



# Isleta Blvd Pedestrian Hybrid Beacon Evaluation<sup>1</sup>

On October 8, 2014, Bernalillo County began operating the first pedestrian hybrid beacon in central New Mexico at Isleta Blvd and Perry Rd/McEwen Rd in the South Valley. Several studies<sup>2</sup> have shown the pedestrian hybrid beacon to improve pedestrian safety. This has led the Federal Highway Administration to recognize this traffic device as one of the nine proven countermeasures to improve safety<sup>3</sup>. The purpose of this study was to see how well this device is working locally.



## 1 Summary Overview

Video data was processed for this intersection from 7am to 7pm for Wednesday September 16 and Thursday September 17. During these two 12-hour periods there were:

- There were 110 pedestrians crossing Isleta Blvd (sometimes in groups), with 75 pedestrian crossing events.
- Of the 75 pedestrian crossing events, 54 involved the pedestrian activating the pedestrian hybrid beacon (72.0% of the pedestrian crossings).
- Very strict compliance criteria were applied to the 54 instances when the beacon was activated and the pedestrian was crossing the intersection. Of these 54 activations, there were 34 instances where there was full-compliance with all vehicles stopping before the solid red phase. This results in 63.0% of the activated crossings resulting in full-compliance by drivers.
- In the remaining 20 instances where the beacon was activated, there was partial compliance, where one or two vehicles entered the intersection at the very beginning of the solid red phase of the pedestrian hybrid beacon. This results in 37.0% of the activated crossings having partial compliance by drivers.
- There were no instances of non-compliance, where the pedestrian hybrid beacon was activated AND the beacon was on the solid red phase AND the pedestrian had initiated the crossing (was in the roadway in the crosswalk) AND the pedestrian had to stop or run to avoid a vehicle entering the intersection.

<sup>1</sup> Funding for this study was made possible (in part) by the Centers for Disease Control and Prevention. The views expressed in this study do not necessarily reflect the official policies of the Department of Health and Human Services, nor does the mention of trade names, commercial practices, or organizations imply endorsement by the U.S. Government.

<sup>2</sup> A synopsis of the impacts when using the pedestrian hybrid beacon can be found at: [http://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/fhwas14014/](http://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwas14014/)

