



# AMHERST DRIVE SPEED STUDY



# Amherst Drive Speed Study Final Report

Albuquerque, New Mexico



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City of Albuquerque

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## INTRODUCTION

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

### 1.A. PROJECT PURPOSE

A speed study on Amherst Drive from Lead Avenue to Coal Avenue was conducted to determine the following:

- Evaluate the 85<sup>th</sup> percentile speed along Amherst Drive at two (2) locations;
- Calculate average and daily peak hour traffic volumes along Amherst 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 0.12 (633.60 LF) mile section of Amherst Drive from Lead Avenue to Coal Avenue. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.

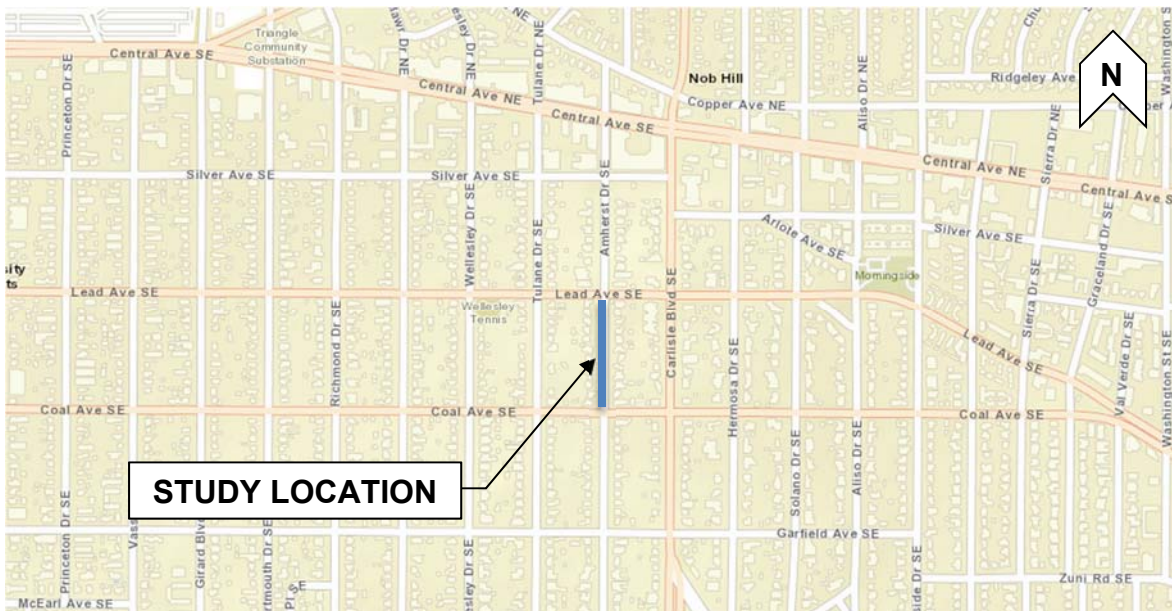


FIGURE 1.B.1.  
STUDY LOCATION

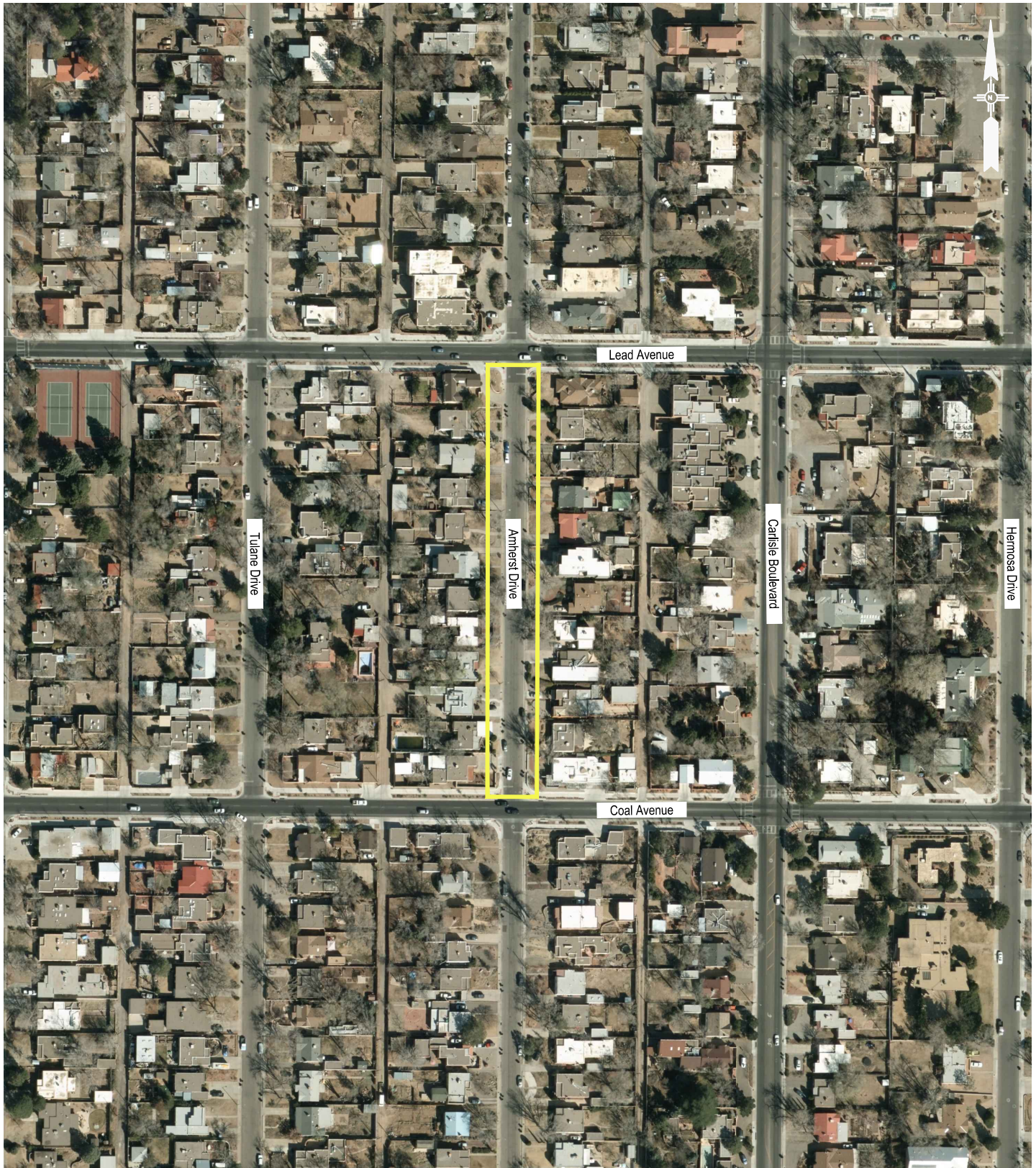


FIGURE 1.B.2.  
STUDY LIMITS



## 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
- They maximize public antagonism toward law enforcement, since the perception is that the police are enforcing a “speed trap”
- They 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 85<sup>th</sup> percentile. Out of the (typically) 100 vehicles surveyed, beginning with the fastest vehicle speed recorded the 15<sup>th</sup> vehicle from that speed is determined to show where the 85<sup>th</sup> 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 85<sup>th</sup> percentile speed. For example, if the 85<sup>th</sup> 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. a speed trap.

