



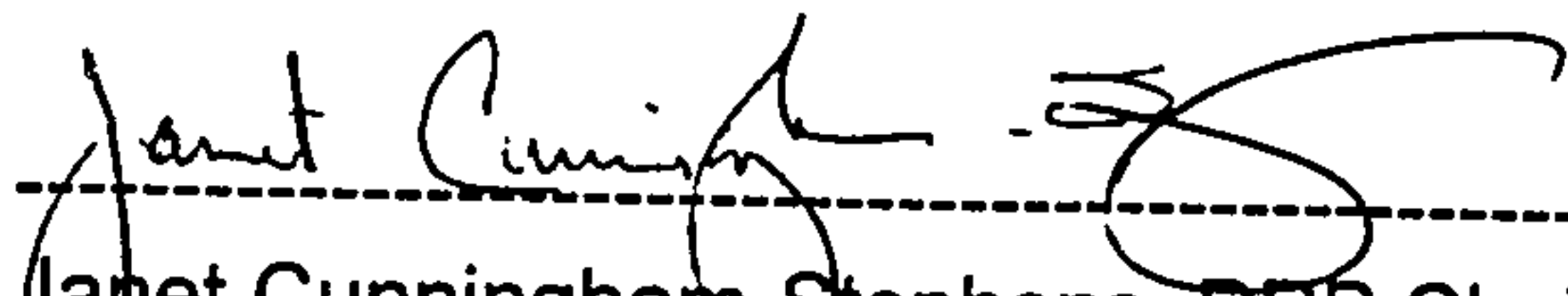
CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
DEVELOPMENT REVIEW BOARD

June 12, 2002

**13. Project #1001981
Application # 02DRB-00817
Cedar Ridge Estates, Unit 3**

1. Are there any other alternatives that haven't been considered? Defer to Transportation Development.
2. Applications for the vacation of public right-of-way are accepted until Friday noon of each week. Cases are heard by the DRB at a public hearing approximately 3 weeks later. Contact Front Counter staff (ground floor, Plaza del Sol Building, west side) for submittal requirements.
3. If vacated, the right-of-way must be purchased from the City and platted into the adjacent properties within one year or the vacation action will expire.

NOTE: Bernalillo County recording fees will increase on July 1, 2002. The new fees are \$ 9.00 for the first page and \$ 2.00 for each subsequent page.



Janet Cunningham-Stephens, DRB Chair
Planning Manager, Land Development Coordination
Tel: 505-924-3880 FAX: 505-924-3864



City of Albuquerque

P.O. BOX 1293 ALBUQUERQUE, NEW MEXICO 87103

DEVELOPMENT REVIEW BOARD TRANSPORTATION DEVELOPMENT Standard Comment Sheet

DRB-1001981

Item No. 13

Zone Atlas J-10

DATE ON AGENDA 6-12-02

INFRASTRUCTURE REQUIRED (?)YES ()NO

CROSS REFERENCE: _____

TYPE OF APPROVAL REQUESTED:

- SKETCH PLAT () PRELIMINARY PLAT () FINAL PLAT
- () SITE PLAN REVIEW AND COMMENT () SITE PLAN FOR SUBDIVISION
- () SITE PLAN FOR BUILDING PERMIT

No.	Comment
<input type="checkbox"/>	What is proposed?

If you have any questions or comments please call Richard Dourte at 924-3990. Meeting notes:



City of Albuquerque
 CITY OF ALBUQUERQUE, NEW MEXICO 87103
 PUBLIC WORKS DEPARTMENT
 DEVELOPMENT SERVICE
 HYDROLOGY DEVELOPMENT SECTION

DEVELOPMENT REVIEW BOARD--SPEED MEMO

DRB CASE NO/PROJECT NO: 1001981

AGENDA ITEM NO: 13

SUBJECT:

- | | | |
|--------------------------------|---------------------------------|-------------------------------------|
| (01) Sketch Plat/Plan | (05) Site Plan for Subd | (10) Sector Dev Plan |
| (02) Bulk Land Variance | (06) Site Plan for BP | (11) Grading Plan |
| (03) Sidewalk Variance | (07) Vacation | (12) SIA Extension |
| (03a) Sidewalk Deferral | (08) Final Plat | (13) Master Development Plan |
| (04) Preliminary Plat | (09) Infrastructure List | (14) Other |

ACTION REQUESTED:

REV/CMT:(x) APP:() SIGN-OFF:() EXTN:() AMEND:()

ENGINEERING COMMENTS:

No adverse comments.

RESOLUTION:

APPROVED ____; DENIED ____; DEFERRED ____; COMMENTS PROVIDED **X**; WITHDRAWN

SIGNED-OFF: (SEC-PLN) (SP-SUB) (SP-BP) (FP) BY: (UD) (CE) (TRANS) (PKS) (PLNG)

DELEGATED: (SEC-PLN) (SP-SUB) (SP-BP) (FP) TO: (UD) (CE) (TRANS) (PKS) (PLNG)

FOR:

SIGNED: Bradley L. Bingham
 City Engineer/AMAFCA Designee

DATE: June 12, 2002

disaused

To: Development Review Board
Fr: Los Volcanes Neighborhood Association
Re: Sketch Review of proposal

5/22/02

To whom it may concern:

We hereby request vacation of Public Right of way of easement on the North side of our neighborhood. The specific location is at the intersection of Quailbrush Drive & Fortuna Road.

(see the xxxx on Zone Atlas page J-10-Z for site location - attached).

First, a little history.....

Back in 2001, our Neighborhood Association was formed. The major complaint of our newly formed group was that there was an unbelievable amount of traffic through the neighborhood on school mornings and afternoons. This traffic was primarily attributed to the start and release times of West Mesa High School. The reason for the traffic, in our opinion...continued building of homes west of Coors + the city has not finished the streets in this part of town. The parents and students did not want to have to wait at traffic signals at Los Volcanes @ Coors and Coors @ Fortuna Road. Therefore, these drivers would short cut through our neighborhood to drop off & pick up their kids. The numbers of cars during the 7am to 8am period were staggering. Please review attached information obtained from Michael Carroll, Neighborhood Traffic Specialist. We needed help and it was suggested by the Office of Neighborhood Coordination to meet with the area police and the school in an attempt to find a solution. We spoke with Captain Chavez and met with the Principal Baca at the school to discuss how we solve this problem. Everyone was sympathetic to our problem, but...nothing happened.

So, then we asked the city to put in speed bumps hoping to somehow control the traffic. The city did volume counts for daily traffic. The data revealed that we did not have enough volume or enough speeders to constitute the speed bumps.

But, since we had the data, we decided to ask the city to help us eliminate the cut through traffic by placing temporary barricades inside our neighborhood... making traffic utilize Los Volcanes to Coors and Coors to Fortuna.

We worked with Dave Harman, Bill Coleman & Rick Gallegos to get the barricades installed. After installation, counts were once again taken to ascertain the results of our request. (See attached letter to Mr. Harman + traffic counts)

As expected, we found that installing the barricades eliminated a large number of vehicles every day. Please further examine the print outs to see the significant reduction in traffic.

Now that we have apparently eliminated the cut through traffic issues, it has been decided to try and open up the neighborhood to all residents, keeping it pleasing to the eye & still benefiting from the use of the barricades. We looked at a lot of options. It was decided to attempt to close off the entrance @ Quailbrush & Fortuna to all vehicular & some pedestrian traffic. We would be placing a breakaway gate for the cars + a pedestrian gate accessed by key. Members of our neighborhood would obtain keys from the Association.

By closing off this entrance, we keep the non-neighborhood school vehicular traffic out while still allowing local walkers to school to get through. The neighborhood would be open for local traffic except of course those that wish to cut through, and still would accommodate all city services. With our plan, we would still be abiding by the single access criteria from Chapter 23 on Transportation design in that our maximum number of houses served by the single access would be < 250. we also reviewed the variance information as they correspond to the single access criteria and we believe that we comply. Also, in the case of emergency...Fire, Police & EMS would all have keys to open the gate. We understand...closing down one side of our neighborhood would require us to absorb many costs but, we respectfully request the opportunity to pursue this remedy to our problem. Again, please be mindful that we do not expect the city to foot the bill. We will fund the project with our own monies. We merely need your approval and consent to move forward. Our goal is to have the project complete by years end.

