

## 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.

## 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		

### ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF CENTRAL - WEST OF 12TH ST	0.64	35	13,113
1.2	EAST OF 12TH ST - WEST OF 6TH ST	0.40	35	18,364
1.3	EAST OF 6TH ST - WEST OF 5TH ST	0.07	30	19,427
1.4	EAST OF 5TH ST - WEST OF 4TH ST	0.07	30	23,371
1.5	EAST OF 4TH ST - WEST OF 3RD ST	0.07	30	25,027
1.6	EAST OF 3RD ST - WEST OF 2ND ST	0.07	30	25,181
1.7	EAST OF 2ND ST - WEST OF BROADWAY	0.27	30	25,490
2.1	EAST OF BROADWAY - WEST OF PAN AMERICAN WEST	0.47	30	25,845
2.2	EAST OF PAN AMERICAN WEST - WEST OF PAN AMERICAN EAST	0.11	35	26,420
3.1	EAST OF PAN AMERICAN EAST - WEST OF UNIVERSITY	0.51	35	32,433
3.2	EAST OF UNIVERSITY - WEST OF YALE	0.21	35	31,376
3.3	EAST OF YALE - WEST OF GIRARD	0.52	35	19,846
3.4	EAST OF GIRARD - WEST OF CARLISLE	0.51	35	17,429
3.5	EAST OF CARLISLE - WEST OF WASHINGTON	0.51	35	24,906
3.6	EAST OF WASHINGTON - WEST OF SAN MATEO	0.52	35	15,349
4.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	0.49	40	27,656
4.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	0.50	40	24,951
4.3	EAST OF LOUISIANA - WEST OF PENNSYLVANIA	0.52	40	27,341
4.4	EAST OF PENNSYLVANIA - WEST OF WYOMING	0.50	40	31,625
5.1	EAST OF WYOMING - WEST OF EASTERDAY	0.62	40	18,371
5.2	EAST OF EASTERDAY - WEST OF EUBANK	0.42	40	19,917
6.1	EAST OF EUBANK - WEST OF MORRIS	0.34	40	24,520
6.2	EAST OF MORRIS - WEST OF JUAN TABO	0.65	40	21,420
6.3	EAST OF JUAN TABO - WEST OF CHELWOOD PARK	0.50	40	16,413
6.4	EAST OF CHELWOOD PARK - WEST OF TRAMWAY	0.51	40	9,609