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

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

Where  $x = 7.5$ , or the 8<sup>th</sup> 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 50<sup>th</sup> and 51<sup>st</sup> vehicles are added and divided by 2 to obtain the median speed. If the 50<sup>th</sup> vehicle of such a survey was traveling at 56 mph and the 51<sup>st</sup> vehicle was also traveling at 56 mph, the resulting median would be  $(56 + 56) \div 2 = 112 \div 2 = 56$  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:

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

$X =$  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.

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

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:

- Amherst Drive North – Lead Avenue to mid-Amherst Drive;
- Amherst Drive South – Mid-Amherst Drive to Coal Avenue.

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 Amherst Drive. Within the study limits, there are approximately 24 driveways that provide access to residential homes. Because there is no posted limit sign within the project limits, it is speculated that the current speed limit is 25 mph base on City Ordinance.





FIGURE 2.1.  
 COUNT LOCATIONS

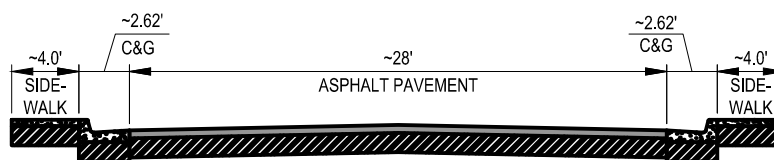


FIGURE 2.2.  
 EXISTING AMHERST DRIVE TYPICAL SECTION



### 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.			
Amherst Drive ADT			
Count Location	NB	SB	ADT
Amherst Drive (North)	449	233	682
Amherst Drive (South)	438	227	665
Average	444	230	674

The Amherst Drive study area directional ADT ranges from 227 to 449 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.			
Amherst Drive Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Northbound (Peak Hour)	Southbound (Peak Hour)
Amherst Drive (North)	AM Peak	52 (7:00 AM – 8:00 AM)	28 (8:30 AM – 9:30 AM)
	PM Peak	49 (4:45 PM – 5:45 PM)	31 (4:30 PM – 5:30 PM)
Amherst Drive (South)	AM Peak	50 (7:00 AM – 8:00 AM)	29 (8:30 AM – 9:30 AM)
	PM Peak	49 (4:45 PM – 5:45 PM)	30 (4:30 PM – 5:30 PM)

The Amherst Drive study area peak hour traffic volumes range from 28 to 52 vehicles per hour.

### 3.C. SPEED STUDY RESULTS

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

Table 3.C.1.			
Amherst Drive (North) Speed Study			
Speed	NB	SB	Total
Average	24.0	23.6	23.9
10 mph Pace	20.1 – 30.0 (73.3%)	20.1 – 30.0 (73.1%)	20.1 - 30.0 (73.2%)
50th Percentile	25.5	24.5	25.2
67th Percentile	27.5	27.0	27.3
85th Percentile	29.6	29.5	29.6

Table 3.C.2.			
Amherst Drive (South) Speed Study			
Speed	NB	SB	Total
Average	22.1	21.3	21.8
10 mph Pace	20.1 – 30.0 (77.7%)	20.1 – 30.0 (74.7%)	20.1 - 30.0 (76.7%)
50th Percentile	23.2	22.9	23.2
67th Percentile	25.1	24.5	24.9
85th Percentile	28.0	27.7	28.0

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 Amherst Drive, roadway conditions are consistent, controlled access, satisfactory pavement conditions, two travel lanes, and on-street parking. Table 3.C.3. displays that 42 percent of the total ADT of the two (2) count locations recorded speeds greater than 25 mph.

Table 3.C.3.							
Amherst Drive ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
Amherst Drive (North)	99	15%	236	35%	347	51%	682
Amherst Drive (South)	133	20%	319	48%	213	32%	665
Average	116	17%	278	41%	280	42%	674

### 3.D. CRASH DATA

Crash data was requested from the Albuquerque Police Department for the most recent three (3) years. The crash data requested showed there were five (5) recorded crashes within the study area.

Table 3.D.1.				
Amherst Drive Crash Summary				
Date	Location (Primary Street / Intersecting Street)	Cause of Crash	Crash Analysis	Crash Correct with Traffic Calming?
4/19/2015	Lead Avenue / Amherst Drive	Driver inattention; improper turn	Fire hydrant	No
7/17/2015	Lead Avenue / Amherst Drive	Driver inattention; Fail to yield right of way	From opposite direction/not stated	No
11/3/2015	Lead Avenue / Amherst Drive	Excessive speed; Speed too fast for conditions	Both going straight/entering at angle	No
4/20/2015	Coal Avenue / Amherst Drive	Driver inattention; Speed too fast for conditions	Both going straight/from same direction	No
12/9/2014	Lead Avenue / Amherst Drive	Other improper driving	Fence	No

## 4. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 42 percent of the traffic is exceeding 25 mph. 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 (Neighborhood Traffic Management Program) 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 upon the data collected, Amherst Drive meets none of the required criteria and therefore DOES NOT require traffic calming improvements.

## Appendices

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





## Appendix A



# Special Speed Study Report: Amherst North

## Station ID : Amherst North

Info Line 1 : South of Lead  
Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : AM NORTH.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24088

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

### Lane #1 Configuration

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

### Lane #1 Special Speed Study Data From: 00:00 - 08/16/2017 To: 23:59 - 08/17/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/16/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	4	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	17
	07:00	9	18	19	6	0	0	0	0	0	0	0	0	0	0	0	0	52
	08:00	5	9	24	4	0	0	0	0	0	0	0	0	0	0	0	0	42
	09:00	5	9	13	3	0	0	0	0	0	0	0	0	0	0	0	0	30
	10:00	1	5	18	3	1	0	0	0	0	0	0	0	0	0	0	0	28
	11:00	3	9	12	5	0	0	0	0	0	0	0	0	0	0	0	0	29
	12:00	4	8	9	4	0	0	0	0	0	0	0	0	0	0	0	0	25
	13:00	5	7	9	3	0	0	0	0	0	0	0	0	0	0	0	0	24
	14:00	3	11	9	5	0	0	0	0	0	0	0	0	0	0	0	0	28
	15:00	3	22	15	2	0	0	0	0	0	0	0	0	0	0	0	0	42
	16:00	4	10	13	9	0	0	0	0	0	0	0	0	0	0	0	0	36
	17:00	4	14	20	5	1	0	0	0	0	0	0	0	0	0	0	0	44
	18:00	6	13	9	2	1	0	0	0	0	0	0	0	0	0	0	0	31
	19:00	2	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	20:00	8	8	6	1	0	1	0	0	0	0	0	0	0	0	0	0	24
	21:00	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Daily Total :</b>		70	162	191	57	3	1	0	0	0	0	0	0	0	0	0	0	484
Percent :		14%	33%	39%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		14%	48%	87%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	7	8	2	0	0	0	0	0	0	0	0	0	0	0	0	20

