



JANE STREET SPEED STUDY



Jane Street Speed Study Final Report

Albuquerque, New Mexico



Souder, Miller & Associates ♦ 5454 Venice Avenue NE, Suite D ♦ Albuquerque, NM 87113
(505) 299-0942 ♦ fax (505) 293-3430



City of Albuquerque

May 2018

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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 Jane Street in northeast Albuquerque.

1.A. PROJECT PURPOSE

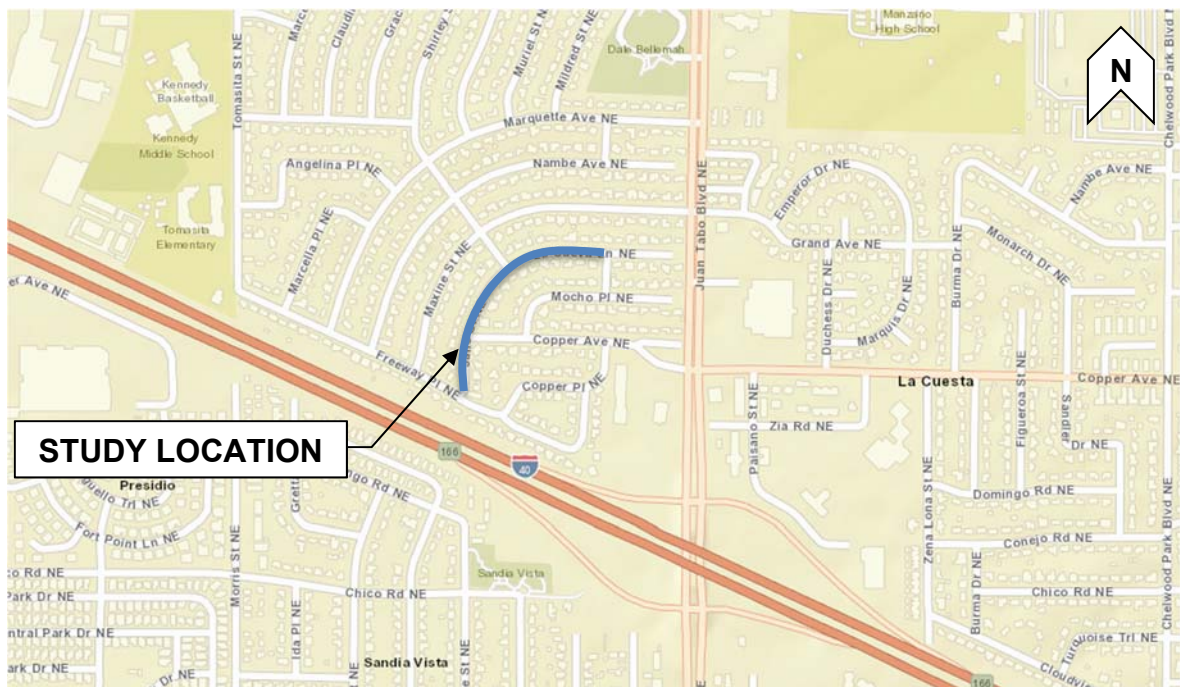
A speed study on Jane Street from Freeway Place to Mocho Lane was conducted to determine the following:

- Evaluate the 85th percentile speed along Jane Street at three (3) locations;
- Calculate average and daily peak hour traffic volumes along Jane 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 0.25 (1320.00 LF) mile section of Jane Street from Freeway Place to Mocho Lane. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.



**FIGURE 1.B.1.
STUDY LOCATION**



FIGURE 1.B.2.
STUDY LIMITS



1.C. BACKGROUND OF SPEED LIMITS

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

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

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

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

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

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

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

1.D. SETTING SPEED LIMITS

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

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

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



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

For surveys with a different amount than 100 vehicles, the 85th percentile speed is determined by the following formula: $100/15 = \# \text{ of vehicles surveyed}/X$ (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 $(56 + 56) \div 2 = 112 \div 2 = 56$ 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 three (3) volume and speed count locations which were at the following locations:

- Jane Street South – Freeway Place to Copper Avenue;
- Jane Street Middle – Copper Place to Shirley Street;
- Jane Street East – Shirley Street to Mocho Lane.

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 Jane Street. Within the study limits, there are two (2) intersections within the project limits and approximately 34 driveways that provide access to residential homes. Because there is no posted limit sign within the project limits, it is speculated the the current speed limit is 25 mph based on City Ordinance.





FIGURE 2.1.
COUNT LOCATIONS

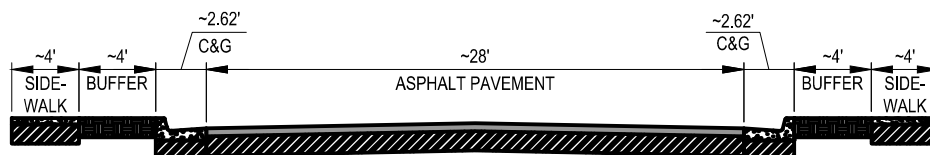


FIGURE 2.2.
EXISTING JANE STREET TYPICAL SECTION

3. DATA

3.A. ADT

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

Table 3.A.1.			
Jane Street ADT			
Count Location	NB-EB	SB-WB	ADT
Jane Street (South)	177	197	374
Jane Street (Middle)	179	185	364
Jane Street (East)	123	122	245
Average	160	168	328

The Jane Street study area directional ADT ranges from 122 to 197 vehicles per day.

3.B. PEAK HOUR TRAFFIC VOLUMES

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

Table 3.B.1.			
Jane Street Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Northbound-Eastbound (Peak Hour)	Southbound-Westbound (Peak Hour)
Jane Street (South)	AM Peak	20 (7:15 AM – 8:15 AM)	19 (11:00 AM - 12:00 PM)
	PM Peak	26 (2:15 PM – 3:15 PM)	23 (5:15 PM - 6:15 PM)
Jane Street (Middle)	AM Peak	12 (11:00 AM – 12:00 PM)	15 (9:45 AM - 10:45 AM)
	PM Peak	22 (5:45 PM – 6:45 PM)	23 (4:15 PM – 5:15 PM)
Jane Street (East)	AM Peak	10 (10:30 AM – 11:30 AM)	10 (8:00 AM – 9:00 AM)
	PM Peak	17 (5:45 PM – 6:45 PM)	23 (5:00 PM – 6:00 PM)

The Jane Street study area peak hour traffic volumes range from 10 to 26 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.3.

Table 3.C.1.			
Jane Street (South) Speed Study			
Speed	NB-EB	SB-WB	Total
Average	17.1	16.1	16.6
10 mph Pace	20.1 – 30.0 (53.0%)	15.0 – 24.9 (47.3%)	15.0 – 24.9 (54.0%)
50th Percentile	20.4	15.7	19.8
67th Percentile	22.3	21.7	22.0
85th Percentile	24.2	23.9	24.0

Table 3.C.2.			
Jane Street (Middle) Speed Study			
Speed	NB-EB	SB-WB	Total
Average	18.8	20.6	19.7
10 mph Pace	20.1 – 30.0 (63.7%)	20.1 – 30.0 (70.5%)	20.1 – 30.0 (67.2%)
50th Percentile	21.7	22.6	22.1
67th Percentile	23.1	24.4	23.8
85th Percentile	26.0	27.5	26.8

Table 3.C.3.			
Jane Street (East) Speed Study			
Speed	NB-EB	SB-WB	Total
Average	22.3	20.3	21.3
10 mph Pace	20.1 – 30.0 (63.7%)	20.1 – 30.0 (58.1%)	20.1 – 30.0 (60.9%)
50th Percentile	23.7	22.4	22.9
67th Percentile	26.7	24.3	25.7
85th Percentile	29.4	28.0	28.7

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

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

In relation to Jane Street, the road is primarily a horizontal curve, roadway conditions are consistent; controlled access, satisfactory pavement conditions, two travel lanes, and on-street parking. Table 3.C.4. displays that 20 percent of the total ADT of the three count locations recorded speeds greater than 25 mph.

