



# LUNA BOULEVARD SPEED STUDY



# Luna Boulevard 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

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City of Albuquerque

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## INTRODUCTION

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

### 1.A. PROJECT PURPOSE

A speed study on Luna Boulevard from Lomas Boulevard to Marquette Avenue was conducted to determine the following:

- Evaluate the 85<sup>th</sup> percentile speed along Luna Boulevard at three (3) locations;
- Calculate average and daily peak hour traffic volumes along Luna Boulevard.

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

### 1.B. PROJECT DESCRIPTION

The study area will be a 0.21 (1108.80 LF) mile section of Luna Boulevard from Lomas Boulevard to Marquette Avenue. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.

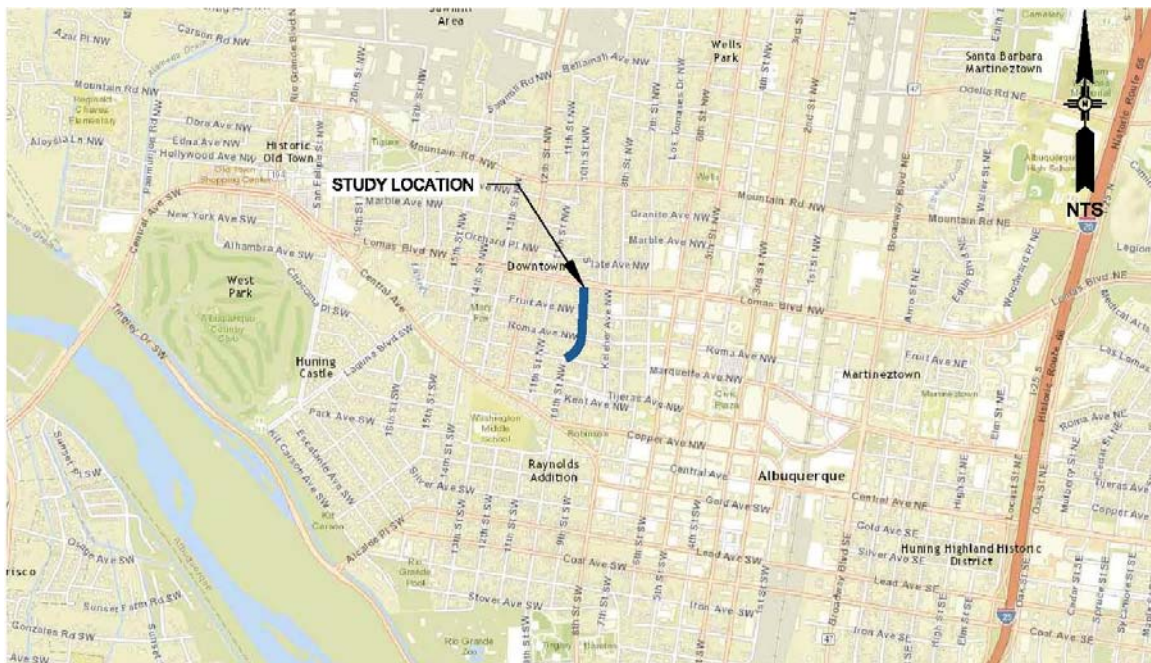


FIGURE 1.B.1.  
STUDY LOCATION



FIGURE 1.B.2.  
STUDY LIMITS



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## 1.C. BACKGROUND OF SPEED LIMITS

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

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

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

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

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

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

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

## 1.D. SETTING SPEED LIMITS

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

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

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



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

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

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

Where  $x = 7.5$ , or the 8<sup>th</sup> vehicle in the survey

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

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

Formula for Geometric Mean:

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

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

Geometric Mean Example:

Sample speeds = 51, 52, 55, 58, and 60 mph

Step 1:

$N = 5$ , the total number of values,  $\frac{1}{N} = 0.2$

Step 2:

Determine geometric mean using the formula.

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

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

## 2. EXISTING CONDITIONS

### 2.A. COUNT LOCATIONS

The study area included three (3) volume and speed count locations which were at the following locations:

- Luna Boulevard (North) between Lomas Boulevard and Fruit Avenue;
- Luna Boulevard (Middle) between Fruit Avenue and Roma Avenue;
- Luna Boulevard (South) between Roma Avenue and Marquette Avenue.

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

### 2.B. EXISTING CONDITIONS

Figure 2.2. on page 6 displays the existing typical section of Luna Boulevard. Within the study limits, there are two intersections and approximately 14 driveways that provide access to residential homes. Also to be noted, the speed limit within the study limits is 25 mph.





FIGURE 2.1.  
 COUNT LOCATIONS

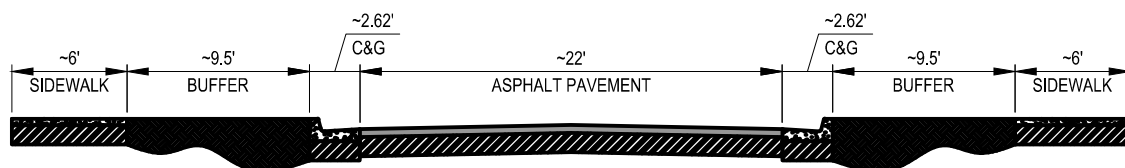


FIGURE 2.2.  
 EXISTING LUNA BOULEVARD TYPICAL SECTION



### 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.			
Luna Boulevard ADT			
Count Location	NB	SB	ADT
Luna Boulevard (North)	610	393	1003
Luna Boulevard (Middle)	593	378	971
Luna Boulevard (South)	559	407	966
Average	587.3	392.7	980.0

The Luna Boulevard study area directional ADT ranges from 378 to 610 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.			
Luna Boulevard Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Northbound (Peak Hour)	Southbound (Peak Hour)
Luna Boulevard (North)	AM Peak	53 (10:45 AM - 11:45 AM)	35 (10:00 AM - 11:00 AM)
	PM Peak	70 (4:15 PM - 5:15 PM)	41 (5:00 PM - 6:00 PM)
Luna Boulevard (Middle)	AM Peak	50 (10:15 AM - 11:15 AM )	37 (9:45 AM - 10:45 AM)
	PM Peak	69 (4:30 PM - 5:30 PM )	42 (5:00 PM - 6:00 PM)
Luna Boulevard (South)	AM Peak	44 (10:15 AM - 11:15 AM)	43 (9:45 AM - 10:45 AM)
	PM Peak	68 (4:45 PM - 5:45 PM)	40 (3:30 PM - 4:30 PM)

The Luna Boulevard study area peak hour traffic volumes range from 45 to 70 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.			
Luna Boulevard (North) Speed Study			
Speed	NB	SB	Total
Average	20.9	19.4	20.3
10 mph Pace	20.1 - 30.0 (70.4%)	20.1 - 30.0 (63.0%)	19.9 - 29.8 (67.5%)
50th Percentile	22.7	22.0	22.4
67th Percentile	24.5	23.9	24.3
85th Percentile	27.8	27.2	27.5

Table 3.C.2.			
Luna Boulevard (Middle) Speed Study			
Speed	NB	SB	Total
Average	21.3	19.3	20.5
10 mph Pace	20.1 - 30.0 (68.3%)	20.1 - 30.0 (62.3%)	20.1 - 30.0 (66.0%)
50th Percentile	22.9	21.8	22.5
67th Percentile	24.9	23.7	24.4
85th Percentile	28.3	26.8	27.8

Table 3.C.3.			
Luna Boulevard (South) Speed Study			
Speed	NB	SB	Total
Average	18.5	17.1	18.0
10 mph Pace	19.9 - 29.8 (59.7%)	19.9 - 29.8 (52.6%)	19.9 - 29.8 (56.7%)
50th Percentile	21.4	20.5	21.0
67th Percentile	23.1	22.4	22.9
85th Percentile	25.4	24.4	24.9

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 Luna Boulevard, the speed limit is 25 mph, roadway conditions are consistent; controlled access, satisfactory pavement conditions, two travel lanes, and on-street parking, but in the southern limits of the study area is a horizontal curve. Table 3.C.4. displays that 23 percent of the total ADT of the three count locations recorded speeds greater than the posted speed limit of 25 mph.

Table 3.C.4.							
Luna Boulevard ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
Luna Boulevard (North)	290.5	29%	446.5	45%	265.5	26%	1002.5
Luna Boulevard (Middle)	283	29%	415	43%	272	28%	970
Luna Boulevard (South)	407	42%	426	44%	133	14%	966
Average	326.8	33%	429.2	44%	223.5	23%	979.5

### 3.D. CRASH DATA

Crash data was requested from the Albuquerque Police Department for the most recent 3 years. The crash data requested showed there was a total of 8 recorded crashes within the study area from June 9, 2014.

Table 3.D.1.				
Luna Boulevard Crash Summary				
Date	Location (Primary Street / Intersecting Street)	Cause of Crash	Crash Analysis	Crash Correct with Traffic Calming?
6/9/2014	Lomas Boulevard / Luna Boulevard	Pedestrian Error	Vehicle Going Straight	No
7/22/2014	Luna Boulevard / Roma Avenue	Driver Inattention	From Opposite Direction	No
7/31/2014	Lomas Boulevard / Luna Boulevard	Driver Inattention	One Left Turn / Entering at Angle	No
12/26/2014	Luna Boulevard / Roma Avenue	Failed to Yield Right of Way	From Opposite Direction	No
2/5/2016	Lomas Boulevard / Luna Boulevard	Driver Inattention, Following too Closely	Both Going Straight / From Same Direction	No
4/30/2016	Luna Boulevard / Fruit Avenue	Under the Influence of Alcohol, Drugs, or Medication	Left Side of Road	No
3/31/2017	Luna Boulevard / Fruit Avenue	Disregarded Traffic Signal / Driver Inattention	Both Going Straight / From Opposite Direction	No
6/9/2017	Lomas Boulevard / Lomas Boulevard	Driver Inattention / Improper Backing	Rear End Collision / Same Direction	No

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

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

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

This analysis was used for Luna Boulevard and based on the data entered into <http://www.uslimits.com> for the above-listed categories. The output sheet is shown in Appendix A – U.S. Limits Output. The U.S. Limits Output recommended a speed limit of 20 mph that should only be reduced as a last measure after other treatments have been tried or ruled out.



