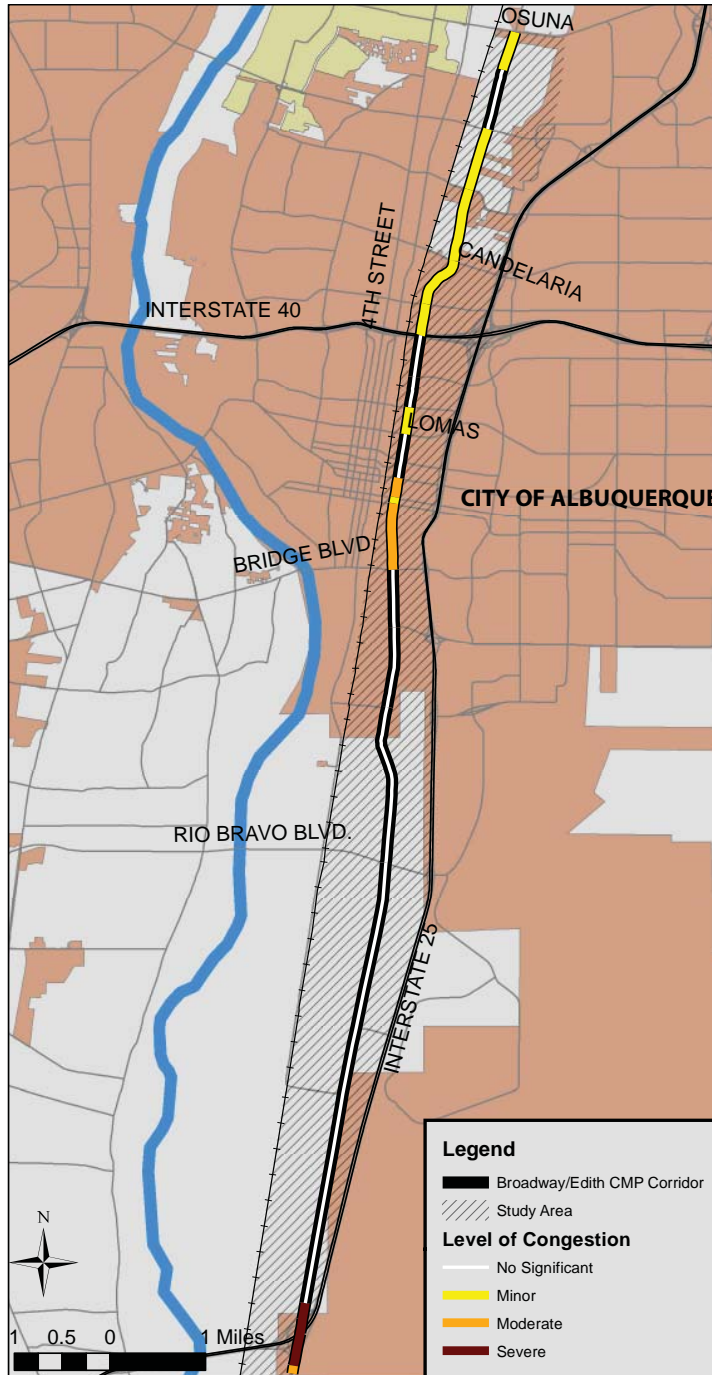


Broadway Blvd / Edith Blvd

#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.

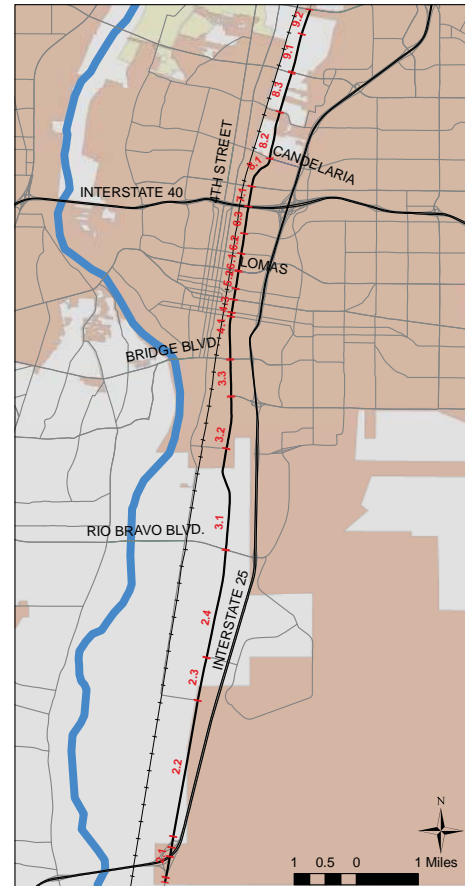
Profile & Statistics

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 Odelia		
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		