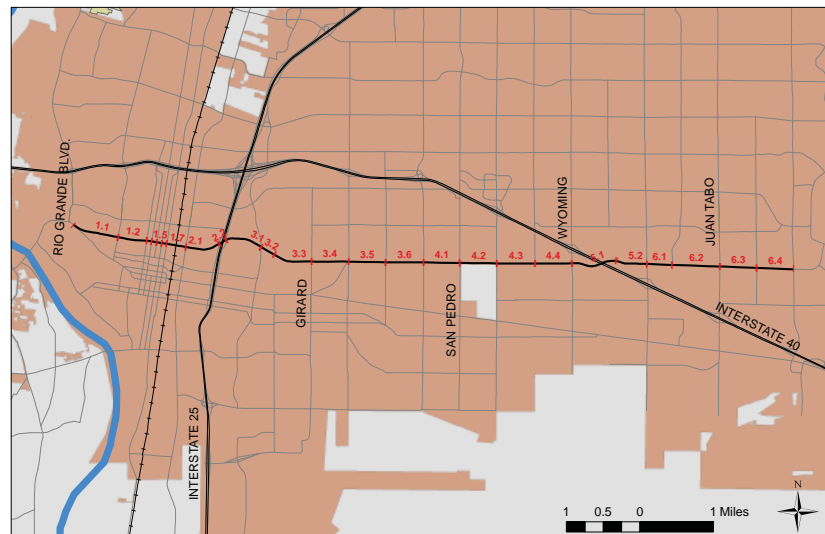
### Access Characteristics

ID	East-Bound				West-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	9	7	0	No	8	10	0	No	MTB / Median Cut
1.2	7	6	0	Yes	10	5	1	Yes	MTB / Median Cut
1.3	0	1	0	No	0	1	0	No	No
1.4	0	1	0	No	0	1	0	No	No
1.5	1	1	0	No	0	1	0	No	No
1.6	1	1	0	No	1	1	0	No	No
1.7	1	3	0	No	2	3	0	No	Median Turn Bay
2.1	5	5	0	No	7	4	0	No	MTB / Median Cut
2.2	0	0	0	No	0	0	0	No	No
3.1	4	2	0	No	4	2	1	No	Median Turn Bay
3.2	7	2	0	No	5	1	0	No	Median Turn Bay
3.3	1	3	0	No	4	2	0	No	Median Turn Bay
3.4	6	8	0	No	3	4	0	No	MTB / Median Cut
3.5	8	6	0	No	12	3	0	No	Median Turn Bay
3.6	11	6	0	No	10	8	0	No	Continuous
4.1	10	10	0	No	15	5	1	No	MTB / Median Cut
4.2	1	1	0	No	15	8	0	No	Median Turn Bay
4.3	11	4	0	No	13	4	0	No	MTB / Median Cut
4.4	6	4	0	No	5	6	0	No	MTB / Median Cut
5.1	4	2	0	No	5	1	0	No	MTB / Median Cut
5.2	3	1	0	No	7	2	0	No	MTB / Median Cut
6.1	3	3	0	No	5	3	0	No	Median Turn Bay
6.2	10	7	0	No	6	6	0	No	MTB / Median Cut
6.3	4	1	1	No	9	2	0	No	MTB / Median Cut
6.4	3	5	1	No	8	4	0	No	MTB / Median Cut
<b>Total</b>	<b>116</b>	<b>90</b>	<b>2</b>		<b>154</b>	<b>87</b>	<b>3</b>		

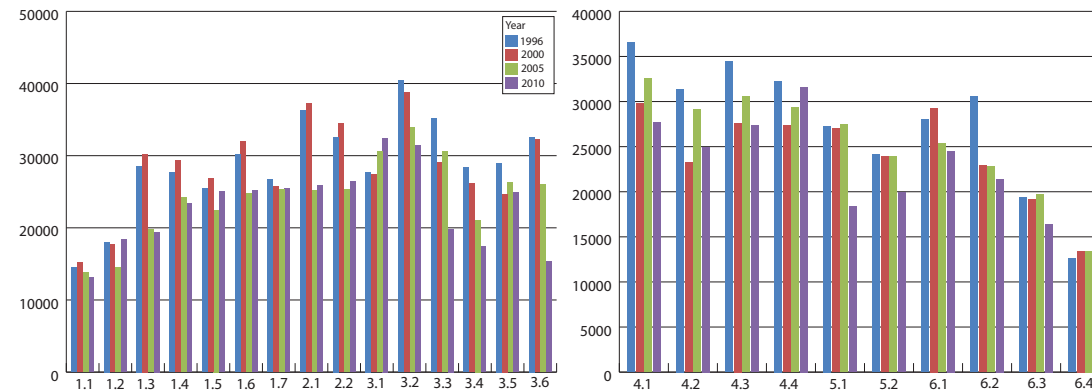
### Access Notes

- Lomas Blvd has **no access control**.
- Lomas Blvd features a combination of median turn bays and median cuts to facilitate turning movements.
- There are 32 **signalized intersections** along the CMP corridor; an average of one signal **every 0.31 miles**.

