AVITAL DRIVE SPEED STUDY

SMA
Souder, Miller & Associates
Engineering • Environmental • Surveying

5454 Venice Avenue NE, Suite D
Albuquerque, NM 87113
(505) 299-0942 fax (505) 293-3430
www.soudermiller.com

Avital Drive
Speed Study
Final Report

Albuquerque, New Mexico

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ROBERT L. LUNA
14500
NEW MEXICO
REGISTERED PROFESSIONAL ENGINEER
3/12/18

City of Albuquerque

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Table of Contents

List of Tables

List of Figures

INTRODUCTION

The City of Albuquerque – Department of Municipal Development (Traffic Engineering Design Division) has requested that Souder, Miller & Associates conduct at speed study along Avital Drive in northeast Albuquerque.

1.A. PROJECT PURPOSE

A speed study on Avital Drive from Skyline Road to Encantado Road was conducted to determine the following:

- Evaluate the 85th percentile speed along Avital Drive at two (2) locations;
- Calculate average and daily peak hour traffic volumes along Avital Drive.

As part of this study, an evaluation and cataloging of existing roadway conditions, collection of historical ADT, and crash data will be completed.

1.B. PROJECT DESCRIPTION

The study area will be a 0.21 (1108.80 LF) mile section of Avital Drive from Skyline Road to Encantado Road. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.

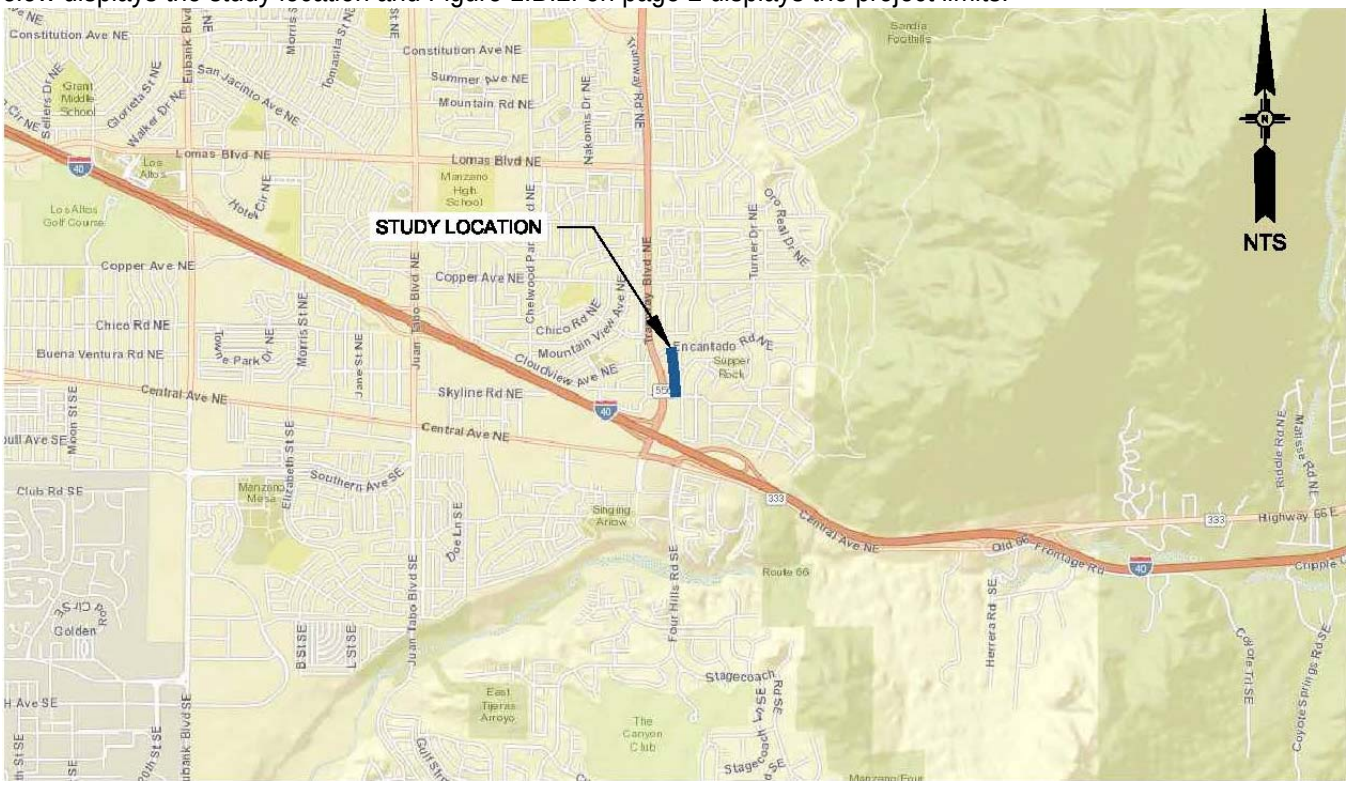

FIGURE 1.B.1.
STUDY LOCATION

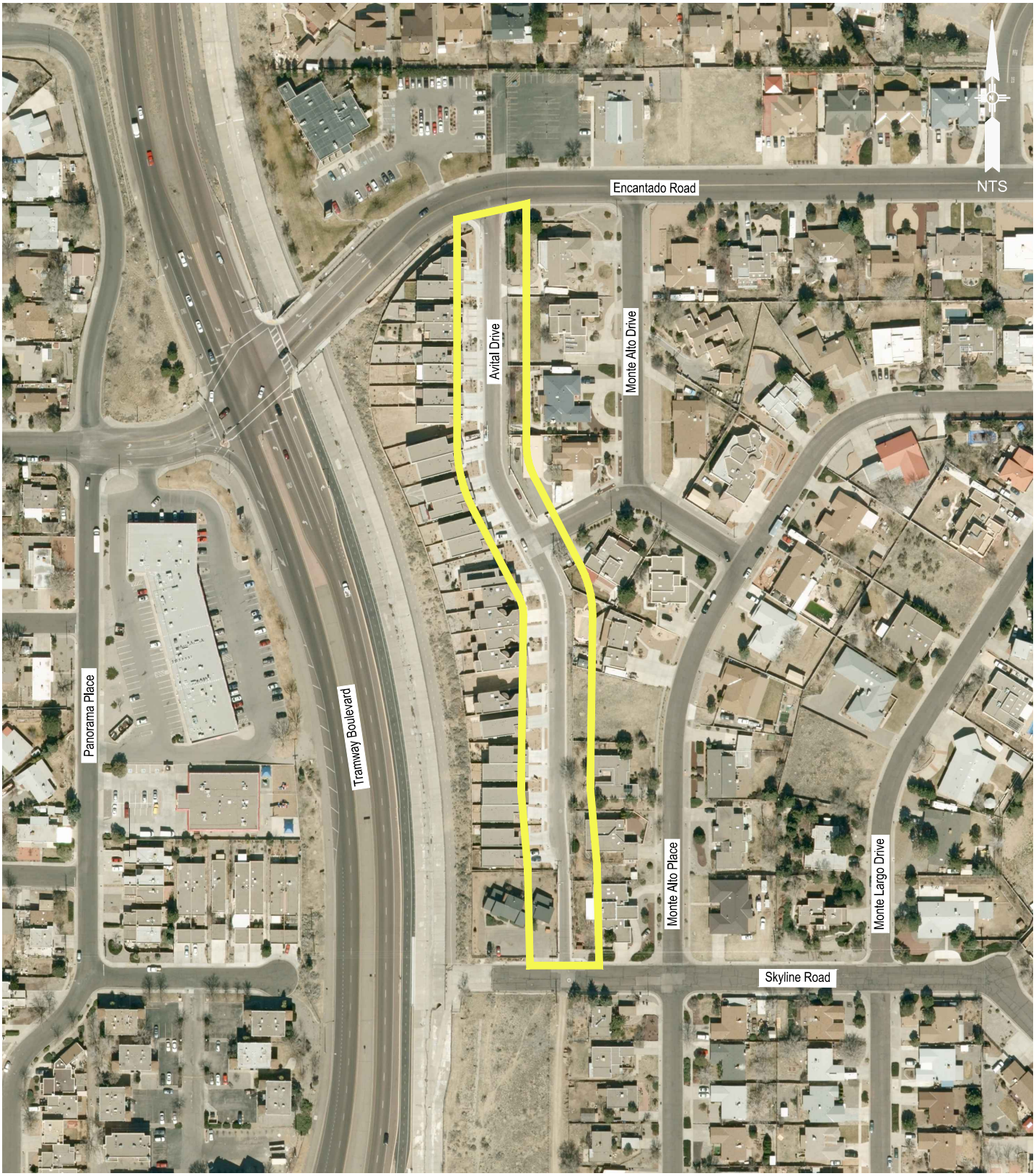

FIGURE 1.B.2.
STUDY LIMITS

Date: Feb 08, 2018 - 1:49pm tay Layout: PROJECT LIMITS
Drawing Name: P:\7-COA 2015 On-Call Traffic and NTMP (7424542)\Task #6.9 - Avital Dr. NE (Encantado to Skyline)\COA 6254.6.9\Studies\CADD\Avital Drive Exhibits.dwg