## 5. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 23% of the traffic is exceeding 25 mph and the 85<sup>th</sup> percentile speed of traffic is not exceeding the posted speed limit by 5 mph or more at the count locations. In order to meet criteria for traffic calming measures as outlined in the City of Albuquerque’s Neighborhood Traffic Management Program, at least two (2) of the following threshold criteria must be met:

Figure 5.1.	
COA NTMP Traffic Calming Measures	
Description	Warranted?
Reported crashes in the past 3 years that could be corrected with traffic calming	No
Peak-hour traffic volume greater than 400 vehicles in one direction	No
25% of peak-hour traffic is non-local cut-through traffic	Not Studied
85th percentile speeds exceeds the posted speed limit by 5 mph or more	No

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



## Appendices

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



## Appendix A



# USLIMITS2 Speed Zoning Report

## Project Name: Luna Boulevard Speed Study

**Analyst:** Thaddeus Yazzie

**Date:** 08-15-2017

### Basic Project Information

Project Number: 6254.62  
Route Name: Luna Boulevard  
From: Lomas Boulevard  
To: Marquette Avenue  
State: New Mexico  
County: Bernalillo County  
City: Albuquerque city  
Route Type: Road Section in Developed Area  
Route Status: Existing

### Roadway Information

Section Length: .21 mile(s)  
Statutory Speed Limit: 25 mph  
Adverse Alignment: No  
One-Way Street: No  
Divided/Undivided: Undivided  
Number of Through Lanes: 2  
Area Type: Residential-Subdivision  
Number of Driveways: 16  
Number of Signals: 0

### Crash Data Information

Crash Data Years: 3.00  
Crash AADT: 980 veh/day  
Total Number of Crashes: 8  
Total Number of Injury Crashes: 0  
Section Crash Rate: 3550 per 100 MVM  
Section Injury Crash Rate: 0 per 100 MVM  
Crash Rate Average for Similar Roads: 366  
Injury Rate Average for Similar Roads: 101

### Traffic Information

85th Percentile Speed: 27 mph  
50th Percentile Speed: 22 mph  
AADT: 980 veh/day  
On Street Parking and Usage: Not High  
Pedestrian / Bicyclist Activity: Not High

**Project Description:** Luna Boulevard Speed Study from Lomas Boulevard to Marquette Avenue.

## Recommended Speed Limit:



**Note:** The section crash rate of 3550 per 100 MVM is above the critical rate (1627). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

## Appendix B



# Special Speed Study Report: Luna Blvd (north)

## Station ID : Luna Blvd (north)

Info Line 1 : Between Fruit & Lomas  
Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : SOF LOMAS.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.	Northbound		Ax-Ax	4.0 ft	6.0 ft	

### Lane #1 Special Speed Study Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
06/06/17	00:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	06:00	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	07:00	11	10	8	1	0	0	0	0	0	0	0	0	0	0	0	0	30
	08:00	14	20	8	1	0	0	0	1	0	0	0	0	0	0	0	0	44
	09:00	14	19	9	2	0	0	0	0	0	0	0	0	0	0	0	0	44
	10:00	10	16	17	2	0	0	0	0	0	0	0	0	0	0	0	0	45
	11:00	13	20	13	1	0	0	1	0	0	0	0	0	0	0	0	0	48
	12:00	11	24	12	1	0	0	0	0	0	0	0	0	0	0	0	0	48
	13:00	10	31	8	3	0	0	0	0	0	0	0	0	0	0	0	0	52
	14:00	9	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	15:00	20	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	42
	16:00	12	17	15	5	0	0	0	0	0	0	0	0	0	0	0	0	49
	17:00	6	26	18	3	0	0	0	0	0	0	0	0	0	0	0	0	53
	18:00	4	17	9	2	0	0	0	0	0	0	0	0	0	0	0	0	32
	19:00	5	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	25
	20:00	3	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	21:00	2	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	22:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	23:00	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
<b>Daily Total :</b>		153	295	150	26	0	0	1	1	0	0	0	0	0	0	0	0	626
Percent :		24%	47%	24%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		24%	72%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	25

Average Speed 21.1 mph	50% Speed : 22.7 mph	67% Speed : 24.4 mph	85% Speed : 27.8 mph
10mph Pace: 20.1 - 30.0 (71.1%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
06/07/17	00:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	1	0	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	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	06:00	5	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	07:00	8	16	9	1	0	0	0	0	0	0	0	0	0	0	0	0	34
	08:00	7	14	10	0	0	0	0	0	0	0	0	0	0	0	0	0	31
	09:00	9	12	7	2	0	0	0	0	0	0	0	0	0	0	0	0	30
	10:00	11	17	6	4	0	0	0	0	0	0	0	0	0	0	0	0	38
	11:00	5	28	11	0	0	0	0	0	0	0	0	0	0	0	0	0	44
	12:00	16	23	8	2	0	0	0	0	0	0	0	0	0	0	0	0	49
	13:00	7	27	8	3	0	0	0	0	0	0	0	0	0	0	0	1	46
	14:00	10	17	14	2	0	0	0	0	0	0	0	0	0	0	0	0	43
	15:00	6	17	10	5	0	0	0	0	0	0	0	0	0	0	0	0	38
	16:00	16	25	15	1	1	0	0	0	0	0	0	0	0	0	0	0	58
	17:00	20	25	14	1	0	0	0	0	0	0	0	0	0	0	0	0	60
	18:00	6	12	10	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	19:00	7	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	20:00	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	21:00	8	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	22:00	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	23:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Daily Total :</b>		156	272	141	22	1	0	0	0	0	0	0	0	0	0	0	1	593
Percent :		26%	46%	24%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		26%	72%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		7	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	25

Average Speed	20.8 mph	50% Speed :	22.6 mph	67% Speed :	24.4 mph	85% Speed :	27.7 mph
				10mph Pace:	20.1 - 30.0 (69.6%)		

## 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 - 06/06/2017 To: 23:59 - 06/07/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
06/06/17	00:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Tue	01:00	1	1	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	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	5	11	9	1	0	0	0	0	0	0	0	0	0	0	0	0	26
	08:00	12	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	09:00	6	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	10:00	8	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	35
	11:00	8	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	12:00	13	16	8	2	0	0	0	0	0	0	0	0	0	0	0	0	39
	13:00	11	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	31
	14:00	11	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	15:00	11	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	16:00	12	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	35
	17:00	8	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	31
	18:00	3	13	11	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	19:00	3	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	20:00	6	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	21:00	6	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	22:00	3	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	23:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		135	172	90	8	0	0	0	0	0	0	0	0	0	0	0	0	405
Percent :		33%	42%	22%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		33%	76%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17

Average Speed 19.6 mph	50% Speed : 22.2 mph	67% Speed : 23.9 mph	85% Speed : 27.3 mph
10mph Pace: 20.1 - 30.0 (64.7%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
06/07/17	00:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	4	11	7	2	0	0	0	0	0	0	0	0	0	0	0	0	24
	08:00	10	6	7	2	0	0	0	0	0	0	0	0	0	0	0	0	25
	09:00	6	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	10:00	11	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	11:00	8	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	12:00	13	10	8	0	1	0	0	0	0	0	0	0	0	0	0	0	32
	13:00	8	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	17
	14:00	9	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	15:00	9	12	8	1	1	0	0	0	0	0	0	0	0	0	0	0	31
	16:00	10	15	5	2	0	0	0	0	0	0	0	0	0	0	0	0	32
	17:00	20	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	41
	18:00	9	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	19:00	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	20:00	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	7	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	22:00	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	23:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Daily Total :</b>		137	154	79	9	2	0	0	0	0	0	0	0	0	0	0	0	381
Percent :		36%	40%	21%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		36%	76%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15

Average Speed	19.3 mph	50% Speed :	21.8 mph	67% Speed :	23.8 mph	85% Speed :	27.0 mph
				10mph Pace:	20.1 - 30.0 (61.2%)		



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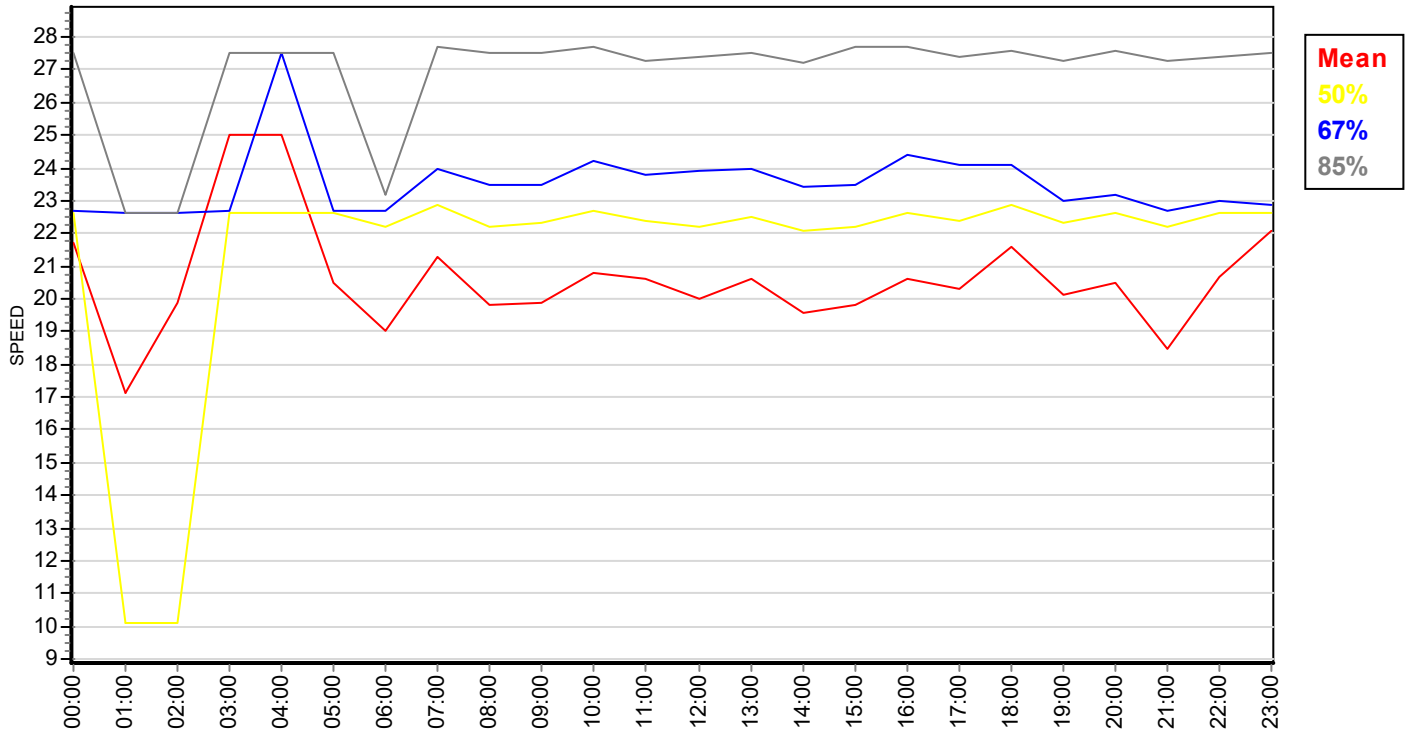
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
Date	Time	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total