<sup>3</sup> <http://safety.fhwa.dot.gov/provencountermeasures/>

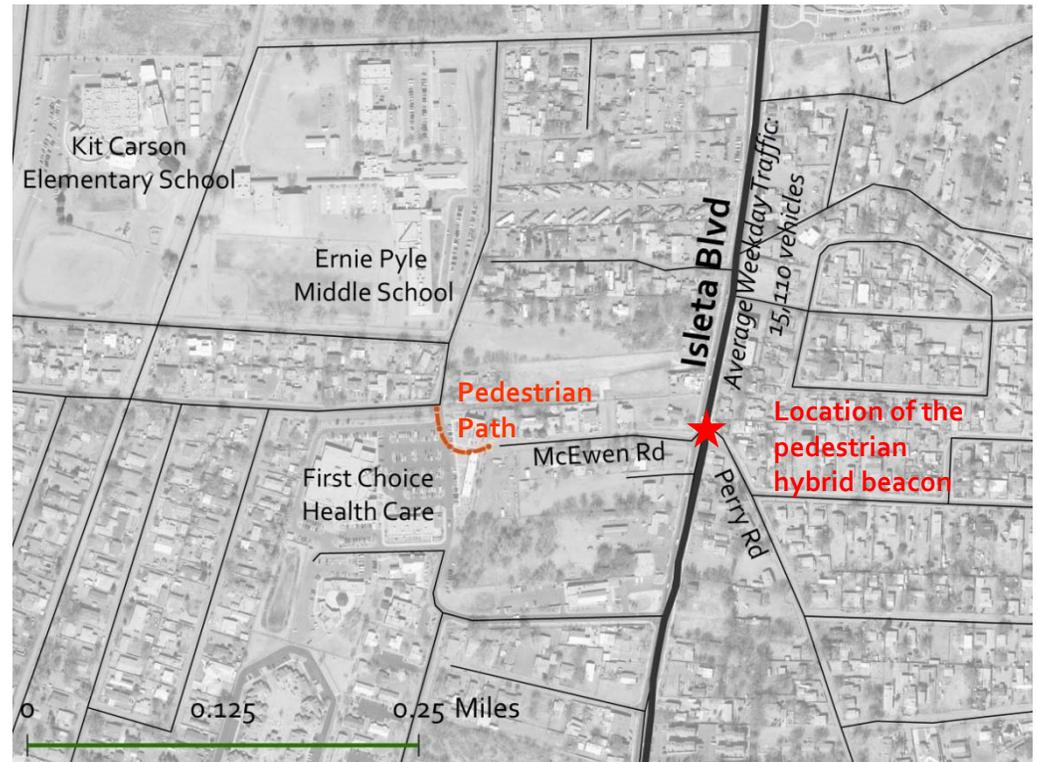
## 2 Background

### CRITICAL LOCATION

The pedestrian hybrid beacon is 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 neighborhoods east of Isleta Blvd and Ernie Pyle Middle School and Kit Carson Elementary School. Perry Rd. connects many neighborhoods to Isleta Blvd, and the dead-end cul-de-sac at the end of McEwen Rd feeds into a walking path through First Choice Health Care to a roadway directly leading to the school grounds.

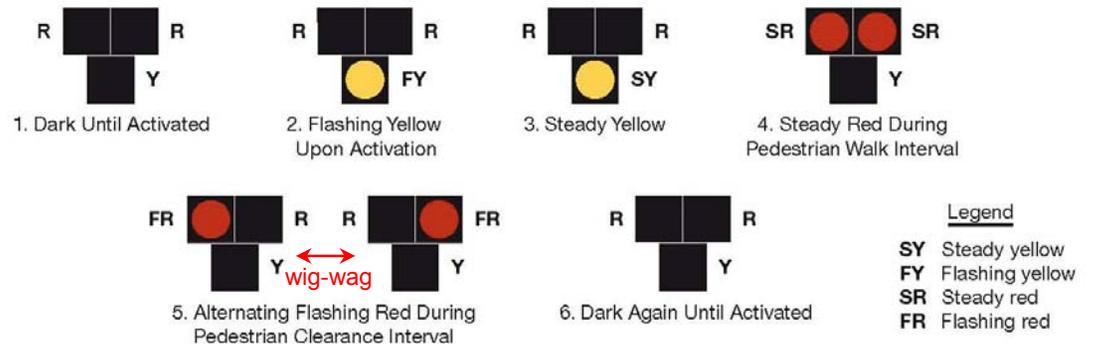
### ISLETA BLVD CHARACTERISTICS

On an average weekday Isleta Blvd carries 15,110 vehicles. It is a three lane roadway with bicycle lanes and a center turn lane. In the time period from 2009-2013 there were 22 reported crashes at the intersection of Isleta Blvd and McEwen Rd/Perry Rd. Of these 22 crashes, three involved bicyclists. No crashes were reported as including pedestrians.



### OPERATION OF PEDESTRIAN HYBRID BEACON

The design of the pedestrian hybrid beacon consists of two horizontally arranged red lenses above a single yellow lens. The signal face for drivers rests in "dark" until the pedestrian activates the system. While the signal is dark, the pedestrian display shows a "Don't Walk" indication. The pedestrian hybrid beacon is activated through a ped call button on a roadside pole. Once activated, the beacon then begins to flash yellow to warn motorists. The flashing yellow phase is followed by a steady yellow phase, indicating to motorist to prepare to stop on red. Next a solid double red phase indicates that motorists need to come to a complete stop and wait at the stop bar. While motorists are seeing the solid red indication, the "Walk" sign is shown for pedestrians, allowing them to cross the roadway. After the pedestrian



“WALK” phase ends, the pedestrian signal indication changes to a flashing “DON'T WALK” to notify pedestrians not to begin crossing. During the flashing “DON'T WALK” phase, the pedestrian hybrid beacon displays alternating wig-wag final red phase. This final red wig-wag phase indicates to drivers that they are to stop and yield to pedestrians in the crosswalk, and can proceed once pedestrians have cleared the intersection.

### 3 Methodology

#### DATA COLLECTION

Video data were collected on Wednesday September 16 and Thursday September 17, 2015. Video data were reviewed from 7am to 7pm to provide two 12-hour periods worth of data. The camera was mounted to a nearby pole where both motorized traffic and the beacon lenses could be clearly seen. An image from the video is shown to the right.

Only movements of people crossing from east to west (or visa versa) on foot, bicycle or skateboard in the vicinity of the crosswalks were recorded. The behavior of motorists approaching the intersection after activation of the beacon was also recorded.

The video would need additional review to record several other activities such as pedestrian and bicycle travel north and south along Isleta, turning movements counts, bicyclists making vehicular turns from the local roads onto Isleta, and mid-block crossings north of the intersection.



## 4 Results

### DRIVER COMPLIANCE

Probably the most important aspect of the observations made was the driver compliance to the activated pedestrian hybrid beacon.