1.C. BACKGROUND OF SPEED LIMITS

Speed limits are established on roadways of virtually all classifications, from interstate freeways to low volume local streets. The primary purpose of speed limits is to give motorists clear instruction as to what is a reasonable speed for them to drive at while traveling on a given roadway.

Among regulatory signage, speed limit signs arguably contain the most critical information that motorists need to be informed of while driving (next to stop signs, which are considered the highest impact regulatory sign). Drivers unfamiliar with a roadway often do not realize what characteristics the roadway has, and properly established speed limit signs give them the information they need to drive the roadway safely.

The NMDOT has guidelines for analyzing and establishing posted speed limits; the following text is based on one such example:

Realistic posted speed limits are of public importance for many reasons:

- They invite public compliance by conforming to the behavior or the driving majority
- They give clear reminders of safe and reasonable speeds to non-conforming violators
- They offer the most effective tool for law enforcement of safe driving
- They will minimize public antagonism toward law enforcement that results from unreasonable regulations

Improperly, or artificially low, posted speed limits can cause problems for state and local agencies for several reasons:

- They do not encourage voluntary compliance, since they do not reflect the behavior of the majority
- They make the behavior of the majority unlawful
- The maximize public antagonism toward law enforcement, since the perception is that the police are enforcing a “speed trap”
- The create a bad image for a community in the eyes of tourists / visitors

1.D. SETTING SPEED LIMITS

In accordance with Section 66-7-303 of the New Mexico Criminal and Traffic Law Manual, the speed limit on state highways shall be set by the Cabinet Secretary of the Department of Transportation, based on an engineering survey and traffic investigation that includes the following parameters.

- Spot speed studies (typically consisting of 100 vehicles)
- Roadway geometry/number of lanes
- Roadside environment and characteristics
- Building setbacks (if within a commercial business district)
- Driveway and intersection spacing/density
- Historical crash data for the roadway study area

Many speed limits are established using the theory of 85th percentile. Out of the (typically) 100 vehicles surveyed, beginning with the fasted vehicle speed recorded the 15th vehicle from that speed is determined to show where the 85th percentile speed is. This is assuming that most drivers (85%) drive within reasonable limits. The posted speed limit can be established and is usually the 5 – mph increment just below the 85th percentile speed. For example, if the 85th percentile speed

has been determined by an engineering survey to be 57 mph, the posted speed would be 55 mph. This method of posting speed limits allows for a reasonable posted speed limit that can be enforced by local agencies, without creating a speed trap.

For surveys with a different amount than 100 vehicles, the 85th percentile speed is determined by the following formula: 100/15 = # of vehicles surveyed/X (where x = the vehicle at the 85th percentile). For example, a 50 vehicle survey would result in:

$$\frac{100}{15} = \frac{50}{x}$$

Where *x* = 7.5, or the 8th vehicle in the survey

Other methods are frequently used to further analyze the posting of speed limits – these are the mode, median, and geometric mean:

- Mode is the most frequently clocked vehicle speed in a given survey. For example, in a 100 vehicle survey where 12 vehicles were clocked traveling 55 mph and no other speed was observed as frequently, the mode is 55 mph.
- Median is the numerical midpoint of a given survey. For example, in a survey of 100 vehicles, the speeds of the 50th and 51st vehicles are added and divided by 2 to obtain the median speed. If the 50th vehicle of such a survey was traveling at 56 mph and the 51st vehicle was also traveling at 56 mph, the resulting median would be (56 + 56)÷2 = 112÷2 = 56 mph
- Geometric mean is described as follows: "an average of a set of numbers that is calculated by multiplying all the numbers ("n"), and taking the nth root of the total."

Formula for Geometric Mean:

$$Geometric\ Mean = ((X_1)(X_2) \dots \dots (X_n))^{1/N}$$

X = Individual score (speed)
N = Sample size (number of scores)

Geometric Mean Example:
Sample speeds = 51, 52, 55, 58, and 60 mph

Step 1:
N = 5, the total number of values, $\frac{1}{N} = 0.2$
Step 2:
Determine geometric mean using the formula.

$$Geometric\ Mean = ((51)(52)(55)(58)(60))^{0.2} = 55.09\ mph$$

In most cases, the geometric mean of a speed study will be of similar value of the median, often within 1 to 2 mph of either side of the median. In the above example, the median speed would be the third vehicle surveyed (55 mph), and the geometric mean is 55.09 mph.

2. EXISTING CONDITIONS

2.A. COUNT LOCATIONS

The study area included two (2) volume and speed count locations which were at the following locations:

- Avital Drive North - Near Encantado Road;
- Avital Drive South - Near Skyline Road.

Figure 2.1. on page 6 displays the approximate traffic count locations.

2.B. EXISTING CONDITIONS

Figure 2.2. on page 6 displays the existing typical section of Avital Drive. Within the study limits, a three-legged intersection exists with Huerfano Road being the intersecting street, and there are approximately 28 driveways that provide access to residential homes. At the southern end of the study limits Avital Drive is a one-way southbound street, resulting Avital not able to be accessed from Skyline Road. Because there is no posted speed limit sign within the project limits, it is speculated that the current speed limit is 25 mph based on City Ordinance.

FIGURE 2.1.
COUNT LOCATIONS

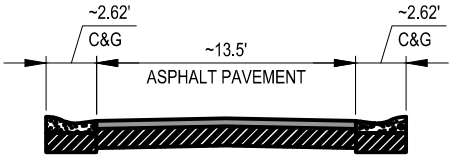

FIGURE 2.2.
EXISTING ONE WAY AVITAL DRIVE TYPICAL SECTION

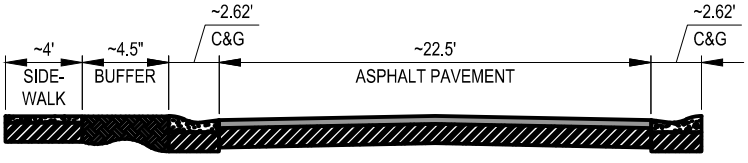

FIGURE 2.3.
EXISTING TWO LANE AVITAL DRIVE TYPICAL SECTION

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3. DATA

3.A. ADT

The ADT for the two (2) count locations are listed below in Table 3.A.1.

Table 3.A.1.			
Avital Drive ADT			
Count Location	NB	SB	ADT
Avital Drive North	80	338	418
Avital Drive South	32	294	326
Average	56.0	316.0	372.0

The Avital Drive study area directional ADT ranges from 32 to 338 vehicles per day.

3.B. PEAK HOUR TRAFFIC VOLUMES

The peak hour traffic volumes for the two (2) count locations are shown below in Table 3.B.1.