As a final note, the local public welfare...those of us that live in this community, would greatly benefit from the approval of our proposal. Most importantly, the neighborhood would be much safer for our children while the remainder of the local public, those who choose to use our streets as cut-throughs around traffic signals, would sustain only minor inconvenience from the approval of our proposal.

Thank you in advance for your time and consideration. We look forward to meeting with you real soon.

Respectfully submitted,

Michael R. Nease
President Los Volcanes Neighborhood Association

A City of Albuquerque



DEVELOPMENT REVIEW APPLICATION

SUBDIVISION Supplemental form **S**

Major Subdivision action
 Minor Subdivision action
 Vacation **V**
 Variance (Non-Zoning)

ZONING Supplemental form **Z**

Annexation & Zone Establishment
 Sector Plan
 Zone Change
 Text Amendment

SITE DEVELOPMENT PLAN **P**

...for Subdivision Purposes
 ...for Building Permit
 IP Master Development Plan
 Cert. of Appropriateness (LUCC) **L**

APPEAL / PROTEST of... **A**

Decision by: DRB, EPC, LUCC, Planning Director or Staff, ZHE, Zoning Board of Appeals

PRINT OR TYPE IN BLACK INK ONLY. The applicant or agent must submit the completed application in person to the Planning Department Development Services Center, 600 2nd Street NW, Albuquerque, NM 87102. Fees must be paid at the time of application. Refer to supplemental forms for submittal requirements.

APPLICANT INFORMATION:

NAME: Los Volcanes Neighborhood Assoc. PHONE: 505-836-3105
 ADDRESS: 7101 Poppy Place FAX: 505-877-1429
 CITY: ALBQ STATE NM ZIP 87121 E-MAIL: _____
 Proprietary interest in site: _____
 AGENT (if any): MIKE NEASE PHONE: _____
 ADDRESS: _____ FAX: _____
 CITY: _____ STATE _____ ZIP _____ E-MAIL: _____

DESCRIPTION OF REQUEST: Sketch Review of Proposal

Is the applicant seeking incentives pursuant to the Family Housing Development Program? Yes. No.

SITE INFORMATION: ACCURACY OF THE LEGAL DESCRIPTION IS CRUCIAL! ATTACH A SEPARATE SHEET IF NECESSARY.

Lot or Tract No. North Entrance of ^{CEDAR RIDGE} ALVARADO ESTATES (QUAILBRUSH @ FORTUNA) Block: _____ Unit: _____
 Subdiv. / Addn. _____
 Current Zoning: N/A Proposed zoning: _____
 Zone Atlas page(s): 5-10 No. of existing lots: _____ No. of proposed lots: _____
 Total area of site (acres): _____ Density if applicable: dwellings per gross acre: _____ dwellings per net acre: _____
 Within city limits? Yes. No , but site is within 5 miles of the city limits (DRB jurisdiction.) Within 1000FT of a landfill? _____
 UPC No. _____ MRGCD Map No. _____
 LOCATION OF PROPERTY BY STREETS: On or Near: QUAILBRUSH DRIVE
 Between: FORTUNA Road and LOS VOLCANES Road

CASE HISTORY:

List any current or prior case number that may be relevant to your application (Proj., App., DRB-, AX-, Z-, V-, S-, etc.):
S-99-35, DRB-96-150, V-98-26, V-98-34, S-96-23

Check-off if project was previously reviewed by Sketch Plat/Plan , or Pre-application Review Team . Date of review: _____

SIGNATURE Michael R Nease DATE 5/29/02
 (Print) MICHAEL R Nease LVNA PRESIDENT Applicant Agent

FOR OFFICIAL USE ONLY

Form revised September 2001

INTERNAL ROUTING	Application case numbers	Action	S.F.	Fees
<input checked="" type="checkbox"/> All checklists are complete	<u>020RB - 00817</u>	<u>SK</u>	<u>83</u>	\$ <u>0</u>
<input type="checkbox"/> All fees have been collected	_____	_____	_____	\$ _____
<input checked="" type="checkbox"/> All case #s are assigned	_____	_____	_____	\$ _____
<input checked="" type="checkbox"/> AGIS copy has been sent	_____	_____	_____	\$ _____
<input checked="" type="checkbox"/> Case history #s are listed	_____	_____	_____	\$ _____
<input checked="" type="checkbox"/> Site is within 1000ft of a landfill	_____	_____	_____	\$ _____
<input checked="" type="checkbox"/> F.H.D.P. density bonus	_____	_____	_____	\$ _____
<input checked="" type="checkbox"/> F.H.D.P. fee rebate	_____	_____	_____	\$ _____
Hearing date <u>June 12, 2002</u>				Total \$ <u>0</u>

Paul Casella 5/29/02 Project # 1001981
 Planner signature / date

FORM S(3): SUBDIVISION - D.R.B. MEETING (UNADVERTISED) OR INTERNAL ROUTING

SKETCH PLAT REVIEW AND COMMENT

- Scale drawing of the proposed subdivision plat (folded to fit into an 8.5" by 14" pocket) 6 copies for unadvertised meetings. Sketches are not reviewed through internal routing.
 - Site sketch with measurements showing structures, parking, Bldg. setbacks, adjacent rights-of-way and street improvements, etcetera, if there is any existing land use (folded to fit into an 8.5" by 14" pocket) 6 copies.
 - Zone Atlas map with the entire property(ies) precisely and clearly outlined and crosshatched (to be photocopied) 6 copies. Letter briefly describing, explaining, and justifying the request J-10
 - Any original and/or related file numbers are listed on the cover application
- DRB meetings are approximately 8 DAYS after the Tuesday noon filing deadline. **Your attendance is required.**

MAJOR SUBDIVISION EXTENSION OF PRELIMINARY PLAT

- Preliminary Plat reduced to 8.5" x 11"
 - Zone Atlas map with the entire property(ies) precisely and clearly outlined and crosshatched (to be photocopied)
 - Letter briefly describing, explaining, and justifying the request
 - Copy of previous D.R.B. approved infrastructure list
 - Copy of the Official D.R.B. Notice of approval
 - Any original and/or related file numbers are listed on the cover application
- Extensions are not reviewed through internal routing.**
 Extension of preliminary plat approval expires after one year.
 DRB meetings are approximately 8 DAYS after the Tuesday noon filing deadline. **Your attendance is required.**

MAJOR SUBDIVISION FINAL PLAT APPROVAL

- Proposed Final Plat (folded to fit into an 8.5" by 14" pocket) 6 copies for unadvertised meetings, 4 copies for internal routing.
 - Zone Atlas map with the entire property(ies) precisely and clearly outlined and crosshatched (to be photocopied)
 - Original Mylar drawing of the proposed plat for internal routing only. Otherwise, bring Mylar to meeting.
 - Property owner's and City Surveyor's signatures on the Mylar drawing
 - SIA financial guaranty verification
 - Landfill disclosure and EHD signature line on the Mylar drawing if property is within a landfill buffer
 - Any original and/or related file numbers are listed on the cover application
- DRB meetings are approximately 8 DAYS after the Tuesday noon filing deadline. **Your attendance is required.**

MINOR SUBDIVISION PRELIMINARY / FINAL PLAT APPROVAL

- Proposed Preliminary / Final Plat (folded to fit into an 8.5" by 14" pocket) 6 copies for unadvertised meetings, 4 copies for internal routing.
 - Site sketch with measurements showing structures, parking, Bldg. setbacks, adjacent rights-of-way and street improvements, etcetera, if there is any existing land use (folded to fit into an 8.5" by 14" pocket) 6 copies.
 - Zone Atlas map with the entire property(ies) precisely and clearly outlined and crosshatched (to be photocopied)
 - Letter briefly describing, explaining, and justifying the request
 - Original Mylar drawing of the proposed plat for internal routing only. Otherwise, bring Mylar to meeting.
 - Property owner's and City Surveyor's signatures on the Mylar drawing
 - Landfill disclosure and EHD signature line on the Mylar drawing if property is within a landfill buffer
 - Fee (see schedule)
 - Any original and/or related file numbers are listed on the cover application
- DRB meetings are approximately 8 DAYS after the Tuesday noon filing deadline. **Your attendance is required.**

