A PROFILE IN CONGESTION, 2016

THE 30 MOST CONGESTED CORRIDORS IN THE ALBUQUERQUE METROPOLITAN AREA

MRMPO
Mid-Region Metropolitan Planning Organization

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JUNE, 2019

MR COG

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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. A consequence of these patterns 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). The CMP is a federally-mandated, objectives-driven program that assesses the performance of the regional transportation system. Through data collection and analysis, the CMP 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 the CMP is to disseminate 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 the 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 31 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. The 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 the segments of 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 statistics and effectively highlights the bottlenecks and most congested segments in the Albuquerque region. More historical data on roadway conditions can be downloaded from MRCOG's Transportation Analysis and Querying Application (TAQA)

Likewise, appropriate strategies for managing congestion 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).

Historic traffic data for the region can be downloaded through TAQA:

https://public.mrcog-nm.gov/taqa/

METHODOLOGY: RANKING CONGESTION

Congestion can be caused by 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).

The 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 biennially as new data is collected.

METHODOLOGY CHANGES

The 2012 methodology made an important adjustment to congestion calculations by accounting for the length of each segment. Before 2012, the methodology weighted all segments equally regardless of length. This was not methodologically incorrect or problematic; but it did provide a somewhat incomplete measure of congestion. In particular, congestion on a short stretch of roadway (e.g. 0.1 miles) was considered equal to congestion on a long stretch of roadway (e.g. 1.0 miles). To account for the magnitude of congestion along a segment, the link score is now multiplied by the length of that segment. The sum of all segments is then divided by the total corridor length. The length of each segment is therefore accounted for while maintaining a common scale. Note that the normalization by length applies only to V/C and speed differential values.

An additional change to the methodology involves the capacity value for limited access facilities. By limiting turning movements, these facilities ensure greater speeds and vehicle throughput. Limited access facilities are therefore capable of carrying more vehicles per lane per hour than roadways without access controls. To account for this, limited access facilities are assumed to have a capacity 25 percent greater than similarly classified roads with no access controls. In older CMP analyses, the three lane segments of Menaul Blvd. were assumed to have the ability to carry the same number of cars as the three lane segments of Coors. We now recognize that limited access arterials like Coors can carry far more traffic than roads like Menaul, and road capacities have been adjusted to reflect this.

The introduction of INRIX travel times has resulted in the need for further methodology changes. Until 2014, MRCOG relied on probe vehicle speed data collection. The probe vehicle approach used the floating car technique, whereby a vehicle is equipped with a GPS device to record speed and location data while driven in traffic at peak times. The shortcomings of this approach are that it is resource intensive and limited by a small sample size. Starting in 2014, MRCOG began purchasing travel time data from INRIX, a private company that collects travel times from GPS-equipped fleets and mobile devices located in vehicles. The benefit of INRIX data is that it is continuously collected, offering a much larger sample size for the calculation of average travel times.

The INRIX travel times show more delay on all segments in the system. In 2012, about 30% of all points came from high volume

to capacity (V/C) ratios, 50% from high speed differentials, and 20% from crash rates. With the new INRIX travel time data, slower observed travel times generated more speed differential (SpD) points. There were more than twice as many SpD points as V/C points, meaning Speed differential had an outsized role in determining a corridor's ranking. MRMPO staff and the CMP committee decided to make a methodology change to ensure that V/C ratios and crash rates still had an impact on the congested corridor rankings. The idea was to apply an adjustment coefficient to the final corridor scores to ensure that 40% of the overall points come from V/C ratios, 40% come from speed differential and 20% come from crash rates. As a result of this decision, V/C ratios have played a larger role in determining the final corridor rankings in 2014 and 2016 than in previous years. For a more in depth explanation of the methodology changes made to accommodate the INRIX travel time data, refer to section II of 2014 Corridor Rankings: Findings and Methodology (CITATION?)

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 a V/C ratio is to 1.0 the greater the level of congestion is considered to be. A V/C ratio of greater than 1.0 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's Traffic Counts Program.

2. SPEED DIFFERENTIAL

Speed differential measures the relationship between the posted speed limit 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 continuously by INRIX and is purchased every other year through the CMP Travel Time Program. The INRIX travel times are used to determine average peak period vehicle speeds for each direction and each peak period.

3. SAFETY/CRASH RATES

Crash Rates are incorporated into The 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

1. FUNCTIONAL CLASSIFICATION

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.

FUNCTIONAL CLASSIFICATION

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 in 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 places more emphasis on land access.

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

Source: FHWA Functional Classification Guidelines

2. ACCESS MANAGEMENT

Access Management refers to the management of access points to the land parcels adjacent to a corridor in the form of driveways. Reducing the number of access points to a roadway increases its capacity and reduces the likelihood of crashes along it. It is for these reasons that local agencies will enact roadway access management policies.

Typically, roadways that seek to move traffic quickly over long distances have some degree of access management. An interstate has the highest level of access control, only allowing access at designated interchanges. All of the major NMDOT facilities have some degree of access management. The main goal on some roadways is to provide access to economic activity on the adjacent land parcels, in which case, there may be less restrictive access management policies. Access management is an important strategy in managing congestion; any segments subject to access limitations along CMP corridors are noted.

3. 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 development 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 the 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:

AC/PAC: Advanced Communications or Partial Advanced Communications—technologies that allow vehicles to communicate with each other, or to infrastructure. For example, a connected vehicle can alert to others that there is a traffic incident ahead, or a Road Weather Information System may send weather warnings to vehicles.

ASC: Adaptive Signal Control—Adaptive signals can adapt to unpredictable traffic demands. Adaptive signals can allocate more green time based on demand, improving travel time reliability by progressively moving vehicles through green lights.

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.

AS: Advanced Signals (asterisk denotes partial deployment)—Advanced Signal control refers to any improvement in traffic signal control, ranging from fixed-schedule control systems to fully traffic responsive systems that dynamically adjust control plans and strategies based on current traffic conditions and priority requests.

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

4. 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. 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.

5. SUMMARY DATA

Daily Volume refers to the range of Average Weekday Daily Traffic (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 a higher delay ratio.

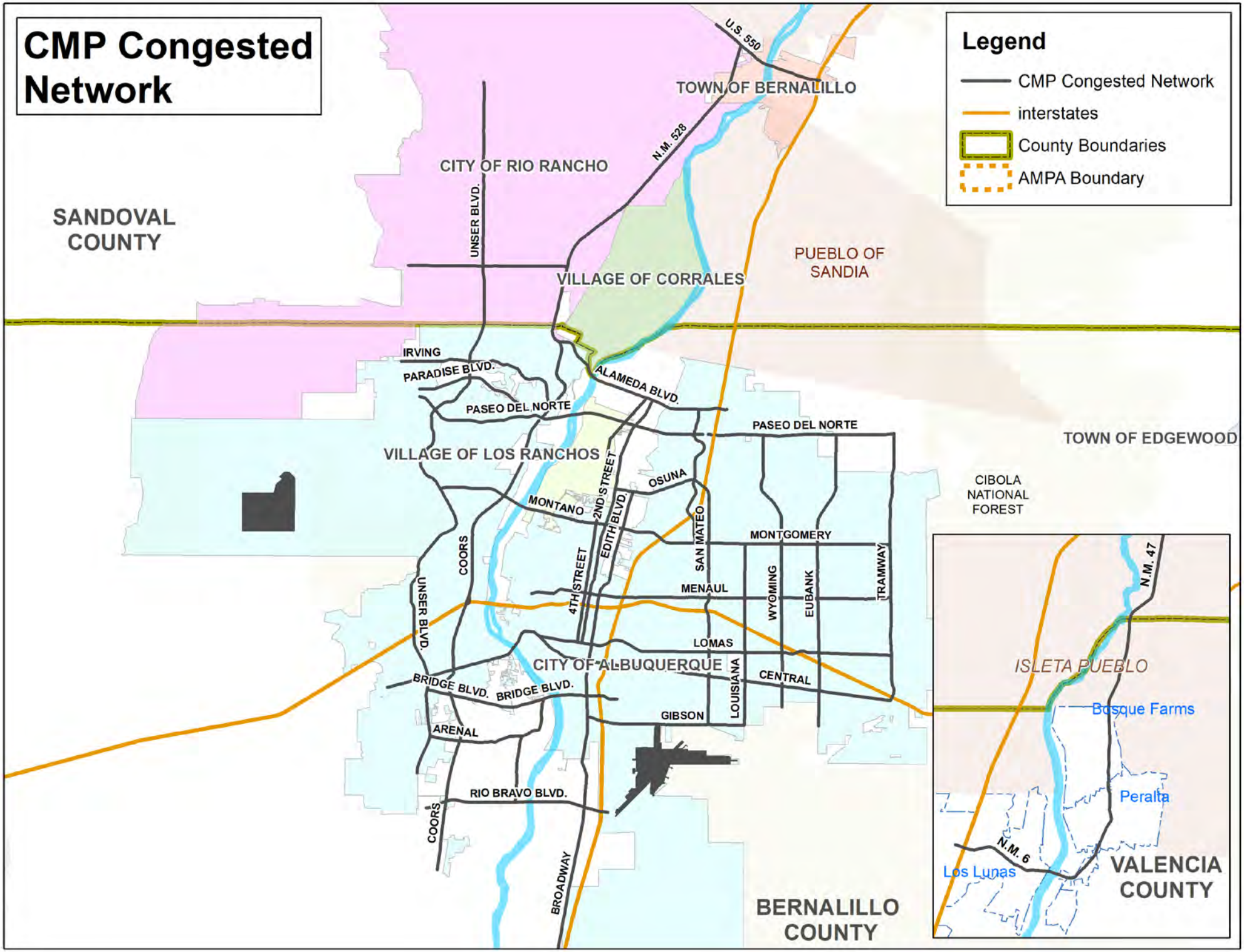
6. CORRIDOR RANKS

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 the design and management of the facility (e.g. signal timing issues, or high level of access points).

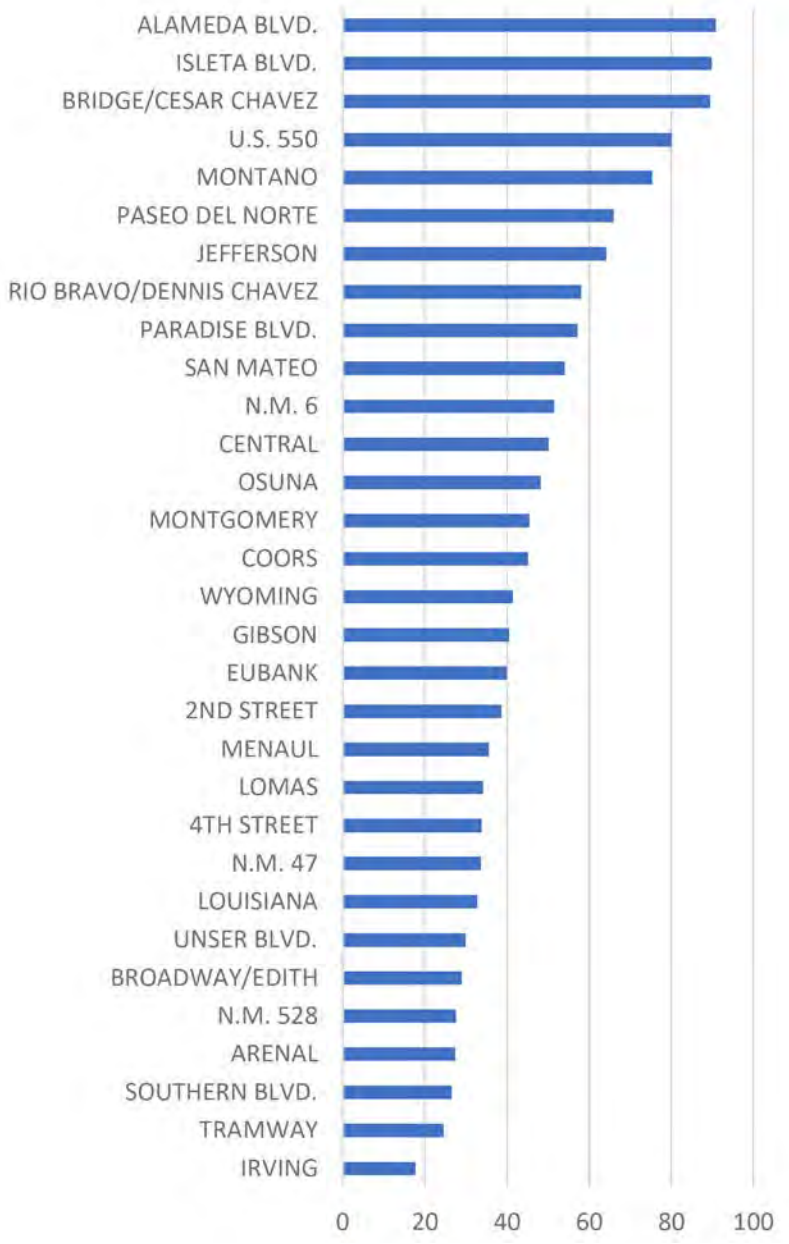
It is important to keep in mind that speed differential rankings are a composite of both directions across the peak periods. Roads that experience severe imbalance and directional congestion in the peak periods may generate lower overall scores than corridors that have a modest amount of congestion across a wider period.

