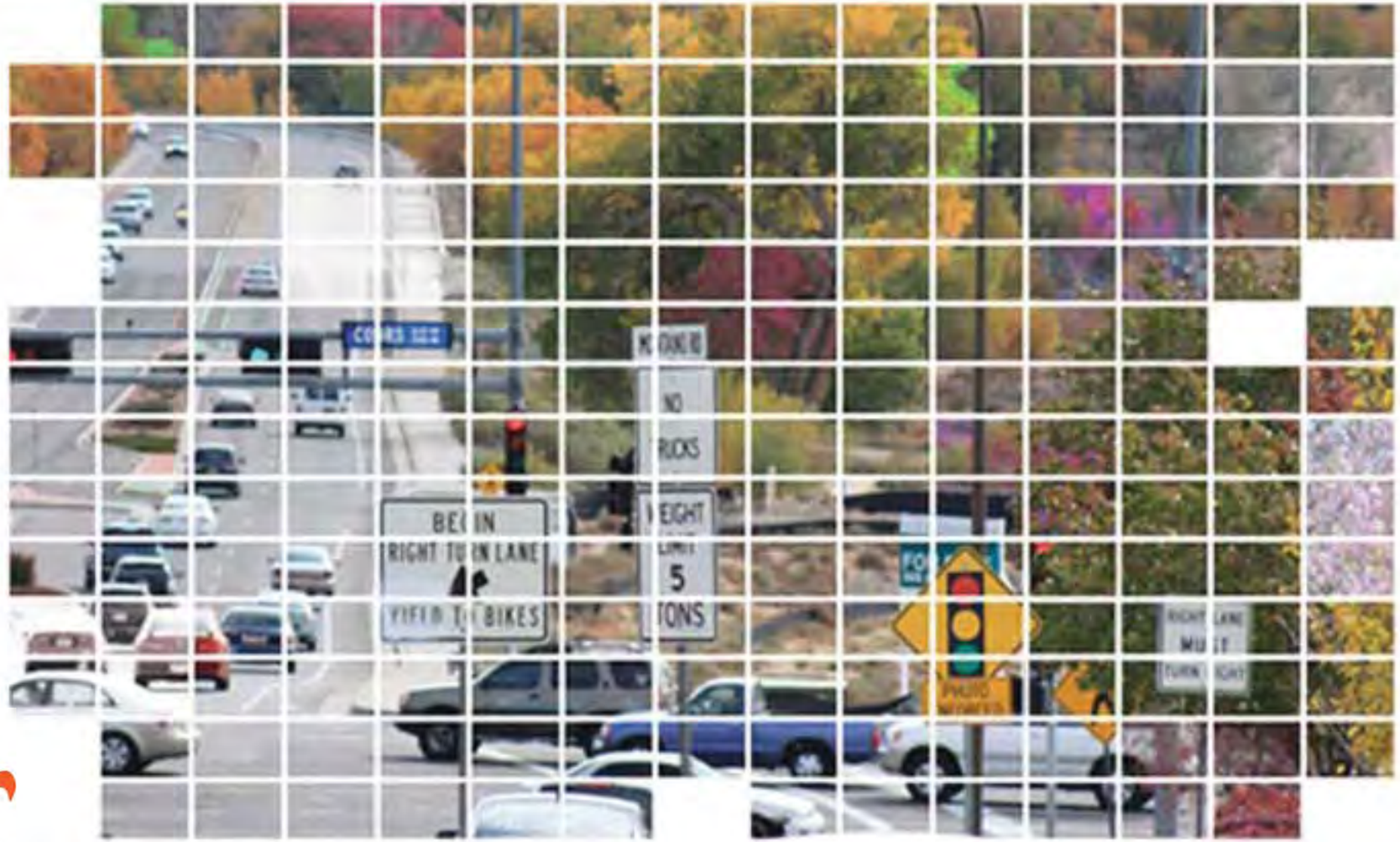
Congestion Management Process Atlas

Issued: December 2011

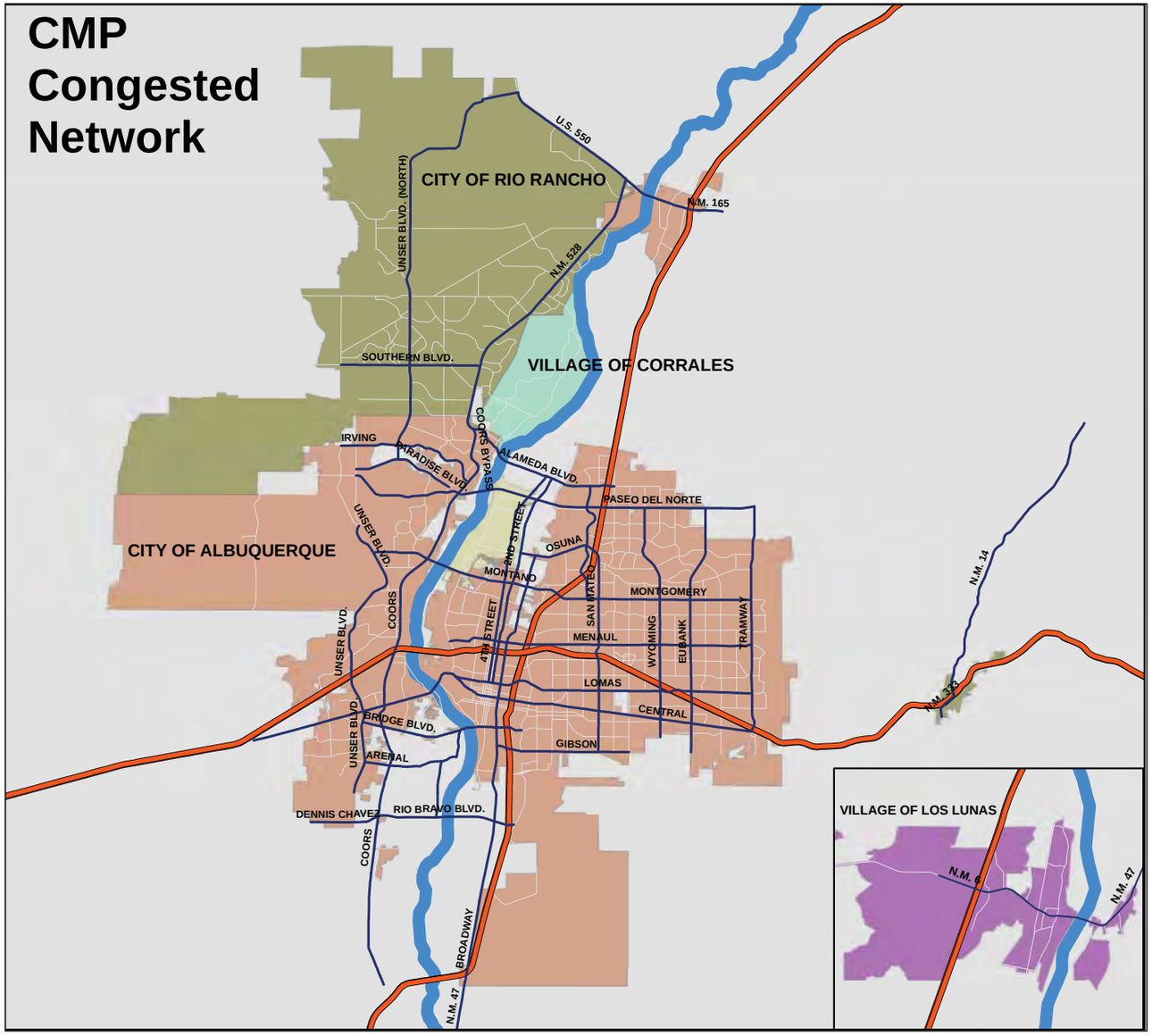


MRMPO
Mid-Region Metropolitan Planning Organization

MR COG
Communities Working Together

Detailed data on the 30 corridors that comprise the CMP network

2010 Congestion Managment Process Corridor Network and Rank

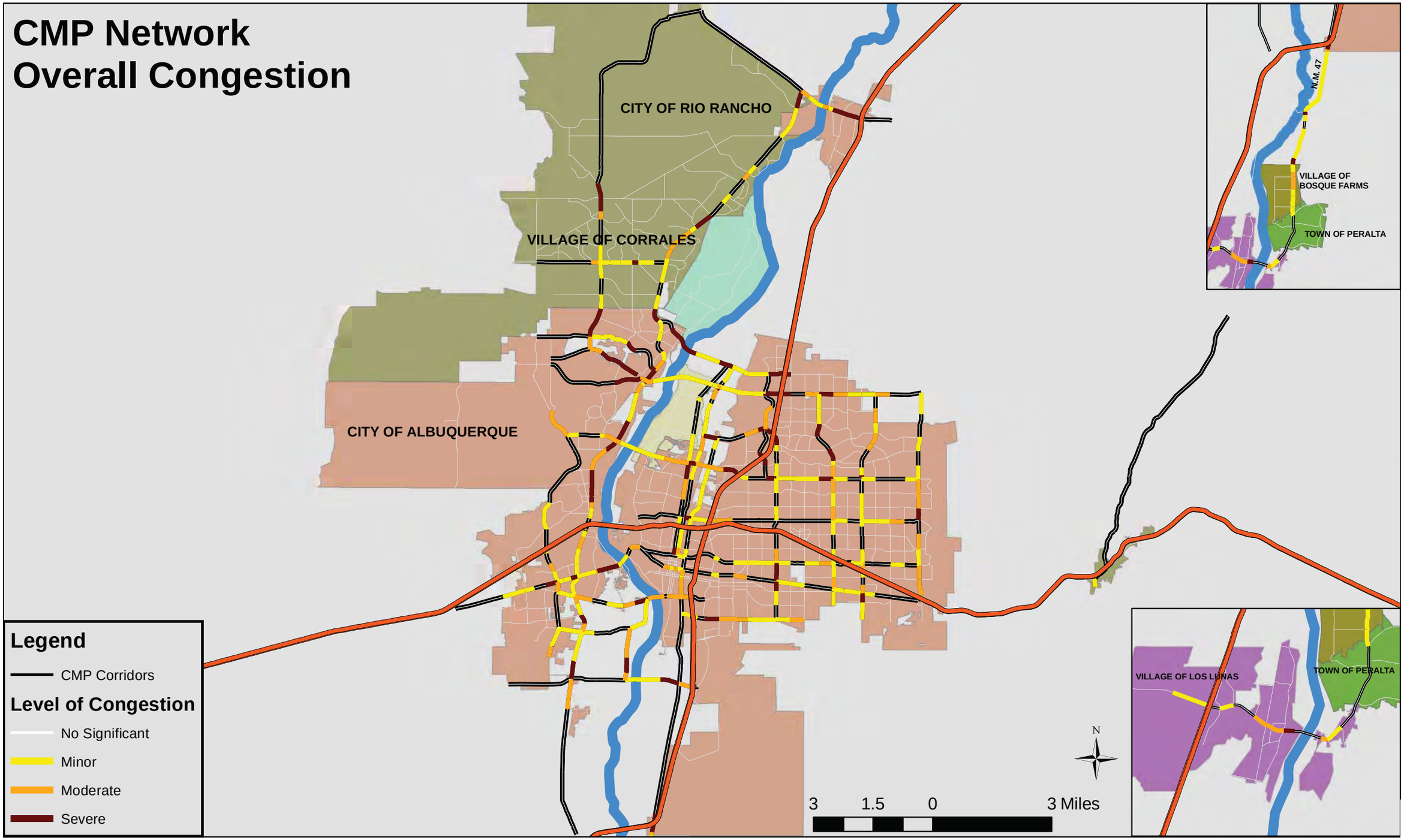


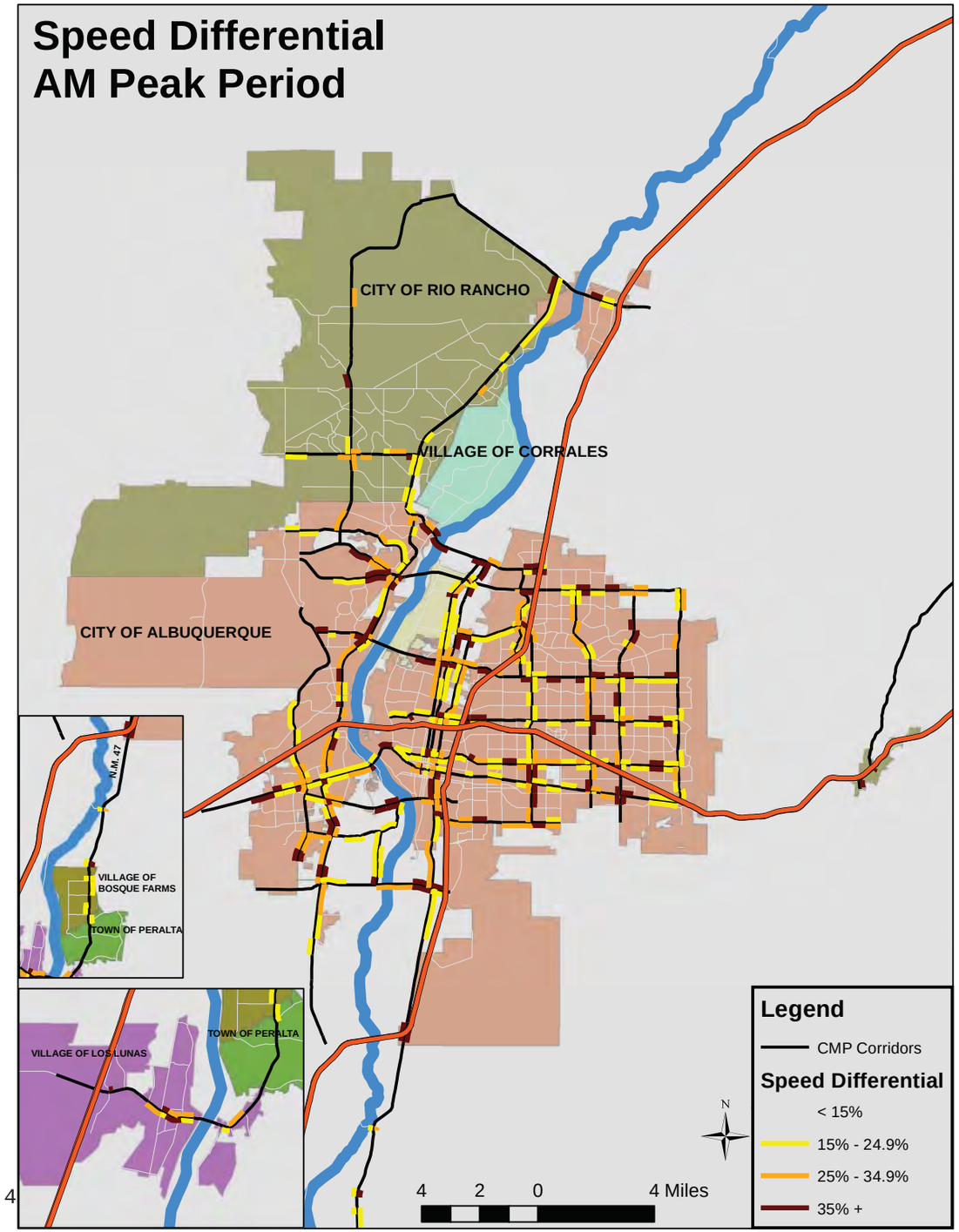
Corridor	Corridor Length (Mi)	V/C Points	Speed Points	Crash Points	Total Score	2010 Ranking
Alameda Blvd.	4.2	106.3	91.1	6.4	203.8	1
Montano Rd.	6.4	68.7	56.9	20.8	146.3	2
Paseo del Norte Blvd.	13.5	47.8	62.8	25.3	135.9	3
Bridge/Cesar Chavez Blvd.	5.4	45.8	58.5	24.4	128.6	4
US 550	8.0	86.9	30.0	2.7	119.7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

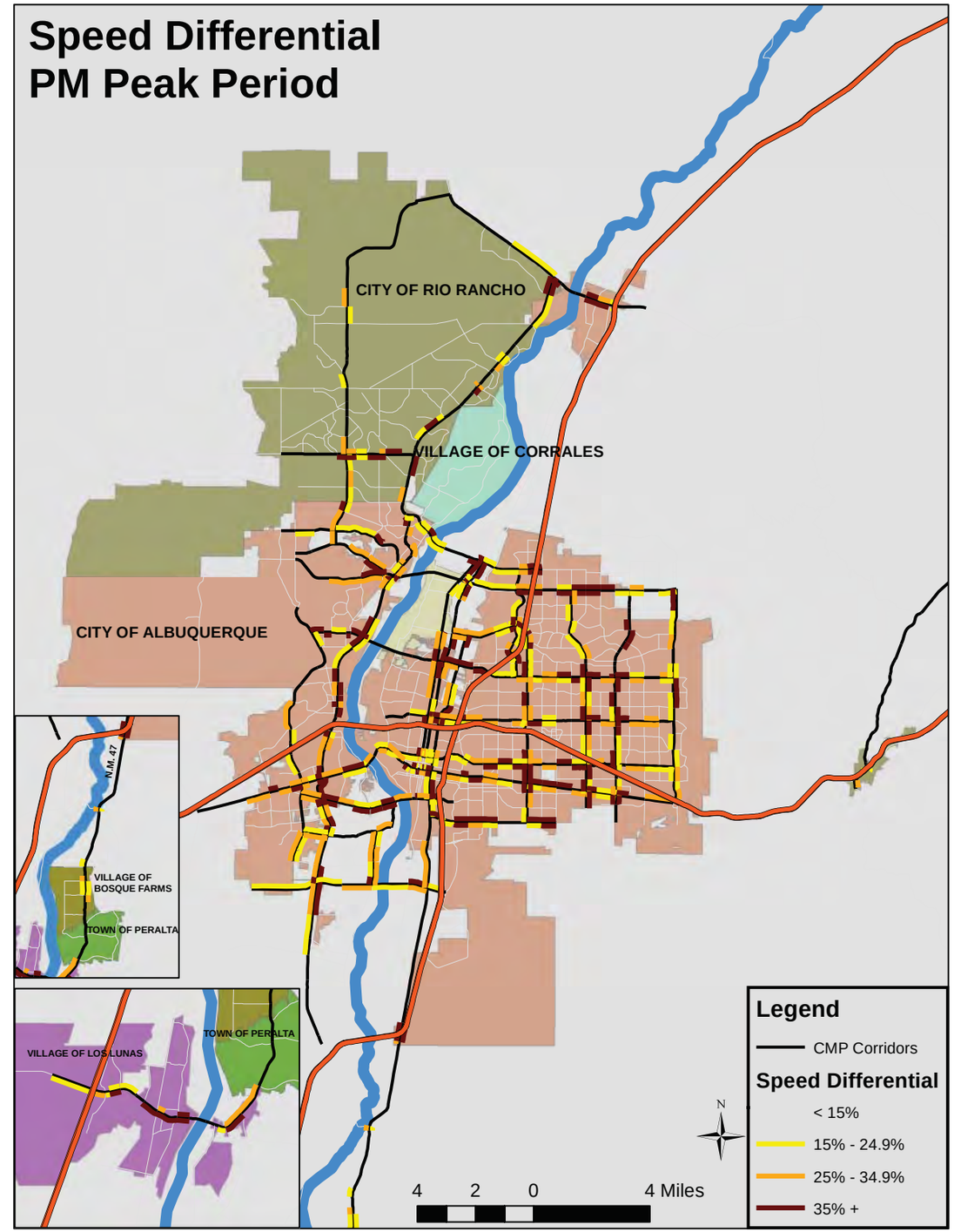
Table of Contents

Regional Maps 3
Introduction & Methodology 6
Alameda Blvd 11
Arenal Blvd 15
Bridge Blvd/Avenida Cesar Chavez 19
Broadway Blvd/Edith Blvd 23
Central Ave 27
Coors Blvd 32
Eubank Blvd 37
Fourth St 41
Gibson Blvd 45
Irving Blvd 49
Isleta Blvd 53
Jefferson St 57
Lomas Blvd 61
Menaul Blvd 65
Montaño Rd 69
Montgomery Blvd 73
NM 6 77
NM 14 81
NM 47 85
NM 528 89
Paradise Blvd 93
Paseo del Norte 97
Rio Bravo Blvd 101
San Mateo Blvd/Osuna Rd 105
Second St 109
Southern Blvd 113
Tramway Blvd 117
Unser Blvd 121
US 550 126
Wyoming Blvd 130

CMP Network
Overall Congestion




Speed Differential
AM Peak Period
CITY OF RIO RANCHO
VILLAGE OF CORRALES
CITY OF ALBUQUERQUE
N.M. 47
VILLAGE OF BOSQUE FARMS
TOWN OF PERALTA
VILLAGE OF LOS LUNAS
TOWN OF PERALTA
Legend
CMP Corridors
Speed Differential
< 15%
15% - 24.9%
25% - 34.9%
35% +
N
4 2 0 4 Miles


Speed Differential
PM Peak Period
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N
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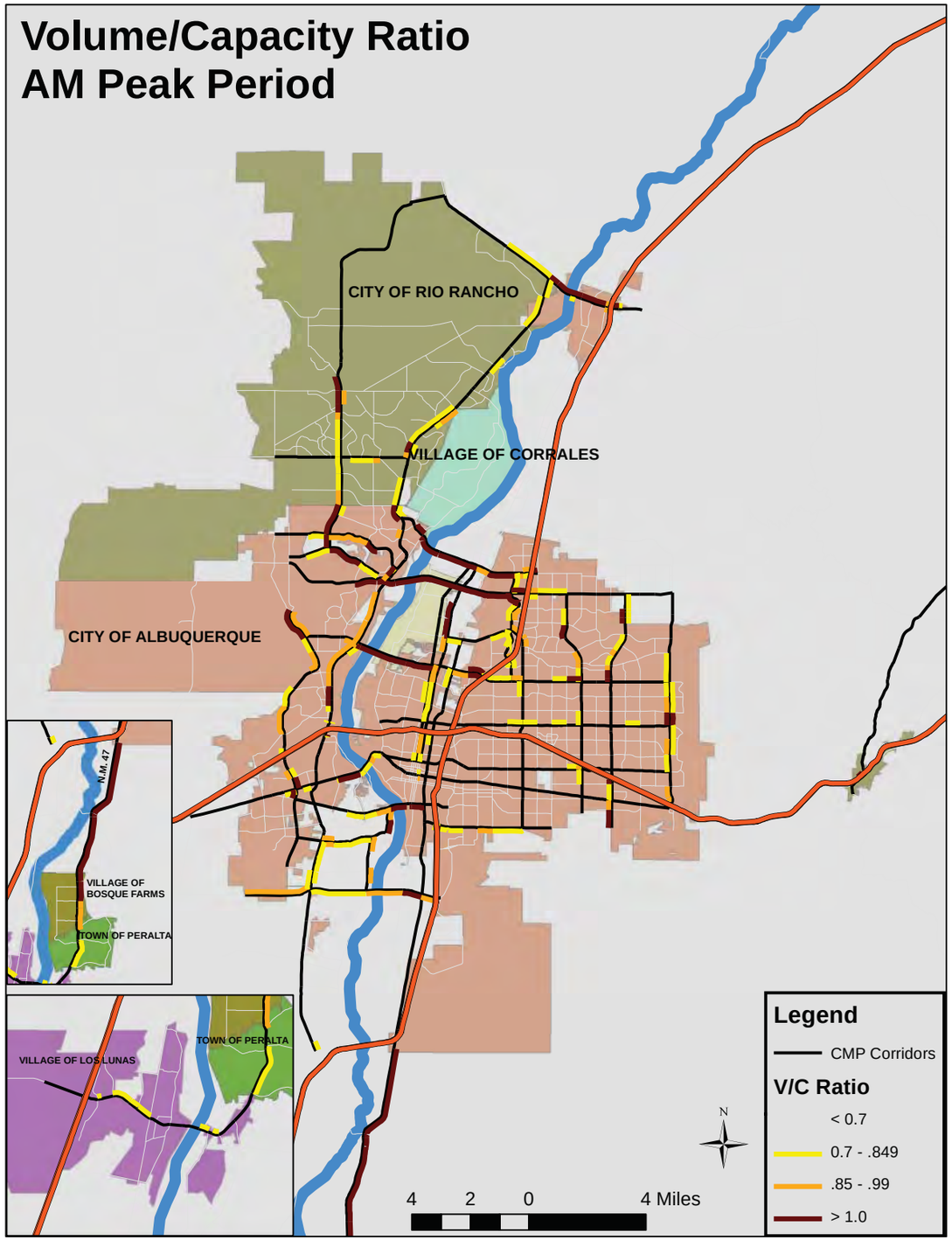
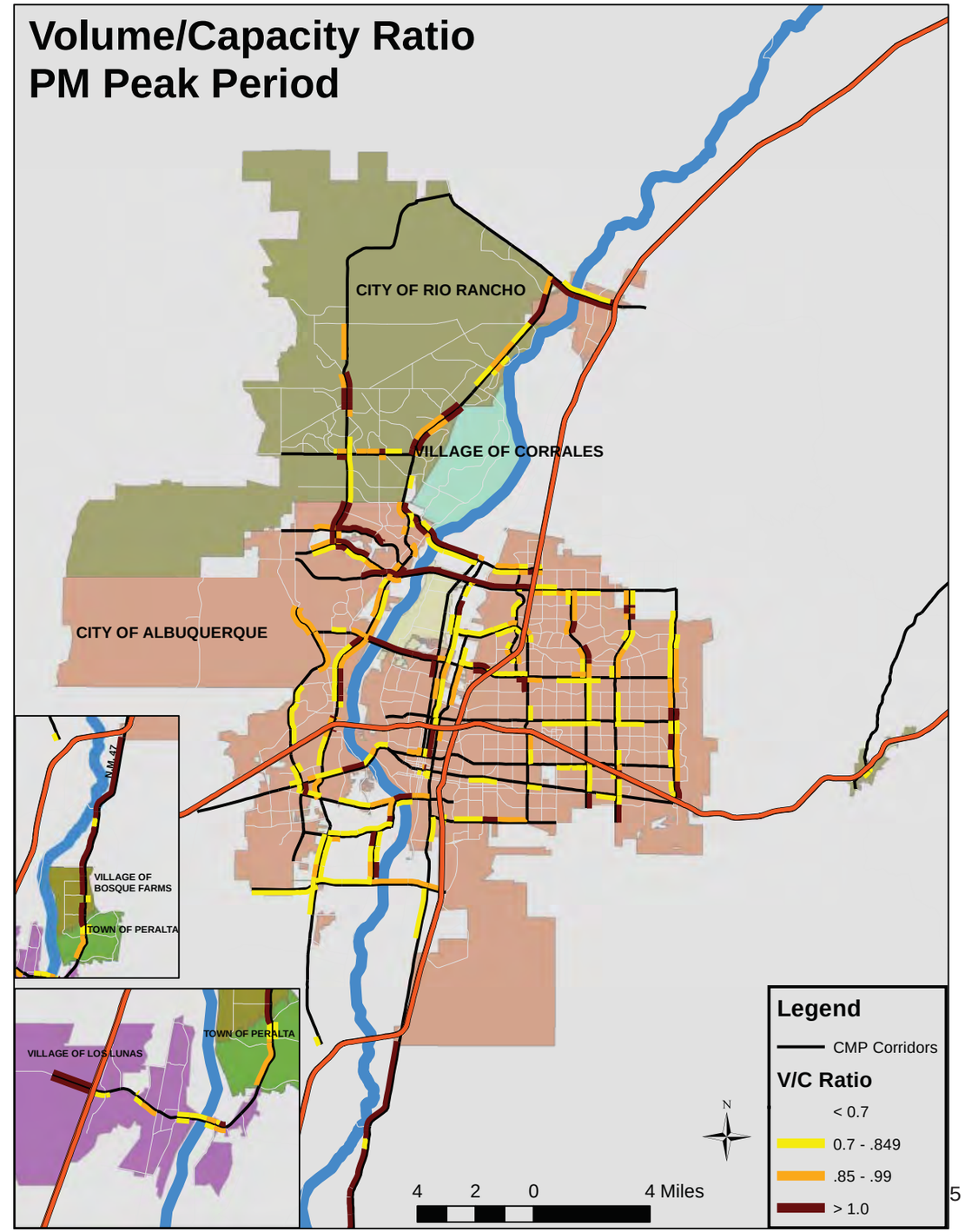

Volume/Capacity Ratio
AM Peak Period
CITY OF RIO RANCHO
VILLAGE OF CORRALES
CITY OF ALBUQUERQUE
N.M. 47
VILLAGE OF BOSQUE FARMS
TOWN OF PERALTA
VILLAGE OF LOS LUNAS
TOWN OF PERALTA
Legend
CMP Corridors
V/C Ratio
< 0.7
0.7 - .849
.85 - .99
> 1.0
N
4 2 0 4 Miles


Volume/Capacity Ratio
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CITY OF RIO RANCHO
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CITY OF ALBUQUERQUE
N.M. 47
VILLAGE OF BOSQUE FARMS
TOWN OF PERALTA
VILLAGE OF LOS LUNAS
TOWN OF PERALTA
Legend
CMP Corridors
V/C Ratio
< 0.7
0.7 - .849
.85 - .99
> 1.0
N
4 2 0 4 Miles

Introduction & Methodology

The *CMP Atlas*, a companion document to the recently released *A Profile in Congestion: The 30 Most Congested Corridor in the Albuquerque Metropolitan Area*, provides a range of detailed transportation and congestion data for each segment of the 30 corridors that comprise the congested corridor network in MRCOG's Congestion Management Process (CMP). While the *Profile* document indicates the corridors and locations with the greatest congestion, the *CMP Atlas* identifies the source of that congestion by indicating whether the corridor experiences high traffic volumes, low speeds, or high numbers of traffic incidents (measured in crash rates).

The *Atlas* is available for local governments to use in local plans and studies, and as a project development tool for assessing the locations with the most urgent needs. Data contained in the *CMP Atlas* will also be used for evaluation in the Project Prioritization Process.

The *CMP Atlas* features the following data for each corridor:

- Corridor Profile
- Access Characteristics
- Volume (current and historical)
- Travel Time & Delay
- Speed Differential
- Volume-to-Capacity Ratio
- Crash Rates

Ranking Congestion

Congestion is a relative term, compared to some standard which may vary from place to place. The MRCOG Congestion Management Process uses three criteria to quantify 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. CMP uses these criteria to evaluate individual segments and rank entire corridors in the CMP congested network. Each segment or link of a corridor can generate points depending on the observed roadway conditions. The scores for each link are aggregated at the corridor level to determine an overall score for the corridor which can then be compared to the other facilities in the CMP congested network. Rankings are updated annually as new data is collected.

1. V/C Ratio

Volume-to-capacity (V/C) ratio compares the observed traffic volume along a roadway against the capacity, or the number of vehicles that a roadway segment is intended to carry. V/C is measured for each peak period and each direction. The closer V/C ratio is to 1.0 the greater the level of congestion is considered to be. A V/C ratio of greater than 1.0 is considered to be "over capacity." V/C ratios above certain thresholds generate points for a roadway segment. The V/C ranking in the Corridor Profile table compares the number of "V/C points" a corridor generates compared to other corridors in the CMP network. Traffic counts for the highest-volume 60-minute span within each peak period are used to determine AM and PM V/C ratios. Volume data is collected as part of MRCOG Traffic Counts program.

2. Speed Differential

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

3. Crash Rates

Crash rates are incorporated into CMP by comparing the frequency of incidents at intersections along a corridor compared to the regional average crash rate. The likelihood of an incident reflects safety concerns and crash-induced congestion. Crash rates generate points if they exceed certain thresholds. Crash data is collected as part of MRCOG's Safety Analysis program.

AMPA Crash Rate = 1.23026 crashes per 1 million vehicles.

Segment Scoring

The scores for each link are used to generate the maps in each CMP *Atlas* profile. The level of congestion should be considered on a regional level and reflects conditions across the peak period.

Point Generation by Segment

Points per Segment	V/C Ratio	Speed Differential	Crash Rate (vs. AMPA Average)
3	> 1.0	> 35%	> 3x
2	0.85 - 1.0	25 - 35%	2x - 3x
1	0.7 - 0.85	15 - 25%	1x - 2x
0	< 0.7	< 15%	< 1x

Profile Components

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

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

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

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

Source: FHWA Functional Classification Guidelines

Lane Capacity per Hour by Functional Class

Functional Class	Per Lane Capacity
Principal Arterial	800
Minor Arterial	750
Collector	675

Total Capacity is based on the functional classification of the roadway facility.[1] It refers to the maximum number of vehicles that a roadway segment is intended to carry per hour. Total capacity refers to the carrying capacity in *both* directions. The *directional capacity* is generally half of the total capacity, unless there are an uneven number of lanes in each travel direction. The V/C ratio for a segment is based on the volume for an hour-long period compared to the directional capacity.

Access Control

A number of facilities in the AMPA have been designated as limited access roadways in order to ensure the adequate flow of traffic along the roadway itself and move vehicles as efficiently as possible. Access control is an important strategy in managing congestion; any segments subject to access limitations along CMP corridors are noted.

The CMP *Atlas* contains an inventory of various access characteristics for each segment of the congested corridor network:

- Frequency of signalized intersections
- Driveways
- Intersections
- Right-turn facilities
- On-Street parking
- Center-turn facilities

Types of center-turn facilities

- *Continuous*: also known as a suicide lane – locations with a striped median turn lane facilitating turning movements in both directions.
- *Median turn bay*: a protect turn facility, usually with some form of raised median to allows turns from one direction of travel.
- *Median cut*: a gap or break in a raised median that allows a low volume of left-hand turn.

[1] Assuming Level of Service D.

Continuous Center Turn Lane

Median Cut

Median Turn Bay

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) refers to the use of technology to manage roadways and improve the efficiency of the overall transportation network. The ITS Subcommittee, facilitated by MRCOG, also develops profiles to highlight the types of deployment present along each corridor and identifies ITS-related needs and potential improvements. Proper ITS analysis is beyond the scope of the CMP Corridor Profiles. However, it is important to recognize the role of ITS in congestion management. The Corridor Profiles contain two pieces of data: 1) whether or not the corridor is incorporated in the regional ITS architecture and designated as an ITS corridor; 2) if there is currently ITS-related technology deployed along the corridor. Both pieces indicate the potential role that ITS can play in management of the corridor. The ITS profile should be consulted for more details on the locations and scope of deployment (available on the ITS page in the Transportation section of the MRCOG website). The Corridor Profile table does contain a number of designations and acronyms that refer to the types of ITS deployment currently found along the corridor.

- *F/PF:* Fiber/Partial Fiber – A form of telemetry along a corridor connecting signals to facilitate the progression of traffic.
- *CCTV:* Closed Circuit Television – A tool for monitoring and reporting conditions along a roadway. CCTV allows for real-time observation of traffic patterns and delay.

- *DMS:* Dynamic Message Sign – A tool for posting real-time messages on traffic conditions to commuters.
- *VDS:* Vehicle Detector Station – A tool for monitoring and reporting conditions along a roadway. VDS can detect real-time congestion and allows for collection of various forms of roadway data.
- *Transit:* Signal prioritization to enhance vehicle speed and efficiency through traffic signals or traveler information devices on-board or at transit stations.
- *WiFi:* A form of telemetry along a corridor connecting signals to facilitate the progression of traffic.

Transit Characteristics

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

- *Rapid Ride:* Express service that stops approximately every mile. ABQ Ride Rapid Ride service utilizes articulated buses with greater passenger capacity than standard buses.
- *Local:* Routes that operate all-day and typically stop every few blocks.
- *Commuter:* Routes that operates only during the peak periods.

Study Areas and Demographic Trends

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

Summary Data

Average Speed refers to the range of 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 take a vehicle to drive the corridor. Two components of delay are included in the profile: total delay in seconds and rate of delay in seconds per mile. In general, a more severe delay results in higher delay ratio.

Criterion Rankings

In addition to the overall congestion ranking, the scores individual corridors receive in a particular criterion compared to other facilities to create additional rankings based solely on V/C ratios, speed differential, and crash rates. These criterion rankings help determine the general source of congestion along a particular facility. They expose interesting dynamics within a roadway, such as corridors which have high V/C ratios, indicating large amounts of traffic, but 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 the design and management of the facility (e.g. signal timing issues, insufficient turn lanes, or high levels of access points).

Criterion Rankings

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

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

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

Daily Volume (AWDT)

Average Weekday Daily Volume (AWDT) is an important reflection of the overall level of use of a roadway and the number of individuals that use a facility on a given weekday. AWDT along the segments of a CMP corridor are presented in the Corridor Profile, while a historical inventory of volume by segment is included in the *Atlas* to allow for comparison over time. Many segments experienced a decline in volumes between 2008 and 2010 due to economic considerations and the resulting decrease in vehicular travel. Nevertheless, large increases in volume can be found over the last ten years along many CMP corridors, particularly those west of the Rio Grande. By contrast, many corridors east of the river have experienced decreases in volume over the last 15 years. Most corridors have large ranges in volume with lower traffic levels on the periphery and high totals closer to activity centers or major intersections and Interstate access points. High volume locations frequently experience high levels of delay or congestion; however, the correlation is not perfect. For congestion scoring purposes, only peak hour volume is considered.

Delay Analysis

Delay data demonstrates the travel time penalty associated with the congestion along a particular segment or a section of a corridor.

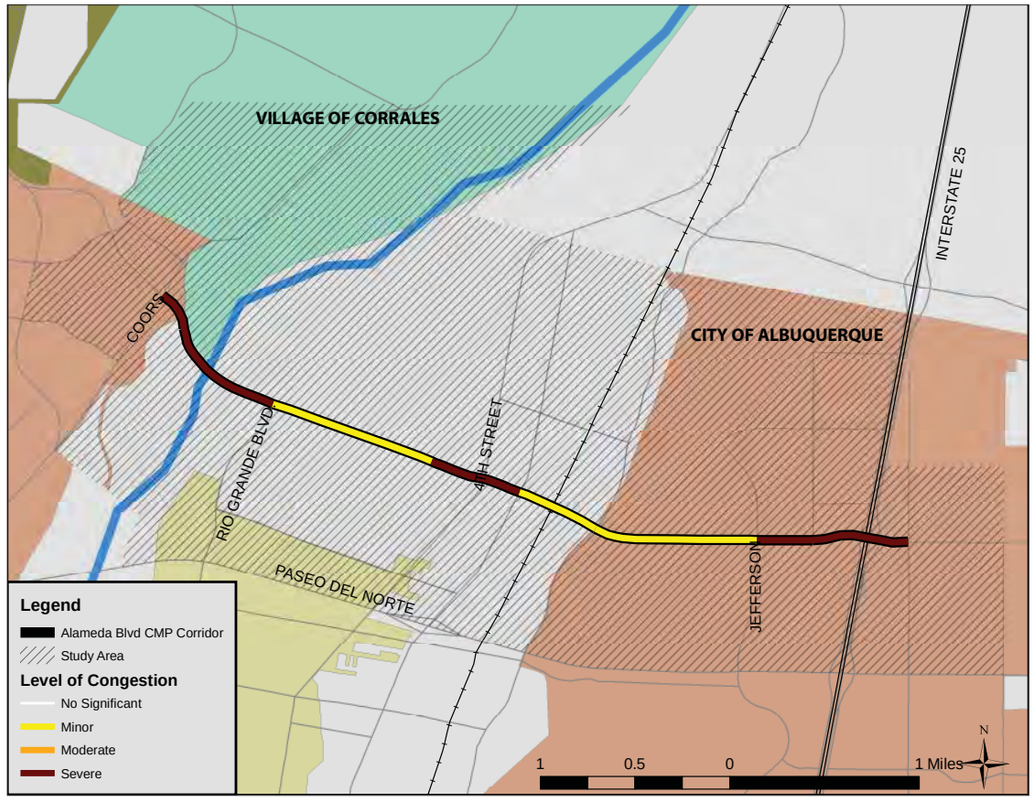
Delay analysis in the CMP *Atlas* consists of four tables:

- PM Peak Period Travel Time: how long it takes to drive from one intersection mid-point to another.
- PM Peak Delay (seconds): the sum of the difference between the actual travel time and the time it would take to travel the same distance at the posted speed limits. This table highlights the locations with the greatest *magnitude* of delay.
- Distance: the length in miles between intersections.
- PM Peak Delay (seconds/mile): delay in seconds normalized by distance to provide some insight into where the greatest *rate of delay* occurs.

When considering delay data is important to consider both the magnitude of delay and the rate of delay. Total delay and rate of delay are a function of distance or the length of the segment and can shed light on the severity of delay, but are most effective when analyzed collectively. For example, the magnitude, or total time delay, indicates whether or not the delay has a meaningful impact on the users. However, over a long segment the magnitude of delay may appear to be quite large when it is in fact occurring at a small rate. A small rate of delay may not merit much consideration, even if it cumulatively results in a high magnitude of delay. Conversely, locations with high rates of delay may indicate the locations where congestion is most severe, or may simply indicate the delay occurs over a short segment resulting in a *low* magnitude of delay and may not merit specific efforts or investment. In general, priority should be given to segments that generate high rates of delay and high magnitude of delay.

Alameda Blvd

#1



Corridor Notes

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

Profile & Statistics

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

Transit Characteristics

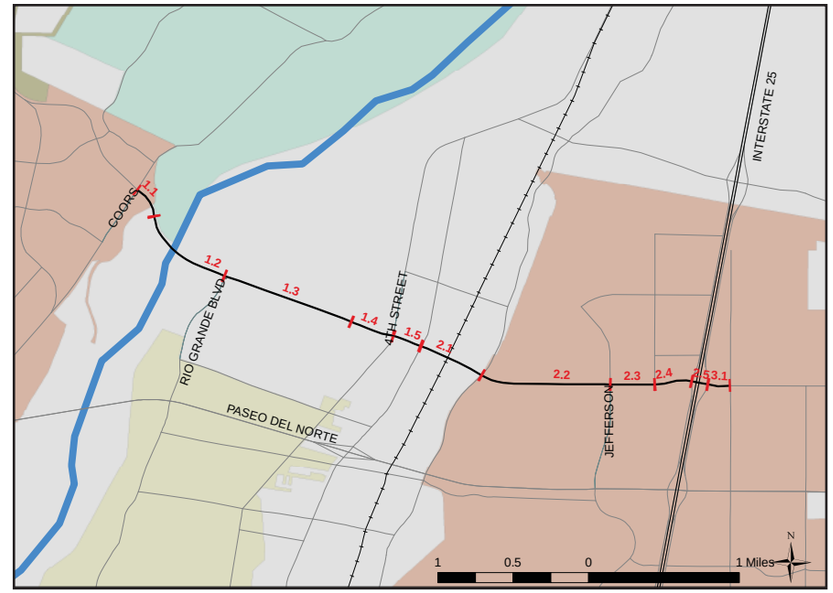
- ABQ Ride operates one commuter service along Alameda, Route 98, which runs from the Northwest Transit Center to Wyoming Blvd and south to Kirtland AFB.
- Average weekday ridership in April 2011 was slightly less than 100 per day.

Alameda Blvd

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

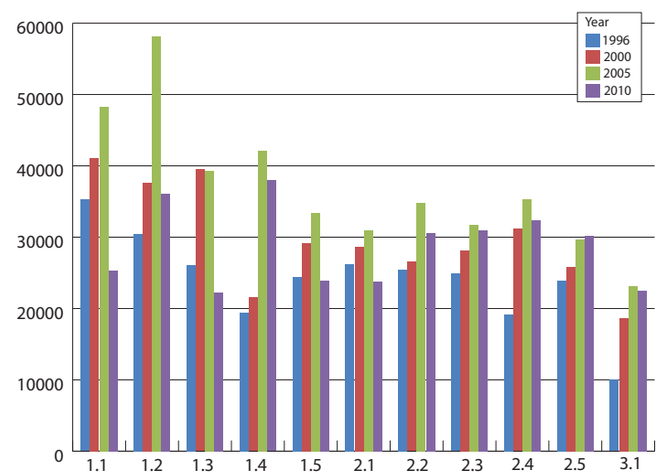
ID Location



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
Total	22	19	4		37	16	3		

Average Weekday Daily Traffic



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.**

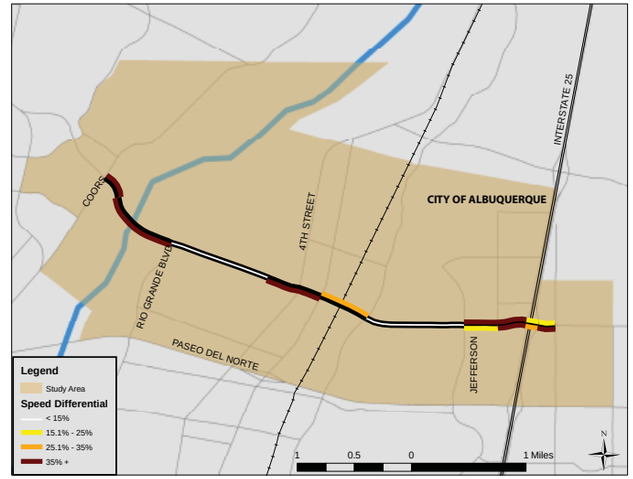
Volume Notes

- 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.

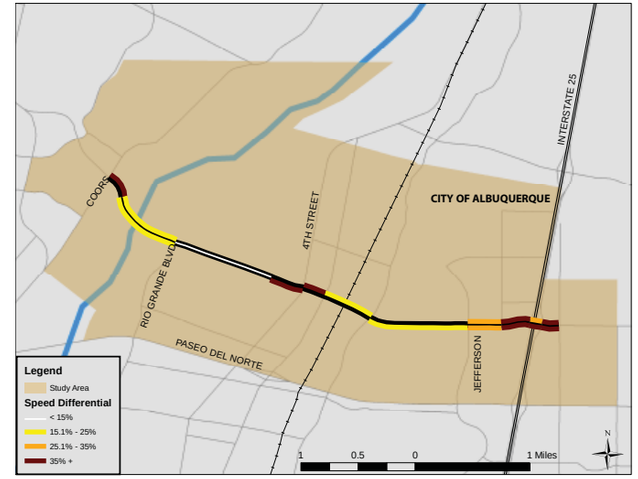
Speed Differential (Observed Speed vs. Posted Speed)

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



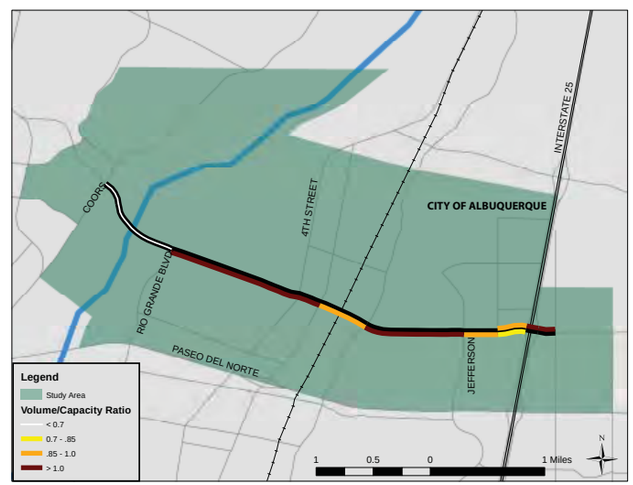
PM Speed Differential



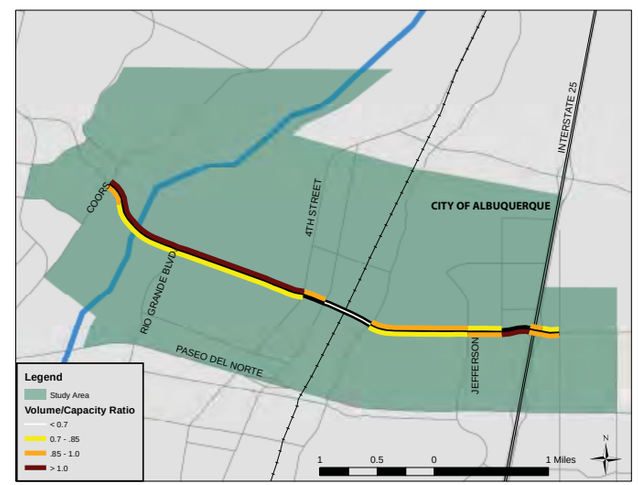
Volume/Capacity Ratio

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

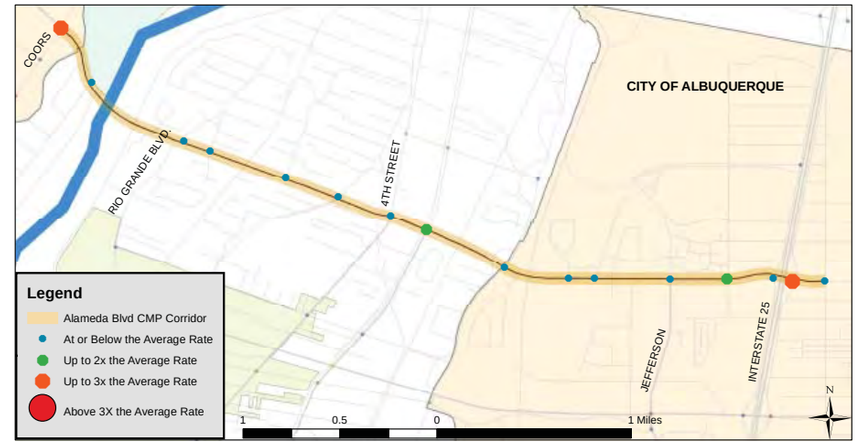
PM Peak Delay (seconds)	Coors/Corrales Rd	Bosque Circle	Rio Grande Blvd	Guadalupe Trail	4th St.	2nd St.	Edith	Jefferson St	San Mateo	Pan American West	Pan American East	San Pedro
Coors/Corrales Rd	x	3	15	10	37	39	34	53	64	89	94	109
Bosque Circle	52	x	12	7	34	36	31	51	61	86	92	106
Rio Grande Blvd	65	13	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

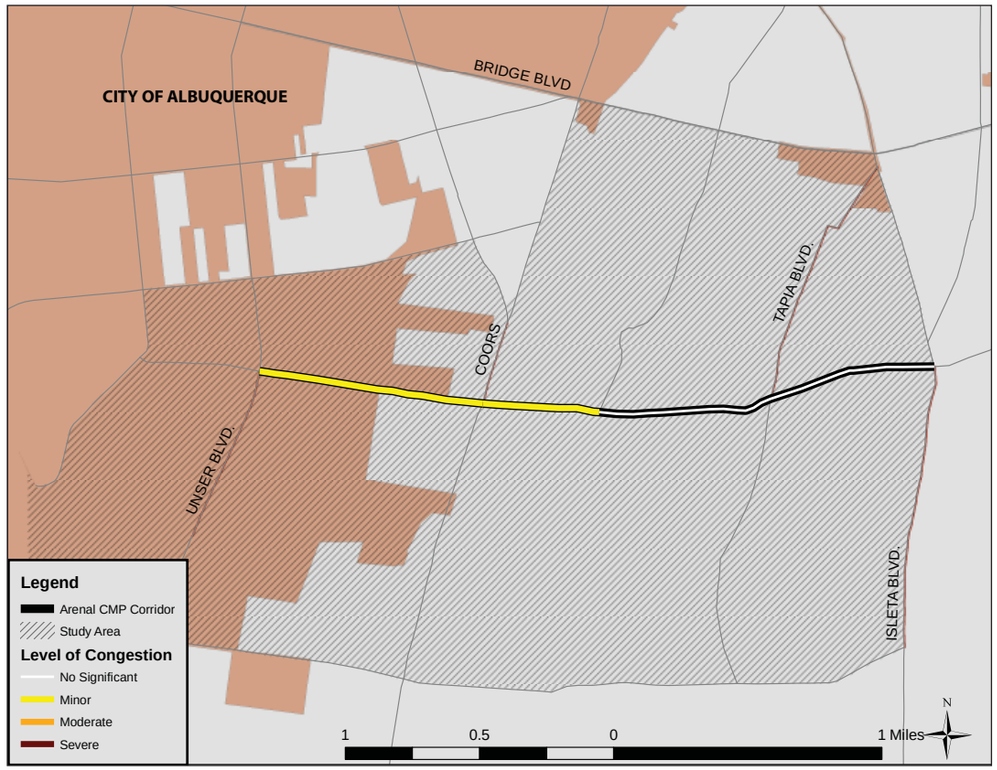
Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	1	0	1	0
Non-fatal accident injury	46	45	36	38	47
Property damage only	141	144	143	100	125
All Crashes	187	190	179	139	172

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 %

Arenal Blvd

#29



Profile & Statistics

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

Corridor Notes

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

Transit Characteristics

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

Arenal Blvd

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF UNSER - WEST OF COORS	0.84	40	10,116
2.1	EAST OF COORS - WEST OF ATRISCO	0.44	30	12,762
2.2	EAST OF ATRISCO - WEST OF TAPIA	0.65	30	10,295
2.3	EAST OF TAPIA - WEST OF ISLETA/GOFF	0.63	30	8,477

ID Location

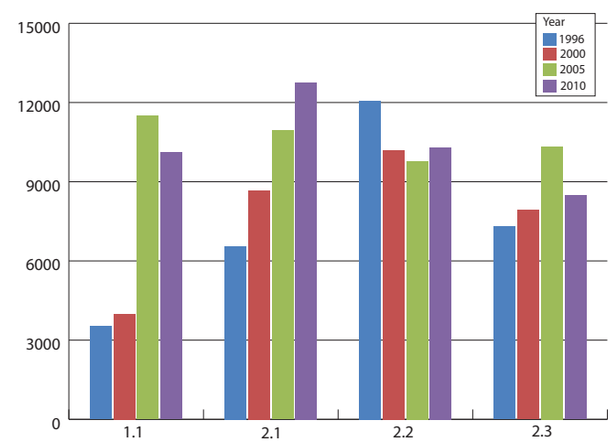
Access Characteristics

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	3	4	1	No	5	4	1	No	Med. Cut / Med. Turn Bay
2.1	13	3	0	No	14	3	1	No	No
2.2	4	2	0	No	0	1	0	No	No
2.3	2	1	1	No	14	2	0	No	Continuous
Total	22	10	2		33	10	2		

Access Notes

- Arenal Blvd has n**o access control.**
- There are center-turn facilities between Unser and Coors and east of Tapia.
- There are 4 **signalized intersections** along the CMP corridor; an average of one signal **every 0.43 miles.**

Average Weekday Daily Traffic



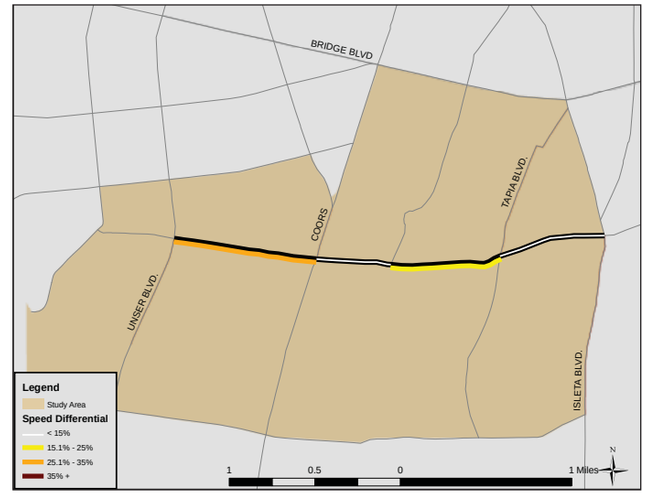
Volume Notes

- The heaviest volumes along Arenal Blvd occur between Coors Blvd and Atrisco Dr (28,000-29,000 AWDT in 2010).
- Overall average volumes increased by 31% between 2000 and 2008. During that same period, the population in the study area increased by 30%.
- The highest volume increase (153%) from 2000 to 2010 occurred between Unser and Coors.

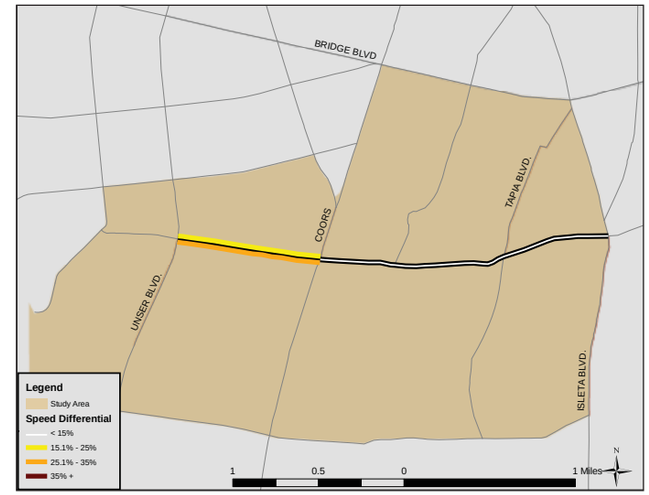
Speed Differential (Observed Speed vs. Posted Speed)

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 UNSER - WEST OF COORS	40	35.5	26.4	30.3	29.7	11.4%	34.0%	24.2%	25.8%
2.1	EAST OF COORS - WEST OF ATRISCO	30	29.6	31.3	33.2	32.4	1.2%	-4.4%	-10.6%	-8.0%
2.2	EAST OF ATRISCO - WEST OF TAPIA	30	32.2	24.4	36.0	29.2	-7.2%	18.7%	-20.1%	2.8%
2.3	EAST OF TAPIA - WEST OF ISLETA/GOFF	30	31.5	42.9	30.8	32.7	-4.9%	-43.0%	-2.7%	-9.1%

AM Speed Differential



PM Speed Differential



Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF UNSER - WEST OF COORS	0.19	0.39	0.46	0.35
2.1	EAST OF COORS - WEST OF ATRISCO	0.97	0.89	0.75	0.87
2.2	EAST OF ATRISCO - WEST OF TAPIA	0.46	0.74	0.78	0.49
2.3	EAST OF TAPIA - WEST OF ISLETA/GOFF	0.39	0.77	0.75	0.47

AM Volume/Capacity Ratio

PM Volume/Capacity Ratio

Arenal Blvd

Travel Time & Delay

PM Peak Travel Time (seconds)	Unser	Coors	Atrisco	Tapia	Isleta/Goff
Unser	X	102	150	231	300
Coors	100	X	48	129	198
Atrisco	158	58	X	80	149
Tapia	223	123	65	X	69
Isleta/Goff	296	196	138	73	X

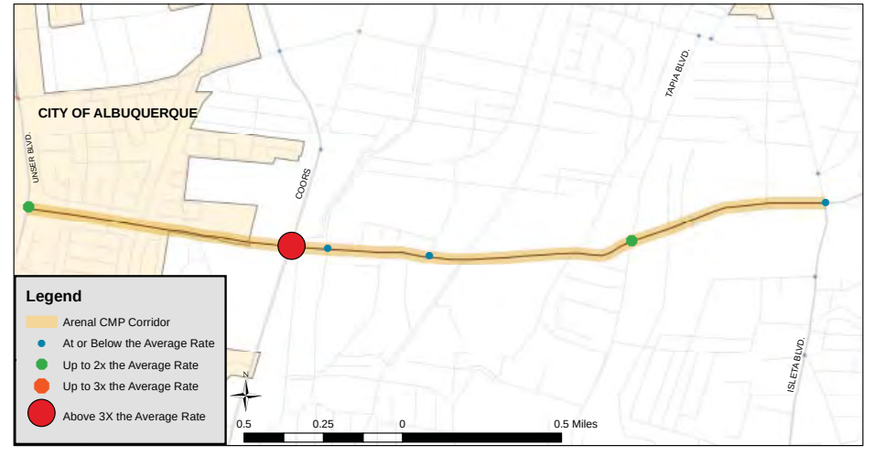
PM Peak Delay (seconds)	Unser	Coors	Atrisco	Tapia	Isleta/Goff
Unser	x	26	-8	-4	18
Coors	24	x	-4	-2	-8
Atrisco	30	6	x	0	-4
Tapia	17	-7	-13	x	-6
Isleta/Goff	15	-9	-15	-2	x

Distance (miles)	Unser	Coors	Atrisco	Tapia	Isleta/Goff
Unser	X	0.8	1.3	1.9	2.6
Coors	0.8	X	0.4	1.1	1.7
Atrisco	1.3	0.4	X	0.7	1.3
Tapia	1.9	1.1	0.7	X	0.6
Isleta/Goff	2.6	1.7	1.3	0.6	X

PM Peak Delay (seconds/mile)	Unser	Coors	Atrisco	Tapia	Isleta/Goff
Unser	x	10.3	-6.2	-2.1	7.2
Coors	28.7	x	-8.9	-1.5	-4.6
Atrisco	23.3	12.8	x	0.0	-3.2
Tapia	8.6	-6.9	-20.0	x	-10.0
Isleta/Goff	5.7	-5.5	-11.8	-3.2	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

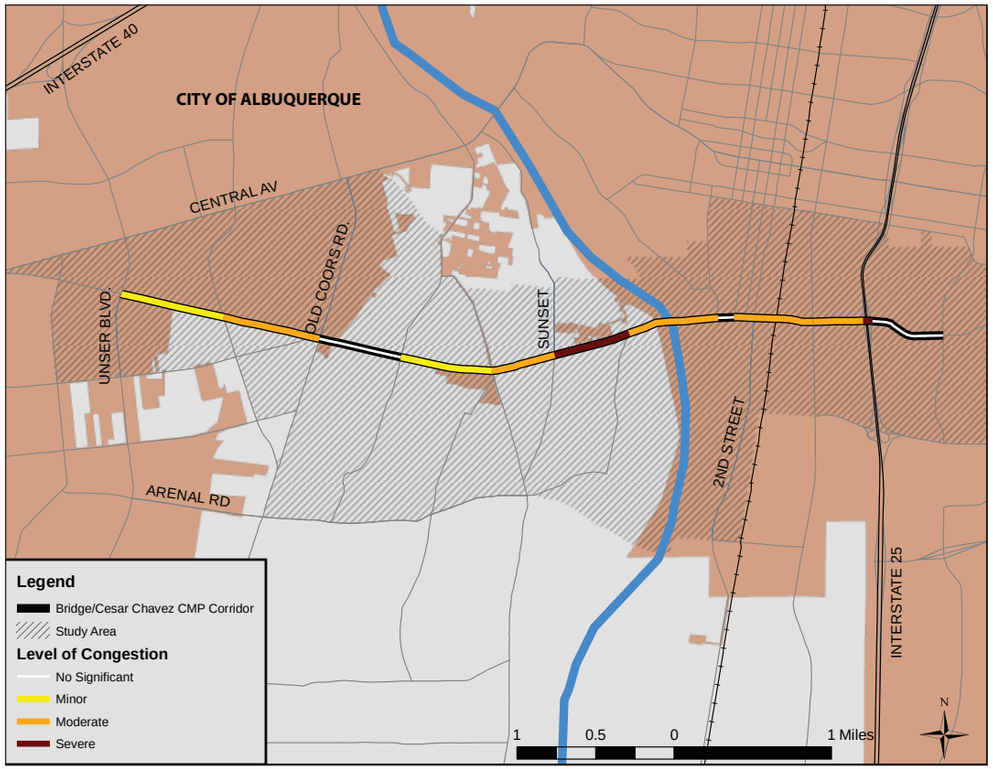
Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	0	1	0	0
Non-fatal accident injury	26	19	18	13	20
Property damage only	59	72	53	57	58
All Crashes	85	91	72	70	78

Top Contributing Factors in Crashes Along Arenal

1. Driver inattention 23 %
2. Failure to yield 20 %
3. Following too close 20 %
4. Improper turn 6 %
5. Excessive speed 5 %

Bridge Blvd / Avenida Cesar Chavez

#4



Corridor Notes

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

Profile & Statistics

Corridor Profile	
Study Area	8.8 sq. miles
Length & No. of Segments	5.4 Miles - 13 segments
Functional Class	Urban Collector: Unser to Coors Principal Arterial: Coors to I-25 Minor Arterial: I-25 to University Blvd
Access Control	None
Lanes	4 - 6 lanes (Old Coors to University) 2 lanes (Unser to Old Coors)
Intelligent Transportation Systems	Designated corridor: Yes ITS Deployment: Yes - PF, CCTV, VDS
Transit	*ABQ Ride* : Route 54 (local), 53 (local) between Sunset and 4th
Bicycle Facilities	Lanes: Unser to Edith Route: Edith to University

Summary Data	
Daily Volume	8,000 - 40,000
Average Speeds (PM East)	14 - 48 mph
Average Speeds (PM West)	15 - 44 mph
Total Delay (PM East)	180 seconds (34 sec./mile)
Total Delay (PM West)	227 seconds (42 sec./mile)

Demographic Trends			
Measure	***2000***	***2008***	***2035***
Population	28,873	33,465	38,399
Employment	10,147	9,810	15,135

Corridor Ranks	
Volume/Capacity Ratio	**8 / 30**
Speed Differential	**5 / 30**
Crash Rates	**5 / 30**
Overall Rank	**4 / 30**

Transit Characteristics

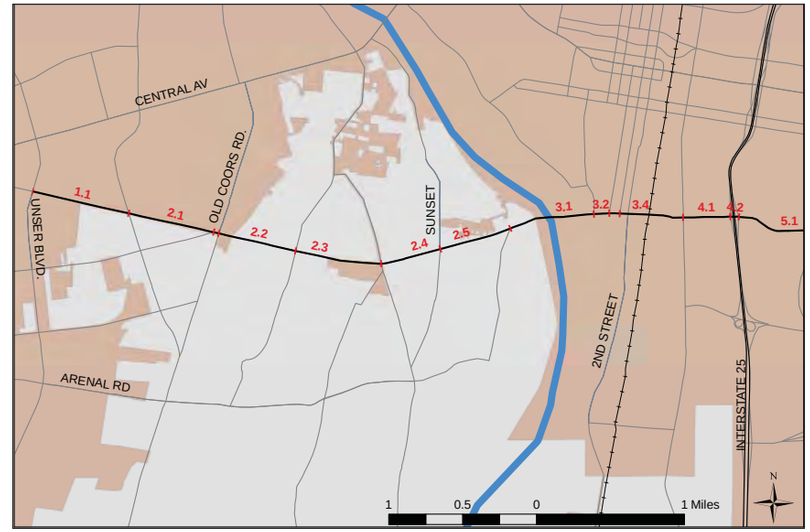
- ABQ Ride operates two routes that cross the river along Bridge Blvd and connect southwest Bernalillo County to Downtown Albuquerque. Route 53 provides service along Isleta Blvd from the South Valley to Downtown Albuquerque via Bridge Blvd. The route travels the CMP corridor between Isleta and 4th St.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

Bridge Blvd / Avenida Cesar Chavez

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF UNSER BLVD - WEST OF COORS	0.67	40	10,129
2.1	EAST OF COORS - WEST OF OLD COORS RD	0.59	40	7,602
2.2	EAST OF OLD COORS RD - WEST OF ATRISCO	0.53	40	14,802
2.3	EAST OF ATRISCO - WEST OF GOFF	0.59	40	21,447
2.4	EAST OF GOFF - WEST OF SUNSET	0.41	35	27,329
2.5	EAST OF SUNSET - WEST OF ISLETA	0.49	35	24,855
3.1	EAST OF ISLETA - WEST OF 8TH ST	0.58	35	36,374
3.2	EAST OF 8TH ST - WEST OF 4TH ST	0.10	35	40,264
3.3	EAST OF 4TH ST - WEST OF 3RD ST	0.07	35	35,952
3.4	EAST OF 3RD ST - WEST OF BROADWAY	0.43	35	35,417
4.1	EAST OF BROADWAY - WEST OF I-25 S. RAMPS	0.32	35	28,601
4.2	EAST OF I-25 S. RAMPS - WEST OF I-25 N. RAMPS	0.06	35	25,150
5.1	EAST OF I-25 N. RAMPS - WEST OF UNIVERSITY	0.48	35	26,156

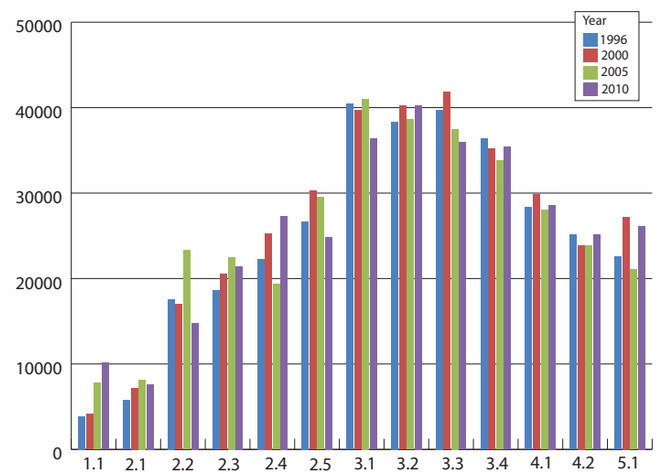
ID Location



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	1	3	1	No	1	4	1	No	No
2.1	9	0	1	No	7	3	1	No	No
2.2	8	4	0	No	11	5	1	No	Continuous
2.3	16	5	0	No	9	3	0	No	Continuous
2.4	13	2	0	No	8	2	0	No	Continuous
2.5	12	2	0	No	10	4	0	No	Continuous
3.1	6	2	0	No	5	2	0	No	No
3.2	0	1	0	No	3	1	0	No	No
3.3	3	1	0	No	0	2	1	No	No
3.4	0	1	1	No	0	1	0	No	No
4.1	4	5	0	No	4	5	1	No	Median Turn Bay
4.2	0	0	0	No	0	0	0	No	No
5.1	2	1	0	No	0	1	0	No	Median Turn Bay
Total	74	27	3		58	33	5		

Average Weekday Daily Traffic



Access Notes

- The Bridge Blvd CMP Corridor has **no access control.**
- There are continuous center turn lanes between Old Coors and Isleta Blvd and other center-turn lane facilities near the I-25 on-ramps.
- There are 15 **signalized intersections** along the CMP corridor; an average of one signal **every 0.36 miles.**

Volume Notes

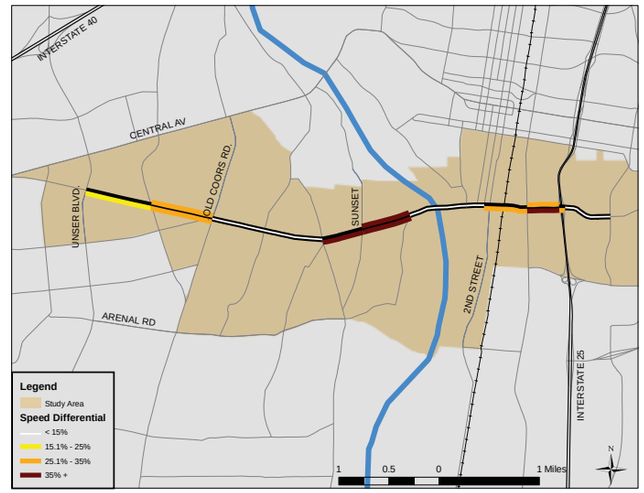
- The heaviest volumes along Bridge Blvd occur between 8th St and 4th St (40,000 AWDT in 2010).
- Overall average volumes did not increase between 2000 and 2008. During that same period, the population in the study area increased by 16%.
- The highest volume increase (146%) from 2000 to 2010 occurred between Unser and Coors.
- In 2010, 36,000 vehicles crossed the Rio Grande along Bridge Blvd each weekday.