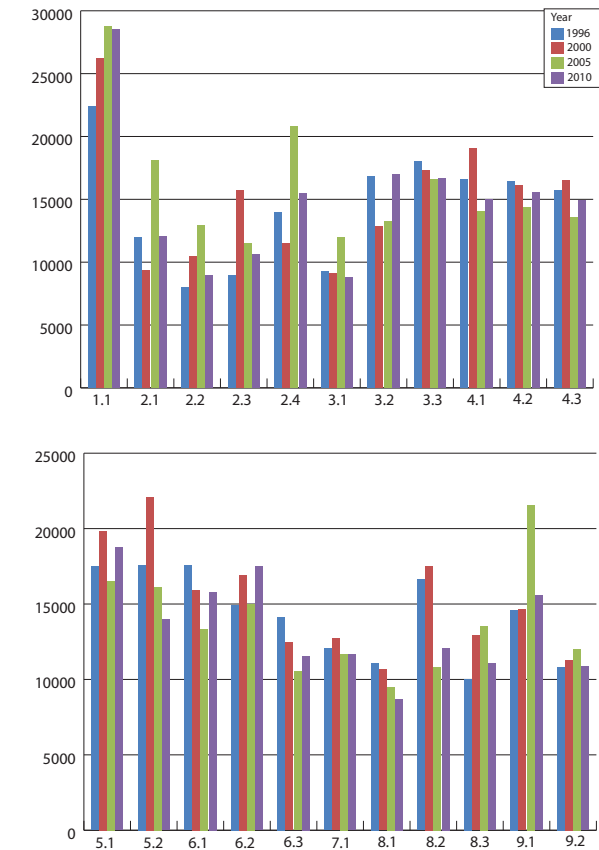
ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF N.M. 47 - SOUTH OF I-25 S. RAMPS	0.09	55	28,519
2.1	NORTH OF I-25 S. RAMPS - SOUTH OF I-25 N. RAMPS	0.67	55	12,072
2.2	NORTH OF I-25 N. RAMPS - SOUTH OF DESERT RD	2.23	55	8,923
2.3	NORTH OF DESERT RD - SOUTH OF BOBBY FOSTER RD	0.70	55	10,648
2.4	NORTH OF BOBBY FOSTER RD - SOUTH OF RIO BRAVO	1.76	55	15,513
3.1	NORTH OF RIO BRAVO - SOUTH OF WOODWARD RD	1.66	55	8,800
3.2	NORTH OF WOODWARD RD - SOUTH OF GIBSON	0.84	40	17,007
3.3	NORTH OF GIBSON - SOUTH OF AVENIDA CESAR CHAVEZ	0.60	35	16,663
4.1	NORTH OF AVENIDA CESAR CHAVEZ - SOUTH OF COAL	0.70	35	15,007
4.2	NORTH OF COAL - SOUTH OF LEAD	0.07	35	15,529
4.3	NORTH OF LEAD - SOUTH OF CENTRAL	0.21	30	14,935
5.1	NORTH OF CENTRAL - SOUTH OF MARTIN LUTHER KING JR	0.19	30	18,735
5.2	NORTH OF MARTIN LUTHER KING JR - SOUTH OF LOMAS	0.28	30	13,966
6.1	NORTH OF LOMAS - SOUTH OF MOUNTAIN	0.28	30	15,784
6.2	NORTH OF MOUNTAIN - SOUTH OF ODELIA	0.32	30	17,497
6.3	NORTH OF ODELIA - I-40 UNDERPASS	0.44	35	11,557
7.1	I-40 UNDERPASS - SOUTH OF MENAUL	0.33	35	11,642
8.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	0.57	35	8,690
8.2	NORTH OF CANDELARIA - SOUTH OF GRIEGOS	0.77	35	12,072
8.3	NORTH OF GRIEGOS - SOUTH OF MONTANO	0.66	35	11,059
9.1	NORTH OF MONTANO - SOUTH OF VINEYARD	0.64	40	15,578
9.2	NORTH OF VINEYARD - SOUTH OF OSUNA	0.42	40	10,849