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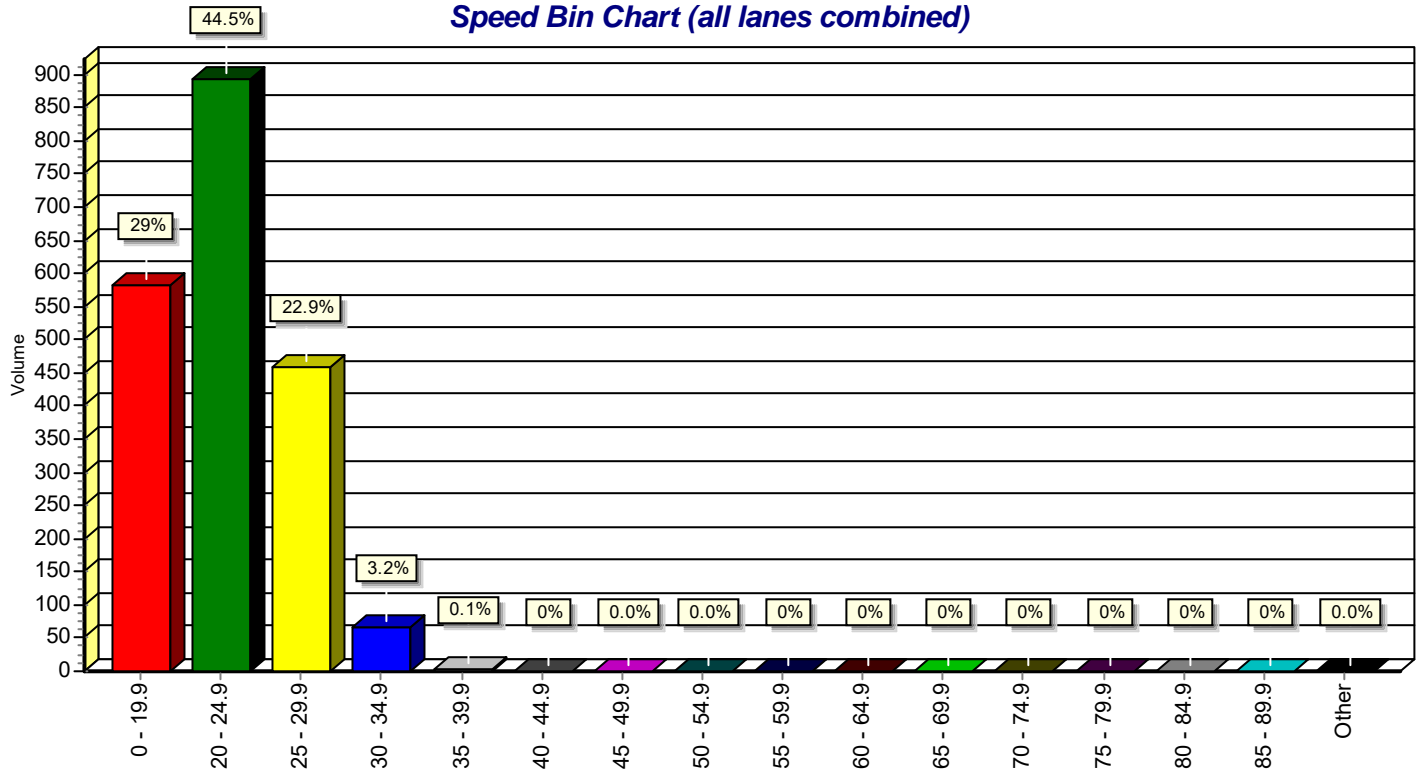
# Special Speed Study Summary: Luna Blvd (north)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	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	Total
<b>Grand Total #1:</b>	309	567	291	48	1	0	1	1	0	0	0	0	0	0	0	1	1219
Percent :	25%	47%	24%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	25%	72%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	6	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	25
<b>ADT = 609</b>	Average Speed 20.9 mph      50% Speed : 22.7 mph      67% Speed : 24.5 mph      85% Speed : 27.8 mph 10mph Pace: 20.1 - 30.0 (70.4%)																
<b>Grand Total #3:</b>	272	326	169	17	2	0	0	0	0	0	0	0	0	0	0	0	786
Percent :	35%	41%	22%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	35%	76%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	6	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17
<b>ADT = 393</b>	Average Speed 19.4 mph      50% Speed : 22.0 mph      67% Speed : 23.9 mph      85% Speed : 27.2 mph 10mph Pace: 20.1 - 30.0 (63.0%)																
<b>Comb. Total :</b>	581	893	460	65	3	0	1	1	0	0	0	0	0	0	0	1	2005
Percent :	29%	45%	23%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	29%	74%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	12	19	10	1	0	0	0	0	0	0	0	0	0	0	0	0	42
<b>ADT = 1002</b>	Average Speed 20.3 mph      50% Speed : 22.4 mph      67% Speed : 24.3 mph      85% Speed : 27.5 mph 10mph Pace: 19.9 - 29.8 (67.5%)																

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



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



# Special Speed Study Report: Luna Blvd (middle)

## Station ID : Luna Blvd (middle)

Info Line 1 : Between Roma and Fruit  
Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : LUNA MID.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24087

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

## Lane #1 Configuration

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

## Lane #1 Special Speed Study Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
06/06/17	00:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
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	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
	05:00	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	06:00	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	07:00	7	9	9	1	0	0	0	0	0	0	0	0	0	0	0	0	26
	08:00	16	14	6	2	0	0	0	0	0	0	0	0	0	0	0	0	38
	09:00	13	18	6	3	0	0	0	0	0	0	0	0	0	0	0	0	40
	10:00	11	16	12	6	0	0	0	0	0	0	0	0	0	0	0	0	45
	11:00	11	21	9	1	2	0	0	0	0	0	0	0	0	0	0	0	44
	12:00	15	15	12	3	0	0	0	0	0	0	0	0	0	0	0	0	45
	13:00	15	20	13	2	0	0	0	0	0	0	0	0	0	0	0	0	50
	14:00	9	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	15:00	15	19	7	2	0	0	0	0	0	0	0	0	0	0	0	0	43
	16:00	11	15	21	5	1	0	0	0	0	0	0	0	0	0	0	0	53
	17:00	7	21	20	1	0	0	0	0	0	0	0	0	0	0	0	0	49
	18:00	5	16	10	1	0	0	0	0	0	0	0	0	0	0	0	0	32
	19:00	5	16	5	2	0	0	0	0	0	0	0	0	0	0	0	0	28
	20:00	3	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	21:00	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	22:00	2	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	10
	23:00	1	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>Daily Total :</b>		160	253	149	35	4	1	0	0	0	0	0	0	0	0	0	0	602
Percent :		27%	42%	25%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		27%	69%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		7	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	25

Average Speed 21.1 mph      50% Speed : 22.8 mph      67% Speed : 24.8 mph      85% Speed : 28.3 mph  
10mph Pace: 20.1 - 30.0 (66.8%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
06/07/17	00:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	1	0	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	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	06:00	3	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	15
	07:00	4	15	8	2	0	0	0	0	0	0	0	0	0	0	0	0	29
	08:00	12	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	28
	09:00	4	14	8	3	0	0	0	0	0	0	0	0	0	0	0	0	29
	10:00	11	13	8	2	3	0	0	0	0	0	0	0	0	0	0	0	37
	11:00	10	22	14	0	0	0	0	0	0	0	0	0	0	0	0	0	46
	12:00	5	24	12	5	0	0	0	0	0	0	0	0	0	0	0	0	46
	13:00	10	22	11	1	0	0	0	0	0	0	0	0	0	0	0	0	44
	14:00	6	18	14	4	0	0	0	0	0	0	0	0	0	0	0	0	42
	15:00	7	16	14	2	1	0	0	0	0	0	0	0	0	0	0	0	40
	16:00	13	20	18	4	1	0	0	0	0	0	0	0	0	0	0	0	56
	17:00	21	26	14	2	0	0	0	0	0	0	0	0	0	0	0	0	63
	18:00	8	15	9	1	0	0	0	0	0	0	0	0	0	0	0	0	33
	19:00	7	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	20:00	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	21:00	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	22:00	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	23:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Daily Total :</b>		141	253	154	30	5	0	0	0	0	0	0	0	0	0	0	0	583
Percent :		24%	43%	26%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		24%	68%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	24

Average Speed	21.4 mph	50% Speed :	22.9 mph	67% Speed :	24.9 mph	85% Speed :	28.3 mph
				10mph Pace:	20.1 - 30.0 (69.8%)		