Bridge Blvd / Avenida Cesar Chavez

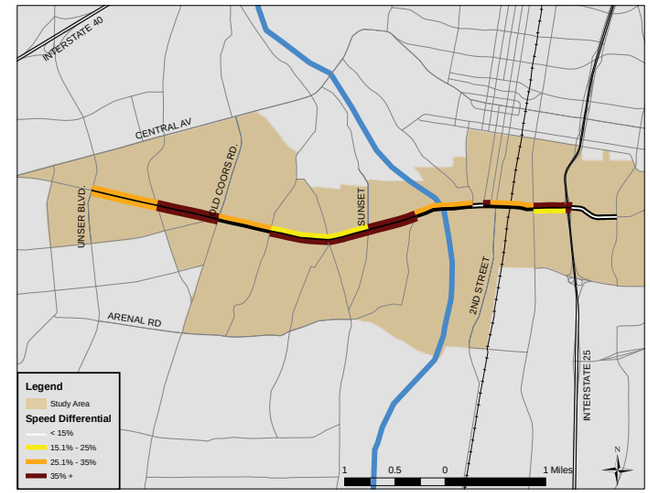
Speed Differential (Observed Speed vs. Posted Speed)

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 UNSER BLVD - WEST OF COORS	40	37.2	33.6	27.5	29.5	6.9%	16.0%	31.2%	26.3%
2.1	EAST OF COORS - WEST OF OLD COORS RD	40	28.8	27.4	25.6	25.1	28.1%	31.5%	36.0%	37.2%
2.2	EAST OF OLD COORS RD. - WEST OF ATRISCO	40	36.0	42.0	29.6	39.4	10.1%	-5.0%	25.9%	1.5%
2.3	EAST OF ATRISCO - WEST OF GOFF	40	45.9	42.0	33.9	25.3	-14.7%	-5.1%	15.3%	36.7%
2.4	EAST OF GOFF - WEST OF SUNSET	35	39.4	18.6	26.6	14.1	-12.4%	47.0%	24.0%	59.8%
2.5	EAST OF SUNSET - WEST OF ISLETA	35	22.7	22.6	15.7	22.1	35.2%	35.5%	55.2%	36.9%
3.1	EAST OF ISLETA - WEST OF 8TH ST	35	37.2	33.5	25.4	33.0	-6.4%	4.3%	27.5%	5.8%
3.2	EAST OF 8TH ST - WEST OF 4TH ST	35	32.9	34.8	30.6	40.3	5.9%	0.4%	12.5%	-15.1%
3.3	EAST OF 4TH ST - WEST OF 3RD ST	35	36.8	37.1	17.5	40.0	-5.3%	-6.0%	50.1%	-14.4%
3.4	EAST OF 3RD ST - WEST OF BROADWAY	35	40.7	23.6	26.2	33.8	-16.2%	32.7%	25.2%	3.3%
4.1	EAST OF BROADWAY - WEST OF I-25 S. RAMPS	35	23.3	19.2	20.4	28.6	33.5%	45.1%	41.8%	18.3%
4.2	EAST OF I-25 S. RAMPS - WEST OF I-25 N. RAMPS	35	42.7	24.2	14.5	18.5	-22.1%	30.9%	58.4%	47.1%
5.1	EAST OF I-25 N. RAMPS - WEST OF UNIVERSITY	35	42.1	48.9	44.3	48.0	-20.2%	-39.7%	-26.6%	-37.1%

AM Speed Differential



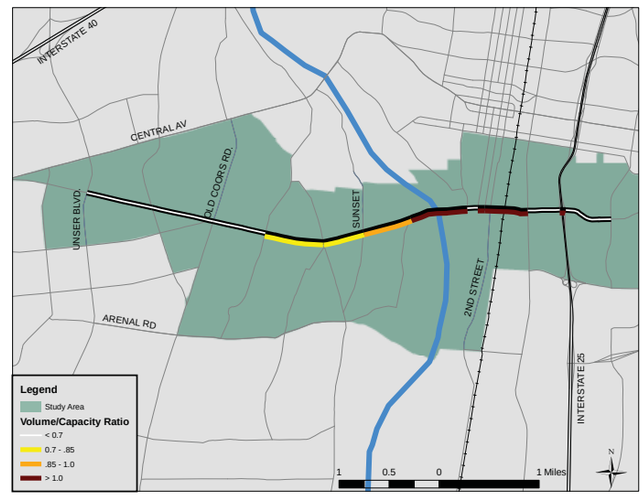
PM Speed Differential



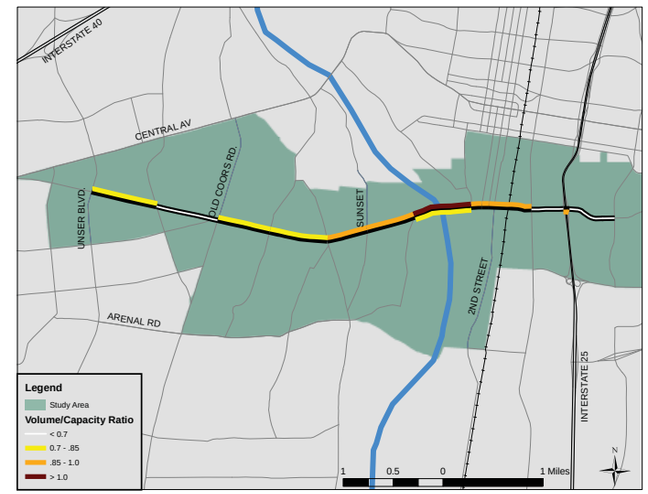
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF UNSER BLVD - WEST OF COORS	0.22	0.47	0.81	0.29
2.1	EAST OF COORS - WEST OF OLD COORS RD	0.31	0.52	0.59	0.24
2.2	EAST OF OLD COORS RD. - WEST OF ATRISCO	0.32	0.67	0.72	0.47
2.3	EAST OF ATRISCO - WEST OF GOFF	0.25	0.83	0.73	0.45
2.4	EAST OF GOFF - WEST OF SUNSET	0.33	0.81	0.92	0.44
2.5	EAST OF SUNSET - WEST OF ISLETA	0.37	0.90	0.86	0.48
3.1	EAST OF ISLETA - WEST OF 8TH ST	0.43	1.29	1.34	0.70
3.2	EAST OF 8TH ST - WEST OF 4TH ST	0.69	0.69	0.86	0.55
3.3	EAST OF 4TH ST - WEST OF 3RD ST	0.48	1.07	0.93	0.61
3.4	EAST OF 3RD ST - WEST OF BROADWAY	0.48	1.05	0.96	0.62
4.1	EAST OF BROADWAY - WEST OF I-25 S. RAMPS	0.15	0.33	0.31	0.22
4.2	EAST OF I-25 S. RAMPS - WEST OF I-25 N. RAMPS	0.15	1.05	0.40	0.97
5.1	EAST OF I-25 N. RAMPS - WEST OF UNIVERSITY	0.17	0.67	0.64	0.44

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Bridge Blvd / Avenida Cesar Chavez

Travel Time & Delay

PM Peak Travel Time (seconds)	Unser	Coors	Old Coors Rd	Atrisco	Goff	Sunset	Isleta	8th St.	4th St.	3rd St.	Broadway	I-25 West Ramps	I-25 East Ramps	University Blvd
Unser	X	81	166	215	298	404	484	548	557	563	609	649	661	697
Coors	87	X	84	133	217	322	403	466	475	482	528	568	580	616
Old Coors Rd	170	83	X	49	132	238	318	382	391	397	443	484	495	531
Atrisco	235	148	65	X	83	189	270	333	342	349	394	435	446	482
Goff	297	210	127	62	X	106	186	250	259	265	311	351	363	399
Sunset	353	266	183	118	56	X	80	144	153	159	205	246	257	293
Isleta	466	379	296	231	169	113	X	63	73	79	125	165	177	213
8th St.	549	461	379	314	251	195	82	X	9	16	62	102	114	149
4th St.	561	474	391	326	264	208	95	12	X	6	52	93	104	140
3rd St.	576	488	406	341	278	222	109	27	15	x	46	86	98	134
Broadway	635	548	465	400	338	282	169	86	74	59	x	40	52	88
I-25 West Ramps	691	604	521	456	394	338	225	143	131	116	56	X	12	48
I-25 East Ramps	706	619	536	471	409	353	240	158	145	131	71	15	x	36
University Blvd	745	658	575	510	448	392	279	196	184	169	110	54	39	X

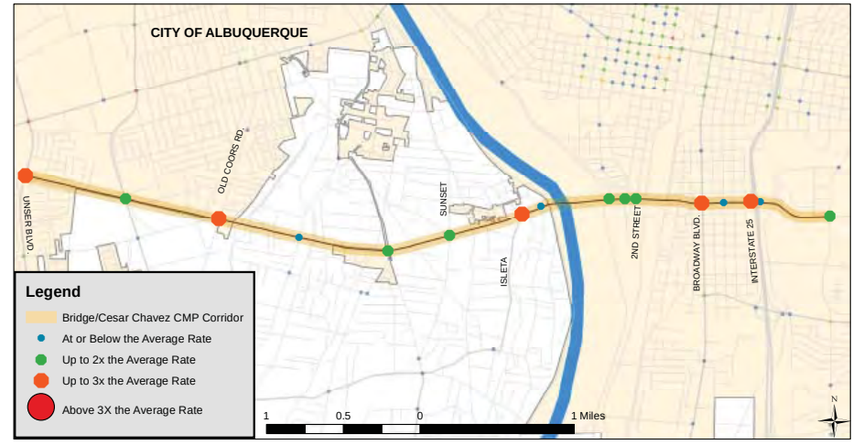
PM Peak Delay (seconds)	Unser	Coors	Old Coors Rd	Atrisco	Goff	Sunset	Isleta	8th St.	4th St.	3rd St.	Broadway	I-25 West Ramps	I-25 East Ramps	University Blvd
Unser	X	21	53	54	84	147	177	181	179	178	180	187	193	180
Coors	27	X	31	32	63	126	156	159	158	157	159	166	171	158
Old Coors Rd	57	30	X	1	31	95	124	128	127	126	127	135	140	127
Atrisco	74	47	17	X	31	94	124	127	126	125	126	134	139	126
Goff	83	56	26	10	X	63	93	97	95	94	96	103	109	95
Sunset	97	70	40	23	13	X	30	33	32	31	33	40	45	32
Isleta	159	132	102	85	76	62	X	4	2	1	3	10	16	2
8th St.	182	155	125	108	99	85	23	X	-1	-2	-1	7	12	-1
4th St.	183	156	126	110	100	87	24	2	X	-1	1	8	13	0
3rd St.	191	164	134	117	107	94	32	9	7	x	2	9	14	1
Broadway	206	179	149	132	122	109	47	24	22	15	x	7	13	0
I-25 West Ramps	229	202	172	155	146	133	70	47	46	39	24	X	6	-8
I-25 East Ramps	238	211	181	164	155	141	79	56	55	47	32	9	x	0
University Blvd	228	200	171	154	144	131	69	46	44	37	22	-2	-10	X

Distance (miles)	Unser	Coors	Old Coors Rd	Atrisco	Goff	Sunset	Isleta	8th St.	4th St.	3rd St.	Broadway	I-25 West Ramps	I-25 East Ramps	University Blvd
Unser	X	0.7	1.3	1.8	2.4	2.8	3.3	3.9	4.0	4.0	4.5	4.8	4.8	5.3
Coors	0.7	X	0.6	1.1	1.7	2.1	2.6	3.2	3.3	3.4	3.8	4.1	4.2	4.7
Old Coors Rd	1.3	0.6	X	0.5	1.1	1.5	2.0	2.6	2.7	2.8	3.2	3.5	3.6	4.1
Atrisco	1.8	1.1	0.5	X	0.6	1.0	1.5	2.1	2.2	2.2	2.7	3.0	3.1	3.5
Goff	2.4	1.7	1.1	0.6	X	0.4	0.9	1.5	1.6	1.7	2.1	2.4	2.5	3.0
Sunset	2.8	2.1	1.5	1.0	0.4	X	0.5	1.1	1.2	1.2	1.7	2.0	2.1	2.5
Isleta	3.3	2.6	2.0	1.5	0.9	0.5	X	0.6	0.7	0.8	1.2	1.5	1.6	2.0
8th St.	3.9	3.2	2.6	2.1	1.5	1.1	0.6	X	0.1	0.2	0.6	0.9	1.0	1.5
4th St.	4.0	3.3	2.7	2.2	1.6	1.2	0.7	0.1	X	0.1	0.5	0.8	0.9	1.4
3rd St.	4.0	3.4	2.8	2.2	1.7	1.2	0.8	0.2	0.1	X	0.4	0.8	0.8	1.3
Broadway	4.5	3.8	3.2	2.7	2.1	1.7	1.2	0.6	0.5	0.4	x	0.3	0.4	0.9
I-25 West Ramps	4.8	4.1	3.5	3.0	2.4	2.0	1.5	0.9	0.8	0.8	0.3	X	0.1	0.5
I-25 East Ramps	4.8	4.2	3.6	3.1	2.5	2.1	1.6	1.0	0.9	0.8	0.4	0.1	x	0.5
University Blvd	5.3	4.7	4.1	3.5	3.0	2.5	2.0	1.5	1.4	1.3	0.9	0.5	0.5	X

PM Peak Delay (seconds/mile)	Unser	Coors	Old Coors Rd	Atrisco	Goff	Sunset	Isleta	8th St.	4th St.	3rd St.	Broadway	I-25 West Ramps	I-25 East Ramps	University Blvd
Unser	x	32.1	42.1	29.9	35.4	52.8	53.9	46.8	45.2	44.2	40.3	39.1	39.8	33.7
Coors	40.8	x	53.4	28.6	36.7	59.4	59.5	49.9	47.9	46.6	41.7	40.3	41.0	33.9
Old Coors Rd	45.4	50.6	x	1.4	27.9	61.7	61.3	49.1	46.7	45.2	39.6	38.1	39.0	31.1
Atrisco	41.3	41.5	31.5	x	52.1	93.9	82.8	61.4	57.8	55.6	47.2	44.6	45.5	35.6
Goff	35.1	32.8	23.5	16.2	x	153.2	102.6	65.0	59.9	56.8	45.8	42.8	44.0	32.3
Sunset	34.7	32.8	25.9	22.9	32.5	x	60.3	31.1	27.2	24.9	19.4	20.0	22.1	12.7
Isleta	48.5	50.4	50.4	57.2	83.7	126.6	x	6.3	3.3	1.8	2.4	6.8	10.1	1.2
8th St.	47.1	48.4	47.9	52.1	66.3	79.3	39.1	x	-13.5	-13.3	-1.3	7.1	12.3	-0.8
4th St.	46.2	47.3	46.6	50.3	62.9	73.6	35.4	14.7	x	-12.9	1.2	9.7	15.3	0.1
3rd St.	47.2	48.5	48.1	52.0	87.9	106.2	92.9	271.3	640.1	x	3.5	11.9	17.8	0.9
Broadway	46.0	46.9	46.3	49.2	58.5	64.9	39.2	39.4	44.5	34.7	x	23.1	34.0	-0.5
I-25 West Ramps	47.9	49.0	48.8	51.8	60.5	66.3	46.6	51.3	55.9	51.4	73.8	x	91.7	-14.5
I-25 East Ramps	49.1	50.4	50.4	53.7	62.6	68.6	50.3	57.0	61.9	58.3	85.1	144.7	x	0.0
University Blvd	42.7	43.0	41.9	43.5	48.9	51.6	33.5	31.3	32.6	28.6	25.6	-3.1	-12.1	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

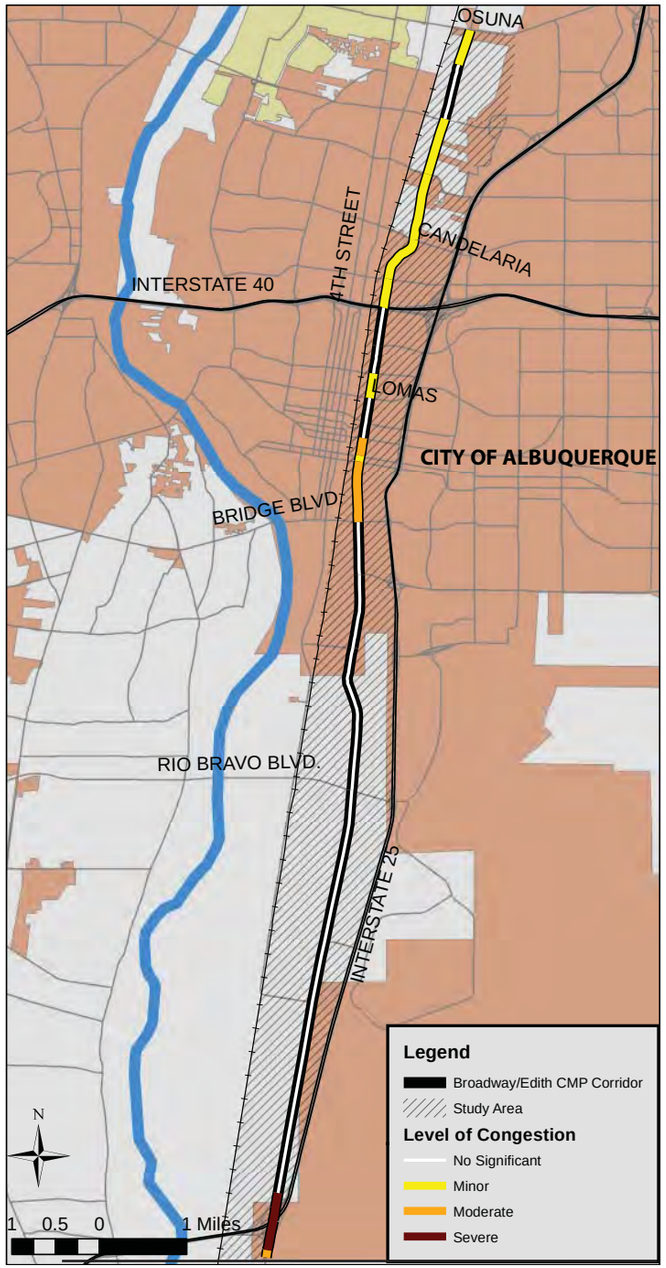
Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	0	1	0	0
Non-fatal accident injury	144	135	99	84	106
Property damage only	247	275	290	255	232
All Crashes	391	410	390	339	338

Top Contributing Factors in Crashes Along Brdige / Avenida Cesar Chavez

1. Driver inattention 26 %
2. Following too close 22 %
3. Failure to yield 17 %
4. Red light running 7 %
5. Excessive speed 4 %

Broadway Blvd / Edith Blvd

#25



Corridor Notes

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

Transit Characteristics

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

Profile & Statistics

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

Broadway Blvd / Edith Blvd

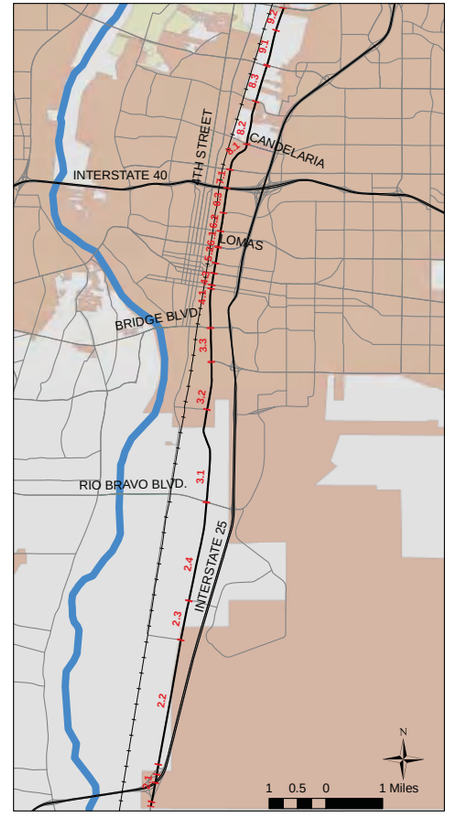
ID and Segment Names

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

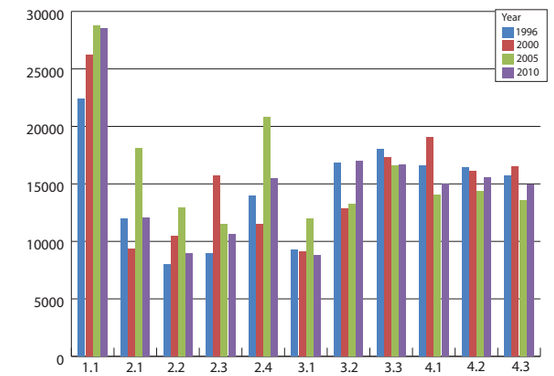
Access Characteristics

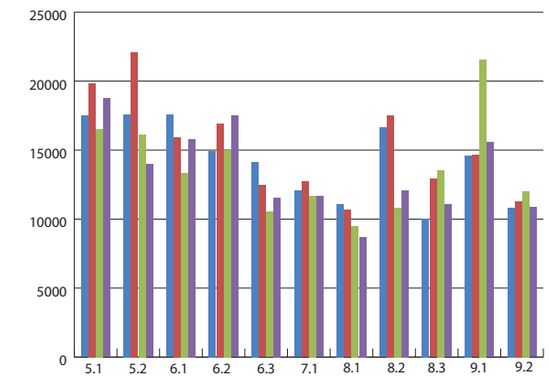
ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	0	0	0	No	0	0	1	No	No
2.1	0	0	0	No	0	0	0	No	No
2.2	7	0	0	No	14	5	0	No	No
2.3	5	2	1	No	9	2	1	No	No
2.4	12	4	1	No	10	4	0	No	Median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

ID Location



Average Weekday Daily Traffic





Access Notes

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

Volume Notes

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

Broadway Blvd / Edith Blvd

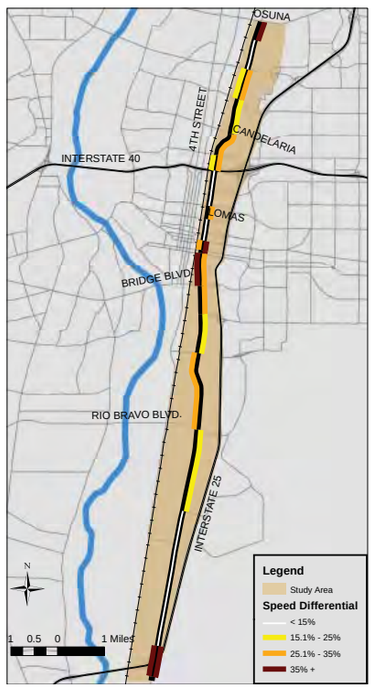
Speed Differential (Observed Speed vs. Posted Speed)

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

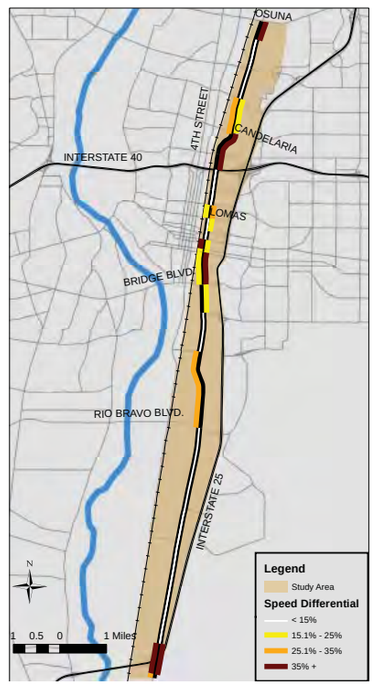
Volume/Capacity Ratio

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

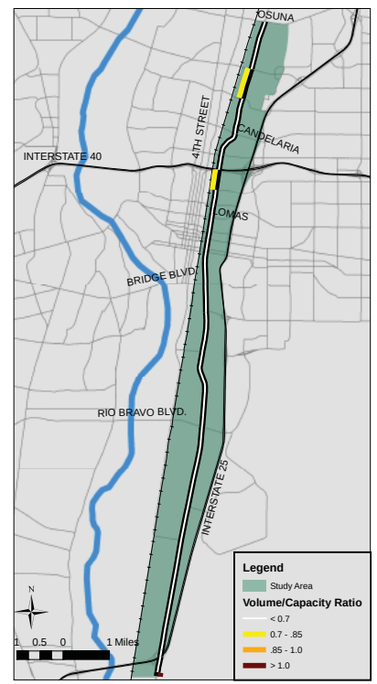
AM Speed Differential



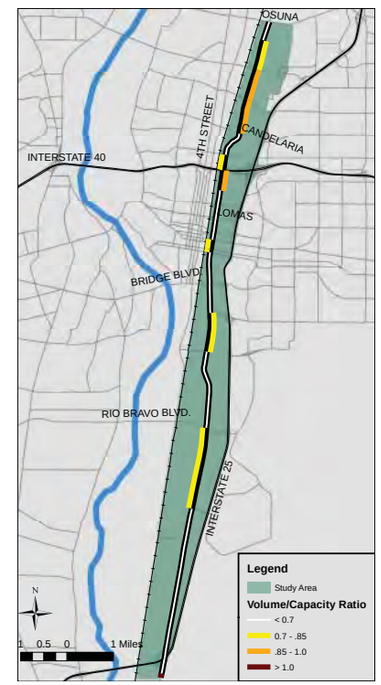
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Broadway Blvd / Edith Blvd

Travel Time & Delay

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

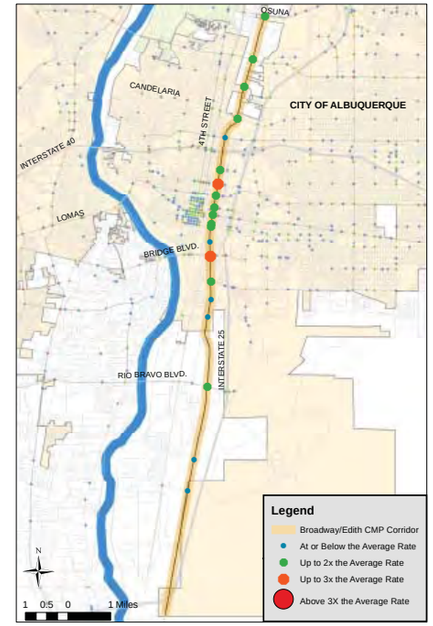
PM Peak Delay (seconds)	NM 47	I-25 South Ramps	I-25 North Ramps	Rio Bravo	Avenida Cesar Chavez	Central	Lomas	I-40 Underpass	Menaul	Montaño	Osuna
NM 47	x	0	17	7	30	85	94	101	127	184	203
I-25 South Ramps	2	x	17	7	30	85	94	101	127	184	203
I-25 North Ramps	25	23	x	-10	13	68	77	84	110	168	186
Rio Bravo	22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

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

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

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

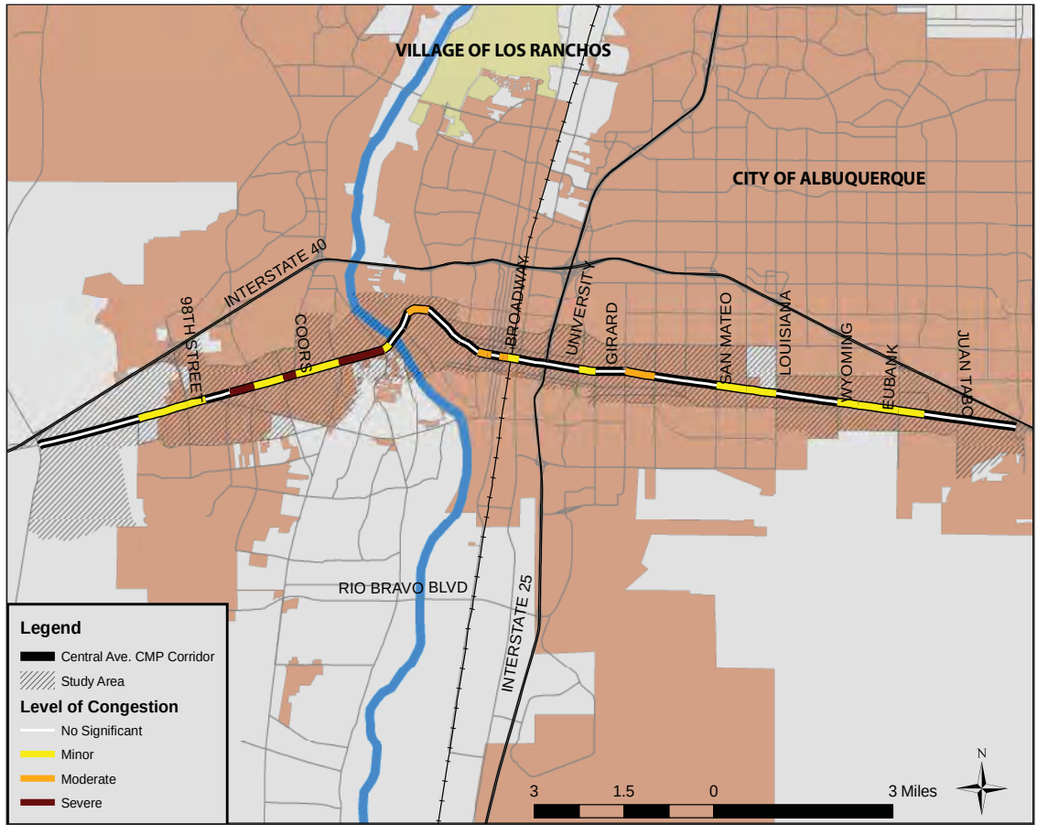
Crash Type	2005	2006	2007	2008	2009
Fatal accident	2	0	1	0	0
Non-fatal accident injury	121	127	104	86	88
Property damage only	215	258	230	202	201
All Crashes	338	385	335	288	289

Top Contributing Factors in Crashes Along Broadway / Edith

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

Central Ave

#20



Profile & Statistics

Corridor Profile	
Study Area	19.2 Sq. Miles
Length & No. of Segments	17.3 Miles - 44 segments
Functional Class	Principal Arterial: Paseo del Volcan to 8th and 1st to Tramway Urban Collector: 1st to 8th
Access Control	None
Lanes	Majority of corridor is 4 - 6 lanes 2 lanes in Downtown Albuquerque
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - CCTV, Transit
Transit	*ABQ Ride* : 766 & 777 (Rapid Ride), 66 (Local) Facilities: Central & Unser Transit Center, Alvarado Transp. Center/Rail Runner Station
Bicycle Facilities	Lanes: 8th to Lomas; Unser to Atrisco Route: Paseo del Volcan to Unser

Summary Data	
Daily Volume	5,000 - 32,000
Average Speeds (PM East)	10 - 49 mph
Average Speeds (PM West)	12 - 49 mph
Total Delay (PM East)	511 seconds (30 sec./mile)
Total Delay (PM West)	666 seconds (39 sec./mile)

Demographic Trends			
Measure	***2000***	***2008***	***2035***
Population	75,595	85,129	96,564
Employment	60,895	68,336	79,580

Corridor Ranks	
Volume/Capacity Ratio	**27 / 30**
Speed Differential	**4 / 30**
Crash Rates	**11 / 30**
Overall Rank	**20 / 30**

Corridor Notes

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

Transit Characteristics

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

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF PASEO DEL VOLCAN - WEST OF 114TH ST	1.73	55	5,066
1.2	EAST OF 114TH ST - WEST OF 98TH ST	0.83	55	7,796
1.3	EAST OF 98TH ST - WEST OF BRIDGE	0.32	55	14,504
1.4	EAST OF BRIDGE - WEST OF 86TH ST	0.42	55	13,901
1.5	EAST OF 86TH ST - WEST OF UNSER	0.42	55	21,794
2.1	EAST OF UNSER - WEST OF 75TH	0.23	55	16,703
2.2	EAST OF 75TH - WEST OF AIRPORT	0.27	45	19,764
2.3	EAST OF AIRPORT - WEST OF COORS	0.22	45	20,441
3.1	EAST OF COORS - WEST OF YUCCA	0.70	40	25,473
3.2	EAST OF YUCCA - WEST OF OLD COORS RD.	0.04	40	26,803
3.3	EAST OF OLD COORS RD. - WEST OF ATRISCO	0.78	40	21,967
3.4	EAST OF ATRISCO - WEST OF SUNSET	0.14	35	21,072
3.5	EAST OF SUNSET - WEST OF TINGLEY	0.39	35	27,505
3.6	EAST OF TINGLEY - WEST OF NEW YORK AVE	0.21	35	29,523
3.7	EAST OF NEW YORK - WEST OF RIO GRANDE BLVD	0.37	35	24,452
3.8	EAST OF RIO GRANDE BLVD - WEST OF LOMAS	0.07	30	28,085
4.1	SOUTHEAST OF LOMAS - WEST OF 13TH ST	0.66	30	11,686
4.2	EAST OF 13TH ST - WEST OF 12TH ST	0.07	30	13,392
4.3	EAST OF 12TH ST - WEST OF COPPER	0.16	30	14,841
4.4	EAST OF COPPER - NORTHWEST OF 8TH	0.12	30	10,698
4.5	EAST OF 8TH - WEST OF 6TH	0.16	25	7,470
4.6	EAST OF 6TH - WEST OF 5TH	0.07	25	9,711
4.7	EAST OF 5TH - WEST OF 4TH	0.07	25	11,113
4.8	EAST OF 4TH - WEST OF 3RD	0.07	25	10,447
4.9	EAST OF 3RD - WEST OF 2ND	0.07	25	12,507
5.1	EAST OF 2ND - WEST OF 1ST	0.10	25	17,792
5.2	EAST OF 1ST - WEST OF BROADWAY	0.17	30	16,132
6.1	EAST OF BROADWAY - W. OF I25 S. FRONTAGE (LOCUST)	0.42	30	21,449
6.2	E. OF I25 S. FRONTAGE (LOCUST) - WEST OF I-25 N. FRONTAGE (OAK)	0.07	30	25,231
7.1	EAST OF I-25 N. FRONTAGE (OAK) - WEST OF UNIVERSITY	0.54	30	22,479
7.2	EAST OF UNIVERSITY - WEST OF YALE	0.27	30	25,624
7.3	EAST OF YALE - WEST OF GIRARD	0.50	30	31,280
7.4	EAST OF GIRARD - WEST OF CARLISLE	0.50	35	23,649
7.5	EAST OF CARLISLE - WEST OF WASHINGTON	0.53	35	25,318
7.6	EAST OF WASHINGTON - WEST OF SAN MATEO	0.52	35	27,685
8.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	0.50	35	32,251
8.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	0.51	35	21,725
8.3	EAST OF LOUISIANA - WEST OF PENNSYLVANIA	0.53	35	31,137
8.4	EAST OF PENNSYLVANIA - WEST OF WYOMING	0.51	35	27,464
9.1	EAST OF WYOMING - WEST OF ZUNI	0.34	40	26,089
9.2	EAST OF ZUNI - WEST OF EUBANK	0.69	40	32,381
10.1	EAST OF EUBANK - WEST OF MORRIS	0.43	40	27,109
10.2	EAST OF MORRIS - WEST OF JUAN TABO	0.55	40	19,978
10.3	EAST OF JUAN TABO - WEST OF TRAMWAY	1.00	40	19,980

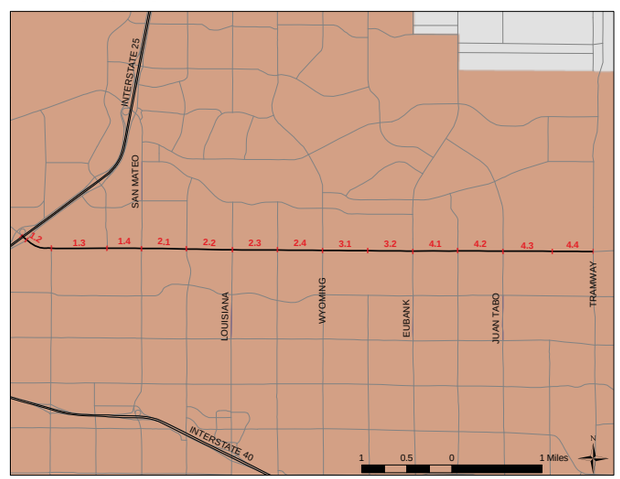
Access Notes

- Central Ave has **no access control.**
- The corridor has a range of center-turn facilities, including median cuts and turn bays along west Central and between University and San Mateo; there are continuous turn lanes east of Wyoming. There are no center-turn facilities through Downtown between 8th and Broadway.
- There are 57 **signalized intersections** along the CMP corridor; an average of one signal **every 0.30 miles.**

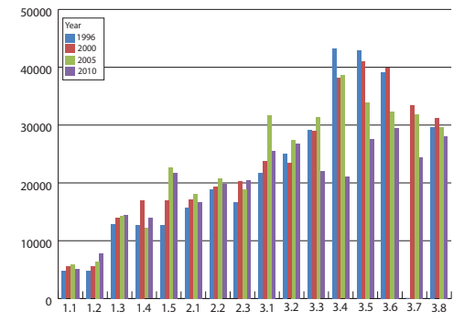
Access Characteristics

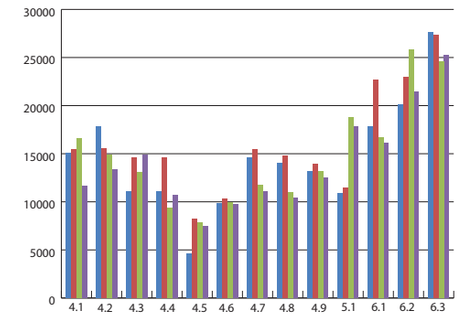
ID	East-Bound				West-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	6	1	0	No	5	1	0	No	Median Cut
1.2	5	2	1	No	7	0	0	No	Median Cut
1.3	1	2	0	No	2	2	1	No	Median Cut
1.4	1	1	0	No	1	2	0	No	Median Cut
1.5	1	1	0	No	3	1	0	No	MC / Med. Turn Bay
2.1	2	1	0	No	1	1	1	No	Median Cut
2.2	4	1	1	No	5	0	0	No	Median Cut
2.3	2	1	1	No	2	1	0	No	MC / MTB
3.1	20	6	0	No	15	7	1	No	MC / MTB
3.2	1	1	1	No	1	1	1	No	No
3.3	16	6	0	No	25	4	1	No	MC / MTB
3.4	5	2	0	No	3	2	1	No	Median Cut
3.5	0	1	0	No	1	1	0	No	No
3.6	3	1	0	No	0	1	1	No	No
3.7	14	2	0	No	11	2	0	No	Median Turn Bay
3.8	3	0	0	No	0	1	0	No	Median Cut
4.1	9	4	0	No	18	5	0	No	No
4.2	5	1	0	No	1	1	0	No	Continuous
4.3	3	1	0	No	3	1	0	No	Continuous
4.4	3	0	0	No	0	0	0	No	No
4.5	3	3	0	Yes	2	2	0	Yes	No
4.6	0	1	0	Yes	0	1	0	Yes	No
4.7	0	1	0	Yes	0	1	0	Yes	No
4.8	0	1	0	Yes	0	1	0	Yes	No
4.9	0	1	0	Yes	0	1	0	Yes	No
5.1	0	1	0	Yes	0	1	0	Yes	No
5.2	1	2	0	No	1	1	1	No	No
6.1	8	6	0	Yes	11	6	0	Yes	Median Turn Bay
6.2	0	0	0	No	0	0	0	No	No
7.1	4	7	0	Yes	5	8	1	Yes	Median Turn Bay
7.2	7	4	0	Yes	0	1	1	No	MC / MTB
7.3	11	7	0	Yes	1	2	0	No	Median Turn Bay
7.4	9	7	1	Yes	2	7	1	Yes	Median Turn Bay
7.5	12	8	1	Yes	12	8	1	Yes	Median Turn Bay
7.6	11	7	0	Yes	9	9	1	Yes	Median Turn Bay
8.1	9	4	0	No	12	9	0	No	Median Turn Bay
8.2	16	4	0	No	5	2	0	No	Median Turn Bay
8.3	11	5	0	No	6	9	0	No	MC / MTB
8.4	12	7	0	No	10	8	0	No	Median Turn Bay
9.1	20	1	0	No	9	6	0	No	Continuous
9.2	16	4	1	No	17	11	0	No	Continuous
10.1	15	2	0	No	11	1	0	No	Continuous
10.2	13	3	0	No	13	3	0	No	Continuous
10.3	22	3	1	No	34	4	0	No	Continuous
Total	304	124	8		264	136	13		

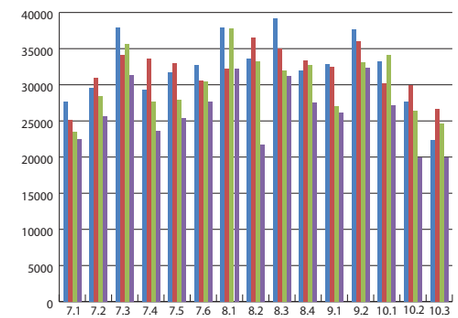
ID Location



Average Weekday Daily Traffic







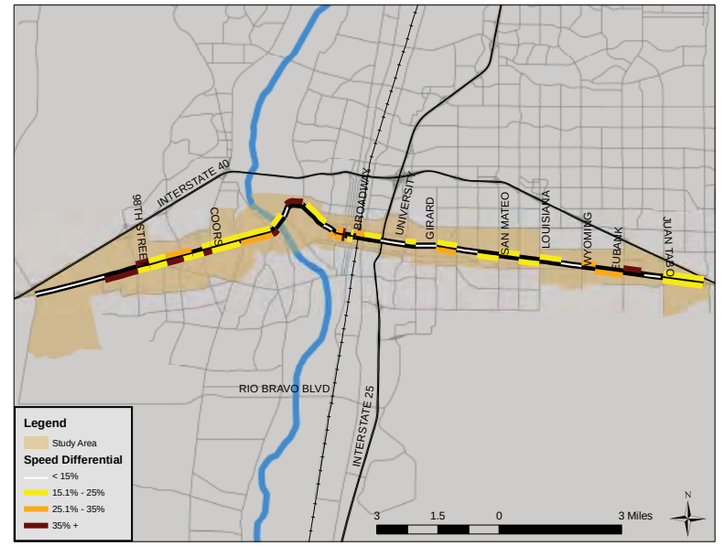
Volume Notes

- The heaviest volumes along Central Ave occur between San Mateo Blvd and San Pedro Dr and between Zuni Rd and Eubank Blvd (32,000 AWDT in 2010).
- Overall average volumes decreased by 7% between 2000 and 2008. During that same period, the population in the study area increased by 13%.
- In general, volumes along East Central decreased while volumes along West Central increased.
- The greatest increase (36%) between 2000 and 2010 occurred between 114th St and 98th St.
- In 2010, 27,500 vehicles crossed the Rio Grande along Central Ave each weekday.

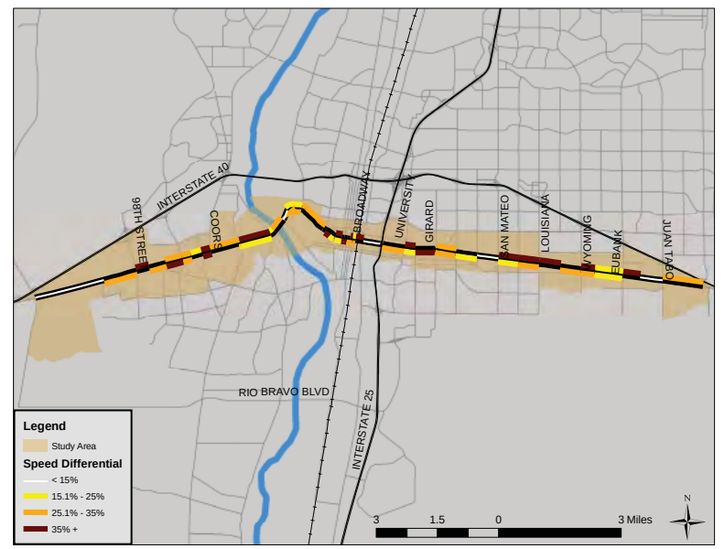
Speed Differential (Observed Speed vs. Posted Speed)

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 PASEO DEL VOLCAN - WEST OF 114TH ST	55	50.4	49.7	49.4	49.2	8.4%	9.6%	10.2%	10.6%
1.2	EAST OF 114TH ST - WEST OF 98TH ST	55	46.8	31.5	47.6	38.9	14.8%	42.7%	13.4%	29.3%
1.3	EAST OF 98TH ST - WEST OF BRIDGE	55	21.9	41.6	20.0	47.6	60.1%	24.4%	63.6%	13.5%
1.4	EAST OF BRIDGE - WEST OF 86TH ST	55	42.7	44.2	49.4	37.6	22.3%	19.7%	10.1%	31.6%
1.5	EAST OF 86TH ST - WEST OF UNSER	55	38.2	34.6	36.8	20.2	30.6%	37.1%	33.1%	63.3%
2.1	EAST OF UNSER - WEST OF 75TH	55	39.9	42.2	39.5	39.2	27.5%	23.2%	28.2%	28.7%
2.2	EAST OF 75TH - WEST OF AIRPORT	45	40.8	36.8	36.7	40.3	9.4%	18.2%	18.4%	10.4%
2.3	EAST OF AIRPORT - WEST OF COORS	45	35.0	24.3	23.3	10.3	22.2%	46.0%	48.3%	77.2%
3.1	EAST OF COORS - WEST OF YUCCA	40	31.8	34.0	29.3	38.0	20.5%	15.0%	26.7%	5.0%
3.2	EAST OF YUCCA - WEST OF OLD COORS RD.	40	31.0	0.0	28.0	31.5	22.5%	n/d	30.1%	21.2%
3.3	EAST OF OLD COORS RD. - WEST OF ATRISCO	40	32.2	27.9	23.9	32.3	19.5%	30.1%	40.2%	19.3%
3.4	EAST OF ATRISCO - WEST OF SUNSET	35	33.9	22.7	27.0	33.5	3.2%	35.2%	22.8%	4.4%
3.5	EAST OF SUNSET - WEST OF TINGLEY	35	28.1	41.2	24.5	37.6	19.7%	-17.6%	30.0%	-7.4%
3.6	EAST OF TINGLEY - WEST OF NEW YORK AVE	35	33.7	30.8	34.7	32.5	3.8%	12.1%	0.9%	7.2%
3.7	EAST OF NEW YORK - WEST OF RIO GRANDE BLVD	35	19.8	33.7	29.4	23.8	43.5%	3.8%	16.1%	31.9%
3.8	EAST OF RIO GRANDE BLVD - WEST OF LOMAS	30	32.4	30.0	20.0	26.2	-8.0%	0.1%	33.2%	12.8%
4.1	SOUTHEAST OF LOMAS - WEST OF 13TH ST	30	22.6	37.2	22.1	34.4	24.6%	-24.0%	26.4%	-14.6%
4.2	EAST OF 13TH ST - WEST OF 12TH ST	30	35.2	34.4	32.5	34.7	-17.2%	-14.6%	-8.5%	-15.7%
4.3	EAST OF 12TH ST - WEST OF COPPER	30	34.0	29.6	33.5	16.0	-13.3%	1.2%	-11.8%	46.7%
4.4	EAST OF COPPER - NORTHWEST OF 8TH	30	26.2	21.7	26.5	24.0	12.7%	27.5%	11.8%	19.9%
4.5	EAST OF 8TH - WEST OF 6TH	25	18.2	16.7	19.0	10.5	27.2%	33.1%	23.8%	57.8%
4.6	EAST OF 6TH - WEST OF 5TH	25	13.7	10.3	14.1	19.0	45.0%	58.7%	43.7%	23.9%
4.7	EAST OF 5TH - WEST OF 4TH	25	21.3	23.5	12.8	27.5	14.7%	6.1%	48.9%	-10.0%
4.8	EAST OF 4TH - WEST OF 3RD	25	19.7	21.9	16.4	19.7	21.3%	12.5%	34.5%	21.1%
4.9	EAST OF 3RD - WEST OF 2ND	25	20.9	20.3	17.5	12.0	16.5%	18.8%	29.9%	52.2%
5.1	EAST OF 2ND - WEST OF 1ST	25	23.0	27.5	17.9	20.3	7.9%	-10.0%	28.6%	18.7%
5.2	EAST OF 1ST - WEST OF BROADWAY	30	19.6	31.8	16.4	27.6	34.7%	-6.1%	45.2%	7.9%
6.1	EAST OF BROADWAY - W. OF I25 S. FRONTAGE (LOCUST)	30	25.2	28.6	28.2	26.0	15.9%	4.7%	5.9%	13.2%
6.2	E. OF I25 S. FRONTAGE (LOCUST) - WEST OF I-25 N. FRONTAGE (OAK)	30	27.1	26.9	31.6	33.7	9.6%	10.2%	-5.3%	-12.4%
7.1	EAST OF I-25 N. FRONTAGE (OAK) - WEST OF UNIVERSITY	30	30.3	32.8	29.7	21.5	-1.0%	-9.3%	0.9%	28.3%
7.2	EAST OF UNIVERSITY - WEST OF YALE	30	23.5	35.0	11.9	23.7	21.6%	-16.7%	60.4%	20.9%
7.3	EAST OF YALE - WEST OF GIRARD	30	30.7	26.7	26.9	17.6	-2.5%	10.9%	10.3%	41.2%
7.4	EAST OF GIRARD - WEST OF CARLISLE	35	29.5	23.4	25.0	22.8	15.7%	33.2%	28.5%	35.0%
7.5	EAST OF CARLISLE - WEST OF WASHINGTON	35	35.4	35.4	32.7	28.5	-1.3%	-1.0%	6.6%	18.5%
7.6	EAST OF WASHINGTON - WEST OF SAN MATEO	35	32.9	27.8	37.8	31.6	6.1%	20.4%	-8.1%	9.7%
8.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	35	28.9	39.2	14.9	26.6	17.3%	-12.1%	57.3%	24.1%
8.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	35	35.9	26.7	17.0	23.9	-2.6%	23.6%	51.4%	31.8%
8.3	EAST OF LOUISIANA - WEST OF PENNSYLVANIA	35	29.6	35.8	21.7	32.7	15.5%	-2.2%	38.0%	6.6%
8.4	EAST OF PENNSYLVANIA - WEST OF WYOMING	35	36.4	31.0	33.4	25.1	-3.9%	11.3%	4.7%	28.4%
9.1	EAST OF WYOMING - WEST OF ZUNI	40	29.1	36.3	18.9	27.8	27.2%	9.3%	52.8%	30.4%
9.2	EAST OF ZUNI - WEST OF EUBANK	40	37.1	27.5	32.2	32.6	7.1%	31.2%	19.4%	18.5%
10.1	EAST OF EUBANK - WEST OF MORRIS	40	23.6	39.5	17.8	39.3	41.0%	1.2%	55.4%	1.7%
10.2	EAST OF MORRIS - WEST OF JUAN TABO	40	40.1	41.8	39.5	34.6	-0.2%	-4.4%	1.2%	13.6%
10.3	EAST OF JUAN TABO - WEST OF TRAMWAY	40	33.7	33.8	28.2	35.0	15.8%	15.6%	29.6%	12.4%

AM Speed Differential



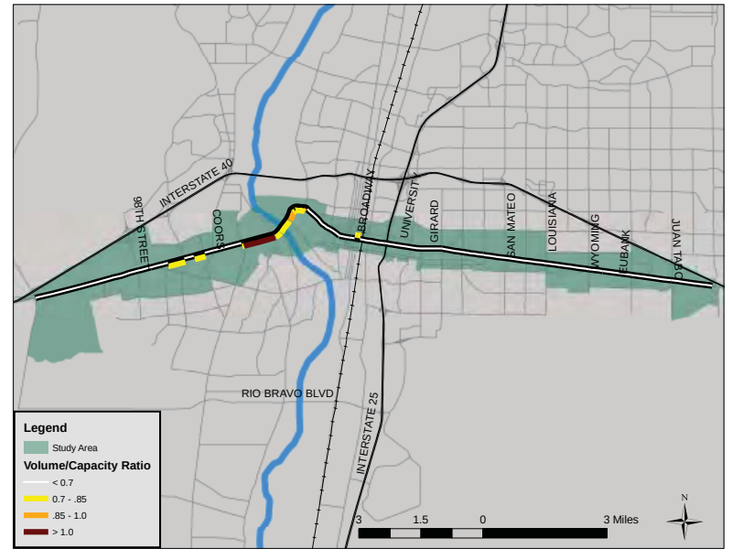
PM Speed Differential



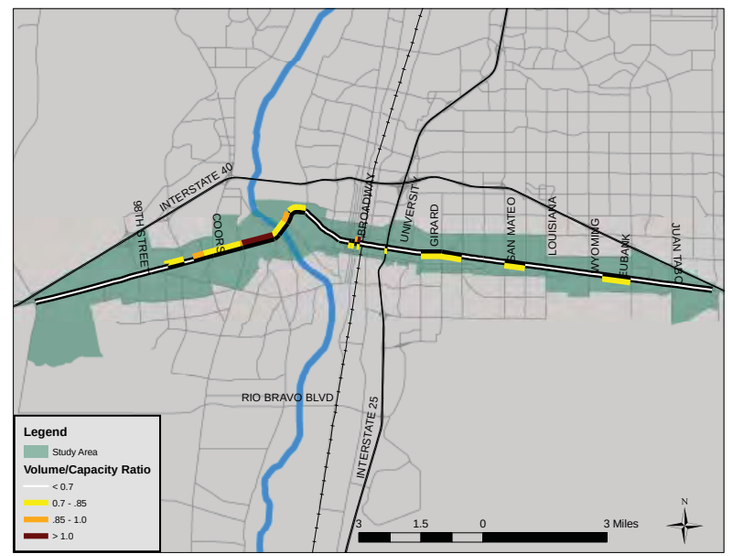
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF PASEO DEL VOLCAN - WEST OF 114TH ST	0.10	0.07	0.18	0.12
1.2	EAST OF 114TH ST - WEST OF 98TH ST	0.15	0.21	0.24	0.21
1.3	EAST OF 98TH ST - WEST OF BRIDGE	0.20	0.43	0.52	0.36
1.4	EAST OF BRIDGE - WEST OF 86TH ST	0.22	0.48	0.51	0.31
1.5	EAST OF 86TH ST - WEST OF UNSER	0.31	0.73	0.78	0.49
2.1	EAST OF UNSER - WEST OF 75TH	0.27	0.26	0.68	0.44
2.2	EAST OF 75TH - WEST OF AIRPORT	0.30	0.80	0.99	0.44
2.3	EAST OF AIRPORT - WEST OF COORS	0.24	0.61	0.71	0.47
3.1	EAST OF COORS - WEST OF YUCCA	0.35	0.69	0.85	0.59
3.2	EAST OF YUCCA - WEST OF OLD COORS RD.	0.39	0.81	0.95	0.60
3.3	EAST OF OLD COORS RD. - WEST OF ATRISCO	0.35	1.04	1.08	0.56
3.4	EAST OF ATRISCO - WEST OF SUNSET	0.26	0.79	0.82	0.32
3.5	EAST OF SUNSET - WEST OF TINGLEY	0.24	0.71	0.76	0.37
3.6	EAST OF TINGLEY - WEST OF NEW YORK AVE	0.29	0.86	0.87	0.37
3.7	EAST OF NEW YORK - WEST OF RIO GRANDE BLVD	0.24	0.82	0.79	0.37
3.8	EAST OF RIO GRANDE BLVD - WEST OF LOMAS	0.25	0.87	0.69	0.35
4.1	SOUTHEAST OF LOMAS - WEST OF 13TH ST	0.16	0.41	0.48	0.24
4.2	EAST OF 13TH ST - WEST OF 12TH ST	0.21	0.51	0.49	0.25
4.3	EAST OF 12TH ST - WEST OF COPPER	0.16	0.43	0.48	0.29
4.4	EAST OF COPPER - NORTHWEST OF 8TH	0.13	0.34	0.27	0.35
4.5	EAST OF 8TH - WEST OF 6TH	0.41	0.22	0.65	0.28
4.6	EAST OF 6TH - WEST OF 5TH	0.24	0.54	0.66	0.59
4.7	EAST OF 5TH - WEST OF 4TH	0.20	0.67	0.75	0.59
4.8	EAST OF 4TH - WEST OF 3RD	0.48	0.54	0.72	0.64
4.9	EAST OF 3RD - WEST OF 2ND	0.50	0.75	0.62	0.97
5.1	EAST OF 2ND - WEST OF 1ST	0.88	0.75	0.73	1.56
5.2	EAST OF 1ST - WEST OF BROADWAY	0.44	0.27	0.52	0.40
6.1	EAST OF BROADWAY - W. OF I25 S. FRONTAGE (LOCUST)	0.47	0.34	0.63	0.44
6.2	E. OF I25 S. FRONTAGE (LOCUST) - WEST OF I-25 N. FRONTAGE (OAK)	0.28	0.62	0.53	0.70
7.1	EAST OF I-25 N. FRONTAGE (OAK) - WEST OF UNIVERSITY	0.39	0.46	0.58	0.65
7.2	EAST OF UNIVERSITY - WEST OF YALE	0.53	0.47	0.55	0.65
7.3	EAST OF YALE - WEST OF GIRARD	0.58	0.34	0.59	0.76
7.4	EAST OF GIRARD - WEST OF CARLISLE	0.57	0.39	0.62	0.76
7.5	EAST OF CARLISLE - WEST OF WASHINGTON	0.47	0.36	0.60	0.67
7.6	EAST OF WASHINGTON - WEST OF SAN MATEO	0.47	0.21	0.53	0.43
8.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	0.47	0.38	0.46	0.75
8.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	0.33	0.20	0.40	0.46
8.3	EAST OF LOUISIANA - WEST OF PENNSYLVANIA	0.62	0.24	0.55	0.58
8.4	EAST OF PENNSYLVANIA - WEST OF WYOMING	0.54	0.26	0.54	0.54
9.1	EAST OF WYOMING - WEST OF ZUNI	0.51	0.23	0.47	0.51
9.2	EAST OF ZUNI - WEST OF EUBANK	0.50	0.31	0.46	0.76
10.1	EAST OF EUBANK - WEST OF MORRIS	0.55	0.20	0.37	0.61
10.2	EAST OF MORRIS - WEST OF JUAN TABO	0.50	0.13	0.27	0.48
10.3	EAST OF JUAN TABO - WEST OF TRAMWAY	0.55	0.14	0.25	0.64

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Paseo del Volcan	Unser	Coors	Atrisco	Rio Grande	Lomas	8th St.	Broadway	I-25 East Frontage	Yale	Carlisle	San Mateo	Wyoming	Eubank	Tramway
Paseo del Volcan	X	344	466	624	755	764	895	1042	1107	1238	1420	1546	1821	1941	2141
Unser	319	X	123	281	412	421	551	699	763	895	1076	1202	1477	1598	1797
Coors	401	82	X	158	289	298	428	576	640	772	953	1079	1354	1475	1675
Atrisco	609	290	208	X	131	140	270	418	483	614	796	921	1197	1317	1517
Rio Grande	749	430	348	140	X	9	139	287	352	483	665	790	1066	1186	1386
Lomas	761	442	360	152	12	X	130	278	343	474	655	781	1057	1177	1377
8th St.	910	591	509	301	161	149	X	148	212	344	525	651	926	1047	1246
Broadway	1063	744	662	454	314	302	153	X	65	196	378	503	779	899	1099
I-25 East Frontage	1124	805	723	515	375	363	213	61	X	131	313	439	714	834	1034
Yale	1272	953	871	662	522	510	361	209	148	x	181	307	583	703	903
Carlisle	1410	1092	1010	801	661	649	500	347	287	139	x	126	401	521	721
San Mateo	1518	1199	1117	909	769	757	608	455	394	247	108	X	275	396	595
Wyoming	1889	1570	1488	1280	1139	1127	978	826	765	617	478	370	x	120	320
Eubank	2031	1712	1630	1421	1281	1269	1120	968	907	759	620	512	142	X	200
Tramway	2296	1977	1895	1687	1547	1535	1386	1233	1172	1024	885	778	407	265	x

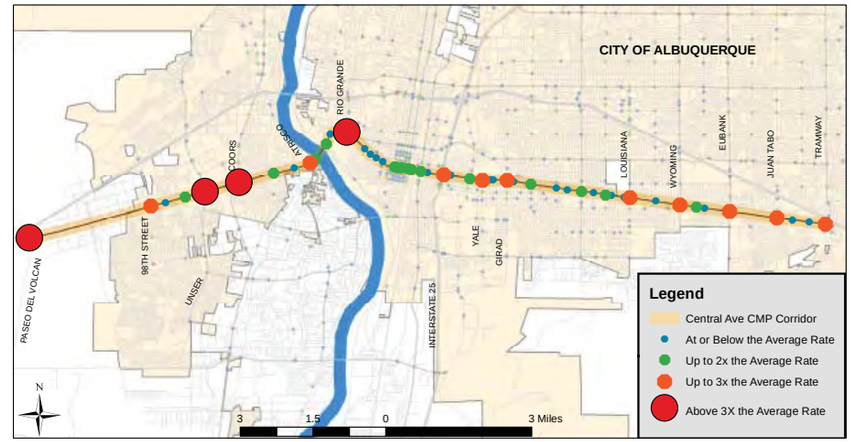
PM Peak Delay (seconds)	Paseo del Volcan	Unser	Coors	Atrisco	Rio Grande	Lomas	8th St.	Broadway	I-25 East Frontage	Yale	Carlisle	San Mateo	Wyoming	Eubank	Tramway
Paseo del Volcan	X	99	168	189	207	208	217	268	275	309	379	397	462	490	511
Unser	75	X	68	89	107	108	117	169	176	210	280	298	363	390	411
Coors	102	27	X	21	39	40	49	101	107	142	211	229	294	322	343
Atrisco	174	99	72	X	18	19	28	80	86	120	190	208	273	301	322
Rio Grande	201	126	99	27	X	1	10	62	69	103	172	191	256	283	304
Lomas	204	130	102	31	4	X	9	61	67	101	171	189	254	282	303
8th St.	232	158	130	59	32	28	X	52	58	93	162	180	245	273	294
Broadway	289	215	187	116	89	85	57	X	7	41	111	129	194	221	243
I-25 East Frontage	292	217	190	118	91	87	60	3	X	34	104	122	187	215	236
Yale	342	268	240	169	142	138	110	53	51	x	70	88	153	180	202
Carlisle	370	295	268	196	169	165	137	81	78	27	x	18	83	111	132
San Mateo	370	295	268	196	169	165	137	80	78	27	0	X	65	93	114
Wyoming	530	455	428	356	329	325	297	241	238	187	160	160	x	27	21
Eubank	579	504	477	405	378	374	347	290	287	237	209	209	49	X	21
Tramway	666	591	564	492	465	461	433	377	374	323	296	296	136	87	x

Distance (miles)	Paseo del Volcan	Unser	Coors	Atrisco	Rio Grande	Lomas	8th St.	Broadway	I-25 East Frontage	Yale	Carlisle	San Mateo	Wyoming	Eubank	Tramway
Paseo del Volcan	X	3.7	4.5	6.0	7.1	7.1	8.2	8.9	9.3	10.1	11.1	12.2	14.2	15.3	17.3
Unser	3.7	X	0.7	2.2	3.3	3.4	4.4	5.1	5.6	6.4	7.4	8.5	10.5	11.5	13.5
Coors	4.5	0.7	X	1.5	2.6	2.7	3.7	4.4	4.9	5.7	6.7	7.7	9.8	10.8	12.8
Atrisco	6.0	2.2	1.5	X	1.1	1.2	2.2	2.9	3.4	4.2	5.2	6.2	8.3	9.3	11.3
Rio Grande	7.1	3.3	2.6	1.1	X	0.1	1.1	1.8	2.3	3.1	4.1	5.1	7.2	8.2	10.2
Lomas	7.1	3.4	2.7	1.2	0.1	X	1.0	1.7	2.2	3.0	4.0	5.1	7.1	8.1	10.1
8th St.	8.2	4.4	3.7	2.2	1.1	1.0	X	0.7	1.2	2.0	3.0	4.0	6.1	7.1	9.1
Broadway	8.9	5.1	4.4	2.9	1.8	1.7	0.7	X	0.5	1.3	2.3	3.3	5.4	6.4	8.4
I-25 East Frontage	9.3	5.6	4.9	3.4	2.3	2.2	1.2	0.5	X	0.8	1.8	2.9	4.9	5.9	7.9
Yale	10.1	6.4	5.7	4.2	3.1	3.0	2.0	1.3	0.8	X	1.0	2.0	4.1	5.1	7.1
Carlisle	11.1	7.4	6.7	5.2	4.1	4.0	3.0	2.3	1.8	1.0	x	1.0	3.1	4.1	6.1
San Mateo	12.2	8.5	7.7	6.2	5.1	5.1	4.0	3.3	2.9	2.0	1.0	X	2.0	3.1	5.1
Wyoming	14.2	10.5	9.8	8.3	7.2	7.1	6.1	5.4	4.9	4.1	3.1	2.0	x	1.0	2.0
Eubank	15.3	11.5	10.8	9.3	8.2	8.1	7.1	6.4	5.9	5.1	4.1	3.1	1.0	X	2.0
Tramway	17.3	13.5	12.8	11.3	10.2	10.1	9.1	8.4	7.9	7.1	6.1	5.1	3.0	2.0	x

PM Peak Delay (seconds/mile)	Paseo del Volcan	Unser	Coors	Atrisco	Rio Grande	Lomas	8th St.	Broadway	I-25 East Frontage	Yale	Carlisle	San Mateo	Wyoming	Eubank	Tramway
Paseo del Volcan	x	26.6	37.6	31.6	29.2	29.1	26.6	30.3	29.5	30.5	34.0	32.6	32.5	32.1	29.6
Unser	20.0	x	93.9	39.8	32.0	31.7	26.5	33.0	31.3	32.7	37.7	35.2	34.5	33.8	30.4
Coors	22.9	37.7	x	13.9	14.9	14.9	13.3	22.9	22.0	24.9	31.6	29.7	30.1	29.8	26.8
Atrisco	29.1	44.1	47.1	x	16.2	16.3	12.8	27.7	25.7	28.9	36.8	33.5	33.1	32.4	28.6
Rio Grande	28.3	37.6	37.6	24.5	x	17.6	9.4	34.8	30.3	33.4	42.4	37.2	35.7	34.5	29.9
Lomas	28.6	38.1	38.2	26.5	59.7	x	8.9	35.5	30.7	33.8	42.8	37.5	35.8	34.7	30.0
8th St.	28.5	35.6	35.2	26.9	29.4	27.5	x	73.9	49.4	46.4	54.2	44.6	40.3	38.4	32.3
Broadway	32.7	41.9	42.6	40.2	49.9	49.5	81.4	x	13.9	31.6	48.2	38.5	36.0	34.5	28.9
I-25 East Frontage	31.3	38.8	38.9	35.2	40.4	39.9	50.5	5.7	x	42.1	57.4	42.7	38.1	36.2	29.8
Yale	33.7	41.7	42.3	40.5	55.1	54.9	68.9	62.1	95.7	x	69.7	42.9	37.4	35.2	28.4
Carlisle	33.2	39.8	40.0	37.9	41.6	41.3	45.9	35.1	42.9	27.3	x	17.2	26.9	26.8	21.6
San Mateo	30.3	34.8	34.6	31.5	33.0	32.7	34.0	24.0	27.1	13.2	-0.2	x	31.8	30.1	22.5
Wyoming	37.2	43.3	43.7	43.1	46.0	45.8	48.9	44.7	48.5	45.8	51.8	78.4	x	26.7	10.7
Eubank	37.9	43.7	44.1	43.6	46.2	46.1	48.7	45.2	48.4	46.2	50.8	68.1	11.9	x	10.7
Tramway	38.6	43.7	44.1	43.6	45.7	45.6	47.6	44.8	47.2	45.5	48.5	58.6	22.3	17.1	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

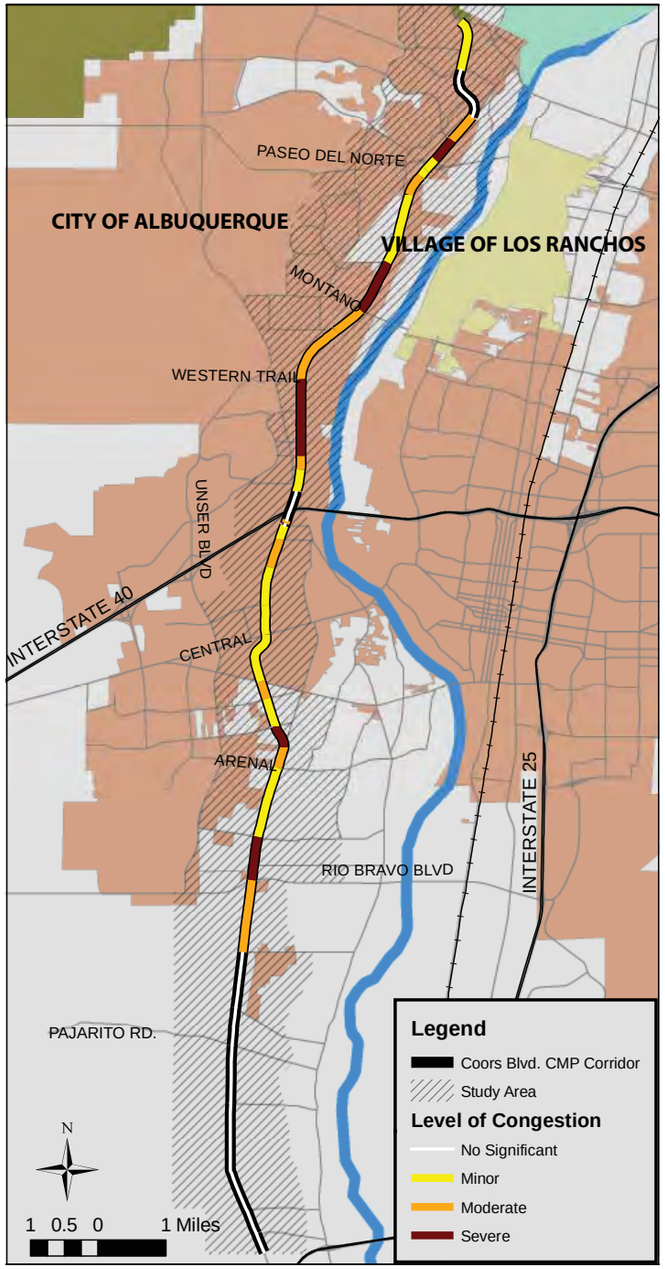
Crash Type	2005	2006	2007	2008	2009
Fatal accident	4	4	6	3	3
Non-fatal accident injury	460	398	385	383	387
Property damage only	1007	1061	1065	995	929
All Crashes	1471	1463	1456	1381	1319

Top Contributing Factors in Crashes Along Central

1. Driver inattention 31 %
2. Following too close 17 %
3. Failure to yield 15 %
4. Red light running 5 %
5. Alcohol involved 5 %

Coors Blvd

#8



Corridor Notes

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

Transit Characteristics

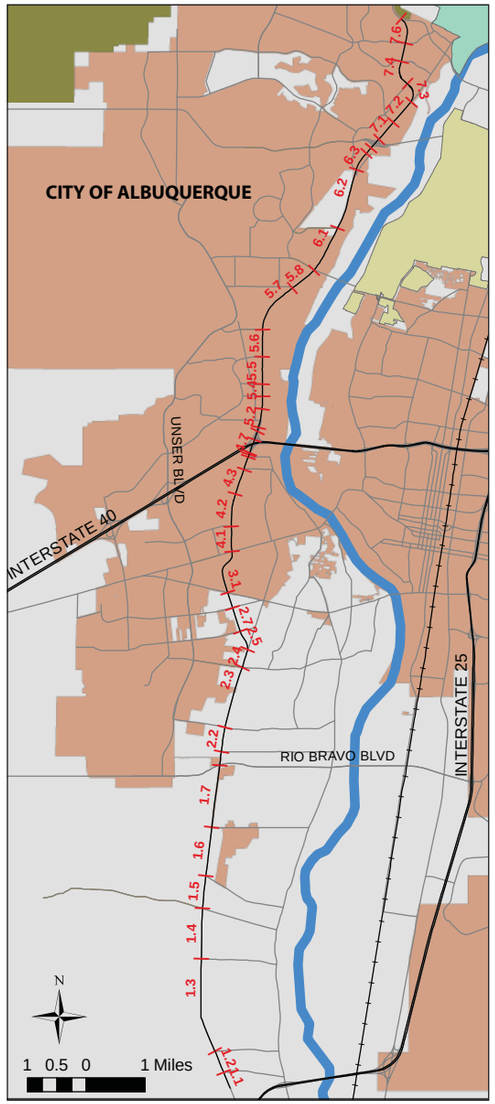
- ABQ Ride operates two routes along Coors Blvd (additional commuter routes run along small portions of northern Coors).
- The Rapid Ride Blue Line (Route 790) originates at the Northwest Transit Center and runs south on Coors to I-40 before connecting to Downtown and the University of New Mexico. Ridership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

Profile & Statistics

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

Coors Blvd

ID Location



ID and Segment Names

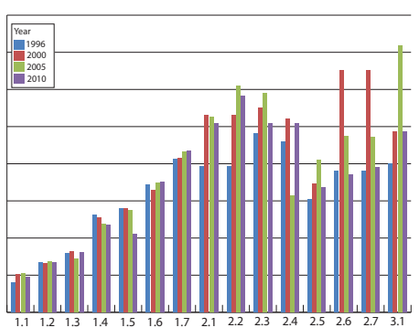
ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF N.M. 45 - SOUTH OF MALPAIS	0.28	55	4,802
1.2	NORTH OF MALPAIS - SOUTH OF LAS PADILLAS	0.40	55	6,716
1.3	NORTH OF LAS PADILLAS - SOUTH OF RAYMAC	1.63	55	8,098
1.4	NORTH OF RAYMAC - SOUTH OF PAJARITO	0.86	55	11,820
1.5	NORTH OF PAJARITO - SOUTH OF DON FELIPE RD	0.56	55	10,489
1.6	NORTH OF DON FELIPE RD - SOUTH OF GUN CLUB RD	0.83	55	17,595
1.7	NORTH OF GUN CLUB RD - SOUTH OF RIO BRAVO	1.07	55	21,692
2.1	NORTH OF RIO BRAVO - SOUTH OF BARCELONA	0.23	45	25,462
2.2	NORTH OF BARCELONA - SOUTH OF BLAKE RD	0.42	45	29,132
2.3	NORTH OF BLAKE RD - SOUTH OF ARENAL	1.07	45	25,381
2.4	NORTH OF ARENAL - SOUTH OF OLD COORS RD	0.32	45	25,402
2.5	NORTHWEST OLD COORS RD - SOUTH OF SAGE	0.34	45	16,755
2.6	NORTH OF TOWER - SOUTH OF BRIDGE	0.27	45	18,473
2.7	NORTH OF SAGE - SOUTH OF TOWER	0.43	45	19,478
3.1	NORTH OF BRIDGE BLVD. - SOUTH OF CENTRAL	0.77	45	24,258
4.1	NORTH OF CENTRAL - SOUTH OF BLUEWATER	0.43	45	31,956
4.2	NORTH OF BLUEWATER - SOUTH OF FORTUNA	0.57	45	35,195
4.3	NORTH OF FORTUNA - SOUTH OF HANOVER	0.44	45	32,589
4.4	NORTH OF HANOVER - SOUTH OF ILIFF	0.22	45	47,694
4.5	NORTH OF ILIFF - SOUTH OF I-40 EBD OFF	0.04	45	34,978
4.6	NORTH OF I-40 EBD OFF - SOUTH OF I-40 E. RAMPS	0.05	45	53,384
4.7	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 WBD ON RAMP	0.23	45	28,571
4.8	NORTH OF I-40 WBD ON RAMP - SOUTH OF I-40 WBD OFF	0.16	45	27,294
5.1	NORTH OF I-40 WBD OFF - SOUTH OF I-40 WBD ON	0.06	45	80,485
5.2	NORTH OF I-40 W. RAMPS - SOUTH OF QUAIL	0.33	45	41,037
5.3	NORTH OF QUAIL - SOUTH OF REDLANDS	0.21	45	29,069
5.4	NORTH OF REDLANDS - SOUTH OF SEQUOIA	0.20	45	55,247
5.5	NORTH OF SEQUOIA - SOUTH OF ST. JOSEPHS	0.46	45	43,528
5.6	NORTH OF ST. JOSEPHS - SOUTH OF WESTERN TRAIL	0.47	45	48,063
5.7	NORTH OF WESTERN TRAIL - SOUTH OF DELLYNE	0.91	45	46,462
5.8	NORTH OF DELLYNE - SOUTH OF MONTANO	0.48	45	57,053
6.1	NORTH OF MONTANO - SOUTH OF LA ORILLA	0.82	45	36,679
6.2	NORTH OF LA ORILLA - SOUTH OF EAGLE RANCH RD	1.05	45	45,753
6.3	NORTH OF EAGLE RANCH RD - SOUTH OF S.I.P.I. ENTRANCE	0.33	45	37,356
6.4	NORTH OF S.I.P.I. ENTRANCE - SOUTH OF P.D.N. S. RAMPS	0.12	45	40,989
6.5	NORTH OF P.D.N. S. RAMPS - SOUTH OF P.D.N. N. RAMPS	0.20	45	27,441
7.1	NORTH OF P.D.N. N. RAMPS - SOUTH OF IRVING	0.38	45	67,534
7.2	NORTH OF IRVING - SOUTH OF COORS BYPASS	0.46	45	60,153
7.3	NORTHWEST OF COORS - SOUTHEAST OF EAGLE RANCH RD	0.34	35	41,694
7.4	NORTHWEST OF EAGLE RANCH RD - SOUTHEAST OF 7 BAR LOOP	0.45	35	44,538
7.5	NORTHWEST OF 7 BAR LOOP - SOUTH OF ELLISON	0.31	35	47,822
7.6	NORTH OF ELLISON - SOUTHEAST OF N.M. 528	0.46	35	43,876

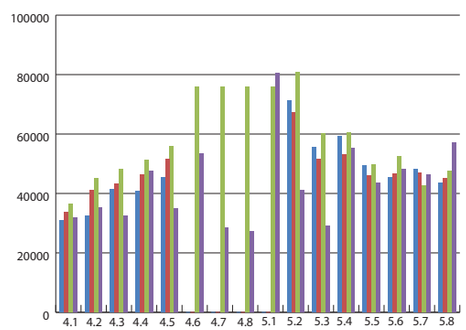
Access Characteristics

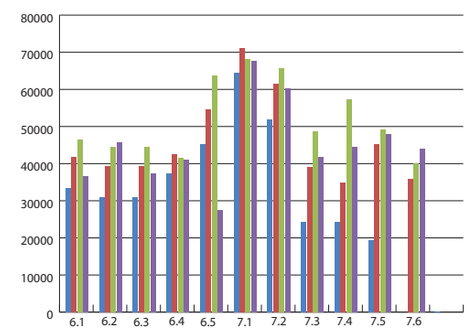
ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	3	2	0	No	3	1	0	No	No
1.2	2	1	0	No	3	1	0	No	Continuous
1.3	5	8	0	No	13	4	0	No	Continuous
1.4	2	4	0	No	4	2	0	No	Continuous
1.5	3	3	0	No	0	2	2	No	Continuous
1.6	7	1	1	No	2	4	2	No	Continuous
1.7	2	3	2	No	5	3	1	No	Continuous
2.1*	0	1	0	No	3	2	2	No	Median Turn Bay
2.2*	2	1	0	No	8	3	0	No	Continuous
2.3*	17	1	1	No	12	4	3	No	Continuous
2.4*	4	0	0	No	5	1	1	No	Continuous
2.5*	1	2	1	No	2	1	0	No	No
2.6*	0	1	1	No	0	1	1	No	No
2.7*	0	2	1	No	0	1	1	No	No
3.1*	0	3	1	No	2	2	2	No	No
4.1*	3	2	0	No	2	2	1	No	Median Turn Bay
4.2*	2	3	0	No	7	2	0	No	Median Turn Bay
4.3*	1	3	1	No	1	2	0	No	Median Turn Bay
4.4*	3	1	0	No	7	1	0	No	Median Turn Bay
4.5*	1	0	0	No	0	0	0	No	No
4.6*	0	0	0	No	0	0	0	No	No
4.7*	0	0	0	No	0	0	0	No	No
4.8*	0	0	0	No	0	0	0	No	No
5.1*	0	0	0	No	0	0	0	No	No
5.2*	0	1	1	No	0	0	0	No	No
5.3*	1	2	2	No	3	1	2	No	Median Turn Bay
5.4*	4	1	1	No	3	1	0	No	Median Turn Bay
5.5*	2	2	2	No	1	1	2	No	Median Turn Bay
5.6*	0	2	1	No	0	2	2	No	Median Turn Bay
5.7*	0	3	2	No	0	5	4	No	Median Turn Bay
5.8*	0	2	2	No	1	1	1	No	Median Turn Bay
6.1*	2	6	6	No	1	2	3	No	Median Turn Bay
6.2*	2	3	4	No	5	3	1	No	Median Turn Bay
6.3*	0	1	1	No	0	1	0	No	No
6.4*	1	0	0	No	0	1	0	No	Median Turn Bay
6.5*	0	1	1	No	0	1	1	No	Median Turn Bay
7.1*	0	2	2	No	3	0	2	No	Median Turn Bay
7.2*	2	1	2	No	5	2	2	No	Median Turn Bay
7.3*	0	2	2	No	1	1	0	No	Median Turn Bay
7.4*	0	2	2	No	3	1	3	No	Median Turn Bay
7.5*	2	1	3	No	0	1	1	No	Median Turn Bay
7.6*		2	2	No	0	1	0	No	Median Turn Bay
Total	74	76	45		105	64	40		

*Indicates access-controlled segment

Average Weekday Daily Traffic







Access Notes

- Coors Blvd is an **access-controlled facility** from Rio Bravo to Coors Bypass.
- There are continuous center turn lanes between Malpais and Gun Club Rd and between Blake Rd and Old Coors, and frequent median turn bays between Quail Rd and NM 528.
- There are 37 **signalized intersections** along the CMP corridor; an average of one signal **every 0.53 miles.**

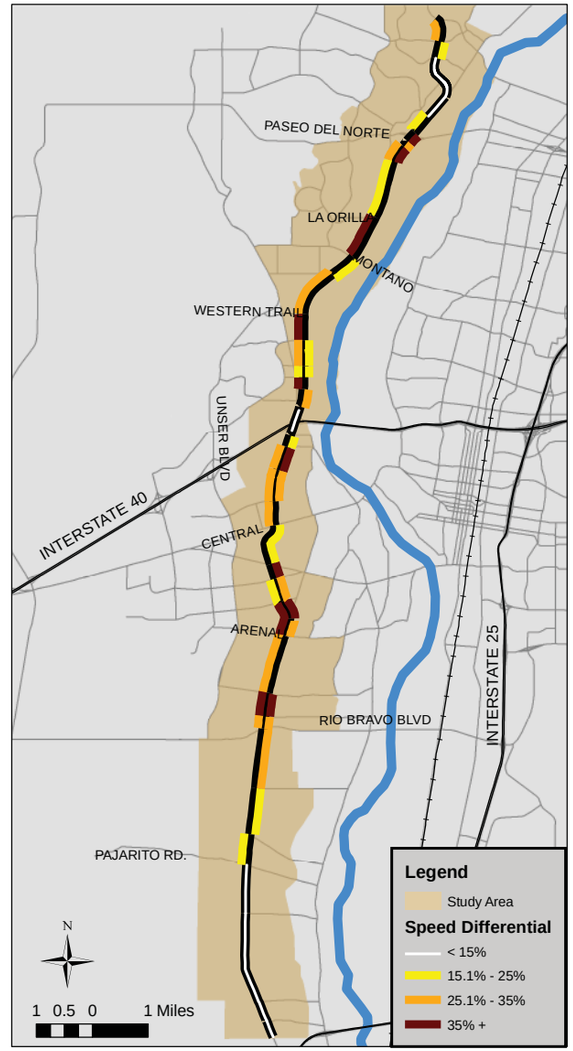
Volume Notes

- The heaviest volumes along Coors Blvd occur at the I-40 on-ramps (80,000 AWDT in 2010) and the Paseo del Norte on-ramps (67,000).
- Overall average volumes decreased by 6% between 2000 and 2008. During that same period, the population in the study area increased by 22%.
- Many segments experienced decreases in volume between 2000 and 2010. In general, volume increases occurred north of I-40. The highest volume increase (27%) occurred between Dellyne Ave and Montaño Rd