During these two 12-hour observation periods from 7am-7pm on Wednesday September 16 and Thursday September 17, 2015, there were 75 crossing events. Of the total crossing events, there were 54 instances where someone pushed the pedestrian call button to cross the road (72.0% of all crossing events). Very strict compliance rules were applied to these 54 observed crossing events. There were 34 instances where there was full compliance with all motorized vehicles stopping before the solid red phase of the pedestrian hybrid beacon (63.0% of all instances when the pedestrian hybrid beacon was activated with a pedestrian crossing, there was full compliance). In the remaining 20 instances, there was partial compliance where one or two vehicles entered the intersection at the very beginning of the solid red phase of the pedestrian hybrid beacon (37.0% of the instances when the pedestrian hybrid beacon was activated.) This tended to occur when there were high traffic volumes. There were no instances of non-compliance, where the pedestrian hybrid beacon was activated AND the beacon was on the solid red phase AND the pedestrian had initiated the crossing (was in the roadway in the crosswalk) AND the pedestrian had to stop or run to avoid a vehicle entering the intersection.

In most of the crossings where people did not activate the pedestrian hybrid beacon, there were either no vehicles present or the pedestrian could time the crossing to avoid vehicles. There were three crossings where pedestrian were in the middle of the crosswalk and vehicles were not yielding to them. Observing these three crossings made the impact of the pedestrian hybrid beacon very apparent.

#### Activated Pedestrian Hybrid Beacon (n = 54)

Number of Crossings	Percent of Activated Crossings	
34	63.0%	Full-Compliance, No Vehicles entered Intersection during Solid Red Phase
20	37.0%	Partial Compliance, Vehicle entered Intersection at beginning of Solid Red Phase
0	0.0%	Non-Compliance - Pedestrian in Crosswalk must stop when in crosswalk

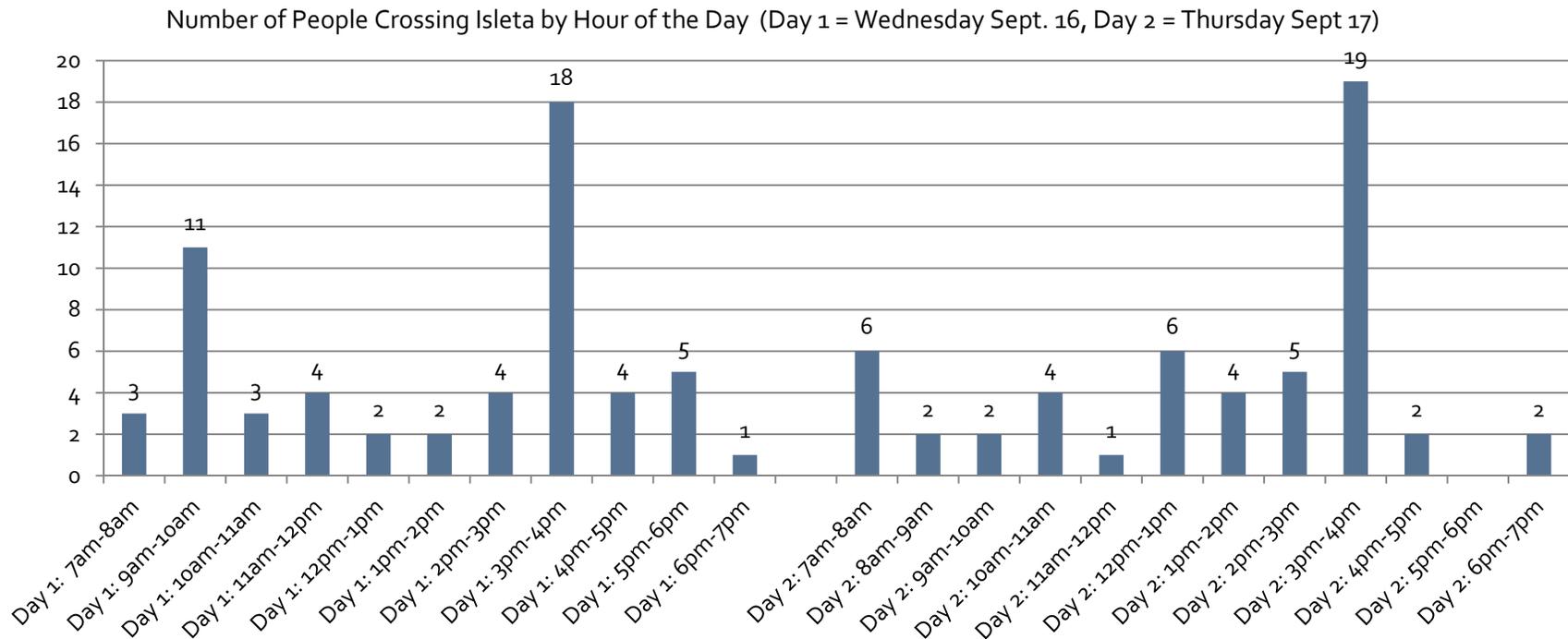
#### Did Not Activate Pedestrian Hybrid Beacon (n = 21)