### ID Location



### Average Weekday Daily Traffic



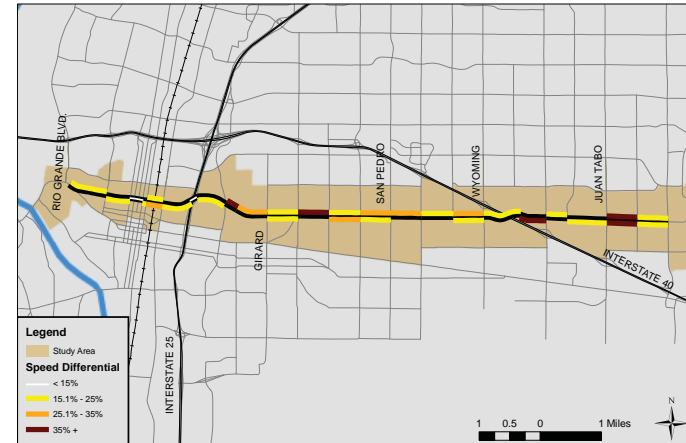
### Volume Notes

- The heaviest volumes along Lomas Blvd between I-25 and Yale Blvd (31,000-32,000 AWDT in 2010) and Pennsylvania St and Wyoming Blvd (32,000).
- Overall average volumes decreased by 14% between 2000 and 2008. During that same period, the population in the study area decreased by less than 1%.
- Most segments experienced volume decreases between 2000 and 2010; the greatest decrease from 2000 to 2010 (52%) occurred between Washington St and San Mateo Blvd.

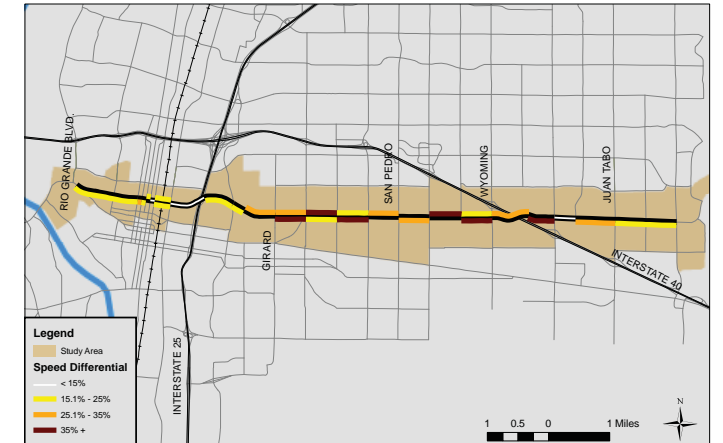
## Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-WB	AM-EB	PM-WB	PM-EB	AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF CENTRAL - WEST OF 12TH ST	35	27.7	35.0	31.7	29.4	20.8%	-0.1%	9.3%	16.0%
1.2	EAST OF 12TH ST - WEST OF 6TH ST	35	32.0	29.5	35.1	29.0	8.5%	15.6%	-0.3%	17.1%
1.3	EAST OF 6TH ST - WEST OF 5TH ST	30	30.6	26.6	28.7	22.1	-2.0%	11.4%	4.3%	26.4%
1.4	EAST OF 5TH ST - WEST OF 4TH ST	30	27.3	28.4	26.4	24.3	8.9%	5.2%	11.9%	19.1%
1.5	EAST OF 4TH ST - WEST OF 3RD ST	30	30.6	25.6	25.0	31.2	-2.0%	14.6%	16.6%	-3.9%
1.6	EAST OF 3RD ST - WEST OF 2ND ST	30	32.4	22.9	27.6	26.1	-7.9%	23.7%	8.2%	13.1%
1.7	EAST OF 2ND ST - WEST OF BROADWAY	30	22.5	20.1	23.3	22.8	25.0%	32.9%	-22.4%	24.0%
2.1	EAST OF BROADWAY - WEST OF PAN AMERICAN WEST	30	26.1	23.5	33.4	29.0	13.0%	21.7%	-11.4%	3.5%
2.2	EAST OF PAN AMERICAN WEST - WEST OF PAN AMERICAN EAST	35	46.0	37.6	35.7	38.3	-31.4%	-7.4%	-2.1%	-9.4%
3.1	EAST OF PAN AMERICAN EAST - WEST OF UNIVERSITY	35	37.9	28.1	33.0	28.2	-8.4%	19.7%	5.7%	19.5%
3.2	EAST OF UNIVERSITY - WEST OF YALE	35	11.4	33.7	0.0	28.5	67.4%	3.7%	n/d	18.5%
3.3	EAST OF YALE - WEST OF GIRARD	35	25.8	35.2	25.3	34.4	26.4%	-0.7%	27.6%	1.7%
3.4	EAST OF GIRARD - WEST OF CARLISLE	35	29.5	27.9	24.2	11.0	15.8%	20.4%	30.8%	68.5%
3.5	EAST OF CARLISLE - WEST OF WASHINGTON	35	17.7	31.4	20.5	28.1	49.4%	10.2%	41.5%	19.7%
3.6	EAST OF WASHINGTON - WEST OF SAN MATEO	35	29.0	25.2	29.4	20.6	17.1%	28.0%	15.9%	41.1%
4.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	40	28.3	32.8	27.4	34.2	29.2%	17.9%	31.5%	14.5%
4.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	40	28.2	36.3	35.3	27.1	29.5%	9.2%	11.6%	32.2%
4.3	EAST OF LOUISIANA - WEST OF PENNSYLVANIA	40	33.1	41.2	23.1	34.0	17.2%	-3.1%	42.2%	14.9%
4.4	EAST OF PENNSYLVANIA - WEST OF WYOMING	40	28.2	30.3	31.5	21.6	29.4%	24.3%	21.4%	46.0%
5.1	EAST OF WYOMING - WEST OF EASTERDAY	40	30.2	41.5	29.6	42.6	24.4%	-3.7%	26.0%	-6.5%
5.2	EAST OF EASTERDAY - WEST OF EUBANK	40	41.5	25.2	40.4	20.3	-3.9%	37.0%	-1.0%	49.3%
6.1	EAST OF EUBANK - WEST OF MORRIS	40	32.0	35.6	34.2	36.9	20.1%	11.1%	14.4%	7.7%
6.2	EAST OF MORRIS - WEST OF JUAN TABO	40	35.4	32.3	34.4	27.9	11.4%	19.2%	14.0%	30.1%
6.3	EAST OF JUAN TABO - WEST OF CHELWOOD PARK	40	21.7	25.4	34.5	33.7	45.7%	36.6%	13.7%	15.8%
6.4	EAST OF CHELWOOD PARK - WEST OF TRAMWAY	40	31.9	33.8	46.4	33.0	20.4%	15.4%	-15.9%	17.6%

