West Mesa Ridge Traffic Impact Study

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Prepared for:
Jeebs & Zuzu, LLC

Prepared by:
Stantec

Project/File:
1720001002

Stantec

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Prepared by

Ortega, Zusset

Digitally signed by Ortega, Zusset
DN: CN="Ortega, Zusset", OU=Internal, OU=users, OU=stantec, DC=corp, DC=ads
Reason: I am the author of this document
Date: 2025.05.06 14:46:53-06'00'

Signature

Zusset Ortega

Printed Name

Reviewed by

Koontz, Clay

Digitally signed by Koontz, Clay
Date: 2025.05.06 15:25:35-06'00'

Signature

Clay Koontz

Printed Name

Approved by

Koontz, Clay

Digitally signed by Koontz, Clay
Date: 2025.05.06 15:25:54-06'00'

Signature

Clay Koontz

Printed Name

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Executive Summary

The site and study area are located in the City of Albuquerque, just east of West Mesa High School, bound by Coors Blvd (NM45) to the east, 64th Street to the west, Glenrio Road to the north, and Fortuna Road to the south. Three of the intersections in the study area are stop-controlled and one is controlled as a signalized intersection.

The development consists of apartments and a childcare facility, constructed over three phases. Phase 1. Approximately 128 Apartment units, Phase 2, 13,000 SF childcare facility, and Phase 3, Approximately 144 Apartment Units.

A traffic operational analysis was conducted for the study area intersections and proposed driveways (access locations) using the Highway Capacity Software (HCS) for the AM and PM Peak hours. The Level of Service (LOS) is a measure of the expected delay at the intersections. The following scenarios were run for both the AM and PM Peak hour periods: 1. Existing Conditions, 2. Year 2025 Background Traffic 3. Year 2025 Implementation Year 4. Year 2035 Background, and 5. Year 2035 Horizon Year.

One driveway is proposed on Glenrio Rd, and one driveway is proposed on 64th Street for Phase 1 and 2. A third driveway is proposed on Fortuna Road for Phase 3. No driveways are proposed on Coors Blvd (NM 45).

The level of service (LOS) was acceptable for all scenarios and for all intersections/driveways (LOS D or better) approaches except several movements at Glenrio Rd/Coors Intersection as follows:

AM: WB to NB right turn LOS E/ LOS F: PM LOS is acceptable (Development does not contribute to this movement); The overall LOS for this approach is LOS A for both the AM and PM.

AM and PM: SB to EB left turn LOS F (Existing Conditions); SB approach LOS A/B (Development does not contribute to this movement)

AM: NB to WB movement is LOS C/D and approach is LOS A; (LOS is acceptable)

PM: NB to WB movement LOS E/F; NB approach LOS A/B

The following recommendations and mitigation measures are offered:

1. Encourage and promote use of the pedestrian grade separated bridge over Coors for Vulnerable Road Users (VRUs) to reduce exposure to traffic and reduce crash risk for VRUs crossing Coors Blvd.

2. Consider the use of a Leading Pedestrian Interval (3 sec up to 7 sec) to give VRUs an advanced start to vehicles (head start) crossing the Coors/Fortuna Rd signalized intersection.

3. Eliminate the overlap signal phase EB to SB right turn movement that overlaps with the NB to WB left turn movement at Coors/Fortuna. This is due to the shared-lane use for the EB movement between thru movement and right turn movement. A stopped vehicle going straight in front of a

vehicle attempting to go right does not allow the right turn movement to turn right when a right turn green arrow is indicated.

4. Consider adding a protected left-turn phase and associated replacement of three-section head signals to five-section head signals for the westbound to southbound movement at Fortuna Rd/Coors. (note the development does not directly affect the left turn movement). Nonetheless, this measure could improve to operation at the intersection and allow simultaneous left turn movements at the intersection (EB to NB) and (WB to SB) and optimize the timing with this additional phase implemented.

1 Introduction

1.1 Study Purpose

The purpose of this study is to assess the traffic impacts for the proposed West Mesa Ridge Apartments & Childcare project (the WMR project) in the City of Albuquerque, New Mexico (NM). This Traffic Impact Study (TIS) report is being prepared in support of the WMR project site plan submittal.

1.2 Study Procedures

Trip generation for this TIS has been prepared based on the *ITE Trip Generation Manual, 11th Edition*. The growth rate used for the future volume forecasts was selected based on the *Connection 2040 Metropolitan Transportation Plan*. All Traffic Data collected traffic counts, in August 2024, and signal timing data was procured from the City of Albuquerque Traffic Operations team.

HCS traffic analysis software was utilized to complete the operational assessment outlined in this report. The results presented herein are based on the *Highway Capacity Manual* methodologies built into HCS. Per Section 7-5(E) of the *City of Albuquerque Development Process Manual*, Level of Service (LOS) E will be considered the acceptable LOS in these results.

2 Existing Traffic Conditions

The first step of the TIS process is to complete an assessment of the existing conditions within the study area. This includes a review of roadway geometry, traffic control, speeds, and traffic volumes, among other elements.

2.1 General Area Characteristics

The block in question is zoned as Mixed-Use Moderate Intensity. A zone change was approved on August 13, 2024 to consolidate the zoning for the entire project site." This project is located on the west side of Albuquerque, along Coors Boulevard (NM Highway 45) between Interstate 40 and US Route 66, as shown outlined in orange in the vicinity map in **Figure 1**. The roadways immediately surrounding the project site include Coors Boulevard, 64th Street, Glenrio Road, and Fortuna Road.

The block in question is zoned as Mixed-Use, with part identified as Low Intensity and part as Moderate Intensity. The surrounding lots are zoned as Mixed-Use, Light Manufacturing, Business Park, City-Owned or Managed Public Parks, and Residential Single-Family. The residential zone immediately to the west of the WMR project site is home to West Mesa High School.

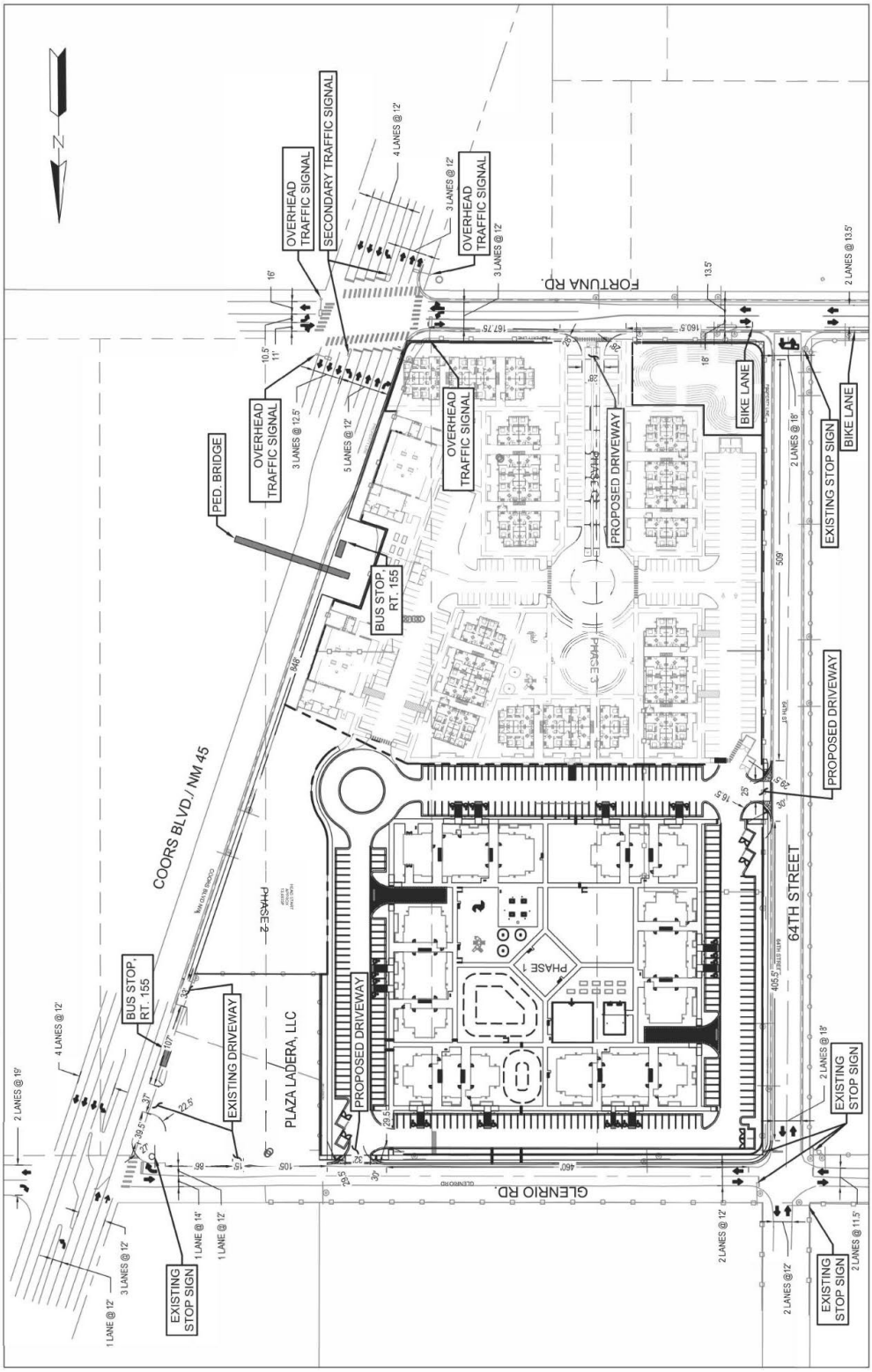
Figure 1. West Mesa Ridge Vicinity Map

The current site plan for the WMR development is shown in **Figure 2**. The northeast corner of the block will remain as-is, featuring several small retail businesses. The existing used car lot on the southern half of the block will be replaced by the WMR development.

The current site plan includes a total of 272 dwelling units and approximately 13,000 square feet for a childcare facility. The development is currently divided into four phases, with Phases A, B, and C being residential apartments and Phase D being the childcare facility. However, for the sake of this analysis, it is understood that the entire site will be developed on a relatively short timeline with no distinction between phases when it comes to traffic impacts.

There are three proposed driveways for accessing the site: one on Glenrio Road (referred to in this report as Driveway A), one on 64th Street (referred to as Driveway B), and one on Fortuna Road (referred to as Driveway C). No direct access to the site is proposed off Coors Boulevard. The existing pedestrian bridge across Coors Boulevard just north of Fortuna Road will be maintained.

Figure 2. West Mesa Ridge Site Plan



2.2 Study Area Street Network

The study area for this analysis includes four existing intersections, as follows:

1. Coors Boulevard & Glenrio Road
2. Coors Boulevard & Fortuna Road
3. 64th Street & Fortuna Road
4. 64th Street & Glenrio Road

The locations of these intersections within the study area are marked with white pins in **Figure 3**.

Figure 3. West Mesa Ridge Study Area

The first intersection, Coors Boulevard & Glenrio Road, is currently two-way stop-controlled (TWSC), with free-flowing traffic on Coors Boulevard; raised medians and signage prohibit movements other than right turns from Glenrio Road on both sides of the intersection. The intersection of 64th Street & Fortuna Road is also TWSC, with free-flowing traffic on Fortuna Road. 64th Street & Glenrio is all-way stop controlled (AWSC). Coors Boulevard & Fortuna Road is the only signalized intersection included in this study area; signal timing data for this intersection was procured from the City of Albuquerque Traffic Operations team.

The roadways included in this influence area are detailed below.

Coors Boulevard (NM 45) is a state-owned roadway and is classified as a *Principal Arterial – Other* by the New Mexico Department of Transportation (NMDOT). In this area between Interstate 40 and US Route 66, this six-lane roadway provides access to residential neighborhoods, businesses, and industrial areas. This segment of NM 45 is relatively flat, and its cross-section is approximately 95 feet from curb to curb, including raised medians. It also features sidewalks with buffers on both sides of the roadway. The posted speed limit in the vicinity of the WMR project site is 45 miles per hour (mph). A 25-mph school zone adjacent to the intersection with Fortuna Road is activated using flashing beacons during certain times of day.

64th Street is classified as a *Local Road* by NMDOT. This section of north-south roadway begins just south of Interstate 40 and terminates at Fortuna Road. It is paved but unstriped along its entire length. Between Fortuna Road and Glenrio Road, the pavement width is approximately 40 feet from curb to curb, allowing room for on-street parking on both sides, as well as sidewalks adjacent to each curb. North of Glenrio Road, the roadway is still paved, but it narrows to approximately 24 feet with gravel shoulders on either side. There is no posted speed limit, so the standard speed limit of 25 mph per the *City of Albuquerque Code of Ordinances* applies here.

Glenrio Road is classified as a *Local Road* by NMDOT both east and west of Coors Boulevard and provides access to residential properties, businesses, and West Mesa High School. However, there is no connectivity for through traffic on Glenrio Road provided across Coors Boulevard. This two-lane roadway is paved but only features lane striping in certain sections. East of Coors Boulevard, the cross-section is approximately 32 feet from curb to curb, with space for on-street parking, speed humps to slow traffic, and sidewalks on either side. Between Coors Boulevard and 64th Street, the paved roadway is 24 feet wide with gravel shoulders on either side. West of 64th Street, the cross-section maintains a gravel shoulder on the south side, but adds a paved parking lane, curb, and sidewalk on the north side. Posted speed limits of 25 mph are visible in street-level imagery on both sides of Coors Boulevard.

Fortuna Road is classified by NMDOT as a *Major Collector* west of Coors Boulevard and as a *Local Road* east of Coors Boulevard. It provides access to residential properties, businesses, and West Mesa High School. The cross-section of Fortuna Road east of Coors Boulevard is similar to Glenrio Road: approximately 32 feet from curb to curb with space for on-street parking, speed humps to slow traffic, and sidewalks on either side. West of Coors Boulevard, the pavement width is approximately 40 feet from curb to curb, including one vehicle lane in each direction and paved shoulders that are nominally striped as bike lanes on each side; Sectionsee **Section 0**, below, for additional discussion of these bike lanes. There are also sidewalks on both sides of the roadway. The posted speed limit is 25 mph.

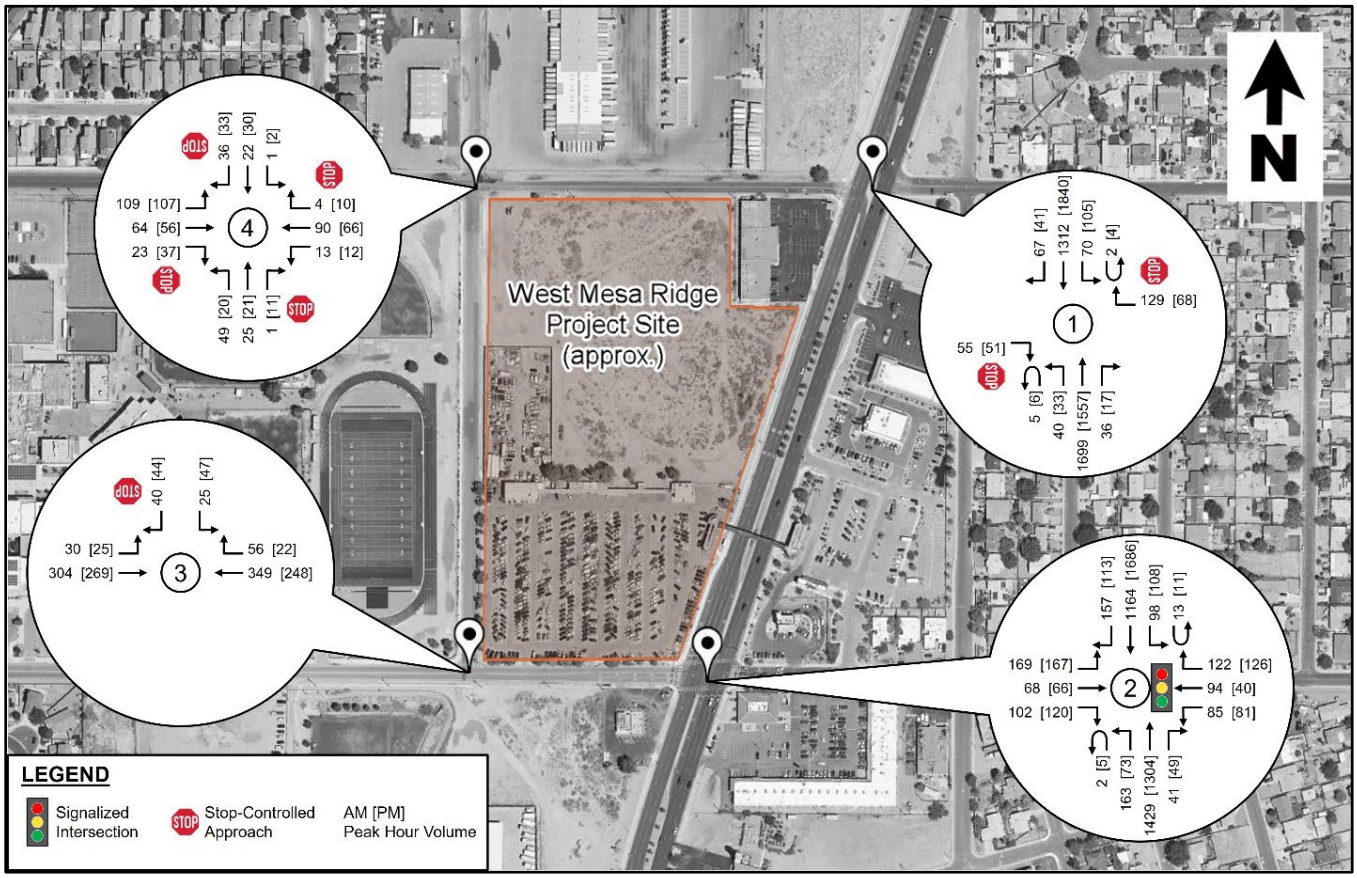
2.3 Existing Traffic Volumes

Turning movement counts (TMCs) within the study area were collected by All Traffic Data Services on Tuesday, August 13, 2024. For this analysis, peak hour TMCs were deemed sufficient, so a total of four hours was counted – two during the morning (AM) period and two during the evening (PM) period.

TMCs show the number of vehicles making each movement (left turn, straight through, or right turn) on each approach of an intersection. These counts are collected in 15-minute intervals and summed to identify AM and PM peak hour volumes at the intersection. Passenger vehicles and heavy vehicles are identified separately within the counts to allow for heavy vehicle percentages to be recorded. The collection of TMCs also includes bicycle and pedestrian data.

The existing AM and PM peak hour volumes counted at the four study intersections are illustrated in **Figure 4**. Traffic count data provided by All Traffic Data Services is included in full in **Appendix A**.

Figure 4. Existing Traffic Volumes – AM [PM]



2.4 Existing Traffic Operations

In order to assess the potential impacts of the WMR development, models of the study area were built using the Highway Capacity Software (HCS) analysis software. Roadway geometry, traffic volumes, and traffic control parameters were coded into HCS to represent the appropriate scenario and time of day (TOD). Reports were generated using Highway Capacity Manual (HCM) methodologies for each intersection. Average vehicle delay and Level of Service (LOS) were used when determining how a given intersection may be expected to perform.

Table 1 displays the relationship between average vehicle delay and LOS for both signalized and unsignalized movements or lane groups. As mentioned above, LOS E or better is considered acceptable while LOS F is considered unacceptable.

It must be noted that, at unsignalized intersections with free-flowing movements (i.e., TWSC), it is not valid to report LOS for movements or lane groups that are free-flowing. This condition also applies to the intersection overall. In the results tables that follow throughout this report, such free-flowing lane groups are denoted with "–".

Table 1. Level of Service Criteria – Highway Capacity Manual

	Avg. Vehicle Delay (sec/veh)	
LOS	**Signalized Movement**	**Unsignalized Movement**
A	0 – 10	0 – 10
B	10 – 20	10 – 15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	80+	50+

The Existing Conditions model represents conditions at the time of data collection in 2024. It is assumed that these conditions include existing traffic accessing the used car lot on the southern half of the site, which is due to be replaced by the WMR development. Results from this scenario are used as a baseline for comparison for the future scenarios.

Table 2, on the following pages, presents a summary of the traffic volumes, delay, queues, and LOS results for the AM and PM peak hours. Volumes are presented for each individual movement; delays, queues, and LOS are reported per lane group and per approach (where applicable). Reports generated from HCS containing more detailed results are provided in **Appendix B**.

Table 2. Existing Conditions Results Summary

Intersection	Control Type	Movement		AM Existing				PM Existing			
				Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
Coors Blvd & Glenrio Rd	TWSC	EB	R	55	11.1	B	0.3	51	11.1	B	0.3
		EB Approach		55	11.1	B	-	51	11.1	B	-
		WB	R	129	12.1	B	0.8	68	11.3	B	0.4
		WB Approach		129	12.1	B	-	68	11.3	B	-
		NB	U	5	11.6	B	0.3	6	11.5	B	0.2
			L	40				33			
			T	1699	-	-	-	1557	-	-	-
			R	36	-	-	-	17	-	-	-
		NB Approach		1780	0.3	A	-	1613	0.3	A	-
		SB	U	2	12.2	B	0.5	4	12.8	B	0.8
			L	70				105			
			T	1312	-	-	-	1840	-	-	-
			R	67	-	-	-	41	-	-	-
		SB Approach		1451	0.6	A	-	1990	0.7	A	-
		Intersection Total		**3415**	-	-	-	**3722**	-	-	-
Coors Blvd & Fortuna Rd	Signal	EB	L	169	34.5	C	7.0	167	38.0	D	7.7
			T	68	31.5	C	6.4	66	36.1	D	7.8
			R	102				120			
		EB Approach		339	33.1	C	-	353	37.0	D	-
		WB	L	85	42.1	D	4.0	81	47.0	D	4.2
			T	94	45.2	D	9.5	40	48.9	D	8.1
			R	122				126			
		WB Approach		301	44.3	D	-	247	48.3	D	-
		NB	U	2	14.6	B	3.6	5	16.5	B	1.7
			L	163				73			
			T	1429	19.5	B	13.2	1304	18.1	B	12.3
			R	41	20.5	C	13.4	49	18.8	B	12.4
		NB Approach		1635	19.3	B	-	1431	18.2	B	-
		SB	U	13	15.7	B	2.5	11	13.7	B	2.6
			L	98				108			
			T	1164	19.6	B	10.8	1686	19.6	B	15.9
			R	157	16.6	B	3.8	113	13.7	B	2.5
		SB Approach		1432	19.0	B	-	1918	18.9	B	-
		Intersection Total		**3707**	**22.4**	**C**	-	**3949**	**22.0**	**C**	-
Intersection		Movement		AM Existing				PM Existing			

	Control Type			Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
64th St & Fortuna Rd	TWSC	EB	L	30	8.3	A	0.1	25	7.9	A	0.1
			T	304	0.3	A	-	269	0.2	A	-
		WB	T	349	-	-	-	248	-	-	-
			R	56	-	-	-	22	-	-	-
		SB	L	25	13.8	B	0.5	47	12.9	B	0.7
			R	40				44			
		Intersection Total		**804**	**-**	**-**	**-**	**655**	**-**	**-**	**-**
64th St & Glenrio Rd	AWSC	EB	L	109	9.0	A	1.1	107	8.8	A	1.0
			T	64				56			
			R	23				37			
		WB	L	13	8.3	A	0.5	12	8.0	A	0.4
			T	90				66			
			R	4				10			
		NB	L	49	8.5	A	0.4	20	8.0	A	0.2
			T	25				21			
			R	1				11			
		SB	L	1	7.8	A	0.3	2	7.8	A	0.3
			T	22				30			
			R	36				33			
		Intersection Total		**437**	**8.6**	**A**	**-**	**405**	**8.4**	**A**	**-**

Table 2. Existing Conditions Results Summary (continued)

As evidenced with these results, all of the study intersections currently operate with little to moderate delays. The Level of Service falls in the acceptable range.

2.5 Existing Transit, Bicycle, and Pedestrian Facilities

Of all the roadways contained in this study area, only Coors Boulevard carries public transit. Route 155 travels both northbound and southbound along Coors Boulevard seven days per week, with a frequency of approximately 30 minutes on weekdays and 40-45 minutes on weekends. Each direction has a bus stop just north of Fortuna Road, roughly even with the pedestrian bridge across Coors Boulevard. There are also two bus stops located near Glenrio Road, located on the far side of the intersection in each direction. All four of these stops are accessible via sidewalks and feature shelters with benches.

Partial bicycle facilities exist within the study area. Fortuna Road east of Coors Boulevard is identified by the City of Albuquerque online and signed as a Bike Route, including sharrows on the pavement in a few spots. Glenrio Road west of 64th Street is similarly identified, signed, and striped as a Bike Route. Via 68th Street and Hanover Road, this Bike Route ultimately connects to a bridge over Interstate 40 and the I-40 Trail West. The segment of 64th Street between Fortuna Road and Glenrio Road is identified online and via signage as a Bike Route, but there is no striping such as sharrows to indicate so.

Fortuna Street west of Coors Boulevard is identified online as a Bike Lane. As mentioned above in **Section 0**, these bike lanes are striped on both sides of the roadway and are each approximately 6 feet wide. Bike lane symbols are only featured on the pavement at certain cross streets, and signage is similarly sporadic. From Coors Boulevard to 64th Street, there are signs on both sides of the roadway indicating “NO PARKING ANY TIME”. However, in the segment adjacent to West Mesa High School, some of these signs instead indicate “NO PARKING FIRE LANE”, “NO PARKING 7AM-3PM MON-FRI”, or “NO PARKING SCHOOL BUS LOADING ZONE”. Street-level imagery shows evidence of the bike lane occasionally being used as a parking lane or loading zone.

Sidewalks are present on three out of four sides of the proposed WMR development site. The only side that does not is the segment of Glenrio Road between Coors Boulevard and 64th Street, which does not have sidewalks on either side of the roadway. A pedestrian bridge crosses Coors Boulevard north of Fortuna Road, with access provided via stairs or wheelchair ramp. This ped bridge is identified on the WMR Site Plan to remain after construction of the development.

Crosswalks are marked on all four legs of the intersection at Coors Boulevard & Fortuna Road, and the signal timing includes pedestrian phases. At Coors Boulevard & Glenrio Road, crosswalks are striped across the east-west legs, but no crossing is identified across Coors Boulevard due to the raised median. There are no other crosswalks striped within the study area.

Pedestrian and bicycle counts at the study intersections were collected at the same time as the vehicle TMCs on August 13, 2024. **Table 3** on the next page summarizes these counts for the AM and PM peak hours. The most significant volumes observed in either peak hour were pedestrians crossing the north leg at both Coors Boulevard & Fortuna Road and 64th Street & Fortuna Road, likely students traveling to/from West Mesa High School.

Table 3. Existing Bicycle and Pedestrian Counts

		AM Peak		PM Peak	
Intersection	**Leg ***	**Bikes**	**Peds**	**Bikes**	**Peds**
1: Coors Blvd & Glenrio Rd	N	0	2	0	1
	S	0	2	0	0
	E	0	4	1	5
	W	0	2	0	4
2: Coors Blvd & Fortuna Rd	N	0	20	1	25
	S	1	4	0	3
	E	0	0	2	2
	W	0	5	2	7
3: 64th St & Fortuna Rd	N	1	29	2	55
	S	0	5	0	5
	E	0	0	0	4
	W	0	1	0	2
4: 64th St & Glenrio Rd	N	0	1	0	0
	S	0	0	0	1
	E	0	0	0	0
	W	0	0	0	10

** Note: "Leg" represents which leg of the intersection the bike/ped was observed to be crossing; both directions of travel are included. N = North leg, S = South leg, etc.*

An additional count of pedestrians and bicycles utilizing the bridge over Coors Boulevard was conducted on December 17, 2024. This data, which was collected over two 3-hour periods representing AM and PM, is summarized below. It should be noted that West Mesa High School was in session at the time this count was conducted; their winter break began the following week.

AM Period (7:00 – 10:00 AM)

- Pedestrians: 6
- Bicycles: 0

PM Period (3:00 – 6:00 PM)

- Pedestrians: 3
- Bicycles: 2

2.6 Crash Data Summary

Historical crash data for the most recent five-year period available, January 2018 – December 2022, was obtained from NMDOT AASHTOware Crash Screening tool. In the study area, there were at total of 181 crashes over the five-year period, yielding an average crash frequency (ACF) of 36 crashes per year. There was a total of 129 crashes at Coors/Fortuna and 31 crashes at Glenrio and Coors.

62 crashes were intersection-related, 5 pedestrian crashes, and 2 pedal cycle crashes were reported. During the study period, there were 4 fatal crashes, 3 Serious Injury Crashes (Class A), 17 non-serious minor injury crashes (Class B), 42 possible injury crashes (Class C), and 115 Property Damage Only (PDO) crashes. The crash data summary is provided for reference in the Appendix.

Table 4 Pedestrian and Pedalcycle Crash Data

Type	Year	Location	Severity	Cause
Pedestrian	2019	Coors Blvd./ Glenrio Rd.	(A) Suspected Serious Injury	Pedestrian Error
	2019	Fortuna Rd./ Coors Blvd.	(K) Fatal Injury	Pedestrian Under the Influence of Alcohol
	2019	Fortuna Rd./ Coors Blvd.	(B) Suspected Minor Injury	Driver Inattention
	2021	Coors Blvd./ Fortuna Rd.	(B) Suspected Minor Injury	Excessive Speed/Avoid No Contact Vehicle
	2022	Coors Blvd./ Fortuna Rd.	(C) Possible Injury	Driver Inattention, Failed to Yield Right of Way, Weather Conditions
Pedalcycle	2021	Coors Blvd./ Fortuna Rd.	(C) Possible Injury	Disregarded Traffic Signal
	2022	Coors Blvd./ Fortuna Rd.	(B) Suspected Minor Injury	Driver Inattention

3 Future Traffic Conditions

This section summarizes the expected future conditions of the study area, in the absence of the proposed development. This scenario, referred to in this report as “Future Background”, serves as an intermediate comparison point between existing and built conditions.

3.1 Project Implementation Year

As mentioned above in **Section 2.1**, the WMR site is currently divided into three phases, with Phase 1 and 3 being residential apartments, and Phase 2 being the childcare facility. However, based on information provided to the Stantec team, it is understood that the entire site will be developed on a relatively short timeline with no distinction between phases when it comes to traffic impacts. Opening Year for this site is assumed to be 2025. Long-term impacts are also of interest, so the Horizon Year was selected to be 2035. Future operations in both 2025 and 2035 have been assessed as part of this analysis.

3.2 Traffic Growth and Other Developments

The growth rate used for the future volume forecasts was selected based on information in the *Connection 2040 Metropolitan Transportation Plan*. A moderate 1% annual growth rate was selected to project the existing traffic volumes forward to 2025 and 2035.

The used car lot on the southern half of the site is expected be replaced by this development. It was assumed that, if the WMR site were not to be built, the used car lot and its associated traffic would remain. These trips are presumably already accounted for in the existing traffic counts, so no adjustment needs to be made for the future background traffic estimates.

There are a few additional development projects anticipated to be constructed near the WMR site in the coming years. They have been identified as follows:

- **San Roque Apartments:** a multi-family affordable housing development currently under construction on the west side of Coors Boulevard between Bluewater Road and Cloudcroft Road
- **Blake’s Lotaburger Restaurant:** an existing business on the southwest corner of the intersection of Coors Boulevard & Fortuna Road which is planning an expansion.
- **Unknown Retail:** a building of unknown land use to be constructed in the same lot as Weck’s Breakfast and Lunch and Dutch Bros Coffee on the northeast corner of the intersection of Coors Boulevard & Fortuna Road

However, detailed information regarding transportation analyses for these sites were unable to be provided to the Stantec team. Specific traffic generated by these sites was therefore not included in the future background traffic estimates.

The projected Background AM and PM peak hour volumes for the four study intersections are illustrated in **Figure 5** for Year 2025 and in **Figure 6** for Year 2035.

Figure 5. Year 2025 Background Traffic Volumes – AM [PM]

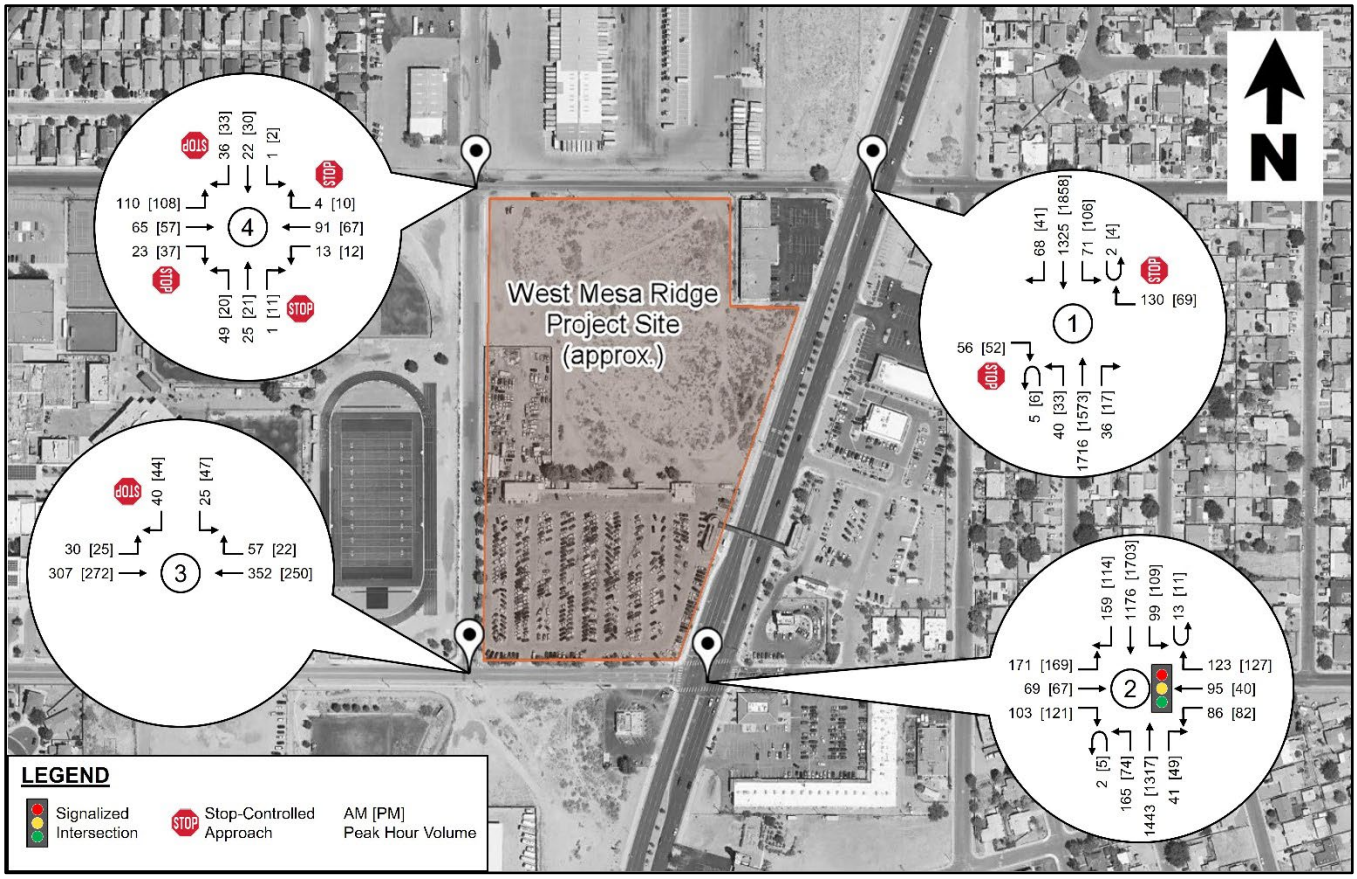
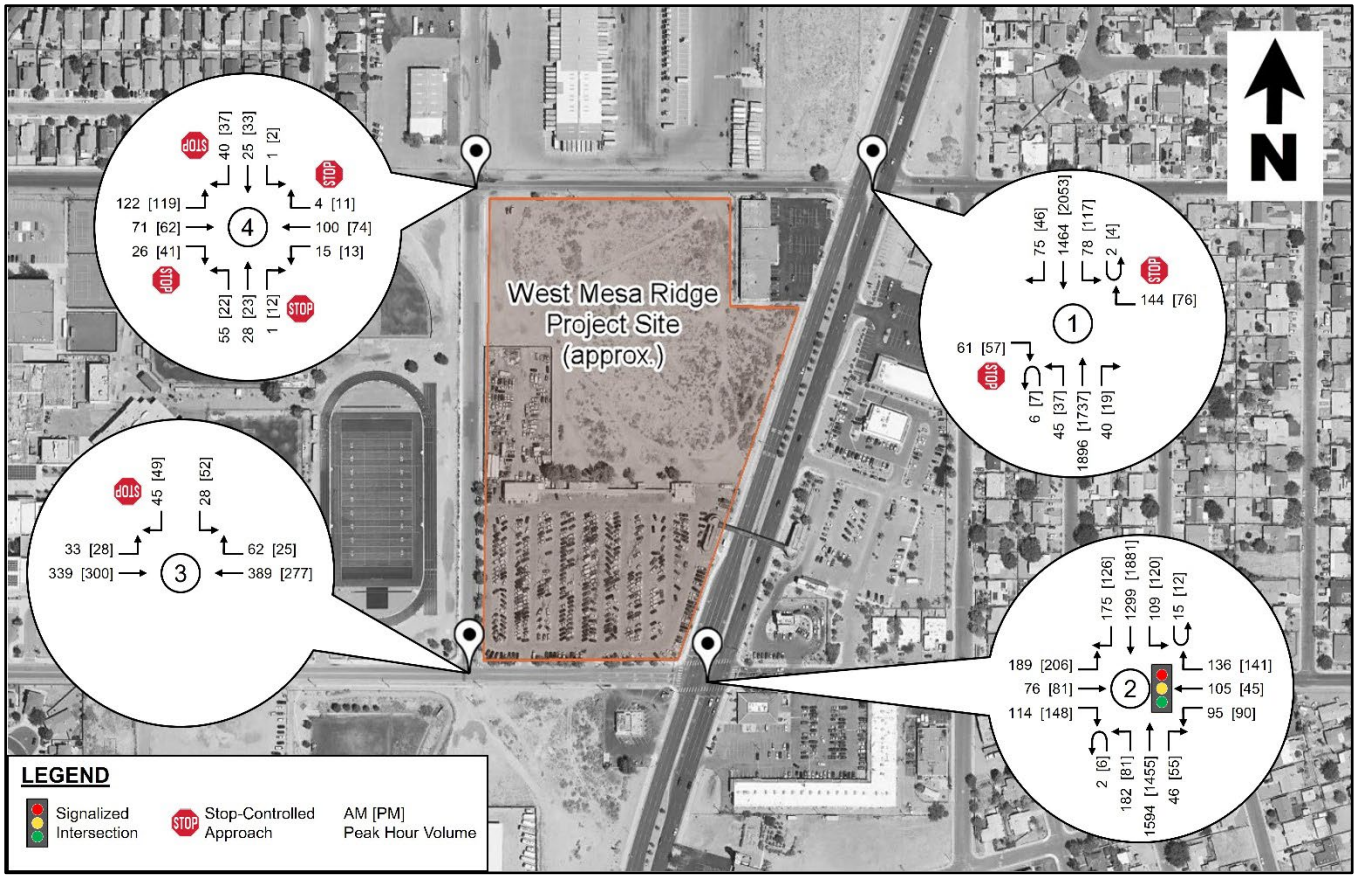


Figure 6. Year 2035 Background Traffic Volumes – AM [PM]



3.3 Programmed Transportation Improvements

No known transportation system improvements affecting the study area are planned to occur prior to either of the future analysis years. Roadway geometry and signal timing parameters were maintained the same as Existing in the 2025 Background and 2035 Background analyses.