Number of Crossings	Percent of Non-Activated Crossings	
7	33.3%	No Vehicles Present
6	28.6%	Pedestrian timed Crossing to Avoided Vehicles
5	23.8%	Pedestrian Waited for All Vehicles to Clear
3	14.3%	Non-Compliance - Pedestrian in Crosswalk must stop to avoid vehicles



## SCHOOL CHILDREN CROSSING

Probably the next most interesting aspect of this study was observing school children crossing. It became very apparent when school let out due to the peaks in crossings. Children approaching the intersection seemed generally aware of the purpose of the pedestrian hybrid beacon. This was not necessarily the case with adults or transit riders crossing the intersection.



## OTHER DETAILS

The following charts show other details about the people crossing Isleta Blvd. The majority of the crossing occurred on the south side of the intersection with people traveling from west to east.

Side of the Intersection where Crossing		Direction of Crossing	
Southside	53	West to East	54
Northside	22	East to West	21

Most people crossing were pedestrians crossing alone.

Number of People Crossing	Percent of All People	Mode of Travel	Number of Crossing Events	Percent of All Crossing Events	Group Size
97	88.2%	Pedestrians	47	62.7%	Single Person Crossing
6	5.5%	Bicyclists	21	28.0%	Groups of 2 People Crossing
6	5.5%	Skateboarders	7	9.3%	Groups of 3 People Crossing
1	0.9%	Wheelchair			

Traffic behavior from Perry Rd and McEwen Rd was not recorded, but it was interesting that often the vehicles on these roads took advantage of having traffic stopped on Isleta Blvd. After pedestrian finished crossing they would often turn onto Isleta.

There were five instances of the pedestrian hybrid beacon being activated, but no pedestrian crossing Isleta. In three of these instances they were pedestrians walking along Isleta hitting the call button with no intention to cross. In the other two instances, someone from the house on the NE corner of the intersection was having trouble getting out of the driveway with traffic backed up on Perry Rd. Hitting the call button with no pedestrians allowed Perry Rd traffic to clear so that a vehicle could leave from this driveway. In all five of the instances when someone hit the pedestrian call button, with no pedestrian crossing the roadway, there was partial compliance with one or two vehicles entering the intersection at the very beginning of the solid red phase.

## 5 Data

### INDIVIDUAL OBSERVATIONS

The following pages provide detailed descriptions of each of the crossings observed.



Date	Time Arrive at Intersection	Side Crossing	Direction of Crossing	Number of People Crossing Isleta	Bicycle/Skateboard	Pushed Ped Call button	Auto Compliance	Vehicles on Isleta proceeding on final red wig-wag phase	Description
9/16/2015	7:03:40	Northside	East to West	1		Y	Full	Y	2 vehicles, SBD and NBD; One vehicle made a left turn after the pedestrian cleared the intersection and during the final flashing wig-wag stage.
9/16/2015	7:33:00	Northside	East to West	1		Y	Full	N	2 vehicles, one SBD the other making a right turn from Perry to NBD Isleta; Right turn vehicle turned after pedestrian cleared intersection and during the final red wig-wag phase.
9/16/2015	7:57:18	Southside	West to East	1	1 bicyclist who dismounted	Y	Full	Y	2 vehicles, SBD and NBD; SBD waited for person walking bike to clear the intersection and proceeded across during red wig-wag. Driver behind this vehicle and the NBD direction vehicle waited for the beacon to go back to dark.
9/16/2015	9:31:06	Southside	West to East	3		Y	Full	N	3 vehicles, SBD, NBD, right turn from McEwin to SDB Isleta; right turn from McEwin to SDN Isleta waited for peds to clear intersection then made turn on red wig-wag. All others waited for signal to go dark.
9/16/2015	9:32:43	Northside	East to West	3		Y	Full	N	2 vehicles approached (SBD and NBD) on final red wig-wag, but peds still crossing. They waited until the beacon went dark before proceeding.
9/16/2015	9:36:40	Southside	East to West	2		N	No Vehicles		No vehicles present.
9/16/2015	9:36:50	Southside	West to East	2		N	No Vehicles		same two peds from 10 seconds before, no vehicles.
9/16/2015	9:41:00	Southside	West to East	1		Y	Full	Y	1 vehicle SBD; NBD vehicle approached intersection, stopped, ped had just cleared intersection at that corner. NBD vehicle proceeded on last red wig-wag phase after ped cleared. SBD vehicle shortly thereafter also proceeded on last red wig-wag phase through the intersection. A second set of vehicles stopped at stop bar then proceeded through the intersection. By this time the beacon went dark.
9/16/2015	10:11:15	Northside	West to East	2		N	No Vehicles		Crossed north of crosswalk, no vehicles.