Average Speed 23.9 mph	50% Speed : 25.4 mph	67% Speed : 27.5 mph	85% Speed : 29.6 mph
10mph Pace: 20.1 - 30.0 (72.9%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Other	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9			
08/17/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	01:00	1	0	1	0	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	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	2	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	07:00	4	10	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	08:00	5	8	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36
	09:00	1	9	12	5	0	0	1	0	0	0	0	0	0	0	0	0	0	28
	10:00	3	7	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	11:00	1	4	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	12:00	4	8	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	13:00	8	10	7	6	1	1	0	0	0	0	0	0	0	0	0	0	0	33
	14:00	4	8	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	15:00	2	11	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31
	16:00	4	8	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	35
	17:00	6	10	12	2	0	1	0	0	0	0	0	0	0	0	0	0	0	31
	18:00	2	14	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	19:00	8	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	20:00	1	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	21:00	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Daily Total :</b>		58	133	170	47	3	2	1	0	0	0	0	0	0	0	0	0	0	414
Percent :		14%	32%	41%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		14%	46%	87%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	6	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17

Average Speed	24.2 mph	50% Speed :	25.5 mph	67% Speed :	27.5 mph	85% Speed :	29.6 mph
				10mph Pace:	20.1 - 30.0 (73.2%)		

## Lane #3 Configuration

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

### Lane #3 Special Speed Study Data From: 00:00 - 08/16/2017 To: 23:59 - 08/17/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/16/17	00:00	0	0	1	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	08:00	3	8	8	3	0	0	0	0	0	0	0	0	0	0	0	0	22
	09:00	5	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	18
	10:00	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	12:00	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	13:00	3	6	3	3	0	1	0	0	0	0	0	0	0	0	0	0	16
	14:00	3	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	15
	15:00	4	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	18
	16:00	3	9	12	3	0	0	0	0	0	0	0	0	0	0	0	0	27
	17:00	2	10	6	3	1	0	0	0	0	0	0	0	0	0	0	0	22
	18:00	2	9	7	0	1	0	0	0	0	0	0	0	0	0	0	0	19
	19:00	2	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	20:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	21:00	2	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	13
	22:00	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

<b>Daily Total :</b>	39	99	84	25	2	1	0	0	0	0	0	0	0	0	0	0	0	250
Percent :	16%	40%	34%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	16%	55%	89%	99%	100%	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	0	11

Average Speed	23.4 mph	50% Speed : 24.2 mph	67% Speed : 26.8 mph
		85% Speed : 29.3 mph	
10mph Pace: 20.1 - 30.0 (73.2%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/17/17	00:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Thu	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	3	9	7	3	1	0	0	0	0	0	0	0	0	0	0	0	23
	09:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	10:00	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	11:00	4	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	0	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	13:00	0	8	6	2	1	0	0	0	0	0	0	0	0	0	0	0	17
	14:00	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	3	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	16:00	3	8	7	3	1	0	0	0	0	0	0	0	0	0	0	0	22
	17:00	3	6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	18:00	2	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	19:00	4	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	20:00	2	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	21:00	1	1	7	0	3	0	0	0	0	0	0	0	0	0	0	0	12
	22:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Daily Total :</b>		31	78	79	21	6	0	0	0	0	0	0	0	0	0	0	0	215
Percent :		14%	36%	37%	10%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		14%	51%	87%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed	23.9 mph	50% Speed :	24.9 mph	67% Speed :	27.2 mph	85% Speed :	29.6 mph
				10mph Pace: 20.1 - 30.0 (73.0%)			

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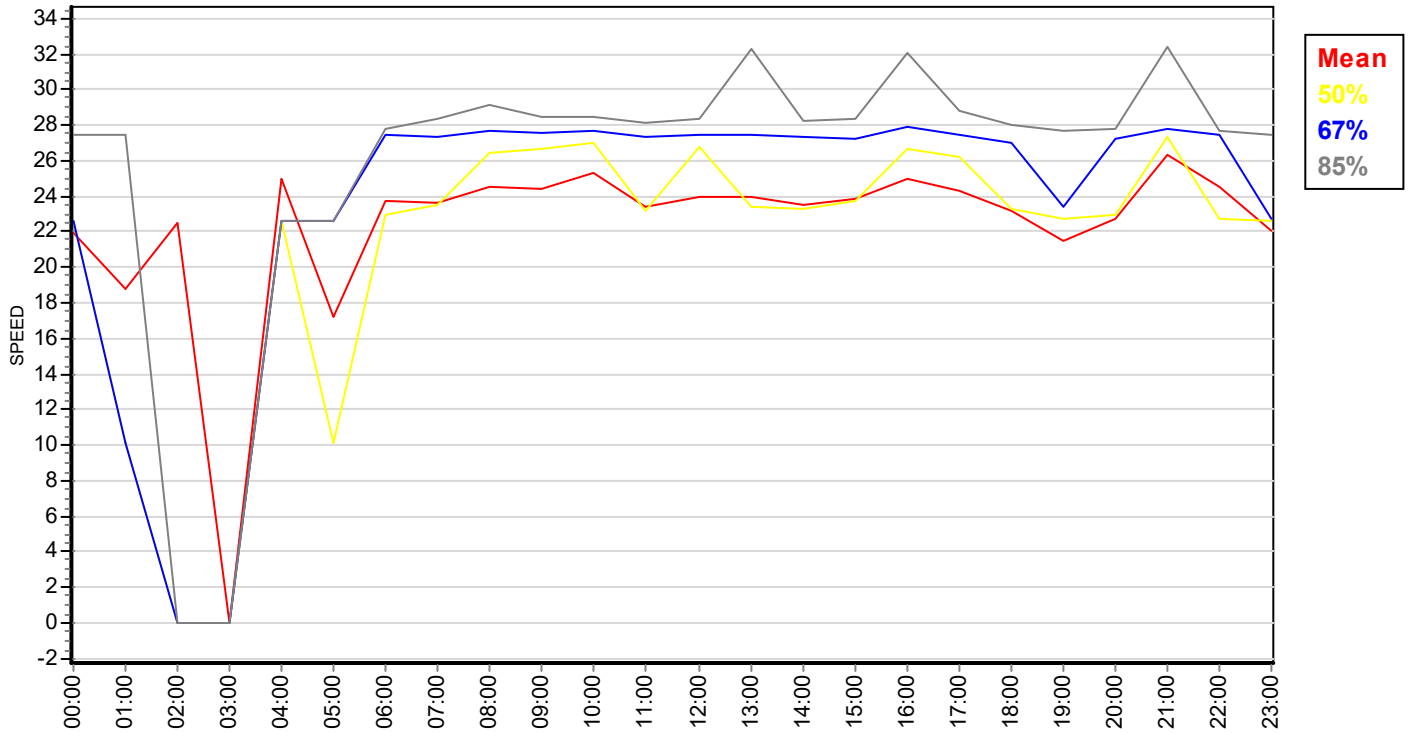
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
Date	Time	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total