Table 3.C.4.							
Jane Street ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
Jane Street (South)	188	50%	161	43%	25	7%	374
Jane Street (Middle)	115	32%	169	46%	80	22%	364
Jane Street (East)	70	29%	88	36%	87	36%	245
Average	124	38%	139	42%	64	20%	328

3.D. CRASH DATA

The crash data requested from the Albuquerque Police Department for the most recent four (4) years showed there was one (1) recorded crash within the study area.

Table 3.D.1.				
Jane Street Crash Summary				
Date	Location (Primary Street / Intersecting Street)	Cause of Crash	Crash Analysis	Crash Correct with Traffic Calming?
1/12/2017	Freeway Place / Jane Street	Driver Inattention; Failure to Yield; Improper Turn	Head-on collision from opposite direction	No

4. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 20 percent of the traffic is exceeding 25 mph and the 85th percentile speed of traffic is not exceeding 25 mph by 5 mph or more at the count locations. In order to meet criteria for traffic calming measures as outlined in the City of Albuquerque's Neighborhood Traffic Management Program, at least two (2) of the following threshold criteria must be met:

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

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

Appendices

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



Appendix A



Special Speed Study Report: Jane St South

Station ID : Jane St South

Info Line 1 : Between Copper and Freeway PI

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : J SO COP.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 97001

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

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

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/08/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	07:00	7	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	08:00	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	09:00	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	10:00	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	11:00	7	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	12:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	8	3	2	0	0	0	0	0	0	0	0	1	0	0	0	0	14
	14:00	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	15:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	18:00	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	19:00	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		92	73	15	0	0	0	0	0	0	0	0	1	0	0	0	0	181
Percent :		51%	40%	8%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	
Cum. Percent :		51%	91%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%	100%	
Average :		4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed 16.8 mph 50% Speed : 12.8 mph 67% Speed : 22.1 mph 85% Speed : 24.0 mph
10mph Pace: 7.2 - 17.1 (50.8%)

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
		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	
08/09/17	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	5	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	08:00	1	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	09:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	10:00	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	11:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	12:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	13:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	14:00	9	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	15:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	16:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	17:00	7	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	18:00	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	20:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		73	89	10	0	0	0	0	0	0	0	0	0	0	0	0	0	172
Percent :		42%	52%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		42%	94%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7

Average Speed	17.5 mph	50% Speed :	20.9 mph	67% Speed :	22.5 mph	85% Speed :	24.0 mph
				10mph Pace: 20.1 - 30.0 (57.6%)			

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 08/08/2017 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
		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	
08/08/17	00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	08:00	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	09:00	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	10:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	10	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	12:00	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	13:00	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	14:00	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9
	15:00	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	16:00	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	18:00	8	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	19:00	4	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	20:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		99	82	11	1	1	0	0	0	0	0	0	0	0	0	0	0	194
Percent :		51%	42%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		51%	93%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7

Average Speed 16.5 mph	50% Speed : 13.0 mph	67% Speed : 21.9 mph
		85% Speed : 23.9 mph
10mph Pace: 7.0 - 16.9 (51.0%)		

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
		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	
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	1	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	08:00	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	09:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	10:00	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	11:00	8	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	12:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	13:00	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	14:00	4	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9
	15:00	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	18:00	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	19:00	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	20:00	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	21:00	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	22:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		112	78	7	1	1	0	0	0	0	0	0	0	0	0	0	0	199
Percent :		56%	39%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		56%	95%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8

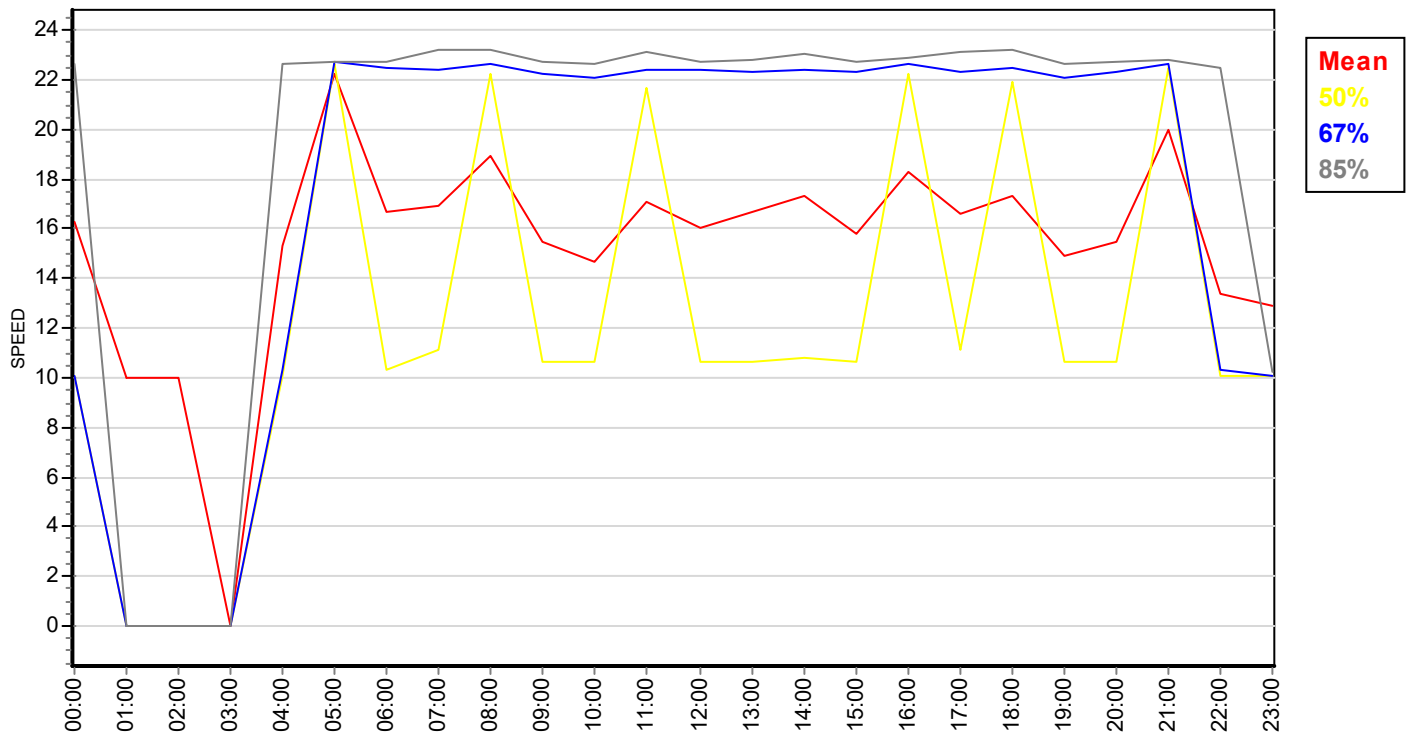
Average Speed	15.8 mph	50% Speed :	12.7 mph	67% Speed :	21.4 mph	85% Speed :	23.7 mph
				10mph Pace: 6.6 - 16.5 (56.3%)			