## AM Speed Differential



## PM Speed Differential



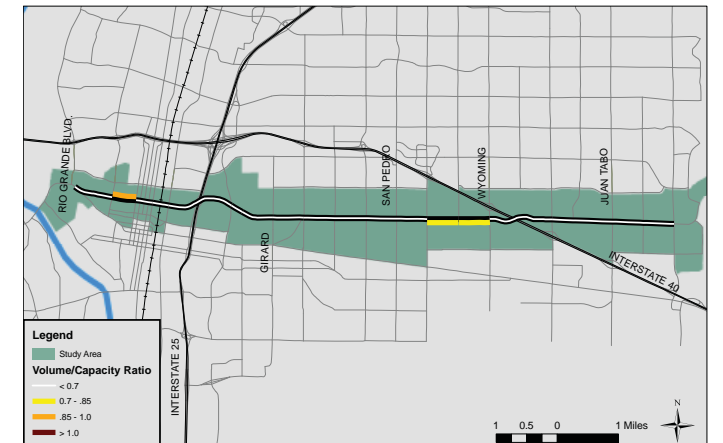
## Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF CENTRAL - WEST OF 12TH ST	0.16	0.54	0.55	0.21
1.2	EAST OF 12TH ST - WEST OF 6TH ST	0.25	0.62	0.93	0.29
1.3	EAST OF 6TH ST - WEST OF 5TH ST	0.18	0.46	0.46	0.37
1.4	EAST OF 5TH ST - WEST OF 4TH ST	0.42	0.53	0.56	0.37
1.5	EAST OF 4TH ST - WEST OF 3RD ST	0.43	0.65	0.45	0.57
1.6	EAST OF 3RD ST - WEST OF 2ND ST	0.40	0.54	0.44	0.53
1.7	EAST OF 2ND ST - WEST OF BROADWAY	0.53	0.45	0.52	0.48
2.1	EAST OF BROADWAY - WEST OF PAN AMERICAN WEST	0.57	0.36	0.41	0.56
2.2	EAST OF PAN AMERICAN WEST - WEST OF PAN AMERICAN EAST	0.39	0.68	0.55	0.56
3.1	EAST OF PAN AMERICAN EAST - WEST OF UNIVERSITY	0.14	0.69	0.18	0.54
3.2	EAST OF UNIVERSITY - WEST OF YALE	0.46	0.58	0.62	0.59
3.3	EAST OF YALE - WEST OF GIRARD	0.43	0.36	0.42	0.44
3.4	EAST OF GIRARD - WEST OF CARLISLE	0.34	0.20	0.27	0.47
3.5	EAST OF CARLISLE - WEST OF WASHINGTON	0.61	0.26	0.61	0.46
3.6	EAST OF WASHINGTON - WEST OF SAN MATEO	0.47	0.22	0.36	0.35
4.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	0.51	0.26	0.48	0.62
4.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	0.54	0.22	0.43	0.62
4.3	EAST OF LOUISIANA - WEST OF PENNSYLVANIA	0.54	0.25	0.46	0.75
4.4	EAST OF PENNSYLVANIA - WEST OF WYOMING	0.71	0.33	0.46	0.74
5.1	EAST OF WYOMING - WEST OF EASTERDAY	0.44	0.20	0.27	0.48
5.2	EAST OF EASTERDAY - WEST OF EUBANK	0.59	0.18	0.30	0.53
6.1	EAST OF EUBANK - WEST OF MORRIS	0.53	0.18	0.40	0.57
6.2	EAST OF MORRIS - WEST OF JUAN TABO	0.42	0.14	0.31	0.53
6.3	EAST OF JUAN TABO - WEST OF CHELWOOD PARK	0.45	0.27	0.28	0.46
6.4	EAST OF CHELWOOD PARK - WEST OF TRAMWAY	0.50	0.16	0.30	0.51

