

# TRUMBULL AVENUE SPEED STUDY



# Trumbull Avenue 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 Trumbull Avenue in southeast Albuquerque.

### 1.A. PROJECT PURPOSE

A speed study on Trumbull Avenue from Utah Street to Virginia Street was conducted to determine the following:

- Evaluate the 85<sup>th</sup> percentile speed along Trumbull Avenue at two (2) locations;
- Calculate average and daily peak hour traffic volumes along Trumbull Avenue.

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 (643.21 LF) mile section of Trumbull Avenue from Utah Street to Virginia Street. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.

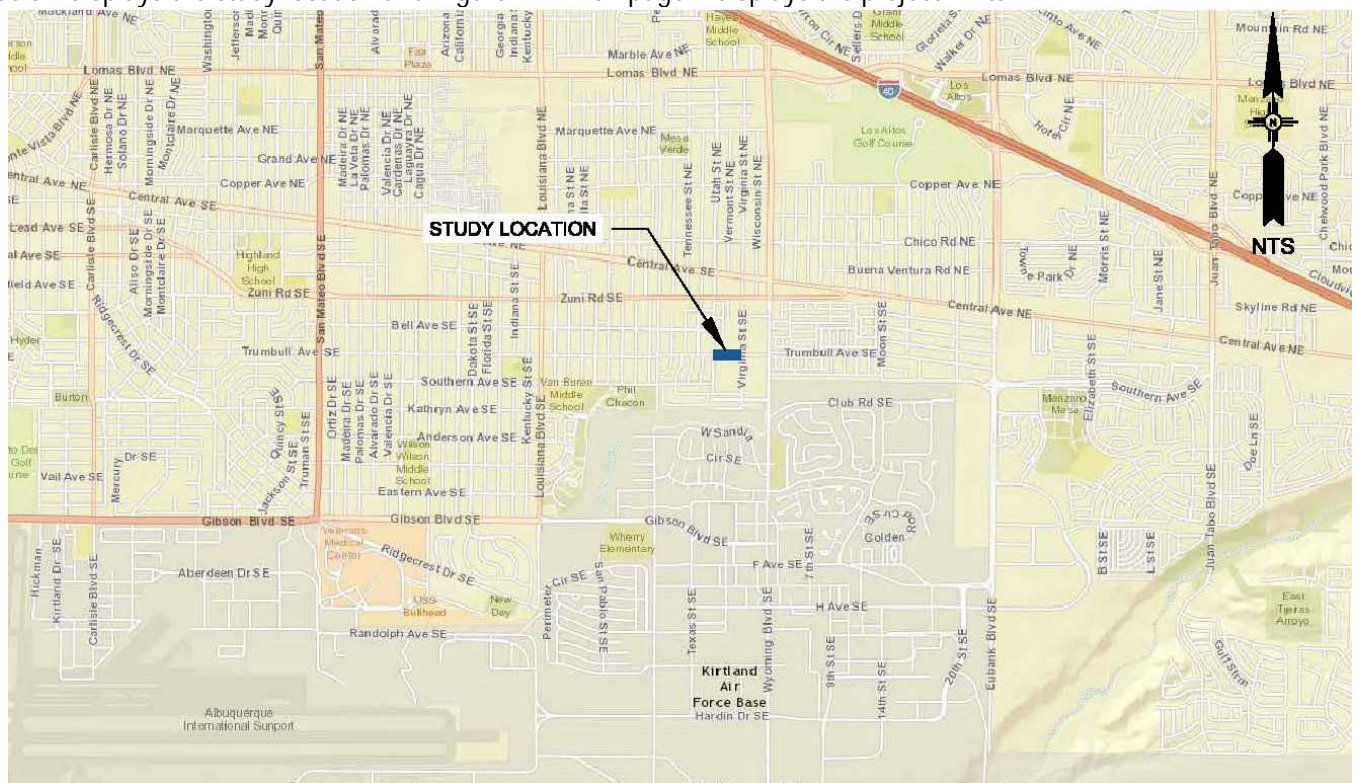


FIGURE 1.B.1.  
STUDY LOCATION





FIGURE 1.B.2.  
STUDY LIMITS



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## 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.

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:

- Trumbull Avenue West near Utah Street;
- Trumbull Avenue East near Virginia Street.

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 Trumbull Avenue. Within the study limits approximately 20 driveways that provide access to residential homes and apartment houses. Also, it is to be noted, the speed limit within the study limits is 25 mph.





FIGURE 2.1.  
 COUNT LOCATIONS

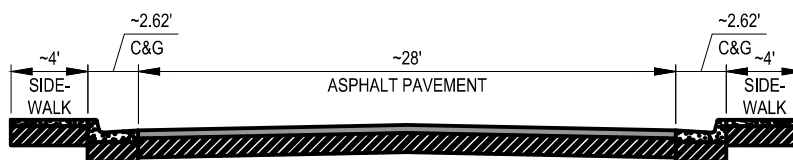


FIGURE 2.2.  
 EXISTING TRUMBULL AVENUE TYPICAL SECTION





### 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.			
Trumbull Avenue ADT			
Count Location	EB	WB	ADT
Trumbull Avenue West	988	1271	2259
Trumbull Avenue East	994	1276	2270
Average	991.0	1273.5	2264.5

The Trumbull Avenue study area directional ADT ranges from 988 to 1276 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.			
Trumbull Avenue Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Eastbound (Peak Hour)	Westbound (Peak Hour)
Trumbull Avenue West	AM Peak	56 (8:00 AM - 9:00 AM)	75 (10:45 AM - 11:45 AM)
	PM Peak	104 (4:15 PM - 5:15 PM)	118 (4:00 PM - 5:00 PM)
Trumbull Avenue East	AM Peak	55 (10:45 AM - 11:45 AM)	77 (10:45 AM - 11:45 AM)
	PM Peak	106 (4:30 PM - 5:30 PM)	128 (4:15 PM - 5:15 PM)

The Trumbull Avenue study area peak hour traffic volumes range from 55 to 128 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.			
Trumbull Avenue West Speed Study			
Speed	EB	WB	Total
Average	19.9	21.6	20.9
10 mph Pace	19.9 - 29.8 (63.4%)	20.1 - 30.0 (67.3%)	20.1 - 30.0 (65.6%)
50th Percentile	22.2	23.2	22.7
67th Percentile	24.1	25.5	24.8
85th Percentile	27.5	28.7	28.3

Table 3.C.2.			
Trumbull Avenue East Speed Study			
Speed	EB	WB	Total
Average	21.4	21.2	21.3
10 mph Pace	20.1 - 30.0 (62.7%)	20.1 - 30.0 (67.3%)	20.1 - 30.0 (65.3%)
50th Percentile	23.1	23.0	23.1
67th Percentile	25.7	25.3	25.4
85th Percentile	28.9	28.4	28.6

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 Trumbull Avenue, the speed limit is 25 mph, roadway conditions are consistent; controlled access, satisfactory pavement conditions, two travel lanes, and on-street parking. Table 3.C.3. displays that 33 percent of the average ADT of the two count locations recorded speeds greater than the posted speed limit of 25 mph.

Table 3.C.3.							
Trumbull Avenue ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
Trumbull Avenue West	636.5	28%	914	40%	708.5	31%	2259
Trumbull Avenue East	618.5	27%	859	38%	791.5	35%	2269
Total	1255	28%	1773	39%	1500	33%	4528



### 3.D. CRASH DATA

Crash data was requested from the Albuquerque Police Department. The crash data requested showed there were 5 recorded crashes within the study area from 2014 to 2017.

