Dr.
- Alvarado Dr. North of Zuni Rd.



INTERNATIONAL DISTRICT COUNT LOCATIONS:

- Zuni Rd. West of Monroe St.- Sept 2015 & August 2016
- Zuni Rd. East of Alvarado Dr.-
- Alvarado Dr. North of Zuni Rd.



ZUNI RD WEST OF MONROE ST

Counts were taken on Wednesday Sept 9, 2015 and again on Tuesday August 30, 2016 from 7:00 A.M. to 7:00 P.M. The count location is adjacent to Highland High School on the north and a single family residential on the south. Nearby is a community swimming pool and tennis courts, Walmart with a full-service grocery, a few small scale multi-family site and office developments. In 2015 this segment of Zuni Blvd consisted of 6 travel lanes, a landscaped raised median with a controlled left turn lane and sidewalks in both

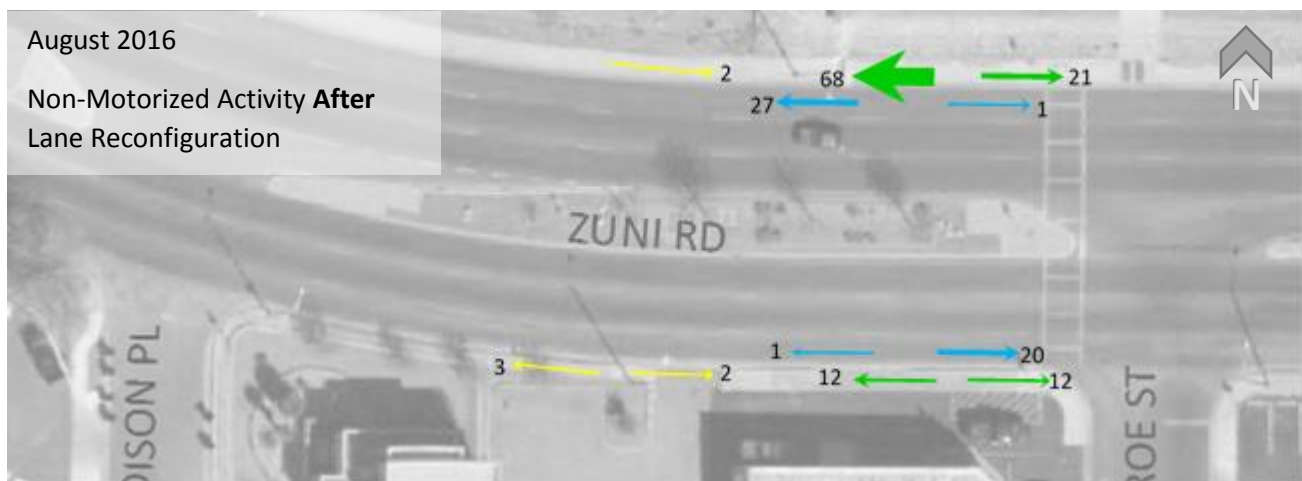
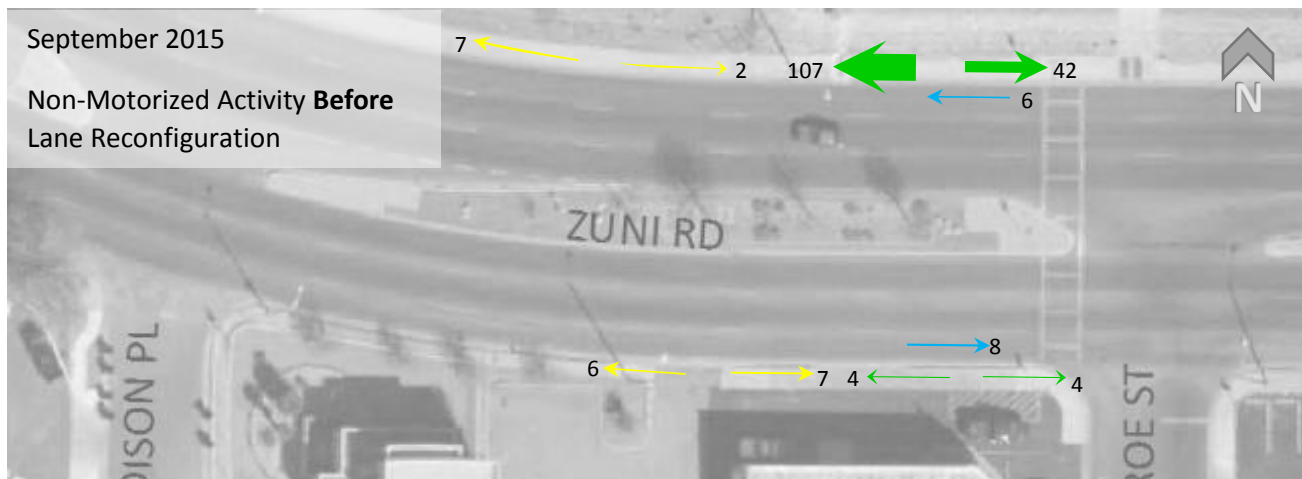
direction. In 2016 travel lanes were reduced to 4 lanes and buffered bike lanes were added in both directions. The raised landscape median with the controlled left turn lane and sidewalks remained the same. The 3-way intersection of Zuni and Monroe St. just east of the count location is un-signalized with a marked pedestrian crossing. The speed limit is 30 miles per hour.