AMENDMENT TO PRELIMINARY PLAT (with minor changes)

AMENDMENT TO INFRASTRUCTURE LIST (with minor changes)

AMENDMENT TO GRADING PLAN (with minor changes)

- PLEASE NOTE: There are no clear distinctions between significant and minor changes with regard to subdivision amendments. Significant changes are those deemed by the DRB to require public notice and public hearing.
- Proposed Amended Preliminary Plat, Infrastructure List, and/or Grading Plan (folded to fit into an 8.5" by 14" pocket) 6 copies for unadvertised meetings, 4 copies for internal routing.
 - Original Preliminary Plat, Infrastructure List, and/or Grading Plan (folded to fit into an 8.5" by 14" pocket) 6 copies for unadvertised meetings, 4 copies for internal routing.
 - Zone Atlas map with the entire property(ies) precisely and clearly outlined and crosshatched (to be photocopied)
 - Letter briefly describing, explaining, and justifying the request
 - Original Mylar drawing of the proposed amended plat for internal routing only. Otherwise, bring Mylar to meeting.
 - Property owner's and City Surveyor's signatures on the Mylar drawing, if the plat is being amended
 - Any original and/or related file numbers are listed on the cover application
- Amended preliminary plat approval expires after one year.
 DRB meetings are approximately 8 DAYS after the Tuesday noon filing deadline. **Your attendance is required.**

I, the applicant, acknowledge that any information required but not submitted with this application will likely result in deferral of actions.

MICHAEL NEASE
LOS VOLCANES NEIGHBORHOOD ASSOC
 Applicant name (print)
MR Nease 5/29/02
 Applicant signature / date



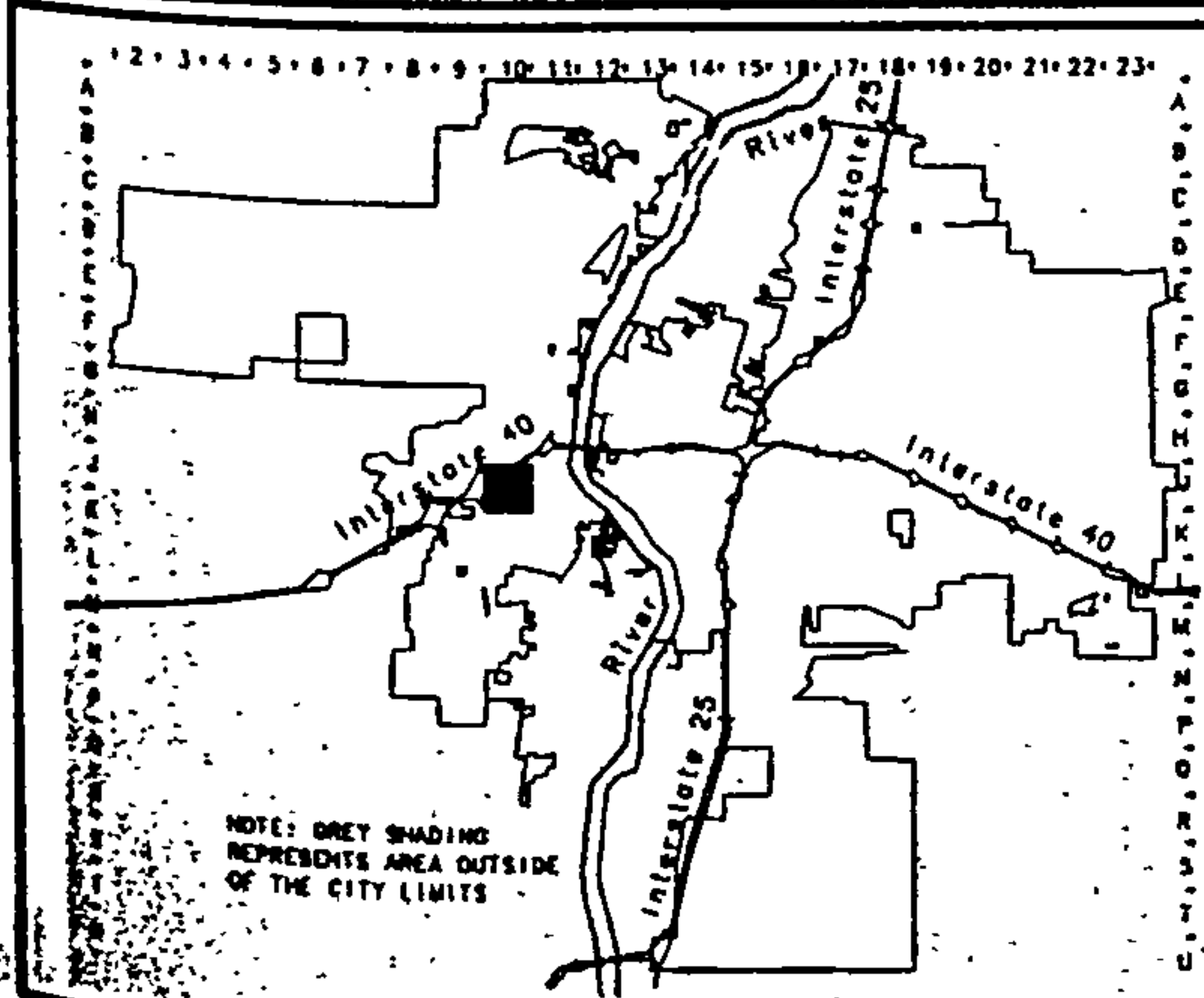
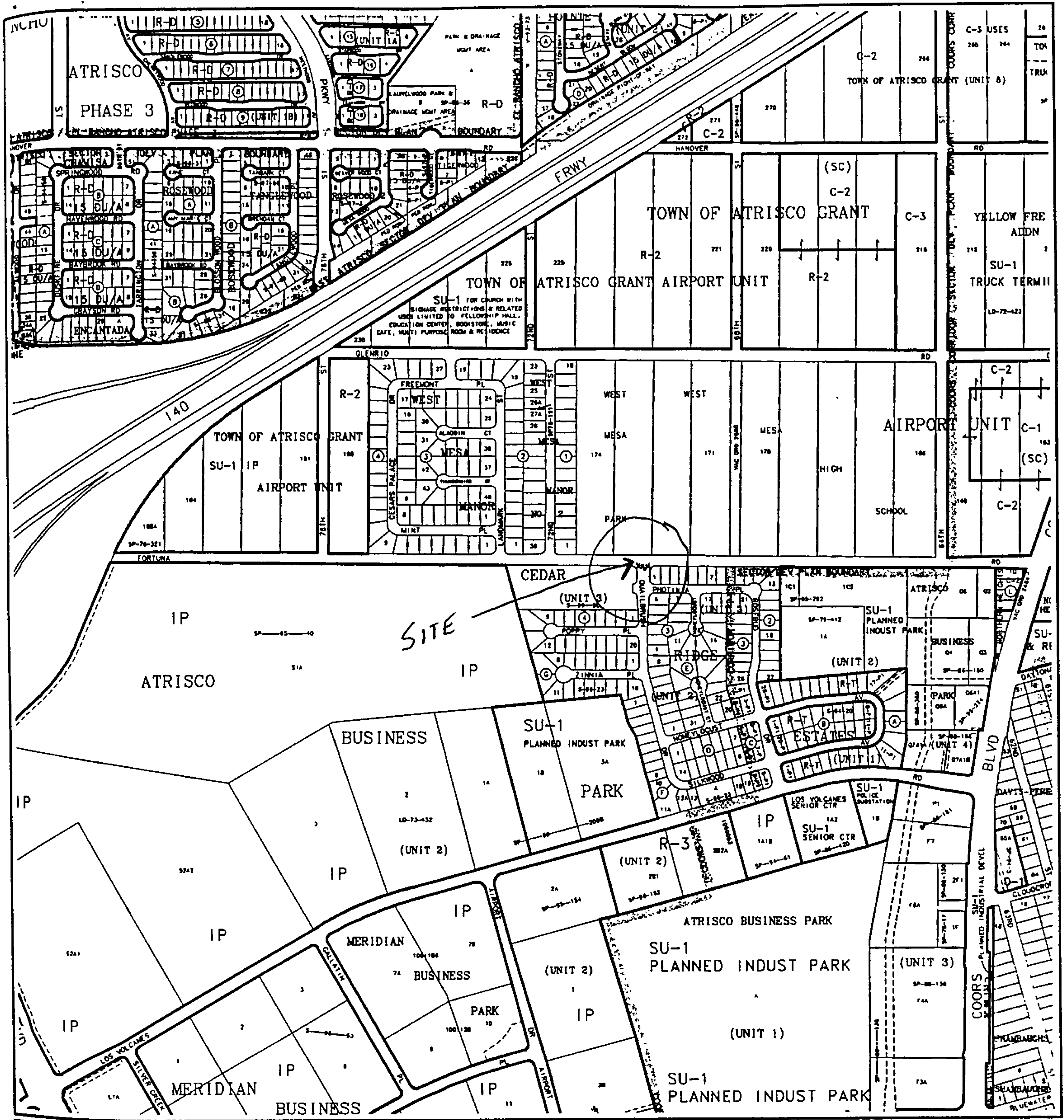
Form revised September 2001