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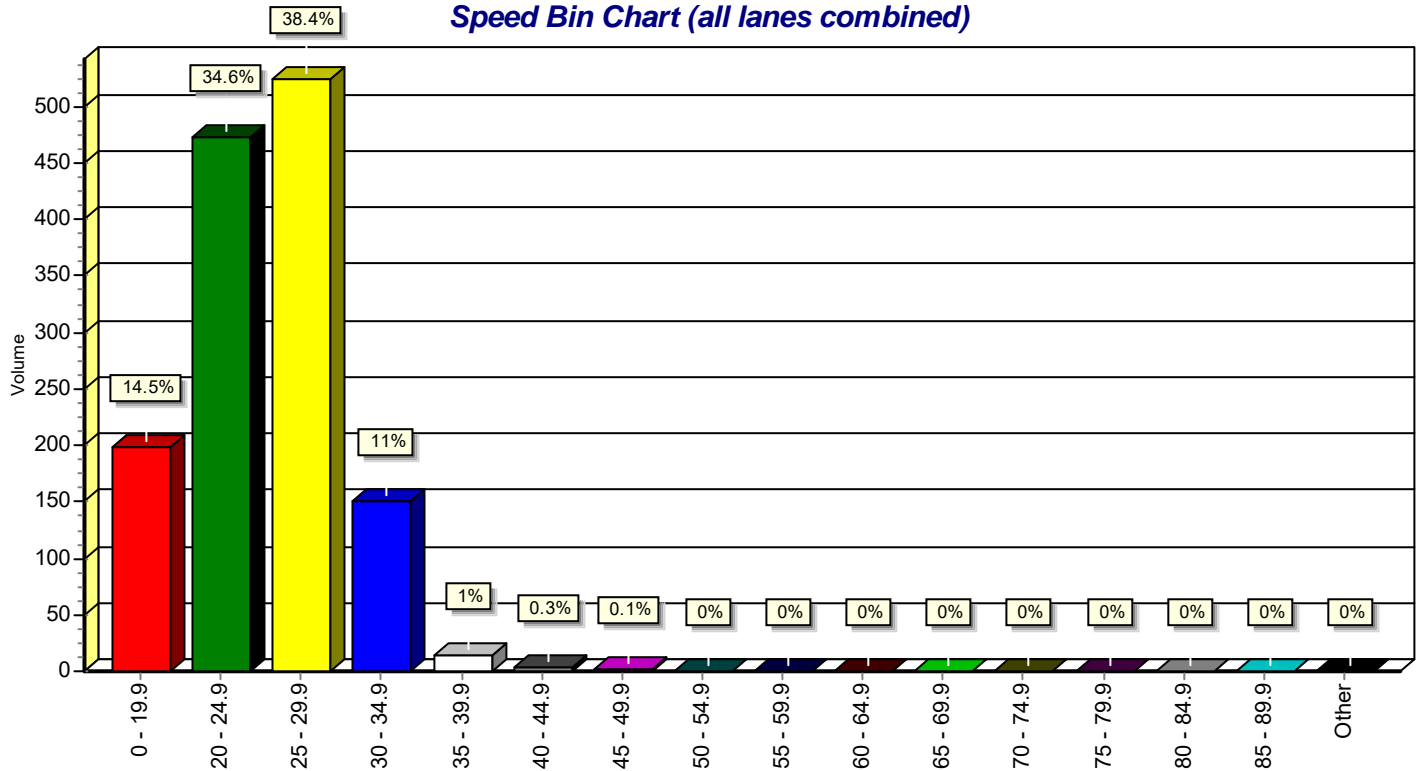
# Special Speed Study Summary: Amherst North

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																
<b>Grand Total #1:</b>	128	295	361	104	6	3	1	0	0	0	0	0	0	0	0	0	898																
Percent :	14%	33%	40%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																	
Cum. Percent :	14%	47%	87%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																	
Average :	3	6	8	2	0	0	0	0	0	0	0	0	0	0	0	0	19																
<b>ADT = 449</b>	<table style="width: 100%; border: 1px solid black; background-color: #e0f0e0;"> <tr> <td>Average Speed</td> <td>24.0 mph</td> <td>50% Speed :</td> <td>25.5 mph</td> <td>67% Speed :</td> <td>27.5 mph</td> <td>85% Speed :</td> <td>29.6 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 20.1 - 30.0 (73.3%)</td> </tr> </table>																	Average Speed	24.0 mph	50% Speed :	25.5 mph	67% Speed :	27.5 mph	85% Speed :	29.6 mph	10mph Pace: 20.1 - 30.0 (73.3%)							
Average Speed	24.0 mph	50% Speed :	25.5 mph	67% Speed :	27.5 mph	85% Speed :	29.6 mph																										
10mph Pace: 20.1 - 30.0 (73.3%)																																	
<b>Grand Total #3:</b>	70	177	163	46	8	1	0	0	0	0	0	0	0	0	0	0	465																
Percent :	15%	38%	35%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																	
Cum. Percent :	15%	53%	88%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																	
Average :	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9																
<b>ADT = 232</b>	<table style="width: 100%; border: 1px solid black; background-color: #e0f0e0;"> <tr> <td>Average Speed</td> <td>23.6 mph</td> <td>50% Speed :</td> <td>24.5 mph</td> <td>67% Speed :</td> <td>27.0 mph</td> <td>85% Speed :</td> <td>29.5 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 20.1 - 30.0 (73.1%)</td> </tr> </table>																	Average Speed	23.6 mph	50% Speed :	24.5 mph	67% Speed :	27.0 mph	85% Speed :	29.5 mph	10mph Pace: 20.1 - 30.0 (73.1%)							
Average Speed	23.6 mph	50% Speed :	24.5 mph	67% Speed :	27.0 mph	85% Speed :	29.5 mph																										
10mph Pace: 20.1 - 30.0 (73.1%)																																	
<b>Comb. Total :</b>	198	472	524	150	14	4	1	0	0	0	0	0	0	0	0	0	1363																
Percent :	15%	35%	38%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																	
Cum. Percent :	15%	49%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																	
Average :	4	10	11	3	0	0	0	0	0	0	0	0	0	0	0	0	28																
<b>ADT = 681</b>	<table style="width: 100%; border: 1px solid black; background-color: #e0f0e0;"> <tr> <td>Average Speed</td> <td>23.9 mph</td> <td>50% Speed :</td> <td>25.2 mph</td> <td>67% Speed :</td> <td>27.3 mph</td> <td>85% Speed :</td> <td>29.6 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 20.1 - 30.0 (73.2%)</td> </tr> </table>																	Average Speed	23.9 mph	50% Speed :	25.2 mph	67% Speed :	27.3 mph	85% Speed :	29.6 mph	10mph Pace: 20.1 - 30.0 (73.2%)							
Average Speed	23.9 mph	50% Speed :	25.2 mph	67% Speed :	27.3 mph	85% Speed :	29.6 mph																										
10mph Pace: 20.1 - 30.0 (73.2%)																																	

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)





# Special Speed Study Report: Amherst South

## Station ID : Amherst South

Info Line 1 : North of Coal Ave  
Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : AM S.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 97001