The count location was chosen with the intention of capturing pedestrian and bicycle activity in a segment of the Zuni Rd. restriping and rehabilitation project that was reconfigured from 6 to 4 travel lanes and in area with major destinations, (Highland High school and Walmart) and established single family residential neighborhoods.

There was not a large change in the pedestrian activity from 2015 to 2016. There were a few pedestrians observed walking in the new bike lanes and a few with strollers. Students participating in gym classes were counted using the sidewalk at this location. The summary table breaks out total pedestrians and those pedestrians that were not obviously participating in a gym class.

The bicycle travel grew with more bicyclists using the new bike lanes. Except for two instances, bicyclists in the bike lane were traveling in the direction of traffic. Both are highly desirable results after the lane reconfiguration.





-  Pedestrian direction of travel & 12-hr count
-  Bicycle direction of travel on roadway & 12-hour count
-  Bicycle direction of travel on sidewalk & 12-hour count

ZUNI RD. WEST OF MONROE SUMMARY TABLE

	2015	2016	Difference	Percent Difference
Total Pedestrians	157	113	-44	-28%
Total Pedestrians, not including gym classes	72	67	-5	-7%
Total Bicyclists	36	56	20	56%
Total Bicyclists on Sidewalk	22	7	-15	-68%
Total Bicyclists on Roadway	14	49	35	250%



ZUNI RD EAST OF ALVARADO DR

Zuni Rd. east of Alvarado Dr. was counted on Wednesday September 9, 2015 and again on Thursday September 1, 2016 from 7:00 A.M. to 7:00 P.M. The count location has several community service providers, retailers, multifamily sites and a large single family residential area within a 5 to 10 minute walking distance, (1/4-1/2 mile). In the immediate area, the 7-11 convenience store located on the SE corner of Zuni Rd. and Alvarado Dr. seemed to be a major destination for pedestrians. The assisted living facility on the NW corner may have contributed to the higher percentage,

relative to the other count sites, of pedestrians with a disability requiring the use of a walker, cane or wheelchair. In 2015 the roadway consisted of 4 travel lanes and sidewalks on both sides. In 2016 the roadway was reconfigured to include 2 travel lanes, a continuous left turn lane and buffered bike lanes in both directions. The sidewalks remained the same. The intersection of Zuni Blvd. and Alvarado Dr. just east of the count locations is signalized with on demand pedestrian crossing buttons. The speed limit is 35 miles per hour.

The count location was chosen with the intention of capturing pedestrian and bicycle activity in a segment of the Zuni Rd. restriping and rehabilitation project that that was reconfigured from 4 to 2 travel lanes and in an area with a relatively dense mixed-use development pattern with a concentration of community service providers.

There was an increase in the pedestrian activity from 2015 to 2016. In both years the south sidewalk had well over half of the total pedestrian activity. Overall pedestrian activity was consistent throughout the day from 7:00 a.m. to 7:00 p.m.



Overall the bicycle travel grew quite a bit from 2015 to 2016. In 2016 notably more bicyclists were using the bike lane and notably less bicyclists were using the sidewalk. Also in 2016 there was a lower percentage of bicyclists going against the direction of traffic. Both are highly desirable results after the lane reconfiguration. Bicycling activity was consistent throughout the day and the direction of travel was evenly split between east and west lanes.

Key Takeaways:

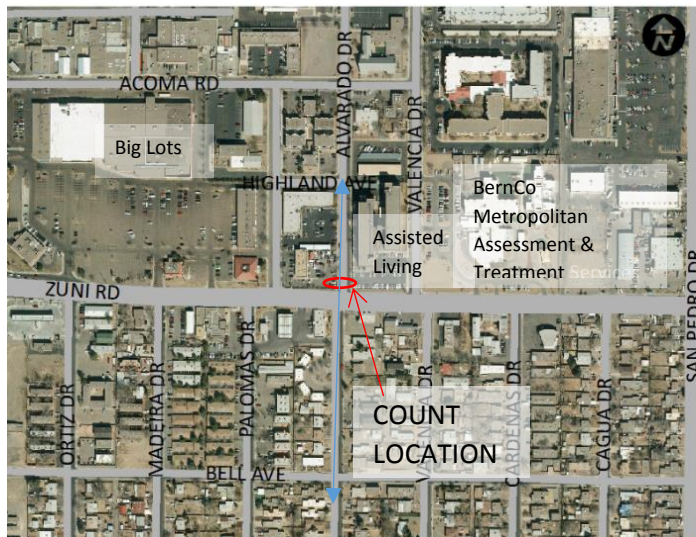
- 26% increase in total bicycle counts
- Decrease in number of bicycles traveling on the sidewalks
- Relative to the other count locations there was a higher percentage of pedestrians with a disability requiring the use of a walker, cane or wheelchair
- Minimal pedestrian and bicycle volume fluctuation throughout the day.



- Pedestrian direction of travel & 12-hr count
- Bicycle direction of travel on roadway & 12-hour count
- Bicycle direction of travel on sidewalk & 12-hour count

ZUNI RD. EAST OF ALVARADO DR. SUMMARY TABLE

	2015	2016	Difference	Percent Difference
Total Pedestrians	248	271	23	9%
Total Bicyclists	54	68	14	26%
Total Bicyclists on Sidewalk	48	25	-23	-48%
Total Bicyclists on Roadway	6	43	37	617%



ALVARADO DR. NORTH OF ZUNI RD.