		#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	

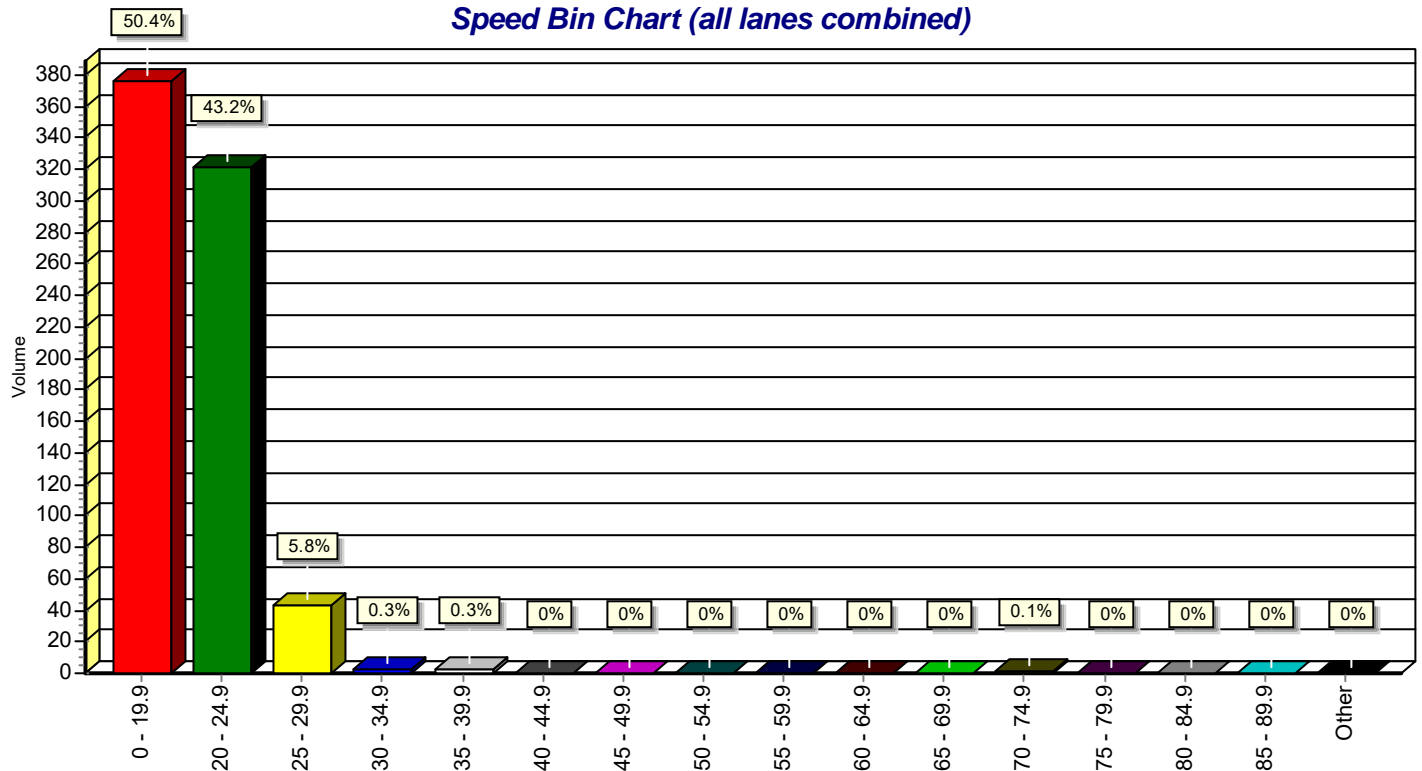
Special Speed Study Summary: Jane St South

	#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:	165	162	25	0	0	0	0	0	0	0	0	1	0	0	0	0	353
Percent :	47%	46%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	47%	93%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
ADT = 176	Average Speed 17.1 mph 50% Speed : 20.4 mph 67% Speed : 22.3 mph 85% Speed : 24.2 mph 10mph Pace: 20.1 - 30.0 (53.0%)																
Grand Total #3:	211	160	18	2	2	0	0	0	0	0	0	0	0	0	0	0	393
Percent :	54%	41%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	54%	94%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
ADT = 196	Average Speed 16.1 mph 50% Speed : 15.7 mph 67% Speed : 21.7 mph 85% Speed : 23.9 mph 10mph Pace: 15.0 - 24.9 (47.3%)																
Comb. Total :	376	322	43	2	2	0	0	0	0	0	0	1	0	0	0	0	746
Percent :	50%	43%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	50%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16
ADT = 373	Average Speed 16.6 mph 50% Speed : 19.8 mph 67% Speed : 22.0 mph 85% Speed : 24.0 mph 10mph Pace: 15.0 - 24.9 (54.0%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Jane St Middle

Station ID : Jane St Middle

Info Line 1 : Between Copper and Mocho

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : J MID.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24090

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		NB-EB	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	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/08/17	00:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	09:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	1	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	5	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	13:00	8	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	14:00	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	15:00	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	16:00	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	17:00	2	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	18:00	8	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	19:00	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		62	87	30	2	0	0	0	0	0	0	0	0	0	0	0	0	181
Percent :		34%	48%	17%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		34%	82%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed 19.1 mph 50% Speed : 21.8 mph 67% Speed : 23.2 mph 85% Speed : 26.8 mph
10mph Pace: 20.1 - 30.0 (64.6%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		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	
08/09/17	00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	08:00	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	09:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	12:00	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	13:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	14:00	2	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	15:00	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	16:00	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	17:00	4	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	18:00	6	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	19:00	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	20:00	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	21:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	22:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		66	84	27	0	0	0	0	0	0	0	0	0	0	0	0	0	177
Percent :		37%	47%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		37%	85%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed	18.6 mph	50% Speed :	21.4 mph	67% Speed :	23.0 mph	85% Speed :	25.0 mph
				10mph Pace: 20.1 - 30.0 (62.7%)			

Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.		WB-SB	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
		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	
08/08/17	00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	3	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	07:00	3	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	08:00	2	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	09:00	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	10:00	3	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	11:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	12:00	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	13:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	4	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	9
	15:00	5	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	16:00	5	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	17:00	2	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	18:00	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	19:00	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	20:00	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		47	85	54	3	1	0	0	0	0	0	0	0	0	0	0	0	190
Percent :		25%	45%	28%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		25%	69%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed 21.0 mph	50% Speed : 22.7 mph	67% Speed : 24.7 mph 10mph Pace: 20.1 - 30.0 (73.2%)
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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
		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	
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	07:00	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	08:00	5	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	09:00	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	13:00	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	3	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	2	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	16:00	3	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	6	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	18:00	4	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	19:00	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	20:00	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		54	81	41	3	1	0	0	0	0	0	0	0	0	0	0	0	180
Percent :		30%	45%	23%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		30%	75%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7

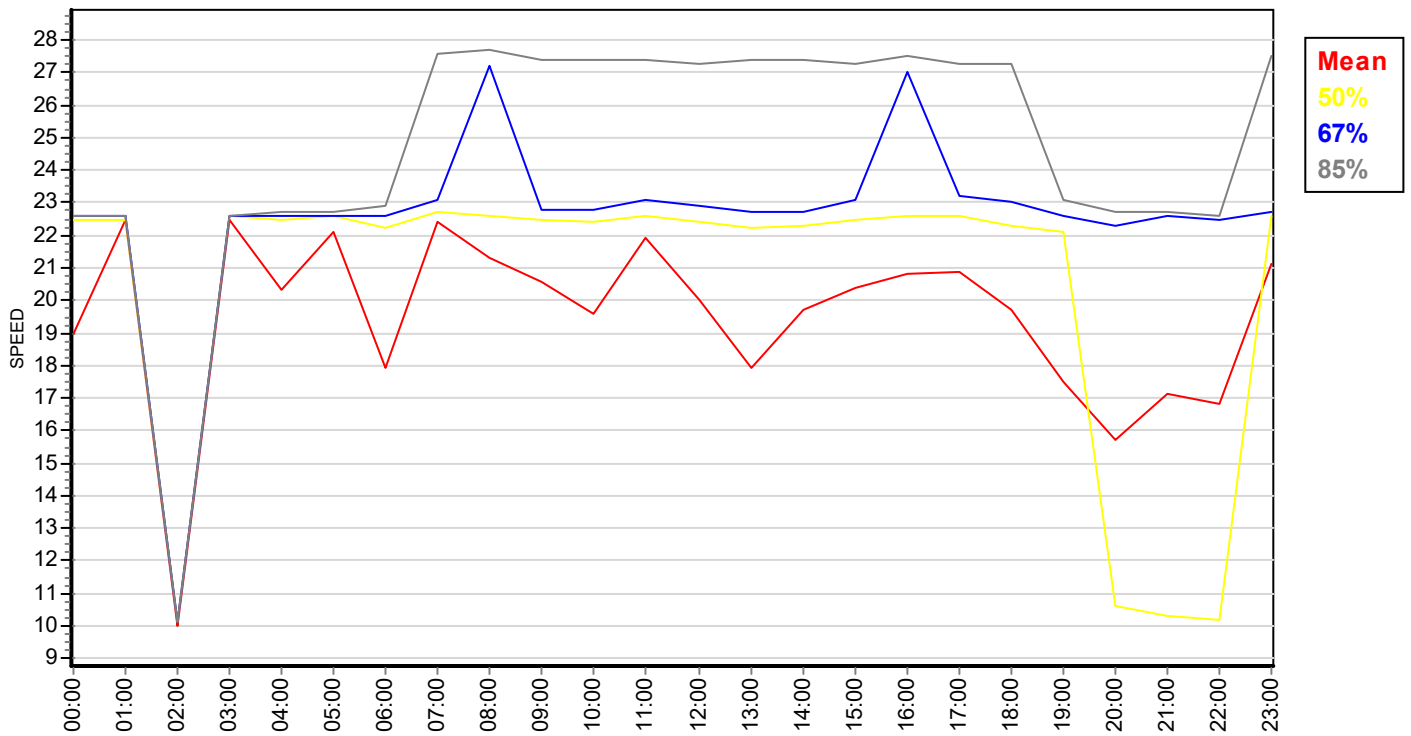
Average Speed	20.1 mph	50% Speed :	22.3 mph	67% Speed :	24.0 mph	85% Speed :	27.3 mph
				10mph Pace: 20.1 - 30.0 (67.8%)			