Table 3.D.1.				
Trumbull Avenue Crash Summary				
Year	Location (Primary Street / Intersecting Street)	Cause of Crash	Crash Analysis	Crash Correct with Traffic Calming?
6/13/2014	Virginia Street / Trumbull Avenue	Driver inattention	From opposite direction / not stated	No
6/30/2014	Trumbull Avenue / Utah Avenue	Driver inattention	Both going straight / entering at angle	No
6/19/2015	Utah Street / Trumbull Avenue	Driver inattention / failed to yield to right of way	All others / entering at angle	No
2/9/2016	Trumbull Avenue / Virginia Street	Driver inattention	Vehicle parked in proper location	No
8/29/2016	Trumbull Avenue / Virginia Street	Driver inattention	From opposite direction / not stated	



## 4. U.S. LIMITS SPEED LIMITS PROGRAM

U.S. Limits is an FHWA sponsored program used to analyze speed limits. This program calculates a recommended speed limit based on the criteria given, which is listed on the website as follows:

- Density of surrounding development (e.g. high density, low density, or rural);
- Frequency of roadside access (e.g. number of residential driveways, commercial, industrial, shopping, and special activity properties, and the number and type of intersection roads);
- Road function (e.g. traffic movement vs. access to abutting properties);
- Road characteristics (e.g. paved width, divided or undivided, lane width, number and lanes, and sight restrictions);
- Road conditions and important high speed road characteristics (e.g. interchange spacing, AADT, and shoulders);
- Existing vehicle operating speeds;
- Adjoining speed limits and;
- Any special conditions that may exist on the road section (e.g. adverse alignment, pedestrian and roadside activities, high crash rates, etc.).

This analysis was used for Trumbull Avenue and based on the data entered into <http://www.uslimits.com> for the above-listed categories. The output sheet is shown in Appendix A – U.S. Limits Output. The U.S. Limits Output recommended a speed limit of 25 mph that should only be reduced as a last measure after other treatments have been tried or ruled out.



## 5. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 33% of the traffic is exceeding 25 mph and the 85<sup>th</sup> percentile speed of traffic is not exceeding the posted speed limit 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:

Figure 5.1.	
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, Trumbull Avenue DOES NOT meet any of the criteria outlined to warrant traffic calming.

## Appendices

- Appendix A – USLIMITS2 Speed Zoning Report
- Appendix B – Volume and Speed Data
- Appendix C – Crash Data
- Appendix D – Neighborhood Traffic Calming Petition Form





## Appendix A



# USLIMITS2 Speed Zoning Report

## Project Name: Trumbull Avenue Speed Study

**Analyst:** Thaddeus Yazzie

**Date:** 08-25-2017

### Basic Project Information

Project Number: 6254.69  
Route Name: Trumbull Avenue  
From: Utah Street  
To: Virginia Street  
State: New Mexico  
County: Bernalillo County  
City: Albuquerque city  
Route Type: Road Section in Developed Area  
Route Status: Existing

### Roadway Information

Section Length: .12 mile(s)  
Statutory Speed Limit: 25 mph  
Adverse Alignment: No  
One-Way Street: No  
Divided/Undivided: Undivided  
Number of Through Lanes: 2  
Area Type: Residential-Subdivision  
Number of Driveways: 20  
Number of Signals: 0

### Crash Data Information

Crash Data Years: 3.00  
Crash AADT: 2265 veh/day  
Total Number of Crashes: 5  
Total Number of Injury Crashes: 0  
Section Crash Rate: 1680 per 100 MVM  
Section Injury Crash Rate: 0 per 100 MVM  
Crash Rate Average for Similar Roads: 366  
Injury Rate Average for Similar Roads: 101

### Traffic Information

85th Percentile Speed: 28 mph  
50th Percentile Speed: 23 mph  
AADT: 2265 veh/day  
On Street Parking and Usage: Not High  
Pedestrian / Bicyclist Activity: Not High

**Project Description:** Trumbull Avenue Speed Study from Utah Street to Virginia Street.

## Recommended Speed Limit:



**Note:** The section crash rate of 1680 per 100 MVM is above the critical rate (1438). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

## Appendix B





# Special Speed Study Report: Trumbull (west)

## Station ID : Trumbull (west)

Info Line 1 : East of Utah  
Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : DBFILE 061517 - 30.DB

Last Connected Device Type : Apollo

Version Number : 1.63

Serial Number : 21495

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

### Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	Westbound		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	#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	
06/13/17	00:00	6	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Tue	01:00	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	04:00	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	5	6	8	2	1	0	0	0	0	0	0	0	0	0	0	0	22
	06:00	7	9	19	6	0	0	0	0	0	0	0	0	0	0	0	0	41
	07:00	13	9	19	13	1	0	0	0	0	0	0	0	0	0	0	0	55
	08:00	5	20	15	6	3	0	0	0	0	0	0	0	0	0	0	0	49
	09:00	7	19	18	6	1	1	0	0	0	0	0	0	0	0	0	0	52
	10:00	18	15	17	1	0	0	1	0	0	0	0	0	0	0	0	0	52
	11:00	21	28	17	3	0	0	0	0	0	0	0	0	0	0	0	0	69
	12:00	19	40	18	2	1	0	0	0	0	0	0	0	0	0	0	0	80
	13:00	28	30	23	6	0	0	0	0	0	0	0	0	0	0	0	0	87
	14:00	16	27	13	5	0	0	0	0	0	0	0	0	0	0	0	0	61
	15:00	28	36	24	5	2	0	0	0	0	0	0	0	0	0	0	0	95
	16:00	19	36	31	9	1	0	0	0	0	0	0	0	0	0	0	0	96
	17:00	24	52	28	10	2	0	0	0	0	0	0	0	0	0	0	0	116
	18:00	25	37	15	2	1	0	0	0	0	0	0	0	0	0	0	0	80
	19:00	32	23	13	1	1	0	0	0	0	0	0	0	0	0	0	0	70
	20:00	32	29	10	1	0	0	0	0	0	0	0	0	0	0	0	0	72
	21:00	20	25	12	2	0	0	0	0	0	0	0	0	0	0	0	0	59
	22:00	13	13	14	1	1	0	0	0	0	0	0	0	0	0	0	0	42
	23:00	10	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	30
<b>Daily Total :</b>		352	478	340	83	15	1	1	0	0	0	0	0	0	0	0	0	1270
Percent :		28%	38%	27%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		28%	65%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		15	20	14	3	1	0	0	0	0	0	0	0	0	0	0	0	53

Average Speed	21.2 mph	50% Speed : 23.0 mph	67% Speed : 25.4 mph
			85% Speed : 28.6 mph
		10mph Pace: 20.1 - 30.0 (64.6%)	

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	
06/14/17	00:00	2	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Wed	01:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	1	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	9
	03:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	5
	05:00	4	6	13	3	0	0	0	0	0	0	0	0	0	0	0	0	26
	06:00	7	15	9	2	0	0	0	0	0	0	0	0	0	0	0	0	33
	07:00	10	24	21	5	2	0	0	0	0	0	0	0	0	0	0	0	62
	08:00	7	13	17	7	1	0	0	0	0	0	0	0	0	0	0	0	45
	09:00	11	22	10	4	1	0	0	0	0	0	0	0	0	0	0	0	48
	10:00	18	26	20	4	1	0	0	0	0	0	0	0	0	0	0	0	69
	11:00	22	18	19	6	0	0	0	0	0	0	0	0	0	0	0	0	65
	12:00	14	27	19	3	1	0	0	0	0	0	0	0	0	0	0	0	64
	13:00	16	37	28	5	0	0	0	0	0	0	0	0	0	0	0	0	86
	14:00	20	29	17	6	0	0	0	0	0	0	0	0	0	0	0	0	72
	15:00	15	44	30	6	0	0	0	0	0	0	0	0	0	0	0	0	95
	16:00	18	59	33	6	1	0	0	1	0	0	0	0	0	0	0	0	118
	17:00	16	43	30	6	1	0	0	0	0	0	1	0	0	0	0	0	97
	18:00	19	41	24	3	0	0	0	0	0	0	0	0	0	0	0	0	87
	19:00	28	33	14	2	0	0	0	0	0	0	0	0	0	0	0	0	77
	20:00	19	19	14	2	0	0	0	0	0	0	0	0	0	0	0	0	54
	21:00	12	19	16	6	0	0	0	0	0	0	0	0	0	0	0	0	53
	22:00	8	25	19	8	0	0	0	0	0	0	0	0	0	0	0	0	60
	23:00	11	8	7	3	0	0	0	0	0	0	0	0	0	0	0	0	29
<b>Daily Total :</b>		282	523	366	89	10	0	0	1	0	0	1	0	0	0	0	0	1272
Percent :		22%	41%	29%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		22%	63%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		12	22	15	4	0	0	0	0	0	0	0	0	0	0	0	0	53