## AM Volume/Capacity Ratio



## PM Volume/Capacity Ratio



### Travel Time & Delay

PM Peak Travel Time (seconds)	Central	Broadway	Pan American East	Yale	Girard	San Mateo	Louisiana	Wyoming	Eubank	Tramway
Central	X	208	277	369	423	744	862	1001	1129	1355
Broadway	191	X	69	160	215	535	654	793	920	1146
Pan American East	253	62	X	91	146	466	585	724	851	1077
Yale	334	143	81	X	55	375	493	632	760	986
Girard	409	218	156	74	X	320	439	578	705	931
San Mateo	636	445	383	302	227	X	119	257	385	611
Louisiana	752	561	499	418	343	116	X	139	266	493
Wyoming	891	699	637	556	482	254	139	X	127	354
Eubank	1004	813	751	669	595	368	252	113	X	226
Tramway	1200	1008	946	865	791	563	447	309	196	X

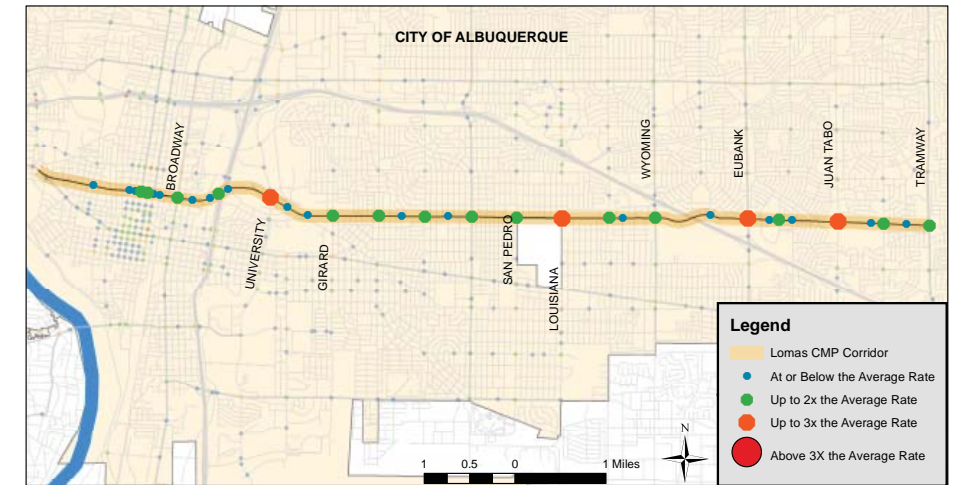
PM Peak Delay (seconds)	Central	Broadway	Pan American East	Yale	Girard	San Mateo	Louisiana	Wyoming	Eubank	Tramway
Unser	X	37	38	55	56	219	248	295	329	375
Golden	20	X	1	19	19	182	211	258	292	338
San Ildefonso	14	-6	X	18	18	181	210	257	291	337
Valle Vista	21	1	7	X	1	164	193	240	273	319
Taylor Ranch Rd	42	22	28	21	X	163	192	239	272	318
Coors Blvd	112	92	98	91	70	X	29	76	109	155
Winter Haven	138	118	124	117	96	26	X	47	80	127
Rancho Caballero	185	165	171	163	143	73	46	X	34	80
4th St.	204	184	190	183	162	92	66	19	X	46
2nd St.	220	200	206	198	178	108	81	35	16	X