## Lane #3 Configuration

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

### Lane #3 Special Speed Study Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
06/06/17	00:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Tue	01:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	6	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	23
	08:00	8	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	09:00	4	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	10:00	6	23	8	0	0	0	0	0	0	0	0	0	0	0	0	0	37
	11:00	6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	12:00	7	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	29
	13:00	14	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	33
	14:00	9	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	15:00	11	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	25
	16:00	10	15	2	3	0	0	0	0	0	0	0	0	0	0	0	0	30
	17:00	9	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34
	18:00	6	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	19:00	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	20:00	3	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	21:00	4	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	22:00	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	23:00	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6

<b>Daily Total :</b>	128	176	70	10	0	0	0	0	0	0	0	0	0	0	0	0	0	384
Percent :	33%	46%	18%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	33%	79%	97%	100%	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	0	15

Average Speed 19.5 mph	50% Speed : 22.1 mph	67% Speed : 23.5 mph
85% Speed : 26.7 mph		
10mph Pace: 20.1 - 30.0 (64.1%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
06/07/17	00:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Wed	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	2	9	9	3	0	0	0	0	0	0	0	0	0	0	0	0	23
	08:00	9	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	23
	09:00	5	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	10:00	11	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	11:00	8	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	12:00	12	11	8	2	0	0	0	0	0	0	0	0	0	0	0	0	33
	13:00	11	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	14:00	12	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	15:00	10	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31
	16:00	9	12	8	2	0	0	0	0	0	0	0	0	0	0	0	0	31
	17:00	19	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	42
	18:00	10	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	19:00	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	21:00	6	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	22:00	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Daily Total :</b>		137	148	76	10	0	0	0	0	0	0	0	0	0	0	0	0	371
Percent :		37%	40%	20%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		37%	77%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15

Average Speed	19.1 mph	50% Speed :	21.7 mph	67% Speed :	23.7 mph	85% Speed :	27.0 mph
				10mph Pace:	20.1 - 30.0 (60.4%)		

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

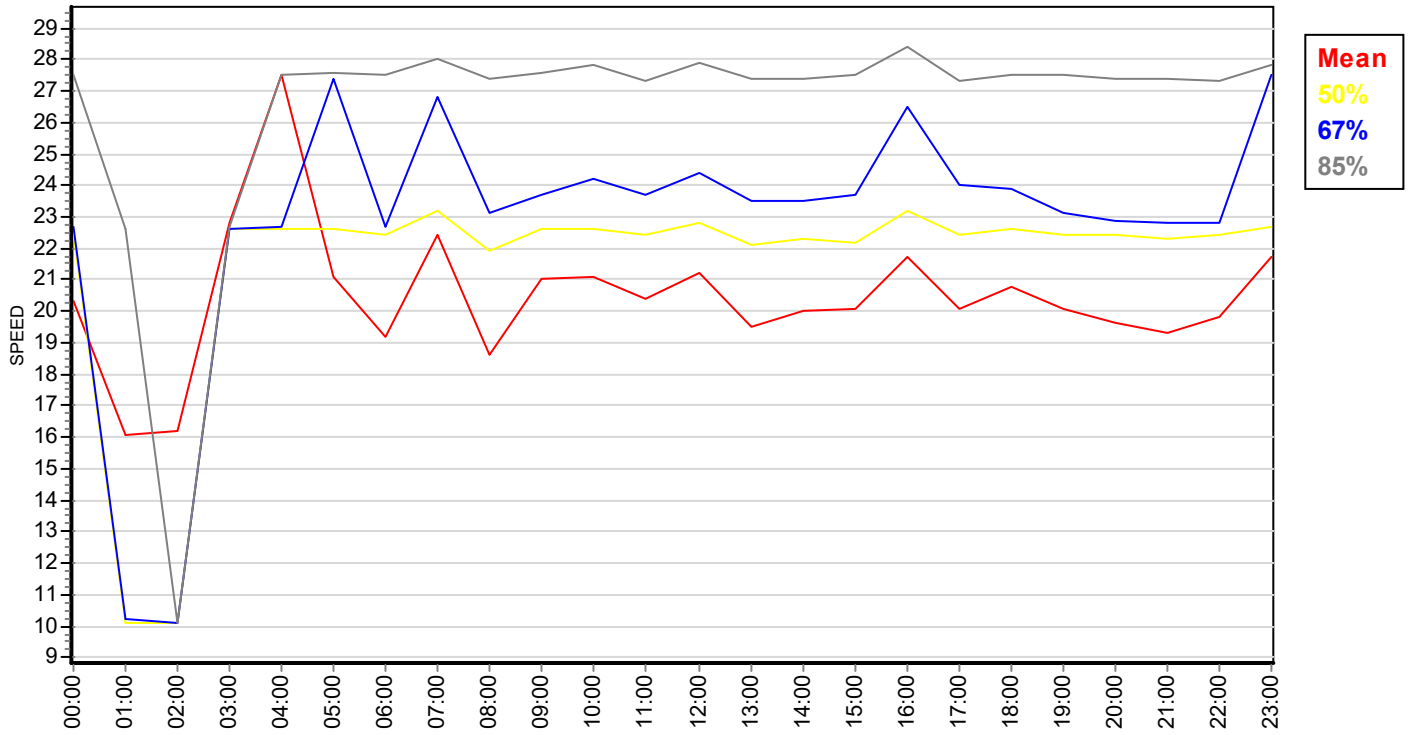
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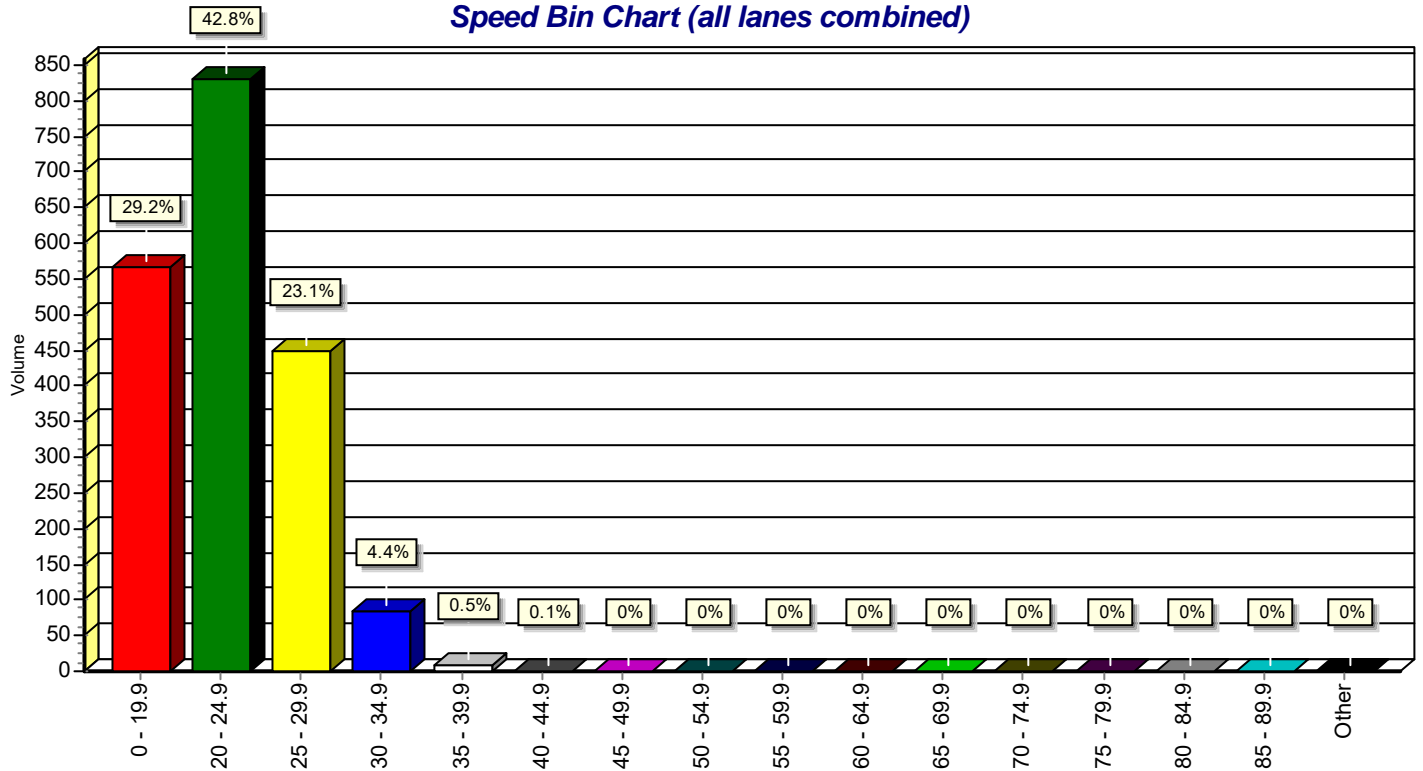
# Special Speed Study Summary: Luna Blvd (middle)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total															
<b>Grand Total #1:</b>	301	506	303	65	9	1	0	0	0	0	0	0	0	0	0	0	1185															
Percent :	25%	43%	26%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	25%	68%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	6	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	24															
<b>ADT = 592</b>	<table border="1" style="width: 100%; border-collapse: collapse; text-align: left;"> <tr> <td>Average Speed</td> <td>21.3 mph</td> <td>50% Speed :</td> <td>22.9 mph</td> <td>67% Speed :</td> <td>24.9 mph</td> <td>85% Speed :</td> <td>28.3 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 20.1 - 30.0 (68.3%)</td> </tr> </table>																Average Speed	21.3 mph	50% Speed :	22.9 mph	67% Speed :	24.9 mph	85% Speed :	28.3 mph	10mph Pace: 20.1 - 30.0 (68.3%)							
Average Speed	21.3 mph	50% Speed :	22.9 mph	67% Speed :	24.9 mph	85% Speed :	28.3 mph																									
10mph Pace: 20.1 - 30.0 (68.3%)																																
<b>Grand Total #3:</b>	265	324	146	20	0	0	0	0	0	0	0	0	0	0	0	0	755															
Percent :	35%	43%	19%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	35%	78%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	6	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16															
<b>ADT = 377</b>	<table border="1" style="width: 100%; border-collapse: collapse; text-align: left;"> <tr> <td>Average Speed</td> <td>19.3 mph</td> <td>50% Speed :</td> <td>21.8 mph</td> <td>67% Speed :</td> <td>23.7 mph</td> <td>85% Speed :</td> <td>26.8 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 20.1 - 30.0 (62.3%)</td> </tr> </table>																Average Speed	19.3 mph	50% Speed :	21.8 mph	67% Speed :	23.7 mph	85% Speed :	26.8 mph	10mph Pace: 20.1 - 30.0 (62.3%)							
Average Speed	19.3 mph	50% Speed :	21.8 mph	67% Speed :	23.7 mph	85% Speed :	26.8 mph																									
10mph Pace: 20.1 - 30.0 (62.3%)																																
<b>Comb. Total :</b>	566	830	449	85	9	1	0	0	0	0	0	0	0	0	0	0	1940															
Percent :	29%	43%	23%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	29%	72%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	12	17	9	2	0	0	0	0	0	0	0	0	0	0	0	0	40															
<b>ADT = 970</b>	<table border="1" style="width: 100%; border-collapse: collapse; text-align: left;"> <tr> <td>Average Speed</td> <td>20.5 mph</td> <td>50% Speed :</td> <td>22.5 mph</td> <td>67% Speed :</td> <td>24.4 mph</td> <td>85% Speed :</td> <td>27.8 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 20.1 - 30.0 (66.0%)</td> </tr> </table>																Average Speed	20.5 mph	50% Speed :	22.5 mph	67% Speed :	24.4 mph	85% Speed :	27.8 mph	10mph Pace: 20.1 - 30.0 (66.0%)							
Average Speed	20.5 mph	50% Speed :	22.5 mph	67% Speed :	24.4 mph	85% Speed :	27.8 mph																									
10mph Pace: 20.1 - 30.0 (66.0%)																																