Average Speed	22.0 mph	50% Speed :	23.4 mph	67% Speed :	25.8 mph	85% Speed :	28.7 mph
				10mph Pace: 20.1 - 30.0 (70.0%)			

## Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.	Eastbound		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	#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	
06/13/17	00:00	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Tue	01:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	02:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	03:00	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	04:00	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	05:00	6	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	21
	06:00	8	10	9	2	0	1	0	0	0	0	0	0	0	0	0	0	30
	07:00	5	11	9	1	0	0	0	0	0	0	0	0	0	0	0	0	26
	08:00	12	31	9	4	0	0	0	0	0	0	0	0	0	0	0	0	56
	09:00	15	11	9	3	1	0	0	0	0	0	0	0	0	0	0	0	39
	10:00	17	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0	40
	11:00	19	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	45
	12:00	23	20	10	2	0	0	0	0	0	0	0	0	0	0	0	0	55
	13:00	15	30	13	1	0	0	0	0	0	0	0	0	0	0	0	0	59
	14:00	17	23	12	2	1	0	1	0	0	0	0	0	0	0	0	0	56
	15:00	16	33	20	1	0	0	0	0	0	0	0	0	0	0	0	0	70
	16:00	19	27	17	2	0	0	0	0	0	0	0	0	0	0	0	0	65
	17:00	21	37	22	3	0	0	0	0	0	0	0	0	0	0	0	0	83
	18:00	22	35	15	4	1	0	0	0	0	0	0	0	0	0	0	0	77
	19:00	29	29	11	4	0	0	0	0	0	0	0	0	0	0	0	0	73
	20:00	27	12	10	1	0	0	0	0	0	0	0	0	0	0	0	0	50
	21:00	18	16	11	1	0	0	0	0	0	0	0	0	0	0	0	0	46
	22:00	14	15	5	1	1	0	0	0	0	0	0	0	0	0	0	0	36
	23:00	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		335	412	206	36	4	1	1	0	0	0	0	0	0	0	0	0	995
Percent :		34%	41%	21%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		34%	75%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		14	17	9	2	0	0	0	0	0	0	0	0	0	0	0	0	42

Average Speed 19.8 mph	50% Speed : 22.1 mph	67% Speed : 24.0 mph	85% Speed : 27.4 mph
10mph Pace: 19.9 - 29.8 (62.2%)			

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			
06/14/17	00:00	5	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Wed	01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	02:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	2	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	04:00	1	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	05:00	2	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	06:00	12	11	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37
	07:00	9	15	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	31
	08:00	14	12	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	40
	09:00	15	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36
	10:00	13	19	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
	11:00	16	22	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47
	12:00	25	21	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	61
	13:00	9	26	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	50
	14:00	13	26	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	54
	15:00	19	20	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	68
	16:00	17	44	21	7	0	0	0	0	0	0	0	0	0	0	0	0	0	89
	17:00	22	39	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	94
	18:00	33	25	10	2	0	0	0	0	0	0	0	0	0	0	0	0	1	71
	19:00	16	23	10	3	0	0	0	0	0	0	0	1	0	0	0	0	0	53
	20:00	26	20	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
	21:00	13	19	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	35
	22:00	13	17	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40
	23:00	8	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
<b>Daily Total :</b>		304	415	218	38	2	1	0	0	0	0	0	1	0	0	0	0	2	981
Percent :		31%	42%	22%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		31%	73%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		13	17	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41

Average Speed	20.1 mph	50% Speed :	22.3 mph	67% Speed :	24.2 mph	85% Speed :	27.7 mph
				10mph Pace: 20.1 - 30.0 (64.5%)			

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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

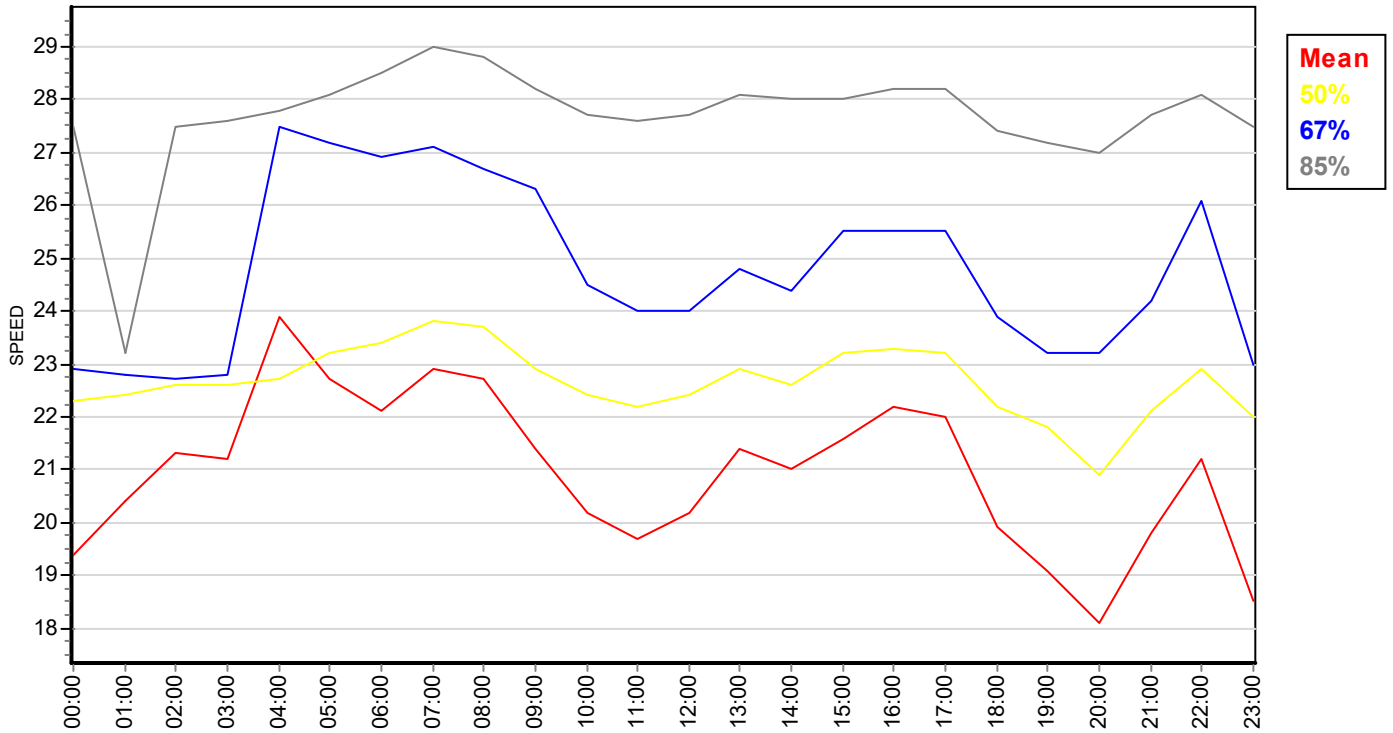
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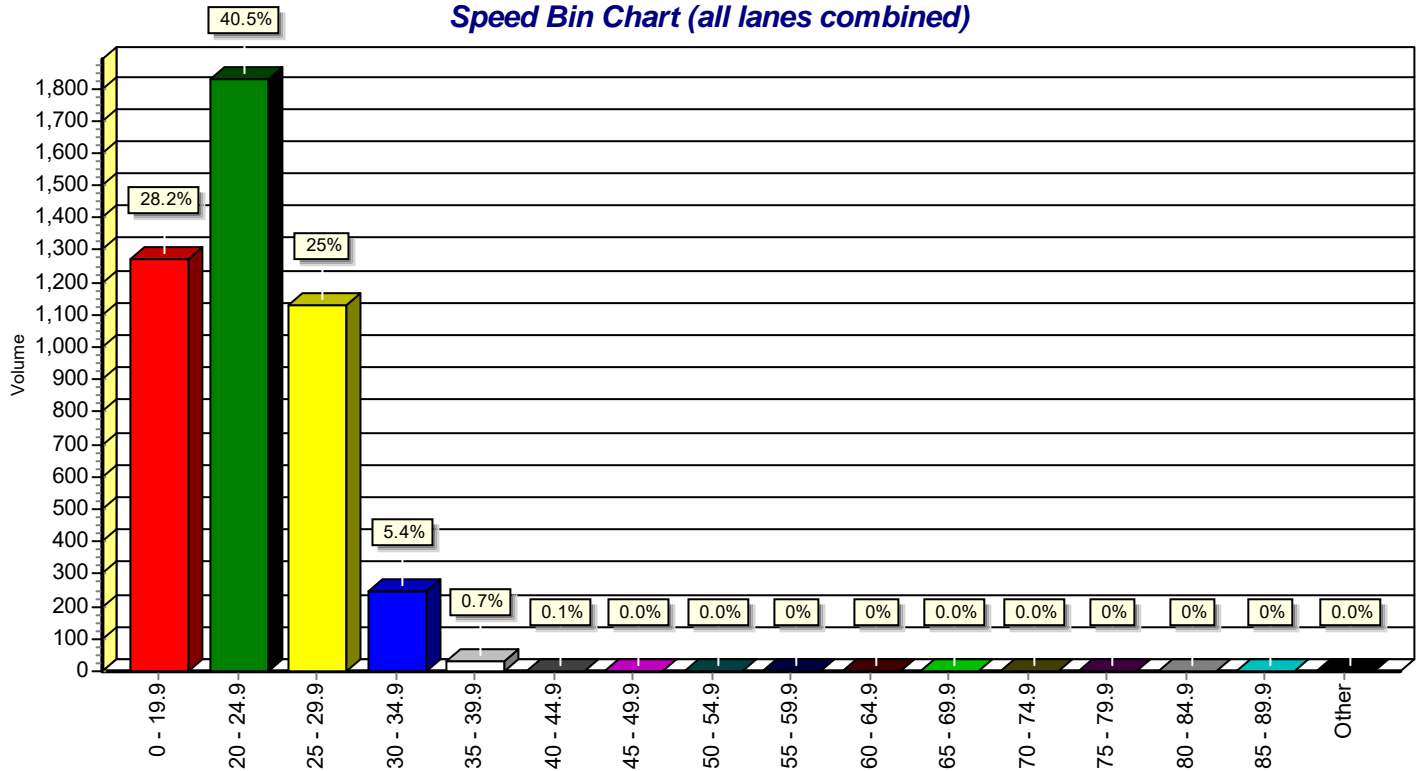
# Special Speed Study Summary: Trumbull (west)