3.4 Future Background Traffic Operations

The Future Background models represent conditions in the future analysis years without the WMR site. **Table 5**, on the following pages, presents a summary of the traffic volumes, delay, queues, and LOS results for the AM and PM peak hours in Year 2025. **Table 6** presents the same results for AM and PM in Year 2035. Volumes are presented for each individual movement; delay, queues, and LOS are reported per lane group and per approach (where applicable). Reports generated from HCS containing more detailed results are provided in **Appendix B**.

Table 5. Year 2025 Future Background Conditions Results Summary

Intersection	Control Type	Movement		AM 2025 Background				PM 2025 Background			
				Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
Coors Blvd & Glenrio Rd	TWSC	EB	R	56	11.2	B	0.3	52	11.1	B	0.3
		EB Approach		56	11.2	B	-	52	11.1	B	-
		WB	R	130	12.1	B	0.8	69	11.3	B	0.4
		WB Approach		130	12.1	B	-	69	11.3	B	-
		NB	U	5	11.6	B	0.3	6	11.5	B	0.2
			L	40				33			
			T	1716	-	-	-	1573	-	-	-
			R	36	-	-	-	17	-	-	-
		NB Approach		1797	0.3	A	-	1629	0.3	A	-
		SB	U	2	12.2	B	0.5	4	12.8	B	0.8
			L	71				106			
			T	1325	-	-	-	1858	-	-	-
			R	68	-	-	-	41	-	-	-
		SB Approach		1466	0.6	A	-	2009	0.7	A	-
		Intersection Total		**3449**	-	-	-	**3759**	-	-	-
Coors Blvd & Fortuna Rd	Signal	EB	L	171	34.2	C	7.0	169	37.9	D	7.7
			T	69	30.7	C	6.4	67	36.1	D	7.9
			R	103				121			
		EB Approach		343	32.5	C	-	357	37.0	D	-
		WB	L	86	41.2	D	4.0	82	47.0	D	4.3
			T	95	45.1	D	9.6	40	48.9	D	8.2
			R	123				127			
		WB Approach		304	43.9	D	-	249	48.3	D	-
		NB	U	2	15.3	B	3.7	5	16.8	B	1.8
			L	165				74			
			T	1443	20.5	C	13.7	1317	18.3	B	12.5
			R	41	21.5	C	13.9	49	19.0	B	12.6
		NB Approach		1651	20.2	C	-	1445	18.4	B	-
		SB	U	13	16.5	B	2.6	11	13.8	B	2.6
			L	99				109			
			T	1176	20.5	C	11.2	1703	19.8	B	16.1
			R	159	17.4	B	4.0	114	13.8	B	2.6
		SB Approach		1447	19.9	B	-	1937	19.1	B	-

Intersection	Control Type	Movement		AM 2025 Background				PM 2025 Background			
				Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
Coors Blvd & Fortuna Rd	Signal	**Intersection Total**		**3745**	**23.1**	**C**	**-**	**3988**	**22.2**	**C**	**-**
64th St & Fortuna Rd	TWSC	EB	L	30	8.3	A	0.1	25	7.9	A	0.1
			T	307	0.3	A	-	272	0.2	A	-
		WB	T	352	-	-	-	250	-	-	-
			R	57	-	-	-	22	-	-	-
		SB	L	25	13.8	B	0.5	47	13.0	B	0.7
			R	40				44			
		Intersection Total		**811**	**-**	**-**	**-**	**660**	**-**	**-**	**-**
64th St & Glenrio Rd	AWSC	EB	L	110	9.0	A	1.1	108	8.8	A	1.1
			T	65				57			
			R	23				37			
		WB	L	13	8.3	A	0.5	12	8.0	A	0.4
			T	91				67			
			R	4				10			
		NB	L	49	8.5	A	0.4	20	8.0	A	0.2
			T	25				21			
			R	1				11			
		SB	L	1	7.8	A	0.3	2	7.8	A	0.3
			T	22				30			
			R	36				33			
		Intersection Total		**440**	**8.6**	**A**	**-**	**408**	**8.4**	**A**	**-**

Table 5. Year 2025 Future Background Conditions Results Summary (continued)

These results are very similar to the existing traffic operations presented in **Section 2.4**, which is reasonable considering the volumes are projected only one year into the future and there are no changes to roadway geometry or traffic control. All intersections operate in the acceptable LOS range.

Table 6 Year 2035 Future Background Conditions Results Summary

Intersection	Control Type	Movement		AM 2035 Background				PM 2035 Background			
				Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
Coors Blvd & Glenrio Rd	TWSC	EB	R	61	11.2	B	0.3	57	11.2	B	0.3
		EB Approach		61	11.2	B	-	57	11.2	B	-
		WB	R	144	12.4	B	1.0	76	11.4	B	0.4
		WB Approach		144	12.4	B	-	76	11.4	B	-
		NB	U	6	11.7	B	0.3	7	12.0	B	0.3
			L	45				37			
			T	1896	-	-	-	1737	-	-	-
			R	40	-	-	-	19	-	-	-
		NB Approach		1987	0.3	A	-	1800	0.3	A	-
		SB	U	2	12.3	B	0.5	4	13.0	B	0.9
			L	78				117			
			T	1464	-	-	-	2053	-	-	-
			R	75	-	-	-	46	-	-	-
		SB Approach		1619	0.6	A	-	2220	0.7	A	-
		Intersection Total		**3811**	**-**	**-**	**-**	**4153**	**-**	**-**	**-**
Coors Blvd & Fortuna Rd	Signal	EB	L	189	35.4	D	7.8	186	38.2	D	8.4
			T	76	30.0	C	7.1	74	35.4	D	8.6
			R	114				134			
		EB Approach		379	32.8	C	-	394	36.8	D	-
		WB	L	95	40.5	D	4.4	90	46.6	D	4.7
			T	105	46.1	D	10.7	45	48.8	D	9.0
			R	136				141			
		WB Approach		336	44.4	D	-	276	48.1	D	-
		NB	U	2	17.7	B	4.3	6	20.6	C	2.0
			L	182				81			
			T	1594	23.0	C	16.0	1455	20.4	C	14.5
			R	46	24.4	C	16.2	55	21.3	C	14.6
		NB Approach		1824	22.9	C	-	1597	20.7	C	-
		SB	U	15	19.3	B	3.0	12	15.8	B	3.0
			L	109				120			
			T	1299	22.9	C	13.0	1881	22.6	C	19.0
			R	175	19.0	B	4.7	126	14.9	B	3.0
		SB Approach		1598	22.2	C	-	2139	21.8	C	-
		Intersection Total		**4137**	**25.2**	**C**	**-**	**4406**	**24.3**	**C**	**-**

Intersection	Control Type	Movement		AM 2035 Background				PM 2035 Background			
				Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
64th St & Fortuna Rd	TWSC	EB	L	33	8.4	A	0.1	28	8.0	A	0.1
			T	339	0.4	A	-	300	0.2	A	-
		WB	T	389	-	-	-	277	-	-	-
			R	62	-	-	-	25	-	-	-
		SB	L	28	15.1	C	0.7	52	14.0	B	0.8
			R	45				49			
		Intersection Total		**896**	**-**	**-**	**-**	**731**	**-**	**-**	**-**
64th St & Glenrio Rd	AWSC	EB	L	122	9.5	A	1.3	119	9.1	A	1.2
			T	71				62			
			R	26				41			
		WB	L	15	8.5	A	0.6	13	8.1	A	0.5
			T	100				74			
			R	4				11			
		NB	L	66	8.8	A	0.5	22	8.2	A	0.3
			T	28				23			
			R	1				12			
		SB	L	1	8.0	A	0.3	2	8.0	A	0.3
			T	25				33			
			R	40				37			
		Intersection Total		**499**	**8.9**	**A**	**-**	**449**	**8.6**	**A**	**-**

Table 6. Year 2025 Future Background Conditions Results Summary (continued)

With the increase in background traffic by 2035, delay at all the study intersections can be expected to increase. However, all critical movements / approaches continue to operate at LOS D or better, which is acceptable.

4 Proposed Development

4.1 Site Development Characteristics

The current site plan for the WMR development includes a total of 272 dwelling units and approximately 13,000 square feet for a childcare facility. The development is currently divided into four phases (A through D); however, the entire site will be developed on a relatively short timeline with no distinction between phases when it comes to traffic impacts. **Table 7** summarizes the specific land use and size of each phase, expressed in the same units indicated in the *ITE Trip Generation Manual, 11th Edition*.

Table 7. West Mesa Ridge Land Uses

Phase	Description	Dwelling Units	GFA *	Floors	ITE Trip Generation Manual Land Use
1	Residential Apartments	128	N/A	3	220: Multifamily Housing (Low-Rise)
3		144	N/A	3	
2	Childcare Facility	N/A	13,000	N/A	565: Day Care Center

** Note: GFA refers to Gross Floor Area and is typically expressed in units of square feet.*

There are three proposed driveways for accessing the site: one on Glenrio Road (referred to in this report as Driveway A), one on 64th Street (referred to as Driveway B), and one on Fortuna Road (referred to as Driveway C). No direct access to the site is proposed off of Coors Boulevard. Existing driveways on Fortuna Road and on 64th Street providing access to the used car lot will be removed.

4.2 Trip Generation

The number of trips entering/exiting the development site was developed using average trip generation rates from the *ITE Trip Generation Manual, 11th Edition*, for the two land uses discussed above. The number of trips generated by the site during the peak hours are shown in **Table 8**.

Table 8. West Mesa Ridge Trip Generation

			AM Peak			PM Peak		
Land Use	**Dwelling Units**	**GFA**	**Total**	**In**	**Out**	**Total**	**In**	**Out**
220: Multifamily Housing (Low-Rise)	272	–	108	26	82	138	85	53
565: Day Care Center	–	13,000	144	36	108	144	88	56

Because the used car lot is an existing land use on the site, and because trips associated with it were counted when the existing traffic data was collected, it is necessary to remove those trips from the future traffic volumes. This was done by identifying the appropriate land use, calculating trip generation for that site, estimating trip distribution and traffic assignment patterns, and then *subtracting* those trips rather than adding them to the projected future volumes. **Table 9** summarizes the land use and trip generation values for the used car lot, which was estimated based on aerial imagery to have a Gross Floor Area (GFA) of approximately 7,000 square feet.

Table 9. Used Car Lot Trip Generation

		AM Peak			PM Peak		
Land Use	**GFA**	**Total**	**In**	**Out**	**Total**	**In**	**Out**
841: Automobile Sales (Used)	7,000	14	11	3	26	12	14

The two land uses included in the WMR development, residential and childcare, are not anticipated to generate pass-by trips.

While there may be some internal capture, with residents of the WMR site potentially utilizing the childcare facility, such dual usage is unlikely to drastically affect the total number of trips. It was determined that the more conservative approach of not applying a reduction for internal capture would be used in this TIS.

Similarly, while some residents of this site may utilize the adjacent transit on Coors Boulevard, Route 155, it is not expected that use of that route will significantly reduce vehicle trips to or from the site. No trip reduction due to transit was considered in this analysis.

4.3 Trip Distribution

Taking into consideration the three different land uses on this site (existing used car lot, future apartments, and future childcare facility), it was determined that each land use would be associated with a slightly different trip distribution pattern. Both the external trip distribution outside of the study area and the internal split between the various access driveways were established separately for each land use. The diagrams on the following pages illustrate the percentages that were used in each case.

Figure 7 shows the distribution assumptions for the trips associated with the future residential apartments. 65% of the total trips were assumed to travel to and from the site on Coors Boulevard, with an additional 5% to the east on Fortuna Road and the remaining 30% to the west. No trips were distributed to the east on Glenrio Road, as access to this site from that point will be limited by the movement restrictions at Coors Boulevard.

Inbound trips were assumed to be fairly evenly split between the three driveways, as they all provide easy access to parking for the residential units. Outbound trips, however, were assumed to favor Driveways B and C slightly more over Driveway A, again due to the left-turn and through movement restrictions at the intersection of Coors Boulevard & Glenrio Road.

Figure 7. West Mesa Ridge Trip Distribution – Residential

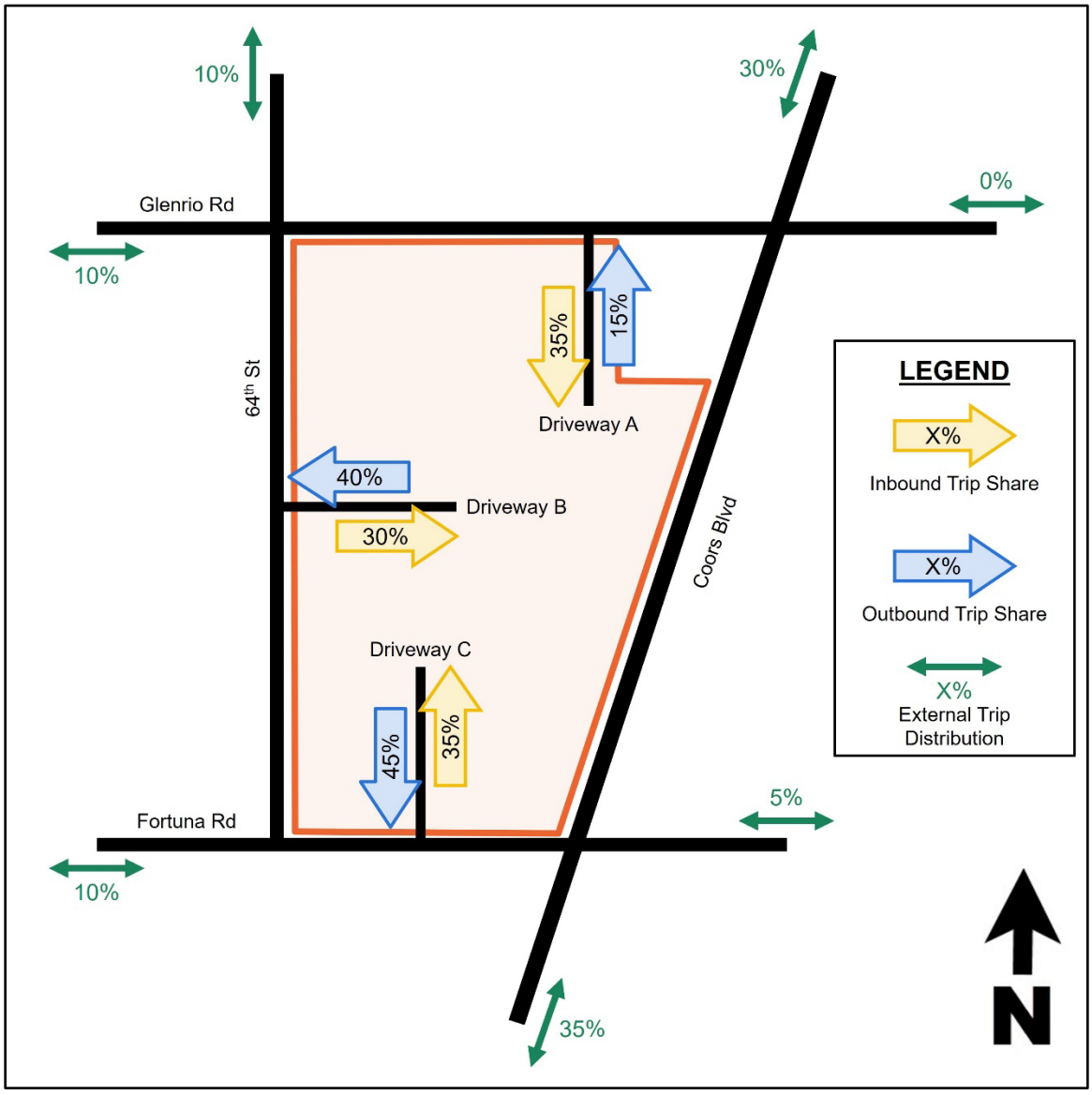
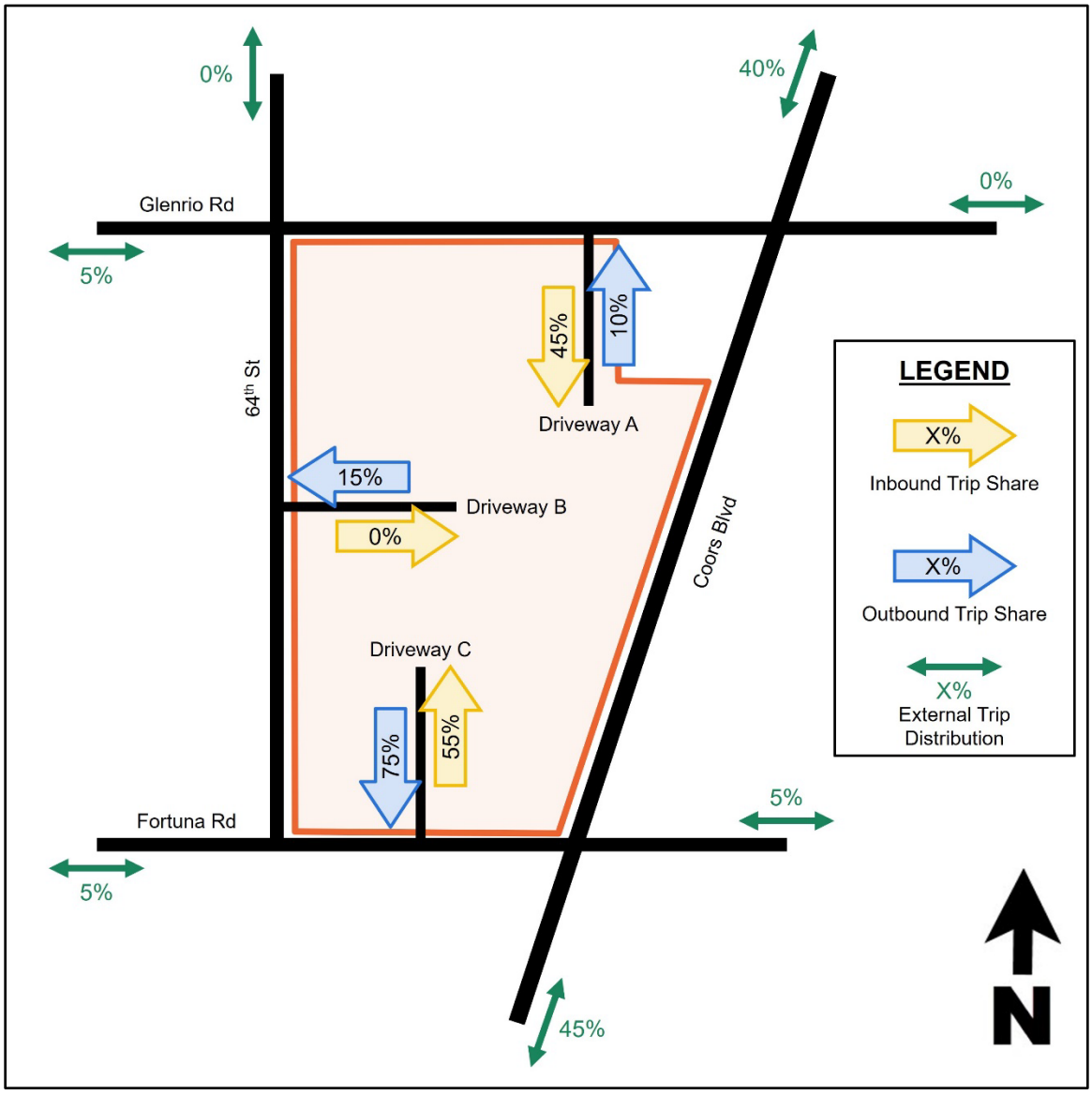


Figure 8 shows the distribution assumptions for the trips associated with the future childcare facility. The percent of trips assumed to utilize Coors Boulevard – 85% – is higher than the residential distribution, and the distribution to the west is reduced to 10% to compensate. Again, no trips were distributed to the east on Glenrio Road, as access to this site from that point will be limited.

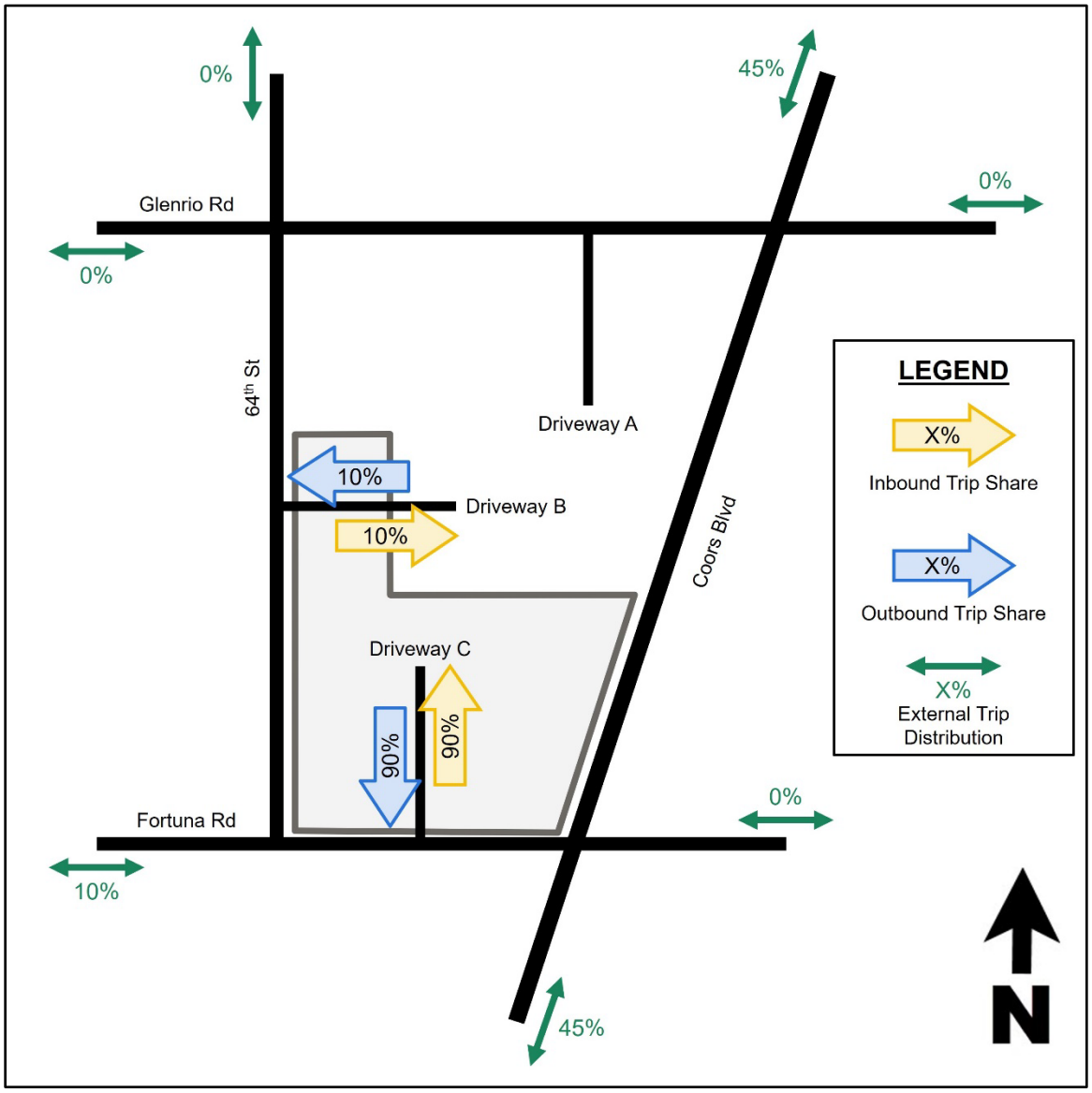
Trips inbound to the childcare facility were assumed to use just Driveway A and Driveway C, as they provide the most direct access to the parking spaces for the facility, and most drivers would have to bypass one of them to get to Driveway B. Some of the outbound trips, however, were moved from Driveway A to Driveways B and C because of the left-turn restriction at the intersection of Coors Boulevard & Glenrio Road.

Figure 8. West Mesa Ridge Trip Distribution – Childcare



As shown in **Figure 9**, the trip distribution for the used car lot that is to be removed from this site was different from the two previously discussed, not least because the used car lot is only accessible from Fortuna Road and 64th Street. It does not border Glenrio Road, and so little traffic was distributed to the north except along Coors Boulevard. Driveways B and C stand in for the existing driveways, while Driveway A is unaffected.

Figure 9. Used Car Lot Trip Distribution



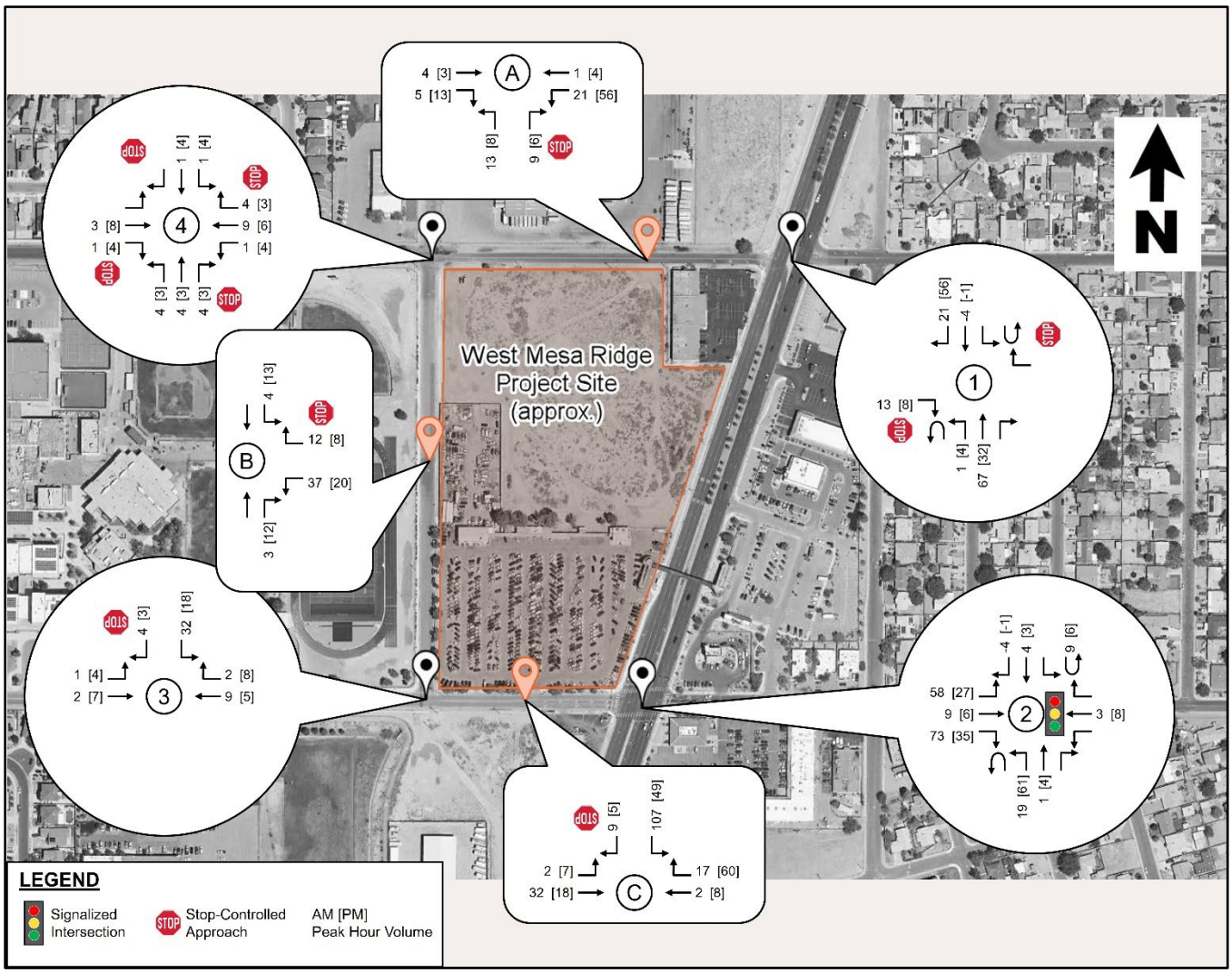
4.4 Traffic Assignment

The trip generation and trip distribution were used in conjunction to assign the site traffic to each intersection in the study area, including the access driveways. The total amount of site traffic is shown in **Figure 10**, below. These numbers represent the sum of trips associated with each of the three land uses. Movements without numbers next to them are unaffected by the site.

As mentioned previously, the trips associated with the used car lot needed to be *subtracted* from the total, so negative values were used in that case. This results in a few movements where, based on the differing trip distribution per land use, the number of trips being subtracted for the removal of the used car lot was greater than the number of trips being added by the apartments and childcare facility. The net value in these cases was negative.

As this analysis assumes that the WMR site will be fully built out by Opening Year 2025, no change to the site traffic is anticipated for the Horizon Year 2035. The same values were used for both analysis years.

Figure 10. West Mesa Ridge Site Traffic



The Build AM and PM peak hour volumes, representing the sum of the background traffic (**Section 3.2**) plus the site traffic, are illustrated in **Figure 11** for Year 2025 and in **Figure 12** for Year 2035.

Figure 11. Year 2025 Build Traffic Volumes – AM [PM]

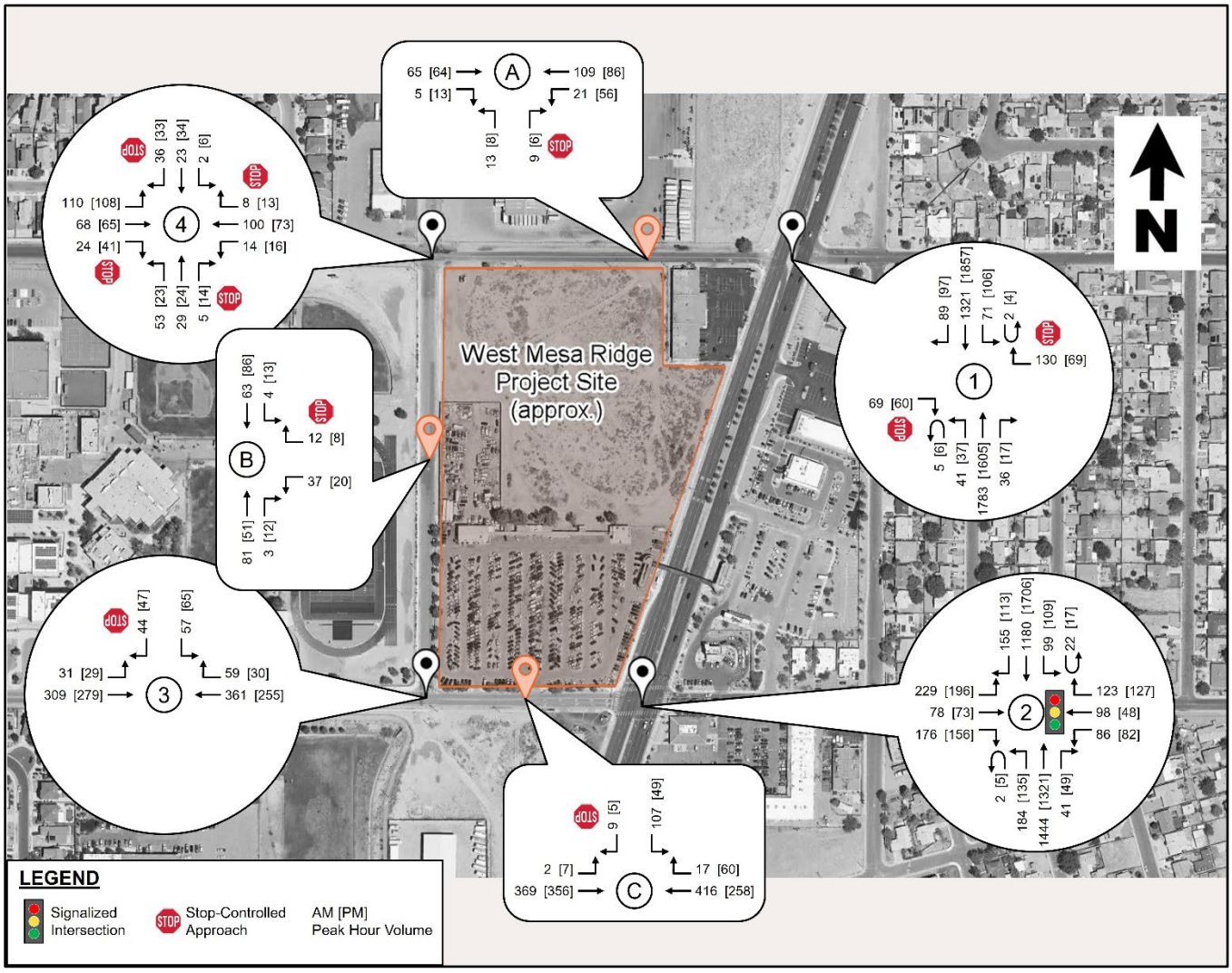
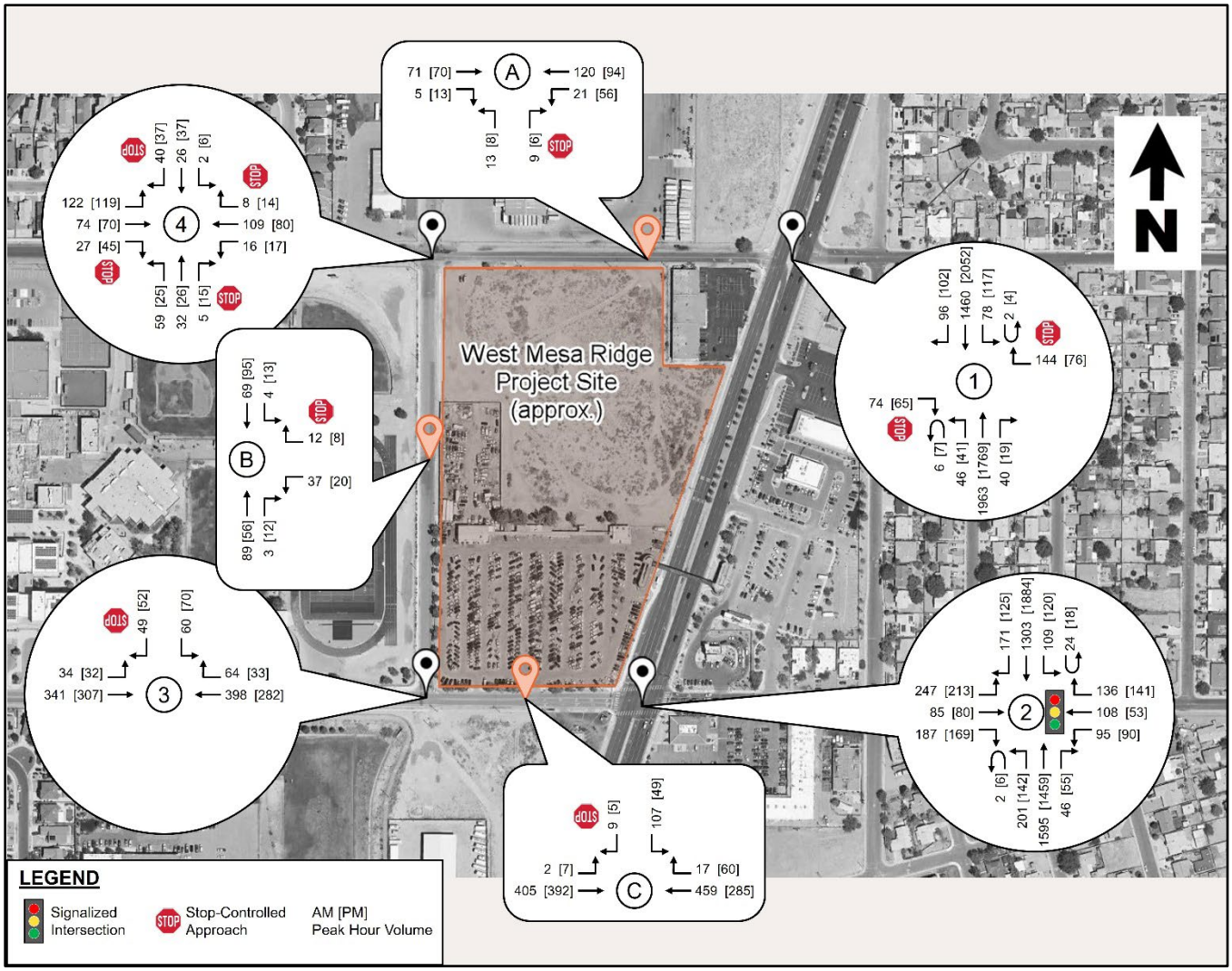


Figure 12. Year 2035 Build Traffic Volumes – AM [PM]



5 Future Build Traffic Operations

As discussed in **Section 2.4**, models of the study area were built using HCS analysis software. The Existing traffic operations results are presented in **Section 2.4**, while the Future Background traffic operations results are presented in **Section 3.4**.

