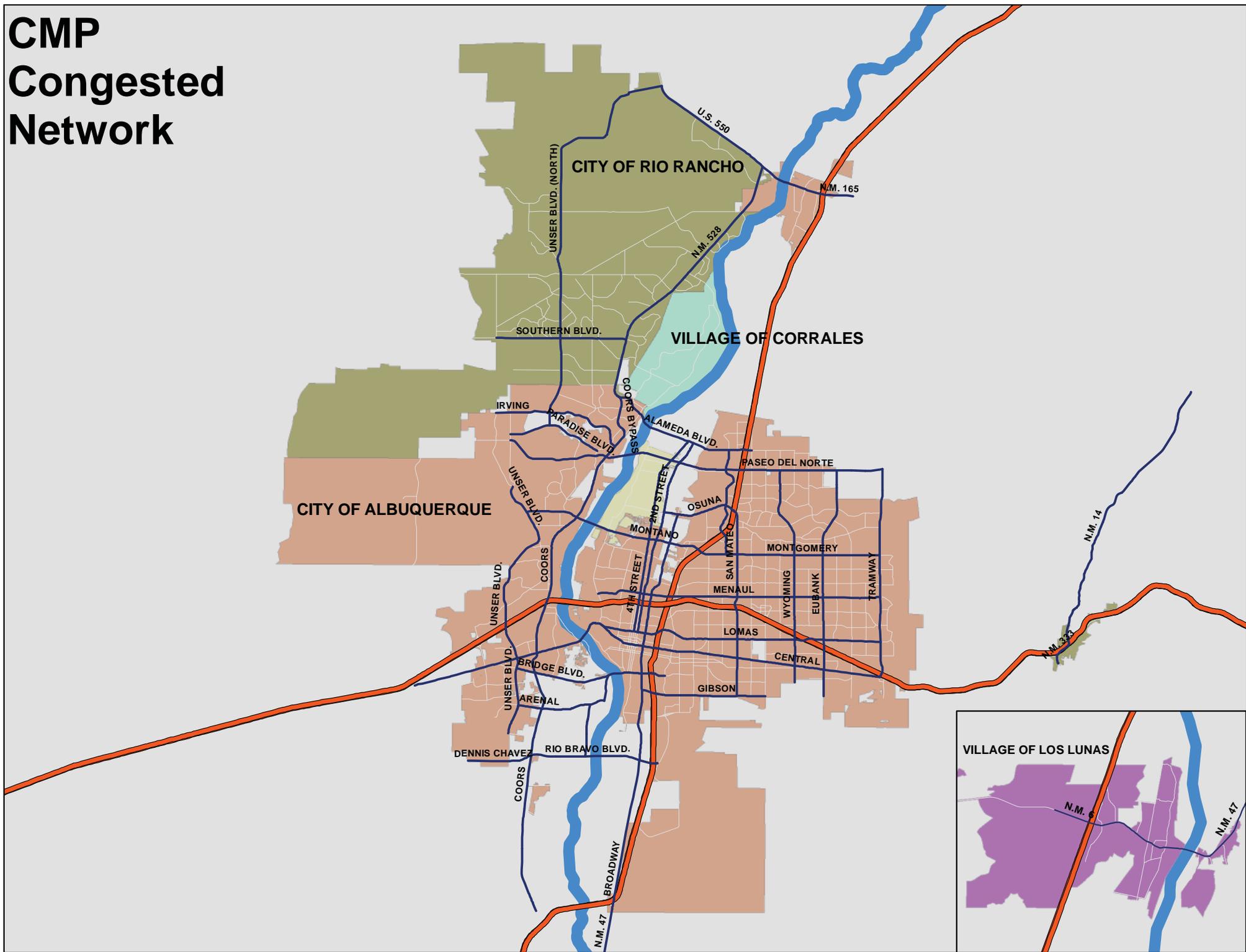


# A Profile in Congestion:



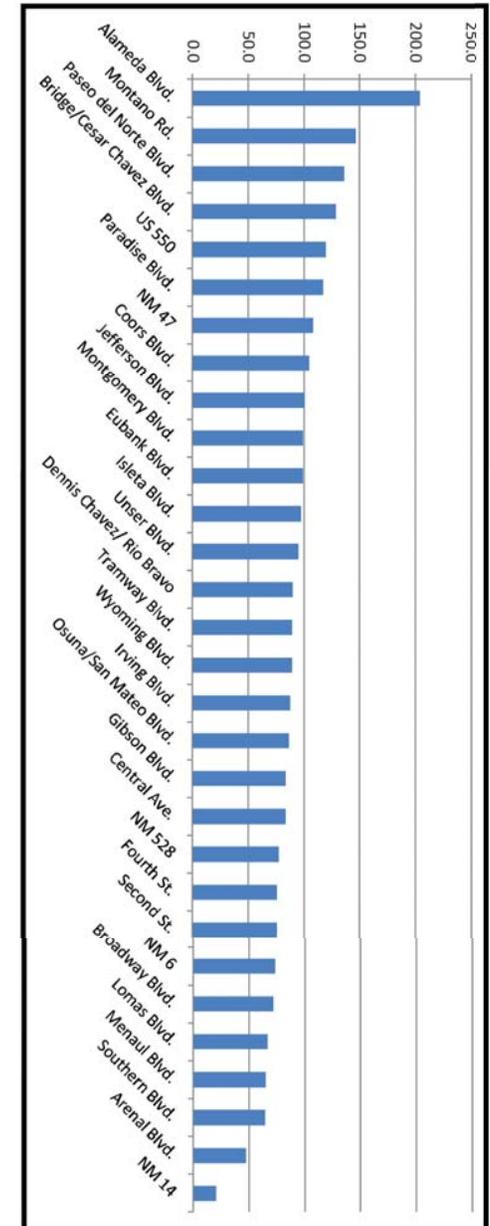
## The 30 Most Congested Corridors in the Albuquerque Metropolitan Planning Area

# CMP Congested Network



# 2010 Congestion Management Process Corridor Score and Rank

Corridor	Corridor Length (Mi)	V/C Points	Speed Points	Crash Points	Total Score	2010 Ranking
Alameda Blvd.	4.2	106.3	91.1	6.4	203.8	1
Montano Rd.	6.4	68.7	56.9	20.8	146.3	2
Paseo del Norte Blvd.	13.5	47.8	62.8	25.3	135.9	3
Bridge/Cesar Chavez Blvd.	5.4	45.8	58.5	24.4	128.6	4
US 550	8.0	86.9	30.0	2.7	119.7	5
Paradise Blvd.	3.4	68.0	32.0	17.1	117.1	6
NM 47	10.2	71.3	36.9	0.0	108.1	7
Coors Blvd.	19.6	24.4	51.6	29.0	105.0	8
Jefferson Blvd.	4.1	17.4	58.2	25.0	100.6	9
Montgomery Blvd.	6.3	13.7	53.6	31.9	99.1	10
Eubank Blvd.	8.1	37.8	39.3	21.8	98.9	11
Isleta Blvd.	3.3	37.2	47.5	12.9	97.5	12
Unser Blvd.	25.6	48.2	29.5	17.1	94.8	13
Dennis Chavez/ Rio Bravo	6.0	24.3	47.5	18.0	89.8	14
Tramway Blvd.	7.4	33.2	43.8	12.6	89.6	15
Wyoming Blvd.	7.7	16.8	51.5	20.9	89.1	16
Irving Blvd.	4.9	30.4	40.0	17.1	87.5	17
Osuna/San Mateo Blvd.	9.2	11.6	55.8	19.3	86.7	18
Gibson Blvd.	4.4	15.2	64.0	4.6	83.8	19
Central Ave.	17.2	4.9	60.8	17.9	83.7	20
NM 528	11.1	36.6	34.3	6.7	77.6	21
Fourth St.	7.2	5.7	57.3	12.6	75.6	22
Second St.	7.1	21.3	42.2	12.0	75.4	23
NM 6	4.2	23.8	47.8	2.0	73.5	24
Broadway Blvd.	14.5	7.7	49.8	14.2	71.8	25
Lomas Blvd.	10.0	0.9	49.2	16.7	66.7	26
Menaul Blvd.	10.0	0.0	52.2	12.7	64.9	27
Southern Blvd.	4.6	15.5	36.4	12.5	64.3	28
Arenal Blvd.	2.5	5.3	30.0	12.0	47.3	29
NM 14	11.3	4.3	16.2	0.0	20.4	30



## Introduction

Population increases, land-use patterns emphasizing peripheral development, and limited funding for alternative travel modes result in increased reliance on vehicles for transportation needs. One consequence is roadway congestion, which is increasingly a fact of life in the Albuquerque area. This in turn leads to diminished air quality, losses in economic activity, and increased travel times for individuals. As part of its transportation planning activities for the Albuquerque Metropolitan Planning Area (AMPA), the Mid-Region Metropolitan Planning Organization (MRMPO) facilitates a Congestion Management Process (CMP). CMP is a federally-mandated objectives-driven program that assesses the performance of the regional transportation system through data collection and analysis, identifies the sources and extent of congestion, recommends appropriate strategies to manage congestion and improve mobility, and considers the benefits of proposed transportation projects and programs on the overall transportation network.

An important part of CMP is to disseminate the data and related analysis to local government agencies and the general public. *A Profile in Congestion* is an attempt to distill the most important components of CMP into an easily-referenced document and to focus attention within the region on the locations with the greatest needs. Each corridor profile identifies the scope and location of congestion and should serve as a backdrop for larger conversations about the efficiency and long-term viability of the transportation network in the AMPA.

*A Profile in Congestion* focuses on the 30 corridors that comprise the CMP congested network. These corridors were selected by the CMP committee – a working group of technical experts from agencies in the AMPA – based on a series of qualitative and quantitative criteria. All of the nine river crossings in the metropolitan area are CMP corridors (I-25 is not counted here as a river crossing because it does not function as an east-west connector).

Two levels of analysis are on display in this document: segment-level and corridor-wide conditions. CMP determines congestion based on conditions at the link, or segment, level. However, the CMP rankings apply to congestion across the entire corridor. In other words, overall conditions along a corridor are an aggregate of conditions within a corridor. Therefore

the most congested corridors are those in which congestion occurs in multiple locations. A corridor may experience considerable congestion and delay at an individual intersection or along a brief segment, but the overall conditions along the roadway may not generate a high ranking.

It should be noted that *A Profile in Congestion* is not a definitive account of congestion along the network. Rather, it is an introduction to useful data and statistics and effectively highlights the bottlenecks and most congested segments in the Albuquerque region. For more complete analysis consult the *CMP Atlas* on the MRCOG website. An updated *Atlas*, a companion to this document, will be available in early 2012.

Likewise, appropriate **strategies** for managing congestions are not covered in this document. However, MRMPO and the CMP Committee consider location-appropriate improvements through the Strategies Toolkit and Strategies Matrix (available on the MRCOG website).

**More detailed data on traffic conditions along each corridor can be found in the *CMP Atlas* at [www.mrcog-nm.gov](http://www.mrcog-nm.gov) on the Transportation/Congestion Management**

## **Ranking Congestion**

Congestion is a function of a number of variables, including commuting flows and travel patterns, delays due to turning movements, traffic signal timing patterns, and supply and demand (i.e. roadway capacity and the number of vehicles). The congestion that results from these and other factors (called recurring congestion) is characterized and observed through the levels of volume and travel speeds along a roadway. However, a corridor which experiences slow speeds or high volumes individually is not necessarily congested. Congestion is usually a product of the two, along with the propensity of the corridor to experience delays due to crashes and traffic incidents (forms of non-recurring congestion).

CMP uses three criteria to score and rank congestion: 1) Volume-to-capacity (V/C) ratio; 2) Speed differential; and 3) Crash rates. These criteria combine recurring sources of congestion (V/C ratios and speed differential), which reflect average or predictable conditions, and non-recurring factors (crash rates), which are sources of congestion that occur on an irregular basis. Each segment or link of a corridor can generate points depending on the observed roadway conditions. The total score for each link is used to generate the maps in each profile page. The level of congestion should be considered relative to the Albuquerque region and reflects conditions across the peak period only.

The scores for each link are aggregated at the corridor level to determine an overall score for the corridor which can then be compared relative to the other facilities in the CMP congested network. Rankings are updated annually as new data is collected.

### **CMP Ranking Criteria**

#### *1. V/C Ratio*

Volume-to-capacity (V/C) ratio compares the observed traffic volume along a roadway compared to the capacity, or the number of vehicles that a roadway segment is intended to carry. V/C is measured for each peak period and each direction. The closer V/C ratio is to 1.0 the greater the level of congestion is considered to be. A V/C ratio of greater than 1 is considered to be “over capacity.” V/C ratios above certain thresholds generate points

for a roadway segment, which are used to determine congestion scores and overall congestion rankings. The V/C ranking compares the number of “V/C points” a corridor generates compared to other corridors in the CMP network. Peak-period volume data is collected as part of MRCOG Traffic Counts program.

#### *2. Speed Differential*

Speed differential measures the relationship between the posted speed limit, or intended speed, along a roadway segment and the observed speed of vehicles. The greater the percentage difference between actual and intended speeds, the greater the level of delay and congestion along a roadway segment. Speed differentials above certain levels generate points which are used to determine congestion scores and overall congestion rankings. The speed differential ranking compares the number of “speed points” a corridor generates compared to other corridors in the CMP network. Speed data is collected annually through the CMP Travel Time program which uses a “probe” vehicle collection method to collect data across the peak period. An average velocity of all runs is taken to develop a link speed value for each direction and for each peak period.

#### *3. Safety/Crash Rates*

Crash rates are incorporated into CMP by comparing the frequency of incidents at intersections along a corridor compared to the regional average crash rate. The likelihood of an incident reflects safety concerns and crash-induced congestion. Crash rates generate points if they exceed certain thresholds. Crash data is collected as part of MRCOG’s Safety Analysis program. In general, safety is an important, but contradictory, component in measuring congestion. Roadway designs that are most conducive to high speeds and greater throughput may also be prone to traffic incidents. Balancing regional mobility and safety needs is essential, and identifying corridors with safety concerns is an important part of managing the roadway network.

## Profile Components

**Functional Classification** is a system of categorizing roadways based on their use and general characteristics. The system is based on the premise that roadways are part of a network and the functional classification describes the role a particular roadway plays in the larger system.

The urban **principal arterial** system should carry the majority of trips entering and leaving the urban area, as well as significant intra-area travel, such as between central business districts and outlying residential areas or travel between major inner city communities. The urban principal arterial system should serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, and facilitate the longest trips.

The urban **minor arterial** street system should interconnect with and augment the urban principal arterial system and provide service to trips of moderate length. This system also distributes travel to geographic areas smaller than those identified with the higher system and place more emphasis on land access.

**Collectors** provide access to the arterial system and circulation within residential neighborhoods, commercial areas, and industrial area. Collectors typically distribute trips from the arterial to the final destination and collect traffic from local streets in residential neighborhoods and channel it into the arterial system.

Source: FHWA Functional Classification Guidelines

### **Access Control**

A number of facilities in the AMPA have been designated as limited access roadways in order to ensure the adequate flow of traffic along the roadway itself and move vehicles as efficiently as possible.

Access control is an important strategy in managing congestion; any segments subject to access limitations along CMP corridors are noted.

### **Intelligent Transportation Systems**

Intelligent Transportation Systems (ITS) refers to the use of technology to manage roadways and improve the efficiency of the overall transportation network. The ITS Subcommittee, facilitated by MRCOG, also develops profiles to highlight the types of deployment present along each corridor and identifies ITS-related needs and potential improvements. Proper ITS analysis is beyond the scope of the CMP corridor profiles. However, it is

important to recognize the role of ITS in congestion management. The corridor profiles contain two pieces of data: 1) whether or not the corridor is incorporated in the regional ITS architecture and designated as an ITS corridor; 2) if there is currently ITS-related technology deployed along the corridor. Both pieces indicate the potential role that ITS can play in management of the corridor. The ITS profile should be consulted for more details on the locations and scope of deployment. The “Corridor Profile” table does contain a number of designations and acronyms that refer to the types of ITS deployment currently found along the corridor.

*F/PF:* Fiber/Partial Fiber – A form of telemetry along a corridor connecting signals to facilitate the progression of traffic.

*CCTV:* Closed Circuit Television – A tool for monitoring and reporting conditions along a roadway. CCTV allows for real-time observation of traffic patterns and delay.

*DMS:* Dynamic Message Sign – A tool for posting real-time messages on traffic conditions to commuters.

*VDS:* Vehicle Detector Station – A tool for monitoring and reporting conditions along a roadway. VDS can detect real-time congestion and allows for collection of various forms of roadway data.

*Transit:* Signal prioritization to enhance vehicle speed and efficiency through traffic signals or traveler information devices on-board or at transit stations.

*WiFi:* A form of telemetry along a corridor connecting signals to facilitate the progression of traffic.

### **Transit Characteristics**

The profile table indicates the type of service, including the major transit facilities, present along the corridor. The “Transit Characteristics” section of the profile page describes the level of transit service along or near the corridor in greater detail and classifies transit service into three types:

*Rapid Ride:* Express service that stops approximately every mile. ABQ Ride Rapid Ride service utilizes articulated buses with greater passenger capacity than standard buses.

*Local:* Routes that operate all-day and typically stop every few blocks.

*Commuter:* Routes that operates only during peak period.

### Study areas and demographic trends

An area surrounding each corridor was identified for the purposes of demographic analysis. This provides a simple snapshot of the employment and population totals – key generators of congestion – along the extent of the corridor. The study area is comprised of Data Analysis Subzones that are adjacent to the CMP corridor or within a ½ mile buffer. Additional zones were added as appropriate if the corridor in question is part of an obvious commuter-shed and therefore the clear choice for nearby residents/commuters to achieve most destinations. Low-population zones from the periphery of the corridors were eliminated to ensure study areas of manageable sizes. Population and employment growth in the study area can shed light on the amount of future traffic that the corridor may be expected to handle. However, the study area does not necessarily incorporate the entire commuter-shed for a corridor. Many corridors function as “through facilities,” carrying travelers from points of origin to destinations that are both outside of the study area. River crossings are important examples of these facilities. Therefore the study area is an important indicator of future congestion, but a lack of projected growth does not guarantee the conditions along the corridor will improve over time.

### Summary Data

*Daily Volume* refers to the range of Average Weekday Daily Volume (AWDT) along the segments of a CMP corridor. Most corridors have large ranges in volume and often feature lower traffic levels on the periphery. High volume locations frequently experience high levels of delay or congestion, however the correlation is not perfect

*Average Speed* refers to the range of average speeds observed along the corridor during peak periods. At a corridor-wide level, a large range indicates varied conditions across the corridor, while a small range indicates a smoother and more consistent flow of traffic. Occasionally the high speeds are related to uncongested conditions along the periphery of a corridor.

*Total Delay* is defined as the difference between the amount of time it would take a vehicle to traverse a corridor from one end to the other traveling at the posted speed compared to the actual amount of time it takes a vehicle to drive the corridor. Two components of delay are included in the profile: total delay in seconds and rate of delay in seconds per mile. In general, a more severe delay results in higher delay ratio.

### Corridor Ranks

In addition to the overall congestion ranking, the scores individual corridors receive in a particular criterion compared to other facilities is used to create additional rankings based solely on V/C ratios, speed differential, and crash rates. These *criteria rankings* help determine the general source of congestion along a particular facility. These rankings may expose interesting dynamics within a roadway. For example, a corridor with high V/C ratios and large amounts of traffic may also feature low speed differential scores, indicating smooth speeds. In this scenario, it can be surmised that the high volume is managed reasonably well and does not inhibit the general flow of traffic. Conversely, many corridors demonstrate high speed differentials (i.e., slow speeds and large delays) but low V/C ratios, suggesting that congestion may not be related to the volume of vehicles, but rather to the design and management of the facility (e.g. signal timing issues, insufficient turn lanes, or high levels of access points).