Distance (miles)	Central	Broadway	Pan American East	Yale	Girard	San Mateo	Louisiana	Wyoming	Eubank	Tramway
Central	X	1.6	2.2	2.9	3.4	4.9	5.9	6.9	8.0	10.0
Broadway	1.6	X	0.6	1.3	1.8	3.4	4.3	5.4	6.4	8.4
Pan American East	2.2	0.6	X	0.7	1.2	2.8	3.8	4.8	5.8	7.8
Yale	2.9	1.3	0.7	X	0.5	2.1	3.0	4.1	5.1	7.1
Girard	3.4	1.8	1.2	0.5	X	1.5	2.5	3.5	4.6	6.6
San Mateo	4.9	3.4	2.8	2.1	1.5	X	1.0	2.0	3.1	5.1
Louisiana	5.9	4.3	3.8	3.0	2.5	1.0	X	1.0	2.1	4.1
Wyoming	6.9	5.4	4.8	4.1	3.5	2.0	1.0	X	1.0	3.0
Eubank	8.0	6.4	5.8	5.1	4.6	3.1	2.1	1.0	X	2.0
Tramway	10.0	8.4	7.8	7.1	6.6	5.1	4.1	3.0	2.0	X

PM Peak Delay (seconds/mile)	Central	Broadway	Pan American East	Yale	Girard	San Mateo	Louisiana	Wyoming	Eubank	Tramway
Central	X	23.4	17.5	19.3	16.6	44.5	41.9	42.5	41.1	37.5
Broadway	12.5	X	1.8	14.3	10.7	54.4	48.6	48.1	45.5	40.2
Pan American East	6.4	-10.3	X	24.4	14.9	65.5	55.9	53.7	49.9	43.0
Yale	7.4	1.1	10.4	X	1.8	79.8	63.3	58.9	53.4	44.9
Girard	12.3	12.1	22.6	39.2	X	106.6	76.0	67.3	59.3	48.3
San Mateo	22.7	27.5	35.4	44.2	45.9	X	29.1	37.5	35.7	30.7
Louisiana	23.3	27.3	33.1	38.4	38.2	26.5	X	45.7	38.9	31.1
Wyoming	26.6	30.7	35.7	40.1	40.3	36.1	45.3	X	32.2	26.2
Eubank	25.5	28.7	32.6	35.7	35.3	30.1	31.8	18.5	X	23.0
Tramway	22.0	23.7	26.3	27.9	27.0	21.3	20.0	11.5	7.8	X

### Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

Crash Type	2005	2006	2007	2008	2009
Fatal accident	2	0	0	2	2
Non-fatal accident injury	261	233	180	187	189
Property damage only	531	553	529	554	479
All Crashes	794	786	709	743	670

#### Top Contributing Factors in Crashes Along Lomas

1. Driver inattention 29 %
2. Following too close 17 %
3. Failure to yield 16 %
4. Red light running 7 %
5. Improper turn 4 %