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 - 08/16/2017 To: 23:59 - 08/17/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/16/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	2	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	07:00	16	22	11	0	0	0	0	0	0	0	0	1	0	0	0	0	50
	08:00	12	17	11	0	0	0	0	0	0	0	0	0	0	0	0	0	40
	09:00	8	12	7	2	0	0	0	0	0	0	0	0	0	0	0	0	29
	10:00	2	15	9	1	1	0	0	0	0	0	0	0	0	0	0	0	28
	11:00	3	14	9	2	0	0	0	0	0	0	0	0	0	0	0	0	28
	12:00	5	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	13:00	8	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	24
	14:00	3	16	10	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	15:00	5	23	10	2	0	0	0	0	0	0	0	0	0	0	0	0	40
	16:00	5	14	15	1	0	0	0	0	0	0	0	0	0	0	0	0	35
	17:00	7	24	13	2	0	0	0	0	0	0	0	0	0	0	0	0	46
	18:00	5	17	8	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	19:00	6	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	20:00	6	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	24
	21:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Daily Total :</b>		93	238	126	13	1	0	0	0	0	0	0	1	0	0	0	0	472
Percent :		20%	50%	27%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		20%	70%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	20

Average Speed 21.7 mph	50% Speed : 23.1 mph	67% Speed : 24.7 mph	85% Speed : 27.7 mph
10mph Pace: 20.1 - 30.0 (77.1%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Other	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9			
08/17/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	01:00	0	0	1	0	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	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	2	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	07:00	5	16	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	08:00	6	9	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32
	09:00	6	13	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	29
	10:00	1	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	11:00	2	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	12:00	7	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	13:00	9	9	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32
	14:00	5	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	15:00	5	13	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32
	16:00	4	14	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35
	17:00	7	11	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31
	18:00	4	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	19:00	6	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	20:00	1	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	21:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Daily Total :</b>		71	181	136	14	2	0	0	0	0	0	0	0	0	0	0	0	0	404
Percent :		18%	45%	34%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		18%	62%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		3	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18

Average Speed	22.4 mph	50% Speed :	23.4 mph	67% Speed :	26.0 mph	85% Speed :	28.2 mph
				10mph Pace:	20.1 - 30.0 (78.5%)		

## 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 - 08/16/2017 To: 23:59 - 08/17/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/16/17	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	1	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	5	9	9	1	0	0	0	0	0	0	0	0	0	0	0	0	24
	09:00	4	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	18
	10:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	12:00	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	13:00	6	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	14:00	4	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	15:00	4	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	16:00	3	12	11	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	17:00	5	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	22
	18:00	4	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	19:00	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	20:00	2	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	21:00	1	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	22:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		54	116	68	6	0	0	0	0	0	0	0	0	0	0	0	0	244
Percent :		22%	48%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		22%	70%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10

Average Speed 21.4 mph	50% Speed : 22.9 mph	67% Speed : 24.5 mph	85% Speed : 27.7 mph
10mph Pace: 20.1 - 30.0 (75.4%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/17/17	00:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Thu	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	08:00	7	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	09:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	10:00	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	11:00	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	13:00	1	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	17
	14:00	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	2	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	16:00	4	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	17:00	5	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	18:00	2	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	19:00	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	20:00	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	0	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	10
	22:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Daily Total :</b>		47	102	53	8	0	0	0	0	0	0	0	0	0	0	0	0	210
Percent :		22%	49%	25%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		22%	71%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed	21.3 mph	50% Speed :	22.7 mph	67% Speed :	24.4 mph	85% Speed :	27.7 mph
				10mph Pace:	20.1 - 30.0 (73.8%)		

---

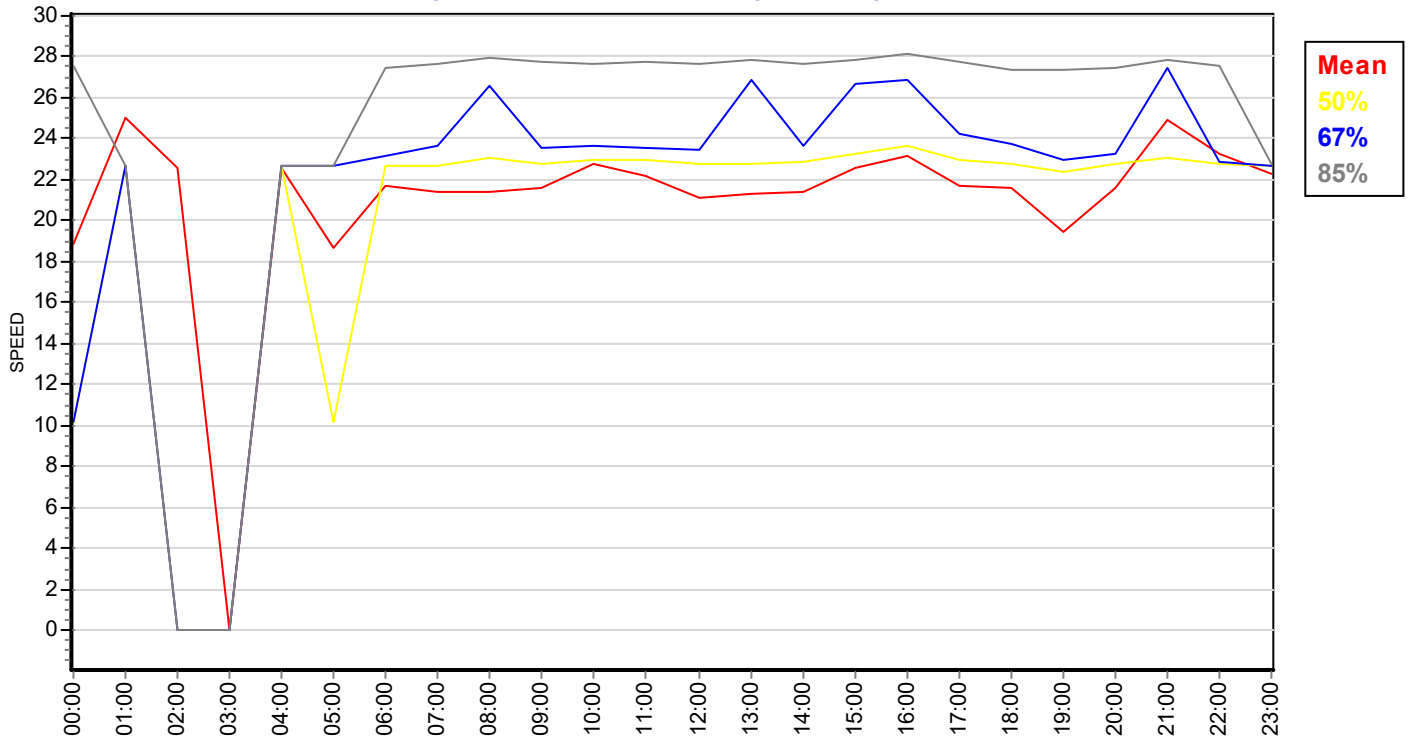
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
<i>Date</i>	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	<i>Other</i>	<i>Total</i>	