		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
		0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
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	

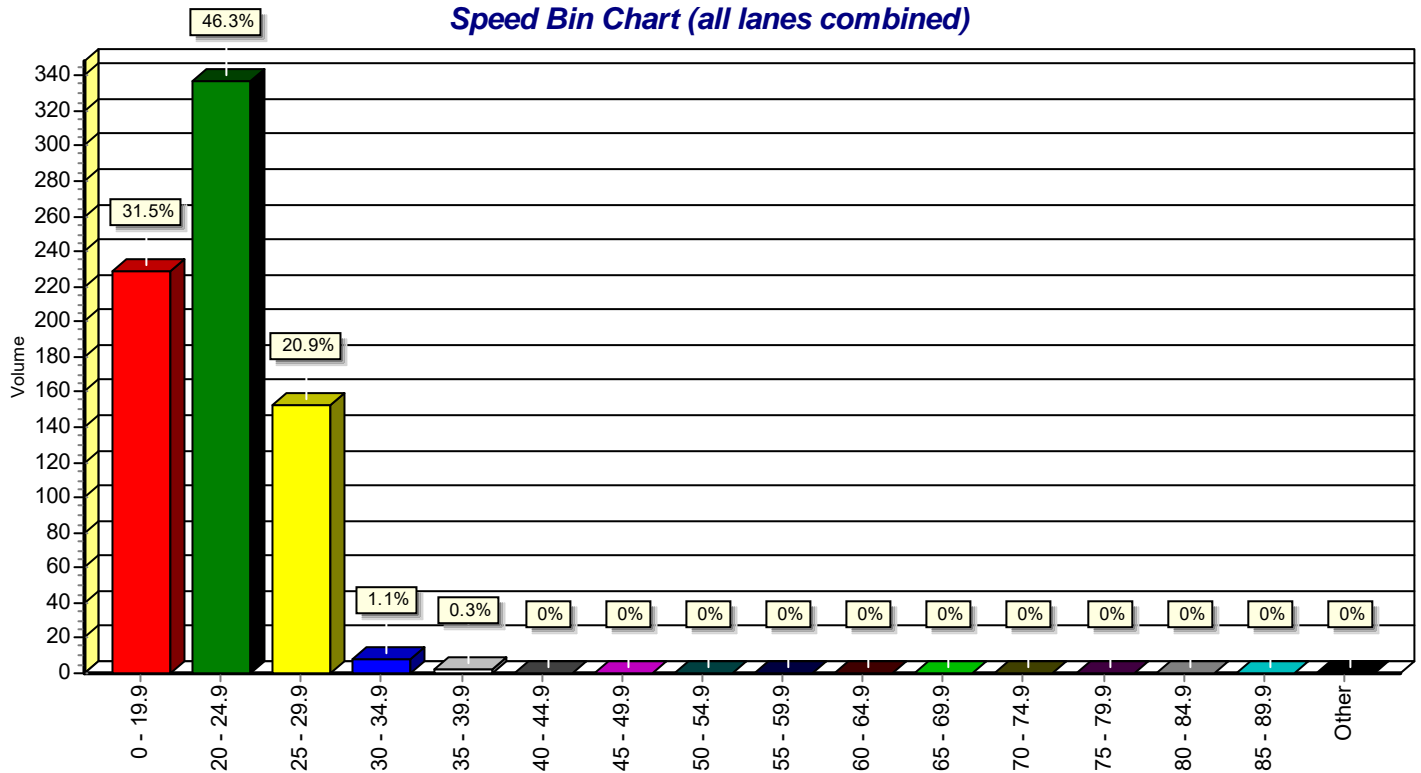
Special Speed Study Summary: Jane St Middle

	#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:	128	171	57	2	0	0	0	0	0	0	0	0	0	0	0	0	358
Percent :	36%	48%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	36%	84%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
ADT = 179	Average Speed 18.8 mph 50% Speed : 21.7 mph 67% Speed : 23.1 mph 85% Speed : 26.0 mph 10mph Pace: 20.1 - 30.0 (63.7%)																
Grand Total #3:	101	166	95	6	2	0	0	0	0	0	0	0	0	0	0	0	370
Percent :	27%	45%	26%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	27%	72%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
ADT = 185	Average Speed 20.6 mph 50% Speed : 22.6 mph 67% Speed : 24.4 mph 85% Speed : 27.5 mph 10mph Pace: 20.1 - 30.0 (70.5%)																
Comb. Total :	229	337	152	8	2	0	0	0	0	0	0	0	0	0	0	0	728
Percent :	31%	46%	21%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	31%	78%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15
ADT = 364	Average Speed 19.7 mph 50% Speed : 22.1 mph 67% Speed : 23.8 mph 85% Speed : 26.8 mph 10mph Pace: 20.1 - 30.0 (67.2%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Jane St East

Station ID : Jane St East

Info Line 1 : Between Shirley and Mocho

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : J 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.	Eastbound		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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	08:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	1	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	5
	13:00	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	14:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	15:00	4	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:00	2	4	7	2	1	0	0	0	0	0	0	0	0	0	0	0	16
	17:00	4	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	10
	18:00	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	20:00	1	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		27	33	40	10	5	1	0	0	0	0	0	0	0	0	0	0	116
Percent :		23%	28%	34%	9%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		23%	52%	86%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 22.9 mph 50% Speed : 23.4 mph 67% Speed : 27.3 mph 85% Speed : 28.6 mph
10mph Pace: 21.5 - 31.4 (62.9%)

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
		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	
08/09/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	08:00	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	09:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:00	0	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	12:00	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	13:00	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	14:00	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	15:00	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	16:00	1	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	17:00	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	18:00	3	10	3	0	0	0	0	0	0	0	0	0	0	0	0	1	17
	19:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	4	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	13
	21:00	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	22:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		31	51	32	11	3	0	0	0	0	0	0	0	0	0	0	1	129
Percent :		24%	40%	25%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	
Cum. Percent :		24%	64%	88%	97%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	
Average :		1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed	21.7 mph	50% Speed :	23.0 mph	67% Speed :	26.8 mph	85% Speed :	28.2 mph
				10mph Pace: 20.9 - 30.8 (64.3%)			

Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.	Westbound		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
		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	
08/08/17	00:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	3	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	10
	09:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	3	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	9
	11:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	13:00	3	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:00	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	4	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	14
	18:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		31	52	25	9	3	1	0	0	0	0	0	0	0	0	0	0	121
Percent :		26%	43%	21%	7%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		26%	69%	89%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 21.6 mph	50% Speed : 22.7 mph	67% Speed : 24.0 mph 85% Speed : 27.9 mph 10mph Pace: 20.9 - 30.8 (63.6%)
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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
		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	
08/09/17	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	09:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	2	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:00	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	13:00	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	15:00	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	16:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	17:00	6	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	18:00	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		50	39	24	5	1	1	0	0	0	0	0	0	0	0	0	0	120
Percent :		42%	33%	20%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		42%	74%	94%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

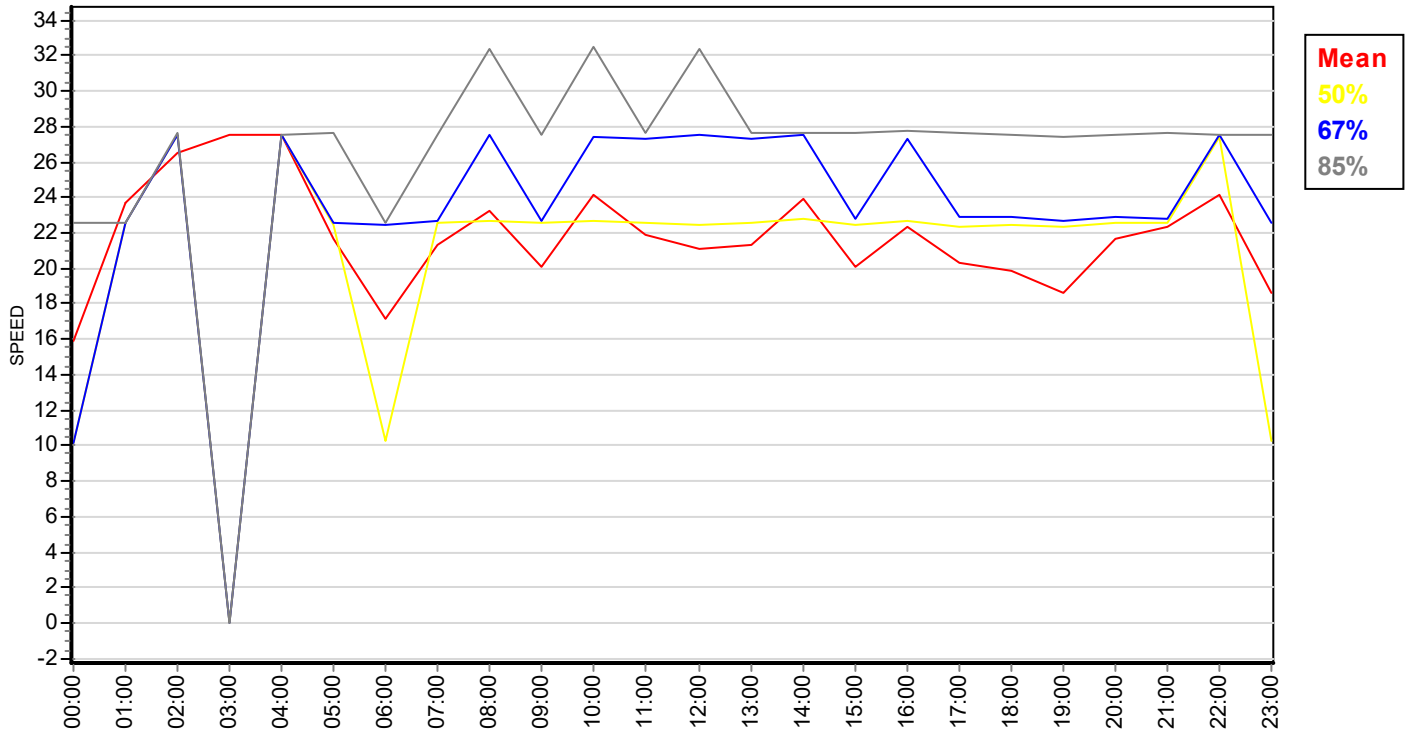
Average Speed	19.0 mph	50% Speed : 21.9 mph	67% Speed : 23.2 mph	85% Speed : 27.6 mph
10mph Pace: 21.3 - 31.2 (52.5%)				

		#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	

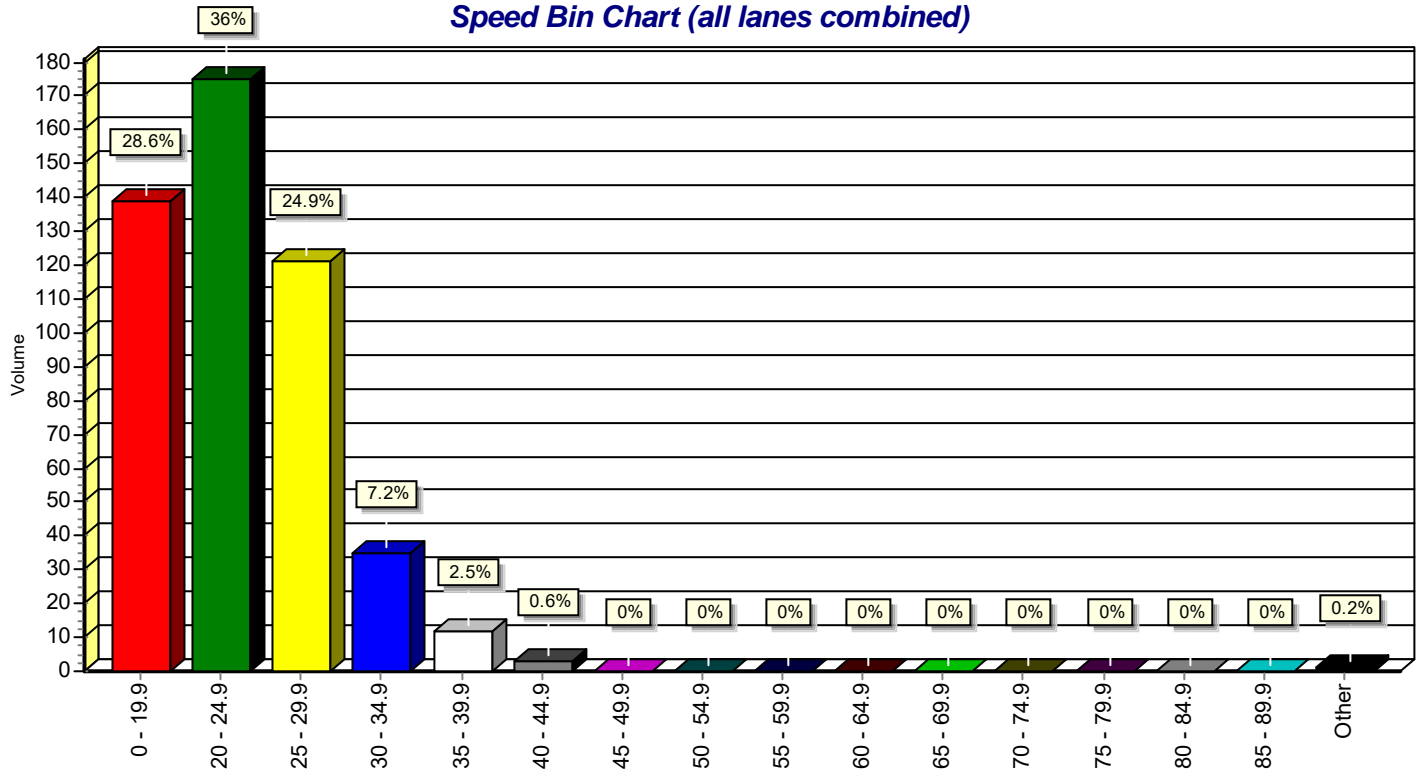
Special Speed Study Summary: Jane St East