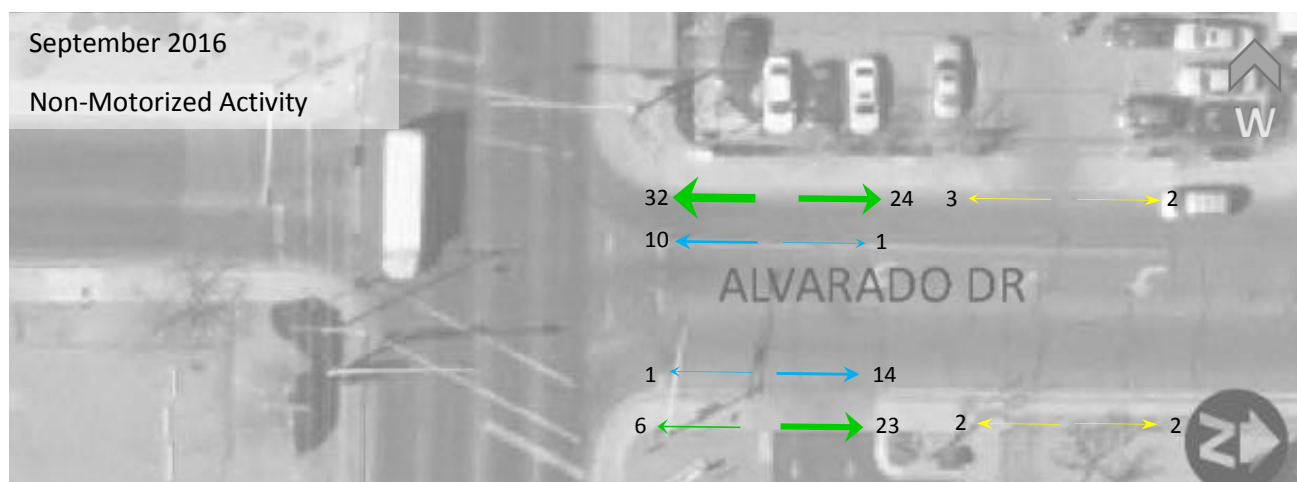
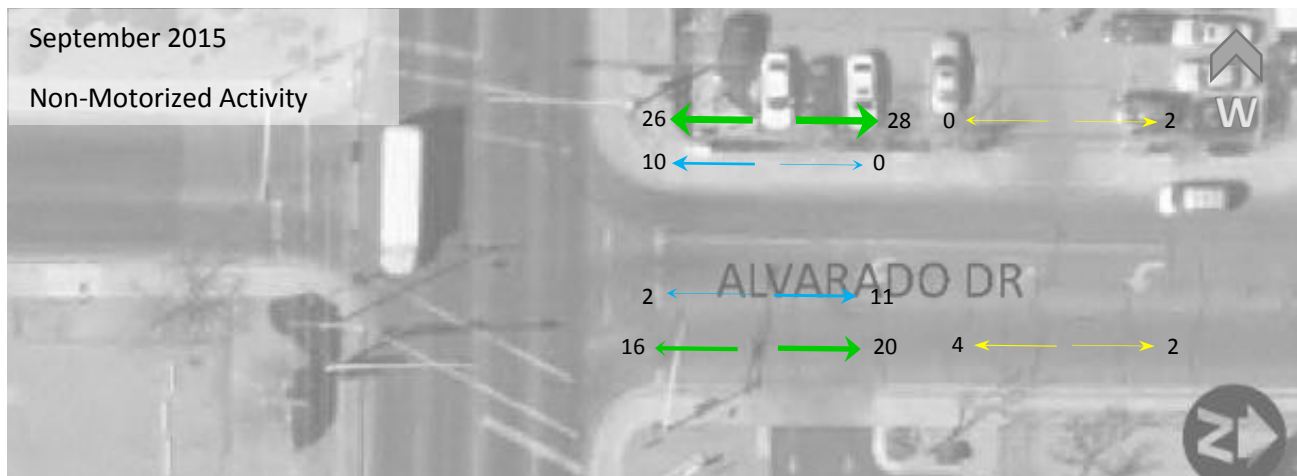
Alvarado Dr. north of Zuni Rd was counted on Wednesday September 9, 2015 and again on Thursday September 1, 2016 from 7:00 A.M. to 7:00 P.M. This count location has several important community service providers, retailers, multifamily sites and a large single family residential area within a 5 to 10 minute walking distance, (1/4-1/2 mile). In the immediate area, the 7-11 convenience store located on the SE corner of Zuni Rd. and Alvarado Dr. seemed to be a major destination for pedestrians. The

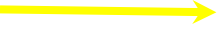
assisted living facility on the NW corner may have contributed to the highest percentage, relative to the other count locations, of pedestrians with a disability requiring the use of a walker, cane or wheelchair. Pedestrians were observed consistently using the on demand pedestrian crossing buttons to cross at this signalized intersection.

Alvarado Dr. is part of the City of Albuquerque's 50-Activity Loop, a multi-use trail and bikeway facility which when complete will create a 50 mile bicycling, running and walking loop around the city. This segment of the 50-Mile loop on Alvarado Dr. was completed in September 2015. At the immediate count location the crosswalk markings were improved. However, specific improvements called out for this segment in the 50-Mile Loop plan such as shared lane bicycle markings, wider sidewalks, new directional ADA ramps to allow for 90 degree crossing at the intersection or wayfinding signage have been implemented. The count location was chosen with the intention of capturing pedestrian and bicycling activity on a segment of the newly completed 50-Mile Activity Loop in an area with a relatively dense mixed-use development pattern and concentration of community service providers.