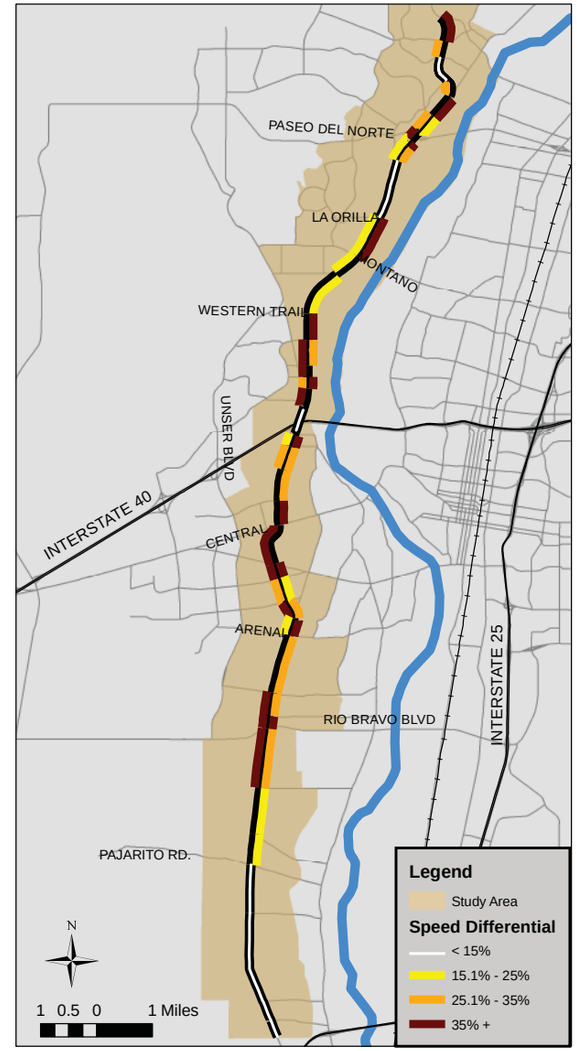
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-SB	AM-NB	PM-SB	PM-NB	AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF N.M. 45 - SOUTH OF MALPAIS	55	54.7	51.0	58.6	51.3	0.5%	7.3%	-6.6%	6.8%
1.2	NORTH OF MALPAIS - SOUTH OF LAS PADILLAS	55	54.0	50.7	56.0	54.6	1.9%	7.9%	-1.8%	0.8%
1.3	NORTH OF LAS PADILLAS - SOUTH OF RAYMAC	55	53.6	53.5	56.1	55.8	2.6%	2.6%	-2.1%	-1.5%
1.4	NORTH OF RAYMAC - SOUTH OF PAJARITO	55	52.7	52.8	49.3	51.8	4.1%	4.1%	10.3%	5.9%
1.5	NORTH OF PAJARITO - SOUTH OF DON FELIPE RD	55	46.5	52.3	44.6	53.4	15.4%	4.9%	18.9%	2.8%
1.6	NORTH OF DON FELIPE RD - SOUTH OF GUN CLUB RD	55	54.2	44.5	45.2	49.9	1.4%	19.2%	17.8%	9.2%
1.7	NORTH OF GUN CLUB RD - SOUTH OF RIO BRAVO	55	49.6	38.1	38.9	35.5	9.8%	30.8%	29.3%	35.5%
2.1	NORTH OF RIO BRAVO - SOUTH OF BARCELONA	45	32.7	31.9	28.6	28.5	27.3%	29.1%	36.4%	36.7%
2.2	NORTH OF BARCELONA - SOUTH OF BLAKE RD	45	28.7	24.9	29.7	24.2	36.3%	44.8%	34.0%	46.3%
2.3	NORTH OF BLAKE RD - SOUTH OF ARENAL	45	33.2	40.1	30.7	39.2	26.2%	11.0%	31.7%	12.9%
2.4	NORTH OF ARENAL - SOUTH OF OLD COORS RD	45	23.1	33.3	21.5	38.1	48.7%	26.0%	52.3%	15.3%
2.5	NORTHWEST OLD COORS RD - SOUTH OF SAGE	45	26.7	24.6	29.9	18.5	40.7%	45.3%	33.6%	58.8%
2.6	NORTH OF TOWER - SOUTH OF BRIDGE	45	43.5	28.5	21.2	26.6	3.4%	36.7%	52.9%	41.0%
2.7	NORTH OF SAGE - SOUTH OF TOWER	45	37.8	29.3	37.1	32.4	16.0%	34.9%	17.5%	28.1%
3.1	NORTH OF BRIDGE BLVD. - SOUTH OF CENTRAL	45	43.0	34.0	38.3	23.5	4.4%	24.4%	15.0%	47.7%
4.1	NORTH OF CENTRAL - SOUTH OF BLUEWATER	45	31.4	39.8	20.5	45.1	30.3%	11.7%	54.3%	-0.2%
4.2	NORTH OF BLUEWATER - SOUTH OF FORTUNA	45	31.3	31.3	32.1	42.3	30.4%	30.5%	28.7%	6.1%
4.3	NORTH OF FORTUNA - SOUTH OF HANOVER	45	30.2	27.3	32.8	32.7	32.9%	39.2%	27.2%	27.3%
4.4	NORTH OF HANOVER - SOUTH OF ILIFF	45	43.0	37.5	19.5	34.3	4.4%	16.6%	56.6%	23.7%
4.5	NORTH OF ILIFF - SOUTH OF I-40 EBD OFF	45	46.4	46.9	45.8	39.5	-3.1%	-4.3%	-1.7%	12.3%
4.6	NORTH OF I-40 EBD OFF - SOUTH OF I-40 E. RAMPS	45	51.0	48.1	48.7	41.6	-13.3%	-6.8%	-8.2%	7.6%
4.7	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 WBD ON RAMP	45	52.9	51.5	43.4	48.0	-17.4%	-14.4%	3.5%	-6.7%
4.8	NORTH OF I-40 WBD ON RAMP - SOUTH OF I-40 WBD OFF	45	55.4	54.3	50.4	52.3	-23.2%	-20.8%	-11.9%	-16.2%
5.1	NORTH OF I-40 WBD OFF - SOUTH OF I-40 WBD ON	45	57.0	56.2	53.8	45.9	-26.7%	-24.9%	-19.5%	-2.1%
5.2	NORTH OF I-40 W. RAMPS - SOUTH OF QUAIL	45	42.9	29.3	39.8	19.6	4.6%	35.0%	11.5%	56.3%
5.3	NORTH OF QUAIL - SOUTH OF REDLANDS	45	17.9	40.1	23.1	32.9	60.2%	10.9%	48.8%	26.9%
5.4	NORTH OF REDLANDS - SOUTH OF SEQUOIA	45	34.4	37.4	39.8	21.9	23.6%	17.0%	11.6%	51.3%
5.5	NORTH OF SEQUOIA - SOUTH OF ST. JOSEPHS	45	31.4	36.0	32.7	26.5	30.3%	20.0%	27.2%	41.0%
5.6	NORTH OF ST. JOSEPHS - SOUTH OF WESTERN TRAIL	45	26.5	44.1	28.0	45.4	41.1%	1.9%	37.8%	-0.8%
5.7	NORTH OF WESTERN TRAIL - SOUTH OF DELLYNE	45	30.8	48.6	35.7	47.5	31.6%	-7.9%	20.7%	-5.5%
5.8	NORTH OF DELLYNE - SOUTH OF MONTANO	45	23.7	34.2	27.3	36.2	47.4%	24.0%	39.3%	19.5%
6.1	NORTH OF MONTANO - SOUTH OF LA ORILLA	45	16.6	44.5	18.9	34.1	63.1%	1.1%	58.0%	24.2%
6.2	NORTH OF LA ORILLA - SOUTH OF EAGLE RANCH RD	45	37.5	48.7	47.3	49.0	16.7%	-8.3%	-5.2%	-9.0%
6.3	NORTH OF EAGLE RANCH RD - SOUTH OF S.I.P.I. ENTRANCE	45	32.9	28.9	30.1	35.3	27.0%	35.7%	33.2%	21.7%
6.4	NORTH OF S.I.P.I. ENTRANCE - SOUTH OF P.D.N. S. RAMPS	45	53.7	31.0	27.5	34.4	-19.3%	31.2%	39.0%	23.6%
6.5	NORTH OF P.D.N. S. RAMPS - SOUTH OF P.D.N. N. RAMPS	45	40.5	13.8	43.7	24.9	10.0%	69.2%	2.9%	44.7%
7.1	NORTH OF P.D.N. N. RAMPS - SOUTH OF IRVING	45	34.0	44.3	37.2	29.5	24.3%	1.6%	17.4%	34.4%
7.2	NORTH OF IRVING - SOUTH OF COORS BYPASS	45	44.3	45.8	27.2	42.4	1.5%	-1.7%	39.5%	5.8%
7.3	NORTHWEST OF COORS - SOUTHEAST OF EAGLE RANCH RD	35	44.8	30.9	41.0	25.1	-28.0%	11.8%	-17.1%	28.4%
7.4	NORTHWEST OF EAGLE RANCH RD - SOUTHEAST OF 7 BAR LOOP	35	42.8	41.3	40.3	39.4	-22.2%	-18.1%	-15.2%	-12.7%
7.5	NORTHWEST OF 7 BAR LOOP - SOUTH OF ELLISON	35	40.4	27.0	38.6	24.6	-15.5%	22.8%	-10.3%	29.8%
7.6	NORTH OF ELLISON - SOUTHEAST OF N.M. 528	35	25.2	46.3	20.4	43.6	28.1%	-32.2%	41.8%	-24.5%

AM Speed Differential



PM Speed Differential

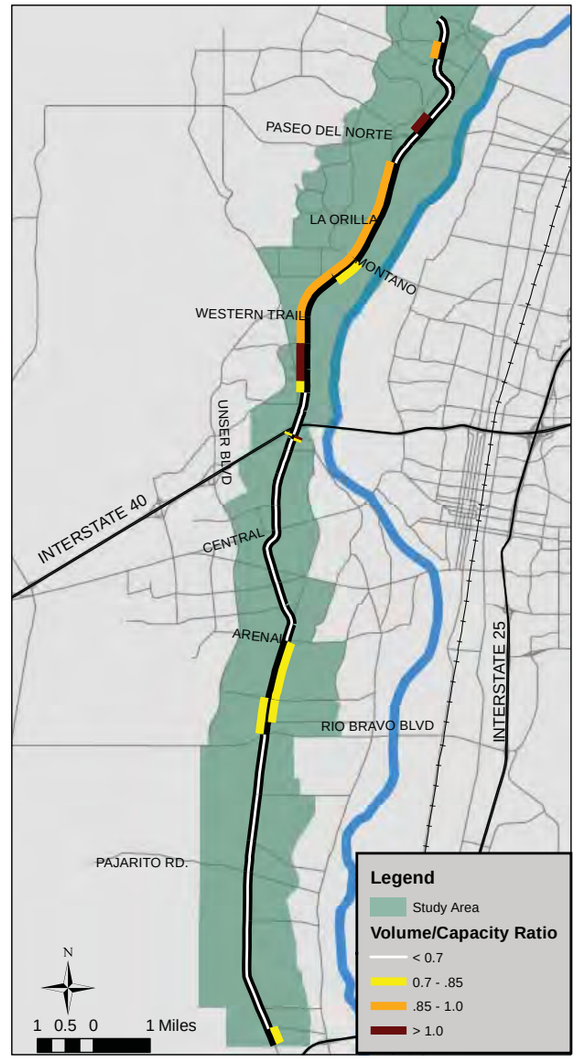


Coors Blvd

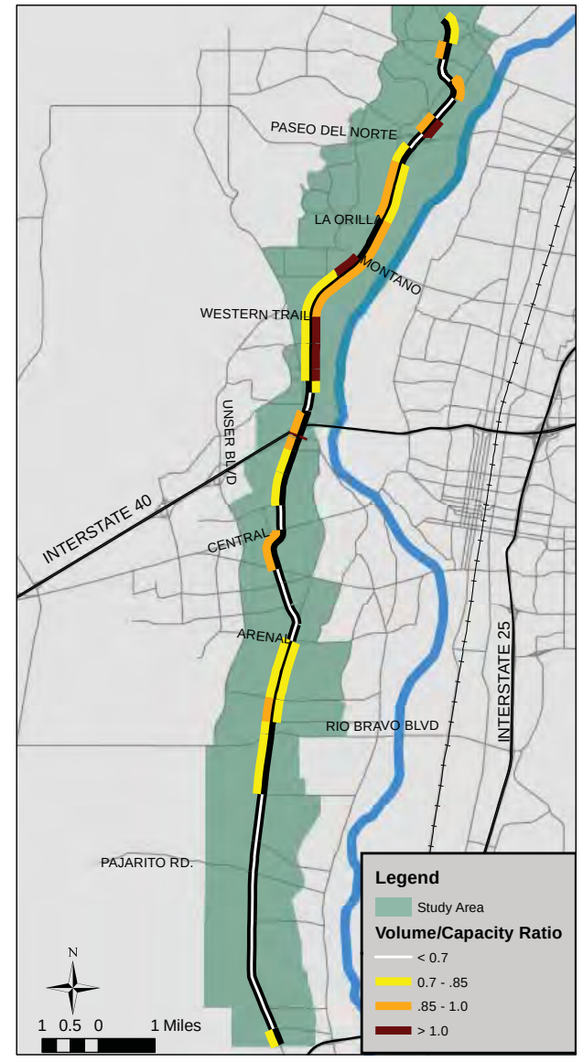
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF N.M. 45 - SOUTH OF MALPAIS	0.24	0.75	0.72	0.37
1.2	NORTH OF MALPAIS - SOUTH OF LAS PADILLAS	0.21	0.14	0.22	0.19
1.3	NORTH OF LAS PADILLAS - SOUTH OF RAYMAC	0.28	0.13	0.32	0.16
1.4	NORTH OF RAYMAC - SOUTH OF PAJARITO	0.28	0.28	0.41	0.27
1.5	NORTH OF PAJARITO - SOUTH OF DON FELIPE RD	0.19	0.26	0.38	0.25
1.6	NORTH OF DON FELIPE RD - SOUTH OF GUN CLUB RD	0.28	0.46	0.51	0.38
1.7	NORTH OF GUN CLUB RD - SOUTH OF RIO BRAVO	0.38	0.44	0.72	0.40
2.1	NORTH OF RIO BRAVO - SOUTH OF BARCELONA	0.81	0.48	0.85	0.66
2.2	NORTH OF BARCELONA - SOUTH OF BLAKE RD	0.79	0.74	0.86	0.77
2.3	NORTH OF BLAKE RD - SOUTH OF ARENAL	0.56	0.80	0.70	0.76
2.4	NORTH OF ARENAL - SOUTH OF OLD COORS RD	0.48	0.57	0.67	0.49
2.5	NORTHWEST OLD COORS RD - SOUTH OF SAGE	0.32	0.48	0.52	0.44
2.6	NORTH OF TOWER - SOUTH OF BRIDGE	0.42	0.66	0.67	0.45
2.7	NORTH OF SAGE - SOUTH OF TOWER	0.15	0.21	0.24	0.21
3.1	NORTH OF BRIDGE BLVD. - SOUTH OF CENTRAL	0.34	0.60	0.99	0.51
4.1	NORTH OF CENTRAL - SOUTH OF BLUEWATER	0.38	0.59	0.61	0.46
4.2	NORTH OF BLUEWATER - SOUTH OF FORTUNA	0.42	0.59	0.74	0.54
4.3	NORTH OF FORTUNA - SOUTH OF HANOVER	0.39	0.67	0.73	0.52
4.4	NORTH OF HANOVER - SOUTH OF ILIFF	0.48	0.66	0.94	0.68
4.5	NORTH OF ILIFF - SOUTH OF I-40 EBD OFF	0.48	0.73	0.85	0.64
4.6	NORTH OF I-40 EBD OFF - SOUTH OF I-40 E. RAMPS	0.84	1.37	1.56	1.22
4.7	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 WBD ON RAMP	0.58	0.60	0.86	0.69
4.8	NORTH OF I-40 WBD ON RAMP - SOUTH OF I-40 WBD OFF	0.58	0.57	0.87	0.66
5.1	NORTH OF I-40 WBD OFF - SOUTH OF I-40 WBD ON	0.00	0.00	0.00	0.00
5.2	NORTH OF I-40 W. RAMPS - SOUTH OF QUAIL	0.52	0.49	0.68	0.61
5.3	NORTH OF QUAIL - SOUTH OF REDLANDS	0.80	0.45	0.67	0.73
5.4	NORTH OF REDLANDS - SOUTH OF SEQUOIA	1.17	0.69	0.82	1.23
5.5	NORTH OF SEQUOIA - SOUTH OF ST. JOSEPHS	1.16	0.64	0.77	1.06
5.6	NORTH OF ST. JOSEPHS - SOUTH OF WESTERN TRAIL	0.89	0.52	0.73	1.01
5.7	NORTH OF WESTERN TRAIL - SOUTH OF DELLYNE	0.93	0.64	0.83	0.88
5.8	NORTH OF DELLYNE - SOUTH OF MONTANO	0.99	0.82	1.00	0.90
6.1	NORTH OF MONTANO - SOUTH OF LA ORILLA	0.92	0.52	0.66	0.88
6.2	NORTH OF LA ORILLA - SOUTH OF EAGLE RANCH RD	0.97	0.59	0.95	0.81
6.3	NORTH OF EAGLE RANCH RD - SOUTH OF S.I.P.I. ENTRANCE	0.52	0.58	0.82	0.62
6.4	NORTH OF S.I.P.I. ENTRANCE - SOUTH OF P.D.N. S. RAMPS	0.54	0.48	0.69	0.56
6.5	NORTH OF P.D.N. S. RAMPS - SOUTH OF P.D.N. N. RAMPS	0.00	0.00	0.00	0.00
7.1	NORTH OF P.D.N. N. RAMPS - SOUTH OF IRVING	1.34	0.64	0.94	1.53
7.2	NORTH OF IRVING - SOUTH OF COORS BYPASS	0.99	0.51	0.99	1.03
7.3	NORTHWEST OF COORS - SOUTHEAST OF EAGLE RANCH RD	0.70	0.40	0.55	0.95
7.4	NORTHWEST OF EAGLE RANCH RD - SOUTHEAST OF 7 BAR LOOP	0.80	0.51	0.58	1.04
7.5	NORTHWEST OF 7 BAR LOOP - SOUTH OF ELLISON	0.86	0.49	0.89	0.35
7.6	NORTH OF ELLISON - SOUTHEAST OF N.M. 528	0.57	0.41	0.57	0.72

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	N.M. 45	Rio Bravo	Arenal	Bridge	Central	Hanover	I-40 Wetbound Off	Sequoia	Montaño	Paseo del Norte	Coors Bypass Rd	NM 528
N.M. 45	X	417	606	786	904	1035	1094	1215	1432	1670	1756	1928
Rio Bravo	420	X	189	369	487	618	677	798	1014	1253	1339	1511
Arenal	625	204	X	180	298	429	488	609	826	1065	1150	1322
Bridge	805	385	181	X	118	249	308	429	646	885	970	1142
Central	878	458	254	73	X	131	190	310	527	766	852	1024
Hanover	1066	645	441	260	187	X	58	179	396	635	720	893
I-40 Wetbound Off	1142	722	518	337	264	77	X	121	338	577	662	834
Sequoia	1227	807	602	422	349	161	84	X	217	456	541	713
Montaño	1494	1073	869	688	615	428	351	267	X	239	324	496
Paseo del Norte	1801	1381	1177	996	923	736	659	574	308	X	85	257
Coors Bypass Rd	1899	1479	1274	1093	1021	833	756	672	405	98	X	172
NM 528	2078	1658	1454	1273	1200	1012	936	851	585	277	179	X

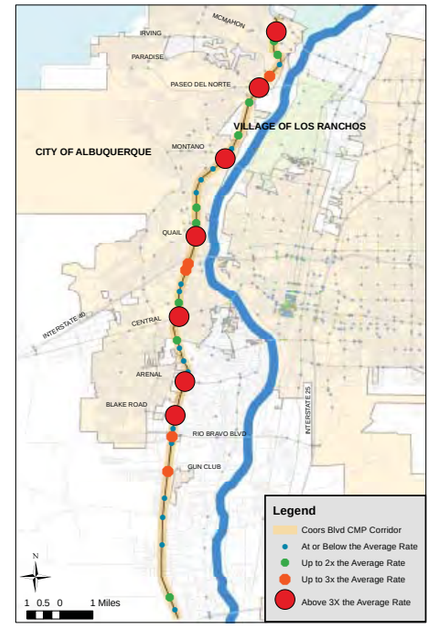
PM Peak Delay (seconds)	N.M. 45	Rio Bravo	Arenal	Bridge	Central	Hanover	I-40 Wetbound Off	Sequoia	Montaño	Paseo del Norte	Coors Bypass Rd	NM 528
N.M. 45	x	49	101	172	229	245	248	305	336	373	392	404
Rio Bravo	52	x	52	124	180	196	199	256	287	325	343	356
Arenal	119	67	x	72	128	144	147	204	235	273	291	304
Bridge	192	140	73	x	56	72	76	133	164	201	219	232
Central	203	151	84	11	x	16	19	76	107	145	163	176
Hanover	275	223	156	83	72	x	3	60	91	129	147	159
I-40 Wetbound Off	297	245	178	105	94	22	x	57	88	125	143	156
Sequoia	317	265	198	125	115	42	20	x	31	68	87	99
Montaño	398	346	279	206	195	123	101	81	x	37	56	68
Paseo del Norte	504	452	385	312	301	229	207	187	106	x	18	31
Coors Bypass Rd	535	483	415	343	332	259	238	217	137	30	x	13
NM 528	554	503	435	363	352	279	258	237	156	50	20	x

Distance (miles)	N.M. 45	Rio Bravo	Arenal	Bridge	Central	Hanover	I-40 Wetbound Off	Sequoia	Montaño	Paseo del Norte	Coors Bypass Rd	NM 528
N.M. 45	X	5.6	7.3	8.7	9.5	10.9	11.6	12.4	14.7	17.2	18.1	19.6
Rio Bravo	5.6	X	1.7	3.1	3.8	5.3	6.0	6.8	9.1	11.6	12.4	14.0
Arenal	7.3	1.7	X	1.4	2.1	3.6	4.3	5.1	7.4	9.9	10.7	12.3
Bridge	8.7	3.1	1.4	X	0.8	2.2	2.9	3.7	6.0	8.5	9.4	10.9
Central	9.5	3.8	2.1	0.8	X	1.4	2.1	2.9	5.3	7.8	8.6	10.2
Hanover	10.9	5.3	3.6	2.2	1.4	X	0.7	1.5	3.8	6.3	7.2	8.7
I-40 Wetbound Off	11.6	6.0	4.3	2.9	2.1	0.7	X	0.8	3.1	5.6	6.5	8.0
Sequoia	12.4	6.8	5.1	3.7	2.9	1.5	0.8	X	2.3	4.8	5.7	7.2
Montaño	14.7	9.1	7.4	6.0	5.3	3.8	3.1	2.3	X	2.5	3.4	4.9
Paseo del Norte	17.2	11.6	9.9	8.5	7.8	6.3	5.6	4.8	2.5	X	0.8	2.4
Coors Bypass Rd	18.1	12.4	10.7	9.4	8.6	7.2	6.5	5.7	3.4	0.8	X	1.6
NM 528	19.6	14.0	12.3	10.9	10.2	8.7	8.0	7.2	4.9	2.4	1.6	X

PM Peak Delay (seconds/mile)	N.M. 45	Rio Bravo	Arenal	Bridge	Central	Hanover	I-40 Wetbound Off	Sequoia	Montaño	Paseo del Norte	Coors Bypass Rd	NM 528
N.M. 45	x	8.7	13.7	19.8	24.2	22.5	21.4	24.6	22.8	21.7	21.7	20.6
Rio Bravo	9.2	x	30.3	40.3	46.9	37.2	33.4	37.9	31.6	28.0	27.5	25.4
Arenal	16.2	39.3	x	53.1	60.3	40.5	34.7	40.4	31.9	27.6	27.1	24.7
Bridge	22.1	45.7	53.8	x	72.9	32.8	26.1	35.8	27.1	23.5	23.4	21.2
Central	21.4	39.3	39.3	14.1	x	11.2	9.1	26.0	20.4	18.6	18.9	17.3
Hanover	25.2	42.3	43.8	37.7	50.3	x	4.6	40.3	23.9	20.3	20.4	18.3
I-40 Wetbound Off	25.6	41.0	41.8	36.2	44.2	31.3	x	71.1	28.1	22.2	22.1	19.5
Sequoia	25.6	39.2	39.2	33.9	39.1	28.3	25.6	x	13.4	14.1	15.2	13.7
Montaño	27.0	38.1	37.8	34.2	37.2	32.2	32.4	34.7	x	14.8	16.5	13.9
Paseo del Norte	29.2	38.9	38.9	36.5	38.8	36.1	36.7	38.6	42.1	x	21.6	13.0
Coors Bypass Rd	29.6	38.8	38.7	36.5	38.5	36.2	36.7	38.2	40.7	36.3	x	8.3
NM 528	28.3	35.9	35.4	33.2	34.6	32.0	32.1	32.8	31.9	21.1	12.9	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

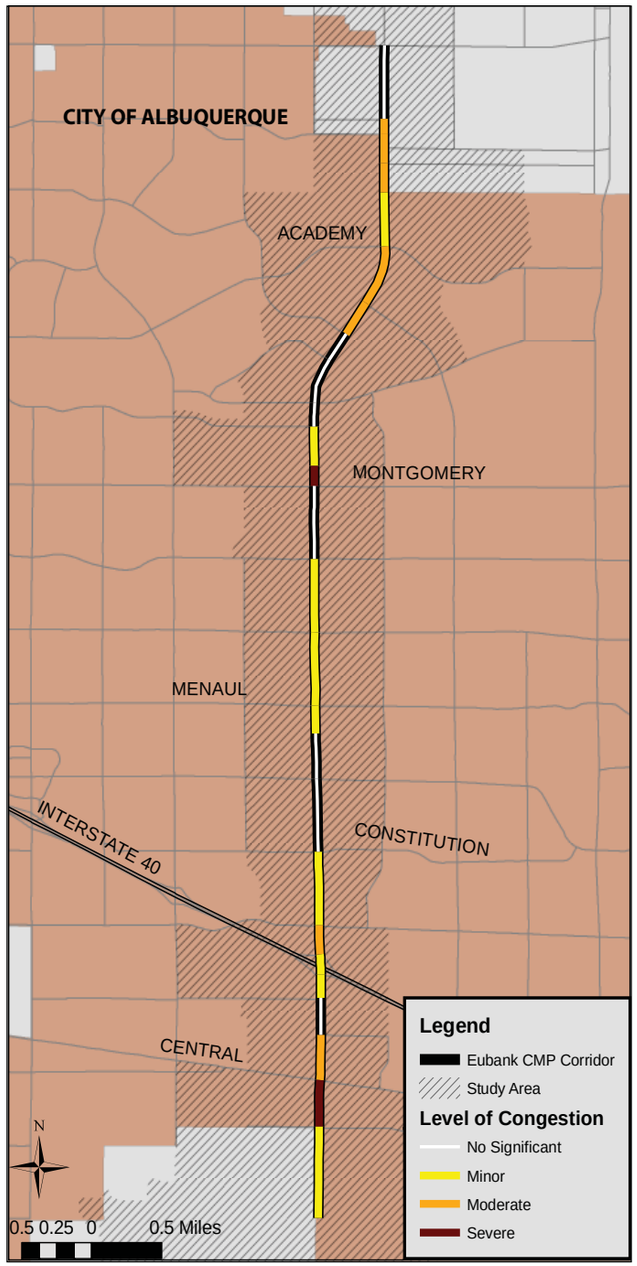
Crash Type	2005	2006	2007	2008	2009
Fatal accident	2	2	2	3	3
Non-fatal accident injury	398	392	390	343	346
Property damage only	905	896	951	870	808
All Crashes	1305	1290	1343	1216	1157

Top Contributing Factors in Crashes Along Coors

1. Driver inattention 31 %
2. Following too close 24 %
3. Failure to yield 11 %
4. Excessive speed 4 %
5. Red light running 4 %

Eubank Blvd

#11



Corridor Notes

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

Transit Characteristics

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

Profile & Statistics

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

Eubank Blvd

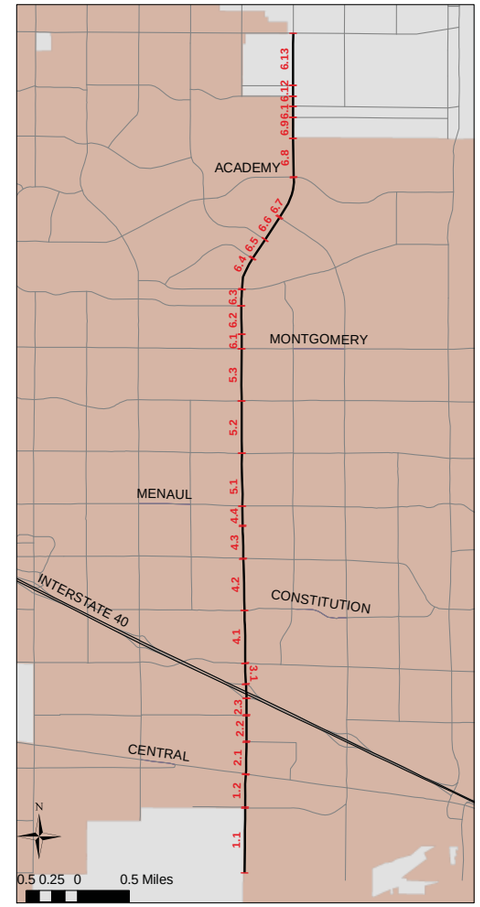
ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF EUBANK GATE - SOUTH OF SOUTHERN	0.62	40	19,148
1.2	NORTH OF SOUTHERN - SOUTH OF CENTRAL	0.32	40	29,029
2.1	NORTH OF CENTRAL - SOUTH OF CHICO	0.31	40	30,657
2.2	NORTH OF CHICO - SOUTH OF COPPER	0.25	40	29,379
2.3	NORTH OF COPPER - SOUTH OF I-40 E. RAMPS	0.16	40	46,467
2.4	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 W. RAMPS	0.14	40	36,823
3.1	NORTH OF I-40 W. RAMPS - SOUTH OF LOMAS	0.20	40	42,510
4.1	NORTH OF LOMAS - SOUTH OF CONSTITUTION	0.50	40	35,774
4.2	NORTH OF CONSTITUTION - SOUTH OF INDIAN SCHOOL	0.50	40	28,292
4.3	NORTH OF INDIAN SCHOOL - SOUTH OF SNOWHEIGHTS CIR.	0.31	40	32,845
4.4	NORTH OF SNOWHEIGHTS CIR. - SOUTH OF MENAUL	0.19	40	31,612
5.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	0.50	40	31,534
5.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	0.50	40	33,944
5.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	0.50	40	32,190
6.1	NORTH OF MONTGOMERY - SOUTH OF LAGRIMA DE ORO	0.14	40	28,700
6.2	NORTH OF LAGRIMA DE ORO - SOUTH OF OSUNA	0.27	40	26,474
6.3	NORTH OF OSUNA - SOUTH OF SPAIN	0.16	40	23,890
6.4	NORTH OF SPAIN - SOUTH OF CAMINO DEL SOL	0.32	40	24,188
6.5	NORTH OF CAMINO DEL SOL - SOUTH OF LAYTON	0.22	40	23,498
6.6	NORTH OF LAYTON - SOUTH OF JUAN TABO	0.25	40	19,920
6.7	NORTH OF JUAN TABO - SOUTH OF ACADEMY	0.42	40	25,571
6.8	NORTH OF ACADEMY - SOUTH OF SAN ANTONIO	0.37	40	17,210
6.9	NORTH OF SAN ANTONIO - SOUTH OF DEL REY	0.20	40	16,392
6.10	NORTH OF DEL REY - SOUTH OF SAN RAFEL	0.11	40	15,644
6.11	NORTH OF DEL REY - SOUTH OF CORONADO	0.09	40	15,025
6.12	NORTH OF CORONADO - SOUTH OF SAN FRANCISCO	0.10	40	19,359
6.13	NORTH OF SAN FRANCISCO - SOUTH OF PASEO DEL NORTE	0.50	40	13,344

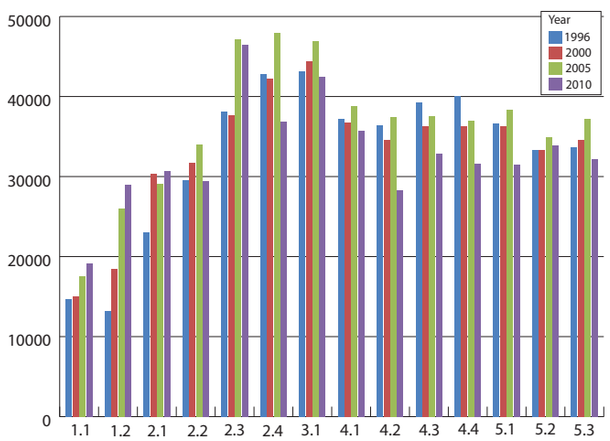
Access Characteristics

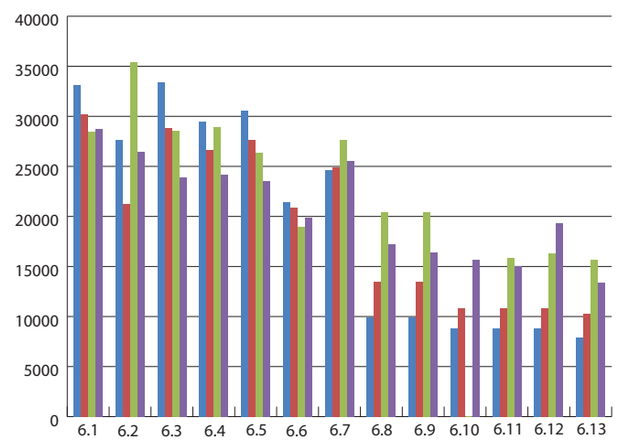
ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	3	2	1	No	2	1	0	No	Median Turn Bay
1.2	6	1	0	No	2	4	4	No	Continuous
2.1	1	1	0	No	9	2	0	No	Median Turn Bay
2.2	2	1	0	No	8	1	0	No	Median Turn Bay
2.3	0	1	1	No	0	1	0	No	No
2.4	0	0	0	No	0	0	0	No	No
3.1	2	2	1	No	4	1	1	No	No
4.1	9	4	0	No	9	3	0	No	Median Turn Bay
4.2	13	1	0	No	21	3	0	No	MTB / MC
4.3	8	2	0	No	8	2	0	No	Median Turn Bay
4.4	6	1	0	No	3	0	0	No	Median Turn Bay
5.1	13	5	0	No	15	4	0	No	MTB / MC
5.2	7	3	0	No	5	5	0	No	Median Turn Bay
5.3	10	2	0	No	11	4	0	No	Median Turn Bay
6.1	1	1	0	No	4	1	0	No	Median Turn Bay
6.2	5	1	0	No	2	3	0	No	MTB / MC
6.3	2	1	0	No	2	1	0	No	Median Turn Bay
6.4	4	2	0	No	0	1	0	No	Median Turn Bay
6.5	5	2	0	No	0	2	0	No	Median Turn Bay
6.6	4	1	0	No	2	1	0	No	Median Turn Bay
6.7	3	2	1	No	2	1	0	No	Median Turn Bay
6.8	0	2	1	No	0	1	1	No	Median Turn Bay
6.9	0	2	1	No	1	2	0	No	No
6.10	0	1	0	No	0	0	0	No	No
6.11	0	1	0	No	0	0	0	No	No
6.12	0	1	0	No	0	1	0	No	No
6.13	0	5	0	No	0	2	0	No	No
Total	104	48	6		110	47	6		

ID Location



Average Weekday Daily Traffic





Volume Notes

- The heaviest volumes along Eubank Blvd occur between Copper Ave and I-40 (46,500 AWDT in 2010).
- Overall average volumes increased by 2% between 2000 and 2008. During that same period, the population in the study area increased by 11%.
- The highest volume increase (57%) from 2000 to 2010 occurred between Southern Blvd and Central Ave.

Access Notes

- Eubank Blvd corridor has **no access control.**
- There are center-turn facilities – mostly center-turn bays – across the majority of the corridor.
- There are 21 **signalized intersections** along the CMP corridor; an average of one signal **every 0.39 miles.**

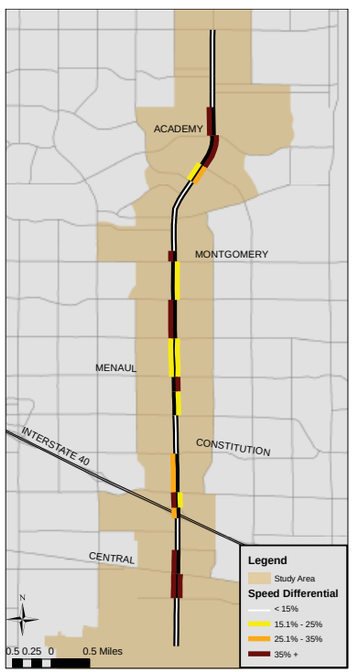
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-SB	AM-NB	PM-SB	PM-NB	AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF EUBANK GATE - SOUTH OF SOUTHERN	40	38.1	37.0	43.1	36.0	4.7%	7.6%	-7.9%	10.0%
1.2	NORTH OF SOUTHERN - SOUTH OF CENTRAL	40	16.7	24.1	23.7	23.9	58.3%	39.9%	40.8%	40.3%
2.1	NORTH OF CENTRAL - SOUTH OF CHICO	40	22.0	40.0	27.6	28.6	45.0%	0.0%	30.9%	28.5%
2.2	NORTH OF CHICO - SOUTH OF COPPER	40	37.9	45.6	41.8	30.3	5.3%	-14.0%	-4.4%	24.3%
2.3	NORTH OF COPPER - SOUTH OF I-40 E. RAMPS	40	34.7	42.7	38.1	36.4	13.3%	-6.8%	4.8%	9.1%
2.4	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 W. RAMPS	40	29.8	39.4	34.1	38.0	25.5%	1.6%	14.8%	5.0%
3.1	NORTH OF I-40 W. RAMPS - SOUTH OF LOMAS	40	20.7	33.3	24.8	32.8	48.2%	16.8%	38.0%	18.1%
4.1	NORTH OF LOMAS - SOUTH OF CONSTITUTION	40	27.2	40.1	24.7	32.4	32.1%	-0.1%	38.2%	18.9%
4.2	NORTH OF CONSTITUTION - SOUTH OF INDIAN SCHOOL	40	43.5	38.0	40.5	30.3	-8.8%	5.0%	-1.2%	24.2%
4.3	NORTH OF INDIAN SCHOOL - SOUTH OF SNOWHEIGHTS CIR.	40	41.6	32.5	38.6	24.3	-3.9%	18.7%	3.5%	39.2%
4.4	NORTH OF SNOWHEIGHTS CIR. - SOUTH OF MENAUL	40	39.4	25.1	36.0	19.5	1.4%	37.4%	10.1%	51.3%
5.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	40	30.7	30.7	32.5	25.7	23.3%	23.2%	18.8%	35.9%
5.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	40	22.5	36.1	22.0	38.1	43.8%	9.9%	45.0%	4.8%
5.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	40	35.8	32.7	38.8	20.4	10.6%	18.2%	3.0%	49.1%
6.1	NORTH OF MONTGOMERY - SOUTH OF LAGRIMA DE ORO	40	13.7	38.9	11.2	35.7	65.8%	2.6%	71.9%	10.7%
6.2	NORTH OF LAGRIMA DE ORO - SOUTH OF OSUNA	40	41.7	34.3	36.5	42.0	-4.3%	14.4%	8.7%	-5.0%
6.3	NORTH OF OSUNA - SOUTH OF SPAIN	40	43.1	39.7	34.7	34.7	-7.6%	0.7%	13.1%	13.3%
6.4	NORTH OF SPAIN - SOUTH OF CAMINO DEL SOL	40	41.6	43.4	37.5	39.9	-3.9%	-8.6%	6.2%	0.2%
6.5	NORTH OF CAMINO DEL SOL - SOUTH OF LAYTON	40	38.8	45.1	44.0	37.7	2.9%	-12.7%	-10.0%	5.8%
6.6	NORTH OF LAYTON - SOUTH OF JUAN TABO	40	32.9	29.9	34.5	24.8	17.8%	25.2%	13.6%	38.0%
6.7	NORTH OF JUAN TABO - SOUTH OF ACADEMY	40	37.9	13.6	35.5	13.1	5.3%	66.0%	11.1%	67.3%
6.8	NORTH OF ACADEMY - SOUTH OF SAN ANTONIO	40	22.2	38.4	21.4	41.0	44.6%	4.0%	46.6%	-2.6%
6.9	NORTH OF SAN ANTONIO - SOUTH OF DEL REY	40	38.1	37.7	39.5	40.3	4.8%	5.8%	1.1%	-0.8%
6.1	NORTH OF DEL REY - SOUTH OF SAN RAFEL	40	38.2	39.9	42.1	40.6	4.5%	0.2%	-5.2%	-1.4%
6.11	NORTH OF DEL REY - SOUTH OF CORONADO	40	39.6	39.9	43.0	40.0	0.9%	0.1%	-7.4%	-0.1%
6.12	NORTH OF CORONADO - SOUTH OF SAN FRANCISCO	40	38.3	39.2	44.6	40.5	4.3%	1.9%	-11.6%	-1.2%
6.13	NORTH OF SAN FRANCISCO - SOUTH OF PASEO DEL NORTE	40	38.3	35.2	38.2	36.3	4.3%	12.0%	4.5%	9.2%

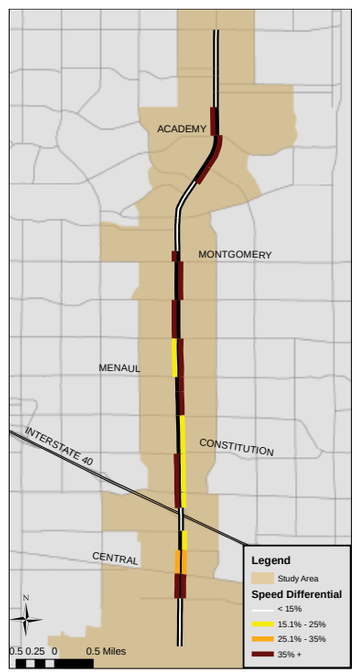
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF EUBANK GATE - SOUTH OF SOUTHERN	0.97	0.08	0.12	0.93
1.2	NORTH OF SOUTHERN - SOUTH OF CENTRAL	0.86	0.22	0.38	0.77
2.1	NORTH OF CENTRAL - SOUTH OF CHICO	0.72	0.27	0.41	0.83
2.2	NORTH OF CHICO - SOUTH OF COPPER	0.73	0.31	0.44	0.74
2.3	NORTH OF COPPER - SOUTH OF I-40 E. RAMPS	1.09	0.42	0.81	1.03
2.4	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 W. RAMPS	0.52	0.46	0.50	1.02
3.1	NORTH OF I-40 W. RAMPS - SOUTH OF LOMAS	0.69	0.46	0.60	0.89
4.1	NORTH OF LOMAS - SOUTH OF CONSTITUTION	0.60	0.37	0.62	0.76
4.2	NORTH OF CONSTITUTION - SOUTH OF INDIAN SCHOOL	0.57	0.37	0.52	0.50
4.3	NORTH OF INDIAN SCHOOL - SOUTH OF SNOWHEIGHTS CIR.	0.55	0.37	0.58	0.69
4.4	NORTH OF SNOWHEIGHTS CIR. - SOUTH OF MENAUL	0.62	0.42	0.54	0.79
5.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	0.65	0.47	0.56	0.78
5.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	0.60	0.38	0.60	0.73
5.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	0.64	0.39	0.59	0.63
6.1	NORTH OF MONTGOMERY - SOUTH OF LAGRIMA DE ORO	1.11	0.43	0.79	0.93
6.2	NORTH OF LAGRIMA DE ORO - SOUTH OF OSUNA	1.01	0.42	0.73	0.88
6.3	NORTH OF OSUNA - SOUTH OF SPAIN	0.95	0.34	0.58	0.91
6.4	NORTH OF SPAIN - SOUTH OF CAMINO DEL SOL	0.76	0.43	0.69	0.91
6.5	NORTH OF CAMINO DEL SOL - SOUTH OF LAYTON	0.92	0.37	0.64	0.90
6.6	NORTH OF LAYTON - SOUTH OF JUAN TABO	0.71	0.29	0.55	0.73
6.7	NORTH OF JUAN TABO - SOUTH OF ACADEMY	0.80	0.58	0.76	0.83
6.8	NORTH OF ACADEMY - SOUTH OF SAN ANTONIO	0.58	0.39	0.57	0.55
6.9	NORTH OF SAN ANTONIO - SOUTH OF DEL REY	1.05	0.80	0.92	1.08
6.1	NORTH OF DEL REY - SOUTH OF SAN RAFEL	1.01	0.73	1.05	0.93
6.11	NORTH OF DEL REY - SOUTH OF CORONADO	1.01	0.79	1.12	0.95
6.12	NORTH OF CORONADO - SOUTH OF SAN FRANCISCO	1.38	0.81	1.59	1.10
6.13	NORTH OF SAN FRANCISCO - SOUTH OF PASEO DEL NORTE	0.66	0.74	0.88	0.72

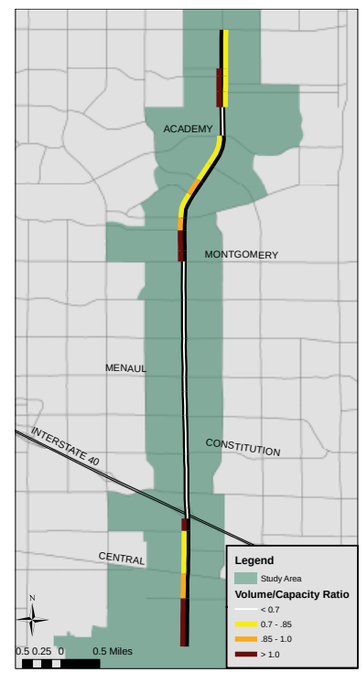
AM Speed Differential



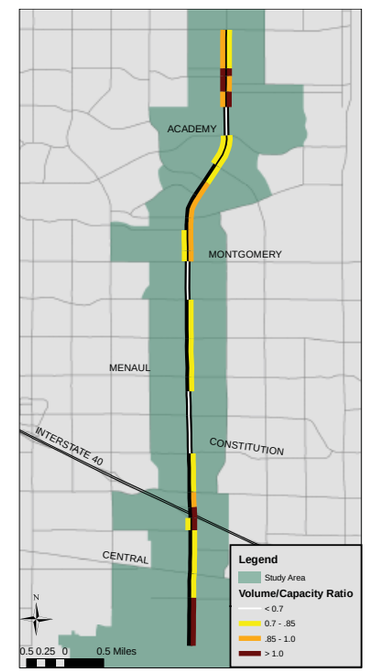
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Eubank Blvd

Travel Time & Delay

PM Peak Travel Time (seconds)	Eubank Gate	Central	I-40 North Ramps	Lomas	Menaul	Montgomery	Spain	Juan Tabo	San Antonio	Paseo del Norte
Eubank Gate	X	110	208	230	425	630	684	770	917	1011
Central	100	X	98	120	315	520	574	659	807	901
I-40 North Ramps	192	91	X	22	217	422	476	562	709	804
Lomas	221	120	29	X	195	400	454	540	688	782
Menaul	386	285	194	165	X	205	259	345	492	586
Montgomery	569	469	377	348	183	X	54	139	287	381
Spain	656	556	465	436	271	87	X	86	233	327
Juan Tabo	731	630	539	510	345	162	74	X	148	242
San Antonio	835	735	643	614	450	266	179	105	X	94
Paseo del Norte	925	825	734	705	540	356	269	195	90	X

PM Peak Delay (seconds)	Eubank Gate	Central	I-40 North Ramps	Lomas	Menaul	Montgomery	Spain	Juan Tabo	San Antonio	Paseo del Norte
Eubank Gate	x	26	46	50	111	181	184	199	276	280
Central	16	x	20	24	85	156	158	173	250	254
I-40 North Ramps	30	14	x	4	65	135	138	153	230	234
Lomas	41	25	11	x	61	131	134	149	226	230
Menaul	71	56	41	30	x	71	73	88	165	169
Montgomery	120	104	90	79	49	x	3	18	95	99
Spain	156	141	126	115	85	36	x	15	92	96
Juan Tabo	160	144	130	119	89	40	4	x	77	81
San Antonio	194	178	164	153	122	74	37	34	x	4
Paseo del Norte	194	178	164	153	123	74	38	34	0	x

Distance (miles)	Eubank Gate	Central	I-40 North Ramps	Lomas	Menaul	Montgomery	Spain	Juan Tabo	San Antonio	Paseo del Norte
Eubank Gate	X	0.9	1.8	2.0	3.5	5.0	5.6	6.3	7.1	8.1
Central	0.9	X	0.9	1.1	2.6	4.0	4.6	5.4	6.2	7.2
I-40 North Ramps	1.8	0.9	X	0.2	1.7	3.2	3.8	4.5	5.3	6.3
Lomas	2.0	1.1	0.2	X	1.5	3.0	3.6	4.3	5.1	6.1
Menaul	3.5	2.6	1.7	1.5	X	1.5	2.1	2.8	3.6	4.6
Montgomery	5.0	4.0	3.2	3.0	1.5	X	0.6	1.4	2.1	3.1
Spain	5.6	4.6	3.8	3.6	2.1	0.6	X	0.8	1.6	2.6
Juan Tabo	6.3	5.4	4.5	4.3	2.8	1.4	0.8	X	0.8	1.8
San Antonio	7.1	6.2	5.3	5.1	3.6	2.1	1.6	0.8	X	1.0
Paseo del Norte	8.1	7.2	6.3	6.1	4.6	3.1	2.6	1.8	1.0	X

PM Peak Delay (seconds/mile)	Eubank Gate	Central	I-40 North Ramps	Lomas	Menaul	Montgomery	Spain	Juan Tabo	San Antonio	Paseo del Norte
Eubank Gate	x	27.2	25.6	25.0	31.6	36.3	33.0	31.4	38.7	34.4
Central	16.6	x	23.8	23.1	33.3	38.4	34.2	32.1	40.4	35.4
I-40 North Ramps	16.7	16.7	x	19.8	38.1	42.3	36.6	33.7	43.1	36.9
Lomas	20.5	24.0	55.1	x	40.5	43.8	37.6	34.3	44.0	37.5
Menaul	20.4	21.8	24.3	20.2	x	47.1	35.4	31.0	45.4	36.5
Montgomery	24.0	25.8	28.2	26.4	32.5	x	4.5	13.2	44.2	31.4
Spain	28.1	30.4	33.5	32.3	41.1	63.7	x	19.5	58.5	37.4
Juan Tabo	25.2	26.7	28.6	27.4	31.1	29.6	4.8	x	97.4	45.2
San Antonio	27.2	28.8	30.7	29.7	33.7	34.5	23.9	42.8	x	4.2
Paseo del Norte	23.9	24.8	25.9	24.9	26.5	23.6	14.7	19.0	0.3	x

Safety

Intersections with Reported Crashes 2005-2009

All Crashes along the Corridor

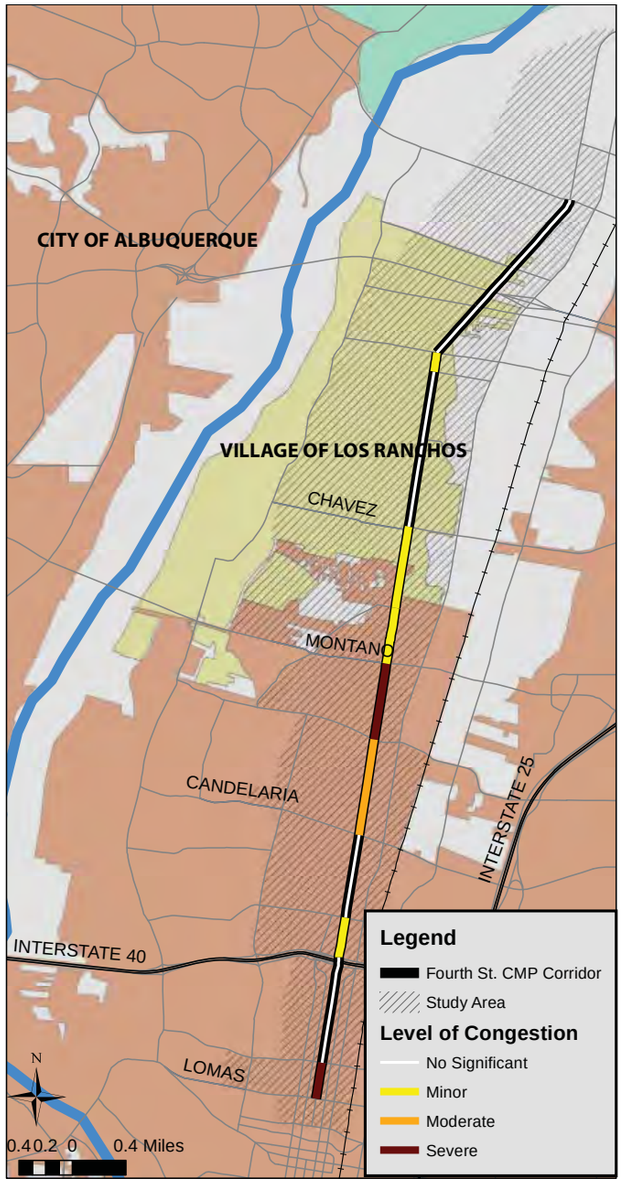
Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	1	1	0	2
Non-fatal accident injury	229	187	178	157	156
Property damage only	481	474	496	396	385
All Crashes	710	662	675	553	543

Top Contributing Factors in Crashes Along Eubank

1. Driver inattention 29 %
2. Following too close 19 %
3. Failure to yield 17 %
4. Red light running 7 %
5. Improper turn 4 %

Fourth St

#22



Corridor Notes

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

Transit Characteristics

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

Profile & Statistics

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

Fourth St

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF LOMAS - SOUTH OF MOUNTAIN	0.28	30	11,598
1.2	NORTH OF MOUNTAIN - S. OF I-40 S. FRONTAGE RD.	0.74	30	9,259
1.3	N. OF I-40 S. FRONTAGE RD. - S. OF I-40 N. FRONTAGE RD.	0.06	30	13,137
2.1	N. OF I-40 N. FRONTAGE RD. - SOUTH OF MENAUL	0.30	33	15,135
3.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	0.63	35	19,294
3.2	NORTH OF CANDELARIA - SOUTH OF GRIEGOS	0.73	35	23,497
3.3	NORTH OF GRIEGOS - SOUTH OF MONTANO	0.58	35	29,079
4.1	NORTH OF MONTANO - SOUTH OF GUADALUPE TRAIL	0.42	35	12,674
4.2	NORTH OF GUADALUPE TRAIL - SOUTH OF CHAVEZ	0.59	35	19,560
4.3	NORTH OF CHAVEZ - SOUTH OF OSUNA	0.03	35	17,719
4.4	NORTH OF OSUNA - SOUTH OF PUEBLO SOLANO	0.66	35	16,110
4.5	NORTH OF PUEBLO SOLANO - SOUTH OF LOS RANCHOS RD.	0.52	35	10,711
4.6	NORTH OF LOS RANCHOS RD. - SOUTH OF RANCHITOS RD.	0.14	35	11,098
4.7	NORTH OF RANCHITOS ROAD - SOUTH OF EL PUEBLO	0.46	35	14,010
4.8	NORTH OF EL PUEBLO - SOUTH OF ORTEGA	0.39	35	9,918
4.9	NORTH OF ORTEGA - SOUTH OF ALAMEDA BLVD.	0.67	35	8,195

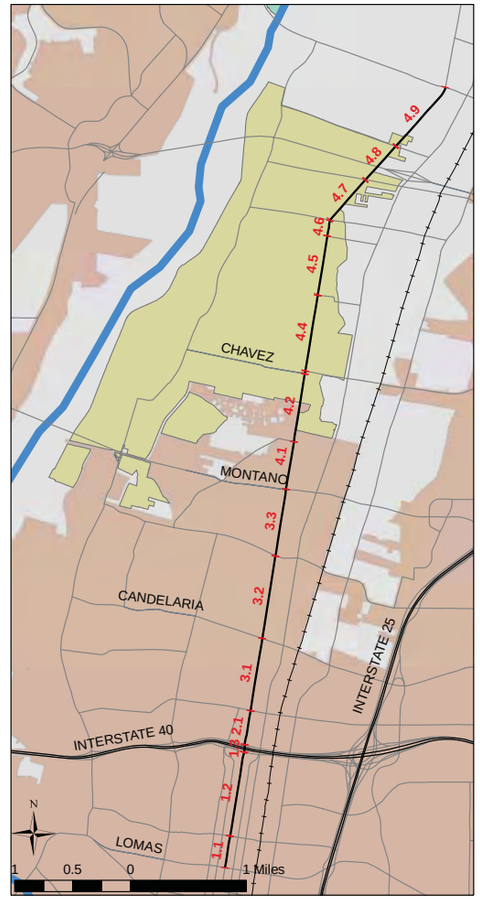
Access Characteristics

ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	5	2	0	No	7	2	0	Yes	No
1.2	15	7	1	Yes	13	8	0	Yes	No
1.3	0	0	0	No	0	0	0	No	No
2.1	6	1	0	No	10	3	1	No	Continuous
3.1	22	3	0	No	15	8	0	No	No
3.2	13	9	0	No	11	9	0	No	No
3.3	21	6	1	No	23	5	0	No	Continuous
4.1	8	4	0	No	17	4	0	No	Continuous
4.2	19	3	0	No	16	4	0	No	Cont. / Med. Turn Bay
4.3	0	0	0	No	0	0	0	No	No
4.4	17	4	0	No	17	5	0	No	Cont. / MTB / Median Cut
4.5	4	2	1	No	3	2	0	No	No
4.6	6	3	0	No	15	1	0	No	No
4.7	11	5	0	No	16	3	0	No	No
4.8	1	4	0	No	7	3	0	No	No
4.9	16	4	0	No	16	4	0	No	No
Total	164	57	3		186	61	1		

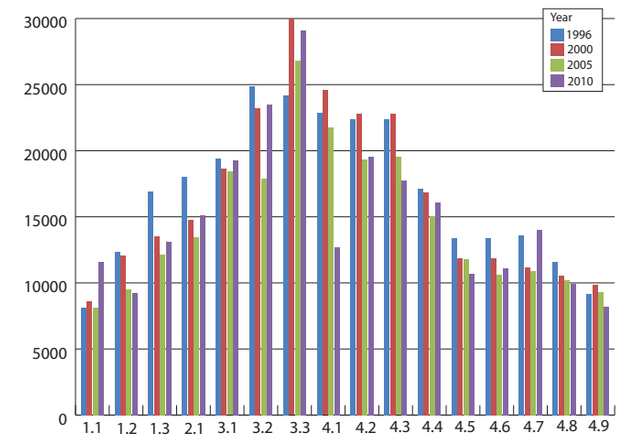
Access Notes

- The 4th St CMP corridor has **no access control.**
- There are continuous turn lanes between Griegos and Chavez, as well as center-turn facilities immediately south of Menaul and north of Osuna.
- There are 19 **signalized intersections** along the CMP corridor; an average of one signal **every 0.38 miles.**

ID Location



Average Weekday Daily Traffic



Volume Notes

- The heaviest volumes along 4th St occur between Griegos Rd and Montaño Blvd (29,000 AWDT in 2010).
- Overall average volumes decreased by 2% between 2000 and 2008. During that same period, the population in the study area increased by 1%.
- The highest volume increase (35%) from 2000 to 2010 occurred between Lomas Blvd and Mountain Rd.

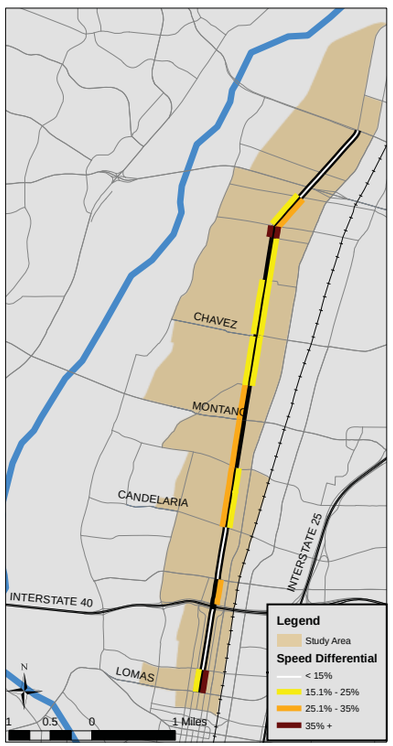
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-SB	AM-NB	PM-SB	PM-NB	AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF LOMAS - SOUTH OF MOUNTAIN	30	23.3	19.2	10.4	23.0	22.4%	35.9%	65.3%	23.4%
1.2	NORTH OF MOUNTAIN - S. OF I-40 S. FRONTAGE RD.	30	26.5	29.9	28.2	26.0	11.8%	0.4%	6.1%	13.4%
1.3	N. OF I-40 S. FRONTAGE RD. - S. OF I-40 N. FRONTAGE RD.	30	36.8	32.4	27.1	30.1	-22.6%	-8.0%	9.8%	-0.5%
2.1	N. OF I-40 N. FRONTAGE RD. - SOUTH OF MENAUL	33	34.7	23.3	19.9	22.7	-6.8%	28.4%	38.6%	30.0%
3.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	35	33.4	31.1	29.8	27.5	4.6%	11.2%	14.8%	21.5%
3.2	NORTH OF CANDELARIA - SOUTH OF GRIEGOS	35	25.0	27.9	24.8	30.7	28.6%	20.3%	29.1%	12.4%
3.3	NORTH OF GRIEGOS - SOUTH OF MONTANO	35	24.6	30.3	25.9	19.9	29.6%	13.3%	25.9%	43.2%
4.1	NORTH OF MONTANO - SOUTH OF GUADALUPE TRAIL	35	22.8	33.9	12.4	33.3	34.7%	3.1%	64.5%	5.0%
4.2	NORTH OF GUADALUPE TRAIL - SOUTH OF CHAVEZ	35	28.7	27.2	24.2	25.4	18.0%	22.4%	30.9%	27.3%
4.3	NORTH OF CHAVEZ - SOUTH OF OSUNA	35	30.4	26.6	26.3	22.0	13.2%	24.0%	24.7%	37.2%
4.4	NORTH OF OSUNA - SOUTH OF PUEBLO SOLANO	35	27.9	28.1	30.2	36.1	20.4%	19.8%	13.7%	-3.0%
4.5	NORTH OF PUEBLO SOLANO - SOUTH OF LOS RANCHOS RD.	35	33.3	28.0	39.0	36.8	4.8%	19.9%	-11.4%	-5.1%
4.6	NORTH OF LOS RANCHOS RD. - SOUTH OF RANCHITOS RD.	35	22.0	22.0	36.1	30.9	37.3%	37.0%	-3.2%	11.6%
4.7	NORTH OF RANCHITOS ROAD - SOUTH OF EL PUEBLO	35	27.5	25.8	31.7	29.1	21.5%	26.3%	9.5%	16.8%
4.8	NORTH OF EL PUEBLO - SOUTH OF ORTEGA	35	31.3	38.6	33.0	38.9	10.5%	-10.2%	5.8%	-11.1%
4.9	NORTH OF ORTEGA - SOUTH OF ALAMEDA BLVD.	35	33.8	n/d	35.5	18.1	3.4%	n/d	-1.4%	48.2%

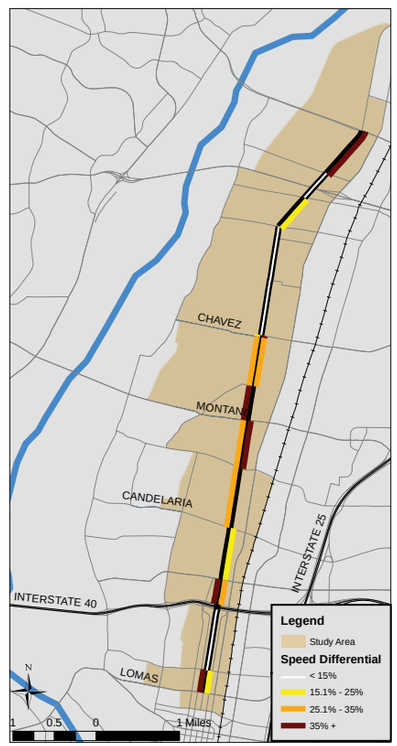
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF LOMAS - SOUTH OF MOUNTAIN	0.71	0.83	0.91	0.81
1.2	NORTH OF MOUNTAIN - S. OF I-40 S. FRONTAGE RD.	0.46	0.16	0.21	0.42
1.3	N. OF I-40 S. FRONTAGE RD. - S. OF I-40 N. FRONTAGE RD.	0.50	0.33	0.29	0.55
2.1	N. OF I-40 N. FRONTAGE RD. - SOUTH OF MENAUL	0.60	0.26	0.51	0.34
3.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	0.56	0.33	0.49	0.65
3.2	NORTH OF CANDELARIA - SOUTH OF GRIEGOS	0.76	0.58	0.58	0.87
3.3	NORTH OF GRIEGOS - SOUTH OF MONTANO	0.64	0.91	1.05	0.59
4.1	NORTH OF MONTANO - SOUTH OF GUADALUPE TRAIL	0.48	0.27	0.42	0.38
4.2	NORTH OF GUADALUPE TRAIL - SOUTH OF CHAVEZ	0.52	0.48	0.58	0.63
4.3	NORTH OF CHAVEZ - SOUTH OF OSUNA	0.43	0.41	0.59	0.51
4.4	NORTH OF OSUNA - SOUTH OF PUEBLO SOLANO	0.54	0.32	0.55	0.49
4.5	NORTH OF PUEBLO SOLANO - SOUTH OF LOS RANCHOS RD.	0.36	0.23	0.30	0.41
4.6	NORTH OF LOS RANCHOS RD. - SOUTH OF RANCHITOS RD.	0.40	0.44	0.43	0.47
4.7	NORTH OF RANCHITOS ROAD - SOUTH OF EL PUEBLO	0.51	0.23	0.36	0.45
4.8	NORTH OF EL PUEBLO - SOUTH OF ORTEGA	0.27	0.17	0.26	0.40
4.9	NORTH OF ORTEGA - SOUTH OF ALAMEDA BLVD.	0.19	0.19	0.30	0.27

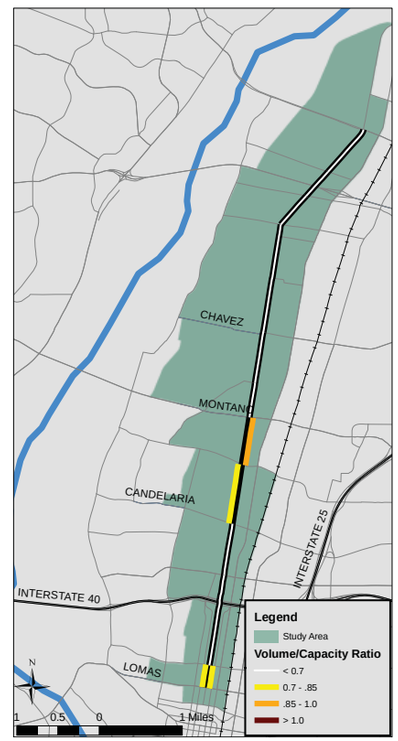
AM Speed Differential



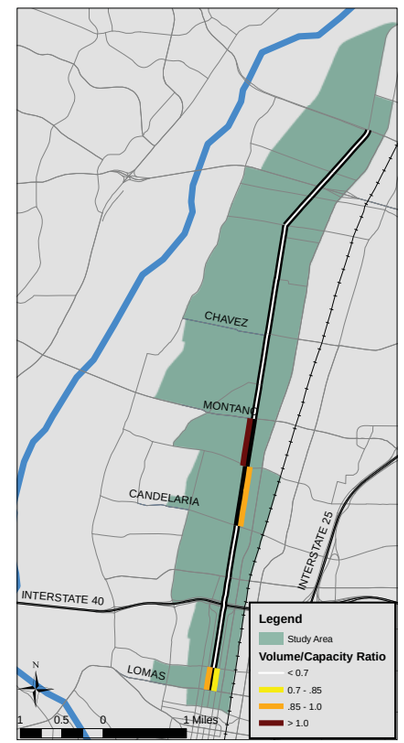
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Lomas	I-40 S. Frontage	Menaul	Griegos	Montaño	Osuna	Pueblo Solano	El Pueblo	Alameda
Lomas	X	145	201	368	473	607	673	797	967
I-40 S. Frontage	190	X	55	223	328	462	528	652	821
Menaul	253	63	X	167	272	406	472	597	766
Griegos	434	244	181	X	105	239	305	429	598
Montaño	514	324	261	80	X	134	200	324	494
Osuna	728	538	475	294	214	X	66	191	360
Pueblo Solano	807	618	554	373	293	79	X	124	294
El Pueblo	922	732	669	488	408	194	115	X	169
Alameda	1032	843	780	599	518	304	225	111	X

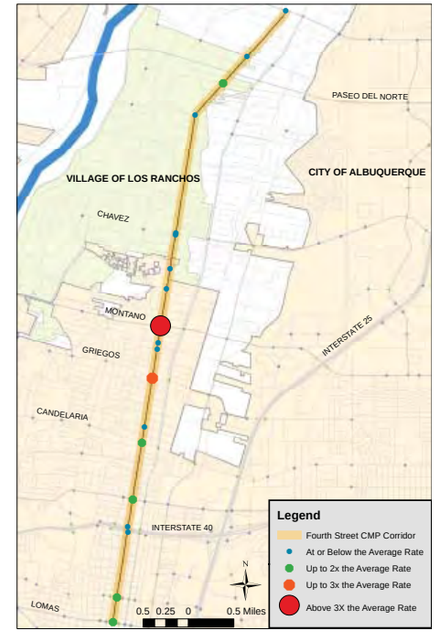
PM Peak Delay (seconds)	Lomas	I-40 S. Frontage	Menaul	Griegos	Montaño	Osuna	Pueblo Solano	El Pueblo	Alameda
Lomas	x	24	38	66	112	138	136	145	205
I-40 S. Frontage	68	x	14	43	88	115	113	122	182
Menaul	90	22	x	28	74	100	98	107	167
Griegos	132	64	42	x	45	72	70	79	139
Montaño	153	85	63	21	x	27	25	34	94
Osuna	259	191	169	128	107	x	-2	7	67
Pueblo Solano	270	202	180	139	118	11	x	9	69
El Pueblo	269	201	179	138	117	10	-1	x	60
Alameda	271	203	181	139	118	12	1	2	x

Distance (miles)	Lomas	I-40 S. Frontage	Menaul	Griegos	Montaño	Osuna	Pueblo Solano	El Pueblo	Alameda
Lomas	X	1.0	1.4	2.7	3.3	4.4	5.0	5.5	7.0
I-40 S. Frontage	1.0	X	0.4	1.7	2.3	3.3	4.0	4.5	6.0
Menaul	1.4	0.4	X	1.4	1.9	3.0	3.6	4.2	5.6
Griegos	2.7	1.7	1.4	X	0.6	1.6	2.3	2.8	4.3
Montaño	3.3	2.3	1.9	0.6	X	1.0	1.7	2.2	3.7
Osuna	4.4	3.3	3.0	1.6	1.0	X	0.7	1.2	2.6
Pueblo Solano	5.0	4.0	3.6	2.3	1.7	0.7	X	0.5	2.0
El Pueblo	5.5	4.5	4.2	2.8	2.2	1.2	0.5	X	1.5
Alameda	7.0	6.0	5.6	4.3	3.7	2.6	2.0	1.5	X

PM Peak Delay (seconds/mile)	Lomas	I-40 S. Frontage	Menaul	Griegos	Montaño	Osuna	Pueblo Solano	El Pueblo	Alameda
Lomas	x	23.4	27.6	24.3	33.7	31.8	27.2	26.3	29.4
I-40 S. Frontage	67.1	x	39.3	24.8	38.2	34.3	28.1	26.9	30.4
Menaul	65.2	59.9	x	20.9	38.0	33.7	27.0	25.8	29.8
Griegos	48.2	37.1	30.9	x	78.3	44.5	30.7	28.2	32.7
Montaño	46.1	36.8	32.4	36.0	x	25.7	14.5	15.1	25.5
Osuna	59.6	57.3	57.0	78.8	102.7	x	-3.0	5.9	25.4
Pueblo Solano	53.9	50.5	49.6	60.7	69.1	16.4	x	17.3	35.0
El Pueblo	48.7	44.6	43.2	49.2	52.6	8.5	-1.7	x	41.3
Alameda	38.8	34.0	32.3	32.7	32.2	4.4	0.3	1.0	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

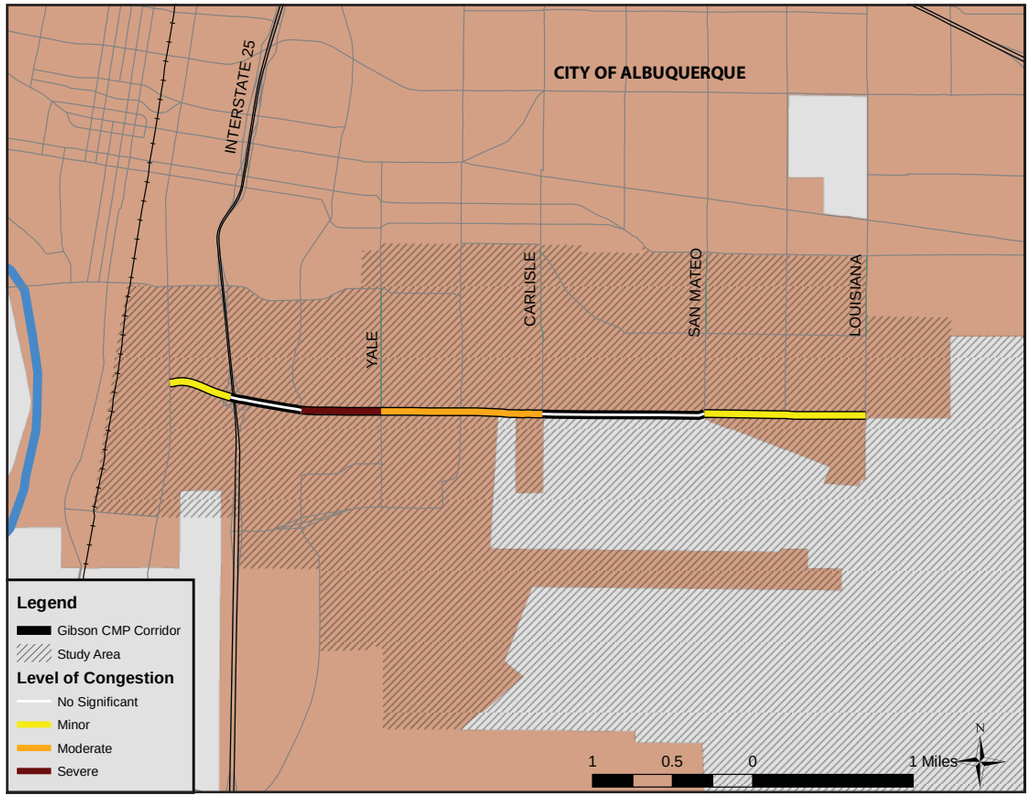
Crash Type	2005	2006	2007	2008	2009
Fatal accident	1	1	1	2	0
Non-fatal accident injury	91	103	83	96	86
Property damage only	212	261	274	242	227
All Crashes	304	365	358	340	313

Top Contributing Factors in Crashes 4th St

1. Driver inattention 29 %
2. Failure to yield 20 %
3. Following too close 15 %
4. Red light running 6 %
5. Improper turn 5 %

Gibson Rd

#19



Profile & Statistics

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

Corridor Notes

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

Transit Characteristics

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

Gibson Rd

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF BROADWAY - WEST OF I-25 S. RAMPS	0.33	35	15,257
1.2	I-25 ON RAMP 1	0.07	35	no data
1.3	EAST OF I-25 RAMP 1 - WEST OF I-25 RAMP 2	0.07	35	28,644
1.4	I-25 ON RAMP 2	0.11	35	no data
2.1	EAST OF I-25 N. RAMPS - WEST OF UNIVERSITY	0.27	45	20,632
2.2	EAST OF UNIVERSITY - WEST OF YALE	0.50	45	26,860
2.3	EAST OF YALE - WEST OF GIRARD	0.50	45	27,818
2.4	EAST OF GIRARD - WEST OF CARLISLE	0.51	45	33,460
2.5	EAST OF CARLISLE - WEST OF SAN MATEO	1.01	40	31,242
3.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	0.50	40	25,234
3.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	0.50	40	16,195

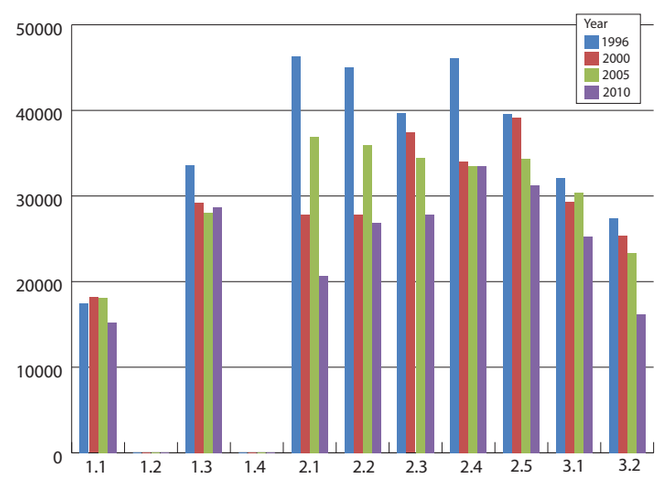
ID Location

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	6	2	1	No	13	1	2	No	Median Turn Bay
1.2*	0	0	0	No	0	0	0	No	No
1.3	0	0	0	No	0	0	0	No	No
1.4*	0	1	0	No	0	0	0	No	No
2.1	4	1	1	No	2	0	0	No	Median Turn Bay
2.2	1	1	1	No	0	4	1	No	Median Turn Bay
2.3	0	1	1	No	0	1	1	No	No
2.4	2	2	1	No	6	2	1	No	Median Turn Bay
2.5	0	1	0	No	19	5	1	No	Median Turn Bay
3.1	7	1	0	No	16	6	0	No	Median Turn Bay
3.2	18	2	0	No	16	7	0	No	MTB / Median Cut
Total	38	12	5		72	26	6		

*Indicates access-controlled segment

Average Weekday Daily Traffic



Access Notes

- Gibson Blvd is an **access-controlled facility** between University and Louisiana Blvd.
- There are median turn bays across most of the corridor.
- There are 12 **signalized intersections** along the CMP corridor; an average of one signal **every 0.36 miles**

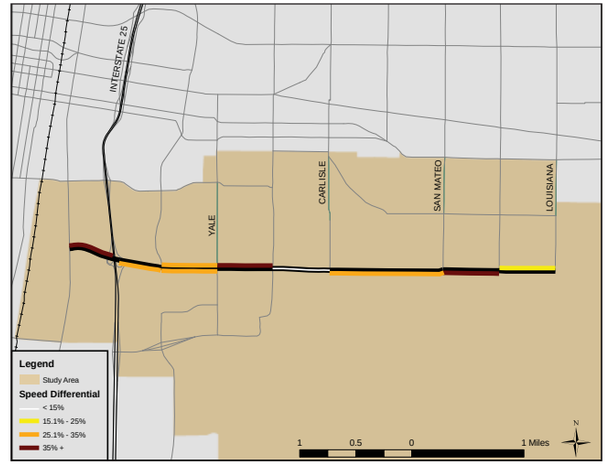
Volume Notes

- The heaviest volumes along Gibson Blvd occur between Girard Blvd and San Mateo Blvd (31,000-33,500 AWDT in 2010).
- Overall average volumes decreased by 11% between 2000 and 2008. During that same period, the population in the study area increased by 2%.
- All segments along Gibson experienced volume decreases between 2000 and 2010. The greatest decrease (36%) between 2000 and 2010 occurred between San Pedro Dr and Louisiana Blvd.