	#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:	58	84	72	21	8	1	0	0	0	0	0	0	0	0	0	1	245
Percent :	24%	34%	29%	9%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	24%	58%	87%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
ADT = 122	Average Speed 22.3 mph 50% Speed : 23.7 mph 67% Speed : 26.7 mph 85% Speed : 29.4 mph 10mph Pace: 20.1 - 30.0 (63.7%)																
Grand Total #3:	81	91	49	14	4	2	0	0	0	0	0	0	0	0	0	0	241
Percent :	34%	38%	20%	6%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	34%	71%	92%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
ADT = 120	Average Speed 20.3 mph 50% Speed : 22.4 mph 67% Speed : 24.3 mph 85% Speed : 28.0 mph 10mph Pace: 20.1 - 30.0 (58.1%)																
Comb. Total :	139	175	121	35	12	3	0	0	0	0	0	0	0	0	0	1	486
Percent :	29%	36%	25%	7%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	29%	65%	90%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	11
ADT = 243	Average Speed 21.3 mph 50% Speed : 22.9 mph 67% Speed : 25.7 mph 85% Speed : 28.7 mph 10mph Pace: 20.1 - 30.0 (60.9%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Basic Volume Report: Jane St South

Station ID : Jane St South

Info Line 1 : Between Copper and Freeway PI

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : J SO COP.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 97001

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

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

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

Day Total : 181

AM Total :	90 (49.7%)	Peak AM Hour : 07:15 =	18 (9.9%)	Peak AM Factor : 0.750	Average Period :	1.9
PM Total :	91 (50.3%)	Peak PM Hour : 17:45 =	17 (9.4%)	Peak PM Factor : 0.531	Average Hour :	7.5

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

Day Total : 172

AM Total :	69 (40.1%)	Peak AM Hour : 07:15 =	20 (11.6%)	Peak AM Factor : 0.714	Average Period :	1.8
PM Total :	103 (59.9%)	Peak PM Hour : 14:15 =	26 (15.1%)	Peak PM Factor : 0.650	Average Hour :	7.2

Lane #3 Configuration

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

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

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

Day Total : 194

AM Total :	74 (38.1%)	Peak AM Hour : 11:00 =	19 (9.8%)	Peak AM Factor : 0.792	Average Period :	2.0
PM Total :	120 (61.9%)	Peak PM Hour : 17:15 =	19 (9.8%)	Peak PM Factor : 0.679	Average Hour :	8.1

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	1	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	1	1	0	1	3
	06:00	0	0	0	2	2
	07:00	1	1	5	8	15
	08:00	2	1	8	0	11
	09:00	1	0	1	3	5
	10:00	5	4	4	2	15
	11:00	3	5	4	5	17
	12:00	3	0	2	5	10
	13:00	4	4	3	4	15
	14:00	2	2	1	4	9
	15:00	3	3	2	2	10
	16:00	2	0	4	3	9
	17:00	4	5	5	7	21
	18:00	6	5	1	5	17
	19:00	3	2	5	3	13
	20:00	2	4	2	5	13
	21:00	3	1	0	3	7
	22:00	0	3	0	1	4
	23:00	0	1	0	0	1

Day Total : 199

AM Total :	70 (35.2%)	Peak AM Hour : 07:45 =	19 (9.5%)	Peak AM Factor : 0.594	Average Period :	2.1
PM Total :	129 (64.8%)	Peak PM Hour : 17:15 =	23 (11.6%)	Peak PM Factor : 0.821	Average Hour :	8.3

Basic Volume Summary: Jane St 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.	353 (47.3%)	2.00	177	1.8	7.4	159 (45.0%)	194 (55.0%)
#3.	393 (52.7%)	2.00	197	2.0	8.2	144 (36.6%)	249 (63.4%)
ALL	746	2.00	374	3.8	15.6	303 (40.6%)	443 (59.4%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:15 = 20	08/09/2017	0.714	14:15 = 26	08/09/2017	0.650
#3.	11:00 = 19	08/08/2017	0.792	17:15 = 23	08/09/2017	0.821

Basic Volume Report: Jane St Middle

Station ID : Jane St Middle

Info Line 1 : Between Copper and Mocho

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : J MID.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24090

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		NB-EB	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	3	1	0	0	4
Tue	01:00	1	0	0	0	1
	02:00	1	0	0	0	1
	03:00	0	0	0	1	1
	04:00	0	0	1	1	2
	05:00	0	0	1	0	1
	06:00	1	1	0	1	3
	07:00	2	0	1	3	6
	08:00	1	1	3	2	7
	09:00	2	2	1	1	6
	10:00	3	2	3	1	9
	11:00	2	4	2	4	12
	12:00	3	5	8	2	18
	13:00	5	2	5	3	15
	14:00	2	1	2	7	12
	15:00	1	2	3	5	11
	16:00	2	2	1	2	7
	17:00	2	5	4	5	16
	18:00	3	6	8	5	22
	19:00	2	4	2	3	11
	20:00	2	2	0	0	4
	21:00	3	1	0	2	6
	22:00	0	0	1	1	2
	23:00	2	0	2	0	4

Day Total : 181

AM Total :	53 (29.3%)	Peak AM Hour : 11:00 =	12 (6.6%)	Peak AM Factor : 0.750	Average Period :	1.9
PM Total :	128 (70.7%)	Peak PM Hour : 17:45 =	22 (12.2%)	Peak PM Factor : 0.688	Average Hour :	7.5

Date	Time	:00	:15	:30	:45	Total
08/09/17	00:00	1	0	1	0	2
Wed	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	1	1	2
	05:00	0	1	0	0	1
	06:00	1	1	3	1	6
	07:00	2	3	1	2	8
	08:00	2	0	3	3	8
	09:00	0	1	0	2	3
	10:00	1	3	4	0	8
	11:00	0	1	3	4	8
	12:00	2	3	1	4	10
	13:00	4	0	3	1	8
	14:00	2	3	5	3	13
	15:00	4	2	3	2	11
	16:00	5	0	5	2	12
	17:00	5	3	4	3	15
	18:00	4	3	7	2	16
	19:00	1	4	5	2	12
	20:00	4	5	8	3	20
	21:00	3	4	2	0	9
	22:00	0	1	1	1	3
	23:00	0	0	0	1	1
Day Total :						177

AM Total :	47 (26.6%)	Peak AM Hour : 09:45 =	10 (5.6%)	Peak AM Factor : 0.625	Average Period :	1.8
PM Total :	130 (73.4%)	Peak PM Hour : 20:00 =	20 (11.3%)	Peak PM Factor : 0.625	Average Hour :	7.4

Lane #3 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.		WB-SB	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	0	1	0	1	2
Tue	01:00	0	1	0	0	1
	02:00	1	0	0	0	1
	03:00	0	0	0	0	0
	04:00	3	0	1	1	5
	05:00	0	2	0	0	2
	06:00	5	2	3	2	12
	07:00	4	4	2	3	13
	08:00	5	3	1	1	10
	09:00	4	1	2	4	11
	10:00	3	4	4	3	14
	11:00	0	3	1	5	9
	12:00	1	3	1	2	7
	13:00	1	1	1	3	6
	14:00	2	2	2	3	9
	15:00	5	2	6	3	16
	16:00	4	6	6	3	19
	17:00	8	3	5	1	17
	18:00	5	4	1	2	12
	19:00	3	3	2	1	9
	20:00	1	3	3	1	8
	21:00	0	0	1	1	2
	22:00	1	0	1	0	2
	23:00	2	1	0	0	3

Day Total : 190

AM Total :	80 (42.1%)	Peak AM Hour : 09:45 =	15 (7.9%)	Peak AM Factor : 0.750	Average Period :	2.0
PM Total :	110 (57.9%)	Peak PM Hour : 16:15 =	23 (12.1%)	Peak PM Factor : 0.719	Average Hour :	7.9

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	0	0	0	0	0
	05:00	1	0	1	1	3
	06:00	4	2	2	1	9
	07:00	5	3	4	1	13
	08:00	3	4	4	1	12
	09:00	1	1	2	5	9
	10:00	3	1	0	2	6
	11:00	2	5	3	2	12
	12:00	0	1	1	5	7
	13:00	4	1	2	3	10
	14:00	4	1	2	3	10
	15:00	5	3	1	7	16
	16:00	5	2	1	1	9
	17:00	4	4	5	4	17
	18:00	4	3	3	5	15
	19:00	6	3	3	2	14
	20:00	1	2	4	3	10
	21:00	0	0	1	0	1
	22:00	0	1	0	0	1
	23:00	1	1	0	3	5
Day Total :						180