Table 3.B.1.			
Avital Drive Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Northbound (Peak Hour)	Southbound (Peak Hour)
Avital Drive North	AM Peak	9 (8:30 AM - 9:30 AM)	28 (11:00 AM - 12:00 PM)
	PM Peak	8 (4:15 PM - 5:15 PM)	45 (5:00 PM - 6:00 PM)
Avital Drive South	AM Peak	6 (9:15 AM - 10:15 AM)	28 (11:00 AM - 12:00 PM)
	PM Peak	4 (5:00 PM - 6:00 PM)	36 (5:00 PM - 6:00 PM)

The Avital Drive study area peak hour traffic volumes range from 4 to 45 vehicles per hour.

3.C. SPEED STUDY RESULTS

The results of the speed study are displayed below in Table 3.C.1. through 3.C.2.

Table 3.C.1.			
Avital Drive North Speed Study			
Speed	NB	SB	Total
Average	17.9	20.1	19.7
10 mph Pace	21.0 - 35.9 (50.9%)	20.1 - 30.0 (66.4%)	20.1 - 30.0 (63.5%)
50th Percentile	21.3	22.4	22.1
67th Percentile	23.0	24.1	24.0
85th Percentile	27.2	27.5	27.4

Table 3.C.2.			
Avital Drive South Speed Study			
Speed	NB	SB	Total
Average	17.5	22.9	22.4
10 mph Pace	9.0 - 18.9 (54.8%)	20.1 - 30.0 (63.9%)	20.1 - 30.0 (61.3%)
50th Percentile	10.9	24.2	23.8
67th Percentile	22.6	27.2	26.9
85th Percentile	27.5	29.8	29.7

When considering whether to establish a new posted speed limit or not, surveying the existing traffic speeds is crucial to determining a reasonable posted speed limit.

Before a posted speed limit can be adjusted, an analysis must be conducted to ascertain whether or not the speed limit can be adjusted without resulting in further increases of motorists' travel speeds. Motorists usually drive at speeds which they perceive as safe, based on the observable roadway conditions. A flat and straight roadway may result in a different travel speed than the posted speed limit due to the driver's observation of the roadway condition.

In relation to Avital Drive, the speculated speed limit is 25 mph, roadway conditions are consistent; controlled access, satisfactory pavement conditions, two travel lanes, and on-street parking, but Avital Drive is a one-way southbound street near the southern portion of the study limits. Table 3.C.3. displays that 34 percent of the total ADT at the two count locations recorded speeds greater than 25 mph.

Table 3.C.3.							
Avital Drive ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
Avital Drive North	140	34%	169.5	41%	108	26%	417.5
Avital Drive South	80	25%	101	32%	139.5	44%	320.5
Total	220	30%	270.5	37%	247.5	34%	738

3.D. CRASH DATA

Crash data was requested from the Albuquerque Police Department for the most 3 recent years. The crash data requested showed there were 0 recorded crashes within the study area from 2014 to 2017.

4. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 34% of the traffic is exceeding 25 mph and the 85th percentile speed of traffic is not exceeding 25 mph by 5 mph or more at the count locations. In order to meet criteria for traffic calming measures as outlined in the City of Albuquerque's Neighborhood Traffic Management Program, at least two (2) of the following threshold criteria must be met:

Table 4.1.	
COA NTMP Traffic Calming Measures	
Description	Warranted?
Reported crashes in the past 3 years that could be corrected with traffic calming	No
Peak-hour traffic volume greater than 400 vehicles in one direction	No
25% of peak-hour traffic is non-local cut-through traffic	Not Studied
85th percentile speeds exceeds the posted speed limit by 5 mph or more	No

Based on the data collected, Avital Drive DOES NOT meet any of the criteria outlined to warrant traffic calming.

Appendices

- Appendix A – Volume and Speed Data
- Appendix B – Neighborhood Traffic Calming Petition Form

Appendix A

Special Speed Study Report: Avital (north)

Station ID : Avital (north)
Info Line 1 : North of Huerfano
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : AV NORTH.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 21494

Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		Northbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
06/13/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:00	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	13:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	14:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	15:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	16:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	17:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	18:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		32	26	17	2	0	0	0	0	0	0	0	0	0	0	0	0	77
Percent :		42%	34%	22%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		42%	75%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Average Speed 18.6 mph 50% Speed : 22.1 mph 67% Speed : 22.9 mph 85% Speed : 27.4 mph
10mph Pace: 21.7 - 31.6 (55.8%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
06/14/17	00:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	08:00	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	09:00	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	10:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	13:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	14:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	15:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	17:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	18:00	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	19:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		42	24	14	1	1	0	0	0	0	0	0	0	0	0	0	0	82
Percent :		51%	29%	17%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		51%	80%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 17.3 mph 50% Speed : 11.3 mph 67% Speed : 22.6 mph 85% Speed : 27.3 mph
10mph Pace: 8.8 - 18.7 (51.2%)

Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.		Southbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #3 Special Speed Study Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
06/13/17	00:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	09:00	4	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	10:00	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	11:00	6	13	8	1	0	0	0	0	0	0	0	0	0	0	0	0	28
	12:00	9	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	13:00	5	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	14:00	5	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	15:00	9	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	25
	16:00	5	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	29
	17:00	14	18	13	0	0	0	0	0	0	0	0	0	0	0	0	0	45
	18:00	10	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	31
	19:00	3	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	20:00	4	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	21:00	4	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	22:00	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		99	146	86	7	0	0	0	0	0	0	0	0	0	0	0	0	338
Percent :		29%	43%	25%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		29%	72%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14

Average Speed 20.3 mph 50% Speed : 22.4 mph 67% Speed : 24.2 mph 85% Speed : 27.5 mph
10mph Pace: 20.1 - 30.0 (68.6%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
06/14/17	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	3	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	09:00	4	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	10:00	8	5	5	4	0	0	0	0	0	0	0	0	0	0	0	0	22
	11:00	5	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	12:00	7	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	13:00	8	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	26
	14:00	5	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	15:00	7	12	9	2	0	0	0	0	0	0	0	0	0	0	0	0	30
	16:00	7	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	28
	17:00	10	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	18:00	11	10	9	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	19:00	2	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	20:00	8	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	21:00	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	22:00	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	23:00	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		107	143	74	14	0	0	0	0	0	0	0	0	0	0	0	0	338
Percent :		32%	42%	22%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		32%	74%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14

Average Speed 20.0 mph 50% Speed : 22.2 mph 67% Speed : 24.0 mph 85% Speed : 27.5 mph
10mph Pace: 20.1 - 30.0 (64.2%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total

Special Speed Study Summary: Avital (north)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	74	50	31	3	1	0	0	0	0	0	0	0	0	0	0	0	159
Percent :	47%	31%	19%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	47%	78%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4

ADT = 79

Average Speed 17.9 mph 50% Speed : 21.3 mph 67% Speed : 23.0 mph 85% Speed : 27.2 mph
10mph Pace: 21.0 - 30.9 (50.9%)

Grand Total #3:	206	289	160	21	0	0	0	0	0	0	0	0	0	0	0	0	676
Percent :	30%	43%	24%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	30%	73%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13

ADT = 338

Average Speed 20.1 mph 50% Speed : 22.4 mph 67% Speed : 24.1 mph 85% Speed : 27.5 mph
10mph Pace: 20.1 - 30.0 (66.4%)

