GENERAL STILWELL STREET SPEED STUDY

CITY OF ALBUQUERQUE · NEW MEXICO · 1706

SMA
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Engineering • Environmental • Surveying
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General Stilwell Street 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 at speed study along General Stilwell Street in northeast Albuquerque.

1.A. PROJECT PURPOSE

A speed study on General Stilwell Street from Copper Avenue to Chico Road was conducted to determine the following:

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

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 0.26 (1372.80 LF) mile section of General Stilwell Street from Copper Avenue to Chico Road. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.

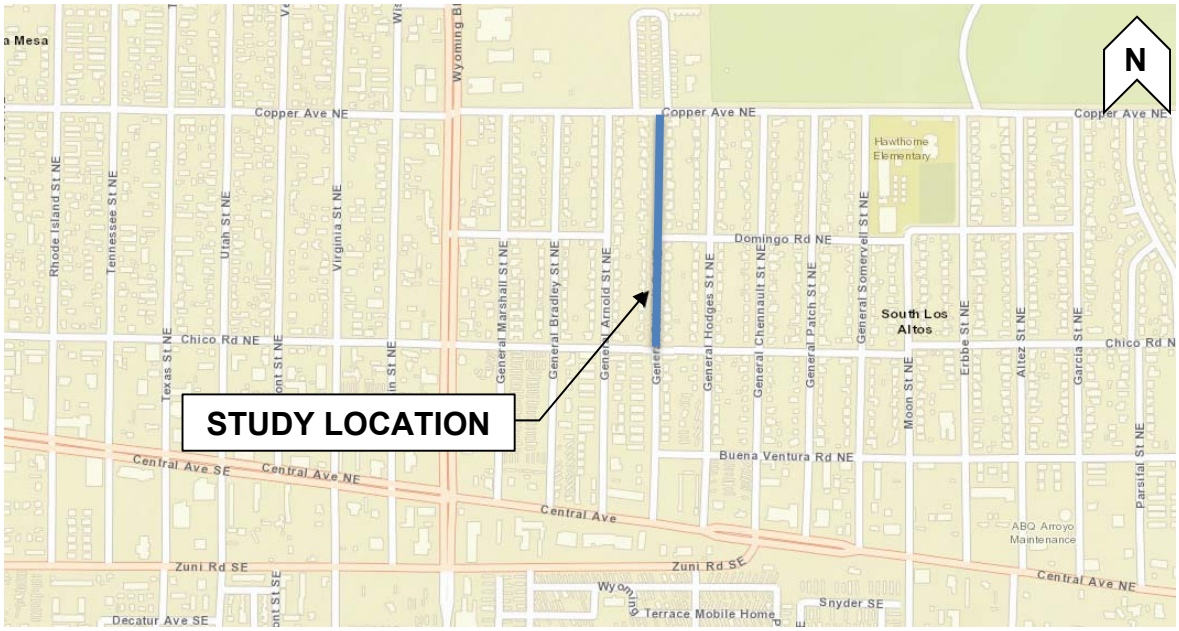


FIGURE 1.B.1.
STUDY LOCATION

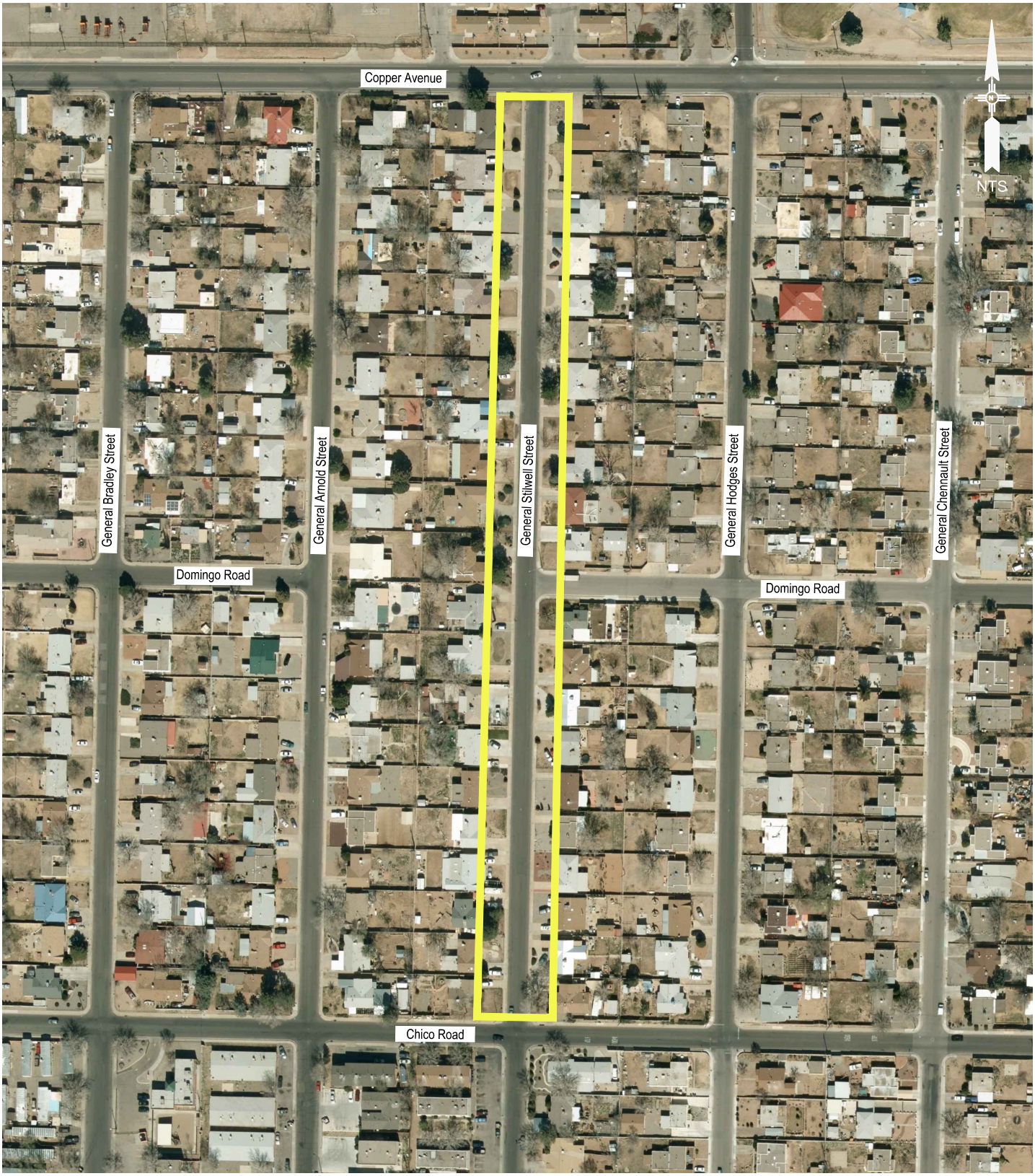


FIGURE 1.B.2.
STUDY LIMITS

Date: May 01, 2018 - 1:54pm tay Layout: PROJECT LIMITS
Drawing Name: P:\7-COA 2015 On-Call Traffic and NTMP (7424542)\Task #7.6 - General Stilwell Street (Chico Rd. to Copper Ave.)\COA 6254.7.6\Studies\CADD\General Stilwell Exhibits.dwg