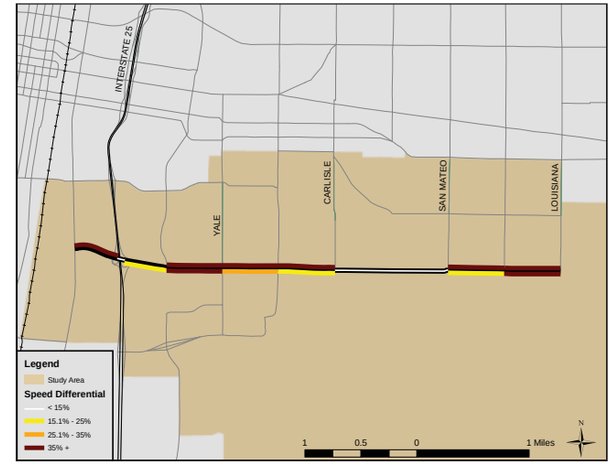
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-WB	AM-EB	PM-WB	PM-EB	AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF BROADWAY - WEST OF I-25 S. RAMPS	35	21.5	34.4	20.5	37.2	38.5%	1.6%	41.3%	-6.3%
1.2	I-25 ON RAMP 1	35	45.5	39.9	45.0	45.0	-30.0%	-13.9%	-28.6%	-28.6%
1.3	EAST OF I-25 RAMP 1 - WEST OF I-25 RAMP 2	35	48.0	41.0	46.4	49.4	-37.2%	-17.1%	-32.7%	-41.2%
1.4	I-25 ON RAMP 2	35	45.1	40.8	42.3	45.9	-28.9%	-16.5%	-20.9%	-31.2%
2.1	EAST OF I-25 N. RAMPS - WEST OF UNIVERSITY	45	40.7	32.5	39.9	35.6	9.5%	27.9%	11.4%	20.8%
2.2	EAST OF UNIVERSITY - WEST OF YALE	45	30.8	32.6	23.3	28.7	31.5%	27.6%	48.2%	36.3%
2.3	EAST OF YALE - WEST OF GIRARD	45	29.2	42.3	24.5	31.4	35.1%	6.1%	45.6%	30.3%
2.4	EAST OF GIRARD - WEST OF CARLISLE	45	39.3	39.1	28.5	36.9	12.6%	13.1%	36.7%	17.9%
2.5	EAST OF CARLISLE - WEST OF SAN MATEO	40	39.3	28.9	36.4	37.5	1.8%	27.7%	9.1%	6.3%
3.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	40	34.7	23.5	25.6	33.4	13.4%	41.3%	35.9%	16.5%
3.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	40	31.3	n/d	18.7	19.0	21.7%	n/d	53.2%	52.4%

AM Speed Differential



PM Speed Differential

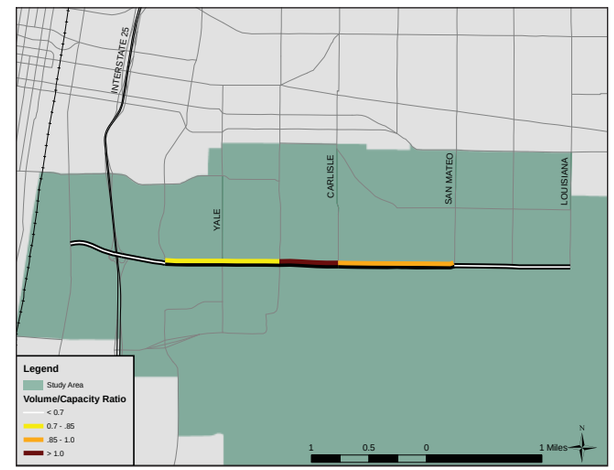


Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF BROADWAY - WEST OF I-25 S. RAMPS	0.22	0.30	0.39	0.26
1.2	I-25 ON RAMP 1	0.23	0.68	0.50	0.44
1.3	EAST OF I-25 RAMP 1 - WEST OF I-25 RAMP 2	0.23	1.07	0.60	0.62
1.4	I-25 ON RAMP 2	0.29	0.91	0.60	0.60
2.1	EAST OF I-25 N. RAMPS - WEST OF UNIVERSITY	0.34	0.75	0.59	0.59
2.2	EAST OF UNIVERSITY - WEST OF YALE	0.31	0.82	0.75	0.45
2.3	EAST OF YALE - WEST OF GIRARD	0.40	0.68	0.80	0.51
2.4	EAST OF GIRARD - WEST OF CARLISLE	0.42	0.86	1.02	0.57
2.5	EAST OF CARLISLE - WEST OF SAN MATEO	0.40	0.74	0.98	0.48
3.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	0.47	0.52	0.67	0.52
3.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	0.33	0.27	0.41	0.28

AM Volume/Capacity Ratio

PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Broadway	I-25 West Ramps	I-25 East Ramps	University	Yale	Girard	Carlisle	San Mateo	San Pedro	Louisiana
Broadway	X	37	42	79	141	198	248	345	399	494
I-25 West Ramps	63	X	5	42	104	161	211	308	362	457
I-25 East Ramps	68	5	X	37	99	156	206	303	357	452
University	103	40	34	X	63	119	169	266	320	415
Yale	180	117	111	77	X	57	107	204	258	353
Girard	252	190	184	150	73	X	50	147	201	296
Carlisle	317	254	249	214	137	65	X	97	151	246
San Mateo	417	354	349	314	237	165	100	X	54	149
San Pedro	488	425	419	385	308	235	171	71	X	95
Louisiana	584	521	516	481	404	332	267	167	96	x

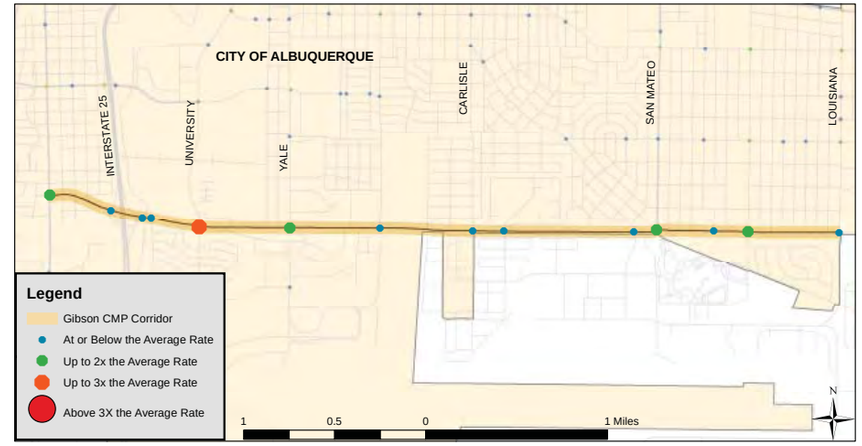
PM Peak Delay (seconds)	Broadway	I-25 West Ramps	I-25 East Ramps	University	Yale	Girard	Carlisle	San Mateo	San Pedro	Louisiana
Broadway	X	-4	-6	-3	20	37	46	52	61	111
I-25 West Ramps	22	X	-2	1	24	41	50	56	65	114
I-25 East Ramps	20	-2	X	3	26	43	52	58	67	117
University	21	-1	1	X	23	40	49	55	64	114
Yale	58	36	38	37	X	17	26	32	41	91
Girard	91	69	71	70	33	X	9	15	24	74
Carlisle	115	93	95	94	57	24	X	6	15	65
San Mateo	124	102	104	103	66	33	9	X	9	59
San Pedro	149	127	129	128	91	58	34	25	X	50
Louisiana	201	179	181	180	143	109	86	77	51	x

Distance (miles)	Broadway	I-25 West Ramps	I-25 East Ramps	University	Yale	Girard	Carlisle	San Mateo	San Pedro	Louisiana
Broadway	X	0.4	0.5	0.9	1.4	1.8	2.4	3.4	3.9	4.4
I-25 West Ramps	0.4	X	0.1	0.5	1.0	1.5	2.0	3.0	3.5	4.0
I-25 East Ramps	0.5	0.1	X	0.4	0.9	1.4	1.9	2.9	3.4	3.9
University	0.9	0.5	0.4	X	0.5	1.0	1.5	2.5	3.0	3.5
Yale	1.4	1.0	0.9	0.5	X	0.5	1.0	2.0	2.5	3.0
Girard	1.8	1.5	1.4	1.0	0.5	X	0.5	1.5	2.0	2.5
Carlisle	2.4	2.0	1.9	1.5	1.0	0.5	X	1.0	1.5	2.0
San Mateo	3.4	3.0	2.9	2.5	2.0	1.5	1.0	X	0.5	1.0
San Pedro	3.9	3.5	3.4	3.0	2.5	2.0	1.5	0.5	X	0.5
Louisiana	4.4	4.0	3.9	3.5	3.0	2.5	2.0	1.0	0.5	X

PM Peak Delay (seconds/mile)	Broadway	I-25 West Ramps	I-25 East Ramps	University	Yale	Girard	Carlisle	San Mateo	San Pedro	Louisiana
Broadway	x	-9.1	-12.2	-3.2	14.7	20.1	19.5	15.5	15.8	25.3
I-25 West Ramps	55.3	x	-30.0	1.9	24.6	28.1	25.3	18.8	18.6	28.8
I-25 East Ramps	43.2	-25.3	x	7.6	28.9	31.0	27.4	20.0	19.6	29.8
University	24.5	-2.1	2.1	x	45.6	40.2	32.5	21.9	21.2	32.3
Yale	42.9	37.8	42.8	74.6	x	34.8	26.0	16.0	16.4	30.1
Girard	49.4	47.8	51.5	70.8	67.0	x	17.5	9.9	11.9	29.2
Carlisle	48.7	47.4	50.1	62.5	56.6	46.5	x	6.1	10.0	32.1
San Mateo	36.8	34.3	35.8	41.0	32.7	21.6	9.0	x	17.8	58.4
San Pedro	38.6	36.7	37.9	42.6	36.2	28.7	22.7	50.4	x	99.2
Louisiana	45.9	44.9	46.2	51.1	47.2	43.3	42.5	76.3	102.4	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

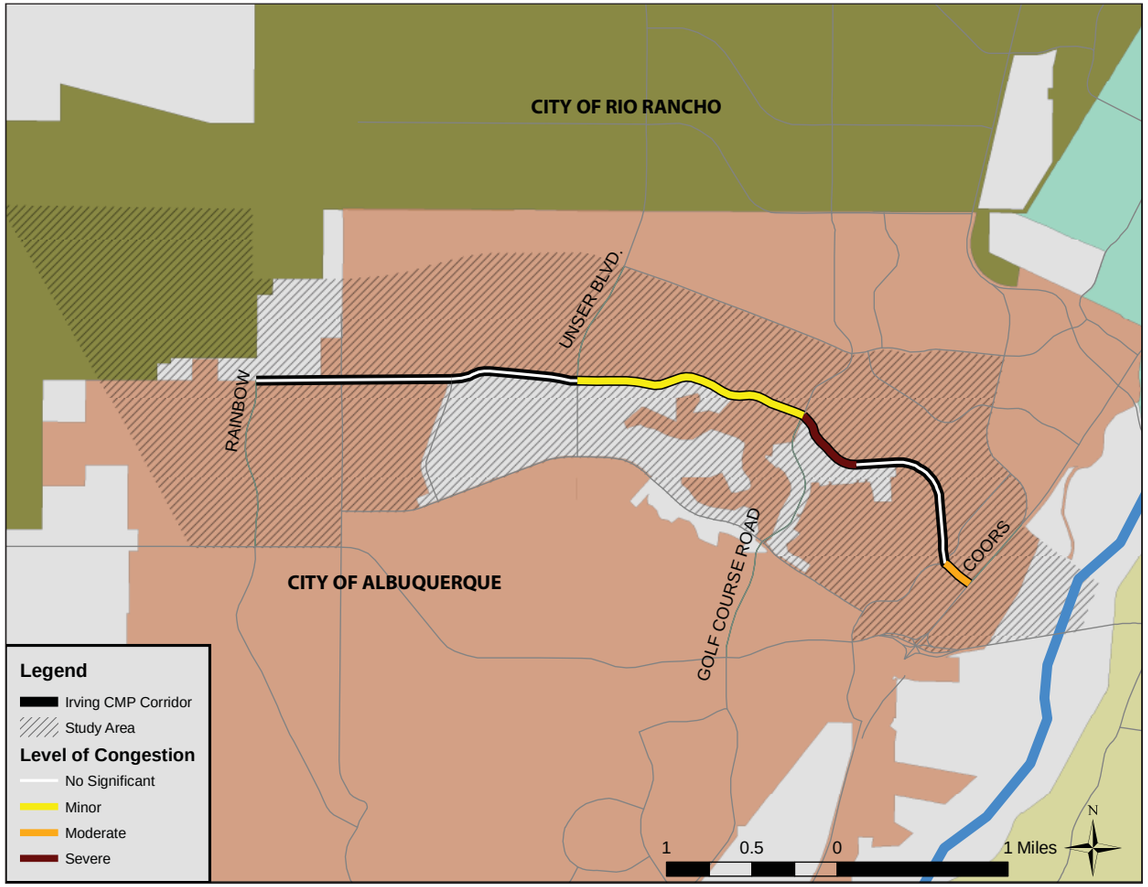
Crash Type	2005	2006	2007	2008	2009
Fatal accident	3	1	1	1	1
Non-fatal accident injury	83	77	67	52	58
Property damage only	144	164	183	164	139
All Crashes	230	242	251	217	198

Top Contributing Factors in Crashes Along Gibson

1. Driver inattention 28 %
2. Following too close 17 %
3. Failure to yield 16 %
4. Red light running 6 %
5. Improper turn 5 %

Irving Blvd

#17



Profile & Statistics

Corridor Profile	
Study Area	8.3 Sq. Miles
Length & No. of Segments	4.9 Miles - 7 segments
Functional Class	Collector: Rainbow to Golf Course Rd Minor Arterial: Golf Course Rd to Coors
Access Control	None
Lanes	2 - 4 lanes
Intelligent Transportation Systems	Designated corridor: No ITS deployment: No
Transit	No service
Bicycle Facilities	Lane: Golf Course Rd to Eagle Ranch Trail: Rainbow to La Paz

Summary Data	
Daily Volume	6,000 - 19,000
Average Speeds (PM East)	18 - 38 mph
Average Speeds (PM West)	25 - 38 mph
Total Delay (PM East)	25 seconds (5 sec./mile)
Total Delay (PM West)	69 seconds (14 sec./mile)

Demographic Trends			
Measure	***2000***	***2008***	***2035***
Population	17,561	32,560	43,609
Employment	2,764	4,838	7,631

Corridor Ranks	
Volume/Capacity Ratio	**13 / 30**
Speed Differential	**21 / 30**
Crash Rates	**12 / 30**
Overall Rank	**17 / 30**

Corridor Notes

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

Transit Characteristics

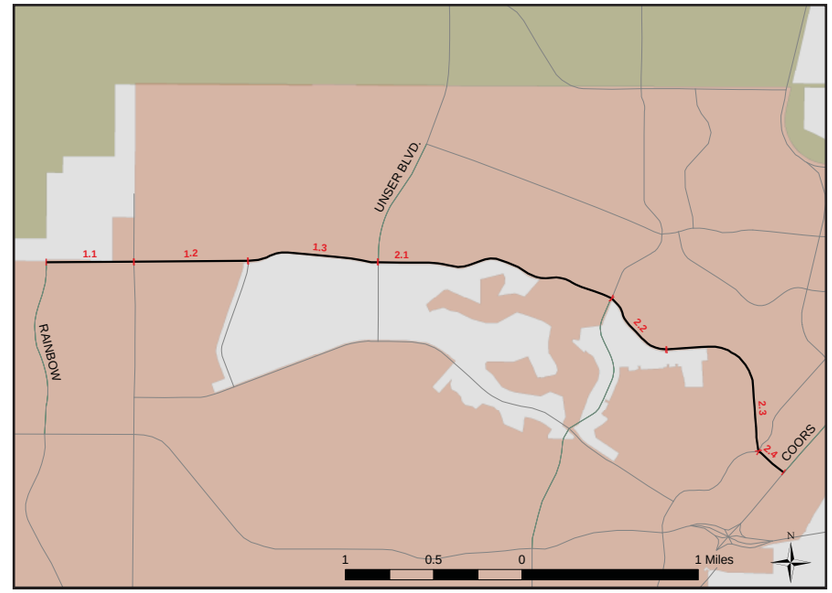
- There is no existing transit service along Irving, although several north-south ABQ Ride routes (92, 94, 157) intersect the corridor.

Irving Blvd

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF RAINBOW - WEST OF UNIVERSE	0.50	35	5,934
1.2	EAST OF UNIVERSE - WEST OF LAPAZ	0.65	35	8,315
1.3	EAST OF LA PAZ - WEST OF LYON	0.75	25	10,834
2.1	EAST OF LYON - WEST OF GOLF COURSE	1.38	35	9,897
2.2	EAST OF GOLF COURSE - WEST OF CARDINAL	0.45	40	14,486
2.3	EAST OF CARDINAL - WEST OF EAGLE RANCH RD.	0.98	40	15,315
2.4	EAST OF EAGLE RANCH RD - WEST OF COORS	0.19	40	18,927

ID Location



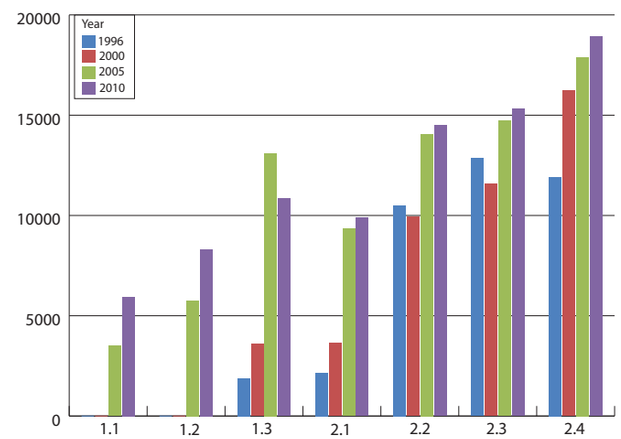
Access Characteristics

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	0	3	1	No	0	2	0	No	No
1.2	2	3	0	No	0	2	1	No	MTB / Median Cut
1.3	29	8	0	No	48	0	1	No	Continuous
2.1	5	9	0	No	4	2	1	No	Median Turn Bay
2.2	0	2	0	No	0	4	2	No	Median Turn Bay
2.3	2	6	0	No	3	1	0	No	Median Turn Bay
2.4	2	0	1	No	2	0	0	No	Median Turn Bay
Total	40	31	2		57	11	5		

Access Notes

- Irving Blvd has **no access control.**
- There are center-turn facilities across most of the corridor, including a continuous center-turn lane between La Paz and Lyon.
- There are 6 **signalized intersections** along the CMP corridor; an average of one signal **every 0.81 miles.**

Average Weekday Daily Traffic



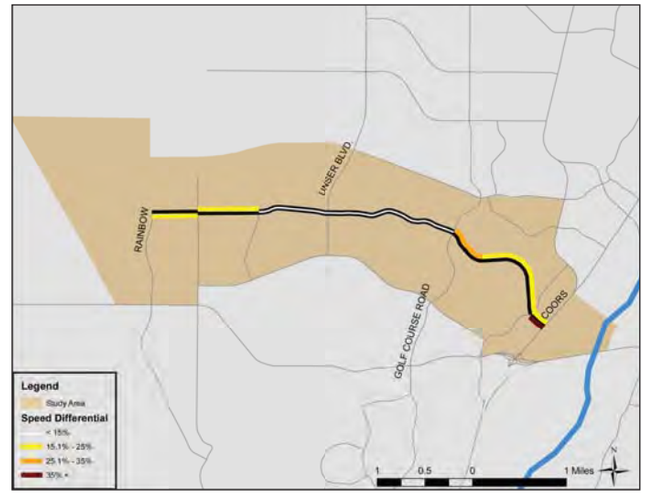
Volume Notes

- The heaviest volumes along Irving Blvd occur between Eagle Ranch Rd and Coors Blvd (19,000 AWDT in 2010).
- Overall average volumes increased by 89% between 2000 and 2008. During that same period, the population in the study area increased by 85%.
- The highest volume increase (202%) from 2000 to 2010 occurred between La Paz Rd and Lyon Blvd.

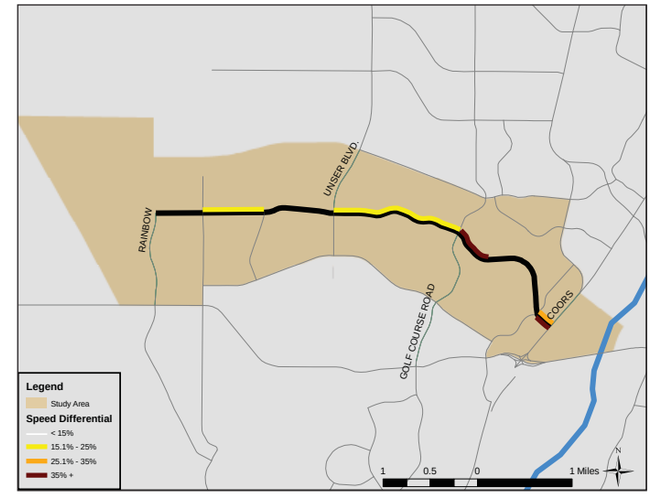
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-WB	AM-EB	PM-WB	PM-EB	AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF RAINBOW - WEST OF UNIVERSE	35	34.3	29.7	35.1	32.7	2.0%	15.3%	-0.3%	6.5%
1.2	EAST OF UNIVERSE - WEST OF LAPAZ	35	29.6	30.3	27.2	31.6	15.3%	13.3%	22.3%	9.6%
1.3	EAST OF LA PAZ - WEST OF LYON	30	28.8	32.0	28.2	27.0	4.2%	-6.5%	6.1%	9.9%
2.1	EAST OF LYON - WEST OF GOLF COURSE	35	30.9	31.0	29.6	36.2	11.9%	11.4%	15.5%	-3.3%
2.2	EAST OF GOLF COURSE - WEST OF CARDINAL	40	26.7	38.2	24.8	38.3	33.2%	4.5%	38.0%	4.3%
2.3	EAST OF CARDINAL - WEST OF EAGLE RANCH RD.	40	32.0	40.9	38.0	38.0	20.0%	-2.3%	5.1%	5.0%
2.4	EAST OF EAGLE RANCH RD - WEST OF COORS	40	32.3	12.5	28.4	18.0	19.2%	68.9%	29.0%	54.9%

AM Speed Differential



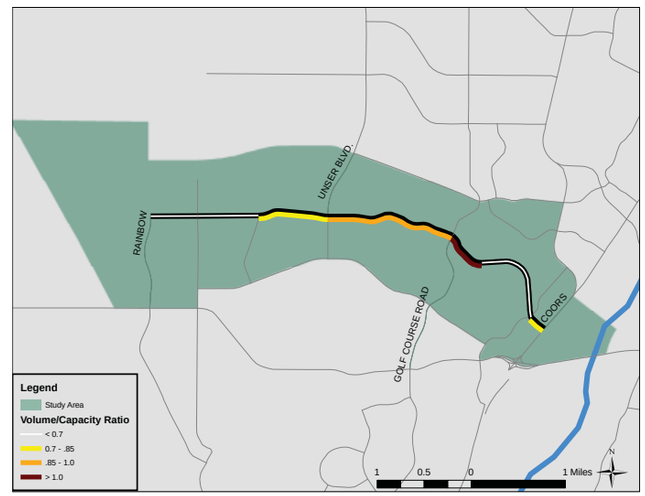
PM Speed Differential



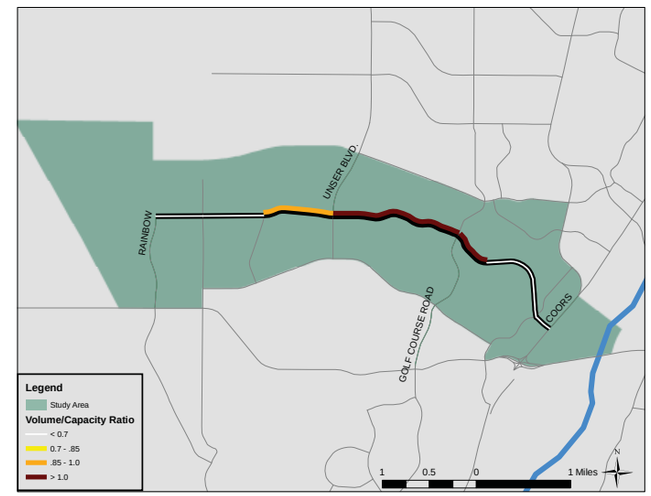
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF RAINBOW - WEST OF UNIVERSE	0.26	0.58	0.56	0.42
1.2	EAST OF UNIVERSE - WEST OF LAPAZ	0.31	0.57	0.57	0.49
1.3	EAST OF LA PAZ - WEST OF LYON	0.43	0.73	0.90	0.65
2.1	EAST OF LYON - WEST OF GOLF COURSE	0.21	0.92	1.08	0.36
2.2	EAST OF GOLF COURSE - WEST OF CARDINAL	0.26	1.45	1.43	0.56
2.3	EAST OF CARDINAL - WEST OF EAGLE RANCH RD.	0.46	0.42	0.52	0.51
2.4	EAST OF EAGLE RANCH RD - WEST OF COORS	0.20	0.76	0.70	0.54

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Rainbow	Universe	La Paz	Lyon	Golf Course	Cardinal	Eagle Ranch	Coors
Rainbow	X	55	128	228	365	407	500	538
Universe	51	X	74	173	311	353	446	483
La Paz	137	86	X	100	237	279	372	409
Lyon	232	181	96	X	137	179	272	310
Golf Course	400	349	264	168	X	42	135	172
Cardinal	465	414	328	233	65	X	93	131
Eagle Ranch	558	507	422	326	188	93	X	37
Coors	582	531	445	350	182	117	24	X

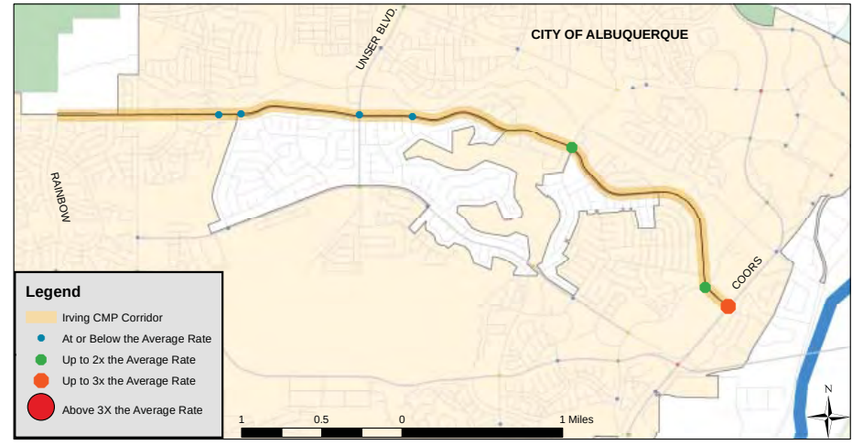
PM Peak Delay (seconds)	Rainbow	Universe	La Paz	Lyon	Golf Course	Cardinal	Eagle Ranch	Coors
Rainbow	x	4	11	3	-2	0	4	25
Universe	0	x	7	-1	-6	-4	1	21
La Paz	19	19	x	-8	-13	-11	-6	14
Lyon	7	7	-12	x	-5	-3	2	22
Golf Course	33	33	14	26	x	2	6	27
Cardinal	57	58	38	51	25	x	5	25
Eagle Ranch	62	62	43	55	29	5	x	21
Coors	69	69	50	62	36	12	7	x

Distance (miles)	Rainbow	Universe	La Paz	Lyon	Golf Course	Cardinal	Eagle Ranch	Coors
Rainbow	x	0.5	1.1	1.9	3.3	3.7	4.7	4.9
Universe	0.5	X	0.6	1.4	2.8	3.2	4.2	4.4
La Paz	1.1	0.6	X	0.7	2.1	2.6	3.6	3.7
Lyon	1.9	1.4	0.7	X	1.4	1.8	2.8	3.0
Golf Course	3.3	2.8	2.1	1.4	X	0.4	1.4	1.6
Cardinal	3.7	3.2	2.6	1.8	0.4	X	1.0	1.2
Eagle Ranch	4.7	4.2	3.6	2.8	1.4	1.0	X	0.2
Coors	4.9	4.4	3.7	3.0	1.6	1.2	0.2	X

PM Peak Delay (seconds/mile)	Rainbow	Universe	La Paz	Lyon	Golf Course	Cardinal	Eagle Ranch	Coors
Rainbow	x	7.1	9.3	1.3	-0.6	-0.1	0.9	5.1
Universe	-0.3	x	10.9	-0.7	-2.0	-1.2	0.2	4.9
La Paz	16.6	29.5	x	-10.8	-5.9	-4.2	-1.7	3.8
Lyon	3.6	5.0	-16.2	x	-3.3	-1.5	0.7	7.5
Golf Course	10.0	11.9	6.5	18.8	x	4.0	4.5	16.7
Cardinal	15.5	18	15.0	27.7	55.2	x	4.7	21.5
Eagle Ranch	13.2	14.8	12.1	19.7	20.5	4.8	x	109.6
Coors	14.1	15.8	13.4	20.8	22.4	9.9	36.8	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

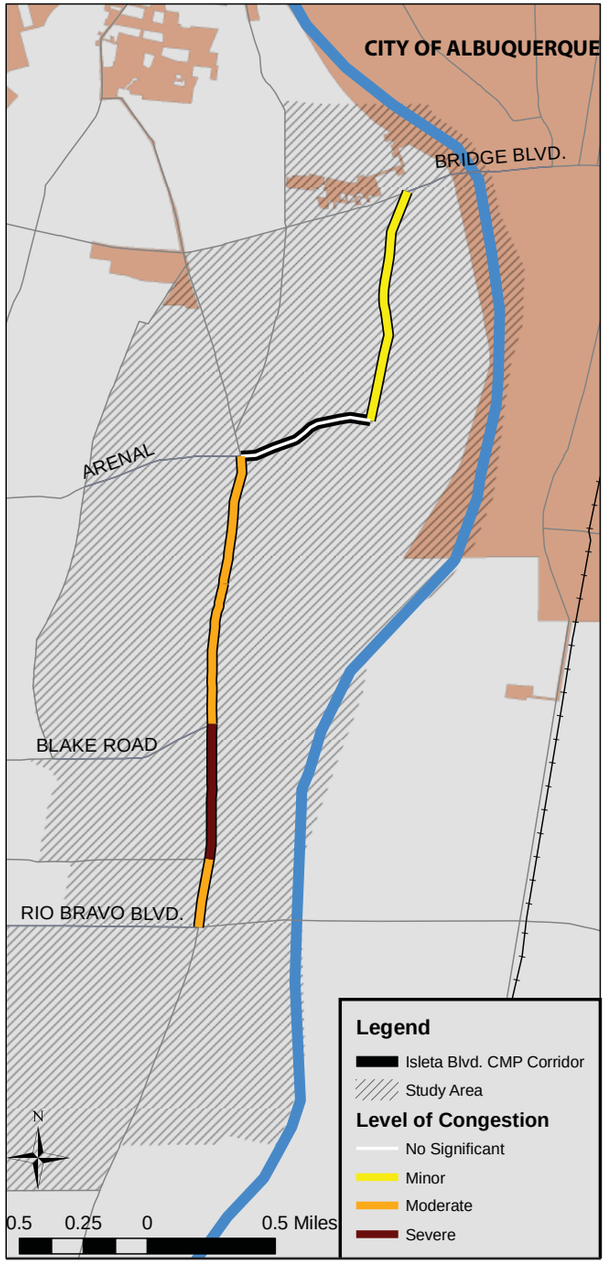
Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	0	0	0	0
Non-fatal accident injury	39	53	41	28	12
Property damage only	104	107	100	65	29
All Crashes	143	160	141	93	41

Top Contributing Factors in Crashes Along Irving

1. Driver inattention 33 %
2. Following too close 27 %
3. Failure to yield 10 %
4. Excessive speed 4 %
5. Red light running 3 %

Isleta Blvd

#12



Corridor Notes

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

Transit Characteristics

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

Profile & Statistics

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

Isleta Blvd

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF RIO BRAVO - SOUTH OF BARCELONA	0.27	40	22,423
1.2	NORTH OF BARCELONA - SOUTH OF BLAKE RD	0.53	40	15,000
1.3	NORTH OF BLAKE RD - SOUTH OF MCEWEN	0.55	40	15,918
1.4	NORTH OF MCEWEN - SOUTH OF ARENAL	0.50	40	19,656
1.5	N.E. OF ARENAL - S.W. OF ARMIJO ROAD	0.54	35	16,266
1.6	NORTH OF ARMIJO ROAD - SOUTH OF HARDY	0.44	35	15,917
1.7	NORTH OF HARDY - SOUTH OF BRIDGE	0.48	33	14,816

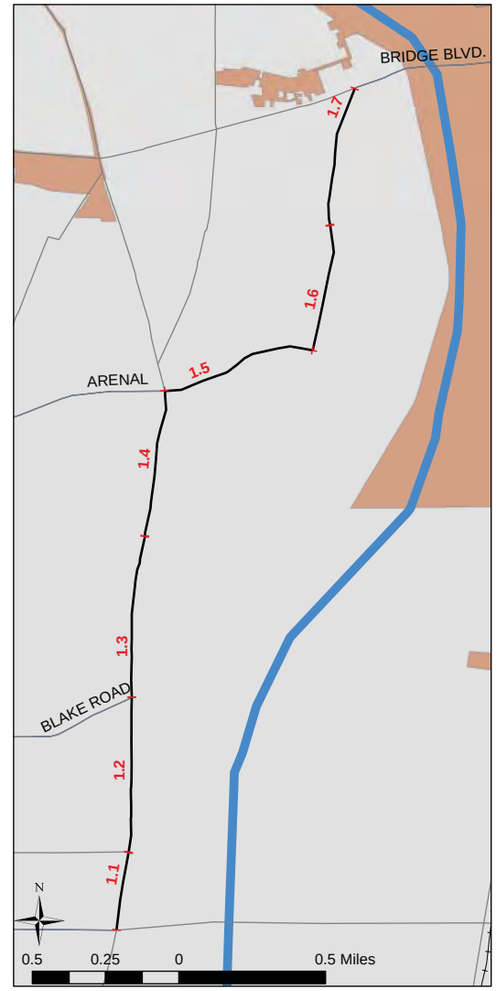
Access Characteristics

ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	7	2	0	No	5	3	1	No	Continuous
1.2	12	3	0	No	14	5	0	No	Continuous
1.3	13	3	0	No	11	5	0	No	Continuous
1.4	11	4	1	No	11	3	3	No	Continuous
1.5	5	4	1	No	18	4	0	No	Continuous
1.6	7	0	0	No	14	3	0	No	Continuous
1.7	9	1	2	No	9	5	2	No	Continuous
Total	64	17	4		82	28	6		

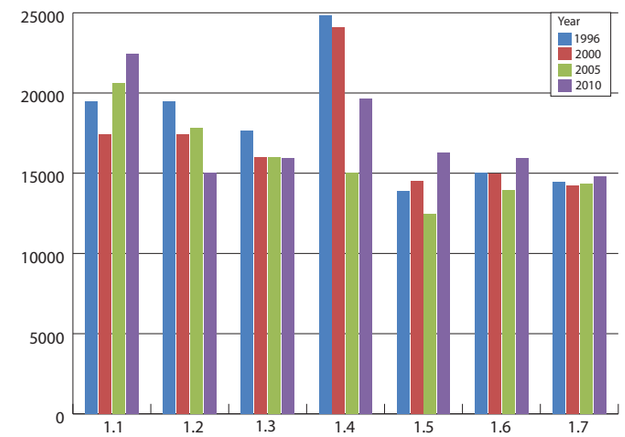
Access Notes

- The Isleta Blvd CMP corridor has **no access control.**
- There are continuous center-turn lanes along the extent of the CMP corridor.
- There are 7 **signalized intersections** along the CMP corridor; an average of one signal **every 0.47 miles.**

ID Location



Average Weekday Daily Traffic



Volume Notes

- The heaviest volumes along Isleta Blvd occur between Rio Bravo Blvd and Barcelona Rd (46,500 AWDT in 2010).
- Overall average volumes increased by 5% between 2000 and 2008. During that same period, the population in the study area increased by 3%.
- The highest volume increase (29%) from 2000 to 2010 also occurred between Rio Bravo and Barcelona Rd.

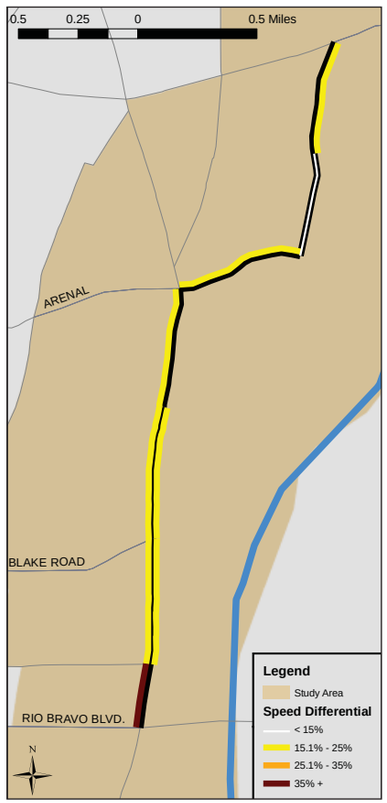
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-SB	AM-NB	PM-SB	PM-NB	AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF RIO BRAVO - SOUTH OF BARCELONA	40	19.2	35.0	23.0	28.8	51.9%	12.4%	42.5%	28.0%
1.2	NORTH OF BARCELONA - SOUTH OF BLAKE RD	40	30.6	31.4	31.4	26.4	23.5%	21.4%	21.5%	33.9%
1.3	NORTH OF BLAKE RD - SOUTH OF MCEWEN	40	31.8	33.8	29.4	28.4	20.6%	15.4%	26.5%	28.9%
1.4	NORTH OF MCEWEN - SOUTH OF ARENAL	40	31.9	36.0	27.4	32.4	20.3%	10.0%	31.5%	19.1%
1.5	N.E. OF ARENAL - S.W. OF ARMIJO ROAD	35	27.6	31.9	25.7	30.5	21.2%	9.0%	26.6%	12.9%
1.6	NORTH OF ARMIJO ROAD - SOUTH OF HARDY	35	39.7	37.3	37.3	35.7	-13.5%	-6.4%	-6.4%	-2.1%
1.7	NORTH OF HARDY - SOUTH OF BRIDGE	30/35	33.0	25.7	33.8	33.6	0.9%	22.8%	-1.4%	-0.8%

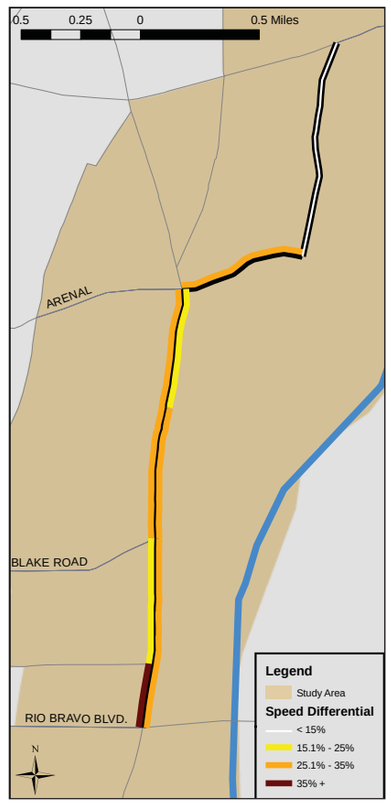
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF RIO BRAVO - SOUTH OF BARCELONA	0.57	0.33	0.78	0.54
1.2	NORTH OF BARCELONA - SOUTH OF BLAKE RD	0.58	0.89	0.91	1.15
1.3	NORTH OF BLAKE RD - SOUTH OF MCEWEN	0.60	0.57	0.83	0.81
1.4	NORTH OF MCEWEN - SOUTH OF ARENAL	0.65	0.86	1.05	0.81
1.5	N.E. OF ARENAL - S.W. OF ARMIJO ROAD	0.45	0.70	0.74	0.43
1.6	NORTH OF ARMIJO ROAD - SOUTH OF HARDY	0.70	1.14	1.44	0.62
1.7	NORTH OF HARDY - SOUTH OF BRIDGE	0.35	0.99	0.98	0.62

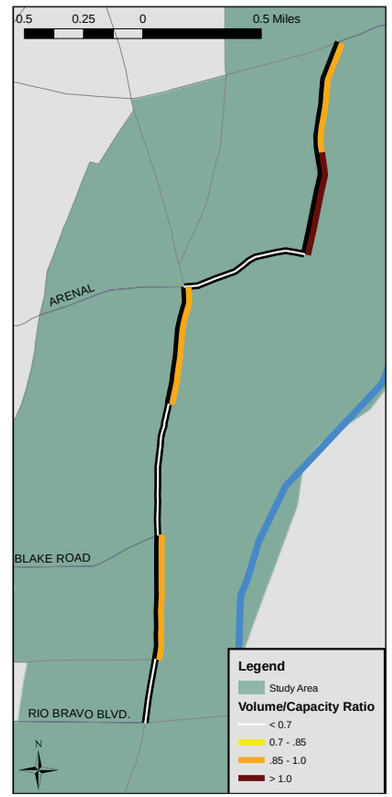
AM Speed Differential



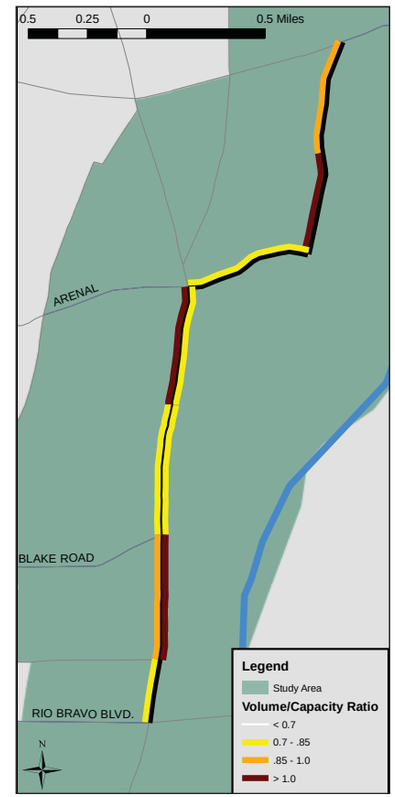
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Isleta Blvd

Travel Time & Delay

PM Peak Travel Time (seconds)	Rio Bravo	Barcelona	Blake Road	McEwen	Arenal	Armijo Road	Hardy	Bridge Blvd
Rio Bravo	X	34	106	176	232	295	339	391
Barcelona	42	X	72	142	198	262	306	357
Blake Road	103	60	X	70	126	190	234	285
McEwen	170	128	68	X	56	120	164	215
Arenal	237	194	134	66	X	64	108	159
Armijo Road	312	270	210	142	76	X	44	95
Hardy	354	312	252	184	118	42	X	52
Bridge Blvd	406	364	303	235	169	93	51	X

PM Peak Delay (seconds)	Rio Bravo	Barcelona	Blake Road	McEwen	Arenal	Armijo Road	Hardy	Bridge Blvd
Rio Bravo	x	9	34	54	65	73	72	72
Barcelona	18	x	24	45	55	64	63	62
Blake Road	31	13	x	20	31	39	38	38
McEwen	49	31	18	x	11	19	18	18
Arenal	70	52	39	21	x	8	7	7
Armijo Road	90	72	59	41	20	x	-1	-1
Hardy	87	69	56	38	17	-3	x	0
Bridge Blvd	86	69	56	38	17	-3	-1	x

Distance (miles)	Rio Bravo	Barcelona	Blake Road	McEwen	Arenal	Armijo Road	Hardy	Bridge Blvd
Rio Bravo	X	0.3	0.8	1.4	1.9	2.4	2.8	3.3
Barcelona	0.3	X	0.5	1.1	1.6	2.1	2.6	3.0
Blake Road	0.8	0.5	X	0.6	1.1	1.6	2.0	2.5
McEwen	1.4	1.1	0.6	X	0.5	1.0	1.5	2.0
Arenal	1.9	1.6	1.1	0.5	X	0.5	1.0	1.5
Armijo Road	2.4	2.1	1.6	1.0	0.5	X	0.4	0.9
Hardy	2.8	2.6	2.0	1.5	1.0	0.4	X	0.5
Bridge Blvd	3.3	3.0	2.5	2.0	1.5	0.9	0.5	X

PM Peak Delay (seconds/mile)	Rio Bravo	Barcelona	Blake Road	McEwen	Arenal	Armijo Road	Hardy	Bridge Blvd
Rio Bravo	x	35.1	42.4	40.0	34.9	30.5	25.5	21.6
Barcelona	66.4	x	46.1	41.3	34.9	29.9	24.5	20.4
Blake Road	38.7	24.6	x	36.6	29.3	24.5	18.8	15.1
McEwen	36.2	28.6	32.4	x	21.3	18.2	12.2	9.0
Arenal	37.6	32.7	36.7	41.5	x	15.3	7.5	4.7
Armijo Road	37.5	33.9	36.9	39.3	37.3	x	-2.1	-1.5
Hardy	30.8	27.0	27.7	25.9	17.9	-6.2	x	-0.9
Bridge Blvd	26.1	22.5	22.1	19.2	11.5	-3.7	-1.4	x

Safety

Intersections with Reported Crashes 2005-2009

All Crashes along the Corridor

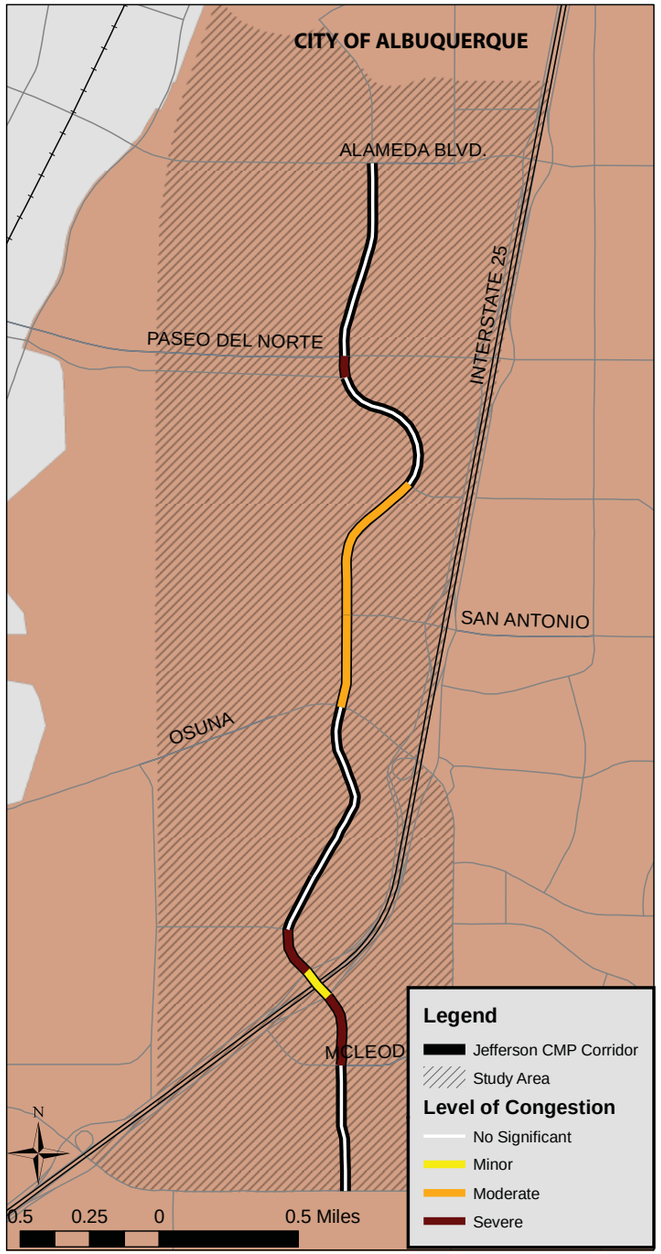
Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	0	0	0	0
Non-fatal accident injury	38	22	21	26	31
Property damage only	119	81	103	93	103
All Crashes	157	103	124	119	134

Top Contributing Factors in Crashes Along Isleta

1. Following too close 28 %
2. Driver inattention 23 %
3. Failure to yield 14 %
4. Red light running 5 %
5. Excessive speed 5 %

Jefferon St

#9



Corridor Notes

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

Transit Characteristics

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

Profile & Statistics

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

Jefferson St

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF MONTGOMERY - SOUTH OF MCLEOD	0.45	35	15,079
1.2	NORTH OF MCLEOD - S.E. OF PAN AM. EAST	0.26	35	20,192
1.3	N.W. OF PAN AM. EAST - S.E. OF PAN AM. WEST	0.12	35	13,265
1.4	NORTH OF PAN AM WEST - SOUTH OF SINGER	0.17	35	24,751
1.5	NORTH OF SINGER - SOUTH OF BALLOON PARK RD	0.21	35	15,969
1.6	NORTH OF BALLOON PARK RD - SOUTH OF OSUNA	0.67	35	14,242
2.1	NORTH OF OSUNA - SOUTH OF SAN ANTONIO	0.33	35	15,501
2.2	NORTH OF SAN ANTONIO - SOUTH OF SAN FRANCISCO	0.56	35	26,329
2.3	NORTH OF SAN FRANCISCO - SOUTH OF EL PUEBLO	0.52	35	22,143
2.4	NORTH OF EL PUEBLO - SOUTH OF PASEO DEL NORTE	0.08	35	24,644
3.1	NORTH OF PASEO DEL NORTE - SOUTH OF ALAMEDA BLVD	0.71	40	10,606

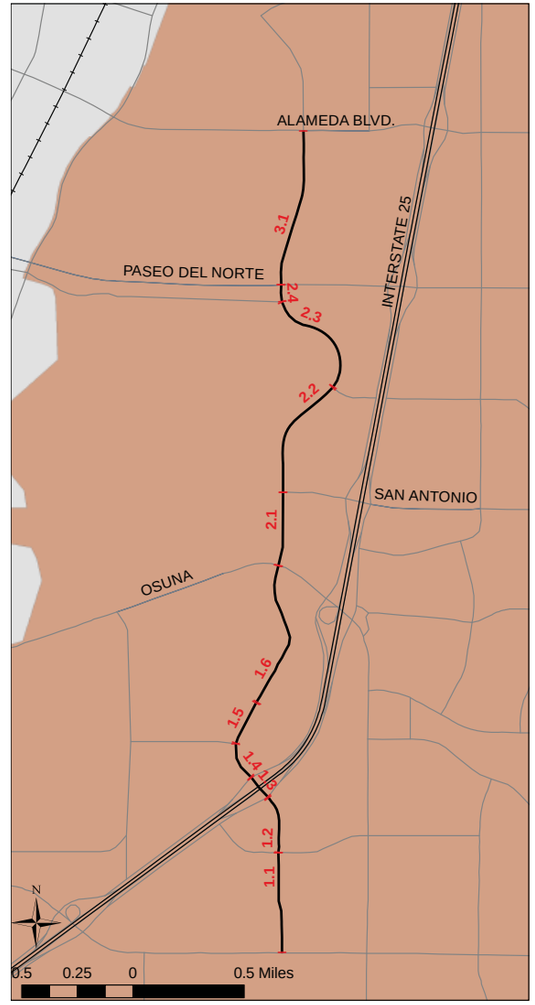
Access Characteristics

ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	9	4	0	No	11	2	1	No	No
1.2	7	0	1	No	1	4	0	No	No
1.3	0	1	0	No	0	1	0	No	No
1.4	0	1	1	No	1	1	1	No	Median Turn Bay
1.5	0	1	0	No	5	1	0	No	Median Turn Bay
1.6	6	2	1	No	10	2	0	No	Median Turn Bay
2.1	3	1	0	No	5	1	0	No	No
2.2	6	4	0	No	10	3	0	No	Continuous / MTB
2.3	3	3	0	No	4	1	0	No	Median Turn Bay
2.4	0	1	1	No	0	0	0	No	No
3.1	9	3	0	No	14	1	1	No	Median Turn Bay
Total	43	21	4		61	17	3		

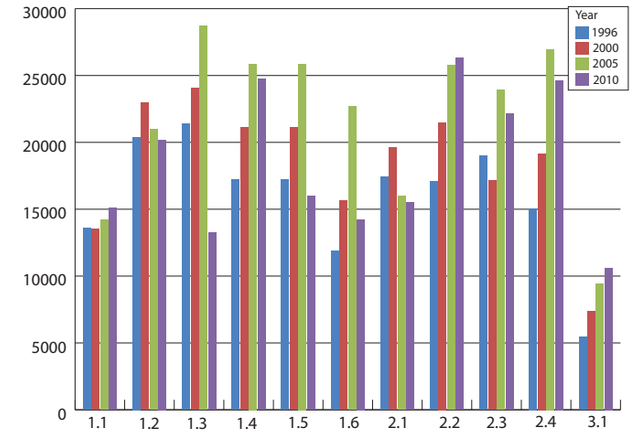
Access Notes

- The Jefferson St CMP corridor has **no access control.**
- There are median turn bays across much of Jefferson St. to the north of I-40; there is a short stretch of continuous center-turn lanes between San Antonio and San Francisco.
- There are 12 **signalized intersections** along the CMP corridor; an average of one signal **every 0.34 miles.**

ID Location



Average Weekday Daily Traffic



Volume Notes

- The heaviest volumes along Jefferson St occur between Ellison Rd and Paseo del Norte (22,000-26,000 AWDT in 2010).
- Overall average volumes increased by 11% between 2000 and 2008. During that same period, the population in the study area increased by 4%.
- The highest volume increase (44%) from 2000 to 2010 occurred between Paseo del Norte and Alameda Blvd.

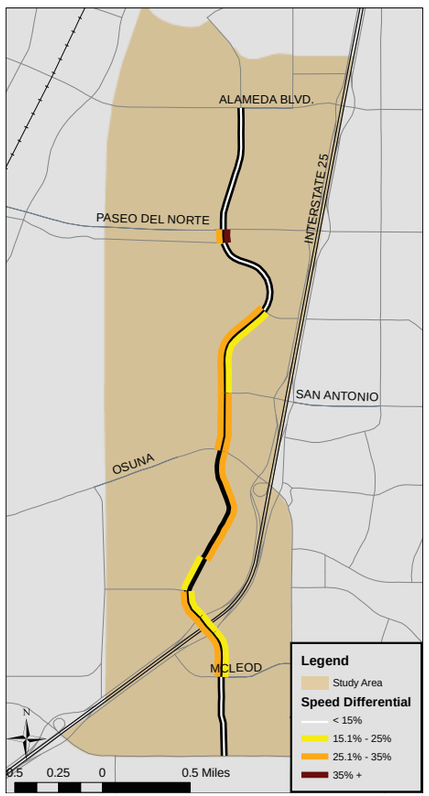
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-SB	AM-NB	PM-SB	PM-NB	AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF MONTGOMERY - SOUTH OF MCLEOD	35	36.0	35.0	28.4	34.9	-2.9%	-0.1%	18.9%	0.2%
1.2	NORTH OF MCLEOD - S.E. OF PAN AM. EAST	35	22.8	26.7	28.2	13.0	34.8%	23.6%	19.5%	62.8%
1.3	N.W. OF PAN AM. EAST - S.E. OF PAN AM. WEST	35	25.5	26.8	25.1	25.1	27.3%	23.4%	28.3%	28.1%
1.4	NORTH OF PAN AM WEST - SOUTH OF SINGER	35	25.9	29.2	17.7	26.2	26.1%	16.5%	49.5%	25.1%
1.5	NORTH OF SINGER - SOUTH OF BALLOON PARK RD	35	27.4	39.7	25.5	39.6	21.8%	-13.4%	27.0%	-13.1%
1.6	NORTH OF BALLOON PARK RD - SOUTH OF OSUNA	35	38.8	23.1	37.1	26.9	-10.8%	33.9%	-6.1%	23.2%
2.1	NORTH OF OSUNA - SOUTH OF SAN ANTONIO	35	23.9	24.2	21.0	24.9	31.7%	30.9%	39.9%	28.9%
2.2	NORTH OF SAN ANTONIO - SOUTH OF SAN FRANCISCO	35	23.2	29.1	27.4	32.0	33.8%	17.0%	21.6%	8.6%
2.3	NORTH OF SAN FRANCISCO - SOUTH OF EL PUEBLO	35	35.8	37.4	39.7	38.2	-2.2%	-6.9%	-13.3%	-9.3%
2.4	NORTH OF EL PUEBLO - SOUTH OF PASEO DEL NORTE	35	22.9	13.7	31.1	12.9	34.6%	61.0%	11.1%	63.2%
3.1	NORTH OF PASEO DEL NORTE - SOUTH OF ALAMEDA BLVD	40	37.1	37.5	44.6	37.6	7.3%	6.3%	-11.6%	6.0%

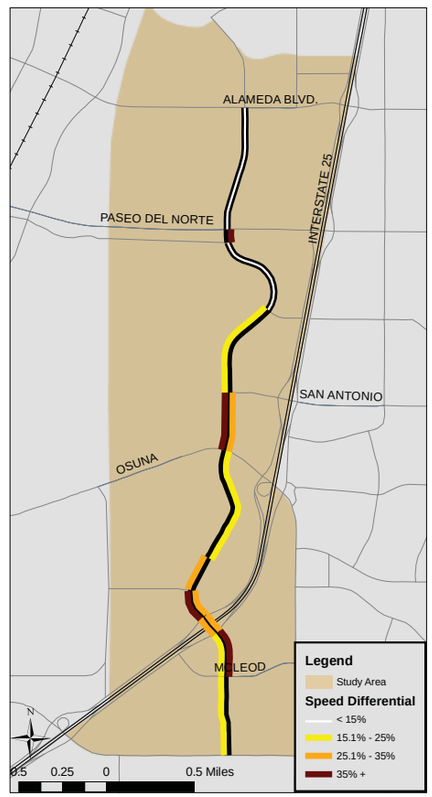
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF MONTGOMERY - SOUTH OF MCLEOD	0.39	0.50	0.64	0.50
1.2	NORTH OF MCLEOD - S.E. OF PAN AM. EAST	0.75	0.74	0.85	0.95
1.3	N.W. OF PAN AM. EAST - S.E. OF PAN AM. WEST	0.65	0.32	0.53	0.48
1.4	NORTH OF PAN AM WEST - SOUTH OF SINGER	0.48	0.86	0.97	0.48
1.5	NORTH OF SINGER - SOUTH OF BALLOON PARK RD	0.61	0.52	0.83	0.41
1.6	NORTH OF BALLOON PARK RD - SOUTH OF OSUNA	0.76	0.49	0.53	0.59
2.1	NORTH OF OSUNA - SOUTH OF SAN ANTONIO	0.64	0.41	0.57	0.46
2.2	NORTH OF SAN ANTONIO - SOUTH OF SAN FRANCISCO	0.84	0.93	0.79	0.54
2.3	NORTH OF SAN FRANCISCO - SOUTH OF EL PUEBLO	1.06	0.39	0.45	0.65
2.4	NORTH OF EL PUEBLO - SOUTH OF PASEO DEL NORTE	1.34	0.27	0.46	0.82
3.1	NORTH OF PASEO DEL NORTE - SOUTH OF ALAMEDA BLVD	0.34	0.76	0.30	0.57

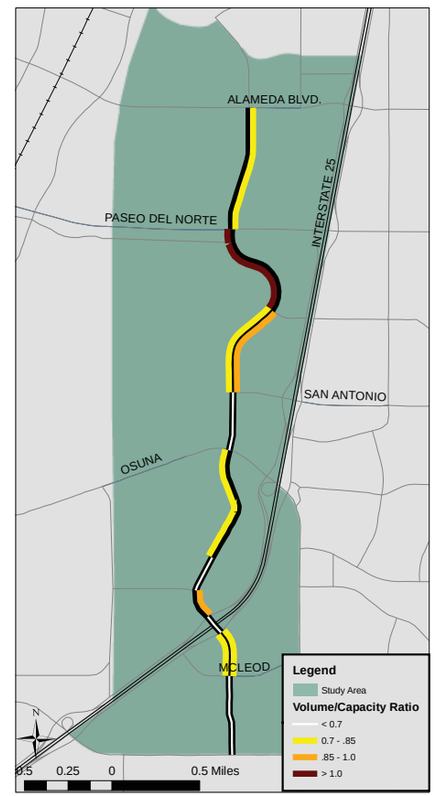
AM Speed Differential



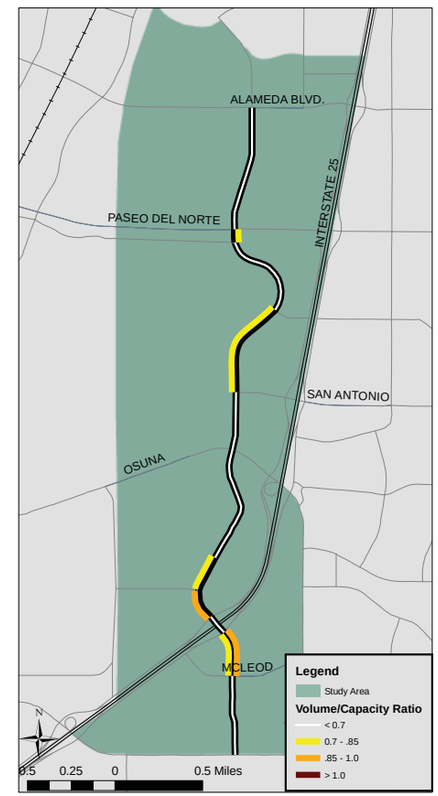
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Montgomery	McLeod	Pan American East	Pan American West	Singer	Digital Parking Lot	Osuna	Ellison	San Francisco	El Pueblo	Paseo del Norte	Alameda
Montgomery	X	47	119	136	160	179	268	316	379	429	450	518
McLeod	57	X	72	89	113	132	221	269	333	382	404	471
Pan American East	91	33	X	17	41	60	149	197	261	310	331	399
Pan American West	108	50	17	X	24	43	132	180	244	293	314	382
Singer	143	86	52	35	X	19	108	156	220	269	291	358
Digital Parking Lot	173	115	82	65	30	X	89	137	201	250	271	339
Osuna	237	180	146	129	94	64	X	48	112	161	182	250
Ellison	294	237	203	186	151	121	57	X	64	113	134	202
San Francisco	368	311	277	260	225	195	131	74	X	49	71	139
El Pueblo	416	358	325	308	272	243	178	121	47	X	22	89
Paseo del Norte	425	367	334	317	281	252	187	130	56	9	X	68
Alameda	482	424	391	374	338	309	244	187	113	66	57	X

PM Peak Delay (seconds)	Montgomery	McLeod	Pan American East	Pan American West	Singer	Digital Parking Lot	Osuna	Ellison	San Francisco	El Pueblo	Paseo del Norte	Alameda
Montgomery	x	0	45	50	56	54	74	88	94	89	103	107
McLeod	11	x	45	50	56	54	74	88	94	89	103	107
Pan American East	17	7	x	5	11	8	29	43	48	44	57	61
Pan American West	22	11	5	x	6	3	24	38	44	39	53	57
Singer	40	29	22	17	x	-3	18	32	38	33	47	51
Digital Parking Lot	48	37	30	25	8	x	21	35	40	35	49	53
Osuna	44	33	26	22	4	-4	x	14	19	15	29	33
Ellison	66	56	49	44	27	19	23	x	5	1	15	19
San Francisco	82	72	65	60	43	35	39	16	x	-5	9	13
El Pueblo	76	65	59	54	36	28	32	10	-6	x	14	18
Paseo del Norte	77	66	60	55	37	29	33	11	-5	1	x	4
Alameda	71	60	53	48	31	23	27	4	-12	-6	-7	x

Distance (miles)	Montgomery	McLeod	Pan American East	Pan American West	Singer	Digital Parking Lot	Osuna	Ellison	San Francisco	El Pueblo	Paseo del Norte	Alameda
Montgomery	X	0.5	0.7	0.8	1.0	1.2	1.9	2.2	2.8	3.3	3.4	4.1
McLeod	0.5	X	0.3	0.4	0.6	0.8	1.4	1.8	2.3	2.8	2.9	3.6
Pan American East	0.7	0.3	X	0.1	0.3	0.5	1.2	1.5	2.1	2.6	2.7	3.4
Pan American West	0.8	0.4	0.1	X	0.2	0.4	1.0	1.4	1.9	2.5	2.5	3.3
Singer	1.0	0.6	0.3	0.2	X	0.2	0.9	1.2	1.8	2.3	2.4	3.1
Digital Parking Lot	1.2	0.8	0.5	0.4	0.2	X	0.7	1.0	1.6	2.1	2.2	2.9
Osuna	1.9	1.4	1.2	1.0	0.9	0.7	X	0.3	0.9	1.4	1.5	2.2
Ellison	2.2	1.8	1.5	1.4	1.2	1.0	0.3	X	0.6	1.1	1.2	1.9
San Francisco	2.8	2.3	2.1	1.9	1.8	1.6	0.9	0.6	X	0.5	0.6	1.3
El Pueblo	3.3	2.8	2.6	2.5	2.3	2.1	1.4	1.1	0.5	X	0.1	0.8
Paseo del Norte	3.4	2.9	2.7	2.5	2.4	2.2	1.5	1.2	0.6	0.1	X	0.7
Alameda	4.1	3.6	3.4	3.3	3.1	2.9	2.2	1.9	1.3	0.8	0.7	X

PM Peak Delay (seconds/mile)	Montgomery	McLeod	Pan American East	Pan American West	Singer	Digital Parking Lot	Osuna	Ellison	San Francisco	El Pueblo	Paseo del Norte	Alameda
Montgomery	x	0.2	63.6	60.3	55.8	44.1	39.5	39.9	33.7	27.0	30.5	26.2
McLeod	24.0	x	173.4	131.8	101.3	70.2	52.0	50.1	40.3	31.3	35.1	29.4
Pan American East	24.4	25.0	x	40.3	36.8	16.4	24.8	28.6	23.4	16.9	21.6	18.2
Pan American West	26.7	29.8	40.6	x	34.4	9.0	23.0	27.6	22.4	15.8	20.7	17.4
Singer	39.4	52.1	76.3	100.8	x	-11.9	20.8	26.6	21.2	14.4	19.7	16.5
Digital Parking Lot	39.2	48.2	60.4	66.5	38.1	x	31.1	34.7	25.6	17.0	22.8	18.6
Osuna	23.3	23.0	22.6	20.6	4.7	-5.9	x	41.8	21.6	10.4	19.0	14.8
Ellison	30.0	31.6	32.7	32.1	22.2	18.9	68.4	x	9.7	0.8	12.5	10.0
San Francisco	29.7	30.8	31.5	31.0	24.2	22.3	43.2	28.4	x	-8.7	15.2	10.1
El Pueblo	23.1	22.9	22.7	21.9	15.9	13.7	22.8	8.9	-12.1	x	177.1	22.6
Paseo del Norte	22.9	22.7	22.4	21.6	15.8	13.6	22.3	9.2	-8.9	12.8	x	5.7
Alameda	17.3	16.4	15.8	14.9	10.0	8.0	12.2	2.2	-9.1	-7.2	-9.4	x

Safety

Intersections with Reported Crashes 2005-2009

All Crashes along the Corridor

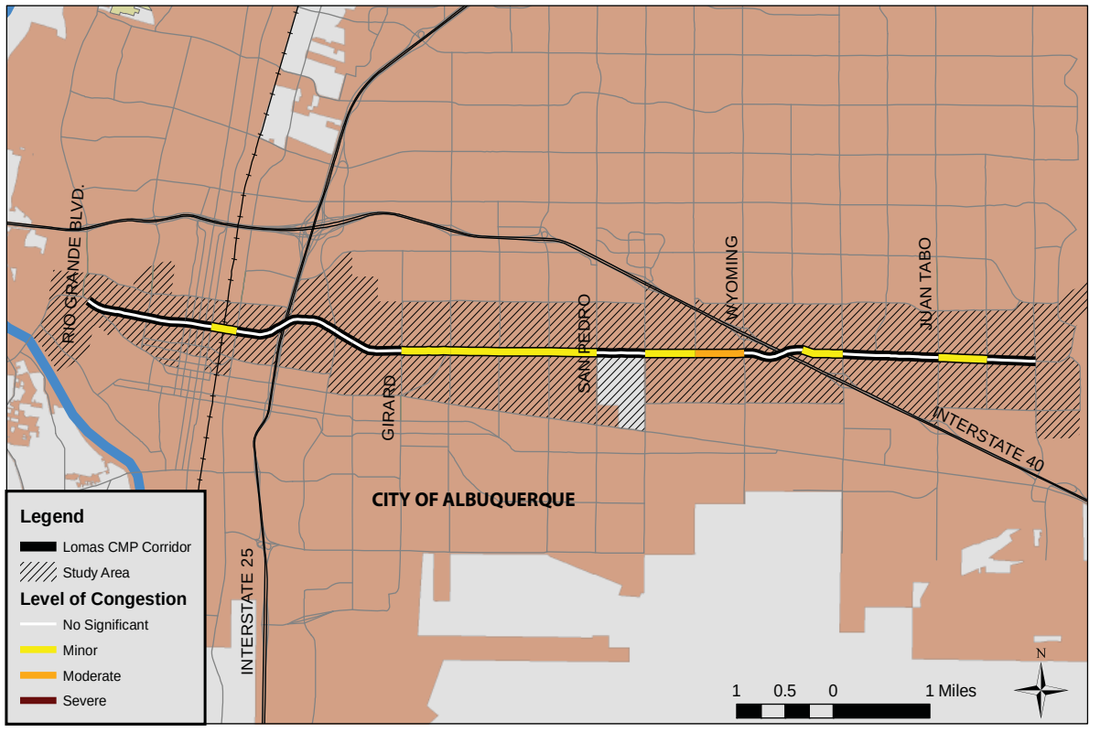
Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	1	0	1	1
Non-fatal accident injury	123	126	109	75	93
Property damage only	242	280	299	239	246
All Crashes	365	407	408	315	340

Top Contributing Factors in Crashes Along Jefferson

1. Driver inattention 30 %
2. Following too close 22 %
3. Failure to yield 13 %
4. Improper turn 4 %
5. Red light running 4 %

Lomas Blvd

#26



Profile & Statistics

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

Corridor Notes

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

Transit Characteristics

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

Lomas Blvd

ID and Segment Names

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

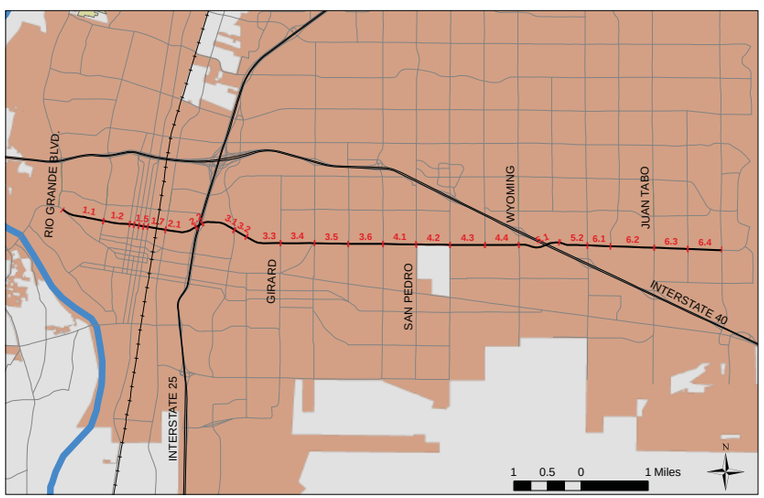
Access Characteristics

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

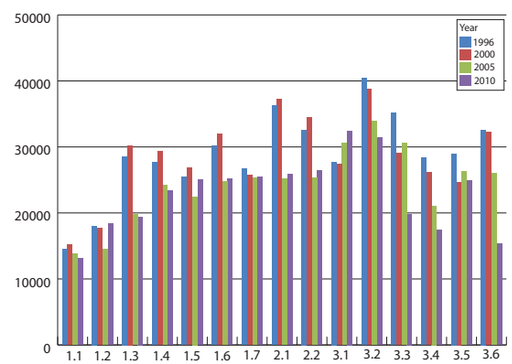
Access Notes

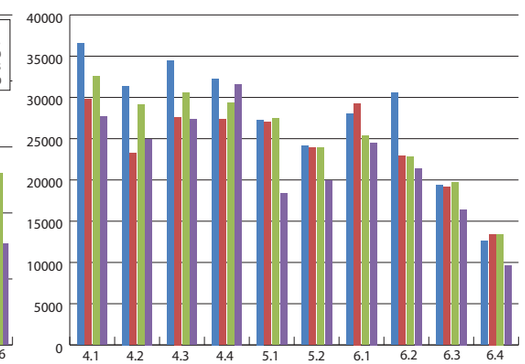
- Lomas Blvd has **no access control.**
- Lomas Blvd features a combination of median turn bays and median cuts to facilitate turning movements.
- There are 32 **signalized intersections** along the CMP corridor; an average of one signal **every 0.31 miles.**

ID Location



Average Weekday Daily Traffic





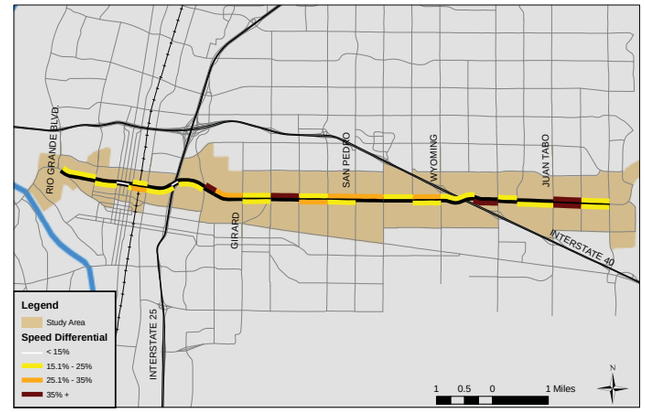
Volume Notes

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

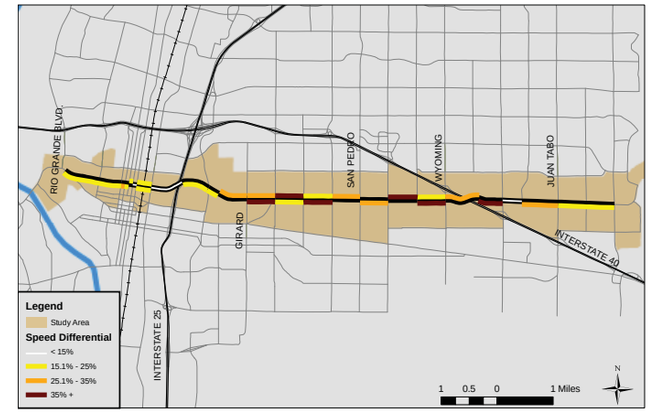
Speed Differential (Observed Speed vs. Posted Speed)

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

AM Speed Differential



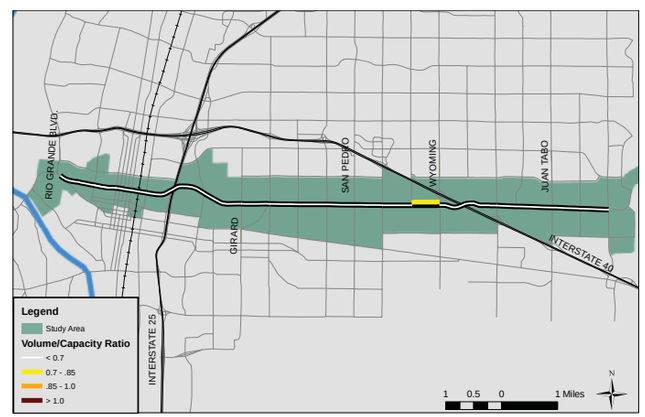
PM Speed Differential



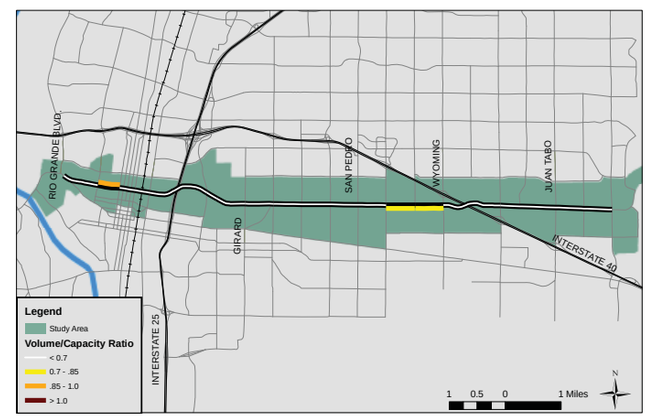
Volume/Capacity Ratio

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

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

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

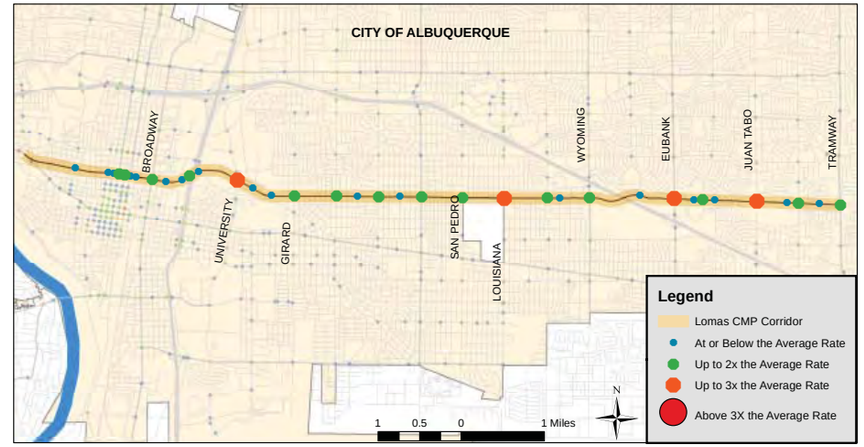
PM Peak Delay (seconds)	Central	Broadway	Pan American East	Yale	Girard	San Mateo	Louisiana	Wyoming	Eubank	Tramway
Unser	X	37	38	55	56	219	248	295	329	375
Golden	20	X	1	19	19	182	211	258	292	338
San Ildefonso	14	-6	X	18	18	181	210	257	291	337
Valle Vista	21	1	7	X	1	164	193	240	273	319
Taylor Ranch Rd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

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

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

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

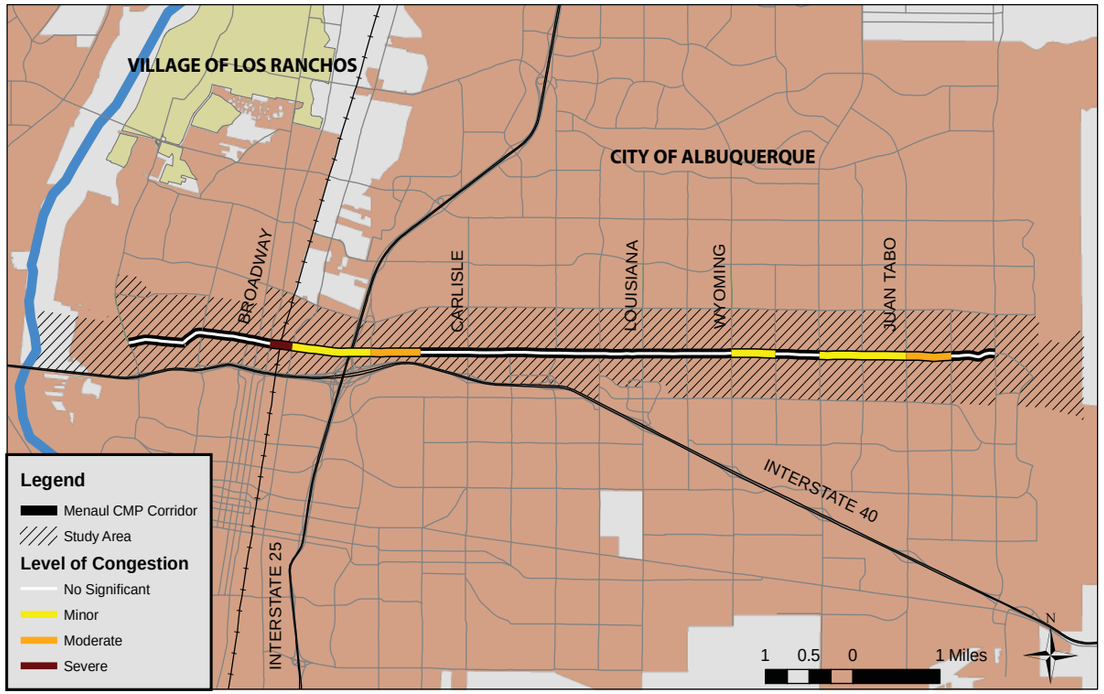
Crash Type	2005	2006	2007	2008	2009
Fatal accident	2	0	0	2	2
Non-fatal accident injury	261	233	180	187	189
Property damage only	531	553	529	554	479
All Crashes	794	786	709	743	670

Top Contributing Factors in Crashes Along Lomas

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

Menaul Blvd

#27



Corridor Notes

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

Profile & Statistics

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

Transit Characteristics

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

Menaul Blvd

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF RIO GRANDE BLVD. - WEST OF INDIAN SCHOOL	0.63	35	9,006
1.2	EAST OF INDIAN SCHOOL - WEST OF 12TH ST.	0.25	35	11,336
1.3	EAST OF 12TH ST. - WEST OF 6TH ST.	0.55	35	13,804
1.4	EAST OF 6TH ST. - WEST OF 4TH ST.	0.10	35	16,531
1.5	EAST OF 4TH ST. - WEST OF 2ND ST.	0.14	35	19,148
2.1	EAST OF 2ND ST. - WEST OF BROADWAY	0.26	40	17,750
2.2	EAST OF BROADWAY - WEST OF PAN AMERICAN WEST	0.65	45	23,013
2.3	EAST OF PAN AMERICAN WEST - WEST OF PAN AMERICAN EAST	0.05	45	21,269
3.1	EAST OF PAN AMERICAN EAST - WEST OF UNIVERSITY	0.20	45	22,593
3.2	EAST OF UNIVERSITY - WEST OF VASSAR	0.57	45	28,071
3.3	EAST OF VASSAR - WEST OF CARLISLE	0.55	45	25,986
3.4	EAST OF CARLISLE - WEST OF WASHINGTON	0.48	35	27,042
3.5	EAST OF WASHINGTON - WEST OF SAN MATEO	0.53	35	33,984
4.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	0.50	35	35,015
4.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	0.49	35	20,262
4.3	EAST OF LOUISIANA - WEST OF PENNSYLVANIA	0.51	35	32,149
4.4	EAST OF PENNSYLVANIA - WEST OF WYOMING	0.51	35	35,128
5.1	EAST OF WYOMING - WEST OF MOON	0.50	40	23,470
5.2	EAST OF MOON - WEST OF EUBANK	0.50	40	28,061
6.1	EAST OF EUBANK - WEST OF MORRIS	0.49	40	20,369
6.2	EAST OF MORRIS - WEST OF JUAN TABO	0.51	40	19,320
6.3	EAST OF JUAN TABO - WEST OF CHELWOOD	0.51	40	12,906
6.4	EAST OF CHELWOOD - WEST OF TRAMWAY	0.51	40	7,534

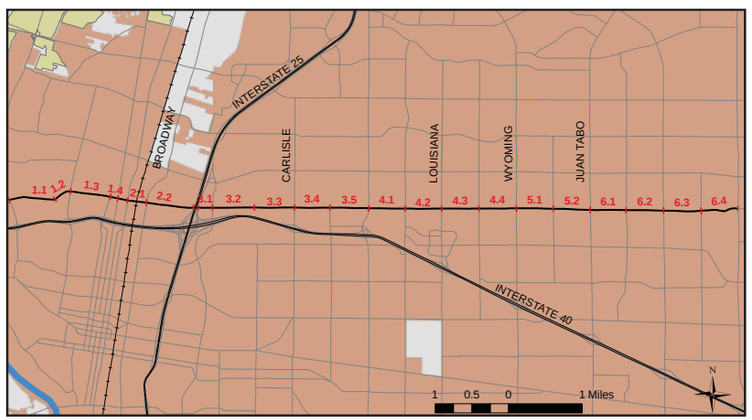
Access Characteristics

ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	16	3	0	No	30	4	0	No	Continuous
1.2	1	1	0	No	6	2	0	No	No
1.3	9	2	0	No	15	4	0	No	No
1.4	3	1	0	No	0	2	0	No	No
1.5	6	1	0	No	4	2	0	No	Median Turn Bay
2.1	6	3	0	No	1	1	0	No	Median Turn Bay
2.2	7	3	0	No	7	2	0	No	Median Turn Bay
2.3	0	0	0	No	0	0	0	No	No
3.1	3	2	0	No	3	1	0	No	Median Turn Bay
3.2	10	3	0	No	17	3	0	No	Median Turn Bay
3.3	8	3	0	No	5	2	0	No	Median Turn Bay
3.4	13	5	0	No	11	5	0	No	Median Turn Bay
3.5	19	5	0	No	10	8	0	No	MTB / Median Cut
4.1	10	8	0	No	10	6	0	No	Median Turn Bay
4.2	1	4	0	No	9	8	0	No	Median Turn Bay
4.3	12	4	0	No	4	7	0	No	MTB / Median Cut
4.4	11	4	0	No	15	8	0	No	MTB / Median Cut
5.1	13	3	0	No	1	1	0	No	Median Turn Bay
5.2	10	3	0	No	8	3	0	No	MTB / Median Cut
6.1	10	2	0	No	3	2	0	No	MTB / Median Cut
6.2	12	2	0	No	6	2	0	No	MTB / Median Cut
6.3	7	3	0	No	14	8	0	No	MTB / Median Cut
6.4	21	4	1	No	14	4	0	No	MTB / Median Cut
Total	208	69	1		193	85	0		

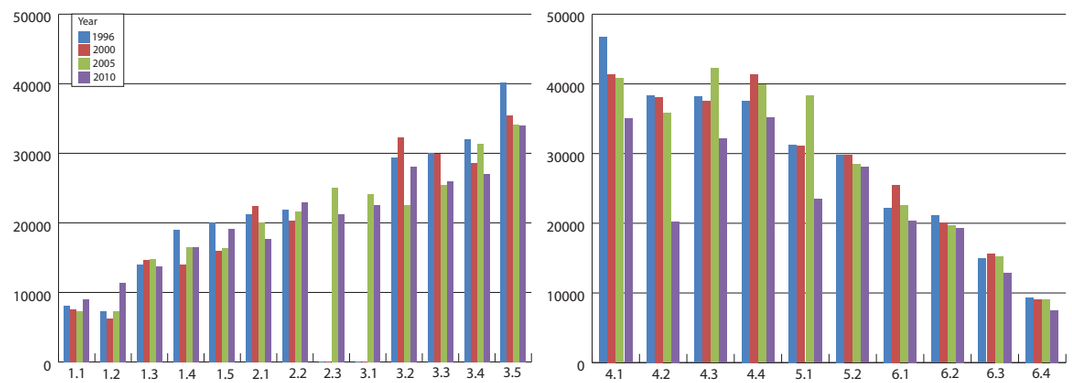
Access Notes

- Menaul Blvd has **no access control.**
- Menaul Blvd features a combination of median turn bays and median cuts to facilitate turning movements.
- There are 26 **signalized intersections** along the CMP corridor; an average of one signal **every 0.38 miles**.