There was a 5% decrease in overall pedestrian counts from 2015 to 2016. In both years the south sidewalk had well over half of the total pedestrian activity. For both the 2015 and 2016 counts, pedestrian volume stayed fairly consistent throughout the day with a lull in the 8:00-11:00 a.m. hours and a slight bump in the 5:00 p.m. to 6:00 p.m. hour.

Overall bicycle counts increased 65% from 2015 to 2016. In 2016 there were slightly more bicyclists using the sidewalk, however, the percentage of sidewalk use by bicyclists relative to overall bicycle travel dropped from 25% in 2015 to 19% in 2016. In 2015 bicycle travel was consistent throughout the day while in 2016 there was notable increase in bicyclists during the late afternoon. In 2015 there was a fairly equal split in travel direction. In 2016 there were more bicyclists traveling north. Increase in bicycle activity and difference in times of greatest use and direction of travel in the 2016 counts may be due to the use of this newly completed segment of the 50-Mile Activity Loop as an evening bicycle commuter route.



-  Pedestrian direction of travel & 12-hr count
-  Bicycle direction of travel on roadway & 12-hour count
-  Bicycle direction of travel on sidewalk & 12-hour count

ALVARADO DR. NORTH OF ZUNI RD. SUMMARY TABLE

	2015	2016	Difference	Percent Difference
Total Pedestrians	90	85	5	-5%
Total Bicyclists	32	51	20	63%
Total Bicyclists on Sidewalk	8	10	2	25%
Total Bicyclists on Roadway	24	31	7	29%

NOTE: While there was an increase in the number of bicyclists using the sidewalk in 2016, the percentage of sidewalk use relative to overall bicycle travel dropped from 25% in 2015 to 19% in 2016

SOUTH VALLEY

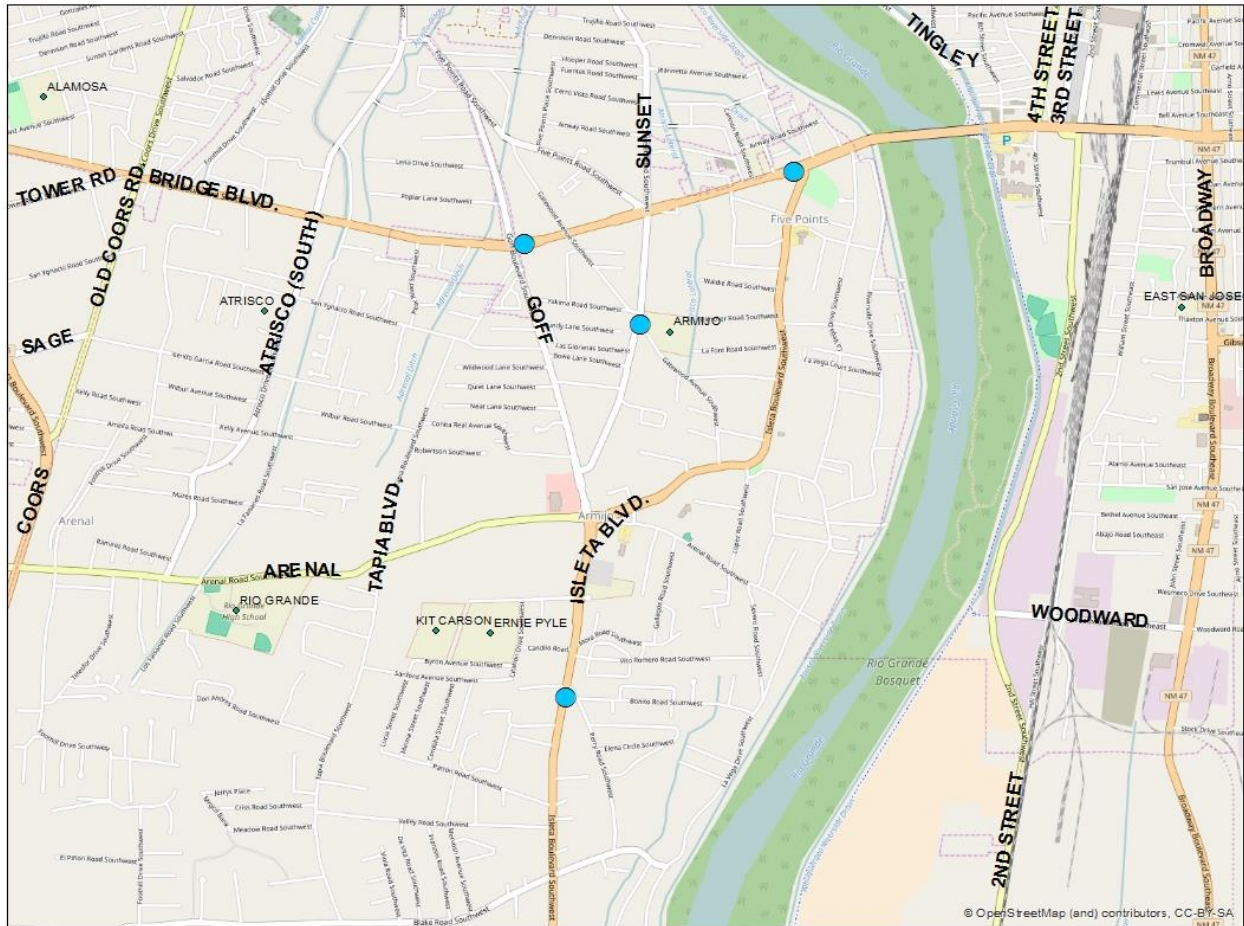
Count locations in the South Valley were chosen to establish baseline data before several planned roadway improvement projects are implemented. The count locations were in semi-rural areas of the South Valley which is characterized by a circulation and land use pattern based on the historic agricultural and acequia system. Two of the count locations were on Bridge Blvd which is a major east/west corridor that crosses the river and connecting the South Valley with downtown Albuquerque. This corridor is the focus of a major redevelopment plan and the segment just west of the river crossing is a designated as a Main Street. One count location was located on Isleta Blvd. which is an important north/south arterial that underwent major redevelopment and lane reconfiguration in the mid- 2000's. One count location was on Sunset Blvd. a local north/south road that runs through several historic neighborhoods and provides access to several elementary schools, community institutions and connects to major roads including Central Ave. and Bridge Blvd.