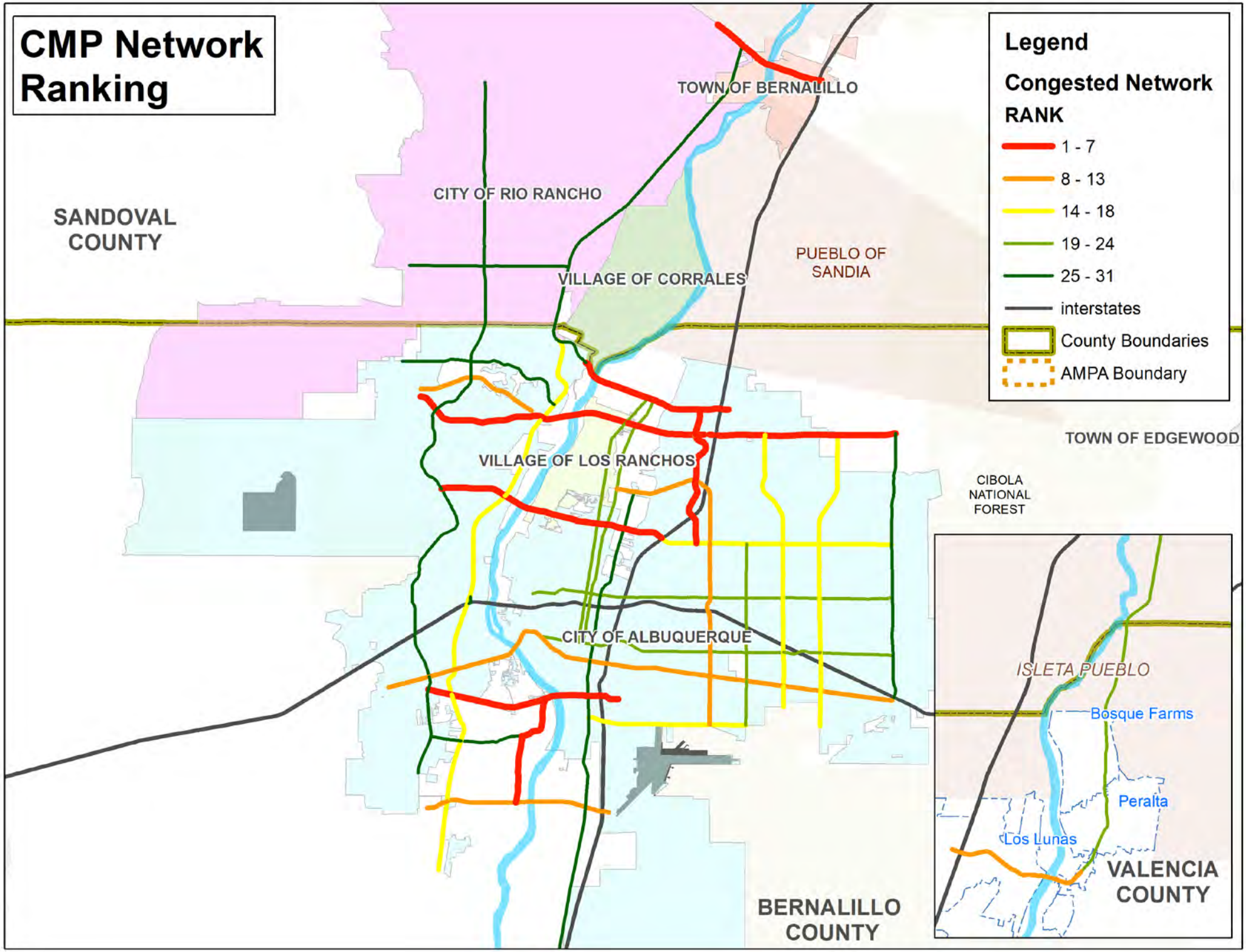
CMP CONGESTED NETWORK

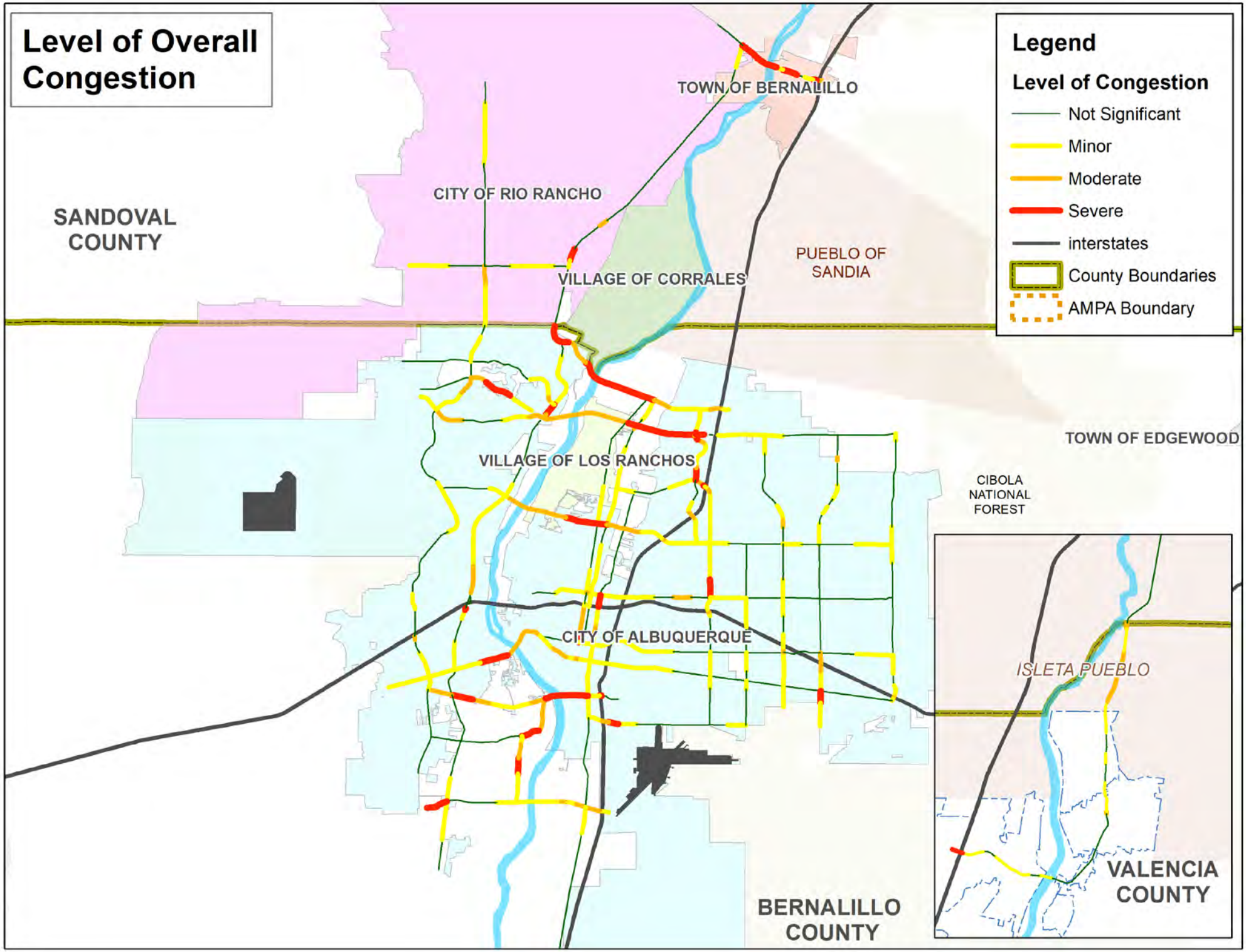

CMP Congested Network
Legend
CMP Congested Network
interstates
County Boundaries
AMPA Boundary
U.S. 550
TOWN OF BERNALILLO
N.M. 528
CITY OF RIO RANCHO
UNSER BLVD.
SANDOVAL COUNTY
PUEBLO OF SANDIA
VILLAGE OF CORRALES
IRVING
PARADISE BLVD.
ALAMEDA BLVD.
PASEO DEL NORTE
PASEO DEL NORTE
TOWN OF EDGEWOOD
VILLAGE OF LOS RANCHOS
OSUNA
MONTANO
2ND STREET
EDITH BLVD.
CIBOLA NATIONAL FOREST
MONTGOMERY
SAN MATEO
COORS
4TH STREET
WYOMING
EUBANK
TRAMWAY
UNSER BLVD.
MENAUL
LOMAS
CITY OF ALBUQUERQUE
CENTRAL
LOUISIANA
BRIDGE BLVD.
BRIDGE BLVD.
GIBSON
ARENAL
RIO BRAVO BLVD.
COORS
BROADWAY
BERNALILLO COUNTY
N.M. 47
ISLETA PUEBLO
Bosque Farms
Peralta
N.M. 6
Los Lunas
VALENCIA COUNTY

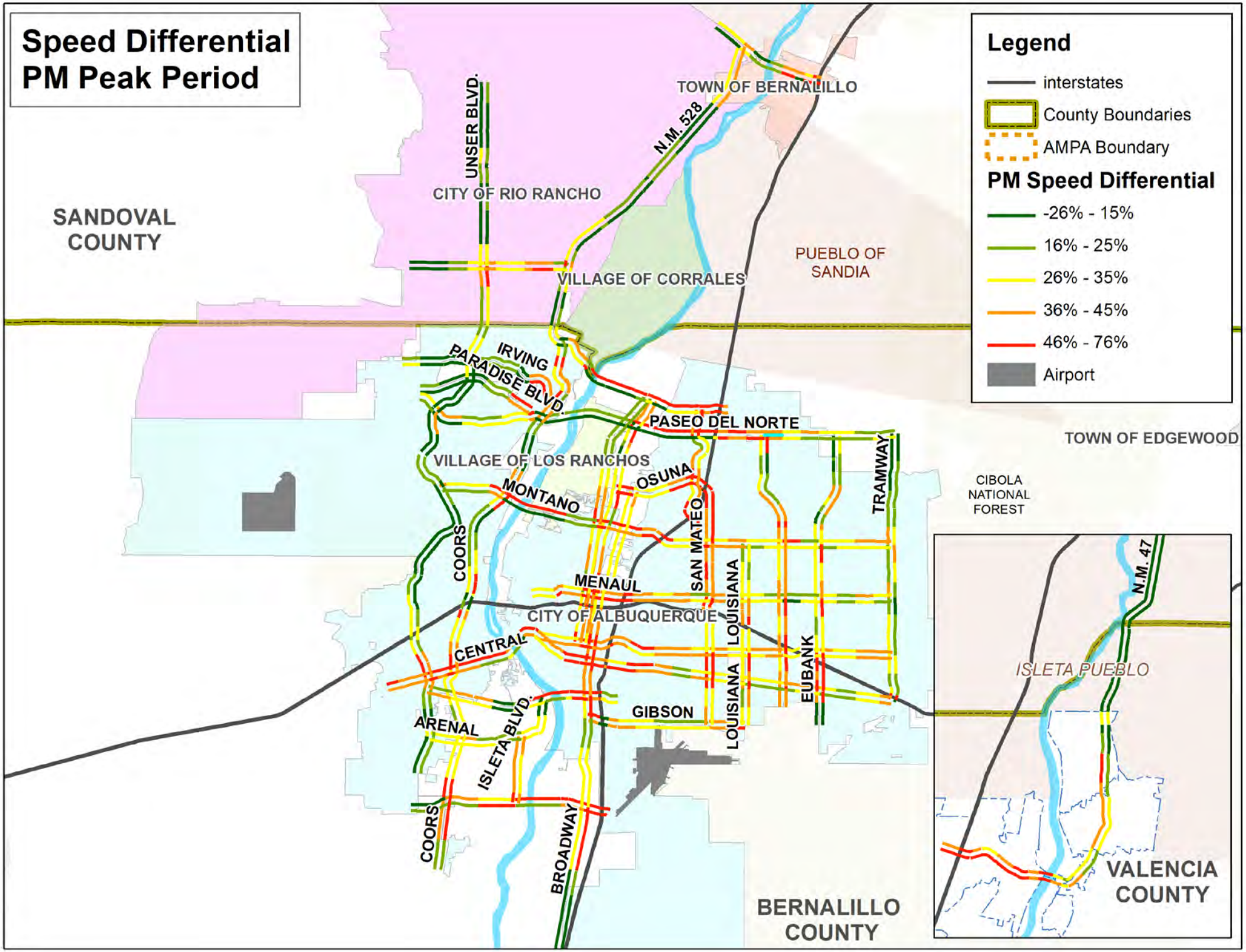
2016 CONGESTION MANAGEMENT PROCESS CORRIDOR NETWORK AND RANK

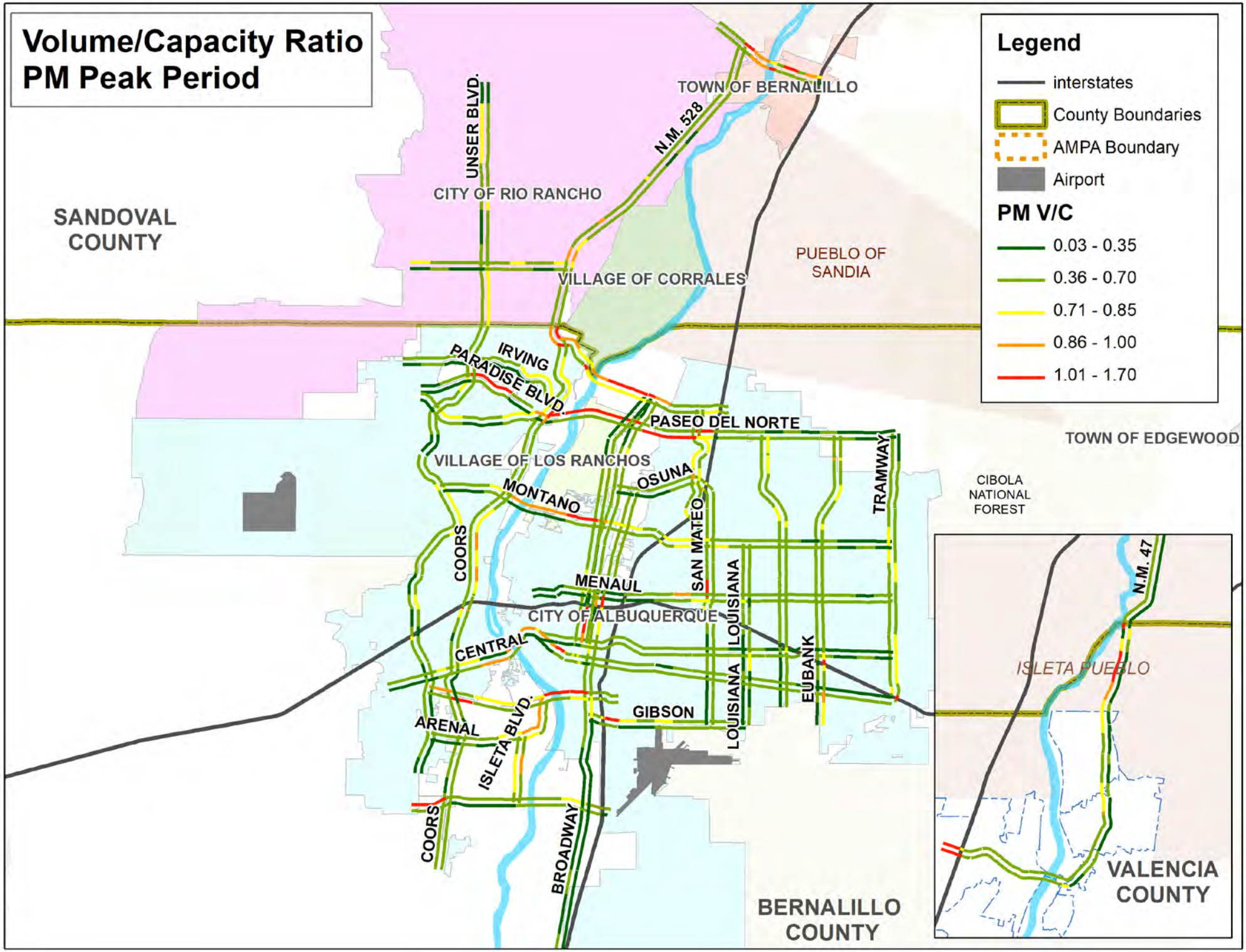
RANK	ROUTE	V/C Points	Speed Points	Crash Points	Total
1	ALAMEDA BLVD.	67.84	21.33	1.76	90.93
2	ISLETA BLVD.	58.37	22.07	9.40	89.83
3	BRIDGE/CESAR CHAVEZ	57.46	20.26	11.75	89.47
4	U.S. 550	53.21	20.23	6.71	80.16
5	MONTANO	40.22	23.48	11.57	75.28
6	PASEO DEL NORTE	39.02	14.07	12.86	65.95
7	JEFFERSON	24.23	29.71	10.25	64.19
8	RIO BRAVO/DENNIS CHAVEZ	21.21	22.77	14.10	58.08
9	PARADISE BLVD.	31.57	10.88	14.77	57.22
10	SAN MATEO	7.50	32.30	14.30	54.10
11	N.M. 6	9.73	35.01	6.71	51.46
12	CENTRAL	12.86	25.28	11.99	50.13
13	OSUNA	4.21	35.45	8.55	48.21
14	MONTGOMERY	8.64	20.74	16.04	45.42
15	COORS	11.42	18.42	15.21	45.04
16	WYOMING	3.92	25.42	12.09	41.42
17	GIBSON	13.52	17.51	9.40	40.44
18	EUBANK	10.34	18.52	11.11	39.97
19	2ND STREET	5.16	23.43	9.99	38.58
20	MENAUL	4.07	21.70	9.76	35.53
21	LOMAS	0.22	26.11	7.88	34.21
22	4TH STREET	11.39	16.16	6.27	33.82
23	N.M. 47	25.86	5.35	2.35	33.56
24	LOUISIANA	1.58	17.74	13.43	32.75
25	UNSER BLVD.	13.26	5.81	10.82	29.89
26	BROADWAY/EDITH	5.63	15.43	7.83	28.89
27	N.M. 528	15.84	8.80	2.86	27.51
28	ARENAL	3.80	12.31	11.28	27.39
29	SOUTHERN BLVD.	10.53	13.27	2.69	26.49
30	TRAMWAY	10.86	8.26	5.44	24.56
31	IRVING	8.22	3.20	6.27	17.69




CMP Network Ranking
Legend
Congested Network
RANK
1 - 7
8 - 13
14 - 18
19 - 24
25 - 31
interstates
County Boundaries
AMPA Boundary
TOWN OF BERNALILLO
CITY OF RIO RANCHO
SANDOVAL COUNTY
PUEBLO OF SANDIA
VILLAGE OF CORRALES
TOWN OF EDGEWOOD
VILLAGE OF LOS RANCHOS
CIBOLA NATIONAL FOREST
CITY OF ALBUQUERQUE
ISLETA PUEBLO
Bosque Farms
Peralta
Los Lunas
VALENCIA COUNTY
BERNALILLO COUNTY


Level of Overall Congestion
Legend
Level of Congestion
Not Significant
Minor
Moderate
Severe
interstates
County Boundaries
AMPA Boundary
TOWN OF BERNALILLO
CITY OF RIO RANCHO
SANDOVAL COUNTY
PUEBLO OF SANDIA
VILLAGE OF CORRALES
TOWN OF EDGEWOOD
VILLAGE OF LOS RANCHOS
CIBOLA NATIONAL FOREST
CITY OF ALBUQUERQUE
ISLETA PUEBLO
VALENCIA COUNTY
BERNALILLO COUNTY


Speed Differential
PM Peak Period
Legend
interstates
County Boundaries
AMPA Boundary
PM Speed Differential
-26% - 15%
16% - 25%
26% - 35%
36% - 45%
46% - 76%
Airport
SANDOVAL COUNTY
CITY OF RIO RANCHO
UNSER BLVD.
N.M. 528
TOWN OF BERNALILLO
VILLAGE OF CORRALES
PUEBLO OF SANDIA
IRVING
PARADISE BLVD.
PASEO DEL NORTE
TOWN OF EDGEWOOD
VILLAGE OF LOS RANCHOS
MONTANO
OSUNA
TRAMWAY
CIBOLA NATIONAL FOREST
COORS
SAN MATEO
MENAUL
LOUISIANA
CITY OF ALBUQUERQUE
CENTRAL
EUBANK
GIBSON
ARENAL
ISLETA BLVD.
COORS
BROADWAY
BERNALILLO COUNTY
N.M. 47
ISLETA PUEBLO
VALENCIA COUNTY