ID Location



Average Weekday Daily Traffic



Volume Notes

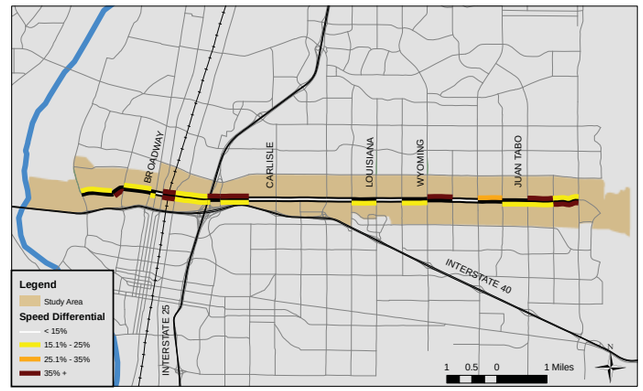
- The heaviest volumes along Menaul Blvd between San Mateo Blvd and San Pedro Dr (35,000 AWDT in 2010) and Pennsylvania St and Wyoming Blvd (35,000).
- Overall average volumes decreased by 4% between 2000 and 2008. During that same period, the population in the study area increased by 2%.
- Most segments experienced volume decreases between 2000 and 2010; however, the volume along the segment between Indian School Rd and 12th increased by 80% from 2000 to 2010.

Menaul Blvd

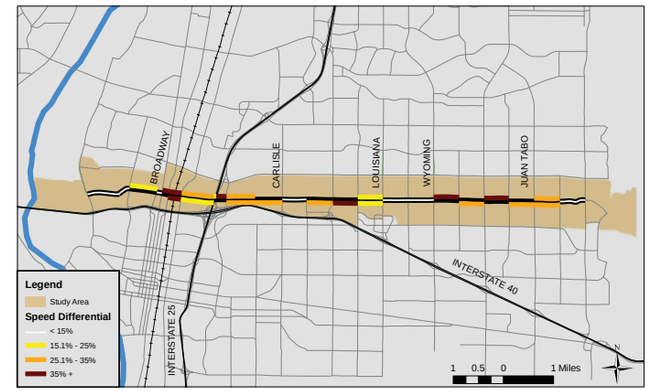
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-WB	AM-EB	PM-WB	PM-EB	AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF RIO GRANDE BLVD. - WEST OF INDIAN SCHOOL	35	27.7	35.8	32.3	39.5	20.7%	-2.4%	7.8%	-12.7%
1.2	EAST OF INDIAN SCHOOL - WEST OF 12TH ST.	35	31.8	13.7	36.2	39.9	9.1%	60.7%	-3.6%	-14.0%
1.3	EAST OF 12TH ST. - WEST OF 6TH ST.	35	29.4	32.1	28.2	36.2	16.0%	8.4%	19.4%	-3.6%
1.4	EAST OF 6TH ST. - WEST OF 4TH ST.	35	36.4	28.1	33.0	30.9	-3.9%	19.7%	5.7%	11.6%
1.5	EAST OF 4TH ST. - WEST OF 2ND ST.	35	30.5	34.1	22.5	31.7	12.8%	2.7%	35.8%	9.3%
2.1	EAST OF 2ND ST. - WEST OF BROADWAY	40	17.1	24.7	17.8	15.0	57.2%	38.2%	55.4%	62.4%
2.2	EAST OF BROADWAY - WEST OF PAN AMERICAN WEST	45	37.2	36.2	32.4	36.6	17.2%	19.5%	28.0%	18.6%
2.3	EAST OF PAN AMERICAN WEST - WEST OF PAN AMERICAN EAST	45	24.6	38.2	33.8	40.5	45.3%	15.0%	24.9%	10.0%
3.1	EAST OF PAN AMERICAN EAST - WEST OF UNIVERSITY	45	24.7	13.2	27.4	35.4	45.1%	70.6%	39.2%	21.2%
3.2	EST OF UNIVERSITY - WEST OF VASSAR	45	26.5	37.1	30.6	30.4	41.2%	17.5%	32.0%	32.5%
3.3	EAST OF VASSAR - WEST OF CARLISLE	45	44.2	44.1	41.7	30.9	1.7%	2.0%	7.4%	31.3%
3.4	EAST OF CARLISLE - WEST OF WASHINGTON	35	39.2	38.4	31.1	37.1	-11.9%	-9.8%	11.2%	-5.9%
3.5	EAST OF WASHINGTON - WEST OF SAN MATEO	35	39.6	30.6	37.7	23.6	-13.2%	12.5%	-7.7%	32.5%
4.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	35	37.1	36.2	36.2	22.7	-6.0%	-3.4%	-3.5%	35.3%
4.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	35	32.6	27.6	29.0	29.6	6.9%	21.2%	17.2%	15.5%
4.3	EAST OF LOUISIANA - WEST OF PENNSYLVANIA	35	38.7	38.0	34.0	34.0	-10.5%	-8.4%	2.7%	2.9%
4.4	EAST OF PENNSYLVANIA - WEST OF WYOMING	35	39.0	27.3	35.3	32.3	-11.3%	22.1%	-0.8%	7.8%
5.1	EAST OF WYOMING - WEST OF MOON	40	20.5	39.2	24.3	47.0	48.8%	2.1%	39.3%	-17.4%
5.2	EAST OF MOON - WEST OF EUBANK	40	37.6	35.0	38.1	26.9	6.0%	12.4%	4.6%	32.8%
6.1	EAST OF EUBANK - WEST OF MORRIS	40	26.3	40.1	21.3	35.0	34.3%	-0.3%	46.7%	12.5%
6.2	EAST OF MORRIS - WEST OF JUAN TABO	40	36.7	31.6	37.0	27.8	8.1%	21.1%	7.6%	30.6%
6.3	EAST OF JUAN TABO - WEST OF CHELWOOD	40	25.6	32.7	29.3	30.0	36.1%	18.2%	26.7%	25.1%
6.4	EAST OF CHELWOOD - WEST OF TRAMWAY	40	33.5	21.7	35.1	38.6	16.3%	45.8%	12.2%	3.4%

AM Speed Differential



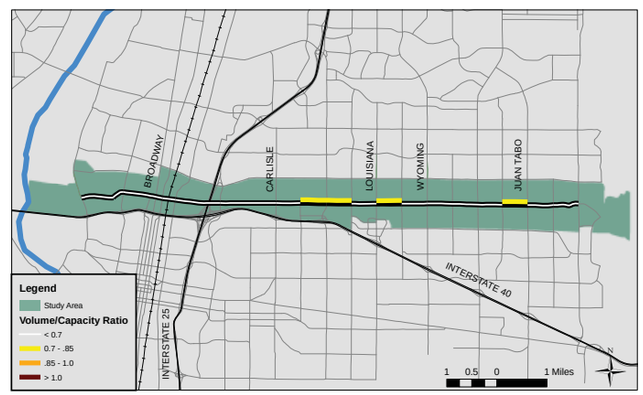
PM Speed Differential



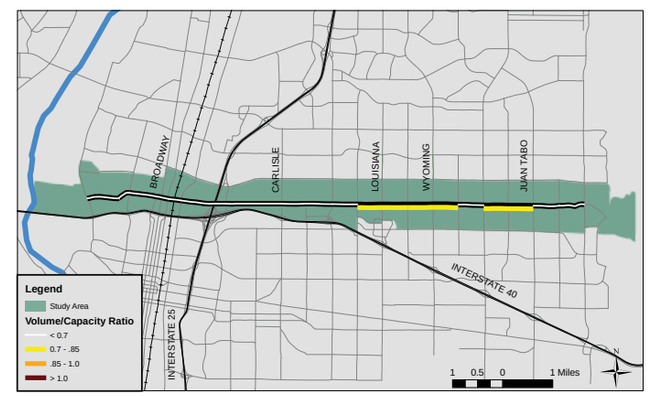
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF RIO GRANDE BLVD. - WEST OF INDIAN SCHOOL	0.16	0.31	0.45	0.23
1.2	EAST OF INDIAN SCHOOL - WEST OF 12TH ST.	0.20	0.37	0.50	0.40
1.3	EAST OF 12TH ST. - WEST OF 6TH ST.	0.28	0.51	0.68	0.30
1.4	EAST OF 6TH ST. - WEST OF 4TH ST.	0.36	0.61	0.59	0.47
1.5	EAST OF 4TH ST. - WEST OF 2ND ST.	0.24	0.48	0.53	0.31
2.1	EAST OF 2ND ST. - WEST OF BROADWAY	0.24	0.45	0.51	0.36
2.2	EAST OF BROADWAY - WEST OF PAN AMERICAN WEST	0.44	0.42	0.50	0.41
2.3	EAST OF PAN AMERICAN WEST - WEST OF PAN AMERICAN EAST	0.32	0.36	0.43	0.43
3.1	EAST OF PAN AMERICAN EAST - WEST OF UNIVERSITY	0.37	0.48	0.45	0.44
3.2	EST OF UNIVERSITY - WEST OF VASSAR	0.57	0.43	0.64	0.53
3.3	EAST OF VASSAR - WEST OF CARLISLE	0.64	0.30	0.42	0.66
3.4	EAST OF CARLISLE - WEST OF WASHINGTON	0.50	0.31	0.53	0.55
3.5	EAST OF WASHINGTON - WEST OF SAN MATEO	0.81	0.32	0.60	0.62
4.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	0.77	0.33	0.66	0.52
4.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	0.54	0.28	0.48	0.70
4.3	EAST OF LOUISIANA - WEST OF PENNSYLVANIA	0.72	0.30	0.54	0.78
4.4	EAST OF PENNSYLVANIA - WEST OF WYOMING	0.70	0.25	0.52	0.77
5.1	EAST OF WYOMING - WEST OF MOON	0.69	0.31	0.46	0.81
5.2	EAST OF MOON - WEST OF EUBANK	0.69	0.19	0.44	0.62
6.1	EAST OF EUBANK - WEST OF MORRIS	0.60	0.21	0.47	0.77
6.2	EAST OF MORRIS - WEST OF JUAN TABO	0.84	0.36	0.32	0.74
6.3	EAST OF JUAN TABO - WEST OF CHELWOOD	0.53	0.16	0.33	0.53
6.4	EAST OF CHELWOOD - WEST OF TRAMWAY	0.26	0.13	0.21	0.33

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Rio Grande Blvd	6th St.	2nd St.	Broadway	Pan American East	Carlisle	San Mateo	Louisiana	Wyoming	Eubank	Tramway
Rio Grande Blvd	X	135	162	224	292	443	571	710	820	926	1152
6th St.	165	X	27	89	158	309	436	575	686	792	1017
2nd St.	198	33	X	62	130	281	409	548	658	764	990
Broadway	250	85	52	X	69	220	347	486	597	703	928
Pan American East	328	163	130	78	X	151	278	417	528	634	860
Carlisle	468	303	270	218	140	X	127	266	377	483	708
San Mateo	575	409	376	324	246	106	X	139	250	356	581
Louisiana	685	520	487	435	357	217	111	X	111	217	442
Wyoming	791	626	593	541	463	323	216	106	X	106	331
Eubank	913	748	715	663	585	445	339	228	122	x	225
Tramway	1161	996	962	910	833	692	586	475	370	247	x

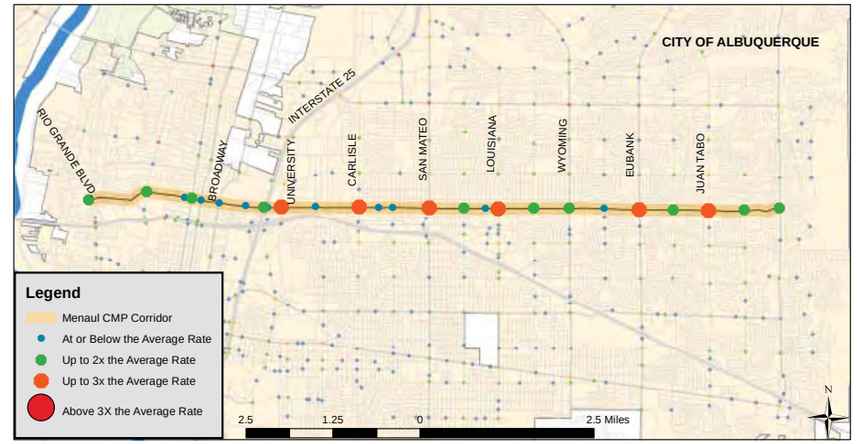
PM Peak Delay (seconds)	Rio Grande Blvd	6th St.	2nd St.	Broadway	Pan American East	Carlisle	San Mateo	Louisiana	Wyoming	Eubank	Tramway
Rio Grande Blvd	X	-12	-10	29	41	87	111	148	154	169	213
6th St.	18	X	3	41	54	100	123	160	166	182	225
2nd St.	27	8	X	38	51	97	120	157	163	179	222
Broadway	56	37	29	X	12	58	82	119	125	140	184
Pan American East	77	59	50	22	X	46	69	107	113	128	171
Carlisle	112	94	86	57	35	X	23	61	66	82	125
San Mateo	115	96	88	59	38	2	X	37	43	59	102
Louisiana	124	105	97	68	46	11	9	X	6	21	65
Wyoming	125	106	98	69	47	12	10	1	X	15	59
Eubank	156	138	129	101	79	44	41	33	32	x	43
Tramway	222	203	195	166	144	109	107	98	97	65	x

Distance (miles)	Rio Grande Blvd	6th St.	2nd St.	Broadway	Pan American East	Carlisle	San Mateo	Louisiana	Wyoming	Eubank	Tramway
Rio Grande Blvd	X	1.4	1.7	1.9	2.6	3.9	5.0	5.9	7.0	8.0	10.0
6th St.	1.4	X	0.2	0.5	1.2	2.5	3.5	4.5	5.5	6.5	8.6
2nd St.	1.7	0.2	X	0.3	1.0	2.3	3.3	4.3	5.3	6.3	8.3
Broadway	1.9	0.5	0.3	X	0.7	2.0	3.0	4.0	5.0	6.0	8.1
Pan American East	2.6	1.2	1.0	0.7	X	1.3	2.3	3.3	4.3	5.3	7.4
Carlisle	3.9	2.5	2.3	2.0	1.3	X	1.0	2.0	3.0	4.0	6.0
San Mateo	5.0	3.5	3.3	3.0	2.3	1.0	X	1.0	2.0	3.0	5.0
Louisiana	5.9	4.5	4.3	4.0	3.3	2.0	1.0	X	1.0	2.0	4.0
Wyoming	7.0	5.5	5.3	5.0	4.3	3.0	2.0	1.0	X	1.0	3.0
Eubank	8.0	6.5	6.3	6.0	5.3	4.0	3.0	2.0	1.0	X	2.0
Tramway	10.0	8.6	8.3	8.1	7.4	6.0	5.0	4.0	3.0	2.0	x

PM Peak Delay (seconds/mile)	Rio Grande Blvd	6th St.	2nd St.	Broadway	Pan American East	Carlisle	San Mateo	Louisiana	Wyoming	Eubank	Tramway
Rio Grande Blvd	x	-8.7	-5.7	15.0	15.7	22.1	22.3	24.9	22.1	21.2	21.3
6th St.	12.8	x	11.8	83.2	44.7	39.7	34.9	35.5	30.0	27.8	26.3
2nd St.	16.0	35.5	x	149.4	52.9	42.6	36.6	36.8	30.9	28.4	26.7
Broadway	28.8	75.1	111.9	x	17.6	29.0	27.0	29.6	24.8	23.2	22.8
Pan American East	29.4	49.1	52.6	30.8	x	35.1	29.9	32.1	26.0	24.0	23.3
Carlisle	28.5	37.4	37.7	28.2	26.8	x	23.1	30.2	22.0	20.3	20.7
San Mateo	23.2	27.4	26.8	19.6	16.1	2.3	x	37.5	21.5	19.4	20.2
Louisiana	20.8	23.3	22.6	16.9	14.0	5.6	8.9	x	5.9	10.6	16.0
Wyoming	17.9	19.2	18.5	13.7	10.9	4.0	4.9	1.0	x	15.3	19.4
Eubank	19.6	21.1	20.5	16.6	14.8	10.9	13.7	16.1	31.3	x	21.5
Tramway	22.2	23.8	23.4	20.6	19.6	18.1	21.2	24.2	32.0	32.4	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

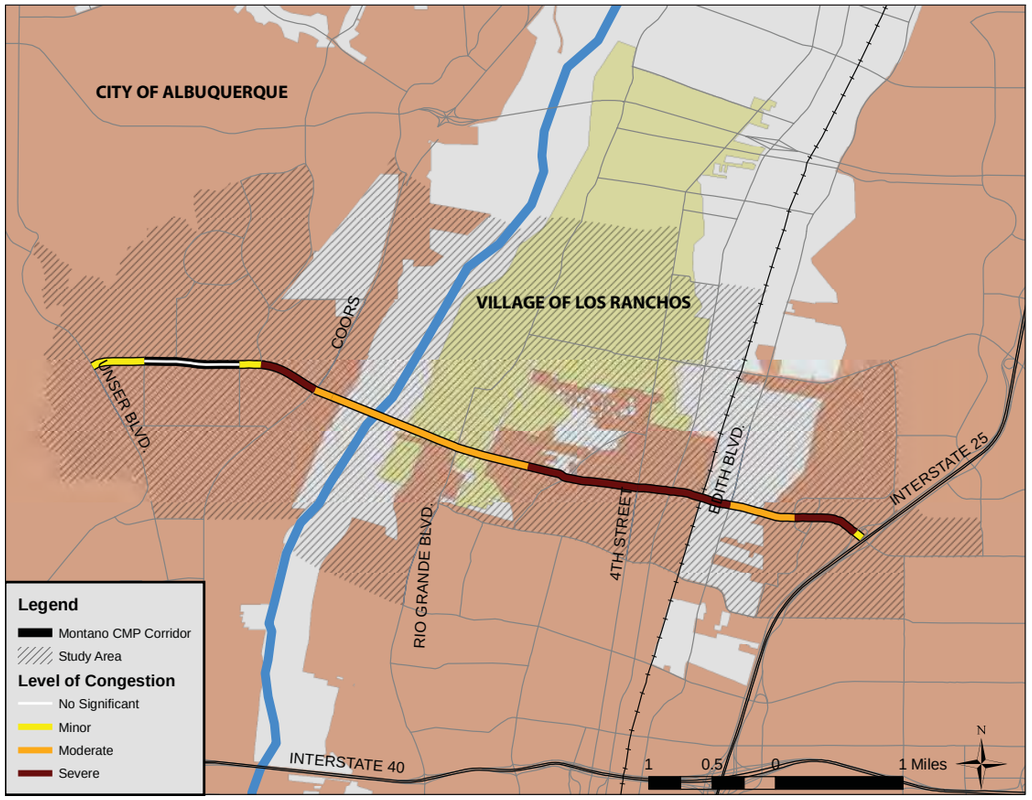
Crash Type	2005	2006	2007	2008	2009
Fatal accident	1	0	1	1	0
Non-fatal accident injury	240	205	195	177	169
Property damage only	486	485	498	498	452
All Crashes	727	690	694	676	621

Top Contributing Factors in Crashes Along Menaul

1. Driver inattention 30 %
2. Following too close 18 %
3. Failure to yield 17 %
4. Red light running 6 %
5. Improper turn 5 %

Montaño Rd

#2



Corridor Notes

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

Profile & Statistics

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

Transit Characteristics

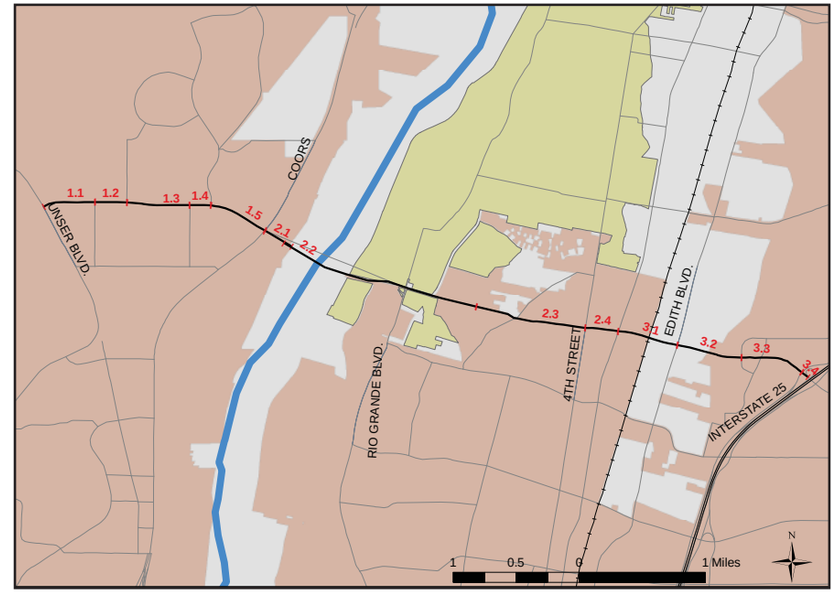
- ABQ Ride operates two routes along Montaño (157 and 162) and several commuter routes which intersect the corridor.
- Route 157 provides local service between Kirtland AFB and the Northwest Transit Center and passes along Montaño between Golf Course and I-25. Route 157 averaged more than 1,200 riders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

Montaño Rd

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF UNSER - WEST OF GOLDEN	0.42	40	13,105
1.2	EAST OF GOLDEN - WEST OF SAN ILDEFONSO	0.25	40	15,159
1.3	EAST OF SAN ILDEFONSO - WEST OF VALLE VISTA	0.50	40	17,941
1.4	EAST OF VALLE VISTA - WEST OF TAYLOR RANCH RD	0.17	40	18,621
1.5	EAST OF TAYLOR RANCH RD - WEST OF COORS	0.48	40	24,407
2.1	EAST OF COORS - WEST OF WINTER HAVEN	0.14	40	24,452
2.2	EAST OF WINTER HAVEN - WEST OF RANCHO CABALLERO	1.64	40	26,164
2.3	EAST OF RANCHO CABALLERO - WEST OF 4TH ST	0.89	35	26,670
2.4	EAST OF 4TH ST - WEST OF 2ND ST	0.26	35	27,755
3.1	EAST OF 2ND ST - WEST OF EDITH	0.48	40	24,154
3.2	EAST OF EDITH - WEST OF RENAISSANCE	0.52	45	24,671
3.3	EAST OF RENAISSANCE - WEST OF PAN AMERICAN WEST	0.52	45	47,042
3.4	EAST OF PAN AMERICAN WEST - I-25 OVERPASS	0.06	35	21,789

ID Location

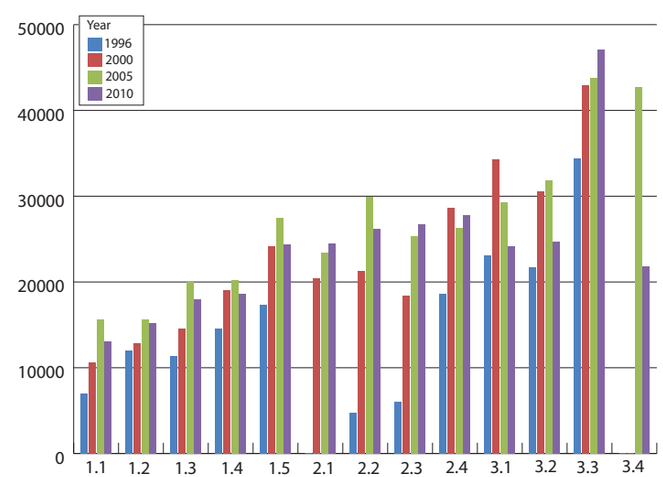


Access Characteristics

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	1	2	0	No	2	5	0	No	Median Turn Bay
1.2	0	1	0	No	1	0	0	No	Median Turn Bay
1.3	0	3	0	No	1	4	0	No	Median Turn Bay
1.4	0	1	0	No	2	0	0	No	No
1.5	1	2	1	No	3	2	1	No	Median Turn Bay
2.1*	0	0	1	No	1	1	0	No	No
2.2*	3	1	0	No	3	0	0	No	MTB / Median Cut
2.3	8	6	0	No	16	0	0	No	Continuous / MTB
2.4	11	1	1	No	5	1	1	No	Median Turn Bay
3.1	6	1	1	No	5	1	1	No	Median Turn Bay
3.2	1	2	1	No	5	2	1	No	Median Turn Bay
3.3	2	2	1	No	0	2	1	No	No
3.4	0	0	0	No	0	0	1	No	No
Total	33	22	6		44	18	6		

*Indicates access-controlled segment

Average Weekday Daily Traffic



Access Notes

- Montaño is an **access-controlled facility** between Coors Blvd and the Griegos Drain.
- Most of the Montaño corridor contains median turn bays to facilitate left turns. There is a stretch between Rancho Caballero and 4th St that contains continuous center-turn lanes.
- There are 13 **signalized intersections** along the CMP corridor; an average of one signal **every 0.49 miles.**

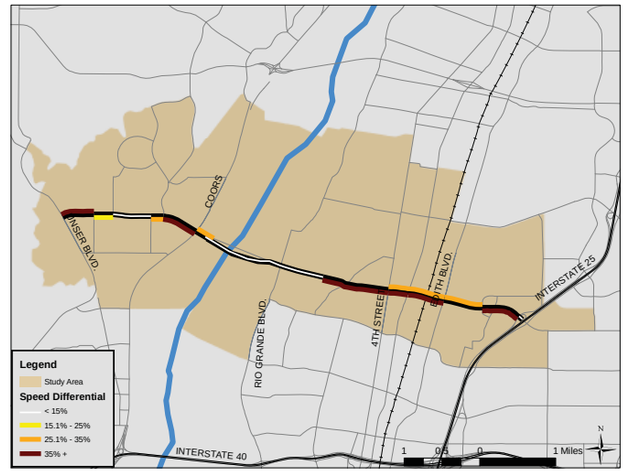
Volume Notes

- The heaviest volumes along Montaño Rd occur between Renaissance Blvd and Pan-American West/I-25 (47,000 AWDT in 2010).
- Overall average volumes increased by 17% between 2000 and 2008. During that same period, the population in the study area increased by 8%.
- The highest volume increase (45%) from 2000 to 2010 occurred between Rancho Caballero and 4th St.
- In 2010, 26,000 vehicles crossed the Rio Grande along Montaño each weekday.

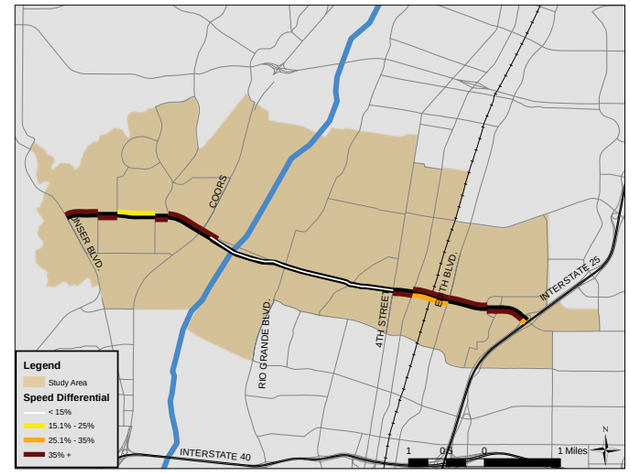
Speed Differential (Observed Speed vs. Posted Speed)

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 UNSER - WEST OF GOLDEN	40	25.2	39.0	15.3	42.5	36.9%	2.5%	61.7%	-6.3%
1.2	EAST OF GOLDEN - WEST OF SAN ILDEFONSO	40	37.2	31.5	36.8	25.9	7.1%	21.2%	8.0%	35.3%
1.3	EAST OF SAN ILDEFONSO - WEST OF VALLE VISTA	40	36.9	40.6	31.4	43.7	7.8%	-1.5%	21.4%	-9.2%
1.4	EAST OF VALLE VISTA - WEST OF TAYLOR RANCH RD	40	36.0	26.9	38.5	24.9	9.9%	32.7%	3.8%	37.9%
1.5	EAST OF TAYLOR RANCH RD - WEST OF COORS	40	35.6	25.1	25.4	38.6	11.0%	37.3%	36.4%	3.4%
2.1	EAST OF COORS - WEST OF WINTER HAVEN	40	29.9	35.8	11.9	38.5	25.2%	10.5%	70.3%	3.7%
2.2	EAST OF WINTER HAVEN - WEST OF RANCHO CABALLERO	40	42.7	37.3	42.8	45.6	-6.8%	6.7%	-6.9%	-14.0%
2.3	EAST OF RANCHO CABALLERO - WEST OF 4TH ST	35	38.0	20.0	40.8	36.6	-8.5%	42.7%	-16.4%	-4.5%
2.4	EAST OF 4TH ST - WEST OF 2ND ST	35	24.2	21.7	34.9	11.8	30.9%	38.0%	0.2%	66.4%
3.1	EAST OF 2ND ST - WEST OF EDITH	40	29.9	24.6	16.9	28.8	25.3%	38.5%	57.7%	27.9%
3.2	EAST OF EDITH - WEST OF RENAISSANCE	45	30.8	41.2	26.0	40.3	31.6%	8.5%	42.2%	10.4%
3.3	EAST OF RENAISSANCE - WEST OF PAN AMERICAN WEST	45	44.0	26.8	45.1	23.3	2.2%	40.5%	-0.3%	48.2%
3.4	EAST OF PAN AMERICAN WEST - I-25 OVERPASS	35	34.8	30.9	36.6	25.5	0.6%	11.7%	-4.5%	27.1%

AM Speed Differential



PM Speed Differential



Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF UNSER - WEST OF GOLDEN	0.32	0.42	0.50	0.37
1.2	EAST OF GOLDEN - WEST OF SAN ILDEFONSO	0.30	0.51	0.54	0.44
1.3	EAST OF SAN ILDEFONSO - WEST OF VALLE VISTA	0.24	0.63	0.72	0.45
1.4	EAST OF VALLE VISTA - WEST OF TAYLOR RANCH RD	0.16	0.51	0.68	0.41
1.5	EAST OF TAYLOR RANCH RD - WEST OF COORS	0.23	0.94	0.95	0.50
2.1	EAST OF COORS - WEST OF WINTER HAVEN	0.24	1.17	0.93	0.54
2.2	EAST OF WINTER HAVEN - WEST OF RANCHO CABALLERO	0.34	1.07	1.09	0.45
2.3	EAST OF RANCHO CABALLERO - WEST OF 4TH ST	0.24	1.19	1.14	0.51
2.4	EAST OF 4TH ST - WEST OF 2ND ST	0.32	1.02	0.98	0.48
3.1	EAST OF 2ND ST - WEST OF EDITH	0.23	0.55	0.51	0.36
3.2	EAST OF EDITH - WEST OF RENAISSANCE	0.44	0.92	0.78	0.67
3.3	EAST OF RENAISSANCE - WEST OF PAN AMERICAN WEST	1.02	1.20	1.28	1.19
3.4	EAST OF PAN AMERICAN WEST - I-25 OVERPASS	0.82	0.58	0.84	0.84

AM Volume/Capacity Ratio

PM Volume/Capacity Ratio

Travel Time & Delay

PM Peak Travel Time (seconds)	Unser	Golden	San Ildefonso	Valle Vista	Taylor Ranch Rd	Coors Blvd	Winter Haven	Rancho Caballero	4th St.	2nd St.	Edith	Renaissance	Pan American West	I-25 Overpass
Unser	X	35	71	112	136	181	194	323	411	491	551	598	678	686
Golden	98	X	35	77	101	145	159	288	375	456	516	563	642	651
San Ildefonso	122	25	X	41	66	110	123	253	340	420	481	527	607	616
Valle Vista	180	82	57	X	24	69	82	212	299	379	440	486	566	575
Taylor Ranch Rd	195	98	73	16	X	45	58	187	275	355	415	462	542	550
Coors Blvd	263	165	141	83	68	X	13	143	230	310	371	417	497	506
Winter Haven	306	209	184	127	111	43	X	129	217	297	358	404	484	492
Rancho Caballero	445	347	322	265	249	182	138	X	87	168	228	274	354	363
4th St.	523	425	400	343	327	260	216	78	X	80	141	187	267	276
2nd St.	550	452	427	370	355	287	243	105	27	x	60	107	187	195
Edith	653	555	531	473	458	390	346	208	130	103	x	46	126	135
Renaissance	725	627	603	545	530	462	418	280	202	175	72	X	80	89
Pan American West	766	669	644	586	571	503	460	322	243	216	113	41	x	9
I-25 Overpass	772	675	650	593	577	509	466	328	249	222	119	47	6	X

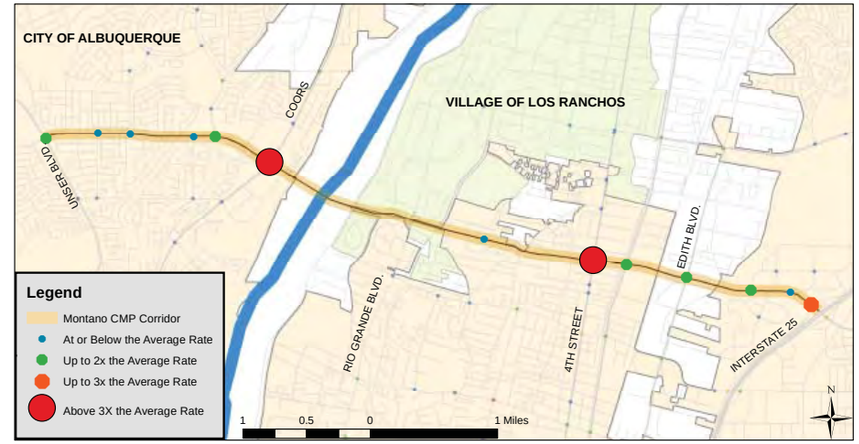
PM Peak Delay (seconds)	Unser	Golden	San Ildefonso	Valle Vista	Taylor Ranch Rd	Coors Blvd	Winter Haven	Rancho Caballero	4th St.	2nd St.	Edith	Renaissance	Pan American West	I-25 Overpass
Unser	X	-2	10	6	16	17	18	-1	-4	49	66	71	109	111
Golden	60	X	12	9	18	19	20	2	-2	51	68	73	111	114
San Ildefonso	62	2	X	-4	5	7	7	-11	-15	39	56	60	99	101
Valle Vista	74	14	12	X	9	11	11	-7	-11	42	59	64	103	105
Taylor Ranch Rd	75	15	13	1	X	2	2	-16	-20	33	50	55	93	96
Coors Blvd	100	40	38	25	25	X	0	-18	-22	32	49	53	92	94
Winter Haven	130	70	68	56	55	31	X	-18	-22	31	48	53	91	94
Rancho Caballero	121	60	58	46	46	21	-10	X	-4	49	66	71	110	112
4th St.	108	48	46	33	33	8	-22	-13	X	53	70	75	113	116
2nd St.	108	48	46	33	33	8	-22	-13	0	x	17	22	60	62
Edith	167	107	105	93	92	68	37	47	60	59	x	5	43	46
Renaissance	198	138	136	123	123	98	67	77	90	90	30	X	38	41
Pan American West	198	137	135	123	123	98	67	77	90	90	30	0	x	0
I-25 Overpass	197	137	135	123	122	98	67	77	90	89	30	0	0	X

Distance (miles)	Unser	Golden	San Ildefonso	Valle Vista	Taylor Ranch Rd	Coors Blvd	Winter Haven	Rancho Caballero	4th St.	2nd St.	Edith	Renaissance	Pan American West	I-25 Overpass
Unser	X	0.4	0.7	1.2	1.3	1.8	2.0	3.6	4.5	4.7	5.2	5.8	6.3	6.3
Golden	0.4	X	0.3	0.8	0.9	1.4	1.5	3.2	4.1	4.3	4.8	5.3	5.9	5.9
San Ildefonso	0.7	0.3	X	0.5	0.7	1.1	1.3	2.9	3.8	4.1	4.6	5.1	5.6	5.7
Valle Vista	1.2	0.8	0.5	X	0.2	0.6	0.8	2.4	3.3	3.6	4.1	4.6	5.1	5.2
Taylor Ranch Rd	1.3	0.9	0.7	0.2	X	0.5	0.6	2.3	3.1	3.4	3.9	4.4	4.9	5.0
Coors Blvd	1.8	1.4	1.1	0.6	0.5	X	0.1	1.8	2.7	2.9	3.4	3.9	4.5	4.5
Winter Haven	2.0	1.5	1.3	0.8	0.6	0.1	X	1.6	2.5	2.8	3.3	3.8	4.3	4.4
Rancho Caballero	3.6	3.2	2.9	2.4	2.3	1.8	1.6	X	0.9	1.1	1.6	2.2	2.7	2.7
4th St.	4.5	4.1	3.8	3.3	3.1	2.7	2.5	0.9	X	0.3	0.7	1.3	1.8	1.8
2nd St.	4.7	4.3	4.1	3.6	3.4	2.9	2.8	1.1	0.3	X	0.5	1.0	1.5	1.6
Edith	5.2	4.8	4.6	4.1	3.9	3.4	3.3	1.6	0.7	0.5	x	0.5	1.0	1.1
Renaissance	5.8	5.3	5.1	4.6	4.4	3.9	3.8	2.2	1.3	1.0	0.5	X	0.5	0.6
Pan American West	6.3	5.9	5.6	5.1	4.9	4.5	4.3	2.7	1.8	1.5	1.0	0.5	x	0.1
I-25 Overpass	6.3	5.9	5.7	5.2	5.0	4.5	4.4	2.7	1.8	1.6	1.1	0.6	0.1	X

PM Peak Delay (seconds/mile)	Unser	Golden	San Ildefonso	Valle Vista	Taylor Ranch Rd	Coors Blvd	Winter Haven	Rancho Caballero	4th St.	2nd St.	Edith	Renaissance	Pan American West	I-25 Overpass
Unser	x	-5.3	15.4	5.5	11.7	9.5	9.0	-0.1	-1.0	10.3	12.6	12.3	17.4	17.6
Golden	144.9	x	49.2	11.5	19.4	13.9	12.9	0.5	-0.5	11.8	14.1	13.7	19.0	19.2
San Ildefonso	92.9	7.9	x	-7.6	8.1	6.0	5.7	-3.7	-3.8	9.5	12.2	11.9	17.6	17.9
Valle Vista	63.7	18.9	24.5	x	54.8	16.6	14.2	-2.9	-3.3	11.9	14.6	14.0	20.1	20.3
Taylor Ranch Rd	56.1	16.1	19.2	3.5	x	3.2	3.2	-7.2	-6.4	9.8	12.9	12.5	18.9	19.2
Coors Blvd	54.9	28.2	32.7	39.1	51.6	x	3.4	-9.9	-8.1	10.8	14.2	13.6	20.6	20.9
Winter Haven	66.5	45.4	52.8	70.7	88.9	213.2	x	-11.1	-8.7	11.2	14.7	14.0	21.2	21.4
Rancho Caballero	33.5	19.0	20.0	19.0	20.2	11.8	-5.8	x	-4.4	43.1	40.6	33.1	41.0	41.0
4th St.	24.0	11.7	12.0	10.1	10.4	3.0	-8.9	-14.5	x	203.3	94.1	59.3	63.6	62.8
2nd St.	22.7	11.0	11.2	9.3	36.0	33.4	24.2	67.1	342.6	x	34.9	21.6	39.5	39.5
Edith	32.0	22.3	23.1	22.9	23.7	19.8	11.3	28.6	79.7	122.9	x	9.3	41.7	41.5
Renaissance	34.4	25.8	26.7	26.9	27.8	24.9	17.8	35.8	71.0	89.5	58.4	x	74.3	70.4
Pan American West	31.5	23.5	24.2	24.2	24.9	22.0	15.6	28.8	50.4	59.0	29.2	-0.2	x	0.0
I-25 Overpass	31.2	23.2	23.9	23.8	24.5	21.6	15.3	28.1	48.5	56.5	27.3	-0.7	-0.3	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

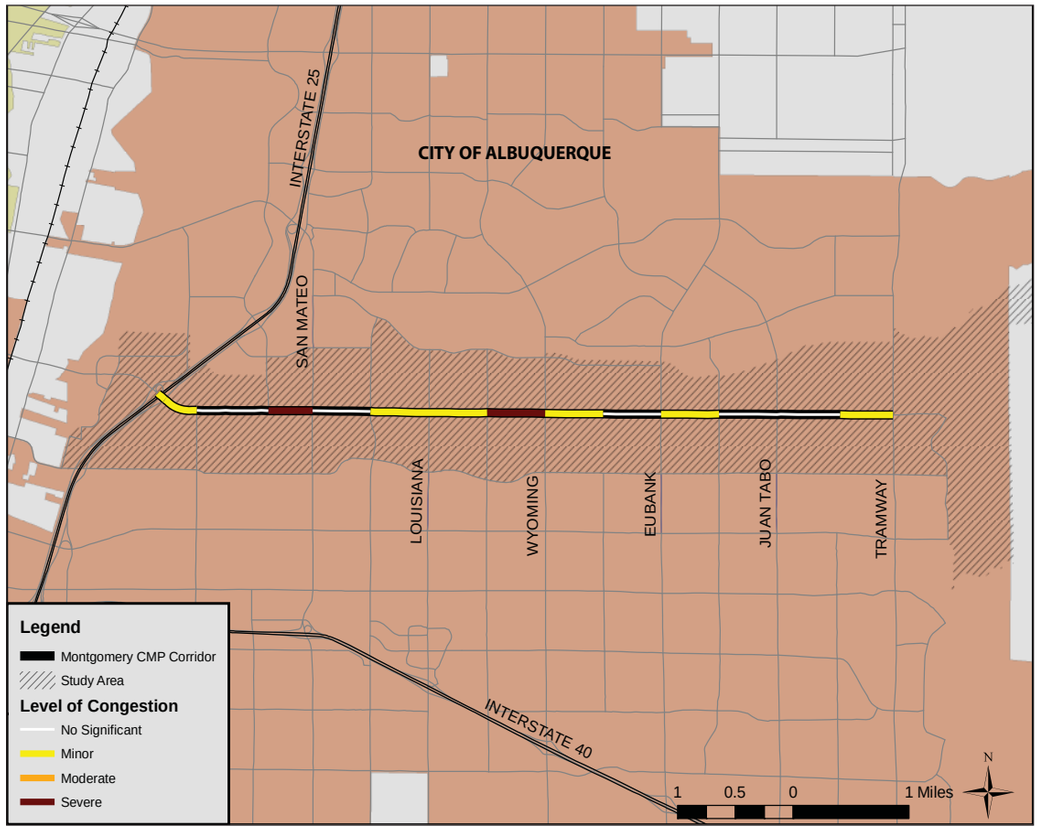
Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	0	0	1	0
Non-fatal accident injury	91	78	95	87	95
Property damage only	169	204	231	259	232
All Crashes	260	282	326	347	327

Top Contributing Factors in Crashes Along Montaño

1. Driver inattention 32 %
2. Following too close 22 %
3. Failure to yield 13 %
4. Red light running 6 %
5. Improper turn 3 %

Montgomery Blvd

#10



Corridor Notes

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

Profile & Statistics

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

Transit Characteristics

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

Montgomery Blvd

ID and Segment Names

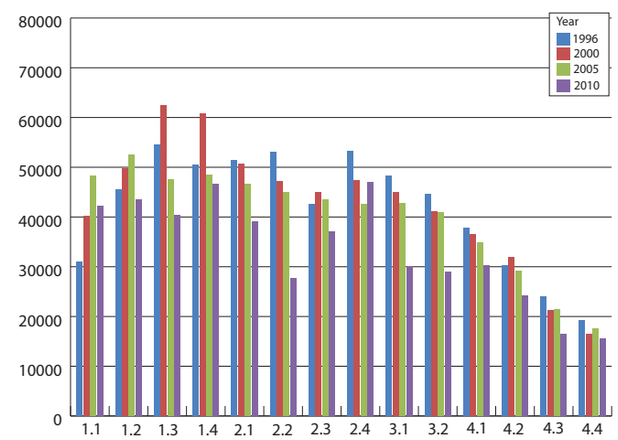
ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	I-25 OVERPASS - WEST OF PAN AM. EAST	0.08	35	42,252
1.2	EAST OF PAN AM. EAST - WEST OF CARLISLE	0.30	35	43,568
1.3	EAST OF CARLISLE - WEST OF JEFFERSON	0.62	35	40,320
1.4	EAST OF JEFFERSON - WEST OF SAN MATEO	0.38	35	46,672
2.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	0.50	38	39,048
2.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	0.51	40	27,663
2.3	EAST OF LOUISIANA - WEST OF PENNSYLVANIA	0.50	40	37,119
2.4	EAST OF PENNSYLVANIA - WEST OF WYOMING	0.50	40	47,017
3.1	EAST OF WYOMING - WEST OF MOON	0.50	40	30,007
3.2	EAST OF MOON - WEST OF EUBANK	0.50	40	29,019
4.1	EAST OF EUBANK - WEST OF MORRIS	0.50	40	30,325
4.2	EAST OF MORRIS - WEST OF JUAN TABO	0.50	40	24,168
4.3	EAST OF JUAN TABO - WEST OF BERMUDA	0.55	40	16,453
4.4	EAST OF BERMUDA - WEST OF TRAMWAY	0.45	40	15,477

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	0	0	0	No	0	0	0	No	No
1.2	4	2	1	No	3	2	1	No	Median Turn Bay
1.3	12	2	0	No	10	1	0	No	MTB / Median Cut
1.4	6	2	1	No	9	1	1	No	Median Turn Bay
2.1	9	1	0	No	7	1	0	No	MTB / Median Cut
2.2	11	3	0	No	11	2	0	No	MTB / Median Cut
2.3	8	2	0	No	6	3	0	No	MTB / Median Cut
2.4	6	1	0	No	5	4	0	No	Median Turn Bay
3.1	9	2	0	No	8	3	0	No	Median Turn Bay
3.2	10	2	0	No	6	3	0	No	Median Turn Bay
4.1	9	3	0	No	7	6	0	No	Median Turn Bay
4.2	3	2	0	No	5	3	1	No	Median Turn Bay
4.3	7	1	0	No	8	3	1	No	MTB / Median Cut
4.4	3	2	1	No	3	4	0	No	Median Turn Bay
Total	97	25	3		88	36	4		

Average Weekday Daily Traffic



Access Notes

- Montgomery Blvd has **no access control.**
- Most of corridor contains median turn bays to facilitate left turns.
- There are 16 **signalized intersections** along the CMP corridor; an average of one signal **every 0.40 miles.**

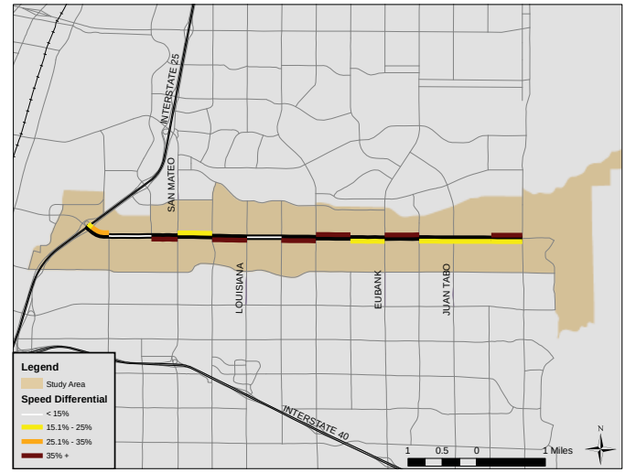
Volume Notes

- The heaviest volumes along Montgomery Blvd occur between I-25 and San Mateo (40,000-47,000 AWDT in 2010) and between Pennsylvania St and Wyoming Blvd (47,000).
- Overall average volumes decreased by 18% between 2000 and 2008. During that same period, the population in the study area increased by 3%.
- The only segment that experienced an increase in volume (5%) between 2000 and 2010 was at the I-25 overpass.

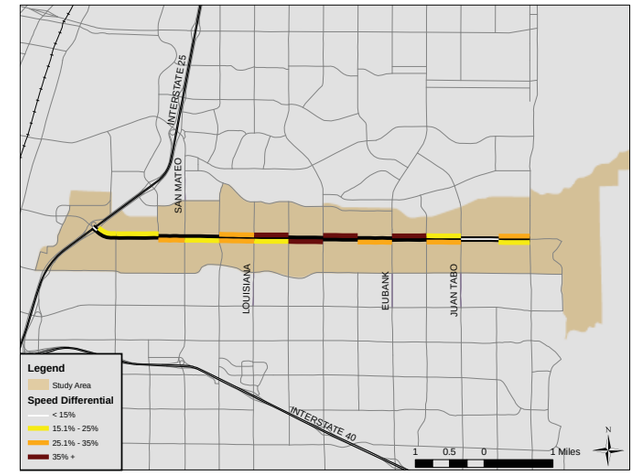
Speed Differential (Observed Speed vs. Posted Speed)

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	I-25 OVERPASS - WEST OF PAN AM. EAST	35	27.2	30.3	31.9	30.4	22.2%	13.6%	8.9%	13.3%
1.2	EAST OF PAN AM. EAST - WEST OF CARLISLE	35	23.7	45.6	28.2	30.7	32.4%	-30.4%	19.5%	12.4%
1.3	EAST OF CARLISLE - WEST OF JEFFERSON	35	31.4	30.1	28.7	29.9	10.4%	14.1%	18.1%	14.5%
1.4	EAST OF JEFFERSON - WEST OF SAN MATEO	35	36.5	20.9	36.4	25.4	-4.3%	40.1%	-4.1%	27.3%
2.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	38	28.6	34.8	32.0	29.9	23.8%	7.1%	14.5%	20.1%
2.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	40	37.7	25.1	28.9	28.8	5.8%	37.3%	27.8%	28.0%
2.3	EAST OF LOUISIANA - WEST OF PENNSYLVANIA	40	40.9	40.5	25.6	33.0	-2.2%	-1.3%	36.1%	17.5%
2.4	EAST OF PENNSYLVANIA - WEST OF WYOMING	40	41.9	25.0	40.8	22.1	-4.7%	37.6%	-2.1%	44.9%
3.1	EAST OF WYOMING - WEST OF MOON	40	24.3	40.1	20.5	39.9	39.2%	-0.2%	48.7%	0.4%
3.2	EAST OF MOON - WEST OF EUBANK	40	43.3	31.3	41.5	27.7	-8.2%	21.7%	-3.6%	30.6%
4.1	EAST OF EUBANK - WEST OF MORRIS	40	25.3	42.6	25.6	41.2	36.9%	-6.6%	35.9%	-3.1%
4.2	EAST OF MORRIS - WEST OF JUAN TABO	40	44.2	32.0	31.7	27.4	-10.5%	20.0%	20.6%	31.6%
4.3	EAST OF JUAN TABO - WEST OF BERMUDA	40	41.5	30.8	37.3	40.1	-3.6%	23.0%	6.9%	-0.3%
4.4	EAST OF BERMUDA - WEST OF TRAMWAY	40	24.8	31.4	28.8	30.7	38.0%	21.4%	28.1%	23.3%

AM Speed Differential



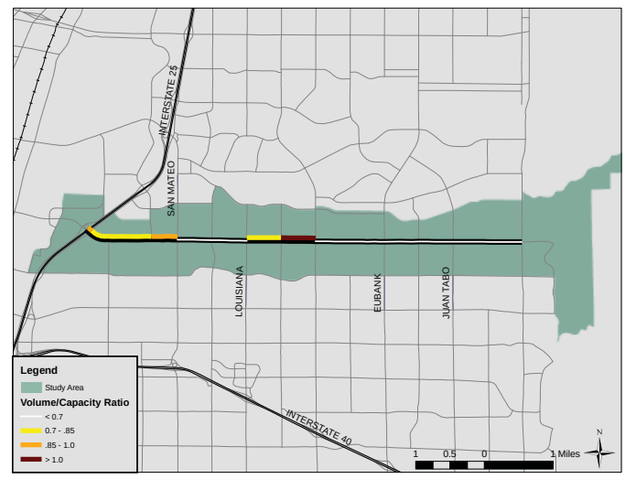
PM Speed Differential



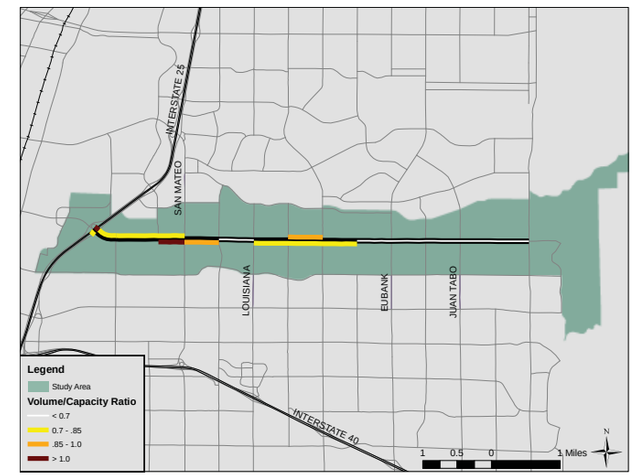
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	I-25 OVERPASS - WEST OF PAN AM. EAST	0.73	0.72	0.90	0.98
1.2	EAST OF PAN AM. EAST - WEST OF CARLISLE	0.74	0.53	0.81	0.64
1.3	EAST OF CARLISLE - WEST OF JEFFERSON	0.73	0.50	0.85	0.67
1.4	EAST OF JEFFERSON - WEST OF SAN MATEO	0.85	0.52	0.83	1.05
2.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	0.70	0.41	0.61	0.92
2.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	0.66	0.41	0.49	0.69
2.3	EAST OF LOUISIANA - WEST OF PENNSYLVANIA	0.82	0.37	0.58	0.79
2.4	EAST OF PENNSYLVANIA - WEST OF WYOMING	1.18	0.39	0.92	0.76
3.1	EAST OF WYOMING - WEST OF MOON	0.60	0.27	0.54	0.71
3.2	EAST OF MOON - WEST OF EUBANK	0.64	0.22	0.56	0.61
4.1	EAST OF EUBANK - WEST OF MORRIS	0.49	0.26	0.45	0.63
4.2	EAST OF MORRIS - WEST OF JUAN TABO	0.43	0.17	0.36	0.50
4.3	EAST OF JUAN TABO - WEST OF BERMUDA	0.33	0.15	0.26	0.41
4.4	EAST OF BERMUDA - WEST OF TRAMWAY	0.24	0.15	0.25	0.37

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	I-25 Overpass	Pan American East	Carlisle	Jefferson	San Mateo	San Pedro	Louisiana	Pennsylvania	Wyoming	Moon	Eubank	Morris	Juan Tabo	Bermuda	Tramway
I-25 Overpass	X	9	45	119	173	233	297	351	433	478	543	587	652	701	755
Pan American East	9	X	35	110	164	224	287	342	424	469	534	577	643	692	745
Carlisle	47	38	X	74	128	188	252	306	388	434	498	542	608	657	710
Jefferson	125	116	78	X	54	114	178	232	314	359	424	468	533	582	636
San Mateo	163	154	115	38	X	60	124	178	260	305	370	414	480	529	582
San Pedro	219	210	172	94	56	X	64	118	200	245	310	354	419	468	522
Louisiana	282	273	235	157	120	63	X	54	136	182	246	290	356	405	458
Pennsylvania	353	344	305	227	190	134	70	X	82	127	192	236	301	351	404
Wyoming	397	388	349	272	234	178	114	44	X	45	110	154	219	269	322
Moon	485	476	437	360	322	266	202	132	88	x	65	108	174	223	276
Eubank	528	519	481	403	365	309	246	175	131	43	x	44	109	159	212
Morris	598	589	551	473	435	379	316	246	201	114	70	X	66	115	168
Juan Tabo	655	646	608	530	492	436	373	302	258	170	127	57	x	49	102
Bermuda	708	699	660	583	545	489	425	355	311	223	180	110	53	X	53
Tramway	764	756	717	639	602	546	482	412	368	280	236	166	110	57	x

PM Peak Delay (seconds)	I-25 Overpass	Pan American East	Carlisle	Jefferson	San Mateo	San Pedro	Louisiana	Pennsylvania	Wyoming	Moon	Eubank	Morris	Juan Tabo	Bermuda	Tramway
I-25 Overpass	X	1	6	16	31	43	61	70	107	107	127	126	147	147	159
Pan American East	1	X	4	15	30	42	60	69	106	106	126	125	145	145	158
Carlisle	8	7	X	11	25	38	55	65	102	102	122	120	141	141	153
Jefferson	22	22	14	X	15	27	45	54	91	91	111	110	130	130	143
San Mateo	21	20	13	-2	X	12	30	39	76	76	96	95	116	116	128
San Pedro	29	28	21	7	8	X	18	27	64	64	84	83	104	103	116
Louisiana	47	46	38	24	26	18	X	10	46	46	66	65	86	86	98
Pennsylvania	72	71	64	50	51	43	25	X	37	37	57	55	76	76	88
Wyoming	71	70	63	49	50	42	24	-1	X	0	20	19	39	39	52
Moon	114	113	106	91	93	85	67	42	43	x	20	19	39	39	52
Eubank	112	111	104	90	91	83	66	40	41	-2	x	-1	19	19	32
Morris	137	137	129	115	117	108	91	65	66	24	25	X	21	21	33
Juan Tabo	149	148	141	127	128	120	102	77	78	35	37	12	x	0	12
Bermuda	153	152	144	130	132	124	106	81	82	39	41	15	4	X	12
Tramway	169	168	160	146	148	140	122	97	98	55	56	31	20	16	x

Distance (miles)	I-25 Overpass	Pan American East	Carlisle	Jefferson	San Mateo	San Pedro	Louisiana	Pennsylvania	Wyoming	Moon	Eubank	Morris	Juan Tabo	Bermuda	Tramway
I-25 Overpass	X	0.1	0.4	1.0	1.4	1.9	2.4	2.9	3.4	3.9	4.4	4.9	5.4	5.9	6.4
Pan American East	0.1	X	0.3	0.9	1.3	1.8	2.3	2.8	3.3	3.8	4.3	4.8	5.3	5.9	6.3
Carlisle	0.4	0.3	X	0.6	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.6	6.0
Jefferson	1.0	0.9	0.6	X	0.4	0.9	1.4	1.9	2.4	2.9	3.4	3.9	4.4	4.9	5.4
San Mateo	1.4	1.3	1.0	0.4	X	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.6	5.0
San Pedro	1.9	1.8	1.5	0.9	0.5	X	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.1	4.5
Louisiana	2.4	2.3	2.0	1.4	1.0	0.5	X	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0
Pennsylvania	2.9	2.8	2.5	1.9	1.5	1.0	0.5	X	0.5	1.0	1.5	2.0	2.5	3.0	3.5
Wyoming	3.4	3.3	3.0	2.4	2.0	1.5	1.0	0.5	X	0.5	1.0	1.5	2.0	2.5	3.0
Moon	3.9	3.8	3.5	2.9	2.5	2.0	1.5	1.0	0.5	X	0.5	1.0	1.5	2.0	2.5
Eubank	4.4	4.3	4.0	3.4	3.0	2.5	2.0	1.5	1.0	0.5	x	0.5	1.0	1.5	2.0
Morris	4.9	4.8	4.5	3.9	3.5	3.0	2.5	2.0	1.5	1.0	0.5	X	0.5	1.0	1.5
Juan Tabo	5.4	5.3	5.0	4.4	4.0	3.5	3.0	2.5	2.0	1.5	1.0	0.5	x	0.5	0.5
Bermuda	5.9	5.9	5.6	4.9	4.6	4.1	3.5	3.0	2.5	2.0	1.5	1.0	0.5	X	0.5
Tramway	6.4	6.3	6.0	5.4	5.0	4.5	4.0	3.5	3.0	2.5	2.0	1.5	1.0	0.5	x

PM Peak Delay (seconds/mile)	I-25 Overpass	Pan American East	Carlisle	Jefferson	San Mateo	San Pedro	Louisiana	Pennsylvania	Wyoming	Moon	Eubank	Morris	Juan Tabo	Bermuda	Tramway
I-25 Overpass	x	15.8	14.8	16.4	22.5	23.0	25.5	24.4	31.6	27.6	29.0	25.8	27.2	24.7	24.9
Pan American East	10.1	x	14.5	16.4	22.9	23.3	25.8	24.7	32.0	27.9	29.2	25.9	27.4	24.8	25.0
Carlisle	21.8	24.8	x	17.4	25.5	25.0	27.5	25.9	33.8	29.0	30.3	26.7	28.2	25.4	25.5
Jefferson	22.4	23.5	22.8	x	38.6	30.4	32.1	28.7	38.0	31.5	32.7	28.2	29.7	26.4	26.4
San Mateo	15.1	15.4	12.6	-4.1	x	24.2	29.6	26.1	37.9	30.4	32.0	27.0	28.8	25.3	25.5
San Pedro	15.4	15.7	13.8	7.5	16.3	x	34.9	27.1	42.4	32.0	33.5	27.5	29.5	25.5	25.7
Louisiana	19.5	19.9	19.1	17.5	25.6	34.7	x	19.1	46.3	31.0	33.1	26.0	28.6	24.1	24.5
Pennsylvania	24.9	25.4	25.4	26.3	33.9	42.7	50.9	x	73.2	36.8	37.8	27.7	30.5	25.0	25.3
Wyoming	21.0	21.2	20.9	20.4	25.0	27.9	24.4	-1.9	x	0.3	20.0	12.4	19.7	15.4	17.2
Moon	29.3	29.7	30.1	31.6	46.4	53.9	60.4	65.2	132.5	x	39.7	18.5	26.2	19.1	20.6
Eubank	25.6	25.9	25.9	26.5	30.4	33.2	32.8	26.8	41.1	-3.2	x	-2.7	19.5	12.5	15.8
Morris	28.1	28.4	28.6	29.6	33.2	36.0	36.3	32.7	44.2	23.7	50.4	x	41.6	19.7	22.0
Juan Tabo	27.7	27.9	28.1	28.9	32.0	34.2	34.1	30.8	39.0	23.6	36.9	23.4	x	-0.3	27.3
Bermuda	25.7	25.9	26.0	26.4	29.0	30.5	29.9	26.5	32.1	19.0	26.2	14.6	2.3	x	27.3
Tramway	26.4	26.6	26.7	27.1	29.5	31.0	30.5	27.6	32.5	22.0	28.2	20.8	9.8	10.6	x

Safety

Intersections with Reported Crashes 2005-2009

All Crashes along the Corridor

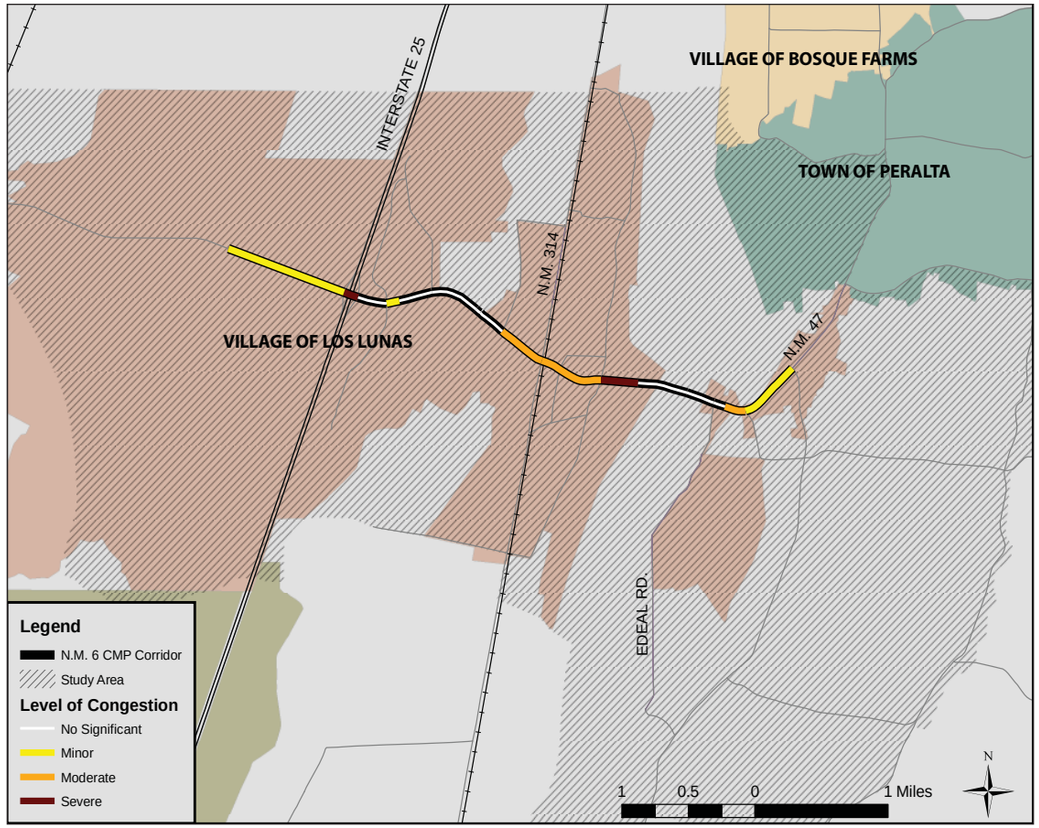
Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	2	3	2	0
Non-fatal accident injury	195	149	196	191	169
Property damage only	373	384	576	472	520
All Crashes	568	535	775	665	689

Top Contributing Factors in Crashes Along Montgomery

1. Driver inattention 31 %
2. Following too close 20 %
3. Failure to yield 17 %
4. Red light running 5 %
5. Improper turn 4 %

N.M. 6

#24



Corridor Notes

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

Profile & Statistics

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

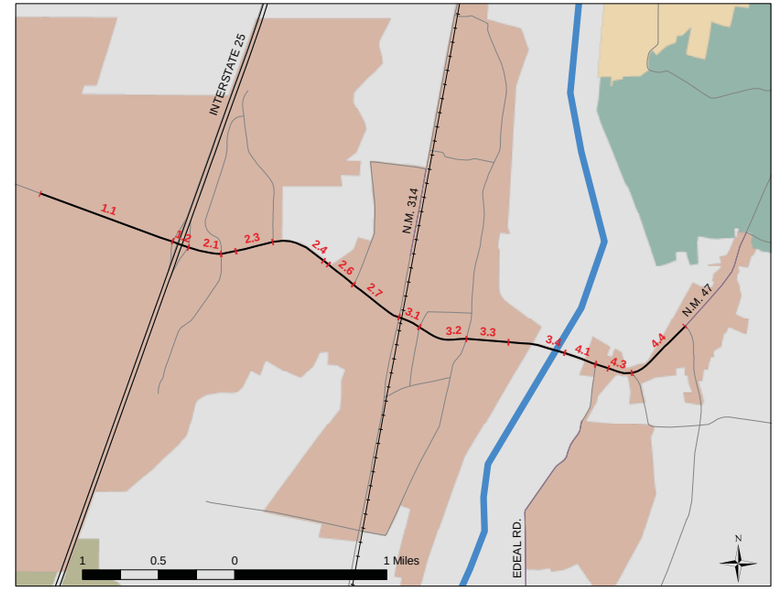
Transit Characteristics

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

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	LOS LUNAS BOUNDARY - WEST OF I-25 SOUTH RAMP	0.92	55	20,928
1.2	EAST OF I-25 SOUTH RAMPS - WEST OF I-25 NORTH RAMPS	0.11	40	23,436
2.1	EAST OF I-25 NORTH RAMPS - WEST OF CAMELOT/EMILIO LOPEZ	0.22	40	22,601
2.2	EAST OF CAMELOT/EMILIO LOPEZ - WEST OF GRANT BLVD	0.10	40	25,525
2.3	EAST OF GRANT BLVD - WEST OF LOS CERRITOS	0.25	40	30,725
2.4	EAST OF LOS CERRITOS - WEST OF STATE CAMPUS	0.37	40	26,354
2.5	EAST OF STATE CAMPUS - WEST OF CANAL BLVD	0.04	40	24,432
2.6	EAST OF CANAL ROAD - WEST OF DON PASQUAL	0.21	40	18,707
2.7	EAST OF DON PASQUAL - WEST OF N.M. 314	0.37	30	28,532
3.1	EAST OF N.M. 314 - WEST OF LUNA	0.16	30	16,395
3.2	EAST OF LUNA - WEST OF LOS LENTES ST	0.33	30	24,112
3.3	EAST OF LOS LENTES ST - WEST OF CARSON DRIVE	0.28	30	27,457
3.4	EAST OF CARSON DRIVE - RIO GRANDE BRIDGE	0.38	35	22,202
4.1	RIO GRANDE BRIDGE - WEST OF EDEAL RD	0.21	40	27,407
4.2	EAST OF EDEAL RD - WEST OF MOUNTAIN LAUREL ST	0.09	40	26,820
4.3	EAST OF MOUNTAIN LAUREL ST - WEST OF N.M. 263	0.16	40	26,727
4.4	N.E. OF N.M. 263 - S.W. OF N.M. 47	0.47	40	13,691

ID Location



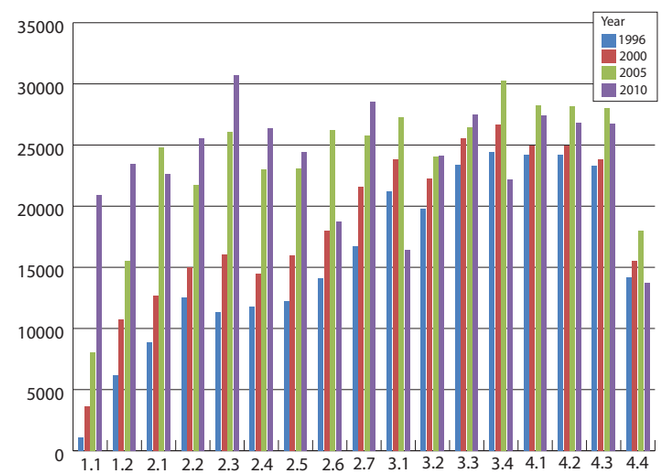
Access Characteristics

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	1	2	No	4	0	0	No	Median Turn Bay
1.2	0	1	0	No	0	1	0	No	No
2.1	1	1	2	No	1	1	2	No	No
2.2	1	0	0	No	1	1	0	No	No
2.3	6	0	1	No	1	0	3	No	Median Turn Bay
2.4	5	0	0	No	0	1	1	No	Continuous
2.5	0	0	0	No	1	0	0	No	Continuous
2.6	2	1	0	No	1	0	0	No	Continuous
2.7	6	2	0	No	8	1	0	No	No
3.1	4	2	0	No	4	1	0	No	Median Cut
3.2	11	1	0	No	5	1	0	No	Continuous
3.3	6	1	0	No	8	0	0	No	Continuous
3.4	2	0	0	No	2	1	0	No	Continuous
4.1	2	1	0	No	1	0	0	No	Continuous
4.2	0	0	0	No	1	1	1	No	Continuous
4.3	0	2	0	No	2	1	0	No	Continuous
4.4	4	2	0	No	9	2	0	No	Continuous
Total	52	15	5		49	12	7		

Access Notes

- The NM 6 CMP corridor has **no access control.**
- There are continuous center-turn lanes between Los Cerritos and Don Pasqual and between Los Lentes St and NM 47.
- There are 15 **signalized intersections** along the CMP corridor; an average of one signal **every 0.31 miles.**