1.C. BACKGROUND OF SPEED LIMITS

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

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

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

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

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

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

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

1.D. SETTING SPEED LIMITS

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

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

Many speed limits are established using the theory of 85th percentile. Out of the (typically) 100 vehicles surveyed, beginning with the fasted vehicle speed recorded the 15th vehicle from that speed is determined to show where the 85th percentile speed is. This is assuming that most drivers (85%) drive within reasonable limits. The posted speed limit can be established and is usually the 5 – mph increment just below the 85th percentile speed. For example, if the 85th percentile speed has been determined by an engineering survey to be 57 mph, the posted speed would be 55 mph. This method of posting

speed limits allows for a reasonable posted speed limit that can be enforced by local agencies, without creating a speed trap. a speed trap.

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

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

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

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

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

Formula for Geometric Mean:

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

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

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

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

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

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

2. EXISTING CONDITIONS

2.A. COUNT LOCATIONS

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

- General Stilwell Street North – Copper Avenue to Domingo Road;
- General Stilwell Street South – Domingo Road to Chico Road.

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

2.B. EXISTING CONDITIONS

Figure 2.2. on page 6 displays the existing typical section of General Stilwell Street. Within the study limits, there are approximately 41 driveways that provide access to residential homes, and there is a three-legged intersection with Domingo Road. Because there is no posted limit sign within the project limits, it is speculated that the current speed limit is 25 mph based on City Ordinance.

FIGURE 2.1.
COUNT LOCATIONS

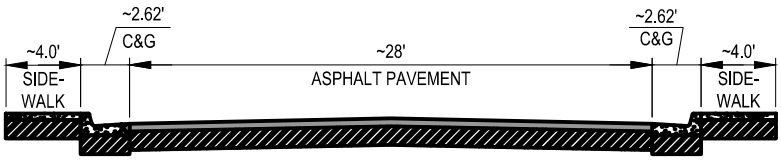


FIGURE 2.2.
EXISTING GENERAL STILWELL STREET TYPICAL SECTION

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.			
General Stilwell Street ADT			
Count Location	NB	SB	ADT
General Stilwell Street (North)	269	204	473
General Stilwell Street (South)	223	199	422
Average	246	202	447

The General Stilwell Street study area directional ADT ranges from 199 to 269 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.			
General Stilwell Street Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Northbound (Peak Hour)	Southbound (Peak Hour)
General Stilwell Street (North)	AM Peak	21 (10:45 AM – 11:45 AM)	16 (10:45 AM - 11:45 AM)
	PM Peak	29 (5:00 PM – 6:00 PM)	24 (4:00 PM – 5:00 PM)
General Stilwell Street (South)	AM Peak	17 (10:45 AM - 11:45 AM)	11 (10:00 AM - 11:00 AM)
	PM Peak	26 (5:00 PM – 6:00 PM)	20 (4:00 PM – 5:00 PM)

The General Stilwell Street study area peak hour traffic volumes range from 11 to 29 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.			
General Stilwell Street (North) Speed Study			
Speed	NB	SB	Total
Average	22.6	24.7	23.7
10 mph Pace	20.1 – 30.0 (55.9%)	20.7 - 30.6 (56.1%)	20.1 - 30.0 (56.0%)
50th Percentile	24.5	25.9	25.5
67th Percentile	27.5	28.7	28.1
85th Percentile	31.3	32.7	32.2

Table 3.C.2.			
General Stilwell Street (South) Speed Study			
Speed	NB	SB	Total
Average	22.9	24.6	23.8
10 mph Pace	20.1 – 30.0 (54.5%)	22.0 – 31.9 (53.1%)	20.1 - 30.0 (53.8%)
50th Percentile	24.7	26.5	25.7
67th Percentile	27.7	28.8	28.3
85th Percentile	31.8	32.7	32.4

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 General Stilwell Street, roadway conditions are consistent, controlled access, satisfactory pavement conditions, two travel lanes, on-street parking, and an intersection as Domingo Road. Table 3.C.3. displays that 53 percent of the total ADT of the two (2) count locations recorded speeds greater than 25 mph.

Table 3.C.3.							
General Stilwell Street ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
General Stilwell Street (North)	105	22%	121	26%	247	52%	473
General Stilwell Street (South)	97	23%	98	23%	227	54%	422
Average	101	23%	110	25%	237	53%	447

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 was one (1) recorded crash within the study area.

Table 3.D.1.				
General Stilwell Street Crash Summary				
Date	Location (Primary Street / Intersecting Street)	Cause of Crash	Crash Analysis	Crash Correct with Traffic Calming?
6/7/2015	Copper Avenue / General Stilwell Street	Failure to Yield	One left turn/enter at angle	No

4. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 53 percent of the traffic is exceeding 25 mph and the 85th percentile speed of traffic is exceeding 25 mph by 5 mph or more at the count locations. In order to meet criteria for traffic calming measures as outlined in the City of Albuquerque's Neighborhood Traffic Management Program, at least two (2) of the following threshold criteria must be met:

Table 4.1.	
COA NTMP (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	Yes

Based upon the data collected, General Stilwell Street meets one (1) of the two (2) minimum required criteria of four (4) warrants outlined for traffic calming measures threshold 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: General Stilwell North

Station ID : General Stilwell North
Info Line 1 : Between Copper and Domingo
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : GEN SO COPPER.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.		Southbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 08/08/2017 To: 23:59 - 08/09/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
08/08/17	00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	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	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	3	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	8
	07:00	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	09:00	2	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	10:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:00	6	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	12:00	3	4	5	3	2	0	0	0	0	0	0	0	0	0	0	0	17
	13:00	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	14:00	3	2	6	6	1	0	0	0	0	0	0	0	0	0	0	0	18
	15:00	1	5	7	2	1	0	0	0	0	0	0	0	0	0	0	0	16
	16:00	4	4	10	6	0	0	0	0	0	0	0	0	0	0	0	0	24
	17:00	11	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	15
	18:00	4	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	13
	19:00	3	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	22:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		58	46	63	28	8	0	0	0	0	0	0	0	0	0	0	0	203
Percent :		29%	23%	31%	14%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		29%	51%	82%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed 22.4 mph 50% Speed : 23.8 mph 67% Speed : 27.5 mph 85% Speed : 31.9 mph
10mph Pace: 21.1 - 31.0 (53.7%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
08/09/17	00:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Wed	01:00	0	0	1	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	09:00	1	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8
	10:00	6	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	11
	11:00	1	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	13
	12:00	5	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	13:00	1	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	14:00	0	4	2	6	1	0	0	0	0	0	0	0	0	0	0	0	13
	15:00	6	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	14
	16:00	4	3	7	4	1	0	0	0	0	0	0	0	0	0	0	0	19
	17:00	4	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	14
	18:00	5	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	19:00	6	2	6	1	1	0	0	0	0	0	0	0	0	0	0	0	16
	20:00	2	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	21:00	3	1	3	0	0	1	0	0	0	0	0	0	0	0	0	1	9
	22:00	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		50	57	62	29	5	1	0	0	0	0	0	0	0	0	0	1	205
Percent :		24%	28%	30%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		24%	52%	82%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed 22.7 mph 50% Speed : 24.0 mph 67% Speed : 27.5 mph 85% Speed : 31.9 mph
10mph Pace: 20.8 - 30.7 (58.0%)

