

### Corridor Notes

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

### Profile & Statistics

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

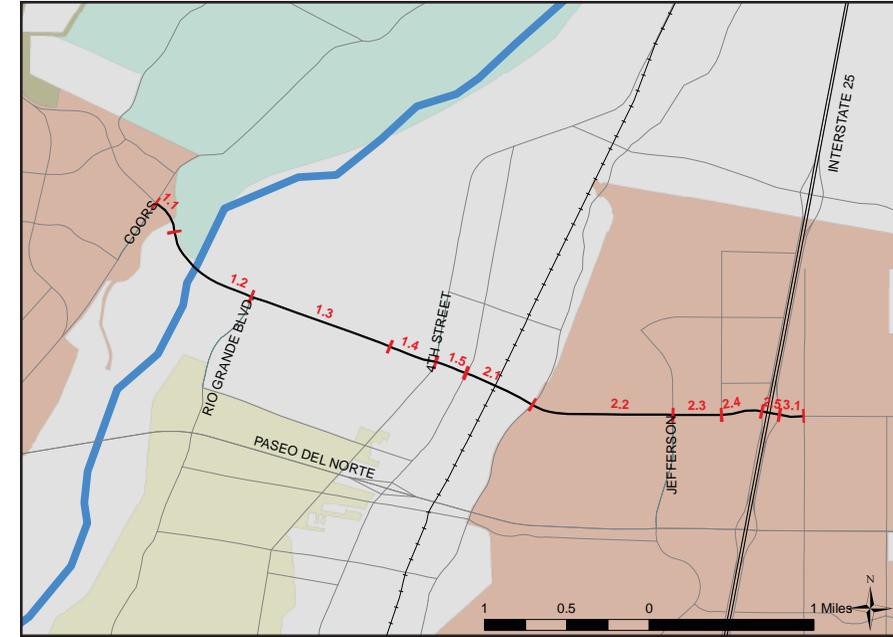
### Transit Characteristics

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

### ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF COORS/CORRALES - WEST OF BOSQUE CIRCLE	0.22	40	25,374
1.2	EAST OF BOSQUE CIRCLE - WEST OF RIO GRANDE BLVD	0.68	40	36,091
1.3	EAST OF RIO GRANDE BLVD - WEST OF GUADALUPE TRAIL	0.86	35	22,201
1.4	EAST OF GUADALUPE TRAIL - WEST OF 4TH ST	0.28	35	37,953
1.5	EAST OF 4TH ST - WEST OF 2ND ST	0.20	35	23,860
2.1	EAST OF 2ND ST - WEST OF EDITH	0.45	35	23,779
2.2	EAST OF EDITH - WEST OF JEFFERSON	0.86	40	30,530
2.3	EAST OF JEFFERSON - WEST OF SAN MATEO	0.30	45	30,992
2.4	EAST OF SAN MATEO - WEST OF PAN AM. WEST	0.25	45	32,371
2.5	EAST OF PAN AM. WEST - WEST OF PAN AM. EAST	0.11	45	30,150
3.1	EAST OF PAN AM. EAST - WEST OF SAN PEDRO	0.15	45	22,495