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



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



# Special Speed Study Report: Luna Blvd (south)

## Station ID : Luna Blvd (south)

Info Line 1 : Between Marquette & Roma  
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : LUN SOUTH.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24088

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

### Lane #1 Configuration

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

### Lane #1 Special Speed Study Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
06/06/17	00:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
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	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	06:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	07:00	8	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	08:00	12	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	36
	09:00	16	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33
	10:00	8	14	12	1	0	0	0	0	0	0	0	0	0	0	0	0	35
	11:00	10	22	4	2	0	0	0	0	0	0	0	0	0	0	0	0	38
	12:00	21	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	48
	13:00	20	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	51
	14:00	17	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	15:00	24	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	42
	16:00	19	24	9	3	0	0	0	0	0	0	0	0	0	0	0	0	55
	17:00	18	31	1	0	0	0	0	0	0	0	0	0	0	0	0	0	50
	18:00	10	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32
	19:00	9	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	20:00	4	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	21:00	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	23:00	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	11
<b>Daily Total :</b>		215	264	86	9	0	0	0	0	0	0	0	0	0	0	0	0	574
Percent :		37%	46%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		37%	83%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		9	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24

Average Speed	18.7 mph	50% Speed : 21.6 mph	67% Speed : 23.1 mph
			85% Speed : 25.5 mph
			10mph Pace: 20.1 - 30.0 (61.0%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
06/07/17	00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	3	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	07:00	14	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	08:00	14	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	09:00	13	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	10:00	13	11	4	2	0	0	0	0	0	0	0	0	0	0	0	0	30
	11:00	19	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
	12:00	17	19	6	1	0	0	0	0	0	0	0	0	0	0	0	0	43
	13:00	19	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	40
	14:00	14	18	10	0	0	0	0	0	0	0	0	0	0	0	0	0	42
	15:00	13	20	3	3	1	0	0	0	0	0	0	0	0	0	0	0	40
	16:00	12	28	10	1	0	0	0	0	0	0	0	0	0	0	0	0	51
	17:00	22	30	9	0	0	0	0	0	0	0	0	0	0	0	0	0	61
	18:00	9	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	19:00	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	20:00	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	21:00	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	22:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Daily Total :</b>		217	243	74	9	1	0	0	0	0	0	0	0	0	0	0	0	544
Percent :		40%	45%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		40%	85%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		9	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22

Average Speed	18.3 mph	50% Speed :	21.3 mph	67% Speed :	23.0 mph	85% Speed :	25.4 mph
				10mph Pace:	20.1 - 30.0 (58.3%)		

## Lane #3 Configuration

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

### Lane #3 Special Speed Study Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
06/06/17	00:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Tue	01:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	3	0	0	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	6	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	23
	08:00	12	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	09:00	6	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	10:00	14	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	42
	11:00	17	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	12:00	9	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	13:00	16	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38
	14:00	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	15:00	16	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	16:00	11	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32
	17:00	17	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	34
	18:00	10	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32
	19:00	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	21:00	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	22:00	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	23:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		185	185	43	3	0	0	0	0	0	0	0	0	0	0	0	0	416
Percent :		44%	44%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		44%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18

Average Speed 17.5 mph	50% Speed : 20.8 mph	67% Speed : 22.6 mph	85% Speed : 24.5 mph
10mph Pace: 20.1 - 30.0 (54.8%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
06/07/17	00:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Wed	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	8	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	08:00	11	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	09:00	11	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	10:00	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	11:00	19	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35
	12:00	10	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	29
	13:00	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	14:00	19	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31
	15:00	17	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33
	16:00	15	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	36
	17:00	22	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	40
	18:00	10	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	19:00	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	21:00	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	22:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Daily Total :</b>		197	160	39	2	0	0	0	0	0	0	0	0	0	0	0	0	398
Percent :		49%	40%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		49%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17

Average Speed	16.8 mph	50% Speed :	20.1 mph	67% Speed :	22.2 mph	85% Speed :	24.4 mph
				10mph Pace: 20.1 - 30.0 (50.0%)			