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>	634	1001	706	172	25	1	1	1	0	0	1	0	0	0	0	0	2542
Percent :	25%	39%	28%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	25%	64%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	13	21	15	4	1	0	0	0	0	0	0	0	0	0	0	0	54
<b>ADT = 1271</b>	<div style="border: 1px solid black; padding: 5px;">                     Average Speed 21.6 mph      50% Speed : 23.2 mph      67% Speed : 25.5 mph      85% Speed : 28.7 mph                      10mph Pace: 20.1 - 30.0 (67.3%)                 </div>																
<b>Grand Total #3:</b>	639	827	424	74	6	2	1	0	0	0	0	1	0	0	0	2	1976
Percent :	32%	42%	21%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	32%	74%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	13	17	9	2	0	0	0	0	0	0	0	0	0	0	0	0	41
<b>ADT = 988</b>	<div style="border: 1px solid black; padding: 5px;">                     Average Speed 19.9 mph      50% Speed : 22.2 mph      67% Speed : 24.1 mph      85% Speed : 27.5 mph                      10mph Pace: 19.9 - 29.8 (63.4%)                 </div>																
<b>Comb. Total :</b>	1273	1828	1130	246	31	3	2	1	0	0	1	1	0	0	0	2	4518
Percent :	28%	40%	25%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	28%	69%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	27	38	24	5	1	0	0	0	0	0	0	0	0	0	0	0	95
<b>ADT = 2259</b>	<div style="border: 1px solid black; padding: 5px;">                     Average Speed 20.9 mph      50% Speed : 22.7 mph      67% Speed : 24.8 mph      85% Speed : 28.3 mph                      10mph Pace: 20.1 - 30.0 (65.6%)                 </div>																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



# Special Speed Study Report: Trumbull (east)

## Station ID : Trumbull (east)

Info Line 1 : West of Virginia  
Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : TRUM EAST.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.	Westbound		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	#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	
06/13/17	00:00	5	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Tue	01:00	1	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	04:00	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
	05:00	2	7	7	3	0	0	0	0	0	0	0	0	0	0	0	0	19
	06:00	7	9	20	5	0	0	0	0	0	0	0	0	0	0	0	0	41
	07:00	7	21	17	7	0	1	0	0	0	0	0	0	0	0	0	0	53
	08:00	7	20	17	2	2	0	1	1	0	0	0	0	0	0	0	0	50
	09:00	9	22	17	1	1	1	0	0	0	0	0	0	0	0	0	0	51
	10:00	23	15	12	3	0	0	0	0	0	0	0	0	0	0	0	0	53
	11:00	17	27	17	5	0	0	0	0	0	0	0	0	0	0	0	0	66
	12:00	25	35	21	1	0	0	0	0	0	0	0	0	0	0	0	0	82
	13:00	30	34	16	5	0	0	0	0	0	0	0	0	0	0	0	0	85
	14:00	21	18	16	7	0	0	0	0	0	0	0	0	0	0	0	0	62
	15:00	28	37	25	4	3	0	0	0	0	0	0	0	0	0	0	0	97
	16:00	18	38	34	3	2	0	0	0	0	0	0	0	0	0	0	0	95
	17:00	22	42	36	12	0	0	0	0	0	0	0	0	0	0	0	0	112
	18:00	16	38	28	3	0	0	0	0	0	0	0	0	0	0	0	0	85
	19:00	26	27	18	1	1	0	0	0	0	0	0	0	0	0	0	0	73
	20:00	31	30	8	0	0	0	0	0	0	0	0	0	0	0	0	0	69
	21:00	22	22	12	1	0	0	0	0	0	0	0	0	0	0	0	0	57
	22:00	14	17	15	1	0	0	0	0	0	0	0	0	0	0	0	0	47
	23:00	13	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31
<b>Daily Total :</b>		349	490	352	65	9	3	1	1	0	0	0	0	0	0	0	0	1270
Percent :		27%	39%	28%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		27%	66%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		15	20	15	3	0	0	0	0	0	0	0	0	0	0	0	0	53

Average Speed 21.1 mph	50% Speed : 22.9 mph	67% Speed : 25.2 mph	85% Speed : 28.3 mph
10mph Pace: 19.9 - 29.8 (66.4%)			

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	
06/14/17	00:00	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Wed	01:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	2	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	05:00	1	7	11	3	0	0	0	0	0	0	0	0	0	0	0	0	22
	06:00	8	13	11	1	0	0	0	0	0	0	0	0	0	0	0	0	33
	07:00	6	20	23	8	1	0	0	0	0	0	0	0	0	0	0	0	58
	08:00	9	12	16	3	1	1	0	0	0	0	0	0	0	0	0	0	42
	09:00	10	19	16	3	1	0	0	0	0	0	0	0	0	0	0	0	49
	10:00	21	27	20	2	0	0	0	0	0	0	0	0	0	0	0	0	70
	11:00	17	17	26	6	0	0	0	0	0	0	0	0	0	0	0	0	66
	12:00	15	33	17	1	0	0	0	0	0	0	0	0	0	0	0	0	66
	13:00	15	31	36	6	0	0	0	0	0	0	0	0	0	0	0	0	88
	14:00	26	32	14	6	0	0	0	0	0	0	0	0	0	0	0	0	78
	15:00	24	34	29	9	0	0	0	0	0	0	0	0	0	0	0	0	96
	16:00	32	57	29	2	1	0	0	0	0	0	0	0	0	0	0	0	121
	17:00	25	48	26	5	0	0	0	0	0	0	0	0	0	0	0	0	104
	18:00	22	39	19	1	0	0	0	0	0	0	0	0	0	0	0	0	81
	19:00	31	28	13	2	0	0	0	0	0	0	0	0	0	0	0	0	74
	20:00	23	19	10	1	0	0	0	0	0	0	0	0	0	0	0	0	53
	21:00	20	19	13	0	1	0	0	0	0	0	0	0	0	0	0	0	53
	22:00	15	28	16	6	0	0	0	0	0	0	0	0	0	0	0	0	65
	23:00	7	12	10	1	0	0	0	0	0	0	0	0	0	0	0	0	30
<b>Daily Total :</b>		334	508	364	69	5	1	0	0	0	0	0	0	0	0	0	0	1281
Percent :		26%	40%	28%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		26%	66%	94%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		14	21	15	3	0	0	0	0	0	0	0	0	0	0	0	0	53