The Future Build models represent conditions in the future analysis years with full build-out of the WMR site. The Future Background HCS models were used as the starting point for this analysis; the access driveways were added to the model and the traffic volumes were updated to match those presented in **Section 4.4**.

The intersection of Coors/Fortuna operates at an acceptable LOS for all analysis periods, for the AM and PM Peak hour conditions.

Table 10. Year 2025 Future Build Conditions Results Summary

Intersection	Control Type	Movement		AM 2025 Opening Year				PM 2025 Opening Year			
				Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
Coors Blvd & Glenrio Rd	TWSC	EB	R	69	11.3	B	0.4	60	11.2	B	1.5
		EB Approach		69	11.3	B	-	60	11.2	B	-
		WB	R	130	12.1	B	0.8	69	11.3	B	1.3
		WB Approach		130	12.1	B	-	69	11.3	B	-
		NB	U	5	11.7	B	0.3	6	11.6	B	2.0
			L	41				37			
			T	1783	-	-	-	1605	-	-	-
			R	36	-	-	-	17	-	-	-
		NB Approach		1865	0.3	A	-	1665	0.3	A	-
		SB	U	2	12.2	B	0.5	4	12.8	B	5.9
			L	71				106			
			T	1321	-	-	-	1857	-	-	-
			R	89	-	-	-	97	-	-	-
		SB Approach		1483	0.6	A	-	2064	0.7	A	-
		Intersection Total		**3547**	**-**	**-**	**-**	**3858**	**-**	**-**	**-**
Coors Blvd & Fortuna Rd	Signal	EB	L	229	42.6	D	9.9	196	39.1	D	8.9
			T	78	33.1	C	9.7	73	36.4	D	9.4
			R	176				156			
		EB Approach		483	37.7	D	-	425	37.7	D	-
		WB	L	86	42.1	D	4.0	82	46.8	D	4.3
			T	98	45.0	D	9.7	48	48.8	D	8.5
			R	123				127			
		WB Approach		307	44.1	D	-	257	48.2	D	-
		NB	U	2	15.4	B	4.1	5	19.8	B	3.2
			L	184				135			
			T	1444	20.3	C	13.7	1321	19.1	B	12.9
			R	41	21.3	C	13.9	49	19.9	B	12.9
		NB Approach		1671	20.1	C	-	1510	19.4	B	-
		SB	U	22	16.5	B	2.8	17	15.0	B	2.9
			L	99				109			
			T	1180	20.6	C	11.3	1706	22.2	C	17.2
			R	155	17.3	B	3.9	113	15.4	B	2.7
		SB Approach		1456	19.9	B	-	1945	21.4	C	-
		Intersection Total		**3917**	**24.0**	**C**	**-**	**4137**	**23.9**	**C**	**-**

Intersection	Control Type	Movement		AM 2025 Opening Year				PM 2025 Opening Year			
				Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
64th St & Fortuna Rd	TWSC	EB	L	31	8.3	A	0.1	29	7.9	A	0.1
			T	309	0.3	A	-	279	0.2	A	-
		WB	T	361	-	-	-	255	-	-	-
			R	59	-	-	-	30	-	-	-
		SB	L	57	16.7	C	1.1	65	14.2	B	0.9
			R	44				47			
		Intersection Total		**861**	-	-	-	**705**	-	-	-
64th St & Glenrio Rd	AWSC	EB	L	110	9.2	A	1.1	108	9.1	A	1.2
			T	68				65			
			R	24				41			
		WB	L	14	8.4	A	0.6	16	8.2	A	0.5
			T	100				73			
			R	8				13			
		NB	L	53	8.6	A	0.4	23	8.2	A	0.3
			T	29				24			
			R	5				14			
		SB	L	2	7.9	A	0.3	6	8.0	A	0.3
			T	23				34			
			R	36				33			
		Intersection Total		**472**	**8.7**	**A**	-	**450**	**8.6**	**A**	-
Glenrio Rd & Driveway A	TWSC	EB	T	65	-	-	-	64	-	-	-
			R	5	-	-	-	13	-	-	-
		WB	L	21	7.4	A	0.0	56	7.5	A	0.1
			T	109	0.1	A	-	86	0.3	A	-
		NB	L	13	9.5	A	0.1	8	9.7	A	0.1
			R	9				6			
		Intersection Total		**222**	-	-	-	**233**	-	-	-
64th St & Driveway B	TWSC	WB	L	37	9.5	A	0.2	20	9.4	A	0.1
			R	12				8			
		NB	T	81	-	-	-	51	-	-	-
			R	3	-	-	-	12	-	-	-
		SB	L	4	7.4	A	0.0	13	7.4	A	0.0
			T	63	0.0	A	-	86	0.1	A	-
		Intersection Total		**200**	-	-	-	**190**	-	-	-
Fortuna Rd & Driveway C	TWSC	EB	L	2	8.3	A	0.0	7	8.0	A	0.0
	TWSC	EB	T	369	0.0	A	-	356	0.1	A	-

Intersection	Control Type	Movement		AM 2025 Opening Year				PM 2025 Opening Year			
				Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
Fortuna Rd & Driveway C		WB	T	416	-	-	-	258	-	-	-
			R	17	-	-	-	60	-	-	-
		SB	L	107	22.1	C	1.8	49	15.2	C	0.5
			R	9				5			
		Intersection Total						**735**	**-**	**-**	**-**

Table 10. Year 2025 Future Build Conditions Results Summary (continued)

In the future year analyses, the LOS was acceptable for all of the study area intersections. All intersections are projected to operate a LOS D or better.

Table 11 Year 2035 Future Build Conditions Results Summary

Intersection	Control Type	Movement		AM 2035 Horizon Year				PM 2035 Horizon Year			
				Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
Coors Blvd & Glenrio Rd	TWSC	EB	R	74	11.4	B	0.4	65	11.3	B	0.4
		EB Approach		74	11.4	B	-	65	11.3	B	-
		WB	R	144	12.4	B	1.0	76	11.4	B	0.4
		WB Approach		144	12.4	B	-	76	11.4	B	-
		NB	U	6	11.8	B	0.3	7	13.0	B	0.3
			L	46				41			
			T	1963	-	-	-	1769	-	-	-
			R	40	-	-	-	19	-	-	-
		NB Approach		2055	0.3	A	-	1836	0.3	A	-
		SB	U	2	12.3	B	0.5	4	13.0	B	0.9
			L	78				117			
			T	1460	-	-	-	2052	-	-	-
			R	96	-	-	-	102	-	-	-
		SB Approach		1636	0.6	A	-	2275	0.7	A	-
		Intersection Total		**3909**	**-**	**-**	**-**	**4252**	**-**	**-**	**-**
Coors Blvd & Fortuna Rd	Signal	EB	L	247	50.7	D	5.6	213	40.8	D	9.6
			T	85	31.7	C	10.1	80	36.2	D	10.1
			R	187				169			
		EB Approach		519	40.9	D	-	462	38.3	D	-
		WB	L	95	41.1	D	4.4	90	46.5	D	4.7
			T	108	46.0	D	10.8	53	48.7	D	9.3
			R	136				141			
		WB Approach		339	44.6	D	-	284	48.0	D	-
		NB	U	2	18.5	B	4.8	6	25.4	C	4.3
			L	201				142			
			T	1595	23.6	C	16.2	1459	20.9	C	14.7
			R	46	25.0	C	16.5	55	21.9	C	14.8
		NB Approach		1844	23.4	C	-	1662	21.6	C	-
		SB	U	24	20.0	B	3.3	18	17.0	B	3.2
			L	109				120			
			T	1303	23.7	C	13.3	1884	24.8	C	20.0
			R	171	19.5	B	4.7	125	16.3	B	3.2
		SB Approach		1607	23.0	C	-	2147	23.9	C	-

Intersection	Control Type	Movement		AM 2035 Horizon Year				PM 2035 Horizon Year			
				Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
Coors Blvd & Fortuna Rd	Signal	**Intersection Total**		**4309**	**27.0**	**C**	**-**	**4555**	**25.9**	**C**	**-**
64th St & Fortuna Rd	TWSC	EB	L	34	8.5	A	0.1	32	8.0	A	0.1
			T	341	0.4	A	-	307	0.3	A	-
		WB	T	398	-	-	-	282	-	-	-
			R	64	-	-	-	33	-	-	-
		SB	L	60	18.7	C	1.3	70	15.5	C	1.2
			R	49				52			
		Intersection Total		**946**	**-**	**-**	**-**	**776**	**-**	**-**	**-**
64th St & Glenrio Rd	AWSC	EB	L	122	9.6	A	1.3	119	9.4	A	1.4
			T	74				70			
			R	27				45			
		WB	L	16	8.7	A	0.7	17	8.3	A	0.5
			T	109				80			
			R	8				14			
		NB	L	59	8.9	A	0.5	25	8.3	A	0.3
			T	32				26			
			R	5				15			
		SB	L	2	8.1	A	0.3	6	8.2	A	0.4
			T	26				37			
			R	40				37			
		Intersection Total		**520**	**9.0**	**A**	**-**	**491**	**8.8**	**A**	**-**
Glenrio Rd & Driveway A	TWSC	EB	T	71	-	-	-	70	-	-	-
			R	5	-	-	-	13	-	-	-
		WB	L	21	7.4	A	0.0	56	7.5	A	0.1
			T	120	0.1	A	-	94	0.3	A	-
		NB	L	13	9.6	A	0.1	8	9.8	A	0.1
			R	9				6			
		Intersection Total		**239**	**-**	**-**	**-**	**247**	**-**	**-**	**-**
64th St & Driveway B	TWSC	WB	L	37	9.6	A	0.2	20	9.5	A	0.1
			R	12				8			
		NB	T	89	-	-	-	56	-	-	-
			R	3	-	-	-	12	-	-	-
		SB	L	4	7.4	A	0.0	13	7.4	A	0.0
			T	69	0.0	A	-	95	0.1	A	-

Intersection	Control Type	Movement		AM 2035 Horizon Year				PM 2035 Horizon Year			
				Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
64th St & Driveway B	TWSC	**Intersection Total**		**214**	-	-	-	**204**	-	-	-
Fortuna Rd & Driveway C	TWSC	EB	L	2	8.4	A	0.0	7	8.0	A	0.0
			T	405	0.0	A	-	392	0.1	A	-
		WB	T	459	-	-	-	285	-	-	-
			R	17	-	-	-	60	-	-	-
		SB	L	107	25.7	D	2.1	49	16.3	C	0.6
			R	9				5			
		Intersection Total		**999**	-	-	-	**798**	-	-	-

Table 11. Year 2035 Future Build Conditions Results Summary (continued)

In the horizon year analyses, the LOS was acceptable for the study area intersections. All intersections are projected to operate at LOS D or better in the Horizon Year.

6 Site Access Requirements

Driveways to the site are proposed through three access locations, one on 64th Street, one on Glenrio Road for Phase 1 and 2, and one on Fortuna Road for Phase 3. The driveways are shown on the Site Plan provided in Figure 2. Adequate circulation is proposed throughout the site, including marked crossings for pedestrians at strategic locations. All three of the access driveways operate adequately in both Year 2025 and Year 2035 without exclusive turn lanes into the site and with just a single lane exiting the site. Wayfinding signage should be used within the site to clearly identify a direct route for pedestrians to access the west end of the pedestrian bridge if they desire to cross Coors Boulevard.

Locations and proposed geometry of the proposed driveways are shown on Figure 2 and summarized in the section 8. Recommendations and Mitigation Measures.

7 Summary of Findings

Based upon the analyses conducted herein, the proposed development is not expected to cause adverse impact to the street network or intersections. The LOS is maintained and acceptable within the study area intersections and streets, for each of the peak periods analyzed. No changes to the traffic control types are proposed. Some signal adjustments, phasing, and timing adjustments are recommended and summarized in Section 8, to mitigate and improve the traffic operation.

8 Recommendations & Mitigation Measures

Based upon the study conducted herein, the proposed development is not expected to create any significant operational impacts to the existing City or NMDOT street network or intersections in the study area for the level of service (LOS) and delay. The following recommendations are offered.

Proposed Mitigation Measures:

Pedestrian traffic that crosses Coors Blvd, should be encouraged and directed to use the existing grade separated-pedestrian bridge adjacent to the site, thus reducing the Vulnerable Road Users (VRUs) exposure to traffic and crash risk at Coors Blvd and associated study area Coors Blvd intersections.

64th Street is currently one lane in each direction with sharrows with a total width of approximately 36 feet. A City proposed road diet multi-modal project with one lane (10 ft or 11 ft) in each direction with bike lanes and/or parking designation would accommodate and support this type of multi-modal development project. VRUs and vehicles accessing the site at access at Driveway B will be able to use the 64th Steet Road Diet Contemplated by the CABQ. If implemented.

Traffic Signal Operation at Coors/Fortuna.

The intersection currently has vehicle detection via loops and pedestrian push button activation. Based upon field observations, the loops appear to be adequately detecting vehicle at the intersection. There is

currently a traffic signal overlap phase for the Eastbound to Southbound right turn overlapped with Northbound to Westbound left turn phasing. The overlap phase for the EB to SB right turn is recommended for elimination due to the shared thru-right turn lane for eastbound Fortuna Traffic. When a thru vehicle is stopped at the intersection waiting to go thru, no right turn vehicles can be accommodated because of the stopped vehicle.

Leading Pedestrian Intervals (LPIs) may be implemented upon approval from CABQ and NMDOT at the intersection of Coors Blvd. & Fortuna Road. The LPIs are for pedestrians crossing at the intersection. LPIs give the pedestrians more visibility and a head start crossing the crosswalks at the intersection prior to vehicular movements.

Ingress/Egress are proposed for the site at three access locations:

Proposed Access Locations and recommendations

Glenrio Driveway Access (Driveway A)

Proposed Width (25 ft)

Proposed throat length (25 ft)

Proposed Radii (20 ft)

The proposed distance from Coors Blvd is approximately 260 ft.

64th Street Driveway Access (Driveway B)

Proposed Width (25 ft)

Proposed Radii (20 ft)

The proposed distance between Fortuna Rd and Glenrio Blvd is approximately 405 feet from Glenrio and 509 feet from Fortuna Rd.

Fortuna Rd. Driveway Access (Future Phase 3) Driveway C

Proposed Width (28 ft)

Proposed Radii (20 ft)

Proposed distance from Coors Blvd is approximately 168 ft.

ADA accommodations across the driveways is required.

Appendix A Traffic Count Data

STATE OF NEW MEXICO
UNIFORM CRASH REPORT

710454470

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

Private Property? **NO**	☐ Fatal ☑ Injury	Property Damage Only ☐ Under $500 ☐ $500 or More	Hit and Run? **NO**	Case Number: **190091577**	
				NMDOT:	CAD Num: **192770561**

Crash Date	Military Time	City Occurred In	County
10/04/2019	**11:45**	**ALBUQUERQUE**	**BERNALILLO**

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:	Tribal Land?
FRIDAY	**COORS BLVD NW**	**GLENRIO RD NW**	**NO**

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection	Milepost	Lat: / Long:

Crash Occurred	Crash Classification	Analysis Code
ON ROADWAY	**PEDESTRIAN**	**03 - VEH TURNING LEFT**

VEHICLE NO. 001

VEHICLE NO. HEADED	Unit Direction	On:	Left the Scene of the Crash?	Posted Speed	Safe Speed
01	**SOUTH**	**COORS BLVD NW**	**NO**	**35**	

Driver's Last Name	Driver's First Name	Driver's Middle Name	Driver's Street Address
[redacted]	[redacted]		[redacted]

Driver's License Number	State	Type	Status	Restrictions	Endorsements	Expires	City	State	Zip Code	Phone
[redacted]	**NM**	**D**	**V**			[redacted]**2020**	**ABQ**	**NM**	**87121**	[redacted]

Date of Birth	Occupation	Seat Pos	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans
[redacted]/1973		LF	46	M	H	O	6	YES	N	N	N/A	NO

Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)

Veh. Year	Vehicle Make	Color	Body Style	Cargo Body Type	Veh. Use1	Veh. Use2	Veh. Towed?	Vehicle Disabled
2008	**TOYOTA**	**BLUE, LIGHT - LBL**	**PC**			**P**	**NO**	**NO**

Lic. Year	State	License Plate Number	VIN	DOT #	Damage Severity	Damage Area
2020	**NM**	**KBM611**	**JTDKB200687730032**		**NONE**	1 2 3 4 5 / 12 / 6 / 11 10 9 8 7 / **16**

Interstate Carrier?	Towed By	Towed To	Extent
			NONE

Number of Axles	Gross Vehicle/Comb Weight Rating	HazMat Placard?	Hazmat Placard 4-digit OR Hazmat Name	AND	1-digit #	HazMat Released
						NO

Carrier's Name	Street Address	Carrier City	State	Carrier's Zip

Owner's Last Name	Owner's First Name	Owner's Middle Name	Owner's Company Name
ARCHULETA	**FRANCES**		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
610 LOMA HERMOSA NW	**ABQ**	**NM**	**87105**	**(480) 415-2237**

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic. Year	Lic State	License Num
ALLSTATE	[redacted]							

Trailer or Towed Vehicles (2)	Type	Year	Make	Lic. Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic. Year	Lic State	License Num

VEHICLE NO. HEADED	Unit Direction	On:	Left the Scene of the Crash?	Posted Speed	Safe Speed
02	**WEST**	**COORS BLVD NW**	**NO**	**25**	

Driver's Last Name | Driver's First Name | Driver's Middle Name | Driver's Street Address

VEHICLE NO. 002

Driver's License Number	State	Type	Status	Restrictions	Endorsements	Expires	City	State	Zip Code	Phone
[redacted]	AB		E			[redacted]/2020	ABQ	NM	87121	[redacted]

Date of Birth	Occupation	Seat Pos
[redacted]/1964		PD

Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans
		54	F	H	A	0	NO	N	O	29	YES

Veh. Year	Vehicle Make	Color	Body Style	Cargo Body Type	Veh. Use1	Veh. Use2	Veh. Towed?	Vehicle Disabled

Lic. Year	State	License Plate Number	VIN	DOT #	Damage Severity	Damage Area (1 2 3 4 5 / 12 / 6 / 11 10 9 8 7)

Interstate Carrier?	Towed By	Towed To	Extent

Number of Axles	Gross Vehicle/Comb Weight Rating	HazMat Placard?	Hazmat Placard 4-digit OR Hazmat Name	AND	1-digit #	HazMat Released

Carrier's Name	Street Address	Carrier City	State	Carrier's Zip

Owner's Last Name	Owner's First Name	Owner's Middle Name	Owner's Company Name

Street Address	Owner's City	State	Owner Zip	Owner's Phone

Insured By: (Name of Company)	Policy Number

Trailer or Towed Vehicles (1)	Type	Year	Make	Lic. Year	Lic State	License Num

Trailer or Towed Vehicles (2)	Type	Year	Make	Lic. Year	Lic State	License Num

Trailer or Towed Vehicles (3)	Type	Year	Make	Lic. Year	Lic State	License Num

Veh. Num	Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans

COND

Lighting	Weather	Road Character	Road Grade
DAYLIGHT	RAINING	STRAIGHT	LEVEL

ROAD

VEH NO.	Road Condition	Road Surface	Traffic Control	Road Lanes	Road Design Div	Road Design
01	WET	PAVED CENTER STRIPE	NO CONTROLS	2 LANES	PHYSICAL DIVIDE	FULL ACCESS CT

EVENT

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
NONE	LEFT TURN	FIRST EVENT SECOND EVENT THIRD EVENT FOURTH EVENT

DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY	DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION	PEDESTRIAN/PEDALCYCLIST ACTION
		At Intersection: NO SIGNAL

DRIVER			PEDESTRIAN	
	HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS		Not At Intersection NO CROSSWALK
	Breath Test Results	Driver Physical Condition - Other		Pedestrian Action - Other

ROAD	VEH NO.	Road Condition	Road Surface	Traffic Control	Road Lanes	Road Design Div	Road Design
	02	WET	PAVED CENTER STRIPE	NO CONTROLS	2 LANES	PHYSICAL DIVIDE	FULL ACCESS CT

EVENT	APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
	PEDESTRIAN ERROR	OTHER	FIRST EVENT
			SECOND EVENT
			THIRD EVENT
			FOURTH EVENT

DRIVER	DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY	DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION	PEDESTRIAN	PEDESTRIAN/PEDALCYCLIST ACTION
	HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS		At Intersection NO SIGNAL
				Not At Intersection NO CROSSWALK
	Breath Test Results	Driver Physical Condition - Other		Pedestrian Action - Other

NARRATIVE

DRIVER #1 REPORTED HE WAS TURING LEFT FROM COORS BLVD ONTO GLENRIO WHEN A FEMALE PEDESTRIAN WALKED IN FRONT OF HIS CAR. HE APPLIED THE BRAKES BUT IT WAS TOO LATE. PEDESTRIAN MS [redacted] REPORTED SHE WAS CROSSING COORS FROM EAST TO WEST. SHE LOOKED FOR NORTH BOUND TRAFFIC BUT FORGOT TO LOOK TO HER RIGHT. THERE WAS NO CROSS WALK FOR EAST/WEST WALKERS.

Other Property Involved	Type	Description of Property and Damage				
	Owner's Last Name	Owner's First Name	Owner's Middle Name			
	Owner's Street Address	Owner's City	State	Zip Code	Owner's Phone	

WITNESS	Witness's Last Name	Witness's First Name	Witness's Middle Name	Age		
	[redacted]	[redacted]				
	Witness's Street Address	Witness's City	State	Zip Code	Witness's Phone	
	[redacted]	ABQ	NM	87105	[redacted]	

ENFORCEMENT ACTION - VIOLATIONS

VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action

Time Notified	Time Arrived	Notified By	Supervisor at Scene
11:45	11:52	RADIO	SGT L ARMIJO

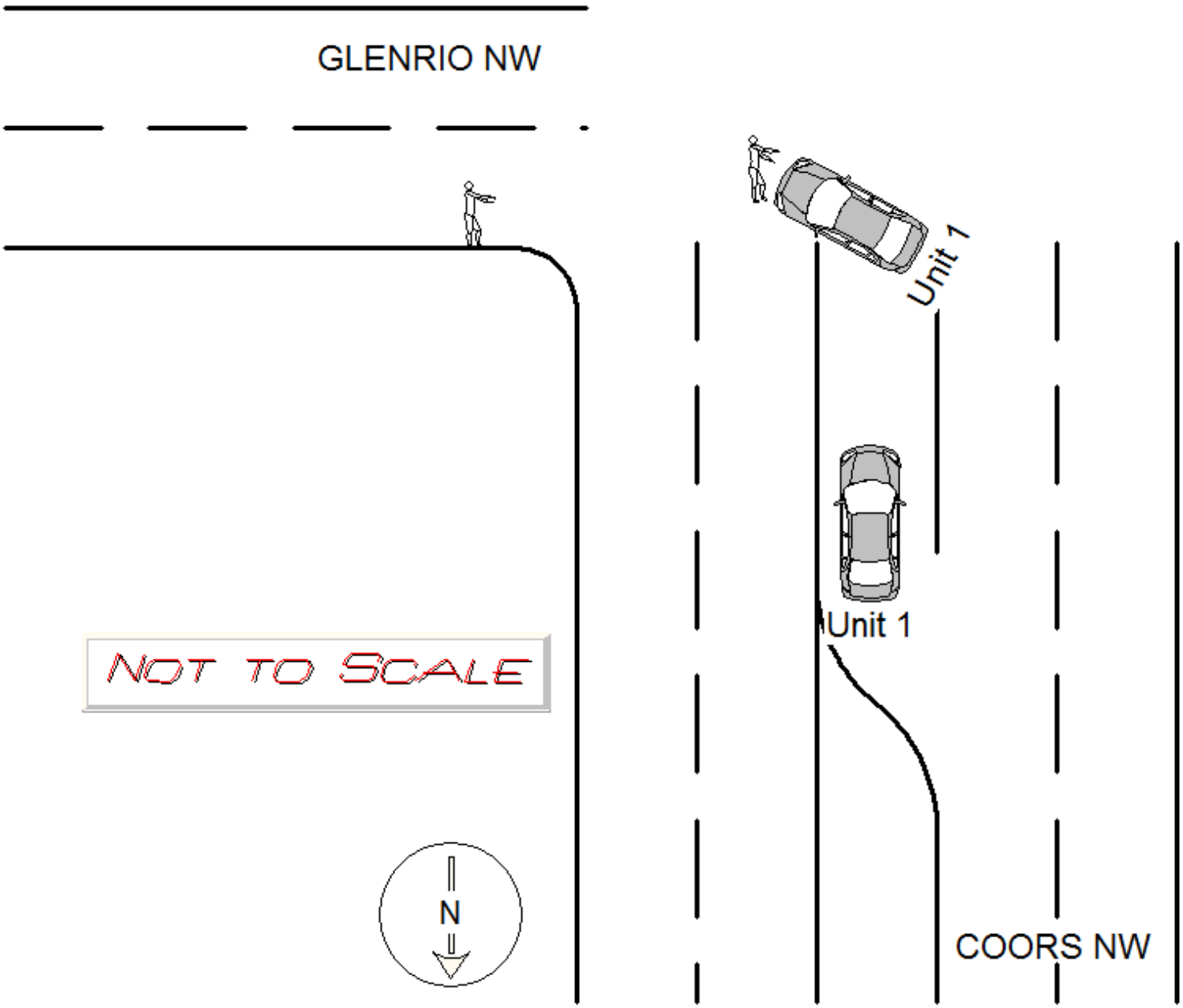
Checked By

2812 - CURTIS, K. - 10/5/2019

Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	HEITZMAN, C.	P1/C	0002	111	10/04/2019

Diagram Drawn By	Measurements Taken By
HEITZMAN, C.	**NONE**

DIAGRAM



Crash Report Number: **710454470**	**STATE OF NEW MEXICO UNIFORM CRASH REPORT** **NM STATUTE 66-7-209** **NMDOT COPY**	Sheet 4 Of 4
Case Number: **190091577**		

STATE OF NEW MEXICO
UNIFORM CRASH REPORT

710553928

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

Private Property?	Fatal / Injury	Property Damage Only	Under $500 / $500 or More	Hit and Run?	Case Number:	CAD Num:
NO	☑ Injury			NO	190005004	190160183

Crash Date	Military Time	City Occurred In	County
01/16/2019	06:58	ALBUQUERQUE	BERNALILLO

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:	Tribal Land?
WEDNESDAY	FORTUNA RD NW	COORS BLVD NW	NO

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection	Milepost	Lat: / Long:

Crash Occurred	Crash Classification	Analysis Code
ON ROADWAY	PEDESTRIAN	02 - VEH TURNING RIGHT

VEHICLE NO. 001

VEHICLE NO. HEADED 01	Unit Direction	On:	Left the Scene of the Crash?	Posted Speed	Safe Speed
	WEST	COORS BLVD NW	NO	45	45

Driver's Last Name	Driver's First Name	Driver's Middle Name	Driver's Street Address
[redacted]	[redacted]		[redacted]

Driver's License Number	State	Type	Status	Restrictions	Endorsements	Expires	City	State	Zip Code	Phone
[redacted]	NM						ALBUQUERQUE	NM	87105	[redacted]

Date of Birth	Occupation	Seat Pos
[redacted] 2004	STUDENT	PD

Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans
		14	M	H	B	NA	YES	N	N	48	NO

Veh. Year	Vehicle Make	Color	Body Style	Cargo Body Type	Veh. Use1	Veh. Use2	Veh. Towed?	Vehicle Disabled

Damage Severity

Damage Area (1 2 3 4 5 / 12 / 6 / 11 10 9 8 7)

Extent

Lic. Year	State	License Plate Number	VIN	DOT #

Interstate Carrier?	Towed By	Towed To

Number of Axles	Gross Vehicle/Comb Weight Rating	HazMat Placard?	Hazmat Placard 4-digit OR Hazmat Name	AND 1-digit #	HazMat Released

Carrier's Name	Street Address	Carrier City	State	Carrier's Zip

Owner's Last Name	Owner's First Name	Owner's Middle Name	Owner's Company Name

Street Address	Owner's City	State	Owner Zip	Owner's Phone

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic. Year	Lic State	License Num

Trailer or Towed Vehicles (2)	Type	Year	Make	Lic. Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic. Year	Lic State	License Num

VEHICLE NO. HEADED 02	Unit Direction	On:	Left the Scene of the Crash?	Posted Speed	Safe Speed
	NORTH	COORS BLVD NW	NO	45	45

Driver's Last Name | Driver's First Name | Driver's Middle Name | Driver's Street Address

VEHICLE NO. 002

Driver's License Number	State	Type	Status	Restrictions	Endorsements	Expires	City	State	Zip Code	Phone
[redacted]	NM	D	V	B		[redacted]/2022	ALBUQUERQUE	NM	87114	[redacted]

Date of Birth	Occupation	Seat Pos
[redacted]/1990	UNKNOWN	LF

Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans
		28	M	H	O	6	YES	N	N		NO
RF	[redacted] ALBUQUERQUE NM 87105	27	F	H	O	6	YES	N	N		NO

Veh. Year	Vehicle Make	Color	Body Style	Cargo Body Type	Veh. Use1	Veh. Use2
2010	FORD	BLACK - BLK	PC		IB	P

Lic. Year	State	License Plate Number	VIN	DOT #
2019	NM	AFAC25	2FABP7BV4AX136663	

Interstate Carrier?	Towed By	Towed To

Veh. Towed? NO
Vehicle Disabled NO
Damage Severity NONE
Extent NONE
Damage Area 1 2 3 4 5 / 12 6 / 11 10 9 8 7
16

Number of Axles	Gross Vehicle/Comb Weight Rating	HazMat Placard?	Hazmat Placard 4-digit OR Hazmat Name	AND	1-digit #	HazMat Released
						NO

Carrier's Name	Street Address	Carrier City	State	Carrier's Zip

Owner's Last Name	Owner's First Name	Owner's Middle Name	Owner's Company Name
CHAVEZ	ROBERT	JOSHUA	

Street Address	Owner's City	State	Owner Zip	Owner's Phone
4909 SHERRY ANN RD NW	ALBUQUERQUE	NM	87114	(505) 545-9973

Insured By: (Name of Company)	Policy Number
FREEWAY INS	[redacted]

Trailer or Towed Vehicles (1)	Type	Year	Make	Lic. Year	Lic State	License Num

Trailer or Towed Vehicles (2)	Type	Year	Make	Lic. Year	Lic State	License Num

Trailer or Towed Vehicles (3)	Type	Year	Make	Lic. Year	Lic State	License Num

Veh. Num	Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans

COND

Lighting	Weather	Road Character	Road Grade
DAWN	CLEAR	STRAIGHT	ON GRADE

ROAD

VEH NO.	Road Condition	Road Surface	Traffic Control	Road Lanes	Road Design Div	Road Design
01	DRY	PAVED CENTER STRIPE	TRAFFIC SIGNALS	3 LANES	PHYSICAL DIVIDE	OTHER

EVENT

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
NONE	START IN TRAFFIC LANE	FIRST EVENT: PED SECOND EVENT: THIRD EVENT: FOURTH EVENT:

DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY	DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION	PEDESTRIAN/PEDALCYCLIST ACTION
		At Intersection: WITH SIGNAL

DRIVER

HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS
Breath Test Results	Driver Physical Condition - Other

PEDESTRIAN

Not At Intersection	CROSSWALK
Pedestrian Action - Other	

ROAD

VEH NO.	Road Condition	Road Surface	Traffic Control	Road Lanes	Road Design Div	Road Design
02	DRY	PAVED CENTER STRIPE	TRAFFIC SIGNALS	2 LANES	PAINTED DIVIDE	OTHER

EVENT

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
DRIVER INATTENTION	RIGHT TURN	FIRST EVENT: PED
		SECOND EVENT:
		THIRD EVENT:
		FOURTH EVENT:

DRIVER

DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY	DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION
HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS
Breath Test Results	Driver Physical Condition - Other

PEDESTRIAN

PEDESTRIAN/PEDALCYCLIST ACTION
At Intersection
Not At Intersection
Pedestrian Action - Other

NARRATIVE

PED 1 SAID HE WAS AT FORTUNA GOING TO CROSS A COORS BL NW IN THE CROSSWALK. PED 1 SAID HE HAD THE SIGNAL FOR HIM TO WALK ACROSS COORS BL WHEN VEH 1 WAS TURNING FROM FORTUNA TO GO NORTHBOUND ON COORS BL. VEH 1 HIT HIM ON HIS LEFT SIDE CAUSING HIM TO GO DOWN TO THE GROUND. PED 1 SAID VEH 1 RAN OVER HIS LEFT FOOT.
DRIVER 1 SAID HE WAS GOING WESTBOUND ON FORTUNA AND WAS GOING TO TURN RIGHT ON COORS BL TO GO NORTHBOUND. DRIVER 1 SAID HE HAD THE GREEN LIGHT BUT DID NOT NOTICE THE PED WALKING IN THE CROSS WALK. DRIVER 1 SAID HE ALSO DID NOT NOTICE IF THE CROSSWALK HAD THE RIGHT OF WAY. DRIVER 1 SAID HE HIT PED 1 IN THE CROSSWALK.
WITNESS 1 SAID SHE SAW PED 1 WAS CROSSING COORS BL IN THE CROSSWALK WITH THE RIGHT OF WAY TO GO WESTBOUND. WITNESS 1 SAID VEH 1 WAS ON FORTUNA AND TURNED RIGHT TO GO NORTHBOUND ON COORS BL. WITNESS 1 SAID VEH 1 RAN OVER PED 1.
PED 1'S MOTHER CAME OUT AND TRANSPORTED HIM TO THE HOSPITAL.