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 08/08/2017 To: 23:59 - 08/09/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
08/08/17	00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
	05:00	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	3	4	2	3	1	0	0	0	0	0	0	0	0	0	0	0	13
	07:00	2	5	3	3	1	0	0	0	0	0	0	0	0	0	0	0	14
	08:00	2	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	10
	09:00	3	4	5	3	0	1	0	0	0	0	0	0	0	0	0	0	16
	10:00	2	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	11
	11:00	1	3	9	2	1	1	0	0	0	0	0	0	0	0	0	0	17
	12:00	0	6	4	4	0	0	0	0	1	0	0	0	0	0	0	0	15
	13:00	2	1	5	2	0	1	0	0	0	0	0	0	0	0	0	0	11
	14:00	3	2	3	5	1	0	0	0	0	0	0	0	0	0	0	0	14
	15:00	1	4	2	2	0	0	1	0	0	0	0	0	0	0	0	0	10
	16:00	6	6	4	2	2	0	0	0	0	0	0	0	0	0	0	0	20
	17:00	12	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	23
	18:00	5	7	3	3	2	0	0	0	0	0	0	0	0	0	0	0	20
	19:00	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	21:00	3	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	9
	22:00	0	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		52	69	62	43	14	4	1	0	1	0	0	0	0	0	0	0	246
Percent :		21%	28%	25%	17%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		21%	49%	74%	92%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	11

Average Speed 24.2 mph 50% Speed : 25.7 mph 67% Speed : 28.3 mph 85% Speed : 32.7 mph
10mph Pace: 20.4 - 30.3 (53.3%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
08/09/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	1	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	3	4	7	2	1	0	0	0	0	0	0	0	0	0	0	0	17
	07:00	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	5	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	12
	09:00	3	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	12
	10:00	2	5	3	4	0	0	0	0	0	0	0	0	0	0	0	0	14
	11:00	2	4	10	3	1	0	0	0	0	0	0	0	0	0	0	0	20
	12:00	2	2	3	4	3	0	0	0	0	0	0	0	0	0	0	0	14
	13:00	1	7	10	7	0	0	0	0	0	0	0	0	0	0	0	0	25
	14:00	0	3	8	2	3	1	0	0	0	0	0	0	0	0	0	0	17
	15:00	6	4	5	6	2	0	0	0	0	0	0	0	0	0	0	0	23
	16:00	2	4	5	2	0	1	0	0	0	0	0	0	0	0	0	0	14
	17:00	3	7	11	6	2	0	0	0	0	0	0	0	0	0	0	0	29
	18:00	4	8	8	3	1	0	0	0	0	0	0	0	0	0	0	0	24
	19:00	4	3	5	3	2	1	0	0	0	0	0	0	0	0	0	0	18
	20:00	5	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	21:00	3	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	14
	22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		49	70	98	52	19	3	0	0	0	0	0	0	0	0	0	0	291
Percent :		17%	24%	34%	18%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		17%	41%	75%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	12

Average Speed 25.0 mph 50% Speed : 26.7 mph 67% Speed : 28.5 mph 85% Speed : 32.7 mph
10mph Pace: 20.4 - 30.3 (57.7%)

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

Special Speed Study Summary: General Stilwell North

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	108	103	125	57	13	1	0	0	0	0	0	0	0	0	0	1	408
Percent :	26%	25%	31%	14%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	26%	52%	82%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8

ADT = 204

Average Speed 22.6 mph 50% Speed : 24.5 mph 67% Speed : 27.5 mph 85% Speed : 31.3 mph
10mph Pace: 20.1 - 30.0 (55.9%)

Grand Total #3:	101	139	160	95	33	7	1	0	1	0	0	0	0	0	0	0	537
Percent :	19%	26%	30%	18%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	19%	45%	74%	92%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	11

ADT = 268

Average Speed 24.7 mph 50% Speed : 25.9 mph 67% Speed : 28.7 mph 85% Speed : 32.7 mph
10mph Pace: 20.7 - 30.6 (56.1%)