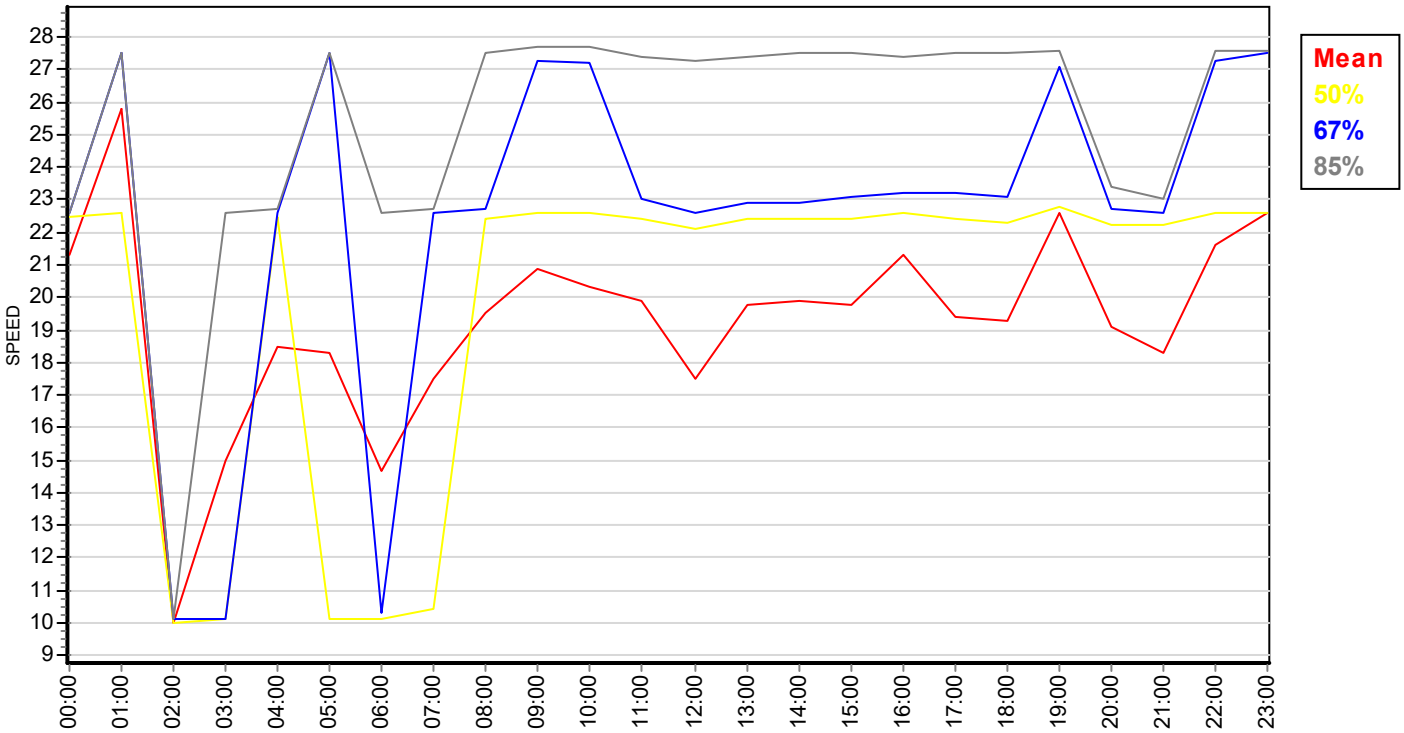
Comb. Total :	280	339	191	24	1	0	0	0	0	0	0	0	0	0	0	0	835
Percent :	34%	41%	23%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	34%	74%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	6	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	18

ADT = 417

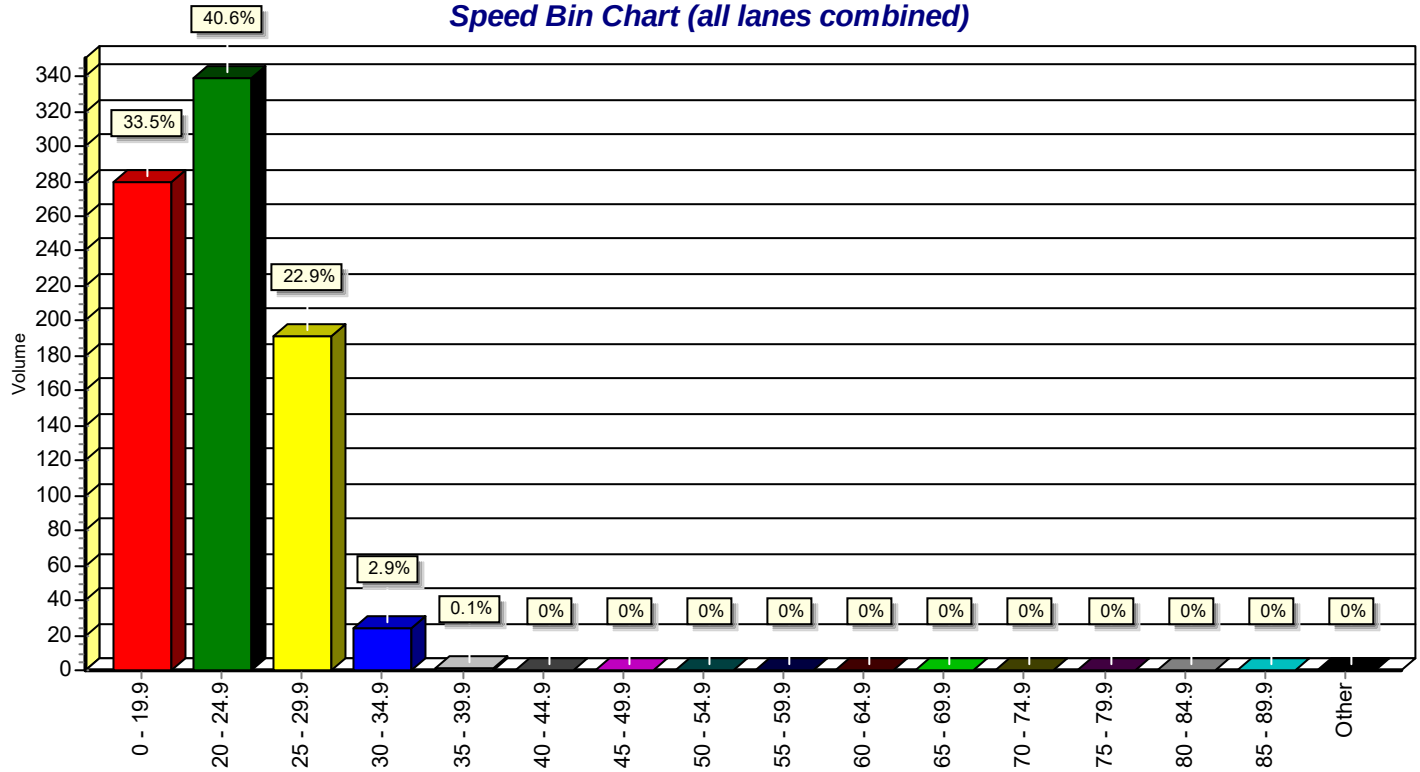
Average Speed 19.7 mph 50% Speed : 22.1 mph 67% Speed : 24.0 mph 85% Speed : 27.4 mph
10mph Pace: 20.1 - 30.0 (63.5%)

Avital (north) Charts For Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Avital (south)

Station ID : Avital (south)
Info Line 1 : South of Huerfano
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : AV SOUTH.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number :
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		Northbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
06/13/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	08:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	09:00	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
	10:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	17:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		16	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	30
Percent :		53%	23%	17%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		53%	77%	93%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Average Speed 17.5 mph 50% Speed : 10.5 mph 67% Speed : 22.6 mph 85% Speed : 27.5 mph
10mph Pace: 9.6 - 19.5 (53.3%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
06/14/17	00:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	08:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	13:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	18:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		18	6	5	2	0	1	0	0	0	0	0	0	0	0	0	0	32
Percent :		56%	19%	16%	6%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		56%	75%	91%	97%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Average Speed 17.5 mph 50% Speed : 10.5 mph 67% Speed : 22.6 mph 85% Speed : 27.5 mph
10mph Pace: 9.5 - 19.4 (56.3%)

Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.		Southbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #3 Special Speed Study Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
06/13/17	00:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	5	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	11
	10:00	1	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	14
	11:00	6	8	8	4	0	0	0	0	0	0	0	0	0	0	0	0	26
	12:00	9	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	22
	13:00	3	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	2	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	15:00	6	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	21
	16:00	3	6	9	5	0	0	0	0	0	0	0	0	0	0	0	0	23
	17:00	7	12	12	4	1	0	0	0	0	0	0	0	0	0	0	0	36
	18:00	4	7	8	4	0	0	0	0	0	0	0	0	0	0	0	0	23
	19:00	3	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	20:00	3	9	4	1	1	0	0	0	0	0	0	0	0	0	0	0	18
	21:00	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	22:00	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		68	99	88	37	3	0	0	0	0	0	0	0	0	0	0	0	295
Percent :		23%	34%	30%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		23%	57%	86%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	13