Average Weekday Daily Traffic



Volume Notes

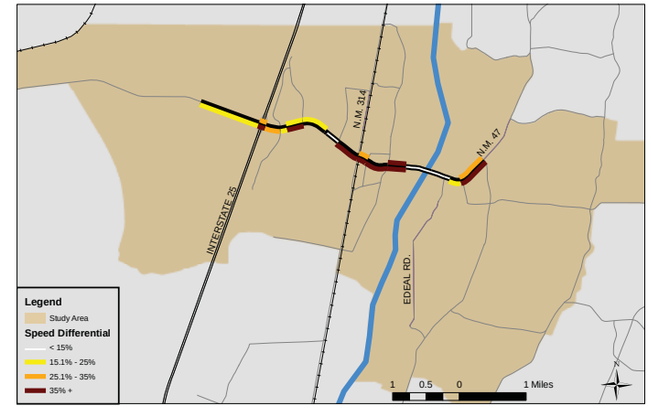
- The heaviest volumes along NM 6 occur between Grant Blvd and Los Cerritos (31,000 AWDT in 2010).
- Overall average volumes increased by 30% between 2000 and 2008. During that same period, the population in the study area increased by 28%.
- The highest volume increase (477%) from 2000 to 2010 occurred west of I-25.
- In 2010, 22,000 vehicles crossed the Rio Grande along NM 6 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	LOS LUNAS BOUNDARY - WEST OF I-25 SOUTH RAMP	55	67.4	51.4	63.5	43.7	-22.6%	6.6%	-15.4%	20.6%
1.2	EAST OF I-25 SOUTH RAMPS - WEST OF I-25 NORTH RAMPS	40	27.3	28.2	29.1	24.5	31.7%	29.6%	27.2%	38.7%
2.1	EAST OF I-25 NORTH RAMPS - WEST OF CAMELOT/EMILIO LOPEZ	40	35.3	46.6	39.1	26.9	11.7%	-16.6%	2.2%	32.8%
2.2	EAST OF CAMELOT/EMILIO LOPEZ - WEST OF GRANT BLVD	40	20.2	34.9	37.3	31.5	49.5%	12.8%	6.8%	21.3%
2.3	EAST OF GRANT BLVD - WEST OF LOS CERRITOS	40	37.7	34.2	30.8	20.2	5.8%	14.6%	23.0%	49.6%
2.4	EAST OF LOS CERRITOS - WEST OF STATE CAMPUS	40	37.7	50.0	30.6	36.9	5.9%	-25.0%	23.6%	7.7%
2.5	EAST OF STATE CAMPUS - WEST OF CANAL BLVD	40	44.3	43.3	36.7	40.5	-10.7%	-8.3%	8.2%	-1.2%
2.6	EAST OF CANAL ROAD - WEST OF DON PASQUAL	40	39.6	40.9	35.2	35.1	1.0%	-2.1%	12.0%	12.2%
2.7	EAST OF DON PASQUAL - WEST OF N.M. 314	30	29.1	20.2	25.8	12.7	3.2%	32.7%	14.1%	57.7%
3.1	EAST OF N.M. 314 - WEST OF LUNA	30	18.8	22.6	20.8	19.4	37.2%	24.5%	30.8%	35.5%
3.2	EAST OF LUNA - WEST OF LOS LENTES ST	30	19.9	15.8	27.2	16.0	33.6%	47.4%	9.3%	46.7%
3.3	EAST OF LOS LENTES ST - WEST OF CARSON DRIVE	30	20.4	23.4	19.4	19.2	32.2%	22.1%	35.3%	36.1%
3.4	EAST OF CARSON DRIVE - RIO GRANDE BRIDGE	35	35.7	41.3	34.5	39.8	-2.0%	-18.1%	1.5%	-13.6%
4.1	RIO GRANDE BRIDGE - WEST OF EDEAL RD	40	46.0	42.0	44.3	44.2	-15.1%	-5.1%	-10.9%	-10.6%
4.2	EAST OF EDEAL RD - WEST OF MOUNTAIN LAUREL ST	40	43.8	39.5	41.1	41.7	-9.5%	1.2%	-2.7%	-4.2%
4.3	EAST OF MOUNTAIN LAUREL ST - WEST OF N.M. 263	40	35.5	32.0	36.3	30.5	11.2%	20.1%	9.2%	23.7%
4.4	N.E. OF N.M. 263 - S.W. OF N.M. 47	40	27.4	35.0	29.7	17.2	31.4%	12.6%	25.6%	57.0%

AM Speed Differential

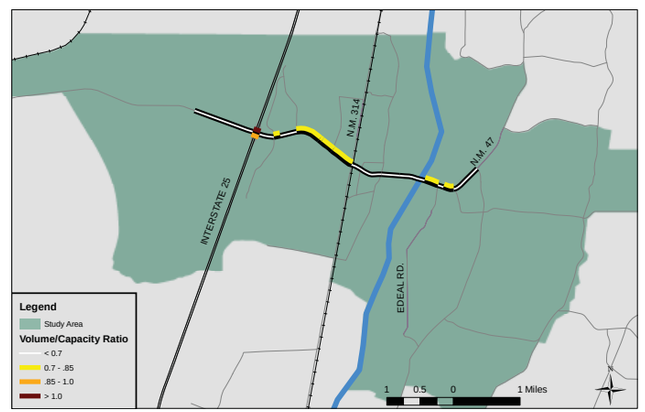
PM Speed Differential



Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	LOS LUNAS BOUNDARY - WEST OF I-25 SOUTH RAMP	0.65	0.62	1.28	1.09
1.2	EAST OF I-25 SOUTH RAMPS - WEST OF I-25 NORTH RAMPS	1.17	0.89	1.16	1.69
2.1	EAST OF I-25 NORTH RAMPS - WEST OF CAMELOT/EMILIO LOPEZ	0.63	0.33	0.53	0.81
2.2	EAST OF CAMELOT/EMILIO LOPEZ - WEST OF GRANT BLVD	0.80	0.38	0.62	0.83
2.3	EAST OF GRANT BLVD - WEST OF LOS CERRITOS	0.63	0.34	0.46	0.66
2.4	EAST OF LOS CERRITOS - WEST OF STATE CAMPUS	0.80	0.34	0.33	0.54
2.5	EAST OF STATE CAMPUS - WEST OF CANAL BLVD	0.77	0.47	0.85	0.64
2.6	EAST OF CANAL ROAD - WEST OF DON PASQUAL	0.74	0.42	0.52	0.76
2.7	EAST OF DON PASQUAL - WEST OF N.M. 314	0.81	0.44	0.59	0.85
3.1	EAST OF N.M. 314 - WEST OF LUNA	0.47	0.32	0.42	0.51
3.2	EAST OF LUNA - WEST OF LOS LENTES ST	0.46	0.31	0.48	0.33
3.3	EAST OF LOS LENTES ST - WEST OF CARSON DRIVE	0.67	0.48	0.75	0.83
3.4	EAST OF CARSON DRIVE - RIO GRANDE BRIDGE	0.64	0.39	0.74	0.67
4.1	RIO GRANDE BRIDGE - WEST OF EDEAL RD	0.77	0.40	0.86	0.76
4.2	EAST OF EDEAL RD - WEST OF MOUNTAIN LAUREL ST	0.64	0.45	0.80	0.97
4.3	EAST OF MOUNTAIN LAUREL ST - WEST OF N.M. 263	0.83	0.64	1.10	0.90
4.4	N.E. OF N.M. 263 - S.W. OF N.M. 47	0.25	0.30	0.45	0.43

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio

Travel Time & Delay

PM Peak Travel Time (seconds)	Los Lunas Boundary	I-25 West On Ramps	I-25 East On Ramps	Los Cerritos	Don Pasqual	N.M. 314	Los Lentes	Rio Grande Bridge	N.M. 47
Los Lunas Boundary	X	76	93	178	240	344	447	533	676
I-25 West On Ramps	53	X	16	102	164	268	370	457	600
I-25 East On Ramps	66	14	X	86	147	252	354	440	584
Los Cerritos	126	73	59	X	62	166	268	355	498
Don Pasqual	195	142	129	69	X	104	207	293	436
N.M. 314	246	194	180	121	51	X	102	189	332
Los Lentes	316	263	250	190	121	70	X	86	230
Rio Grande Bridge	407	355	341	282	212	161	91	X	143
N.M. 47	506	453	439	380	311	259	190	98	X

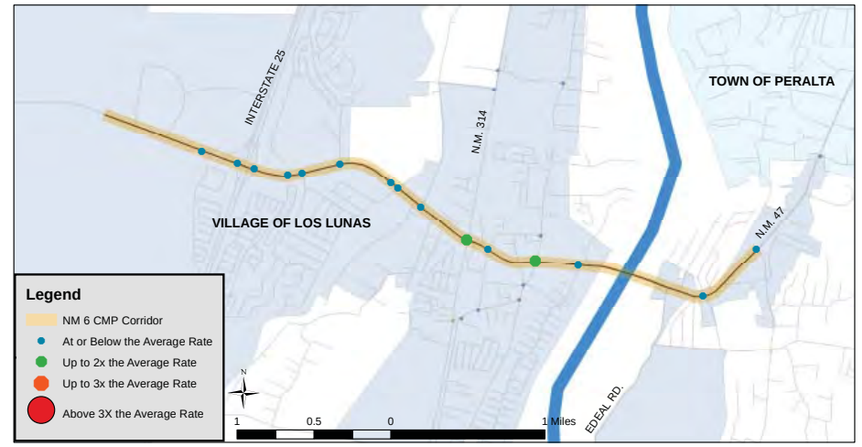
PM Peak Delay (seconds)	Los Lunas Boundary	I-25 West On Ramps	I-25 East On Ramps	Los Cerritos	Don Pasqual	N.M. 314	Los Lentes	Rio Grande Bridge	N.M. 47
Los Lunas Boundary	X	16	22	56	62	122	167	181	240
I-25 West On Ramps	-8	X	6	41	46	106	151	165	224
I-25 East On Ramps	-4	4	X	34	40	100	145	159	218
Los Cerritos	4	12	8	X	5	66	110	124	183
Don Pasqual	17	25	21	13	X	60	105	119	178
N.M. 314	24	32	28	20	7	X	45	59	118
Los Lentes	36	44	40	32	19	12	X	14	73
Rio Grande Bridge	55	63	59	51	38	31	19	X	59
N.M. 47	69	77	73	65	52	45	33	14	X

Distance (miles)	Los Lunas Boundary	I-25 West On Ramps	I-25 East On Ramps	Los Cerritos	Don Pasqual	N.M. 314	Los Lentes	Rio Grande Bridge	N.M. 47
Los Lunas Boundary	X	0.9	1.0	1.6	2.2	2.6	3.1	3.7	4.7
I-25 West On Ramps	0.9	X	0.1	0.7	1.3	1.7	2.2	2.8	3.7
I-25 East On Ramps	1.0	0.1	X	0.6	1.2	1.6	2.0	2.7	3.6
Los Cerritos	1.6	0.7	0.6	X	0.6	1.0	1.5	2.1	3.1
Don Pasqual	2.2	1.3	1.2	0.6	X	0.4	0.8	1.5	2.4
N.M. 314	2.6	1.7	1.6	1.0	0.4	X	0.5	1.1	2.1
Los Lentes	3.1	2.2	2.0	1.5	0.8	0.5	X	0.7	1.6
Rio Grande Bridge	3.7	2.8	2.7	2.1	1.5	1.1	0.7	X	0.9
N.M. 47	4.7	3.7	3.6	3.1	2.4	2.1	1.6	0.9	X

PM Peak Delay (seconds/mile)	Los Lunas Boundary	I-25 West On Ramps	I-25 East On Ramps	Los Cerritos	Don Pasqual	N.M. 314	Los Lentes	Rio Grande Bridge	N.M. 47
Los Lunas Boundary	x	17.0	21.3	35.1	27.7	46.9	54.1	48.4	51.3
I-25 West On Ramps	-8.7	x	56.8	59.7	35.3	63.5	70.0	58.7	59.8
I-25 East On Ramps	-4.1	33.7	x	60.3	33.3	64.0	70.8	58.8	59.9
Los Cerritos	2.2	17.1	13.8	x	8.6	66.1	74.8	58.4	59.8
Don Pasqual	7.5	19.0	17.6	21.1	x	163.4	123.5	79.0	72.9
N.M. 314	9.2	19.2	18.1	20.6	19.7	x	92.9	51.7	56.8
Los Lentes	11.7	20.5	19.7	22.1	22.7	25.0	x	21.6	45.9
Rio Grande Bridge	14.7	22.4	21.9	24.1	25.3	27.1	28.6	x	62.9
N.M. 47	14.7	20.5	20.1	21.3	21.4	21.6	20.6	15.0	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

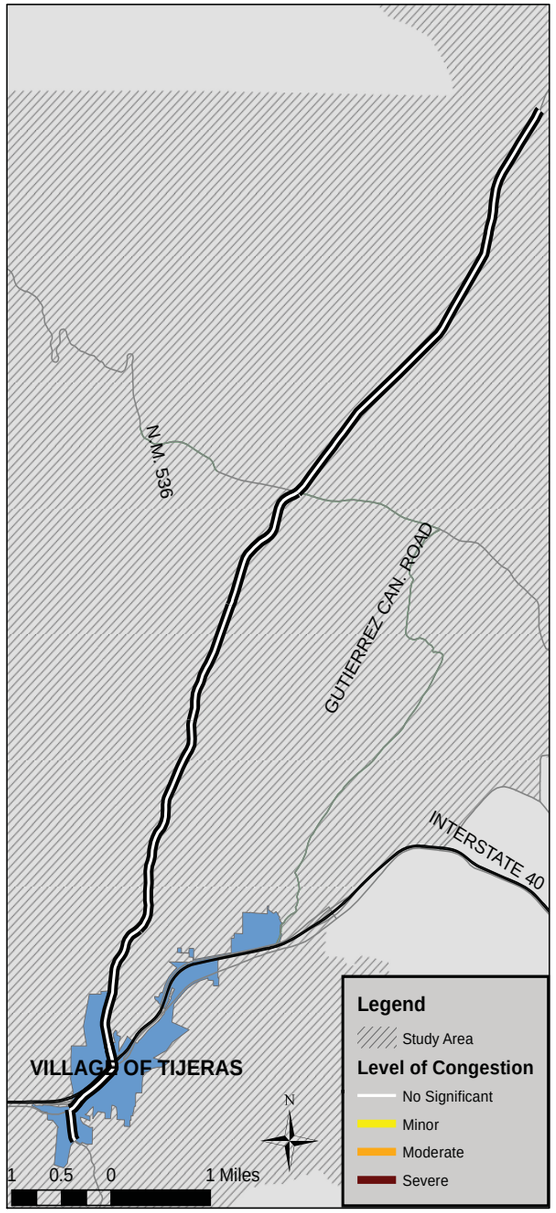
Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	0	0	0	0
Non-fatal accident injury	35	32	35	20	25
Property damage only	57	83	67	50	116
All Crashes	92	115	102	70	141

Top Contributing Factors in Crashes Along N.M. 6

1. Following too close 33 %
2. Driver inattention 24 %
3. Failure to yield 16 %
4. Excessive speed 5 %
5. Red light running 4 %

N.M. 14 / N.M.333

#30



Corridor Notes

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

Transit Characteristics

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

Profile & Statistics

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

N.M. 14 / N.M 333

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF ENT. TO HOLMEN INC. - SOUTH OF N.M. 333	0.30	35	5,821
1.2	EAST OF N.M. 337 - WEST OF I-40 EBD OFF RAMP TO N.M. 14	0.34	35	5,817
1.3	EAST OF I-40 EBD OFF - WEST OF WEST RAMP TO N.M. 14	0.23	35	9,056
1.4	EAST OF WEST RAMP TO NM 14 - SOUTH OF NM 333	0.04	35	10,357
2.1	NORTH OF N.M. 333 - SOUTH OF I-40 WBD OFF RAMP	0.06	35	11,658
2.2	NORTH OF I-40 WBD OFF RAMP - SOUTH OF I-40 WBD ON RAMP	0.09	35	8,295
3.1	NORTH OF I-40 WBD ON RAMP - AT PERMANENT COUNTER	0.05	40	12,088
3.2	AT PERMANENT COUNTER - SOUTH OF CIRQUELA	1.17	50	11,430
3.3	NORTH OF CIRQUELA - SOUTH OF FORREST PARK	0.77	50	10,708
3.4	NORTH OF FORREST PARK - SOUTH OF SANGRE DE CRISTO	0.49	50	11,941
3.5	NORTH OF SANGRE DE CRISTO - SOUTH OF CANONCITO	0.81	50	11,697
3.6	NORTH OF CANONCITO - SOUTH OF RIDGE	1.15	50	10,096
3.7	NORTH OF RIDGE - SOUTH OF N.M. 536/N.M. 306	1.31	48	8,351
4.1	NORTH OF N.M. 536/N.M. 306 - SOUTH OF ENT. TO SCHOOL	0.60	45	3,964
4.2	NORTH OF ENT. TO SCHOOL - SOUTH OF LA MADERA ROAD	0.34	45	5,297
4.3	NORTH OF LA MADERA ROAD - BERNALILLO/SANDOVAL C.L.	3.46	50	3,531

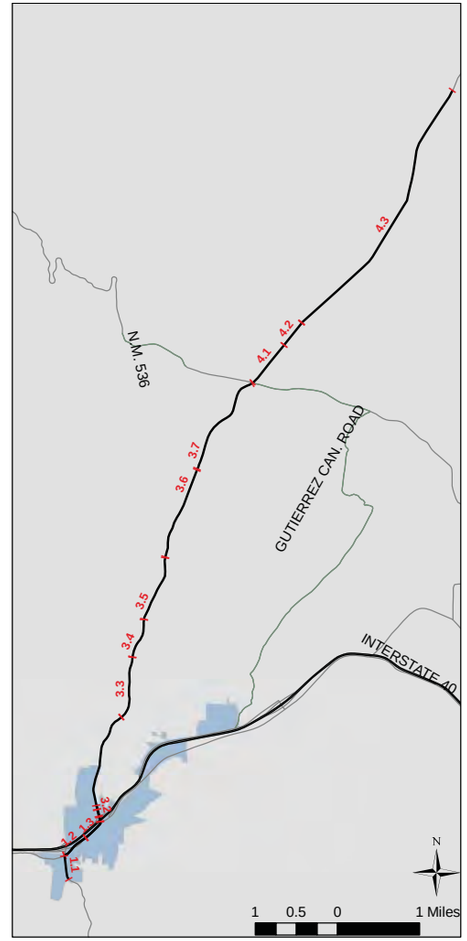
Access Characteristics

ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	6	0	1	No	4	0	1	No	No
1.2	2	0	0	No	0	1	1	No	No
1.3	3	0	0	No	0	0	0	No	No
2.1	0	0	0	No	0	1	0	No	No
2.2	0	1	0	No	0	0	0	No	Continuous
3.1	0	0	0	No	0	1	0	No	Continuous
3.2	6	4	0	No	6	3	0	No	Continuous
3.3	15	1	0	No	7	3	0	No	Continuous
3.4	9	2	0	No	7	3	0	No	Continuous
3.5	12	0	0	No	6	3	0	No	Continuous
3.6	2	1	0	No	1	1	0	No	Continuous
3.7	6	2	1	No	5	5	0	No	Continuous
4.1	8	2	0	No	3	2	1	No	Continuous
4.2	0	0	0	No	2	0	0	No	Continuous
4.3	0	0	0	No	0	2	0	No	No
Total	63	13	1		37	25	2		

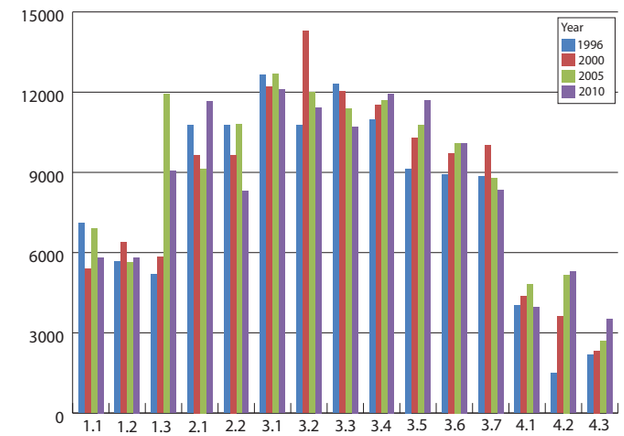
Access Notes

- The NM 14 CMP corridor has **no access control.**
- There are continuous center turn lanes along NM 14 north of I-40.
- There are 5 **signalized intersections** along the CMP corridor; an average of one signal **every 2.24 miles.**

ID Location



Average Weekday Daily Traffic



Volume Notes

- The heaviest volumes along the NM 14 CMP corridor occur between I-40 and Canoncito (11,000-12,000 AWDT in 2010).
- Overall average volumes increased by 7% between 2000 and 2008. During that same period, the population in the study area increased by 14%.
- The highest volume increase (55%) from 2000 to 2010 occurred along NM 333 between the I-40 East off-ramp and NM 14.

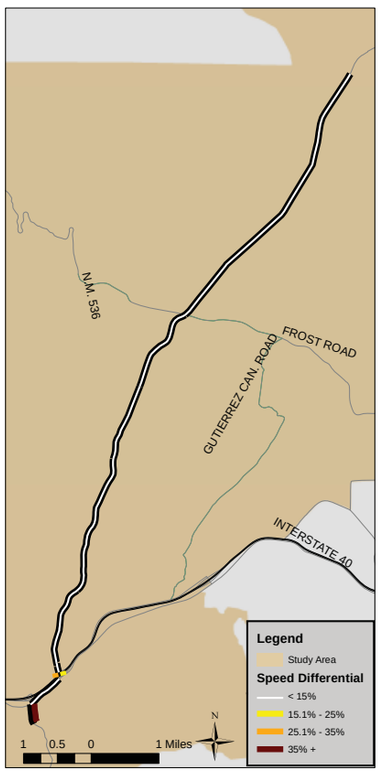
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-SB	AM-NB	PM-SB	PM-NB	AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF ENT. TO HOLMEN INC. - SOUTH OF N.M. 333	35	35.6	21.5	35.5	25.9	-1.7%	38.6%	-1.4%	26.1%
1.2	EAST OF N.M. 337 - WEST OF I-40 EBD OFF RAMP TO N.M. 14	35	38.5	37.2	35.2	35.2	-9.9%	-6.3%	-0.6%	-0.6%
1.3	EAST OF I-40 EBD OFF - WEST OF WEST RAMP TO N.M. 14	35	39.2	39.2	40.0	35.5	-12.0%	-12.0%	-14.3%	-1.6%
1.4	EAST OF WEST RAMP TO NM 14 - SOUTH OF NM 333	35	32.7	19.6	34.0	27.6	6.7%	43.9%	2.8%	21.2%
2.1	NORTH OF N.M. 333 - SOUTH OF I-40 WBD OFF RAMP	35	25.1	28.8	29.1	35.9	28.2%	17.8%	16.9%	-2.5%
2.2	NORTH OF I-40 WBD OFF RAMP - SOUTH OF I-40 WBD ON RAMP	35	43.8	39.6	52.3	43.1	-25.0%	-13.0%	-49.4%	-23.2%
3.1	NORTH OF I-40 WBD ON RAMP - AT PERMANENT COUNTER	40	47.5	44.4	50.5	46.9	-18.7%	-10.9%	-26.2%	-17.2%
3.2	AT PERMANENT COUNTER - SOUTH OF CIRQUELA	50	49.0	49.1	50.0	49.5	2.1%	1.7%	0.0%	1.1%
3.3	NORTH OF CIRQUELA - SOUTH OF FORREST PARK	50	52.2	52.2	51.4	51.4	-4.5%	-4.5%	-2.8%	-2.8%
3.4	NORTH OF FORREST PARK - SOUTH OF SANGRE DE CRISTO	50	51.2	52.0	48.6	49.5	-2.3%	-4.0%	2.7%	1.0%
3.5	NORTH OF SANGRE DE CRISTO - SOUTH OF CANONCITO	50	51.1	51.6	49.7	50.6	-2.2%	-3.2%	0.5%	-1.2%
3.6	NORTH OF CANONCITO - SOUTH OF RIDGE	50	53.8	53.2	52.8	52.5	-7.5%	-6.4%	-5.7%	-4.9%
3.7	NORTH OF RIDGE - SOUTH OF N.M. 536/N.M. 306	45/50	49.0	52.9	49.5	50.4	-1.5%	-9.5%	-2.4%	-4.3%
4.1	NORTH OF N.M. 536/N.M. 306 - SOUTH OF ENT. TO SCHOOL	45	46.3	46.3	43.9	43.9	-2.9%	-2.9%	2.4%	2.4%
4.2	NORTH OF ENT. TO SCHOOL - SOUTH OF LA MADERA ROAD	45	46.3	47.9	42.9	46.6	-3.0%	-6.5%	4.6%	-3.5%
4.3	NORTH OF LA MADERA ROAD - BERNALILLO/SANDOVAL C.L.	50	54.9	49.6	53.9	55.3	-9.7%	0.8%	-7.7%	-10.7%

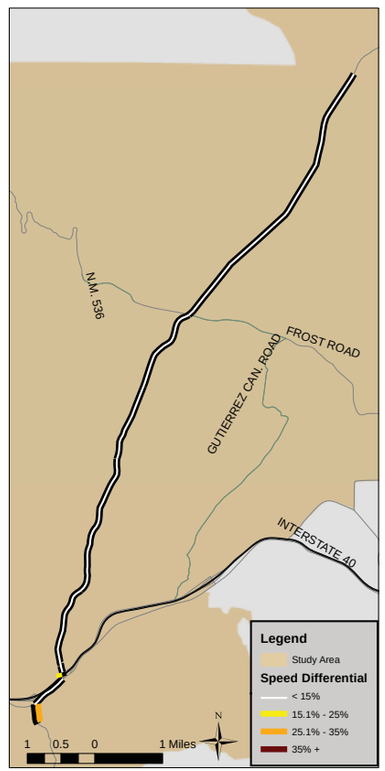
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF ENT. TO HOLMEN INC. - SOUTH OF N.M. 333	0.08	0.56	0.56	0.15
1.2	EAST OF N.M. 337 - WEST OF I-40 EBD OFF RAMP TO N.M. 14	0.45	0.26	0.25	0.50
1.3	EAST OF I-40 EBD OFF - WEST OF WEST RAMP TO N.M. 14	1.04	0.16	0.23	0.76
1.4	EAST OF WEST RAMP TO NM 14 - SOUTH OF NM 333	0.77	0.17	0.22	0.61
2.1	NORTH OF N.M. 333 - SOUTH OF I-40 WBD OFF RAMP	0.50	0.19	0.21	0.46
2.2	NORTH OF I-40 WBD OFF RAMP - SOUTH OF I-40 WBD ON RAMP	0.11	0.24	0.08	0.47
3.1	NORTH OF I-40 WBD ON RAMP - AT PERMANENT COUNTER	0.26	0.18	0.13	0.46
3.2	AT PERMANENT COUNTER - SOUTH OF CIRQUELA	0.42	0.12	0.19	0.46
3.3	NORTH OF CIRQUELA - SOUTH OF FORREST PARK	0.39	0.10	0.18	0.43
3.4	NORTH OF FORREST PARK - SOUTH OF SANGRE DE CRISTO	0.44	0.11	0.22	0.44
3.5	NORTH OF SANGRE DE CRISTO - SOUTH OF CANONCITO	0.41	0.13	0.19	0.45
3.6	NORTH OF CANONCITO - SOUTH OF RIDGE	0.38	0.09	0.18	0.39
3.7	NORTH OF RIDGE - SOUTH OF N.M. 536/N.M. 306	0.09	0.31	0.33	0.13
4.1	NORTH OF N.M. 536/N.M. 306 - SOUTH OF ENT. TO SCHOOL	0.24	0.12	0.16	0.36
4.2	NORTH OF ENT. TO SCHOOL - SOUTH OF LA MADERA ROAD	0.29	0.37	0.37	0.28
4.3	NORTH OF LA MADERA ROAD - BERNALILLO/SANDOVAL C.L.	0.20	0.16	0.11	0.16

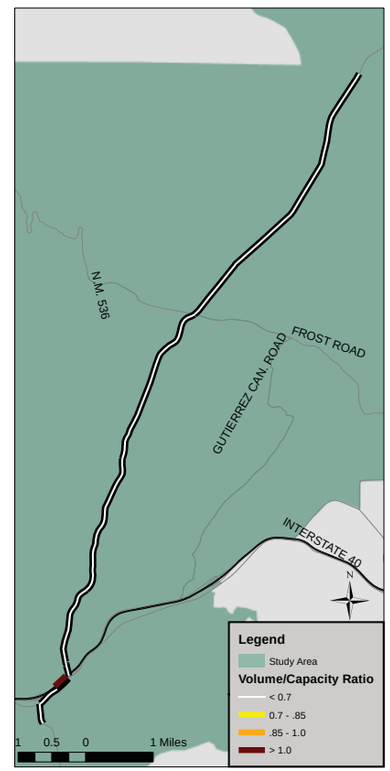
AM Speed Differential



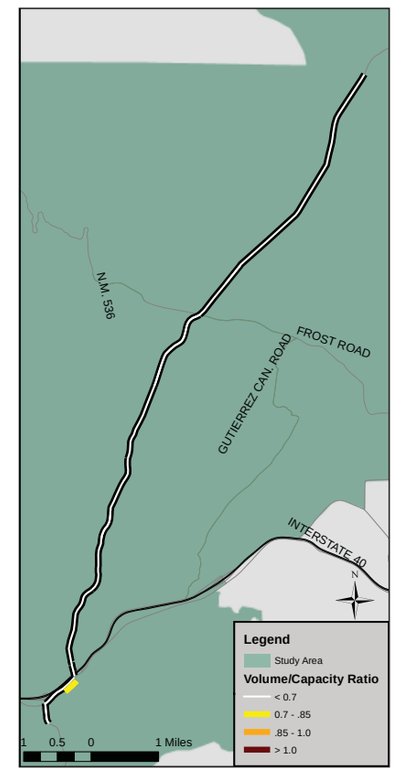
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



N.M. 14 / N.M. 333

Travel Time & Delay

PM Peak Travel Time (seconds)	Ent. to Holmen Inc.	N.M. 14 West Ramp	I-40 Westbound Ramp	Cirquela Rd.	Sangre de Cristo	Cañoncito	Ridge Dr.	Frost Rd.	La Madera Rd.	County Line
Ent. to Holmen Inc.	X	0	8	93	129	187	266	359	386	611
N.M. 14 West Ramp	21	X	8	93	129	187	266	359	386	611
I-40 Westbound Ramp	27	6	X	85	121	179	258	352	378	603
Cirquela Rd.	112	91	85	X	36	93	172	266	293	518
Sangre de Cristo	148	127	121	36	X	58	137	230	257	482
Cañoncito	207	186	180	95	59	X	79	173	199	425
Ridge Dr.	285	264	258	173	137	78	X	94	120	346
Frost Rd.	381	360	354	269	233	174	96	X	26	252
La Madera Rd.	410	389	382	298	261	203	124	29	X	225
County Line	641	620	614	529	493	434	356	260	232	X

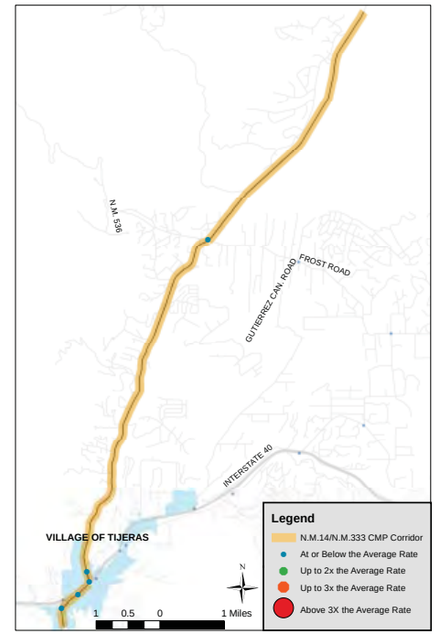
PM Peak Delay (seconds)	Ent. to Holmen Inc.	N.M. 14 West Ramp	I-40 Westbound Ramp	Cirquela Rd.	Sangre de Cristo	Cañoncito	Ridge Dr.	Frost Rd.	La Madera Rd.	County Line
Ent. to Holmen Inc.	x	0	-2	-1	-1	-1	-5	-9	-10	-34
N.M. 14 West Ramp	-3	x	-2	-1	-1	-1	-5	-9	-10	-34
I-40 Westbound Ramp	-6	-3	x	1	1	1	-3	-7	-8	-32
Cirquela Rd.	-6	-3	0	x	0	0	-4	-8	-9	-33
Sangre de Cristo	-5	-2	1	1	x	-1	-5	-9	-10	-34
Cañoncito	-5	-2	1	1	0	x	-4	-8	-9	-33
Ridge Dr.	-9	-6	-3	-3	-4	-4	x	-4	-5	-29
Frost Rd.	-12	-9	-5	-5	-6	-7	-2	x	-1	-25
La Madera Rd.	-10	-7	-4	-4	-5	-5	-1	1	x	-24
County Line	-28	-25	-22	-22	-23	-23	-19	-17	-18	x

Distance (miles)	Ent. to Holmen Inc.	N.M. 14 West Ramp	I-40 Westbound Ramp	Cirquela Rd.	Sangre de Cristo	Cañoncito	Ridge Dr.	Frost Rd.	La Madera Rd.	County Line
Ent. to Holmen Inc.	X	0.9	1.1	2.3	3.6	4.4	5.5	6.8	7.8	11.2
N.M. 14 West Ramp	0.9	X	0.2	1.4	2.7	3.5	4.6	6.0	6.9	10.4
I-40 Westbound Ramp	1.1	0.2	X	1.2	2.5	3.3	4.4	5.8	6.7	10.2
Cirquela Rd.	2.3	1.4	1.2	X	1.3	2.1	3.2	4.5	5.5	8.9
Sangre de Cristo	3.6	2.7	2.5	1.3	X	0.8	2.0	3.3	4.2	7.7
Cañoncito	4.4	3.5	3.3	2.1	0.8	X	1.2	2.5	3.4	6.9
Ridge Dr.	5.5	4.6	4.4	3.2	2.0	1.2	X	1.3	2.3	5.7
Frost Rd.	6.8	6.0	5.8	4.5	3.3	2.5	1.3	X	0.9	4.4
La Madera Rd.	7.8	6.9	6.7	5.5	4.2	3.4	2.3	0.9	X	3.5
County Line	11.2	10.4	10.2	8.9	7.7	6.9	5.7	4.4	3.5	X

PM Peak Delay (seconds/mile)	Ent. to Holmen Inc.	N.M. 14 West Ramp	I-40 Westbound Ramp	Cirquela Rd.	Sangre de Cristo	Cañoncito	Ridge Dr.	Frost Rd.	La Madera Rd.	County Line
Ent. to Holmen Inc.	x	0.0	-1.7	-0.4	-0.1	-0.3	-0.9	-1.3	-1.3	-3.0
N.M. 14 West Ramp	-3.4	x	-9.2	-0.6	-0.2	-0.3	-1.1	-1.5	-1.5	-3.3
I-40 Westbound Ramp	-5.8	-16.2	x	0.8	0.5	0.2	-0.7	-1.3	-1.2	-3.2
Cirquela Rd.	-2.7	-2.2	0.0	x	0.3	-0.2	-1.3	-1.8	-1.7	-3.7
Sangre de Cristo	-1.4	-0.8	0.4	0.8	x	-0.8	-2.3	-2.6	-2.3	-4.4
Cañoncito	-1.1	-0.5	0.4	0.6	0.4	x	-3.4	-3.2	-2.6	-4.8
Ridge Dr.	-1.7	-1.4	-0.7	-1.0	-2.1	-3.9	x	-3.1	-2.2	-5.1
Frost Rd.	-1.7	-1.4	-0.9	-1.2	-2.0	-2.7	-1.7	x	-1.0	-5.7
La Madera Rd.	-1.3	-1.0	-0.6	-0.7	-1.2	-1.6	-0.4	1.4	x	-7.0
County Line	-2.5	-2.4	-2.2	-2.5	-3.0	-3.4	-3.3	-3.8	-5.2	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

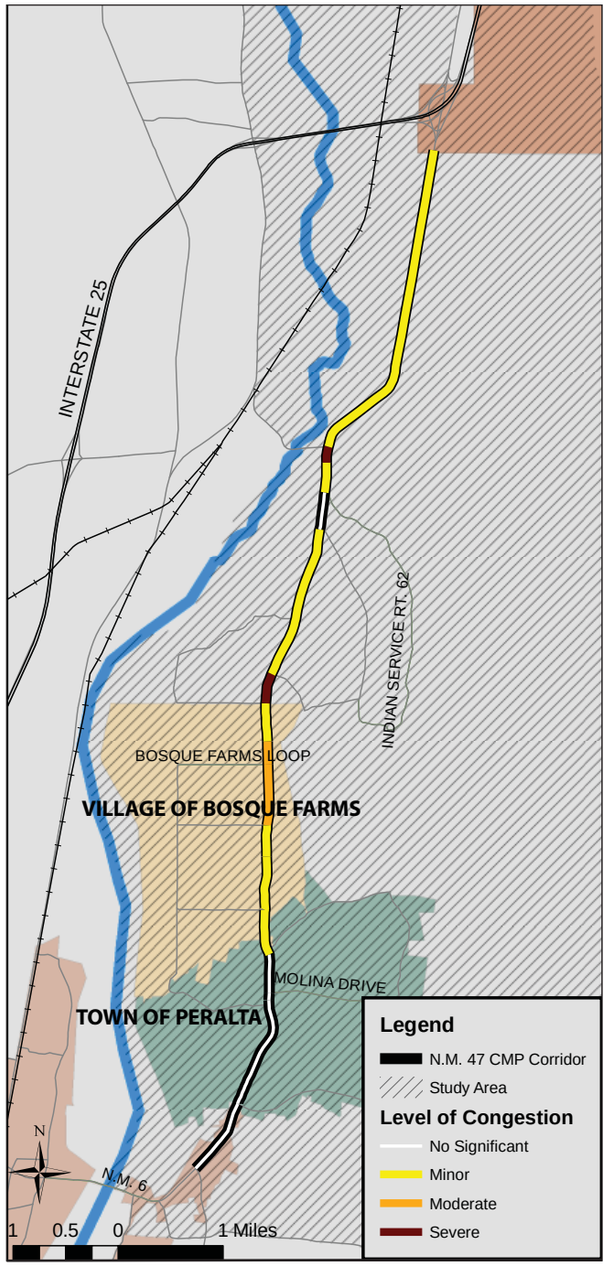
Crash Type	2005	2006	2007	2008	2009
Fatal accident	1	1	1	0	2
Non-fatal accident injury	6	7	11	5	6
Property damage only	15	12	18	9	14
All Crashes	22	20	30	14	22

Top Contributing Factors in Crashes Along N.M. 14 / N.M. 333

1. Failure to yield 20 %
2. Driver inattention 19 %
3. Too fast for conditions 9 %
4. Alcohol involved 9 %
5. Following too close 5 %

N.M. 47

#7



Corridor Notes

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

Transit Characteristics

- There is no existing transit service along NM 47.

Profile & Statistics

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

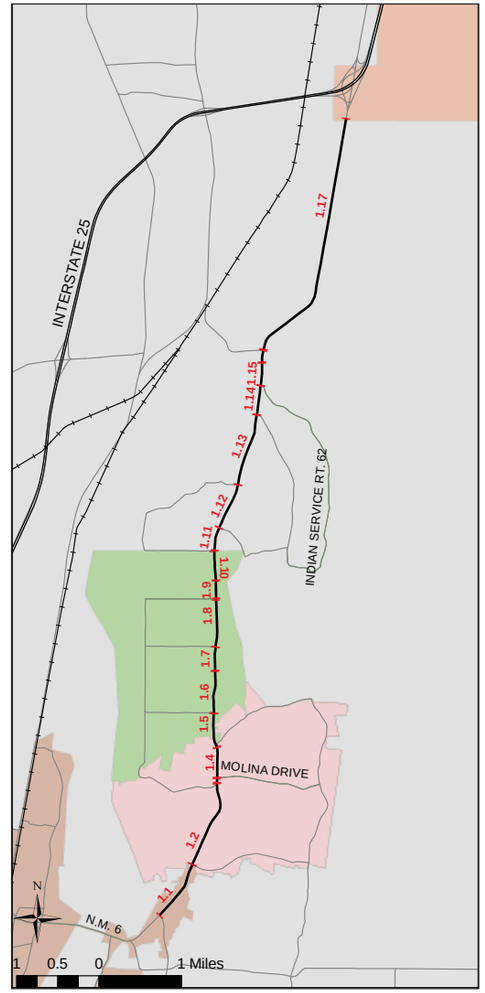
ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	N.E. OF N.M. 6 - S.W. OF VALENCIA RD	0.74	40	25,864
1.2	NORTH OF VALENCIA RD - SOUTH OF CHUGHOLE LANE	1.06	44	21,626
1.3	NORTH OF CHUGHOLE LANE - SOUTH OF MOLINA DRIVE	0.09	40	22,695
1.4	NORTH OF MOLINA DRIVE - SOUTH OF PERALTA BLVD	0.37	40	21,338
1.5	NORTH OF PERALTA BLVD - SOUTH OF BOSQUE FARMS LOOP (S.)	0.43	40	23,325
1.6	NORTH OF BOSQUE FARMS LOOP (S.) - SOUTH OF MITCHELL RD	0.51	45	23,392
1.7	NORTH OF MITCHELL RD - SOUTH OF ESPERANZA RD	0.30	45	22,326
1.8	NORTH OF ESPERANZA RD - SOUTH OF BOSQUE FARMS LOOP (N.)	0.58	45	22,318
1.9	NORTH OF BOSQUE FARMS LOOP (N.) - SOUTH OF SUNFLOWER RD	0.23	45	22,789
1.10	NORTH OF SUNFLOWER RD - SOUTH OF TRIBAL RD 7 (S.)	0.36	45	18,933
1.11	NORTH OF TRIBAL RD 7 (S.) - SOUTH OF CHICAL RD	0.29	50	22,744
1.12	NORTH OF CHICAL RD - SOUTH OF TRIBAL RD 7 (N.)	0.57	50	22,058
1.13	NORTH OF SUNFLOWER RD - SOUTH OF TRIBAL RD 6	0.89	50	22,027
1.14	NORTH OF TRIBAL RD 6 - SOUTH OF INDIAN SERVIVE RT 62	0.37	50	20,068
1.15	NORTH OF INDIAN SERVICE RT. 62 - BERN/VAL COUNTY LINE	0.26	50	22,064
1.16	BERN/VAL COUNTY LINE - SOUTH OF N.M. 147	0.13	55	22,297
1.17	NORTH OF N.M. 147 - SOUTH OF BROADWAY	3.17	48	18,167

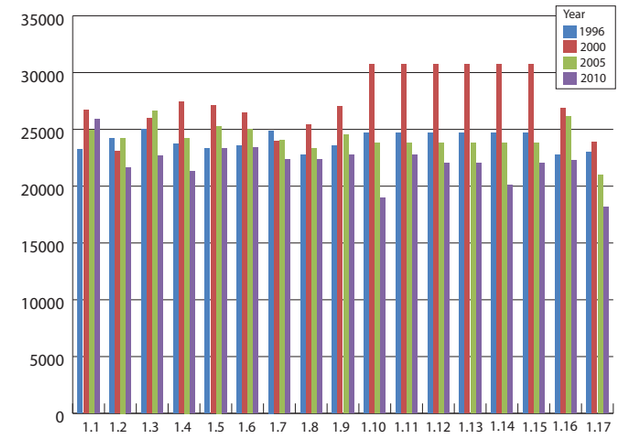
Access Characteristics

ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	10	4	0	No	15	2	1	No	Continuous
1.2	13	3	0	No	25	5	0	No	Continuous
1.3	0	1	0	No	2	0	0	No	No
1.4	9	0	0	No	5	0	0	No	No
1.5	8	1	0	No	11	2	0	No	Continuous
1.6	9	2	0	No	12	1	0	No	Continuous
1.7	11	3	0	No	9	1	0	No	Continuous
1.8	17	1	0	No	14	1	0	No	Continuous
1.9	5	1	0	No	9	1	0	No	Continuous
1.10	6	2	0	No	10	2	0	No	Continuous
1.11	3	1	1	No	3	1	0	No	Continuous
1.12	7	2	0	No	9	2	0	No	No
1.13	6	1	0	No	6	2	0	No	No
1.14	8	1	0	No	8	1	0	No	Continuous
1.15	1	0	0	No	3	0	0	No	No
1.16	1	1	0	No	1	0	0	No	No
1.17	2	1	0	No	1	1	1	No	Median Turn Bay
Total	116	25	1		143	22	2		

ID Location



Average Weekday Daily Traffic



Volume Notes

- The heaviest volumes along NM 47 occur north of NM 6 (26,000) and between Peralta Blvd and Mitchell Rd (23,000 AWDT in 2010).
- Overall average volumes decreased by 18% between 2000 and 2008. During that same period, the population in the study area increased by 9%.
- All segments experienced volume decreases between 2000 and 2010. The highest volume decrease (38%) occurred between Sunflower Rd and Tribal Rd 7.

Access Notes

- The NM 47 CMP corridor has **no access control.**
- There are continuous center turn lanes along large portions of NM 47, including the stretch between Peralta Blvd and Chical Rd.
- There are 11 **signalized intersections** along the CMP corridor; an average of one signal **every 0.94 miles.**

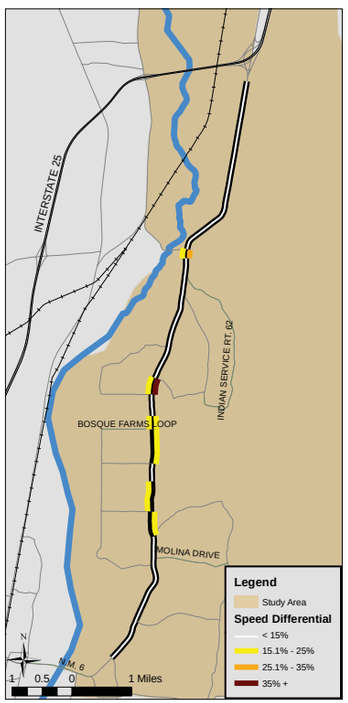
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-SB	AM-NB	PM-SB	PM-NB	AM-SB	AM-NB	PM-SB	PM-NB
1.1	N.E. OF N.M. 6 - S.W. OF VALENCIA RD	40	38.8	35.2	29.4	35.9	2.9%	12.0%	26.4%	10.2%
1.2	NORTH OF VALENCIA RD - SOUTH OF CHUGHOLE LANE	40/45	42.0	44.2	42.0	45.8	4.0%	-1.1%	4.0%	-4.6%
1.3	NORTH OF CHUGHOLE LANE - SOUTH OF MOLINA DRIVE	40	38.3	43.1	37.0	40.2	4.3%	-7.9%	7.5%	-0.5%
1.4	NORTH OF MOLINA DRIVE - SOUTH OF PERALTA BLVD	40	34.7	38.7	34.9	38.3	13.2%	3.3%	12.8%	4.2%
1.5	NORTH OF PERALTA BLVD - SOUTH OF BOSQUE FARMS LOOP (S.)	40	43.0	33.8	41.5	41.2	-7.6%	15.4%	-3.8%	-3.1%
1.6	NORTH OF BOSQUE FARMS LOOP (S.) - SOUTH OF MITCHELL RD	45	38.1	41.6	43.3	43.9	15.3%	7.5%	3.7%	2.4%
1.7	NORTH OF MITCHELL RD - SOUTH OF ESPERANZA RD	45	45.5	44.2	42.7	30.9	-1.2%	1.7%	5.1%	31.4%
1.8	NORTH OF ESPERANZA RD - SOUTH OF BOSQUE FARMS LOOP (N.)	45	41.5	37.3	37.4	37.9	7.9%	17.1%	16.9%	15.7%
1.9	NORTH OF BOSQUE FARMS LOOP (N.) - SOUTH OF SUNFLOWER RD	45	36.3	38.2	31.8	42.2	19.3%	15.1%	29.4%	6.3%
1.10	NORTH OF SUNFLOWER RD - SOUTH OF TRIBAL RD 7 (S.)	45	44.6	48.5	43.2	46.8	0.8%	-7.9%	4.1%	-4.0%
1.11	NORTH OF TRIBAL RD 7 (S.) - SOUTH OF CHICAL RD	50	42.2	31.5	39.5	43.5	15.5%	37.1%	21.1%	12.9%
1.12	NORTH OF CHICAL RD - SOUTH OF TRIBAL RD 7 (N.)	50	50.1	49.9	45.1	52.1	-0.1%	0.3%	9.8%	-4.3%
1.13	NORTH OF SUNFLOWER RD - SOUTH OF TRIBAL RD 6	50	55.1	58.6	52.6	55.6	-10.2%	-17.1%	-5.1%	-11.2%
1.14	NORTH OF TRIBAL RD 6 - SOUTH OF INDIAN SERVIVE RT 62	50	52.5	56.3	51.4	55.8	-5.0%	-12.7%	-2.7%	-11.6%
1.15	NORTH OF INDIAN SERVICE RT. 62 - BERN/VAL COUNTY LINE	50	50.0	46.1	47.4	54.3	0.1%	7.9%	5.3%	-8.7%
1.16	BERN/VAL COUNTY LINE - SOUTH OF N.M. 147	55	43.4	40.8	38.6	41.8	21.1%	25.8%	29.8%	23.9%
1.17	NORTH OF N.M. 147 - SOUTH OF BROADWAY	45/50	51.5	55.6	48.1	51.9	-6.6%	-15.1%	0.5%	-7.4%

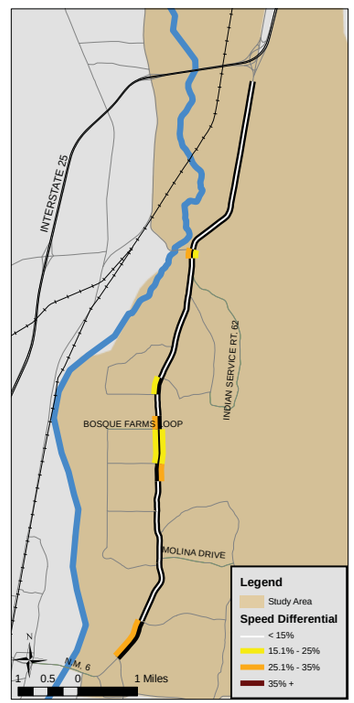
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	N.E. OF N.M. 6 - S.W. OF VALENCIA RD	0.21	0.59	0.63	0.60
1.2	NORTH OF VALENCIA RD - SOUTH OF CHUGHOLE LANE	0.28	0.76	0.95	0.46
1.3	NORTH OF CHUGHOLE LANE - SOUTH OF MOLINA DRIVE	0.28	0.80	0.93	0.50
1.4	NORTH OF MOLINA DRIVE - SOUTH OF PERALTA BLVD	0.56	0.58	0.72	0.71
1.5	NORTH OF PERALTA BLVD - SOUTH OF BOSQUE FARMS LOOP (S.)	0.22	0.94	1.08	0.40
1.6	NORTH OF BOSQUE FARMS LOOP (S.) - SOUTH OF MITCHELL RD	0.20	0.99	1.10	0.39
1.7	NORTH OF MITCHELL RD - SOUTH OF ESPERANZA RD	0.18	0.97	0.70	0.76
1.8	NORTH OF ESPERANZA RD - SOUTH OF BOSQUE FARMS LOOP (N.)	0.16	1.03	1.06	0.37
1.9	NORTH OF BOSQUE FARMS LOOP (N.) - SOUTH OF SUNFLOWER RD	0.16	1.07	1.01	0.33
1.10	NORTH OF SUNFLOWER RD - SOUTH OF TRIBAL RD 7 (S.)	0.16	1.26	1.23	0.33
1.11	NORTH OF TRIBAL RD 7 (S.) - SOUTH OF CHICAL RD	0.13	1.09	1.07	0.34
1.12	NORTH OF CHICAL RD - SOUTH OF TRIBAL RD 7 (N.)	0.22	1.02	1.20	0.30
1.13	NORTH OF SUNFLOWER RD - SOUTH OF TRIBAL RD 6	0.21	1.10	1.22	0.31
1.14	NORTH OF TRIBAL RD 6 - SOUTH OF INDIAN SERVIVE RT 62	0.11	1.07	0.84	0.31
1.15	NORTH OF INDIAN SERVICE RT. 62 - BERN/VAL COUNTY LINE	0.18	1.18	1.66	0.32
1.16	BERN/VAL COUNTY LINE - SOUTH OF N.M. 147	0.29	1.11	1.05	0.33
1.17	NORTH OF N.M. 147 - SOUTH OF BROADWAY	0.14	1.12	1.06	0.23

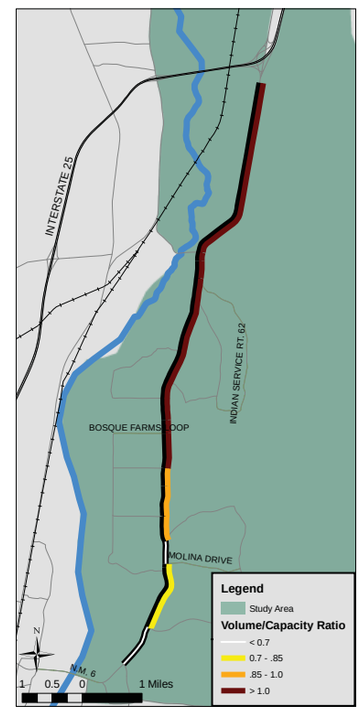
AM Speed Differential



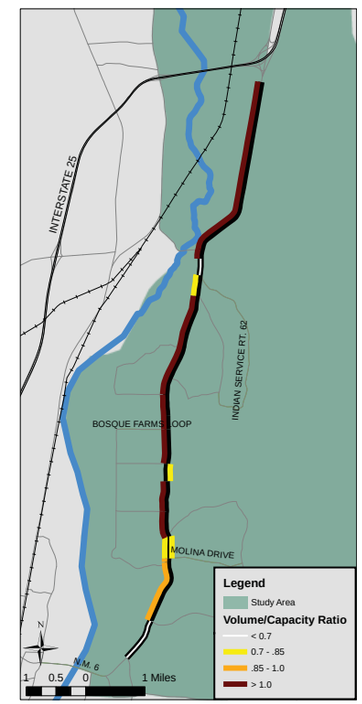
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	N.M. 6	Valencia Rd.	Chughole Lane	Peralta Blvd.	Bosque Farms Loop	Esperanze Rd.	Sunflower Rd.	Chical Rd.	Tribal Rd. 6	County Line	Broadway
N.M. 6	X	75	159	200	237	314	388	439	536	578	808
Valencia Rd.	91	X	85	125	163	239	313	365	462	503	734
Chughole Lane	183	92	X	41	78	154	229	280	377	419	649
Peralta Blvd.	228	137	45	X	37	114	188	239	337	378	608
Bosque Farms Loop	265	174	82	37	X	76	151	202	299	341	571
Esperanze Rd.	332	241	149	104	67	X	74	126	223	264	495
Sunflower Rd.	414	323	230	186	149	81	X	52	149	190	420
Chical Rd.	470	379	287	242	205	138	56	X	97	139	369
Tribal Rd. 6	576	485	393	349	311	244	163	106	X	42	272
County Line	623	532	440	395	358	290	209	153	46	X	230
Broadway	871	780	688	643	606	539	458	401	295	248	X

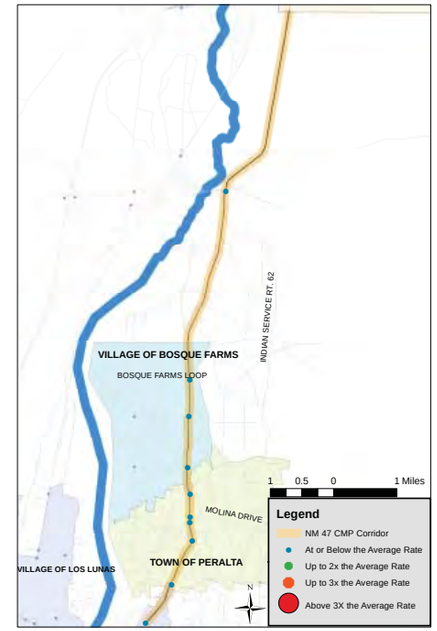
PM Peak Delay (seconds)	N.M. 6	Valencia Rd.	Chughole Lane	Peralta Blvd.	Bosque Farms Loop	Esperanze Rd.	Sunflower Rd.	Chical Rd.	Tribal Rd. 6	County Line	Broadway
N.M. 6	x	8	4	5	4	16	26	28	20	15	2
Valencia Rd.	24	x	-4	-2	-4	8	18	20	12	8	-5
Chughole Lane	28	4	x	1	0	12	22	24	16	12	-1
Peralta Blvd.	33	9	5	x	-1	11	21	23	14	10	-3
Bosque Farms Loop	32	8	4	-1	x	12	22	24	16	11	-2
Esperanze Rd.	35	10	7	1	3	x	10	12	4	-1	-13
Sunflower Rd.	51	27	24	18	20	17	x	2	-6	-10	-23
Chical Rd.	58	34	31	25	27	24	7	x	-8	-12	-25
Tribal Rd. 6	60	36	32	26	28	25	8	1	x	-4	-17
County Line	60	36	32	27	28	26	9	2	0	x	-13
Broadway	65	41	38	32	34	31	14	7	6	5	x

Distance (miles)	N.M. 6	Valencia Rd.	Chughole Lane	Peralta Blvd.	Bosque Farms Loop	Esperanze Rd.	Sunflower Rd.	Chical Rd.	Tribal Rd. 6	County Line	Broadway
N.M. 6	X	0.7	1.8	2.3	2.7	3.5	4.3	4.9	6.4	7.0	10.3
Valencia Rd.	0.7	X	1.1	1.5	1.9	2.7	3.6	4.2	5.7	6.3	9.6
Chughole Lane	1.8	1.1	X	0.4	0.9	1.7	2.5	3.1	4.6	5.2	8.5
Peralta Blvd.	2.3	1.5	0.4	X	0.4	1.2	2.0	2.7	4.1	4.8	8.1
Bosque Farms Loop	2.7	1.9	0.9	0.4	X	0.8	1.6	2.3	3.7	4.4	7.6
Esperanze Rd.	3.5	2.7	1.7	1.2	0.8	X	0.8	1.5	2.9	3.6	6.8
Sunflower Rd.	4.3	3.6	2.5	2.0	1.6	0.8	X	0.6	2.1	2.7	6.0
Chical Rd.	4.9	4.2	3.1	2.7	2.3	1.5	0.6	X	1.5	2.1	5.4
Tribal Rd. 6	6.4	5.7	4.6	4.1	3.7	2.9	2.1	1.5	X	0.6	3.9
County Line	7.0	6.3	5.2	4.8	4.4	3.6	2.7	2.1	0.6	X	3.3
Broadway	10.3	9.6	8.5	8.1	7.6	6.8	6.0	5.4	3.9	3.3	X

PM Peak Delay (seconds/mile)	N.M. 6	Valencia Rd.	Chughole Lane	Peralta Blvd.	Bosque Farms Loop	Esperanze Rd.	Sunflower Rd.	Chical Rd.	Tribal Rd. 6	County Line	Broadway
N.M. 6	x	10.2	2.0	2.3	1.5	4.5	6.0	5.6	3.1	2.2	0.2
Valencia Rd.	32.3	x	-3.6	-1.6	-1.9	3.0	5.1	4.8	2.1	1.2	-0.5
Chughole Lane	15.2	3.4	x	3.3	0.3	7.3	8.9	7.7	3.5	2.2	-0.2
Peralta Blvd.	14.7	6.0	12.4	x	-2.7	8.7	10.1	8.4	3.5	2.1	-0.3
Bosque Farms Loop	11.8	3.9	4.6	-3.3	x	14.7	13.5	10.5	4.2	2.6	-0.2
Esperanze Rd.	9.9	3.8	4.1	1.2	3.5	x	12.3	8.1	1.3	-0.2	-2.0
Sunflower Rd.	12.0	7.7	9.6	9.0	12.3	21.0	x	3.0	-2.9	-3.8	-3.9
Chical Rd.	11.8	8.1	9.8	9.3	11.7	16.3	10.4	x	-5.5	-5.9	-4.7
Tribal Rd. 6	9.3	6.3	7.0	6.4	7.5	8.6	3.9	0.9	x	-6.7	-4.4
County Line	8.5	5.7	6.2	5.6	6.5	7.2	3.1	0.9	0.7	x	-3.9
Broadway	6.3	4.3	4.4	4.0	4.4	4.5	2.3	1.3	1.5	1.6	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

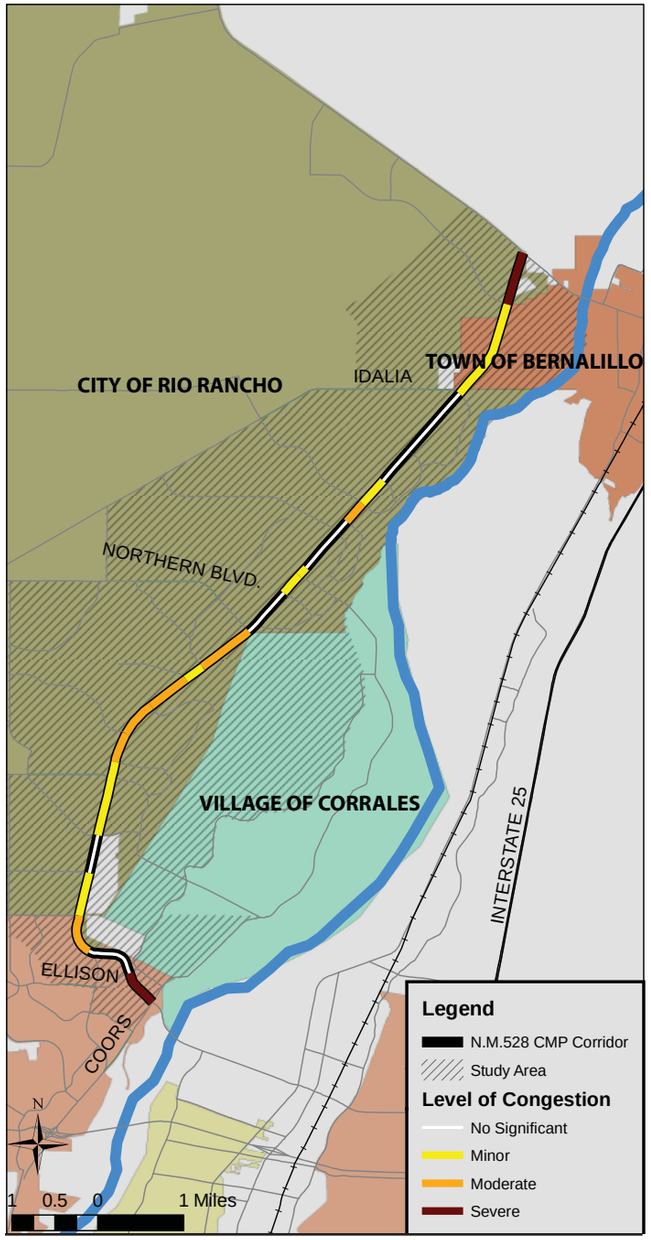
Crash Type	2005	2006	2007	2008	2009
Fatal accident	1	0	2	2	0
Non-fatal accident injury	55	35	26	34	44
Property damage only	70	64	69	62	75
All Crashes	126	99	97	98	119

Top Contributing Factors in Crashes Along N.M. 47

1. Driver inattention 23 %
2. Following too close 22 %
3. Failure to yield 13 %
4. Alcohol involved 8 %
5. Excessive speed 6 %

N.M. 528

#21



Corridor Notes

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

Transit Characteristics

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

Profile & Statistics

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

ID and Segment Names

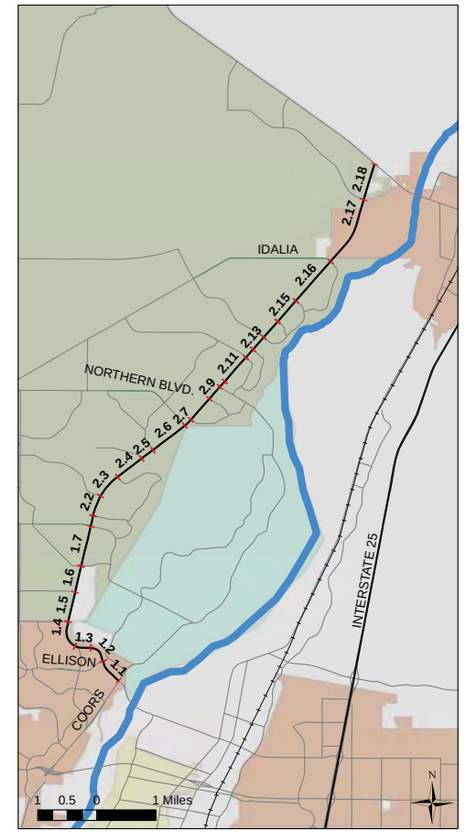
ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTHWEST OF COORS/CORRALES RD - EAST OF CALLE CUERVO	0.44	40	34,746
1.2	WEST OF CALLE CUERVO - EAST OF ELLISON	0.33	40	37,976
1.3	WEST OF ELLISON - COORS BYPASS	0.27	40	26,280
1.4	WEST OF COORS BYPASS - SOUTH OF WESTSIDE BLVD	0.47	40	42,614
1.5	NORTH OF WESTSIDE BLVD - SOUTH OF 19TH AVE	0.51	40	50,240
1.6	NORTH OF 19TH AVE - SOUTH OF SARA	0.45	40	45,248
1.7	NORTH OF SARA - SOUTH OF SOUTHERN	0.70	40	40,075
2.1	NORTH OF SOUTHERN - SOUTH OF SABANA GRANDE	0.18	40	48,855
2.2	NORTH OF SABANA GRANDE - SOUTH OF HIGH RESORT	0.36	40	43,600
2.3	NORTH OF HIGH RESORT - SOUTH OF LEON GRANDE	0.44	45	38,797
2.4	NORTH OF LEON GRANDE - SOUTH OF SUNDT	0.51	45	35,011
2.5	NORTH OF SUNDT - SOUTH OF ROCKAWAY	0.24	45	33,712
2.6	NORTH OF ROCKAWAY - SOUTH OF NORTHERN	0.68	45	32,790
2.7	N.E. OF NORTHERN - S.W. OF RIO VISTA	0.14	50	26,892
2.8	N.E. RIO VISTA - S.W. OF RIO ARRIBA	0.47	50	25,285
2.9	N.E. OF RIO ARRIBA - S.W. OF CORRALES RD	0.27	50	20,181
2.10	NORTH OF CORRALES RD - SOUTH OF CHEVRON/BK ACCESS RD	0.12	55	26,299
2.11	NORTH OF CHEVRON/BK ACCESS RD - SOUTH OF GRANDE VISTA	0.54	55	25,597
2.12	NORTH OF GRANDE VISTA - SOUTH OF SANDIA VISTA	0.18	55	25,029
2.13	NORTH OF SANDIA VISTA - SOUTH OF IRIS/RIVERSIDE	0.28	55	33,576
2.14	NORTH OF IRIS/RIVERSIDE - SOUTH OF HONDURAS RD	0.36	55	22,254
2.15	NORTH OF HONDURAS RD - SOUTH OF RIVERSIDE (NORTH)	0.47	55	22,833
2.16	NORTH OF RIVERSIDE (NORTH) - SOUTH OF IDALIA	0.89	55	24,627
2.17	NORTH OF IDALIA - SOUTH OF ENCHANTED HILLS RD	1.21	55	27,539
2.18	NORTH OF ENCHANTED HILLS RD - SOUTH OF U.S. 550	0.63	55	27,920

Access Characteristics

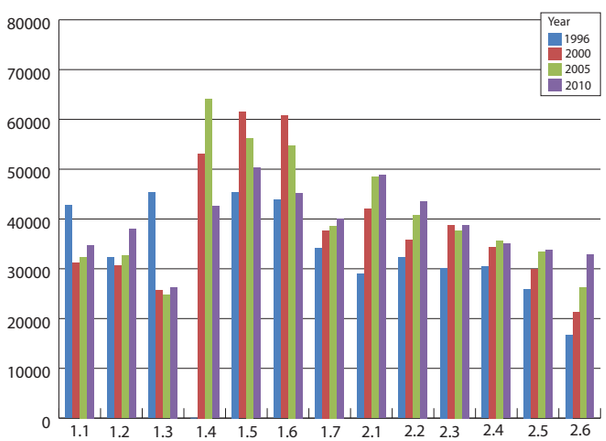
ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	8	1	1	No	8	1	1	No	Median Turn Bay
1.2	5	1	0	No	2	1	1	No	Median Turn Bay
1.3	2	0	0	No	0	1	1	No	No
1.4*	0	1	1	No	0	0	0	No	No
1.5*	2	1	0	No	1	1	1	No	Median Turn Bay
1.6*	1	1	1	No	1	1	0	No	No
1.7*	5	3	1	No	6	3	0	No	Median Turn Bay
2.1*	0	1	1	No	1	1	1	No	No
2.2*	0	0	0	No	0	1	1	No	No
2.3*	0	0	1	No	2	4	3	No	Median Turn Bay
2.4*	0	1	0	No	0	2	1	No	No
2.5*	0	0	0	No	0	1	0	No	No
2.6*	0	2	0	No	4	2	1	No	Median Turn Bay
2.7*	0	1	1	No	0	1	1	No	No
2.8*	1	1	1	No	0	1	0	No	Median Turn Bay
2.9*	0	1	0	No	0	1	1	No	No
2.10*	1	0	2	No	0	1	0	No	No
2.11*	0	2	1	No	0	0	0	No	Median Turn Bay
2.12*	0	1	1	No	0	0	0	No	No
2.13*	0	1	1	No	0	0	0	No	No
2.14*	0	1	1	No	0	1	1	No	No
2.15*	0	1	1	No	0	1	0	No	No
2.16*	0	1	1	No	0	1	1	No	Median Turn Bay
2.17*	2	2	1	No	5	4	1	No	Median Turn Bay
2.18*	3	1	1	No	0	2	2	No	Median Turn Bay
Total	30	25	18		30	32	18		

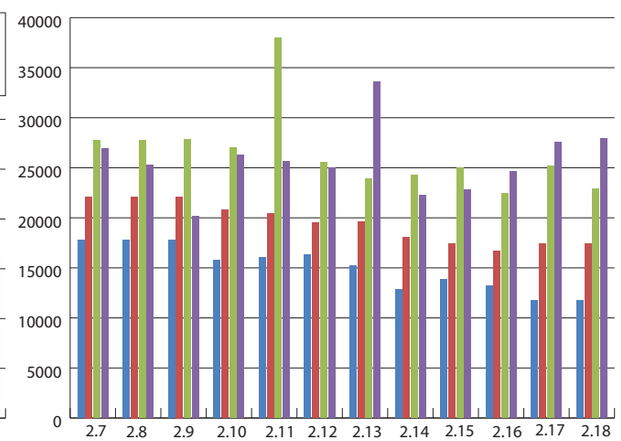
*Indicates access-controlled segment

ID Location



Average Weekday Daily Traffic





Volume Notes

- The heaviest volumes along NM 528 occur between Westside Blvd and 19th Ave (50,000 AWDT in 2010).
- Overall average volumes increased by 14% between 2000 and 2008. During that same period, the population in the study area increased by 37%.
- The highest volume increase (71%) from 2000 to 2010 occurred between Sandia Vista Rd and Iris Rd.