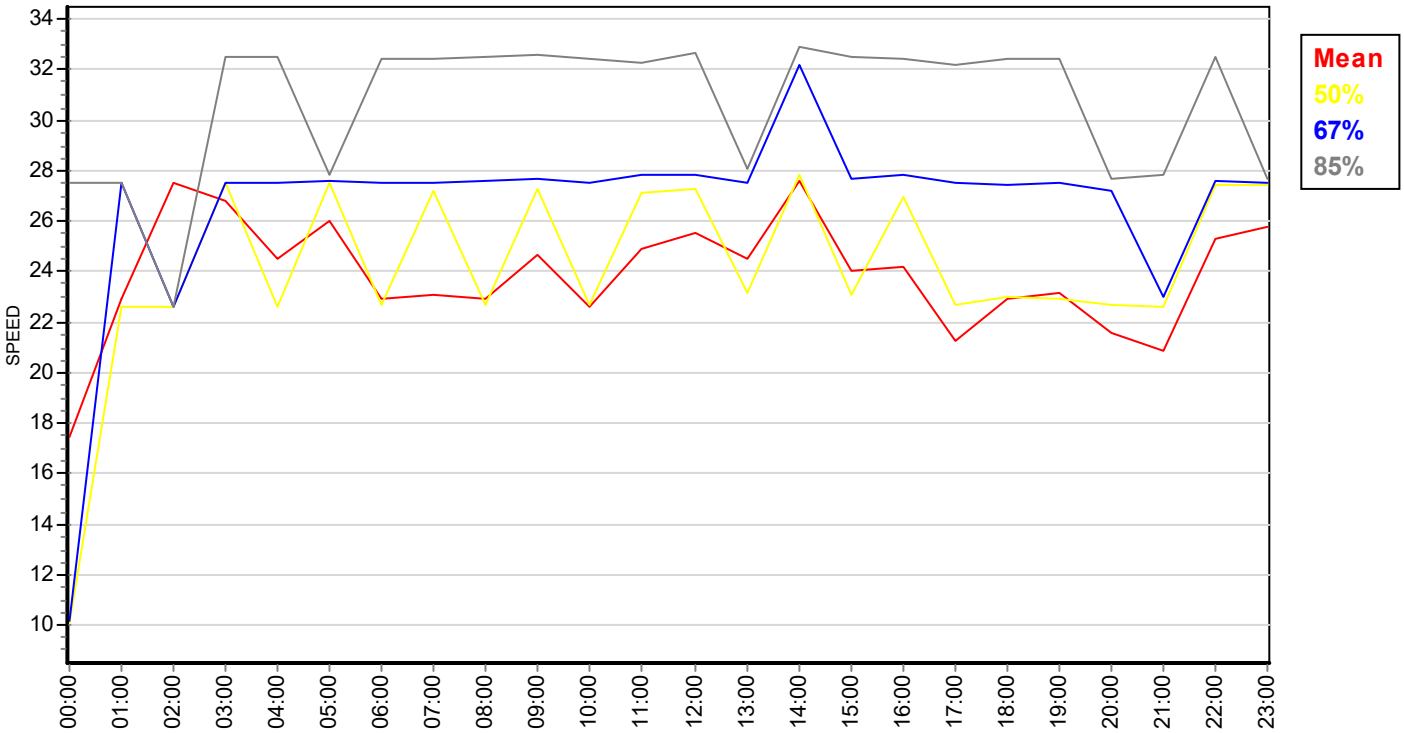
Comb. Total :	209	242	285	152	46	8	1	0	1	0	0	0	0	0	0	1	945
Percent :	22%	26%	30%	16%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	22%	48%	78%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	5	6	3	1	0	0	0	0	0	0	0	0	0	0	0	19

ADT = 472

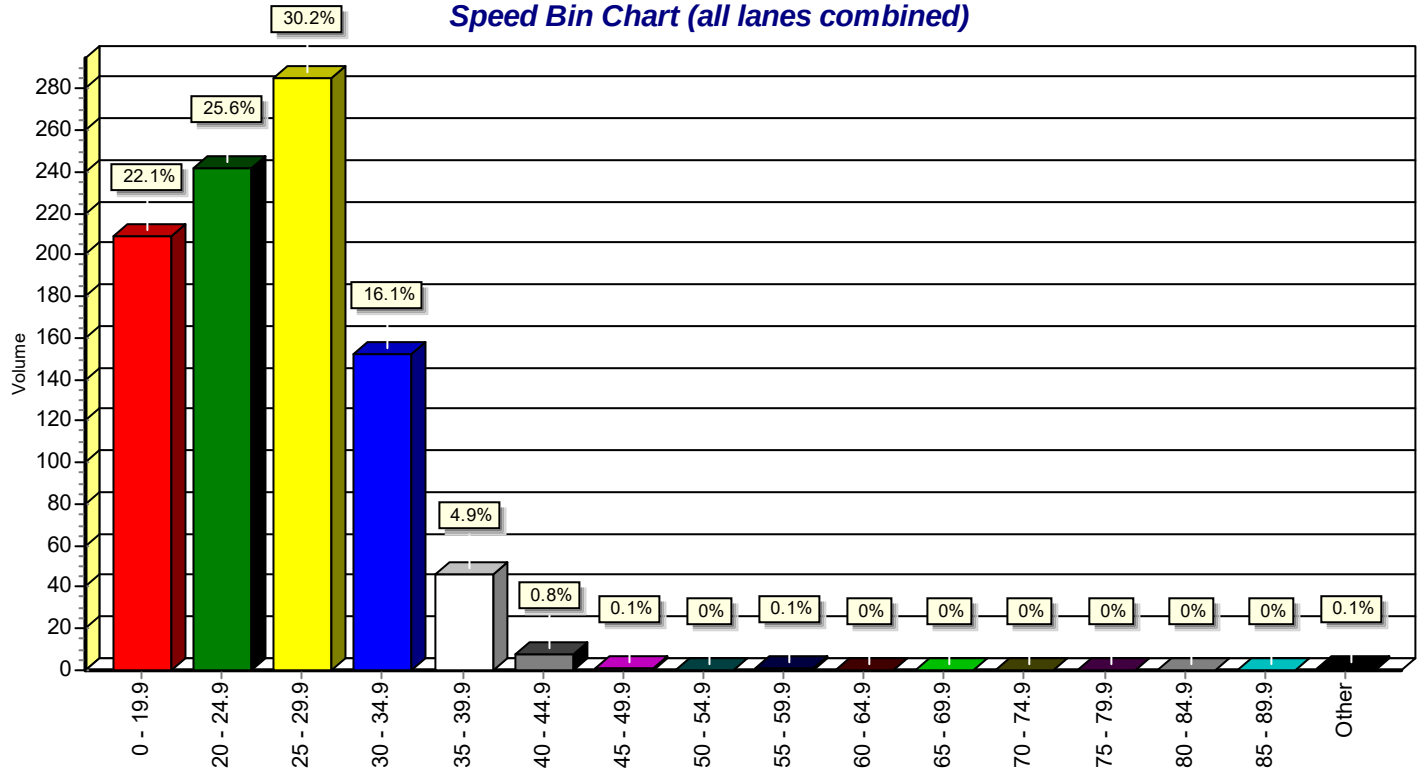
Average Speed 23.7 mph 50% Speed : 25.5 mph 67% Speed : 28.1 mph 85% Speed : 32.2 mph
10mph Pace: 20.1 - 30.0 (56.0%)

General Stilwell North Charts For Data From: 00:00 - 08/08/2017 To: 23:59 - 08/09/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: General Stilwell South

Station ID : General Stilwell South
Info Line 1 : Between Domingo and Chico
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : GEN SOUTH.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 21494
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 08/08/2017 To: 23:59 - 08/09/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
08/08/17	00:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Tue	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	08:00	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	2	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	12:00	3	2	5	3	1	1	0	0	0	0	0	0	0	0	0	0	15
	13:00	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	6	4	2	5	2	1	0	0	0	0	0	0	0	0	0	0	20
	15:00	2	0	6	3	1	0	0	0	0	0	0	0	0	0	0	0	12
	16:00	4	5	2	5	1	0	0	0	0	0	0	0	0	0	0	0	17
	17:00	7	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	18:00	6	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	15
	19:00	2	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	12
	20:00	3	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	21:00	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	22:00	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		64	51	50	28	8	2	0	0	0	0	0	0	0	0	0	0	203
Percent :		32%	25%	25%	14%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		32%	57%	81%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed 21.9 mph 50% Speed : 23.2 mph 67% Speed : 27.3 mph 85% Speed : 32.1 mph
10mph Pace: 20.9 - 30.8 (49.8%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
08/09/17	00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	09:00	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	4	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	11
	11:00	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	9
	12:00	3	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	12
	13:00	4	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	1	0	4	4	1	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	2	4	0	4	1	0	0	0	0	0	0	0	0	0	0	0	11
	16:00	4	4	8	3	1	0	0	0	0	0	0	0	0	0	0	0	20
	17:00	3	0	6	3	1	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	4	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	18
	19:00	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	20:00	4	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	21:00	1	4	4	0	0	0	1	0	0	0	0	0	0	0	0	0	10
	22:00	1	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		40	49	67	30	8	0	1	0	0	0	0	0	0	0	0	0	195
Percent :		21%	25%	34%	15%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		21%	46%	80%	95%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed 23.9 mph 50% Speed : 25.9 mph 67% Speed : 28.0 mph 85% Speed : 32.1 mph
10mph Pace: 21.0 - 30.9 (59.5%)