Average Speed 22.5 mph 50% Speed : 23.7 mph 67% Speed : 26.9 mph 85% Speed : 29.6 mph
10mph Pace: 20.1 - 30.0 (63.4%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
06/14/17	00:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	7
	08:00	2	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	09:00	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	10:00	3	3	8	1	2	0	0	0	0	0	0	0	0	0	0	0	17
	11:00	2	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	5	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	14
	13:00	6	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0	24
	14:00	3	2	9	0	1	0	0	0	0	0	0	0	0	0	0	0	15
	15:00	5	11	6	5	0	0	0	0	0	0	0	0	0	0	0	0	27
	16:00	3	7	9	2	0	0	0	0	0	0	0	0	0	0	0	0	21
	17:00	2	7	6	4	0	0	1	0	0	0	0	0	0	0	0	0	20
	18:00	5	4	9	3	0	0	0	0	0	0	0	0	0	0	0	0	21
	19:00	1	4	8	4	0	0	0	0	0	0	0	0	0	0	0	0	17
	20:00	4	8	5	4	0	0	0	0	0	0	0	0	0	0	0	0	21
	21:00	8	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	22:00	1	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		58	90	93	33	9	0	1	0	0	0	0	0	0	0	0	0	284
Percent :		20%	32%	33%	12%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		20%	52%	85%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	11

Average Speed 23.2 mph 50% Speed : 24.6 mph 67% Speed : 27.4 mph 85% Speed : 30.0 mph
10mph Pace: 20.1 - 30.0 (64.4%)

		#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Date	Time																	

Special Speed Study Summary: Avital (south)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	34	13	10	3	1	1	0	0	0	0	0	0	0	0	0	0	62
Percent :	55%	21%	16%	5%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	55%	76%	92%	97%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

ADT = 31

Average Speed 17.5 mph 50% Speed : 10.9 mph 67% Speed : 22.6 mph 85% Speed : 27.5 mph
10mph Pace: 9.0 - 18.9 (54.8%)

Grand Total #3:	126	189	181	70	12	0	1	0	0	0	0	0	0	0	0	0	579
Percent :	22%	33%	31%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	22%	54%	86%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	12

ADT = 289

Average Speed 22.9 mph 50% Speed : 24.2 mph 67% Speed : 27.2 mph 85% Speed : 29.8 mph
10mph Pace: 20.1 - 30.0 (63.9%)

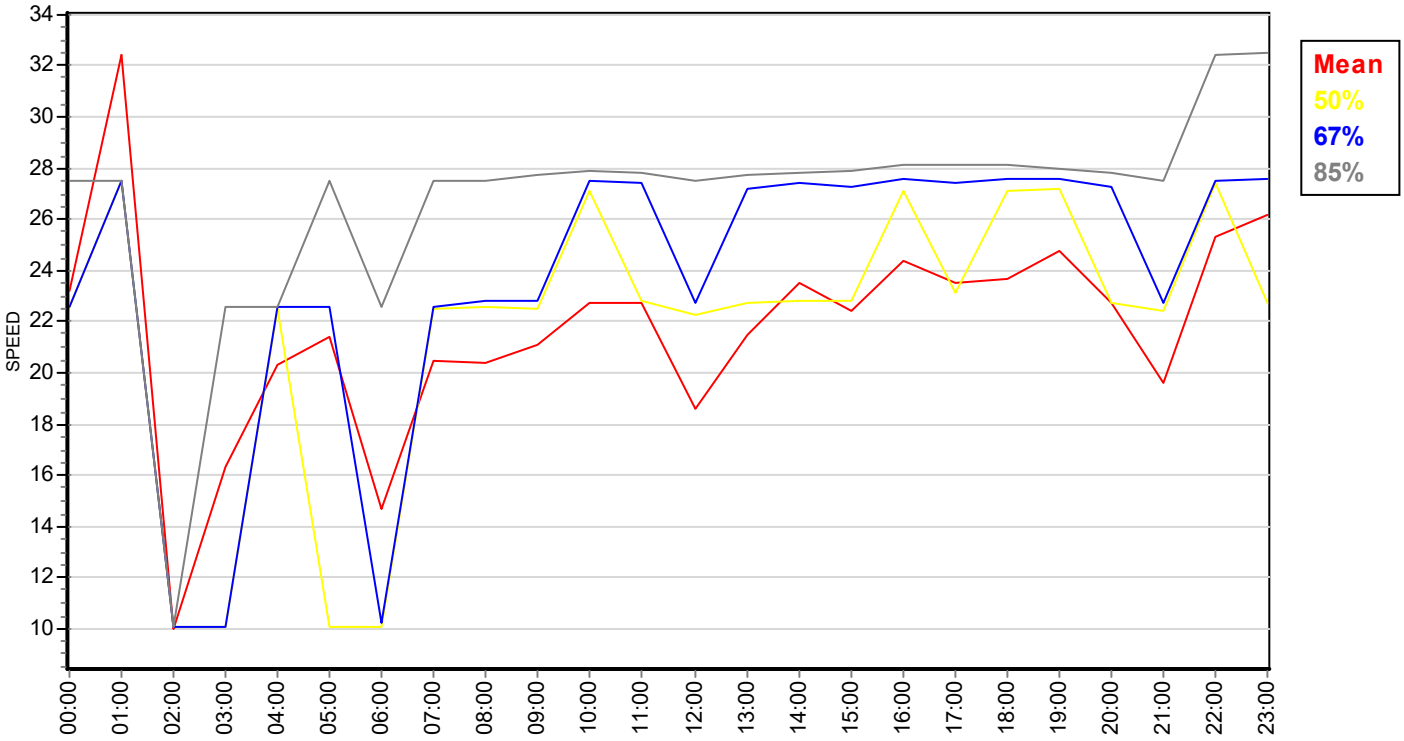
Comb. Total :	160	202	191	73	13	1	1	0	0	0	0	0	0	0	0	0	641
Percent :	25%	32%	30%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	25%	56%	86%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	13