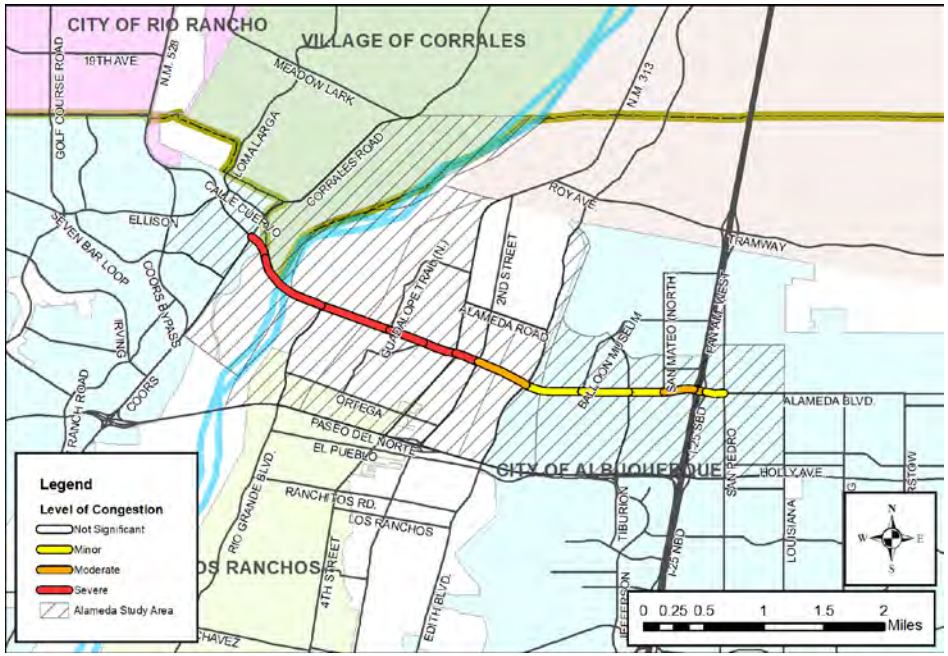

Volume/Capacity Ratio
PM Peak Period
Legend
interstates
County Boundaries
AMPA Boundary
Airport
PM V/C
0.03 - 0.35
0.36 - 0.70
0.71 - 0.85
0.86 - 1.00
1.01 - 1.70
SANDOVAL COUNTY
CITY OF RIO RANCHO
TOWN OF BERNALILLO
UNSER BLVD.
N.M. 528
VILLAGE OF CORRALES
PUEBLO OF SANDIA
IRVING
PARADISE BLVD.
PASEO DEL NORTE
TOWN OF EDGEWOOD
VILLAGE OF LOS RANCHOS
OSUNA
MONTANO
TRAMWAY
CIBOLA NATIONAL FOREST
COORS
SAN MATEO
LOUISIANA
MENAUL
CITY OF ALBUQUERQUE
CENTRAL
EUBANK
GIBSON
ARENAL
ISLETA BLVD.
COORS
BROADWAY
BERNALILLO COUNTY
N.M. 47
ISLETA PUEBLO
VALENCIA COUNTY

INDIVIDUAL CORRIDORS-PROFILES AND STATISTICS

1. ALAMEDA BLVD.
2. ISLETA BLVD.
3. BRIDGE BLVD.
4. US 550
5. MONTANO RD.
6. PASEO DEL NORTE
7. JEFFERSON
8. RIO BRAVO/DENNIS CHAVEZ
9. PARADISE BLVD.
10. SAN MATEO BLVD.
11. NM 6
12. CENTRAL AVE.
13. OSUNA RD.
14. MONTGOMERY BLVD.
15. COORS BLVD.
16. WYOMING BLVD.
17. GIBSON BLVD.
18. EUBANK BLVD.
19. 2ND STREET
20. MENAUL BLVD.
21. LOMAS BLVD.
22. 4TH STREET
23. NM 47
24. LOUISIANA BLVD.
25. UNSER BLVD.
26. BROADWAY/EDITH
27. NM 528
28. ARENAL BLVD.
29. SOUTHERN BLVD.
30. TRAMWAY BLVD.
31. IRVING BLVD.

1. ALAMEDA BLVD. (NM 528)

CORRIDOR



STUDY AREA: 8.2 Sq. Miles
LENGTH & NO. OF SEGMENTS: 4.4 Miles - 12 Segments
Functional Class: Principal Arterial
Access Control: None
Speed Limit: 35-40 mph
Lanes: 4 lanes
ITS Designated Corridor: Yes
ITS Deployment: AC, CCTV, VDS, AS
Transit: ABQ Ride: Route 98 (commuter)
Bicycle Facilities: Lanes: Coors to 2nd
Parallel Trail from Paseo del Bosque Trail to Balloon Museum

PROFILE

- 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 the metropolitan core and northwest Albuquerque and the City of Rio Rancho via I-25.
- The CMP corridor runs between Coors and San Pedro Dr. has the most severe volume-related congestion in the metropolitan area.
- Although Alameda retains its place as the most congested corridor in the region, volumes along the corridor appear to be dropping since the completion of the Paseo Del Norte and I-25 interchange in 2014.
- Overall congestion is most severe between Coors and 2nd Street where volumes are highest. Speeds are slowest between Jefferson and I-25. Congestion is more severe in the east-bound direction in the AM and the westbound direction in the PM.
- Overall crash rates along Alameda are below the regional average. Only two intersections had crash rates above the regional average.
- The study area is expected to see modest population and employment growth, 17% and 24% respectively, by 2040.

STATISTICS

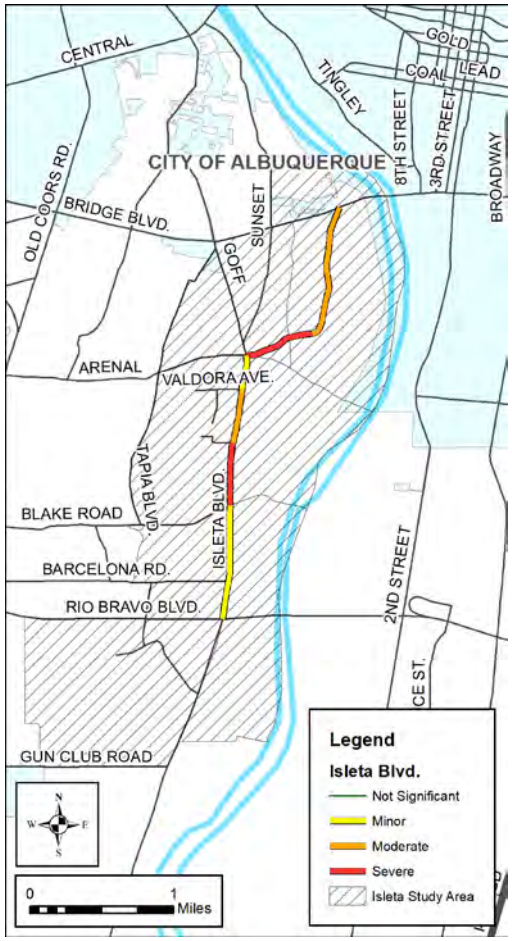
SUMMARY DATA	
Highest Volume Segment	45,263
Average Speeds (PM East)	16-34 mph
Average Speeds (PM West)	15-23 mph
Total Delay (PM East)	140 seconds (32 secs./mile)
Total Delay (PM West)	468 seconds (107 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	12,824	11,778	14,220
Employment	14 676	14,247	18,864

CORRIDOR RANKS	
Volume/Capacity Ratio	1/31
Speed Differential	13/31
Crash Rates	31/31
Overall Rank	1/31

2. ISLETA BLVD.

CORRIDOR



STUDY AREA:
5.6 Sq. Miles
LENGTH & NO. OF SEGMENTS:
3.3 Miles - 8 Segments
Functional Class:
Principal Arterial
Access Control: None
Speed Limit: 35-40 mph
Lanes:
- Majority of Corridor is 2 lanes
- 4 lanes south of Barcelona

ITS Designated Corridor: Yes
ITS Deployment:
Yes - PAC, CCTV, AS
Transit:
ABQ Ride: Route 53 (local), Route 51 (local)
Bicycle Facilities:
Lanes: Entire Corridor

PROFILE

- 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 Blvd. to Bridge Blvd.
- Predominant movement along Isleta is northbound in the AM and southbound in the PM.
- Overall congestion is high throughout the corridor with especially high volumes between Arenal and Bridge and slower speeds near Rio Bravo and Blake.
- Since the 2014 Corridor Rankings, AM V/Cs heading northbound have gotten significantly worse, particularly between Bridge and Arenal. Travel times are slowest in the PM peak period south of Arenal for commuters heading southbound.
- Overall crash rates along Isleta are below the regional average. However the roadway segments just south of Arenal and Centro Familiar are both 1x above the regional mean and are on MRCOG's High Fatal and Injury Network.

STATISTICS

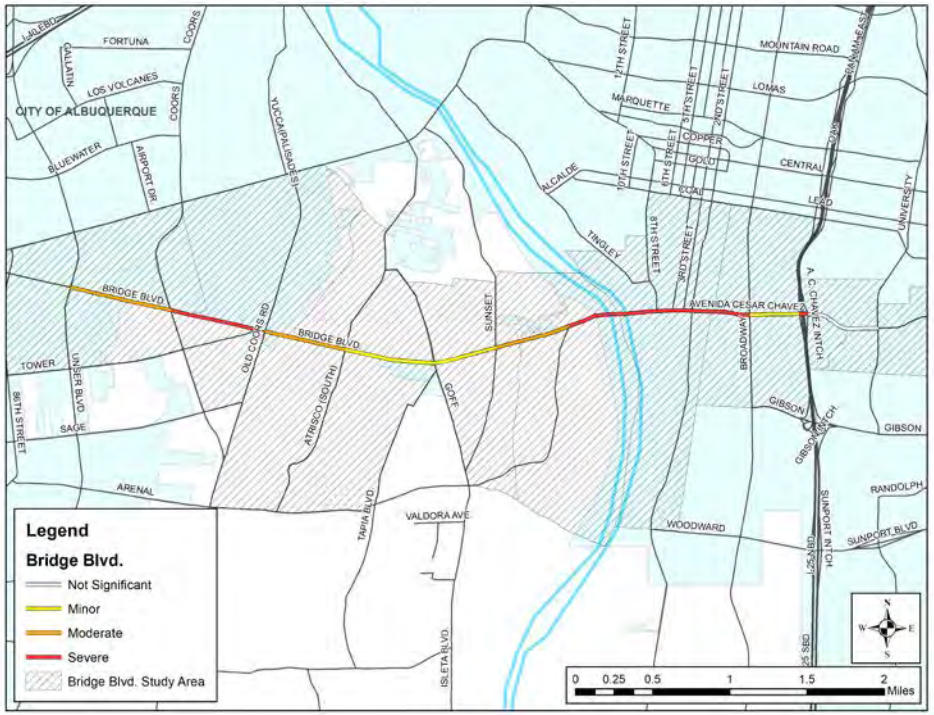
SUMMARY DATA	
Highest Volume Segment	18,685
Average Speeds (PM North)	24-29 mph
Average Speeds (PM South)	18-29 mph
Total Delay (PM North)	134 seconds 41 (secs./mile)
Total Delay (PM South)	178 seconds (54 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	16,894	16,546	17,127
Employment	3,668	3,184	3,298

CORRIDOR RANKS	
Volume/Capacity Ratio	2/31
Speed Differential	11/31
Crash Rates	18/31
Overall Rank	2/31

3. BRIDGE BLVD.

CORRIDOR



STUDY AREA: 8.0 Sq. Miles
LENGTH & NO. OF SEGMENTS: 5.3 Miles - 13 Segments
Functional Class: Urban Collector: Unser to Coors
Principal Arterial: Coors to I-25
Minor Arterial: I-25 to University
Access Control: None
Speed Limit: 35-40 mph
Lanes: 4-6 lanes (Old Coors to University)
2 lanes (Unser to Old Coors)
ITS Designated Corridor: Yes
ITS Deployment: Yes - PAC, CCTV, DMS, VDS, AS
Transit: ABQ Ride: Route 54 (local), 53 (local)
Bicycle Facilities: Lanes: Old Coors Dr. SW to Broadway

PROFILE

- Bridge Blvd. is a crucial river crossing that connects southwest Albuquerque and unincorporated Bernalillo County to I-25 and the eastside of Albuquerque.
- The CMP corridor runs between Unser and University Blvd.
- Bridge Blvd. becomes Avenida Cesar Chavez east of 4th St.
- Bridge Blvd. experiences extremely high volumes and slow speeds in the eastbound direction in the morning and westbound direction in the afternoon. Congestion is most severe between Sunset and Broadway with a combination of volumes surpassing the road's capacity and slow travel times. While conditions do improve west of Sunset to Old Coors, volume related congestion returns west of Old Coors when the corridor drops to one lane in each direction.
- The highest volumes (35,000-39,000 daily vehicles) occur between Isleta and Broadway.
- Crash rates along the corridor are consistently above the regional average although no intersection experiences particularly severe rates. All but one segment of Bridge is on the HFIN.

STATISTICS

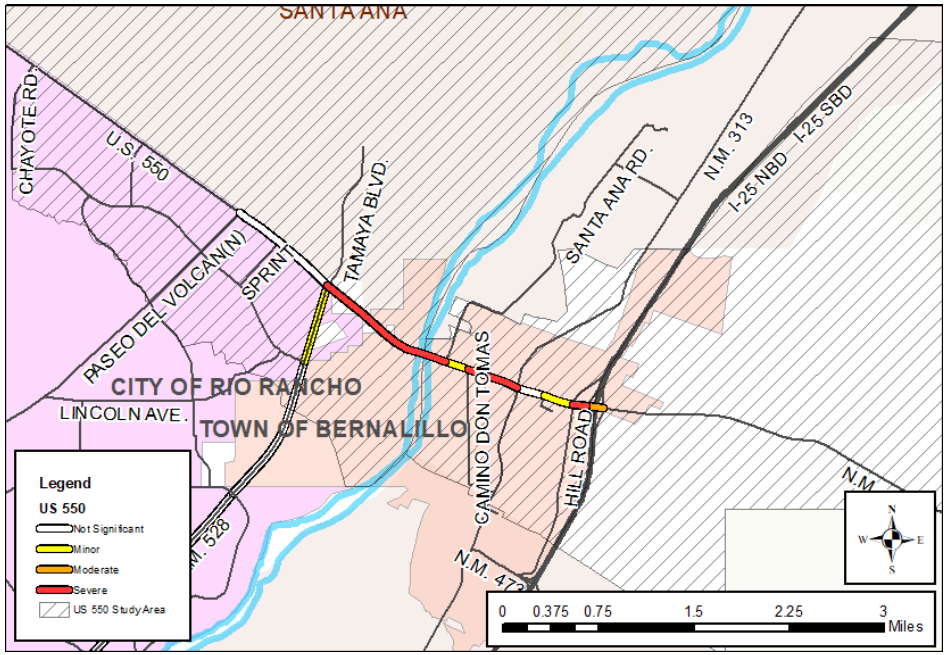
SUMMARY DATA	
Highest Volume Segment	38,927
Average Speeds (PM East)	16-31 mph
Average Speeds (PM West)	14-31 mph
Total Delay (PM East)	248 seconds (46 secs./mile)
Total Delay (PM West)	387 seconds (73 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	32,538	31,474	38,676
Employment	9,550	8,130	10,802

CORRIDOR RANKS	
Volume/Capacity Ratio	3/31
Speed Differential	15/31
Crash Rates	10/31
Overall Rank	3/31

4. US 550

CORRIDOR



STUDY AREA: 39.5 Sq. Miles
LENGTH & NO. OF SEGMENTS: 3.3 Miles - 11 Segments
Functional Class: Principal Arterial
Access Control: Limited Access: Unser Blvd to NM 528
Speed Limit: 35-45 mph
Lanes: 4-6 lanes
ITS Designated Corridor: Yes
ITS Deployment: Yes - AC, CCTV, DMS, VDS, AS
Transit: Rio Metro: Routes 8, 201B, 202B. 204, 505
Rail Runner: Sandoval Co./US 550 Station
Bicycle Facilities: Route: Paseo del Volcan NE to Highway 528

PROFILE

- US 550 is the northernmost of nine river crossings in the AMPA.
- The US 550 CMP corridor extends from Paseo del Volcan to the I-25 interchange.
- US 550 forms the northern boundary for the City of Rio Rancho, the southern boundary for Pueblo of Santa Ana, and passes through the town of Bernalillo. US 550 terminates to the east of I-25 which provides access 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 volumes during peak periods, particularly across the Rio Grande bridge.
- Traffic volumes between NM 528 and I-25 are consistently high, averaging between 32,000 and 49,000 vehicles per day.
- Peak period delay appears to be worsening along this corridor. Particularly heading east near the river crossing in the AM peak period, and in both directions between NM 313 and I-25 in the PM peak hour.
- Two of US 550's 11 total links appear on the HFIN as two times above the regional average crash rate while three are simply above the regional average.
- Between 2000 and 2008 the US 550 study area saw explosive growth. Over the last 8 years however, growth slowed with only a 6% increase in the study area's population and an 18% reduction in employment. Revised 2040 projections predict a 28% increase in population and a 78% increase in employment.