---

	#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

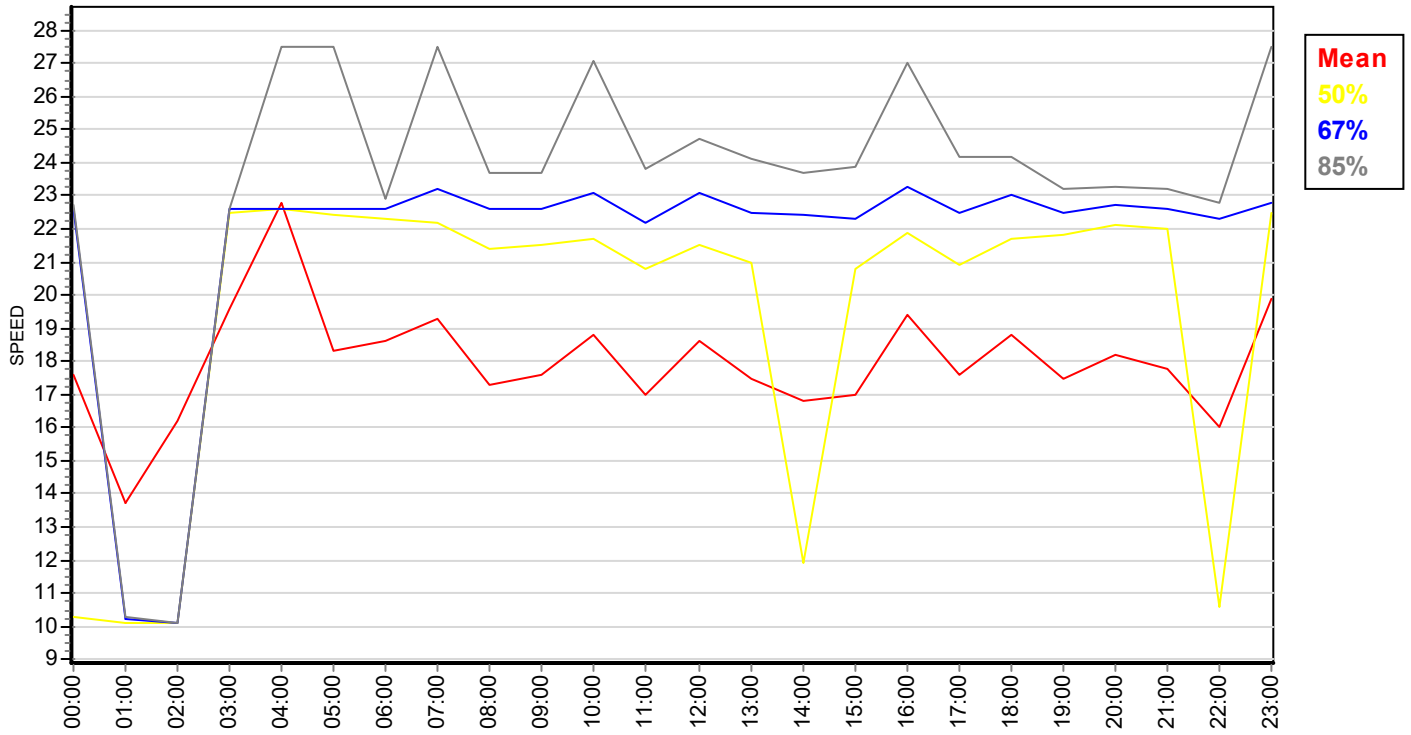
---

# Special Speed Study Summary: Luna Blvd (south)

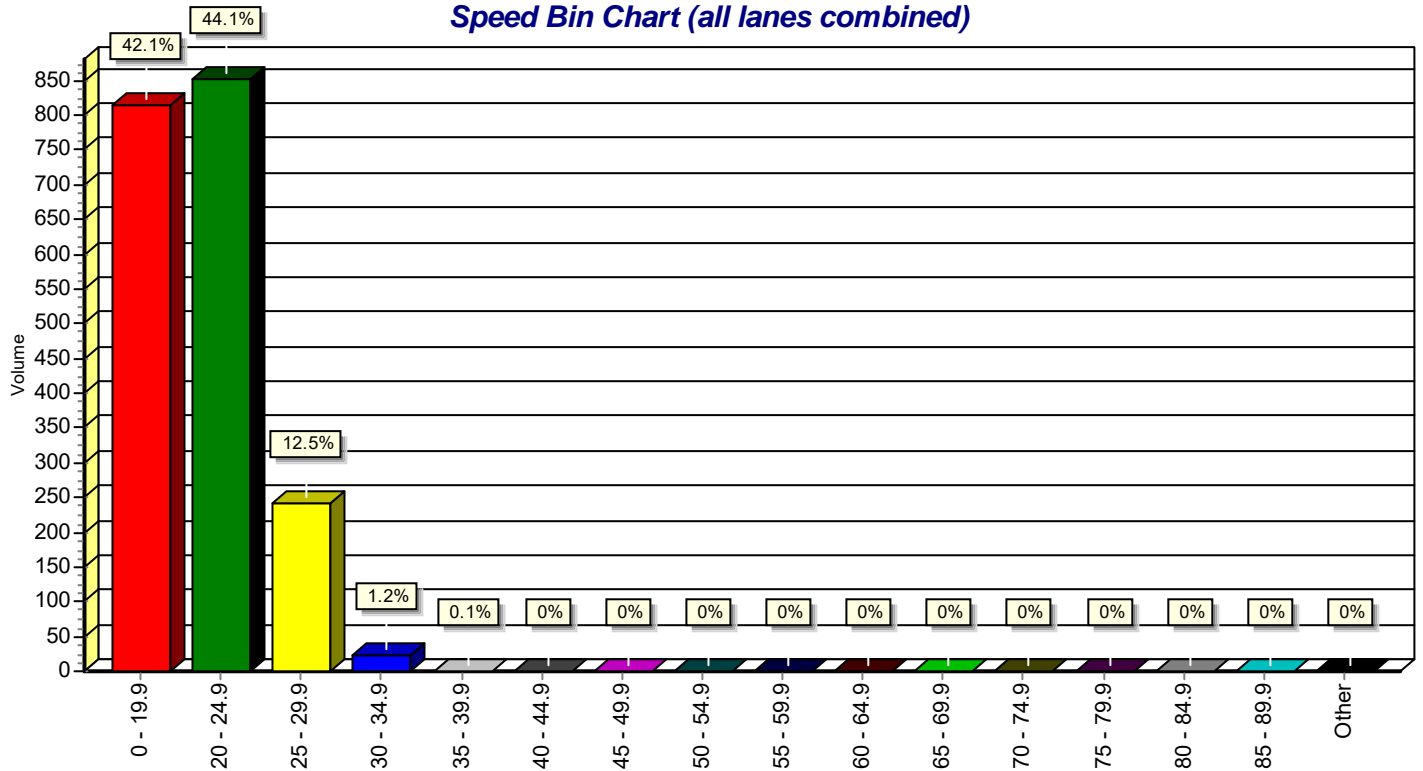
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
<b>Grand Total #1:</b>	432	507	160	18	1	0	0	0	0	0	0	0	0	0	0	0	1118
Percent :	39%	45%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	39%	84%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	9	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23
<b>ADT = 559</b>	Average Speed 18.5 mph		50% Speed : 21.4 mph				67% Speed : 23.1 mph				85% Speed : 25.4 mph				10mph Pace: 19.9 - 29.8 (59.7%)		
<b>Grand Total #3:</b>	382	345	82	5	0	0	0	0	0	0	0	0	0	0	0	0	814
Percent :	47%	42%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	47%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17
<b>ADT = 407</b>	Average Speed 17.1 mph		50% Speed : 20.5 mph				67% Speed : 22.4 mph				85% Speed : 24.4 mph				10mph Pace: 19.9 - 29.8 (52.6%)		
<b>Comb. Total :</b>	814	852	242	23	1	0	0	0	0	0	0	0	0	0	0	0	1932
Percent :	42%	44%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	42%	86%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	17	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	40
<b>ADT = 966</b>	Average Speed 18.0 mph		50% Speed : 21.0 mph				67% Speed : 22.9 mph				85% Speed : 24.9 mph				10mph Pace: 19.9 - 29.8 (56.7%)		



Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



# Basic Volume Report: Luna Blvd (north)

**Station ID : Luna Blvd (north)**  
 Info Line 1 : Between Fruit & Lomas  
 Info Line 2 : Albuquerque  
 GPS Lat/Lon :  
 DB File : SOF LOMAS.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.	Northbound	Normal	Veh.	No	

## Lane #1 Basic Volume Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

Date	Time	:00	:15	:30	:45	Total
06/06/17	00:00	0	0	4	2	6
Tue	01:00	0	0	1	0	1
	02:00	0	0	0	0	0
	03:00	1	1	0	0	2
	04:00	0	0	0	2	2
	05:00	2	1	3	3	9
	06:00	3	3	5	4	15
	07:00	5	6	11	8	30
	08:00	14	10	10	10	44
	09:00	11	12	11	10	44
	10:00	9	10	10	16	45
	11:00	16	10	11	11	48
	12:00	14	8	10	16	48
	13:00	10	11	17	14	52
	14:00	4	6	11	9	30
	15:00	9	11	9	13	42
	16:00	13	11	8	17	49
	17:00	22	15	11	5	53
	18:00	10	7	6	9	32
	19:00	5	10	2	8	25
	20:00	2	8	4	5	19
	21:00	2	4	3	1	10
	22:00	1	2	4	4	11
	23:00	2	5	1	1	9

Day Total : 626

AM Total :	246 (39.3%)	Peak AM Hour : 10:45 =	53 (8.5%)	Peak AM Factor : 0.828	Average Period :	6.5
PM Total :	380 (60.7%)	Peak PM Hour : 16:45 =	65 (10.4%)	Peak PM Factor : 0.739	Average Hour :	26.1

Date	Time	:00	:15	:30	:45	Total
06/07/17	00:00	0	0	1	1	2
Wed	01:00	0	0	0	2	2
	02:00	0	0	1	0	1
	03:00	1	0	1	0	2
	04:00	0	0	0	2	2
	05:00	2	0	3	2	7
	06:00	1	6	5	7	19
	07:00	8	5	8	13	34
	08:00	7	8	9	7	31
	09:00	8	12	6	4	30
	10:00	12	5	10	11	38
	11:00	8	15	10	11	44
	12:00	20	11	10	8	49
	13:00	15	8	13	10	46
	14:00	5	15	9	14	43
	15:00	6	10	11	11	38
	16:00	14	10	19	15	58
	17:00	26	10	14	10	60
	18:00	7	5	4	12	28
	19:00	7	3	6	0	16
	20:00	6	2	1	3	12
	21:00	3	7	2	3	15
	22:00	2	2	2	5	11
	23:00	2	3	0	0	5

Day Total : 593

AM Total :	212 (35.8%)	Peak AM Hour : 10:30 =	44 (7.4%)	Peak AM Factor : 0.733	Average Period :	6.2
PM Total :	381 (64.2%)	Peak PM Hour : 16:15 =	70 (11.8%)	Peak PM Factor : 0.673	Average Hour :	24.7

## Lane #3 Configuration

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

### Lane #3 Basic Volume Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

Date	Time	:00	:15	:30	:45	Total
06/06/17	00:00	1	2	0	1	4
Tue	01:00	1	1	0	0	2
	02:00	1	0	0	0	1
	03:00	0	0	0	0	0
	04:00	1	0	0	0	1
	05:00	0	1	0	1	2
	06:00	1	1	2	2	6
	07:00	5	4	9	8	26
	08:00	3	3	10	7	23
	09:00	2	1	4	7	14
	10:00	7	7	13	8	35
	11:00	4	4	7	3	18
	12:00	8	8	15	8	39
	13:00	9	6	10	6	31
	14:00	6	7	10	4	27
	15:00	3	6	8	3	20
	16:00	6	7	10	12	35
	17:00	7	9	6	9	31
	18:00	11	6	5	5	27
	19:00	5	2	7	2	16
	20:00	4	5	5	2	16
	21:00	3	5	3	2	13
	22:00	6	2	3	3	14
	23:00	0	1	2	1	4
<b>Day Total :</b>						405

AM Total :	132 (32.6%)	Peak AM Hour : 10:00 =	35 (8.6%)	Peak AM Factor : 0.673	Average Period : 4.2
PM Total :	273 (67.4%)	Peak PM Hour : 12:15 =	40 (9.9%)	Peak PM Factor : 0.667	Average Hour : 16.9

Date	Time	:00	:15	:30	:45	Total
06/07/17	00:00	1	1	1	1	4
Wed	01:00	0	1	0	0	1
	02:00	0	0	1	0	1
	03:00	1	1	0	0	2
	04:00	1	0	0	0	1
	05:00	0	1	0	1	2
	06:00	1	0	1	1	3
	07:00	4	1	10	9	24
	08:00	4	8	5	8	25
	09:00	2	7	6	6	21
	10:00	10	2	8	5	25
	11:00	7	8	2	5	22
	12:00	5	8	11	8	32
	13:00	0	5	6	6	17
	14:00	4	7	7	4	22
	15:00	9	4	8	10	31
	16:00	12	5	9	6	32
	17:00	9	9	10	13	41
	18:00	5	2	11	4	22
	19:00	5	1	3	1	10
	20:00	0	3	5	2	10
	21:00	3	7	3	5	18
	22:00	3	0	0	7	10
	23:00	1	1	1	2	5
Day Total :						381

AM Total :	131 (34.4%)	Peak AM Hour : 07:30 =	31 (8.1%)	Peak AM Factor : 0.775	Average Period :	4.0
PM Total :	250 (65.6%)	Peak PM Hour : 17:00 =	41 (10.8%)	Peak PM Factor : 0.788	Average Hour :	15.9



# Basic Volume Summary: Luna Blvd (north)

**Grand Total For Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017**

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1219 (60.8%)	2.00	610	6.3	25.4	458 (37.6%)	761 (62.4%)
#3.	786 (39.2%)	2.00	393	4.1	16.4	263 (33.5%)	523 (66.5%)
ALL	2005	2.00	1003	10.4	41.8	721 (36.0%)	1284 (64.0%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	10:45 = 53	06/06/2017	0.828	16:15 = 70	06/07/2017	0.673
#3.	10:00 = 35	06/06/2017	0.673	17:00 = 41	06/07/2017	0.788