ADT = 320

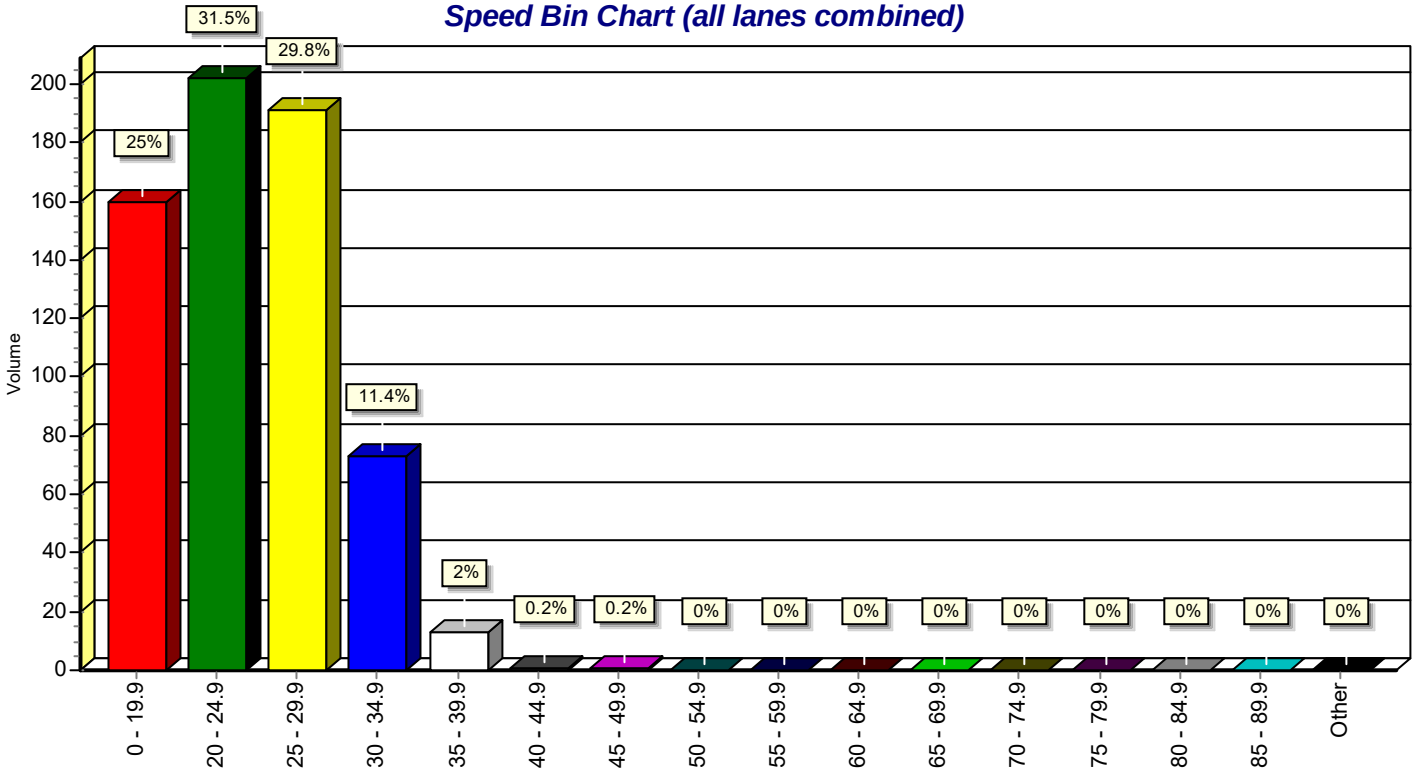
Average Speed 22.4 mph 50% Speed : 23.8 mph 67% Speed : 26.9 mph 85% Speed : 29.7 mph
10mph Pace: 20.1 - 30.0 (61.3%)

Avital (south) Charts For Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Basic Volume Report: Avital (north)

Station ID : Avital (north)
Info Line 1 : North of Huerfano
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : AV NORTH.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 21494

Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Northbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

Date	Time	:00	:15	:30	:45	Total
06/13/17	00:00	0	1	0	0	1
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	1	0	0	1
	04:00	3	2	0	0	5
	05:00	0	1	0	1	2
	06:00	0	0	0	1	1
	07:00	2	1	1	0	4
	08:00	2	2	0	1	5
	09:00	0	1	4	1	6
	10:00	2	0	1	2	5
	11:00	0	1	2	0	3
	12:00	3	1	0	0	4
	13:00	1	1	0	1	3
	14:00	0	2	2	0	4
	15:00	2	2	1	2	7
	16:00	0	2	1	1	4
	17:00	4	1	2	1	8
	18:00	2	1	1	1	5
	19:00	0	0	0	1	1
	20:00	2	1	2	1	6
	21:00	0	0	0	1	1
	22:00	1	0	0	0	1
	23:00	0	0	0	0	0
Day Total :						77

AM Total :	33 (42.9%)	Peak AM Hour : 09:15 =	8 (10.4%)	Peak AM Factor : 0.500	Average Period : 0.8
PM Total :	44 (57.1%)	Peak PM Hour : 16:15 =	8 (10.4%)	Peak PM Factor : 0.500	Average Hour : 3.2

Date	Time	:00	:15	:30	:45	Total
06/14/17	00:00	1	1	0	0	2
Wed	01:00	0	0	2	0	2
	02:00	0	0	0	0	0
	03:00	0	1	0	0	1
	04:00	1	0	0	0	1
	05:00	0	1	0	1	2
	06:00	0	0	0	0	0
	07:00	0	1	0	0	1
	08:00	1	2	2	2	7
	09:00	2	3	2	1	8
	10:00	1	1	0	3	5
	11:00	0	0	3	4	7
	12:00	1	1	1	2	5
	13:00	1	0	0	2	3
	14:00	1	2	1	0	4
	15:00	3	2	2	1	8
	16:00	0	0	0	0	0
	17:00	1	2	2	0	5
	18:00	1	1	1	2	5
	19:00	2	2	0	1	5
	20:00	0	1	1	1	3
	21:00	2	0	1	0	3
	22:00	1	0	1	2	4
	23:00	0	1	0	0	1
Day Total :						82

AM Total :	36 (43.9%)	Peak AM Hour : 08:30 =	9 (11.0%)	Peak AM Factor : 0.562	Average Period : 0.9
PM Total :	46 (56.1%)	Peak PM Hour : 15:00 =	8 (9.8%)	Peak PM Factor : 0.667	Average Hour : 3.4

Lane #3 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.		Southbound	Normal	Veh.	No	

Lane #3 Basic Volume Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

Date	Time	:00	:15	:30	:45	Total
06/13/17	00:00	0	1	0	2	3
Tue	01:00	0	0	0	0	0
	02:00	0	1	0	0	1
	03:00	0	0	1	0	1
	04:00	1	1	0	0	2
	05:00	3	0	1	0	4
	06:00	0	2	2	2	6
	07:00	2	3	0	2	7
	08:00	2	1	2	2	7
	09:00	3	5	0	3	11
	10:00	8	4	4	0	16
	11:00	1	8	8	11	28
	12:00	4	7	8	3	22
	13:00	5	2	5	3	15
	14:00	4	4	4	5	17
	15:00	6	3	7	9	25
	16:00	7	7	9	6	29
	17:00	15	10	10	10	45
	18:00	10	7	6	8	31
	19:00	4	9	2	4	19
	20:00	6	6	6	2	20
	21:00	6	2	3	3	14
	22:00	2	3	1	2	8
	23:00	1	0	3	3	7
Day Total :						338

AM Total :	86 (25.4%)	Peak AM Hour :	11:00 =	28 (8.3%)	Peak AM Factor : 0.636	Average Period :	3.5
PM Total :	252 (74.6%)	Peak PM Hour :	17:00 =	45 (13.3%)	Peak PM Factor : 0.750	Average Hour :	14.1

Date	Time	:00	:15	:30	:45	Total
06/14/17	00:00	1	0	1	0	2
Wed	01:00	0	0	1	0	1
	02:00	0	0	1	1	2
	03:00	1	0	0	1	2
	04:00	0	2	0	0	2
	05:00	0	1	0	0	1
	06:00	2	0	0	0	2
	07:00	2	1	1	5	9
	08:00	4	3	2	5	14
	09:00	2	4	2	3	11
	10:00	7	4	7	4	22
	11:00	5	3	5	5	18
	12:00	4	5	3	6	18
	13:00	3	7	9	7	26
	14:00	3	4	6	5	18
	15:00	10	10	3	7	30
	16:00	3	8	8	9	28
	17:00	4	6	7	7	24
	18:00	7	7	9	7	30
	19:00	4	3	5	8	20
	20:00	5	8	7	4	24
	21:00	5	6	3	4	18
	22:00	2	2	4	1	9
	23:00	0	2	2	3	7
Day Total :						338

AM Total :	86 (25.4%)	Peak AM Hour : 10:00 =	22 (6.5%)	Peak AM Factor : 0.786	Average Period : 3.5
PM Total :	252 (74.6%)	Peak PM Hour : 14:30 =	31 (9.2%)	Peak PM Factor : 0.775	Average Hour : 14.1

Basic Volume Summary: Avital (north)

Grand Total For Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	159	(19.0%)	2.00	80	0.8	3.3	69 (43.4%)	90 (56.6%)
#3.	676	(81.0%)	2.00	338	3.5	14.1	172 (25.4%)	504 (74.6%)
ALL	835		2.00	418	4.3	17.4	241 (28.9%)	594 (71.1%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	08:30 =	9	06/14/2017	0.562	16:15 =	8	06/13/2017	0.500
#3.	11:00 =	28	06/13/2017	0.636	17:00 =	45	06/13/2017	0.750

Basic Volume Report: Avital (south)