STATISTICS

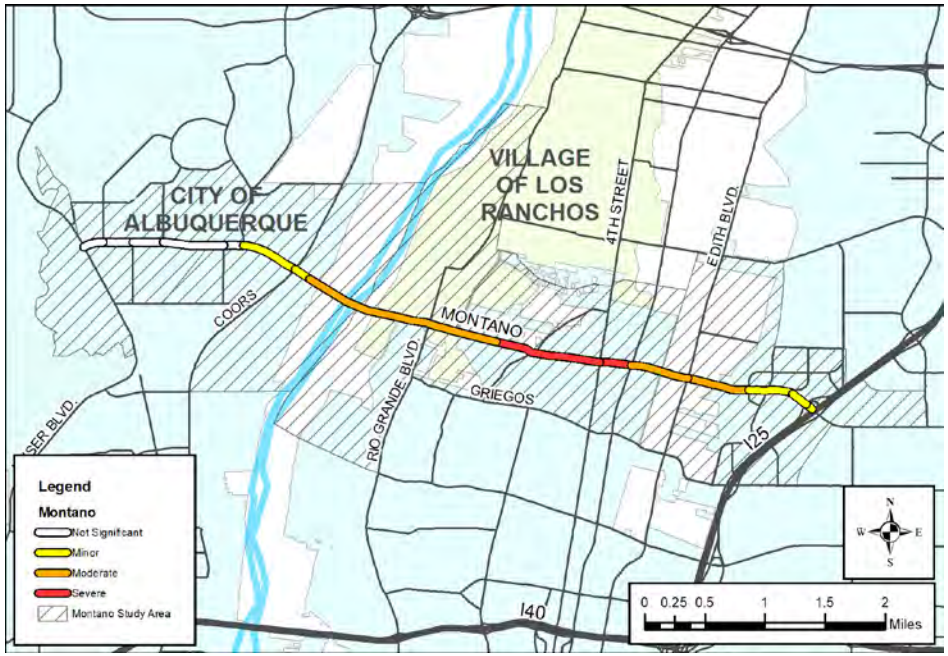
SUMMARY DATA	
Highest Volume Segment	49,000
Average Speeds (PM East)	12-31 mph
Average Speeds (PM West)	12-42 mph
Total Delay (PM East)	158 seconds (47 secs./mile)
Total Delay (PM West)	176 seconds (56 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	15,078	15,990	20,545
Employment	7,938	6,507	11,558

CORRIDOR RANKS	
Volume/Capacity Ratio	4/31
Speed Differential	16/31
Crash Rates	23/31
Overall Rank	4/31

5. MONTAÑO RD.

CORRIDOR



STUDY AREA: 10.7 Sq. Miles
LENGTH & NO. OF SEGMENTS: 6.3 Miles - 15 Segments
Functional Class: Principal Arterial
Access Control: Limited Access: Coors to Griegos Drain
Speed Limit: 35-45 mph
Lanes: 4-6 lanes
ITS Designated Corridor: Yes
ITS Deployment: Yes - AC, CCTV, DMS, VDS, AS
Transit: ABQ Ride: Routes 157 (local), 162 (commuter), 92 (commuter), 94 (commuter)
Bicycle Facilities: Lanes: Unser to 5th St
Lanes: 2nd St to N. Renaissance Blvd
Trail: Winter Haven to Rio Grande Blvd

PROFILE

- Montaño Rd. 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 from Tierra del Rio, just east of the river, to Renaissance, where high volumes and slow speeds stymie movement at both peak hours.
- The highest volume segment of Montaño is just west of I-25 (46,400 daily vehicles)
- 9 of Montaño's 15 roadway segments appear on the HFIN as having crash rates above the regional average.
- Revised 2040 projections predict minimal growth in population and employment in the study area, however, growth on the Westside outside the study area may lead to worsening congestion on Montaño.

STATISTICS

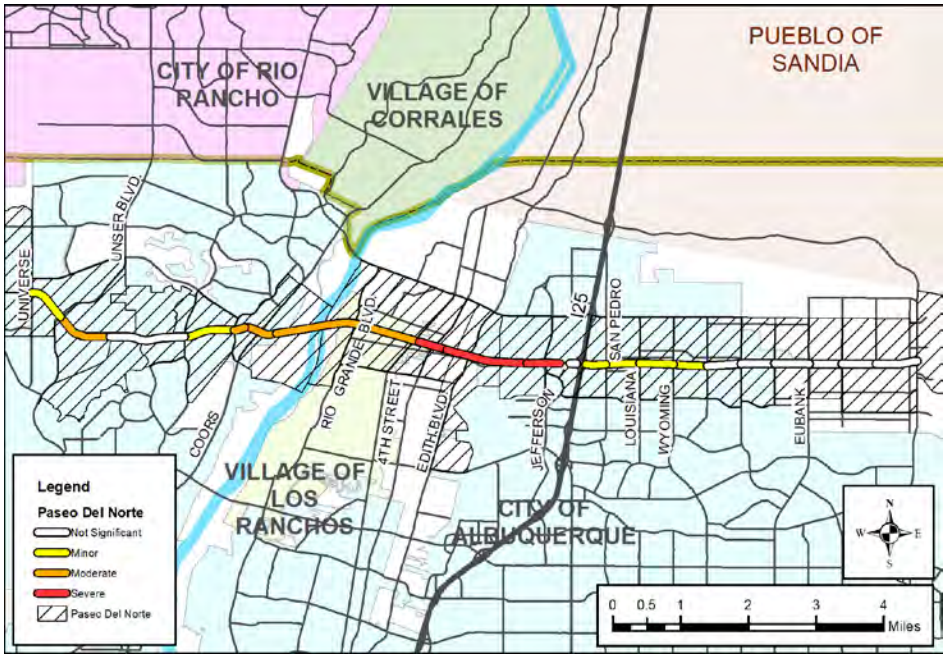
SUMMARY DATA	
Highest Volume Segment	46,000
Average Speeds (PM East)	12-38 mph
Average Speeds (PM West)	12-29 mph
Total Delay (PM East)	216 seconds (34 secs./mile)
Total Delay (PM West)	562 seconds (89 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	24,145	24,229	26,533
Employment	13,251	14,026	14,997

CORRIDOR RANKS	
Volume/Capacity Ratio	5/31
Speed Differential	8/31
Crash Rates	11/31
Overall Rank	5/31

6. PASEO DEL NORTE (NM 423)

CORRIDOR



STUDY AREA: 20 Sq. Miles
LENGTH & NO. OF SEGMENTS: 13.2 Miles - 21 Segments
Functional Class: Principal Arterial
Access Control: Limited access: Entire corridor
Speed Limit: 35-60 mph
Lanes: 2-6 lanes
ITS Designated Corridor: Yes
ITS Deployment: Yes - PAC, CCTV, DMS, VDS, AS
Transit: ABQ Ride: Routes: 551 (commuter), 94 (commuter), 251 (Rail Runner connector)
Rio Metro: Rail Runner station - El Pueblo
Bicycle Facilities: Lanes: east of Kimmick Dr. to Golf Course Rd.
Trails: east of Kimmick Dr. to Golf Course Rd.; Alamo Rd to North Diversion Trail; Lorraine Ct. to Jefferson St.; and Barstow St. to Tramway Blvd

PROFILE

- Paseo del Norte is a limited access principal arterial and major river crossing that connects residential areas in northwest and northeast Bernalillo County with Journal Center and the I-25 corridor.
- The CMP corridor runs from Universe Blvd. to Tramway Blvd.
- Paseo is noteworthy for instances of intense, volume related congestion between Coors and I-25
- Volumes along Paseo have risen significantly since the completion of the Paseo/I-25 interchange, particularly between 2nd St. and I-25.
- Travel times heading eastbound in the morning have seen an improvement, likely due to the new interchange at I-25, however, observed speeds slowed down heading westbound in the PM peak period between I-25 and 2nd Street
- Crash rates are quite high along Paseo, with the corridor ranking 7 out of 31 in terms of high crash rates. The interchanges with Coors, 2nd, and Jefferson all have crash rates over twice the regional average.
- 2035 MTP projections predicted explosive growth in the PDN study area, particularly in employment (84%). The revised 2040 projections predict more modest growth in population (20%) and jobs (14%) in the study area.

STATISTICS

SUMMARY DATA	
Highest Volume Segment	81,700
Average Speeds (PM East)	23-59 mph
Average Speeds (PM West)	20-45 mph
Total Delay (PM East)	216 seconds (34 secs./mile)
Total Delay (PM West)	562 seconds (89 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	39,409	44,078	53,014
Employment	20,526	22,538	25,639

CORRIDOR RANKS	
Volume/Capacity Ratio	6/31
Speed Differential	23/31
Crash Rates	7/31
Overall Rank	6/31

7. JEFFERSON ST.

CORRIDOR

STUDY AREA:
4.9 Sq. Miles
LENGTH & NO. OF SEGMENTS:
4 Miles - 15 Segments
Functional Class:
Minor Arterial
Access Control: None
Speed Limit: 35 mph
Lanes: 4 lanes
ITS Designated Corridor: Yes
ITS Deployment:
CCTV, AS
Transit:
ABQ Ride: 140 (local), 251 (Rail Runner connector), 551 (Commuter)
Bicycle Facilities:

- Route: Montgomery Blvd. to Singer Blvd.
- Lanes: Singer Blvd. to Masthead Rd.
- Route: Paseo Del Norte to Alameda Blvd.

PROFILE

- 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.
- The most extreme congestion on the corridor occurs between Osuna and San Antonio, where volumes are high and travel times are extremely long. Interestingly, the travel times are considerably worse in the southbound direction in both the AM and PM peak periods.
- The highest volumes along the corridor are found between Osuna and Hawkins and on the links abutting Paseo Del Norte and I-25.
- Six intersections have crash rates above the regional average, and the intersection with Paseo is Five times above the regional crash rate.

STATISTICS

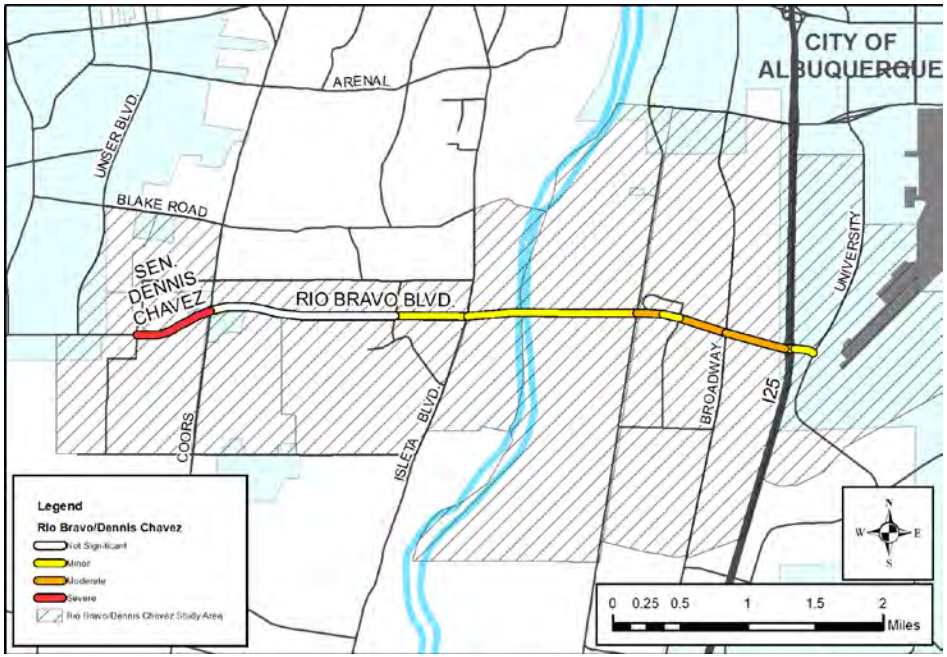
SUMMARY DATA	
Highest Volume Segment	25,800
Average Speeds (PM North)	11-26 mph
Average Speeds (PM South)	13-28 mph
Total Delay (PM North)	338 seconds (83 secs./mile)
Total Delay (PM South)	302 seconds (74 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	7,311	7,089	9,458
Employment	35,960	35,151	38,090

CORRIDOR RANKS	
Volume/Capacity Ratio	9/31
Speed Differential	4/31
Crash Rates	15/31
Overall Rank	7/31

8. RIO BRAVO BLVD./DENNIS CHAVEZ BLVD. (NM 500)

CORRIDOR



STUDY AREA: 13.8 Sq. Miles
LENGTH & NO. OF SEGMENTS: 5.1 Miles - 10 Segments
Functional Class: Principal Arterial Condershine Dr. to I-25
Minor Arterial: I-25 to University Blvd.
Access Control: Yes, Condershine Dr. to I-25
Speed Limit: 35-45 mph
Lanes: 2-4 lanes
ITS Designated Corridor: Yes
ITS Deployment: PAC, CCTV, AS
Transit: ABQ Ride: Route 51 (local), Route198 (local),
Route 222 (commuter)
Bicycle Facilities: Trail: Riverside Drain to Broadway Blvd.
Lanes: I-25 north off/on ramp to University Blvd SE

PROFILE

- The Rio Bravo / Dennis Chavez CMP corridor runs from Condershire Dr. to University Blvd. and is the southernmost river crossing in Bernalillo County.
- The eastern edge of the corridor is 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 corridor experiences severe volume related congestion on it's westernmost link where the road narrows to two lanes and is the primary corridor serving Atrisco Heritage High School. Congested conditions can be found to the east as well. Between 2014 and 2016 travel times between Prince Rd. and I-25 slowed significantly.
- 2016 is the first year Rio Bravo/Dennis Chavez has been in the top ten congested corridors.
- Overall crash rates along the corridor are above the regional average. The intersection at Coors has a crash rate over three times the regional average.
- Modest growth in population (14%) and employment (18%) are expected in the Rio Bravo study area by 2040.

STATISTICS

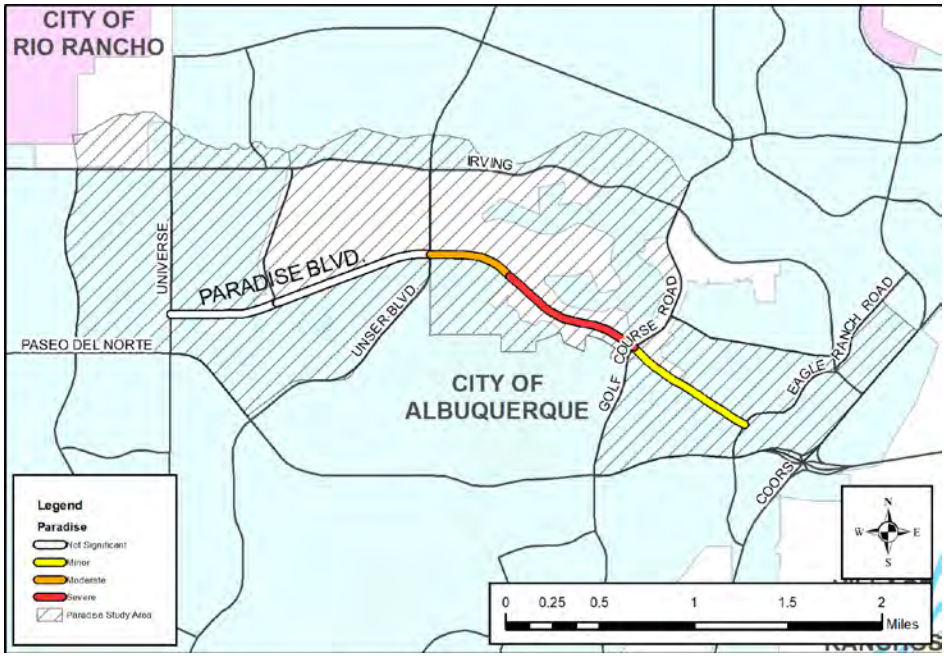
SUMMARY DATA	
Highest Volume Segment	34,200
Average Speeds (PM East)	17-36 mph
Average Speeds (PM West)	17-33 mph
Total Delay (PM East)	215 seconds (48 secs./mile)
Total Delay (PM West)	313 seconds (69 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	12,332	13,543	15,424
Employment	6,900	5,315	6,288

CORRIDOR RANKS	
Volume/Capacity Ratio	10/31
Speed Differential	10/31
Crash Rates	5/31
Overall Rank	8/31

9. PARADISE BLVD.

CORRIDOR



STUDY AREA: 4.5 Sq. Miles
LENGTH & NO. OF SEGMENTS: 3.4 Miles - 5 Segments
Functional Class: Minor Arterial
Access Control: None
Speed Limit: 35-40 mph
Lanes: 2-4 lanes
ITS Designated Corridor: Yes
ITS Deployment: PAC, CCTV, AS
Transit: No existing service
Bicycle Facilities: Trails: Universe to Chaparral St. SW, and Paseo Del Norte NW to Golf Course Rd NW
Lanes: Coneflower Dr. NW to Eagle Ranch Rd. NW

PROFILE

- Paradise Blvd. is an east-west 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 Unser Blvd. and Eagle Ranch Rd. Volume related congestion is most severe between Justin and Golf Course where the corridor narrows to one lane in each direction. Travel times are slowest approaching Eagle Ranch Rd.
- The highest volume segment (18,700) is found between Golf Course and Eagle Ranch.
- Crash rates along Paradise Blvd. are consistently above the regional average with three of the corridor's seven intersections more than twice the regional average. The intersection with Unser has the highest crash rate along the corridor at 2.77 times above the regional average.
- The study area is projected to experience a 15% growth in population and a 27% growth in employment.