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 08/08/2017 To: 23:59 - 08/09/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
08/08/17	00:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	1	3	2	1	1	0	0	0	0	0	0	0	0	0	0	8
	07:00	1	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	8
	08:00	1	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0	11
	09:00	1	1	3	3	0	1	0	0	0	0	0	0	0	0	0	0	9
	10:00	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	4	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	13
	12:00	3	1	2	2	0	0	1	0	0	0	0	0	0	0	0	0	9
	13:00	5	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	9
	14:00	6	1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	17
	15:00	3	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	9
	16:00	2	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	2	4	9	4	0	0	0	0	0	0	0	0	0	0	0	0	19
	18:00	3	4	2	3	1	1	0	0	0	0	0	0	0	0	0	0	14
	19:00	1	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	5	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	12
	22:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		46	43	60	38	6	5	1	0	0	0	0	0	0	0	0	0	199
Percent :		23%	22%	30%	19%	3%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		23%	45%	75%	94%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	9

Average Speed 24.0 mph 50% Speed : 26.3 mph 67% Speed : 28.4 mph 85% Speed : 32.6 mph
10mph Pace: 21.2 - 31.1 (51.8%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
08/09/17	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	2	2	7	2	1	0	0	0	0	0	0	0	0	0	0	0	14
	07:00	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	09:00	1	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	8
	10:00	0	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	1	0	9	4	1	0	0	0	0	0	0	0	0	0	0	0	15
	12:00	2	1	5	2	2	0	0	0	0	0	0	0	0	0	0	0	12
	13:00	6	4	9	5	1	0	0	0	0	0	0	0	0	0	0	0	25
	14:00	2	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	12
	15:00	5	3	5	8	1	0	0	0	0	0	0	0	0	0	0	0	22
	16:00	1	5	2	3	1	0	0	0	0	0	0	0	0	0	0	0	12
	17:00	1	7	11	5	2	0	0	0	0	0	0	0	0	0	0	0	26
	18:00	5	4	7	5	0	0	0	0	0	0	0	0	0	0	0	0	21
	19:00	3	3	2	4	0	1	0	0	0	0	0	0	0	0	0	0	13
	20:00	5	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	21:00	1	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	10
	22:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		43	54	78	57	13	2	0	0	0	0	0	0	0	0	0	0	247
Percent :		17%	22%	32%	23%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		17%	39%	71%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	10

Average Speed 25.1 mph 50% Speed : 26.7 mph 67% Speed : 29.3 mph 85% Speed : 32.8 mph
10mph Pace: 25.1 - 35.0 (54.7%)

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

Special Speed Study Summary: General Stilwell South

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	104	100	117	58	16	2	1	0	0	0	0	0	0	0	0	0	398
Percent :	26%	25%	29%	15%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	26%	51%	81%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7

ADT = 199

Average Speed 22.9 mph 50% Speed : 24.7 mph 67% Speed : 27.7 mph 85% Speed : 31.8 mph
10mph Pace: 20.1 - 30.0 (54.5%)

Grand Total #3:	89	97	138	95	19	7	1	0	0	0	0	0	0	0	0	0	446
Percent :	20%	22%	31%	21%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	20%	42%	73%	94%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	9

ADT = 223

Average Speed 24.6 mph 50% Speed : 26.5 mph 67% Speed : 28.8 mph 85% Speed : 32.7 mph
10mph Pace: 22.0 - 31.9 (53.1%)

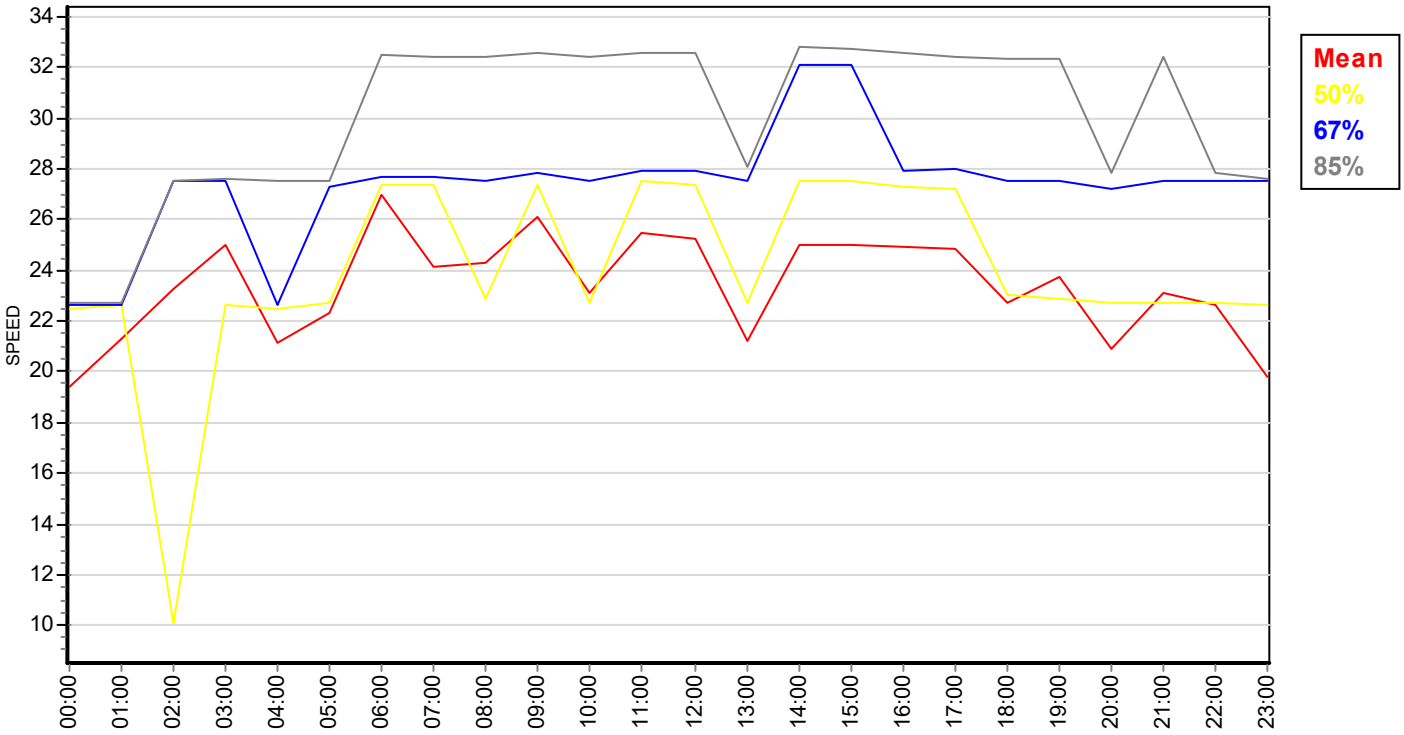
Comb. Total :	193	197	255	153	35	9	2	0	0	0	0	0	0	0	0	0	844
Percent :	23%	23%	30%	18%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	23%	46%	76%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	4	5	3	1	0	0	0	0	0	0	0	0	0	0	0	17