Other Property Involved

Type	Description of Property and Damage				
Owner's Last Name	Owner's First Name	Owner's Middle Name			
Owner's Street Address	Owner's City	State	Zip Code	Owner's Phone	

WITNESS

Witness's Last Name	Witness's First Name	Witness's Middle Name	Age
[redacted]	[redacted]		21

Witness's Street Address	Witness's City	State	Zip Code	Witness's Phone
[redacted]	ALBUQUERQUE	NM	87105	[redacted]

ENFORCEMENT ACTION - VIOLATIONS

VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action

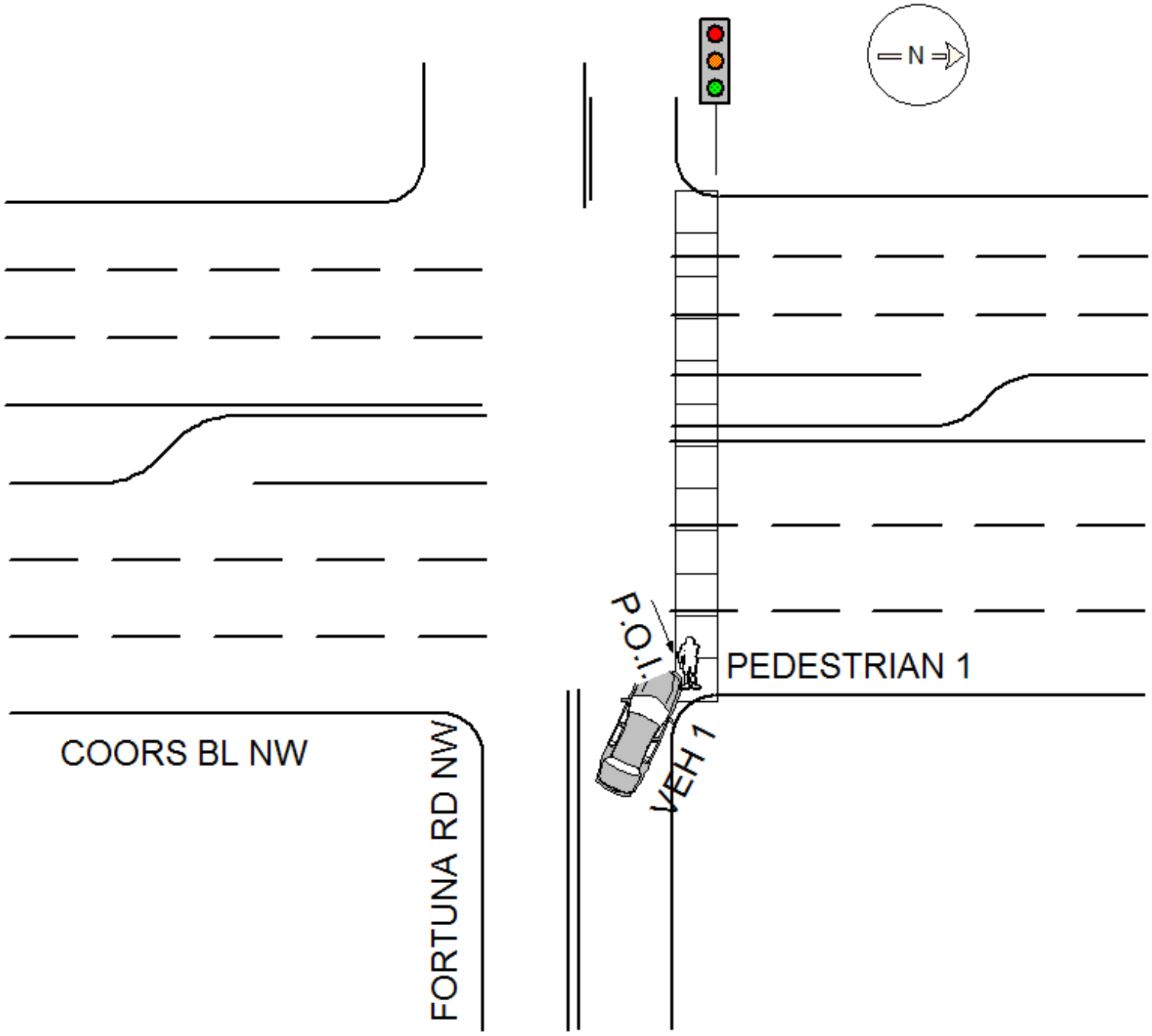
Time Notified	Time Arrived	Notified By	Supervisor at Scene
06:59	07:03	RADIO	

Checked By: 5195 - LOPEZ, DANIEL - 2/15/2019

Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	SEDILLO, RICHARD	P 2/C	2112	111	01/16/2019

Diagram Drawn By	Measurements Taken By
SEDILLO, RICHARD	**NOT TO SCALE**

DIAGRAM



STATE OF NEW MEXICO
UNIFORM CRASH REPORT

710558183

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

Private Property?	Fatal / Injury	Property Damage Only	Under $500 / $500 or More	Hit and Run?	Case Number:	CAD Num:
NO	☑ Fatal ☐ Injury	☐	☐	NO	190050424	191521246

Crash Date	Military Time	City Occurred In	County
06/01/2019	21:12	ALBUQUERQUE	BERNALILLO

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:	Tribal Land?
SATURDAY	FORTUNA RD NW	COORS BLVD NW	NO

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection	Milepost	Lat: / Long:
		NORTH	COORS BLVD NW / FORTUNA RD NW		

Crash Occurred	Crash Classification	Analysis Code
ON ROADWAY	PEDESTRIAN	02 - VEH TURNING RIGHT

VEHICLE NO. 001

VEHICLE NO. HEADED	Unit Direction	On:	Left the Scene of the Crash?	Posted Speed	Safe Speed
01	NORTH	COORS BLVD NW	NO	45	45

Driver's Last Name	Driver's First Name	Driver's Middle Name	Driver's Street Address
[redacted]	[redacted]		[redacted]

Driver's License Number	State	Type	Status	Restrictions	Endorsements	Expires	City	State	Zip Code	Phone
[redacted]	NM	D	V			[redacted]/2022	ALBUQUERQUE	NM	87507	

Date of Birth	Occupation	Seat Pos
[redacted]1985		LF

Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans
		34	M	H	O	0	UNK	N	N		
RF	[redacted] ALBUQUERQUE NM 87121	22	F	H	O	0	UNK	N	N		NO
CR	[redacted] SANTA FE NM 87507	8	M	H	O	0	UNK	N	N		

Veh. Year	Vehicle Make	Color	Body Style	Cargo Body Type	Veh. Use1	Veh. Use2	Veh. Towed?	Vehicle Disabled
2013	TOYOTA	GRAY - GRY	PK			P	NO	NO

Lic. Year	State	License Plate Number	VIN	DOT #	Damage Severity	Damage Area
2019	NM	ABSJ45	5TFDW5F1XDX317066		HEAVY	10,11,12

Interstate Carrier?	Towed By	Towed To	Extent
			UNKNOWN

Number of Axles	Gross Vehicle/Comb Weight Rating	HazMat Placard?	Hazmat Placard 4-digit OR Hazmat Name	AND	1-digit #	HazMat Released
						NO

Carrier's Name	Street Address	Carrier City	State	Carrier's Zip

Owner's Last Name	Owner's First Name	Owner's Middle Name	Owner's Company Name
LUIS	CARLOS		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
1115 OCATE RD	ALBUQUERQUE	NM	87507	

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic. Year	Lic State	License Num

Trailer or Towed Vehicles (2)	Type	Year	Make	Lic. Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic. Year	Lic State	License Num

VEHICLE NO. HEADED	Unit Direction	On:	Left the Scene of the Crash?	Posted Speed	Safe Speed
02	WEST	FORTUNA RD NW	NO		

Driver's Last Name | Driver's First Name | Driver's Middle Name | Driver's Street Address

VEHICLE NO. 002

Driver's Last Name	Driver's First Name	Driver's Middle Name	Driver's Street Address
[redacted]	[redacted]		[redacted]

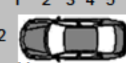
Driver's License Number	State	Type	Status	Restrictions	Endorsements	Expires	City	State	Zip Code	Phone
[redacted]										

Date of Birth	Occupation	Seat Pos	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans
		PD				K	0	UNK	N	N		YES

Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans

Veh. Year	Vehicle Make	Color	Body Style	Cargo Body Type	Veh. Use1	Veh. Use2	Veh. Towed?	Vehicle Disabled

Lic. Year	State	License Plate Number	VIN	DOT #	Damage Severity	Damage Area



Interstate Carrier?	Towed By	Towed To	Extent

Number of Axles	Gross Vehicle/Comb Weight Rating	HazMat Placard?	Hazmat Placard 4-digit OR Hazmat Name AND 1-digit #	HazMat Released

Carrier's Name	Street Address	Carrier City	State	Carrier's Zip

Owner's Last Name	Owner's First Name	Owner's Middle Name	Owner's Company Name

Street Address	Owner's City	State	Owner Zip	Owner's Phone

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic. Year	Lic State	License Num

Trailer or Towed Vehicles (2)	Type	Year	Make	Lic. Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic. Year	Lic State	License Num

VEHICLE NO. 003

VEHICLE NO. HEADED	Unit Direction	On:	Left the Scene of the Crash?	Posted Speed	Safe Speed
03	WEST	FORTUNA RD NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name	Driver's Street Address
[redacted]	[redacted]		

Driver's License Number	State	Type	Status	Restrictions	Endorsements	Expires	City	State	Zip Code	Phone

Date of Birth	Occupation	Seat Pos	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans
		PD				A	6		N	N		

Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans

Veh. Year Vehicle Make Color Body Style Veh. Use1 Veh. Use2 Veh. Towed? Vehicle Disabled

				Cargo Body Type			Damage Severity / Extent	Damage Area (1 2 3 4 5 / 12 / 6 / 11 10 9 8 7)
Lic. Year	State	License Plate Number	VIN		DOT #			
Interstate Carrier?	Towed By		Towed To					

Number of Axles	Gross Vehicle/Comb Weight Rating	HazMat Placard?	Hazmat Placard 4-digit OR Hazmat Name	AND	1-digit #	HazMat Released

Carrier's Name	Street Address	Carrier City	State	Carrier's Zip

Owner's Last Name	Owner's First Name	Owner's Middle Name	Owner's Company Name

Street Address	Owner's City	State	Owner Zip	Owner's Phone

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic. Year	Lic State	License Num

Trailer or Towed Vehicles (2)	Type	Year	Make	Lic. Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic. Year	Lic State	License Num

Veh. Num	Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans

COND

Lighting	Weather	Road Character	Road Grade
DARK LIGHTED	CLEAR	STRAIGHT	LEVEL

ROAD

VEH NO.	Road Condition	Road Surface	Traffic Control	Road Lanes	Road Design Div	Road Design
01	DRY	PAVED CENTER AND EDGE LIN	TRAFFIC SIGNALS	3 LANES	PAINTED DIVIDE	FULL ACCESS CT

EVENT

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
UNDER INFLUENCE OF ALCOHOL	GOING STRAIGHT	FIRST EVENT: PED SECOND EVENT: PED THIRD EVENT: FOURTH EVENT:

DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY	DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION	PEDESTRIAN/PEDALCYCLIST ACTION
		At Intersection

DRIVER			PEDESTRIAN	
SOBRIETY UNKNOWN	**UNKNOWN**		Not At Intersection	
Breath Test Results	Driver Physical Condition - Other		Pedestrian Action - Other	

ROAD	VEH NO.	Road Condition	Road Surface	Traffic Control	Road Lanes	Road Design Div	Road Design
	02	**DRY**	**PAVED CENTER AND EDGE LIN**	**TRAFFIC SIGNALS**	**2 LANES**	**PAINTED DIVIDE**	**FULL ACCESS CT**

EVENT	APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
	NONE		FIRST EVENT
			SECOND EVENT
			THIRD EVENT
			FOURTH EVENT

DRIVER	DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY	DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION	PEDESTRIAN	PEDESTRIAN/PEDALCYCLIST ACTION
	SOBRIETY UNKNOWN	**NO APP. DEFECTS**		At Intersection **WITH SIGNAL**
				Not At Intersection **CROSSWALK**
	Breath Test Results	Driver Physical Condition - Other		Pedestrian Action - Other

ROAD	VEH NO.	Road Condition	Road Surface	Traffic Control	Road Lanes	Road Design Div	Road Design
	03	**DRY**	**PAVED CENTER AND EDGE LIN**	**TRAFFIC SIGNALS**	**2 LANES**	**PAINTED DIVIDE**	**FULL ACCESS CT**

EVENT	APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
	NONE		FIRST EVENT
			SECOND EVENT
			THIRD EVENT
			FOURTH EVENT

DRIVER	DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY	DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION	PEDESTRIAN	PEDESTRIAN/PEDALCYCLIST ACTION
	SOBRIETY UNKNOWN	**NO APP. DEFECTS**		At Intersection **WITH SIGNAL**
				Not At Intersection **CROSSWALK**
	Breath Test Results	Driver Physical Condition - Other		Pedestrian Action - Other

NARRATIVE

ON 6/2/2019 I WAS DISPATCHED TO 700 COORS BLVD SW AT APPROXIMATELY 2113 HOURS IN REFERENCE TO A TRAFFIC ACCIDENT. THE CAD REMARKS STATED "VEHICLE VERSUS PEDESTRIAN, AND A BODY IS LAYING IN THE ROAD."

WHEN I ARRIVED ON SCENE THE TWO PEDESTRIANS WHERE BEING TRANSPORTED TO UNMH FOR LIFE THREATENING INJURIES.I WAS NOT ABLE TO SPEAK TO THE TWO PEDESTRIANS. [redacted] [redacted] WAS ONE OF THE PEDESTRIANS.THE FEMALE AT THIS TIME IS STILL UNIDENTIFIED.

ONCE ON SCENE I SPOKE WITH DRIVER #1 [redacted] [redacted] [redacted] SAID HE WAS DRIVING NORTHBOUND ON COORS BLVD NW. [redacted] SAID AS HE WAS DRIVING THROUGH THE INTERSECTION OF COORS BLVD NW AND FORTUNA RD NW, TWO PEOPLE WALKED OUT IN FRONT OF HIM. [redacted] SAID HE HAD A GREEN LIGHT AND THAT IT WAS DARK OUTSIDE. [redacted] STATED THAT HE COULD NOT SEE THE TWO PEOPLE UNTIL THEY WERE RIGHT IN FRONT OF HIM. [redacted] SAID HE HAD "HIT" THE BRAKES AND THEN HIS VEHICLE HAD IMPACTED THE TWO PEOPLE.

I SPOKE WITH PASSENGER #1 [redacted] [redacted] [redacted] WAS SITTING IN THE RIGHT FRONT SEAT. [redacted] SAID THAT AS THEY WERE GOING THROUGH THE INTERSECTION OF COORS BLVD NW AND FORTUNA RD NW, SHE HAD TURNED AROUND TO HELP [redacted] [redacted] [redacted] [redacted] IS [redacted] [redacted] SON. [redacted] SAID [redacted] NEEDED HELP CHANGING THE PLAY LIST ON THE PHONE. [redacted] SAID AS SHE TURNED AROUND THE TRUCK HAD

Other Property Involved	Type	Description of Property and Damage				
	Owner's Last Name	Owner's First Name	Owner's Middle Name			
	Owner's Street Address	Owner's City	State	Zip Code	Owner's Phone	

WITNESS	Witness's Last Name	Witness's First Name	Witness's Middle Name	Age
	[redacted]	[redacted]		25

Witness's Street Address	Witness's City	State	Zip Code	Witness's Phone
[redacted]	ALBUQUERQUE	NM	87102	[redacted]

WITNESS	Witness's Last Name	Witness's First Name	Witness's Middle Name	Age
	[redacted]	[redacted]		23

Witness's Street Address	Witness's City	State	Zip Code	Witness's Phone
[redacted]	ALBUQUERQUE	NM	87102	[redacted]

ENFORCEMENT ACTION - VIOLATIONS

VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action

Time Notified	Time Arrived	Notified By	Supervisor at Scene
21:12	21:17	DISPATCH	A.HOISINGTON

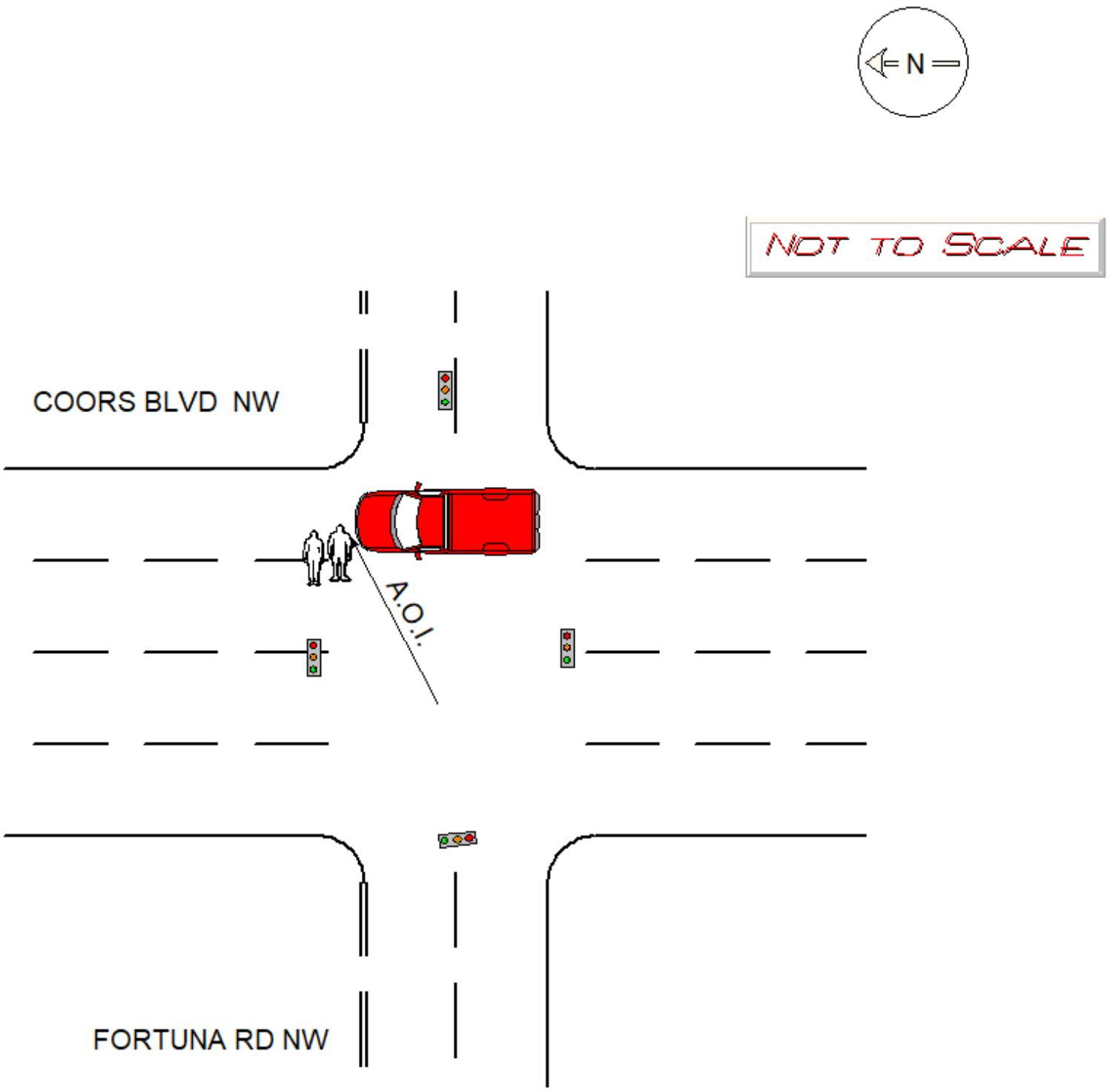
Checked By

5279 - THOMAS, WILLIAM - 6/5/2019

Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	GLEASON, TYLER	P2C	6483	111	06/01/2019

Diagram Drawn By	Measurements Taken By
GLEASON, TYLER	

DIAGRAM



Crash Report Number: **710558183**	**STATE OF NEW MEXICO UNIFORM CRASH REPORT**	Sheet 6 Of 6
Case Number: **190050424**	**NM STATUTE 66-7-209**	
	NMDOT COPY	

CRASH INVESTIGATION SH 10078 Rev July 2018 NMDOTUCR E July 2018

E_JULY_2018

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT

710758579

☐ Private Property ☐ Secondary Crash	☐ Fatal ☑ Injury	Property Damage Only: ☐ Under $500 ☐ $500 or More	☐ Hit-and-Run ☐ School Bus Directly Involved ☐ School Bus Indirectly Involved ☐ Commercial Vehicle Involved	Case Number: **210055638**	CAD Num: **211971416**
				Agency: **1 - ALBUQUERQUE POLICE DEPARTMENT**	

Crash Date	Crash Time	City Occurred In	County
07/16/2021	2248	ALBUQUERQUE	BERNALILLO

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:
FRIDAY	COORS BLVD NW	FORTUNA RD NW

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost	Lat: / Long:
		NORTH		

Crash Occurred	First Harmful Event	Manner of Impact	Manner of Crash
ON ROADWAY	COLLISION W/PERSON	FRONT-TO-FRONT (EX. HEAD-ON)	INTERSECTING PATH (T-BONE)

Work Zone	Tribal Land?	Analysis Code	Location of First Harmful Event
☐ Construction ☐ Maintenance ☐ Utility	NO	PEDESTRIAN	ON ROADWAY

TRAFFIC UNIT 01

VEHICLE NO.	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
HEADED 01	IN TRANSPORT	N	COORS BLVD NW	NO	40	

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	[redacted]

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ALBUQUERQUE	NM	87105	[redacted]

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/2000	[redacted]	NM	I		V			[redacted]/2023	NO	

Incident Responder	# of Occupants	Seat Pos
	1	LF

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
20	M	H	O	0	NO	N	N	N/A	

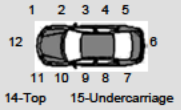
Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
2008	MERCEDES-BENZ	PS	SIL		P	

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
PC		2023	NM	ASGC95	WDDGF54X48R039480

Towed By	Towed To

Veh. Towed? NO
Veh. Disabled? NO
Damage Severity: SLIGHT
Extent: MINOR



01,12

Gross Vehicle/Comb Weight Rating	HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name	AND	1-digit #	DOT #

State #	Number of Axles	Carrier Type Code

Carrier's Name	Street Address	Carrier City	State	Carrier's Zip

Owner's Last Name	Owner's First Name	Owner's Middle Name	Owner's Company Name
THOMLISON	ANGEL	RYAN	

Street Address	Owner's City	State	Owner Zip	Owner's Phone
300 59TH NW	ALBUQUERQUE	NM	87105	(505) 308-9102

Insured By: (Name of Company)	Policy Number
FREEWAY INSURANCE	[redacted]

Trailer or Towed Vehicles	Type	Year	Make	Lic Year	Lic State	License Num
(1)						
(2)						
(3)						

Condition Information

Lighting	Weather	Intersection Type	Relation To Junction
DARK LIGHTED	CLEAR	FOUR-WAY	INTERSECTION

Work Zone Location	Work Zone Type	Workers Present	Law Enforcement Present

Road Character	Road Grade	Road Condition	Road Surface	Traffic Control
STRAIGHT	LEVEL	DRY	LANE MARKERS	TRAFFIC SIGNALS

Road Lanes	Road Design Div	Road Design
3 LANES	PAINTED DIVIDER (>4 FT)	TWO-WAY, DIVIDED

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
EXCESSIVE SPEED	GOING STRAIGHT	FIRST EVENT: PED SECOND EVENT: THIRD EVENT: FOURTH EVENT: MHE: PED

DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY	DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION	PEDESTRIAN/PEDALCYCLIST ACTION
HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS	☐ At Intersection ☐ Not at Intersection Actions Prior to Crash: Actions at Time of Crash:

Breath Test Results	Driver Physical Condition - Other	Location at Time of Crash

TRAFFIC UNIT 02

VEHICLE NO. HEADED 02	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
		E	FORTUNA RD NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ALBUQUERQUE	NM	87105	

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/1998	[redacted]	NM	NON	N	V			[redacted]/2021	NO	

Incident Responder	# of Occupants	Seat Pos
POLICE	1	PD

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
23	F	C	B		NO	NA	O	AA8	EG

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3

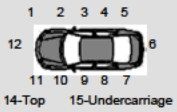
Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN

Towed By	Towed To

Veh. Towed? Veh. Disabled?

Damage Severity

Extent



Gross Vehicle/Comb Weight Rating	HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name	AND	1-digit #	DOT #

State #	Number of Axles	Carrier Type Code

Carrier's Name	Street Address	Carrier City	State	Carrier's Zip

Owner's Last Name	Owner's First Name	Owner's Middle Name	Owner's Company Name

Street Address	Owner's City	State	Owner Zip	Owner's Phone

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num

Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting	Weather	Intersection Type	Relation To Junction
DARK LIGHTED	**CLEAR**	**FOUR-WAY**	**INTERSECTION**

Work Zone Location	Work Zone Type	Workers Present	Law Enforcement Present

Road Character	Road Grade	Road Condition	Road Surface	Traffic Control
STRAIGHT	**LEVEL**	**DRY**	**PAVED CENTER AND EDGE LINE**	**TRAFFIC SIGNALS**

Road Lanes	Road Design Div	Road Design
2 LANES	**PAINTED DIVIDER (>4 FT)**	**TWO-WAY, DIVIDED**

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
AVOID NO CONTACT VEHICLE	**GOING STRAIGHT**	FIRST EVENT **MVT** SECOND EVENT THIRD EVENT FOURTH EVENT MHE **MVT**

DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY	DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION	PEDESTRIAN/PEDALCYCLIST ACTION
SOBRIETY UNKNOWN	**UNKNOWN**	☑ At Intersection ☐ Not at Intersection Actions Prior to Crash: **CROSSING ROADWAY** Actions at Time of Crash: **FAILURE TO OBEY TRAFFIC SIGNS, SIGNALS**

Breath Test Results	Driver Physical Condition - Other	Location at Time of Crash
		SHOULDER/ROADSIDE

NARRATIVE

ON JULY 16, 2021, I WAS DISPATCHED TO THE INTERSECTION OF COORS BLVD NW AND FORTURA REGARDING A TRAFFIC ACCIDENT WITH INJURIES. THE CALL WAS FOR A VEHICLE AGAINST A PEDESTRIAN. UPON ARRIVAL TO THE SCENE I FIRST MADE CONTACT WITH PEDESTRIAN [redacted] WHO HAD VISIBLE INJURIES TO HER RIGHT LEG AND WAS GETTING CHECKED BY AMBULANCE. DUE TO HER PAIN [redacted] COULD NOT PROVIDE ANY INFORMATION ABOUT THE ACCIDENT. I THEN MADE CONTACT WITH DRIVER ONE.

DRIVER ONE SAID HE WAS TRAVELING NORTHBOUND ON COORS BLVD APPROACHING FORTUNA WHEN HE NOTICED THE FEMALE CROSSING AT THE LAST MINUTE. DRIVER ONE SAID HE WAS ON THE MOST EAST LANE OF COORS AND DID NOT SEE IF HE HIT HER BUT DID HEAR SOMETHING HIT HIS FRONT BUMPER. DRIVER ONE AT THIS TIME HAD TO DO A U-TURN TO CHECK ON THE FEMALE WHO HE SAW LAYING IN THE FLOOR AFTER. DRIVER ONE DID SAY HE WAS DRIVER OVER THE POSTED SPEED LIMIT BUT DID NOT RECALL RIGHT SPEED AND GAVE AN ESTIMATE OF 55-60 MPH.

I ALSO MADE CONTACT WITH WITNESS #1 WHO SAID HE WAS DRIVING NORTHBOUND ON HIS MOTORCYCLE AT ABOUT 50-60 MPH WHEN VEHICLE NUMBER ONE "FLEW BY HIM" AND APPEARED TO BE RACING. WITNESS #1 DID SAY BOTH OF THE THEM HAD THE GREEN LIGHT WHEN FEMALE STARTED CROSSING THE ROAD IN FRONT OF THEM. WITNESS #1 SAID DRIVER ONE APPEARED TO NOT HAVE NOTICED THE COLLISION AT THE START BUT THEN SAW HIM TURN AROUND AND PARK IN A NEARBY PARKING LOT.

I THEN MADE CONTACT WITH [redacted] AT UNM HOSPITAL. [redacted] DID ADMIT CROSSING THE STREET EASTBOUND WHEN THE OTHER VEHICLES HAD THE RIGHT OF WAY BUT SAID VEHICLE ONE APPEARED TO INCREASE THE SPEED IN A ATTEMPT TO HIT HER. [redacted] TRIED TO CROSS THE STREET AS QUICK AS SHE COULD BUT STILL GOT HIM ON HER RIGHT LEG. [redacted] DID NOT WANT TO PROVIDE ANY OTHER INFORMATION ON THE INCIDENT. ALL PARTIES WERE PROVIDED WITH A CASE NUMBER AND THIS ENDED MY INVOLVEMENT.

WITNESS 01

Witness's Last Name	Witness's First Name	Witness's Middle Name	Age
[redacted]	[redacted]		**20**

Witness's Street Address	Witness's City	State	Zip Code	Witness's Phone
UNKNOWN	**ALBUQUERQUE**	**NM**	**87105**	[redacted]

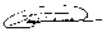
VIOLATION 01

VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action

CONCLUSION

Time Notified	Time Arrived	Notified By	Supervisor at Scene
2348	**2351**	**DISPATCHED**	**SGT HERERRA**

Time Roadway Cleared	Time Incident Cleared	Checked By
0000	**0229**	**3852 - VALLEJOS, MARIO - 7/22/2021**

Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	**FLORES-VELA, JOSE**	**P1C**	**5888**	**111**	**07/17/2021**

DIAGRAM

Diagram Drawn By	Measurements Taken By
FLORES-VELA, JOSE	

DIAGRAM

CRASH INVESTIGATION SH 10074 Rev July 2018 NMDOTUCR E July 2018

E_JULY_2018

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT
710782684

☐ Private Property ☐ Secondary Crash	☐ Fatal ☑ Injury	Property Damage Only: ☐ Under $500 ☐ $500 or More	☑ Hit-and-Run ☐ School Bus Directly Involved ☐ School Bus Indirectly Involved ☐ Commercial Vehicle Involved	Case Number: **210074321**	CAD Num: **212610526**
				Agency: **1 - ALBUQUERQUE POLICE DEPARTMENT**	

Crash Date	Crash Time	City Occurred In	County
09/18/2021	**0845**	**ALBUQUERQUE**	**BERNALILLO**

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:
SATURDAY	**COORS BLVD NW**	**FORTUNA RD NW**

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost	Lat: / Long:
		NORTH		

Crash Occurred	First Harmful Event	Manner of Impact	Manner of Crash
ON ROADWAY	**COLLISION W/PERSON**	**FRONT-TO-SIDE (EX. T-BONE, ANGLE)**	**INTERSECTING PATH (T-BONE)**

☐ Work Zone-Construction ☐ Work Zone-Maintenance ☐ Work Zone-Utility	Tribal Land?	Analysis Code	Location of First Harmful Event
	NO	**PEDALCYCLE**	**ON ROADWAY**

TRAFFIC UNIT 01

VEHICLE NO. HEADED 01	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
	IN TRANSPORT	**S**	**COORS BLVD NW**	**YES**	**35**	**35**

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	**ALBUQUERQUE**	**NM**	**87120**	[redacted]

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/1962	[redacted]	**NM**	**D**		**V**			[redacted]/2024	**NO**	

Incident Responder	# of Occupants	Seat Pos
POLICE	**1**	**PC**

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
59	**M**	**H**	**C**	**NP**	**UNK**	**N**	**N**		**NT**

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
	BICYCLE	**2 WHEELS**	**PLE**	**VA**	**P**	

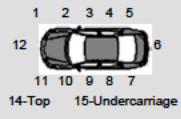
Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN

Towed By	Towed To

Veh. Towed? Veh. Disabled?

Damage Severity: **MODERATE**

Extent: **DISABLED**



Gross Vehicle/Comb Weight Rating	HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name	AND	1-digit #	DOT #

State #	Number of Axles	Carrier Type Code

Carrier's Name	Street Address	Carrier City	State	Carrier's Zip

Owner's Last Name	Owner's First Name	Owner's Middle Name	Owner's Company Name
PENA	**RUMALEO**		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
3509 RONDA DE LECHUSAS NW	**ALBUQUERQUE**	**NM**	**87120**	**(505) 377-8019**

Insured By: (Name of Company)	Policy Number
NONE	**NONE**

Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num
	BIC		**BIKE**			

Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num

Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting	Weather	Intersection Type	Relation To Junction
DAYLIGHT	CLEAR	FOUR-WAY	INTERSECTION

Work Zone Location	Work Zone Type	Workers Present	Law Enforcement Present

Road Character	Road Grade	Road Condition	Road Surface	Traffic Control
STRAIGHT	LEVEL	DRY	PAVED CENTER AND EDGE LINE	TRAFFIC SIGNALS

Road Lanes	Road Design Div	Road Design
3 LANES	PAINTED DIVIDER (>4 FT)	TWO-WAY, DIVIDED

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
NO DRIVER ERROR	OVERTAKING - PASSING	FIRST EVENT: BIKE SECOND EVENT: THIRD EVENT: FOURTH EVENT: MHE: BIKE

DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY	DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION	PEDESTRIAN/PEDALCYCLIST ACTION
HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS	☑ At Intersection ☐ Not at Intersection
		Actions Prior to Crash: CROSSING ROADWAY
		Actions at Time of Crash: NO IMPROPER ACTION

Breath Test Results	Driver Physical Condition - Other	Location at Time of Crash
		INTERSECTION - OTHER

TRAFFIC UNIT 02

VEHICLE NO. HEADED 02	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
	IN TRANSPORT	N	COORS BLVD NW	YES	45	45

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	[redacted]			

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
	UNKNOWN									

Incident Responder	# of Occupants	Seat Pos
	1	LF

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
	U		O	0	UNK	NA	N		NT

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
	CHEVROLET	SILVERADO	GRY		P	

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
PC					

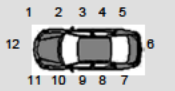
Towed By	Towed To

Veh. Towed?

Veh. Disabled? NO

Damage Severity: UNKNOWN

Extent



01,12

Gross Vehicle/Comb Weight Rating	HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name	AND	1-digit #	DOT #

State #	Number of Axles	Carrier Type Code

Carrier's Name	Street Address	Carrier City	State	Carrier's Zip

Owner's Last Name	Owner's First Name	Owner's Middle Name	Owner's Company Name
UNKNOWN	UNKNOWN		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
UNKNOWN	UNKNOWN			

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num
UNKNOWN	[redacted]							

Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting	Weather	Intersection Type	Relation To Junction
DAYLIGHT	**CLEAR**	**FOUR-WAY**	**INTERSECTION**

Work Zone Location	Work Zone Type	Workers Present	Law Enforcement Present

Road Character	Road Grade	Road Condition	Road Surface	Traffic Control
STRAIGHT	**LEVEL**	**DRY**	**PAVED CENTER AND EDGE LINE**	**TRAFFIC SIGNALS**

Road Lanes	Road Design Div	Road Design
3 LANES	**PAINTED DIVIDER (>4 FT)**	**TWO-WAY, DIVIDED**

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
DISREGARDED TRAFFIC SIGNAL	**RIGHT TURN**	FIRST EVENT **BIKE** SECOND EVENT THIRD EVENT FOURTH EVENT MHE **BIKE**

DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY	DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION	PEDESTRIAN/PEDALCYCLIST ACTION
SOBRIETY UNKNOWN	**NO APP. DEFECTS**	☐ At Intersection ☐ Not at Intersection Actions Prior to Crash Actions at Time of Crash

Breath Test Results	Driver Physical Condition - Other	Location at Time of Crash

NARRATIVE

ON SEPTEMBER 18 , 2021 AT 0859 HOURS I WAS DISPATCHED TO 700 COORS BLVD NW, NEAR THE DUTCH BROS IN REGARDS TO A POSSIBLE TRAFFIC ACCIDENT WITH INJURIES. UPON ARRIVAL I SPOKE TO THE CALLER, [redacted] WHO WAS STRUCK BY A VEHICLE WHILE RIDING HIS BICYCLE. HE ADVISED THAT HE WAS RIDING HIS BIKE ON COORS GOING SOUTH ABOUT TO CROSS FORTUNA WHEN A GRAY SILVERADO TRUCK HIM WHEN HE WAS CROSSING THE STREET. HE ADVISED THE LIGHT WAS RED FOR THE TRUCK AND THAT HE HAD THE RIGHT AWAY TO CROSS THE STREET. THE TRUCK FAILED TO SEE HIM AND STRUCK HIM WHILE HE WAS ON HIS BICYCLE. HE SAID FELL OFF HIS BICYCLE AND HIS RIGHT FOOT WAS RAN OVER BY THE TRUCK. HE DID DECLINED ANY MEDAL ATTENTION. HE WAS NOT ABLE TO SEE WHO WAS DRIVING THE TRUCK BECAUSE THE WINDOWS WERE TINTED AND HE COULD NOT SEE THE PLATE OR ANY DETAILS OF THE VEHICLE. HE ONLY ADVISED THAT THE VEHICLE WENT NORTH BOUND ON COORS. MY PARTNER ATTEMPTED TO LOCATE THE VEHICLE IN THAT DIRECTION BUT DID NOT LOCATE ANY GRAY SILVERADO.

MY OBRD WILL BE UPLOADED TO EVIDENCE.COM.

VIOLATION 01

VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action

CONCLUSION

Time Notified	Time Arrived	Notified By	Supervisor at Scene
0859	**0902**	**APD**	

Time Roadway Cleared	Time Incident Cleared	Checked By
0902	**0850**	**5184 - PITZER, BRIAN - 9/27/2021**

Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	HERNANDEZ, DANIEL	**P2C**	**6779**	**111**	**09/18/2021**

DIAGRAM

Diagram Drawn By	Measurements Taken By
HERNANDEZ, DANIEL	

DIAGRAM

CRASH INVESTIGATION SH 10078 Rev July 2018 NMDOTUCR E July 2018

E_JULY_2018

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT
710880210

☐ Private Property ☐ Secondary Crash	☐ Fatal ☑ Injury	Property Damage Only: ☐ Under $500 ☐ $500 or More	☐ Hit-and-Run ☐ School Bus Directly Involved ☐ School Bus Indirectly Involved ☐ Commercial Vehicle Involved	Case Number: **220009717**	CAD Num: **220380298**
				Agency: **1 - ALBUQUERQUE POLICE DEPARTMENT**	

Crash Date	Crash Time	City Occurred In	County
02/07/2022	0700	ALBUQUERQUE	BERNALILLO

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:
MONDAY	COORS BLVD NW	FORTUNA RD NW

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost	Lat: / Long:

Crash Occurred	First Harmful Event	Manner of Impact	Manner of Crash
ON ROADWAY	COLLISION W/PERSON	OTHER	INTERSECTING PATH (T-BONE)

☐ Work Zone-Construction ☐ Work Zone-Maintenance ☐ Work Zone-Utility	Tribal Land?	Analysis Code	Location of First Harmful Event
	NO	PEDESTRIAN	ON ROADWAY

TRAFFIC UNIT 01

VEHICLE NO. HEADED 01	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
	IN TRANSPORT	W	FORTUNA RD NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	UNKNOWN			[redacted]

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/2007										

Incident Responder	# of Occupants	Seat Pos
	1	PD

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
14	F	O	C	NP	UNK	NA	O	AAS46	EG

Vehicle Information

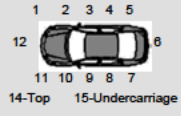
Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN

Veh. Towed? Veh. Disabled?

Damage Severity

Extent



Towed By	Towed To

Gross Vehicle/Comb Weight Rating	HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name	AND	1-digit #	DOT #

State #	Number of Axles	Carrier Type Code

Carrier's Name	Street Address	Carrier City	State	Carrier's Zip

Owner's Last Name	Owner's First Name	Owner's Middle Name	Owner's Company Name

Street Address	Owner's City	State	Owner Zip	Owner's Phone

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num

Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting	Weather	Intersection Type	Relation To Junction
DAYLIGHT	CLEAR	FOUR-WAY	INTERSECTION RELATED

Work Zone Location	Work Zone Type	Workers Present	Law Enforcement Present

Road Character	Road Grade	Road Condition	Road Surface	Traffic Control
STRAIGHT	LEVEL	DRY	PAVED CENTER AND EDGE LINE	TRAFFIC SIGNALS

Road Lanes	Road Design Div	Road Design
1 LANE	UNDIVIDED	TWO-WAY, NOT DIVIDED

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
NO DRIVER ERROR	OTHER (SPECIFY IN NARRATIVE)	FIRST EVENT: PED SECOND EVENT: ONM THIRD EVENT: FOURTH EVENT: MHE: PED

DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY	DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION	PEDESTRIAN/PEDALCYCLIST ACTION
HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS	☑ At Intersection ☐ Not at Intersection

Actions Prior to Crash: CROSSING ROADWAY

Actions at Time of Crash: NO IMPROPER ACTION

Breath Test Results	Driver Physical Condition - Other	Location at Time of Crash
		INTERSECTION - MARKED CROSSWALK

TRAFFIC UNIT 02

VEHICLE NO. HEADED 02	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
	IN TRANSPORT	W	FORTUNA RD NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
				[redacted]

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted] 2005										

Incident Responder	# of Occupants	Seat Pos
	1	PD

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
16	F	O	C	NP	UNK	NA	O	AAS46	EG

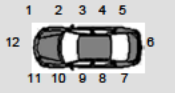
Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3

Veh. Towed? Veh. Disabled?