STATISTICS

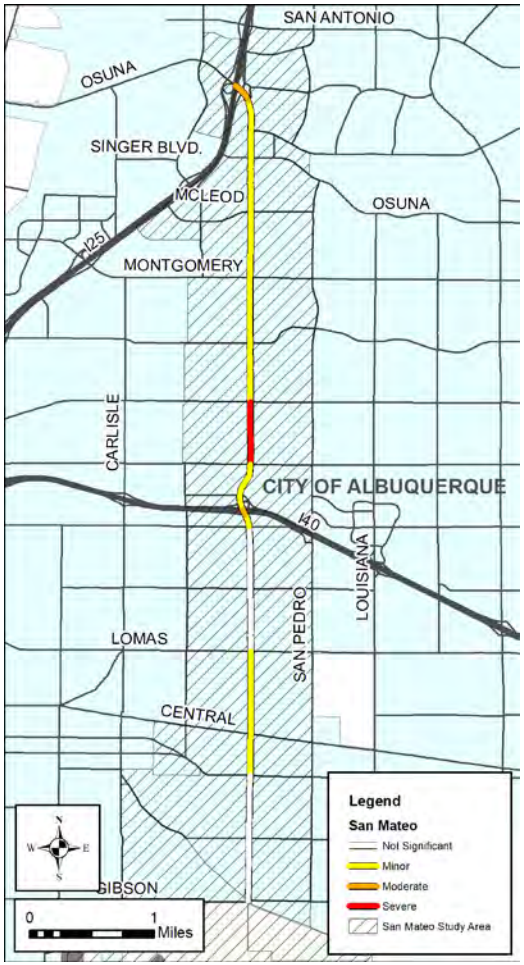
SUMMARY DATA	
Highest Volume Segment	18,700
Average Speeds (PM East)	25-33 mph
Average Speeds (PM West)	17-32 mph
Total Delay (PM East)	87 seconds (26 secs./mile)
Total Delay (PM West)	139 seconds (41 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	21,619	18,415	21,250
Employment	3,393	2,613	3,306

CORRIDOR RANKS	
Volume/Capacity Ratio	7/31
Speed Differential	26/31
Crash Rates	3/31
Overall Rank	9/31

10. SAN MATEO BLVD.

CORRIDOR



STUDY AREA:
11.5 Sq. Miles
LENGTH & NO. OF SEGMENTS:
6.6 Miles - 19 Segments
Functional Class:
Principle Arterial
Access Control: Limited access: Gibson to I-40
Speed Limit: 35-40 mph
Lanes: 4-6 lanes— majority of corridor is 6 lanes
ITS Designated Corridor: Yes
ITS Deployment:
PAC, CCTV, DMS
Transit:
ABQ Ride: Route 140 (local, Route 141 (local)
Bicycle Facilities: None

CORRIDOR RANKS	
Volume/Capacity Ratio	23/31
Speed Differential	3/31
Crash Rates	4/31
Overall Rank	10/31

PROFILE

- San Mateo is an important north-south principal arterial in eastern Albuquerque.
- The CMP corridor runs between Gibson and I-25.
- San Mateo hosts some of the densest housing and commercial activity in the city. The study area boasts 3,366 people per square mile and 3,290 jobs per square mile.
- Congestion is experienced throughout much of the corridor but several sections stand out. Slow travel times and frequent traffic accidents slow traffic between Zuni and Lomas. High volumes and slow speeds affect the segments from I-40 to Candelaria. Volumes increase and speeds slow down from Mcleod to the corridor's northern terminus at I-25.
- Most congestion along San Mateo is related to slow travel times. Volume, although high on the approaches to I-40 and I-25 (where volumes reach 45,000 vehicles a day), is generally well below the street's capacity.
- The average crash rate along San Mateo is well above the regional average. Eighteen of the 22 major intersections are above the regional average crash rate. Eight of 22 intersections experience a crash rate more than twice the regional average. The intersection with Montgomery has a crash rate more than three times above the regional average.

STATISTICS

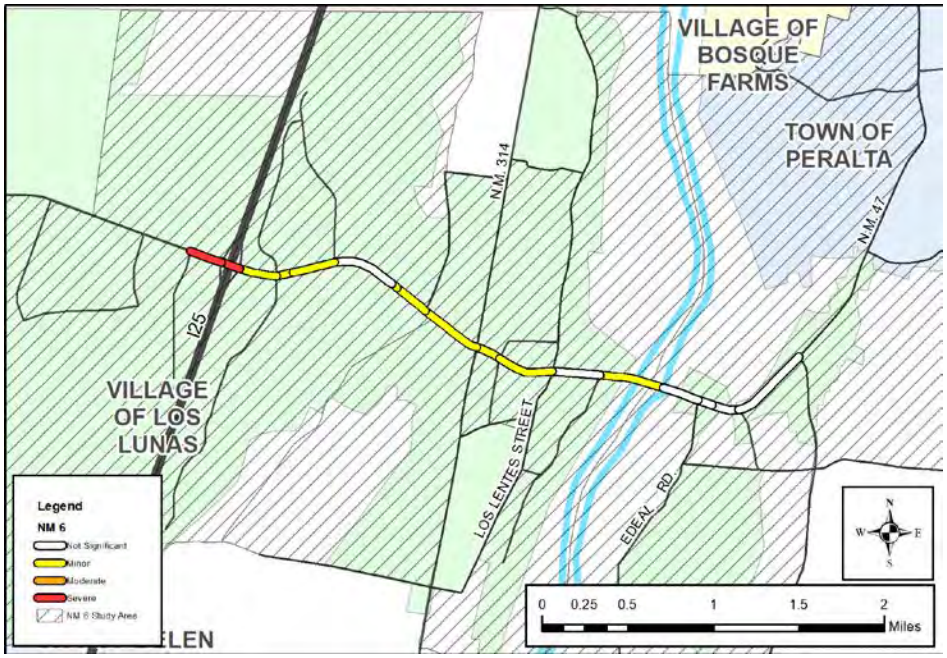
SUMMARY DATA	
Highest Volume Segment	45,100
Average Speeds (PM North)	16-27 mph
Average Speeds (PM South)	17-28 mph
Total Delay (PM North)	493 seconds (74 secs./mile)
Total Delay (PM South)	473 seconds (71 secs./mile)

DEMOGRAPHIC TRENDS

	2008	2016	2040
Population	38,627	38,708	45,091
Employment	41,125	37,839	37,816

11. NM 6

CORRIDOR



STUDY AREA: 23 Sq. Miles
LENGTH & NO. OF SEGMENTS: 3.9 Miles - 17 Segments
Functional Class: Minor Arterial: West of I-25
Principal Arterial: East of I-25
Access Control: None
Speed Limit: 35-45 mph
Lanes: 2-4 lanes
ITS Designated Corridor: Yes
ITS Deployment: PAC, AS
Transit: Rio Metro: Route 207
Bicycle Facilities: Lanes: Huning Ranch Loop SW to Don Pasqual Rd. NW

PROFILE

- 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 Sun Ranch Village Rd. to NM 47.
- Congestion is heaviest near the corridor's interchange with I-25 where volumes are high and travel times are slow. Travel times are particularly slow between NM 314 and Los Lentes St.
- The heaviest volumes are found at the river crossing, where there were 29,400 vehicles a day in 2016.
- Overall crash rates along the corridor are near the regional average, with half below the regional average and half slightly above.
- The area is expected to grow significantly in terms of population (37%) by 2040, but employment levels are expected stay roughly the same.

STATISTICS

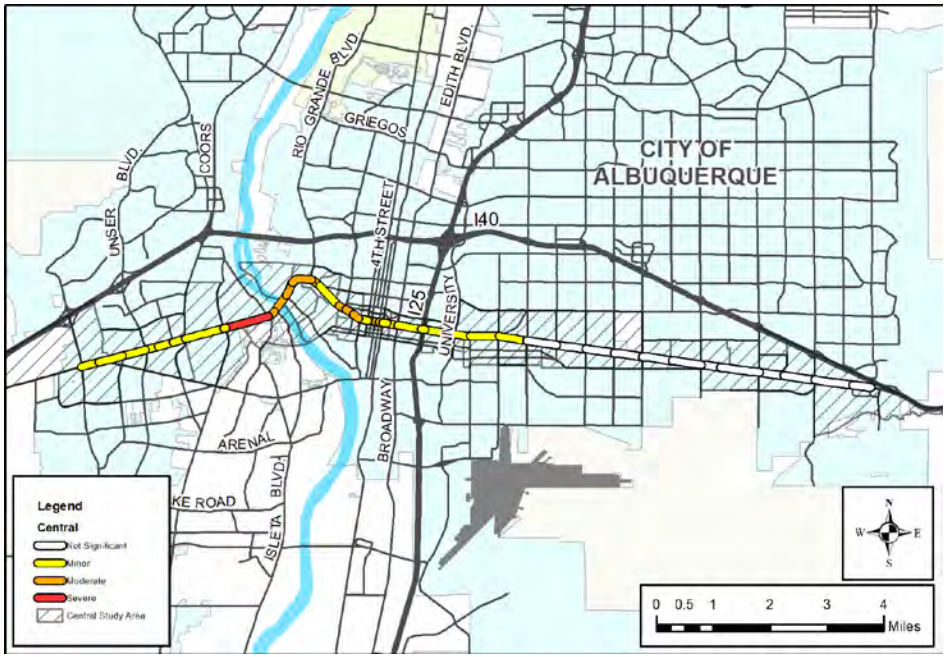
SUMMARY DATA	
Highest Volume Segment	29,400
Average Speeds (PM East)	14-29 mph
Average Speeds (PM West)	18-31 mph
Total Delay (PM East)	364 seconds (93 secs./mile)
Total Delay (PM West)	244 seconds (62 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	19,599	20,923	28,628
Employment	7,881	7,592	7,313

CORRIDOR RANKS	
Volume/Capacity Ratio	20/31
Speed Differential	2/31
Crash Rates	24/31
Overall Rank	11/31

12. CENTRAL AVE.

CORRIDOR



STUDY AREA: 15.9 Sq. Miles
LENGTH & NO. OF SEGMENTS: 14.6 Miles - 43 Segments
Functional Class: Principal Arterial: 98th St. to 8th, and 1st to Tramway
Urban Collector: 1st to 8th
Access Control: None
Speed Limit: 25-55 mph
Lanes: 2-6 lanes
ITS Designated Corridor: Yes
ITS Deployment: AC, CCTV, AS, TSP
Transit: ABQ Ride: Routes 766 & 777 (Rapid Ride), Route 66 (Local), Route 16 (Local)
Facilities: Central & Unser Transit Center, and Alvarado Transportation Center/Rail Runner Station
Bicycle Facilities: Lanes: 86th St. to Atrisco Dr., Sunset Rd. to Tingley Dr., and San Pasqual Ave. to 8th St. (roundabout)

PROFILE

- 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 worst congestion is found between Unser and Rio Grande. Congestion is also significant through Downtown, although volumes are low in the heart of the district.
- Congestion along Central is generally due to slow speeds. Slow speeds may be related to the level of activity along the corridor and the high number of intersections and driveways.
- The highest volumes are found west of the river. With the highest volume (36,700) found on the river crossing itself. Peak period volumes along Central are generally under capacity with the exception being between Atrisco and Rio Grande where peak period volumes are near capacity.
- Overall crash rates along Central are well above the regional average, with a number featuring extremely high crash rates. The intersections with 98th, Coors, Old Coors and Louisiana are all more than three times the regional average crash rate.
- The Central study area has some of the highest population density (4,744 persons per mile) and employment density (3,101 jobs per mile) in the city. Population is expected to grow by 23% and employment by 10% by 2040

STATISTICS

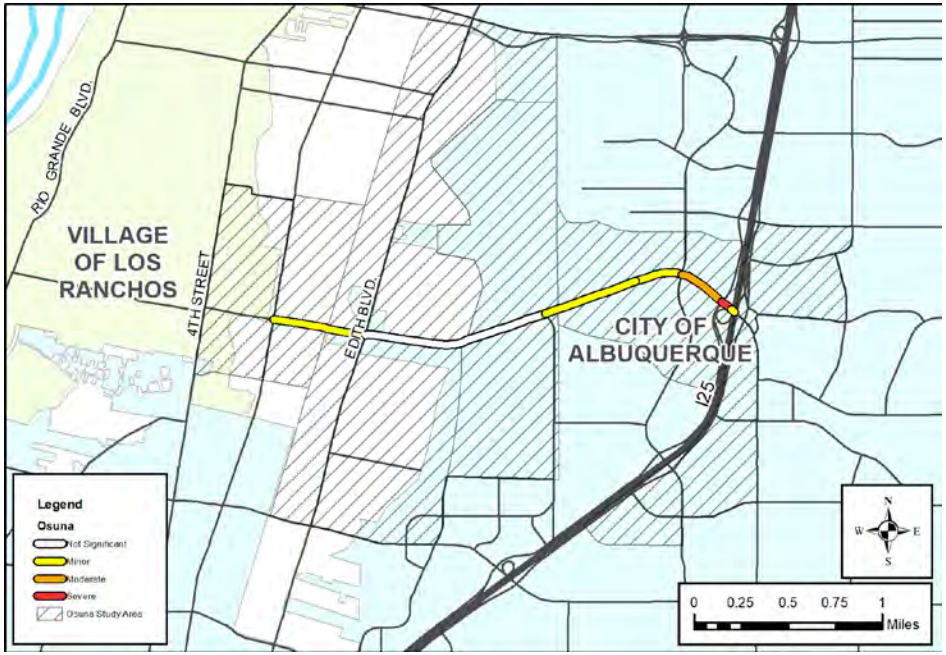
SUMMARY DATA	
Highest Volume Segment	36,700
Average Speeds (PM East)	9-33 mph
Average Speeds (PM West)	9-33 mph
Total Delay (PM East)	1082 seconds (74 secs./mile)
Total Delay (PM West)	882 seconds (60 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	72,512	75,520	92,670
Employment	52,410	49,372	54,240

CORRIDOR RANKS	
Volume/Capacity Ratio	14/31
Speed Differential	7/31
Crash Rates	9/31
Overall Rank	12/31

13. OSUNA RD.

CORRIDOR



STUDY AREA: 4.9 Sq. Miles
LENGTH & NO. OF SEGMENTS: 2.6 Miles - 7 Segments
Functional Class: Principal Arterial
Access Control: None
Speed Limit: 40-45 mph
Lanes: 4 lanes
ITS Designated Corridor: Yes
ITS Deployment: No
Transit: ABQ Ride: Route 140 (local), 141(local)
Bicycle Facilities: Trail on south side of roadway from Edith to just west of Vista Del Norte Dr. NE
Trail on north side of roadway: just west of Vista Del Norte Dr. NE to North Diversion Channel Trail

PROFILE

- Osuna Rd. is an east-west principal arterial that connects the North Valley and the I-25 corridor.
- The CMP corridor runs between 2nd St. and I-25.
- The most congested sections of Osuna are found between Washington and I-25 where travel times are slowest heading east at both AM and PM peak periods.
- For much of 2016, there was construction between I-25 and Chappell Dr. The roadway was widened to be three lanes in each direction until Chappell Dr.
- Traffic counts used to determine congestion between Chappell and I-25 were taken after construction was complete. Interestingly volumes are lower than the pre-construction counts.
- Crash rates along Osuna Rd. are not particularly high, with the exception of where it intersects Pan American West, which is two times the regional average crash rate.
- The study area is expected to see moderate population growth (7%) and employment growth (9%) by 2040.

STATISTICS

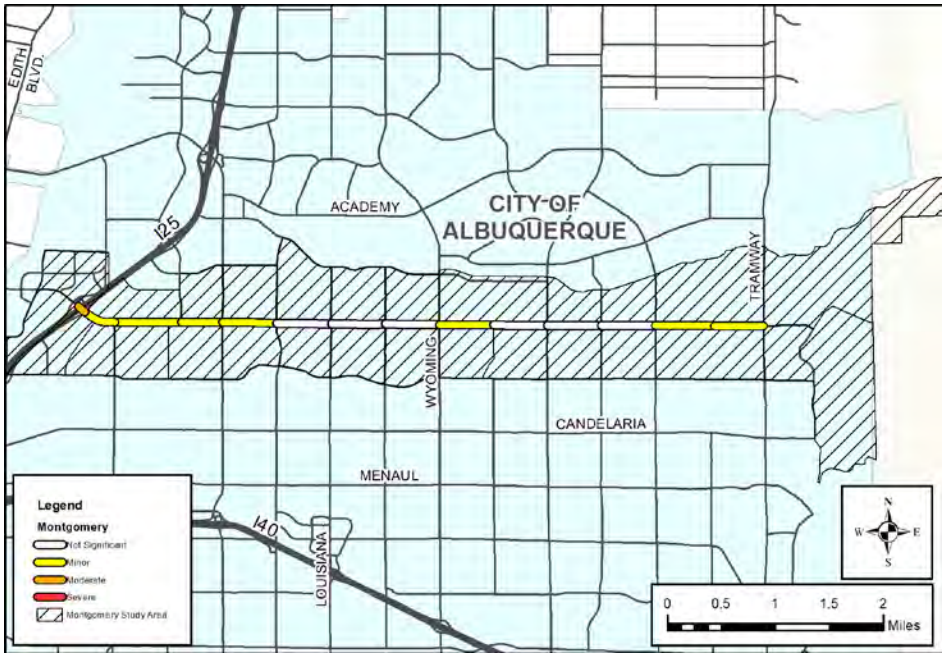
SUMMARY DATA	
Highest Volume Segment	37,700
Average Speeds (PM East)	11-30 mph
Average Speeds (PM West)	17-30 mph
Total Delay (PM East)	231 seconds (90 secs./mile)
Total Delay (PM West)	192 seconds (75 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	7,188	9,519	10,143
Employment	16,261	14,745	16,117

CORRIDOR RANKS	
Volume/Capacity Ratio	26/31
Speed Differential	1/31
Crash Rates	20/31
Overall Rank	13/31

14. MONTGOMERY BLVD.

CORRIDOR



STUDY AREA: 8.9 Sq. Miles
LENGTH & NO. OF SEGMENTS: 6.4 Miles - 14 Segments
Functional Class: Principal Arterial
Access Control: None
Speed Limit: 35-40 mph
Lanes: 5-6 lanes
ITS Designated Corridor: Yes
ITS Deployment: CCTV, DMS, AS
Transit: ABQ Ride: Route 5 (local), Route 157 (local)
Facilities: Montgomery/Tramway Park & Ride
Bicycle Facilities: Route: Cibola Village Dr. NE to Tramway

PROFILE

- 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 Montaño Blvd.
- Congestion is most severe west of San Mateo and approaching I-25, however relatively slow speeds can be observed across the corridor.
- Volumes are highest between San Mateo and I-25 ranging from 43,000 to 43,800 vehicles a day on average. Volumes between San Mateo and Eubank drop to around 30,000 to 35,000 vehicles a day. Volumes taper off east of Eubank dropping to about 15,000 vehicles a day near Tramway.
- Crash rates along Montgomery are the highest among all CMP corridors. Six of the 17 major intersections along the corridor experience crash rates 2x above the regional average. The intersection with San Mateo exhibits a crash rate over 3x the regional average.