ADT = 422

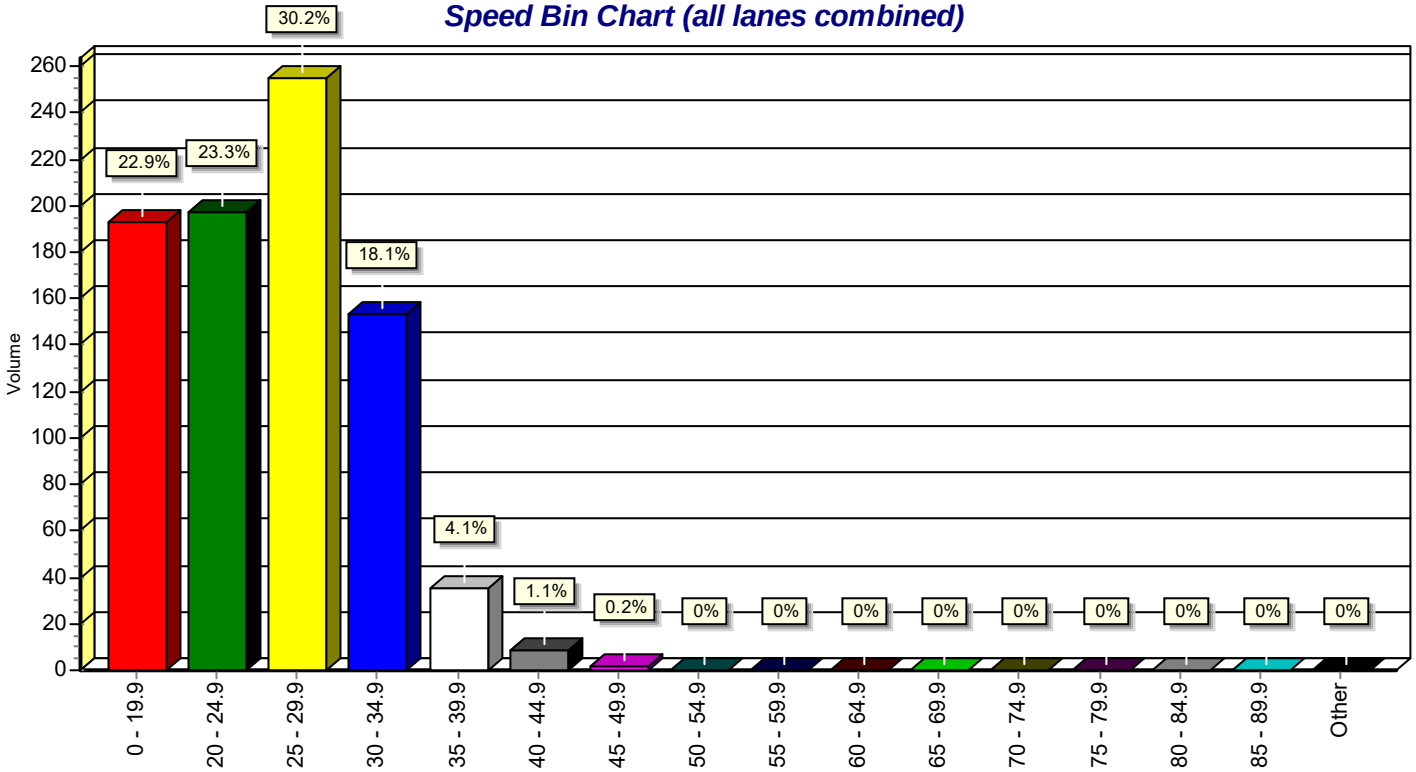
Average Speed 23.8 mph 50% Speed : 25.7 mph 67% Speed : 28.3 mph 85% Speed : 32.4 mph
10mph Pace: 20.1 - 30.0 (53.8%)

General Stilwell South Charts For Data From: 00:00 - 08/08/2017 To: 23:59 - 08/09/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Basic Volume Report: General Stilwell North

Station ID : General Stilwell North
Info Line 1 : Between Copper and Domingo
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : GEN SO COPPER.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.		Southbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 08/08/2017 To: 23:59 - 08/09/2017

Date	Time	:00	:15	:30	:45	Total
08/08/17	00:00	0	1	1	0	2
Tue	01:00	0	0	0	1	1
	02:00	0	0	0	0	0
	03:00	0	0	1	0	1
	04:00	1	1	1	0	3
	05:00	0	2	1	0	3
	06:00	1	1	2	4	8
	07:00	0	3	2	1	6
	08:00	0	0	1	1	2
	09:00	1	2	2	5	10
	10:00	0	0	0	2	2
	11:00	1	5	1	6	13
	12:00	6	2	3	6	17
	13:00	3	2	2	4	11
	14:00	3	3	4	8	18
	15:00	4	3	4	5	16
	16:00	9	5	4	6	24
	17:00	3	4	2	6	15
	18:00	3	3	6	1	13
	19:00	6	1	1	3	11
	20:00	1	2	1	4	8
	21:00	2	5	3	1	11
	22:00	2	1	2	0	5
	23:00	2	0	1	0	3
Day Total :						203

AM Total :	51 (25.1%)	Peak AM Hour : 11:00 =	13 (6.4%)	Peak AM Factor : 0.542	Average Period : 2.1
PM Total :	152 (74.9%)	Peak PM Hour : 16:00 =	24 (11.8%)	Peak PM Factor : 0.667	Average Hour : 8.5