Damage Severity

Extent



Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN

Towed By	Towed To

Gross Vehicle/Comb Weight Rating	HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name	AND	1-digit #	DOT #

State #	Number of Axles	Carrier Type Code

Carrier's Name	Street Address	Carrier City	State	Carrier's Zip

Owner's Last Name	Owner's First Name	Owner's Middle Name	Owner's Company Name

Street Address	Owner's City	State	Owner Zip	Owner's Phone

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num

Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting	Weather	Intersection Type	Relation To Junction
DAYLIGHT	CLEAR	FOUR-WAY	INTERSECTION RELATED

Work Zone Location	Work Zone Type	Workers Present	Law Enforcement Present

Road Character	Road Grade	Road Condition	Road Surface	Traffic Control
STRAIGHT	LEVEL	DRY	PAVED CENTER AND EDGE LINE	TRAFFIC SIGNALS

Road Lanes	Road Design Div	Road Design
1 LANE	UNDIVIDED	TWO-WAY, NOT DIVIDED

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
NO DRIVER ERROR	OTHER (SPECIFY IN NARRATIVE)	FIRST EVENT: PED SECOND EVENT: ONM THIRD EVENT: FOURTH EVENT: MHE: PED

DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY	DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION	PEDESTRIAN/PEDALCYCLIST ACTION
HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS	☑ At Intersection ☐ Not at Intersection
		Actions Prior to Crash: CROSSING ROADWAY
		Actions at Time of Crash: NO IMPROPER ACTION
Breath Test Results	Driver Physical Condition - Other	Location at Time of Crash: INTERSECTION - MARKED CROSSWALK

TRAFFIC UNIT 03

VEHICLE NO. HEADED 03	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
	IN TRANSPORT	N	COORS BLVD NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ALBUQUERQUE	NM	87105	

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/1998	[redacted]	NM	D	N	V			[redacted]/2024	NO	

Incident Responder	# of Occupants	Seat Pos
	1	LF

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
23	F	O	O	6	UNK	N	N		NT

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
2011	MAZDA	4 DOOR	RED		P	

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
PC		2022	NM	ATGF20	JM3ER2A52B0393026

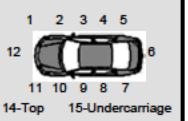
Towed By	Towed To

Veh. Towed? NO

Veh. Disabled? NO

Damage Severity: UNKNOWN

Extent: NONE



Gross Vehicle/Comb Weight Rating	HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name	AND	1-digit #	DOT #

State #	Number of Axles	Carrier Type Code

Carrier's Name	Street Address	Carrier City	State	Carrier's Zip

Owner's Last Name	Owner's First Name	Owner's Middle Name	Owner's Company Name
SALAZAR	MARTIN		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
312 55TH ST NW	ALBUQUERQUE	NM	87105	

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num
ROOT INSURANCE	[redacted]							

Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting	Weather	Intersection Type	Relation To Junction
DAYLIGHT	CLEAR	FOUR-WAY	INTERSECTION RELATED

Work Zone Location	Work Zone Type	Workers Present	Law Enforcement Present

Road Character	Road Grade	Road Condition	Road Surface	Traffic Control
STRAIGHT	LEVEL	DRY	PAVED CENTER AND EDGE LINE	TRAFFIC SIGNALS

Road Lanes	Road Design Div	Road Design
1 LANE	UNDIVIDED	TWO-WAY, NOT DIVIDED

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
DRIVER INATTENTION, FAILED TO YIELD RIGHT-OF-WAY, WEATHER CONDITIONS	RIGHT TURN	FIRST EVENT: PED SECOND EVENT: ONM THIRD EVENT: FOURTH EVENT: MHE: PED

DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY	DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION	PEDESTRIAN/PEDALCYCLIST ACTION
HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS	☐ At Intersection ☐ Not at Intersection Actions Prior to Crash Actions at Time of Crash

Breath Test Results	Driver Physical Condition - Other	Location at Time of Crash

NARRATIVE

ON FEBRUARY 7, 2022 AT APPROXIMATELY 0701 HOURS I WAS DISPATCHED TO A TRAFFIC ACCIDENT WITH INJURIES INVOLVING ONE VEHICLE AND TWO PEDESTRIANS AT THE LOCATION OF COORS BL NW AND FORTUNA RD NW.

PEDESTRIAN 1 STATED THAT HERSELF AND HER FRIEND (PEDESTRIAN 2) WERE WALKING WESTBOUND ON FORTUNA RD AND WERE CROSSING COORS BLVD TO HEAD TO SCHOOL. PEDESTRIAN 1 STATED THAT'S WHEN SHE FELT A HARD BUMP FROM DRIVER 3'S VEHICLE ON THE LEFT SIDE OF HER BODY WHICH CAUSED HER TO FALL DOWN AND HIT HER HEAD ON THE ROADWAY. PEDESTRIAN 1 COMPLAINED OF HEAD AND LEFT LEG PAIN BUT NO INJURIES WERE VISIBLE. PEDESTRIAN 1 WAS TRANSPORTED TO DOWNTOWN PRESBYTERIAN BY ALBUQUERQUE AMBULANCE 46.

PEDESTRIAN 2 STATED THAT SHE WAS ON THE RIGHT SIDE OF PEDESTRIAN 1 AND WHEN THE COLLISION OCCURRED BETWEEN PEDESTRIAN 1 AND VEHICLE 1 THE MOMENTUM OF WHEN PEDESTRIAN 1 FELL DOWN CAUSED PEDESTRIAN 2 TO ALSO FALL DOWN AND PEDESTRIAN 2 HIT HER RIGHT SHOULDER ON THE ROADWAY. PEDESTRIAN 2 COMPLAINED OF THE RIGHT SHOULDER INJURY AND WAS TRANSPORTED TO DOWNTOWN PRESBYTERIAN BY ALBUQUERQUE AMBULANCE 46.

DRIVER 3 STATED THAT SHE WAS DRIVING WESTBOUND ON FORTUNA RD NW AND WAS ATTEMPTING TO MAKE A RIGHT TURN ONTO COORS BLVD NW. DRIVER 3 STATED THAT THE RIGHT SIDE OF HER FRONT WINDSHIELD WAS STILL ICED OVER AND SHE COULDN'T SEE. DRIVER 3 STATED THAT SHE MADE A WIDE RIGHT TURN ONTO COORS BLVD FROM FORTUNA RD AND COLLIDED WITH PEDESTRIAN 1 AND 2. DRIVER 3 STATED THAT SHE DID NOT SEE THE PEDESTRIANS CROSSING. DRIVER 3 DID NOT COMPLAIN OF ANY INJURIES AND THE VEHICLE DID NOT REQUIRE TOWING.

I ATTEMPTED TO GET A STATEMENT FROM THE WITNESS THROUGH TELEPHONE BUT NO ONE ANSWERED THE PHONE.

THIS CONCLUDES MY INVOLVEMENT WITH THIS INCIDENT.

WITNESS 01

Witness's Last Name	Witness's First Name	Witness's Middle Name	Age
[redacted]	[redacted]		52

Witness's Street Address	Witness's City	State	Zip Code	Witness's Phone
				[redacted]

VIOLATION 01

VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action

CONCLUSION

Time Notified	Time Arrived	Notified By	Supervisor at Scene
0701	**0711**	**DISPATCH**	**NONE**

Time Roadway Cleared	Time Incident Cleared	Checked By
0743	**0743**	**0492 - ARMIJO, LOUIS - 2/8/2022**

Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	**SHARP, DOMINIC**	**PSA**	**7455**	**111**	**02/07/2022**

DIAGRAM

Diagram Drawn By	Measurements Taken By
SHARP, DOMINIC	**NOT TO SCALE**

DIAGRAM

CRASH INVESTIGATION SH 10078 Rev July 2018 NMDOTUCR E July 2018

E_JULY_2018

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT

710885039

☐ Private Property ☐ Secondary Crash	☐ Fatal ☑ Injury	Property Damage Only: ☐ Under $500 ☐ $500 or More	☐ Hit-and-Run ☐ School Bus Directly Involved ☐ School Bus Indirectly Involved ☐ Commercial Vehicle Involved	Case Number: **220026182**	CAD Num: **220970380**
				Agency: **1 - ALBUQUERQUE POLICE DEPARTMENT**	

Crash Date	Crash Time	City Occurred In	County
04/07/2022	**0755**	**ALBUQUERQUE**	**BERNALILLO**

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:
THURSDAY	**COORS BLVD NW**	**FORTUNA DR**

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost	Lat: / Long:

Crash Occurred	First Harmful Event	Manner of Impact	Manner of Crash
ON ROADWAY	**COLLISION W/MOTOR VEHICLE**	**FRONT-TO-SIDE (EX. T-BONE, ANGLE)**	**INTERSECTING PATH (T-BONE)**

☐ Work Zone-Construction ☐ Work Zone-Maintenance ☐ Work Zone-Utility	Tribal Land?	Analysis Code	Location of First Harmful Event
	NO	**MV IN TRANSPORT**	**ON ROADWAY**

TRAFFIC UNIT 01

VEHICLE NO. HEADED 01	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
	IN TRANSPORT	**E**	**COORS BLVD NW**	**NO**		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/2009										

Incident Responder	# of Occupants	Seat Pos
	1	**PC**

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
12	**M**	**O**	**B**	**9A**	**NO**	**NA**	**O**	**E4**	**NT**

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
	ACURA					

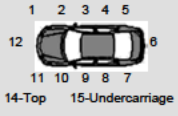
Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN

Towed By | Towed To

Veh. Towed? Veh. Disabled?

Damage Severity

Extent



Gross Vehicle/Comb Weight Rating	HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name AND 1-digit #	DOT #

State #	Number of Axles	Carrier Type Code

Carrier's Name	Street Address	Carrier City	State	Carrier's Zip

Owner's Last Name	Owner's First Name	Owner's Middle Name	Owner's Company Name

Street Address	Owner's City	State	Owner Zip	Owner's Phone

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num

Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting	Weather	Intersection Type	Relation To Junction
DAYLIGHT	CLEAR	FOUR-WAY	INTERSECTION

Work Zone Location	Work Zone Type	Workers Present	Law Enforcement Present

Road Character	Road Grade	Road Condition	Road Surface	Traffic Control
STRAIGHT	LEVEL	DRY	LANE MARKERS	TRAFFIC SIGNALS

Road Lanes	Road Design Div	Road Design
3 LANES	PAINTED DIVIDER (>4 FT)	TWO-WAY, DIVIDED

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
DRIVER INATTENTION	OTHER (SPECIFY IN NARRATIVE)	FIRST EVENT: MVT SECOND EVENT: THIRD EVENT: FOURTH EVENT: MHE: MVT

DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY	DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION	PEDESTRIAN/PEDALCYCLIST ACTION
HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS	☑ At Intersection ☐ Not at Intersection

Actions Prior to Crash	Actions at Time of Crash
CROSSING ROADWAY	OTHER (SPECIFY IN NARRATIVE)

Breath Test Results	Driver Physical Condition - Other	Location at Time of Crash
		INTERSECTION - MARKED CROSSWALK

TRAFFIC UNIT 02

VEHICLE NO. HEADED	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
02	WORKING VEHICLE/EQUIPMENT	N	COORS BLVD NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ALBUQUERQUE	NM	87105	

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted] 1970	[redacted]	NM	B	Y	V			[redacted] /2024	NO	

Incident Responder	# of Occupants	Seat Pos
	1	LF

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
52	M	O	B	6	YES	N	N	E7	NT

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
2020	PETERBILT MOTORS CO.	TRASH TRUCK	BLU		G	

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
MT		2099	NM	06980G	3BPDL70X7LF106613

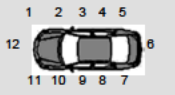
Towed By	Towed To

Veh. Towed? NO

Veh. Disabled? NO

Damage Severity: NONE

Extent: FUNCTIONAL



03

Gross Vehicle/Comb Weight Rating	HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name	AND	1-digit #	DOT #

State #	Number of Axles	Carrier Type Code

Carrier's Name	Street Address	Carrier City	State	Carrier's Zip

Owner's Last Name	Owner's First Name	Owner's Middle Name	Owner's Company Name
CITY OF ALBUQUERQUE	CITY OF ALBUQUERQUE		CITY OF ALBUQUERQUE

Street Address	Owner's City	State	Owner Zip	Owner's Phone
1 CIVIC PLAZA	ALBUQUERQUE	NM	87102	

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num
SELF INSURED								

Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting	Weather	Intersection Type	Relation To Junction
DAYLIGHT	CLEAR	FOUR-WAY	INTERSECTION

Work Zone Location	Work Zone Type	Workers Present	Law Enforcement Present

Road Character	Road Grade	Road Condition	Road Surface	Traffic Control
STRAIGHT	LEVEL	DRY	PAVED CENTER AND EDGE LINE	TRAFFIC SIGNALS

Road Lanes	Road Design Div	Road Design
3 LANES	PAINTED DIVIDER (>4 FT)	TWO-WAY, DIVIDED

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
DRIVER INATTENTION	GOING STRAIGHT	FIRST EVENT: MVT SECOND EVENT: THIRD EVENT: FOURTH EVENT: MHE: MVT

DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY	DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION	PEDESTRIAN/PEDALCYCLIST ACTION
HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS	☐ At Intersection ☐ Not at Intersection Actions Prior to Crash: Actions at Time of Crash:

Breath Test Results	Driver Physical Condition - Other	Location at Time of Crash

NARRATIVE

ON THURSDAY THE 7TH DAY OF APRIL, I WAS DISPATCHED TO A MOTOR VEHICLE COLLISION WITH INJURIES INVOLVING ONE PEDESTRIAN AND ONE CITY OF ALBUQUERQUE TRASH TRUCK.

PEDESTRIAN ONE STATED HE WAS CROSSING THE INTERSECTION OF COORS BLVD NW AND FORTUNA DR ON THE CROSS WALK HEADING EASTBOUND WITH HIS BROTHER. PEDESTRIAN ONE STATED AS THEY CROSSED THE STREET, THEY SEEN DRIVER ONE FAILED TO STOP AND COLLIDED WITH PEDESTRIAN ONE. PEDESTRIAN ONE'S BICYCLE SUSTAINED SEVERE DAMAGE.

DRIVER TWO STATED HE WAS PROCEEDING EASTBOUND ON FORTUNA DR WHEN HE HAD A GREEN TRAFFIC SIGNAL INDICATION, AND ATTEMPTED A LEFT TURN ONTO COORS BLVD NW NORTHBOUND. DRIVER TWO STATED HE DID NOT SEE THE CHILDREN CROSSING THE INTERSECTION. DRIVER TWO STATED HE SEEN DEBRIS IN HIS REAR VIEW MIRROR AFTER COMPLETING THE NORTHBOUND TURN ONTO COORS BLVD NW AND STOPPED. VEHICLE TWO DID NOT RECEIVE ANY VISUAL DAMAGES AT THE TIME OF THE COLLISION.

THE WITNESS STATED SHE WAS SOUTHBOUND ON COORS IN THE LEFT TURNING LANE FOR EASTBOUND FORTUNA WAITING FOR THE LIGHT WHEN SHE SAW TWO YOUNG BOYS CROSSING COORS EASTBOUND WHEN A CITY TRASH TRUCK WAS TURNING ONTO COORS NORTHBOUND WHEN THE CITY TRUCK HIT THE SECOND BOY THAT WAS CROSSING COORS.

PEDESTRIAN ONE WAS CHECKED OUT BY MEDICAL PERSONNEL, WHO STATED PEDESTRIAN ONE SUSTAINED MINOR ABRASIONS TO HIS BODY, AND WAS RELEASED.

THERE IS NOTHING FURTHER AT THIS TIME

WITNESS 01

Witness's Last Name	Witness's First Name	Witness's Middle Name	Age
[redacted]	[redacted]		61

Witness's Street Address	Witness's City	State	Zip Code	Witness's Phone
[redacted]	ALBUQUERQUE	NM	87105	[redacted]

VIOLATION 01

VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action

CONCLUSION

Time Notified	Time Arrived	Notified By	Supervisor at Scene
0757	0814	DISPATCH	

Time Roadway Cleared	Time Incident Cleared	Checked By
0900	0900	3852 - VALLEJOS, MARIO - 4/13/2022

Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	HODGKINS, JEREMIAH	PSA	7615	111	04/07/2022

DIAGRAM

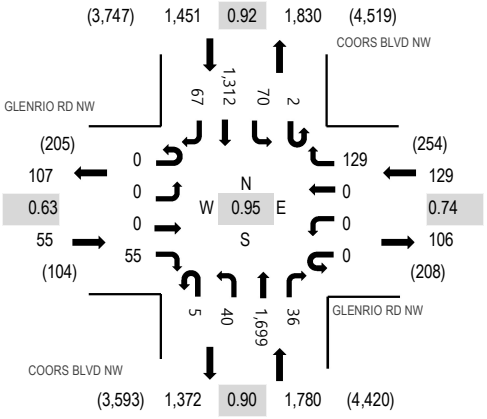
Diagram Drawn By	Measurements Taken By
HODGKINS, JEREMIAH	

DIAGRAM

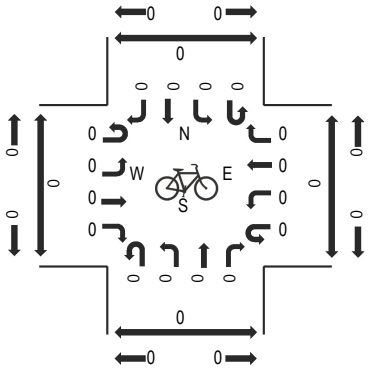
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 COORS BLVD NW & GLENRIO RD NW AM
Date: Tuesday, August 13, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

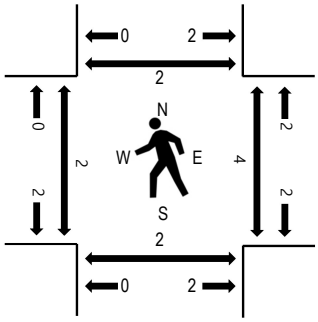
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

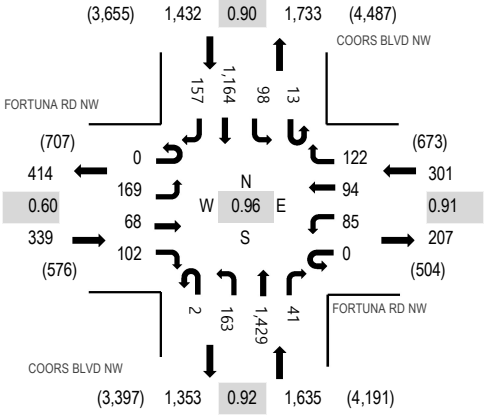
Traffic Counts - Motorized Vehicles

Interval Start Time	GLENRIO RD NW Eastbound				GLENRIO RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	5	0	0	0	23	0	1	441	4	1	13	296	8	792	3,389	0	0	0	0
7:15 AM	0	0	0	14	0	0	0	40	1	6	486	7	0	25	288	12	879	3,415	0	0	2	2
7:30 AM	0	0	0	6	0	0	0	44	2	4	453	13	1	26	338	10	897	3,313	0	2	0	0
7:45 AM	0	0	0	13	0	0	0	24	2	14	364	11	1	7	363	22	821	2,997	0	2	0	0
8:00 AM	0	0	0	22	0	0	0	21	0	16	396	5	0	12	323	23	818	2,718	2	0	0	0
8:15 AM	0	0	0	14	0	0	0	19	5	10	395	7	2	9	301	15	777	2,499	1	0	0	0
8:30 AM	0	0	0	4	0	0	0	19	2	1	278	3	0	6	257	11	581	2,345	1	2	0	0
8:45 AM	0	0	0	3	0	0	0	14	0	4	257	6	2	4	247	5	542	2,384	0	1	0	0
9:00 AM	0	0	0	2	0	0	0	10	1	3	297	1	1	10	265	9	599	2,418	1	1	0	0
9:15 AM	0	0	0	6	0	0	0	7	1	6	306	4	0	9	278	6	623		0	1	0	0
9:30 AM	0	0	0	9	0	0	0	15	4	4	295	6	0	12	269	6	620		0	0	0	0
9:45 AM	0	0	0	6	0	0	0	18	0	7	289	2	0	6	246	2	576		0	0	0	0
Count Total	0	0	0	104	0	0	0	254	18	76	4,257	69	8	139	3,471	129	8,525		5	9	2	2
Peak Hour	0	0	0	55	0	0	0	129	5	40	1,699	36	2	70	1,312	67	3,415		2	4	2	2

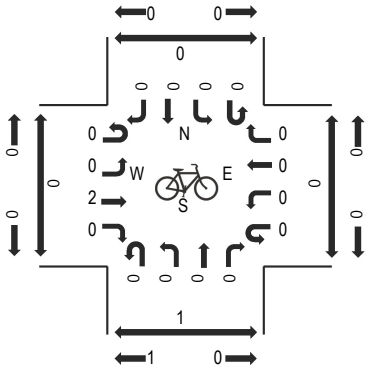
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 COORS BLVD NW & FORTUNA RD NW AM
Date: Tuesday, August 13, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

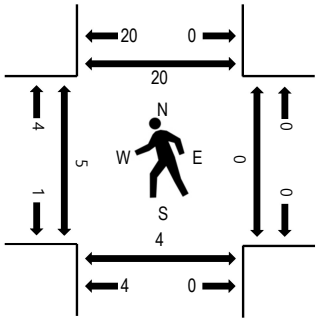
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

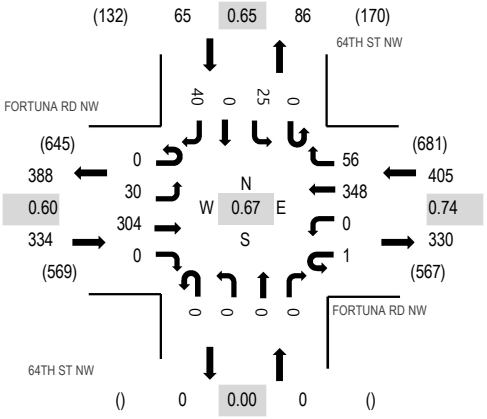
Traffic Counts - Motorized Vehicles

Interval Start Time	FORTUNA RD NW Eastbound				FORTUNA RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	13	5	6	0	10	8	26	0	8	301	5	3	19	200	13	617	3,167	2	1	0	0
7:15 AM	0	18	6	5	0	13	3	28	1	12	396	10	4	28	225	28	777	3,417	1	0	0	0
7:30 AM	0	20	8	4	0	7	9	39	1	14	415	14	5	15	260	23	834	3,603	0	0	0	2
7:45 AM	0	32	12	9	0	22	13	38	0	16	428	14	3	22	307	23	939	3,707	0	0	0	4
8:00 AM	0	33	7	21	0	28	14	32	0	43	322	7	2	26	299	33	867	3,444	0	0	4	10
8:15 AM	0	37	15	32	0	13	32	26	0	56	341	13	5	27	307	59	963	3,136	2	0	0	3
8:30 AM	0	67	34	40	0	22	35	26	2	48	338	7	3	23	251	42	938	2,821	3	0	0	3
8:45 AM	0	26	8	13	0	18	10	30	0	13	258	8	1	18	250	23	676	2,538	2	2	1	0
9:00 AM	0	8	3	11	0	14	10	19	1	14	208	14	2	18	221	16	559	2,484	0	1	0	0
9:15 AM	0	11	7	9	0	20	3	20	0	16	287	9	7	28	217	14	648		0	0	0	2
9:30 AM	0	15	4	9	0	11	4	27	0	9	270	9	5	28	249	15	655		0	1	0	1
9:45 AM	0	20	2	6	0	16	4	23	1	10	240	12	9	19	246	14	622		0	1	0	6
Count Total	0	300	111	165	0	194	145	334	6	259	3,804	122	49	271	3,032	303	9,095		10	6	5	31
Peak Hour	0	169	68	102	0	85	94	122	2	163	1,429	41	13	98	1,164	157	3,707		5	0	4	20

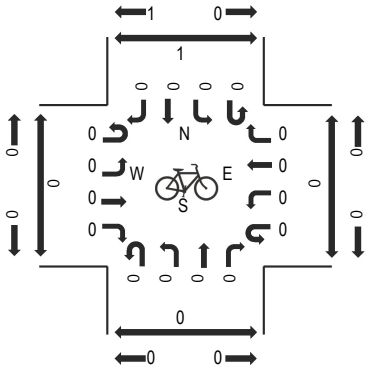
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 64TH ST NW & FORTUNA RD NW AM
Date: Tuesday, August 13, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

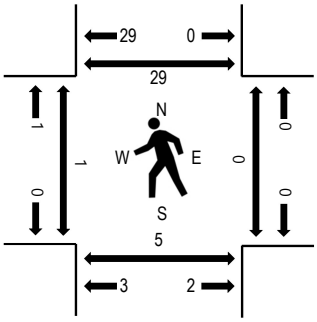
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

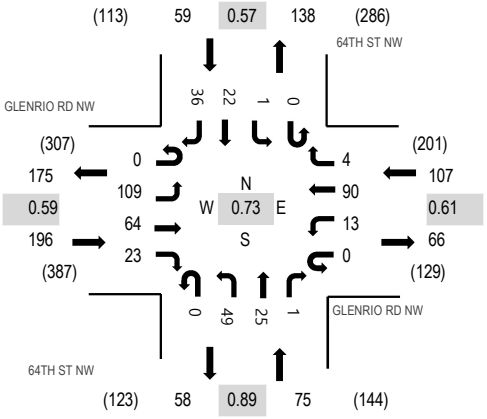
Traffic Counts - Motorized Vehicles

Interval Start Time	FORTUNA RD NW Eastbound				FORTUNA RD NW Westbound				64TH ST NW Northbound				64TH ST NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	14	0	0	0	18	5	0	0	0	0	0	4	0	2	46	330	0	0	1	0
7:15 AM	0	4	27	0	0	0	37	4	0	0	0	0	0	7	0	4	83	431	0	0	0	0
7:30 AM	0	3	29	0	0	0	36	6	0	0	0	0	0	5	0	5	84	586	0	0	0	1
7:45 AM	0	7	43	0	0	0	49	5	0	0	0	0	0	7	0	6	117	804	0	0	1	5
8:00 AM	0	5	53	0	0	0	64	15	0	0	0	0	0	6	0	4	147	796	0	0	0	6
8:15 AM	0	6	80	0	0	0	113	22	0	0	0	0	0	5	0	12	238	712	1	0	2	13
8:30 AM	0	12	128	0	1	0	122	14	0	0	0	0	0	7	0	18	302	542	0	0	2	5
8:45 AM	1	6	44	0	1	0	37	10	0	0	0	0	0	4	0	6	109	305	0	0	0	3
9:00 AM	0	1	19	0	0	0	32	6	0	0	0	0	0	2	0	3	63	256	0	0	0	0
9:15 AM	0	5	25	0	0	0	23	8	0	0	0	0	0	2	0	5	68		2	3	2	2
9:30 AM	0	3	26	0	0	0	18	6	0	0	0	0	1	5	0	6	65		0	0	1	7
9:45 AM	0	5	20	0	1	0	20	8	0	0	0	0	0	2	0	4	60		0	0	0	0
Count Total	1	60	508	0	3	0	569	109	0	0	0	0	1	56	0	75	1,382		3	3	9	42
Peak Hour	0	30	304	0	1	0	348	56	0	0	0	0	0	25	0	40	804		1	0	5	29

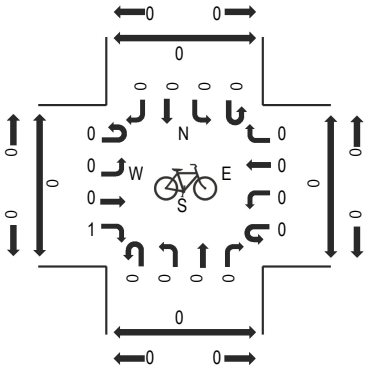
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 64TH ST NW & GLENRIO RD NW AM
Date: Tuesday, August 13, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

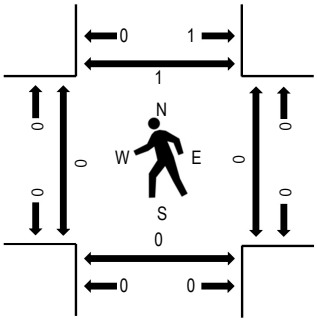
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

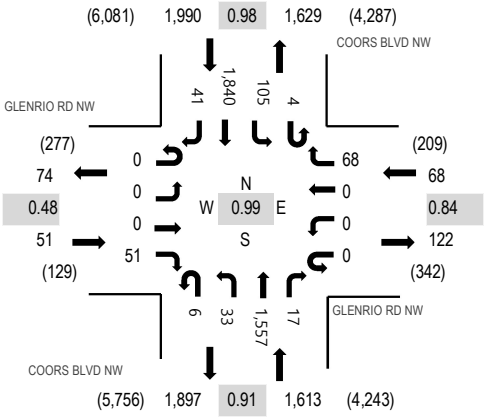
Traffic Counts - Motorized Vehicles

Interval Start Time	GLENRIO RD NW Eastbound				GLENRIO RD NW Westbound				64TH ST NW Northbound				64TH ST NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	26	5	8	0	0	13	1	0	6	1	0	0	0	3	4	67	278	0	0	0	0
7:15 AM	0	24	13	5	0	0	16	1	0	4	2	1	0	1	5	3	75	361	0	0	2	2
7:30 AM	0	14	7	6	0	3	9	0	0	4	6	4	0	0	1	4	58	435	0	0	0	0
7:45 AM	0	19	5	4	0	1	22	1	0	13	4	0	0	0	4	5	78	437	0	0	0	0
8:00 AM	0	28	24	7	0	6	37	1	0	12	8	1	0	0	8	18	150	396	0	0	0	1
8:15 AM	0	44	30	11	0	5	20	2	0	15	6	0	0	0	6	10	149	300	0	0	0	0
8:30 AM	0	18	5	1	0	1	11	0	0	9	7	0	0	1	4	3	60	203	0	0	0	0
8:45 AM	0	8	4	2	0	1	8	1	0	4	4	0	0	0	2	3	37	176	0	0	0	0
9:00 AM	0	14	1	4	0	3	12	0	0	5	6	1	0	0	2	6	54	171	0	0	0	0
9:15 AM	0	16	8	1	0	4	8	1	1	1	3	2	0	1	4	2	52		0	0	0	0
9:30 AM	0	7	6	1	0	1	3	0	0	5	2	1	0	0	2	5	33		0	0	0	0
9:45 AM	0	6	5	0	0	2	4	3	0	2	2	2	0	1	4	1	32		0	1	0	0
Count Total	0	224	113	50	0	27	163	11	1	80	51	12	0	4	45	64	845		0	1	2	3
Peak Hour	0	109	64	23	0	13	90	4	0	49	25	1	0	1	22	36	437		0	0	0	1

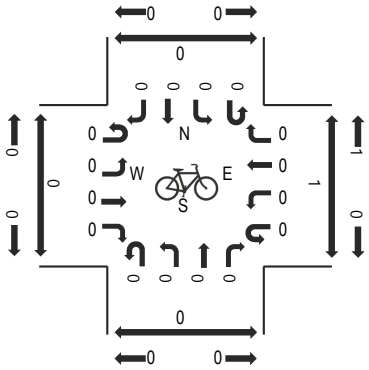
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 COORS BLVD NW & GLENRIO RD NW PM
Date: Tuesday, August 13, 2024
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 03:15 PM - 03:30 PM

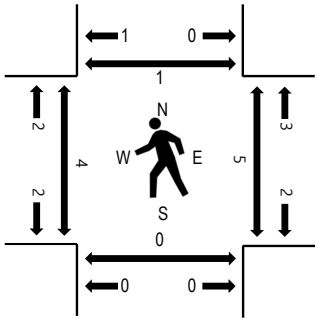
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

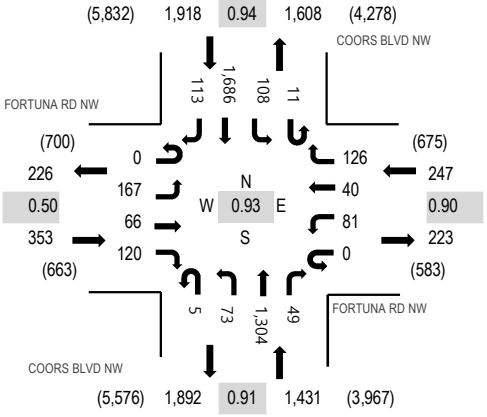
Traffic Counts - Motorized Vehicles

Interval Start Time	GLENRIO RD NW Eastbound				GLENRIO RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	16	0	0	0	17	1	9	315	2	1	24	492	21	898	3,696	3	2	0	0
3:15 PM	0	0	0	31	0	0	0	15	3	14	379	6	1	32	451	8	940	3,722	1	0	0	0
3:30 PM	0	0	0	9	0	0	0	18	0	6	389	3	2	26	459	12	924	3,715	0	3	0	0
3:45 PM	0	0	0	4	0	0	0	16	1	9	431	4	1	21	438	9	934	3,675	3	2	0	0
4:00 PM	0	0	0	7	0	0	0	19	2	4	358	4	0	26	492	12	924	3,629	0	0	0	1
4:15 PM	0	0	0	7	0	0	0	21	1	8	369	7	1	21	481	17	933	3,559	0	0	1	0
4:30 PM	0	0	0	5	0	0	0	11	1	16	344	4	0	23	465	15	884	3,449	0	0	0	0
4:45 PM	0	0	0	5	0	0	0	17	2	5	325	9	0	23	486	16	888	3,410	0	0	0	0
5:00 PM	0	0	0	9	0	0	0	23	1	4	297	10	0	22	472	16	854	3,337	1	0	0	0
5:15 PM	0	0	0	14	0	0	0	20	0	6	300	7	0	19	447	10	823		1	3	0	1
5:30 PM	0	0	0	11	0	0	0	17	0	8	278	1	1	30	478	21	845		1	1	0	0
5:45 PM	0	0	0	11	1	0	0	14	1	8	287	4	0	13	453	23	815		1	2	0	0
Count Total	0	0	0	129	1	0	0	208	13	97	4,072	61	7	280	5,614	180	10,662		11	13	1	2
Peak Hour	0	0	0	51	0	0	0	68	6	33	1,557	17	4	105	1,840	41	3,722		4	5	0	1

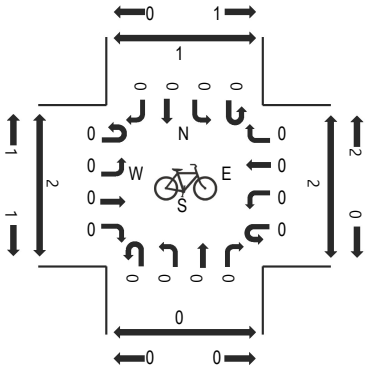
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 COORS BLVD NW & FORTUNA RD NW PM
Date: Tuesday, August 13, 2024
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

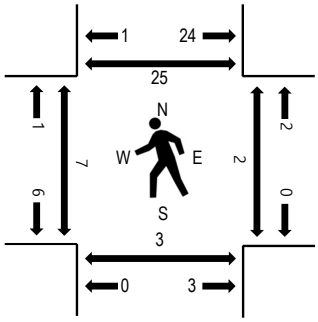
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

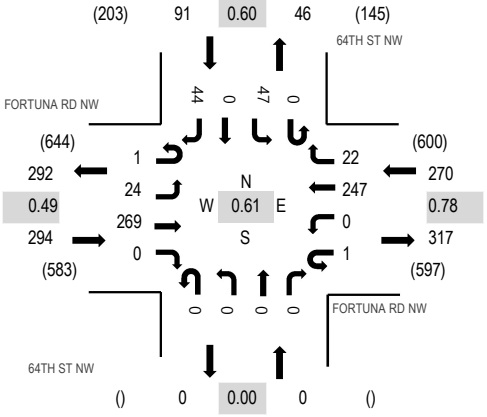
Traffic Counts - Motorized Vehicles

Interval Start Time	FORTUNA RD NW Eastbound				FORTUNA RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	19	11	14	0	29	11	23	0	21	274	10	3	30	415	36	896	3,858	2	2	2	0
3:15 PM	0	22	10	14	0	10	16	26	1	36	276	12	1	35	415	45	919	3,931	0	0	3	0
3:30 PM	0	61	36	78	0	19	16	34	0	37	298	11	2	26	405	40	1,063	3,949	6	0	2	14
3:45 PM	0	38	13	25	0	29	9	26	2	15	288	18	2	31	453	31	980	3,845	0	2	1	7
4:00 PM	0	42	7	6	0	18	5	39	3	10	371	10	1	34	402	21	969	3,798	1	0	0	0
4:15 PM	0	26	10	11	0	15	10	27	0	11	347	10	6	17	426	21	937	3,722	0	0	0	4
4:30 PM	0	22	7	10	0	24	4	32	1	7	312	4	1	36	467	32	959	3,680	0	0	1	9
4:45 PM	0	10	6	13	0	27	8	29	1	10	320	10	2	28	443	26	933	3,564	0	0	0	0
5:00 PM	0	10	2	10	0	24	9	22	3	9	334	14	4	27	402	23	893	3,481	1	0	0	7
5:15 PM	0	12	4	9	0	16	6	18	0	8	278	13	5	19	477	30	895		1	1	3	3
5:30 PM	0	19	12	26	0	16	10	24	2	28	269	9	4	24	370	30	843		1	1	3	1
5:45 PM	0	37	1	10	0	14	12	18	1	21	243	9	1	27	420	36	850		1	0	1	0
Count Total	0	318	119	226	0	241	116	318	14	213	3,610	130	32	334	5,095	371	11,137		13	6	16	45
Peak Hour	0	167	66	120	0	81	40	126	5	73	1,304	49	11	108	1,686	113	3,949		7	2	3	25