Average Speed	21.3 mph	50% Speed :	23.0 mph	67% Speed :	25.3 mph	85% Speed :	28.3 mph
				10mph Pace:	19.9 - 29.8 (68.1%)		

## Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.	Eastbound		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	#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	
06/13/17	00:00	8	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17
Tue	01:00	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	02:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	03:00	4	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	10
	04:00	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	05:00	10	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	24
	06:00	5	11	10	3	0	1	0	0	0	0	0	0	0	0	0	0	30
	07:00	9	8	11	5	1	0	0	0	0	0	0	0	0	0	0	0	34
	08:00	14	23	10	7	1	0	0	0	0	0	0	0	0	0	0	0	55
	09:00	14	7	12	3	0	0	0	0	0	0	0	0	0	0	0	0	36
	10:00	20	15	7	1	0	1	0	0	0	0	0	0	0	0	0	0	44
	11:00	17	19	7	4	0	0	0	0	0	0	0	0	0	0	0	0	47
	12:00	24	18	7	2	1	0	0	0	0	0	0	0	0	0	0	0	52
	13:00	19	25	12	6	0	0	0	0	0	0	0	0	0	0	0	0	62
	14:00	18	16	13	4	3	0	0	0	0	0	0	0	0	0	0	0	54
	15:00	18	28	16	4	0	0	0	0	0	0	0	0	0	0	0	0	66
	16:00	16	15	24	6	0	0	0	0	0	0	0	0	0	0	0	0	61
	17:00	23	18	31	5	2	0	0	0	0	0	0	1	0	0	0	0	80
	18:00	13	38	21	7	2	1	0	0	0	0	0	0	0	0	0	0	82
	19:00	19	33	21	5	0	1	0	0	0	0	0	0	0	0	0	0	79
	20:00	19	23	8	3	0	0	0	0	0	0	0	0	0	0	0	0	53
	21:00	11	17	10	5	0	0	0	0	0	0	0	0	0	0	0	0	43
	22:00	12	10	10	3	0	1	0	0	0	0	0	0	0	0	0	0	36
	23:00	11	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	22
<b>Daily Total :</b>		312	352	250	77	11	5	0	0	0	0	0	1	0	0	0	0	1008
Percent :		31%	35%	25%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		31%	66%	91%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		13	15	10	3	0	0	0	0	0	0	0	0	0	0	0	0	41

Average Speed 20.9 mph      50% Speed : 22.7 mph      67% Speed : 25.3 mph      85% Speed : 28.8 mph  
 10mph Pace: 20.1 - 30.0 (59.7%)



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	
06/14/17	00:00	5	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	16
Wed	01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	02:00	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	1	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	05:00	4	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	17
	06:00	5	16	11	3	0	1	0	0	0	0	0	0	0	0	0	0	36
	07:00	8	10	11	3	0	0	1	0	0	0	0	0	0	0	0	0	33
	08:00	8	10	17	4	0	0	0	0	0	0	0	0	0	0	0	0	39
	09:00	12	13	8	2	0	0	0	0	0	0	0	0	0	0	0	0	35
	10:00	10	20	9	2	0	0	0	0	0	0	0	0	0	0	0	0	41
	11:00	10	23	10	2	0	1	0	0	0	0	0	0	0	0	0	0	46
	12:00	23	27	12	3	2	0	0	0	0	0	0	0	0	0	0	0	67
	13:00	4	20	17	3	1	0	0	1	0	0	0	0	0	0	0	0	46
	14:00	20	22	12	4	0	0	0	0	0	0	0	0	0	0	0	0	58
	15:00	16	15	27	7	0	1	1	0	0	0	0	0	0	0	0	0	67
	16:00	18	23	35	10	1	0	0	0	0	0	0	0	0	0	0	0	87
	17:00	12	34	38	15	1	0	0	0	0	0	0	0	0	0	0	0	100
	18:00	11	34	15	7	1	0	0	0	0	0	0	0	0	0	0	0	68
	19:00	12	21	11	5	1	0	0	0	0	0	0	0	0	0	0	0	50
	20:00	30	23	9	1	0	0	0	0	0	0	0	0	0	0	0	0	63
	21:00	13	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	28
	22:00	14	17	9	1	0	0	0	0	0	0	0	0	0	0	0	0	41
	23:00	5	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	16
<b>Daily Total :</b>		242	368	273	82	8	3	2	1	0	0	0	0	0	0	0	0	979
Percent :		25%	38%	28%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		25%	62%	90%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		10	15	11	3	0	0	0	0	0	0	0	0	0	0	0	0	39

Average Speed	21.9 mph	50% Speed :	23.4 mph	67% Speed :	26.0 mph	85% Speed :	28.9 mph
		10mph Pace:	20.1 - 30.0 (65.7%)				

---

	#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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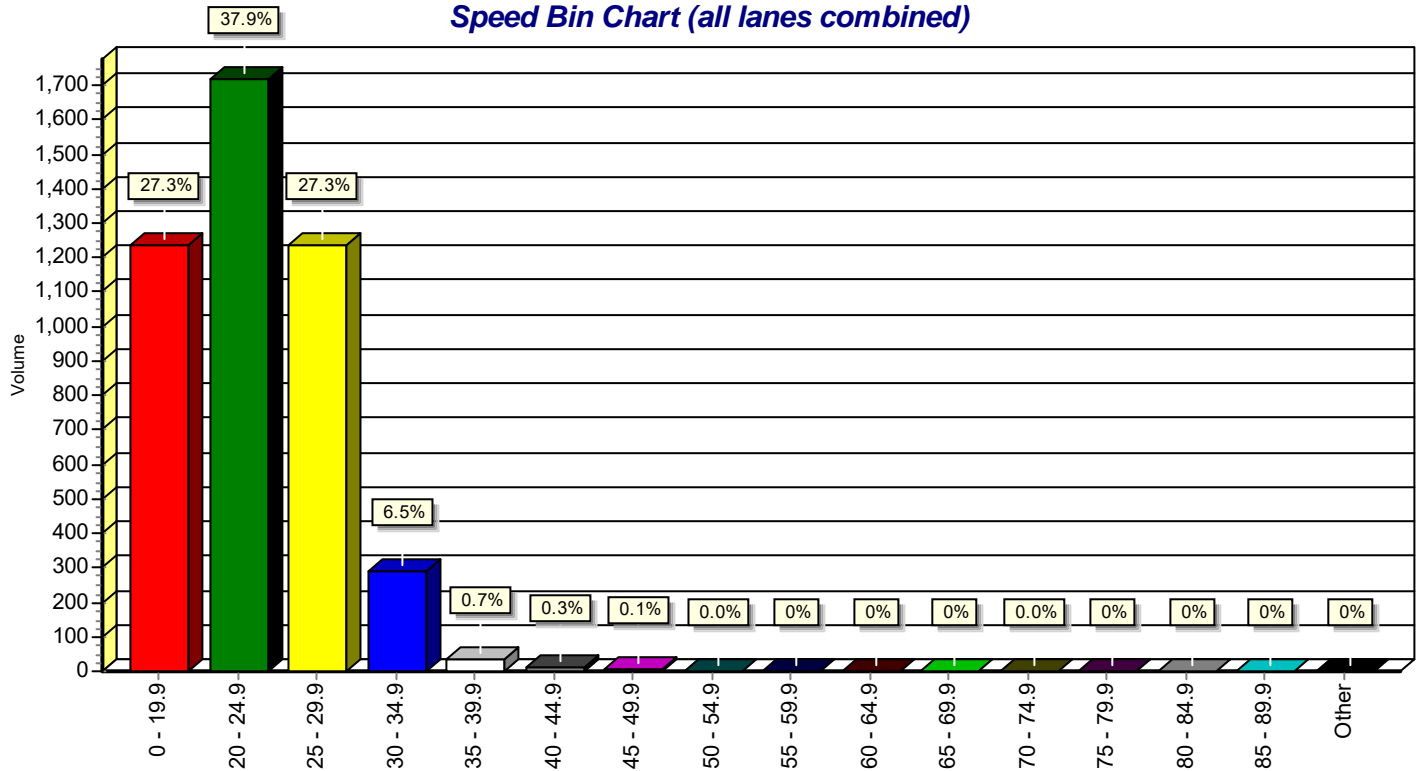
# Special Speed Study Summary: Trumbull (east)