AM Total :	65 (36.1%)	Peak AM Hour : 06:45 =	13 (7.2%)	Peak AM Factor : 0.650	Average Period :	1.9
PM Total :	115 (63.9%)	Peak PM Hour : 17:00 =	17 (9.4%)	Peak PM Factor : 0.607	Average Hour :	7.5

Basic Volume Summary: Jane St Middle

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.	358 (49.2%)	2.00	179	1.9	7.5	100 (27.9%)	258 (72.1%)
#3.	370 (50.8%)	2.00	185	1.9	7.7	145 (39.2%)	225 (60.8%)
ALL	728	2.00	364	3.8	15.2	245 (33.7%)	483 (66.3%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	11:00 = 12	08/08/2017	0.750	17:45 = 22	08/08/2017	0.688
#3.	09:45 = 15	08/08/2017	0.750	16:15 = 23	08/08/2017	0.719

Basic Volume Report: Jane St East

Station ID : Jane St East

Info Line 1 : Between Shirley and Mocho

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : J 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.		Eastbound	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	2	1	0	0	3
Tue	01:00	2	0	0	0	2
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	1	0	0	0	1
	05:00	1	0	1	1	3
	06:00	1	0	0	0	1
	07:00	0	1	0	0	1
	08:00	1	1	1	2	5
	09:00	0	2	1	1	4
	10:00	1	3	0	2	6
	11:00	1	1	0	2	4
	12:00	2	2	0	1	5
	13:00	3	1	2	1	7
	14:00	0	0	0	2	2
	15:00	3	3	1	2	9
	16:00	4	5	1	6	16
	17:00	1	4	3	2	10
	18:00	3	1	0	3	7
	19:00	5	2	1	2	10
	20:00	1	2	2	3	8
	21:00	3	1	0	1	5
	22:00	0	0	1	1	2
	23:00	1	0	4	0	5

Day Total : 116

AM Total :	30 (25.9%)	Peak AM Hour : 09:30 =	6 (5.2%)	Peak AM Factor : 0.500	Average Period :	1.2
PM Total :	86 (74.1%)	Peak PM Hour : 16:00 =	16 (13.8%)	Peak PM Factor : 0.667	Average Hour :	4.8

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

Day Total : 130

AM Total :	33 (25.4%)	Peak AM Hour : 10:30 =	10 (7.7%)	Peak AM Factor : 0.833	Average Period :	1.4
PM Total :	97 (74.6%)	Peak PM Hour : 17:45 =	17 (13.1%)	Peak PM Factor : 0.607	Average Hour :	5.4

Lane #3 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.		Westbound	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	0	1	0	2	3
Tue	01:00	1	1	0	0	2
	02:00	1	0	1	0	2
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	0	2	2	1	5
	06:00	1	0	1	2	4
	07:00	2	0	1	0	3
	08:00	3	3	0	4	10
	09:00	0	1	2	1	4
	10:00	5	1	0	3	9
	11:00	1	0	1	2	4
	12:00	0	1	2	0	3
	13:00	3	3	2	2	10
	14:00	1	1	2	3	7
	15:00	3	3	2	1	9
	16:00	1	3	2	3	9
	17:00	2	3	6	3	14
	18:00	1	0	1	2	4
	19:00	2	5	0	0	7
	20:00	1	1	2	1	5
	21:00	2	0	1	0	3
	22:00	1	0	0	0	1
	23:00	1	1	0	0	2

Day Total : 121

AM Total :	47 (38.8%)	Peak AM Hour : 08:00 =	10 (8.3%)	Peak AM Factor : 0.500	Average Period :	1.3
PM Total :	74 (61.2%)	Peak PM Hour : 16:45 =	14 (11.6%)	Peak PM Factor : 0.583	Average Hour :	5.0

Date	Time	:00	:15	:30	:45	Total
08/09/17	00:00	0	1	0	0	1
Wed	01:00	0	0	0	0	0
	02:00	0	1	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	1	0	1	3	5
	06:00	1	1	2	1	5
	07:00	2	2	1	0	5
	08:00	0	1	0	2	3
	09:00	1	2	0	1	4
	10:00	3	2	1	2	8
	11:00	3	3	1	0	7
	12:00	3	2	1	2	8
	13:00	3	0	3	4	10
	14:00	1	0	2	3	6
	15:00	1	0	5	2	8
	16:00	2	1	0	2	5
	17:00	4	6	2	4	16
	18:00	3	2	3	1	9
	19:00	1	3	1	2	7
	20:00	1	4	0	2	7
	21:00	2	1	2	0	5
	22:00	0	0	0	1	1
	23:00	1	1	0	0	2
Day Total :						123

AM Total :	39 (31.7%)	Peak AM Hour : 10:30 =	9 (7.3%)	Peak AM Factor : 0.750	Average Period :	1.3
PM Total :	84 (68.3%)	Peak PM Hour : 17:00 =	16 (13.0%)	Peak PM Factor : 0.667	Average Hour :	5.1

Basic Volume Summary: Jane St East

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.	246 (50.2%)	2.00	123	1.3	5.1	63 (25.6%)	183 (74.4%)
#3.	244 (49.8%)	2.00	122	1.3	5.1	86 (35.2%)	158 (64.8%)
ALL	490	2.00	245	2.6	10.2	149 (30.4%)	341 (69.6%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	10:30 = 10	08/09/2017	0.833	17:45 = 17	08/09/2017	0.607
#3.	08:00 = 10	08/08/2017	0.500	17:00 = 16	08/09/2017	0.667

Appendix B



Crash Date	Agency Case Number	Crash Intersecting Street	Crash Primary Street	Crash Analysis	Contributing Factors
1/12/2017	170003799	JANE ST NE	FREEWAY PL NE	21 - HEAD-ON COLLISION/FROM OPP DIR	None
1/12/2017	170003799	JANE ST NE	FREEWAY PL NE	21 - HEAD-ON COLLISION/FROM OPP DIR	Driver inattention, Failed to yield right of way, Made improper turn

Appendix C



December 7, 2016

Traffic Calming Division,

Included is the Traffic Calming petition for Jane St NE. There were about five houses north of Copper on Jane that are vacant. I'm not sure how this would impact the amount of signatures necessary for consideration.

There are numerous vehicles that go through the intersection of Copper and Jane in order to reach the schools on Tomasita St NE. I'm hoping potential speed humps or a triangle would deter a lot of the speeding and thoroughfare. Lastly, according to neighbors there have been a few occasions where cars have jumped the curb and one house was also driven into on Jane.