# Basic Volume Report: Luna Blvd (middle)

**Station ID : Luna Blvd (middle)**

Info Line 1 : Between Roma and Fruit

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : LUNA MID.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24087

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

## Lane #1 Configuration

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

## Lane #1 Basic Volume Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

Date	Time	:00	:15	:30	:45	Total
06/06/17	00:00	1	0	3	2	6
Tue	01:00	0	0	1	0	1
	02:00	0	0	0	0	0
	03:00	2	1	0	0	3
	04:00	0	1	0	2	3
	05:00	2	1	3	2	8
	06:00	1	3	4	4	12
	07:00	5	7	8	6	26
	08:00	13	9	8	8	38
	09:00	9	12	10	9	40
	10:00	11	9	10	15	45
	11:00	16	7	10	11	44
	12:00	12	8	11	14	45
	13:00	9	13	15	13	50
	14:00	4	5	11	7	27
	15:00	9	9	9	16	43
	16:00	14	10	8	21	53
	17:00	22	13	9	5	49
	18:00	10	8	7	7	32
	19:00	6	11	3	8	28
	20:00	2	8	4	5	19
	21:00	2	4	3	1	10
	22:00	1	2	4	3	10
	23:00	2	6	1	1	10

Day Total : 602

AM Total :	226 (37.5%)	Peak AM Hour : 10:15 =	50 (8.3%)	Peak AM Factor : 0.781	Average Period :	6.3
PM Total :	376 (62.5%)	Peak PM Hour : 16:45 =	65 (10.8%)	Peak PM Factor : 0.739	Average Hour :	25.1



Date	Time	:00	:15	:30	:45	Total
06/07/17	00:00	0	0	1	1	2
Wed	01:00	0	1	0	1	2
	02:00	0	0	1	0	1
	03:00	1	0	1	0	2
	04:00	0	0	0	2	2
	05:00	2	0	1	3	6
	06:00	1	5	4	5	15
	07:00	8	3	6	12	29
	08:00	6	7	6	9	28
	09:00	7	9	8	5	29
	10:00	12	6	11	8	37
	11:00	9	14	12	11	46
	12:00	21	6	9	10	46
	13:00	14	8	11	11	44
	14:00	5	15	10	12	42
	15:00	8	10	9	13	40
	16:00	14	10	18	14	56
	17:00	26	11	15	11	63
	18:00	7	6	12	8	33
	19:00	8	3	5	1	17
	20:00	6	3	1	4	14
	21:00	3	6	1	3	13
	22:00	2	2	2	4	10
	23:00	2	3	0	1	6

Day Total : 583

AM Total :	199 (34.1%)	Peak AM Hour : 11:00 =	46 (7.9%)	Peak AM Factor : 0.821	Average Period :	6.1
PM Total :	384 (65.9%)	Peak PM Hour : 16:30 =	69 (11.8%)	Peak PM Factor : 0.663	Average Hour :	24.3

## Lane #3 Configuration

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

## Lane #3 Basic Volume Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

Date	Time	:00	:15	:30	:45	Total
06/06/17	00:00	1	2	0	1	4
Tue	01:00	1	1	1	0	3
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	1	0	0	0	1
	05:00	0	1	0	1	2
	06:00	0	1	1	1	3
	07:00	5	4	7	7	23
	08:00	4	4	8	3	19
	09:00	3	3	3	8	17
	10:00	10	7	12	8	37
	11:00	4	3	6	4	17
	12:00	7	7	9	6	29
	13:00	9	7	9	8	33
	14:00	5	6	5	6	22
	15:00	5	5	10	5	25
	16:00	3	6	9	12	30
	17:00	6	10	6	12	34
	18:00	10	7	6	5	28
	19:00	1	3	5	1	10
	20:00	3	5	5	1	14
	21:00	4	3	4	2	13
	22:00	6	3	3	2	14
	23:00	0	3	2	1	6

Day Total : 384

AM Total :	126 (32.8%)	Peak AM Hour : 09:45 =	37 (9.6%)	Peak AM Factor : 0.771	Average Period :	4.0
PM Total :	258 (67.2%)	Peak PM Hour : 17:15 =	38 (9.9%)	Peak PM Factor : 0.792	Average Hour :	16.0

Date	Time	:00	:15	:30	:45	Total
06/07/17	00:00	1	1	0	1	3
Wed	01:00	0	1	0	0	1
	02:00	0	0	0	1	1
	03:00	1	1	0	0	2
	04:00	1	0	0	0	1
	05:00	0	1	0	0	1
	06:00	1	0	1	0	2
	07:00	3	2	9	9	23
	08:00	4	7	4	8	23
	09:00	2	6	5	6	19
	10:00	11	5	7	3	26
	11:00	8	9	1	5	23
	12:00	5	9	9	10	33
	13:00	0	4	4	8	16
	14:00	4	7	7	6	24
	15:00	11	4	6	10	31
	16:00	12	7	6	6	31
	17:00	9	8	10	15	42
	18:00	7	4	6	5	22
	19:00	4	2	2	0	8
	20:00	0	4	4	3	11
	21:00	3	6	3	4	16
	22:00	2	0	0	6	8
	23:00	1	0	1	2	4
Day Total :						371

AM Total :	125 (33.7%)	Peak AM Hour : 07:30 =	29 (7.8%)	Peak AM Factor : 0.659	Average Period :	3.9
PM Total :	246 (66.3%)	Peak PM Hour : 17:00 =	42 (11.3%)	Peak PM Factor : 0.700	Average Hour :	15.5



# Basic Volume Summary: Luna Blvd (middle)

**Grand Total For Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017**

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1185 (61.1%)	2.00	593	6.2	24.7	425 (35.9%)	760 (64.1%)
#3.	755 (38.9%)	2.00	378	3.9	15.7	251 (33.2%)	504 (66.8%)
ALL	1940	2.00	971	10.1	40.4	676 (34.8%)	1264 (65.2%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	10:15 = 50	06/06/2017	0.781	16:30 = 69	06/07/2017	0.663
#3.	09:45 = 37	06/06/2017	0.771	17:00 = 42	06/07/2017	0.700

# Basic Volume Report: Luna Blvd (south)

**Station ID : Luna Blvd (south)**

Info Line 1 : Between Marquette & Roma

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : LUN SOUTH.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24088

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

## Lane #1 Configuration

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

## Lane #1 Basic Volume Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

Date	Time	:00	:15	:30	:45	Total
06/06/17	00:00	0	0	3	2	5
Tue	01:00	0	0	1	0	1
	02:00	0	0	0	0	0
	03:00	1	1	1	0	3
	04:00	0	0	0	2	2
	05:00	2	1	3	2	8
	06:00	0	2	4	4	10
	07:00	3	7	7	7	24
	08:00	10	7	10	9	36
	09:00	9	10	7	7	33
	10:00	5	8	9	13	35
	11:00	14	4	11	9	38
	12:00	14	10	9	15	48
	13:00	10	12	14	15	51
	14:00	5	4	9	7	25
	15:00	7	10	10	15	42
	16:00	13	11	7	24	55
	17:00	21	14	9	6	50
	18:00	10	10	5	7	32
	19:00	8	11	3	6	28
	20:00	2	7	5	5	19
	21:00	2	3	3	0	8
	22:00	1	1	4	4	10
	23:00	3	6	1	1	11

Day Total : 574

AM Total :	195 (34.0%)	Peak AM Hour : 10:15 =	44 (7.7%)	Peak AM Factor : 0.786	Average Period :	6.0
PM Total :	379 (66.0%)	Peak PM Hour : 16:45 =	68 (11.8%)	Peak PM Factor : 0.708	Average Hour :	23.9

Date	Time	:00	:15	:30	:45	Total
06/07/17	00:00	0	0	1	1	2
Wed	01:00	0	1	0	2	3
	02:00	0	0	1	0	1
	03:00	1	0	2	0	3
	04:00	0	0	0	2	2
	05:00	2	0	1	2	5
	06:00	0	5	4	5	14
	07:00	7	4	6	11	28
	08:00	4	4	7	10	25
	09:00	6	9	7	8	30
	10:00	8	5	10	7	30
	11:00	9	12	10	8	39
	12:00	17	6	13	7	43
	13:00	11	9	10	10	40
	14:00	5	15	11	11	42
	15:00	9	9	9	13	40
	16:00	13	9	15	14	51
	17:00	25	10	15	11	61
	18:00	6	8	8	8	30
	19:00	8	3	4	1	16
	20:00	5	3	1	5	14
	21:00	3	4	2	3	12
	22:00	1	2	1	3	7
	23:00	2	3	0	1	6
Day Total :						544

AM Total :	182 (33.5%)	Peak AM Hour : 11:00 =	39 (7.2%)	Peak AM Factor : 0.812	Average Period :	5.7
PM Total :	362 (66.5%)	Peak PM Hour : 16:30 =	64 (11.8%)	Peak PM Factor : 0.640	Average Hour :	22.7

## Lane #3 Configuration

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

### Lane #3 Basic Volume Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

Date	Time	:00	:15	:30	:45	Total
06/06/17	00:00	1	2	0	1	4
Tue	01:00	1	1	1	0	3
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	1	0	0	0	1
	05:00	0	1	1	1	3
	06:00	0	1	1	1	3
	07:00	5	4	8	6	23
	08:00	6	4	8	4	22
	09:00	3	4	4	8	19
	10:00	11	10	14	7	42
	11:00	7	3	7	8	25
	12:00	7	9	8	6	30
	13:00	12	9	10	7	38
	14:00	4	8	5	3	20
	15:00	5	6	11	5	27
	16:00	4	6	10	12	32
	17:00	6	11	8	9	34
	18:00	11	10	5	6	32
	19:00	1	4	4	2	11
	20:00	2	4	4	1	11
	21:00	5	3	4	3	15
	22:00	4	2	6	3	15
	23:00	0	3	2	1	6

Day Total : 416

AM Total :	145 (34.9%)	Peak AM Hour : 09:45 =	43 (10.3%)	Peak AM Factor : 0.768	Average Period : 4.3
PM Total :	271 (65.1%)	Peak PM Hour : 16:30 =	39 (9.4%)	Peak PM Factor : 0.812	Average Hour : 17.3