Date	Time	:00	:15	:30	:45	Total
08/09/17	00:00	1	1	0	1	3
Wed	01:00	0	0	1	0	1
	02:00	1	0	0	0	1
	03:00	0	0	0	0	0
	04:00	1	0	1	0	2
	05:00	0	2	0	1	3
	06:00	0	1	2	0	3
	07:00	0	1	2	0	3
	08:00	3	0	0	3	6
	09:00	5	0	2	1	8
	10:00	3	2	3	3	11
	11:00	4	4	5	0	13
	12:00	2	6	1	3	12
	13:00	2	3	4	5	14
	14:00	2	4	6	1	13
	15:00	6	2	2	4	14
	16:00	5	5	5	4	19
	17:00	3	3	7	1	14
	18:00	3	2	5	6	16
	19:00	1	8	4	3	16
	20:00	3	2	3	5	13
	21:00	3	1	2	3	9
	22:00	1	1	3	2	7
	23:00	1	1	2	0	4
Day Total :						205

AM Total :	54 (26.3%)	Peak AM Hour : 10:45 =	16 (7.8%)	Peak AM Factor : 0.800	Average Period : 2.1
PM Total :	151 (73.7%)	Peak PM Hour : 18:30 =	20 (9.8%)	Peak PM Factor : 0.625	Average Hour : 8.5

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 08/08/2017 To: 23:59 - 08/09/2017

Date	Time	:00	:15	:30	:45	Total
08/08/17	00:00	1	0	1	0	2
Tue	01:00	1	0	1	1	3
	02:00	0	1	0	0	1
	03:00	0	0	0	2	2
	04:00	0	3	1	1	5
	05:00	1	3	0	1	5
	06:00	3	3	4	3	13
	07:00	2	3	3	6	14
	08:00	4	4	2	0	10
	09:00	6	0	4	6	16
	10:00	0	4	3	4	11
	11:00	2	3	7	5	17
	12:00	0	5	4	6	15
	13:00	0	4	2	5	11
	14:00	3	1	3	7	14
	15:00	2	2	4	2	10
	16:00	4	6	6	4	20
	17:00	7	2	7	7	23
	18:00	6	4	6	4	20
	19:00	3	2	1	2	8
	20:00	3	4	1	1	9
	21:00	3	4	1	1	9
	22:00	3	2	1	2	8
	23:00	0	0	0	0	0
Day Total :						246

AM Total :	99 (40.2%)	Peak AM Hour :	07:30 =	17 (6.9%)	Peak AM Factor :	0.607	Average Period : 2.6
PM Total :	147 (59.8%)	Peak PM Hour :	17:30 =	24 (9.8%)	Peak PM Factor :	0.857	Average Hour : 10.3

Date	Time	:00	:15	:30	:45	Total
08/09/17	00:00	0	0	0	0	0
Wed	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	1	1
	04:00	1	1	1	0	3
	05:00	0	2	0	3	5
	06:00	5	4	5	3	17
	07:00	1	2	4	2	9
	08:00	3	3	3	3	12
	09:00	2	4	3	3	12
	10:00	2	2	4	6	14
	11:00	5	5	5	5	20
	12:00	3	3	3	5	14
	13:00	4	5	12	4	25
	14:00	3	3	6	5	17
	15:00	5	3	8	7	23
	16:00	6	5	3	0	14
	17:00	13	6	8	2	29
	18:00	6	6	4	8	24
	19:00	2	7	4	5	18
	20:00	2	7	2	2	13
	21:00	3	2	7	2	14
	22:00	2	0	0	0	2
	23:00	0	2	1	1	4
Day Total :						291

AM Total :	94 (32.3%)	Peak AM Hour : 10:45 =	21 (7.2%)	Peak AM Factor : 0.875	Average Period : 3.0
PM Total :	197 (67.7%)	Peak PM Hour : 17:00 =	29 (10.0%)	Peak PM Factor : 0.558	Average Hour : 12.1

Basic Volume Summary: General Stilwell North

Grand Total For Data From: 00:00 - 08/08/2017 To: 23:59 - 08/09/2017

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	408	(43.2%)	2.00	204	2.1	8.5	105 (25.7%)	303 (74.3%)
#3.	537	(56.8%)	2.00	269	2.8	11.2	193 (35.9%)	344 (64.1%)
ALL	945		2.00	473	4.9	19.7	298 (31.5%)	647 (68.5%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	10:45 =	16	08/09/2017	0.800	16:00 =	24	08/08/2017	0.667
#3.	10:45 =	21	08/09/2017	0.875	17:00 =	29	08/09/2017	0.558

Basic Volume Report: General Stilwell South

Station ID : General Stilwell South
Info Line 1 : Between Domingo and Chico
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : GEN SOUTH.DB

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

Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Basic Volume Data From: 00:00 - 08/08/2017 To: 23:59 - 08/09/2017

Date	Time	:00	:15	:30	:45	Total
08/08/17	00:00	0	1	2	1	4
Tue	01:00	0	1	0	1	2
	02:00	0	0	0	1	1
	03:00	0	0	1	0	1
	04:00	1	1	0	0	2
	05:00	0	1	2	1	4
	06:00	0	2	1	2	5
	07:00	2	2	2	1	7
	08:00	1	0	3	1	5
	09:00	1	1	3	4	9
	10:00	0	2	1	1	4
	11:00	2	3	1	3	9
	12:00	5	3	1	6	15
	13:00	3	2	4	1	10
	14:00	3	4	3	10	20
	15:00	3	1	3	5	12
	16:00	3	5	5	4	17
	17:00	5	2	4	5	16
	18:00	4	5	6	0	15
	19:00	8	0	2	2	12
	20:00	4	2	0	5	11
	21:00	1	6	1	2	10
	22:00	4	2	1	0	7
	23:00	4	0	1	0	5
Day Total :						203

AM Total :	53 (26.1%)	Peak AM Hour : 09:00 =	9 (4.4%)	Peak AM Factor : 0.562	Average Period : 2.1
PM Total :	150 (73.9%)	Peak PM Hour : 14:00 =	20 (9.9%)	Peak PM Factor : 0.500	Average Hour : 8.5

Date	Time	:00	:15	:30	:45	Total
08/09/17	00:00	0	1	0	1	2
Wed	01:00	0	0	2	0	2
	02:00	1	0	0	0	1
	03:00	0	1	0	0	1
	04:00	0	0	1	0	1
	05:00	0	2	0	2	4
	06:00	0	2	1	1	4
	07:00	0	1	2	0	3
	08:00	2	0	2	3	7
	09:00	3	1	2	1	7
	10:00	3	3	3	2	11
	11:00	1	5	3	0	9
	12:00	4	3	2	3	12
	13:00	3	4	2	4	13
	14:00	2	2	4	2	10
	15:00	4	0	4	3	11
	16:00	7	5	4	4	20
	17:00	3	3	7	0	13
	18:00	2	5	6	5	18
	19:00	4	3	3	2	12
	20:00	3	3	3	4	13
	21:00	0	2	2	6	10
	22:00	2	1	3	2	8
	23:00	0	2	1	0	3
Day Total :						195