- Checklists complete
- Fees collected
- Case #s assigned
- Related #s listed

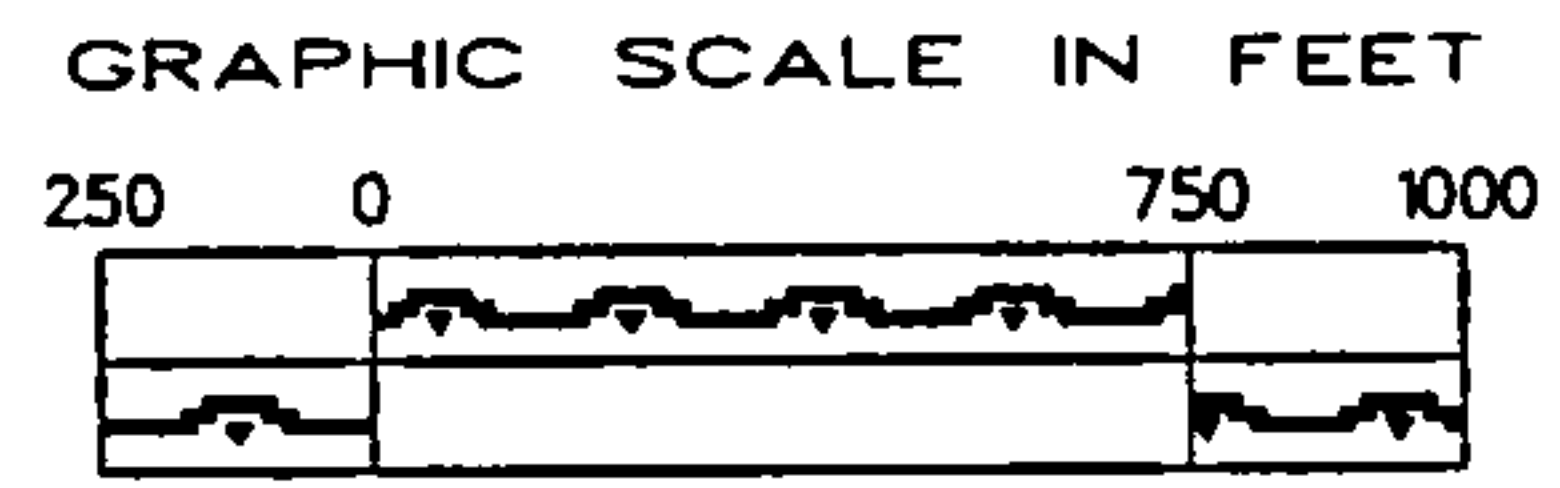
Application case numbers
02DRB - 00817

Paul Candel 5/29/02
 Planner signature / date
Project # 1001981

Joe / RS



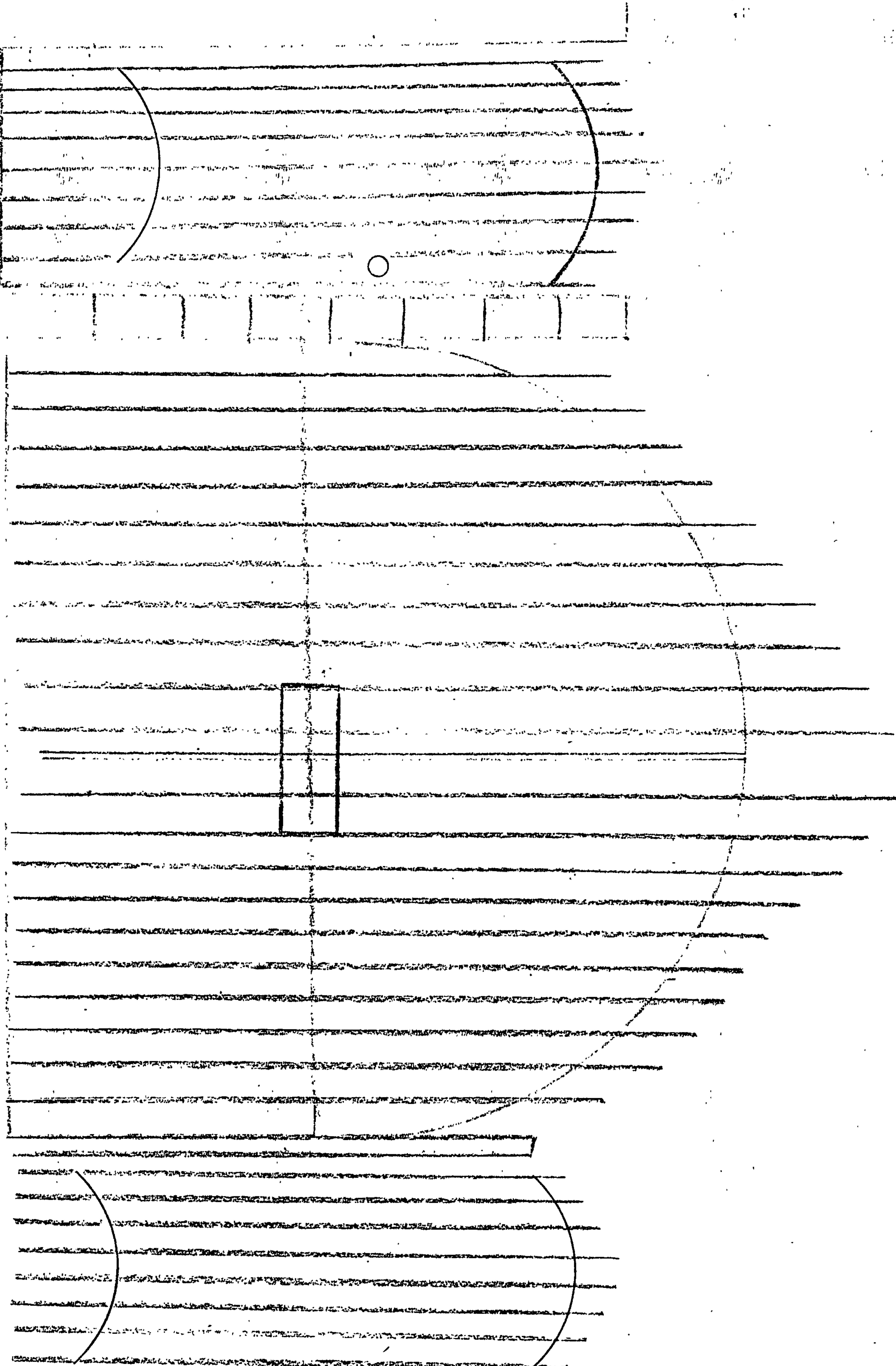
CITY OF
Albuquerque
Albuquerque Geographic Information System
PLANNING DEPARTMENT
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Zone Atlas Page