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>	683	998	716	134	14	4	1	1	0	0	0	0	0	0	0	0	2551
Percent :	27%	39%	28%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	27%	66%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	14	21	15	3	0	0	0	0	0	0	0	0	0	0	0	0	53
<b>ADT = 1275</b>	Average Speed 21.2 mph		50% Speed : 23.0 mph				67% Speed : 25.3 mph				85% Speed : 28.4 mph						
	10mph Pace: 20.1 - 30.0 (67.3%)																
<b>Grand Total #3:</b>	554	720	523	159	19	8	2	1	0	0	0	1	0	0	0	0	1987
Percent :	28%	36%	26%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	28%	64%	90%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	12	15	11	3	0	0	0	0	0	0	0	0	0	0	0	0	41
<b>ADT = 993</b>	Average Speed 21.4 mph		50% Speed : 23.1 mph				67% Speed : 25.7 mph				85% Speed : 28.9 mph						
	10mph Pace: 20.1 - 30.0 (62.7%)																
<b>Comb. Total :</b>	1237	1718	1239	293	33	12	3	2	0	0	0	1	0	0	0	0	4538
Percent :	27%	38%	27%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	27%	65%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	26	36	26	6	1	0	0	0	0	0	0	0	0	0	0	0	95
<b>ADT = 2269</b>	Average Speed 21.3 mph		50% Speed : 23.1 mph				67% Speed : 25.4 mph				85% Speed : 28.6 mph						
	10mph Pace: 20.1 - 30.0 (65.3%)																

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



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



# Basic Volume Report: Trumbull (west)

**Station ID : Trumbull (west)**

Info Line 1 : East of Utah

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : DBFILE 061517 - 30.DB

Last Connected Device Type : Apollo

Version Number : 1.63

Serial Number : 21495

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

## Lane #1 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	Westbound	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	5	6	0	4	15
Tue	01:00	2	4	4	1	11
	02:00	1	0	2	1	4
	03:00	2	1	3	2	8
	04:00	0	0	4	0	4
	05:00	3	5	8	6	22
	06:00	5	10	12	14	41
	07:00	11	20	14	10	55
	08:00	11	9	16	13	49
	09:00	18	10	9	15	52
	10:00	18	13	17	4	52
	11:00	17	21	17	14	69
	12:00	27	12	18	23	80
	13:00	22	20	23	22	87
	14:00	9	18	15	19	61
	15:00	16	23	28	28	95
	16:00	22	25	26	23	96
	17:00	26	32	30	28	116
	18:00	15	22	26	17	80
	19:00	19	20	13	18	70
	20:00	20	15	24	13	72
	21:00	16	17	11	15	59
	22:00	15	11	13	3	42
	23:00	6	13	7	4	30

Day Total : 1270

AM Total :	382 (30.1%)	Peak AM Hour : 11:00 =	69 (5.4%)	Peak AM Factor : 0.821	Average Period :	13.2
PM Total :	888 (69.9%)	Peak PM Hour : 17:00 =	116 (9.1%)	Peak PM Factor : 0.906	Average Hour :	52.9

Date	Time	:00	:15	:30	:45	Total
06/14/17	00:00	2	2	3	2	9
Wed	01:00	0	4	1	1	6
	02:00	3	1	3	2	9
	03:00	0	1	1	1	3
	04:00	0	0	3	2	5
	05:00	3	8	4	11	26
	06:00	6	13	7	7	33
	07:00	13	19	15	15	62
	08:00	5	15	9	16	45
	09:00	17	9	10	12	48
	10:00	21	19	7	22	69
	11:00	19	18	16	12	65
	12:00	17	12	24	11	64
	13:00	23	22	23	18	86
	14:00	19	15	12	26	72
	15:00	20	22	24	29	95
	16:00	27	27	30	34	118
	17:00	27	24	21	25	97
	18:00	21	19	25	22	87
	19:00	17	20	15	25	77
	20:00	15	9	16	14	54
	21:00	15	14	15	9	53
	22:00	23	12	10	15	60
	23:00	8	9	9	3	29

Day Total : 1272

AM Total :	380 (29.9%)	Peak AM Hour : 10:45 =	75 (5.9%)	Peak AM Factor : 0.852	Average Period :	13.3
PM Total :	892 (70.1%)	Peak PM Hour : 16:00 =	118 (9.3%)	Peak PM Factor : 0.868	Average Hour :	53.0



## Lane #3 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.	Eastbound		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	4	4	2	8	18
Tue	01:00	3	2	2	2	9
	02:00	0	1	3	1	5
	03:00	1	3	3	1	8
	04:00	1	1	3	3	8
	05:00	2	3	8	8	21
	06:00	5	6	13	6	30
	07:00	5	5	12	4	26
	08:00	10	15	16	15	56
	09:00	4	17	9	9	39
	10:00	10	9	6	15	40
	11:00	8	10	17	10	45
	12:00	19	12	10	14	55
	13:00	19	12	12	16	59
	14:00	19	12	10	15	56
	15:00	11	21	23	15	70
	16:00	12	17	17	19	65
	17:00	19	22	23	19	83
	18:00	19	16	21	21	77
	19:00	12	19	21	21	73
	20:00	8	13	17	12	50
	21:00	12	11	12	11	46
	22:00	12	9	7	8	36
	23:00	5	7	5	3	20

Day Total : 995

AM Total :	305 (30.7%)	Peak AM Hour : 08:00 =	56 (5.6%)	Peak AM Factor : 0.824	Average Period :	10.4
PM Total :	690 (69.3%)	Peak PM Hour : 16:45 =	83 (8.3%)	Peak PM Factor : 0.902	Average Hour :	41.5

Date	Time	:00	:15	:30	:45	Total
06/14/17	00:00	4	4	6	4	18
Wed	01:00	2	1	3	1	7
	02:00	2	0	2	0	4
	03:00	1	1	2	3	7
	04:00	0	1	2	5	8
	05:00	2	3	3	7	15
	06:00	5	10	11	11	37
	07:00	5	9	9	8	31
	08:00	8	11	11	10	40
	09:00	7	7	11	11	36
	10:00	11	12	9	9	41
	11:00	9	12	14	12	47
	12:00	17	12	18	14	61
	13:00	13	15	9	13	50
	14:00	11	12	16	15	54
	15:00	15	13	21	19	68
	16:00	17	23	22	27	89
	17:00	32	17	21	24	94
	18:00	17	17	17	20	71
	19:00	12	11	15	15	53
	20:00	16	12	14	16	58
	21:00	12	9	8	6	35
	22:00	10	13	10	7	40
	23:00	4	7	2	4	17

Day Total : 981

AM Total :	291 (29.7%)	Peak AM Hour : 11:00 =	47 (4.8%)	Peak AM Factor : 0.839	Average Period :	10.2
PM Total :	690 (70.3%)	Peak PM Hour : 16:15 =	104 (10.6%)	Peak PM Factor : 0.812	Average Hour :	40.9