AM Total :	52 (26.7%)	Peak AM Hour : 10:00 =	11 (5.6%)	Peak AM Factor : 0.550	Average Period : 2.0
PM Total :	143 (73.3%)	Peak PM Hour : 16:00 =	20 (10.3%)	Peak PM Factor : 0.714	Average Hour : 8.1

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 08/08/2017 To: 23:59 - 08/09/2017

Date	Time	:00	:15	:30	:45	Total
08/08/17	00:00	1	1	1	0	3
Tue	01:00	1	0	1	0	2
	02:00	0	1	0	0	1
	03:00	0	0	0	2	2
	04:00	0	1	1	1	3
	05:00	1	2	0	1	4
	06:00	2	2	2	2	8
	07:00	0	3	2	3	8
	08:00	4	5	2	0	11
	09:00	4	0	2	3	9
	10:00	1	2	3	3	9
	11:00	1	2	6	4	13
	12:00	1	3	2	3	9
	13:00	0	4	2	3	9
	14:00	2	4	5	6	17
	15:00	2	1	2	4	9
	16:00	2	2	4	3	11
	17:00	6	4	5	4	19
	18:00	3	1	5	5	14
	19:00	3	4	2	2	11
	20:00	4	3	2	1	10
	21:00	6	4	2	0	12
	22:00	3	1	1	0	5
	23:00	0	0	0	0	0
Day Total :						199

AM Total :	73 (36.7%)	Peak AM Hour :	07:30 =	14 (7.0%)	Peak AM Factor : 0.583	Average Period :	2.1
PM Total :	126 (63.3%)	Peak PM Hour :	17:00 =	19 (9.5%)	Peak PM Factor : 0.792	Average Hour :	8.3

Date	Time	:00	:15	:30	:45	Total
08/09/17	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	1	1
	04:00	1	1	1	0	3
	05:00	0	2	0	2	4
	06:00	4	3	5	2	14
	07:00	0	1	2	2	5
	08:00	2	3	1	2	8
	09:00	3	1	1	3	8
	10:00	1	2	1	5	9
	11:00	4	3	5	3	15
	12:00	1	4	3	4	12
	13:00	4	4	12	5	25
	14:00	3	4	2	3	12
	15:00	4	4	8	6	22
	16:00	5	3	3	1	12
	17:00	11	6	7	2	26
	18:00	4	6	7	4	21
	19:00	2	6	2	3	13
	20:00	3	5	6	4	18
	21:00	2	3	3	2	10
	22:00	3	0	1	1	5
	23:00	0	3	1	0	4
Day Total :						247

AM Total :	67 (27.1%)	Peak AM Hour : 10:45 =	17 (6.9%)	Peak AM Factor : 0.850	Average Period : 2.6
PM Total :	180 (72.9%)	Peak PM Hour : 17:00 =	26 (10.5%)	Peak PM Factor : 0.542	Average Hour : 10.3

Basic Volume Summary: General Stilwell South

Grand Total For Data From: 00:00 - 08/08/2017 To: 23:59 - 08/09/2017

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	398	(47.2%)	2.00	199	2.1	8.3	105 (26.4%)	293 (73.6%)
#3.	446	(52.8%)	2.00	223	2.3	9.3	140 (31.4%)	306 (68.6%)
ALL	844		2.00	422	4.4	17.6	245 (29.0%)	599 (71.0%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	10:00 =	11	08/09/2017	0.550	14:00 =	20	08/08/2017	0.500
#3.	10:45 =	17	08/09/2017	0.850	17:00 =	26	08/09/2017	0.542

Appendix B

Agency Case Number	Crash Analysis	Crash Date	Crash Intersecting Street	Crash Primary Street	Contributing Factors
150050423	03 - ONE LEFT TURN/ENTER AT ANGLE	6/7/2015	GENERAL STILLWELL ST NE	COPPER AVE NE	None
150050423	03 - ONE LEFT TURN/ENTER AT ANGLE	6/7/2015	GENERAL STILLWELL ST NE	COPPER AVE NE	Failed to yield right of way

Appendix C

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM
NTMP

N
W E
S

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

17249

NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

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

Section I

Date: «NEIGHBORHOOD CONTACT» November 7, 2016

Representatives from the «EXISTING NEIGHBORHOOD» Los Altos neighborhood, on «DATE» November 7, 2016 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
Stephanie Quashena	404 Gen. Stilwell NE	5059741893	yukimana136@gmail.com	Stephanie Quashena
Bert Howard	400 Gen. Stilwell NE	507-8116/93		Bert Howard Jr
Cheryl Tackelman	409 Gen Stilwell			Cheryl Tackelman
Enrique Perez	412 Gen stilwell		Jepr75@hotmail.com	Enrique Perez
Martinez Robert	437 Gen Stilwell			Robert Martinez
Jessie Sdos	436 Gen Stilwell st			
Eldred Sleuth	429 Gen. Stilwell st			
Ben Gomez	425 Gen stilwell st			
Ethel Eckstein	424 Gen stil NE	2e		
Felipa Montoya	420 Gen stil NE			
Beverly Fox	408 Gen Stilwell St 87123		Beverly Fox	505-259-7870
[illegible]	400 Stilwell ST	6813649	David Rhuman	
Stacey Fish	400 General Stilwell St	505-7121401	Stacey Fish	
James Luke	337 General stillwell NE	271-8314		
Tram Rodriguez	336 Gen stilwell	5739806	Tram Rodriguez	
ARGEANAS	332 GEN ST [illegible] NE			
Kevin Guzman	328 General stilwell	373-5096		
ROMANZA FORSYTHE	325 Gen Stilwell	505.237.2270		
Ana L. Martinez	324 Gen. Stillwell NE			Ana L Martinez
Jared L'Esperance	316 General Stillwell NE	505 210-2944	jtlesperance@gmail.com	

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE

NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

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

Section I

Date: [illegible]

Representatives from the [illegible] neighborhood, on [illegible] 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
Lopie Ortiz	320 Gen. Stillwell NE			L. Ortiz
Lillian C. Rozelle	313 General Stilwell St. NE			Lillian Rozelle
Shirley Marrujo	308 General Stilwell NE			Shirley Marrujo
CLIFF MARRUJO	309 Gen Stillwell S		CLIFFGOL@gmail.com	
Tyanna Herrera	304 Gen Stilwell NE		tyanna17@outlook.com	
Damonic Rangerent	355 gen Stilwell	505-549-2713		
Nannette Voeks	300 Gen. Stilwell NE	2993451		Nannette Voeks
Gabriel J Reed	301 Gen. Stilwell	505-717-4902		Gabriel Reed
Aimee Vilane	317 Gen. Stilwell	505 688-5091		
JOHN DAVIDSON	416	306-5106		
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