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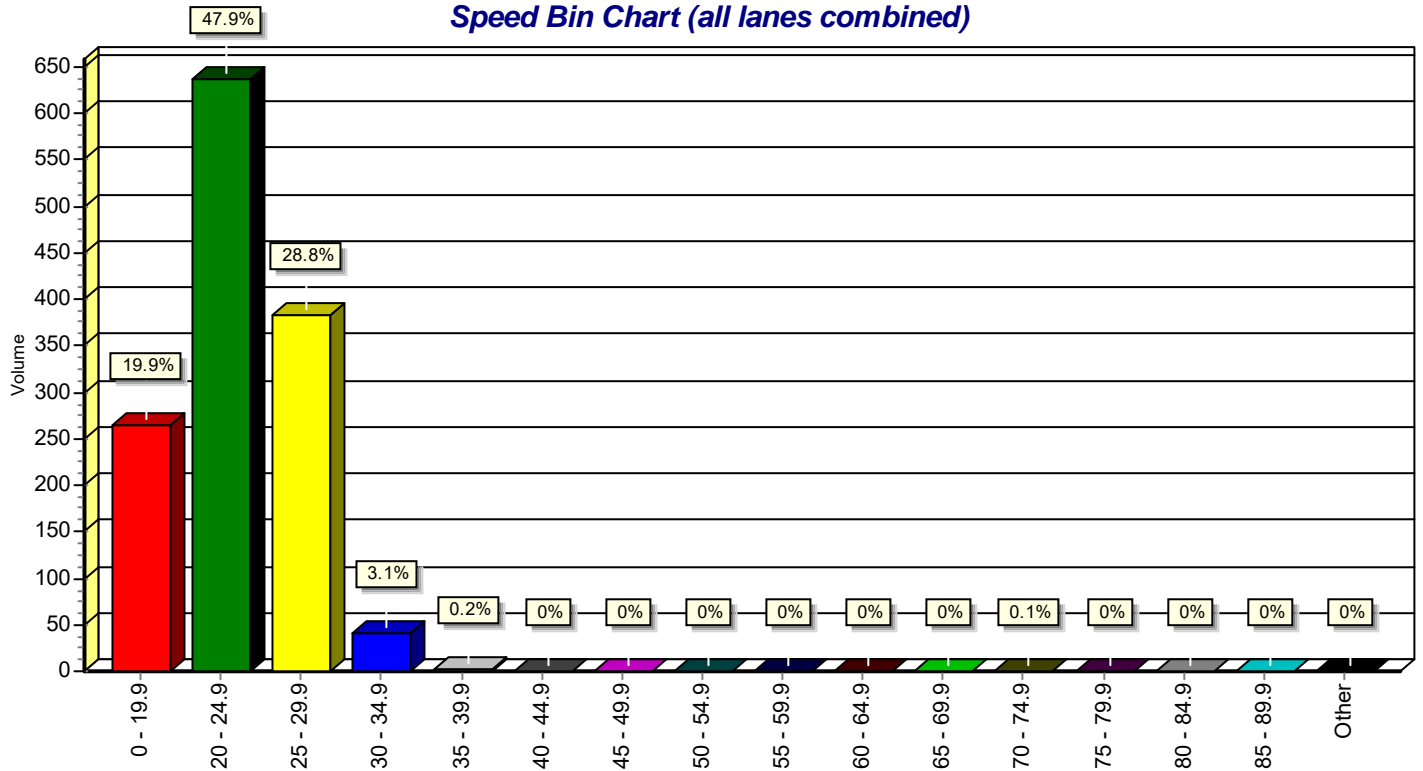
# Special Speed Study Summary: Amherst South

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
<b>Grand Total #1:</b>	164	419	262	27	3	0	0	0	0	0	0	1	0	0	0	0	876
Percent :	19%	48%	30%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	19%	67%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	18
<b>ADT = 438</b>	Average Speed 22.1 mph				50% Speed : 23.2 mph				67% Speed : 25.1 mph				85% Speed : 28.0 mph				
	10mph Pace: 20.1 - 30.0 (77.7%)																
<b>Grand Total #3:</b>	101	218	121	14	0	0	0	0	0	0	0	0	0	0	0	0	454
Percent :	22%	48%	27%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	22%	70%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>ADT = 227</b>	Average Speed 21.3 mph				50% Speed : 22.9 mph				67% Speed : 24.5 mph				85% Speed : 27.7 mph				
	10mph Pace: 20.1 - 30.0 (74.7%)																
<b>Comb. Total :</b>	265	637	383	41	3	0	0	0	0	0	0	1	0	0	0	0	1330
Percent :	20%	48%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	20%	68%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	6	13	8	1	0	0	0	0	0	0	0	0	0	0	0	0	28
<b>ADT = 665</b>	Average Speed 21.8 mph				50% Speed : 23.2 mph				67% Speed : 24.9 mph				85% Speed : 28.0 mph				
	10mph Pace: 20.1 - 30.0 (76.7%)																

**Speed Percent vs. Time (all lanes)**



**Speed Bin Chart (all lanes combined)**



# Basic Volume Report: Amherst North

**Station ID : Amherst North**

Info Line 1 : South of Lead

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : AM NORTH.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24088

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

## Lane #1 Configuration

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

## Lane #1 Basic Volume Data From: 00:00 - 08/16/2017 To: 23:59 - 08/17/2017

Date	Time	:00	:15	:30	:45	Total
08/16/17	00:00	0	0	0	0	0
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	1	0	0	1
	05:00	0	0	1	0	1
	06:00	3	7	2	5	17
	07:00	11	10	14	17	52
	08:00	8	10	9	15	42
	09:00	8	8	5	9	30
	10:00	6	3	11	8	28
	11:00	10	5	5	9	29
	12:00	4	9	8	4	25
	13:00	8	7	3	6	24
	14:00	4	8	9	7	28
	15:00	3	18	8	13	42
	16:00	3	11	11	11	36
	17:00	10	13	15	6	44
	18:00	10	9	8	4	31
	19:00	5	3	5	3	16
	20:00	7	5	7	5	24
	21:00	1	4	1	2	8
	22:00	1	2	0	0	3
	23:00	0	2	1	0	3

Day Total : 484

AM Total :	200 (41.3%)	Peak AM Hour : 07:00 =	52 (10.7%)	Peak AM Factor : 0.765	Average Period :	5.0
PM Total :	284 (58.7%)	Peak PM Hour : 16:45 =	49 (10.1%)	Peak PM Factor : 0.681	Average Hour :	20.2



Date	Time	:00	:15	:30	:45	Total
08/17/17	00:00	0	0	0	0	0
Thu	01:00	2	0	0	0	2
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	0	1	1	1	3
	06:00	5	2	3	7	17
	07:00	6	6	9	9	30
	08:00	9	11	4	12	36
	09:00	8	10	4	6	28
	10:00	9	4	5	6	24
	11:00	8	2	3	5	18
	12:00	7	4	4	12	27
	13:00	11	8	4	10	33
	14:00	8	2	9	6	25
	15:00	5	9	9	8	31
	16:00	6	9	7	13	35
	17:00	5	13	7	6	31
	18:00	3	8	10	6	27
	19:00	4	8	4	4	20
	20:00	4	5	3	3	15
	21:00	2	4	1	1	8
	22:00	2	1	0	0	3
	23:00	0	0	0	0	0

Day Total : 414

AM Total :	159 (38.4%)	Peak AM Hour : 07:30 =	38 (9.2%)	Peak AM Factor : 0.792	Average Period :	4.3
PM Total :	255 (61.6%)	Peak PM Hour : 16:30 =	38 (9.2%)	Peak PM Factor : 0.731	Average Hour :	17.3