ID Location



Average Weekday Daily Traffic



Access Characteristics

ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	0	0	0	No	0	0	1	No	No
2.1	0	0	0	No	0	0	0	No	No
2.2	7	0	0	No	14	5	0	No	No
2.3	5	2	1	No	9	2	1	No	No
2.4	12	4	1	No	10	4	0	No	Median Turn Bay
3.1	8	0	0	No	5	0	1	No	No
3.2	10	5	2	No	16	5	0	No	MTB / MC
3.3	23	7	1	No	22	7	0	No	MTB / MC
4.1	15	9	1	No	22	7	1	No	Continuous
4.2	2	1	0	No	3	1	0	No	No
4.3	4	3	0	No	6	3	1	No	No
5.1	0	2	0	No	1	2	0	No	Median Cut
5.2	2	2	1	No	5	3	0	No	No
6.1	8	3	0	No	3	1	0	No	No
6.2	8	3	0	No	2	2	0	No	No
6.3	9	4	0	No	3	2	0	No	No
7.1	15	4	0	No	14	3	0	No	Continuous
8.1	2	3	0	No	8	3	1	No	Continuous
8.2	11	4	1	No	10	2	1	No	Continuous
8.3	13	4	1	No	14	2	0	No	Continuous
9.1	10	3	1	No	11	2	0	No	Continuous
9.2	23	5	0	No	20	3	1	No	Continuous
Total	187	68	10		198	59	8		

Access Notes

- The Broadway/Edith CMP corridor has **no access control**.
- There are continuous center-turn lanes north of I-40 and various center-turn facilities between Los Picaros and Central.
- There are **19 signalized intersections** along the CMP corridor; an average of one signal **every 0.76 miles**.

Volume Notes

- The heaviest volumes along the Broadway CMP corridor occur between NM 47 and I-25 (28,500 AWDT in 2010) and between Central Ave and Martin Luther King Blvd (19,000).
- Overall average volumes decreased by 14% between 2000 and 2008. During that same period, the population in the study area increased by 7%.
- While many segments experienced volume decreases between 2000 and 2010, the volume between Woodward Rd and Gibson Blvd increased by 33%.

Broadway Blvd / Edith Blvd

Speed Differential & Volume/Capacity

Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-SB	AM-NB	PM-SB	PM-NB	AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF N.M. 47 - SOUTH OF I-25 S. RAMP	55	51.7	47.4	41.0	54.2	6.1%	13.9%	25.4%	1.4%
2.1	NORTH OF I-25 S. RAMP - SOUTH OF I-25 N. RAMP	55	26.7	30.3	27.1	31.5	51.5%	45.0%	50.8%	42.7%
2.2	NORTH OF I-25 N. RAMP - SOUTH OF DESERT RD	55	61.4	57.9	61.5	63.3	-11.6%	-5.2%	-11.7%	-15.1%
2.3	NORTH OF DESERT RD - SOUTH OF BOBBY FOSTER RD	55	58.5	55.0	57.2	61.5	-6.3%	0.1%	-4.0%	-11.8%
2.4	NORTH OF BOBBY FOSTER RD - SOUTH OF RIO BRAVO	55	54.9	43.5	49.1	49.0	0.1%	20.9%	10.6%	11.0%
3.1	NORTH OF RIO BRAVO - SOUTH OF WOODWARD RD	55	39.2	50.9	38.8	53.4	28.8%	7.5%	29.5%	2.9%
3.2	NORTH OF WOODWARD RD - SOUTH OF GIBSON	40	38.1	33.0	36.3	37.7	4.9%	17.5%	9.4%	5.8%
3.3	NORTH OF GIBSON - SOUTH OF AVENIDA CESAR CHAVEZ	35	35.4	25.7	30.9	28.2	-1.0%	26.5%	11.6%	19.3%
4.1	NORTH OF AVENIDA CESAR CHAVEZ - SOUTH OF COAL	35	21.2	24.5	26.6	20.8	39.6%	30.1%	24.0%	40.4%
4.2	NORTH OF COAL - SOUTH OF LEAD	35	30.5	20.0	28.9	27.8	12.9%	43.0%	17.3%	20.6%
4.3	NORTH OF LEAD - SOUTH OF CENTRAL	30	22.0	12.8	16.2	25.4	26.8%	57.4%	45.9%	15.4%
5.1	NORTH OF CENTRAL - SOUTH OF MARTIN LUTHER KING JR	30	32.4	29.1	29.7	29.3	-7.9%	3.1%	0.9%	2.4%
5.2	NORTH OF MARTIN LUTHER KING JR - SOUTH OF LOMAS	30	42.8	29.1	43.2	23.9	-42.5%	2.9%	-44.0%	20.5%
6.1	NORTH OF LOMAS - SOUTH OF MOUNTAIN	30	32.0	21.1	22.8	21.1	-6.7%	29.7%	24.0%	29.8%
6.2	NORTH OF MOUNTAIN - SOUTH OF ODELIA	30	26.1	29.3	37.1	32.6	12.9%	2.4%	-23.5%	-8.7%
6.3	NORTH OF ODELIA - I-40 UNDERPASS	35	36.1	41.6	35.5	38.7	-3.1%	-18.9%	-1.5%	-10.7%
7.1	I-40 UNDERPASS - SOUTH OF MENAUL	35	29.0	24.3	36.6	19.8	17.2%	30.6%	-4.7%	43.5%
8.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	35	35.2	23.5	36.3	21.1	-0.5%	32.8%	-3.7%	39.7%
8.2	NORTH OF CANDELARIA - SOUTH OF GRIEGOS	35	31.2	27.4	25.5	29.2	10.9%	21.8%	27.2%	16.7%
8.3	NORTH OF GRIEGOS - SOUTH OF MONTANO	35	26.3	23.2	36.1	33.4	24.8%	33.8%	-3.1%	4.6%
9.1	NORTH OF MONTANO - SOUTH OF VINEYARD	40	37.0	39.6	37.1	38.9	7.4%	1.1%	7.3%	2.8%
9.2	NORTH OF VINEYARD - SOUTH OF OSUNA	40	36.2	25.3	47.0	24.9	-3.5%	27.6%	-34.2%	28.7%

Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF N.M. 47 - SOUTH OF I-25 S. RAMP	0.26	1.06	1.22	0.49
2.1	NORTH OF I-25 S. RAMP - SOUTH OF I-25 N. RAMP	0.32	0.30	0.26	0.52
2.2	NORTH OF I-25 N. RAMP - SOUTH OF DESERT RD	0.07	0.47	0.46	0.16
2.3	NORTH OF DESERT RD - SOUTH OF BOBBY FOSTER RD	0.14	0.38	0.44	0.19
2.4	NORTH OF BOBBY FOSTER RD - SOUTH OF RIO BRAVO	0.37	0.37	0.74	0.37
3.1	NORTH OF RIO BRAVO - SOUTH OF WOODWARD RD	0.15	0.36	0.44	0.19
3.2	NORTH OF WOODWARD RD - SOUTH OF GIBSON	0.35	0.56	0.32	0.78
3.3	NORTH OF GIBSON - SOUTH OF AVENIDA CESAR CHAVEZ	0.43	0.35	0.57	0.62
4.1	NORTH OF AVENIDA CESAR CHAVEZ - SOUTH OF COAL	0.29	0.38	0.38	0.40
4.2	NORTH OF COAL - SOUTH OF LEAD	0.35	0.50	0.71	0.54
4.3	NORTH OF LEAD - SOUTH OF CENTRAL	0.39	0.48	0.76	0.37
5.1	NORTH OF CENTRAL - SOUTH OF MARTIN LUTHER KING JR	0.51	0.43	0.65	0.47
5.2	NORTH OF MARTIN LUTHER KING JR - SOUTH OF LOMAS	0.49	0.37	0.45	0.43
6.1	NORTH OF LOMAS - SOUTH OF MOUNTAIN	0.53	0.42	0.44	0.54
6.2	NORTH OF MOUNTAIN - SOUTH OF ODELIA	0.56	0.56	0.47	0.60
6.3	NORTH OF ODELIA - I-40 UNDERPASS	0.70	0.39	0.66	0.91
7.1	I-40 UNDERPASS - SOUTH OF MENAUL	0.54	0.56	0.83	0.66
8.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	0.28	0.27	0.37	0.36
8.2	NORTH OF CANDELARIA - SOUTH OF GRIEGOS	0.66	0.68	0.61	0.91
8.3	NORTH OF GRIEGOS - SOUTH OF MONTANO	0.77	0.58	0.65	0.93
9.2	NORTH OF MONTANO - SOUTH OF VINEYARD	0.50	0.36	0.37	0.59
9.1	NORTH OF VINEYARD - SOUTH OF OSUNA	0.63	0.46	0.57	0.72