J-10-Z

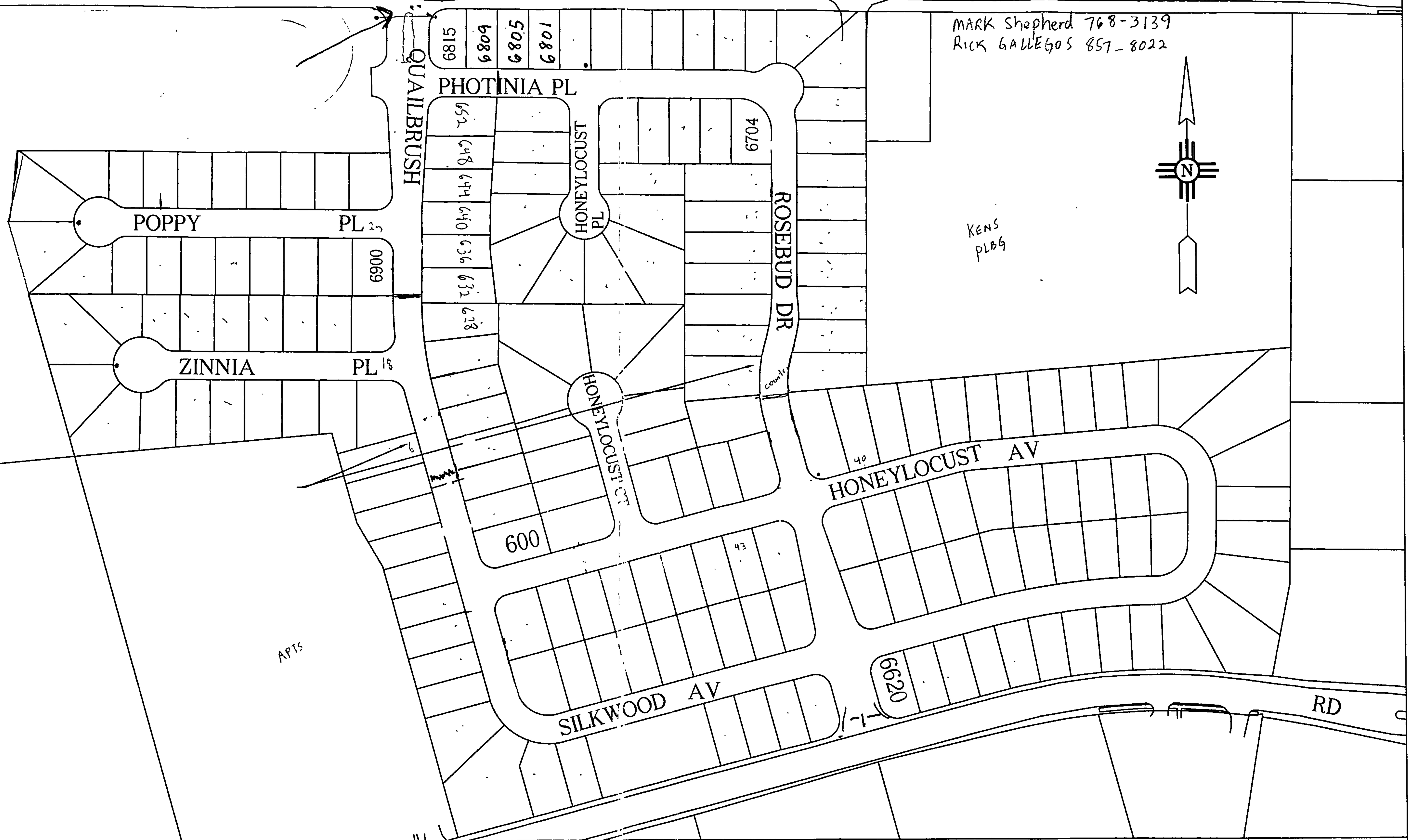
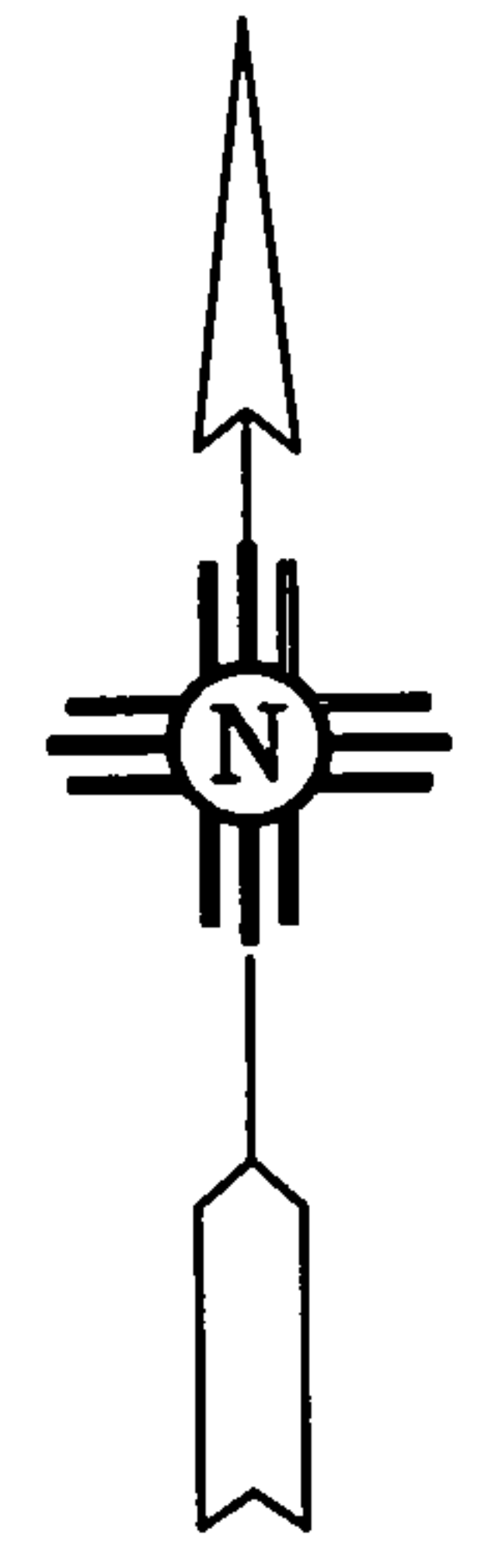
Map Amended through April 03, 2002