## Lane #3 Configuration

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

### Lane #3 Basic Volume Data From: 00:00 - 08/16/2017 To: 23:59 - 08/17/2017

Date	Time	:00	:15	:30	:45	Total
08/16/17	00:00	1	0	0	0	1
Wed	01:00	0	0	1	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	2	0	2
	06:00	0	3	1	3	7
	07:00	1	2	2	2	7
	08:00	4	2	6	10	22
	09:00	6	6	3	3	18
	10:00	3	1	0	2	6
	11:00	1	5	1	2	9
	12:00	2	3	0	3	8
	13:00	7	4	3	2	16
	14:00	2	4	7	2	15
	15:00	7	3	3	5	18
	16:00	6	3	9	9	27
	17:00	8	5	5	4	22
	18:00	5	6	5	3	19
	19:00	9	3	2	2	16
	20:00	4	1	4	2	11
	21:00	2	2	3	6	13
	22:00	0	3	3	1	7
	23:00	1	1	1	2	5

Day Total : 250

AM Total :	73 (29.2%)	Peak AM Hour : 08:30 =	28 (11.2%)	Peak AM Factor : 0.700	Average Period :	2.6
PM Total :	177 (70.8%)	Peak PM Hour : 16:30 =	31 (12.4%)	Peak PM Factor : 0.861	Average Hour :	10.4

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

Day Total : 215

AM Total :	64 (29.8%)	Peak AM Hour : 08:00 =	23 (10.7%)	Peak AM Factor : 0.639	Average Period :	2.2
PM Total :	151 (70.2%)	Peak PM Hour : 16:30 =	26 (12.1%)	Peak PM Factor : 0.812	Average Hour :	9.0



# Basic Volume Summary: Amherst North

**Grand Total For Data From: 00:00 - 08/16/2017 To: 23:59 - 08/17/2017**

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	898 (65.9%)	2.00	449	4.7	18.7	359 (40.0%)	539 (60.0%)
#3.	465 (34.1%)	2.00	233	2.4	9.7	137 (29.5%)	328 (70.5%)
ALL	1363	2.00	682	7.1	28.4	496 (36.4%)	867 (63.6%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:00 = 52	08/16/2017	0.765	16:45 = 49	08/16/2017	0.681
#3.	08:30 = 28	08/16/2017	0.700	16:30 = 31	08/16/2017	0.861

# Basic Volume Report: Amherst South

**Station ID : Amherst South**

Info Line 1 : North of Coal Ave

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : AM S.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 97001

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 - 08/16/2017 To: 23:59 - 08/17/2017

Date	Time	:00	:15	:30	:45	Total
08/16/17	00:00	0	0	0	0	0
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	1	0	0	1
	05:00	0	0	0	0	0
	06:00	4	5	2	5	16
	07:00	10	9	14	17	50
	08:00	7	11	7	15	40
	09:00	9	6	5	9	29
	10:00	6	3	12	7	28
	11:00	9	5	5	9	28
	12:00	3	10	7	4	24
	13:00	9	6	3	6	24
	14:00	4	8	9	8	29
	15:00	3	18	8	11	40
	16:00	4	11	11	9	35
	17:00	10	13	17	6	46
	18:00	9	9	8	4	30
	19:00	6	2	5	3	16
	20:00	7	6	6	5	24
	21:00	1	4	1	2	8
	22:00	1	1	0	0	2
	23:00	0	1	1	0	2

Day Total : 472

AM Total :	192 (40.7%)	Peak AM Hour : 07:00 =	50 (10.6%)	Peak AM Factor : 0.735	Average Period :	4.9
PM Total :	280 (59.3%)	Peak PM Hour : 16:45 =	49 (10.4%)	Peak PM Factor : 0.681	Average Hour :	19.7

Date	Time	:00	:15	:30	:45	Total
08/17/17	00:00	0	0	0	0	0
Thu	01:00	1	0	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	0	1	0	1	2
	06:00	5	2	3	6	16
	07:00	6	5	9	10	30
	08:00	7	10	3	12	32
	09:00	9	10	4	6	29
	10:00	9	4	4	6	23
	11:00	9	1	3	4	17
	12:00	6	4	4	12	26
	13:00	11	8	4	9	32
	14:00	8	2	10	6	26
	15:00	5	9	9	9	32
	16:00	6	10	7	12	35
	17:00	5	13	6	7	31
	18:00	3	8	10	6	27
	19:00	4	6	4	6	20
	20:00	4	4	3	3	14
	21:00	1	4	1	1	7
	22:00	2	1	0	0	3
	23:00	0	0	0	0	0
Day Total :						404

AM Total :	151 (37.4%)	Peak AM Hour : 07:30 =	36 (8.9%)	Peak AM Factor : 0.750	Average Period :	4.2
PM Total :	253 (62.6%)	Peak PM Hour : 16:30 =	37 (9.2%)	Peak PM Factor : 0.712	Average Hour :	16.8

## 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 - 08/16/2017 To: 23:59 - 08/17/2017

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

Day Total : 244

AM Total :	74 (30.3%)	Peak AM Hour : 08:30 =	29 (11.9%)	Peak AM Factor : 0.604	Average Period :	2.5
PM Total :	170 (69.7%)	Peak PM Hour : 16:30 =	30 (12.3%)	Peak PM Factor : 0.833	Average Hour :	10.2



Date	Time	:00	:15	:30	:45	Total
08/17/17	00:00	0	1	2	0	3
Thu	01:00	0	0	0	0	0
	02:00	1	0	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	1	0	2	0	3
	06:00	0	0	0	0	0
	07:00	0	2	1	4	7
	08:00	8	2	7	7	24
	09:00	0	0	3	2	5
	10:00	3	1	4	2	10
	11:00	2	2	3	5	12
	12:00	1	2	3	4	10
	13:00	8	2	2	5	17
	14:00	2	0	3	5	10
	15:00	5	3	6	2	16
	16:00	4	3	8	5	20
	17:00	8	6	3	3	20
	18:00	3	4	4	2	13
	19:00	3	5	4	1	13
	20:00	4	1	2	1	8
	21:00	3	3	3	1	10
	22:00	2	1	2	0	5
	23:00	0	1	1	1	3
Day Total :						210

AM Total :	65 (31.0%)	Peak AM Hour : 08:00 =	24 (11.4%)	Peak AM Factor : 0.750	Average Period :	2.2
PM Total :	145 (69.0%)	Peak PM Hour : 16:30 =	27 (12.9%)	Peak PM Factor : 0.844	Average Hour :	8.8



# Basic Volume Summary: Amherst South

**Grand Total For Data From: 00:00 - 08/16/2017 To: 23:59 - 08/17/2017**

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	876 (65.9%)	2.00	438	4.6	18.3	343 (39.2%)	533 (60.8%)
#3.	454 (34.1%)	2.00	227	2.4	9.5	139 (30.6%)	315 (69.4%)
ALL	1330	2.00	665	7.0	27.8	482 (36.2%)	848 (63.8%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:00 = 50	08/16/2017	0.735	16:45 = 49	08/16/2017	0.681
#3.	08:30 = 29	08/16/2017	0.604	16:30 = 30	08/16/2017	0.833