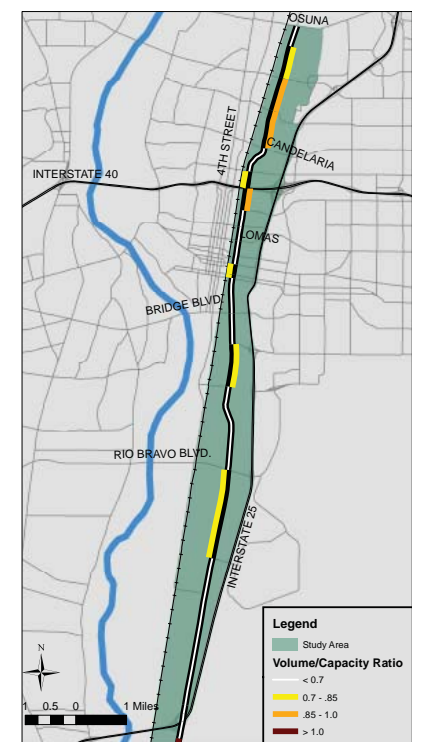
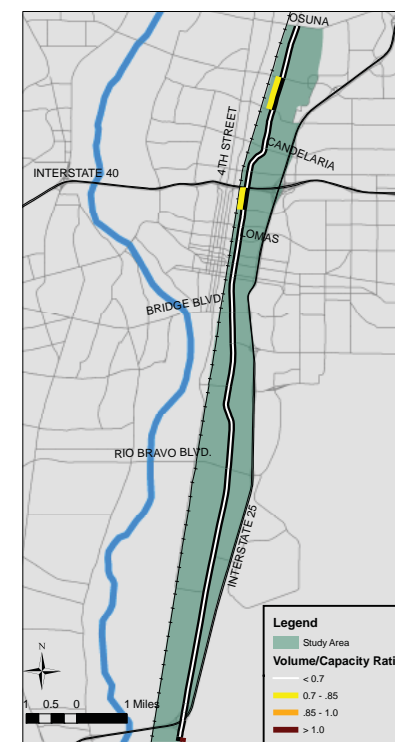
AM Speed Differential

PM Speed Differential



AM Volume/Capacity Ratio

PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Broadway/Edith CMP Corridor										
	NM 47	I-25 South Ramps	I-25 North Ramps	Rio Bravo	Avenida Cesar Chavez	Central	Lomas	I-40 Underpass	Menaul	Montaño	Osuna
NM 47	X	6	45	342	611	769	834	959	1020	1282	1401
I-25 South Ramps	7	X	39	336	605	763	828	953	1014	1276	1396
I-25 North Ramps	53	46	X	297	566	724	789	914	975	1237	1357
Rio Bravo	357	349	304	X	269	427	492	617	677	940	1059
Avenida Cesar Chavez	664	657	611	308	X	158	223	348	409	671	790
Central	813	805	760	456	148	X	65	190	250	513	632
Lomas	858	851	805	501	194	46	X	125	186	448	568
I-40 Underpass	979	972	926	622	315	167	121	X	61	323	442
Menaul	1012	1004	959	655	347	199	153	33	X	262	382
Montaño	1242	1235	1189	886	578	430	384	263	231	X	119
Osuna	1337	1329	1284	980	672	524	478	358	325	94	X

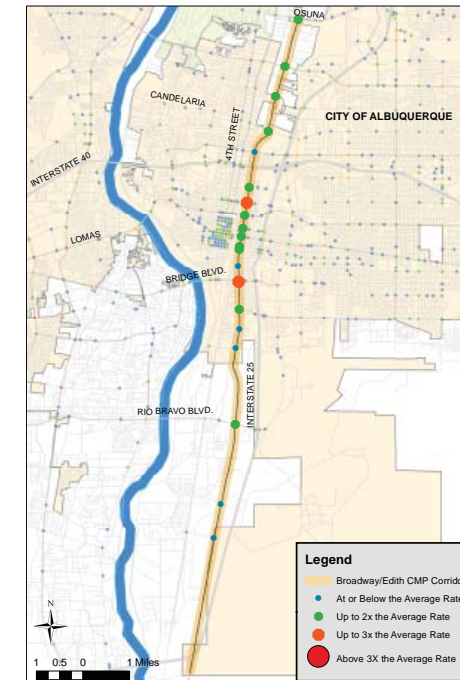
PM Peak Delay (seconds)	Broadway/Edith CMP Corridor										
	NM 47	I-25 South Ramps	I-25 North Ramps	Rio Bravo	Avenida Cesar Chavez	Central	Lomas	I-40 Underpass	Menaul	Montaño	Osuna
NM 47	x	0	17	7	30	85	94	101	127	184	203
I-25 South Ramps	2	x	17	7	30	85	94	101	127	184	203
I-25 North Ramps	25	23	x	-10	13	68	77	84	110	168	186
Rio Bravo	22	20	-3	x	23	78	87	94	120	177	196
Avenida Cesar Chavez	83	81	58	61	x	55	64	71	97	155	173
Central	128	126	103	106	45	x	9	16	42	100	119
Lomas	118	116	93	96	35	-10	x	7	33	91	109
I-40 Underpass	121	119	96	99	38	-7	3	x	26	84	102
Menaul	119	117	94	98	36	-9	1	-2	x	57	76
Montaño	145	143	120	123	62	17	27	24	25	x	19
Osuna	138	137	113	117	55	10	20	18	19	-6	x