#### Speed

Speed Rank	Corridor	Points	Overall Ranking
1	Alameda Blvd.	91.1	1
2	Gibson Blvd.	64.0	19
3	Paseo del Norte	62.8	3
4	Central Ave.	60.8	20
5	Bridge/Cesar Chavez	58.5	4

#### Safety

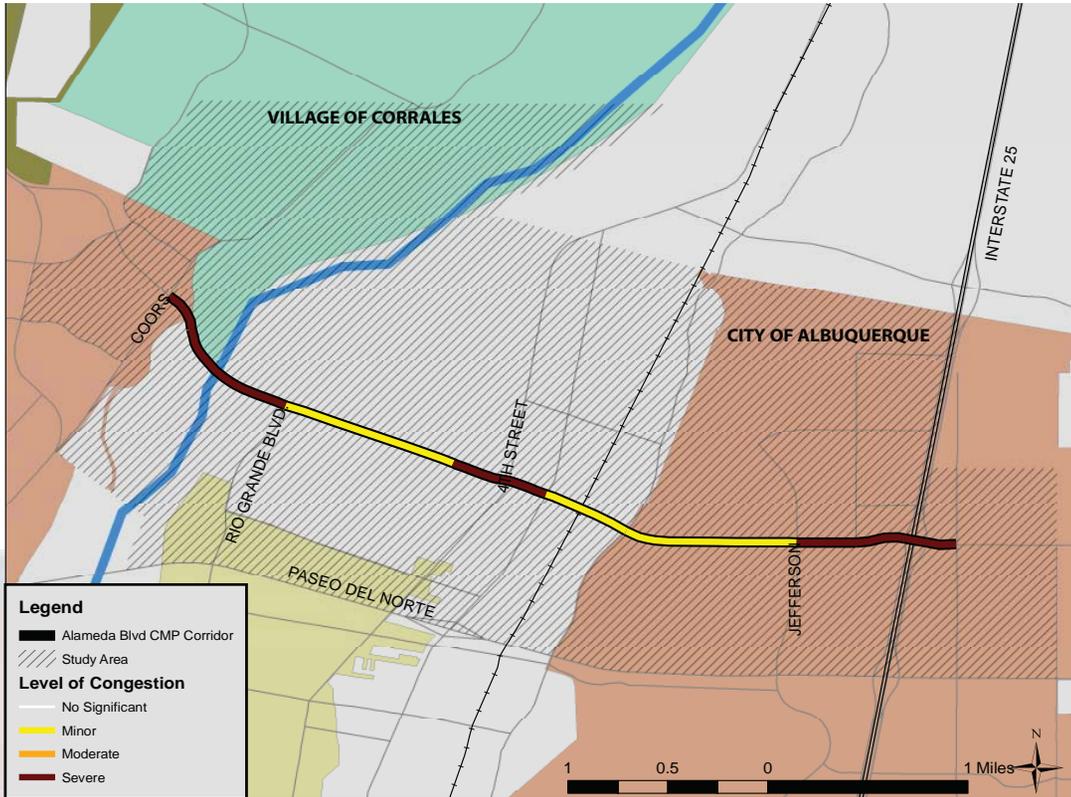
Safety Rank	Corridor	Points	Overall Ranking
1	Montgomery Blvd.	31.9	10
2	Coors Blvd.	29.0	8
3	Paseo del Norte	25.3	3
4	Jefferson Blvd.	25.0	9
5	Bridge/Cesar Chavez	24.4	4

#### Volume-to-Capacity

V/C Rank	Corridor	Points	Overall Ranking
1	Alameda Blvd.	106.3	1
2	US 550	86.9	5
3	NM 47	71.3	7
4	Montano Rd.	68.7	2
5	Paradise Blvd.	68.0	6

# Alameda Blvd

# #1



## Corridor Notes

- Alameda has been the #1 congested corridor in the AMPA since MRCOG began developing rankings in 2006.
- Alameda is a key river crossing providing access between I-25 and the metropolitan core and northwest Albuquerque and the City of Rio Rancho.
- The CMP corridor runs between Coors and San Pedro Dr. has the most severe volume and speed-related congestion in the metropolitan area.
- Overall **congestion** is most severe between Coors and Rio Grande Blvd, where volumes are particularly high, and Jefferson and I-25, where speeds are particularly low. Congestion is more severe in the east-bound direction in the AM, and the westbound direction in the PM.
- Total daily **volumes** are consistent across the corridor but are highest between Coors and 4th St. and west of I-25 (35,000+ vehicles).
- Overall **crash rates** along Alameda are below the regional average. The intersections at Corrales Rd and Pan American East have crash rates more than twice the regional average.
- The study area is expected to see significant employment **growth** (29%) but only minimal population growth by 2035.

## Profile & Statistics

Corridor Profile*			
Study Area	10.6 Sq. Miles		
Length & No. of Segments	4.3 Miles - 11 segments		
Functional Class	Principal Arterial		
Access Control	none		
Lanes	4 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS Deployment: Yes - PF, CCTV, VDS		
Transit	ABQ Ride : Route 98 (commuter)		
Bicycle Facilities	Lanes: Coors to 2nd St Parallel trail from Corrales Drain to 4th St		
Summary Data^			
Daily Volume	22,000 - 38,000		
Average Speeds (PM East)	19 - 39 mph		
Average Speeds (PM West)	11 - 38 mph		
Total Delay (PM East)	109 seconds (25 sec./mile)		
Total Delay (PM West)	159 seconds (37 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	12,532	14,670	15,202
Employment	17,115	18,300	23,593
Corridor Ranks			
Volume/Capacity Ratio	1 / 30		
Speed Differential	1 / 30		
Crash Rates	25 / 30		
Overall Rank	1 / 30		

\* See the introduction section for further explanation.

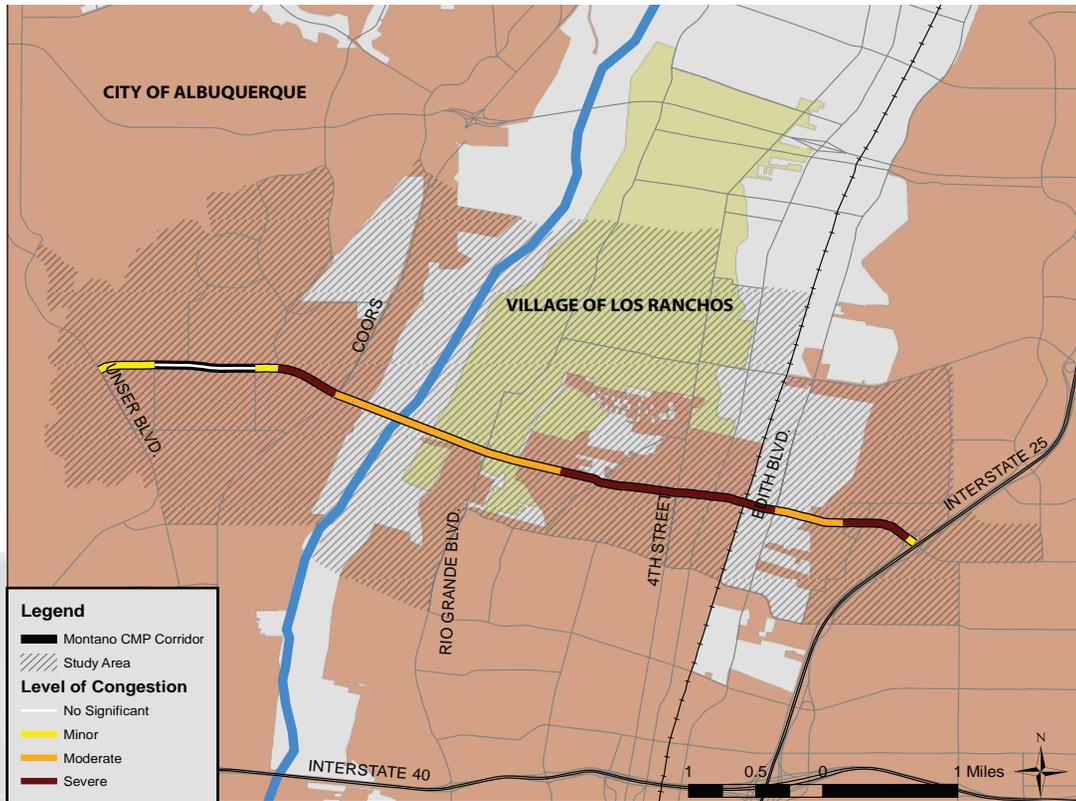
^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

## Transit Characteristics

- ABQ Ride operates one commuter service along Alameda, Route 98, which runs from the Northwest Transit Center to Wyoming Blvd and south to Kirtland AFB.
- Average weekday ridership in April 2011 was slightly less than 100 per day.

# Montaño Rd

# #2



## Corridor Notes

- Montaño is an east-west principal arterial in the City of Albuquerque. Montaño provides access from the region's Westside to the I-25 corridor and is one of nine river crossings in the AMPA.
- The CMP corridor runs between Unser and I-25.
- Predominant movement along Montaño is eastbound in the AM and westbound in the PM.
- **Congestion** is most severe west of I-25 and between Rancho Caballero and Edith.
- Montaño experiences high volume-to-capacity ratios and speeds below posted limits across the stretch between Coors and I-25.
- The highest **volume** segment of Montaño is west of I-25 (47,000 daily vehicles).
- **Crash rates** along the corridor are 33% above the regional average. Intersections at 4th St. and Coors have rates more than three times the regional average.
- Projected **growth** in the study area is mostly in the form of additional employment. However, future growth across the Westside may result in additional traffic along Montaño.

## Profile & Statistics

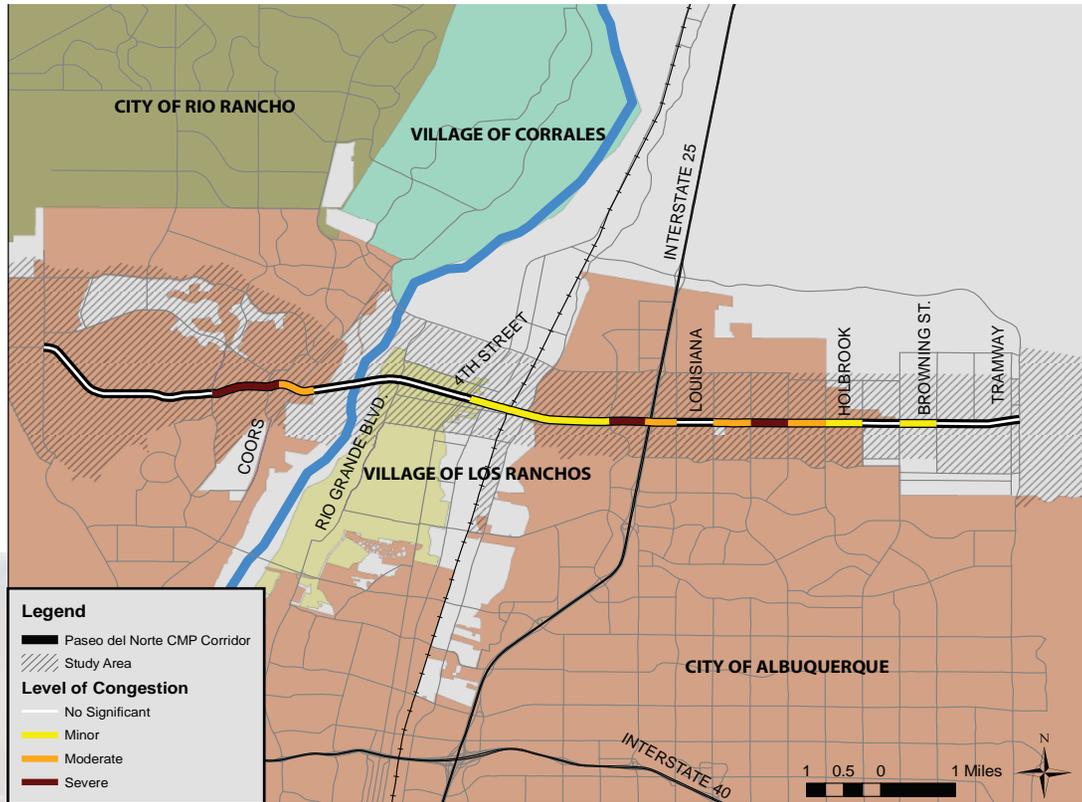
Corridor Profile*			
Study Area	16.2 Sq. Miles		
Length & No. of Segments	6.3 Miles - 13 segments		
Functional Class	Principal Arterial		
Access Control	Limited access: Coors to Griegos Drain		
Lanes	4 - 6 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - F, CCTV, DMS, VDS		
Transit	ABQ Ride : Route 157 (local)		
Bicycle Facilities	Lanes: Entire corridor		
Summary Data^			
Daily Volume	13,000 - 47,000		
Average Speeds (PM East)	12 - 46 mph		
Average Speeds (PM West)	12 - 45 mph		
Total Delay (PM East)	111 seconds (18 sec./mile)		
Total Delay (PM West)	197 seconds (31 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	38,947	42,165	43,512
Employment	17,858	19,065	23,625
Corridor Ranks			
Volume/Capacity Ratio	4 / 30		
Speed Differential	8 / 30		
Crash Rates	8 / 30		
Overall Rank	2 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

## Transit Characteristics

- ABQ Ride operates two routes along Montaño (157 and 162) and several commuter routes which intersect the corridor.
- Route 157 provides local service between Kirtland AFB and the Northwest Transit Center and passes along Montaño between Golf Course and I-25. Route 157 averaged more than 1,200 riders per weekday in April 2011.
- Route 162 provides commuter service between CNM West in Rio Rancho and Coors/Montaño and passes along Montaño between Unser and Coors



## Corridor Notes

- Paseo del Norte is a limited access principal arterial and major river crossing that connects residential areas in northwest and northeast Bernalillo County with the Journal Center and the I-25 corridor.
- The CMP corridor runs from Universe Blvd to Tramway Blvd.
- Paseo is noteworthy for instances of intense **congestion** around Coors and between Jefferson and San Pedro. Overall, Paseo features slow speeds except for the western edge of the corridor. Congestion is associated with high peak period volumes and slow speeds moving toward I-25 in the AM and away from I-25 in the PM.
- The highest **volume** portion of the corridor is between Coors and Jefferson (60,000-80,000 daily vehicles). Volumes are significantly lower in the far eastern and western segments of Paseo.
- The highest **speeds** are found along the access-controlled segments: east of Coors in the eastbound direction; west of 2nd St in the westbound direction.
- **Crash rates** along Paseo del Norte are 80% above the regional average and among the highest of all CMP corridors. The intersections at Jefferson and Coors have crash rates that are four-and-a-half and almost six times the regional average respectively.
- The study area is projected to see moderate population **growth** (32%) and significant growth in employment (84%) by 2035.

## Profile & Statistics

Corridor Profile*			
Study Area	26.1 Sq. Miles		
Length & No. of Segments	13.5 Miles - 20 segments		
Functional Class	Principal Arterial		
Access Control	Limited access: Entire corridor		
Lanes	2 - 6 lanes Majority of corridor is 6 lanes 2 lanes from Universe to east of Kimmick		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV, DMS, VDS		
Transit	ABQ Ride : Route 551 (commuter), Route 251 (Rail Runner connection) Facilities: Rail Runner station on El Pueblo		
Bicycle Facilities	Lanes: East of Kimmick to Golf Course Rd Trail: West Course Rd to Rancho Sereno Trail: Trail West of Coors to No. Diversion Channel Trail: Wyoming to Tramway		
Summary Data^			
Daily Volume	10,000 - 82,000		
Average Speeds (PM East)	17 - 66 mph		
Average Speeds (PM West)	18 - 56 mph		
Total Delay (PM East)	222 seconds (16 sec./mile)		
Total Delay (PM West)	312 seconds (23 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	42,098	57,225	75,615
Employment	20,318	24,100	44,268
Corridor Ranks			
Volume/Capacity Ratio	7 / 30		
Speed Differential	3 / 30		
Crash Rates	3 / 30		
Overall Rank	3 / 30		

\* See the introduction section for further explanation.

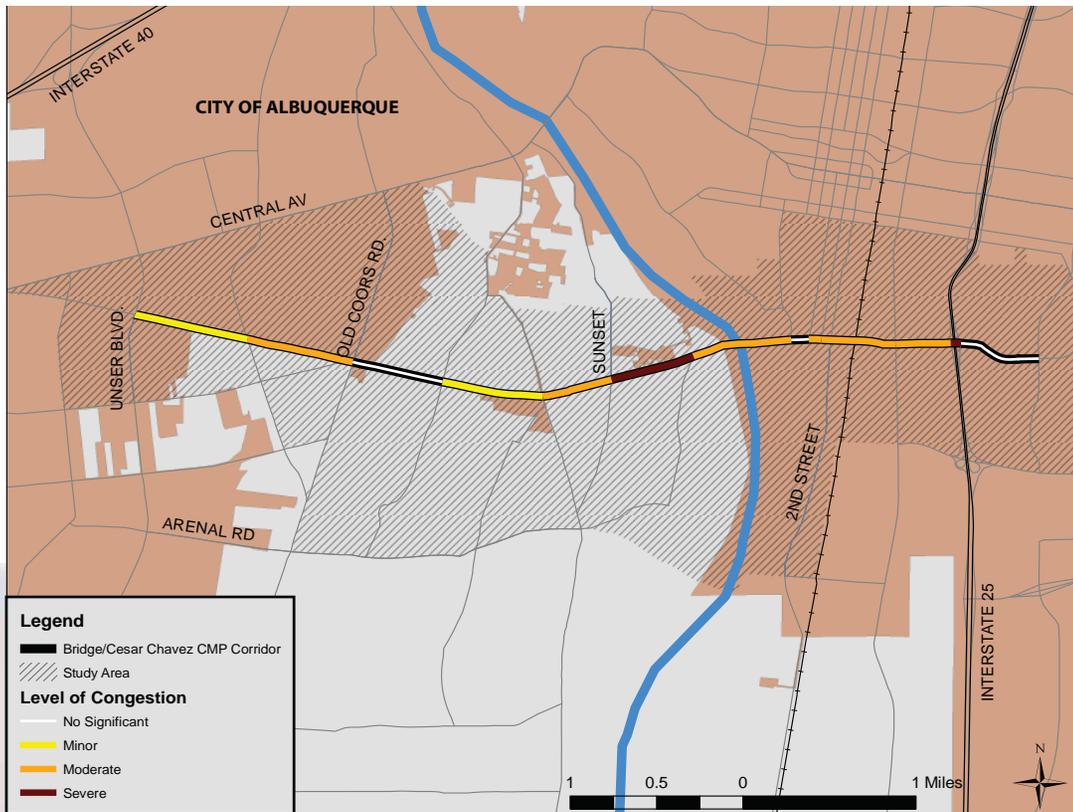
^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

## Transit Characteristics

- Two ABQ Ride routes operate along or parallel to Paseo del Norte between Coors and Jefferson. Route 251 provides connections between Rio Rancho, the Rail Runner station at El Pueblo, and the Journal Center. Commuter Route 551 follows the same route (without a stop at the El Pueblo Rail Runner station).
- Overall ridership among the routes serving Paseo del Norte is modest. Routes 251 and 551 carried a combined 250 riders per weekday in April 2011.
- The Los Ranchos/El Pueblo Rail Runner station – just south of Paseo del Norte between 2nd St. and Edith – is the second-most used Rail Runner station with 566 boardings per weekday in April 2011.

# Bridge Blvd / Avenida Cesar Chavez

# #4



## Corridor Notes

- Bridge Blvd is a crucial river crossing that connects southwest Albuquerque and unincorporated Bernalillo County to I-25 and the eastside of Albuquerque, and creates access to Downtown Albuquerque and the UNM/CNM area.
- The CMP corridor runs between Unser Blvd and University Blvd.
- Bridge Blvd becomes Avenida Cesar Chavez east of 4th St.
- **Congestion** is dispersed across the corridor and results from a combination of high volumes during peak periods and slow speeds. Congestion is worst crossing the river and immediately to the west of the Rio Grande. There is also significant congestion approaching I-25 from the west.
- The highest **volumes** (35,000-40,000 daily vehicles) occur between Isleta and Broadway.
- The highest **speeds** along the corridor and the least congestion are found east of I-25.
- **Crash rates** along the Bridge CMP corridor are almost 50% above the regional average. The intersections at the I-25 west ramps and Old Coors are the most dangerous with crash rates two-and-a-half times the regional average.
- The study area is projected to see modest population **growth** (15%) and significant employment growth (54%) by 2035.