## Appendix B



Agency Case Number	Crash Analysis	Crash Date	Crash Intersecting Street	Crash Primary Street	Contributing Factors
150034107	13 - FIRE HYDRANT	4/19/2015	AMHERST DR SE	LEAD AVE SE	None
150034107	13 - FIRE HYDRANT	4/19/2015	AMHERST DR SE	LEAD AVE SE	Driver inattention, Made improper turn
150064255	00 - FROM OPPOSITE DIR/NOT STATED	7/17/2015	AMHERST DR SE	LEAD AVE SE	None
150064255	00 - FROM OPPOSITE DIR/NOT STATED	7/17/2015	AMHERST DR SE	LEAD AVE SE	Driver inattention, Failed to yield right of way
150101715	01 - BOTH GOING STRAIGHT/ENTERING AT ANGLE	11/3/2015	AMHERST DR SE	LEAD AVE SE	Excessive Speed, Speed too fast for conditions
150101715	01 - BOTH GOING STRAIGHT/ENTERING AT ANGLE	11/3/2015	AMHERST DR SE	LEAD AVE SE	None
150034572	08 - BOTH GOING STRAIGHT/FROM SAME DIR	4/20/2015	AMHERST DR SE	COAL AVE SE	None
150034572	08 - BOTH GOING STRAIGHT/FROM SAME DIR	4/20/2015	AMHERST DR SE	COAL AVE SE	Avoid no contact vehicle, Driver inattention, Speed too fast for conditions
140112000	12 - FENCE (WOOD BRICK STONE)	12/9/2014	AMHERST DR SE	LEAD AVE	Other improper driving

Appendix C



received 12/5/16 NK

30880

# 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)

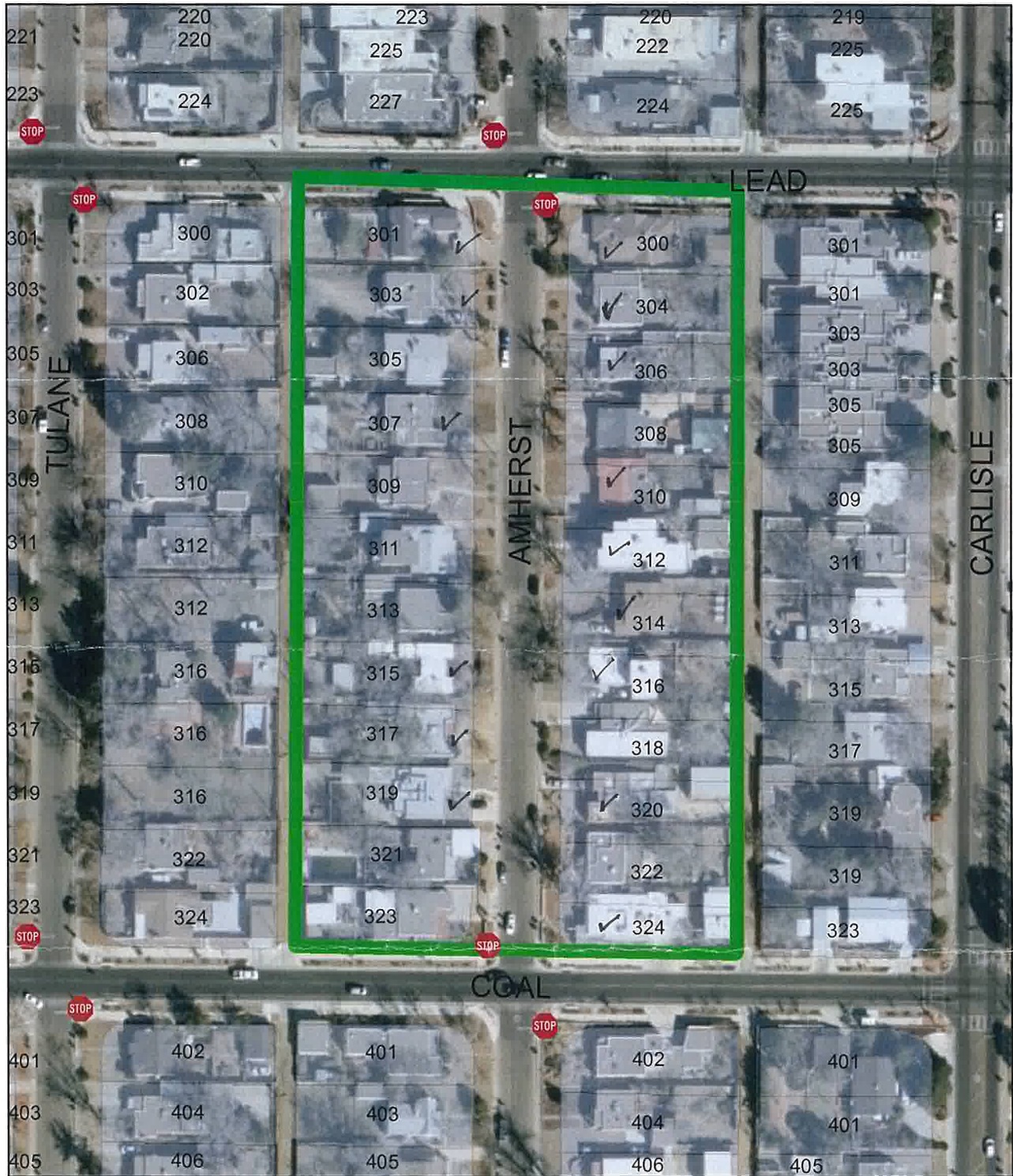
### Section II

(ONLY ONE SIGNATURE PER ADDRESS)

Name (print)	Address	Telephone	Email	Signature
Betty Gruet	300 Amherst Dr. SE	885-270-4727	bettydodat@yahoo.com	
ERIC RELISON	306 Amherst Dr. SE	505-804-9285	EKRelison@gmail.com	
Katrina Nardini	307 Amherst Dr. SE	505-268-0106	Wacachupi@yahoo.com	
Julie Archer	310 Amherst Dr. SE	505-277-0408	jarcher@unm.edu	
JAMIE YOUNG	314 AMHERST DR SE	505-620-4862	ASY813@gmail	
Neill McKee	320 Amherst Dr. SE	410-412-6534	nmckee20@gmail.com	
Jody Neal-Post	317 Amherst SE	268-7263	jodynealpost@gmail.com	
J.F. LATHER	315 Amherst SE	979-251-6247	None	
Sue Wright	319 Amherst	503-5042	None	
James Bowman	324 Amherst Dr. SE	505 710 9477	jb Bowman@msn.com	
Barbara Smith	303 Amherst	268 0787		
Elizabeth Atwood	301 Amherst Dr. SE	505 232-2154	Elizabeth Atwood14@outlook.com	
Barbara Neibel	304 Amherst Dr. SE	505 266 2618	NA	
Anne Benz	312 Amherst Dr. SE	505 750 1744	calu@comcast.net	
Hira Walker	316 Amherst Dr. SE	505 379 1130	colbr.home@msn.com	
Bob Daulton	311 Amherst Dr. SE	505-265-8938		
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE)

# 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**

30850





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