Access Notes

- NM 528 is an **access-controlled facility** between Ellison and US 550.
- There are median turn bays across various sections of the corridor.
- There are 27 **signalized intersections** along the CMP corridor; an average of one signal every **0.41 miles.**

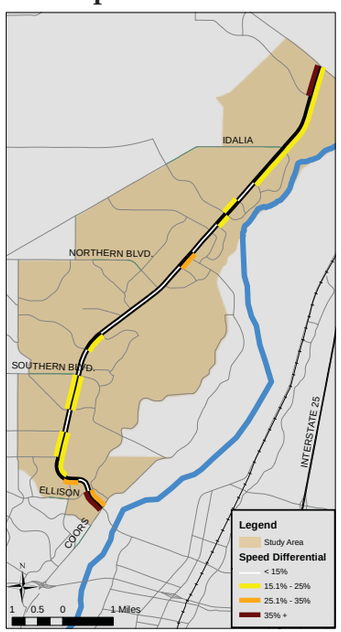
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-SB	AM-NB	PM-SB	PM-NB	AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTHWEST OF COORS/CORRALES RD - EAST OF CALLE CUERVO	40	22.1	27.4	30.1	33.1	44.8%	31.6%	24.8%	17.2%
1.2	WEST OF CALLE CUERVO - EAST OF ELLISON	40	36.9	39.5	36.9	40.1	7.8%	1.1%	7.7%	-0.2%
1.3	WEST OF ELLISON - COORS BYPASS	40	26.6	43.1	32.0	46.0	33.4%	-7.8%	19.9%	-14.9%
1.4	WEST OF COORS BYPASS - SOUTH OF WESTSIDE BLVD	40	44.5	33.0	44.8	34.0	-11.3%	17.6%	-12.1%	14.9%
1.5	NORTH OF WESTSIDE BLVD - SOUTH OF 19TH AVE	40	34.0	31.5	29.3	37.6	15.0%	21.2%	26.8%	6.1%
1.6	NORTH OF 19TH AVE - SOUTH OF SARA	40	38.5	39.2	36.2	38.3	3.7%	1.9%	9.5%	4.4%
1.7	NORTH OF SARA - SOUTH OF SOUTHERN	40	33.5	31.1	36.1	18.4	16.3%	22.4%	9.7%	54.1%
2.1	NORTH OF SOUTHERN - SOUTH OF SABANA GRANDE	40	44.2	39.0	48.6	34.9	-10.5%	2.6%	-21.5%	12.9%
2.2	NORTH OF SABANA GRANDE - SOUTH OF HIGH RESORT	40	44.8	40.8	42.0	43.9	-12.0%	-2.1%	-5.0%	-9.8%
2.3	NORTH OF HIGH RESORT - SOUTH OF LEON GRANDE	45	43.7	37.8	35.1	42.6	2.8%	15.9%	21.9%	5.4%
2.4	NORTH OF LEON GRANDE - SOUTH OF SUNDT	45	47.2	43.0	28.6	43.3	-4.8%	4.4%	36.5%	3.8%
2.5	NORTH OF SUNDT - SOUTH OF ROCKAWAY	45	48.7	45.0	36.9	45.2	-8.1%	0.0%	17.9%	-0.4%
2.6	NORTH OF ROCKAWAY - SOUTH OF NORTHERN	45	48.8	46.7	41.7	44.5	-8.5%	-3.7%	7.4%	1.1%
2.7	N.E. OF NORTHERN - S.W. OF RIO VISTA	50	52.5	52.5	44.6	44.6	-5.0%	-5.0%	10.7%	10.7%
2.8	N.E. RIO VISTA - S.W. OF RIO ARRIBA	50	54.7	52.8	50.8	52.4	-9.3%	-5.6%	-1.6%	-4.7%
2.9	N.E. OF RIO ARRIBA - S.W. OF CORRALES RD	50	53.2	37.4	51.1	18.2	-6.5%	25.3%	-2.2%	63.7%
2.10	NORTH OF CORRALES RD - SOUTH OF CHEVRON/BK ACCESS RD	55	51.4	40.0	40.2	36.9	6.5%	27.4%	26.9%	32.9%
2.11	NORTH OF CHEVRON/BK ACCESS RD - SOUTH OF GRANDE VISTA	55	56.9	52.3	52.1	52.6	-3.5%	5.0%	5.2%	4.3%
2.12	NORTH OF GRANDE VISTA - SOUTH OF SANDIA VISTA	55	55.0	54.4	51.6	52.2	0.1%	1.1%	6.2%	5.1%
2.13	NORTH OF SANDIA VISTA - SOUTH OF IRIS/RIVERSIDE	55	49.8	42.3	48.4	37.8	9.5%	23.2%	12.1%	31.3%
2.14	NORTH OF IRIS/RIVERSIDE - SOUTH OF HONDURAS RD	55	46.1	49.9	46.3	45.8	16.1%	9.2%	15.9%	16.7%
2.15	NORTH OF HONDURAS RD - SOUTH OF RIVERSIDE (NORTH)	55	57.2	55.0	57.3	52.2	-4.0%	0.0%	-4.2%	5.1%
2.16	NORTH OF RIVERSIDE (NORTH) - SOUTH OF IDALIA	55	54.8	43.4	54.3	51.9	0.4%	21.0%	1.3%	5.6%
2.17	NORTH OF IDALIA - SOUTH OF ENCHANTED HILLS RD	55	47.5	46.7	47.9	43.9	13.7%	15.1%	12.9%	20.2%
2.18	NORTH OF ENCHANTED HILLS RD - SOUTH OF U.S. 550	55	35.6	45.2	32.1	35.3	35.3%	17.9%	41.6%	35.9%

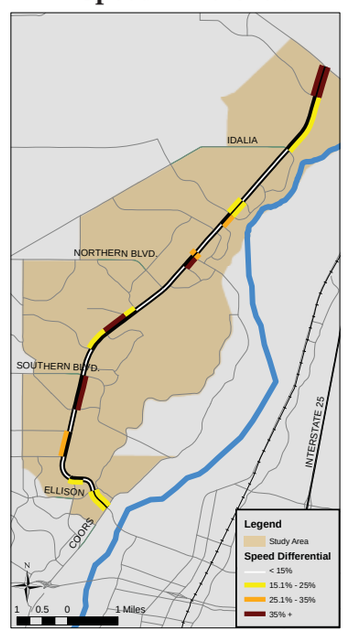
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTHWEST OF COORS/CORRALES RD - EAST OF CALLE CUERVO	0.39	1.01	1.00	0.71
1.2	WEST OF CALLE CUERVO - EAST OF ELLISON	0.53	0.69	1.18	0.53
1.3	WEST OF ELLISON - COORS BYPASS	0.32	0.59	0.69	0.46
1.4	WEST OF COORS BYPASS - SOUTH OF WESTSIDE BLVD	1.15	0.71	0.96	1.30
1.5	NORTH OF WESTSIDE BLVD - SOUTH OF 19TH AVE	0.72	0.34	0.48	0.69
1.6	NORTH OF 19TH AVE - SOUTH OF SARA	0.71	0.33	0.48	0.72
1.7	NORTH OF SARA - SOUTH OF SOUTHERN	0.48	0.29	0.42	0.57
2.1	NORTH OF SOUTHERN - SOUTH OF SABANA GRANDE	0.95	0.65	1.01	0.99
2.2	NORTH OF SABANA GRANDE - SOUTH OF HIGH RESORT	1.27	0.77	1.46	1.09
2.3	NORTH OF HIGH RESORT - SOUTH OF LEON GRANDE	0.85	0.66	0.89	1.09
2.4	NORTH OF LEON GRANDE - SOUTH OF SUNDT	0.82	0.66	0.95	0.93
2.5	NORTH OF SUNDT - SOUTH OF ROCKAWAY	0.75	0.71	0.93	0.89
2.6	NORTH OF ROCKAWAY - SOUTH OF NORTHERN	0.85	1.00	1.06	1.08
2.7	N.E. OF NORTHERN - S.W. OF RIO VISTA	0.47	0.34	0.59	0.50
2.8	N.E. RIO VISTA - S.W. OF RIO ARRIBA	0.45	0.42	0.53	0.58
2.9	N.E. OF RIO ARRIBA - S.W. OF CORRALES RD	0.41	0.48	0.51	0.55
2.10	NORTH OF CORRALES RD - SOUTH OF CHEVRON/BK ACCESS RD	0.59	0.44	0.82	0.61
2.11	NORTH OF CHEVRON/BK ACCESS RD - SOUTH OF GRANDE VISTA	0.53	0.55	0.73	0.68
2.12	NORTH OF GRANDE VISTA - SOUTH OF SANDIA VISTA	0.51	0.59	0.74	0.71
2.13	NORTH OF SANDIA VISTA - SOUTH OF IRIS/RIVERSIDE	0.54	0.80	0.91	0.98
2.14	NORTH OF IRIS/RIVERSIDE - SOUTH OF HONDURAS RD	0.56	0.72	0.89	0.80
2.15	NORTH OF HONDURAS RD - SOUTH OF RIVERSIDE (NORTH)	0.56	0.44	0.89	0.51
2.16	NORTH OF RIVERSIDE (NORTH) - SOUTH OF IDALIA	0.43	0.65	0.80	0.53
2.17	NORTH OF IDALIA - SOUTH OF ENCHANTED HILLS RD	0.75	0.45	1.34	0.38
2.18	NORTH OF ENCHANTED HILLS RD - SOUTH OF U.S. 550	0.39	0.84	0.93	0.47

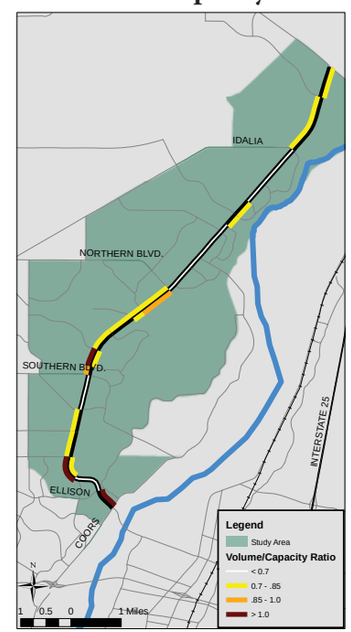
AM Speed Differential



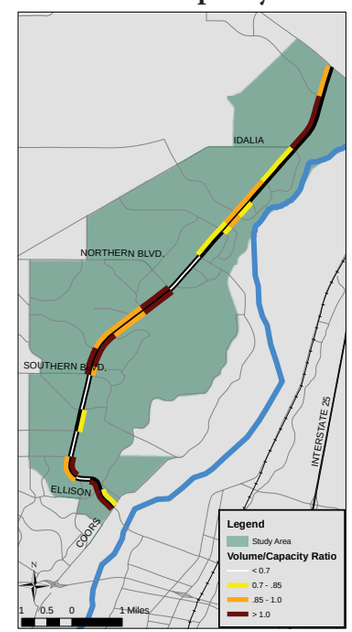
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Coors/Corrales Rd.	Ellison	Westside	Sara Rd.	Southern	Leon Grande	Northern	Corrales Rd.	Grande Vista	Honduras Rd.	Idalia	U.S. 550
Coors/Corrales Rd.	X	78	149	241	378	463	579	676	725	792	885	1049
Ellison	85	X	71	163	300	385	502	598	647	714	808	971
Westside	154	69	X	92	229	314	430	527	576	643	736	900
Sara Rd.	262	177	108	X	137	222	338	435	484	551	645	808
Southern	331	246	178	69	X	85	202	298	348	414	508	671
Leon Grande	420	335	267	158	89	X	117	213	263	329	423	586
Northern	567	482	413	305	236	147	X	97	146	212	306	469
Corrales Rd.	631	545	477	369	299	210	63	X	49	116	209	373
Grande Vista	679	594	525	417	348	259	112	49	X	67	160	324
Honduras Rd.	740	655	586	478	409	320	173	109	61	X	94	257
Idalia	828	743	674	566	497	408	261	197	149	88	X	163
U.S. 550	989	904	836	727	658	569	422	359	310	249	161	X

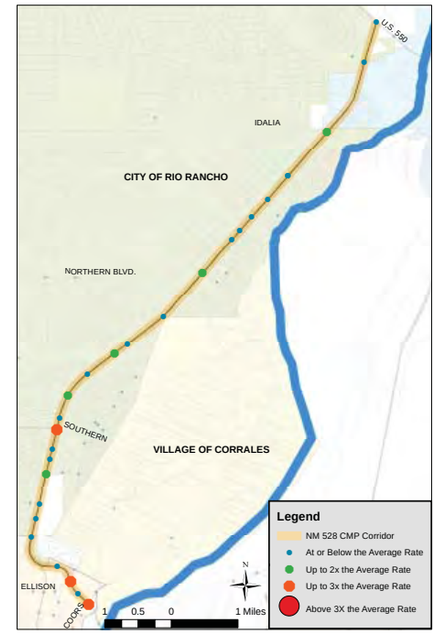
PM Peak Delay (seconds)	Coors/Corrales Rd.	Ellison	Westside	Sara Rd.	Southern	Leon Grande	Northern	Corrales Rd.	Grande Vista	Honduras Rd.	Idalia	U.S. 550
Coors/Corrales Rd.	x	8	12	17	91	93	95	128	134	147	152	196
Ellison	16	x	4	9	83	85	87	120	126	139	144	187
Westside	17	2	x	5	79	80	82	116	121	135	140	183
Sara Rd.	38	23	21	x	74	76	78	111	117	130	135	178
Southern	45	29	28	7	x	2	4	37	43	56	61	104
Leon Grande	51	35	33	12	5	x	2	36	41	55	60	103
Northern	83	67	66	44	38	32	x	33	39	53	58	101
Corrales Rd.	83	67	66	45	38	32	0	x	6	19	24	67
Grande Vista	88	72	71	50	43	37	5	5	x	14	19	62
Honduras Rd.	96	80	78	57	51	45	13	13	8	x	5	48
Idalia	95	80	78	57	50	45	12	12	7	0	x	43
U.S. 550	136	121	119	98	91	86	53	53	48	41	41	x

Distance (miles)	Coors/Corrales Rd.	Ellison	Westside	Sara Rd.	Southern	Leon Grande	Northern	Corrales Rd.	Grande Vista	Honduras Rd.	Idalia	U.S. 550
Coors/Corrales Rd.	X	0.8	1.5	2.5	3.2	4.2	5.6	6.5	7.1	7.9	9.3	11.1
Ellison	0.8	X	0.7	1.7	2.4	3.4	4.8	5.7	6.4	7.2	8.5	10.4
Westside	1.5	0.7	X	1.0	1.7	2.6	4.1	5.0	5.6	6.4	7.8	9.6
Sara Rd.	2.5	1.7	1.0	X	0.7	1.7	3.1	4.0	4.7	5.5	6.8	8.7
Southern	3.2	2.4	1.7	0.7	X	1.0	2.4	3.3	4.0	4.8	6.1	8.0
Leon Grande	4.2	3.4	2.6	1.7	1.0	X	1.4	2.3	3.0	3.8	5.1	7.0
Northern	5.6	4.8	4.1	3.1	2.4	1.4	X	0.9	1.5	2.4	3.7	5.5
Corrales Rd.	6.5	5.7	5.0	4.0	3.3	2.3	0.9	X	0.7	1.5	2.8	4.7
Grande Vista	7.1	6.4	5.6	4.7	4.0	3.0	1.5	0.7	X	0.8	2.2	4.0
Honduras Rd.	7.9	7.2	6.4	5.5	4.8	3.8	2.4	1.5	0.8	X	1.4	3.2
Idalia	9.3	8.5	7.8	6.8	6.1	5.1	3.7	2.8	2.2	1.4	X	1.8
U.S. 550	11.1	10.4	9.6	8.7	8.0	7.0	5.5	4.7	4.0	3.2	1.8	X

PM Peak Delay (seconds/mile)	Coors/Corrales Rd.	Ellison	Westside	Sara Rd.	Southern	Leon Grande	Northern	Corrales Rd.	Grande Vista	Honduras Rd.	Idalia	U.S. 550
Coors/Corrales Rd.	x	10.6	8.2	6.9	28.7	22.3	17.0	19.8	18.8	18.5	16.4	17.6
Ellison	20.1	x	5.6	5.3	34.5	25.0	18.0	21.1	19.8	19.4	16.9	18.1
Westside	11.3	2.1	x	5.0	47.4	30.4	20.3	23.4	21.6	21.0	18.0	19.0
Sara Rd.	15.4	13.3	21.9	x	106.0	45.1	25.0	27.9	25.1	23.8	19.8	20.6
Southern	14.2	12.2	16.8	9.6	x	1.6	1.5	11.3	10.8	11.8	10.0	13.1
Leon Grande	12.2	10.3	12.7	7.3	5.6	x	1.5	15.4	13.8	14.4	11.6	14.7
Northern	14.8	13.9	16.1	14.3	15.6	22.5	x	38.1	25.2	22.3	15.5	18.2
Corrales Rd.	12.8	11.8	13.3	11.2	11.5	14.0	0.3	x	8.3	12.9	8.5	14.4
Grande Vista	12.3	11.4	12.6	10.7	10.8	12.5	3.3	7.4	x	16.6	8.6	15.4
Honduras Rd.	12.0	11.2	12.2	10.5	10.6	11.9	5.5	8.5	9.5	x	3.8	15.1
Idalia	10.2	9.3	10.0	8.3	8.2	8.7	3.3	4.3	3.3	-0.3	x	23.5
U.S. 550	12.2	11.6	12.4	11.3	11.4	12.3	9.6	11.4	12.1	12.7	22.3	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

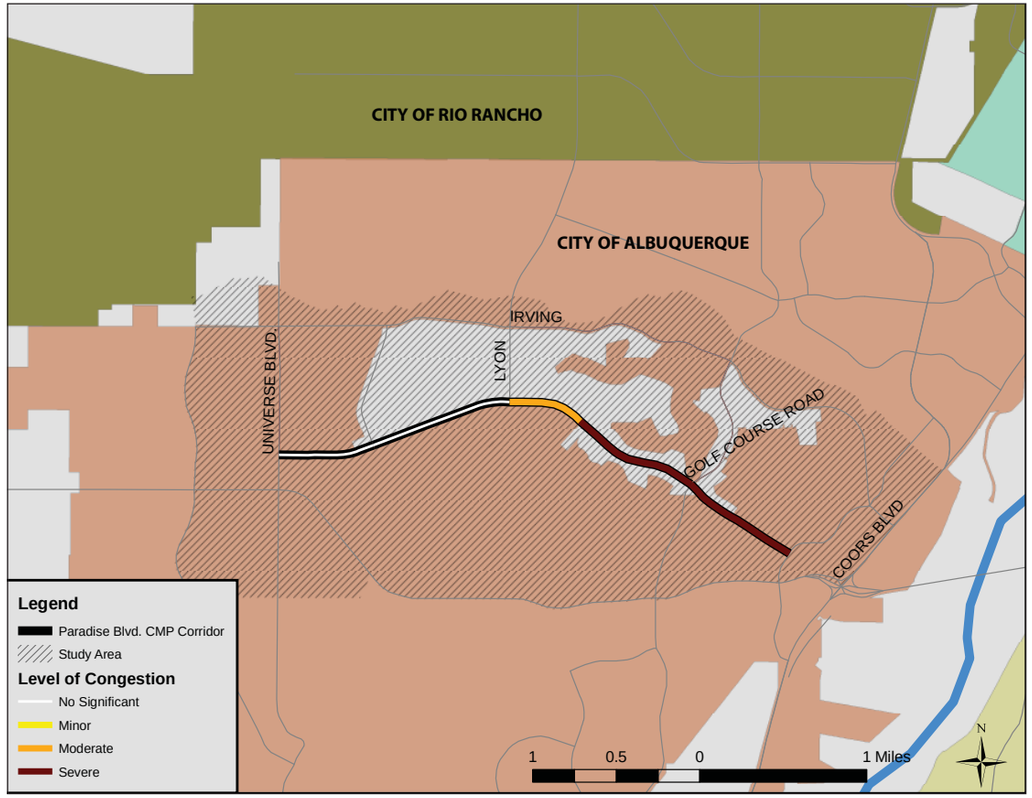
Crash Type	2005	2006	2007	2008	2009
Fatal accident	2	0	0	2	1
Non-fatal accident injury	166	132	152	104	145
Property damage only	238	240	352	219	238
All Crashes	406	372	504	325	384

Top Contributing Factors in Crashes Along Isleta

1. Following too close 32 %
2. Driver inattention 24 %
3. Failure to yield 14 %
4. Red light running 4 %
5. Alcohol involved 3 %

Paradise Blvd

#6



Profile & Statistics

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

Corridor Notes

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

Transit Characteristics

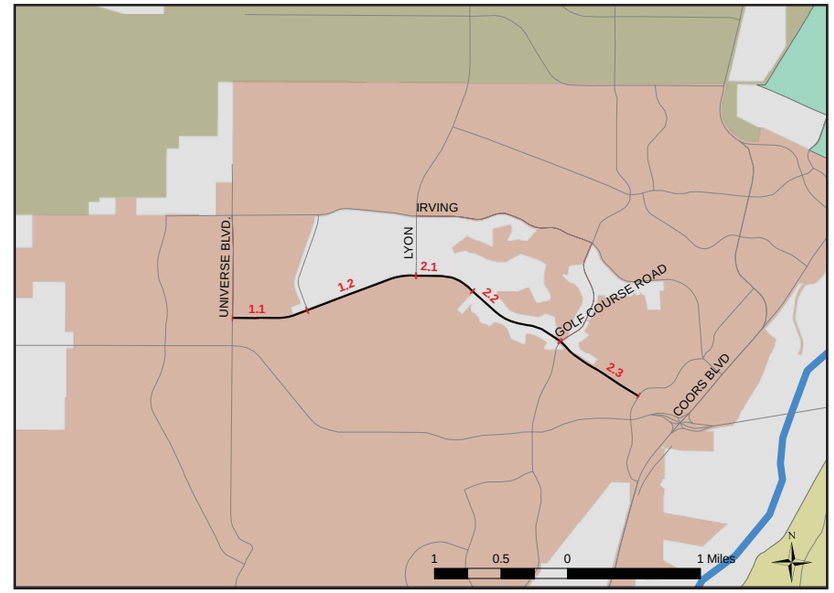
- There is no existing transit service along Paradise Blvd.
- Routes 92 and 157 run north-south and intersect the corridor at Golf Course Rd.

Paradise Blvd

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF UNIVERSE - WEST OF LA PAZ	0.58	35	9,824
1.2	EAST OF LA PAZ - WEST OF LYON	0.86	35	12,221
2.1	EAST OF LYON - WEST OF JUSTIN	0.46	35	24,184
2.2	EAST OF JUSTIN - WEST OF GOLF COURSE RD.	0.78	35	20,703
2.3	EAST OF GOLF COURSE - WEST OF EAGLE RANCH RD.	0.72	40	17,892

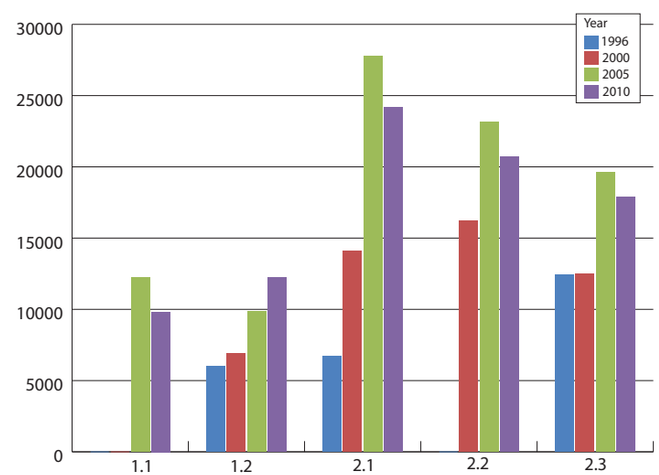
ID Location



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	4	4	1	No	3	2	0	No	Median Turn Bay
1.2	4	2	0	No	7	4	0	No	Continuous / MTB
2.1	0	3	0	No	0	2	1	No	Continuous
2.2	0	11	1	No	0	3	0	No	Continuous
2.3	6	3	2	No	1	6	1	No	Continuous / MTB
Total	14	23	4		11	17	2		

Average Weekday Daily Traffic



Access Notes

- Paradise Blvd corridor has **no access control.**
- Most of the Paradise Blvd CMP corridor features continuous center-turn lanes.
- There are 5 **signalized intersections** along the CMP corridor; an average of one signal **every 0.68 miles.**

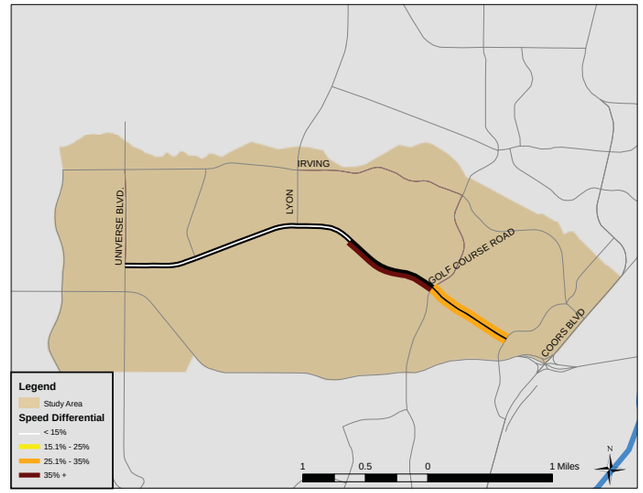
Volume Notes

- The heaviest volumes along Paradise Blvd occur between Lyon Blvd and Justin Dr (24,000 AWDT in 2010).
- Overall average volumes increased by 55% between 2000 and 2008. During that same period, the population in the study area increased by 68%.
- The highest volume increase (77%) from 2000 to 2010 occurred between La Paz Dr. and Lyon Blvd.

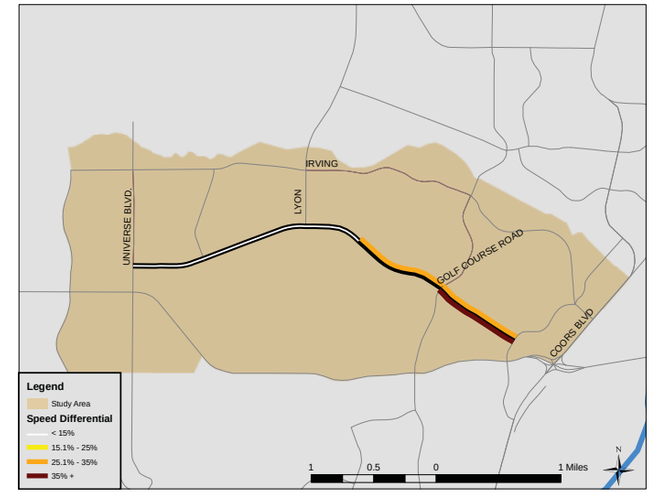
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-WB	AM-EB	PM-WB	PM-EB	AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF UNIVERSE - WEST OF LA PAZ	35	30.5	37.8	37.7	32.9	12.9%	-7.9%	-7.7%	6.1%
1.2	EAST OF LA PAZ - WEST OF LYON	35	37.6	34.2	36.2	38.7	-7.3%	2.2%	-3.5%	-10.5%
2.1	EAST OF LYON - WEST OF JUSTIN	35	34.4	40.0	30.2	41.7	1.7%	-14.3%	13.7%	-19.1%
2.2	EAST OF JUSTIN - WEST OF GOLF COURSE RD.	35	40.0	22.4	25.6	35.8	-14.2%	36.1%	26.9%	-2.3%
2.3	EAST OF GOLF COURSE - WEST OF EAGLE RANCH RD.	40	29.9	26.7	27.5	24.5	25.2%	33.3%	31.2%	38.7%

AM Speed Differential



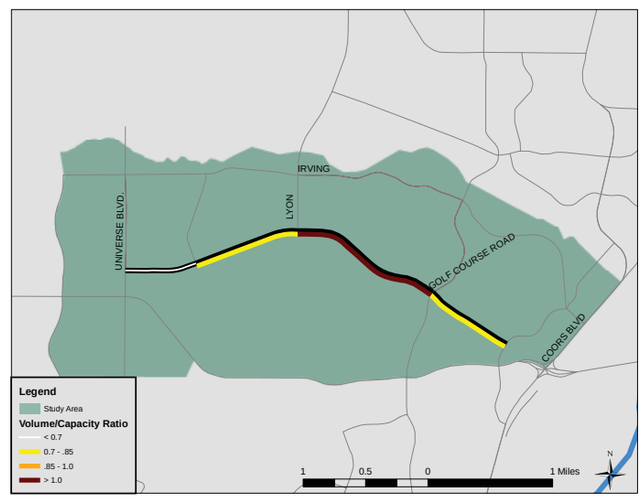
PM Speed Differential



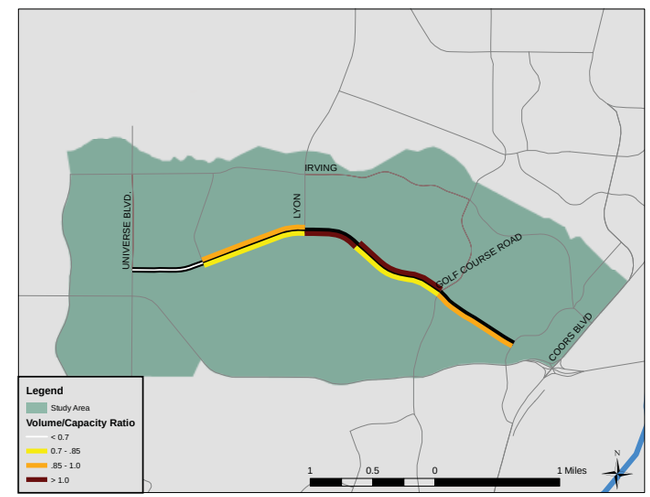
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF UNIVERSE - WEST OF LA PAZ	0.28	0.51	0.47	0.40
1.2	EAST OF LA PAZ - WEST OF LYON	0.58	0.80	0.90	0.71
2.1	EAST OF LYON - WEST OF JUSTIN	0.48	1.55	1.70	1.04
2.2	EAST OF JUSTIN - WEST OF GOLF COURSE RD.	0.39	1.51	1.53	0.82
2.3	EAST OF GOLF COURSE - WEST OF EAGLE RANCH RD.	0.47	0.84	0.69	0.91

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Paradise Blvd

Travel Time & Delay

PM Peak Travel Time (seconds)	Universe	La Paz	Lyon	Justin	Golf Course	Eagle Ranch
Universe	X	63	143	183	261	367
La Paz	55	X	80	120	198	304
Lyon	141	86	X	39	117	224
Justin	195	140	54	X	78	184
Golf Course	304	249	163	109	X	106
Eagle Ranch	399	344	258	204	95	X

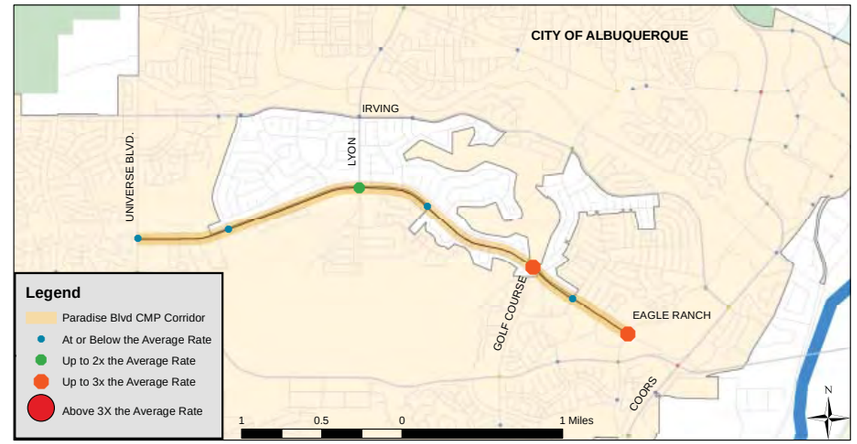
PM Peak Delay (seconds)	Universe	La Paz	Lyon	Justin	Golf Course	Eagle Ranch
Universe	x	4	-5	-12	-14	27
La Paz	-4	x	-8	-16	-18	23
Lyon	-7	-3	x	-8	-9	32
Justin	0	4	7	x	-2	39
Golf Course	30	34	37	29	x	41
Eagle Ranch	59	63	66	59	30	x

Distance (miles)	Universe	La Paz	Lyon	Justin	Golf Course	Eagle Ranch
Universe	X	0.2	0.9	1.8	2.1	2.3
La Paz	0.2	X	0.6	1.5	1.8	2.0
Lyon	0.9	0.6	X	0.9	1.2	1.4
Justin	1.8	1.5	0.9	X	0.3	0.5
Golf Course	2.1	1.8	1.2	0.3	X	0.2
Eagle Ranch	2.3	2.0	1.4	0.5	0.2	X

PM Peak Delay (seconds/mile)	Universe	La Paz	Lyon	Justin	Golf Course	Eagle Ranch
Universe	x	17.8	-5.2	-6.8	-6.8	12.1
La Paz	-19.6	x	-12.9	-10.3	-9.7	11.5
Lyon	-8.4	-4.6	x	-8.4	-7.9	22.9
Justin	0.1	2.9	8.3	x	-6.2	79.7
Golf Course	14.4	18.4	31.0	100.1	x	206.5
Eagle Ranch	26.3	31.1	47.9	119.6	148.4	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

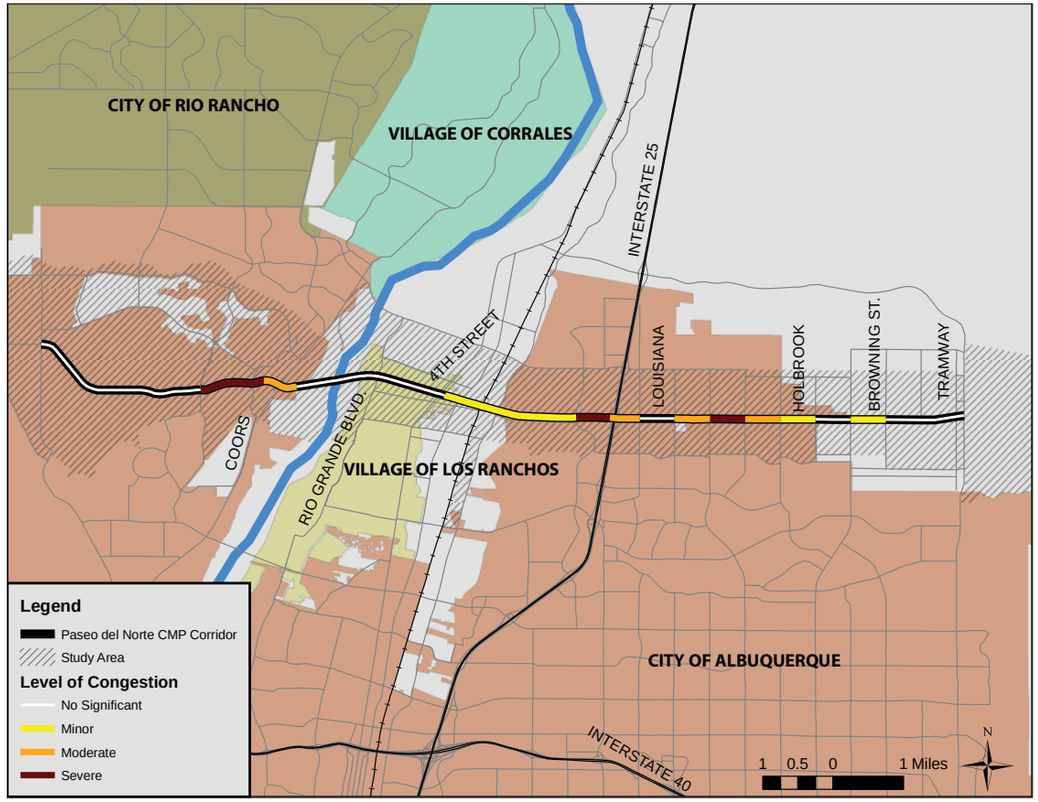
Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	1	0	0	0
Non-fatal accident injury	47	35	20	15	17
Property damage only	75	104	60	56	47
All Crashes	122	140	80	71	64

Top Contributing Factors in Crashes Along Paradise

1. Driver inattention 31 %
2. Following too close 25 %
3. Failure to yield 18 %
4. Excessive speed 4 %
5. Improper turn 3 %

Paseo del Norte

#3



Corridor Notes

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

Profile & Statistics

Corridor Profile	
Study Area	26.1 Sq. Miles
Length & No. of Segments	13.5 Miles - 20 segments
Functional Class	Principal Arterial
Access Control	Limited access: Entire corridor
Lanes	2 - 6 lanes Majority of corridor is 6 lanes 2 lanes from Universe to east of Kimmick
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV, DMS, VDS
Transit	*ABQ Ride* : Route 551 (commuter), Route 251 (Rail Runner connection) Facilities: Rail Runner station on El Pueblo
Bicycle Facilities	Lanes: East of Kimmick to Golf Course Rd Trail: Golf Course Rd to Rancho Sereno Trail West of Coors to No. Diversion Channel Trail: Wyoming to Tramway

Summary Data	
Daily Volume	10,000 - 82,000
Average Speeds (PM East)	17 - 66 mph
Average Speeds (PM West)	18 - 56 mph
Total Delay (PM East)	222 seconds (16 sec./mile)
Total Delay (PM West)	312 seconds (23 sec./mile)

Demographic Trends			
Measure	***2000***	***2008***	***2035***
Population	42,098	57,225	75,615
Employment	20,318	24,100	44,268

Corridor Ranks	
Volume/Capacity Ratio	**7 / 30**
Speed Differential	**3 / 30**
Crash Rates	**3 / 30**
Overall Rank	**3 / 30**

Transit Characteristics

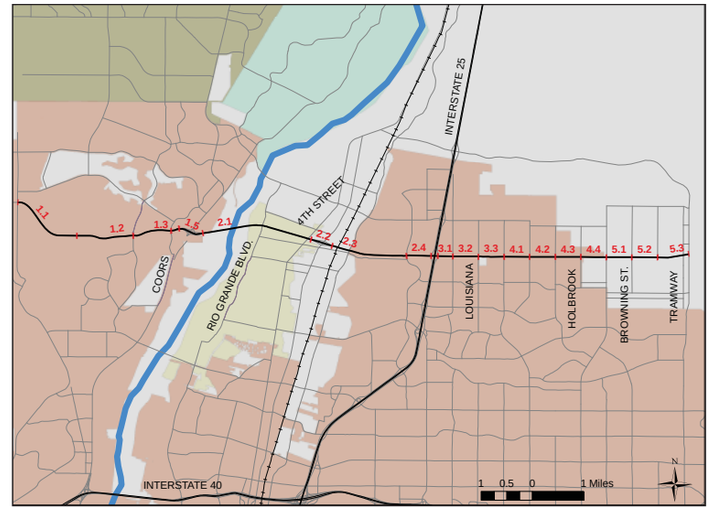
- Two ABQ Ride routes operate along or parallel to Paseo del Norte between Coors and Jefferson. Route 251 provides connections between Rio Rancho, the Rail Runner station at El Pueblo, and the Journal Center. Commuter Route 551 follows the same route (without a stop at the El Pueblo Rail Runner station).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

Paseo del Norte

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF UNIVERSE - WEST OF KIMMICK	1.43	35	13,451
1.2	EAST OF KIMMICK - WEST OF GOLF COURSE	1.11	45	12,447
1.3	EAST OF GOLF COURSE - WEST OF EAGLE RANCH RD.	0.76	45	27,671
1.4	EAST OF EAGLE RANCH RD. - WEST OF COORS W. RAMPS	0.16	50	38,620
1.5	EAST OF COORS W. RAMPS - WEST OF COORS E. RAMPS	0.49	50	31,875
2.1	EAST OF COORS E. RAMPS - WEST OF PDN/2ND WEST RAMPS	2.16	50	81,771
2.2	EAST OF PDN/2ND WEST RAMPS - WEST OF PDN/2ND EAST RAMPS	0.43	50	54,700
2.3	EAST OF PDN/2ND EAST RAMPS - WEST OF JEFFERSON	1.48	50	64,355
2.4	EAST OF JEFFERSON - WEST OF PAN AM. WEST	0.48	45	60,112
2.5	EAST OF PAN AM. WEST - WEST OF PAN AM. EAST	0.13	45	27,661
3.1	EAST OF PAN AM. EAST - WEST OF SAN PEDRO	0.29	45	36,768
3.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	0.50	45	41,768
3.3	EAST OF LOUISIANA - WEST OF WYOMING	0.50	55	43,368
4.1	EAST OF WYOMING - WEST OF BARSTOW	0.50	55	26,875
4.2	EAST OF BARSTOW - WEST OF VENTURA	0.50	55	32,933
4.3	EAST OF VENTURA - WEST OF HOLBROOK	0.50	55	26,904
4.4	EAST OF HOLBROOK - WEST OF EUBANK	0.50	55	25,086
5.1	EAST OF EUBANK - WEST OF BROWNING	0.50	55	13,547
5.2	EAST OF BROWNING - WEST OF LOWELL	0.50	55	12,894
5.3	EAST OF LOWELL - WEST OF TRAMWAY	0.61	55	11,235

ID Location



Volume Notes

- The heaviest volumes along Paseo del Norte occur between Coors and 2nd St (82,000 AWDT in 2010).
- Overall average volumes increased by 31% between 2000 and 2008. During that same period, the population in the study area increased by 36%.
- The highest volume increase (74%) from 2000 to 2010 occurred at the Coors intersection.
- In 2010, 82,000 vehicles crossed the Rio Grande along Paseo del Norte each weekday.

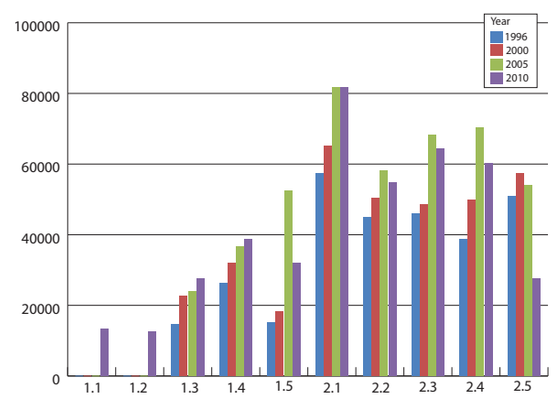
Access Notes

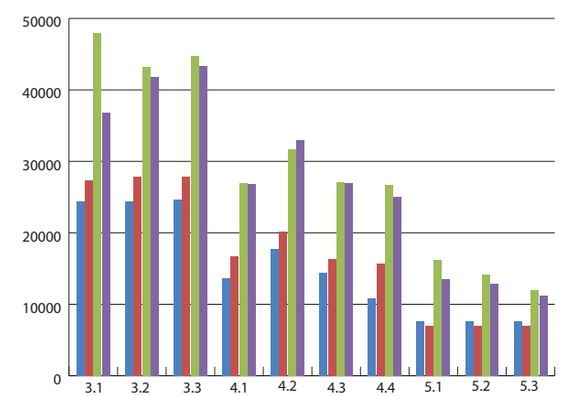
- Paseo del Norte is an **access-controlled facility** along the entire CMP corridor.
- There are no center turn lanes along Paseo del Norte. The only opportunities for left turns are at intersections.
- There are 17 **signalized intersections** along the CMP corridor; an average of one signal **every 0.80 miles.**

Access Characteristics

ID	East-Bound				W-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	0	0	0	No	0	0	0	No	No
1.2	0	1	1	No	0	0	0	No	No
1.3	0	2	1	No	0	2	1	No	No
1.4	0	0	0	No	0	1	1	No	No
1.5	0	0	0	No	0	0	0	No	No
2.1	0	0	0	No	0	0	0	No	No
2.2	0	0	0	No	0	0	0	No	No
2.3	0	0	0	No	0	0	0	No	No
2.4	0	1	1	No	0	1	0	No	No
2.5	0	1	0	No	0	1	0	No	No
3.1	1	1	1	No	0	0	1	No	No
3.2	0	1	1	No	0	1	1	No	No
3.3	2	1	1	No	0	1	1	No	No
4.1	1	1	0	No	0	0	1	No	No
4.2	0	1	1	No	0	1	0	No	No
4.3	0	1	0	No	0	1	0	No	No
4.4	0	1	0	No	0	1	0	No	No
5.1	0	1	1	No	0	1	0	No	No
5.2	0	1	1	No	0	1	1	No	No
5.3	0	1	1	No	0	1	1	No	No
Total	4	15	10		0	13	8		

Average Weekday Daily Traffic

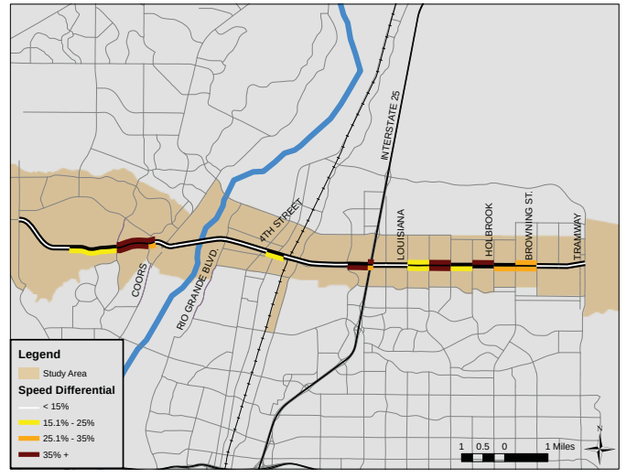




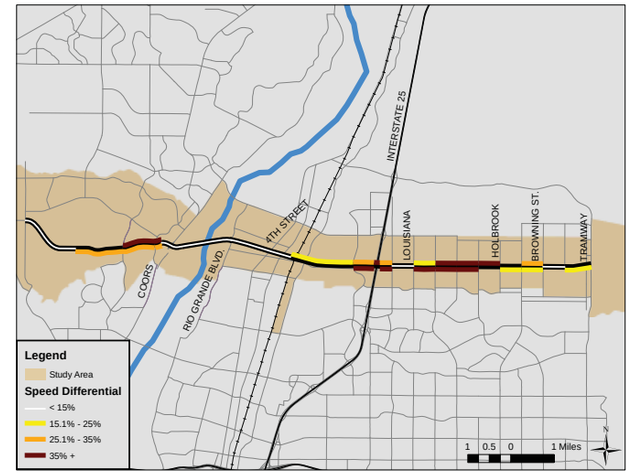
Speed Differential (Observed Speed vs. Posted Speed)

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 UNIVERSE - WEST OF KIMMICK	35	41.2	41.4	36.1	45.3	-17.8%	-18.2%	-3.1%	-29.6%
1.2	EAST OF KIMMICK - WEST OF GOLF COURSE	45	48.1	35.4	43.7	30.8	-6.8%	21.4%	2.9%	31.5%
1.3	EAST OF GOLF COURSE - WEST OF EAGLE RANCH RD.	45	27.3	29.0	25.0	30.5	39.3%	35.6%	44.3%	32.2%
1.4	EAST OF EAGLE RANCH RD. - WEST OF COORS W. RAMPS	50	28.9	36.2	24.4	35.1	42.1%	27.6%	51.2%	29.8%
1.5	EAST OF COORS W. RAMPS - WEST OF COORS E. RAMPS	50	56.5	67.9	47.0	61.5	-13.0%	-35.8%	6.1%	-23.0%
2.1	EAST OF COORS E. RAMPS - WEST OF PDN/2ND WEST RAMPS	50	61.3	59.3	52.8	66.3	-22.6%	-18.7%	-5.5%	-32.7%
2.2	EAST OF PDN/2ND WEST RAMPS - WEST OF PDN/2ND EAST RAMPS	50	63.5	40.9	56.4	51.3	-26.9%	18.3%	-12.9%	-2.6%
2.3	EAST OF PDN/2ND EAST RAMPS - WEST OF JEFFERSON	50	58.8	44.2	42.5	56.8	-17.5%	11.6%	15.1%	-13.6%
2.4	EAST OF JEFFERSON - WEST OF PAN AM. WEST	45	40.1	27.0	29.9	24.2	11.0%	39.9%	33.6%	46.3%
2.5	EAST OF PAN AM. WEST - WEST OF PAN AM. EAST	45	24.3	32.7	19.7	44.3	46.0%	27.3%	56.2%	1.5%
3.1	EAST OF PAN AM. EAST - WEST OF SAN PEDRO	45	43.6	39.6	29.3	26.2	3.1%	11.9%	34.9%	41.8%
3.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	45	46.1	46.6	38.8	40.0	-2.3%	-3.5%	13.7%	11.1%
3.3	EAST OF LOUISIANA - WEST OF WYOMING	55	46.4	42.4	42.7	26.4	15.6%	22.9%	22.4%	51.9%
4.1	EAST OF WYOMING - WEST OF BARSTOW	55	20.4	32.7	17.8	16.9	62.9%	40.6%	67.6%	69.2%
4.2	EAST OF BARSTOW - WEST OF VENTURA	55	48.5	44.1	26.1	25.6	11.9%	19.9%	52.6%	53.4%
4.3	EAST OF VENTURA - WEST OF HOLBROOK	55	27.8	52.0	19.8	47.0	49.4%	5.5%	63.9%	14.5%
4.4	EAST OF HOLBROOK - WEST OF EUBANK	55	47.0	37.8	48.5	41.3	14.5%	31.2%	11.8%	24.9%
5.1	EAST OF EUBANK - WEST OF BROWNING	55	38.1	39.8	40.4	41.5	30.6%	27.6%	26.6%	24.5%
5.2	EAST OF BROWNING - WEST OF LOWELL	55	48.9	49.9	51.7	50.7	11.1%	9.4%	5.9%	7.8%
5.3	EAST OF LOWELL - WEST OF TRAMWAY	55	50.1	49.6	51.7	45.1	8.9%	9.8%	6.0%	17.9%

AM Speed Differential



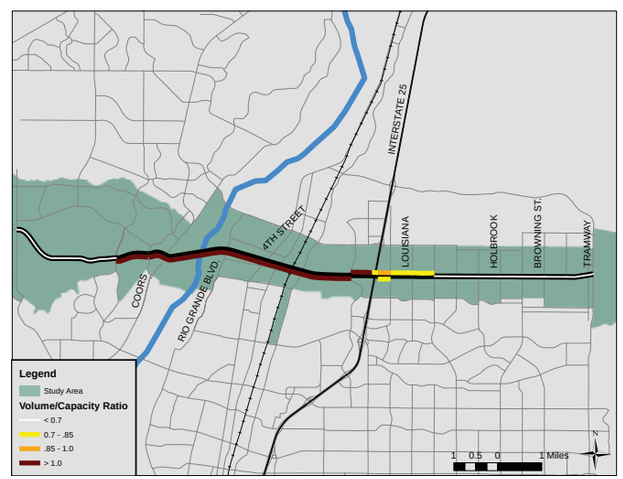
PM Speed Differential



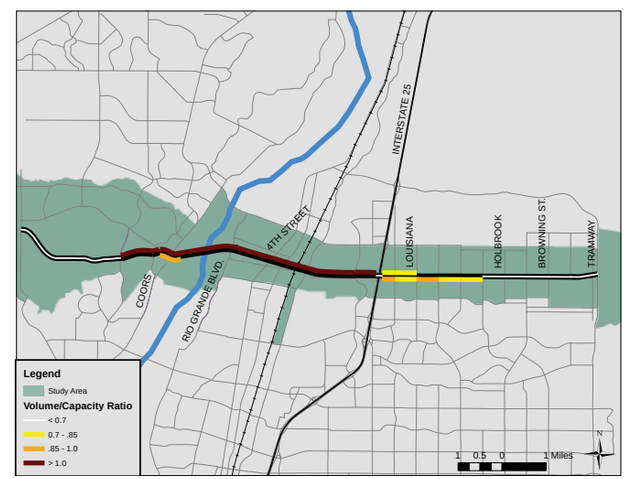
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF UNIVERSE - WEST OF KIMMICK	0.09	0.24	0.37	0.11
1.2	EAST OF KIMMICK - WEST OF GOLF COURSE	0.08	0.23	0.27	0.12
1.3	EAST OF GOLF COURSE - WEST OF EAGLE RANCH RD.	0.26	1.17	1.12	0.53
1.4	EAST OF EAGLE RANCH RD. - WEST OF COORS W. RAMPS	0.35	1.82	1.52	0.58
1.5	EAST OF COORS W. RAMPS - WEST OF COORS E. RAMPS	0.35	2.45	1.42	0.88
2.1	EAST OF COORS E. RAMPS - WEST OF PDN/2ND WEST RAMPS	0.38	2.06	1.37	0.77
2.2	EAST OF PDN/2ND WEST RAMPS - WEST OF PDN/2ND EAST RAMPS	0.41	1.66	1.33	0.66
2.3	EAST OF PDN/2ND EAST RAMPS - WEST OF JEFFERSON	0.55	1.06	1.83	0.61
2.4	EAST OF JEFFERSON - WEST OF PAN AM. WEST	1.10	0.43	1.26	0.65
2.5	EAST OF PAN AM. WEST - WEST OF PAN AM. EAST	0.74	0.60	0.68	0.61
3.1	EAST OF PAN AM. EAST - WEST OF SAN PEDRO	0.96	0.76	0.74	0.87
3.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	0.79	0.58	0.71	0.76
3.3	EAST OF LOUISIANA - WEST OF WYOMING	0.77	0.55	0.66	0.99
4.1	EAST OF WYOMING - WEST OF BARSTOW	0.68	0.36	0.44	0.74
4.2	EAST OF BARSTOW - WEST OF VENTURA	0.61	0.29	0.46	0.72
4.3	EAST OF VENTURA - WEST OF HOLBROOK	0.49	0.30	0.36	0.62
4.4	EAST OF HOLBROOK - WEST OF EUBANK	0.64	0.32	0.39	0.66
5.1	EAST OF EUBANK - WEST OF BROWNING	0.67	0.21	0.32	0.45
5.2	EAST OF BROWNING - WEST OF LOWELL	0.57	0.17	0.43	0.44
5.3	EAST OF LOWELL - WEST OF TRAMWAY	0.00	0.00	0.00	0.00

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Universe	Golf Course Rd.	Eagle Ranch	Coors East Ramp	Paseo del Norte W. Ramp	Jefferson	Pan American West (I-25)	San Pedro	Louisiana	Wyoming	Ventura	Eubank	Tramway
Universe	X	243	333	349	495	619	690	740	785	853	1030	1112	1239
Golf Course Rd.	234	X	89	106	252	376	447	497	542	610	787	868	996
Eagle Ranch	343	109	X	17	162	286	357	408	453	521	698	779	907
Coors East Ramp	367	133	24	X	146	269	341	391	436	504	681	762	890
Paseo del Norte W. Ramp	552	318	209	185	X	124	195	245	290	358	535	617	744
Jefferson	704	470	361	337	153	X	71	122	166	235	411	493	621
Pan American West (I-25)	762	528	419	395	210	58	X	50	95	163	340	422	549
San Pedro	822	587	479	454	270	117	60	X	45	113	290	371	499
Louisiana	868	633	525	501	316	163	106	46	X	68	245	327	454
Wyoming	910	676	567	543	358	206	148	88	42	x	177	258	386
Ventura	1080	846	737	713	528	376	318	259	212	170	x	82	209
Eubank	1207	973	864	840	656	503	445	386	340	297	127	X	128
Tramway	1329	1095	986	962	777	625	567	508	462	419	249	122	x

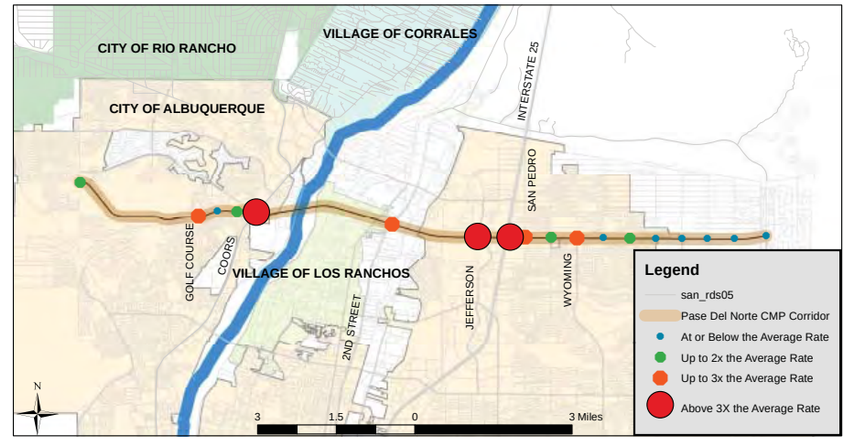
PM Peak Delay (seconds)	Universe	Golf Course Rd.	Eagle Ranch	Coors East Ramp	Paseo del Norte W. Ramp	Jefferson	Pan American West (I-25)	San Pedro	Louisiana	Wyoming	Ventura	Eubank	Tramway
Universe	X	7	36	41	-4	-17	16	32	37	73	184	200	222
Golf Course Rd.	-2	X	29	34	-11	-25	8	25	30	65	177	193	215
Eagle Ranch	46	48	X	5	-40	-53	-20	-4	1	37	148	164	186
Coors East Ramp	59	61	12	X	-45	-58	-25	-9	-4	32	143	159	181
Paseo del Norte W. Ramp	53	55	6	-6	X	-14	19	36	41	77	188	204	226
Jefferson	68	70	22	9	15	X	33	50	55	90	201	218	240
Pan American West (I-25)	88	89	41	29	35	19	X	17	22	57	168	185	207
San Pedro	113	115	67	55	61	45	26	X	5	40	152	168	190
Louisiana	120	122	73	61	67	52	32	6	X	35	147	163	185
Wyoming	129	131	83	70	76	61	42	16	9	x	111	128	150
Ventura	234	236	187	175	181	166	146	120	114	105	x	16	38
Eubank	296	298	249	237	243	228	208	182	176	167	62	X	22
Tramway	312	314	266	253	259	244	225	199	192	183	78	16	x

Distance (miles)	Universe	Golf Course Rd.	Eagle Ranch	Coors East Ramp	Paseo del Norte W. Ramp	Jefferson	Pan American West (I-25)	San Pedro	Louisiana	Wyoming	Ventura	Eubank	Tramway
Universe	X	2.5	3.3	3.5	6.1	8.0	8.5	8.9	9.4	9.9	10.9	11.9	13.5
Golf Course Rd.	2.5	X	0.8	0.9	3.6	5.5	6.0	6.4	6.9	7.4	8.4	9.4	11.0
Eagle Ranch	3.3	0.8	X	0.2	2.8	4.7	5.2	5.6	6.1	6.6	7.6	8.6	10.2
Coors East Ramp	3.5	0.9	0.2	X	2.6	4.6	5.0	5.5	5.9	6.5	7.5	8.4	10.1
Paseo del Norte W. Ramp	6.1	3.6	2.8	2.6	X	1.9	2.4	2.8	3.3	3.8	4.8	5.8	7.4
Jefferson	8.0	5.5	4.7	4.6	1.9	X	0.5	0.9	1.4	1.9	2.9	3.9	5.5
Pan American West (I-25)	8.5	6.0	5.2	5.0	2.4	0.5	X	0.4	0.9	1.4	2.4	3.4	5.0
San Pedro	8.9	6.4	5.6	5.5	2.8	0.9	0.4	X	0.5	1.0	2.0	3.0	4.6
Louisiana	9.4	6.9	6.1	5.9	3.3	1.4	0.9	0.5	X	0.5	1.5	2.5	4.1
Wyoming	9.9	7.4	6.6	6.5	3.8	1.9	1.4	1.0	0.5	X	1.0	2.0	3.6
Ventura	10.9	8.4	7.6	7.5	4.8	2.9	2.4	2.0	1.5	1.0	x	1.0	2.6
Eubank	11.9	9.4	8.6	8.4	5.8	3.9	3.4	3.0	2.5	2.0	1.0	X	1.6
Tramway	13.5	11.0	10.2	10.1	7.4	5.5	5.0	4.6	4.1	3.6	2.6	1.6	x

PM Peak Delay (seconds/mile)	Universe	Golf Course Rd.	Eagle Ranch	Coors East Ramp	Paseo del Norte W. Ramp	Jefferson	Pan American West (I-25)	San Pedro	Louisiana	Wyoming	Ventura	Eubank	Tramway
Universe	x	2.8	10.9	11.9	-0.6	-2.2	1.8	3.6	4.0	7.3	16.9	16.8	16.4
Golf Course Rd.	-0.7	x	38.1	36.7	-3.1	-4.5	1.4	3.9	4.4	8.9	21.1	20.6	19.6
Eagle Ranch	14.1	63.7	x	30.5	-14.2	-11.3	-3.9	-0.7	0.2	5.5	19.4	19.1	18.2
Coors East Ramp	17.0	65.8	75.4	x	-17.0	-12.8	-5.1	-1.6	-0.6	4.9	19.2	18.9	18.0
Paseo del Norte W. Ramp	8.7	15.3	2.3	-2.2	x	-7.1	8.1	12.9	12.4	20.1	39.1	35.2	30.5
Jefferson	8.5	12.8	4.6	2.1	8.1	x	68.9	55.3	39.1	47.5	69.5	55.9	43.5
Pan American West (I-25)	10.3	15.0	7.9	5.7	14.5	40.4	x	39.8	23.7	40.3	69.6	54.1	41.1
San Pedro	12.7	18.1	11.9	10.0	21.6	50.3	61.6	x	10.0	40.4	75.8	56.1	41.2
Louisiana	12.7	17.7	12.0	10.3	20.3	36.9	35.1	12.7	x	70.7	97.6	65.3	45.0
Wyoming	13.0	17.8	12.5	10.9	63.9	120.0	146.8	182.7	351.6	x	111.1	63.9	41.5
Ventura	21.4	28.1	24.6	23.5	37.7	57.1	60.5	60.2	75.9	104.5	x	16.4	14.7
Eubank	24.8	31.8	29.0	28.1	41.9	58.4	61.0	60.9	70.5	83.4	62.2	x	13.7
Tramway	23.1	28.6	26.0	25.2	35.0	44.3	44.7	43.1	46.8	50.7	30.0	10.2	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

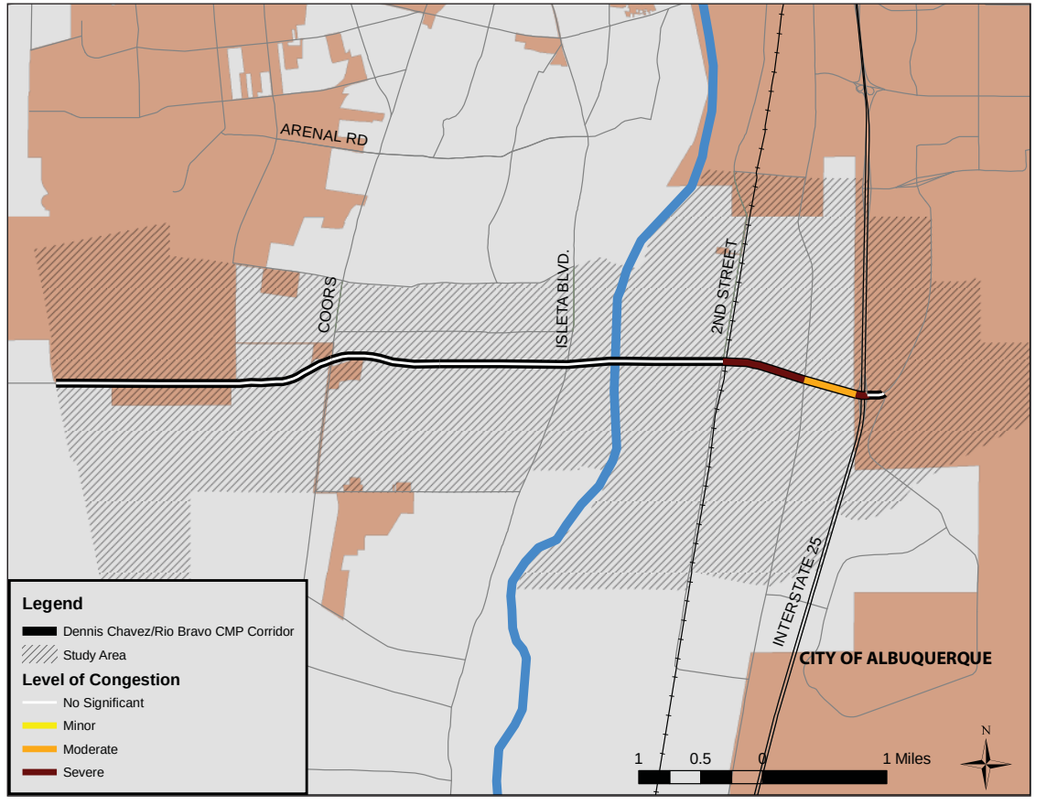
Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	0	0	0	0
Non-fatal accident injury	164	176	136	151	204
Property damage only	395	460	419	392	497
All Crashes	559	636	555	543	701

Top Contributing Factors in Crashes Along Paseo del Norte

1. Driver inattention 34%
2. Following too close 27%
3. Failure to yield 8%
4. Excessive speed 4%
5. Red light running 4%

Rio Bravo Blvd / Dennis Chavez Blvd

#14



Profile & Statistics

Corridor Profile	
Study Area	18.0 Sq. Miles
Length & No. of Segments	4.5 Miles - 8 segments
Functional Class	Principal Arterial: Paseo del Volcan to I-25
	Minor Arterial: I-25 to University Blvd
Access Control	Yes: 118th St. to I-25
Lanes	2 lanes: Paseo del Volcan to Coors
	4 lanes: Coors to University
Intelligent Transportation Systems	Designated corridor: Yes
	ITS deployment: Yes - PF, CCTV
Transit	*ABQ Ride* : Route 222 (liked to Rail Runner), Route 51 (local), Route 198 (commuter)
	Rail Runner : Rio Bravo/Sunport Station
Bicycle Facilities	Route: Paseo del Volcan to Coors
	Wide shoulders along Rio Bravo

Summary Data	
Daily Volume	7,000 - 35,000
Average Speeds (PM East)	20 - 47 mph
Average Speeds (PM West)	18 - 47 mph
Total Delay (PM East)	107 seconds (24 sec./mile)
Total Delay (PM West)	93 seconds (21 sec./mile)

Demographic Trends			
Measure	*2000*	*2008*	*2035*
Population	13,107	20,273	40,727
Employment	6,623	7,607	13,156

Corridor Ranks	
Volume/Capacity Ratio	**15 / 30**
Speed Differential	**18 / 30**
Crash Rates	**10 / 30**
Overall Rank	**14 / 30**

Corridor Notes

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

Transit Characteristics

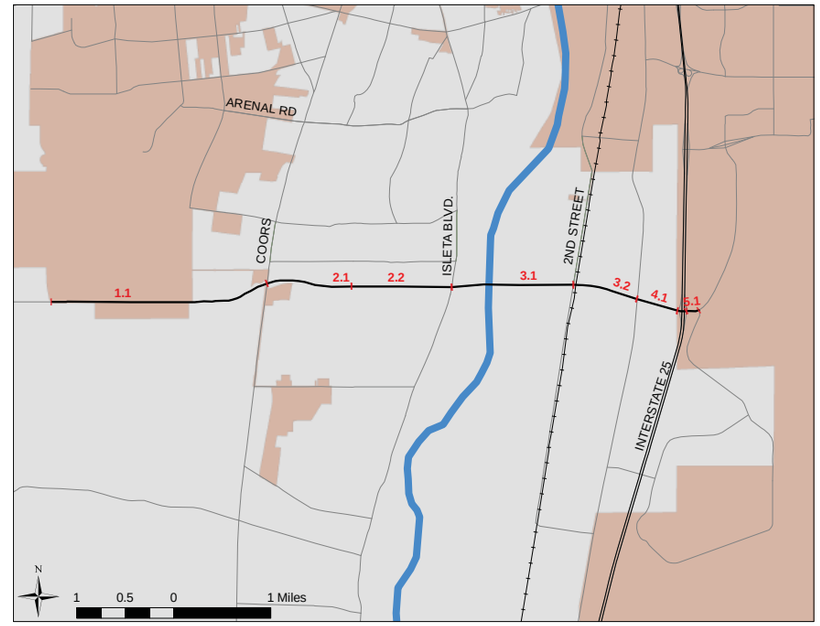
- ABQ Ride operates two routes along Rio Bravo. Route 222 provides connections to the Rail Runner and passes along Rio Bravo between Coors and University. Service coincides with train arrivals and departures but is unavailable during other times of the day. Route 222 averaged 167 riders per weekday in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

Rio Bravo Blvd / Dennis Chavez Blvd

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF 118 TH ST. - WEST OF COORS	4.53	45	10,475
2.1	EAST OF COORS - WEST OF LA JUNTA	0.88	45	14,799
2.2	EAST OF LA JUNTA - WEST OF ISLETA BLVD.	1.03	45	20,935
3.1	EAST OF ISLETA BLVD. - WEST OF 2ND ST.	1.25	45	35,220
3.2	EAST OF 2ND ST. - WEST OF BROADWAY	0.68	45	28,125
4.1	EAST OF BROADWAY - WEST OF I-25 W. RAMPS	0.43	35	28,465
4.2	EAST OF I-25 W. RAMPS - WEST OF I-25 E. RAMPS	0.10	35	18,129
5.1	EAST OF I-25 E. RAMPS - WEST OF UNIVERSITY	0.14	30	7,428

ID Location

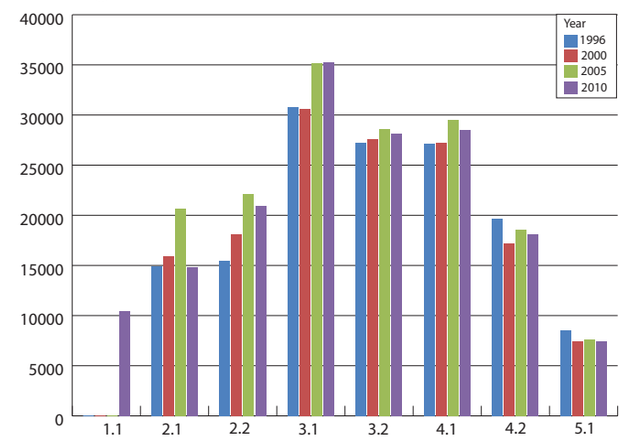


Access Characteristics

ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1*	0	2	1	No	0	4	0	No	Intersection Turn Bay
2.1*	3	3	0	No	3	1	1	No	Median Turn Bay
2.2*	5	2	1	No	4	2	2	No	Median Turn Bay
3.1*	3	1	1	No	4	1	2	No	Median Turn Bay
3.2*	2	2	1	No	1	2	2	No	Median Turn Bay
4.1*	0	1	1	No	0	1	1	No	Median Turn Bay
4.2*	0	0	0	No	0	0	0	No	No
5.1	0	1	1	No	0	1	1	No	No
Total	13	12	6		12	12	9		

*Indicates access-controlled segment

Average Weekday Daily Traffic



Access Notes

- Rio Bravo Blvd is an **access-controlled facility** between 118th St. and I-25.
- There are center-turn facilities, mostly median turn bays, along the CMP corridor west of I-25.
- There are 19 **signalized intersections** along the CMP corridor; an average of one signal **every 0.48 miles.**

Volume Notes

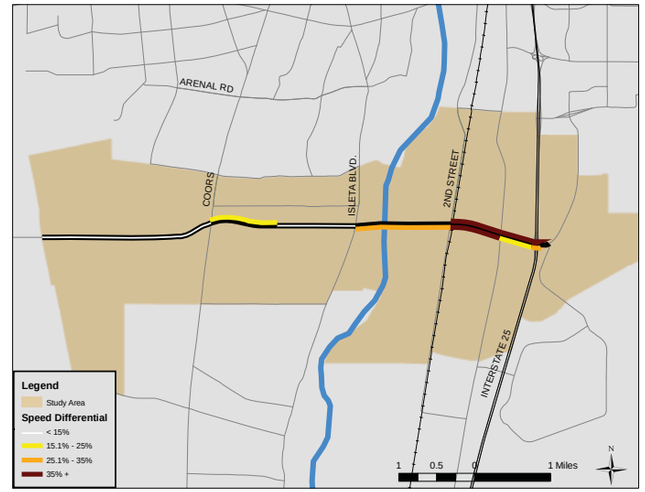
- The heaviest volumes along Rio Bravo Blvd occur between Isleta Blvd and 2nd St (35,000 AWDT in 2010).
- Overall average volumes increased by 17% between 2000 and 2008. During that same period, the population in the study area increased by 55%.
- The highest volume increase (16%) from 2000 to 2010 occurred between La Junta Rd and Isleta Blvd.

Rio Bravo Blvd / Dennis Chavez Blvd

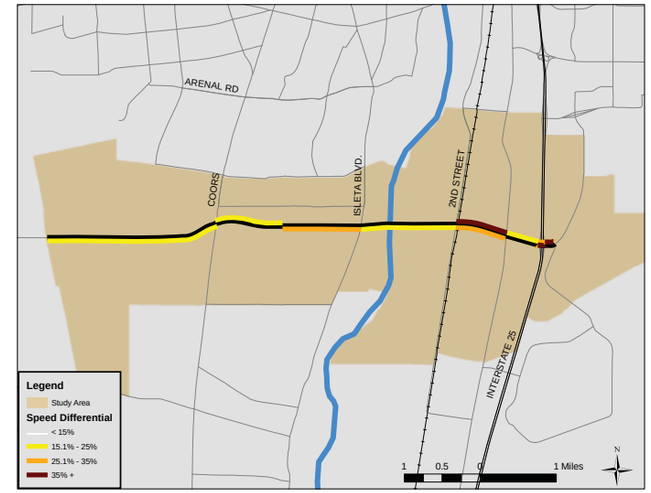
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-WB	AM-EB	PM-WB	PM-EB	AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF 118 TH ST. - WEST OF COORS	45	48.5	39.1	63.0	37.2	-7.7%	13.2%	-39.9%	17.2%
2.1	EAST OF COORS - WEST OF LA JUNTA	45	35.3	45.8	37.9	46.8	21.5%	-1.7%	15.7%	-4.0%
2.2	EAST OF LA JUNTA - WEST OF ISLETA BLVD.	45	45.0	38.8	47.0	33.4	0.0%	13.7%	-4.4%	25.7%
3.1	EAST OF ISLETA BLVD. - WEST OF 2ND ST.	45	42.6	31.4	42.2	37.7	5.3%	30.2%	6.1%	16.3%
3.2	EAST OF 2ND ST. - WEST OF BROADWAY	45	24.8	23.6	22.7	30.5	45.0%	47.6%	49.5%	32.2%
4.1	EAST OF BROADWAY - WEST OF I-25 W. RAMPS	35	16.6	29.5	28.8	38.1	52.6%	15.8%	17.8%	-8.8%
4.2	EAST OF I-25 W. RAMPS - WEST OF I-25 E. RAMPS	35	11.6	25.6	24.5	20.2	66.7%	26.9%	30.0%	42.2%
5.1	EAST OF I-25 E. RAMPS - WEST OF UNIVERSITY	30	40.5	47.1	18.4	44.0	-35.1%	-57.0%	38.7%	-46.5%

AM Speed Differential



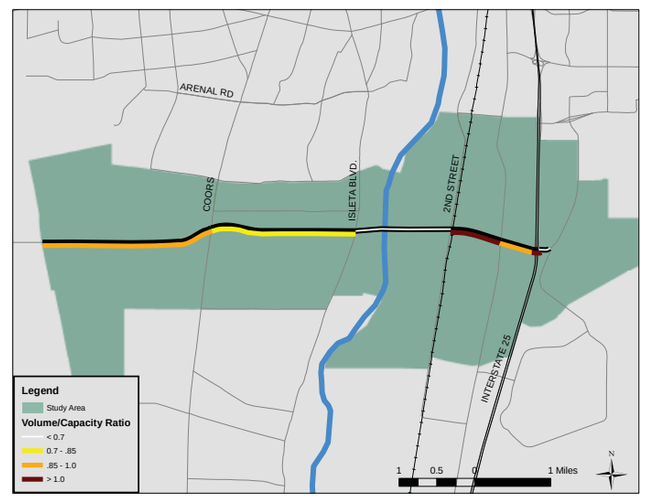
PM Speed Differential



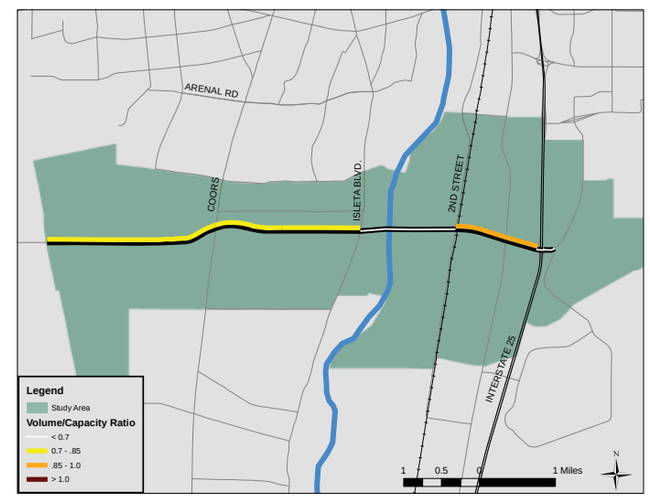
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF 118 TH ST. - WEST OF COORS	0.35	0.98	0.80	0.43
2.1	EAST OF COORS - WEST OF LA JUNTA	0.32	0.74	0.80	0.41
2.2	EAST OF LA JUNTA - WEST OF ISLETA BLVD.	0.27	0.84	0.77	0.41
3.1	EAST OF ISLETA BLVD. - WEST OF 2ND ST.	0.36	0.95	0.86	0.50
3.2	EAST OF 2ND ST. - WEST OF BROADWAY	0.45	1.07	0.95	0.60
4.1	EAST OF BROADWAY - WEST OF I-25 W. RAMPS	0.50	0.96	0.92	0.61
4.2	EAST OF I-25 W. RAMPS - WEST OF I-25 E. RAMPS	0.09	1.01	0.28	0.65
5.1	EAST OF I-25 E. RAMPS - WEST OF UNIVERSITY	0.13	0.59	0.31	0.14

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Rio Bravo Blvd / Dennis Chavez Blvd

Travel Time & Delay

PM Peak Travel Time (seconds)	118th	Coors	La Junta	Isleta	2nd St.	Broadway	I-25 West Ramps	I-25 East Ramps	University
118th	X	219	287	398	518	598	638	655	667
Coors	129	X	68	179	299	379	420	437	448
La Junta	213	84	X	111	231	311	352	369	380
Isleta	292	163	79	X	120	200	241	258	269
2nd St.	399	270	186	107	X	80	121	138	149
Broadway	507	377	293	214	107	X	41	58	69
I-25 West Ramps	561	431	347	268	226	54	X	17	28
I-25 East Ramps	575	445	361	282	176	68	14	X	11
University	601	472	388	309	202	95	41	27	X

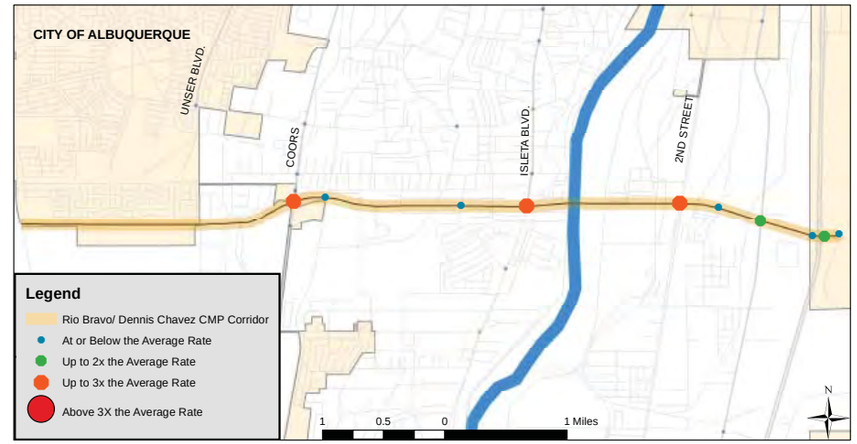
PM Peak Delay (seconds)	118th	Coors	La Junta	Isleta	2nd St.	Broadway	I-25 West Ramps	I-25 East Ramps	University
118th	x	38	35	63	83	109	105	112	107
Coors	-52	x	-3	26	45	71	67	75	69
La Junta	-39	13	x	29	48	74	70	77	72
Isleta	-42	10	-3	x	20	45	42	49	44
2nd St.	-35	16	3	7	x	26	22	29	24
Broadway	18	69	56	60	53	x	-4	4	-2
I-25 West Ramps	27	79	66	69	63	10	x	7	2
I-25 East Ramps	32	83	70	74	67	14	4	x	-5
University	42	94	80	84	77	24	14	10	x

Distance (miles)	118th	Coors	La Junta	Isleta	2nd St.	Broadway	I-25 West Ramps	I-25 East Ramps	University
118th	X	2.3	3.1	4.2	5.4	6.1	6.5	6.6	6.8
Coors	2.3	X	0.6	1.5	1.8	2.0	2.5	3.3	3.6
La Junta	3.1	0.9	X	0.9	1.2	1.4	1.8	2.7	3.0
Isleta	4.2	1.9	1.0	X	0.3	0.5	0.9	1.8	2.1
2nd St.	5.4	3.2	2.3	1.3	X	0.2	0.6	1.5	1.8
Broadway	6.1	3.8	3.0	1.9	0.7	X	0.4	1.3	1.6
I-25 West Ramps	6.5	4.3	3.4	2.4	1.1	0.4	X	0.9	1.2
I-25 East Ramps	6.6	4.4	3.5	2.5	1.2	0.5	0.1	X	0.3
University	6.8	4.5	3.6	2.6	1.3	0.7	0.2	0.1	X

PM Peak Delay (seconds/mile)	118th	Coors	La Junta	Isleta	2nd St.	Broadway	I-25 West Ramps	I-25 East Ramps	University
118th	x	16.6	11.1	15.2	15.3	17.8	16.1	16.9	15.8
Coors	-22.8	x	-4.2	16.7	24.7	34.9	27.2	22.3	19.1
La Junta	-12.2	14.9	x	31.9	40.5	53.2	38.3	28.7	24.2
Isleta	-10.0	5.1	-3.4	x	66.6	91.9	44.4	27.1	20.9
2nd St.	-6.5	5.1	1.4	5.2	x	129.2	34.3	19.5	13.4
Broadway	2.9	18.1	19.0	30.9	78.5	x	-8.1	2.8	-1.0
I-25 West Ramps	4.2	18.5	19.4	29.3	56.6	22.2	x	8.4	1.8
I-25 East Ramps	4.8	19.0	20.1	29.9	55.6	26.2	44.0	x	-17.5
University	6.2	20.7	22.2	32.3	57.6	36.3	62.6	75.7	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

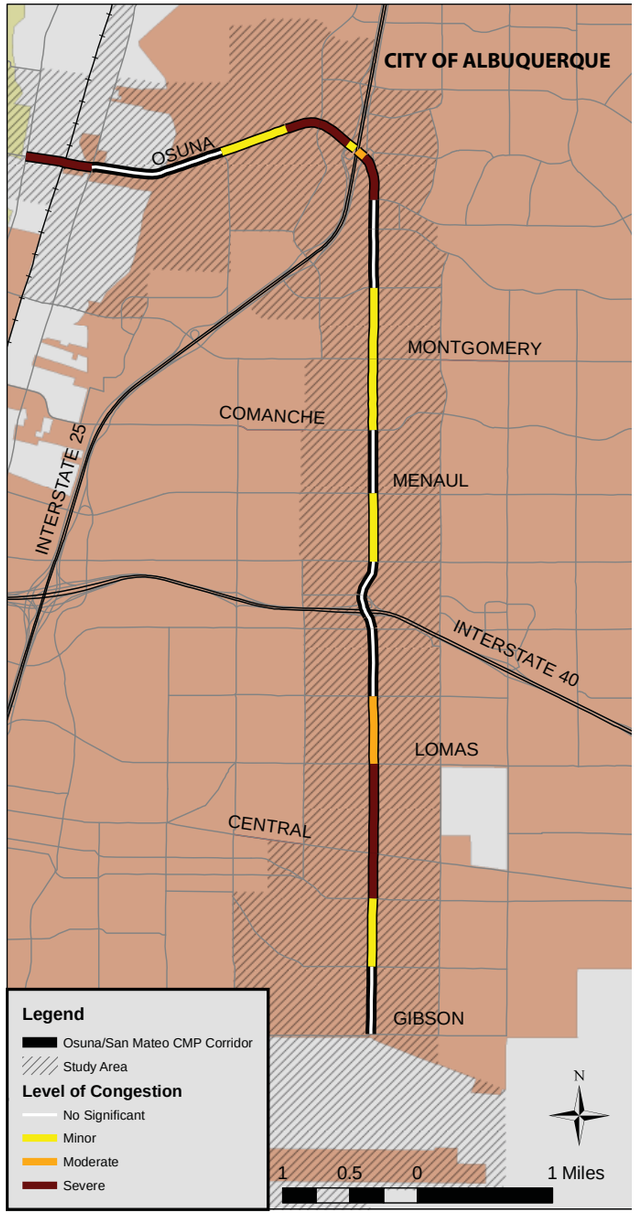
Crash Type	2005	2006	2007	2008	2009
Fatal accident	1	2	0	0	0
Non-fatal accident injury	47	47	39	44	44
Property damage only	126	160	126	124	137
All Crashes	174	209	165	168	181

Top Contributing Factors in Crashes Along Rio Bravo / Dennis Chavez

1. Following too close 26 %
2. Driver inattention 22 %
3. Failure to yield 13 %
4. Red light running 6 %
5. Excessive speed 5 %

San Mateo Blvd / Osuna Rd

#18



Corridor Notes

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

Transit Characteristics

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

Profile & Statistics

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

San Mateo Blvd / Osuna Rd

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF GIBSON - SOUTH OF KATHRYN	0.50	40	12,980
1.2	NORTH OF KATHRYN - SOUTH OF ZUNI	0.51	40	17,566
1.3	NORTH OF ZUNI - SOUTH OF CENTRAL	0.33	40	23,772
2.1	NORTH OF CENTRAL - SOUTH OF LOMAS	0.66	40	25,518
3.1	NORTH OF LOMAS - SOUTH OF CONSTITUTION	0.50	40	37,449
3.2	NORTH OF CONSTITUTION - SOUTH OF INDIAN SCHOOL	0.50	40	40,376
3.3	NORTH OF INDIAN SCHOOL - SOUTH OF I-40 E. RAMPS	0.10	35	40,059
3.4	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 W. RAMPS	0.09	35	29,825
4.1	NORTH OF I-40 W. RAMPS - SOUTH OF CUTLER	0.08	35	37,110
4.2	NORTH OF CUTLER - SOUTH OF MENAUL	0.27	35	32,197
5.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	0.51	35	24,186
5.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	0.47	35	27,022
5.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	0.53	35	39,079
6.1	NORTH OF MONTGOMERY - SOUTH OF MCLEOD	0.53	40	28,840
6.2	NORTH OF MCLEOD - SOUTH OF OSUNA	0.44	40	33,052
6.3	NORTH OF OSUNA - SOUTH OF ACADEMY	0.22	40	27,434
6.4	NORTH OF ACADEMY - SOUTHEAST OF PAN AMERICAN	0.25	40	42,335
6.5	N.W. OF PAN AMERICAN - EAST OF PAN AM. FRONTAGE EAST	0.09	40	28,223
6.6	WEST OF PAN AM. FRONTAGE EAST - I-25 UNDERPASS	0.07	40	39,252
7.1	EAST OF PAN AM. FRONTAGE WEST - WEST OF I-25 UNDERPASS	0.06	40	38,151
7.2	EAST OF JEFFERSON - WEST OF PAN AM. FRONTAGE WEST	0.26	45	25,346
7.3	EAST OF WASHINGTON - WEST OF JEFFERSON	0.26	45	27,884
7.4	EAST OF CHAPPEL RD - WEST OF WASHINGTON	0.51	45	26,173
7.5	EAST OF EDITH - WEST OF CHAPPEL RD	0.99	45	19,274
7.6	EAST OF 2ND ST - WEST OF EDITH	0.50	45	17,585

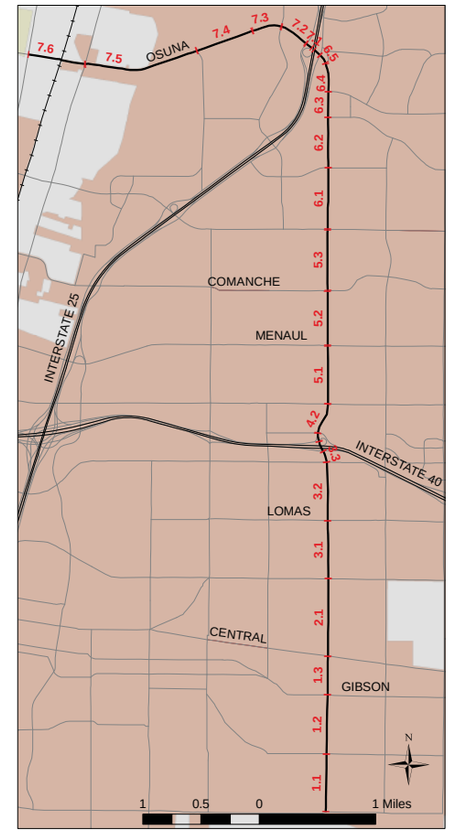
Access Characteristics

ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	9	3	0	No	10	4	1	No	Median Turn Bay
1.2	7	4	0	No	13	5	0	No	Median Turn Bay
1.3	6	4	0	No	3	3	0	No	Median Turn Bay
2.1	9	6	0	No	10	5	0	No	Median Turn Bay
3.1	1	4	0	No	16	4	0	No	Median Turn Bay
3.2	3	4	0	No	15	4	0	No	Median Turn Bay
3.3	0	0	1	No	0	0	1	No	No
3.4	0	0	1	No	0	0	0	No	No
4.1	0	0	0	No	0	0	1	No	No
4.2	7	2	1	No	7	2	1	No	Median Turn Bay
5.1	14	4	0	No	25	4	0	No	Continous
5.2	16	5	0	No	10	5	1	No	MTB / Median Cut
5.3	20	3	1	No	21	5	0	No	Con. / MC / MTB
6.1	12	2	0	No	7	2	1	No	Median Turn Bay
6.2	13	1	0	No	14	2	0	No	Median Turn Bay
6.3	11	1	1	No	5	1	0	No	Median Turn Bay
6.4	8	1	0	No	5	1	0	No	Median Turn Bay
6.5	0	1	1	No	0	1	0	No	No
6.6	0	0	0	No	0	0	0	No	No
7.1	0	1	0	No	0	0	0	No	No
7.2	3	1	1	No	3	2	0	No	Median Turn Bay
7.3	6	1	0	No	3	1	0	No	MTB / Median Cut
7.4	8	2	0	No	6	1	0	No	MTB / Median Cut
7.5	16	3	0	No	9	1	0	No	MTB / Median Cut
7.6	11	4	1	No	1	2	0	No	MTB / Median Cut
Total	180	57	8		183	55	6		

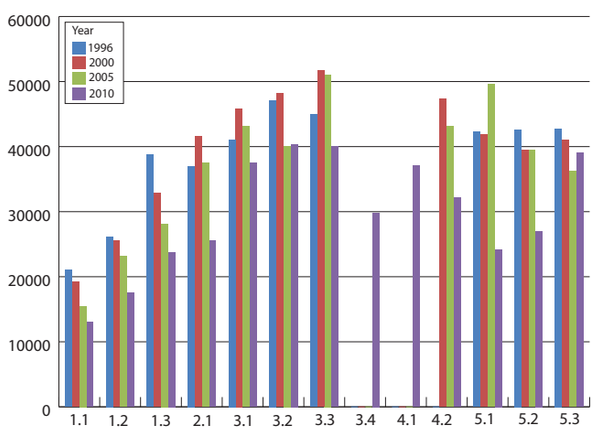
Access Notes

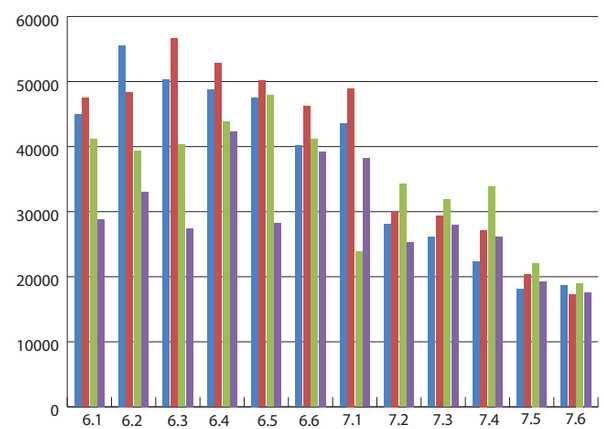
- The San Mateo/Osuna CMP corridor **has no access control.**
- There are center-turn facilities across most of the corridor, including a continuous center-turn lane between Menaul and Candelaria.
- There are 28 **signalized intersections** along the CMP corridor; an average of one signal **every 0.33 miles.**

ID Location



Average Weekday Daily Traffic





Volume Notes

- The heaviest volumes along San Mateo Blvd occur between Constitution Ave and I-40 (40,000 AWDT in 2010) and between Academy Rd and I-25 (42,000).
- Overall average volumes decreased by 18% between 2000 and 2008. During that same period, the population in the study area increased by 5%.
- All segments except for Osuna Rd between 2nd St and Edith Blvd experienced volume decreases between 2000 and 2010. The highest volume decrease (44%) occurred east of the Pan American North Frontage Rd.