67.2 APPROX

59 48 MAX
 6 47 EDNA
 20
 18 95 ESCORTES 138
 103
 ALVARADO
 WEST MESA MANOR ~ 127

MARK Shepherd 768-3139
 RICK GALLEGOS 857-8022



General Notes

FIRE _____
 SOLID WASTE _____

Traffic Engineering Division

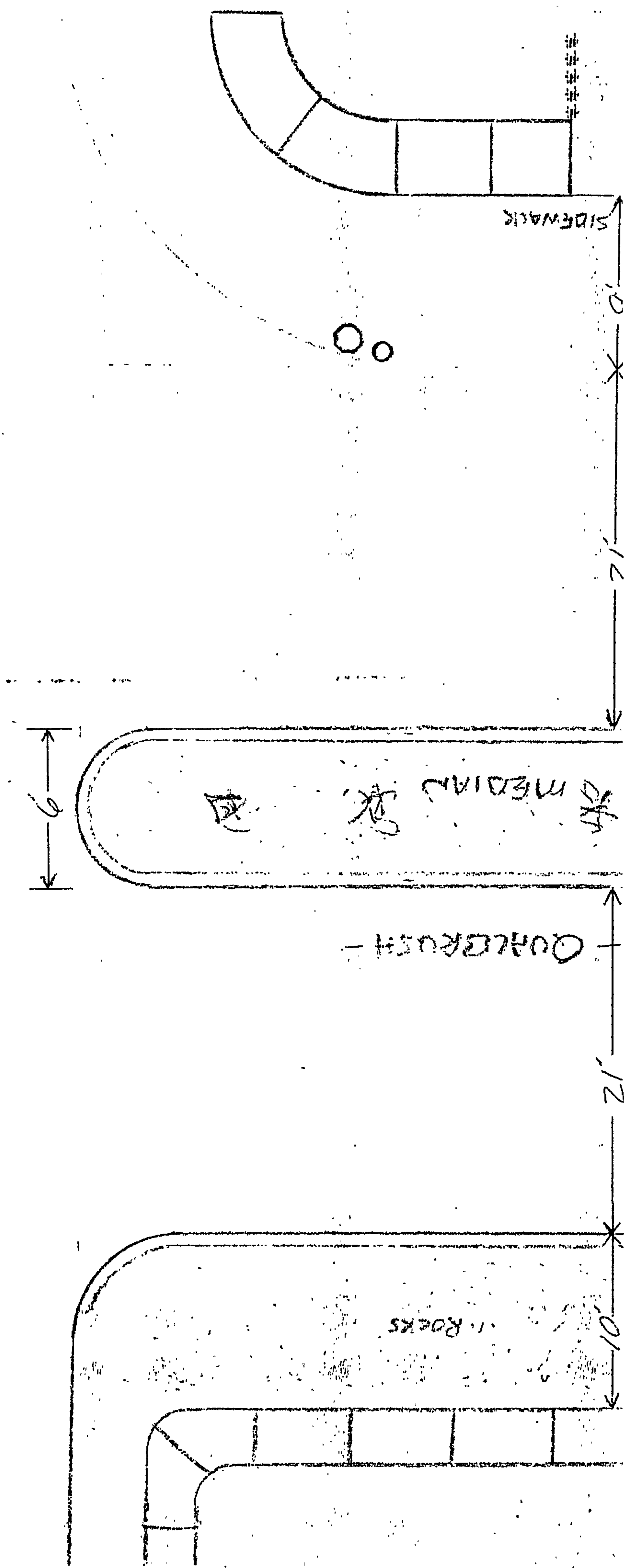
TEO _____
 NHA _____

WEST MESIA HIGH SCHOOL

Zone Atlas Map

J-10

FORTUNA RD NW



To: Dave Harman 1/28/02
Fr: Mike Nease – President of Los Volcanes Neighborhood Association
Re: We need your help

Mr. Harman,

Our Neighborhood Association is continuing to have a problem with traffic flow from West Mesa High School. We have spoken many times to Mr. Baca at the school in the hopes that he would help to resolve some of our complaints with the traffic the students and parents cause in our neighborhood every school day. Our last such meeting was held on December 11, 2001 with Principal Baca, his assistants, Sgt. Gilhooly from the APD and myself. During the meeting, our association stated our issues with the traffic and also offered potential solutions to the problem of controlling that traffic. Those solutions included, asking students and their parents through announcements at the school, to please respect our rights to privacy, etc. and not cut through our neighborhood to drop off and pickup students,...installing a no left turn sign and subsequent lane closures at Rosebud & Los Volcanes making it illegal to turn left off Los Volcanes onto Rosebud,...develop a series of one way streets around the school to help traffic flow, ...and finally the possibility of barricading streets in our neighborhood and prevent traffic from Los Volcanes to Fortuna altogether. We reiterated to all in attendance that we don't want to barricade the streets but see no other way to resolve the problem. We also told the school that we were circulating a petition to all of the residents in Cedar Ridge / Alvarado Estates to understand the numbers of people who are angry regarding the traffic problem. (attached, is a copy of the notes from the meeting with the High School as well as copies of the petitions that were circulated. Please understand, all houses were visited for their vote but not every family was home.)

Principal Baca and his assistants agreed that there was a problem and this problem had been going on for some time...and that something needed to be done but did not offer any answers on what that something would be. As of today 1/28/02, I have heard nothing from the school and it is my belief that I will not hear from them until something is done. After the meeting with the High School, Sgt. Gilhooly agreed to help take our problem to the next level and approach your office with city traffic engineering to further explain our issues and to see what could be done. After speaking again with you, it was agreed that a no left turn sign from Los Volcanes onto Rosebud Drive would only work if there were officers on site to enforce the law...plus it would be costly. One-way traffic around the school might be helpful but would also cause too many problems with the people who live in West Mesa Manor getting in & out of their neighborhood- plus, it is believed that this too would require uniformed officers to enforce. The possibility of the parents and students honoring our privacy request was deemed to be a pipedream and would never happen.

The holidays came and went. We spoke again on Friday 1/25/02...when you advised me that it was your belief that you could get us some temporary relief until the problem went away or other streets in the area were completed to help ease the traffic volume.

Chapter 23 - Transportation Design

NOTE: Acceptable standard designs for turnarounds are shown in the Standard Details.

5. Stub Streets

Stub streets are the extension of a street past an intersection where the number of units is low enough and the length is short enough that a turn around is not required. The maximum number of units is 4 and the maximum length is 150' measured from the centerline of the intersecting street to the end of the stub street.

6. Loop Streets

Loop streets shall have a maximum length of 1320 feet and a maximum of 45 dwelling units and 70 townhouse units to be designated an access street as described in Table 23.2.1.B. For a street which is longer than this maximum, the interior portion of the loop street shall be designated an access street and exterior portions shall be designated a normal local street. The length of street which is allowed on a loop is such that the layout must provide measures to prevent excessive traffic speeds and/or volumes as outlined in section 23.5.F.

E. Single Access Criteria

1. The maximum number of dwelling units which can be served by a single point of access is 50.
2. Where a single access is combined with a strategically located emergency access, the maximum number of units to be served is 100.
3. Where a single access is widened to four lanes divided, with 2 lanes for both in and out directions (22 feet minimum each for the segment which serves as a single access), the maximum number of units to be served is 150.
4. Where a single access with 4 lanes divided (as in No.3 above) are combined with a strategically located emergency access, the maximum number of units to be served is 250.
5. Projects that contain over 250 units must provide 2 access points at all times unless a variance is granted (See paragraph 9 below).
6. The emergency access shall have the following minimum criteria:
 - a. Width 30' with 25' radii at intersections with streets
 - b. Improved low maintenance surface
 - c. Breakaway gate for closure during non emergency times
7. Any single access to an arterial must be evaluated to ensure that signalization would not be warranted. If warrants for intersection signalization would be exceeded, then two points of access must be provided.
8. At least one access to all developments shall be all-weather.

Chapter 23 - Transportation Design

9. Variance:

Variations to the single access criteria shall be considered on a case by case basis based upon factors which demonstrate that public safety and adequate design concerns are covered. The factors which will be addressed include the following:

- a. Signalization - Providing long distances between traffic signals on arterial and collector streets is critical in maintaining signal progression characteristics and adequate capacity on these facilities. If analysis indicates that a single access design will create the need for signalization, the effects to traffic signal progression and the street network shall be reviewed to determine acceptability.
- b. Collection of traffic from several developments - An additional factor in the acceptability of a new traffic signal is the ability to collect traffic from several developments which would otherwise experience significant vehicular delay with multiple access points.
- c. Type of street intersected - Street classification will be a factor for review both in general acceptability of the proposal and in the review of signal spacing in a. above. The reduction in signal spacing will be more acceptable on lower classification streets than on higher classification streets such as principal arterials.
- d. The creation of a single access point shall not unduly impair fire or emergency access due to excessive out of direction travel. This review shall require written concurrence by the Fire Department.
- e. Layout of the subdivision -
 - ▶ Distribution of traffic from the single access within the subdivision
 - ▶ Anticipated directional split of traffic at subdivision entrance
 - ▶ Depth of the subdivision
 - ▶ General circulation as in d. above

F. Local Street Layout

The layout of a local street pattern in residential areas is an essential feature that effects the quality of the neighborhood in the long term. High traffic speeds and volumes can result from an improper layout. To combat these potential long term problems, the designer needs to pay attention to issues such as block lengths, alignment and street continuity. Long straight streets should not be used in residential areas. Block lengths should be kept under 600 feet in length. Although good access needs to be maintained to all lots within a subdivision, long continuous streets can also lead to excessive speeds and volumes.