Station ID : Avital (south)
Info Line 1 : South of Huerfano
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : AV SOUTH.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number :
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Northbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

Date	Time	:00	:15	:30	:45	Total
06/13/17	00:00	0	1	0	0	1
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	2	1	0	0	3
	05:00	0	1	0	0	1
	06:00	0	0	0	1	1
	07:00	2	0	0	0	2
	08:00	1	0	1	1	3
	09:00	0	1	3	1	5
	10:00	1	0	0	1	2
	11:00	0	0	0	0	0
	12:00	0	1	1	1	3
	13:00	0	0	0	1	1
	14:00	0	0	0	0	0
	15:00	0	0	0	2	2
	16:00	0	0	1	0	1
	17:00	2	0	1	1	4
	18:00	0	0	0	0	0
	19:00	0	0	0	0	0
	20:00	0	0	0	0	0
	21:00	0	0	0	1	1
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						30

AM Total :	18 (60.0%)	Peak AM Hour : 09:15 =	6 (20.0%)	Peak AM Factor : 0.500	Average Period :	0.3
PM Total :	12 (40.0%)	Peak PM Hour : 17:00 =	4 (13.3%)	Peak PM Factor : 0.500	Average Hour :	1.3

Date	Time	:00	:15	:30	:45	Total
06/14/17	00:00	0	1	0	0	1
Wed	01:00	0	0	1	0	1
	02:00	0	0	0	0	0
	03:00	0	1	0	0	1
	04:00	0	0	0	0	0
	05:00	0	1	0	0	1
	06:00	1	0	0	1	2
	07:00	0	0	0	0	0
	08:00	0	0	1	4	5
	09:00	0	1	0	0	1
	10:00	2	1	0	1	4
	11:00	1	0	0	0	1
	12:00	0	1	1	1	3
	13:00	1	1	0	0	2
	14:00	0	0	0	0	0
	15:00	0	2	1	0	3
	16:00	0	0	0	0	0
	17:00	1	0	0	0	1
	18:00	1	1	0	1	3
	19:00	0	1	0	0	1
	20:00	1	0	0	0	1
	21:00	0	0	0	0	0
	22:00	0	0	1	0	1
	23:00	0	1	0	0	1
Day Total :						33

AM Total :	17 (51.5%)	Peak AM Hour : 08:30 =	6 (18.2%)	Peak AM Factor : 0.375	Average Period : 0.3
PM Total :	16 (48.5%)	Peak PM Hour : 12:15 =	4 (12.1%)	Peak PM Factor : 0.500	Average Hour : 1.4

Lane #3 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.		Southbound	Normal	Veh.	No	

Lane #3 Basic Volume Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

Date	Time	:00	:15	:30	:45	Total
06/13/17	00:00	0	1	0	2	3
Tue	01:00	0	1	0	0	1
	02:00	0	1	0	0	1
	03:00	0	0	1	0	1
	04:00	1	1	0	0	2
	05:00	3	0	1	0	4
	06:00	0	1	2	2	5
	07:00	3	3	0	1	7
	08:00	1	1	2	1	5
	09:00	3	6	0	2	11
	10:00	6	4	4	0	14
	11:00	1	6	11	10	28
	12:00	5	7	7	3	22
	13:00	5	1	5	2	13
	14:00	3	5	4	4	16
	15:00	4	1	7	9	21
	16:00	6	5	7	5	23
	17:00	11	9	8	8	36
	18:00	10	5	4	4	23
	19:00	5	10	2	4	21
	20:00	6	6	4	2	18
	21:00	5	2	2	3	12
	22:00	2	3	1	1	7
	23:00	0	0	3	3	6
Day Total :						300

AM Total :	82 (27.3%)	Peak AM Hour :	11:00 =	28 (9.3%)	Peak AM Factor : 0.636	Average Period :	3.1
PM Total :	218 (72.7%)	Peak PM Hour :	17:00 =	36 (12.0%)	Peak PM Factor : 0.818	Average Hour :	12.5

Date	Time	:00	:15	:30	:45	Total
06/14/17	00:00	1	0	1	0	2
Wed	01:00	0	0	1	0	1
	02:00	0	0	0	1	1
	03:00	1	0	0	1	2
	04:00	0	2	0	0	2
	05:00	0	1	0	0	1
	06:00	2	0	0	1	3
	07:00	1	2	1	4	8
	08:00	4	3	2	6	15
	09:00	2	4	1	3	10
	10:00	6	4	4	3	17
	11:00	4	2	2	4	12
	12:00	3	3	2	6	14
	13:00	3	8	7	6	24
	14:00	2	4	5	4	15
	15:00	7	10	3	7	27
	16:00	2	7	6	6	21
	17:00	6	5	5	6	22
	18:00	6	5	6	4	21
	19:00	4	2	5	6	17
	20:00	4	7	6	4	21
	21:00	3	6	3	4	16
	22:00	1	2	4	1	8
	23:00	0	2	2	3	7
Day Total :						287

AM Total :	74 (25.8%)	Peak AM Hour : 09:45 =	17 (5.9%)	Peak AM Factor : 0.708	Average Period : 3.0
PM Total :	213 (74.2%)	Peak PM Hour : 15:00 =	27 (9.4%)	Peak PM Factor : 0.675	Average Hour : 12.0

Basic Volume Summary: Avital (south)

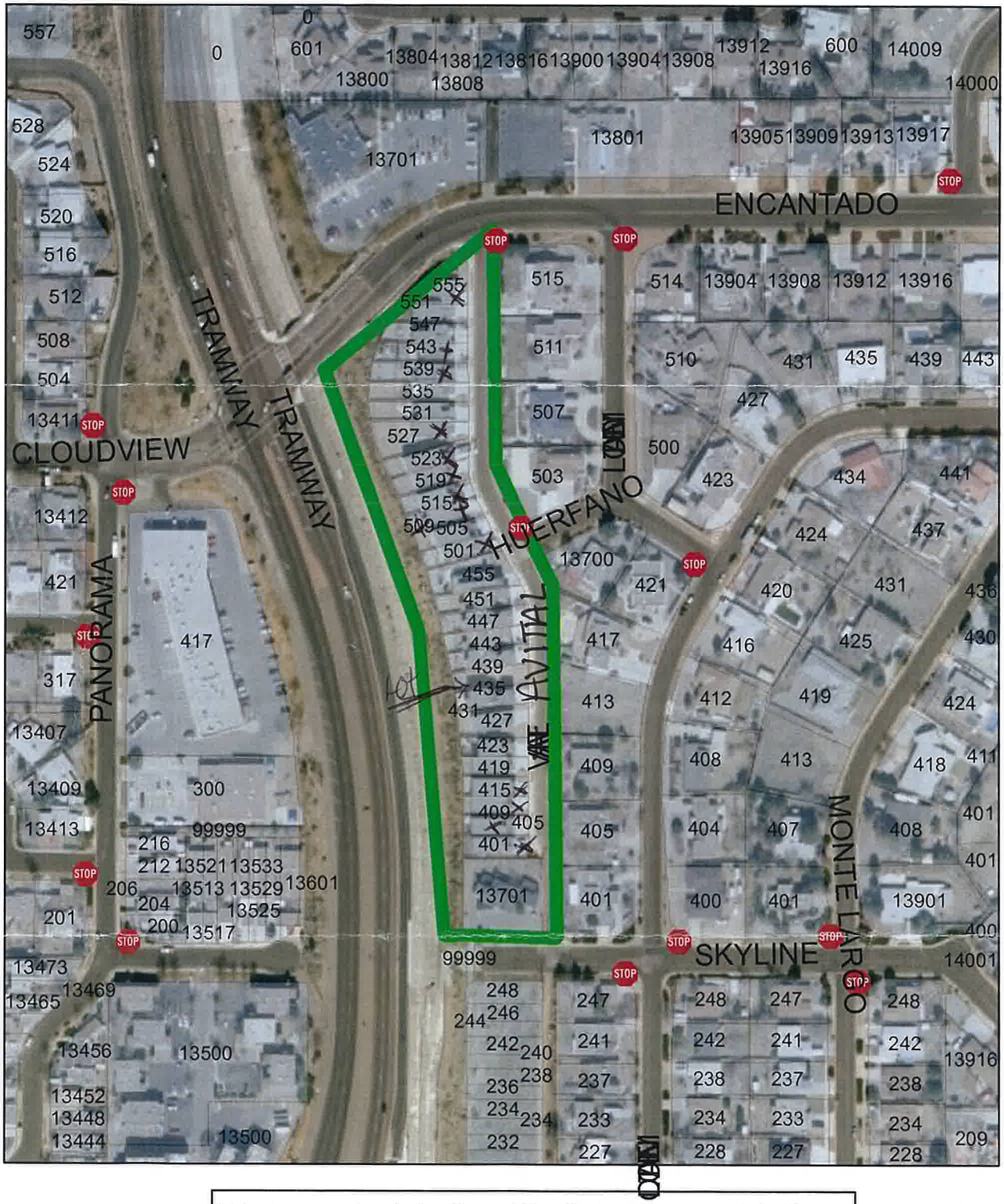
Grand Total For Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	63	(9.7%)	2.00	32	0.3	1.3	35 (55.6%)	28 (44.4%)
#3.	587	(90.3%)	2.00	294	3.1	12.2	156 (26.6%)	431 (73.4%)
ALL	650		2.00	326	3.4	13.5	191 (29.4%)	459 (70.6%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	09:15 =	6	06/13/2017	0.500	17:00 =	4	06/13/2017	0.500
#3.	11:00 =	28	06/13/2017	0.636	17:00 =	36	06/13/2017	0.818