### ID Location



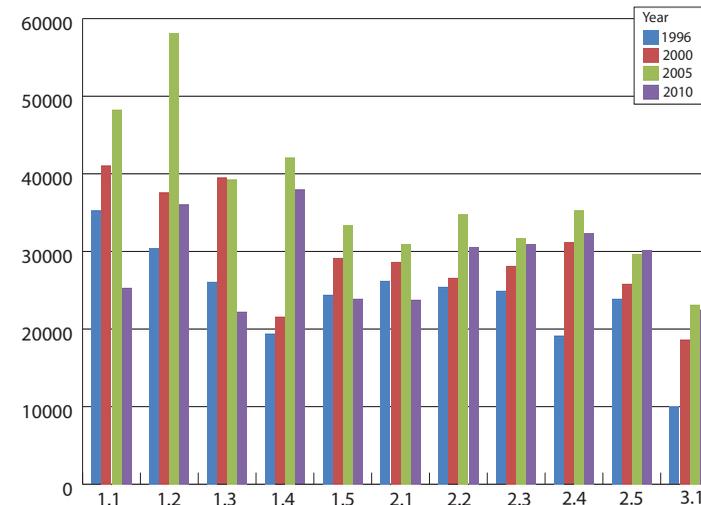
### Access Characteristics

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	2	2	0	No	3	0	1	No	Median Cut
1.2	1	4	1	No	0	1	0	No	Median Turn Bay
1.3	1	3	0	No	10	3	0	No	Median Turn Bay
1.4	1	1	1	No	6	1	0	No	No
1.5	1	1	1	No	6	1	1	No	Median Cut
2.1	4	0	0	No	4	1	1	No	No
2.2	6	4	0	No	3	4	0	No	MC / MTB
2.3	3	1	0	No	0	2	0	No	MC / MTB
2.4	2	1	0	No	4	1	0	No	Median Turn Bay
2.5	0	1	0	No	0	1	0	No	No
3.1	1	1	1	No	1	1	0	No	Median Turn Bay
<b>Total</b>	<b>22</b>	<b>19</b>	<b>4</b>		<b>37</b>	<b>16</b>	<b>3</b>		

### Access Notes

- The Alameda Blvd CMP corridor has **no access control**.
- There are various forms of center-turn facilities across the corridor.
- There are 15 **signalized intersections** along the CMP corridor; an average of one signal **every 0.29 miles**.

### Average Weekday Daily Traffic



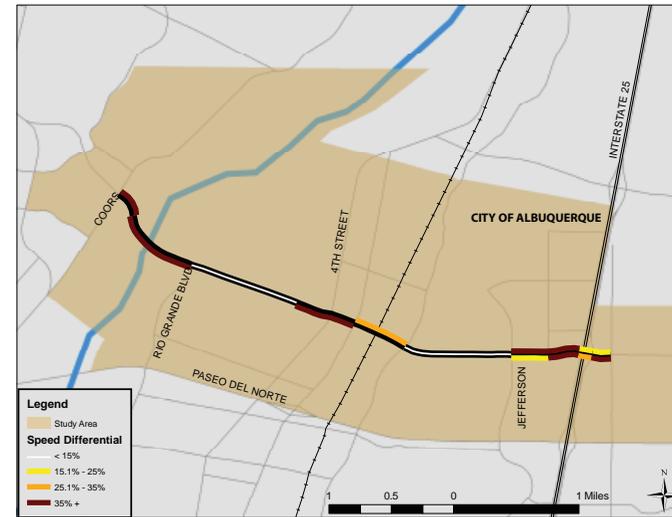
### Volume Notes

- The heaviest volumes along Alameda occur between Guadalupe Trail and 4th St (38,000 AWDT).
- Overall average volumes increased by 14% between 2000 and 2008. During that same period, the population in the study area increased by 17%.
- The highest volume increase (76%) from 2000 to 2010 also occurred between Guadalupe Trail and 4th St.
- In 2010, 36,000 vehicles crossed the Rio Grande along Alameda each weekday.

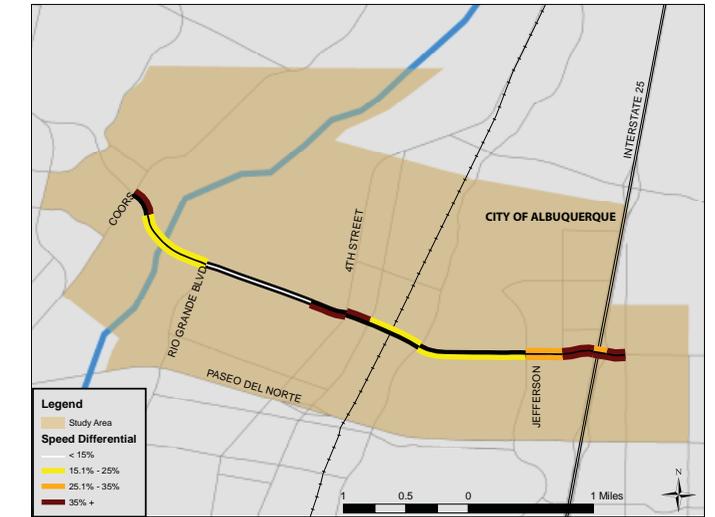
## Speed Differential (Observed Speed vs. Posted Speed)