## Profile & Statistics

Corridor Profile*			
Study Area	8.8 sq. miles		
Length & No. of Segments	5.4 Miles - 13 segments		
Functional Class	Urban Collector: Unser to Coors Principal Arterial: Coors to I-25 Minor Arterial: I-25 to University Blvd		
Access Control	None		
Lanes	4 - 6 lanes (Old Coors to University) 2 lanes (Unser to Old Coors)		
Intelligent Transportation Systems	Designated corridor: Yes ITS Deployment: Yes - PF, CCTV, VDS		
Transit	ABQ Ride : Route 54 (local), 53 (local) between Sunset and 4th		
Bicycle Facilities	Lanes: Unser to Edith Route: Edith to University		
Summary Data^			
Daily Volume	8,000 - 40,000		
Average Speeds (PM East)	14 - 48 mph		
Average Speeds (PM West)	15 - 44 mph		
Total Delay (PM East)	180 seconds (34 sec./mile)		
Total Delay (PM West)	227 seconds (42 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	28,873	33,465	38,399
Employment	10,147	9,810	15,135
Corridor Ranks			
Volume/Capacity Ratio	8 / 30		
Speed Differential	5 / 30		
Crash Rates	5 / 30		
Overall Rank	4 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

## Transit Characteristics

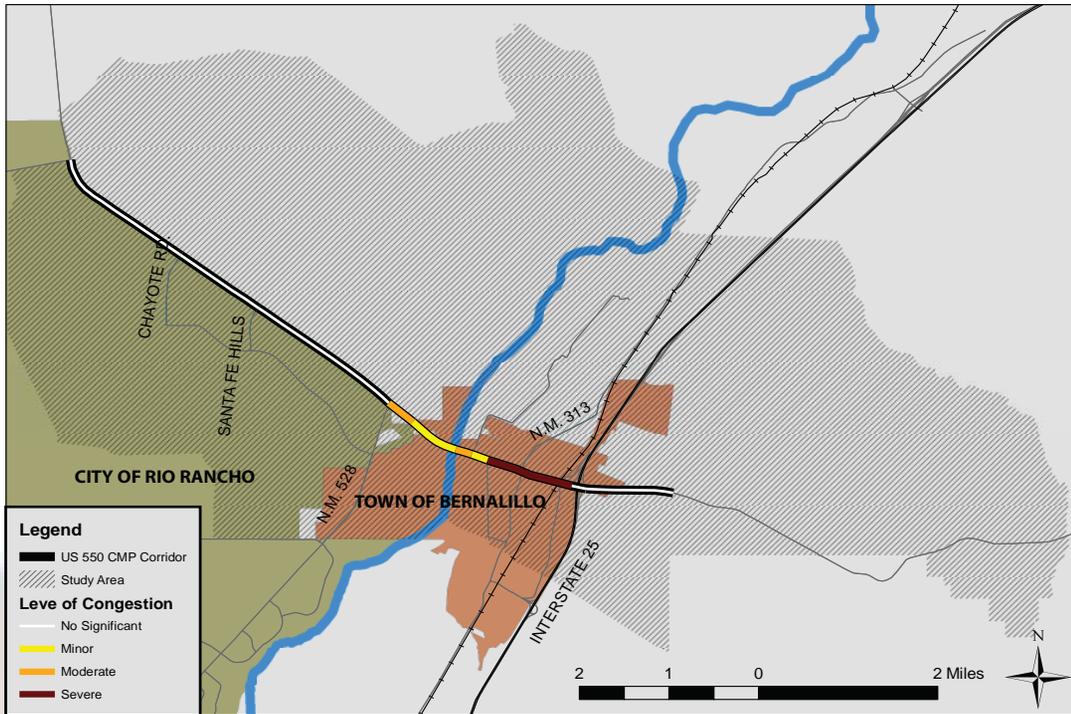
- ABQ Ride operates two routes that cross the river along Bridge Blvd and connect southwest Bernalillo County to Downtown Albuquerque. Route 53 provides service along Isleta Blvd from the South Valley to Downtown Albuquerque via Bridge Blvd. The route travels the CMP corridor between Isleta and 4th St.
- Route 54 provides local service along the majority of the corridor (between Old Coors and 4th St.) and averaged nearly 700 users on weekdays in April 2011.

## Profile & Statistics

Corridor Profile*			
Study Area	50.6 Sq. Miles		
Length & No. of Segments	8.05 Miles - 14 segments		
Functional Class	US 550: Principal Arterial NM 165: Rural Collector		
Access Control	Limited Access: Unser Blvd to NM 528		
Lanes	US 550: 4 lanes NM 165: 2 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV, DMS, WiFi		
Transit	<i>Rio Metro</i> : Routes 8, 201, 202, 204 <i>Rail Runner</i> : Sandoval Co./US 550 station		
Bicycle Facilities	US 550: Unser Blvd to NM 528 NM 165: None		
Summary Data^			
Daily Volume	12,000 - 42,000		
Average Speeds (PM East)	23 - 62 mph		
Average Speeds (PM West)	18 - 60 mph		
Total Delay (PM East)	64 seconds (8 sec./mile)		
Total Delay (PM West)	80 seconds (10 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	8,861	18,200	39,018
Employment	5,135	8,461	14,537
Corridor Ranks			
Volume/Capacity Ratio	2 / 30		
Speed Differential	27 / 30		
Crash Rates	27 / 30		
Overall Rank	5 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.



### Corridor Notes

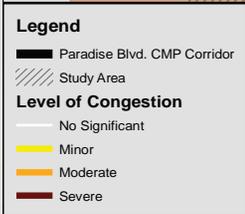
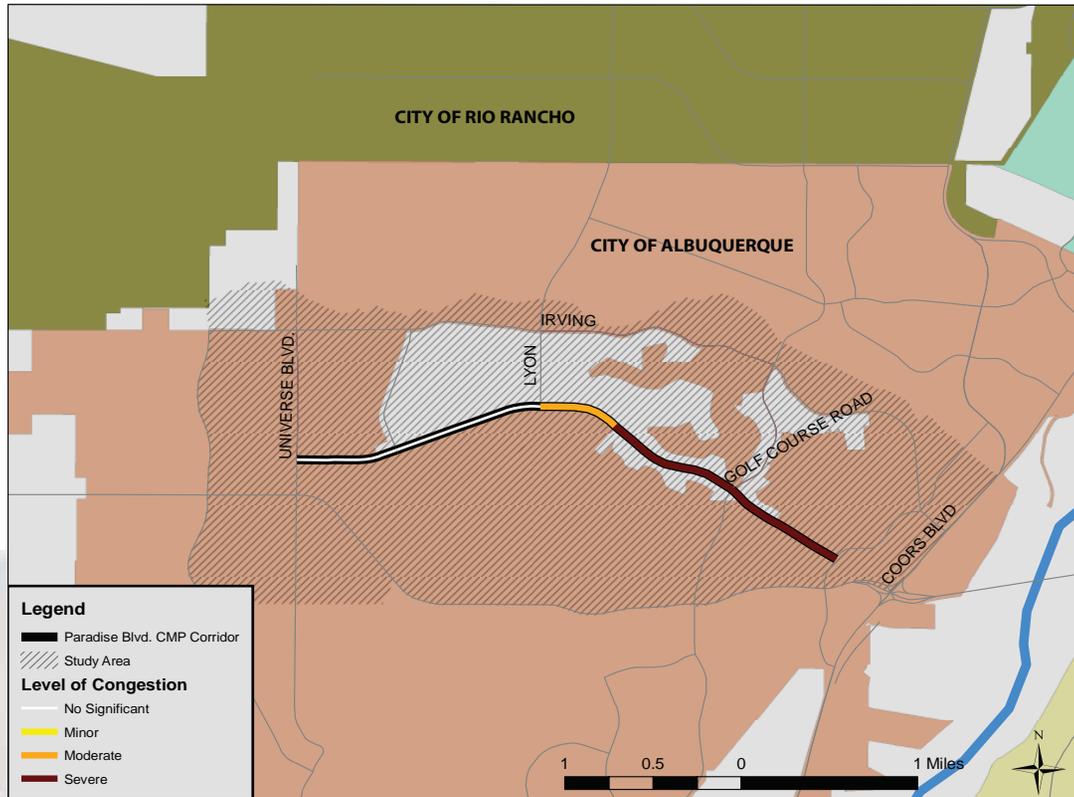
- US 550 is the northernmost of nine river crossings in the AMPA.
- The US 550 CMP corridor extends from Unser Blvd to one mile east of I-25 on NM 165.
- US 550 forms the northern boundary for the City of Rio Rancho, the southern boundary for the Pueblo of Santa Ana, and passes through the Town of Bernalillo. The section of NM 165 included for CMP analysis serves the unincorporated community of Placitas.
- US 550 terminates to the east at I-25 and provides connections to Santa Fe and Albuquerque.
- The predominant movement on US 550 is eastbound in the AM and westbound in the PM.
- The principal source of **congestion** is high volume during the peak period. Peak period speeds are relatively close to posted speeds and overall traffic flow is generally smooth.
- The greatest **speeds** are found west of NM 528.
- US 550 **crash rates** are below the regional average.
- The study area grew rapidly from 2000 to 2008 and the **growth** trend is expected to continue. Population is projected to grow by 114% and employment by 72% by 2035.

### Transit Characteristics

- Rio Metro operates four routes along the corridor. Routes 8, 202, and 204 provide connections from the Town of Bernalillo to rural communities around Sandoval County; Route 201 provides local service for Rio Rancho and Bernalillo. Within the CMP corridor, stops are located at the Santa Ana Star Casino, Sprint Blvd, and the US 550 Rail Runner station. Service is concentrated in the morning and afternoon. In April 2011 the four routes averaged a total of 225 riders per day.
- New Mexico Rail Runner Express ridership at the Sandoval County/US 550 station is significant. April 2011 weekday boardings averaged 514, making the station the third-most utilized Rail Runner facility. The station offers connections to four Rio Metro routes and various shuttle services.

# Paradise Blvd

# #6



- Corridor Notes**
- Paradise Blvd is an east-west minor arterial in northwest Albuquerque that borders the Paradise Hills development in unincorporated Bernalillo County.
  - The CMP corridor runs between Universe Blvd and Eagle Ranch Rd and provides access between residential neighborhoods and Coors Blvd.
  - Predominant movement is eastbound in the AM and westbound in the PM.
  - The most severe **congestion** is between Lyon and Eagle Ranch and is associated with high peak-period volumes and slow speeds compared to posted limits.
  - The highest traffic **volume** is found east of Lyon (24,000 vehicles per day).
  - Crash rates** along Paradise Blvd are slightly above the regional average. The intersection at Eagle Ranch has a crash rate more than two-and-a-half times the regional average.
  - The study area is projected to experience moderate **growth** in population (39%) by 2035 and considerable growth employment (320%, or almost 12,000 new jobs) associated with a new activity center in the Volcano Heights area.

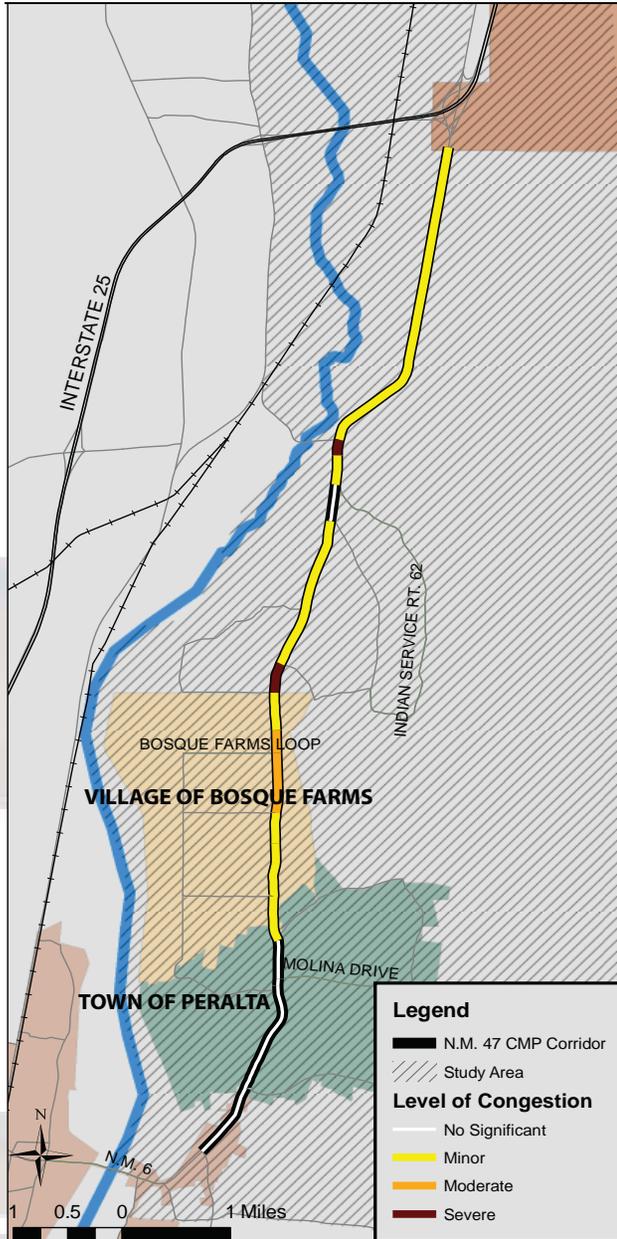
## Profile & Statistics

Corridor Profile*			
Study Area	7.0 Sq. Miles		
Length & No. of Segments	3.4 Miles - 5 segments		
Functional Class	Minor Arterial		
Access Control	None		
Lanes	2 - 4 lanes		
Intelligent Transportation Systems	Designated corridor: No ITS deployment: No		
Transit	No existing service		
Bicycle Facilities	Trail: Universe to La Paz Lanes: La Paz to Golf Course Rd		
Summary Data^			
Daily Volume	10,000 - 24,000		
Average Speeds (PM East)	25 - 42 mph		
Average Speeds (PM West)	26 - 38 mph		
Total Delay (PM East)	27 seconds (8 sec./mile)		
Total Delay (PM West)	59 seconds (17 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	13,647	22,872	31,789
Employment	2,446	3,735	15,658
Corridor Ranks			
Volume/Capacity Ratio	5 / 30		
Speed Differential	26 / 30		
Crash Rates	13 / 30		
Overall Rank	6 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

- Transit Characteristics**
- There is no existing transit service along Paradise Blvd.
  - Routes 92 and 157 run north-south and intersect the corridor at Golf Course Rd



## Corridor Notes

- NM 47 runs parallel to I-25 (before intersecting) and connects the municipalities of Los Lunas, Bosque Farms, Peralta and other communities in Valencia County with I-25 and Bernalillo County.
- The CMP corridor runs between NM 6 and I-25.
- NM 47 becomes Broadway Blvd north of I-25.
- Predominant movement is northbound in the AM and southbound in the PM.
- **Congestion** is most severe around Bosque Farms Loop from Esperanza Rd to Chical Rd.
- NM 47 experiences a combination of high volumes across the corridor, particularly during peak periods, but relatively smooth speeds. It is the third highest ranking corridor in terms of V/C ratio.
- The highest **volume** portion of NM 47 is directly north of NM 6 (26,000 daily vehicles). Volume across the corridor is fairly consistent.
- **Crash rates** along the corridor are well below the regional average.
- Considerable **growth** in population (87%) and employment (79%) is projected in the study area by 2035.

## Transit Characteristics

- There is no existing transit service along NM 47.

## Profile & Statistics

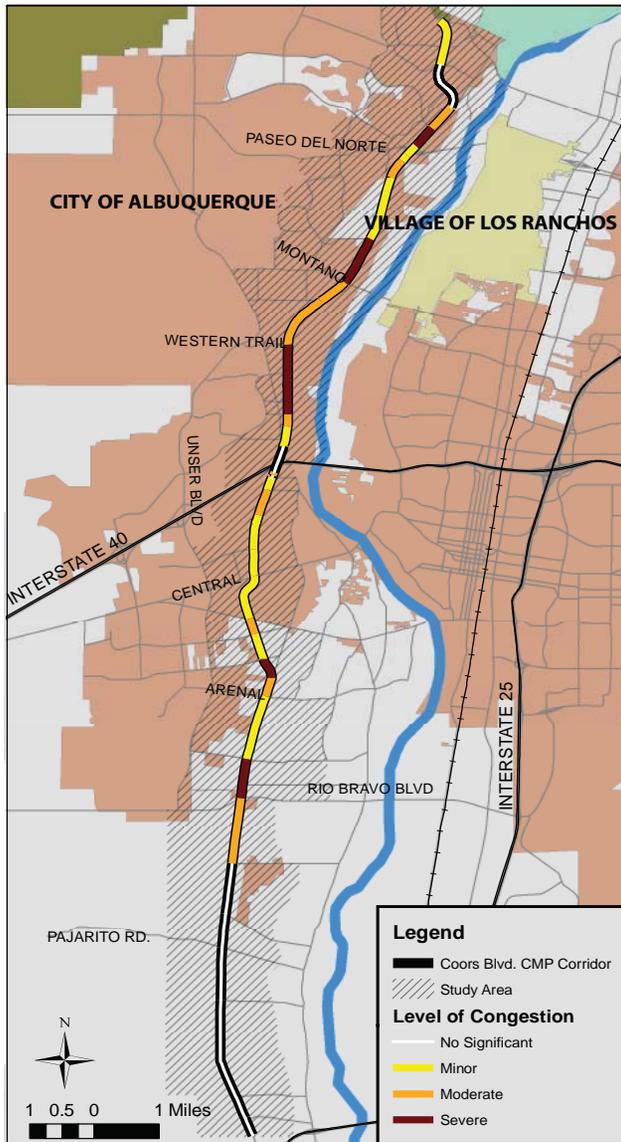
Corridor Profile*			
Study Area	147.4 Sq. Miles		
Length & No. of Segments	10.3 Miles - 17 segments		
Functional Class	Principal Arterial: NM 6 to Valencia Rd Minor Arterial: Valencia Rd to NM 147 Principal Arterial: NM 147 to I-25		
Access Control	None		
Lanes	4 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - CCTV, DMS		
Transit	None		
Bicycle Facilities	None		
Summary Data^			
Daily Volume	18,000 - 26,000		
Average Speeds (PM North)	31 - 56 mph		
Average Speeds (PM South)	29 - 53 mph		
Total Delay (PM North)	2 seconds (<1 sec./mile)		
Total Delay (PM South)	65 seconds (6 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	12,646	13,840	25,862
Employment	4,984	6,277	11,236
Corridor Ranks			
Volume/Capacity Ratio	3 / 30		
Speed Differential	23 / 30		
Crash Rates	29 / 30		
Overall Rank	7 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

# Coors Blvd

# #8



## Corridor Notes

- Coors Blvd is the primary north-south facility in the AMPA west of the Rio Grande.
- The Coors CMP corridor extends nearly 20 miles from I-25 to NM 528. The corridor covers parts of unincorporated Bernalillo County and the City of Albuquerque, and provides access to the City of Rio Rancho (via NM 528).
- The most severe congestion occurs between I-40 and the Coors Bypass. Congestion is tied to overall slow speeds across the corridor and particularly high volumes during the peak periods between Montano and Paseo del Norte. There is very little congestion south of Rio Bravo Blvd.
- Sections of Coors at Paseo del Norte and I-40 have daily **volumes** of more than 60,000 and 80,000 respectively.
- The slowest **speeds** along Coors are found south of Pajarito Rd.
- **Crash rates** across the corridor are significantly above the regional average and a major source of non-recurring congestion. The intersections at Central and Paseo del Norte both have crash rates more than four times the regional average.
- A considerable amount of **growth** and infill development is projected along corridor with more than 13,000 new residents and 12,000 jobs apiece by 2035.

## Profile & Statistics

Corridor Profile*			
Study Area	32.5 Sq. Miles		
Length & No. of Segments	19.6 Miles - 42 segments		
Functional Class	Principal Arterial		
Access Control	Limited Access: Rio Bravo to Coors Bypass		
Lanes	4 - 7 lanes Majority of corridor is 6 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV, DMS, VDS		
Transit	ABQ Ride : 790 (Rapid Ride Blue), 155 (local) Northwest Transit Center at Coors/Ellison		
Bicycle Facilities	Lanes: South of Sage to Central Lanes: Ladera to Paseo del Norte		
Summary Data^			
Daily Volume	5,000 - 80,500		
Average Speeds (PM North)	19 - 56 mph		
Average Speeds (PM South)	19 - 59 mph		
Total Delay (PM North)	404 seconds (21 sec./mile)		
Total Delay (PM South)	529 seconds (27 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	78,171	95,142	108,417
Employment	20,892	30,467	42,619
Corridor Ranks			
Volume/Capacity Ratio	14 / 30		
Speed Differential	12 / 30		
Crash Rates	2 / 30		
Overall Rank	8 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

## Transit Characteristics

- ABQ Ride operates two routes along Coors Blvd (additional commuter routes run along small portions of northern Coors).
- The Rapid Ride Blue Line (Route 790) originates at the Northwest Transit Center and runs south on Coors to I-40 before connecting to Downtown and the University of New Mexico. Ridership on the Blue Line surpasses 2,000 on weekdays while UNM is in session. The vast majority of Blue Line riders board at the Northwest Transit Center or at Cottonwood mall and travel to UNM. Route 155 provides north-south local service along the Coors CMP corridor between Rio Bravo and Ellison and averaged more than 1,100 riders per weekday in April 2011.
- The Northwest Transit Center at Coors and Ellison is a major regional transit facility. A total of nine routes, four of which are commuter, operate out of the facility.