# Basic Volume Summary: Trumbull (west)

**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.	2542 (56.3%)	2.00	1271	13.2	53.0	762 (30.0%)	1780 (70.0%)
#3.	1976 (43.7%)	2.00	988	10.3	41.2	596 (30.2%)	1380 (69.8%)
ALL	4518	2.00	2259	23.5	94.2	1358 (30.1%)	3160 (69.9%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	10:45 = 75	06/14/2017	0.852	16:00 = 118	06/14/2017	0.868
#3.	08:00 = 56	06/13/2017	0.824	16:15 = 104	06/14/2017	0.812

# Basic Volume Report: Trumbull (east)

**Station ID : Trumbull (east)**

Info Line 1 : West of Virginia

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : TRUM EAST.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.	Westbound	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	4	5	1	3	13
Tue	01:00	2	4	4	1	11
	02:00	1	0	2	1	4
	03:00	2	1	5	2	10
	04:00	0	0	4	0	4
	05:00	2	4	7	6	19
	06:00	5	11	12	13	41
	07:00	11	17	15	10	53
	08:00	9	11	17	13	50
	09:00	17	12	9	13	51
	10:00	16	14	15	8	53
	11:00	17	19	18	12	66
	12:00	29	12	19	22	82
	13:00	21	20	20	24	85
	14:00	10	18	16	18	62
	15:00	21	21	28	27	97
	16:00	21	26	23	25	95
	17:00	25	31	28	28	112
	18:00	17	21	28	19	85
	19:00	19	23	12	19	73
	20:00	14	17	23	15	69
	21:00	15	16	12	14	57
	22:00	16	12	14	5	47
	23:00	8	12	7	4	31

Day Total : 1270

AM Total :	375 (29.5%)	Peak AM Hour : 11:00 =	66 (5.2%)	Peak AM Factor : 0.868	Average Period :	13.2
PM Total :	895 (70.5%)	Peak PM Hour : 17:00 =	112 (8.8%)	Peak PM Factor : 0.903	Average Hour :	52.9



Date	Time	:00	:15	:30	:45	Total
06/14/17	00:00	2	3	3	2	10
Wed	01:00	1	4	0	1	6
	02:00	3	1	3	2	9
	03:00	0	1	1	0	2
	04:00	0	0	3	2	5
	05:00	3	5	4	10	22
	06:00	6	12	8	7	33
	07:00	10	19	13	16	58
	08:00	5	11	10	16	42
	09:00	17	9	9	14	49
	10:00	22	19	7	22	70
	11:00	18	19	18	11	66
	12:00	14	14	27	11	66
	13:00	23	21	24	20	88
	14:00	21	17	15	25	78
	15:00	19	22	27	28	96
	16:00	24	29	32	36	121
	17:00	31	25	19	29	104
	18:00	21	18	24	18	81
	19:00	17	21	15	21	74
	20:00	19	10	12	12	53
	21:00	20	13	16	4	53
	22:00	26	12	10	17	65
	23:00	11	7	9	3	30

Day Total : 1281

AM Total :	372 (29.0%)	Peak AM Hour : 10:45 =	77 (6.0%)	Peak AM Factor : 0.875	Average Period :	13.3
PM Total :	909 (71.0%)	Peak PM Hour : 16:15 =	128 (10.0%)	Peak PM Factor : 0.889	Average Hour :	53.4

## Lane #3 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.	Eastbound	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	4	3	2	8	17
Tue	01:00	1	3	0	3	7
	02:00	0	1	3	1	5
	03:00	1	3	4	2	10
	04:00	1	1	4	3	9
	05:00	2	3	9	10	24
	06:00	6	6	13	5	30
	07:00	7	4	15	8	34
	08:00	8	17	14	16	55
	09:00	4	16	8	8	36
	10:00	11	11	6	16	44
	11:00	11	11	14	11	47
	12:00	17	11	10	14	52
	13:00	19	12	12	19	62
	14:00	15	13	9	17	54
	15:00	10	21	20	15	66
	16:00	11	16	14	20	61
	17:00	18	23	22	17	80
	18:00	21	19	22	20	82
	19:00	13	21	26	19	79
	20:00	13	9	18	13	53
	21:00	10	10	13	10	43
	22:00	11	9	7	9	36
	23:00	4	9	4	5	22

Day Total : 1008

AM Total :	318 (31.5%)	Peak AM Hour : 08:00 =	55 (5.5%)	Peak AM Factor : 0.809	Average Period :	10.5
PM Total :	690 (68.5%)	Peak PM Hour : 16:45 =	83 (8.2%)	Peak PM Factor : 0.798	Average Hour :	42.0

Date	Time	:00	:15	:30	:45	Total
06/14/17	00:00	3	4	5	4	16
Wed	01:00	2	1	3	1	7
	02:00	2	0	2	0	4
	03:00	1	1	2	3	7
	04:00	0	0	2	5	7
	05:00	2	3	6	6	17
	06:00	5	10	10	11	36
	07:00	7	10	9	7	33
	08:00	8	12	7	12	39
	09:00	8	7	8	12	35
	10:00	12	12	9	8	41
	11:00	8	10	17	11	46
	12:00	15	12	25	15	67
	13:00	13	14	9	10	46
	14:00	12	11	16	19	58
	15:00	15	10	21	21	67
	16:00	17	21	25	24	87
	17:00	34	23	18	25	100
	18:00	19	13	14	22	68
	19:00	8	12	15	15	50
	20:00	19	9	17	18	63
	21:00	12	10	6	0	28
	22:00	9	15	9	8	41
	23:00	4	6	2	4	16

Day Total : 979

AM Total :	288 (29.4%)	Peak AM Hour : 11:00 =	46 (4.7%)	Peak AM Factor : 0.676	Average Period :	10.2
PM Total :	691 (70.6%)	Peak PM Hour : 16:30 =	106 (10.8%)	Peak PM Factor : 0.779	Average Hour :	40.8



# Basic Volume Summary: Trumbull (east)

**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.	2551 (56.2%)	2.00	1276	13.3	53.1	747 (29.3%)	1804 (70.7%)
#3.	1987 (43.8%)	2.00	994	10.3	41.4	606 (30.5%)	1381 (69.5%)
ALL	4538	2.00	2270	23.6	94.5	1353 (29.8%)	3185 (70.2%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	10:45 = 77	06/14/2017	0.875	16:15 = 128	06/14/2017	0.889
#3.	08:00 = 55	06/13/2017	0.809	16:30 = 106	06/14/2017	0.779

## Appendix C





Agency Case Number	Crash Analysis	Crash Date	Crash Intersecting Street	Crash Primary Street	Contributing Factors
140058777	01 - BOTH GOING STRAIGHT/ENTERING AT ANGLE	6/30/2014	UTAH AVE	TRUMBULL AVE SE	None
140058777	01 - BOTH GOING STRAIGHT/ENTERING AT ANGLE	6/30/2014	UTAH AVE	TRUMBULL AVE SE	Driver inattention
160012877	01 - VEH PARKED IN PROPER LOC	2/9/2016	VIRGINIA ST SE	TRUMBULL AVE SE	None
160012877	01 - VEH PARKED IN PROPER LOC	2/9/2016	VIRGINIA ST SE	TRUMBULL AVE SE	Driver inattention
160080285	00 - FROM OPPOSITE DIR/NOT STATED	8/29/2016	UTAH ST SE	TRUMBULL AVE SE	Driver inattention
160080285	00 - FROM OPPOSITE DIR/NOT STATED	8/29/2016	UTAH ST SE	TRUMBULL AVE SE	Driver inattention
140052840	00 - FROM OPPOSITE DIR/NOT STATED	6/13/2014	TRUMBULL AVE SE	VIRGINIA ST SE	None
140052840	00 - FROM OPPOSITE DIR/NOT STATED	6/13/2014	TRUMBULL AVE SE	VIRGINIA ST SE	Driver inattention
AP150054661	07 - ALL OTHERS/ENTERING AT ANGLE	6/19/2015	TRUMBULL AVE SE	UTAH ST SE	None
AP150054661	07 - ALL OTHERS/ENTERING AT ANGLE	6/19/2015	TRUMBULL AVE SE	UTAH ST SE	Driver inattention, Failed to yield right of way