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 COORS/CORRALES - WEST OF BOSQUE CIRCLE	40	18.9	36.0	10.9	34.9	52.7%	10.0%	72.7%	12.8%
1.2	EAST OF BOSQUE CIRCLE - WEST OF RIO GRANDE BLVD	40	39.1	24.7	32.9	33.2	2.4%	38.2%	17.8%	17.1%
1.3	EAST OF RIO GRANDE BLVD - WEST OF GUADALUPE TRAIL	35	33.5	33.9	30.2	37.1	4.3%	3.1%	13.7%	-6.0%
1.4	EAST OF GUADALUPE TRAIL - WEST OF 4TH ST	35	41.7	15.2	36.2	18.5	-19.3%	56.6%	-3.5%	47.1%
1.5	EAST OF 4TH ST - WEST OF 2ND ST	35	34.1	22.4	19.5	31.8	2.5%	35.9%	44.3%	9.1%
2.1	EAST OF 2ND ST - WEST OF EDITH	35	24.1	35.5	26.9	39.0	31.0%	-1.5%	23.1%	-11.5%
2.2	EAST OF EDITH - WEST OF JEFFERSON	40	38.0	38.1	38.4	32.0	5.0%	4.7%	4.1%	20.1%
2.3	EAST OF JEFFERSON - WEST OF SAN MATEO	45	22.9	35.3	31.9	30.8	49.1%	21.7%	29.2%	31.5%
2.4	EAST OF SAN MATEO - WEST OF PAN AM. WEST	45	27.2	24.4	27.1	20.2	39.5%	45.7%	39.8%	55.1%
2.5	EAST OF PAN AM. WEST - WEST OF PAN AM. EAST	45	37.1	33.7	31.1	27.2	17.6%	25.1%	30.9%	39.6%
3.1	EAST OF PAN AM. EAST - WEST OF SAN PEDRO	45	36.1	22.2	16.6	20.2	19.8%	50.8%	63.0%	55.2%

## AM Speed Differential



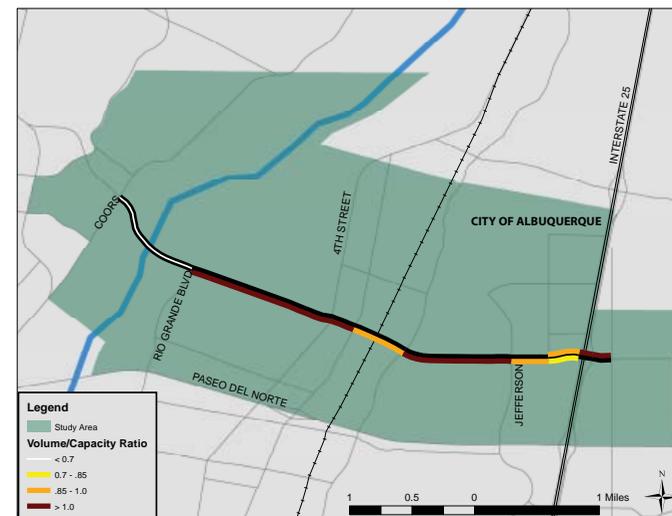
## PM Speed Differential



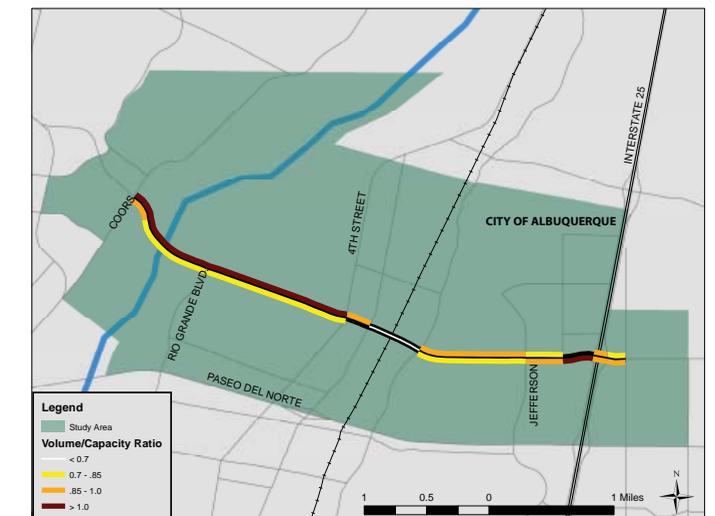
## Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF COORS/CORRALES - WEST OF BOSQUE CIRCLE	0.66	1.61	1.39	0.89
1.2	EAST OF BOSQUE CIRCLE - WEST OF RIO GRANDE BLVD	0.63	1.61	1.59	0.80
1.3	EAST OF RIO GRANDE BLVD - WEST OF GUADALUPE TRAIL	0.49	1.22	1.03	0.71
1.4	EAST OF GUADALUPE TRAIL - WEST OF 4TH ST	0.61	1.50	1.39	0.72
1.5	EAST OF 4TH ST - WEST OF 2ND ST	0.36	1.03	0.97	0.55
2.1	EAST OF 2ND ST - WEST OF EDITH	0.31	1.00	0.64	0.43
2.2	EAST OF EDITH - WEST OF JEFFERSON	0.54	1.13	0.94	0.82
2.3	EAST OF JEFFERSON - WEST OF SAN MATEO	0.62	0.91	0.82	0.97
2.4	EAST OF SAN MATEO - WEST OF PAN AM. WEST	0.90	0.80	0.66	1.03
2.5	EAST OF PAN AM. WEST - WEST OF PAN AM. EAST	1.28	0.50	0.98	0.89
3.1	EAST OF PAN AM. EAST - WEST OF SAN PEDRO	1.22	0.58	0.81	0.95