## Corridor Notes

- Jefferson St is a north-south principal arterial that serves the Journal Center and major employment destinations along the northern I-25 corridor.
- The Jefferson CMP corridor runs from Montgomery to Alameda.
- Although overall **congestion** is not severe, there are slow speeds across most of the CMP corridor. The most severe congestion is south of Paseo del Norte and between McLeod and Singer, where delay and slow speeds are common.
- The highest **volumes** are found south of Paseo del Norte (22,000-24,000 daily vehicles) and between San Antonio and San Francisco (26,000).
- **Crash rates** along Jefferson are 50% above the regional average. The intersections at Pan American East and Paseo del Norte are particularly prone to incidents, with crash rates three times and four-and-a-half times the regional average respectively.
- The study area includes the Journal Center and around 35,000 jobs. Employment **growth** in the study area is projected at 13% by 2035, while population totals actually fall due to land being converted from residential to employment use.

## Transit Characteristics

- Despite the large number of employment sites in the study area, transit usage is relatively modest. ABQ Ride operates several routes along the corridor, while other routes intersect Jefferson, including Route 141 which originates/terminates around Osuna.
- Route 140 provides local service north-south along San Mateo and the Jefferson St. CMP corridor. Route 251 provides connections between Rio Rancho, the Rail Runner station at El Pueblo, and the Journal Center. Commuter Route 551 follows the same route (without a stop at the El Pueblo Rail Runner station).
- Nearby Los Ranchos/El Pueblo Rail Runner Station is the second-most used Rail Runner station with 566 boardings per weekday in April 2011.

## Profile & Statistics

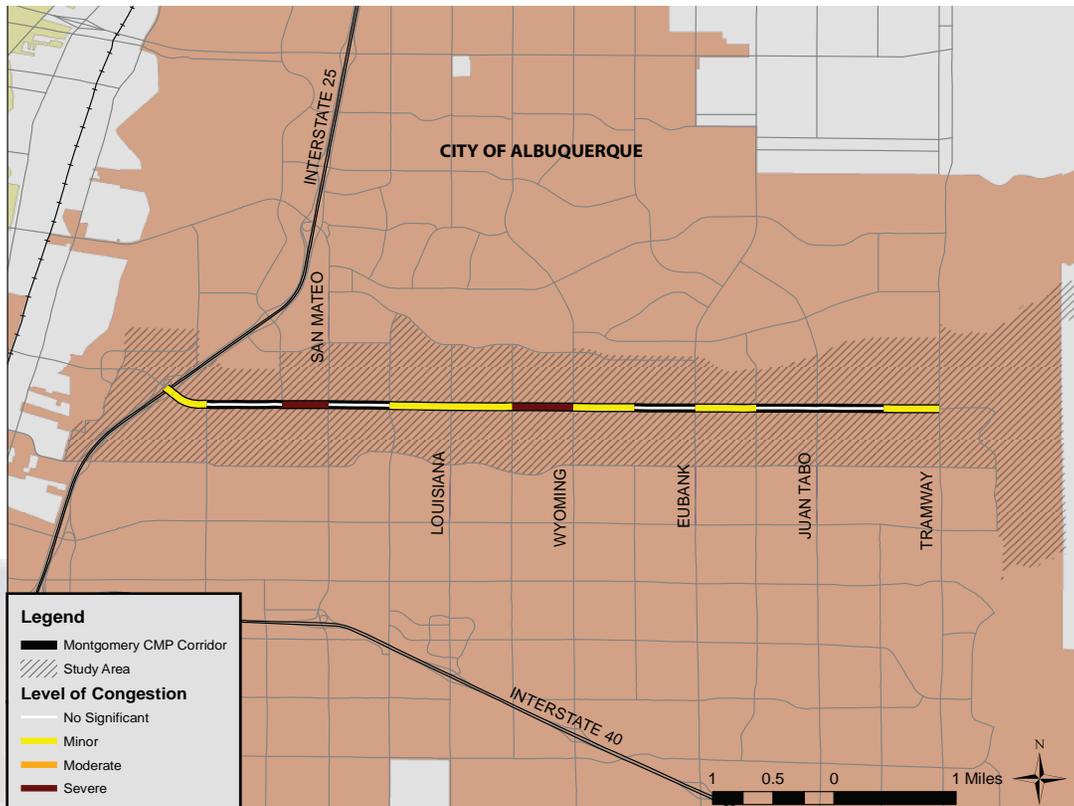
Corridor Profile*			
Study Area	4.7 Sq. Miles		
Length & No. of Segments	4.1 Miles - 11 segments		
Functional Class	Minor Arterial		
Access Control	None		
Lanes	4 lanes		
Intelligent Transportation Systems	Designated corridor: No ITS deployment: No		
Transit	ABQ Ride : Route 140 (local); 551 (commuter) Route 251 (Rail Runner connection)		
Bicycle Facilities	Lanes: Singer to Masthead Route: Montgomery to Singer; Paseo Route: Paseo del Norte to Alameda		
Summary Data^			
Daily Volume	11,000 - 26,000		
Average Speeds (PM North)	13 - 40 mph		
Average Speeds (PM South)	18 - 45 mph		
Total Delay (PM North)	109 seconds (27 sec./mile)		
Total Delay (PM South)	71 seconds (17 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	5,336	5,572	4,581
Employment	35,050	34,933	39,438
Corridor Ranks			
Volume/Capacity Ratio	18 / 30		
Speed Differential	6 / 30		
Crash Rates	4 / 30		
Overall Rank	9 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the CMP Atlas on the MRCOG website.

# Montgomery Blvd

# #10



## Corridor Notes

- Montgomery Blvd is an east-west principal arterial in the City of Albuquerque.
- The CMP corridor runs between I-25 and Tramway.
- Montgomery continues west of I-25 as Montaña Blvd.
- Predominant movement along Montgomery is westbound in the AM and eastbound in the PM.
- **Congestion** is associated with generally slow speeds across the corridor. Congestion is most severe west of San Mateo and between Pennsylvania and Wyoming – places where there are also high volumes during the peak-periods.
- **Volumes** are highest east of I-25 (over 40,000 daily vehicles) and between Pennsylvania and Wyoming (over 47,000 daily vehicles).
- **Crash rates** are 70% above the regional average and the highest among CMP corridors. Intersections at San Mateo, Wyoming, and Eubank have rates more than three times the regional average.
- Modest **growth** is projected along the study area in employment (7%) by 2035, while population totals are projected to decline. This loss is due to an anticipated decline in the size of each household. The actual number of households is expected to remain constant.

## Profile & Statistics

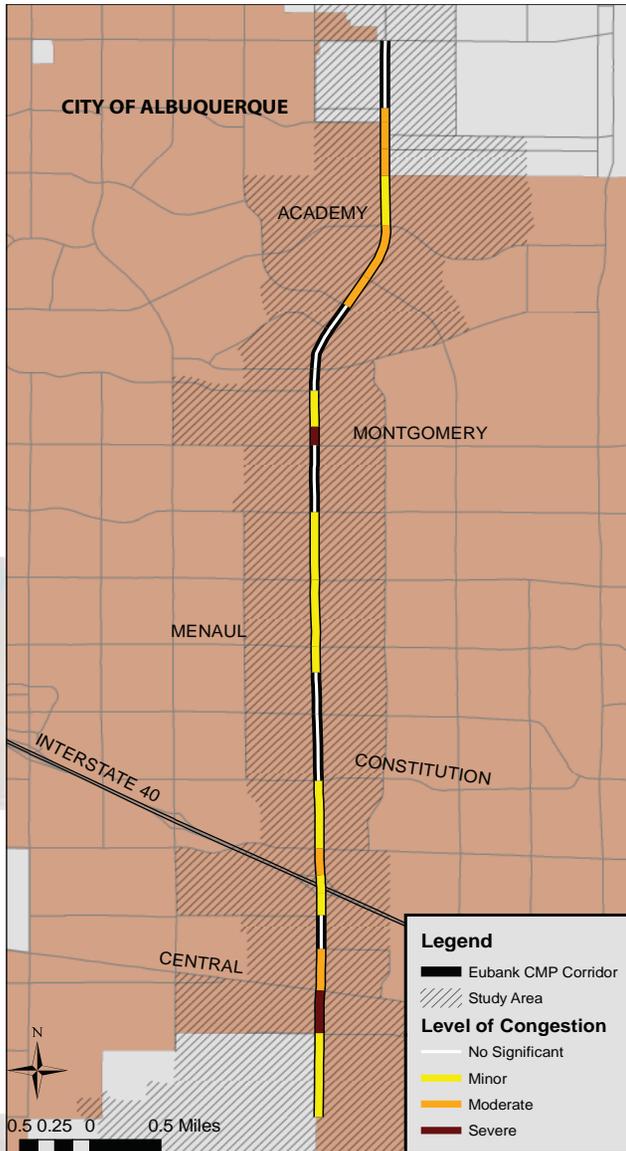
Corridor Profile*			
Study Area	8.9 Sq. Miles		
Length & No. of Segments	6.4 Miles - 14 segments		
Functional Class	Principal Arterial		
Access Control	None		
Lanes	5 - 6 lanes Majority of corridor is 6 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - CCTV		
Transit	ABQ Ride : Route 5 (local), 3 (local), 157 (local) Facilities: Montgomery/Tramway Park & Ride		
Bicycle Facilities	None		
Summary Data^			
Daily Volume	15,500 - 47,000		
Average Speeds (PM East)	22 - 41 mph		
Average Speeds (PM West)	21 - 41 mph		
Total Delay (PM East)	159 seconds (25 sec./mile)		
Total Delay (PM West)	169 seconds (26 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	38,020	39,141	37,240
Employment	22,680	22,944	24,586
Corridor Ranks			
Volume/Capacity Ratio	22 / 30		
Speed Differential	10 / 30		
Crash Rates	1 / 30		
Overall Rank	10 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the CMP Atlas on the MRCOG website.

## Transit Characteristics

- ABQ Ride operates two routes along portions of Montgomery. Route 5 provides local service along the corridor between Carlisle and Tramway. The route originates/terminates at the Tramway/Montgomery Park & Ride facility and connects the Northwest Heights and Downtown. Route 5 carried more than 3,000 riders per day in April 2011 and has the second-highest ridership of all local routes.
- Route 157 provides service between Kirtland AFB and the Northwest Transit Center and passes along Montgomery between I-25 and Louisiana.



## Corridor Notes

- Eubank Blvd is a north-south principal arterial in east Albuquerque.
- The CMP corridor extends from the entrance gate to Kirtland AFB to Paseo del Norte.
- Predominant movement along Eubank is southbound in the AM and northbound in the PM.
- The most **congested** parts of the corridor are the segments to the north and south of Central Ave and to the north of Montgomery.
- There are generally high volume-capacity ratios across the corridor; the highest volumes (36,000-46,000) are between I-40 and Menaul.
- The greatest **speeds** along Eubank are found between San Antonio Dr. and Paseo del Norte.
- **Crash rates** are relatively high – about 46% above the regional average. Intersections at Central, Lomas, and Montgomery have crash rates more than two-and-a-half times the regional average.
- Minimal employment **growth** is expected in the corridor, while population totals are projected to decline. This loss is due to an anticipated decline in the size of each household. The actual number of households is expected to remain constant.

## Transit Characteristics

- ABQ Ride's Route 2 provides local service along the corridor between Academy and Kirtland AFB. In April 2011 the route averaged around 500 riders per weekday.
- Local routes running east-west intersect Eubank at Central, Lomas, Menaul, and Montgomery. Commuter routes intersect Eubank on a number of non-CMP corridors.

## Profile & Statistics

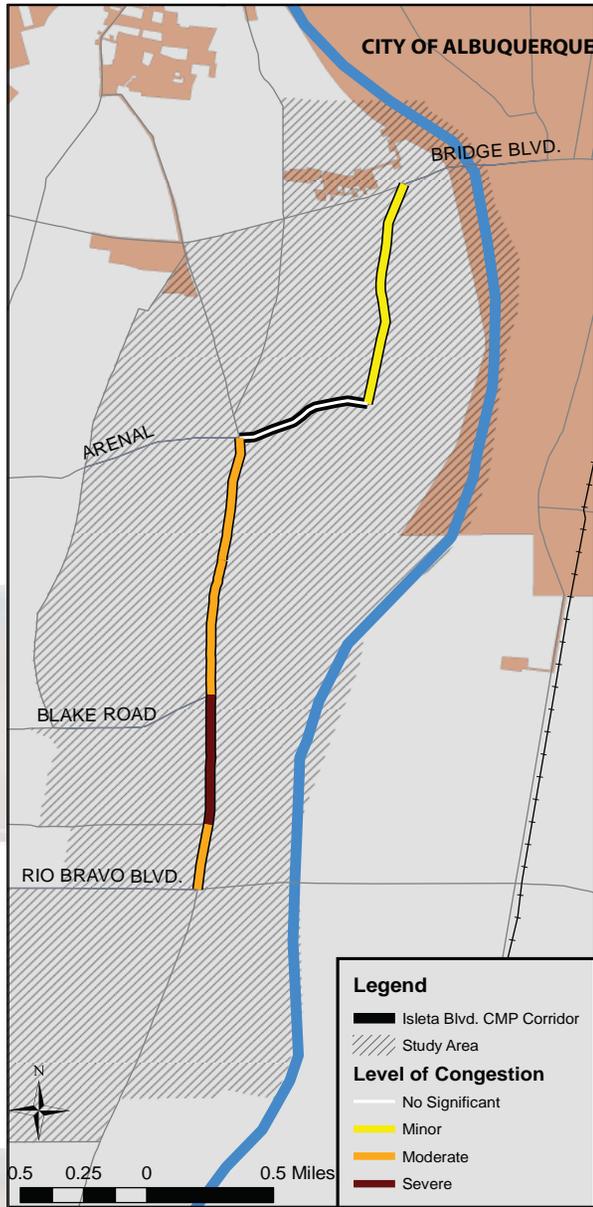
Corridor Profile*			
Study Area	55.51 Sq. Miles		
Length & No. of Segments	8.12 Miles - 27 segments		
Functional Class	Principal Arterial		
Access Control	None		
Lanes	Majority of corridor is 4-6 lanes 2 lanes north of San Antonio		
Total Capacity	3200-4800 vehicles/hour 1600 north of San Antonio		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: No		
Transit	ABQ Ride : Route 2 (local)		
Bicycle Facilities	Route & Trail: Gibson to Central Lanes: Academy to Paseo del Norte		
Summary Data^			
Daily Volume	13,000 - 46,500		
Average Speeds (PM North)	13 - 42 mph		
Average Speeds (PM South)	11 - 45 mph		
Total Delay (PM North)	280 seconds (34 sec./mile)		
Total Delay (PM South)	194 seconds (24 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	45,552	50,513	49,086
Employment	30,513	36,344	38,440
Corridor Ranks			
Volume/Capacity Ratio	9 / 30		
Speed Differential	22 / 30		
Crash Rates	6 / 30		
Overall Rank	11 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

# Isleta Blvd

# #12



## Corridor Notes

- Isleta Blvd is a north-south principal arterial that passes through the South Valley area of unincorporated Bernalillo County.
- The Isleta CMP corridor runs from Rio Bravo to Bridge.
- Predominant movement along Isleta is northbound in the AM and southbound in the PM.
- The most **congested** portion of Isleta is from Rio Bravo to Arenal where speeds are consistently below posted limits; the segment north of Barcelona is noteworthy for high V/C scores.
- The highest **volume** segment is north of Rio Bravo with 22,000 daily vehicles, while the rest of the corridor has 15,000-20,000 daily vehicles.
- Overall **crash rates** along Isleta are slightly below the regional average. Intersections at Rio Bravo and Bridge have crash rates more than twice the regional average.
- Only nominal **growth** is projected in the study area.

## Transit Characteristics

- ABQ Ride's Route 53 provides local service long the extent of the Isleta CMP corridor and connects the South Valley with Downtown Albuquerque. In April 2011 the route averaged around 750 riders per weekday. Route 51 runs along Isleta between Rio Bravo and Blake and connects the South Valley area with west Central Ave and southwest Albuquerque.

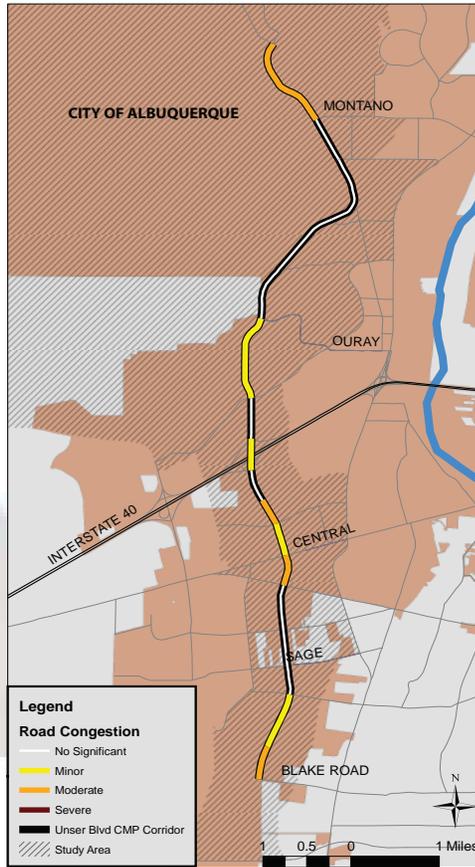
## Profile & Statistics

Corridor Profile*			
Study Area	5.6 Sq. Miles		
Length & No. of Segments	3.3 Miles - 7 segments		
Functional Class	Principal Arterial		
Access Control	None		
Lanes	Majority of corridor is 2 lanes 4 lanes south of Barcelona		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV		
Transit	ABQ Ride : Route 53 (local), Route 51 (local)		
Bicycle Facilities	Lanes: Entire corridor		
Summary Data^			
Daily Volume	15,000 - 24,000		
Average Speeds (PM North)	26 - 36 mph		
Average Speeds (PM South)	23 - 37 mph		
Total Delay (PM North)	72 seconds (22 sec./mile)		
Total Delay (PM South)	86 seconds (26 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	16,431	16,894	16,980
Employment	3,409	3,668	3,835
Corridor Ranks			
Volume/Capacity Ratio	10 / 30		
Speed Differential	17 / 30		
Crash Rates	17 / 30		
Overall Rank	12 / 30		

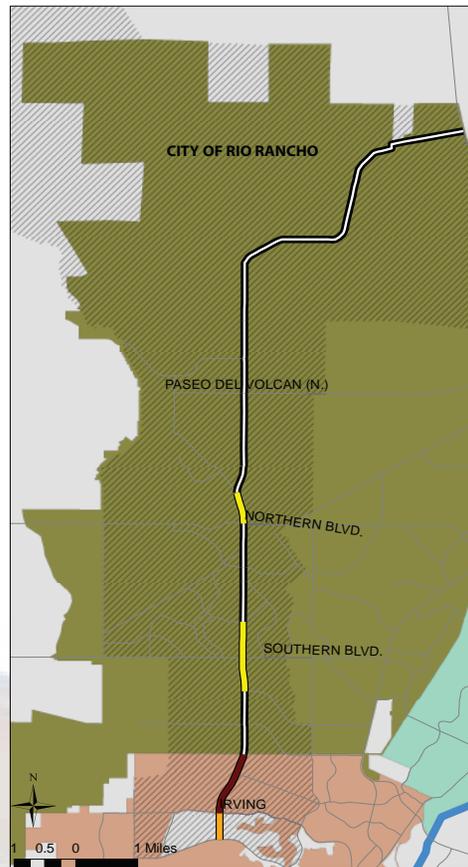
\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

## Section 1



## Section 2



## Profile & Statistics

Corridor Profile*			
Study Area	101.7 Sq. Miles		
Length & No. of Segments	23.8 Miles - 35 segments		
Functional Class	Principal Arterial		
Access Control	Limited access: Entire corridor		
Lanes	2 - 6 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV, DMS		
Transit	ABQ Ride : Route 155 (local), 94 (commuter)		
Bicycle Facilities	Trail: Blake to Rainbow		
	Lanes: Tower to Rainbow (small gaps)		
	Trail: Paradise to Farol		
	Lanes: Abrazo to Farol		
Route: Farol to US 550			
Summary Data^			
Daily Volume	3,000 - 32,000		
Average Speeds (PM North)	31 - 52 mph		
Average Speeds (PM South)	21 - 52 mph		
Total Delay (PM North)	39 seconds (2 sec./mile)		
Total Delay (PM South)	97 seconds (4 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	57,723	103,391	207,896
Employment	7,506	13,875	50,296
Corridor Ranks			
Volume/Capacity Ratio	6 / 30		
Speed Differential	29 / 30		
Crash Rates	14 / 30		
Overall Rank	13 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