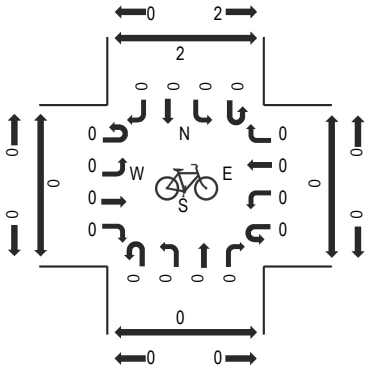
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 64TH ST NW & FORTUNA RD NW PM
Date: Tuesday, August 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

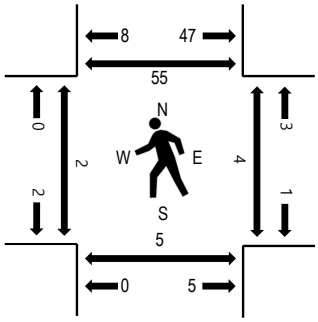
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

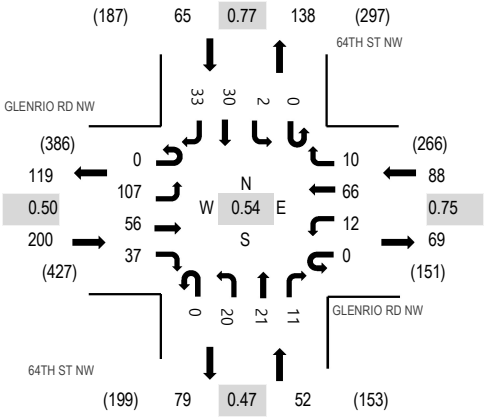
Traffic Counts - Motorized Vehicles

Interval Start Time	FORTUNA RD NW Eastbound				FORTUNA RD NW Westbound				64TH ST NW Northbound				64TH ST NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	9	28	0	1	0	54	2	0	0	0	0	0	10	0	8	112	655	0	2	0	4
3:15 PM	1	3	30	0	0	0	78	8	0	0	0	0	0	5	0	11	136	637	0	0	0	3
3:30 PM	0	8	148	0	0	0	65	9	0	0	0	0	0	23	0	15	268	576	2	1	3	36
3:45 PM	0	4	63	0	0	0	50	3	0	0	0	0	0	9	0	10	139	394	0	1	2	12
4:00 PM	0	2	47	0	0	0	27	3	0	0	0	0	0	7	0	8	94	326	2	0	2	0
4:15 PM	0	5	30	0	0	0	23	9	0	0	0	0	0	4	0	4	75	301	0	0	0	4
4:30 PM	0	7	28	0	0	0	28	6	0	0	0	0	0	8	0	9	86	307	0	0	0	4
4:45 PM	0	4	13	0	1	0	35	3	0	0	0	0	0	8	0	7	71	348	0	0	0	0
5:00 PM	0	9	13	0	0	0	34	3	0	0	0	0	0	3	0	7	69	405	0	0	0	3
5:15 PM	0	7	20	0	0	0	34	4	0	0	0	0	0	4	0	12	81		0	0	5	8
5:30 PM	1	8	43	0	0	0	48	6	0	0	0	0	0	9	0	12	127		0	0	0	1
5:45 PM	1	11	40	0	0	0	54	12	0	0	0	0	0	2	0	8	128		0	0	0	2
Count Total	3	77	503	0	2	0	530	68	0	0	0	0	0	92	0	111	1,386		4	4	12	77
Peak Hour	1	24	269	0	1	0	247	22	0	0	0	0	0	47	0	44	655		2	4	5	55

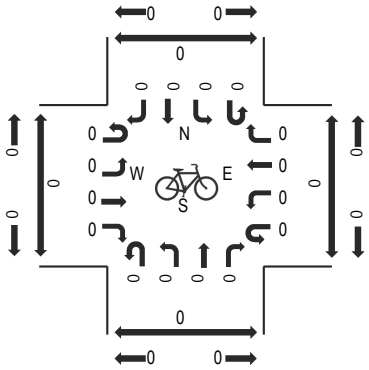
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 64TH ST NW & GLENRIO RD NW PM
Date: Tuesday, August 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:15 PM - 03:30 PM

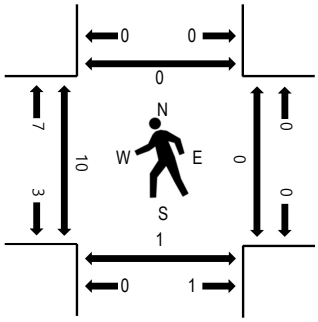
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GLENRIO RD NW Eastbound				GLENRIO RD NW Westbound				64TH ST NW Northbound				64TH ST NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	13	10	2	0	3	18	0	0	6	0	0	0	0	7	10	69	405	0	0	0	0
3:15 PM	0	51	27	23	0	4	20	8	0	9	13	10	0	1	11	9	186	396	5	0	0	0
3:30 PM	0	25	14	8	0	4	17	1	0	3	6	1	0	0	6	8	93	287	2	0	1	0
3:45 PM	0	18	5	4	0	1	11	1	0	2	2	0	0	1	6	6	57	263	3	0	0	0
4:00 PM	0	12	5	2	0	2	13	0	0	8	3	3	0	1	7	4	60	276	0	0	0	0
4:15 PM	0	11	6	6	0	0	19	2	0	6	4	1	0	0	10	12	77	283	0	0	0	1
4:30 PM	0	19	6	7	0	3	21	0	0	3	1	1	0	0	2	6	69	306	0	0	0	0
4:45 PM	0	14	5	6	0	1	14	1	1	4	6	2	0	0	6	10	70	318	0	0	0	0
5:00 PM	0	9	5	3	0	3	21	2	0	7	2	1	0	0	10	4	67	352	0	0	0	0
5:15 PM	0	20	16	7	0	1	20	3	2	6	4	1	0	1	10	9	100		0	0	1	0
5:30 PM	0	18	11	4	0	2	15	1	0	12	2	1	0	0	7	8	81		0	0	0	2
5:45 PM	0	17	11	7	0	3	27	4	1	10	4	5	0	0	7	8	104		0	0	0	2
Count Total	0	227	121	79	0	27	216	23	4	76	47	26	0	4	89	94	1,033		10	0	2	5
Peak Hour	0	107	56	37	0	12	66	10	0	20	21	11	0	2	30	33	405		10	0	1	0

	A	B	C	D	E	F
1	Start Date: 12/17/2024					
2						
3	Start Time: 12:00:00 AM					
4	Site Code: 1					
5	Station ID: 1					
6	Location 1: COORS BLVD PED BRIDGE					
7						
8	Date	Time	EB PEDS	EB BIKES	WB PEDS	WB BIKES
9	12/17/2024	07:00 AM	0	0	0	0
10	12/17/2024	07:15 AM	0	0	0	0
11	12/17/2024	07:30 AM	0	0	0	0
12	12/17/2024	07:45 AM	0	0	0	0
13	12/17/2024	08:00 AM	0	0	0	0
14	12/17/2024	08:15 AM	3	0	1	0
15	12/17/2024	08:30 AM	0	0	2	0
16	12/17/2024	08:45 AM	0	0	0	0
17	12/17/2024	09:00 AM	0	0	0	0
18	12/17/2024	09:15 AM	0	0	0	0
19	12/17/2024	09:30 AM	0	0	0	0
20	12/17/2024	09:45 AM	0	0	0	0
21	12/17/2024	03:00 PM	0	0	0	0
22	12/17/2024	03:15 PM	1	2	0	0
23	12/17/2024	03:30 PM	1	0	0	0
24	12/17/2024	03:45 PM	0	0	0	0
25	12/17/2024	04:00 PM	0	0	0	0
26	12/17/2024	04:15 PM	0	0	0	0
27	12/17/2024	04:30 PM	0	0	0	0
28	12/17/2024	04:45 PM	0	0	0	0
29	12/17/2024	05:00 PM	0	0	0	0
30	12/17/2024	05:15 PM	0	0	0	0
31	12/17/2024	05:30 PM	1	0	0	0
32	12/17/2024	05:45 PM	0	0	0	0

Appendix B HCS HCM Reports

Intersection	Control Type	Movement		Existing				2025 Background				2025 Opening Year				2025 Mitigation				2035 Background				2035 Horizon Year				2035 Mitigation			
				Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
Coors Blvd & Glenrio Rd	TWSC	EB	R	55	11.1	B	0.3	56	11.2	B	0.3	69	11.3	B	0.4					61	11.2	B	0.3	74	11.4	B	0.4				
		EB Approach		55	11.1	B	-	56	11.2	B	-	69	11.3	B	-	0			-	61	11.2	B	-	74	11.4	B	-	0			-
		WB	R	129	12.1	B	0.8	130	12.1	B	0.8	130	12.1	B	0.8					144	12.4	B	1.0	144	12.4	B	1.0				
		WB Approach		129	12.1	B	-	130	12.1	B	-	130	12.1	B	-	0			-	144	12.4	B	-	144	12.4	B	-	0			-
		NB	U	5	11.6	B	0.3	5	11.6	B	0.3	5	11.7	B	0.3					6	11.7	B	0.3	6	11.8	B	0.3				
			L	40				40				41								45				46							
			T	1699	-	-	-	1716	-	-	-	1783	-	-	-		-	-	-	1896	-	-	-	1963	-	-	-		-	-	-
			R	36	-	-	-	36	-	-	-	36	-	-	-		-	-	-	40	-	-	-	40	-	-	-		-	-	-
		NB Approach		1780	0.3	A	-	1797	0.3	A	-	1865	0.3	A	-	0			-	1987	0.3	A	-	2055	0.3	A	-	0			-
		SB	U	2	12.2	B	0.5	2	12.2	B	0.5	2	12.2	B	0.5					2	12.3	B	0.5	2	12.3	B	0.5				
			L	70				71				71								78				78							
			T	1312	-	-	-	1325	-	-	-	1321	-	-	-		-	-	-	1464	-	-	-	1460	-	-	-		-	-	-
			R	67	-	-	-	68	-	-	-	89	-	-	-		-	-	-	75	-	-	-	96	-	-	-		-	-	-
		SB Approach		1451	0.6	A	-	1466	0.6	A	-	1483	0.6	A	-	0			-	1619	0.6	A	-	1636	0.6	A	-	0			-
		Intersection Tota		3415	-	-	-	3449	-	-	-	3547	-	-	-	0	-	-	-	3811	-	-	-	3909	-	-	-	0	-	-	-
Coors Blvd & Fortuna Rd	Signal	EB	L	169	34.5	C	7.0	171	34.2	C	7.0	229	42.6	D	9.9					189	35.4	D	7.8	247	50.7	D	5.6				
			T	68	31.5	C	6.4	69	30.7	C	6.4	78	33.1	C	9.7					76	30.0	C	7.1	85	31.7	C	10.1				
			R	102				103				176								114				187							
		EB Approach		339	33.1	C	-	343	32.5	C	-	483	37.7	D	-	0			-	379	32.8	C	-	519	40.9	D	-	0			-
		WB	L	85	42.1	D	4.0	86	41.2	D	4.0	86	42.1	D	4.0					95	40.5	D	4.4	95	41.1	D	4.4				
			T	94	45.2	D	9.5	95	45.1	D	9.6	98	45.0	D	9.7					105	46.1	D	10.7	108	46.0	D	10.8				
			R	122				123				123								136				136							
		WB Approach		301	44.3	D	-	304	43.9	D	-	307	44.1	D	-	0			-	336	44.4	D	-	339	44.6	D	-	0			-
		NB	U	2	14.6	B	3.6	2	15.3	B	3.7	2	15.4	B	4.1					2	17.7	B	4.3	2	18.5	B	4.8				
			L	163				165				184								182				201							
			T	1429	19.5	B	13.2	1443	20.5	C	13.7	1444	20.3	C	13.7					1594	23.0	C	16.0	1595	23.6	C	16.2				
			R	41	20.5	C	13.4	41	21.5	C	13.9	41	21.3	C	13.9					46	24.4	C	16.2	46	25.0	C	16.5				
		NB Approach		1635	19.3	B	-	1651	20.2	C	-	1671	20.1	C	-	0			-	1824	22.9	C	-	1844	23.4	C	-	0			-
		SB	U	13	15.7	B	2.5	13	16.5	B	2.6	22	16.5	B	2.8					15	19.3	B	3.0	24	20.0	B	3.3				
			L	98				99				99								109				109							
			T	1164	19.6	B	10.8	1176	20.5	C	11.2	1180	20.6	C	11.3					1299	22.9	C	13.0	1303	23.7	C	13.3				
			R	157	16.6	B	3.8	159	17.4	B	4.0	155	17.3	B	3.9					175	19.0	B	4.7	171	19.5	B	4.7				
		SB Approach		1432	19.0	B	-	1447	19.9	B	-	1456	19.9	B	-	0			-	1598	22.2	C	-	1607	23.0	C	-	0			-
		Intersection Tota		3707	22.4	C	-	3745	23.1	C	-	3917	24.0	C	-	0			-	4137	25.2	C	-	4309	27.0	C	-	0			-
64th St & Fortuna Rd	TWSC	EB	L	30	8.3	A	0.1	30	8.3	A	0.1	31	8.3	A	0.1					33	8.4	A	0.1	34	8.5	A	0.1				
			T	304	0.3	A	-	307	0.3	A	-	309	0.3	A	-					339	0.4	A	-	341	0.4	A	-				
		WB	T	349	-	-	-	352	-	-	-	361	-	-	-					389	-	-	-	398	-	-	-				
			R	56	-	-	-	57	-	-	-	59	-	-	-					62	-	-	-	64	-	-	-				
		SB	L	25	13.8	B	0.5	25	13.8	B	0.5	57	16.7	C	1.1					28	15.1	C	0.7	60	18.7	C	1.3				
			R	40				40				44								45				49							
		Intersection Tota		804	-	-	-	811	-	-	-	861	-	-	-	0	-	-	-	896	-	-	-	946	-	-	-	0	-	-	-
64th St & Glenrio Rd	AWSC	EB	L	109	9.0	A	1.1	110	9.0	A	1.1	110	9.2	A	1.1					122	9.5	A	1.3	122	9.6	A	1.3				
			T	64				65				68								71				74							
			R	23				23				24								26				27							
		WB	L	13	8.3	A	0.5	13	8.3	A	0.5	14	8.4	A	0.6					15	8.5	A	0.6	16	8.7	A	0.7				
			T	90				91				100								100				109							
			R	4				4				8								4				8							
		NB	L	49	8.5	A	0.4	49	8.5	A	0.4	53	8.6	A	0.4					66	8.8	A	0.5	59	8.9	A	0.5				
			T	25				25				29								28				32							
			R	1				1				5								1				5							
		SB	L	1	7.8	A	0.3	1	7.8	A	0.3	2	7.9	A	0.3					1	8.0	A	0.3	2	8.1	A	0.3				
			T	22				22				23								25				26							
			R	36				36				36								40				40							
		Intersection Tota		437	8.6	A	-	440	8.6	A	-	472	8.7	A	-	0			-	499	8.9	A	-	520	9.0	A	-	0			-
Glenrio Rd & Driveway A	TWSC	EB	T									65	-	-	-		-	-	-					71	-	-	-		-	-	-
			R									5	-	-	-		-	-	-					5	-	-	-		-	-	-
		WB	L									21	7.4	A	0.0									21	7.4	A	0.0				
			T									109	0.1	A	-				-					120	0.1	A	-				-
		NB	L									13	9.5	A	0.1									13	9.6	A	0.1				
			R									9												9							
		Intersection Tota										222	-	-	-	0	-	-	-					239	-	-	-	0	-	-	-
64th St & Driveway B	TWSC	WB	L									37	9.5	A	0.2									37	9.6	A	0.2				
			R									12												12							
		NB	T									81	-	-	-		-	-	-					89	-	-	-		-	-	-
			R									3	-	-	-		-	-	-					3	-	-	-		-	-	-
		SB	L									4	7.4	A	0.0									4	7.4	A	0.0				
			T									63	0.0	A	-				-					69	0.0	A	-				-
		Intersection Tota										200	-	-	-	0	-	-	-					214	-	-	-	0	-	-	-
Fortuna Rd & Driveway C	TWSC	EB	L									2	8.3	A	0.0									2	8.4	A	0.0				
			T									369	0.0	A	-				-					405	0.0	A	-				-
		WB	T									416	-	-	-		-	-	-					459	-	-	-		-	-	-
			R									17	-	-	-		-	-	-					17	-	-	-		-	-	-
		SB	L									107	22.1	C	1.8									107	25.7	D	2.1				
			R									9												9							
		Intersection Tota										920				0	-	-	-					999	-	-	-	0	-	-	-

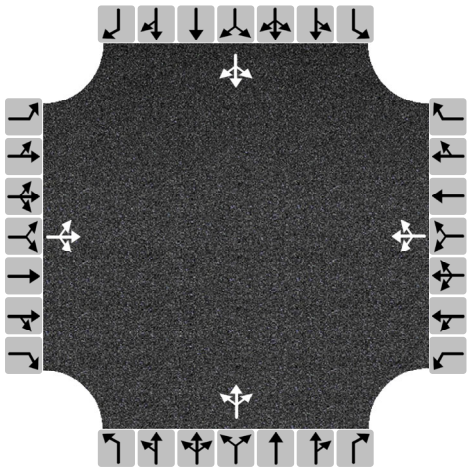
Intersection	Control Type	Movement		Existing				2025 Background				2025 Opening Year				2025 Mitigation				2035 Background				2035 Horizon Year				2035 Mitigation			
				Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
Coors Blvd & Glenrio Rd	TWSC	EB	R	51	11.1	B	0.3	52	11.1	B	0.3	60	11.2	B	1.5					57	11.2	B	0.3	65	11.3	B	0.4				
		EB Approach		51	11.1	B	-	52	11.1	B	-	60	11.2	B	-	0			-	57	11.2	B	-	65	11.3	B	-	0			-
		WB	R	68	11.3	B	0.4	69	11.3	B	0.4	69	11.3	B	1.3					76	11.4	B	0.4	76	11.4	B	0.4				
		WB Approach		68	11.3	B	-	69	11.3	B	-	69	11.3	B	-	0			-	76	11.4	B	-	76	11.4	B	-	0			-
		NB	U	6	11.5	B	0.2	6	11.5	B	0.2	6	11.6	B	2.0					7	12.0	B	0.3	7	13.0	B	0.3				
			L	33				33				37								37				41							
			T	1557	-	-	-	1573	-	-	-	1605	-	-	-		-	-	-	1737	-	-	-	1769	-	-	-		-	-	-
			R	17	-	-	-	17	-	-	-	17	-	-	-		-	-	-	19	-	-	-	19	-	-	-		-	-	-
		NB Approach		1613	0.3	A	-	1629	0.3	A	-	1665	0.3	A	-	0			-	1800	0.3	A	-	1836	0.3	A	-	0			-
		SB	U	4	12.8	B	0.8	4	12.8	B	0.8	4	12.8	B	5.9					4	13.0	B	0.9	4	13.0	B	0.9				
			L	105				106				106								117				117							
			T	1840	-	-	-	1858	-	-	-	1857	-	-	-		-	-	-	2053	-	-	-	2052	-	-	-		-	-	-
			R	41	-	-	-	41	-	-	-	97	-	-	-		-	-	-	46	-	-	-	102	-	-	-		-	-	-
		SB Approach		1990	0.7	A	-	2009	0.7	A	-	2064	0.7	A	-	0			-	2220	0.7	A	-	2275	0.7	A	-	0			-
		Intersection Tota		**3722**	-	-	-	**3759**	-	-	-	**3858**	-	-	-	**0**	-	-	-	**4153**	-	-	-	**4252**	-	-	-	**0**	-	-	-
Coors Blvd & Fortuna Rd	Signal	EB	L	167	38.0	D	7.7	169	37.9	D	7.7	196	39.1	D	8.9					186	38.2	D	8.4	213	40.8	D	9.6				
			T	66	36.1	D	7.8	67	36.1	D	7.9	73	36.4	D	9.4					74	35.4	D	8.6	80	36.2	D	10.1				
			R	120				121				156								134				169							
		EB Approach		353	37.0	D	-	357	37.0	D	-	425	37.7	D	-	0			-	394	36.8	D	-	462	38.3	D	-	0			-
		WB	L	81	47.0	D	4.2	82	47.0	D	4.3	82	46.8	D	4.3					90	46.6	D	4.7	90	46.5	D	4.7				
			T	40	48.9	D	8.1	40	48.9	D	8.2	48	48.8	D	8.5					45	48.8	D	9.0	53	48.7	D	9.3				
			R	126				127				127								141				141							
		WB Approach		247	48.3	D	-	249	48.3	D	-	257	48.2	D	-	0			-	276	48.1	D	-	284	48.0	D	-	0			-
		NB	U	5	16.5	B	1.7	5	16.8	B	1.8	5	19.8	B	3.2					6	20.6	C	2.0	6	25.4	C	4.3				
			L	73				74				135								81				142							
			T	1304	18.1	B	12.3	1317	18.3	B	12.5	1321	19.1	B	12.9					1455	20.4	C	14.5	1459	20.9	C	14.7				
			R	49	18.8	B	12.4	49	19.0	B	12.6	49	19.9	B	12.9					55	21.3	C	14.6	55	21.9	C	14.8				
		NB Approach		1431	18.2	B	-	1445	18.4	B	-	1510	19.4	B	-	0			-	1597	20.7	C	-	1662	21.6	C	-	0			-
		SB	U	11	13.7	B	2.6	11	13.8	B	2.6	17	15.0	B	2.9					12	15.8	B	3.0	18	17.0	B	3.2				
			L	108				109				109								120				120							
			T	1686	19.6	B	15.9	1703	19.8	B	16.1	1706	22.2	C	17.2					1881	22.6	C	19.0	1884	24.8	C	20.0				
			R	113	13.7	B	2.5	114	13.8	B	2.6	113	15.4	B	2.7					126	14.9	B	3.0	125	16.3	B	3.2				
		SB Approach		1918	18.9	B	-	1937	19.1	B	-	1945	21.4	C	-	0			-	2139	21.8	C	-	2147	23.9	C	-	0			-
		Intersection Tota		**3949**	**22.0**	**C**	-	**3988**	**22.2**	**C**	-	**4137**	**23.9**	**C**	-	**0**	-	-	-	**4406**	**24.3**	**C**	-	**4555**	**25.9**	**C**	-	**0**	-	-	-
64th St & Fortuna Rd	TWSC	EB	L	25	7.9	A	0.1	25	7.9	A	0.1	29	7.9	A	0.1					28	8.0	A	0.1	32	8.0	A	0.1				
			T	269	0.2	A	-	272	0.2	A	-	279	0.2	A	-				-	300	0.2	A	-	307	0.3	A	-				-
		WB	T	248	-	-	-	250	-	-	-	255	-	-	-		-	-	-	277	-	-	-	282	-	-	-		-	-	-
			R	22	-	-	-	22	-	-	-	30	-	-	-		-	-	-	25	-	-	-	33	-	-	-		-	-	-
		SB	L	47	12.9	B	0.7	47	13.0	B	0.7	65	14.2	B	0.9					52	14.0	B	0.8	70	15.5	C	1.2				
			R	44				44				47								49				52							
		Intersection Tota		**655**	-	-	-	**660**	-	-	-	**705**	-	-	-	**0**	-	-	-	**731**	-	-	-	**776**	-	-	-	**0**	-	-	-
64th St & Glenrio Rd	AWSC	EB	L	107	8.8	A	1.0	108	8.8	A	1.1	108	9.1	A	1.2					119	9.1	A	1.2	119	9.4	A	1.4				
			T	56				57				65								62				70							
			R	37				37				41								41				45							
		WB	L	12	8.0	A	0.4	12	8.0	A	0.4	16	8.2	A	0.5					13	8.1	A	0.5	17	8.3	A	0.5				
			T	66				67				73								74				80							
			R	10				10				13								11				14							
		NB	L	20	8.0	A	0.2	20	8.0	A	0.2	23	8.2	A	0.3					22	8.2	A	0.3	25	8.3	A	0.3				
			T	21				21				24								23				26							
			R	11				11				14								12				15							
		SB	L	2	7.8	A	0.3	2	7.8	A	0.3	6	8.0	A	0.3					2	8.0	A	0.3	6	8.2	A	0.4				
			T	30				30				34								33				37							
			R	33				33				33								37				37							
		Intersection Tota		**405**	**8.4**	**A**	-	**408**	**8.4**	**A**	-	**450**	**8.6**	**A**	-	**0**			-	**449**	**8.6**	**A**	-	**491**	**8.8**	**A**	-	**0**			-
Glenrio Rd & Driveway A	TWSC	EB	T									64	-	-	-		-	-	-					70	-	-	-		-	-	-
			R									13	-	-	-		-	-	-					13	-	-	-		-	-	-
		WB	L									56	7.5	A	0.1									56	7.5	A	0.1				
			T									86	0.3	A	-				-					94	0.3	A	-				-
		NB	L									8	9.7	A	0.1									8	9.8	A	0.1				
			R									6												6							
		Intersection Tota										**233**	-	-	-	**0**	-	-	-					**247**	-	-	-	**0**	-	-	-
64th St & Driveway B	TWSC	WB	L									20	9.4	A	0.1									20	9.5	A	0.1				
			R									8												8							
		NB	T									51	-	-	-		-	-	-					56	-	-	-		-	-	-
			R									12	-	-	-		-	-	-					12	-	-	-		-	-	-
		SB	L									13	7.4	A	0.0									13	7.4	A	0.0				
			T									86	0.1	A	-				-					95	0.1	A	-				-
		Intersection Tota										**190**	-	-	-	**0**	-	-	-					**204**	-	-	-	**0**	-	-	-
Fortuna Rd & Driveway C	TWSC	EB	L									7	8.0	A	0.0									7	8.0	A	0.0				
			T									356	0.1	A	-				-					392	0.1	A	-				-
		WB	T									258	-	-	-		-	-	-					285	-	-	-		-	-	-
			R									60	-	-	-		-	-	-					60	-	-	-		-	-	-
		SB	L									49	15.2	C	0.5									49	16.3	C	0.6				
			R									5												5							
		Intersection Tota										**735**	-	-	-	**0**	-	-	-					**798**	-	-	-	**0**	-	-	-

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/5/2025
Analysis Year	2024
Analysis Time Period (hrs)	1.00
Time Analyzed	AM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	109	64	23	13	90	4	49	25	1	1	22	36
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	213			116			82			64		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.189			0.103			0.072			0.057		
Final Departure Headway, h_d (s)	4.43			4.50			4.87			4.41		
Final Degree of Utilization, x	0.262			0.145			0.110			0.079		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.43			2.50			2.87			2.41		

Capacity, Delay and Level of Service

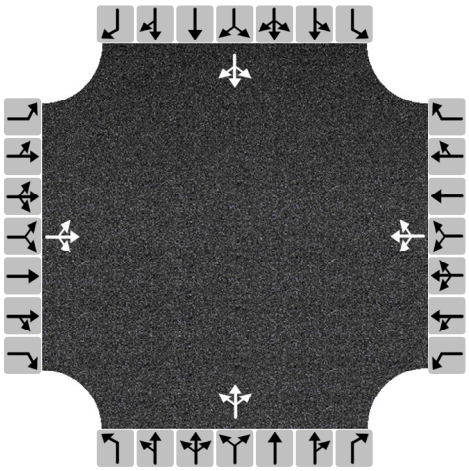
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	213			116			82			64		
Capacity (veh/h)	812			800			740			816		
95% Queue Length, Q_{95} (veh)	1.1			0.5			0.4			0.3		
Control Delay (s/veh)	9.0			8.3			8.5			7.8		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	9.0	A		8.3	A		8.5	A		7.8	A	
Intersection Delay (s/veh) | LOS	8.6						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/5/2025
Analysis Year	2024
Analysis Time Period (hrs)	1.00
Time Analyzed	PM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	107	56	37	12	66	10	20	21	11	2	30	33
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	217			96			57			71		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.193			0.085			0.050			0.063		
Final Departure Headway, h_d (s)	4.30			4.40			4.65			4.38		
Final Degree of Utilization, x	0.260			0.117			0.073			0.086		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.30			2.40			2.65			2.38		

Capacity, Delay and Level of Service

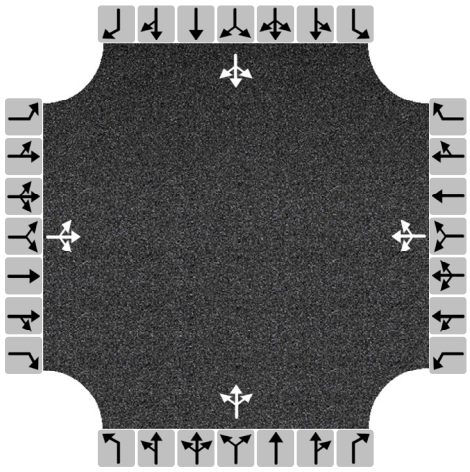
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	217			96			57			71		
Capacity (veh/h)	837			819			775			821		
95% Queue Length, Q_{95} (veh)	1.0			0.4			0.2			0.3		
Control Delay (s/veh)	8.8			8.0			8.0			7.8		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	8.8	A		8.0	A		8.0	A		7.8	A	
Intersection Delay (s/veh) | LOS	8.4						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/5/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	AM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	110	65	23	13	91	4	49	25	1	1	22	36
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	215			117			82			64		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.191			0.104			0.072			0.057		
Final Departure Headway, h_d (s)	4.43			4.50			4.87			4.42		
Final Degree of Utilization, x	0.265			0.147			0.110			0.079		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.43			2.50			2.87			2.42		

Capacity, Delay and Level of Service

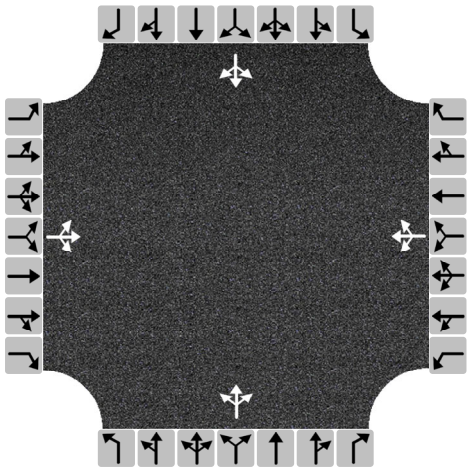
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	215			117			82			64		
Capacity (veh/h)	812			800			739			815		
95% Queue Length, Q_{95} (veh)	1.1			0.5			0.4			0.3		
Control Delay (s/veh)	9.0			8.3			8.5			7.8		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	9.0	A		8.3	A		8.5	A		7.8	A	
Intersection Delay (s/veh) | LOS	8.6						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/5/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	PM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	108	57	37	12	67	10	20	21	11	2	30	33
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	220			97			57			71		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.195			0.086			0.050			0.063		
Final Departure Headway, h_d (s)	4.31			4.40			4.65			4.39		
Final Degree of Utilization, x	0.263			0.118			0.073			0.086		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.31			2.40			2.65			2.39		

Capacity, Delay and Level of Service

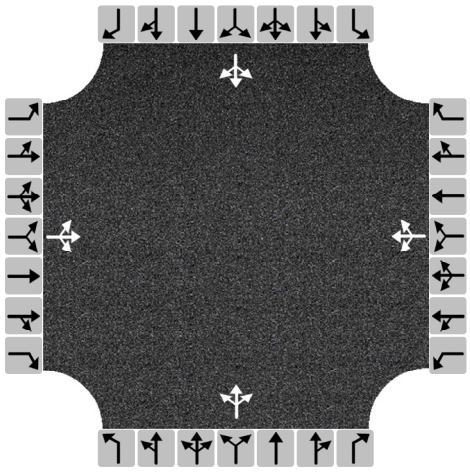
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	220			97			57			71		
Capacity (veh/h)	836			818			774			820		
95% Queue Length, Q_{95} (veh)	1.1			0.4			0.2			0.3		
Control Delay (s/veh)	8.8			8.0			8.0			7.8		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	8.8	A		8.0	A		8.0	A		7.8	A	
Intersection Delay (s/veh) | LOS	8.4						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	AM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	110	68	24	14	100	8	53	29	5	2	23	36
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	220			133			95			66		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.195			0.118			0.084			0.059		
Final Departure Headway, h_d (s)	4.49			4.54			4.90			4.51		
Final Degree of Utilization, x	0.274			0.167			0.129			0.083		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.49			2.54			2.90			2.51		

Capacity, Delay and Level of Service

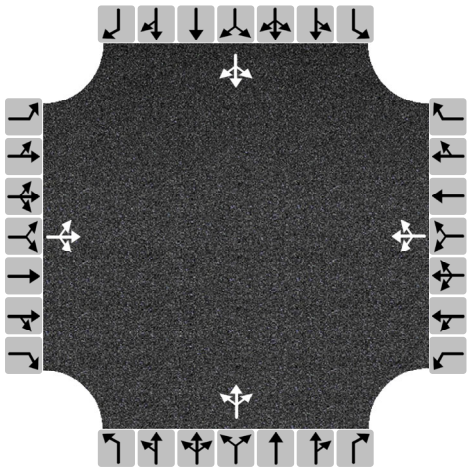
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	220			133			95			66		
Capacity (veh/h)	801			794			735			799		
95% Queue Length, Q_{95} (veh)	1.1			0.6			0.4			0.3		
Control Delay (s/veh)	9.2			8.4			8.6			7.9		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	9.2	A		8.4	A		8.6	A		7.9	A	
Intersection Delay (s/veh) | LOS	8.7						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	PM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	108	65	41	16	73	13	23	24	14	6	34	33
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	233			111			66			79		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.207			0.099			0.059			0.071		
Final Departure Headway, h_d (s)	4.36			4.47			4.72			4.52		
Final Degree of Utilization, x	0.282			0.138			0.087			0.100		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.36			2.47			2.72			2.52		

Capacity, Delay and Level of Service

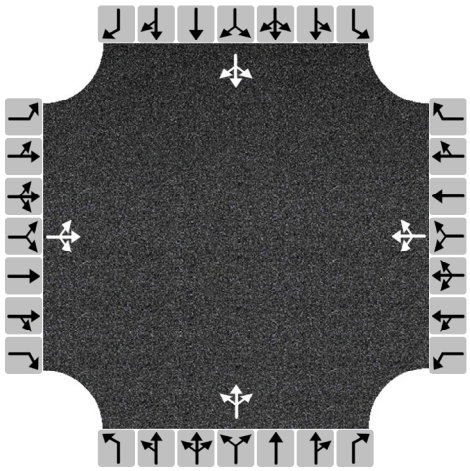
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	233			111			66			79		
Capacity (veh/h)	825			806			762			797		
95% Queue Length, Q_{95} (veh)	1.2			0.5			0.3			0.3		
Control Delay (s/veh)	9.1			8.2			8.2			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	9.1	A		8.2	A		8.2	A		8.0	A	
Intersection Delay (s/veh) | LOS	8.6						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2035
Analysis Time Period (hrs)	1.00
Time Analyzed	AM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	122	71	26	15	100	4	66	28	1	1	25	40
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	238			129			103			72		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.212			0.115			0.092			0.064		
Final Departure Headway, h_d (s)	4.54			4.63			5.00			4.55		
Final Degree of Utilization, x	0.300			0.166			0.143			0.091		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.54			2.63			3.00			2.55		

Capacity, Delay and Level of Service

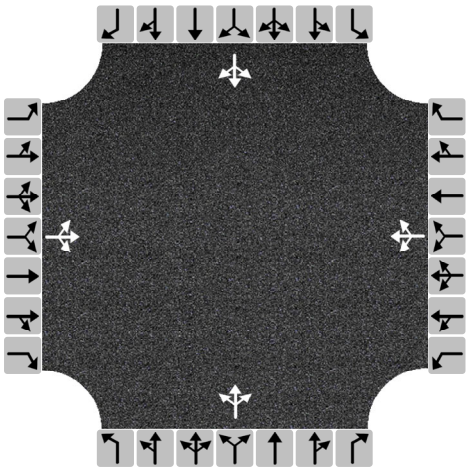
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	238			129			103			72		
Capacity (veh/h)	794			778			721			790		
95% Queue Length, Q_{95} (veh)	1.3			0.6			0.5			0.3		
Control Delay (s/veh)	9.5			8.5			8.8			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	9.5	A		8.5	A		8.8	A		8.0	A	
Intersection Delay (s/veh) | LOS	8.9						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2035
Analysis Time Period (hrs)	1.00
Time Analyzed	PM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	119	62	41	13	74	11	22	23	12	2	33	37
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	241			107			62			78		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.214			0.095			0.055			0.070		
Final Departure Headway, h_d (s)	4.36			4.46			4.74			4.47		
Final Degree of Utilization, x	0.292			0.132			0.082			0.097		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.36			2.46			2.74			2.47		

Capacity, Delay and Level of Service

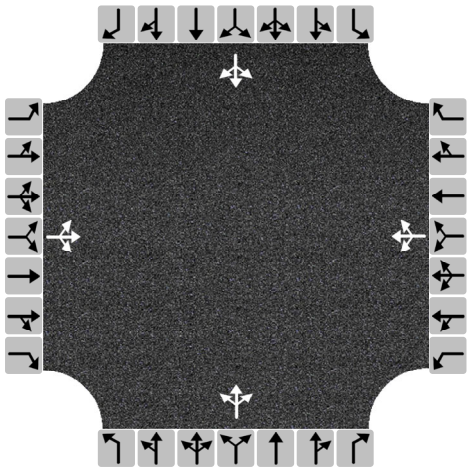
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	241			107			62			78		
Capacity (veh/h)	827			807			759			805		
95% Queue Length, Q_{95} (veh)	1.2			0.5			0.3			0.3		
Control Delay (s/veh)	9.1			8.1			8.2			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	9.1	A		8.1	A		8.2	A		8.0	A	
Intersection Delay (s/veh) | LOS	8.6						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2035
Analysis Time Period (hrs)	1.00
Time Analyzed	AM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	122	74	27	16	109	8	59	32	5	2	26	40
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	242			145			104			74		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.215			0.129			0.093			0.066		
Final Departure Headway, h_d (s)	4.56			4.63			5.01			4.62		
Final Degree of Utilization, x	0.307			0.186			0.145			0.095		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.56			2.63			3.01			2.62		