Distance (miles)	Broadway/Edith CMP Corridor										
	NM 47	I-25 South Ramps	I-25 North Ramps	Rio Bravo	Avenida Cesar Chavez	Central	Lomas	I-40 Underpass	Menaul	Montaño	Osuna
NM 47	X	0.1	0.4	5.1	8.2	9.2	9.7	10.7	11.0	13.0	14.1
I-25 South Ramps	0.1	X	0.3	5.0	8.1	9.1	9.6	10.6	10.9	12.9	14.0
I-25 North Ramps	0.4	0.3	X	4.7	7.8	8.8	9.2	10.3	10.6	12.6	13.7
Rio Bravo	5.1	5.0	4.7	X	3.1	4.1	4.5	5.6	5.9	7.9	9.0
Avenida Cesar Chavez	8.2	8.1	7.8	3.1	X	1.0	1.4	2.5	2.8	4.8	5.9
Central	9.2	9.1	8.8	4.1	1.0	X	0.5	1.5	1.8	3.8	4.9
Lomas	9.7	9.6	9.2	4.5	1.4	0.5	X	1.0	1.4	3.4	4.4
I-40 Underpass	10.7	10.6	10.3	5.6	2.5	1.5	1.0	X	0.3	2.3	3.4
Menaul	11.0	10.9	10.6	5.9	2.8	1.8	1.4	0.3	X	2.0	3.1
Montaño	13.0	12.9	12.6	7.9	4.8	3.8	3.4	2.3	2.0	X	1.1
Osuna	14.1	14.0	13.7	9.0	5.9	4.9	4.4	3.4	3.1	1.1	X

PM Peak Delay (seconds/mile)	Broadway/Edith CMP Corridor										
	NM 47	I-25 South Ramps	I-25 North Ramps	Rio Bravo	Avenida Cesar Chavez	Central	Lomas	I-40 Underpass	Menaul	Montaño	Osuna
NM 47	x	1.0	39.3	1.4	3.6	9.2	9.7	9.4	11.5	14.1	14.4
I-25 South Ramps	22.3	x	48.8	1.4	3.6	9.3	9.8	9.5	11.6	14.2	14.5
I-25 North Ramps	58.5	67.5	x	-2.1	1.7	7.7	8.3	8.2	10.4	13.3	13.6
Rio Bravo	4.2	3.9	-0.7	x	7.3	19.1	19.1	16.8	20.3	22.4	21.9
Avenida Cesar Chavez	10.1	10.0	7.5	19.8	x	56.6	44.7	28.6	34.6	32.2	29.6
Central	13.9	13.9	11.8	26.1	46.4	x	19.7	10.6	23.0	26.0	24.2
Lomas	12.2	12.1	10.1	21.3	24.4	-21.5	x	6.6	24.1	26.8	24.7
I-40 Underpass	11.3	11.2	9.3	17.8	15.2	-4.8	2.6	x	79.3	35.9	30.3
Menaul	10.8	10.7	8.9	16.5	12.9	-4.8	0.8	-4.6	x	28.7	24.9
Montaño	11.1	11.0	9.5	15.6	12.8	4.3	7.9	10.3	12.7	x	17.8
Osuna	9.8	9.7	8.3	13.0	9.4	2.1	4.6	5.2	6.3	-5.9	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

Crash Type	2005	2006	2007	2008	2009
Fatal accident	2	0	1	0	0
Non-fatal accident injury	121	127	104	86	88
Property damage only	215	258	230	202	201
All Crashes	338	385	335	288	289

Top Contributing Factors in Crashes Along Broadway / Edith

1. Driver inattention 25 %
2. Failure to yield 19 %
3. Following too close 16 %
4. Red light running 8 %
5. Alcohol involved 5 %