### Corridor Notes

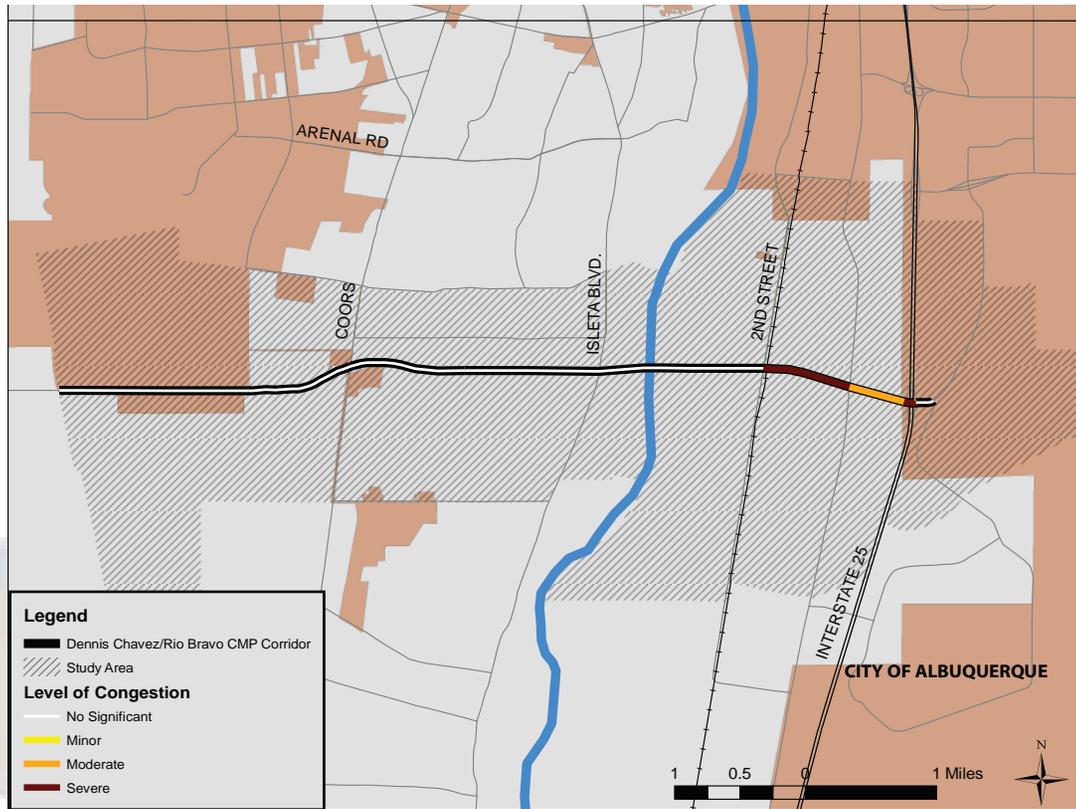
- Unser Blvd is a nearly 24-mile limited-access principal arterial and major north-south facility that connects southwest Bernalillo County, the City of Albuquerque, and the City of Rio Rancho. Unser provides connections from Westside residential areas to I-40 and other east-west roadways and offers access to Rio Rancho City Center.
- The CMP corridor runs between Blake Rd and US 550. There is currently a gap in Unser Blvd between Universe Blvd and Paradise Blvd.
- The corridor is highly varied in its conditions. **Congestion** is minor-to-moderate between Bridge and Ouray and most severe between Montano and McMahon. There is little traffic and uncongested conditions between Northern Blvd and US 550.
- The highest **volumes** along Unser are found around I-40 (30,000 vehicles per day).
- Overall **crash rates** along Unser are right around the regional average. Intersections at Sage and Central have crash rates more than three times the regional average.
- The study area, along with much of the Westside, is projected to experience considerable **growth** by 2035 in population (104,000 or 101%) and employment (36,000 or 262%). Growth in both areas is expected to be the greatest in Rio Rancho and northwest Albuquerque.

### Transit Characteristics

- Transit service along Unser is minimal due to a lack of density and unsupportive land uses.
- Route 94 provides commuter service between Montano and I-40, while Unser connects with local transit service at Central and Southern. Commuter Routes 162 and 92 also briefly travel along Unser.
- There is no existing transit service on Unser north of Southern Blvd.

# Rio Bravo Blvd / Dennis Chavez Blvd

# #14



## Corridor Notes

- The Rio Bravo/Dennis Chavez CMP corridor runs from 98th St. to University Blvd and is the southernmost river crossing in Bernalillo County.
- The extreme edges of the corridor are in the City of Albuquerque; the majority of the corridor is in the South Valley in unincorporated Bernalillo County.
- Rio Bravo Blvd becomes Dennis Chavez Blvd west of Coors.
- The most congested section is between 2nd St. and I-25. **Congestion** is associated with relatively high volumes and low speeds during the peak periods.
- The highest **volume** area is between Isleta Blvd and 2nd St (35,000 daily vehicles), and the lowest volume segment is east of I-25 (7,000 daily vehicles).
- The highest **speeds** along the corridor are found west of Isleta.
- Overall **crash rates** along the corridor are about 20% above the regional average. Intersections at Coors, 2nd St., and Isleta have crash rates more than twice the regional average.
- The study area is expected to double in population and employment by 2035. Even greater growth is expected to the south and west of the study area; these populations would likely use Rio Bravo for access to the rest of the metropolitan area.

## Profile & Statistics

Corridor Profile*			
Study Area	18.0 Sq. Miles		
Length & No. of Segments	4.5 Miles - 8 segments		
Functional Class	Principal Arterial: Paseo del Volcan to I-25 Minor Arterial: I-25 to University Blvd		
Access Control	Yes: Paseo del Volcan to I-25		
Lanes	2 lanes: Paseo del Volcan to Coors 4 lanes: Coors to University		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV		
Transit	ABQ Ride : Route 222 (linked to Rail Runner), Route 51 (local), Route 198 (commuter) Rail Runner : Rio Bravo/Sunport Station		
Bicycle Facilities	Route: Paseo del Volcan to Coors Wide shoulders along Rio Bravo		
Summary Data^			
Daily Volume	7,000 - 35,000		
Average Speeds (PM East)	20 - 47 mph		
Average Speeds (PM West)	18 - 47 mph		
Total Delay (PM East)	107 seconds (24 sec./mile)		
Total Delay (PM West)	93 seconds (21 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	13,107	20,273	40,727
Employment	6,623	7,607	13,156
Corridor Ranks			
Volume/Capacity Ratio	15 / 30		
Speed Differential	18 / 30		
Crash Rates	10 / 30		
Overall Rank	14 / 30		

\* See the introduction section for further explanation.

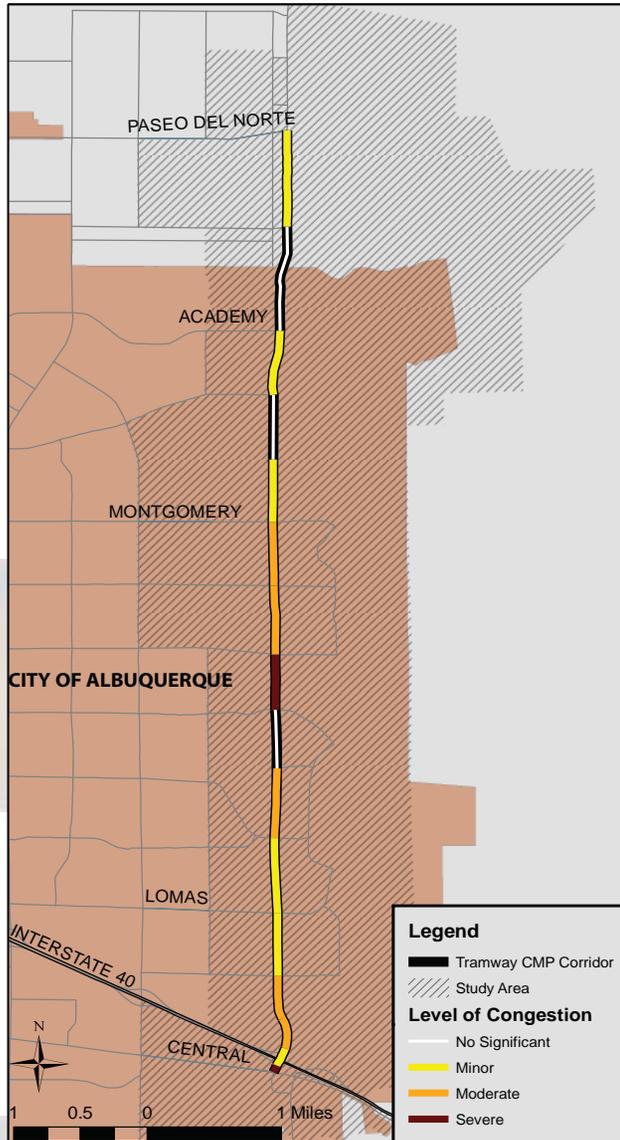
^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

## Transit Characteristics

- ABQ Ride operates two routes along Rio Bravo. Route 222 provides connections to the Rail Runner and passes along Rio Bravo between Coors and University. Service coincides with train arrivals and departures but is unavailable during other times of the day. Route 222 averaged 167 riders per weekday in April 2011.
- Route 51, provides local service along Rio Bravo between Prince/2nd St. and Isleta. The route connects to Central Ave via Atrisco and carried 218 riders per weekday in April 2011.
- The Bernalillo County/Sunport Rail Runner station is located at Rio Bravo and 2nd St.

# Tramway Blvd

# #15



## Corridor Notes

- Tramway Blvd is a north-south limited access principal arterial in east Albuquerque.
- The CMP corridor extends from Central Ave to Paseo del Norte.
- The most congested portions of Tramway are the small segment from Central to I-40 and between Menaul and Montgomery; **congestion** is largely associated with high peak-period volumes.
- The highest **volumes** along Tramway are between Menaul and Candelaria (33,000 vehicles), but volumes across the corridor are consistently between 25,000 and 30,000.
- Overall **crash rates** across the corridor are below regional averages. Intersections at Montgomery and Central have crash rates twice as high as the regional average.
- Minimal employment **growth** is expected along Tramway, while population totals are projected to decline. This loss is due to an anticipated decline in the size of each household. The actual number of households is expected to remain constant.

## Transit Characteristics

- There is no transit service along Tramway Blvd. However, a number of transit routes originate and terminate at Tramway. Local routes running east-west intersect Tramway at Central, Lomas, Menaul, and Montgomery. Commuter routes intersect Tramway on a number of non-CMP corridors.
- The Montgomery/Tramway Park and Ride facility is an important collection point for transit users bound for Downtown Albuquerque and other parts of the region.

## Profile & Statistics

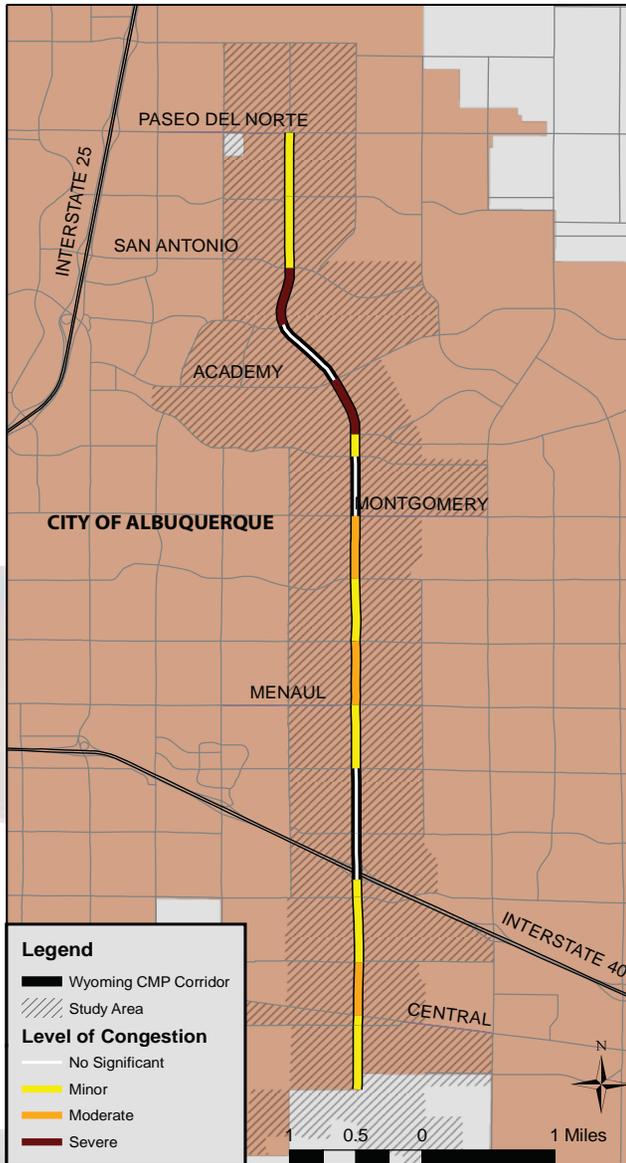
Corridor Profile*			
Study Area	17.7 Sq. Miles		
Length & No. of Segments	7.4 Miles - 16 segments		
Functional Class	Principal Arterial		
Access Control	Limited access along entire corridor		
Lanes	4 - 6 lanes Majority of corridor is 4 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV, DMS		
Transit	No service along Tramway Facilities: Montgomery/Tramway Park & Ride		
Bicycle Facilities	Trail: Entire corridor		
Summary Data^			
Daily Volume	17,000 - 33,000		
Average Speeds (PM North)	28 - 33 mph		
Average Speeds (PM South)	18 - 48 mph		
Total Delay (PM North)	119 seconds (16 sec./mile)		
Total Delay (PM South)	131 seconds (18 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	53,705	57,782	55,740
Employment	9,893	8,259	9,275
Corridor Ranks			
Volume/Capacity Ratio	12 / 30		
Speed Differential	19 / 30		
Crash Rates	20 / 30		
Overall Rank	15 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

# Wyoming Blvd

# #16



## Corridor Notes

- Wyoming Blvd is a north-south principal arterial in east Albuquerque.
- The CMP corridor extends from the entrance gate to Kirtland AFB to Paseo del Norte.
- There is moderate **congestion** dispersed across the corridor; congestion is most concentrated in the segments south of San Antonio, south of Academy, and north of Menaul.
- Volumes** (42,000-44,000 daily vehicles) and V/C ratios are highest between Montgomery and Academy, while speed differentials are greatest south of Central and between Menaul and Montgomery.
- Crash rates** are 32% above the regional average. Intersections at Montgomery, Academy, and Paseo del Norte have crash rates more than two-and-a-half times the regional average.
- Minimal employment **growth** (7%) is expected in the Wyoming corridor, while population totals are projected to decline. This loss is due to an anticipated decline in the size of each household. The actual number of households is expected to remain constant.

## Transit Characteristics

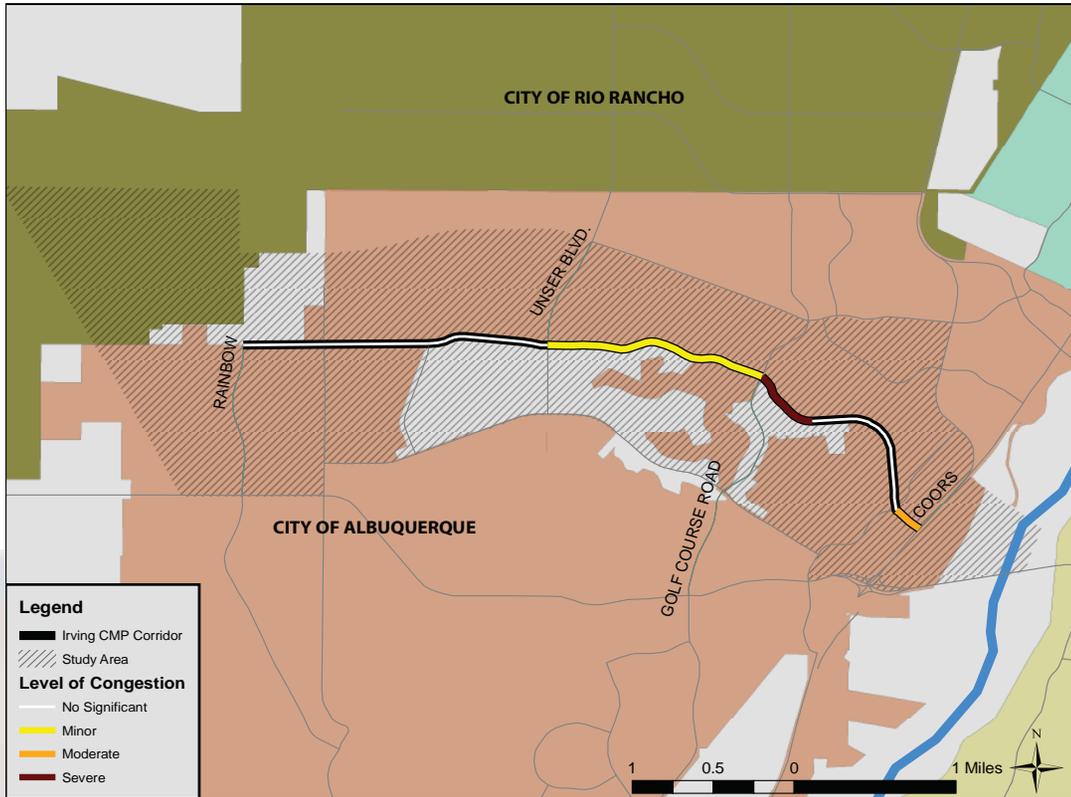
- ABQ Ride operates two routes – a local and a commuter – along Wyoming. Local Route 31 runs along the entire corridor and averaged nearly 800 users per weekday in April 2011. Commuter Route 98 runs between the Northwest Transit Center and Kirtland AFB.
- Local routes running east-west intersect Wyoming at Central, Lomas, Menaul, and Montgomery. Commuter routes intersect Lomas on a number of non-CMP corridors.

## Profile & Statistics

Corridor Profile*			
Study Area	10.7 Sq. Miles		
Length & No. of Segments	7.7 Miles - 19 segments		
Functional Class	Principal Arterial		
Access Control	None		
Lanes	4 - 6 lanes Majority of corridor is 6 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - F, CCTV, VDS		
Transit	ABQ Ride : Route 31 (local), 98 (commuter)		
Bicycle Facilities	Lanes: Osuna to San Antonio Trail: Academy to San Antonio		
Summary Data^			
Daily Volume	16,000 - 44,000		
Average Speeds (PM North)	14 - 41 mph		
Average Speeds (PM South)	24 - 41 mph		
Total Delay (PM North)	322 seconds (42 sec./mile)		
Total Delay (PM South)	168 seconds (22 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	48,044	49,135	46,285
Employment	25,546	22,934	24,592
Corridor Ranks			
Volume/Capacity Ratio	19 / 30		
Speed Differential	13 / 30		
Crash Rates	7 / 30		
Overall Rank	16 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.