Thank you,

Eli L Brown

617 Jane St NE

505-710-1486

CASE ID 40454

NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

CITY OF ALBUQUERQUE — NTMP

*** NEIGHBORHOOD TRAFFIC CALMING PETITION ***

Section I

Date: Nov 10, 2016

Representatives from the Victory Hills neighborhood, on Nov 10, 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
Eric Peterson	2738 San Rafael	505 550 7337	skier.pric@gmail.com	Eric Peterson
Jessie Rogers	2739 San Rafael	505-427-1680	jessie.rogers@gmail.com	Jessie Rogers
Luke Gullickson	2727 San Rafael	313 89 7916	mail@lukegullickson.com	Luke Gullickson
Mike Malone	2719 San Rafael	505-350-1971	mmalane4@unm.edu	Mike Malone
Richard Bradillo	1300 Princeton SE	505-268-4876	Randpbradillo@gmail.com	Richard Bradillo
Jim Schultz	2711 San Rafael SE	268-6766		Jim Schultz
Cassandra Hanson	2714 San Rafael SE	505 400-1917	umiliana@gmail.com	Cassandra Hanson
Melvin Hansen	2714 San Rafael SE	505-205-8409	MelvinHansen@gmail.com	Melvin Hansen
Mike Kroese	2718 San Rafael Ave NE		PROP KROE@gmail.com	Mike Kroese
Chris Skiffel	2726 San Rafael Ave SE		SPURSKIFFEL@gmail.com	Chris Skiffel
Muhelle Montano	2735 San Rafael Ave NE		Montanome@gmail.com	Muhelle Montano
Haley Johnson	1209 Vassar Dr SE		hjohnson505@gmail.com	Haley Johnson
Charleen Brewer	1301 Vassar Dr SE		cbrewer92002@yahoo.com	Charleen Brewer
Peter Z Farnand	1301 Girard Blvd SE		pzarnes2@gmail.com	Peter Z Farnand
Helen R. Lucero	2731 San Rafael SE		helenr.lucero9@msn.com	Helen R. Lucero
Lucinda Puckett	2715 San Rafael SE		lpuckett@msn.com	Lucinda Puckett
Janelle Harden	2710 San Rafael Ave SE		jharden@nmia.com	Janelle Harden
FRED YOUNG	1208 WYNON SE			Fred Young
Jessica Ziamond	2809 San Rafael Ave SE APTA	505 917 879	jessica.ziamond@gmail.com	Jessica Ziamond
Anthony J Espinoza	2809 SAN Rafael Ave SE		TAOSBOY@gmail.com	Anthony J Espinoza

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE)

505-385-4718

Carlos Rodriguez 2730 San Rafael Ave SE

505-205-5519 j012587@gmail.com

NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

CITY OF ALBUQUERQUE — NTMP

*** NEIGHBORHOOD TRAFFIC CALMING PETITION ***

Section I

Date: 11/01/16 <INSERT DATE SENT TO NEIGHBORHOOD CONTACT>

Representatives from the Jane St NE neighborhood, on 11/01/16 requested initiation of a NTMP Study. Based on available data, the households and properties identified in the attached **Exhibit 1** are considered to be in the affected area. An initial assessment of available data has been conducted, and to continue processing the application neighborhood support is required. Two-thirds of the shown households/properties on Exhibit 1 must agree with the application and sign the petition below. The completed petition should be submitted to the City of Albuquerque Traffic Engineering Division (P.O. Box 1293, Albuquerque, NM 87103 or NTMP@cabq.gov)

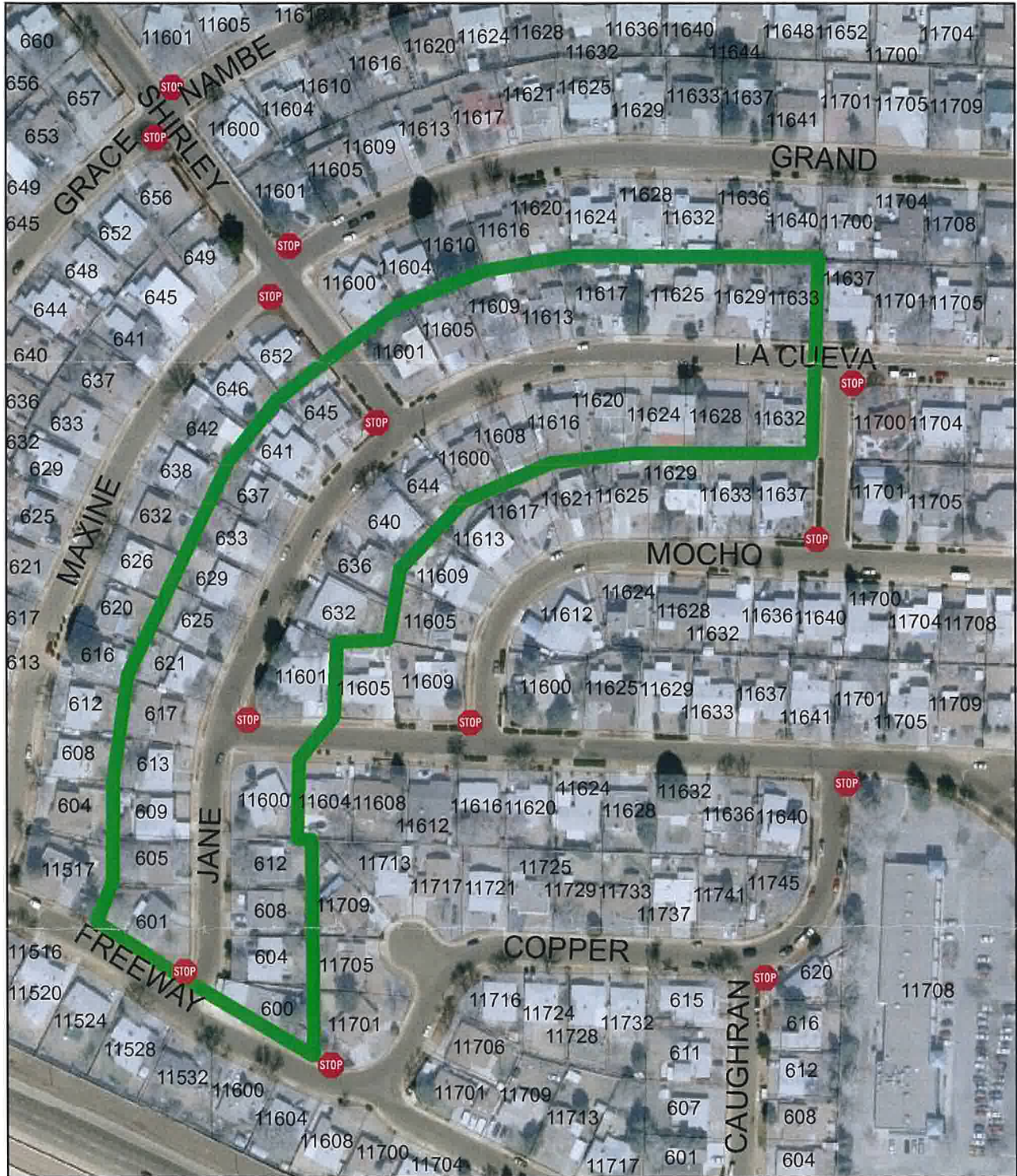
Section II

(ONLY ONE SIGNATURE PER ADDRESS)

Name (print)	Address	Telephone	Email	Signature
Cory Donner	608 Jane St NE	505-553-9361		[Signature]
Craig Galtm	11601 Copper NE	505-294-5132		[Signature]
MICHELLE WELTZ	646 JANE ST NE	298-6055		[Signature]
Maureen Collier	11616 La Cueva NW	497-9440		[Signature]
Joshua Edwards	11620 La Cueva Ln	505-999-8235		[Signature]
Norma Samuile	11625 La Cueva Ln	505-321-6134		[Signature]
Julia Thompson	11635 La Cueva NW	505-267-0032		[Signature]
Richard Foye	11617 La Cueva Ln	505-730-6130		[Signature]
Anselmo G	11609 La Cueva	738-9255		[Signature]
MARIA ERDMAN	11605 LA CUEVA NE	81123 2920258		[Signature]
ALFRED SANCHEZ	641 JANE ST NE	294-6242		[Signature]
Lisa Sanchez	625 Jane St NE	575-767-6842		[Signature]
Adam Rudy	621 Jane St	505-945-8786		[Signature]
James DOWLESS	613 Jane St NE	505-228-0406		[Signature]
Louis Gonzalez	612 Jane St NE	505-780-8397		[Signature]
Mary Colangelo	11600 Copper Ave NW	575-644-2513		[Signature]
Hanaa Benhalim	11628 La Cueva NE	505-310-1416		[Signature]
Ruehl	637 Jane St NW	505-708-300		[Signature]
MARGARET HIDALGO	609 Jane St NE	299-2061		[Signature]
Carmen Garcia	605 Jane St NE	907-1009		[Signature]

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE)

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM NTMP



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

REQUEST DATE: 11/7/16
RETURN DATE: 12/12/16

40454



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