Capacity, Delay and Level of Service

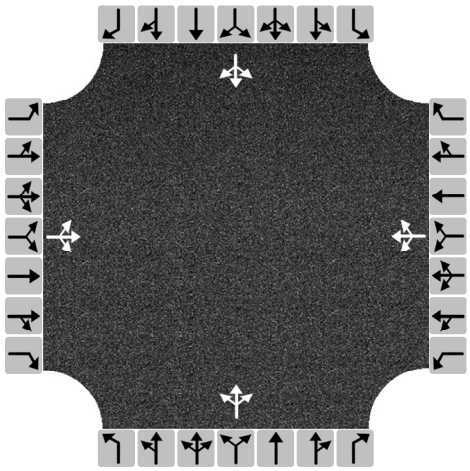
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	242			145			104			74		
Capacity (veh/h)	789			778			719			779		
95% Queue Length, Q_{95} (veh)	1.3			0.7			0.5			0.3		
Control Delay (s/veh)	9.6			8.7			8.9			8.1		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	9.6	A		8.7	A		8.9	A		8.1	A	
Intersection Delay (s/veh) | LOS	9.0						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2035
Analysis Time Period (hrs)	1.00
Time Analyzed	PM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	119	70	45	17	80	14	25	26	15	6	37	37
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

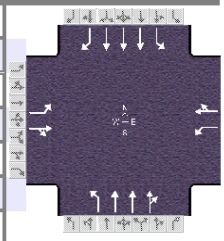
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	254			121			72			87		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.226			0.107			0.064			0.077		
Final Departure Headway, h_d (s)	4.42			4.53			4.82			4.60		
Final Degree of Utilization, x	0.312			0.152			0.096			0.111		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.42			2.53			2.82			2.60		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	254			121			72			87		
Capacity (veh/h)	815			794			747			782		
95% Queue Length, Q_{95} (veh)	1.4			0.5			0.3			0.4		
Control Delay (s/veh)	9.4			8.3			8.3			8.2		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	9.4	A		8.3	A		8.3	A		8.2	A	
Intersection Delay (s/veh) | LOS	8.8						A					

HCS Signalized Intersection Results Summary

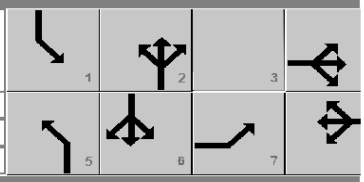
General Information				Intersection Information	
Agency				Duration, h	1.000
Analyst	Victoria Edington	Analysis Date	Feb 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	Coors Blvd	Analysis Year	2024	Analysis Period	1> 7:45
Intersection	Fortuna Rd	File Name	Signal_Coors&Fortuna_2024_Existing_AM.xus		
Project Description	WMR Analysis Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	169	68	102	85	94	122	165	1429	41	111	1164	157

Signal Information			
Cycle, s	120.0	Reference Phase	6
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.6	1.9	60.7	10.7	23.2	0.0
Yellow	3.0	0.0	4.5	3.0	3.5	0.0
Red	0.5	0.0	1.0	0.5	2.0	0.0



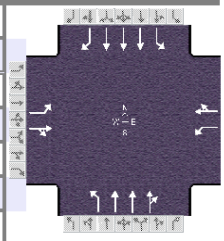
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	14.2	42.9		28.7	10.9	68.0	9.1	66.2
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.2	3.4		3.4	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	10.7	10.6		15.3	7.2		5.6	
Green Extension Time (g_e), s	0.0	1.0		0.9	0.2	0.0	0.1	0.0
Phase Call Probability	1.00	1.00		1.00	1.00		0.98	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	169	160		85	204		165	982	484	111	1164	142
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1690		1239	1687		1795	1885	1860	1781	1698	1577
Queue Service Time (g_s), s	8.7	8.6		7.1	13.3		5.2	20.2	20.2	3.6	17.6	5.9
Cycle Queue Clearance Time (g_c), s	8.7	8.6		7.1	13.3		5.2	20.2	20.2	3.6	17.6	5.9
Green Ratio (*g/C*)	0.30	0.31		0.19	0.19		0.57	0.52	0.52	0.55	0.51	0.51
Capacity (*c*), veh/h	318	527		300	326		346	1965	969	264	2576	797
Volume-to-Capacity Ratio (*X*)	0.531	0.304		0.284	0.625		0.477	0.500	0.500	0.420	0.452	0.178
Back of Queue (*Q*), ft/ln (95 th percentile)	176.2	161.5		99.3	238.3		90	333.8	336	62.8	275.5	97.1
Back of Queue (*Q*), veh/ln (95 th percentile)	7.0	6.4		4.0	9.5		3.6	13.2	13.4	2.5	10.8	3.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.88	0.00		0.50	0.00		0.42	0.00	0.00	0.36	0.00	0.55
Uniform Delay (d_1), s/veh	33.7	31.4		41.9	44.4		14.2	18.6	18.6	15.3	19.0	16.1
Incremental Delay (d_2), s/veh	0.8	0.1		0.2	0.7		0.4	0.9	1.9	0.4	0.6	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	34.5	31.5		42.1	45.2		14.6	19.5	20.5	15.7	19.6	16.6
Level of Service (LOS)	C	C		D	D		B	B	C	B	B	B
Approach Delay, s/veh / LOS	33.1	C		44.3	D		19.3	B		19.0	B	
Intersection Delay, s/veh / LOS	22.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.61	C	2.76	C	1.97	B	1.97	B
Bicycle LOS Score / LOS	1.03	A	0.96	A	1.38	A	1.27	A

HCS Signalized Intersection Results Summary

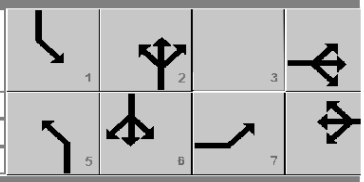
General Information				Intersection Information	
Agency				Duration, h	1.000
Analyst	Victoria Edington	Analysis Date	Feb 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM	PHF	1.00
Urban Street	Coors Blvd	Analysis Year	2024	Analysis Period	1> 3:30
Intersection	Fortuna Rd	File Name	Signal_Coors&Fortuna_2024_Existing_PM.xus		
Project Description	WMR Analysis Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	167	66	120	81	40	126	78	1304	49	119	1686	113

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	1.5	71.3	11.5	23.4	0.0
Yellow	3.0	0.0	4.5	3.0	3.5	0.0
Red	0.5	0.0	1.0	0.5	2.0	0.0



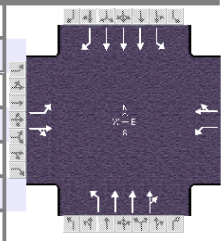
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	15.0	43.8		28.9	7.8	76.8	9.3	78.4
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.2	3.4		3.4	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	11.5	12.4		13.3	4.5		5.7	
Green Extension Time (g_e), s	0.0	0.9		0.9	0.1	0.0	0.2	0.0
Phase Call Probability	1.00	1.00		1.00	0.94		0.99	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	167	174		81	154		78	905	443	119	1686	102
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1706		1225	1606		1795	1885	1847	1795	1712	1554
Queue Service Time (g_s), s	9.5	10.4		7.5	11.3		2.5	18.5	18.5	3.7	27.9	4.0
Cycle Queue Clearance Time (g_c), s	9.5	10.4		7.5	11.3		2.5	18.5	18.5	3.7	27.9	4.0
Green Ratio (*g/C*)	0.28	0.29		0.18	0.18		0.58	0.55	0.55	0.59	0.56	0.56
Capacity (*c*), veh/h	331	503		276	289		212	2069	1013	302	2878	871
Volume-to-Capacity Ratio (*X*)	0.504	0.346		0.294	0.533		0.368	0.437	0.437	0.395	0.586	0.117
Back of Queue (*Q*), ft/ln (95 th percentile)	191.4	195.8		105.1	203		43.6	311	309.9	65.2	399.7	63.9
Back of Queue (*Q*), veh/ln (95 th percentile)	7.7	7.8		4.2	8.1		1.7	12.3	12.4	2.6	15.9	2.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.96	0.00		0.53	0.00		0.20	0.00	0.00	0.37	0.00	0.37
Uniform Delay (d_1), s/veh	37.6	36.0		46.8	48.4		16.1	17.4	17.4	13.4	18.7	13.4
Incremental Delay (d_2), s/veh	0.4	0.2		0.2	0.6		0.4	0.7	1.4	0.3	0.9	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	38.0	36.1		47.0	48.9		16.5	18.1	18.8	13.7	19.6	13.7
Level of Service (LOS)	D	D		D	D		B	B	B	B	B	B
Approach Delay, s/veh / LOS	37.0	D		48.3	D		18.2	B		18.9	B	
Intersection Delay, s/veh / LOS	22.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.76	C	1.97	B	1.97	B
Bicycle LOS Score / LOS	1.05	A	0.88	A	1.27	A	1.54	B

HCS Signalized Intersection Results Summary

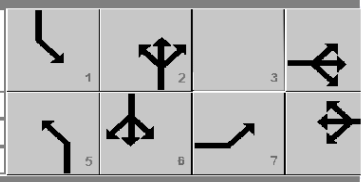
General Information				Intersection Information	
Agency				Duration, h	1.000
Analyst	Victoria Edington	Analysis Date	Feb 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	Coors Blvd	Analysis Year	2025	Analysis Period	1> 7:45
Intersection	Fortuna Rd	File Name	Signal_Coors&Fortuna_2025_Background_AM.xus		
Project Description	WMR Analysis Background				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	171	69	103	86	95	123	167	1443	41	112	1176	159

Signal Information			
Cycle, s	120.0	Reference Phase	6
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.7	1.9	59.4	10.7	24.3	0.0
Yellow	3.0	0.0	4.5	3.0	3.5	0.0
Red	0.5	0.0	1.0	0.5	2.0	0.0



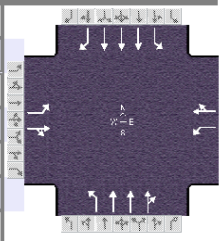
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	14.2	44.0		29.8	11.1	66.8	9.2	64.9
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.2	3.3		3.3	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	10.7	10.6		17.0	7.4		5.7	
Green Extension Time (g_e), s	0.0	1.0		0.9	0.2	0.0	0.1	0.0
Phase Call Probability	1.00	1.00		1.00	1.00		0.98	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	171	162		86	206		167	991	489	112	1176	144
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1691		1238	1520		1795	1885	1860	1781	1698	1577
Queue Service Time (g_s), s	8.7	8.6		7.1	15.0		5.4	20.9	20.9	3.7	18.2	6.1
Cycle Queue Clearance Time (g_c), s	8.7	8.6		7.1	15.0		5.4	20.9	20.9	3.7	18.2	6.1
Green Ratio (*g/C*)	0.31	0.32		0.20	0.20		0.56	0.51	0.51	0.54	0.49	0.49
Capacity (*c*), veh/h	312	543		311	308		339	1926	950	258	2521	780
Volume-to-Capacity Ratio (*X*)	0.548	0.299		0.277	0.669		0.493	0.515	0.515	0.434	0.466	0.185
Back of Queue (*Q*), ft/ln (95 th percentile)	176.7	161.2		99.2	241.2		93.5	344.8	347.2	65.3	285.3	101.4
Back of Queue (*Q*), veh/ln (95 th percentile)	7.0	6.4		4.0	9.6		3.7	13.7	13.9	2.6	11.2	4.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.88	0.00		0.50	0.00		0.43	0.00	0.00	0.37	0.00	0.58
Uniform Delay (d_1), s/veh	33.1	30.6		41.0	44.1		14.9	19.5	19.5	16.1	19.9	16.9
Incremental Delay (d_2), s/veh	1.1	0.1		0.2	0.9		0.4	1.0	2.0	0.4	0.6	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	34.2	30.7		41.2	45.1		15.3	20.5	21.5	16.5	20.5	17.4
Level of Service (LOS)	C	C		D	D		B	C	C	B	C	B
Approach Delay, s/veh / LOS	32.5	C		43.9	D		20.2	C		19.9	B	
Intersection Delay, s/veh / LOS	23.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.61	C	2.76	C	1.97	B	1.97	B
Bicycle LOS Score / LOS	1.04	A	0.97	A	1.39	A	1.28	A

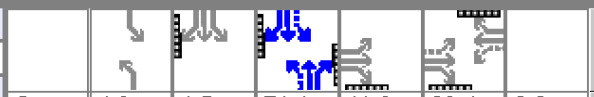
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	1.000
Analyst	Victoria Edington	Analysis Date	Feb 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM	PHF	1.00
Urban Street	Coors Blvd	Analysis Year	2025	Analysis Period	1> 3:30
Intersection	Fortuna Rd	File Name	Signal_Coors&Fortuna_2025_Background_PM.xus		
Project Description	WMR Analysis Background				

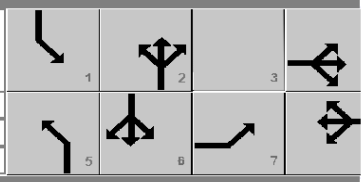


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	169	67	121	82	40	127	79	1317	49	120	1703	114

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	1.5	71.1	11.6	23.4	0.0
Yellow	3.0	0.0	4.5	3.0	3.5	0.0
Red	0.5	0.0	1.0	0.5	2.0	0.0



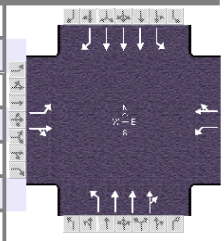
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	15.1	44.0		28.9	7.8	76.6	9.4	78.2
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.2	3.4		3.4	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	11.6	12.5		13.4	4.5		5.8	
Green Extension Time (g_e), s	0.0	0.9		0.9	0.1	0.0	0.2	0.0
Phase Call Probability	1.00	1.00		1.00	0.94		0.99	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	169	176		82	155		79	913	448	120	1703	103
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1706		1223	1605		1795	1885	1847	1795	1712	1554
Queue Service Time (g_s), s	9.6	10.5		7.7	11.4		2.5	18.8	18.8	3.8	28.5	4.1
Cycle Queue Clearance Time (g_c), s	9.6	10.5		7.7	11.4		2.5	18.8	18.8	3.8	28.5	4.1
Green Ratio (*g/C*)	0.28	0.30		0.18	0.18		0.58	0.55	0.55	0.59	0.56	0.56
Capacity (*c*), veh/h	332	505		276	289		209	2062	1011	299	2870	868
Volume-to-Capacity Ratio (*X*)	0.508	0.348		0.297	0.536		0.377	0.443	0.443	0.402	0.593	0.119
Back of Queue (*Q*), ft/ln (95 th percentile)	192.8	197.4		106.4	203.9		44.4	315.6	314.6	66.1	406.7	64.8
Back of Queue (*Q*), veh/ln (95 th percentile)	7.7	7.9		4.3	8.2		1.8	12.5	12.6	2.6	16.1	2.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.96	0.00		0.53	0.00		0.21	0.00	0.00	0.38	0.00	0.37
Uniform Delay (d_1), s/veh	37.5	35.9		46.8	48.3		16.4	17.6	17.6	13.5	18.9	13.5
Incremental Delay (d_2), s/veh	0.4	0.2		0.2	0.6		0.4	0.7	1.4	0.3	0.9	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	37.9	36.1		47.0	48.9		16.8	18.3	19.0	13.8	19.8	13.8
Level of Service (LOS)	D	D		D	D		B	B	B	B	B	B
Approach Delay, s/veh / LOS	37.0	D		48.3	D		18.4	B		19.1	B	
Intersection Delay, s/veh / LOS	22.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.76	C	1.97	B	1.97	B
Bicycle LOS Score / LOS	1.06	A	0.88	A	1.28	A	1.55	B

HCS Signalized Intersection Results Summary

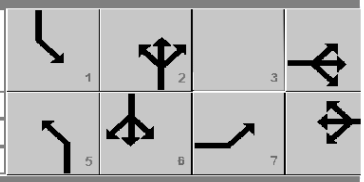
General Information				Intersection Information	
Agency				Duration, h	1.000
Analyst	Victoria Edington	Analysis Date	Feb 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	Coors Blvd	Analysis Year	2025	Analysis Period	1> 7:45
Intersection	Fortuna Rd	File Name	Signal_Coors&Fortuna_2025_Future_AM.xus		
Project Description	WMR Analysis Future				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	229	78	176	86	98	123	186	1444	41	121	1180	155

Signal Information			
Cycle, s	120.0	Reference Phase	6
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.0	2.2	59.3	10.9	23.6	0.0
Yellow	3.0	0.0	4.5	3.0	3.5	0.0
Red	0.5	0.0	1.0	0.5	2.0	0.0



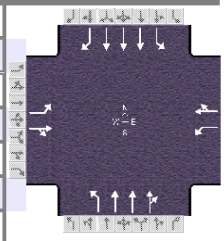
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	14.4	43.5		29.1	11.7	67.0	9.5	64.8
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.2	3.4		3.4	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.9	16.1		15.6	8.0		6.0	
Green Extension Time (g_e), s	0.0	1.2		1.2	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00		1.00	1.00		0.98	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	229	244		86	209		186	992	489	121	1180	140
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1659		1149	1691		1795	1885	1860	1781	1698	1577
Queue Service Time (g_s), s	10.9	14.1		7.8	13.6		6.0	20.9	20.9	4.0	18.3	5.9
Cycle Queue Clearance Time (g_c), s	10.9	14.1		7.8	13.6		6.0	20.9	20.9	4.0	18.3	5.9
Green Ratio (*g/C*)	0.30	0.32		0.20	0.20		0.57	0.51	0.51	0.54	0.49	0.49
Capacity (*c*), veh/h	321	525		285	332		347	1933	954	264	2518	779
Volume-to-Capacity Ratio (*X*)	0.713	0.465		0.301	0.630		0.536	0.513	0.513	0.458	0.469	0.18
Back of Queue (*Q*), ft/ln (95 th percentile)	249.2	243.3		100.8	242.7		103.3	344	346.4	70.2	286.5	98.2
Back of Queue (*Q*), veh/ln (95 th percentile)	9.9	9.7		4.0	9.7		4.1	13.7	13.9	2.8	11.3	3.9
Queue Storage Ratio (*RQ*) (95 th percentile)	1.25	0.00		0.50	0.00		0.48	0.00	0.00	0.40	0.00	0.56
Uniform Delay (d_1), s/veh	36.1	32.9		41.9	44.2		14.9	19.3	19.3	16.1	20.0	16.8
Incremental Delay (d_2), s/veh	6.5	0.2		0.2	0.7		0.5	1.0	2.0	0.5	0.6	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	42.6	33.1		42.1	45.0		15.4	20.3	21.3	16.5	20.6	17.3
Level of Service (LOS)	D	C		D	D		B	C	C	B	C	B
Approach Delay, s/veh / LOS	37.7	D		44.1	D		20.1	C		19.9	B	
Intersection Delay, s/veh / LOS	24.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.61	C	2.76	C	1.97	B	1.97	B
Bicycle LOS Score / LOS	1.27	A	0.97	A	1.40	A	1.28	A

HCS Signalized Intersection Results Summary

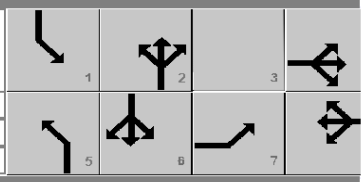
General Information				Intersection Information	
Agency				Duration, h	1.000
Analyst	Victoria Edington	Analysis Date	Feb 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM	PHF	1.00
Urban Street	Coors Blvd	Analysis Year	2025	Analysis Period	1> 3:30
Intersection	Fortuna Rd	File Name	Signal_Coors&Fortuna_2025_Future_PM.xus		
Project Description	WMR Analysis Future				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	196	73	156	82	48	127	140	1321	49	126	1706	113

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.2	0.5	69.4	12.1	23.8	0.0
Yellow	3.0	0.0	4.5	3.0	3.5	0.0
Red	0.5	0.0	1.0	0.5	2.0	0.0



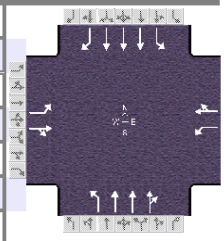
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	15.6	44.9		29.3	10.2	75.4	9.7	74.9
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.2	3.4		3.4	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	13.2	15.3		13.9	6.6		6.1	
Green Extension Time (g_e), s	0.0	1.1		1.0	0.2	0.0	0.2	0.0
Phase Call Probability	1.00	1.00		1.00	0.99		0.99	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	196	217		82	163		140	916	449	126	1706	102
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1694		1178	1619		1795	1885	1848	1795	1712	1553
Queue Service Time (g_s), s	11.2	13.3		7.9	11.9		4.6	19.3	19.3	4.1	30.1	4.3
Cycle Queue Clearance Time (g_c), s	11.2	13.3		7.9	11.9		4.6	19.3	19.3	4.1	30.1	4.3
Green Ratio (*g/C*)	0.29	0.30		0.18	0.18		0.59	0.54	0.54	0.58	0.53	0.53
Capacity (*c*), veh/h	338	513		271	296		235	2027	993	291	2741	829
Volume-to-Capacity Ratio (*X*)	0.580	0.423		0.302	0.550		0.596	0.452	0.452	0.433	0.622	0.123
Back of Queue (*Q*), ft/ln (95 th percentile)	221.4	236		106.3	212.3		81.2	324	323	72.2	433.1	68.9
Back of Queue (*Q*), veh/ln (95 th percentile)	8.9	9.4		4.3	8.5		3.2	12.9	12.9	2.9	17.2	2.7
Queue Storage Ratio (*RQ*) (95 th percentile)	1.11	0.00		0.53	0.00		0.38	0.00	0.00	0.41	0.00	0.39
Uniform Delay (d_1), s/veh	37.5	36.2		46.6	48.2		18.9	18.4	18.4	14.7	21.2	15.1
Incremental Delay (d_2), s/veh	1.7	0.2		0.2	0.6		0.9	0.7	1.5	0.4	1.1	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	39.1	36.4		46.8	48.8		19.8	19.1	19.9	15.0	22.2	15.4
Level of Service (LOS)	D	D		D	D		B	B	B	B	C	B
Approach Delay, s/veh / LOS	37.7	D		48.2	D		19.4	B		21.4	C	
Intersection Delay, s/veh / LOS	23.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.76	C	1.97	B	1.97	B
Bicycle LOS Score / LOS	1.17	A	0.89	A	1.32	A	1.55	B

HCS Signalized Intersection Results Summary

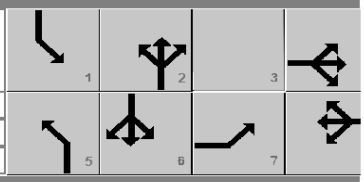
General Information				Intersection Information	
Agency				Duration, h	1.000
Analyst	Victoria Edington	Analysis Date	Feb 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	Coors Blvd	Analysis Year	2035	Analysis Period	1> 7:45
Intersection	Fortuna Rd	File Name	Signal_Coors&Fortuna_2035_Background_AM.xus		
Project Description	WMR Analysis Background				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	189	76	114	95	105	136	184	1594	46	124	1299	175

Signal Information			
Cycle, s	120.0	Reference Phase	6
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.3	2.1	57.2	10.9	25.5	0.0
Yellow	3.0	0.0	4.5	3.0	3.5	0.0
Red	0.5	0.0	1.0	0.5	2.0	0.0



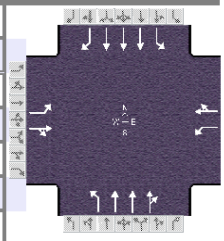
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	14.4	45.4		31.0	11.9	64.8	9.8	62.7
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.2	3.4		3.4	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	11.6	11.5		18.7	8.1		6.2	
Green Extension Time (g_e), s	0.0	1.1		1.0	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00		1.00	1.00		0.98	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	189	180		95	229		184	1096	540	124	1299	160
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1690		1218	1521		1795	1885	1859	1781	1698	1577
Queue Service Time (g_s), s	9.6	9.5		8.0	16.7		6.1	24.9	24.9	4.2	21.5	7.1
Cycle Queue Clearance Time (g_c), s	9.6	9.5		8.0	16.7		6.1	24.9	24.9	4.2	21.5	7.1
Green Ratio (*g/C*)	0.32	0.33		0.21	0.21		0.55	0.49	0.49	0.53	0.48	0.48
Capacity (*c*), veh/h	308	562		319	324		313	1863	919	236	2428	751
Volume-to-Capacity Ratio (*X*)	0.613	0.320		0.298	0.708		0.589	0.588	0.588	0.526	0.535	0.213
Back of Queue (*Q*), ft/ln (95 th percentile)	197.5	177.8		109.1	267.1		108.1	402.1	406.1	75.9	330	119.2
Back of Queue (*Q*), veh/ln (95 th percentile)	7.8	7.1		4.4	10.7		4.3	16.0	16.2	3.0	13.0	4.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.99	0.00		0.55	0.00		0.50	0.00	0.00	0.43	0.00	0.68
Uniform Delay (d_1), s/veh	32.7	29.9		40.3	43.8		17.0	21.6	21.6	18.6	22.1	18.3
Incremental Delay (d_2), s/veh	2.7	0.1		0.2	2.3		0.7	1.4	2.8	0.7	0.9	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	35.4	30.0		40.5	46.1		17.7	23.0	24.4	19.3	22.9	19.0
Level of Service (LOS)	D	C		D	D		B	C	C	B	C	B
Approach Delay, s/veh / LOS	32.8	C		44.4	D		22.9	C		22.2	C	
Intersection Delay, s/veh / LOS	25.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.61	C	2.76	C	1.97	B	1.97	B
Bicycle LOS Score / LOS	1.10	A	1.02	A	1.49	A	1.36	A

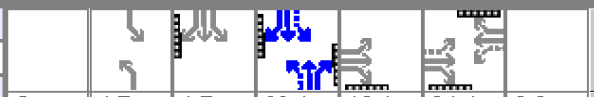
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	1.000
Analyst	Victoria Edington	Analysis Date	Feb 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM	PHF	1.00
Urban Street	Coors Blvd	Analysis Year	2035	Analysis Period	1> 3:30
Intersection	Fortuna Rd	File Name	Signal_Coors&Fortuna_2035_Background_PM.xus		
Project Description	WMR Analysis Background				

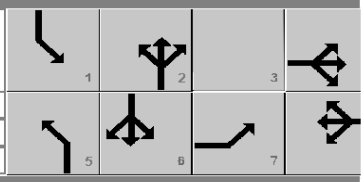


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	186	74	134	90	45	141	87	1455	55	132	1881	126

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.7	1.7	69.1	12.1	24.4	0.0
Yellow	3.0	0.0	4.5	3.0	3.5	0.0
Red	0.5	0.0	1.0	0.5	2.0	0.0



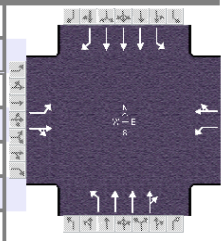
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	15.6	45.5		29.9	8.2	74.6	9.9	76.3
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.2	3.4		3.4	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.5	13.7		14.8	4.9		6.3	
Green Extension Time (g_e), s	0.0	1.1		1.0	0.1	0.0	0.2	0.0
Phase Call Probability	1.00	1.00		1.00	0.96		0.99	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	186	196		90	174		87	1010	495	132	1881	115
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1705		1201	1608		1795	1885	1846	1795	1712	1553
Queue Service Time (g_s), s	10.5	11.7		8.6	12.8		2.9	22.3	22.3	4.3	34.2	4.7
Cycle Queue Clearance Time (g_c), s	10.5	11.7		8.6	12.8		2.9	22.3	22.3	4.3	34.2	4.7
Green Ratio (*g/C*)	0.30	0.31		0.19	0.19		0.57	0.53	0.53	0.58	0.54	0.54
Capacity (*c*), veh/h	333	524		280	301		186	2005	982	271	2797	846
Volume-to-Capacity Ratio (*X*)	0.559	0.374		0.321	0.578		0.468	0.504	0.504	0.488	0.673	0.136
Back of Queue (*Q*), ft/ln (95 th percentile)	209.3	214.1		116.7	224.1		51.4	365.5	365	75.7	479.4	76
Back of Queue (*Q*), veh/ln (95 th percentile)	8.4	8.6		4.7	9.0		2.0	14.5	14.6	3.0	19.0	3.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.05	0.00		0.58	0.00		0.24	0.00	0.00	0.43	0.00	0.43
Uniform Delay (d_1), s/veh	36.9	35.2		46.4	48.1		19.9	19.5	19.5	15.3	21.3	14.6
Incremental Delay (d_2), s/veh	1.3	0.2		0.2	0.7		0.7	0.9	1.9	0.5	1.3	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	38.2	35.4		46.6	48.8		20.6	20.4	21.3	15.8	22.6	14.9
Level of Service (LOS)	D	D		D	D		C	C	C	B	C	B
Approach Delay, s/veh / LOS	36.8	D		48.1	D		20.7	C		21.8	C	
Intersection Delay, s/veh / LOS	24.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.76	C	1.97	B	1.97	B
Bicycle LOS Score / LOS	1.12	A	0.92	A	1.36	A	1.66	B

HCS Signalized Intersection Results Summary

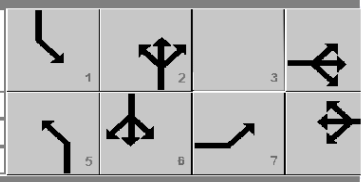
General Information				Intersection Information	
Agency				Duration, h	1.000
Analyst	Victoria Edington	Analysis Date	Feb 14, 2025	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	Coors Blvd	Analysis Year	2035	Analysis Period	1> 7:45
Intersection	Fortuna Rd	File Name	Signal_Coors&Fortuna_2035_Future_AM.xus		
Project Description	WMR Analysis Future				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	247	85	187	95	108	136	203	1595	46	133	1303	171

Signal Information			
Cycle, s	120.0	Reference Phase	6
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	2.5	56.2	10.9	25.8	0.0
Yellow	3.0	0.0	4.5	3.0	3.5	0.0
Red	0.5	0.0	1.0	0.5	2.0	0.0



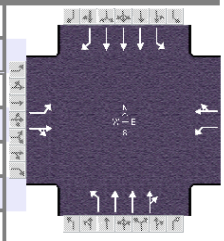
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	14.4	45.7		31.3	12.6	64.1	10.2	61.7
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.2	3.4		3.4	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.9	16.9		18.9	8.9		6.6	
Green Extension Time (g_e), s	0.0	1.4		1.2	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00		1.00	1.00		0.99	
Max Out Probability	1.00	0.00		0.01	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	247	262		95	232		203	1096	541	133	1303	156
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1661		1131	1523		1795	1885	1859	1781	1698	1577
Queue Service Time (g_s), s	10.9	14.9		8.7	16.9		6.9	25.2	25.2	4.6	21.9	7.0
Cycle Queue Clearance Time (g_c), s	10.9	14.9		9.2	16.9		6.9	25.2	25.2	4.6	21.9	7.0
Green Ratio (*g/C*)	0.32	0.34		0.22	0.22		0.55	0.49	0.49	0.52	0.47	0.47
Capacity (*c*), veh/h	309	556		298	328		318	1842	908	239	2384	738
Volume-to-Capacity Ratio (*X*)	0.800	0.471		0.319	0.708		0.638	0.595	0.595	0.555	0.546	0.21
Back of Queue (*Q*), ft/ln (95 th percentile)	140.3	253.5		110.2	269.9		120.9	407.4	411.6	83	336.6	118.3
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	10.1		4.4	10.8		4.8	16.2	16.5	3.3	13.3	4.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.70	0.00		0.55	0.00		0.56	0.00	0.00	0.47	0.00	0.68
Uniform Delay (d_1), s/veh	36.5	31.5		40.8	43.6		17.7	22.1	22.1	19.2	22.8	18.8
Incremental Delay (d_2), s/veh	14.2	0.2		0.2	2.4		0.8	1.4	2.9	0.8	0.9	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	50.7	31.7		41.1	46.0		18.5	23.6	25.0	20.0	23.7	19.5
Level of Service (LOS)	D	C		D	D		B	C	C	B	C	B
Approach Delay, s/veh / LOS	40.9	D		44.6	D		23.4	C		23.0	C	
Intersection Delay, s/veh / LOS	27.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.61	C	2.76	C	1.97	B	1.97	B
Bicycle LOS Score / LOS	1.33	A	1.03	A	1.50	A	1.36	A

HCS Signalized Intersection Results Summary

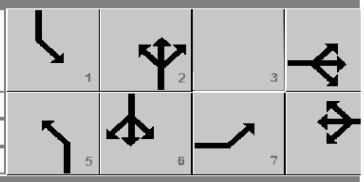
General Information				Intersection Information	
Agency				Duration, h	1.000
Analyst	Victoria Edington	Analysis Date	Feb 14, 2025	Area Type	Other
Jurisdiction		Time Period	PM	PHF	1.00
Urban Street	Coors Blvd	Analysis Year	2035	Analysis Period	1> 3:30
Intersection	Fortuna Rd	File Name	Signal_Coors&Fortuna_2035_Future_PM.xus		
Project Description	WMR Analysis Future				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	213	80	169	90	53	141	148	1459	55	138	1884	125

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	0.3	68.1	12.1	24.7	0.0
Yellow	3.0	0.0	4.5	3.0	3.5	0.0
Red	0.5	0.0	1.0	0.5	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	15.6	45.8		30.2	10.6	73.9	10.2	73.6
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.2	3.4		3.4	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	14.1	16.6		15.3	6.9		6.6	
Green Extension Time (g_e), s	0.0	1.2		1.1	0.2	0.0	0.2	0.0
Phase Call Probability	1.00	1.00		1.00	1.00		0.99	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	213	237		90	182		148	1013	496	138	1884	114
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1694		1157	1619		1795	1885	1846	1795	1712	1553
Queue Service Time (g_s), s	12.1	14.6		8.9	13.3		4.9	22.6	22.6	4.6	35.9	4.9
Cycle Queue Clearance Time (g_c), s	12.1	14.6		8.9	13.3		4.9	22.6	22.6	4.6	35.9	4.9
Green Ratio (*g/C*)	0.30	0.31		0.19	0.19		0.58	0.53	0.53	0.58	0.52	0.52
Capacity (*c*), veh/h	331	526		276	308		213	1985	972	266	2690	813
Volume-to-Capacity Ratio (*X*)	0.644	0.451		0.327	0.591		0.694	0.510	0.510	0.518	0.700	0.140
Back of Queue (*Q*), ft/ln (95 th percentile)	240.8	253.6		116.6	232.4		107.2	370.9	370.5	81.6	505.1	79.7
Back of Queue (*Q*), veh/ln (95 th percentile)	9.6	10.1		4.7	9.3		4.3	14.7	14.8	3.2	20.0	3.2
Queue Storage Ratio (*RQ*) (95 th percentile)	1.20	0.00		0.58	0.00		0.50	0.00	0.00	0.47	0.00	0.46
Uniform Delay (d_1), s/veh	37.4	36.0		46.2	48.0		23.9	19.9	19.9	16.4	23.3	15.9
Incremental Delay (d_2), s/veh	3.4	0.2		0.3	0.7		1.5	0.9	1.9	0.6	1.6	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	40.8	36.2		46.5	48.7		25.4	20.9	21.9	17.0	24.8	16.3
Level of Service (LOS)	D	D		D	D		C	C	C	B	C	B
Approach Delay, s/veh / LOS	38.3	D		48.0	D		21.6	C		23.9	C	
Intersection Delay, s/veh / LOS	25.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.76	C	1.97	B	1.97	B
Bicycle LOS Score / LOS	1.23	A	0.94	A	1.40	A	1.66	B

HCS Two-Way Stop-Control Report

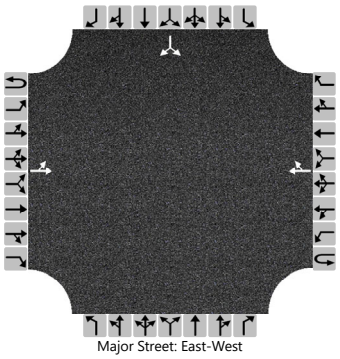
General Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/5/2025
Analysis Year	2024
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	64th St & Fortuna Rd
Jurisdiction	
East/West Street	Fortuna Rd
North/South Street	64th Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		30	304				349	56						25		40
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		33													71	
Capacity, c (veh/h)		1130													481	
v/c Ratio		0.03													0.15	
95% Queue Length, Q_{95} (veh)		0.1													0.5	
Control Delay (s/veh)		8.3	0.3												13.8	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	1.0												13.8			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

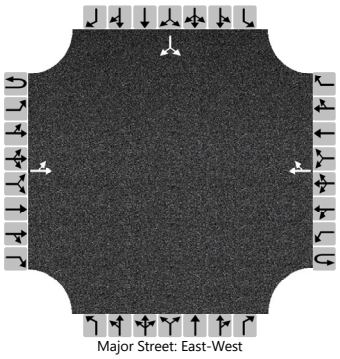
General Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/5/2025
Analysis Year	2024
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	64th St & Fortuna Rd
Jurisdiction	
East/West Street	Fortuna Rd
North/South Street	64th Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		25	269				248	22						47		44
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		27													99	
Capacity, c (veh/h)		1280													552	
v/c Ratio		0.02													0.18	
95% Queue Length, Q_{95} (veh)		0.1													0.7	
Control Delay (s/veh)		7.9	0.2												12.9	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	0.9												12.9			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