STATISTICS

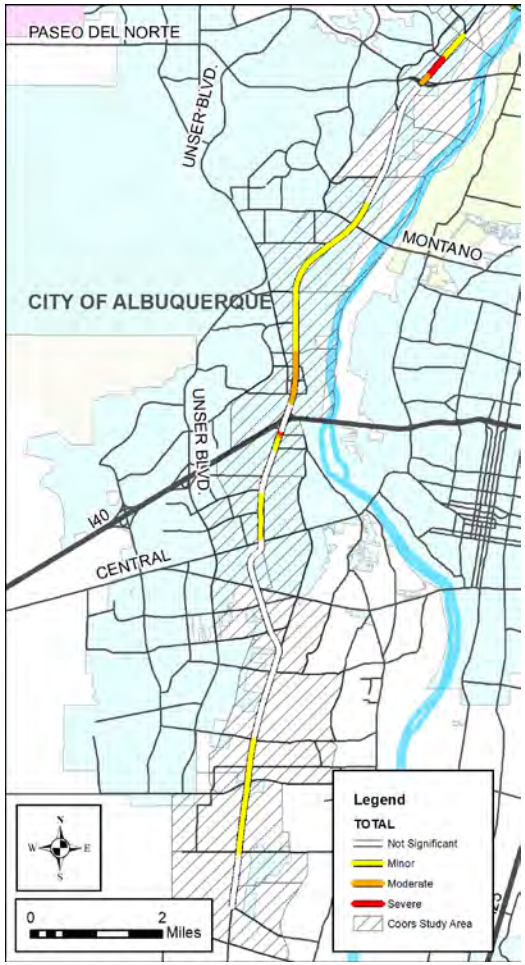
SUMMARY DATA	
Highest Volume Segment	43,800
Average Speeds (PM East)	12-31 mph
Average Speeds (PM West)	17-31 mph
Total Delay (PM East)	299 seconds (47 secs./mile)
Total Delay (PM West)	343 seconds (54 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	39,141	39,905	44,885
Employment	22,944	22,339	22,538

CORRIDOR RANKS	
Volume/Capacity Ratio	21/31
Speed Differential	14/31
Crash Rates	1/31
Overall Rank	14/31

15. COORS BLVD. (NM 45)

CORRIDOR



STUDY AREA:
20.7 Sq. Miles
LENGTH & NO. OF SEGMENTS:
14.2 Miles - 35 Segments
Functional Class:
Principle Arterial
Access Control: Limited access: Rio Bravo to Coors Bypass
Speed Limit: 40-55 mph
Lanes: 4-7 lanes
ITS Designated Corridor: Yes
ITS Deployment:
AC, CCTV, DMS, VDS, AS, ATSPM
Transit:
ABQ Ride: Route 790 (Rapid Ride Blue), Route 155 (local), Route 96 (commuter)
Facilities: Northwest Transit Center at Coors/Ellison
Bicycle Facilities: Lanes: Arenal Rd. to just south of Bataan Dr.; Josephs Dr. to Southwestern Polytechnic Institute Rd.; and just south of 7 Bar Loop to Cabezon Rd.

CORRIDOR RANKS	
Volume/Capacity Ratio	15/31
Speed Differential	18/31
Crash Rates	2/31
Overall Rank	15/31

PROFILE

- Coors Blvd. is the primary north-south facility in the AMPA west of the Rio Grande.
- The Coors CMP corridor extends nearly 16 miles from Don Felipe Rd. in the South Valley 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).
- Congestion ebbs and flows along the corridor. Travel times are very slow between Gun Club Rd. and Blake Rd. Travel times are slow and volumes are high either side of I-40. The most congested segments along the corridor in 2016 were either side of Paseo Del Norte, where high volumes and slow travel times frustrate commuters.
- Daily volumes reach 80,600 between the interstate on ramps. Volumes along Coors fell between Montaño and I-40. This could be due to Paseo del Norte becoming a more attractive option to cross the river after its new interchange with I-25 was built.
- Crash rates across the corridor are significantly above the regional average and a major source of non-recurring congestion. Thirteen of the 35 major intersections along Coors experience crash rates over 2x the regional average. The intersections with Paseo Del Norte, Central, Ouray, Blake, Montaño, and Rio Bravo all experience crash rates over 3x the regional average.
- The corridor's study area is expected to see a steady growth in population (12%) and jobs (14%).

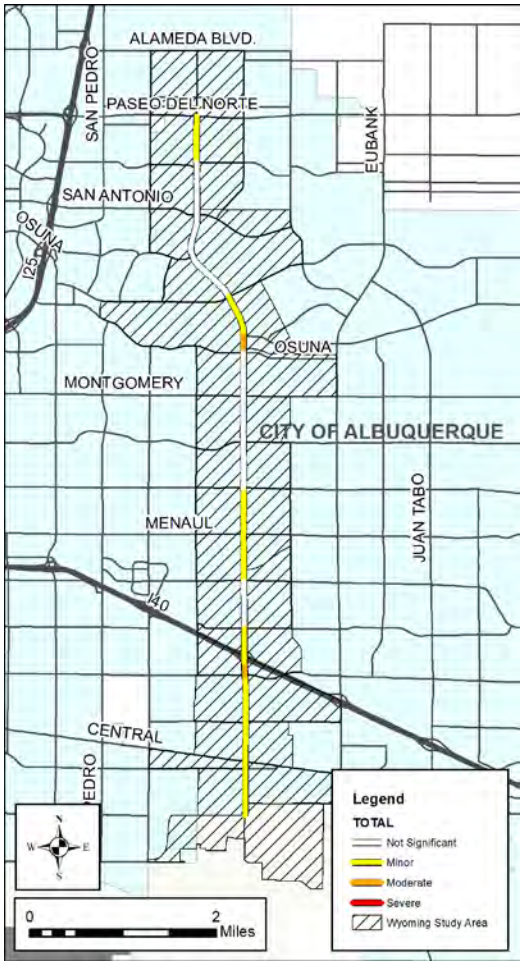
STATISTICS

SUMMARY DATA	
Highest Volume Segment	80,600
Average Speeds (PM North)	15-43 mph
Average Speeds (PM South)	19-45 mph
Total Delay (PM North)	580 seconds (40 secs./mile)
Total Delay (PM South)	547 seconds (38 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	53,883	57,869	64,815
Employment	21,662	20,854	23,746

16. WYOMING BLVD.

CORRIDOR



STUDY AREA:
10.6 Sq. Miles
LENGTH & NO. OF SEGMENTS:
7.7 Miles - 20 Segments
Functional Class:
Principle Arterial
Access Control: None
Speed Limit: 35-45 mph
Lanes: 4-6 lanes, majority of corridor is 6 lanes
ITS Designated Corridor: Yes
ITS Deployment:
PAC, CCTV, DMS, AS
Transit:
ABQ Ride: Route 31 (local), Route 98 (commuter)
Bicycle Facilities:
Route: Club Rd. SE to Susan
Lanes: Osuna Rd. NE to Paseo del Norte
Trail: Academy to Harper

PROFILE

- Wyoming Blvd. is a north-south principal arterial in east Albuquerque.
- The CMP corridor extends from the Kirtland AFB entrance gate to Paseo del Norte.
- Wyoming experiences consistent travel time delays from the Kirtland AFB entrance to Constitution. From Osuna to Academy, the corridor experiences both high volumes and slow speeds. The corridor sees slow travel times and higher volumes before it ends at Paseo Del Norte.
- Volumes are highest (40,000-43,100) between Montgomery and Academy.
- Overall crash rates along Wyoming are slightly above the regional average, with a handful of intersections sticking out as particularly dangerous. The corridor experiences crash rates over 3x the regional average where it intersects with Academy, Paseo Del Norte, Montgomery, Central, and Menaul.
- Modest population (12%) and employment (2%) growth are expected in the Wyoming study area.

STATISTICS

SUMMARY DATA	
Highest Volume Segment	43,100
Average Speeds (PM North)	14-35 mph
Average Speeds (PM South)	20-32 mph
Total Delay (PM North)	500 seconds (65 secs./mile)
Total Delay (PM South)	396 seconds (51 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	47,886	49,527	55,447
Employment	22,079	21,015	21,465

CORRIDOR RANKS	
Volume/Capacity Ratio	28/31
Speed Differential	6/31
Crash Rates	8/31
Overall Rank	16/31

17. GIBSON BLVD.

CORRIDOR

STUDY AREA: 10.7 Sq. Miles
LENGTH & NO. OF SEGMENTS: 4.2 Miles - 9 Segments
Functional Class: Principal Arterial
Access Control: Limited Access: University to Louisiana
Speed Limit: 35-45 mph
Lanes: 4-6 lanes
ITS Designated Corridor: Yes
ITS Deployment: PAC, CCTV, DMS, VDS, AS
Transit: ABQ Ride: Routes 16 (local), Route 96 (commuter), Route 217 (Rail Runner Connection), Route 217 (commuter), Route 157 (commuter)
Bicycle Facilities: Lanes: I-25 to Jackson St. SE
Trail: University Blvd. SE to San Mateo Blvd. SE

PROFILE

- Gibson Blvd. 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 Yale and Broadway where volume to capacity ratios are high and speeds are slow. Travel times are slow between Louisiana and San Pedro.
- The highest volumes are between Carlisle and I-25 (33,500-38,400 vehicles per day).
- Crash rates along the corridor are only slightly above the regional average. Two intersections with Louisiana and University have crash rates more than twice the regional average.
- Revised 2040 projections predict a 35% increase in the study area's population and a 5% increase in employment.

STATISTICS

SUMMARY DATA	
Highest Volume Segment	38,400
Average Speeds (PM East)	20-32 mph
Average Speeds (PM West)	11-36 mph
Total Delay (PM East)	201 seconds (48 secs./mile)
Total Delay (PM West)	210 seconds (50 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	21,925	22,314	30,111
Employment	24,339	23,167	24,376

CORRIDOR RANKS	
Volume/Capacity Ratio	12/31
Speed Differential	20/31
Crash Rates	19/31
Overall Rank	17/31

18. EUBANK BLVD.

CORRIDOR

STUDY AREA:
10.2 Sq. Miles
LENGTH & NO. OF SEGMENTS:
8.2 Miles - 27 Segments
Functional Class:
Principle Arterial
Access Control: None
Speed Limit: 35-40 mph
Lanes: 2-6 lanes, majority of corridor is 4 and 6 lanes
ITS Designated Corridor: Yes
ITS Deployment:
PAC, CCTV, DMS, AS
Transit:
ABQ Ride: Route 2 (local),
Bicycle Facilities:

- Trail: Innovation Pkwy SE to Southern Ave SE
- Lanes: G Ave. SE to Southern Ave. SE
- Trail: Copper Ave. NE to I-40 Trail
- Trails & Lanes: Academy NE to Wilshire Ave NE

CORRIDOR RANKS	
Volume/Capacity Ratio	19/31
Speed Differential	17/31
Crash Rates	13/31
Overall Rank	18/31

PROFILE

- 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.
- The most congested parts of the corridor are the segments between the Kirtland AFB gate and Lomas, where volume to capacity ratios are high and travel times are slow. Volumes are quite high north of Montgomery, but travel times are not slow in this section.
- The highest volumes (40,000 to 42,800 vehicles per day) can be found immediately around I-40.
- Crash rates along Eubank are above the regional average overall. There are five intersections along Eubank that have crash rates more than 2x the regional average: Central, Montgomery, Lomas, Copper, and Juan Tabo.
- Modest growth in population (11%) and employment (15%) is expected by 2040.
- Eubank has quite high residential density at 4,337 people per square mile, rivaling corridors such as Central and San Mateo.

STATISTICS

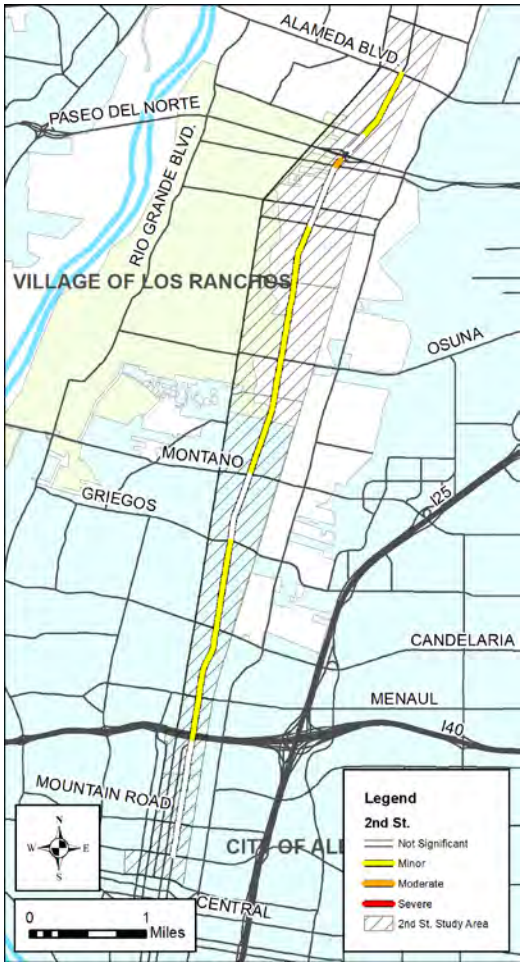
SUMMARY DATA	
Highest Volume Segment	42,800
Average Speeds (PM North)	13-34 mph
Average Speeds (PM South)	20-36 mph
Total Delay (PM North	516 seconds (69 secs./mile)
Total Delay (PM South)	301 seconds (40 secs./mile)

DEMOGRAPHIC TRENDS

	2008	2016	2040
Population	50,513	44,233	49,033
Employment	36,344	15,608	17,937

19. 2ND STREET

CORRIDOR



STUDY AREA:
3.8 Sq. Miles
LENGTH & NO. OF SEGMENTS:
6.9 Miles - 16 Segments
Functional Class:
Principle Arterial
Access Control: None
Speed Limit: 25-45 mph
Lanes: 2-5 lanes, majority of corridor is 4 lanes
ITS Designated Corridor: Yes
ITS Deployment:
PAC, CCTV, AS
Transit:
No existing service.
Bicycle Facilities:
Route: Lomas Blvd. NW to just north of La Plata Rd. NW

PROFILE

- 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. There is moderate travel time impedance from I-40 to Pueblo Solano. Volumes are moderately high approaching Paseo Del Norte.
- The highest daily volumes are found from Osuna to Paseo Del Norte (27,800 –30,200 vehicles per day).
- Crash rates along 2nd St. are slightly above the regional average. Two of the 15 major intersections along 2nd St. have crash rates more than 2x the regional average, and both are where the corridor connects with a limited access facility. The onramps for I-40 and Paseo Del Norte are the most dangerous locations along 2nd St.
- The study area is projected to grow 27% in population and 12% in employment by 2040.

STATISTICS

SUMMARY DATA	
Highest Volume Segment	30,200
Average Speeds (PM North	15-32 mph
Average Speeds (PM South)	21-38 mph
Total Delay (PM North)	436 seconds (62 secs./mile)
Total Delay (PM South)	247 seconds (41 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	9,661	9,340	11,905
Employment	14,957	16,742	18,744

CORRIDOR RANKS	
Volume/Capacity Ratio	25/31
Speed Differential	9/31
Crash Rates	16/31
Overall Rank	16/31

20. MENAUL BLVD.

CORRIDOR

STUDY AREA: 10.2 Sq. Miles
LENGTH & NO. OF SEGMENTS: 10 Miles - 23 Segments
Functional Class: Minor Arterial: Rio Grande to 2nd
Principle Arterial: 2nd to Tramway
Access Control: None
Speed Limit: 35-45 mph
Lanes: 4-6 lanes— the majority of the corridor is 4 and 6 lanes
ITS Designated Corridor: Yes
ITS Deployment: CCTV, AS
Transit: ABQ Ride: Route 8 (local)
Bicycle Facilities: Lanes: Prospect Ave. NW to Menaul Blvd. NW
Trail: Broadway Blvd. NE to Edith Blvd. NE

PROFILE

- The Menaul Blvd. CMP corridor runs east-west through the City of Albuquerque between Rio Grande and Tramway.
- Overall congestion along Menaul is minor, but there are slow travel times between Indian School and I-25. There are several links with V/C ratios approaching capacity between Carlisle and Louisiana.
- The highest volume segments of Menaul can be found between Carlisle and San Pedro (26,700-32,500 vehicles per day).
- Crash rates along Menaul are slightly higher than the regional average. The intersections at San Mateo, Wyoming and Juan Tabo have crash rates more than 2x the regional average.
- Modest growth in population (16%) is expected while employment is expected to stay roughly the same.