## AM Volume/Capacity Ratio



## PM Volume/Capacity Ratio



## Travel Time & Delay

PM Peak Travel Time (seconds)	Coors/Corrales Rd	Bosque Circle	Rio Grande Blvd	Guadalupe Trail	4th St.	2nd St.	Edith	Jefferson St	San Mateo	Pan American West	Pan American East	San Pedro
Coors/Corrales Rd	X	22	93	179	237	259	300	397	432	476	490	517
Bosque Circle	71	X	70	157	214	237	278	375	409	454	468	495
Rio Grande Blvd	143	71	X	87	144	166	207	304	339	383	398	425
Guadalupe Trail	249	178	106	X	57	80	121	218	252	297	311	338
4th St.	278	207	136	29	X	23	64	161	195	240	254	281
2nd St.	315	243	172	66	37	X	41	138	173	217	231	258
Edith	375	303	232	126	128	60	X	97	132	176	190	217
Jefferson St	455	384	313	206	177	141	81	X	34	79	93	120
San Mateo	489	417	346	240	211	174	114	33	X	44	59	86
Pan American West	522	450	379	273	244	207	147	66	33	X	14	41
Pan American East	534	463	392	285	256	219	160	79	46	13	X	27
San Pedro	567	496	425	318	289	252	193	112	78	45	33	X

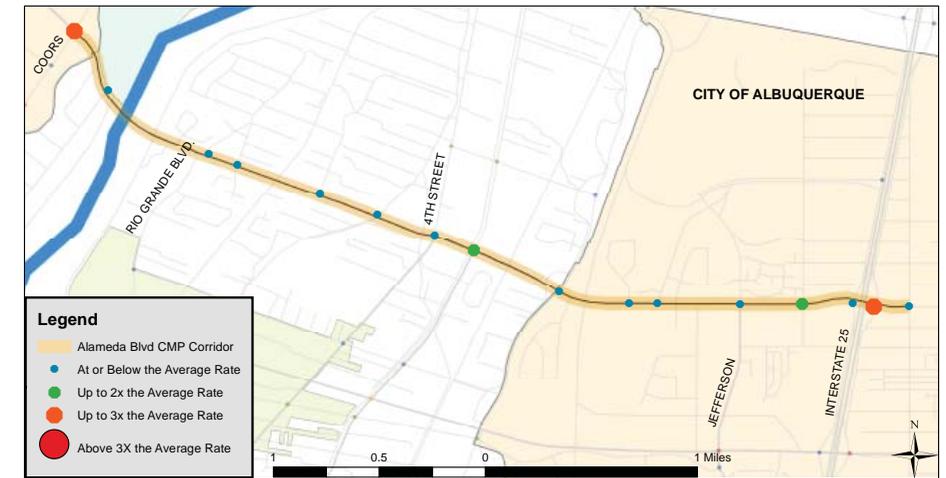
PM Peak Delay (seconds)	Coors/Corrales Rd	Bosque Circle	Rio Grande Blvd	Guadalupe Trail	4th St.	2nd St.	Edith	Jefferson St	San Mateo	Pan American West	Pan American East	San Pedro
Coors/Corrales Rd	x	3	15	10	37	39	34	53	64	89	94	109
Bosque Circle	52	x	12	7	34	36	31	51	61	86	92	106
Rio Grande Blvd	65	13	x	-5	22	24	19	38	49	74	79	94
Guadalupe Trail	79	27	15	x	27	29	24	44	55	79	85	100
4th St.	78	26	14	-1	x	2	-3	17	28	52	58	73
2nd St.	95	43	30	15	16	x	-5	15	26	50	56	71
Edith	108	56	44	29	30	14	x	19	30	55	60	75
Jefferson St	112	60	47	32	33	17	3	x	11	35	41	56
San Mateo	121	69	57	42	43	27	13	10	x	24	30	45
Pan American West	135	83	70	55	56	40	26	23	13	x	6	21
Pan American East	138	86	74	59	60	44	30	27	17	4	x	15
San Pedro	159	107	94	80	81	64	51	47	38	24	21	x