## Profile & Statistics

Corridor Profile*			
Study Area	8.3 Sq. Miles		
Length & No. of Segments	4.9 Miles - 7 segments		
Functional Class	Collector: Rainbow to Golf Course Rd Minor Arterial: Golf Course Rd to Coors		
Access Control	None		
Lanes	2 - 4 lanes		
Intelligent Transportation Systems	Designated corridor: No ITS deployment: No		
Transit	No service		
Bicycle Facilities	Lane: Golf Course Rd to Eagle Ranch Trail: Rainbow to La Paz		
Summary Data^			
Daily Volume	6,000 - 19,000		
Average Speeds (PM East)	18 - 38 mph		
Average Speeds (PM West)	25 - 38 mph		
Total Delay (PM East)	25 seconds (5 sec./mile)		
Total Delay (PM West)	69 seconds (14 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	17,561	32,560	43,609
Employment	2,764	4,838	7,631
Corridor Ranks			
Volume/Capacity Ratio	13 / 30		
Speed Differential	21 / 30		
Crash Rates	12 / 30		
Overall Rank	17 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

### Corridor Notes

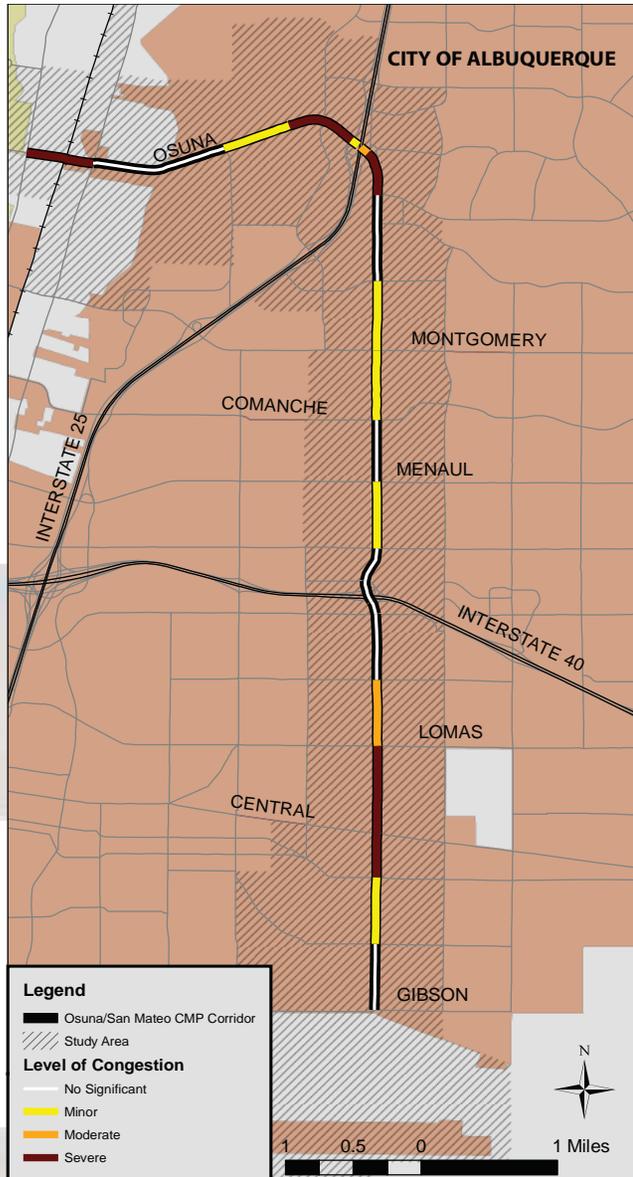
- The Irving CMP corridor runs east-west from Rainbow to Coors.
- Irving Blvd forms the border between part of the City of Albuquerque and unincorporated Bernalillo County, including the community of Paradise Hills.
- Predominant movement along Irving is eastbound in the AM and eastbound in the PM.
- **Congestion** is most severe east of Golf Course Rd where the volume-to-capacity ratio is high, and between Eagle Ranch and Coors where congestion is associated with slow speeds.
- The segment with the highest **volume** is between Eagle Ranch and Coors (19,000 daily users).
- Overall **crash rates** along Irving are below the regional average. The crash rate at the intersection of Irving and Coors is almost three times the regional average.
- Moderate **growth** is expected in population (34%) and employment (58%) by 2035. Even greater growth is projected in the area to the west of the Irving CMP corridor.

### Transit Characteristics

- There is no existing transit service along Irving, although several north-south ABQ Ride routes (92, 94, 157) intersect the corridor.

# San Mateo Blvd / Osuna Rd

# #18



## Corridor Notes

- San Mateo Blvd is a north-south principal arterial in eastern Albuquerque. Osuna Rd is an east-west principal arterial that connects the North Valley and the I-25 corridor.
- The CMP corridor runs between Gibson and Edith.
- San Mateo Blvd become Osuna Rd west of I-25.
- The most **congested** sections of San Mateo/Osuna are around Central Ave, which is subject to delay at the intersection, and I-25, which experiences high peak period volumes and slow speeds.
- V/C ratios along San Mateo are not particularly high but speeds are slow due in part to the level of commercial activity.
- The highest **volume** portions of San Mateo are south of I-40 and around the I-25 on-ramps (around 40,000 vehicles per day).
- Overall **crash rates** along San Mateo/Osuna are 28% above the regional average. Intersections at Pan American East and Academy have crash rates more than two-and-a-half times the regional average; at Montgomery the rate is more than three-and-a-half times the regional average
- The study area is projected to experience only nominal population **growth** and modest employment growth (7% or 4,000 jobs) by 2035.

## Transit Characteristics

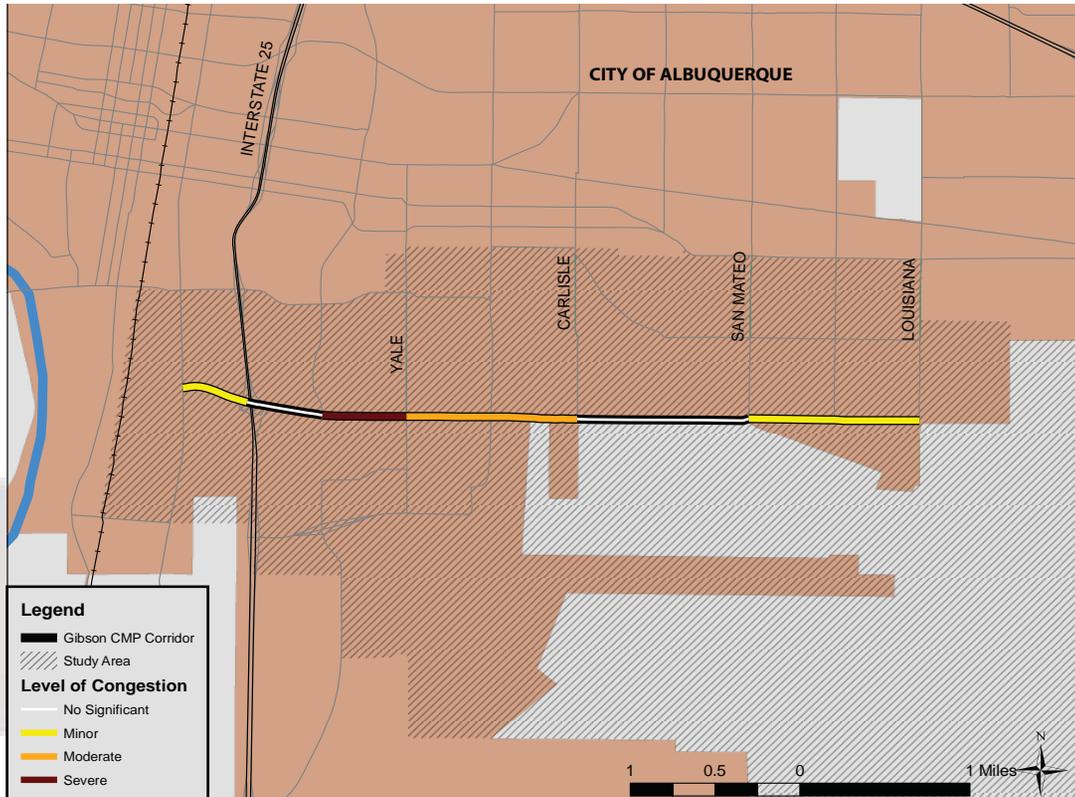
- San Mateo is the second-most utilized transit corridor after Central Ave.
- ABQ Ride operates two overlapping routes (140 and 141) which collectively serve the entire corridor from the VA Hospital at Gibson to Jefferson St. Route 140 continues north to provide access to the Jefferson St. corridor. Collectively Routes 140 and 141 carried almost 4,000 riders per weekday in April 2011.
- San Mateo intersects a number of east-west local routes, including Central Ave, which is one of the busiest transit/pedestrian intersections in the region.
- There is no existing transit service along Osuna Rd.

## Profile & Statistics

Corridor Profile*				
Study Area	15.7 Sq. Miles			
Length & No. of Segments	9.2 Miles - 26 segments			
Functional Class	Principal Arterial			
Access Control	Limited access: Gibson to I-40			
Lanes	4 - 6 lanes			
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV, DMS			
Transit	ABQ Ride : Route 140 (local), 141 (local)			
Bicycle Facilities	None Parallel route from Gibson to Comanche			
Summary Data <sup>^</sup>				
Daily Volume	13,000 - 42,000			
Average Speeds (PM North)	10 - 43 mph			
Average Speeds (PM South)	20 - 42 mph			
Total Delay (PM North)	338 seconds (37 sec./mile)			
Total Delay (PM South)	315 seconds (34 sec./mile)			
Demographic Trends				
	<i>Measure</i>	<i>2000</i>	<i>2008</i>	<i>2035</i>
Population		42,718	45,086	45,258
Employment		61,713	59,443	63,775
Corridor Ranks				
Volume/Capacity Ratio	23 / 30			
Speed Differential	9 / 30			
Crash Rates	9 / 30			
Overall Rank	18 / 30			

\* See the introduction section for further explanation.

<sup>^</sup> For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.



## Corridor Notes

- Gibson is an east-west principal arterial that provides access to the Sunport International Airport and Kirtland AFB.
- The CMP corridor runs from Broadway to Louisiana.
- The most **congested** section of the corridor is between University and Carlisle.
- The highest **volumes** (over 30,000) are between Girard and San Mateo.
- Although Gibson is a limited access facility, the corridor is marked by speeds well below posted limits. The highest speeds along Gibson are found between I-25 and University.
- Overall **crash rates** are below the regional average. Intersections at Yale and University have rates more than twice the regional average.
- The study area is projected to experience minimal **growth** in population (8%) and employment (11%).

## Profile & Statistics

Corridor Profile*			
Study Area	55.8 Sq. Miles		
Length & No. of Segments	4.2 Miles - 11 segments		
Functional Class	Principal Arterial		
Access Control	Limited Access: University to Louisiana		
Lanes	6 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV, VDS		
Transit	ABQ Ride : 16-18 (local), 196 (commuter) Numerous routes provide service to KAFB		
Bicycle Facilities	Lanes: I-25 to San Mateo Parallel trail from University to San Mateo		
Summary Data^			
Daily Volume	15,000 - 33,500		
Average Speeds (PM East)	19 - 49 mph		
Average Speeds (PM West)	19 - 46 mph		
Total Delay (PM East)	111 seconds (26 sec./mile)		
Total Delay (PM West)	201 seconds (48 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	33,130	32,258	34,863
Employment	39,744	43,103	47,745
Corridor Ranks			
Volume/Capacity Ratio	21 / 30		
Speed Differential	2 / 30		
Crash Rates	26 / 30		
Overall Rank	19 / 30		

\* See the introduction section for further explanation.

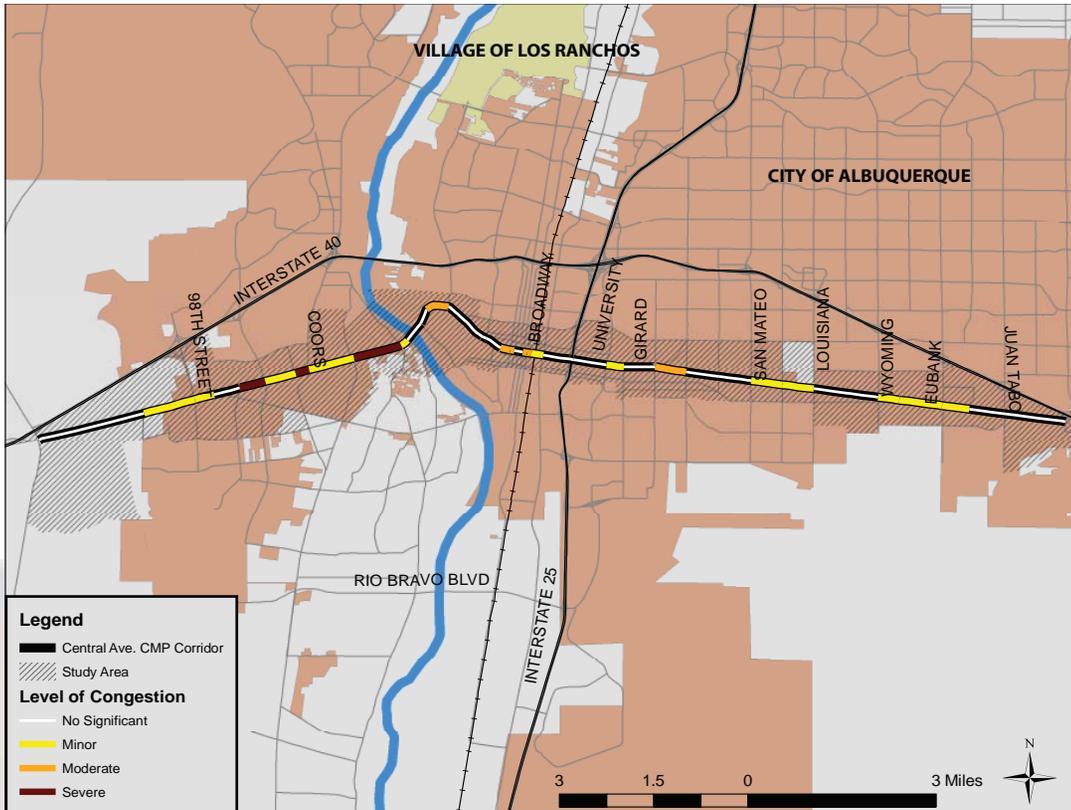
^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

## Transit Characteristics

- ABQ Ride operates one local service (Route 1618) and one commuter service (Route 96) along Gibson. Additional north-south routes intersect Gibson and provide service to the Sunport, the VA hospital at San Mateo, and Kirtland AFB.
- Route 1618, the Broadway/University/Gibson "BUG" bus runs along Gibson between University and Yale and between Carlisle and Louisiana. The route connects the South Broadway area of Bernalillo County, Downtown, the UNM/CNM area, and southeast Albuquerque. Route 1618 averaged over 900 daily users in April 2011, and as many as 20% originated along the Gibson corridor. Route 96 provides peak period commuter service between Rio Rancho and northwest Albuquerque and Kirtland AFB.

# Central Ave

# #20



## Corridor Notes

- Central Ave is one of nine river crossings in the AMPA.
- The CMP corridor stretches from east-to-west across the entire City of Albuquerque and passes through major commercial and activity centers, including Old Town, Downtown, UNM, and Nob Hill.
- The greatest **congestion** is from west of Unser to Rio Grande. Congestion along Central is generally due to slow speeds. Slow speeds are related to the level of activity along the corridor and the high number of intersections and access points.
- The highest **volumes** are between San Mateo and Eubank. Peak-period volumes along Central are generally under capacity, although the segments from Coors to Rio Grande Blvd feature high volume-to-capacity ratios during the peak periods.
- The highest **speeds** and least congestion (and lowest volumes) can be found along the less-developed far west Central. The slowest speeds are found through Downtown.
- **Crash rates** along the corridor are 25% above regional average. A number of intersections feature particularly high rates, including Tramway, Rio Grande Blvd, Coors, and Unser.
- A considerable amount of **growth** and infill development is projected along corridor with more than 11,000 new residents and jobs apiece by 2035.

## Profile & Statistics

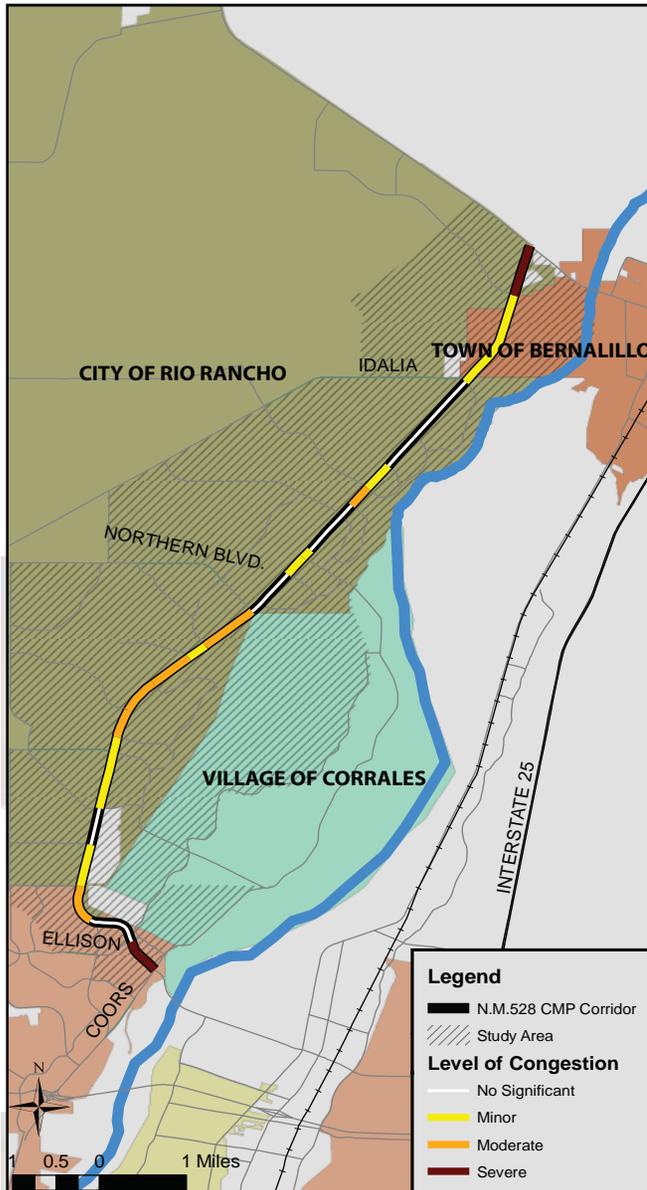
Corridor Profile*			
Study Area	19.2 Sq. Miles		
Length & No. of Segments	17.3 Miles - 44 segments		
Functional Class	Principal Arterial: Paseo del Volcan to 8th and 1st to Tramway Urban Collector: 1st to 8th		
Access Control	None		
Lanes	Majority of corridor is 4 - 6 lanes 2 lanes in Downtown Albuquerque		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - CCTV, Transit		
Transit	ABQ Ride : 766 & 777 (Rapid Ride), 66 (Local) Facilities: Central & Unser Transit Center, Alvarado Transp. Center/Rail Runner Station		
Bicycle Facilities	Lanes: 8th to Lomas; Unser to Atrisco Route: Paseo del Volcan to Unser		
Summary Data^			
Daily Volume	5,000 - 32,000		
Average Speeds (PM East)	10 - 49 mph		
Average Speeds (PM West)	12 - 49 mph		
Total Delay (PM East)	511 seconds (30 sec./mile)		
Total Delay (PM West)	666 seconds (39 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	75,595	85,129	96,564
Employment	60,895	68,336	79,580
Corridor Ranks			
Volume/Capacity Ratio	27 / 30		
Speed Differential	4 / 30		
Crash Rates	11 / 30		
Overall Rank	20 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

## Transit Characteristics

- Central Ave is the most successful and highest ridership transit corridor in the metropolitan area. ABQ Ride operates three principal routes along Central, including two Rapid Ride services (766 Red Line and 777 Green Line) and local service (Route 66) along nearly the entire corridor. The Rapid Ride routes overlap to cover Central Avenue from Unser to Tramway.
- All Central Ave services, and many other ABQ Ride routes, convene at the Alvarado Transportation Center in Downtown Albuquerque, which is also the highest ridership Rail Runner Station.
- Between the three principal routes, more than 17,000 riders used transit along Central each weekday in April 2011. The highest ridership service is Route 66.



### Corridor Notes

- NM 528 is a north-south principal arterial that provides access through the City of Rio Rancho.
- The CMP corridor runs between Coors/Corrales Rd and US 550.
- Unlike most CMP corridors, NM 528 experiences much of its greatest **congestion** on the ends of the corridor, which serve entry and exit points from Rio Rancho to destinations across the metropolitan area. The most congested segments are northwest of Coors, southwest of US 550, and the portion between Northern and Southern. All congested segments are noteworthy for high V/C ratios but relatively smooth speeds.
- The highest **volumes** (43,000-50,000 daily vehicles) are found between Coors Bypass and Sabana Grande (north of Southern Blvd).
- The greatest **speeds** are found between Honduras Rd. and Idalia Rd.
- Overall crash rates along NM 528 are below the regional average. Intersections at Ellison, Coors/Corrales, and Southern have crash rates more than twice the regional average.
- The projected **growth** by 2035 in the study area is 40% in population and 35 % in employment. Portions of western Rio Rancho which rely on NM 528 for access to the City of Albuquerque are projected to grow at a far greater rate.