Date	Time Arrive at Intersection	Side Crossing	Direction of Crossing	Number of People Crossing Isleta	Bicycle/Skateboard	Pushed Ped Call button	Auto Compliance	Vehicles on Isleta proceeding on final red wig-wag phase	Description
9/16/2015	10:53:10	Northside	East to West	1		Y	Partial	Y	NBD vehicle stopped, on solid red and allowed pedestrian to cross his half of the intersection before proceeding through on the solid red. A second NBD vehicle did the same. The final phase red wig-wag was on by the time the vehicle was in the middle of the intersection. Five vehicles following proceeded through the intersection during red wig-wag without stopping.
9/16/2015	11:04:35	Northside	West to East	1		Y	Full	N	1 vehicle SBD, stopped and waited until the signal went dark before proceeding, well after ped finished crossing.
9/16/2015	11:36:35	Northside	West to East	1		N	Avoided V		no vehicles needed to stop
9/16/2015	11:42:20	Northside	East to West	1		N	Avoided V		SBD direction vehicle slowed to let ped clear last half of intersection
9/16/2015	11:50:37	Southside	East to West	1		Y	Full	Y	3 vehicles, SBD, NBD, left turn from Isleta to Perry; 3 vehicles proceeded through intersection after pedestrian cleared intersection and during the final red wig-wag phase
9/16/2015	12:08:08	Northside	East to West	1		N	Avoided V		Ped timed crossing to avoid 2 NBD vehicles .
9/16/2015	12:40:40	Southside	East to West	1		N	Avoided V		Timed crossing so that no one needed to slow down - two vehicles passed through intersection in opposite directions during ped crossing.
9/16/2015	13:27:49	Northside	West to East	2		N	Avoided V		No vehicles needed to stop, 2nd ped was jaywalking further north of the intersection.
9/16/2015	14:19:10	Southside	West to East	2		Y	Full	Y	Crossed on flashing yellow and trotted when NBD vehicle slowed to stop bar. NBD vehicle remained stopped during solid red and then proceeded through intersection during final red wig-wag well after peds cleared intersection. Three other vehicles (2 SBD and one NBD) approached intersection, stopped, then proceeded during final red wig-wag phase.

Date	Time Arrive at Intersection	Side Crossing	Direction of Crossing	Number of People Crossing Isleta	Bicycle/ Skateboard	Pushed Ped Call button	Auto Compliance	Vehicles on Isleta proceeding on final red wig-wag phase	Description
9/16/2015	14:22:40	Northside					Partial		2 previous peds going NB hit call button, but did not cross from east to west. One vehicle crossed intersection on solid red on opposite side of street. 3 vehicles (NBD, SBD, SBD) to right turn on Perry, stopped on solid red, SBD proceeded during final red wig-wag, then remaining vehicles proceeded when beacon went dark
9/16/2015	14:47:50	Southside	West to East	1		Y	Full	Y	2 vehicles, both stopped during solid red, then proceeded during final red wig-wag after ped cleared the intersection, two more vehicles (NBD, SBD) approached, stopped then proceeded during final red wig-wag
9/16/2015	14:58:00	Southside	East to West	1	1 bicyclist	Y	Partial	N	1 NBD vehicle crossed intersection on solid red at beginning of phase, 2 other vehicles (NBD and SBD left onto Perry complied with solid red). Remaining NBD, SBD vehicles stopped through final red wig-wag, but vehicles from Perry crossed going WBD and right onto SBD Isleta.
9/16/2015	15:01:25	Southside	West to East	2		Y	Full	Y	2 vehicles (SBD & NBD) stopped on solid red. SBD (2 vehicles) proceeded after peds cleared intersection, but during final red wig-wag.
9/16/2015	15:04:00	Southside	West to East	3		Y	Partial	Y	2 vehicles NBD passed through solid red then 2 vehicles, SBD and NBD both stopped. The peds waited a bit before crossing and were not at the far curb when the final red wig-wag phase began. After peds cleared intersection, one vehicle and one bicyclist passed through final red wig-wag phase.
9/16/2015	15:12:36	Southside	West to East	2	2 (1 on skateboard)	Y	Full		SBD vehicle stopped, no NBD vehicle.
9/16/2015	15:13:06	Southside	West to East	1		Y-From previous Call	Full	N	NBD vehicle pulled up and stopped on final red wig-wag from previous crossing. SBD also remained stopped during final red wig-wag. Ped arrived during final phase red wig-wag and ran across intersection, clearing the intersection before the beacon went dark.