Appendix B

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM
NTMP



This document includes the petition that must be completed by at least two-thirds of the affected households for the street segment. The map above is what the COA has determined to be the affected area. This must be filled out and sent back to Traffic Engineering within 2-3 weeks to be considered for traffic calming.

REQUEST DATE: 11/1/16
RETURN DATE: 12/5/16

~~28849~~ 28449

29
30

14208 Piedras NE

CASE ID
28449

Ann McGregor

Friday, November 18, 2016

City of Albuquerque
Department of Municipal Development
Traffic Engineering Divisions - NTMP
P.O. Box 1293
Albuquerque, NM 87103-1293

City of Albuquerque Traffic Engineering Division

Avital Dr. NE 87123 is a very dangerous situation on a daily basis. It is a narrow small street with excessive speeding, heavy traffic and lack of sight lines at the Stop Sign on Huerfano Rd west bound on to Avital turning North with our community mail boxes 6 feet from where they do Not stop nor look to turn north, as well as the south end of Avital Dr NE where it narrows to a ONE WAY posted sign going northbound, many residents have all almost been hit by traffic breaking the law going the wrong way, as well as going to our community mail boxes and having traffic speed up before the intersection of Huerfano going southbound. This all makes for a dangerous situation daily and every one on Petition Form thanked me for attempting to get some relief. Enclosed you will find the Neighborhood Traffic Calming Petition Form signed by 24 Avital Dr NE residents and we all pray for a safe street in the future.

Sincerely yours,

Ann McGregor

28449

NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

CITY OF ALBUQUERQUE — NTMP
*** * * NEIGHBORHOOD TRAFFIC CALMING PETITION * * ***

Section I
Date: <INSERT DATE SENT TO NEIGHBORHOOD CONTACT> Nov 1, 2016

Representatives from the <INSERT REQUESTING NEIGHBORHOOD> Bluffs at Encantado neighborhood, on <INSERT APPLICATION DATE> 11/1/16 requested initiation of a NTMP Study. Based on available data, the households and properties identified in the attached **Exhibit 1** are considered to be in the affected area. An initial assessment of available data has been conducted, and to continue processing the application neighborhood support is required. Two-thirds of the shown households/properties on Exhibit 1 must agree with the application and sign the petition below. The completed petition should be submitted to the City of Albuquerque Traffic Engineering Division (*P.O. Box 1293, Albuquerque, NM 87103* or *NTMP@cabq.gov*)

Section II **(ONLY ONE SIGNATURE PER ADDRESS)**

Name (print)	Address	Telephone	Email	Signature
Gina Beenau	519 Avital	505-270-1819	beenau4@msn.com	[signature]
Susan Davis	539 Avital	505-239-3390	suedavisone@comcast.net	[signature]
David Ames	515 Avital	817-919-0955	deames_99@yahoo.com	[signature]
IRIS CRISMAN	509 AVITAL	503.706.6490	wynecoop30@gmail.com	[signature]
MARIS SHEPHERD	423 AVITAL	(505) 293-5264	marisshepherd@att.net	[signature]
PAUL TOMA	409 Avital Dr.	858.523.8284	toma.paul@gmail.com	[signature]
JUDITH BAILEY	401 AVITAL DR	505 818 7792	JUDITH.BAILEY@COMCAST.NET	[signature]
KARINE KEEN	419 AVITAL DR	505-554-2891	kaykeen@msn.com	[signature]
Brandon Poulin	415 Avital Dr	505-331-6899	brandonpoulin@gmail.com	[signature]
GARY HILL	405 AVITAL	505 967 6047	GARYHILL64ABQNM@GMAIL.COM	[signature]
Paul Sadler	555 Avital Dr	(505) 640-0374	cuzzbruss@gmail.com	[signature]
Dennis Wallace	523 Avital Dr NE	505-895-1234	dlaw48@att.net	[signature]
Sarah Mahoney	527 Avital Dr NE	5055141174	smahone84@gmail.com	[signature]
Paul Droege	501 Avital Dr NE	505-280-2556	paul@manzanomeadows.com	[signature]
Leslie Hutz	543 Avital Dr NE	505 323-3930	lj.hutz@att.net	[signature]
Anita Reina	447 Avital Dr. NE	505 281-0763	ahreina@comcast.net	[signature]
James McCollough	531 Avital Dr NE	505-449-0996	mccollou@gmail.com	[signature]
Son Tran	427 Avital Dr. NE	5054597437	TKS005@yahoo.com	[signature]
Gene Thompson	13701 Skyline Rd. NE	505 332-1177	GeneT@topmoneyguy.com	[signature]
Bethany Hann	547 Avital Dr. NE	505-331-6896	drbethanydds@gmail.com	[signature]

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE

28449

From: **Herrera, Amanda** amandaherrera@cabq.gov
Subject: Petition Form
Date: November 14, 2016 at 10:25 AM
To: n172ap@gmail.com

Amanda Herrera, P.E.
Department of Municipal Development
Traffic Engineering Division
PO Box 1293
Albuquerque, NM 87103
Office: 505-857-8683

NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

CITY OF ALBUQUERQUE — NTMP
***** NEIGHBORHOOD TRAFFIC CALMING PETITION *****

Section I
Date: <INSERT DATE SENT TO NEIGHBORHOOD CONTACT>

Representatives from the <INSERT REQUESTING NEIGHBORHOOD> neighborhood, on <INSERT APPLICATION DATE> requested initiation of a NTMP Study. Based on available data, the households and properties identified in the attached **Exhibit 1** are considered to be in the affected area. An initial assessment of available data has been conducted, and to continue processing the application neighborhood support is required. Two-thirds of the shown households/properties on Exhibit 1 must agree with the application and sign the petition below. The completed petition should be submitted to the City of Albuquerque Traffic Engineering Division (*P.O. Box 1293, Albuquerque, NM 87103* or *NTMP@cabq.gov*)

Section II **(ONLY ONE SIGNATURE PER ADDRESS)**

Name (print)	Address	Telephone	Email	Signature
Anne Pena	443 Avital	505 797-3050	pena628@gmail.com	Anne Pena
Connie Warren	505 Avital	505-263-6051	warren-c@aps.edu	Connie Warren
ALEX FEUCHTER	551 AVITAL	505-269-1546	acfeuchter@gmail.com	
Ann McGregor	455 Avital Drive	9408678274	n172ap@Gmail.com	Ann McGregor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