### Profile & Statistics

Corridor Profile*			
Study Area	26.7 Sq. Miles		
Length & No. of Segments	11.1 Miles - 25 segments		
Functional Class	Principal Arterial		
Access Control	Limited access: Ellison to US 550		
Lanes	4 - 8 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV, DMS, VDS		
Transit	ABQ Ride : Route 551 (commuter), Route 251 (Rail Runner connection)		
Bicycle Facilities	Lane: Westside to Southern Trail: Westside to Northern Route: Northern to US 550		
Summary Data^			
Daily Volume	20,000 - 50,000		
Average Speeds (PM North)	18 - 53 mph		
Average Speeds (PM South)	29 - 57 mph		
Total Delay (PM North)	196 seconds (18 sec./mile)		
Total Delay (PM South)	136 seconds (12 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	33,822	46,404	65,167
Employment	20,366	24,317	32,765
Corridor Ranks			
Volume/Capacity Ratio	11 / 30		
Speed Differential	25 / 30		
Crash Rates	24 / 30		
Overall Rank	21 / 30		

\* See the introduction section for further explanation.

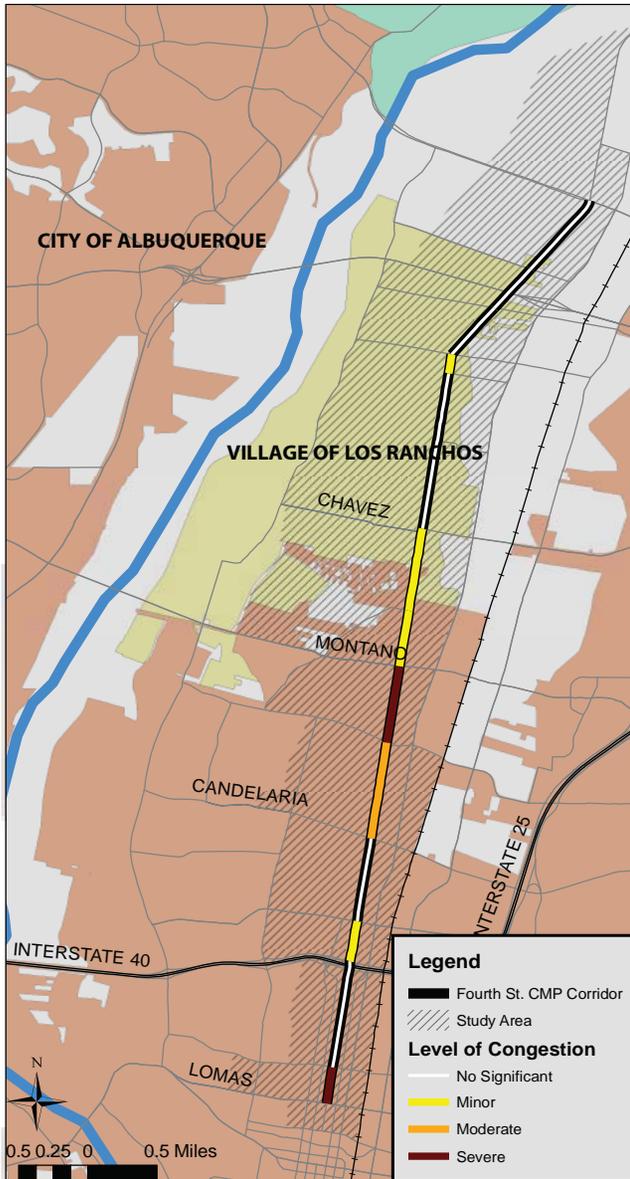
^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

### Transit Characteristics

- Two ABQ Ride routes pass along NM 528 between Southern and Coors. Route 251 provides connections between Rio Rancho, the Rail Runner station at El Pueblo, and the Journal Center. Commuter Route 551 follows the same route (without a stop at the El Pueblo Rail Runner station).
- Overall ridership among the routes serving NM 528 is modest. Routes 251 and 551 carried a combined 250 riders per weekday in April 2011.
- Northwest Transit Center at Coors and Ellison is near the southern terminus of the NM 528 CMP corridor.

# Fourth St

# #22



## Corridor Notes

- 4th St. is a north-south principal arterial east of the Rio Grande that serves the City of Albuquerque and the Village of Los Ranchos, where 4th St. functions as the community's main street.
- The CMP corridor runs from Lomas to Alameda.
- The most **congested** and highest-volume portion of the corridor is from Candelaria to Montaño; AM southbound and PM northbound volumes are particularly high.
- 4th St. experiences generally slow speeds across the corridor. As a result the "Speed" ranking is disproportionately high (7th) compared to the overall corridor ranking (22nd).
- Observed **speeds** are slowest compared to the posted speed north of I-40; speeds are smoother south of the Interstate.
- **Crash rates** across the corridor are slightly below the regional average. The intersections at Montaño and Griegos are more than two-and-a-half times the regional average.
- Limited **growth** in population (6%) and employment (11%) is projected in the study area by 2035.

## Transit Characteristics

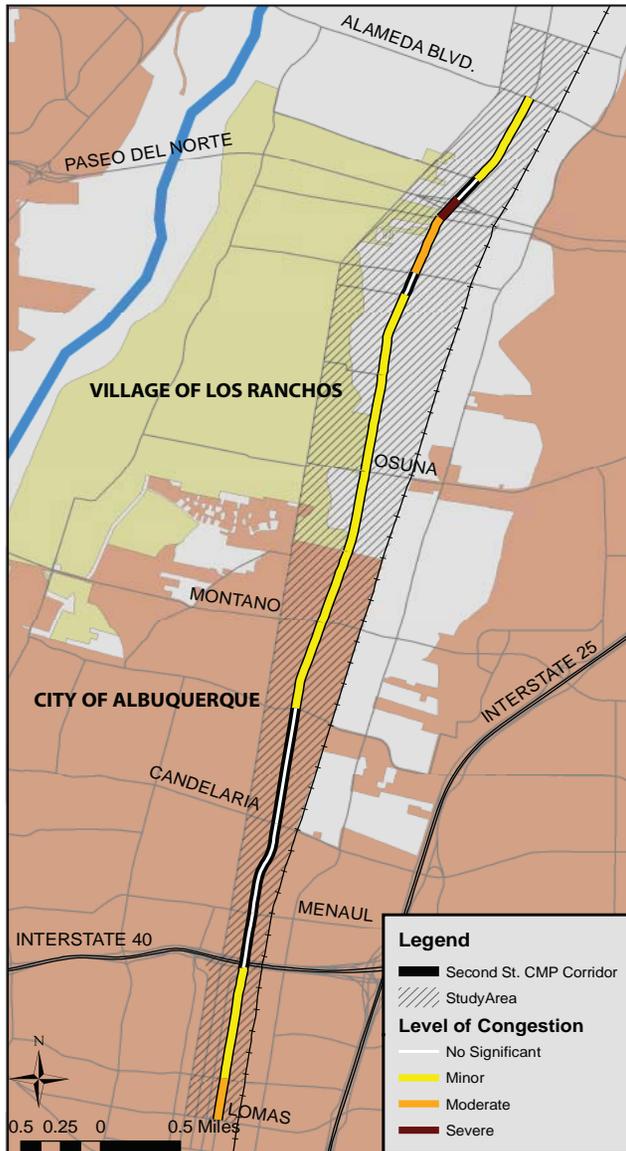
- ABQ Ride Route 10 provides local service along 4th St. between the Raymond G Sanchez Community Center and the Alvarado Transportation Center in Downtown Albuquerque.
- Ridership is heaviest between Montaño and Downtown with peaks around Menaul and Lomas.
- Weekday ridership for April 2011 was more than 1500 users.

## Profile & Statistics

Corridor Profile*			
Study Area	8.5 Sq. Miles		
Length & No. of Segments	7.2 Miles - 16 segments		
Functional Class	Minor Arterial		
Access Control	None		
Lanes	4 lanes (2 lanes from Lomas to Mountain)		
Intelligent Transportation Systems	Designated corridor: No ITS Deployment: Yes - CCTV		
Transit	ABQ Ride : Route 10 (local)		
Bicycle Facilities	No existing facilities Lanes planned north of Guadalupe Trail		
Summary Data^			
Daily Volume	8,000 - 29,000		
Average Speeds (PM North)	18 - 39 mph		
Average Speeds (PM South)	10 - 39 mph		
Total Delay (PM North)	205 seconds (28 sec./mile)		
Total Delay (PM South)	271 seconds (38 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	22,979	23,172	24,446
Employment	18,757	17,442	19,394
Corridor Ranks			
Volume/Capacity Ratio	25 / 30		
Speed Differential	7 / 30		
Crash Rates	19 / 30		
Overall Rank	22 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.



## Corridor Notes

- 2nd St. is a north-south principal arterial that runs from Lomas Blvd to Alameda Blvd.
- The CMP corridor runs through the Village of Los Ranchos, and unincorporated Bernalillo County and provides access to Downtown Albuquerque.
- In general, congestion is minor and dispersed across the corridor.
- The highest daily **volumes** (20,000-25,000) along the corridor are from Griegos to Ranchitos Rd. There are particularly high morning volumes southbound along these segments.
- The slowest **speeds** along the segments are south of Paseo del Norte, while the highest speeds are found north of Osuna.
- **Crash rates** are 20% higher than the regional average. The intersections with the highest crash rates are Paseo del Norte and Mountain.
- Only limited **growth** in population (7%) and employment (10%) is projected in the corridor study area by 2035.

## Transit Characteristics

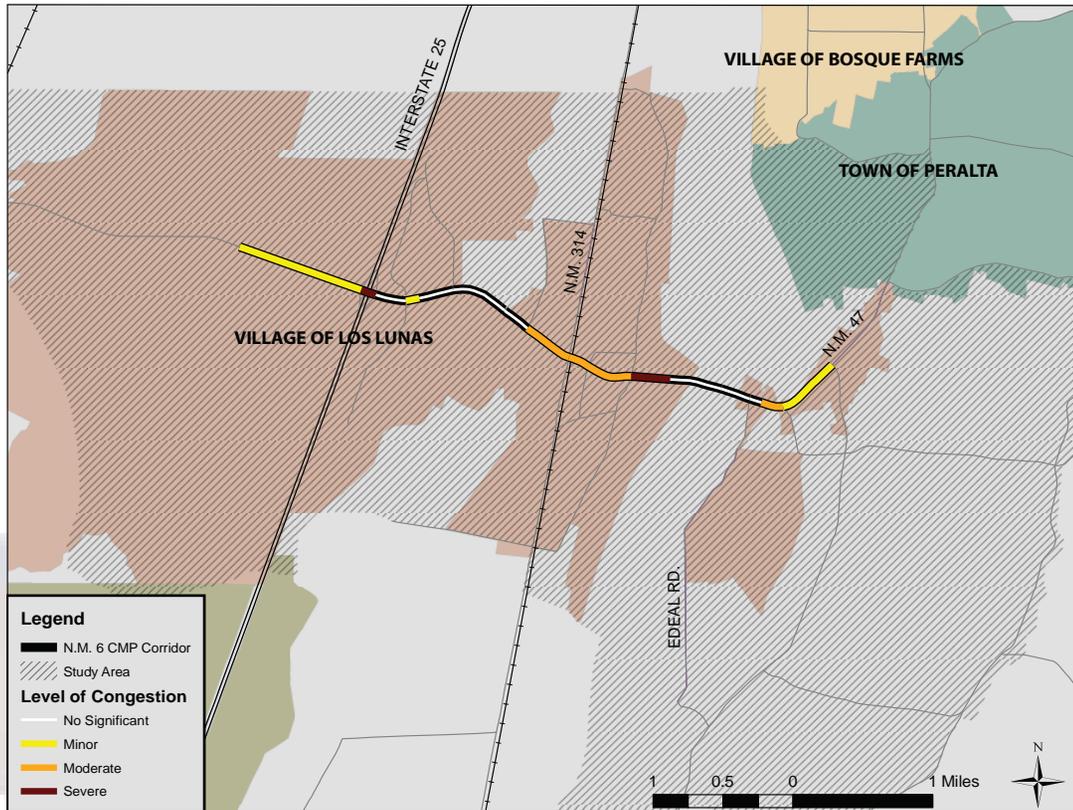
- There is currently no transit service on 2nd St. ABQ Ride operates Route 10 on parallel 4th St. which is less than ¼ mile from 2nd St. in most places.

## Profile & Statistics

Corridor Profile*			
Study Area	3.7 Sq. Miles		
Length & No. of Segments	7.0 Miles - 17 segments		
Functional Class	Principal Arterial		
Access Control	None		
Lanes	Majority of corridor is 4 lanes 2 lanes from Lomas to I-40		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - CCTV		
Transit	No existing service		
Bicycle Facilities	Route: Lomas to Montano		
Summary Data^			
Daily Volume	5,000 - 25,000		
Average Speeds (PM North)	28 - 47 mph		
Average Speeds (PM South)	22 - 44 mph		
Total Delay (PM North)	133 seconds (17 sec./mile)		
Total Delay (PM South)	83 seconds (12 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	8,901	9,272	9,936
Employment	10,290	10,050	11,099
Corridor Ranks			
Volume/Capacity Ratio	17 / 30		
Speed Differential	20 / 30		
Crash Rates	22 / 30		
Overall Rank	23 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.



## Profile & Statistics

Corridor Profile*			
Study Area	31.6 Sq. Miles		
Length & No. of Segments	4.7 Miles - 17 segments		
Functional Class	Minor Arterial: West of I-25 Principal Arterial: East of I-25		
Access Control	None		
Lanes	4 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - WiFi		
Transit	No existing service		
Bicycle Facilities	Lanes: Huning Ranch Loop to Don Pasqual		
Summary Data^			
Daily Volume	14,000 - 31,000		
Average Speeds (PM East)	13 - 44 mph		
Average Speeds (PM West)	19 - 63 mph		
Total Delay (PM East)	240 seconds (51 sec./mile)		
Total Delay (PM West)	69 seconds (15 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	18,631	23,892	46,683
Employment	5,882	8,328	13,799
Corridor Ranks			
Volume/Capacity Ratio	16 / 30		
Speed Differential	16 / 30		
Crash Rates	28 / 30		
Overall Rank	24 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

### Corridor Notes

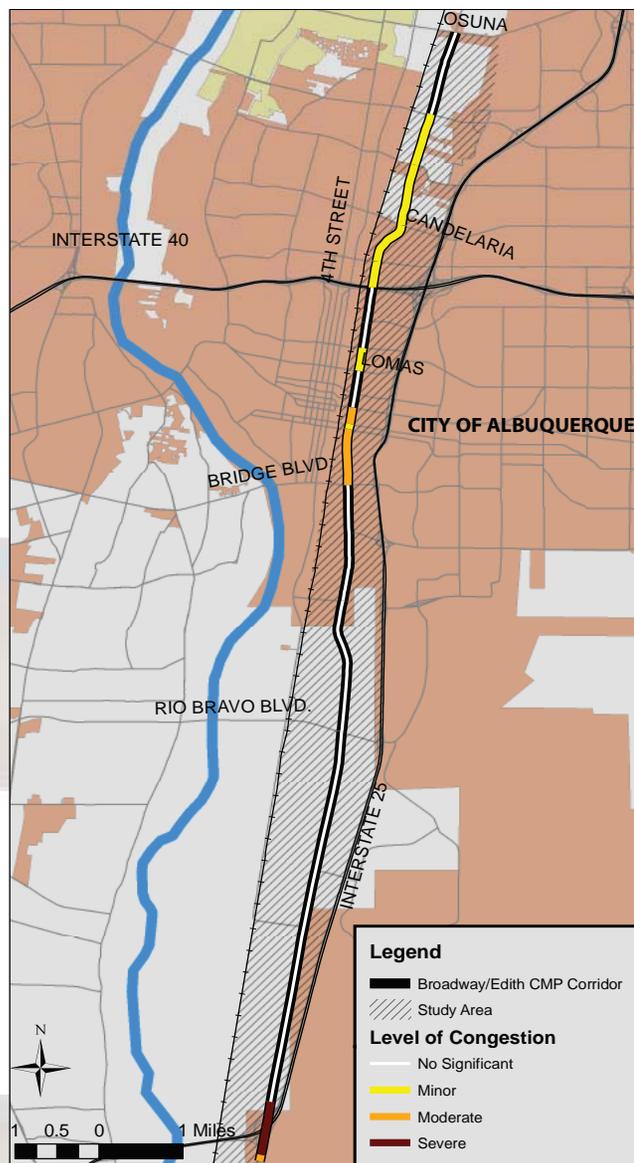
- NM 6 runs east-west through the Village of Los Lunas and is the southernmost of nine river crossings in the AMPA.
- The CMP corridor runs from Huning Ranch Loop to NM 47.
- Congestion** is heaviest around the I-25 on-ramps and around NM 314 between Don Pasqual and Carson Drive. NM 6 features generally slow speeds, frequently in both directions, and volumes approaching capacity during the peak periods.
- The heaviest volumes are found between I-25 and NM 314 (25,000-31,000 vehicles per day).
- Extremely high **speeds** occur to the west of I-25 in the westbound direction.
- Overall crash** rates along NM 6 are well below the regional average.
- Considerable **growth** in population (95%) and employment (66%) is projected by 2035. The majority of growth is most likely to occur in the western and southern portions of the study area.

### Transit Characteristics

- There is no existing transit service along NM 6.
- Los Lunas Rail Runner station is located just south of NM 6 on NM 314 and carried nearly 350 riders per weekday in April 2011.

# Broadway Blvd / Edith Blvd

# #25



## Corridor Notes

- The Broadway/Edith CMP corridor runs from south of I-25 to Osuna and travels parallel to I-25, 2nd St., and 4th St.
- The corridor passes through parts of the South Valley and North Valley in unincorporated Bernalillo County and the City of Albuquerque.
- Broadway Blvd becomes Edith Blvd north of Candelaria
- Overall **congestion** is minor and travel is particularly smooth between I-25 and Gibson. The most congested section and the highest volumes occur near I-25 and from Gibson to Central.
- The highest **volume** segment of Broadway is immediately south of I-25 (28,500 daily vehicles).
- The greatest speeds are found between I-25 and Bobby Foster Rd.
- **Crash rates** along the corridor are slightly below the regional average. The most dangerous intersection is Broadway and Mountain, where crash rates are two-and-a-half times the regional average.
- Moderate **growth** is projected in the study area in population (46%) and employment (21%), particularly in the area around Rio Bravo Blvd.

## Transit Characteristics

- ABQ Ride operates the Route 1618 "BUG" bus along Broadway between Woodward and Mountain. The route provides connections between the South Broadway area, Downtown Albuquerque, UNM, and CNM Main Campus.
- Weekday ridership for April 2011 was over 900, with as many as 1/3 of users originating in the South Broadway area.