Date	Time Arrive at Intersection	Side Crossing	Direction of Crossing	Number of People Crossing Isleta	Bicycle/ Skateboard	Pushed Ped Call button	Auto Compliance	Vehicles on Isleta proceeding on final red wig-wag phase	Description
9/16/2015	15:14:17	Southside	West to East	1		Y	Partial	N	1 SBD and 1 NBD vehicle passed through solid yellow, then 1 SBD vehicle passed through solid red. Following NBD and SBD vehicles stopped. Ped finished crossing during final red wig-wag phase. Semi-Truck made a left turn from Perry onto SBD Isleta after ped cleared first half of the intersection during final red wig-wag phase. NBD, SBD and left turn from Isleta to Perry Rd all remained stopped during final red wig-wag and after ped cleared intersection.
9/16/2015	15:15:43	Northside	West to East	3		Y	Partial	N	1 SBD truck was right at the cross walk when the solid yellow went to solid red. Remaining NBD and SBD vehicles stopped. Right turn from Perry to NBD Isleta waited until peds cleared on final red wig-wag before making right turn.
9/16/2015	15:17:20	Southside	West to East	2		Y	Partial	N	2 NBD vehicles reached the intersection right when the phase went to solid red (panel truck followed by a passenger car). Remaining NBD and SBD vehicles waited until beacon went dark well after the peds cleared intersection before proceeding
9/16/2015	15:18:40	Southside	West to East	1		Y	Full	Y	NBD vehicle complied early, no SBD vehicle, ped completed crossing early. Both NBD and SBD complied during solid red; remaining vehicles treated flashing red like a stop sign.
9/16/2015	15:19:14	Northside	West to East	1		Y	Full	N	SBD and NBD vehicles present. SBD got backed up and ped crossed behind the stopped vehicle. After ped completed crossing SBD vehicle backed up behind crosswalk. All drivers waited until beacon went dark before proceeding.
9/16/2015	15:35:15	Southside	East to West	1		N	No Vehicles		No vehicles present.
9/16/2015	15:48:05	Southside	West to East	1		N	No		2 vehicles slowed, one slowed to a stop, but then proceeded. Ped stopped in center to wait for NBD vehicles to clear. Ped clearly in crosswalk. He was a small older man with a briefcase. It was a scary crossing.

Date	Time Arrive at Intersection	Side Crossing	Direction of Crossing	Number of People Crossing Isleta	Bicycle/Skateboard	Pushed Ped Call button	Auto Compliance	Vehicles on Isleta proceeding on final red wig-wag phase	Description
9/16/2015	16:19:14	Northside	West to East	1	1 (bicyclist)	Y	Full	N	SBD vehicles stopped, no NBD vehicles; SBD and newly arrived NBD vehicles waited until beacon went dark before proceeding.
9/16/2015	16:31:22	Southside	West to East	2		Y	Full	N	NBD and SBD vehicles stopped. Both directions waited until beacon went dark before proceeding.
9/16/2015	16:32:45	Southside	West to East	1	1 (in wheelchair)	Y	Full	N	NBD and SBD vehicles stopped. Ped used wheelchair as walker to get across, but could not make it to far end before final red wig-wag phase. Vehicles in all directions remained stopped until beacon went dark.
9/16/2015	17:00:00	Southside	West to East	2		N	No Vehicles		No vehicles present.
9/16/2015	17:19:00	Southside	West to East	2		Y	Full	Y	NBD and SBD vehicles stopped. After peds cleared intersection both directions proceeded on final red wig-wag.
9/16/2015	17:27:52	Northside	West to East	1	1 (bicyclist)	N	Waited		Waited 30 second for traffic to clear before pedaling across road.
9/16/2015	18:24:40	Northside					Partial		Pedestrian traveling southbound hit call button with no intention of crossing. One vehicle went through on solid red.
9/16/2015	18:38:30	Southside	West to East	1		Y	Partial	Y	One NBD vehicle crossed intersection of solid red. Three previous vehicles crossed during solid yellow. Remaining NBD and SBD direction vehicles waited until ped cleared and during final red wig-wag phase to proceed.
9/17/2015	7:28:30	Southside	West to East	1		N	No		4 vehicles passing though intersection with ped in crosswalk.
9/17/2015	7:31:14	Southside	East to West	1	1 (skateboard)	Y	Partial		Skateboarder crossed at flashing yellow phase and was long gone when solid red came one. One NBD driver went through on solid red and second NBD driver stopped
9/17/2015	7:31:40	Southside	East to West	1		Y-From previous Call	Full	N	One NBD vehicle waited for ped to clear intersection. Ped started on final phase red wig-wag from previous skateboarder.
9/17/2015	7:41:20	Northside	East to West	1		Y	Partial	Y	2 NBD vehicles passed through intersection on solid red. Remaining NBD vehicles treated final phase red wig-wag like a stop sign. No SBD vehicles.