STATISTICS

SUMMARY DATA	
Highest Volume Segment	32,500
Average Speeds (PM East)	16-31 mph
Average Speeds (PM West)	15-32 mph
Total Delay (PM East)	500 seconds (50 secs./mile)
Total Delay (PM West)	468 seconds (47 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	39,837	38,386	44,482
Employment	30,522	28,308	28,717

CORRIDOR RANKS	
Volume/Capacity Ratio	25/31
Speed Differential	12/31
Crash Rates	27/31
Overall Rank	20/31

21. LOMAS BLVD.

CORRIDOR

STUDY AREA: 9.3 Sq. Miles
LENGTH & NO. OF SEGMENTS: 9.9 Miles - 25 Segments
Functional Class: Principal Arterial
Access Control: None
Speed Limit: 35-40 mph
Lanes: 4-6 lanes— the majority of the corridor is 6 lanes
ITS Designated Corridor: Yes
ITS Deployment: PAC, CCTV, AS
Transit: ABQ Ride: ABQ Ride: Route 11 (local), Route 12 (commuter), Route 790 (Rapid Ride), and Route 5 (local)
Bicycle Facilities: None

PROFILE

- The Lomas CMP corridor runs east-west between Central Ave and Tramway.
- Lomas connects east Albuquerque and Downtown and provides access to UNM.
- Travel times are slow from downtown to I-25. Between I-25 and Carlisle, volumes are high and travel times moderately slow. Travel times slow down again between Juan Tabo and Tramway. However, volumes along Lomas are manageable and no link along Lomas is over capacity during the peak period. In fact, V/C ratios appear to have dropped roughly 10% since the 2014 corridor rankings.
- Volumes are highest between Pan American East and Yale Blvd., where volumes range from 29,200 to 32,000 vehicles per day.
- Crash rates along Lomas are close to the regional average with a few outliers. The intersections with Juan Tabo, Louisiana, and Eubank are all more than 2x the regional average.
- The Lomas Blvd. study area is extremely dense in terms of population (4855 people per Sq. Mi.) and employment (5824 jobs per Sq. Mi.).

STATISTICS

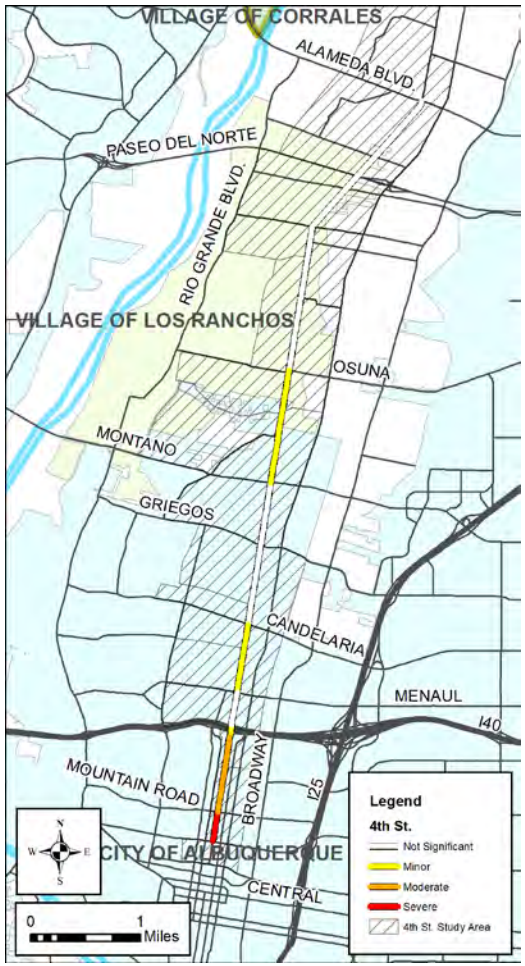
SUMMARY DATA	
Highest Volume Segment	32,000
Average Speeds (PM East)	17-29 mph
Average Speeds (PM West)	18-28 mph
Total Delay (PM East)	546 seconds (57 secs./mile)
Total Delay (PM West)	569 seconds (59 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	47,333	45,150	55,066
Employment	49,702	54,166	57,285

CORRIDOR RANKS	
Volume/Capacity Ratio	31/31
Speed Differential	5/31
Crash Rates	21/31
Overall Rank	21/31

22. 4TH STREET

CORRIDOR



STUDY AREA:
7.6 Sq. Miles
LENGTH & NO. OF SEGMENTS:
7.2 Miles - 16 Segments
Functional Class:
Minor Arterial
Access Control: None
Speed Limit: 30-35 mph
Lanes: 2-4 lanes, majority of corridor is 4 lanes
ITS Designated Corridor: Yes
ITS Deployment:
PAC, CCTV, AS
Transit:
ABQ Ride: Route 10 (local)
Bicycle Facilities:
None

PROFILE

- 4th St. is a north-south principal arterial east of 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.
- Peak period volumes are high and speeds are slow between Lomas and I-40. There are high volumes between Menaul and Candelaria and moderate travel time delays. Travel times slow down again between Montaño and Osuna.
- Daily volumes are highest (22,200 vehicles a day) between Menaul and Candelaria.
- Crash rates along 4th St. are close to the regional average. The intersection at Montaño is the only one along the corridor with a crash rate more than 2x the regional average.
- Moderate population (17%) and employment (12%) growth are projected for the 4th St. study area by 2040.

STATISTICS

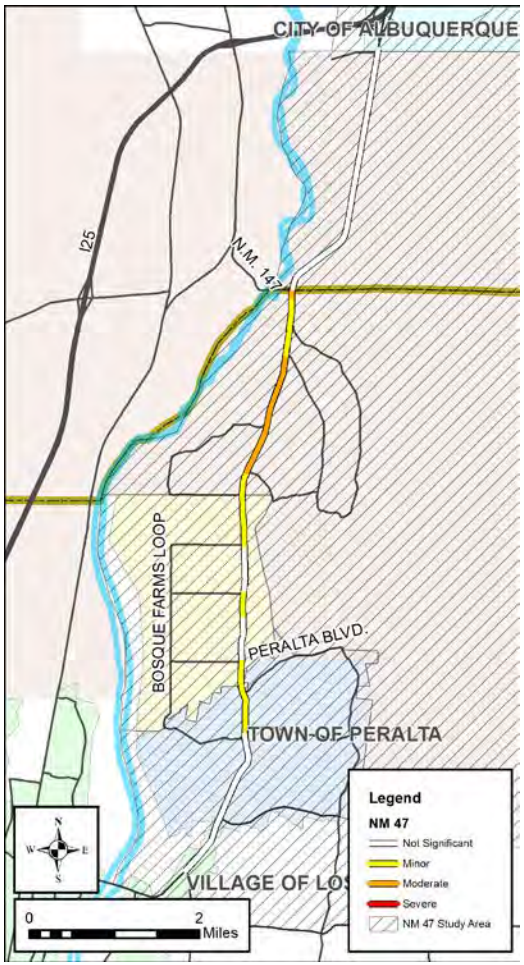
SUMMARY DATA	
Highest Volume Segment	22,200
Average Speeds (PM North)	17-29 mph
Average Speeds (PM South)	13-29 mph
Total Delay (PM North)	360 seconds (50 secs./mile)
Total Delay (PM South)	360 seconds (50 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	20,749	19,450	22,668
Employment	15,982	17,901	20,101

CORRIDOR RANKS	
Volume/Capacity Ratio	16/31
Speed Differential	21/31
Crash Rates	25/31
Overall Rank	22/31

23. NM 47

CORRIDOR



STUDY AREA:
140.1 Sq. Miles
LENGTH & NO. OF SEGMENTS:
10.3 Miles - 18 Segments
Functional Class:
- Principle Arterial: NM 6 to Valencia Rd.
- Rural Principal Arterial: Valencia Rd. to NM 147
- Principle Arterial: NM 147 to I-25

Access Control: None
Speed Limit: 40-50 mph
Lanes: 4 lanes
ITS Designated Corridor: Yes
ITS Deployment:
DMS, AS
Transit:
Rio Metro: Route 208
Bicycle Facilities:
Route: Valencia Rd. to NM 147

PROFILE

- 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 NM6 and I-25.
- NM 47 becomes Broadway Blvd. north of I-25.
- Predominant movement is northbound in the AM and southbound in the PM.
- Volumes are highest along NM 47 between NM 147 and Tribal Rd. 7. Travel times are slow, with moderately high volumes between Peralta Blvd. and Chughole Lane.
- The highest volume link is in between Bosque Farms Loop (S.) and Peralta Blvd. where there was an average of 24,800 vehicles per day.
- Crash rates along NM 47 are generally below the regional average. Only two intersections have a crash rate above the regional average: the intersection with NM 6 and the entrance to the Isleta Casino.
- Revised 2040 projections predict little change in population or employment in the NM 47 study area.

STATISTICS

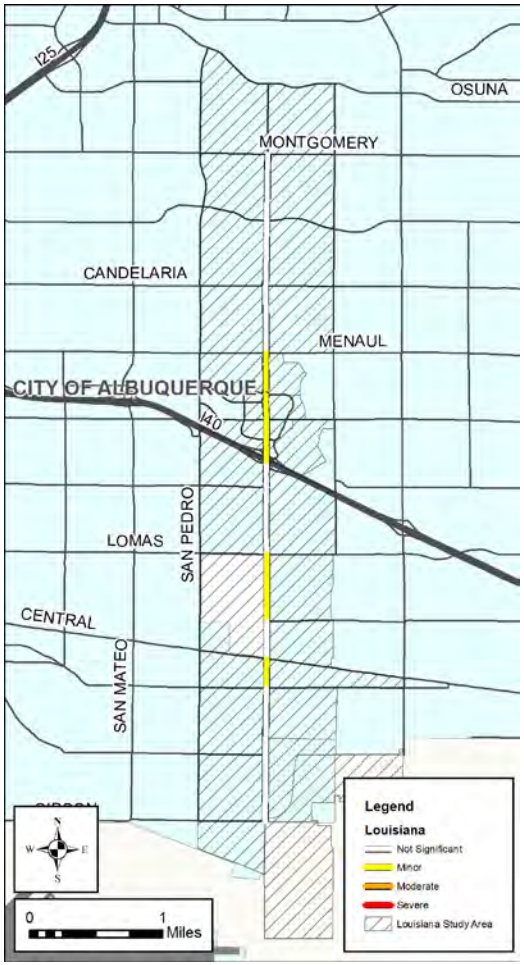
SUMMARY DATA	
Highest Volume Segment	24,800
Average Speeds (PM North)	30-49 mph
Average Speeds (PM South)	19-50 mph
Total Delay (PM North)	111 seconds (32 secs./mile)
Total Delay (PM South)	232 seconds (22 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	12,359	11,292	12,079
Employment	5,952	5,492	5,210

CORRIDOR RANKS	
Volume/Capacity Ratio	8/31
Speed Differential	30/31
Crash Rates	30/31
Overall Rank	23/31

24. LOUISIANA BLVD.

CORRIDOR



STUDY AREA:
6.2 Sq. Miles
LENGTH & NO. OF SEGMENTS:
5 Miles - 16 Segments
Functional Class:
- Minor Arterial: Montgomery to Menaul
- Principal Arterial: Menaul to Gibson

Access Control: None
Speed Limit: 35-40 mph
Lanes: 4-8 lanes—the majority of the corridor is 6 lanes
ITS Designated Corridor: Yes
ITS Deployment:
CCTV, DMS, AS
Transit:
ABQ Ride: Route 157 (local)
766 (Rapid Ride)
Bicycle Facilities:
None

PROFILE

- Louisiana Blvd. is a north-south principal arterial and a key commercial corridor in the City of Albuquerque that provides access to the ABQ Uptown shopping district and the Coronado Mall.
- The Louisiana CMP corridor runs from Gibson to Montgomery.
- Overall congestion levels along Louisiana are minor-to-moderate, in part because the busiest portions have 3-4 lanes per direction and sufficient capacity to handle peak demands. Congestion is therefore related to low speeds and delays rather than volume.
- The two main areas of congestion are between Zuni and Lomas, where travel times are slow, and between I-40 and Menaul, where travel times slow down again.
- The volumes are highest between I-40 and Americas Parkway NE (44,500 vehicles per day).
- Crash rates at the major intersections along Louisiana Blvd. are higher than the regional average. Six of Louisiana's 20 major intersections have crash rates above 2x the regional average.
- The Louisiana study area is quite dense in terms of population (4810 persons per Sq. Mi) and employment (2689 jobs per Sq. Mi.). The study area is expected to grow in population by 29% and in employment by 7%.

STATISTICS

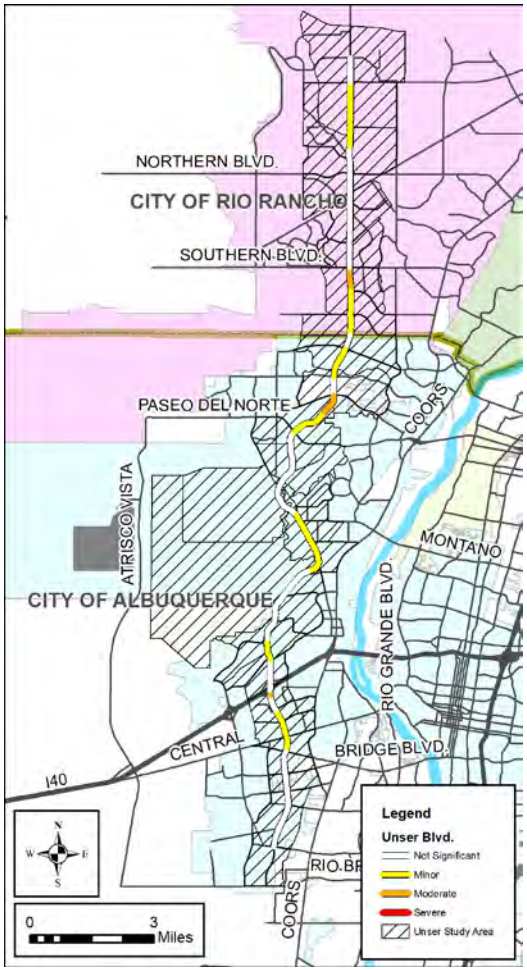
SUMMARY DATA	
Highest Volume Segment	44,500
Average Speeds (PM East)	17-28 mph
Average Speeds (PM West)	20-28 mph
Total Delay (PM East)	290 seconds (59 secs./mile)
Total Delay (PM West)	214 seconds (44 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	29,699	29,823	38,366
Employment	18,618	16,671	17,755

CORRIDOR RANKS	
Volume/Capacity Ratio	30/31
Speed Differential	19/31
Crash Rates	6/31
Overall Rank	24/31

25. UNSER BLVD.

CORRIDOR



STUDY AREA:
46.3 Sq. Miles
LENGTH & NO. OF SEGMENTS:
20.8 Miles - 40 Segments
Functional Class:
Principal Arterial
Access Control:
Limited Access: entire corridor
Speed Limit: 35-55 mph
Lanes: 4-6 lanes—the majority of the corridor is 4 lanes
ITS Designated Corridor: Yes
ITS Deployment:
PAC, CCTV, DMS, VDS, AS
Transit:
ABQ Ride: Route 155 (local), 94 (commuter)
Bicycle Facilities:
- Lanes: Blake Rd to Central Ave
- Trail: Blake Rd to Dellyne Ave
- Lanes: Montaño Rd to Kimmick Dr
- Lanes: Paradise Blvd to Montezuma Blvd
- Route: Montezuma Blvd to King Blvd

CORRIDOR RANKS	
Volume/Capacity Ratio	13/31
Speed Differential	29/31
Crash Rates	14/31
Overall Rank	25/31

PROFILE

- Unser Blvd. is a 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 for nearly 21 miles between Blake Rd. in the South Valley and King Blvd. near Rio Rancho City Center.
- The corridor is highly varied in its conditions, although the overall average conditions are uncongested. Travel times are slow between Bridge Blvd. and I-40. V/C ratios are high between Paseo Del Norte and Paradise Blvd. Travel times slow down and volumes increase between the Bernalillo/Sandoval county line and Southern Blvd.
- The highest volumes along Unser are found between McMahon and Southern (31,700 –35,500 vehicles per day).
- Overall crash rates along Unser are slightly above the regional average. Seven of Unser's 36 major intersections are more than 2x above the regional average crash rate. The intersections with Central and Paseo Del Norte are the two most dangerous intersections along the corridor.
- The Unser study area has very low employment density (394 jobs per Sq. Mi.) compared to other corridors, but is only slightly below average population density (2,277 persons per Sq. Mi.). 2040 projections predict a 15% increase in the study area's population and a 29% increase in employment.

STATISTICS

SUMMARY DATA	
Highest Volume Segment	35,500
Average Speeds (PM North)	20-45 mph
Average Speeds (PM South)	20-46 mph
Total Delay (PM North	460 seconds (22 secs./mile)
Total Delay (PM South)	380 seconds (18 secs./mile)

DEMOGRAPHIC TRENDS

	2008	2016	2040
Population	92,819	105,412	120,803
Employment	13,624	18,251	23,508

26. BROADWAY/EDITH BLVD.

CORRIDOR

STUDY AREA:
15.8 Sq. Miles
LENGTH & NO. OF SEGMENTS:
14 Miles - 24 Segments
Functional Class:
- Principal Arterial: I-25 to Menaul
- Minor Arterial: Menaul to Osuna

Access Control:
None
Speed Limit: 35-55 mph
Lanes: 2-4 lanes
ITS Designated Corridor: Yes
ITS Deployment:
CCTV, AS
Transit:
ABQ Ride: Route 16 (Local) Service from San Jose Ave. to Odelia
Bicycle Facilities:
- Lanes: Wheeler Ave SE to Coal Ave SE
- Route: I-40 westbound off ramp to Menaul Blvd NE
- Lanes: Menaul Blvd NE to Candelaria Rd NE
- Route: Candelaria Rd NE to Osuna Rd NE

CORRIDOR RANKS	
Volume/Capacity Ratio	24/31
Speed Differential	22/31
Crash Rates	22/31
Overall Rank	26/31

PROFILE

- 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 and unincorporated Bernalillo County and the City of Albuquerque.
- Broadway Blvd. becomes Edith Blvd. north of Candelaria.
- Overall congestion is minor, however. Travel times slow down at the peak hours between Gibson and I-40. Volumes generally remain below capacity during the peak hours except for a handful of links between Mountain Rd. and Menaul Blvd.
- The highest volume segment of Broadway is immediately south of I-25 (25,200 daily vehicles) just after the corridor transitions from NM 47 to Broadway Blvd, and between Central and Lomas (16,000 daily vehicles).
- The average crash rate along Broadway/Edith is near the regional average, but below the average of other CMP corridors. The crash rate at the intersections of Mountain and Rio Bravo are both over 2x the regional crash rate average.
- A 28% growth in population is expected in the study area while employment is expected to stay roughly the same.