Major local streets are established within larger subdivisions where traffic will be concentrated and traffic volumes are likely to exceed an ADT of 1000 vehicles. With this magnitude of traffic, speeds will also be higher than would be expected on local streets. Therefore, subdivisions should be designed to eliminate or minimize frontage and direct access on these streets.

Address	Project Name	Boundaries	Day	Count Date	VPD Vol Total	Vol Direct	Vol Direct	Peak AM	Peak PM	Spd Avg	Spd 85th%	>5MPH Over Limit
608	QUAILBRUSH	SOUTH OF-FORTUNA	Thur	9/14/00	520	EB 254	WB 266	0545	1500	25.4	31.2	18.26
612	QUAILBRUSH	SOUTH OF-FORTUNA	Mon	1/28/02	1376	NB 631	SB 745	0700	1300	24.07	30.0	17.82
648	QUAILBRUSH	SOUTH OF-FORTUNA	Mon	4/15/02	248	NB 123	SB 125	0600	1200	17.97	23.5	0.40
648	QUAILBRUSH	SOUTH OF-FORTUNA	Tue	4/16/02	234	NB 117	SB 117	0700	1900	17.45	22.9	0.85
605	ROSEBUD	NORTH OF-LOS VOLCANOS	Tue	9/26/00	529	NB 296	SB 233	0715	1700	20.43	25.3	1.51
605	ROSEBUD	NORTH OF-LOS VOLCANOS	Mon	1/28/02	428	NB 288	SB 140	0700	1500	22.27	28.6	8.64
605	ROSEBUD	NORTH OF-LOS VOLCANOS	Mon	4/15/02	587	NB 291	SB 296	0600	1600	17.47	23.8	0.85
605	ROSEBUD	NORTH OF-LOS VOLCANOS	Tue	4/16/02	581	NB 285	SB 296	0600	1200	17.85	24.2	1.37
6719	SILKWOOD	QUAILBRUSH-ROSEBUD	Mon	1/28/02	1254	EB 693	WB 561	0700	1300	24.85	29.8	12.99
6801	SILKWOOD	QUAILBRUSH-ROSEBUD	Mon	4/15/02	354	EB 186	WB 168	0600	1600	22.55	28.7	5.84
6801	SILKWOOD	QUAILBRUSH-ROSEBUD	Tue	4/16/02	403	EB 211	WB 192	0600	1200	23.27	29.2	9.42
6800	LOS VOLCANOS	WEST OF-COORS	Tue	7/11/00	2954	EB 1486	WB 1468	0715	1645	26.8	34.05	32.56
6500	LOS VOLCANOS	WEST OF-COORS	Tue	4/30/02	4376	EB 2312	WB 2064	0700	1700	29.6	36.40	42.25

QUAILBRUSH	SOUTH OF-FORTUNA	Thur	9/14/00	520
QUAILBRUSH	SOUTH OF-FORTUNA	Mon	1/28/02	1376
QUAILBRUSH	SOUTH OF-FORTUNA	Mon	4/15/02	248
QUAILBRUSH	SOUTH OF-FORTUNA	Tue	4/16/02	234
ROSEBUD	NORTH OF-LOS VOLCANOS	Tue	9/26/00	529
ROSEBUD	NORTH OF-LOS VOLCANOS	Mon	1/28/02	428
ROSEBUD	NORTH OF-LOS VOLCANOS	Mon	4/15/02	587
ROSEBUD	NORTH OF-LOS VOLCANOS	Tue	4/16/02	581
SILKWOOD	QUAILBRUSH-ROSEBUD	Mon	1/28/02	1254
SILKWOOD	QUAILBRUSH-ROSEBUD	Mon	4/15/02	354
SILKWOOD	QUAILBRUSH-ROSEBUD	Tue	4/16/02	403
LOS VOLCANOS	WEST OF-COORS	Tue	7/11/00	2954
LOS VOLCANOS	WEST OF-COORS	Tue	4/30/02	4376

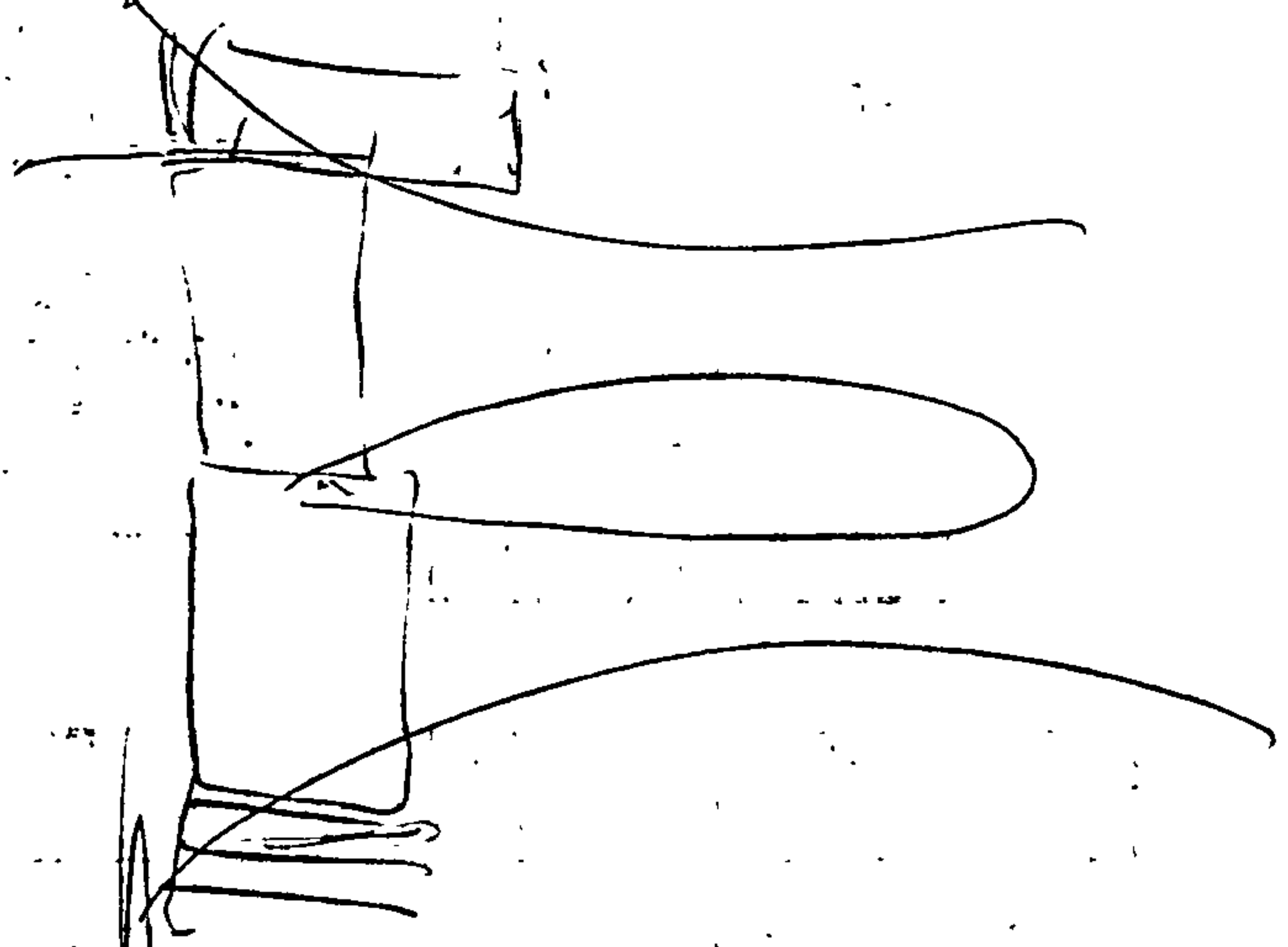
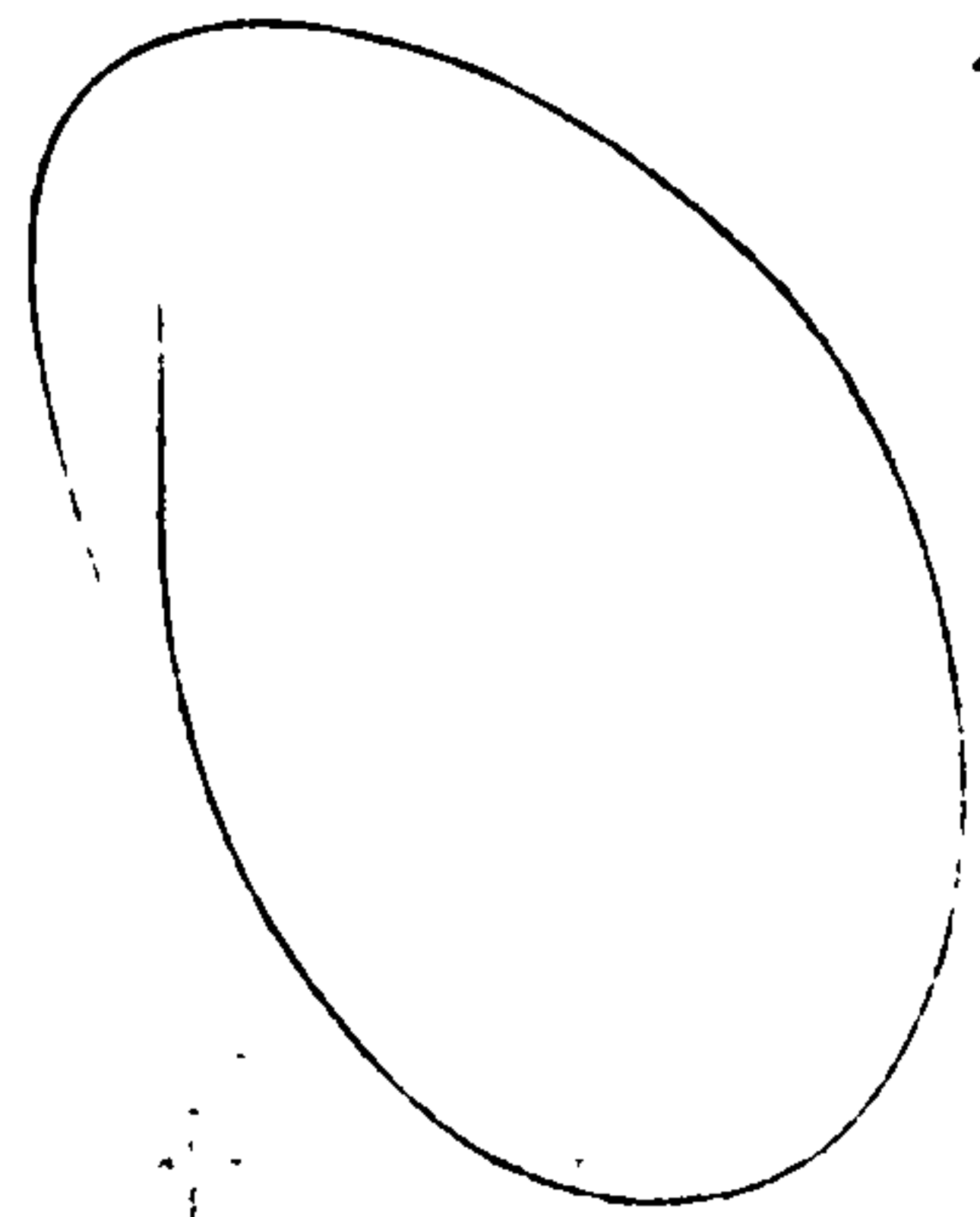
	6-7AM	7-8AM	8-9AM	
QUAILBRUSH	12	46	62	
QUAILBRUSH	51	379	3	
QUAILBRUSH	20	11	11	
QUAILBRUSH	13	15	7	
ROSEBUD	10	75	47	
ROSEBUD	16	83	29	
ROSEBUD	103	29	19	
ROSEBUD	90	51	19	
SILKWOOD	42	358	72	
SILKWOOD	49	29	4	
SILKWOOD	46	32	15	
LOS VOLCANOS	80	173	166	116
LOS VOLCANOS	160	297	284	186