Distance (miles)	Coors/Corrales Rd	Bosque Circle	Rio Grande Blvd	Guadalupe Trail	4th St.	2nd St.	Edith	Jefferson St	San Mateo	Pan American West	Pan American East	San Pedro
Coors/Corrales Rd	X	0.2	0.9	1.8	2.1	2.3	2.7	3.6	3.9	4.1	4.2	4.4
Bosque Circle	0.2	X	0.6	1.5	1.8	2.0	2.5	3.3	3.6	3.9	4.0	4.1
Rio Grande Blvd	0.9	0.6	X	0.9	1.2	1.4	1.8	2.7	3.0	3.2	3.3	3.5
Guadalupe Trail	1.8	1.5	0.9	X	0.3	0.5	0.9	1.8	2.1	2.3	2.5	2.6
4th St.	2.1	1.8	1.2	0.3	X	0.2	0.6	1.5	1.8	2.1	2.2	2.3
2nd St.	2.3	2.0	1.4	0.5	0.2	X	0.4	1.3	1.6	1.9	2.0	2.1
Edith	2.7	2.5	1.8	0.9	0.6	0.4	X	0.9	1.2	1.4	1.5	1.7
Jefferson St	3.6	3.3	2.7	1.8	1.5	1.3	0.9	X	0.3	0.5	0.7	0.8
San Mateo	3.9	3.6	3.0	2.1	1.8	1.6	1.2	0.3	X	0.2	0.4	0.5
Pan American West	4.1	3.9	3.2	2.3	2.1	1.9	1.4	0.5	0.2	X	0.1	0.3
Pan American East	4.2	4.0	3.3	2.5	2.2	2.0	1.5	0.7	0.4	0.1	X	0.2
San Pedro	4.4	4.1	3.5	2.6	2.3	2.1	1.7	0.8	0.5	0.3	0.2	X

PM Peak Delay (seconds/mile)	Coors/Corrales Rd	Bosque Circle	Rio Grande Blvd	Guadalupe Trail	4th St.	2nd St.	Edith	Jefferson St	San Mateo	Pan American West	Pan American East	San Pedro
Coors/Corrales Rd	x	13.2	17.2	5.5	17.8	17.2	12.6	15.0	16.7	21.6	22.4	25.1
Bosque Circle	240.1	x	18.6	4.4	18.4	17.6	12.5	15.1	16.9	22.1	22.9	25.7
Rio Grande Blvd	74.7	19.5	x	-5.8	18.3	17.1	10.4	14.3	16.5	22.8	23.7	27.0
Guadalupe Trail	45.1	17.7	16.4	x	91.7	58.8	25.8	24.3	26.0	33.7	34.5	38.2
4th St.	38.1	14.3	11.5	-3.4	x	10.3	-4.2	11.1	15.3	25.4	26.7	31.5
2nd St.	42.0	20.9	21.6	31.1	82.0	x	-10.6	11.3	16.0	27.0	28.4	33.5
Edith	40.2	22.7	23.8	30.9	46.6	30.8	x	22.6	26.2	38.9	39.9	45.3
Jefferson St	31.4	17.8	17.4	18.0	22.1	13.0	3.8	x	36.8	64.9	62.8	69.6
San Mateo	31.5	19.1	19.0	20.1	23.9	16.7	11.2	33.0	x	98.2	84.4	88.6
Pan American West	32.8	21.2	21.6	23.6	27.4	21.6	18.6	42.1	53.0	x	52.5	79.4
Pan American East	32.9	21.6	22.0	24.1	27.8	22.3	19.9	41.1	47.8	35.7	x	98.7
San Pedro	36.4	25.8	27.0	30.6	34.9	30.5	30.4	59.0	74.1	94.3	136.2	x

## Safety

### Intersections with Reported Crashes 2005-2009



### All Crashes along the Corridor

Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	1	0	1	0
Non-fatal accident injury	46	45	36	38	47
Property damage only	141	144	143	100	125
<b>All Crashes</b>	<b>187</b>	<b>190</b>	<b>179</b>	<b>139</b>	<b>172</b>

### Top Contributing Factors in Crashes Along Alameda

1. Driver inattention 31 %
2. Following too close 21 %
3. Failure to yield 14 %
4. Red light running 6 %
5. Improper turn 4 %