Date	Time	:00	:15	:30	:45	Total
06/07/17	00:00	2	1	0	1	4
Wed	01:00	0	1	0	0	1
	02:00	0	0	0	1	1
	03:00	1	1	0	0	2
	04:00	1	1	0	0	2
	05:00	0	1	0	1	2
	06:00	1	0	1	0	2
	07:00	3	1	9	10	23
	08:00	5	8	3	7	23
	09:00	2	5	7	8	22
	10:00	8	3	6	5	22
	11:00	10	16	3	6	35
	12:00	5	7	7	10	29
	13:00	1	6	4	4	15
	14:00	6	10	8	7	31
	15:00	8	6	7	12	33
	16:00	12	9	6	9	36
	17:00	8	9	11	12	40
	18:00	7	3	7	4	21
	19:00	5	3	1	2	11
	20:00	2	4	5	2	13
	21:00	3	9	1	5	18
	22:00	2	0	1	5	8
	23:00	1	0	1	2	4

Day Total : 398

AM Total :	139 (34.9%)	Peak AM Hour : 10:30 =	37 (9.3%)	Peak AM Factor : 0.578	Average Period :	4.1
PM Total :	259 (65.1%)	Peak PM Hour : 15:30 =	40 (10.1%)	Peak PM Factor : 0.833	Average Hour :	16.6



# Basic Volume Summary: Luna Blvd (south)

**Grand Total For Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017**

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1118 (57.9%)	2.00	559	5.8	23.3	377 (33.7%)	741 (66.3%)
#3.	814 (42.1%)	2.00	407	4.2	17.0	284 (34.9%)	530 (65.1%)
ALL	1932	2.00	966	10.0	40.3	661 (34.2%)	1271 (65.8%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	10:15 = 44	06/06/2017	0.786	16:45 = 68	06/06/2017	0.708
#3.	09:45 = 43	06/06/2017	0.768	15:30 = 40	06/07/2017	0.833

## Appendix C



Agency Case Number	Crash Analysis	Crash Date	Crash Intersecting Street	Crash Primary Street	Contributing Factors
140066221	00 - FROM OPPOSITE DIR/NOT STATED	7/22/2014	ROMA AVE NW	LUNA BLVD NW	None
140066221	00 - FROM OPPOSITE DIR/NOT STATED	7/22/2014	ROMA AVE NW	LUNA BLVD NW	Driver inattention
140051536	01 - VEH GOING STRAIGHT	6/9/2014	LUNA BLVD NW	LOMAS BLVD NW	Other - No driver error
140051536	01 - VEH GOING STRAIGHT	6/9/2014	LUNA BLVD NW	LOMAS BLVD NW	Pedestrian error
140117604	00 - FROM OPPOSITE DIR/NOT STATED	12/26/2014	ROMA AVE NW	LUNA BLVD NW	None, Other - No driver error
140117604	00 - FROM OPPOSITE DIR/NOT STATED	12/26/2014	ROMA AVE NW	LUNA BLVD NW	Failed to yield right of way
160011370	08 - BOTH GOING STRAIGHT/FROM SAME DIR	2/5/2016	LUNA BLVD NW	LOMAS BLVD NW	None
160011370	08 - BOTH GOING STRAIGHT/FROM SAME DIR	2/5/2016	LUNA BLVD NW	LOMAS BLVD NW	None
160011370	08 - BOTH GOING STRAIGHT/FROM SAME DIR	2/5/2016	LUNA BLVD NW	LOMAS BLVD NW	Driver inattention, Following too closely
140069550	03 - ONE LEFT TURN/ENTER AT ANGLE	7/31/2014	LUNA BLVD NW	LOMAS BLVD NW	Driver inattention
140069550	03 - ONE LEFT TURN/ENTER AT ANGLE	7/31/2014	LUNA BLVD NW	LOMAS BLVD NW	Driver inattention
160039095	02 - LEFT SIDE ROAD	4/30/2016	FRUIT AVE NW	LUNA BLVD NW	Under influence of alcohol, Under influence of drugs or medication
170030570	16 - BOTH GOING STRAIGHT/FROM OPP DIR	3/31/2017	FRUIT AVE NE	LUNA BLVD NW	None
170030570	16 - BOTH GOING STRAIGHT/FROM OPP DIR	3/31/2017	FRUIT AVE NE	LUNA BLVD NW	Disregarded traffic signal, Driver inattention
170054745	23 - REAR END COLL/SAME DIR	6/9/2017	LOMAS BLVD NE	LOMAS BLVD NE	None
170054745	23 - REAR END COLL/SAME DIR	6/9/2017	LOMAS BLVD NE	LOMAS BLVD NE	Driver inattention, Improper backing

## Appendix D



11 29 16

Dear Sirs,

Enclosed is a petition from the neighbors  
on Lura Blvd, NW, over the past 5 yrs. people  
have been speeding 35-40 MPH Down a 25 MPH  
R. auto has turned over in someone on the block.  
Fromt you all the neighbors w/ children are  
afraid to let their children play on the Blvd.  
Your attention immediately would be greatly appreciated  
in this matter of course Speed Bumps are probably  
the best but stop signs on both Intersections are  
needed. Thank you for your help in this matter

J. Remann

Doug MacLeod

505 363 6999

Rafiq

# PART V - FORMS

## NEIGHBORHOOD TRAFFIC CALMING REQUEST [APPLICATION FORM]

**CITY OF ALBUQUERQUE - NTMP APPLICATION**  
**\*\*\* REQUEST FOR NEIGHBORHOOD TRAFFIC CALMING MEASURES \*\*\***

**Section I**

Date: 11 25 16

On this date, we, the residents of LUNA BLVD NW, request that the City of Albuquerque's Traffic Engineering Division initiate a NTMP Study in our neighborhood to address the following concern(s):

- Safety
- Speeding
- Excess Traffic
- Cut-Through Traffic
- Bicycle or Pedestrian
- Commercial Vehicle Restriction
- Parking
- Noise
- Other (Please describe: HAZARDOUS INTERSECTIONS)

Description of neighborhood conditions or recent changes in traffic, leading to this application:

Intersection at Fruit and Luna / Roma and Luna have had numerous collisions due to speeding using lanes to Central avenue shortcut as well as access to the Zoo. When Lew Wallace Elementary is in session traffic at 3:00 till 4:30 is heavy with many cars failing to stop at fruit - \* AUTO OVERTURNED IN PERSON'S FRONT YARD SPEEDING @ 520 LUNANW. A way stop or speed bumps maybe needed

**Section II**

We understand that the NTMP process involves active participation of our community and that the decision-making process may require us to set and attend neighborhood meetings, further petition campaigns, and coordinate with the Traffic Engineering Division on components of the Study.

We also understand that initiating a NTMP Study does not guarantee implementation of traffic calming devices or policies, which are dependent on both the findings of the study and available fiscal resources.

**Section III**

All persons signing this official request certify that they reside in the neighborhood referenced in Section I above, and agree with the identified concern(s) checked in Section I. All persons signing this official request also agree that the designated contact person(s) below will represent the neighborhood as facilitator(s) between the neighborhood residents and the City of Albuquerque Traffic Engineering Division for the purposes of this NTMP Study.

Sign and submit to the City of Albuquerque Traffic Engineering Division (600 Second NW, Albuquerque, NM 87103 or NTMP@cabq.gov):

Designated Neighborhood Contact(s)

JUAN WRIGHT 521 LUNANW 2425351  
Name Address Telephone email

Supporting Neighborhood Resident Applicants

DOUG MALEED 517 LUNANW 3636999  
Name Address Telephone email

Name Address Telephone email



# NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

CITY OF ALBUQUERQUE — NTMP

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

**Section I**

Date: 11/25/10

Representatives from the Luna Blvd NW neighborhood, on 11/25/10 requested initiation of a NTMP Study. Based on available data, the households and properties identified in the attached Exhibit 1 are considered to be in the affected area. An initial assessment of available data has been conducted, and to continue processing the application neighborhood support is required. Two-thirds of the shown households/properties on Exhibit 1 must agree with the application and sign the petition below. The completed petition should be submitted to the City of Albuquerque Traffic Engineering Division (600 Second NW, Albuquerque, NM 87103 or STEP@cabq.gov)

**Section II**

(ONLY ONE SIGNATURE PER ADDRESS)

Name (print)	Address	Telephone	Email	Signature
IVAN WRIGHT	521 LUNA NW	242-5331		
DAMIAN WILSON	923 FRUIT NW	247-5335		
Anne Eisfeller	554 LUNA NW	620-7215	Acehaup@cox.com	
Jim Bishop	607 Luna Blvd NW	918-3366		
TEANY BRUNNER	1201 LUNA BLVD NW	818-9163	brunner.2000@	
Toni Hawk	910 Fruit Ave	300-8161		
JANET BUTLER	520 LUNA NW			
GWYN METZ	423 LUNA NW		metzdegr@comcast.net	
DOVE MACLEOD	517 LUNA BLVD NW			
PATRICIA MORROW	405 LUNA BLVD		PATSYJ.MORROW@YAHOO.COM	
JON ANDERSON	416 LUNA BLVD NW	243-6031	JON@JONANDERSONARCHITECT.COM	
TRAVIS THOM	910 FRUIT AV NW	980-9128		
ALGERED REED	515 LUNA NW	842-6071		
HTHUR BREWSTER	410 LUNA NW	310-5957	hessb73@comcast.com	
GENE SANDOZ	516 LUNA BLVD NW	87162		
RALPH OWENS	615 LUNA BLVD NW	87103		
Rebecca SANDOVAL	516 Luna Blvd NW			
Brittany SANCHEZ	6725 Tomalita	8428077		
Kris Bellows	617 Luna Blvd	505/263-5943	kbellows@unm.edu	
MARY A. DIAMOND	605 LUNA NW	842-1919		

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE)



Souder, Miller & Associates • 3451 Candalaria Road NE, Suite D  
Albuquerque, NM 87107-1948 • (505) 299-0942 • (877) 299-0942 • fax (505) 293-3430

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