↓ CAN WE

↪ COUNT AGAIN AFTER MEMORIAL DAY W/E TO GET FEEL OF THE TOTAL SCHOOL IMPACT ON AREA TRAFFIC

$$\begin{array}{l} \frac{1}{28} \quad 7A-8A \quad (379 + 83) = 462 \text{ cars w/ neighborhood} \\ \frac{4}{15} \quad \text{VS} \quad (11 + 29) = 40 \quad \text{"} \\ \frac{4}{16} \quad (15 + 32) = 47 \quad \text{"} \end{array}$$

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	EB	WB
12-1am	20	18
1-2am	11	14
2-3am	2	8
3-4am	7	7
4-5am	23	23
5-6am	41	9
6-7am	109	51
7-8am	208	89
8-9am	190	94
9-10am	106	80
10-11am	116	76
11-12am	113	78
12-1pm	156	125
1-2pm	169	135
2-3pm	153	136
3-4pm	161	162
4-5pm	154	173
5-6pm	159	191
6-7pm	126	177
7-8pm	85	123
8-9pm	81	114
9-10pm	60	78
10-11pm	39	66
11-12	23	37

TTL
 38
 25
 10
 14
 46
 50
 160
 297
 284
 186
 192
 191
 281
 304
 289
 323
 327
 350
 303
 208
 195
 138
 105
 60

QUAILBRUSH	SOUTH OF FORTUNA	Thur	9/14/00	520
QUAILBRUSH	SOUTH OF FORTUNA	Mon	1/28/02	1376
QUAILBRUSH	SOUTH OF FORTUNA	Mon	4/15/02	248
QUAILBRUSH	SOUTH OF FORTUNA	Tue	4/16/02	234
ROSEBUD	NORTH OF LOS VOLCANOS	Tue	9/26/00	529
ROSEBUD	NORTH OF LOS VOLCANOS	Mon	1/28/02	428
ROSEBUD	NORTH OF LOS VOLCANOS	Mon	4/15/02	587
ROSEBUD	NORTH OF LOS VOLCANOS	Tue	4/16/02	581
SILKWOOD	QUAILBRUSH-ROSEBUD	Mon	1/28/02	1254
SILKWOOD	QUAILBRUSH-ROSEBUD	Mon	4/15/02	354
SILKWOOD	QUAILBRUSH-ROSEBUD	Tue	4/16/02	403

6-7AM 7-8AM 8-9AM

12	46	62	120
51	379	3	433
20	11	11	42
13	15	7	35
10	75	47	132
16	83	29	128
103	29	19	151
90	51	19	160
42	358	72	472
49	29	4	82
46	32	15	93

Improvements:

QUAILBRUSH @ FORTUNA

- VIRTUALLY NO TRAFFIC DUE TO CLOSURE
- MAJORITY OF SCHOOL TRAFFIC ATTEMPTS TO GO THROUGH AFTER 7AM

~ 25 Houses BEHIND counter

Reduced 366 CARS IN ONE HR

SCHOOL
1st Bell ~7:25
2nd ~7:30
3rd ~7:35

ROSEBUD - N OF LOS VOLCANOS

- INCREASE OF 23 to 32 cars in the 6AM-9AM period
BUT SIGNIFICANT INCREASE IN # FROM 6AM-7AM. (SEE ATTACHED)

MON	6A-7A	103	35 IN	68	OUT
	7A-8A	29	10 IN	19	OUT
	8A-9A	19	10 IN	9	OUT
TUE	6A	90	33 IN	57	OUT
	7A	51	20 IN	31	OUT
	8A	19	9 IN	10	OUT

How many of these cars from 6A-7A are residents just going to work?
* 42 Houses BEHIND counter could = 42 cars?

SILKWOOD / QUAIL

- VIRTUAL ELIMINATION OF TRAFFIC
- NO CHANGE FROM PRE-BARRICADE 1/28 6A-7AM
- SIGNIFICANT REDUCTION FROM 7A-8AM 358 -> 29 & 32 ~ 330 less IN 1 HR