Date	Time Arrive at Intersection	Side Crossing	Direction of Crossing	Number of People Crossing Isleta	Bicycle/Skateboard	Pushed Ped Call button	Auto Compliance	Vehicles on Isleta proceeding on final red wig-wag phase	Description
9/17/2015	7:44:25	Northside				Y	Partial		Ped hit call button but did not cross road. One NBD vehicle passed through intersection.
9/17/2015	7:58:10	Southside	East to West	2		Y	Partial	Y	One NBD vehicle passed through intersection on solid red, SBD vehicle stopped. After peds finished crossing, remaining NBD and SBD vehicles treated final phase red wig-wag like a stop sign.
9/17/2015	8:05:25	Southside	East to West	1	1 (skateboard)	N	Waited		Waited approximately 40 seconds for traffic to clear.
9/17/2015	8:56:40	Southside	West to East	1		Y	Partial	Y	1 NBD vehicle, there was a SBD Isleta to Perry left turn too. After the ped cleared the intersection most of the remaining NBD and SBD vehicles treated the final red wig-wag like a stop sign.
9/17/2015	9:08:00	Southside	West to East	2		N	No		Peds needed to wait in middle for NBD direction vehicle to pass through.
9/17/2015	10:13:10	Southside	West to East	1		N	Waited		Ped waited approximately 20 seconds for traffic to clear before crossing.
9/17/2015	10:21:00	Southside	East to West	1		Y	Full	Y	A second child came running into the intersection to cross on final phase red wig-wag. The NBD started to enter the crosswalk, but stopped to allow the kid to cross.
9/17/2015	10:30:00	Southside	West to East	2		Y	Partial	Y	SBD vehicle entered intersection on solid red, NBD vehicle stopped, no other SBD vehicles. Remaining NBD vehicle and new SBD vehicle treated the final red wig-wag phase like a stop sign after ped cleared and before beacon went dark.
9/17/2015	11:56:55	Northside	West to East	1		N	Waited		Ped waited 16 seconds for traffic to clear.
9/17/2015	12:05:10	Northside	West to East	1		N	Avoided V		Ped wove through traffic crossing intersection diagonally.
9/17/2015	12:13:20	Southside	West to East	1	1 (bicyclist)	N	Waited		Bicyclist waited about 12 seconds for traffic to clear.
9/17/2015	12:39:40	Southside	West to East	1		Y	Full	Y	Both SBD and NBD vehicles, NBD vehicle crossed intersection after ped cleared but during final red wig-wag. SBD vehicle waited until the beacon went dark before proceeding.
9/17/2015	12:42:40	Southside	West to East	3		Y	Full	N	NBD, SBD and SBD Isleta to left turn onto Perry all waited for the beacon to go dark before proceeding.

Date	Time Arrive at Intersection	Side Crossing	Direction of Crossing	Number of People Crossing Isleta	Bicycle/ Skateboard	Pushed Ped Call button	Auto Compliance	Vehicles on Isleta proceeding on final red wig-wag phase	Description
9/17/2015	13:07:10	Northside	West to East	1		Y	Partial	Y	NBD vehicle entered the intersection of solid yellow, in the middle of the intersection the beacon turned solid red. Two following NBD vehicles treated the interection like a stop sign during final red wig-wag phase afte ped cleared intersection.
9/17/2015	13:29:45	Southside	East to West	1		Y	Full	N	NBD and SBD vehicles present. Both vehicles waited until the beacon went dark before proceeding.
9/17/2015	13:40:10	Northside	East to West	1	1 (bicyclist)	N	No Vehicles		No vehicles present.
9/17/2015	13:43:05	Northside	West to East	1	1 (bicyclist)	Y	Full	Y	SBD and NBD vehicles stopped. Vehicle making a right turn from Perry to NBD Isleta turned on solid red before the bicyclist. One SBD vehicle prodceeded during final red wig-wag phase after bicyclist cleared intersection. Remaining SBD and NBD direction vehicles remained stopped until beacon went dark.
9/17/2015	14:13:05	Southside	West to East	1		Y	Full	Y	NBD and SBD vehicles present, after pedestrian cleared intersection vehicles proceeded on final red wig-wag phase.
9/17/2015	14:20:20	Southside	West to East	3		Y	Full	N	NBD vehicle stopped, no SBD vehicles. NBD vehicle waited until beacon went dark before proceeding.
9/17/2015	14:56:00	Northside					Partial		Ped in NE corner went and hit button and then walked east on Perry. This person appears to have been someone in a small panel food truck that needed to make a left turn from Perry to SBD Isleta.
9/17/2015	14:50:20	Southside	West to East	1		Y	Full	N	NBD and SBD stopped - SBD stopped in the middle of the intersection! Then both waited until the beacon went dark before proceeding.
9/17/2015	15:00:45	Southside	East to West	1	1 (skateboard)	Y	Full	Y	NBD and SBD stopped - one NBD vehicle proceeded through after ped cleared, but during final red wig-wag phase.
9/17/2015	15:04:35	Southside	East to West	2		N	No Vehicles		No vehicles present.
9/17/2015	15:11:00	Northside					Partial		Ped in NE corner went and hit button and then walked east on Perry. This person appeared to be the resident on the NE corner who needed traffic to clear to get back his truck out of his driveway.