Video data for 3 of the locations, was collected in late August and early Sept 2016 and for one location, in Sept 2015. The data was viewed for activity between 7:00 a.m. and 7:00 p.m. on one day. Three of the locations were on major roads with sidewalks and bike lanes and one location was on a local road that did not include any formal pedestrian or bicycle facilities.

Overall the roadways with facilities had significantly higher pedestrian and bicycling volumes relative to the roadway without facilities. A significant number of bicyclist rode on the sidewalk even in locations with marked bicycle lanes.

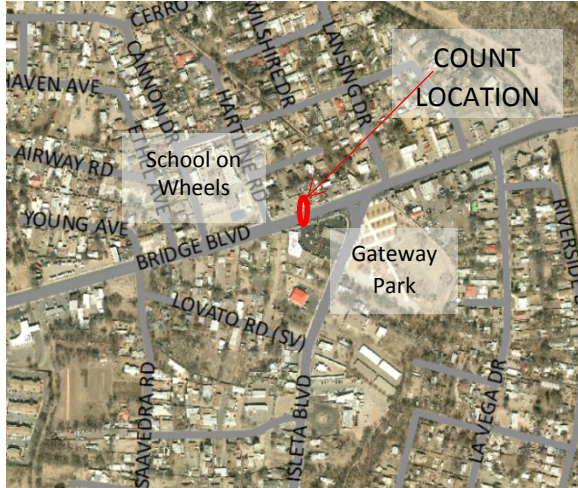
The following sections detail count results and context for the following locations in the South Valley:

- Bridge Blvd. west of Isleta Blvd.
- Bridge Blvd. east of Goff Rd.
- Isleta Blvd. south of McEwen / Perry
- Sunset Blvd. south of Yakima



SOUTH VALLEY COUNT LOCATIONS:

- Bridge Blvd. west of Isleta Blvd.
- Bridge Blvd. east of Goff Rd.
- Isleta Blvd. south of McEwen / Perry
- Sunset Blvd. south of Yakima Rd.



BRIDGE BLVD SW WEST OF ISLETA BLVD

Bridge Blvd West of Isleta Blvd was counted Tuesday August 23, 2016 from 7:00 A.M. to 7:00 P.M. This segment of Bridge Blvd. is fronted by small retail establishments and historic properties. The surrounding area is semi-rural single family residential with a few scattered agricultural fields oriented to the acequia system. The immediate area includes several destinations including the recently completed Gateway Park, the School on Wheels, small offices and auto repair shops. There is a transit stop on the south side of the boulevard just east of the screenline. The street profile includes

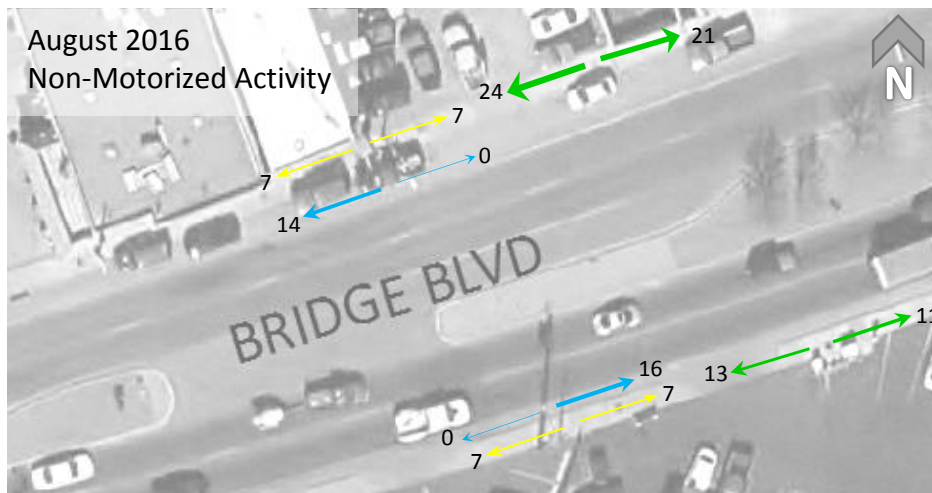
four travel lanes, raised landscape median with controlled left turn lane, narrow bike lanes and sidewalks on both sides, on-street parking on the north side. The signalized intersection with Isleta has a pedestrian refuge island cut into the median. Speed limit is 35 mile per hour.

Pedestrian activity at this location was lower in comparison with other count locations. There was no significant difference in the direction of travel. Well over half of the pedestrians were on the north side of the boulevard and pedestrian volume did not fluctuate significantly throughout the day; there were fewer pedestrians in the early morning hours and later afternoon picking up again during the 6:00 p.m. to 7:00 p.m. hour.