STATISTICS

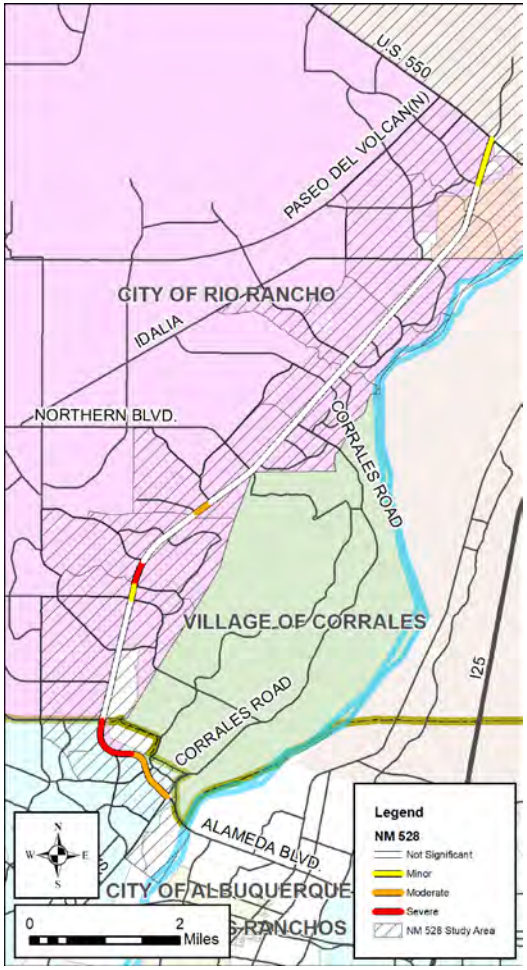
SUMMARY DATA	
Highest Volume Segment	25,200
Average Speeds (PM North)	14-52 mph
Average Speeds (PM South)	14-53 mph
Total Delay (PM North	581 seconds (41 secs./mile)
Total Delay (PM South)	489 seconds (39 secs./mile)

DEMOGRAPHIC TRENDS

	2008	2016	2040
Population	19,638	17,124	21,977
Employment	28,172	28,308	27,887

27. NM 528

CORRIDOR



STUDY AREA:
35.4 Sq. Miles
LENGTH & NO. OF SEGMENTS:
11.1 Miles - 25 Segments
Functional Class:
Principal Arterial
Access Control:
Limited access: Ellison to US 550
Speed Limit: 40-55 mph
Lanes: 4-8 lanes—the majority of the corridor is 4 lanes
ITS Designated Corridor: Yes
ITS Deployment:
PAC, CCTV, DMS, VDS, AS
Transit:
- ABQ Ride: Route 551 (commuter)
- Route 251 (Rail Runner Connection)
- RMRTD: 202B

Bicycle Facilities:
- Lanes: Westside Blvd to Southern Blvd
- Trail: Westside Blvd to Southern Blvd
- Trail: Southern Blvd to Rockaway Blvd
- Route: Sundt Rd to Montoya Rd

PROFILE

- 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 as entry and exit points from Rio Rancho to destinations across the metropolitan area.
- The most congested segments are northwest of Coors, between Southern and High Resort, and south of US 550. NM 528 is noteworthy for high overall volumes but relatively smooth speeds.
- The highest volumes can be found on either side of the Coors bypass, between Westside Blvd. and Cottonwood Dr. (59,600-63,800 daily vehicles).
- Overall crash rates along NM 528 are below the regional average. The intersections at Corrales Rd. and Ellison Rd. have crash rates more than 2x the regional average.
- The study area is projected to grow by 23% in population and 44% in employment by 2040.

STATISTICS

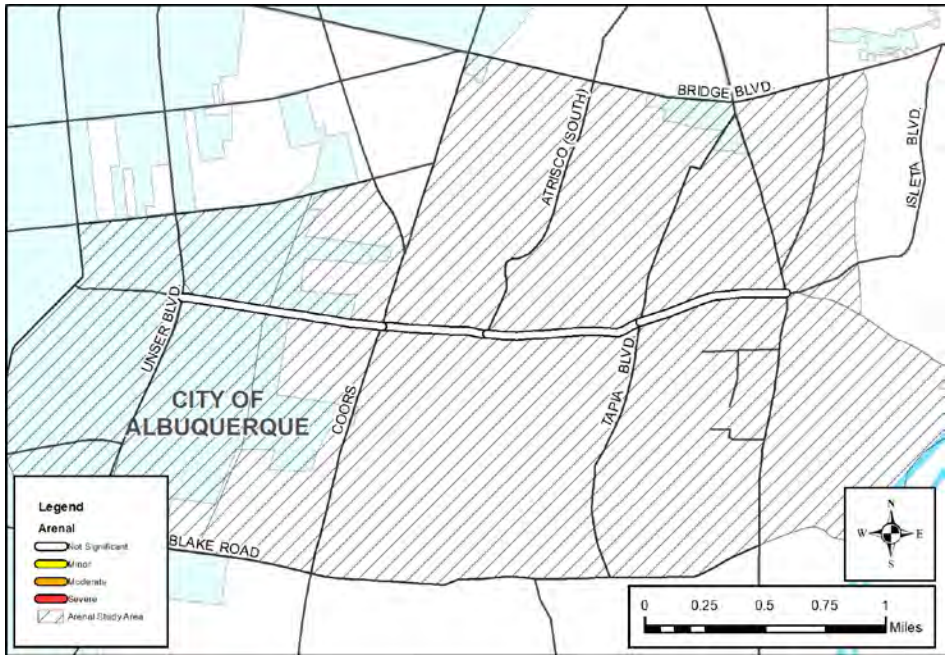
SUMMARY DATA	
Highest Volume Segment	63,800
Average Speeds (PM East)	23-51 mph
Average Speeds (PM West)	23-51 mph
Total Delay (PM East)	276 seconds (25 secs./mile)
Total Delay (PM West)	487 seconds (51 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	38,992	38,903	47,784
Employment	25,915	20,124	29,000

CORRIDOR RANKS	
Volume/Capacity Ratio	11/31
Speed Differential	27/31
Crash Rates	28/31
Overall Rank	27/31

28. ARENAL RD.

CORRIDOR



STUDY AREA: 6.3 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
Speed Limit: 30-40 mph
Lanes: 2-4 lanes
ITS Designated Corridor: Yes
ITS Deployment: PAC, CCTV, AS
Transit: ABQ RIDE: Route 51 (local), Route 54 (local)
Bicycle Facilities: Route: Coors Blvd. SW to Isleta Blvd. SW

PROFILE

- 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 very low with only light speed delay between Coors and Atrisco.
- Arenal Blvd. dropped from 10th place in 2014 to 28th in 2016. This is the single biggest movement in rank between the 2014 and 2016 corridor rankings. The movement is due to a large reduction in V/C points between Coors and Atrisco. The 2016 count at that location was half of what it was in 2014. This may be due in part to the fact that the 2016 count was recorded during summer while the 2014 count occurred during the school year, and the link leads to Rio Grande High School.
- The highest volume segment is between Isleta Blvd. and Tapia Blvd. with 11,000 vehicles per day.
- Crash rates along the corridor are above the regional average. The intersections with Unser, Coors, and Isleta are over 2x the regional average crash rate.
- 2040 projections predict a 17% growth in employment, but the population is not expected to grow.

STATISTICS

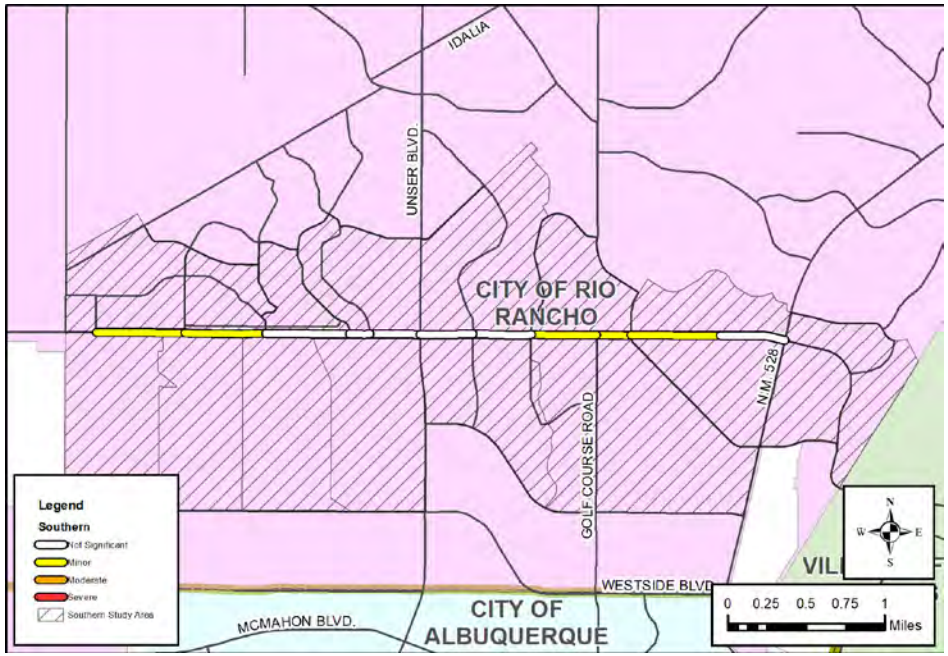
SUMMARY DATA	
Highest Volume Segment	11,000
Average Speeds (PM East)	22-30 mph
Average Speeds (PM West)	18-29 mph
Total Delay (PM East)	98 seconds (38 secs./mile)
Total Delay (PM West)	110 seconds (43 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	24,803	27,482	27,291
Employment	3,265	2,785	3,260

CORRIDOR RANKS	
Volume/Capacity Ratio	29/31
Speed Differential	25/31
Crash Rates	12/31
Overall Rank	28/31

29. SOUTHERN BLVD.

CORRIDOR



STUDY AREA: 8 Sq. Miles
LENGTH & NO. OF SEGMENTS: 4.4 Miles - 11 Segments
Functional Class: Principle Arterial
Access Control: None
Speed Limit: 30-40 mph
Lanes: 2-4 lanes—the majority of the corridor is 4 lanes
ITS Designated Corridor: Yes
ITS Deployment: PAC, CCTV, VDS
Transit: ABQ Ride: Route 551 (commuter); Route 251 (Rail Runner connection)
Bicycle Facilities: Trails: Rainbow Blvd. SE to Tarpon Ave. SE, and Unser Blvd. SE to NM 528

PROFILE

- 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 Peachtree Rd. where travel times are slow. There are some high V/Cs on the corridor's western end, between Atlantic Rd. and Pecos Loop, where Southern drops down to one eastbound lane.
- The highest daily volumes can be found on either side of Golf Course Rd (29,000-30,400 vehicles per day).
- Crash rates along Southern are well below the regional average. No intersection is above 2x the regional average.
- Moderate growth in population (10%) and employment (23%) are projected by 2040.

STATISTICS

SUMMARY DATA	
Highest Volume Segment	30,400
Average Speeds (PM East)	21-38 mph
Average Speeds (PM West)	23-37 mph
Total Delay (PM East)	158 seconds (36 secs./mile)
Total Delay (PM West)	149 seconds (34 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	21,328	22,534	24,873
Employment	7,433	7,464	9,146

CORRIDOR RANKS	
Volume/Capacity Ratio	18/31
Speed Differential	24/31
Crash Rates	29/31
Overall Rank	29/31

30. TRAMWAY BLVD. (NM 556)

CORRIDOR

STUDY AREA:
16.7 Sq. Miles
LENGTH & NO. OF SEGMENTS:
7.4 Miles - 18 Segments
Functional Class:
Principal Arterial
Access Control:
Limited access along entire corridor
Speed Limit: 45-50 mph
Lanes: 4 lanes
ITS Designated Corridor: Yes
ITS Deployment:
AC, CCTV, DMS, AS
Transit:
No service along Tramway
Facilities: Montgomery/ Tramway Park & Ride
Bicycle Facilities:
- Trail: Entire Corridor
- Lane: Central Ave. NE to I-40 off ramp
- Route: I-40 off ramp to San Antonio Dr. NE

PROFILE

- 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 portion of Tramway is between Central and Cloudview, either side of I-40, where V/Cs are high in the peak period and travel times are slow.
- The highest volumes along Tramway are between I-40 and Cloudview Ave. (33,100 vehicles per day) but the average daily volume across the entire corridor is near 25,000 vehicles per day, indicating a high number of long-distance and through trips.
- Overall crash rates across the corridor are below regional averages, although the intersection at Central has crash rates almost 2x the regional average.
- Moderate population growth (11%) and significant employment growth (23%) are projected for the Tramway study area by 2040.

STATISTICS

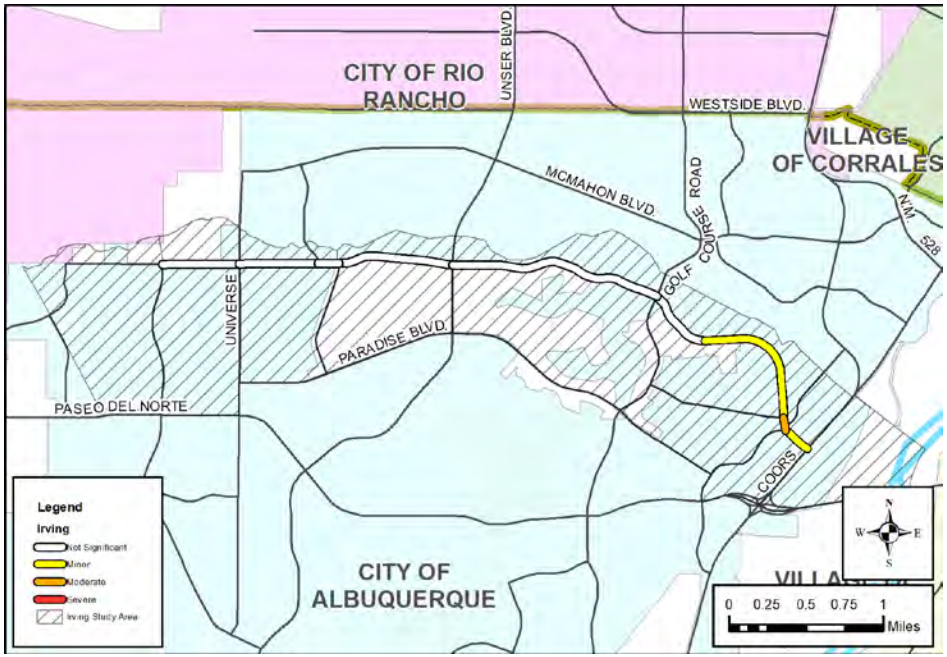
SUMMARY DATA	
Highest Volume Segment	33,100
Average Speeds (PM North)	24-44 mph
Average Speeds (PM South)	14-46 mph
Total Delay (PM North)	174 seconds (24 secs./mile)
Total Delay (PM South)	202 seconds (27 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	55,019	52,833	58,639
Employment	8,126	7,014	8,612

CORRIDOR RANKS	
Volume/Capacity Ratio	17/31
Speed Differential	28/31
Crash Rates	27/31
Overall Rank	30/31

31. IRVING BLVD.

CORRIDOR



STUDY AREA: 5.1 Sq. Miles
LENGTH & NO. OF SEGMENTS: 4.9 Miles - 9 Segments
Functional Class: Collector: Rainbow to Golf Course Rd.
Minor Arterial: Golf Course Rd. to Coors
Access Control: None
Speed Limit: 25-40 mph
Lanes: 2-4 lanes—the majority of the corridor is 2 lanes
ITS Designated Corridor: Yes
ITS Deployment: PAC, CCTV, AS
Transit: No service
Bicycle Facilities:
Trail: Universe Blvd to Ventana Ranch Aprtments
Trail: Ventana Rd to just west of La Paz Dr.
Lanes: Golf Course Rd to just west of Coors Blvd

PROFILE

- The Irving Blvd. CMP Corridor runs east-west from Rainbow to Coors.
- Irving Blvd. forms the border between parts 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 westbound in the PM.
- Congestion is most severe between Congress Ave. and Coors Blvd. where speed differentials are high and volumes are approaching capacity at the peak hours.
- The highest volume segment is between Congress Ave. and Eagle Ranch Rd. (19,100 vehicles per day).
- Overall crash rates along Irving are below the regional average. The crash rate at the intersection of Irving and Coors is more than 2x the regional average.
- Population is projected to stay roughly the same at 5%, and employment is expected to grow by 29%.

STATISTICS

SUMMARY DATA	
Highest Volume Segment	19,100
Average Speeds (PM East)	23-34 mph
Average Speeds (PM West)	20-35 mph
Total Delay (PM East)	78 seconds (16 secs./mile)
Total Delay (PM West)	73 seconds (15 secs./mile)

DEMOGRAPHIC TRENDS	2008	2016	2040
Population	23,117	25,127	26,424
Employment	3,123	2,754	3,543

CORRIDOR RANKS	
Volume/Capacity Ratio	22/31
Speed Differential	31/31
Crash Rates	26/31
Overall Rank	31/31

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