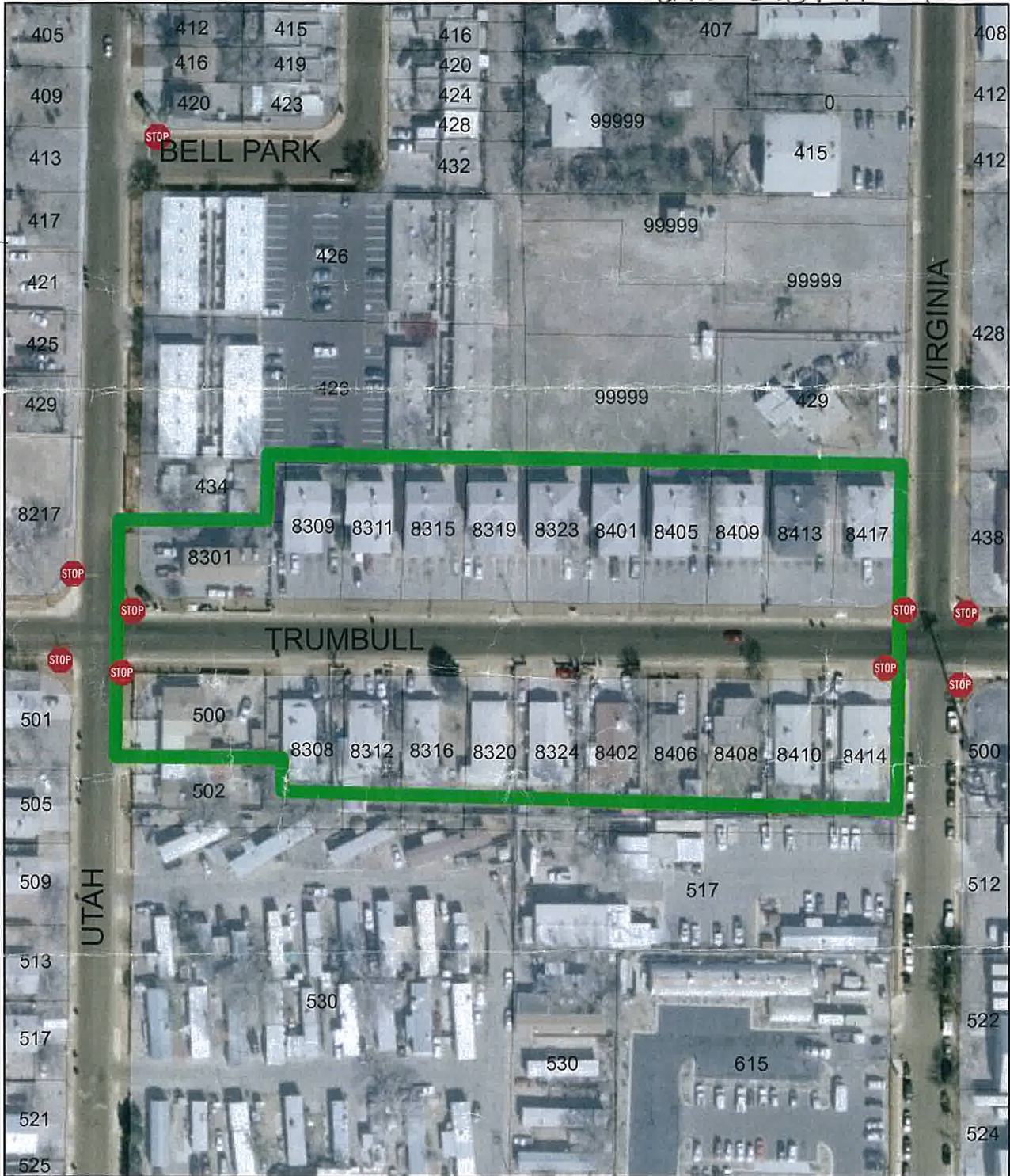
## Appendix D



# NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM NTMP

*Norma Castorena 316-9085*

*[Handwritten scribbles]*



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: 10/24/16  
RETURN DATE: 12/5/16

*9249*



# NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

9249

CITY OF ALBUQUERQUE — NTMP

\*\*\* NEIGHBORHOOD TRAFFIC CALMING PETITION \*\*\*

Section I

Date: Nov 27 2016

Representatives from the <INSERT REQUESTING NEIGHBORHOOD> neighborhood, on 10/24/16 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 (600 Second NW, Albuquerque, NM 87103 or STEP@cabq.gov)

Section II

(ONLY ONE SIGNATURE PER ADDRESS)

Name (print)	Address	Telephone	Email	Signature
Stella Perea	8319 Trumbull Apt A			[Signature]
Robert A. Wilson	8323 Trumbull Apt A.			[Signature]
Wes Gill	Owner 8315 Trumbull SE 363-6511			[Signature]
Tammy Chiquito	8315 Trumbull Ave SE # B	415-9609		[Signature]
Andrew Clarke	8311B Trumbull Ave SE # C			[Signature]
Miguel Castillo	8320			[Signature]
David Sois	8301 Trumbull	388-6605		[Signature]
Veronica Mendoza	8322 Trumbull Ave SE			[Signature]
Joel Glatzer	8319 Trumbull Ave SE #			[Signature]
Angel Hielo	8315 Trumbull Apt C			[Signature]
Angel Nava	8406 Trumbull S.E.			[Signature]
Alissa Hinman	8405 Trumbull Ave SE			[Signature]
Sergio Cruz	8416 Trumbull Ave SE			[Signature]
95268 3325	Francesco Villa			[Signature]
8319 Trumbull SE Apt C.	Rosa Franco.			[Signature]
8323 Trumbull SE Apt B	Mohamed Abdallah			[Signature]
Ernesto Jorado	8312 Trumbull SE			[Signature]
Anthony Smith	8413 Trumbull SE			[Signature]
Edgar Hielo	500 Utah SE			[Signature]

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE)

9249

# 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 (600 Second NW, Albuquerque, NM 87103 or STEP@cabq.gov)

### Section II

(ONLY ONE SIGNATURE PER ADDRESS)

Name (print)	Address	Telephone	Email	Signature
Rosario Violeta	8415 Trumbull Apt. B	Alb NM 87108		Rosario Violeta
Lolise Garcia	8323 Trumbull	Alb NM 87108		Lolise Garcia
Izabel Almanza	8405 Trumbull	Alb NM 87108		Izabel Almanza
Melinda	Sarabi	909		Melinda
Marc Montes	8405 Trumbull Ave SE			Marc Montes
Yolanda	8413 Trumbull			Yolanda
Natasha Bean	8417 Trumbull			Natasha Bean
Angel D. Cuarter	8417 Trumbull		nominauy99@gmail	Angel D. Cuarter
Ronald W. Cuarter	8417 Trumbull			Ronald W. Cuarter
Daniel Tujillo	8412 Trumbull			Daniel Tujillo
Ruben Avila	8322 Trumbull			Ruben Avila
Michael Perez	8309			Michael Perez
SHOSHANA	8309			SHOSHANA
Manuel Acosta	8301 Trumbull			Manuel Acosta
JUAN HIELO	8301 Trumbull			JUAN HIELO
Josef Passa	8301 Trumbull			Josef Passa
Fabian Acosta	8301 Trumbull			Fabian Acosta
Brenda Ortiz	8401 Trumbull	203 8085		Brenda Ortiz
Martha Olivas	Olivas			Martha Olivas
Tomas Cardenal	8326 Trumbull SE	87108		Tomas Cardenal

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# NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

9249

## 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 (600 Second NW, Albuquerque, NM 87103 or STEP@cabq.gov)

### Section II

(ONLY ONE SIGNATURE PER ADDRESS)

Name (print)	Address	Telephone	Email	Signature
Normal Castañeda	8315 Trumbull SE APT A		ncastaneda800@alcoo	Normal Castañeda
LAURA A. FONG	8315 Trumbull SE			[Signature]
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
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Name (print)	Address	Telephone	Email	Signature
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Name (print)	Address	Telephone	Email	Signature

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