Bicycle activity at this location was lower in comparison with other count locations. Almost half of the bicyclists were observed riding on the sidewalk as opposed to the narrow bike lane. Bicycle activity was consistent throughout the day with a slight bump in the 11:00 a.m. to 12:00 p.m. hour and an almost equal split in travel direction.

The count location was chosen with the intention of capturing pedestrian and bicycle activity for baseline information prior to future projects associated with the Bridge Blvd. Corridor Redevelopment Plan. Having before and after counts will help the county and community measure the success of the redevelopment of Bridge Blvd. as it pertains to goals related to increasing pedestrian and bicycle use in the corridor. A count east of Isleta Blvd would have been preferable, but there is no public infrastructure available to place count equipment.

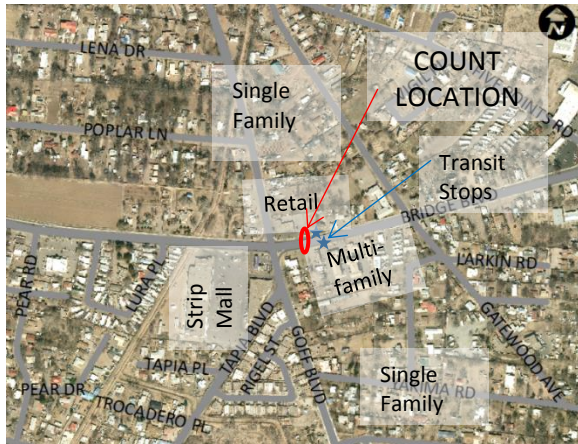




-  Pedestrian direction of travel & 12-hr count
-  Bicycle direction of travel on roadway & 12-hour count
-  Bicycle direction of travel on sidewalk & 12-hour count

BRIDGE BLVD SW WEST OF ISLETA BLVD SUMMARY TABLE

		2016
Total Pedestrians		69
Pedestrians with Disabilities		0
Total Bicyclists		57
Total Bicyclists on Sidewalk		27
Total Bicyclists on Roadway		30
Percent of Bicyclists on Sidewalk		47%



BRIDGE BLVD SW EAST OF GOFF BLVD

Bridge Blvd east of Goff Blvd was counted Wednesday August 24, 2016 from 7:00 A.M. to 7:00 P.M. This segment of Bridge Blvd. runs through a semi-rural low density single family residential area and is irregularly fronted by parking, small retail uses including gas stations, restaurants, personal services, and a multi-family site. There are two transit stops west of the count location. The roadway facility includes four travel lanes, a raised landscaped median with

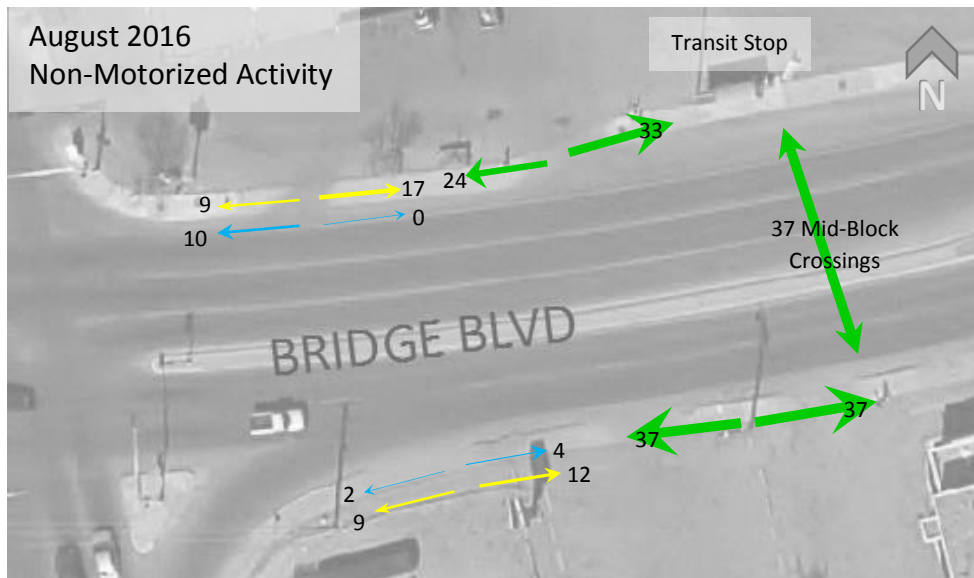
controlled left turn lane, designated bike lanes and sidewalks in both directions. It should be noted that there is a slip lane at the intersection serving traffic turning right from Goff onto east bound travel lanes of Bridge Blvd. This may contribute to the use of sidewalks by cyclists who are at the intersection.

This count location was chosen with intent to capture pedestrian and bicycle activity for baseline information prior to future projects associated with the Bridge Blvd. Corridor Redevelopment Plan. Having before and after counts will help the county and community measure the success of the redevelopment of Bridge Blvd. as it pertains to goals related to increasing pedestrian and bicycle use in the corridor. Counts were also collected of pedestrians crossing midblock in alignment with the transit stops. Currently, this crossing is un-marked.

Pedestrian activity was higher at this location as compared to the count location further east on Bridge Blvd. There were slightly more pedestrians counted on the south sidewalk and no significant differences in the direction of travel. The mid-block crossings seemed to be associated with transit stops and pedestrians were observed pausing on the median before completing the crossing.