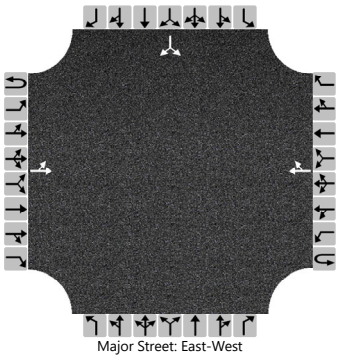
General Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/5/2025
Analysis Year	2025
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	64th St & Fortuna Rd
Jurisdiction	
East/West Street	Fortuna Rd
North/South Street	64th Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		30	307				352	57						25		40
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		33													71	
Capacity, c (veh/h)		1126													478	
v/c Ratio		0.03													0.15	
95% Queue Length, Q_{95} (veh)		0.1													0.5	
Control Delay (s/veh)		8.3	0.3												13.8	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	1.0												13.8			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

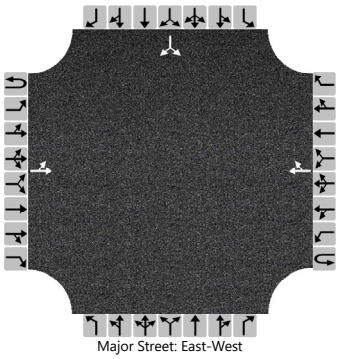
General Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/5/2025
Analysis Year	2025
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	64th St & Fortuna Rd
Jurisdiction	
East/West Street	Fortuna Rd
North/South Street	64th Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		25	272				250	22						47		44
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		27													99	
Capacity, c (veh/h)		1277													549	
v/c Ratio		0.02													0.18	
95% Queue Length, Q_{95} (veh)		0.1													0.7	
Control Delay (s/veh)		7.9	0.2												13.0	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	0.8												13.0			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

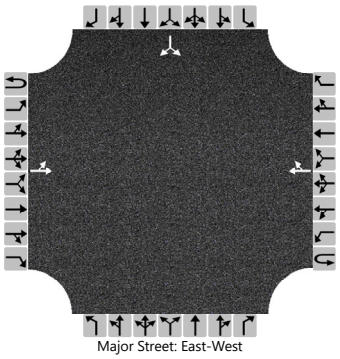
General Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2025
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	64th St & Fortuna Rd
Jurisdiction	
East/West Street	Fortuna Rd
North/South Street	64th Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		31	309				361	59						57		44
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		34													110	
Capacity, c (veh/h)		1115													418	
v/c Ratio		0.03													0.26	
95% Queue Length, Q_{95} (veh)		0.1													1.1	
Control Delay (s/veh)		8.3	0.3												16.7	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		1.0												16.7		
Approach LOS		A												C		

HCS Two-Way Stop-Control Report

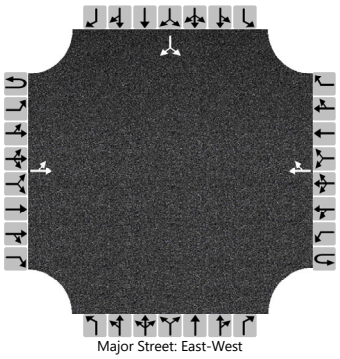
General Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2025
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	64th St & Fortuna Rd
Jurisdiction	
East/West Street	Fortuna Rd
North/South Street	64th Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		29	279				255	30						65		47
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		32													122	
Capacity, c (veh/h)		1262													514	
v/c Ratio		0.02													0.24	
95% Queue Length, Q_{95} (veh)		0.1													0.9	
Control Delay (s/veh)		7.9	0.2												14.2	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		1.0												14.2		
Approach LOS		A												B		

HCS Two-Way Stop-Control Report

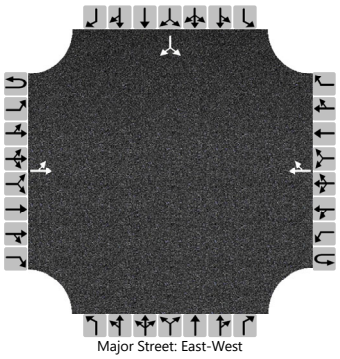
General Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2035
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	64th St & Fortuna Rd
Jurisdiction	
East/West Street	Fortuna Rd
North/South Street	64th Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		33	339				389	62						28		45
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		36													79	
Capacity, c (veh/h)		1084													436	
v/c Ratio		0.03													0.18	
95% Queue Length, Q_{95} (veh)		0.1													0.7	
Control Delay (s/veh)		8.4	0.4												15.1	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)	1.1												15.1			
Approach LOS	A												C			

HCS Two-Way Stop-Control Report

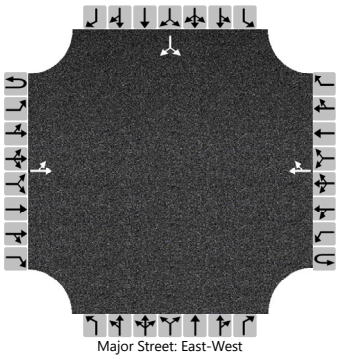
General Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2035
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	64th St & Fortuna Rd
Jurisdiction	
East/West Street	Fortuna Rd
North/South Street	64th Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		28	300				277	25						52		49
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30													110	
Capacity, c (veh/h)		1243													509	
v/c Ratio		0.02													0.22	
95% Queue Length, Q_{95} (veh)		0.1													0.8	
Control Delay (s/veh)		8.0	0.2												14.0	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	0.9												14.0			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

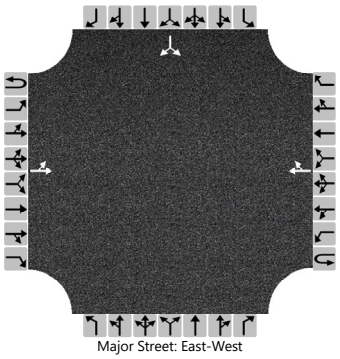
General Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2035
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	64th St & Fortuna Rd
Jurisdiction	
East/West Street	Fortuna Rd
North/South Street	64th Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		34	341				398	64						60		49
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		37													118	
Capacity, c (veh/h)		1073													381	
v/c Ratio		0.03													0.31	
95% Queue Length, Q_{95} (veh)		0.1													1.3	
Control Delay (s/veh)		8.5	0.4												18.7	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)	1.1												18.7			
Approach LOS	A												C			

HCS Two-Way Stop-Control Report

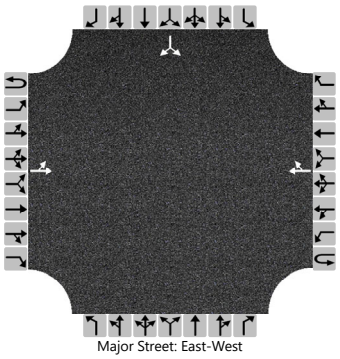
General Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2035
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	64th St & Fortuna Rd
Jurisdiction	
East/West Street	Fortuna Rd
North/South Street	64th Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		32	307				282	33						70		52
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		35													133	
Capacity, c (veh/h)		1228													476	
v/c Ratio		0.03													0.28	
95% Queue Length, Q_{95} (veh)		0.1													1.2	
Control Delay (s/veh)		8.0	0.3												15.5	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		1.0												15.5		
Approach LOS		A												C		

HCS Two-Way Stop-Control Report

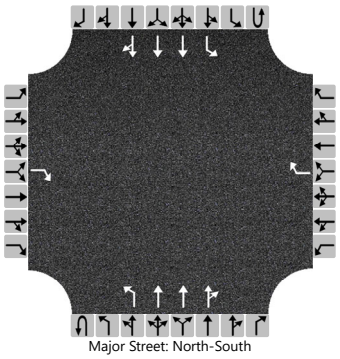
General Information

Analyst	Alex Monotya
Agency/Co.	Stantec
Date Performed	2/4/2025
Analysis Year	2024
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	WMR Analysis Existing

Site Information

Intersection	Coors Blvd & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	Coors Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				55				129	5	40	1699	36	2	70	1312	67
Percent Heavy Vehicles (%)				0				0	1	1			1	1		
Proportion Time Blocked				0.300				0.300		0.500				0.500		
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				60				140		49				78		
Capacity, c (veh/h)				646				646		591				580		
v/c Ratio				0.09				0.22		0.08				0.14		
95% Queue Length, Q_{95} (veh)				0.3				0.8		0.3				0.5		
Control Delay (s/veh)				11.1				12.1		11.6				12.2		
Level of Service (LOS)				B				B		B				B		
Approach Delay (s/veh)	11.1				12.1				0.3				0.6			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

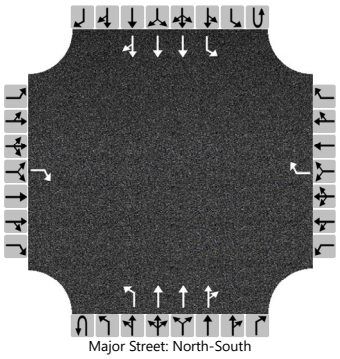
General Information

Analyst	Alex Monotya
Agency/Co.	Stantec
Date Performed	2/4/2025
Analysis Year	2024
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	WMR Analysis Existing

Site Information

Intersection	Coors Blvd & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	Coors Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				51				68	6	33	1557	17	4	105	1840	41
Percent Heavy Vehicles (%)				0				0	1	1			1	1		
Proportion Time Blocked				0.300				0.300		0.500				0.500		
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				55				74		42				118		
Capacity, c (veh/h)				646				646		596				582		
v/c Ratio				0.09				0.11		0.07				0.20		
95% Queue Length, Q_{95} (veh)				0.3				0.4		0.2				0.8		
Control Delay (s/veh)				11.1				11.3		11.5				12.8		
Level of Service (LOS)				B				B		B				B		
Approach Delay (s/veh)	11.1				11.3				0.3				0.7			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

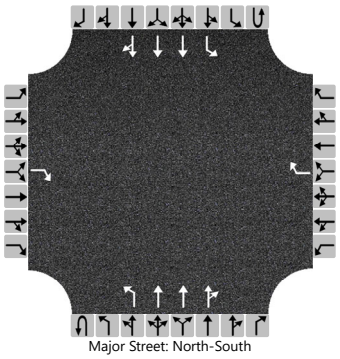
General Information

Analyst	Alex Monotya
Agency/Co.	Stantec
Date Performed	2/4/2025
Analysis Year	2025
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	WMR Analysis Existing

Site Information

Intersection	Coors Blvd & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	Coors Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				56				130	5	40	1716	36	2	71	1325	68
Percent Heavy Vehicles (%)				0				0	1	1			1	1		
Proportion Time Blocked				0.300				0.300		0.500				0.500		
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				61				141		49				79		
Capacity, c (veh/h)				646				646		591				580		
v/c Ratio				0.09				0.22		0.08				0.14		
95% Queue Length, Q_{95} (veh)				0.3				0.8		0.3				0.5		
Control Delay (s/veh)				11.2				12.1		11.6				12.2		
Level of Service (LOS)				B				B		B				B		
Approach Delay (s/veh)	11.2				12.1				0.3				0.6			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

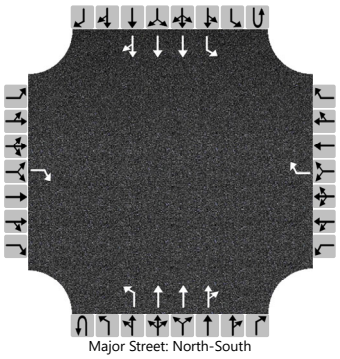
General Information

Analyst	Alex Monotya
Agency/Co.	Stantec
Date Performed	2/4/2025
Analysis Year	2025
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	WMR Analysis Existing

Site Information

Intersection	Coors Blvd & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	Coors Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				52				69	6	33	1573	17	4	106	1858	41
Percent Heavy Vehicles (%)				0				0	1	1			1	1		
Proportion Time Blocked				0.300				0.300		0.500				0.500		
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				57				75		42				120		
Capacity, c (veh/h)				646				646		596				582		
v/c Ratio				0.09				0.12		0.07				0.21		
95% Queue Length, Q_{95} (veh)				0.3				0.4		0.2				0.8		
Control Delay (s/veh)				11.1				11.3		11.5				12.8		
Level of Service (LOS)				B				B		B				B		
Approach Delay (s/veh)	11.1				11.3				0.3				0.7			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

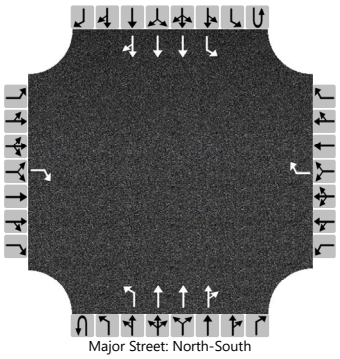
General Information

Analyst	Alex Monotya
Agency/Co.	Stantec
Date Performed	2/6/2025
Analysis Year	2025
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	WMR Analysis Existing

Site Information

Intersection	Coors Blvd & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	Coors Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				69				130	5	41	1783	36	2	71	1321	89
Percent Heavy Vehicles (%)				0				0	1	1			1	1		
Proportion Time Blocked				0.300				0.300		0.500				0.500		
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				75				141		50				79		
Capacity, c (veh/h)				646				646		589				580		
v/c Ratio				0.12				0.22		0.08				0.14		
95% Queue Length, Q_{95} (veh)				0.4				0.8		0.3				0.5		
Control Delay (s/veh)				11.3				12.1		11.7				12.2		
Level of Service (LOS)				B				B		B				B		
Approach Delay (s/veh)	11.3				12.1				0.3				0.6			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

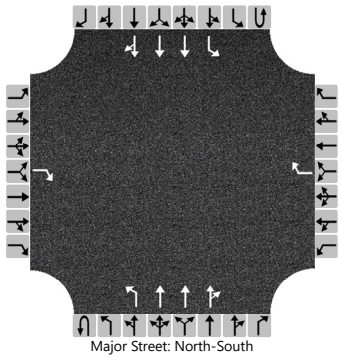
General Information

Analyst	Alex Monotya
Agency/Co.	Stantec
Date Performed	2/6/2025
Analysis Year	2025
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	WMR Analysis Existing

Site Information

Intersection	Coors Blvd & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	Coors Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				60				69	6	37	1605	17	4	106	1857	97
Percent Heavy Vehicles (%)				0				0	1	1			1	1		
Proportion Time Blocked				0.300				0.300		0.500				0.500		
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				65				75		47				120		
Capacity, c (veh/h)				646				646		593				582		
v/c Ratio				0.10				0.12		0.08				0.21		
95% Queue Length, Q_{95} (veh)				0.3				0.4		0.3				0.8		
Control Delay (s/veh)				11.2				11.3		11.6				12.8		
Level of Service (LOS)				B				B		B				B		
Approach Delay (s/veh)	11.2				11.3				0.3				0.7			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

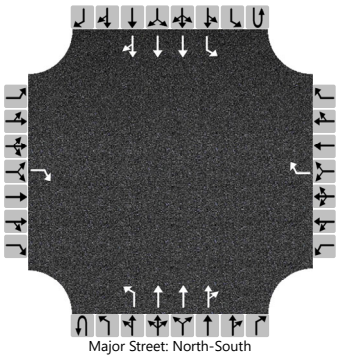
General Information

Analyst	Alex Monotya
Agency/Co.	Stantec
Date Performed	2/6/2025
Analysis Year	2035
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	WMR Analysis Existing

Site Information

Intersection	Coors Blvd & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	Coors Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				61				144	6	45	1896	40	2	78	1464	75
Percent Heavy Vehicles (%)				0				0	1	1			1	1		
Proportion Time Blocked				0.300				0.300		0.500				0.500		
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				66				157		55				87		
Capacity, c (veh/h)				646				646		591				579		
v/c Ratio				0.10				0.24		0.09				0.15		
95% Queue Length, Q_{95} (veh)				0.3				1.0		0.3				0.5		
Control Delay (s/veh)				11.2				12.4		11.7				12.3		
Level of Service (LOS)				B				B		B				B		
Approach Delay (s/veh)	11.2				12.4				0.3				0.6			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

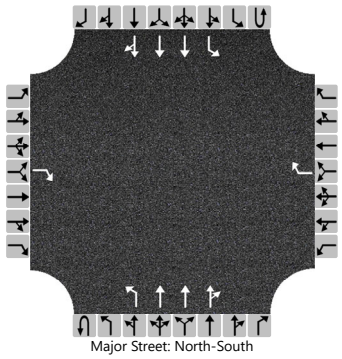
General Information

Analyst	Alex Monotya
Agency/Co.	Stantec
Date Performed	2/6/2025
Analysis Year	2035
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	WMR Analysis Existing

Site Information

Intersection	Coors Blvd & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	Coors Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				57				76	7	37	1737	19	4	117	2053	46
Percent Heavy Vehicles (%)				0				0	1	1			1	1		
Proportion Time Blocked				0.300				0.300		0.500				0.500		
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				62				83		48				132		
Capacity, c (veh/h)				646				646		562				582		
v/c Ratio				0.10				0.13		0.09				0.23		
95% Queue Length, Q_{95} (veh)				0.3				0.4		0.3				0.9		
Control Delay (s/veh)				11.2				11.4		12.0				13.0		
Level of Service (LOS)				B				B		B				B		
Approach Delay (s/veh)	11.2				11.4				0.3				0.7			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

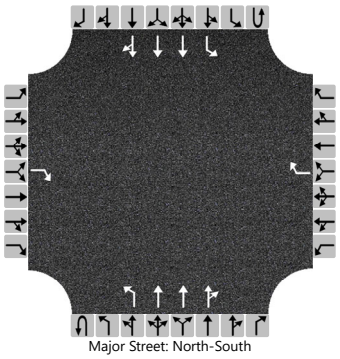
General Information

Analyst	Alex Monotya
Agency/Co.	Stantec
Date Performed	2/6/2025
Analysis Year	2035
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	WMR Analysis Existing

Site Information

Intersection	Coors Blvd & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	Coors Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				74				144	6	46	1963	40	2	78	1460	96
Percent Heavy Vehicles (%)				0				0	1	1			1	1		
Proportion Time Blocked				0.300				0.300		0.500				0.500		
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				80				157		57				87		
Capacity, c (veh/h)				646				646		589				579		
v/c Ratio				0.12				0.24		0.10				0.15		
95% Queue Length, Q_{95} (veh)				0.4				1.0		0.3				0.5		
Control Delay (s/veh)				11.4				12.4		11.8				12.3		
Level of Service (LOS)				B				B		B				B		
Approach Delay (s/veh)	11.4				12.4				0.3				0.6			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

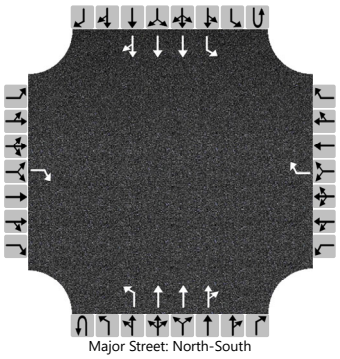
General Information

Analyst	Alex Monotya
Agency/Co.	Stantec
Date Performed	2/6/2025
Analysis Year	2035
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	WMR Analysis Existing

Site Information

Intersection	Coors Blvd & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	Coors Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				65				76	7	41	1769	19	4	117	2052	102
Percent Heavy Vehicles (%)				0				0	1	1			1	1		
Proportion Time Blocked				0.300				0.300		0.500				0.500		
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				71				83		52				132		
Capacity, c (veh/h)				646				646		500				582		
v/c Ratio				0.11				0.13		0.10				0.23		
95% Queue Length, Q_{95} (veh)				0.4				0.4		0.3				0.9		
Control Delay (s/veh)				11.3				11.4		13.0				13.0		
Level of Service (LOS)				B				B		B				B		
Approach Delay (s/veh)	11.3				11.4				0.3				0.7			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

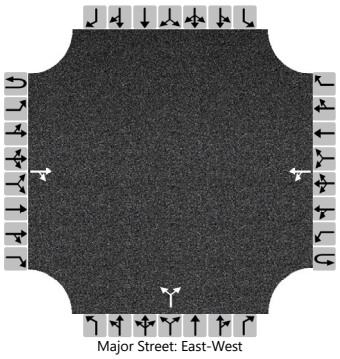
General Information

Analyst	Alex Montoya
Agency/Co.	Stantec
Date Performed	2/6/2025
Analysis Year	2025
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	Drivway 1
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	Driveway A
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			65	5		21	109			13		9				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.41		6.21				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						23					24					
Capacity, c (veh/h)						1529					826					
v/c Ratio						0.01					0.03					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
Control Delay (s/veh)						7.4	0.1				9.5					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)						1.3				9.5						
Approach LOS						A				A						

HCS Two-Way Stop-Control Report

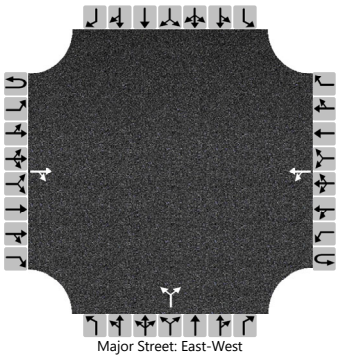
General Information

Analyst	Alex Montoya
Agency/Co.	Stantec
Date Performed	2/6/2025
Analysis Year	2025
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	Drivway 1
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	Driveway A
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			64	13		56	86			8		6				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.41		6.21				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						61					15					
Capacity, c (veh/h)						1520					778					
v/c Ratio						0.04					0.02					
95% Queue Length, Q_{95} (veh)						0.1					0.1					
Control Delay (s/veh)						7.5	0.3				9.7					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)						3.1				9.7						
Approach LOS						A				A						

HCS Two-Way Stop-Control Report

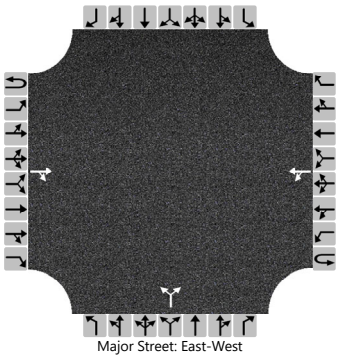
General Information

Analyst	Alex Montoya
Agency/Co.	Stantec
Date Performed	2/6/2025
Analysis Year	2035
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	Drivway 1
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	Driveway A
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			71	5		21	120			13		9				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.41		6.21				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						23					24					
Capacity, c (veh/h)						1521					811					
v/c Ratio						0.02					0.03					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
Control Delay (s/veh)						7.4	0.1				9.6					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)						1.2				9.6						
Approach LOS						A				A						

HCS Two-Way Stop-Control Report

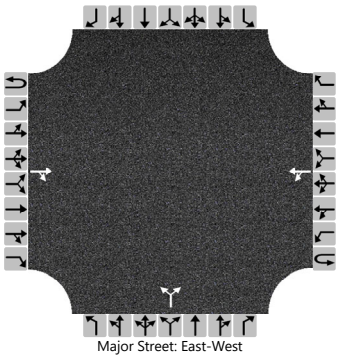
General Information

Analyst	Alex Montoya
Agency/Co.	Stantec
Date Performed	2/6/2025
Analysis Year	2035
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	Drivway 1
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	Driveway A
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			70	13		56	94			8		6				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.41		6.21				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						61					15					
Capacity, c (veh/h)						1511					765					
v/c Ratio						0.04					0.02					
95% Queue Length, Q_{95} (veh)						0.1					0.1					
Control Delay (s/veh)						7.5	0.3				9.8					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)						3.0				9.8						
Approach LOS						A				A						

HCS Two-Way Stop-Control Report

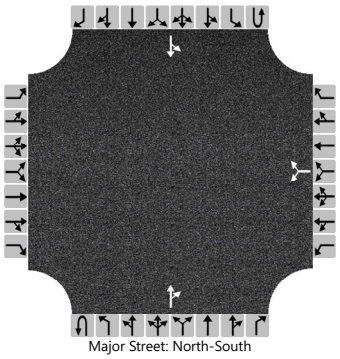
General Information

Analyst	Alex Montoya
Agency/Co.	Stantec
Date Performed	2/7/2025
Analysis Year	2025
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	WMR Analysis Existing

Site Information

Intersection	
Jurisdiction	
East/West Street	Driveway B
North/South Street	64th St
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						37		12			81	3		4	63	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							53							4		
Capacity, c (veh/h)							855							1510		
v/c Ratio							0.06							0.00		
95% Queue Length, Q_{95} (veh)							0.2							0.0		
Control Delay (s/veh)							9.5							7.4	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						9.5								0.5		
Approach LOS						A								A		

HCS Two-Way Stop-Control Report

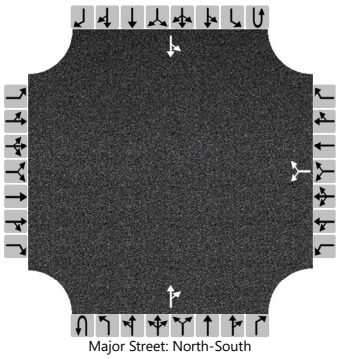
General Information

Analyst	Alex Montoya
Agency/Co.	Stantec
Date Performed	2/7/2025
Analysis Year	2025
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	WMR Analysis Existing

Site Information

Intersection	
Jurisdiction	
East/West Street	Driveway B
North/South Street	64th St
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						20		8			51	12		13	86	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							30							14		
Capacity, c (veh/h)							850							1539		
v/c Ratio							0.04							0.01		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							9.4							7.4	0.1	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)					9.4								1.0			
Approach LOS					A								A			

HCS Two-Way Stop-Control Report

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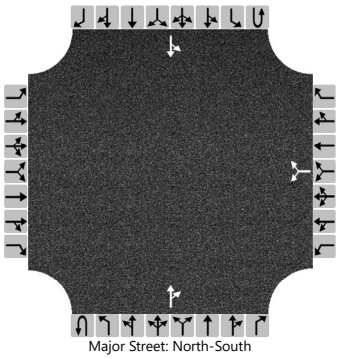
Intersection Orientation	North-South
Project Description	WMR Analysis Existing

Site Information

Intersection	
Jurisdiction	
East/West Street	Driveway B
North/South Street	64th St
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						37		12			89	3		4	69	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							53							4		
Capacity, c (veh/h)							840							1499		
v/c Ratio							0.06							0.00		
95% Queue Length, Q_{95} (veh)							0.2							0.0		
Control Delay (s/veh)							9.6							7.4	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						9.6								0.4		
Approach LOS						A								A		

HCS Two-Way Stop-Control Report

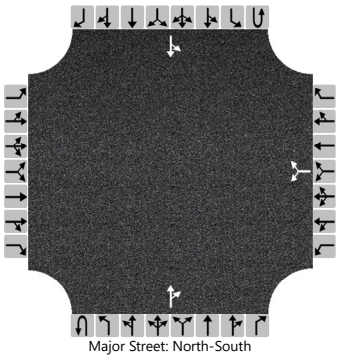
General Information

Analyst	Alex Montoya
Agency/Co.	Stantec
Date Performed	2/7/2025
Analysis Year	2035
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	WMR Analysis Existing

Site Information

Intersection	
Jurisdiction	
East/West Street	Driveway B
North/South Street	64th St
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						20		8			56	12		13	95	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							30							14		
Capacity, c (veh/h)							836							1532		
v/c Ratio							0.04							0.01		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							9.5							7.4	0.1	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						9.5								1.0		
Approach LOS						A								A		

HCS Two-Way Stop-Control Report

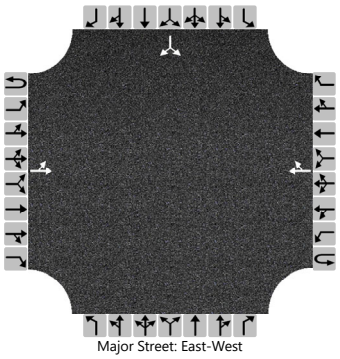
General Information

Analyst	Alex Montoya
Agency/Co.	Stantec
Date Performed	2/7/2025
Analysis Year	2025
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	
Jurisdiction	
East/West Street	Fortuna Rd
North/South Street	Driveway C
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		2	369				416	17						107		9
Percent Heavy Vehicles (%)		1												1		1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.41		6.21
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.51		3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2													126	
Capacity, c (veh/h)		1096													336	
v/c Ratio		0.00													0.38	
95% Queue Length, Q_{95} (veh)		0.0													1.8	
Control Delay (s/veh)		8.3	0.0												22.1	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)	0.1												22.1			
Approach LOS	A												C			

HCS Two-Way Stop-Control Report

General Information

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Date Performed	2/7/2025
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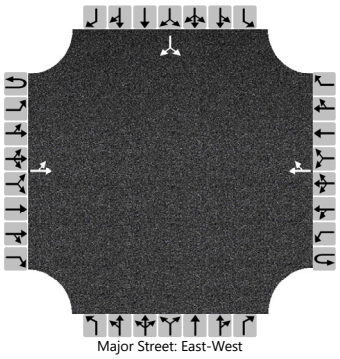
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	
Jurisdiction	
East/West Street	Fortuna Rd
North/South Street	Driveway C
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		7	356				258	60						49		5
Percent Heavy Vehicles (%)		1												1		1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.41		6.21
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.51		3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8													59	
Capacity, c (veh/h)		1219													413	
v/c Ratio		0.01													0.14	
95% Queue Length, Q_{95} (veh)		0.0													0.5	
Control Delay (s/veh)		8.0	0.1												15.2	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		0.2												15.2		
Approach LOS		A												C		

HCS Two-Way Stop-Control Report

General Information

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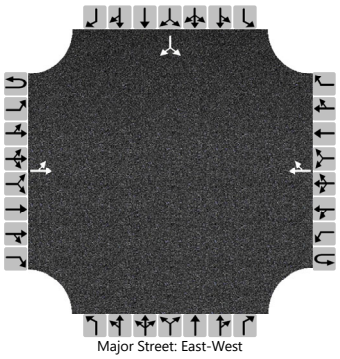
Agency/Co.	Stantec
Date Performed	2/7/2025
Analysis Year	2035
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	
Jurisdiction	
East/West Street	Fortuna Rd
North/South Street	Driveway C
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		2	405				459	17						107		9
Percent Heavy Vehicles (%)		1												1		1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.41		6.21
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.51		3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2													126	
Capacity, c (veh/h)		1054													299	
v/c Ratio		0.00													0.42	
95% Queue Length, Q_{95} (veh)		0.0													2.1	
Control Delay (s/veh)		8.4	0.0												25.7	
Level of Service (LOS)		A	A												D	
Approach Delay (s/veh)		0.1												25.7		
Approach LOS		A												D		

HCS Two-Way Stop-Control Report

General Information

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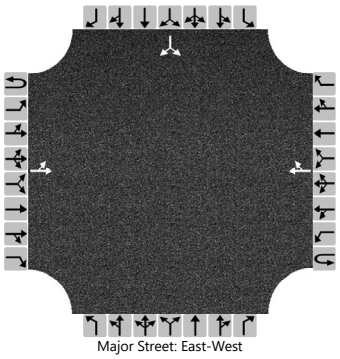
Analysis Year	2035
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	WMR Analysis Existing

Site Information

Intersection	
Jurisdiction	
East/West Street	Fortuna Rd
North/South Street	Driveway C
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		7	392				285	60						49		5
Percent Heavy Vehicles (%)		1												1		1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.41		6.21
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.51		3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8													59	
Capacity, c (veh/h)		1189													377	
v/c Ratio		0.01													0.16	
95% Queue Length, Q_{95} (veh)		0.0													0.6	
Control Delay (s/veh)		8.0	0.1												16.3	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)	0.2												16.3			
Approach LOS	A												C			

Appendix C Crash Data Summary

CRASH SUMMARY REPORT

West Mesa Ridge Apts TIS Crash Query Summary

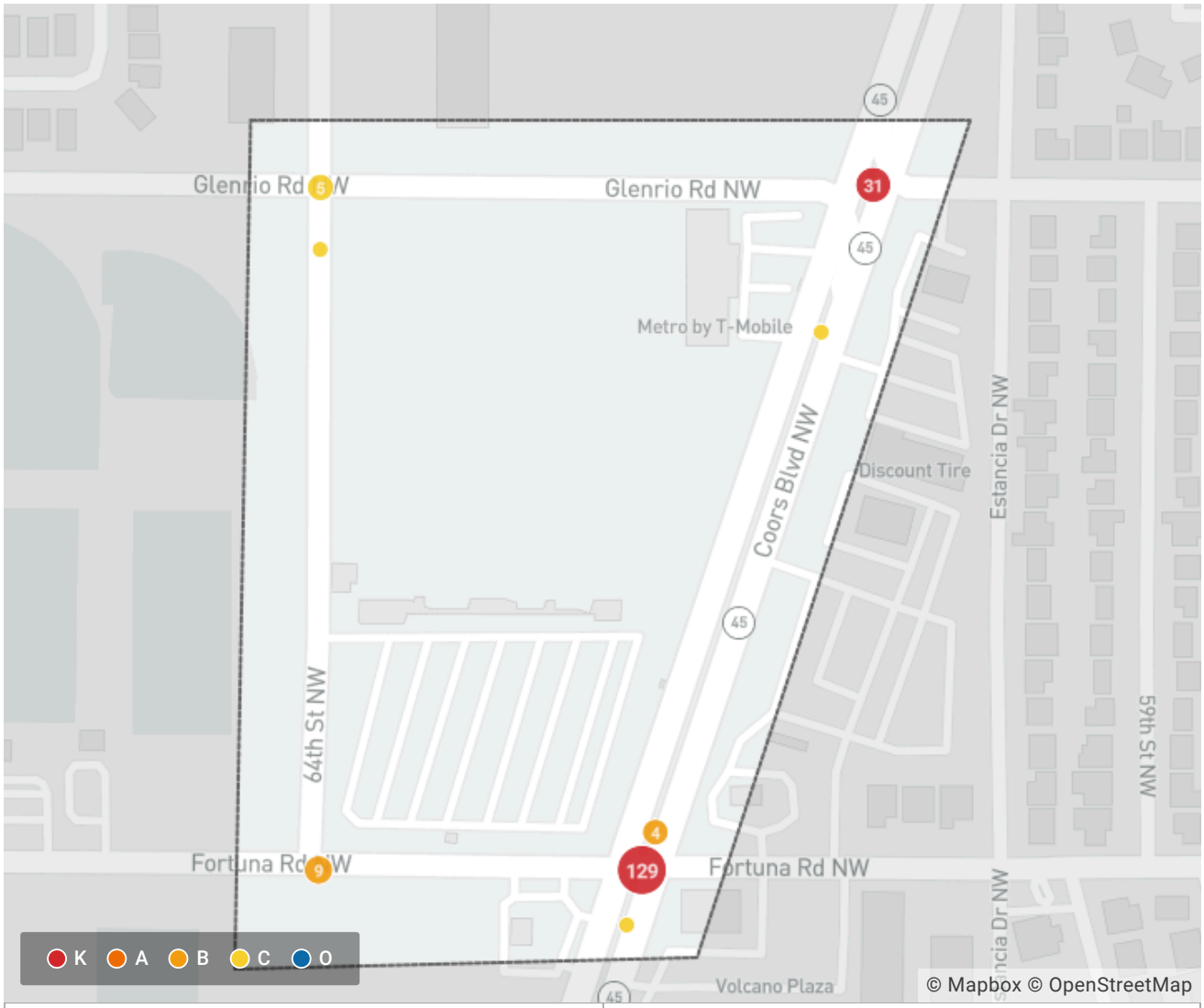
Created on October 24, 2024

Created by Clay Koontz

Data extents: January 10, 2018 to December 31, 2022

Applied Filters

Shape: Polygon



Total Crashes	181	Fatal Crashes	4

New Mexico Summary		Crash
Total Crashes	181	100.00%
Intersection Involved	67	37.02%

Alcohol Involved	15	8.29%
Pedestrian Involved	5	2.76%
Commercial Motor Vehicle Involved	3	1.66%
Pedalcycle Involved	2	1.10%
Work Zone Involved	2	1.10%

KABCO Crash Severity		Crash
(O) Property-Damage Only	115	63.54%
(C) Possible Injury	42	23.20%
(B) Suspected Minor Injury	17	9.39%
(K) Fatal Injury	4	2.21%
(A) Suspected Serious Injury	3	1.66%

Crash Date (Year)		Crash
2022	50	27.62%
2021	35	19.34%
2020	35	19.34%
2019	34	18.78%
2018	27	14.92%
+ 5 more	0	0%

Crash Classification		Crash
Other Vehicle	74	40.88%
Pedestrian	3	1.66%
Fixed Object	2	1.10%
Parked Vehicle	2	1.10%
Other (Object)	1	0.55%
Rollover	1	0.55%
Vehicle on Other Road	1	0.55%
+ 6 more	0	0%

First Harmful Event - Analysis		Crash
MV in Transport	138	76.24%
Not Available	17	9.39%
Pedestrian	5	2.76%
Median	2	1.10%
Parked MV	2	1.10%
Pedalcycle	2	1.10%
Other Fixed Object	1	0.55%

Other Post, Pole or Support	1	0.55%
+ 54 more	1	0.55%

First Harmful Event - Location		Crash
Not Available	61	33.70%
On Roadway	39	21.55%
On Median	1	0.55%
On Roadside - Left	1	0.55%
On Roadside - Right	1	0.55%
+ 7 more	0	0%

First Harmful Event - Manner of Impact		Crash
Not Available	61	33.70%
Front-to-Rear	25	13.81%
Front-to-Side	19	10.50%
Sideswipe	4	2.21%
Front-to-Front	3	1.66%
Rear-to-Side	1	0.55%
+ 3 more	0	0%

Injury Severity		Person
No Apparent Injury (O)	407	79.03%
Possible Injury (C)	67	13.01%
Suspected Minor Injury (B)	32	6.21%
Suspected Serious Injury (A)	5	0.97%
Fatal Injury (K)	4	0.78%

Contributing Factors		Vehicle
Other, No Driver Error	105	32.21%
Driver Inattention	96	29.45%
Failed to Yield Right of Way	24	7.36%
Following too Closely	19	5.83%
Other Improper Driving	18	5.52%
Under the Influence of Alcohol	16	4.91%
Disregarded Traffic Signal	15	4.60%
Excessive Speed	15	4.60%
+ 47 more	61	18.72%

Driver Actions		Vehicle

Going Straight	183	56.13%
Left Turn	44	13.50%
Stopped for Sign or Signal	29	8.90%
Right Turn	18	5.52%
Stopped for Traffic	18	5.52%
Slowing	11	3.37%
Other	7	2.15%
Backing	3	0.92%
+ 15 more	19	5.82%