Date	Time Arrive at Intersection	Side Crossing	Direction of Crossing	Number of People Crossing Isleta	Bicycle/ Skateboard	Pushed Ped Call button	Auto Compliance	Vehicles on Isleta proceeding on final red wig-wag phase	Description
9/17/2015	15:12:30	Southside	West to East	1	1 (skateboard)	Y	Partial		One SBD vehicle crossed on solid red.
9/17/2015	15:13:05 PM	Southside	West to East	1		Y-From previous Call	Full	N	A second pedestrian came running into the intersection to cross on final phase red wig-wag. The NBD started to enter the crosswalk, but stopped to allow the kid to cross.
9/17/2015	15:14:25	Southside	West to East	1		Y	Partial	N	One SBD vehicle crossed on solid red. Remaining SBD, NBD vehicles waited to proceed after beacon went dark.
9/17/2015	15:15:55	Northside	West to East	2		Y	Partial	N	Left turn from SBD Isleta onto Perry was on the crosswalk and cleared the intersection when turned solid red. Remaining NBD and SBD vehicles waited until beacon went dark before proceeding.
9/17/2015	15:17:05	Southside	West to East	2		Y	Full	N	NBD and SBD stopped - all vehicles waiting until beacon went dark before proceeding.
9/17/2015	15:18:05	Southside	West to East	2		Y	Partial	Y	One NBD entered intersection on solid red. A second NBD vehicle proceeded after peds & bicyclist cleared intersection, but during final red wig-wag. Remaining vehicles waited until beacon went dark.
9/17/2015	15:18:55	Southside	West to East	1		Y	Partial	N	One SBD and one NBD vehicle entered intersection of solid red. Remaining vehicles on Isleta waited until beacon went dark before proceeding. Vehicles on Perry avoided ped, but took advantage of stopped traffic on Isleta.
9/17/2015	15:22:25	Southside	West to East	2		Y-From previous Call	Full	N	One SBD vehicle stopped. SBD vehicle and new NBD vehicle waited until the beacon went dark before proceeding; They appear to be older kids who wished to cross north of the southern crosswalk, but with 6 vehicles not stopping one decides to hit the ped call button.
9/17/2015	15:46:30	Northside	West to East	1		Y	Partial	Y	Both of SBD and NBD vehicles entered intersection on solid red (the NBD vehicle was a Bernalillo County Sheriff vehicle!). Other vehicles proceeded after ped cleared but during final red wig-wag phase;

Date	Time Arrive at Intersection	Side Crossing	Direction of Crossing	Number of People Crossing Isleta	Bicycle/Skateboard	Pushed Ped Call button	Auto Compliance	Vehicles on Isleta proceeding on final red wig-wag phase	Description
9/17/2015	15:15:50	Southside	West to East	3	3 (2 ped, one bicyclist)	Y	Full	Y	SBD and NBD vehicles complied. After peds and cyclist cleared they proceeded on final red wig-wag phase.
9/17/2015	16:24:10	Southside	West to East	2	2 (both on skateboard)	Y	Partial	Y	One NBD vehicle entered intersection on solid red. Both SBD and NBD vehicles went through intersection after kids crossed but on final red wig-wag. They treated this phase like a stop sign.
9/17/2015	18:06:40	Southside	West to East	2		Y	Full	N	NBD and SBD direction waited until beacon went dark before proceeding. Left turning vehicle from Perry turned to SBD Isleta on wig-wag and avoiding peds.