Bicycle activity was higher on the north side both in the bike lanes and on the sidewalk. On both sides of the boulevard, a significant majority of bicyclists used the sidewalks as opposed to the bike lanes.

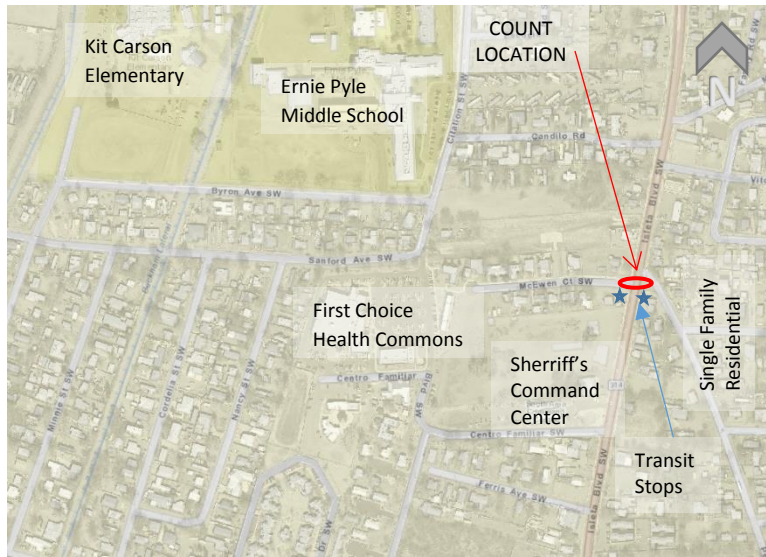




-  Pedestrian direction of travel & 12-hr count
-  Bicycle direction of travel on roadway & 12-hour count
-  Bicycle direction of travel on sidewalk & 12-hour count

BRIDGE BLVD SW EAST OF GOFF BLVD SUMMARY TABLE

	2016
Total Pedestrians	131
Pedestrians with Disabilities	5
Total Bicyclists	63
Total Bicyclists on Sidewalk	47
Total Bicyclists on Roadway	16
Percent of Bicyclists on Sidewalk	75%



ISLETA BLVD AT MCEWEN/ PERRY 2015

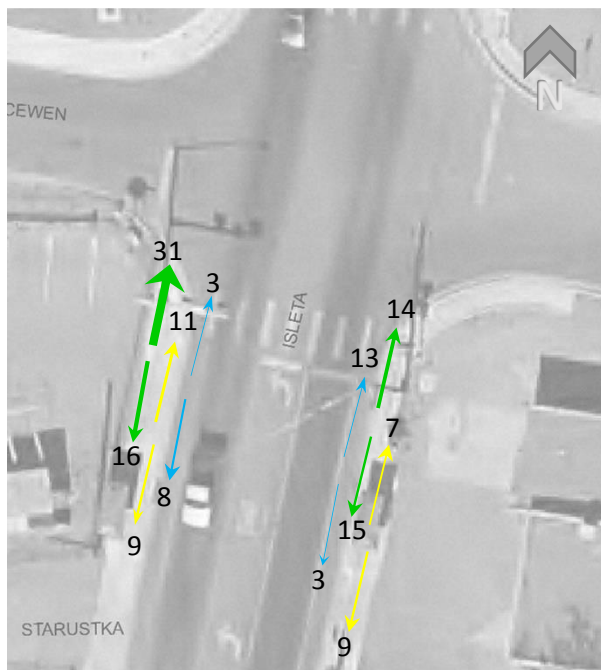
Isleta Blvd at McEwen/ Perry was counted on Wednesday September 16, 2015 from 7:00 A.M. to 7:00 P.M. This segment of Isleta Blvd. includes a pedestrian hybrid beacon located at the intersection of Isleta Blvd and McEwen Rd (west leg) and Perry Rd (east leg). This intersection is part of a critical connection between the single family residential neighborhoods east of Isleta Blvd and First Choice Health

Commons, Ernie Pyle Middle School and Kit Carson Elementary School west of Isleta Blvd. Both single family residential and scattered small retail shops front Isleta Blvd. There are two transit stops on both sides of the Blvd. located immediately south of the count location. It is a three lane roadway with bicycle lanes and a center turn lane. This count location was chosen to collect pedestrian and bicycle activity along Isleta Blvd to provide baseline data for future counts and to better understand the way this roadway facility which includes sidewalks and dedicated bike lanes is being used by pedestrians and bicyclists.

Pedestrian activity was significantly higher on the west side of the boulevard with the majority traveling north.

Total bicycle counts were similar to the count locations on Bridge Blvd. with a slight majority traveling north. On both sides of the boulevard, a significant majority of bicyclists used the sidewalks as opposed to the bike lanes.