## Profile & Statistics

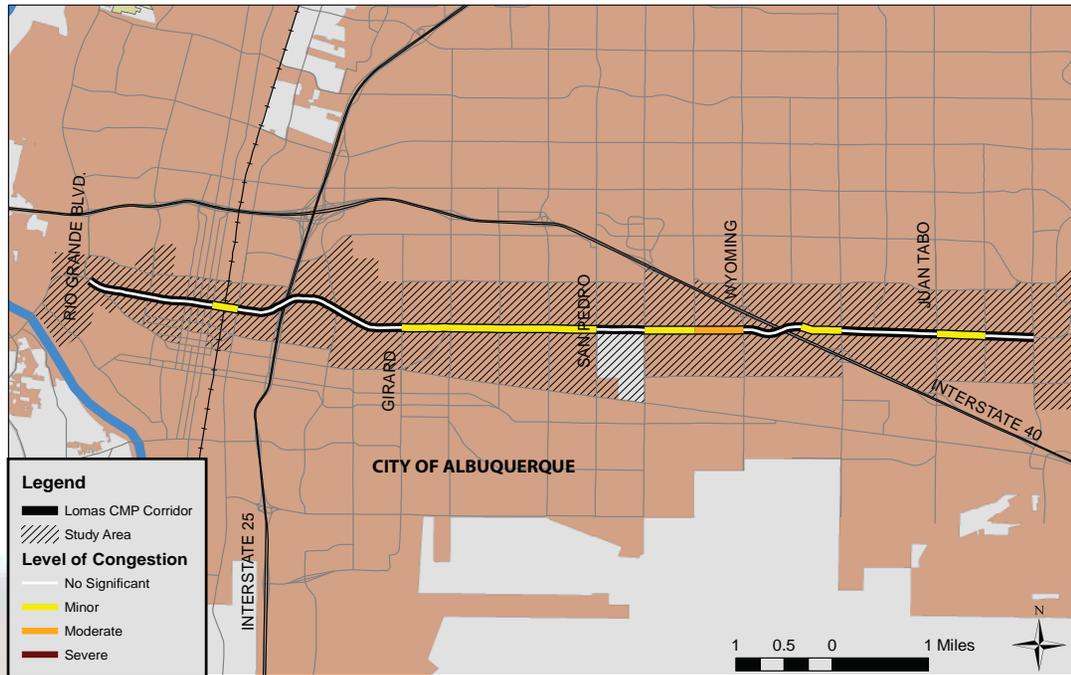
Corridor Profile*			
Study Area	11.8 Sq. Miles		
Length & No. of Segments	14.4 Miles - 22 segments		
Functional Class	Principal Arterial: I-25 to Menaul Minor Arterial: Menaul to Osuna		
Access Control	None		
Lanes	2 - 4 lanes		
Intelligent Transportation Systems	Designated corridor: Yes (I-25 to Central) ITS deployment: Yes - CCTV		
Transit	ABQ Ride: Route 16-18 (local) service runs from Woodward to Odedia		
Bicycle Facilities	Lanes: Gibson to Coal		
	Lanes: Menaul to Candelaria		
	Route: Candelaria to Comanche Route: Montgomery to Osuna		
Summary Data^			
Daily Volume	9,000 - 28,500		
Average Speeds (PM North)	20 - 63 mph		
Average Speeds (PM South)	16 - 61 mph		
Total Delay (PM North)	203 seconds (14 sec./mile)		
Total Delay (PM South)	138 seconds (10 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	15,618	16,712	24,393
Employment	24,126	26,256	31,757
Corridor Ranks			
Volume/Capacity Ratio	24 / 30		
Speed Differential	14 / 30		
Crash Rates	16 / 30		
Overall Rank	25 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

# Lomas Blvd

# #26



## Profile & Statistics

Corridor Profile*			
Study Area	10.7 Sq. Miles		
Length & No. of Segments	10.0 Miles - 25 segments		
Functional Class	Principal Arterial		
Access Control	None		
Lanes	4 - 6 lanes Majority of corridor is 6 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV		
Transit	ABQ Ride : Route 11 (local), 790 (Rapid Ride), 5 (local)		
Bicycle Facilities	None Lanes and routes on parallel roads		
Summary Data^			
Daily Volume	10,000 - 32,000		
Average Speeds (PM East)	11 - 43 mph		
Average Speeds (PM West)	20 - 46 mph		
Total Delay (PM East)	375 seconds (38 sec./mile)		
Total Delay (PM West)	220 seconds (22 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	49,367	49,229	53,142
Employment	52,492	54,224	59,455
Corridor Ranks			
Volume/Capacity Ratio	29 / 30		
Speed Differential	15 / 30		
Crash Rates	15 / 30		
Overall Rank	26 / 30		

### Corridor Notes

- The Lomas CMP corridor runs east-west between Central Ave and Tramway.
- Lomas connects east Albuquerque and Downtown and provides access to UNM.
- Congestion** is concentrated west of Wyoming and around Carlisle Blvd. Slow speeds are common across the corridor, particularly between University and San Mateo. However, volumes along Lomas are manageable and almost all of Lomas Blvd is under capacity during peak periods.
- Volumes** are highest between Pan American East and Yale Blvd and west of Wyoming (over 30,000 daily vehicles).
- Crash rates** are about equal to the regional average. Intersections at Louisiana and Juan Tabo both have crash rates more than two-and-a-half times the regional average.
- A modest amount of infill **growth** is projected in population (8%) and employment (10%) in the study area by 2035.

### Transit Characteristics

- ABQ Ride operates multiple routes along Lomas, including Route 11, which provides local service along the extent of Lomas. Route 11 is the third-most utilized local route and carried almost 2,700 riders per weekday in April 2011.
- Route 5 connects the northeast Heights of Albuquerque and Downtown and runs along Lomas between Carlisle and I-25. Rapid Ride Route 790 passes along Lomas between Old Town and UNM.
- Numerous routes stop at Lomas or briefly pass along Lomas through Downtown Albuquerque. Other north-south routes intersect Lomas in eastern Albuquerque.

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.



### Corridor Notes

- The Menaul CMP corridor runs east-west through the City of Albuquerque between Rio Grande and Tramway.
- Overall **congestion** along Menaul is minor; the most congested portion is between 2nd St. and I-25 where speeds are well below the posted limits. Menaul has the lowest V/C ratio among all CMP corridors. However, parts of the corridor experience speed-related delays.
- The highest **volume** portion of Menaul is between San Mateo and Wyoming (32,000-35,000 daily vehicles).
- **Crash rates** across the corridor are consistently above the regional average but are not severe. The rate at the intersection at University is two-and-a-half times the regional average.
- Modest **growth** is projected along the study area in employment (9%) by 2035, while population totals are projected to decline. This loss is due to an anticipated decline in the size of each household. The actual number of households is expected to remain constant.

### Profile & Statistics

Corridor Profile*			
Study Area	10.3 Sq. Miles		
Length & No. of Segments	10.0 Miles - 23 segments		
Functional Class	Minor Arterial: Rio Grande to 2nd Principal Arterial: 2nd to Tramway		
Access Control	None		
Lanes	4 - 6 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - CCTV		
Transit	ABQ Ride : Route 8 (local)		
Bicycle Facilities	None Parallel route (Girard to Tramway)		
Summary Data <sup>^</sup>			
Daily Volume	7,500 - 35,000		
Average Speeds (PM East)	15 - 47 mph		
Average Speeds (PM West)	18 - 42 mph		
Total Delay (PM East)	213 seconds (21 sec./mile)		
Total Delay (PM West)	222 seconds (22 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	39,595	40,577	38,542
Employment	34,640	30,760	33,517
Corridor Ranks			
Volume/Capacity Ratio	30 / 30		
Speed Differential	11 / 30		
Crash Rates	18 / 30		
Overall Rank	27 / 30		

\* See the introduction section for further explanation.

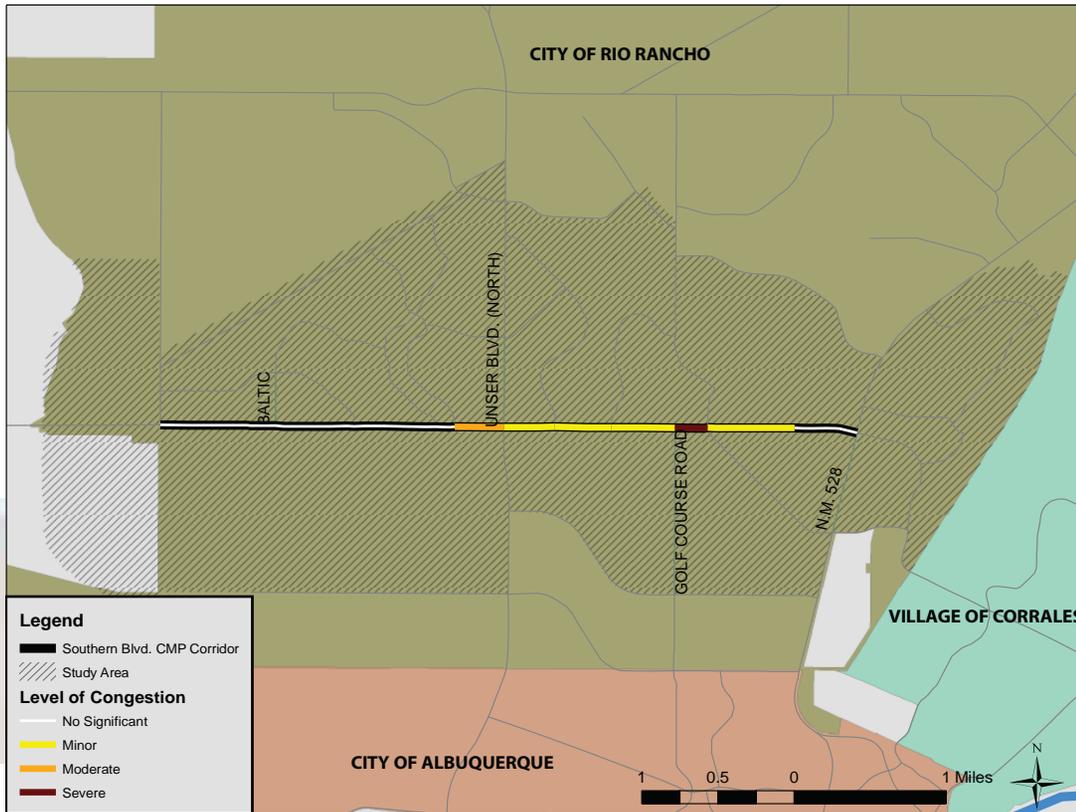
<sup>^</sup> For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

### Transit Characteristics

- ABQ Ride's Route 8 provides local service along Menaul and connects the Northeast Heights to Downtown Albuquerque. Route 8 averaged more than 2,400 riders per weekday in April 2011 and is the fourth-most utilized local route.

# Southern Blvd

# #28



## Profile & Statistics

Corridor Profile*			
Study Area	13.4 Sq. Miles		
Length & No. of Segments	4.6 Miles - 11 segments		
Functional Class	Principal Arterial		
Access Control	None		
Lanes	2 - 4 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF		
Transit	ABQ Ride : Route 551 (commuter) Route 251 (Rail Runner connection)		
Bicycle Facilities	Trail: Entire corridor		
Summary Data^			
Daily Volume	9,000 - 29,000		
Average Speeds (PM East)	17 - 45 mph		
Average Speeds (PM West)	24 - 45 mph		
Total Delay (PM East)	133 seconds (29 sec./mile)		
Total Delay (PM West)	55 seconds (12 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	29,365	36,414	45,369
Employment	6,652	8,539	11,351
Corridor Ranks			
Volume/Capacity Ratio	20 / 30		
Speed Differential	24 / 30		
Crash Rates	21 / 30		
Overall Rank	28 / 30		

\* See the introduction section for further explanation.

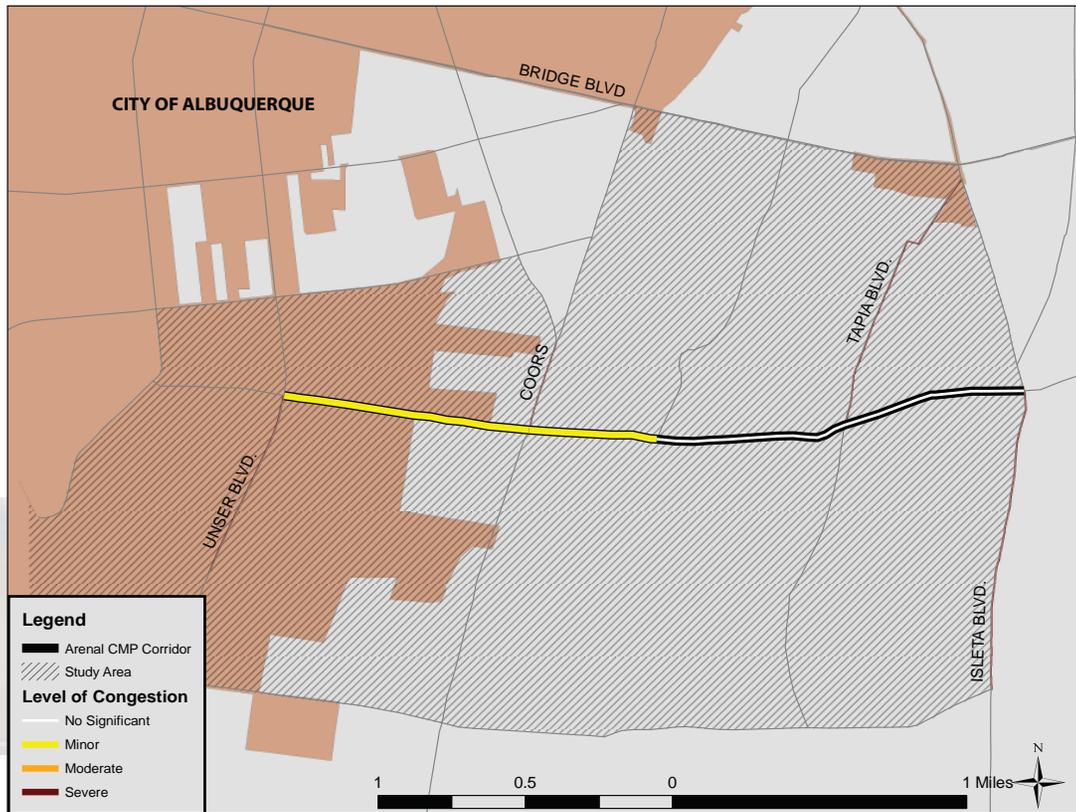
^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

### Corridor Notes

- Southern Blvd is an east-west principal arterial and a key commercial corridor in the City of Rio Rancho.
- The Southern CMP corridor runs from Rainbow to NM 528.
- Predominant movement is eastbound in the AM and westbound in the PM.
- The most **congested** section is between Golf Course Rd and Sara. The western section of the corridor experiences no significant congestion.
- The highest volume section of the corridor is between Western Hills and Sara (28,000-29,000) daily vehicles.
- The greatest **speeds** are found between Baltic Ave and Lisbon Ave.
- **Crash rates** along Southern are slightly above the regional average. Intersections at Unser and NM 528 have crash rates that are more than twice the regional average.
- **Growth** in the study area is moderate as population is projected to increase by 25% and employment by 33%. Considerable growth is projected to the west of the CMP corridor and may have an impact on traffic patterns along Southern.

### Transit Characteristics

- Multiple ABQ Ride routes originate and terminate at Southern and Unser, two of which (Routes 251 and 551) offer service along the CMP corridor. Route 251 provides connections between Rio Rancho, the Rail Runner station at El Pueblo, and the Journal Center. Commuter Route 551 follows the same route (without a stop at the El Pueblo Rail Runner station). Route 155, which provides local service along Coors, connects to Southern and Unser during the AM and PM peak periods. Commuter Route 96 also originates at Southern and Unser and provides service to Kirtland AFB.
- Overall ridership among the routes serving Southern is modest. The two routes with service along Southern (251 and 551) carried a combined 250 riders per weekday in April 2011.



## Corridor Notes

- Arenal runs east-west through southwest Albuquerque and the South Valley area in unincorporated Bernalillo County.
- The CMP corridor runs between Unser Blvd and Isleta Blvd.
- Overall **congestion** on Arenal is low, however there is minor congestion between Unser and Old Coors. The most noteworthy characteristic of Arenal is volume-based congestion east of Coors Blvd in both directions.
- AM eastbound **volume** along the corridor is relatively high but below capacity. The highest volume segment is east of Coors (13,000 vehicles per day).
- **Crash rates** across the corridor are slightly above the regional average. The intersection with Coors is particularly prone to incidents, with a crash rate more than three times the regional average.
- Modest **growth** is expected in the study area in population (11%) and employment (36%). Additional population growth is expected to the south and west of Arenal, and future residents may use Arenal for access to other parts of the metropolitan area.

## Profile & Statistics

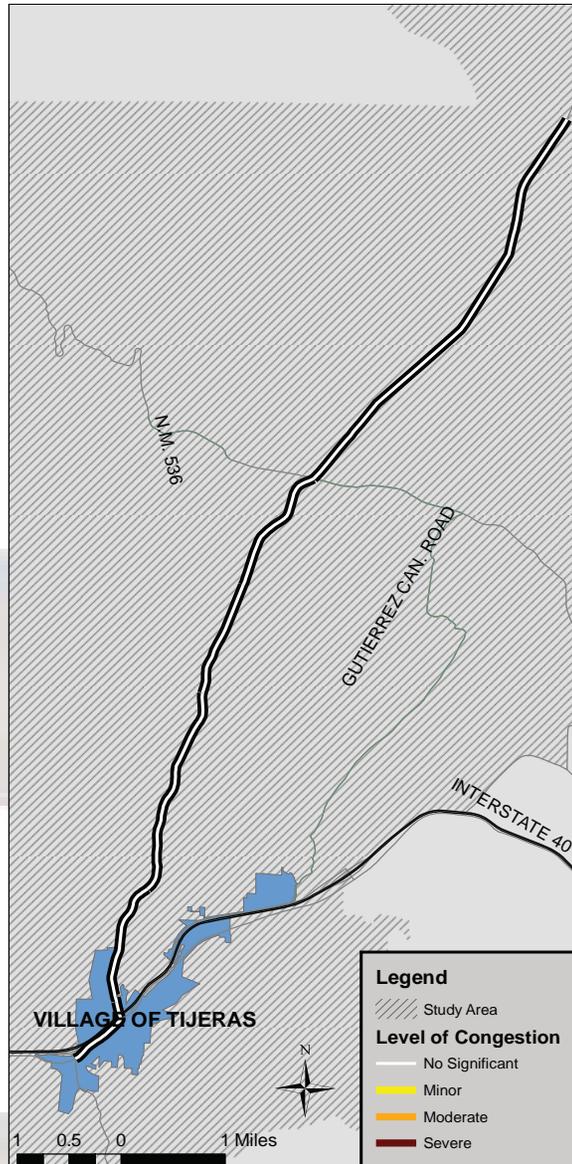
Corridor Profile*			
Study Area	5.3 Sq. Miles		
Length & No. of Segments	2.6 Miles - 4 segments		
Functional Class	Minor Arterial: Unser to Coors Urban Collector: Coors to Isleta		
Access Control	None		
Lanes	4 lanes (Unser to Coors) 2 lanes (Coors to Isleta)		
Intelligent Transportation Systems	Designated Corridor: No ITS Deployment: No		
Transit	ABQ Ride : Route 51 (local) between Atrisco and Tapia		
Bicycle Facilities	Route: Old Coors to Isleta		
Summary Data^			
Daily Volume	8,500 - 13,000		
Average Speeds (PM East)	29 - 33 mph		
Average Speeds (PM West)	30 - 36 mph		
Total Delay (PM East)	18 seconds (7 sec./mile)		
Total Delay (PM West)	4 seconds (2 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	16,036	20,776	23,144
Employment	2,107	2,578	3,516
Corridor Ranks			
Volume/Capacity Ratio	26 / 30		
Speed Differential	28 / 30		
Crash Rates	23 / 30		
Overall Rank	29 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

## Transit Characteristics

- Two ABQ Ride route pass along parts of Arenal, however there is no service across the entire corridor.
- Route 51 provides service between the South Valley and west Central Ave, and passes along Arenal between Tapia and Atrisco.
- Route 54, which provides service from southwest Albuquerque and Bernalillo County to Downtown, runs along Arenal between Unser and Old Coors before crossing the Rio Grande on Bridge Blvd.
- Average weekday ridership during April 2011 for Routes 51 and 54 were around 200 and 700 respectively.



## Corridor Notes

- NM 14 provides access from I-25 and the Village of Tijeras to unincorporated communities in Bernalillo County that are part of the Albuquerque commuter-shed.
- The NM 14 CMP corridor extends from one mile south of I-25 on NM 333 to the Bernalillo/Sandoval County line.
- Predominant movement is southbound in the AM and northbound in the PM.
- There is no significant **congestion** along the NM 14 corridor. AM peak volumes are above capacity along NM 333 south of I-25 westbound and east of the NM 14 on-ramp.
- Overall observed **speeds** were greater than the posted speed limits.
- **Volumes** are highest north of I-25. Traffic lessens and speeds increase along the sections farthest from I-25, especially north of Frost Rd.
- **Crash rates** along NM 14 are below the regional average.
- The NM 14 study area is projected to experience considerable **growth** in population (127%) and employment (143%) by 2035.

## Transit Characteristics

- There is no service along NM 14. NMDOT operates the NM Park and Ride Turquoise Route transit service between Moriarty and Albuquerque with a stop in Tijeras near the intersection of NM 14 and NM 333.

## Profile & Statistics

Corridor Profile*			
Study Area	100.7 Sq. Miles		
Length & No. of Segments	10.3 Miles - 16 segments		
Functional Class	Rural Minor Arterial: I-40 to Frost Rd Rural Collector: North of Frost Rd		
Access Control	None		
Lanes	2 - 4 lanes 4 lanes south of Frost Rd		
Intelligent Transportation Systems	Designated corridor: No ITS deployment: No		
Transit	No existing service Facilities: NMDOT Tijeras Park & Ride		
Bicycle Facilities	Lanes: North of I-25 Trail: North of I-25		
Summary Data^			
Daily Volume	3,500 - 12,000		
Average Speeds (PM North)	26 - 55 mph		
Average Speeds (PM South)	29 - 54 mph		
Total Delay (PM North)	-25 seconds (-2 sec./mile)		
Total Delay (PM South)	-28 seconds (-3 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	8,132	9,293	21,106
Employment	1,521	1,935	4,705
Corridor Ranks			
Volume/Capacity Ratio	28 / 30		
Speed Differential	30 / 30		
Crash Rates	30 / 30		
Overall Rank	30 / 30		

\* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

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