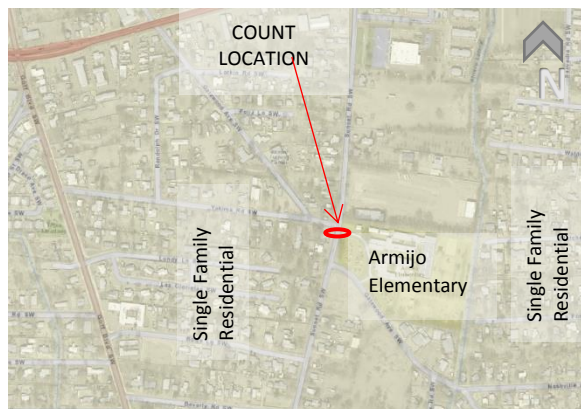




-  Pedestrian direction of travel & 12-hr count
-  Bicycle direction of travel on roadway & 12-hour count
-  Bicycle direction of travel on sidewalk & 12-hour count

ISLETA BLVD SOUTH OF MCEWEN/PERRY SUMMARY TABLE

2015	
Total Pedestrians	76
Total Bicyclists	63
Total Bicyclists on Sidewalk	36
Total Bicyclists on Roadway	27
Percent of Bicyclists on Sidewalk	57%



SUNSET BLVD SOUTH OF YAKIMA RD. 2016

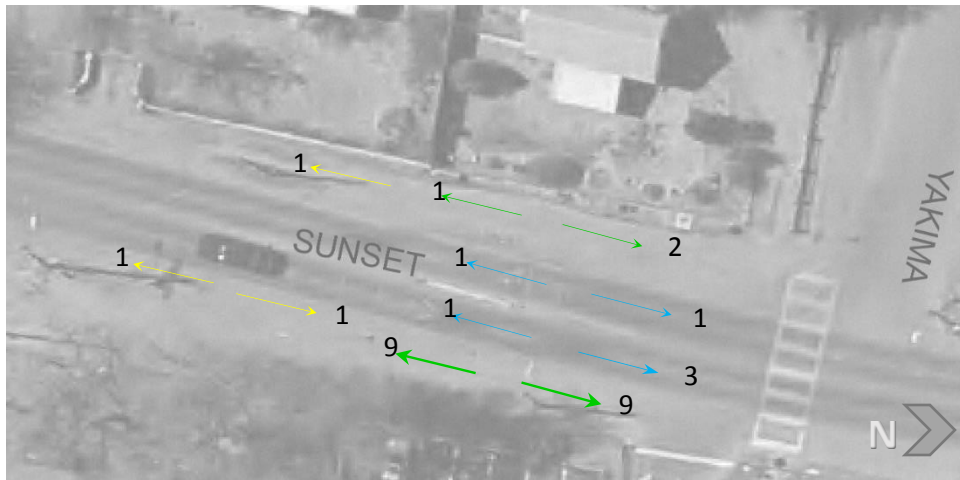
Sunset Blvd. south of Yakima Rd. was counted on Friday Sept 9, 2016 from 7:00 A.M. to 7:00 P.M. This segment of Sunset Blvd. runs adjacent to Armijo Elementary School on the east and rural low-density single family residential neighborhood on the west. The count location was chosen to capture pedestrian and bicycle activity before a planned County sidewalk project is implemented in order to compare with pedestrian and bicycle activity after project implementation.

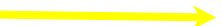
This segment of Sunset includes two travel lanes and gravel/ dirt shoulder with varying widths and property setbacks. There are no bike lanes, sidewalks or formal paths along roadway.

There is a marked school crossing at the intersection with Yakima and a signed speed hump to slow traffic just of south marked crossing. There is no stop sign at this intersection for traffic on Sunset Blvd. The crossing leads directly into the school grounds and is manned by crossing guards during student arrivals and departures. For this efforts counts were not taken at this crossing. Very few pedestrians or bicyclist were observed using this segment of Sunset Blvd. to go to and from the elementary school.

Counts at this location were very low for both pedestrians and bicyclists. The vast majority of pedestrians were observed walking on the east side of the street; likely due to the shade provided by large trees growing on the school grounds.





-  Pedestrian direction of travel & 12-hr count
-  Bicycle direction of travel on roadway & 12-hour count
-  Bicycle direction of travel on sidewalk & 12-hour count

SUNSET BLVD SOUTH OF YAKIMA SUMMARY TABLE

	2016
Total Pedestrians	21
Total Bicyclists	9
Total Bicyclists on side pathway	3
Total Bicyclists on Roadway	6
Percent of Bicyclists on gravel/dirt shoulder	33%

APPENDIX A: PEDESTRIAN AND BICYCLE COUNTS NOTES 09.2016

2015 and 2016 Videos that were shot for the project are located at the Mid-region Council of Governments:

w\Common\Traffic Counts\Video

Not all video dates were viewed. Specific files that were viewed are labeled by location of screenline and date video was shot.

Project files are indexed by location and include spreadsheet, screenshots of count location with annotated with screenline and cardinal directions and video.

A spread sheet was set up with time by 15 minute increments from 7am to 7pm in far left column and rows identifying pedestrian movement on sidewalks, bicycle movement on sidewalks, bicycle movement in travel lanes or bicycle lane, and in some cases pedestrians with disabilities. Data was also collected for the midblock crossings for the count location at Bridge East of Goff.

- Isleta Screenline S McEwenPerry P&B counts 2015.09.16
- Zuni Screenline W Monroe P&B counts 2015.09.09
- Bridge E Goff Screenline & Mid-block P&B counts 2016.08.24
- Zuni Screenline W Monroe P&B counts 2016.08.30
- Sunset Screenline at Armijo P&B counts 2016.09.13
- Bridge Screenline W Isleta P&B counts 2016.08.23
- Alvarado Dr. Screenline S Zuni Blvd. P&B counts 2016.09.01

Videos were viewed using VLC Media Player. Videos were viewed at 8x the actual speed. It took an average of 15 minutes per hour of video to view and record data on the spreadsheet. Viewing was much slower in the beginning but eventually became doable and efficient at the 8 x rate.

APPENDIX B: COUNT TABLES