San Mateo Blvd / Osuna Rd

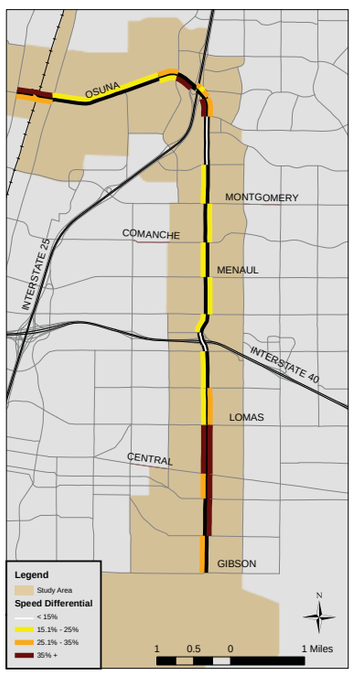
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-SB	AM-NB	PM-SB	PM-NB	AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF GIBSON - SOUTH OF KATHRYN	40	28.5	40.1	30.9	37.3	28.8%	-0.3%	22.8%	6.8%
1.2	NORTH OF KATHRYN - SOUTH OF ZUNI	40	35.0	23.5	34.4	28.4	12.6%	41.2%	14.1%	29.0%
1.3	NORTH OF ZUNI - SOUTH OF CENTRAL	40	27.2	15.2	25.4	14.8	32.1%	62.0%	36.5%	63.0%
2.1	NORTH OF CENTRAL - SOUTH OF LOMAS	40	23.2	26.0	23.2	22.4	42.0%	35.0%	42.0%	44.1%
3.1	NORTH OF LOMAS - SOUTH OF CONSTITUTION	40	30.6	28.6	20.3	27.4	23.5%	28.6%	49.2%	31.5%
3.2	NORTH OF CONSTITUTION - SOUTH OF INDIAN SCHOOL	40	31.5	39.5	38.6	39.3	21.2%	1.3%	3.6%	1.8%
3.3	NORTH OF INDIAN SCHOOL - SOUTH OF I-40 E. RAMPS	35	37.2	42.1	34.2	38.5	-6.2%	-20.4%	2.2%	-10.0%
3.4	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 W. RAMPS	35	36.6	40.6	26.8	34.4	-4.6%	-16.1%	23.5%	1.6%
4.1	NORTH OF I-40 W. RAMPS - SOUTH OF CUTLER	35	31.6	40.6	37.0	31.9	9.8%	-15.9%	-5.8%	8.8%
4.2	NORTH OF CUTLER - SOUTH OF MENAUL	35	26.7	32.3	28.8	30.8	23.7%	7.8%	17.7%	12.0%
5.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	35	33.1	29.5	23.2	24.2	5.3%	15.7%	33.6%	30.8%
5.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	35	27.3	31.2	22.2	32.1	21.9%	10.8%	36.5%	8.3%
5.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	35	36.6	27.2	30.4	25.8	-4.4%	22.4%	13.2%	26.3%
6.1	NORTH OF MONTGOMERY - SOUTH OF MCLEOD	40	32.0	38.1	25.8	32.2	19.9%	4.7%	35.5%	19.6%
6.2	NORTH OF MCLEOD - SOUTH OF OSUNA	40	37.9	39.4	35.8	30.0	5.1%	1.5%	10.5%	25.0%
6.3	NORTH OF OSUNA - SOUTH OF ACADEMY	40	34.1	35.2	32.5	10.1	14.7%	12.1%	18.8%	74.8%
6.4	NORTH OF ACADEMY - SOUTHEAST OF PAN AMERICAN	40	25.7	29.6	32.1	27.1	35.7%	26.1%	19.7%	32.3%
6.5	N.W. OF PAN AMERICAN - EAST OF PAN AM. FRONTAGE EAST	40	42.4	27.0	29.4	22.8	-5.9%	32.6%	26.6%	43.0%
6.6	WEST OF PAN AM. FRONTAGE EAST - I-25 UNDERPASS	40	41.9	33.8	29.1	32.3	-4.6%	15.6%	27.2%	19.3%
7.1	EAST OF PAN AM. FRONTAGE WEST - WEST OF I-25 UNDERPASS	40	35.6	40.6	42.9	41.6	11.1%	-1.4%	-7.2%	-4.1%
7.2	EAST OF JEFFERSON - WEST OF PAN AM. FRONTAGE WEST	45	22.9	38.4	14.7	27.6	49.1%	14.6%	67.3%	38.7%
7.3	EAST OF WASHINGTON - WEST OF JEFFERSON	45	35.7	33.1	35.0	25.9	20.6%	26.3%	22.3%	42.4%
7.4	EAST OF CHAPPEL RD - WEST OF WASHINGTON	45	41.8	35.7	33.9	33.8	7.2%	20.6%	24.8%	24.8%
7.5	EAST OF EDITH - WEST OF CHAPPEL RD	45	41.0	37.5	33.5	40.0	9.0%	16.7%	25.5%	11.2%
7.6	EAST OF 2ND ST - WEST OF EDITH	45	29.4	23.9	30.2	30.4	34.6%	47.0%	32.9%	32.4%

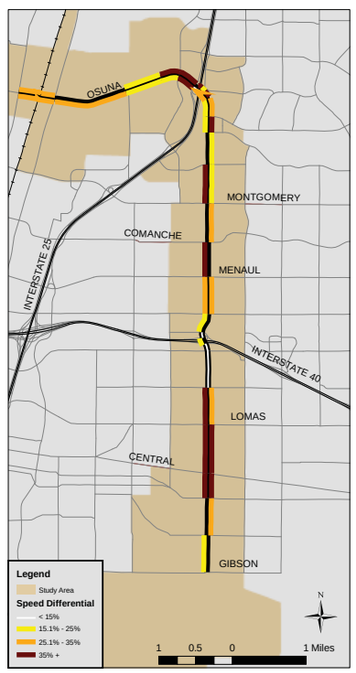
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF GIBSON - SOUTH OF KATHRYN	0.47	0.18	0.28	0.49
1.2	NORTH OF KATHRYN - SOUTH OF ZUNI	0.44	0.32	0.44	0.55
1.3	NORTH OF ZUNI - SOUTH OF CENTRAL	0.43	0.38	0.52	0.56
2.1	NORTH OF CENTRAL - SOUTH OF LOMAS	0.45	0.32	0.47	0.54
3.1	NORTH OF LOMAS - SOUTH OF CONSTITUTION	0.55	0.39	0.55	0.76
3.2	NORTH OF CONSTITUTION - SOUTH OF INDIAN SCHOOL	0.64	0.47	0.63	0.99
3.3	NORTH OF INDIAN SCHOOL - SOUTH OF I-40 E. RAMPS	0.66	0.34	0.65	0.63
3.4	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 W. RAMPS	0.31	0.55	0.43	0.88
4.1	NORTH OF I-40 W. RAMPS - SOUTH OF CUTLER	0.59	0.39	0.82	0.62
4.2	NORTH OF CUTLER - SOUTH OF MENAUL	0.41	0.38	0.61	0.59
5.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	0.57	0.42	0.58	0.72
5.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	0.53	0.43	0.54	0.65
5.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	0.71	0.33	1.32	0.62
6.1	NORTH OF MONTGOMERY - SOUTH OF MCLEOD	0.47	0.33	0.49	0.58
6.2	NORTH OF MCLEOD - SOUTH OF OSUNA	0.54	0.34	0.58	0.63
6.3	NORTH OF OSUNA - SOUTH OF ACADEMY	0.57	0.41	0.55	0.57
6.4	NORTH OF ACADEMY - SOUTHEAST OF PAN AMERICAN	0.63	0.88	0.89	0.80
6.5	N.W. OF PAN AMERICAN - EAST OF PAN AM. FRONTAGE EAST	0.35	0.86	0.37	0.96
6.6	WEST OF PAN AM. FRONTAGE EAST - I-25 UNDERPASS	1.22	0.66	0.80	0.94
7.1	EAST OF PAN AM. FRONTAGE WEST - WEST OF I-25 UNDERPASS	1.55	0.47	0.89	0.59
7.2	EAST OF JEFFERSON - WEST OF PAN AM. FRONTAGE WEST	0.87	0.61	0.62	0.81
7.3	EAST OF WASHINGTON - WEST OF JEFFERSON	0.65	0.80	0.89	0.79
7.4	EAST OF CHAPPEL RD - WEST OF WASHINGTON	0.68	0.80	0.83	0.75
7.5	EAST OF EDITH - WEST OF CHAPPEL RD	0.32	0.61	0.73	0.44
7.6	EAST OF 2ND ST - WEST OF EDITH	0.28	0.77	0.81	0.47

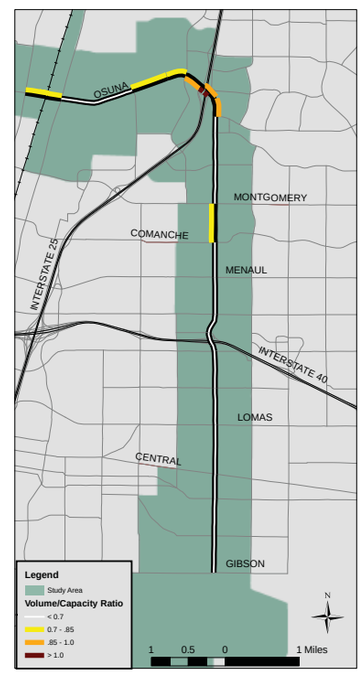
AM Speed Differential



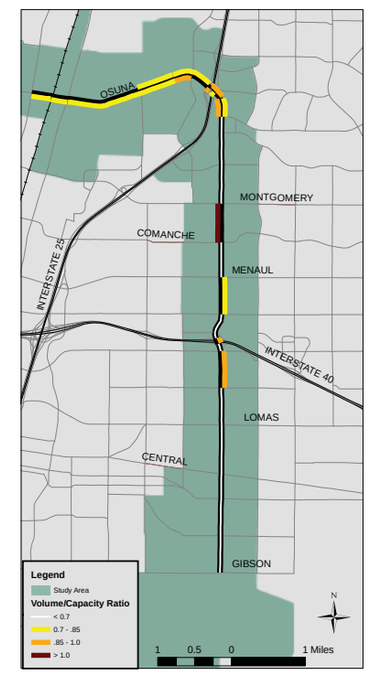
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



San Mateo Blvd / Osuna Rd

Travel Time & Delay

PM Peak Travel Time (seconds)	Gibson	Zuni	Central	Lomas	I-40 North Ramps	Menaul	Montgomery	Academy	Pan American East	Pan American West	Jefferson	Edith
Gibson	X	112	194	301	431	471	672	860	908	987	1013	1233
Zuni	111	X	81	188	318	358	560	748	795	875	901	1120
Central	159	47	X	107	237	277	478	667	714	793	819	1039
Lomas	262	150	103	X	130	170	371	560	607	686	713	932
I-40 North Ramps	419	308	261	158	X	40	241	430	477	556	582	802
Menaul	460	349	302	199	41	X	201	390	437	516	542	762
Montgomery	677	566	518	415	258	217	X	189	236	315	341	561
Academy	818	707	660	557	399	358	141	X	47	126	153	372
Pan American East	857	746	699	596	438	397	180	39	X	79	105	325
Pan American West	908	797	750	647	489	448	231	90	51	X	26	246
Jefferson	944	833	785	682	524	483	267	125	87	35	X	220
Edith	1146	1035	987	885	727	686	469	328	289	238	202	X

PM Peak Delay (seconds)	Gibson	Zuni	Central	Lomas	I-40 North Ramps	Menaul	Montgomery	Academy	Pan American East	Pan American West	Jefferson	Edith
Gibson	x	22	73	120	141	145	192	275	291	336	342	402
Zuni	21	x	51	98	119	124	170	253	270	314	320	380
Central	38	17	x	47	68	72	119	202	218	263	269	329
Lomas	81	60	43	x	21	25	72	154	171	216	221	282
I-40 North Ramps	130	109	92	48	x	5	51	134	151	195	201	261
Menaul	135	114	97	54	5	x	47	129	146	190	196	256
Montgomery	197	177	159	116	68	62	x	82	99	144	150	210
Academy	233	212	195	151	103	98	35	x	17	61	67	127
Pan American East	241	220	203	160	111	106	44	8	x	44	50	110
Pan American West	257	237	219	176	128	122	60	25	16	x	6	66
Jefferson	273	252	234	191	143	137	75	40	31	15	x	60
Edith	315	294	277	234	185	180	118	82	74	58	42	x

Distance (miles)	Gibson	Zuni	Central	Lomas	I-40 North Ramps	Menaul	Montgomery	Academy	Pan American East	Pan American West	Jefferson	Edith
Gibson	X	1.0	1.3	2.0	3.2	3.5	5.0	6.2	6.6	7.0	7.2	9.2
Zuni	1.0	X	0.3	1.0	2.2	2.5	4.0	5.2	5.6	6.0	6.2	8.2
Central	1.3	0.3	X	0.7	1.9	2.2	3.7	4.9	5.2	5.6	5.9	7.9
Lomas	2.0	1.0	0.7	X	1.2	1.5	3.0	4.2	4.6	5.0	5.2	7.2
I-40 North Ramps	3.2	2.2	1.9	1.2	X	0.3	1.8	3.0	3.4	3.8	4.0	6.0
Menaul	3.5	2.5	2.2	1.5	0.3	X	1.5	2.7	3.0	3.4	3.7	5.7
Montgomery	5.0	4.0	3.7	3.0	1.8	1.5	X	1.2	1.5	1.9	2.2	4.2
Academy	6.2	5.2	4.9	4.2	3.0	2.7	1.2	X	0.3	0.8	1.0	3.0
Pan American East	6.6	5.6	5.2	4.6	3.4	3.0	1.5	0.3	X	0.4	0.7	2.7
Pan American West	7.0	6.0	5.6	5.0	3.8	3.4	1.9	0.8	0.4	X	0.3	2.3
Jefferson	7.2	6.2	5.9	5.2	4.0	3.7	2.2	1.0	0.7	0.3	X	2.0
Edith	9.2	8.2	7.9	7.2	6.0	5.7	4.2	3.0	2.7	2.3	2.0	X

PM Peak Delay (seconds/mile)	Gibson	Zuni	Central	Lomas	I-40 North Ramps	Menaul	Montgomery	Academy	Pan American East	Pan American West	Jefferson	Edith
Gibson	x	21.7	54.5	60.0	44.1	41.1	38.1	44.2	44.5	48.2	47.3	43.6
Zuni	20.7	x	153.3	98.6	54.5	48.8	42.2	48.5	48.6	52.6	51.4	46.2
Central	28.4	51.6	x	71.0	36.6	32.9	32.2	41.3	41.9	46.7	45.6	41.7
Lomas	40.6	60.6	65.1	x	17.4	16.5	23.7	36.6	37.6	43.4	42.4	39.0
I-40 North Ramps	40.6	49.8	49.4	40.7	x	13.1	27.8	44.2	44.8	51.6	49.8	43.3
Menaul	38.2	45.1	44.2	35.1	15.9	x	31.1	48.2	48.4	55.4	53.2	45.1
Montgomery	39.2	43.8	43.1	38.3	36.7	41.5	x	69.9	65.4	74.3	68.3	50.1
Academy	37.4	40.6	39.9	35.9	34.1	36.4	29.9	x	49.7	81.2	66.5	42.3
Pan American East	36.8	39.7	38.9	35.1	33.1	35.1	28.8	24.9	x	107.0	75.0	41.4
Pan American West	36.9	39.7	39.0	35.5	33.8	35.6	31.1	32.9	39.5	x	23.0	29.3
Jefferson	37.7	40.5	39.8	36.6	35.4	37.2	34.3	39.5	46.9	58.9	x	30.1
Edith	34.2	35.8	35.1	32.4	30.7	31.6	28.1	27.4	27.7	25.6	21.3	x

Safety

Intersections with Reported Crashes 2005-2009

All Crashes along the Corridor

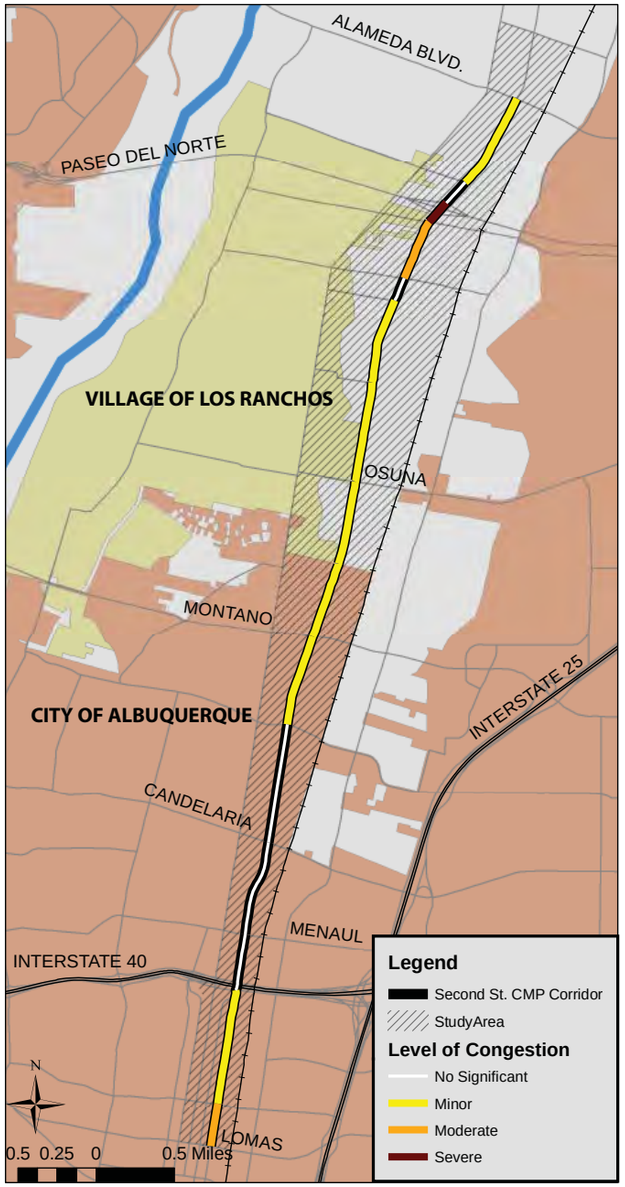
Crash Type	2005	2006	2007	2008	2009
Fatal accident	1	6	1	4	0
Non-fatal accident injury	314	345	307	293	235
Property damage only	749	800	1002	646	645
All Crashes	1064	1151	1310	943	880

Top Contributing Factors in Crashes Along San Mateo / Osuna

1. Driver inattention 31 %
2. Following too close 19 %
3. Failure to yield 15 %
4. Red light running 6 %
5. Improper turn 5 %

Second St

#23



Corridor Notes

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

Transit Characteristics

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

Profile & Statistics

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

Second St

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF LOMAS - SOUTH OF MOUNTAIN	0.28	35	5,652
1.2	NORTH OF MOUNTAIN - S. OF I-40 E. FRONTAGE RD.	0.74	35	4,598
1.3	N. OF I-40 E. FRONTAGE RD. - S. OF I-40 W. FRONTAGE RD.	0.05	35	10,288
2.1	N. OF I-40 W. FRONTAGE RD. - SOUTH OF MENAUL	0.31	35	13,757
3.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	0.61	35	17,857
3.2	NORTH OF CANDELARIA - SOUTH OF GRIEGOS	0.77	40	18,873
3.3	NORTH OF GRIEGOS - SOUTH OF MONTANO	0.59	40	23,414
4.1	NORTH OF MONTANO - NEAR EL CAMINITO	0.49	45	19,225
4.2	ALB. N.C.L. - SOUTH OF OSUNA	0.54	45	24,289
4.3	NORTH OF OSUNA - SOUTH OF PUEBLO SOLANO	0.64	45	25,079
4.4	NORTH OF PUEBLO SALANO - SOUTH OF LOS RANCHOS RD	0.55	45	23,088
4.5	NORTH OF LOS RANCHOS RD - SOUTH OF RANCHITOS RD	0.16	45	12,598
4.6	NORTH OF RANCHITOS RD - SOUTH OF EL PUEBLO	0.39	45	19,617
4.7	NORTH OF EL PUEBLO - SOUTH OF PASEO DEL NORTE EAST RAMPS	0.07	45	19,594
4.8	NORTH OF PDN EAST RAMPS - SOUTH OF PDN WEST RAMPS	0.10	45	17,923
5.1	NORTH OF PASEO DEL NORTE WEST RAMPS - SOUTH OF ORTEGA	0.18	45	16,252
5.2	NORTH OF ORTEGA - SOUTH OF ALAMEDA BLVD	0.63	45	12,586

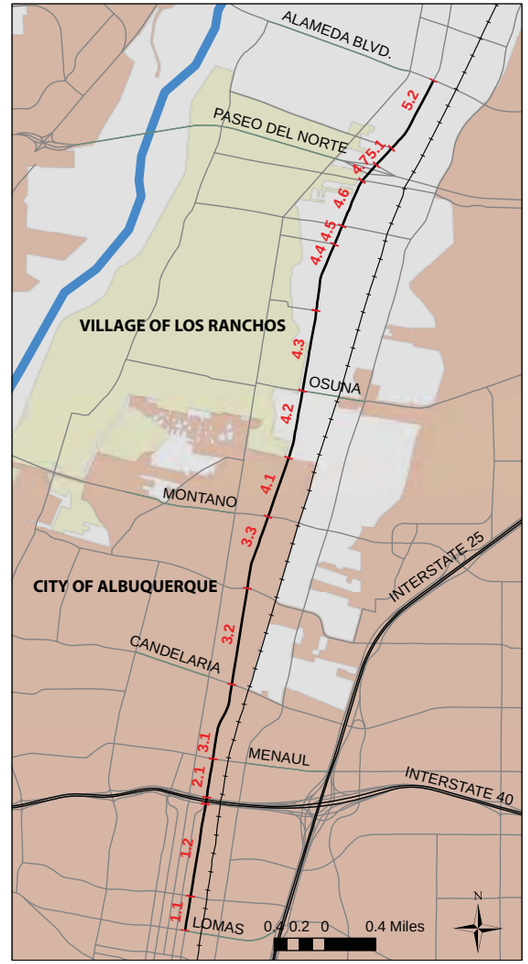
Access Characteristics

ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On Street Parking	Driveways	Intersections	Right-Turn Lanes	On Street Parking	
1.1	15	6	0	Yes	0	0	0	No	No
1.2	23	13	0	Yes	0	0	0	No	No
1.3	0	0	0	No	0	0	0	No	No
2.1	6	2	0	No	3	2	0	Yes	No
3.1	13	6	1	No	11	6	0	No	Med. Cut / Med. Turn Bay
3.2	27	4	0	No	0	5	1	No	Med. Cut / Med. Turn Bay
3.3	20	4	1	No	0	2	1	No	Med. Cut / Med. Turn Bay
4.1	9	3	0	No	0	0	1	No	No
4.2	20	6	0	No	0	4	0	No	No
4.3	17	5	0	No	3	5	1	No	Continuous
4.4	16	5	0	No	6	5	0	No	Continuous
4.5	2	1	0	No	0	0	0	No	Continuous
4.6	9	3	0	No	0	3	1	No	Continuous
4.7	1	0	0	No	0	0	0	No	No
4.8	0	1	0	No	0	1	1	No	No
5.1	7	1	0	No	0	2	0	No	Continuous
5.2	15	2	0	No	1	3	0	No	Continuous

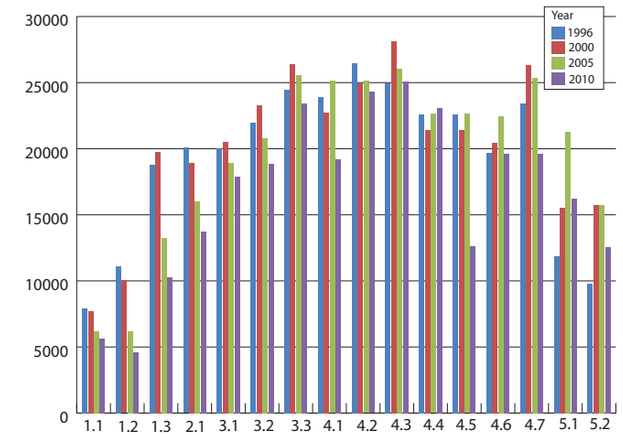
Access Notes

- The 2nd St CMP corridor has **no access control.**
- There are median turn bays between Menaul and Montgomery and continuous center turn lanes north of Osuna.
- There are 14 **signalized intersections** along the CMP corridor; an average of one signal **every 0.50 miles.**

ID Location



Average Weekday Daily Traffic



Volume Notes

- The heaviest volumes along 2nd St occur between Albuquerque city limits and Ranchitos Rd (23,000-25,000 AWDT in 2010).
- Overall average volumes decreased by 7% between 2000 and 2008. During that same period, the population in the study area increased by 4%.
- Most segments experienced volume decreases between 2000 and 2010; the greatest decrease from 2000 to 2010 (54%) occurred between I-40 South Frontage Rd and Mountain Rd.

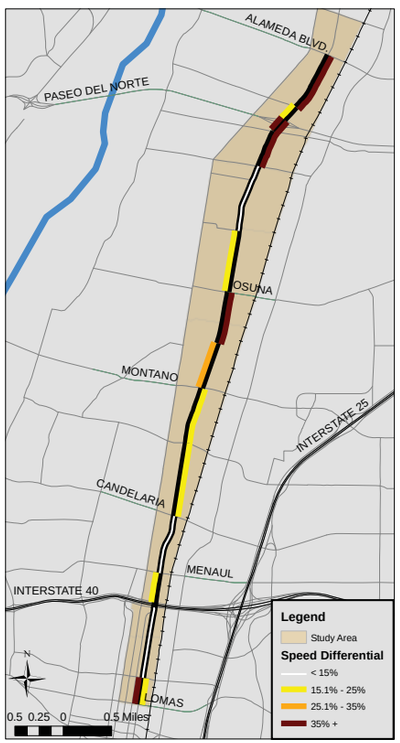
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-SB	AM-NB	PM-SB	PM-NB	AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF LOMAS - SOUTH OF MOUNTAIN	35	21.1	28.4	23.5	38.4	39.8%	18.8%	32.9%	-9.7%
1.2	NORTH OF MOUNTAIN - S. OF I-40 S. FRONTAGE RD.	35	30.0	36.4	33.3	31.1	14.2%	-4.1%	4.9%	11.1%
1.3	N. OF I-40 S. FRONTAGE RD. - S. OF I-40 N. FRONTAGE RD.	35	34.3	40.4	33.5	30.3	2.0%	-15.4%	4.2%	13.3%
2.1	N. OF I-40 N. FRONTAGE RD. - SOUTH OF MENAUL	35	29.5	34.2	32.1	30.0	15.7%	2.2%	8.3%	14.3%
3.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	35	34.1	34.9	33.7	34.4	2.6%	0.3%	3.8%	1.6%
3.2	NORTH OF CANDELARIA - SOUTH OF GRIEGOS	40	37.6	30.9	44.4	37.7	6.1%	22.9%	-11.0%	5.8%
3.3	NORTH OF GRIEGOS - SOUTH OF MONTANO	40	38.4	32.3	41.2	28.7	3.9%	19.2%	-3.0%	28.3%
4.1	NORTH OF MONTANO - ALB. N.C.L.	45	33.0	42.4	22.4	40.6	26.6%	5.7%	50.3%	9.8%
4.2	ALB. N.C.L. - SOUTH OF OSUNA	45	44.7	28.3	43.6	27.8	0.6%	37.2%	3.1%	38.1%
4.3	NORTH OF OSUNA - SOUTH OF PUEBLO SOLANO	45	35.1	43.0	43.5	44.3	22.0%	4.4%	3.4%	1.6%
4.4	NORTH OF PUEBLO SALANO - SOUTH OF RANCHITOS ROAD	45	46.3	45.2	41.4	40.7	-2.8%	-0.3%	7.9%	9.6%
4.5	NORTH OF LOS RANCHOS - SOUTH OF RANCHITOS	45	42.4	41.0	37.0	32.3	5.8%	8.9%	17.9%	28.3%
4.6	NORTH OF RANCHITOS ROAD - SOUTH OF EL PUEBLO	45	41.1	25.6	37.0	27.5	8.7%	43.1%	17.7%	38.8%
4.7	NORTH OF EL PUEBLO - SOUTH OF PASEO DEL NORTE RAMPS	45	27.8	28.4	32.2	28.9	38.2%	36.8%	28.4%	35.8%
4.8	NORTH OF PDN EAST RAMPS - SOUTH OF PDN WEST RAMPS	45	29.6	34.4	27.0	36.2	34.2%	23.5%	40.0%	19.5%
5.1	NORTH OF PASEO DEL NORTE RAMPS - SOUTH OF ORTEGA	45	37.9	46.1	37.0	47.2	15.8%	-2.4%	17.8%	-4.9%
5.2	NORTH OF ORTEGA - SOUTH OF ALAMEDA BLVD.	45	40.5	23.5	44.1	28.9	10.0%	47.8%	2.0%	35.9%

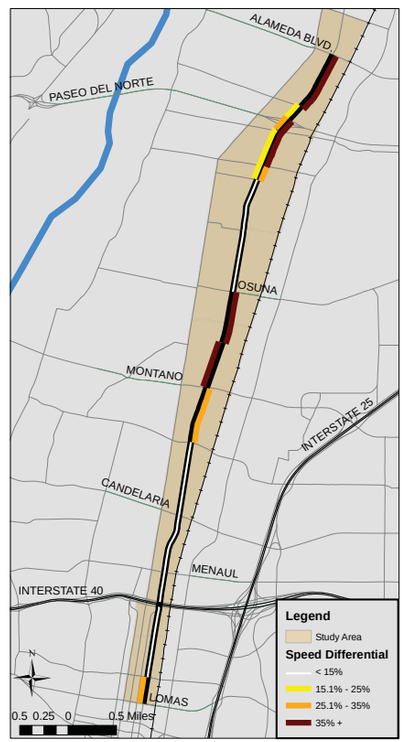
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF LOMAS - SOUTH OF MOUNTAIN	0.00	0.49	0.00	1.00
1.2	NORTH OF MOUNTAIN - S. OF I-40 S. FRONTAGE RD.	0.97	0.50	0.48	1.24
1.3	N. OF I-40 S. FRONTAGE RD. - S. OF I-40 N. FRONTAGE RD.	0.36	0.26	0.27	0.47
2.1	N. OF I-40 N. FRONTAGE RD. - SOUTH OF MENAUL	0.30	0.49	0.55	0.38
3.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	0.71	0.46	0.48	0.79
3.2	NORTH OF CANDELARIA - SOUTH OF GRIEGOS	0.74	0.46	0.52	0.78
3.3	NORTH OF GRIEGOS - SOUTH OF MONTANO	0.95	0.53	0.61	0.86
4.1	NORTH OF MONTANO - ALB. N.C.L.	0.69	0.44	0.57	0.75
4.2	ALB. N.C.L. - SOUTH OF OSUNA	0.88	0.48	0.68	0.80
4.3	NORTH OF OSUNA - SOUTH OF PUEBLO SOLANO	1.06	0.51	0.80	0.85
4.4	NORTH OF PUEBLO SALANO - SOUTH OF RANCHITOS ROAD	1.00	0.64	0.60	1.21
4.5	NORTH OF LOS RANCHOS - SOUTH OF RANCHITOS	0.62	0.13	0.26	0.55
4.6	NORTH OF RANCHITOS ROAD - SOUTH OF EL PUEBLO	0.66	0.25	0.29	0.76
4.7	NORTH OF EL PUEBLO - SOUTH OF PASEO DEL NORTE RAMPS	0.69	0.26	0.38	0.67
4.8	NORTH OF PDN EAST RAMPS - SOUTH OF PDN WEST RAMPS	0.62	0.41	0.50	0.85
5.1	NORTH OF PASEO DEL NORTE RAMPS - SOUTH OF ORTEGA	0.39	0.50	0.53	0.87
5.2	NORTH OF ORTEGA - SOUTH OF ALAMEDA BLVD.	0.33	0.49	0.42	0.47

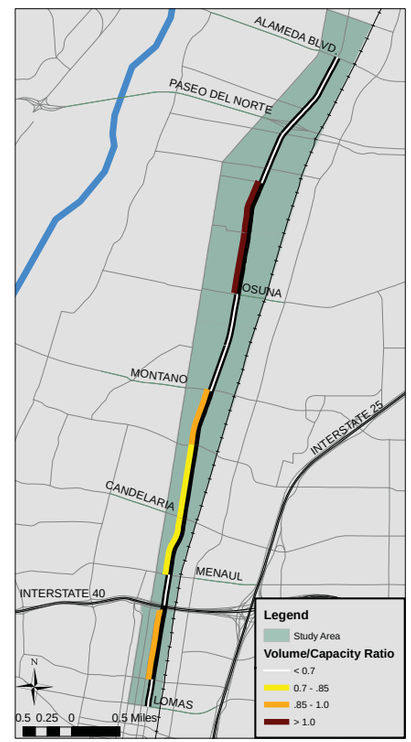
AM Speed Differential



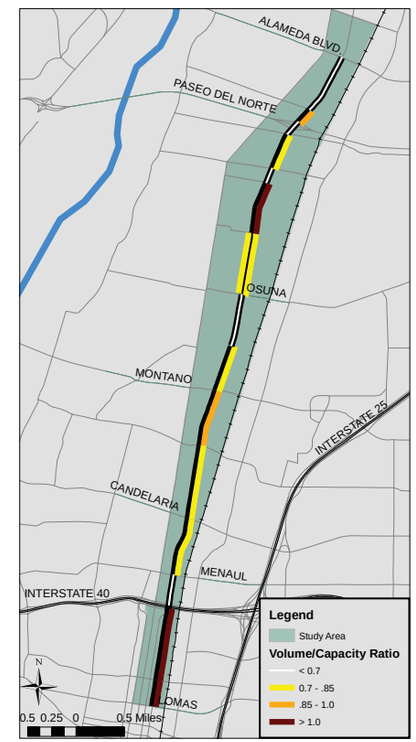
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



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Travel Time & Delay

PM Peak Travel Time (seconds)	Lomas	I-40 South Frontage	I-40 North Frontage	Menaul	Griegos	Montaño	Osuna	Los Ranchos Rd.	El Pueblo	Paseo del Norte	Ortega	Alameda
Lomas	X	111	117	154	291	365	478	579	648	656	680	759
I-40 South Frontage	122	X	6	43	180	254	367	468	537	545	568	647
I-40 North Frontage	127	6	X	37	174	248	361	462	531	539	562	641
Menaul	162	40	35	X	137	211	324	425	494	502	525	604
Griegos	290	168	162	128	X	74	187	288	357	365	388	467
Montaño	341	219	214	179	51	X	113	214	283	291	314	393
Osuna	464	343	337	302	175	123	X	101	170	178	201	280
Los Ranchos Rd.	565	443	438	403	276	224	101	X	69	77	100	179
El Pueblo	619	497	491	457	329	278	154	53	X	8	32	111
Paseo del Norte	626	504	499	464	337	285	162	61	8	X	23	102
Ortega	656	535	529	494	367	315	192	91	38	30	X	79
Alameda	708	586	581	546	419	367	244	143	89	82	52	X

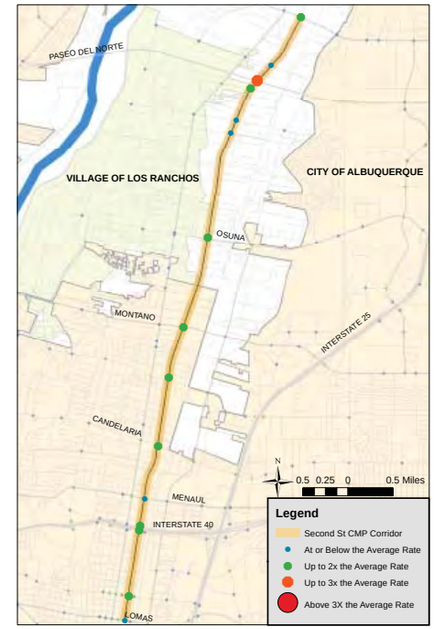
PM Peak Delay (seconds)	Lomas	I-40 South Frontage	I-40 North Frontage	Menaul	Griegos	Montaño	Osuna	Los Ranchos Rd.	El Pueblo	Paseo del Norte	Ortega	Alameda
Lomas	x	7	8	13	18	39	70	76	101	104	105	133
I-40 South Frontage	18	x	1	6	11	32	63	69	94	97	98	126
I-40 North Frontage	18	0	x	5	11	32	62	68	93	96	97	125
Menaul	21	3	3	x	5	26	57	63	87	90	92	120
Griegos	17	-1	-1	-4	x	21	52	57	82	85	86	115
Montaño	15	-3	-3	-6	-2	x	31	36	61	64	65	94
Osuna	56	38	38	35	40	41	x	6	30	33	35	63
Los Ranchos Rd.	62	44	44	41	45	47	6	x	25	28	29	57
El Pueblo	71	53	53	50	55	56	15	9	x	3	4	33
Paseo del Norte	73	56	55	53	57	58	17	12	2	x	1	30
Ortega	82	64	64	61	65	67	25	20	10	8	x	28
Alameda	83	65	65	62	66	68	26	21	11	9	1	x

Distance (miles)	Lomas	I-40 South Frontage	I-40 North Frontage	Menaul	Griegos	Montaño	Osuna	Los Ranchos Rd.	El Pueblo	Paseo del Norte	Ortega	Alameda
Lomas	X	1.0	1.1	1.4	2.8	3.3	4.4	5.6	6.1	6.2	6.4	7.1
I-40 South Frontage	1.0	X	0.1	0.4	1.7	2.3	3.4	4.5	5.1	5.2	5.4	6.1
I-40 North Frontage	1.1	0.1	X	0.3	1.7	2.3	3.3	4.5	5.0	5.1	5.4	6.0
Menaul	1.4	0.4	0.3	X	1.4	2.0	3.0	4.2	4.7	4.8	5.1	5.7
Griegos	2.8	1.7	1.7	1.4	X	0.6	1.6	2.8	3.4	3.4	3.7	4.3
Montaño	3.3	2.3	2.3	2.0	0.6	X	1.0	2.2	2.8	2.8	3.1	3.7
Osuna	4.4	3.4	3.3	3.0	1.6	1.0	X	1.2	1.7	1.8	2.1	2.7
Los Ranchos Rd.	5.6	4.5	4.5	4.2	2.8	2.2	1.2	X	0.5	0.6	0.9	1.5
El Pueblo	6.1	5.1	5.0	4.7	3.4	2.8	1.7	0.5	X	0.1	0.3	1.0
Paseo del Norte	6.2	5.2	5.1	4.8	3.4	2.8	1.8	0.6	0.1	X	0.3	0.9
Ortega	6.4	5.4	5.4	5.1	3.7	3.1	2.1	0.9	0.3	0.3	X	0.6
Alameda	7.1	6.1	6.0	5.7	4.3	3.7	2.7	1.5	1.0	0.9	0.6	X

PM Peak Delay (seconds/mile)	Lomas	I-40 South Frontage	I-40 North Frontage	Menaul	Griegos	Montaño	Osuna	Los Ranchos Rd.	El Pueblo	Paseo del Norte	Ortega	Alameda
Lomas	x	6.9	7.3	9.5	6.7	11.8	16.1	13.6	16.5	16.8	16.2	18.8
I-40 South Frontage	17.6	x	15.8	17.0	6.6	13.9	18.8	15.1	18.4	18.7	18.0	20.8
I-40 North Frontage	16.9	4.5	x	17.2	6.3	13.9	18.9	15.1	18.4	18.7	18.0	20.8
Menaul	15.2	8.6	9.3	x	3.8	13.3	19.0	14.9	18.5	18.8	18.0	21.0
Griegos	6.0	-0.7	-0.9	-3.1	x	35.6	32.0	20.4	24.5	24.9	23.3	26.5
Montaño	4.5	-1.2	-1.3	-3.0	-2.6	x	30.0	16.4	22.1	22.6	21.0	25.0
Osuna	12.9	11.4	11.5	11.8	24.5	40.0	x	4.6	17.5	18.5	16.6	23.2
Los Ranchos Rd.	11.1	9.7	9.7	9.8	16.1	21.1	4.7	x	45.3	45.2	32.6	37.7
El Pueblo	11.7	10.5	10.6	10.6	16.3	20.3	8.7	17.3	x	44.6	12.3	33.3
Paseo del Norte	11.9	10.8	10.8	10.9	16.6	20.6	9.5	18.9	31.8	x	4.3	32.5
Ortega	12.7	11.7	11.8	12.0	17.6	21.4	12.2	22.3	30.3	29.9	x	44.7
Alameda	11.7	10.7	10.7	10.8	15.3	18.1	9.8	13.7	11.7	10.2	1.7	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

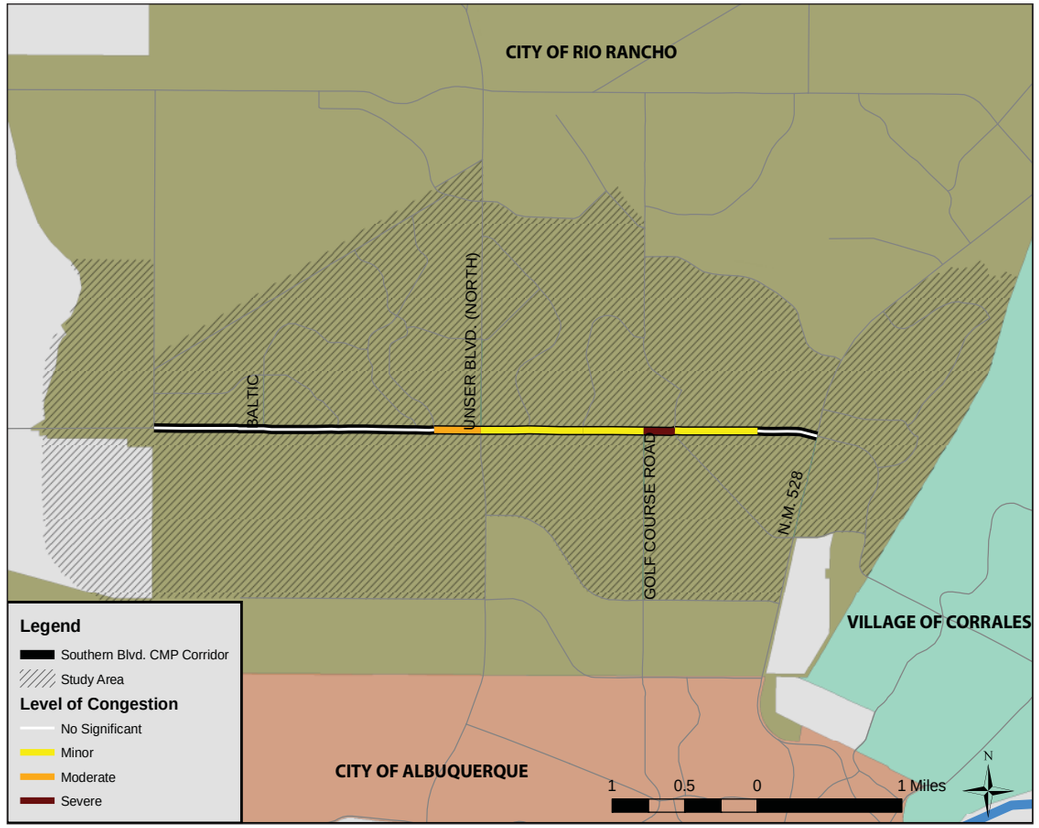
Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	1	1	2	0
Non-fatal accident injury	81	83	73	58	82
Property damage only	207	243	196	180	156
All Crashes	288	327	270	240	238

Top Contributing Factors in Crashes 2nd St

1. Driver inattention 27 %
2. Following too close 17 %
3. Failure to yield 13 %
4. Red light running 8 %
5. Improper turn 6 %

Southern Blvd

#28



Corridor Notes

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

Profile & Statistics

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

Transit Characteristics

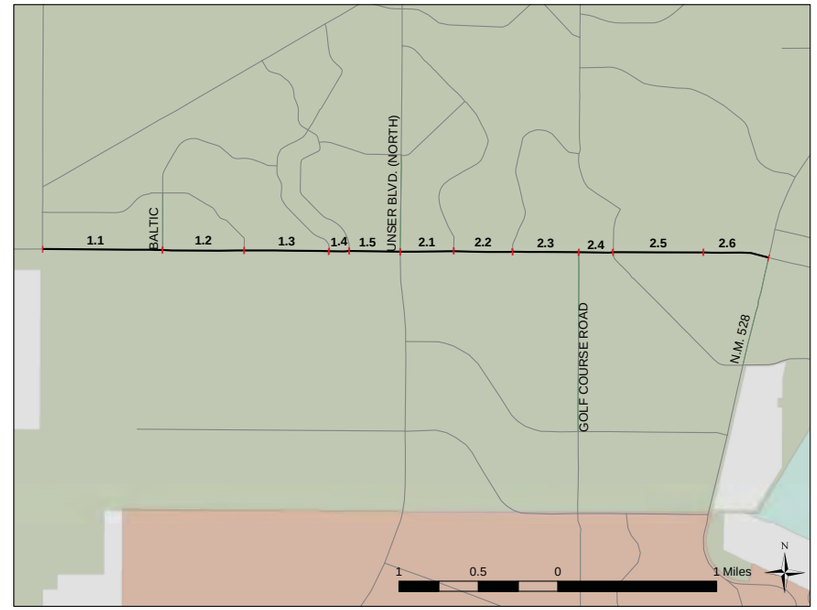
- Multiple ABQ Ride routes originate and terminate at Southern and Unser, two of which (Routes 251 and 551) offer service along the CMP corridor. Route 251 provides connections between Rio Rancho, the Rail Runner station at El Pueblo, and the Journal Center. Commuter Route 551 follows the same route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

Southern Blvd

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF RAINBOW - WEST OF BALTIC	0.76	40	9,317
1.2	EAST OF BALTIC - WEST OF PECOS LOOP	0.52	40	10,481
1.3	EAST OF PECOS LOOP - WEST OF LISBON	0.53	40	12,891
1.4	EAST OF LISBON - WEST OF TARPON	0.13	40	20,037
1.5	EAST OF TARPON - WEST OF UNSER BLVD	0.32	40	21,308
2.1	EAST OF UNSER BLVD - WEST OF WESTERN HILLS	0.34	40	26,086
2.2	EAST OF WESTERN HILLS - WEST OF NICKLAUS	0.37	40	27,946
2.3	EAST OF NICKLAUS - WEST OF GOLF COURSE	0.42	40	28,196
2.4	EAST OF GOLF COURSE - WEST OF SARA	0.22	40	29,431
2.5	EAST OF SARA - WEST OF PEACHTREE	0.57	40	15,243
2.6	EAST OF PEACHTREE - WEST OF N.M. 528	0.42	35	20,675

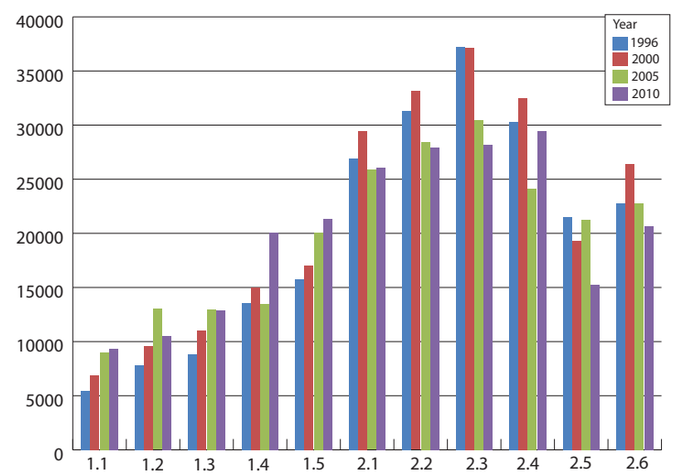
ID Location



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	1	2	0	No	1	3	0	No	Intersection Turn Bay
1.2	2	3	0	No	0	1	0	No	No
1.3	1	3	0	No	0	1	0	No	Median Turn Bay
1.4	0	2	0	No	0	1	1	No	Intersection Turn Bay
1.5	3	2	1	No	3	1	4	No	Median Turn Bay
2.1	6	3	0	No	7	2	1	No	Continuous
2.2	8	4	0	No	6	1	0	No	Continuous
2.3	9	3	1	No	0	1	0	No	Continuous
2.4	1	1	0	No	0	1	0	No	Continuous
2.5	1	8	0	No	7	3	0	No	Continuous
2.6	4	3	1	No	7	2	0	No	Median Turn Bay
Total	36	34	3		31	17	6		

Average Weekday Daily Traffic



Access Notes

- Southern Blvd has **no access control.**
- There are various forms of center-turn facilities across the corridor.
- There are 12 **signalized intersections** along the CMP corridor; an average of one signal **every 0.38 miles.**

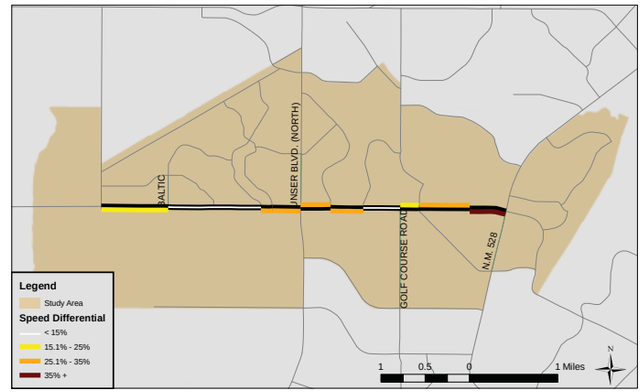
Volume Notes

- The heaviest volumes along Southern Blvd occur between Western Hills Rd and Sara Rd (28,000-29,000 AWDT in 2010).
- Overall average volumes increased by 5% between 2000 and 2008. During that same period, the population in the study area increased by 24%.
- The highest volume increases (34-35%) from 2000 to 2010 occurred between Rainbow Blvd and Baltic Ave and Lisbon Ave and Tarpon Ave.

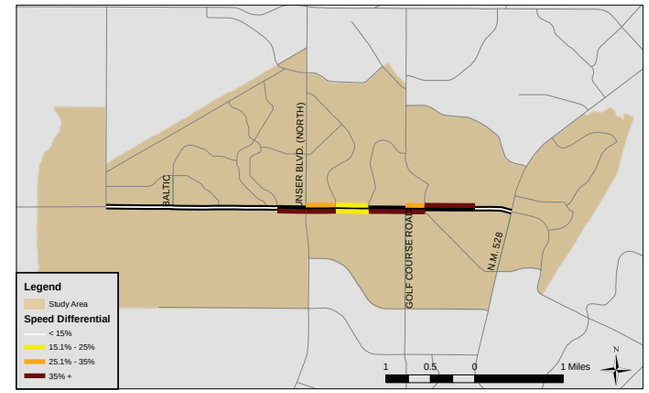
Speed Differential (Observed Speed vs. Posted Speed)

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 RAINBOW - WEST OF BALTIC	40	43.2	33.4	40.0	37.2	-8.0%	16.6%	0.0%	6.9%
1.2	EAST OF BALTIC - WEST OF PECOS LOOP	40	46.7	43.7	44.4	43.4	-16.8%	-9.2%	-11.1%	-8.6%
1.3	EAST OF PECOS LOOP - WEST OF LISBON	40	42.4	39.0	45.2	45.0	-5.9%	2.4%	-12.9%	-12.6%
1.4	EAST OF LISBON - WEST OF TARPON	40	36.8	27.0	42.7	44.3	7.9%	32.5%	-6.7%	-10.6%
1.5	EAST OF TARPON - WEST OF UNSER BLVD	40	39.1	29.6	38.4	16.7	2.2%	25.9%	4.1%	58.2%
2.1	EAST OF UNSER BLVD - WEST OF WESTERN HILLS	40	28.8	36.8	26.6	24.3	27.9%	7.9%	33.6%	39.2%
2.2	EAST OF WESTERN HILLS - WEST OF NICKLAUS	40	36.6	29.4	32.9	32.2	8.5%	26.6%	17.7%	19.5%
2.3	EAST OF NICKLAUS - WEST OF GOLF COURSE	40	39.3	35.2	37.9	17.2	1.8%	11.9%	5.2%	57.0%
2.4	EAST OF GOLF COURSE - WEST OF SARA	40	31.1	35.1	29.5	25.1	22.2%	12.2%	26.3%	37.3%
2.5	EAST OF SARA - WEST OF PEACHTREE	40	27.7	41.9	23.8	36.2	30.6%	-4.8%	40.4%	9.5%
2.6	EAST OF PEACHTREE - WEST OF N.M. 528	35	38.2	22.6	36.8	32.7	-9.1%	35.4%	-5.0%	6.7%

AM Speed Differential



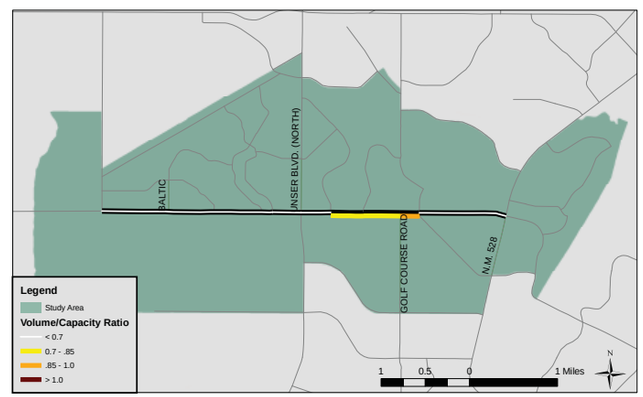
PM Speed Differential



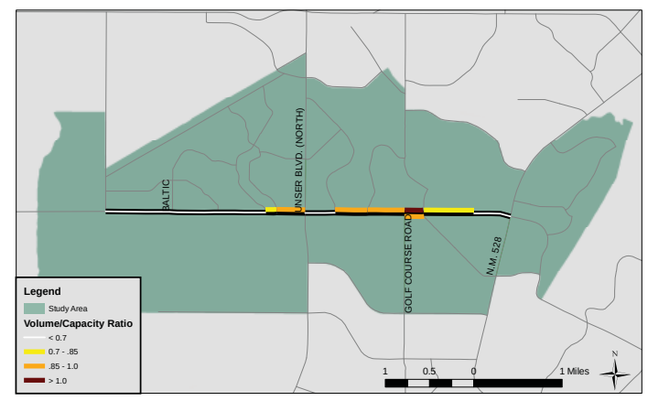
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF RAINBOW - WEST OF BALTIC	0.34	0.34	0.65	0.39
1.2	EAST OF BALTIC - WEST OF PECOS LOOP	0.07	0.53	0.51	0.26
1.3	EAST OF PECOS LOOP - WEST OF LISBON	0.47	0.41	0.66	0.56
1.4	EAST OF LISBON - WEST OF TARPON	0.11	0.51	0.77	0.32
1.5	EAST OF TARPON - WEST OF UNSER BLVD	0.22	0.69	0.94	0.41
2.1	EAST OF UNSER BLVD - WEST OF WESTERN HILLS	0.34	0.32	0.52	0.57
2.2	EAST OF WESTERN HILLS - WEST OF NICKLAUS	0.25	0.76	0.95	0.56
2.3	EAST OF NICKLAUS - WEST OF GOLF COURSE	0.35	0.79	0.99	0.64
2.4	EAST OF GOLF COURSE - WEST OF SARA	0.44	0.88	1.08	0.86
2.5	EAST OF SARA - WEST OF PEACHTREE	0.38	0.34	0.73	0.44
2.6	EAST OF PEACHTREE - WEST OF N.M. 528	0.37	0.50	0.62	0.59

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Rainbow	Baltic	Pecos Loop	Lisbon	Tarpon	Unser	Western Hills	Nicklaus	Golf Course	Sara	Peachtree	NM 528
Rainbow	X	73	116	158	169	238	288	329	417	448	504	550
Baltic	68	X	43	85	96	165	215	256	343	375	431	477
Pecos Loop	110	42	X	43	53	122	172	213	301	332	388	434
Lisbon	152	84	43	X	10	79	129	171	258	289	346	392
Tarpon	163	95	53	11	X	69	119	160	248	279	335	381
Unser	193	125	83	41	30	X	50	91	179	210	266	312
Western Hills	239	171	129	87	76	46	X	41	129	160	216	262
Nicklaus	279	211	170	127	116	86	40	X	87	118	175	221
Golf Course	319	251	209	167	156	126	80	40	X	31	88	133
Sara	346	277	236	193	182	152	107	66	27	x	57	102
Peachtree	431	363	322	279	268	238	192	152	112	86	x	46
NM 528	472	404	362	320	309	279	233	193	153	127	41	X

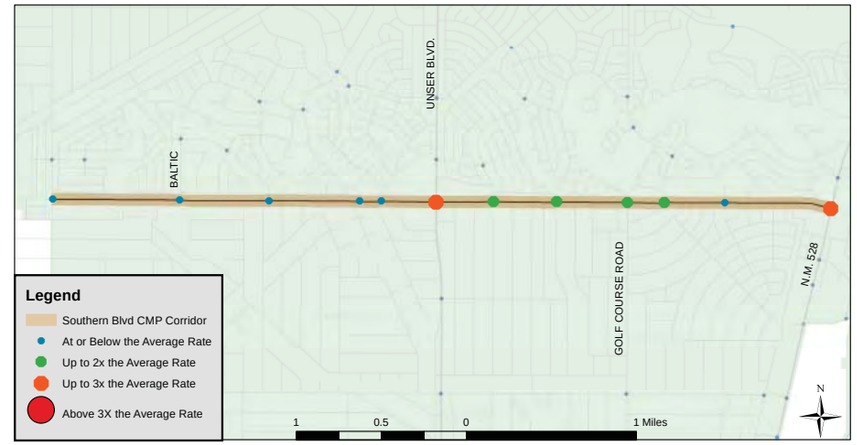
PM Peak Delay (seconds)	Rainbow	Baltic	Pecos Loop	Lisbon	Tarpon	Unser	Western Hills	Nicklaus	Golf Course	Sara	Peachtree	NM 528
Unser	X	5	1	-4	-5	35	55	63	113	124	130	133
Golden	0	X	-4	-9	-10	30	50	58	108	119	124	128
San Ildefonso	-5	-5	X	-5	-6	34	53	61	111	123	128	131
Valle Vista	-10	-10	-5	X	-1	39	59	67	117	128	133	137
Taylor Ranch Rd	-11	-11	-6	-1	X	40	60	68	118	129	135	138
Coors Blvd	-10	-10	-5	1	1	X	20	28	77	89	94	97
Winter Haven	6	6	10	16	17	15	X	8	58	69	75	78
Rancho Caballero	13	13	18	23	24	23	7	X	50	61	67	70
4th St.	15	15	20	25	26	25	9	2	X	12	17	20
2nd St.	22	22	27	32	33	32	16	9	7	x	5	8
Edith	57	57	61	67	67	66	51	44	42	35	x	3
Renaissance	55	55	59	65	65	64	49	42	40	33	-2	X

Distance (miles)	Rainbow	Baltic	Pecos Loop	Lisbon	Tarpon	Unser	Western Hills	Nicklaus	Golf Course	Sara	Peachtree	NM 528
Rainbow	X	0.8	1.3	1.8	1.9	2.3	2.6	3.0	3.4	3.6	4.2	4.6
Baltic	0.8	X	0.5	1.0	1.2	1.5	1.8	2.2	2.6	2.8	3.4	3.8
Pecos Loop	1.3	0.5	X	0.5	0.7	1.0	1.3	1.7	2.1	2.3	2.9	3.3
Lisbon	1.8	1.0	0.5	X	0.1	0.4	0.8	1.2	1.6	1.8	2.4	2.8
Tarpon	1.9	1.2	0.7	0.1	X	0.3	0.7	1.0	1.4	1.7	2.2	2.6
Unser	2.3	1.5	1.0	0.4	0.3	X	0.3	0.7	1.1	1.3	1.9	2.3
Western Hills	2.6	1.8	1.3	0.8	0.7	0.3	X	0.4	0.8	1.0	1.6	2.0
Nicklaus	3.0	2.2	1.7	1.2	1.0	0.7	0.4	X	0.4	0.6	1.2	1.6
Golf Course	3.4	2.6	2.1	1.6	1.4	1.1	0.8	0.4	X	0.2	0.8	1.2
Sara	3.6	2.8	2.3	1.8	1.7	1.3	1.0	0.6	0.2	X	0.6	1.0
Peachtree	4.2	3.4	2.9	2.4	2.2	1.9	1.6	1.2	0.8	0.6	x	0.4
NM 528	4.6	3.8	3.3	2.8	2.6	2.3	2.0	1.6	1.2	1.0	0.4	X

PM Peak Delay (seconds/mile)	Rainbow	Baltic	Pecos Loop	Lisbon	Tarpon	Unser	Western Hills	Nicklaus	Golf Course	Sara	Peachtree	NM 528
Unser	x	6.7	1.1	-2.2	-2.6	15.6	21.1	21.2	33.3	34.5	31.1	28.9
Golden	0.0	x	-7.1	-8.6	-8.6	20.1	27.1	26.2	41.0	42.0	36.5	33.4
San Ildefonso	-3.6	-9.0	x	-10.0	-9.8	34.4	40.4	36.4	52.8	52.8	44.3	39.7
Valle Vista	-5.6	-9.7	-10.3	x	-8.7	87.2	74.7	57.8	74.1	71.6	56.6	49.2
Taylor Ranch Rd	-5.6	-9.2	-9.4	-5.7	x	125.1	90.8	66.0	81.3	77.7	60.3	52.0
Coors Blvd	-4.3	-6.4	-5.1	1.1	3.8	x	58.1	39.1	68.8	66.4	49.4	41.9
Winter Haven	2.2	3.1	7.9	20.2	25.2	45.4	x	21.8	73.4	69.1	47.5	39.1
Rancho Caballero	4.4	5.9	10.4	19.9	23.1	31.8	19.4	x	119.2	96.7	55.5	43.1
4th St.	4.4	5.7	9.3	15.9	17.9	21.9	11.7	4.9	x	53.6	21.6	16.7
2nd St.	6.1	7.7	11.4	17.9	39.3	47.8	48.7	65.7	182.4	x	9.4	8.5
Edith	13.6	16.6	21.2	28.3	30.2	34.7	32.4	36.4	53.0	61.1	x	7.3
Renaissance	11.9	14.3	17.9	23.3	24.7	27.6	24.6	25.8	33.0	33.2	-4.9	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

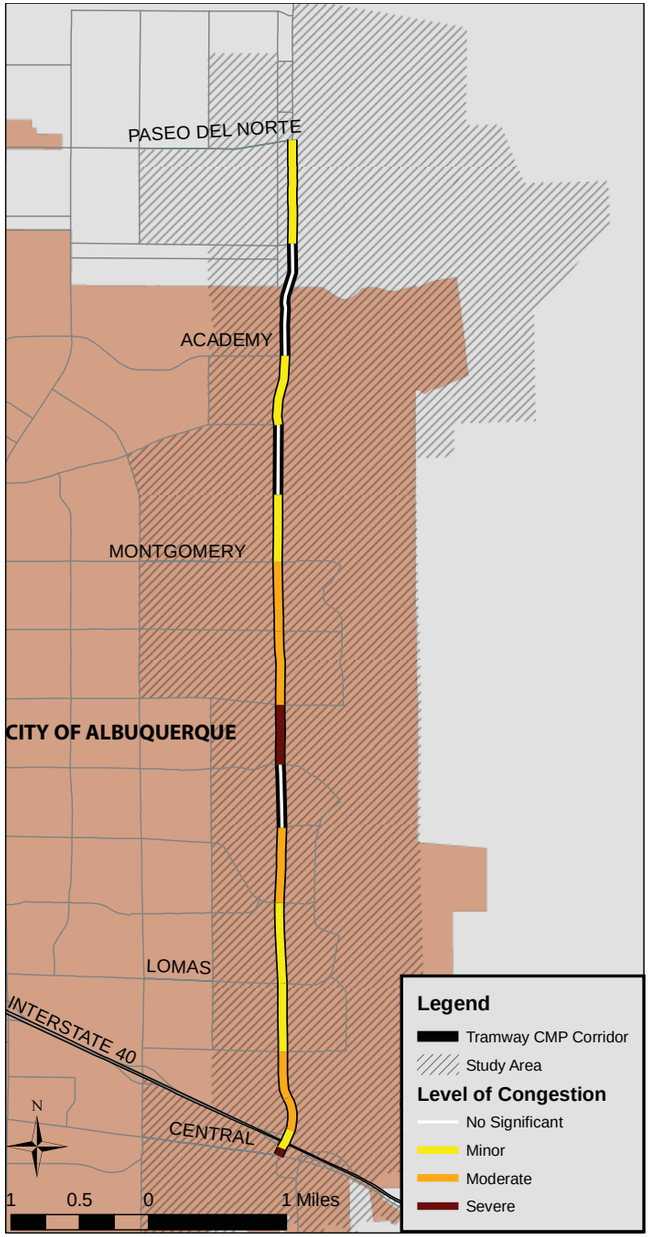
Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	0	0	0	1
Non-fatal accident injury	68	83	63	54	59
Property damage only	132	151	117	119	145
All Crashes	200	234	180	173	205

Top Contributing Factors in Crashes Along Southern

1. Following too close 26 %
2. Driver inattention 22 %
3. Failure to yield 17 %
4. Red light running 5 %
5. Alcohol involved 4 %

Tramway Blvd

#15



Corridor Notes

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

Transit Characteristics

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

Profile & Statistics

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

Tramway Blvd

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF CENTRAL - SOUTH OF I-40 EAST OFF RAMP	0.06	50	27,531
1.2	NORTH OF I-40 EAST OFF RAMP - SOUTH OF I-40 WEST ON RAMP	0.15	50	27,782
2.1	NORTH OF I-40 N. RAMPS - SOUTH OF CLOUDVIEW	0.24	50	27,176
2.2	NORTH OF CLOUDVIEW - SOUTH OF COPPER	0.34	50	28,785
2.3	NORTH OF COPPER - SOUTH OF LOMAS	0.49	50	28,238
3.1	NORTH OF LOMAS - SOUTH OF INDIAN SCHOOL	0.59	50	22,282
3.2	NORTH OF INDIAN SCHOOL - SOUTH OF ROVER	0.55	50	27,660
3.3	NORTH OF ROVER - SOUTH OF MENAUL	0.46	50	24,717
4.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	0.43	50	33,145
4.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	0.54	50	27,164
4.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	0.50	50	25,481
5.1	NORTH OF MONTGOMERY - SOUTH OF MANITOBA	0.49	50	25,382
5.2	NORTH OF MANITOBA - SOUTH OF SPAIN	0.51	50	26,051
5.3	NORTH OF SPAIN - SOUTH OF ACADEMY	0.51	50	21,869
5.4	NORTH OF ACADEMY - SOUTH OF SAN RAFAEL	0.82	50	20,030
5.5	NORTH OF SAN RAFAEL - SOUTH OF PASEO DEL NORTE	0.76	50	17,278

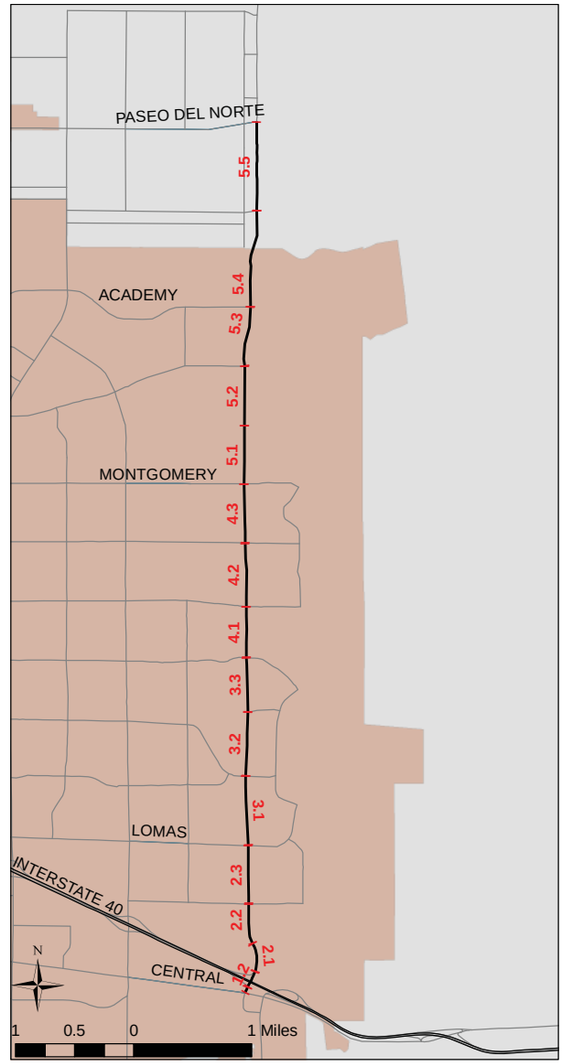
Access Characteristics

ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	0	1	0	No	0	1	1	No	No
1.2	0	0	0	No	0	1	0	No	Median Turn Bay
2.1	0	1	1	No	0	0	1	No	No
2.2	0	1	1	No	0	1	1	No	No
2.3	0	1	1	No	0	1	1	No	No
3.1	0	1	1	No	0	1	1	No	No
3.2	0	1	1	No	0	1	1	No	No
3.3	0	1	1	No	0	1	1	No	No
4.1	0	1	1	No	0	1	1	No	No
4.2	0	1	1	No	0	1	1	No	No
4.3	0	1	1	No	0	1	1	No	No
5.1	0	1	2	No	0	2	2	No	No
5.2	0	1	1	No	0	1	1	No	No
5.3	0	1	1	No	0	1	1	No	No
5.4	0	2	2	No	0	1	1	No	Median Turn Bay
5.5	0	3	2	No	1	2	3	No	Median Turn Bay
Total	0	18	17		1	17	18		

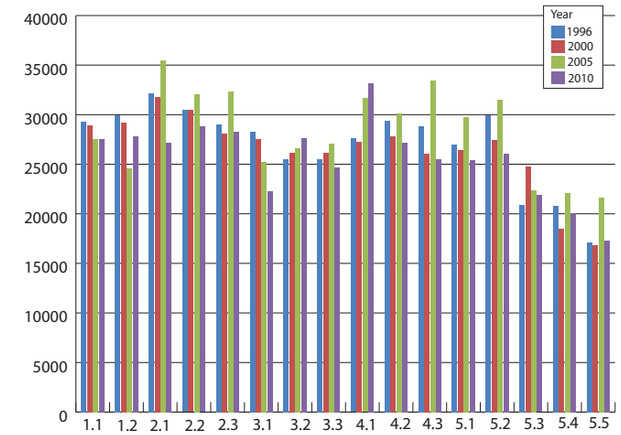
Access Notes

- Tramway Blvd is an **access-controlled facility** along the entire CMP corridor.
- The only center-turn facilities along Tramway are median turn bays around I-40 and north of Academy.
- There are 19 **signalized intersections** along the CMP corridor; an average of one signal **every 0.39 miles.**

ID Location



Average Weekday Daily Traffic



Volume Notes

- The heaviest volumes along Tramway occur between Menaul Blvd and Candelaria Rd (33,000 AWDT in 2010).
- Overall average volumes decreased by 2% between 2000 and 2008. During that same period, the population in the study area increased by 8%.
- While many segments experienced volume decreases between 2000 and 2010, the volume between Menaul and Candelaria increased by 21% from 2000 to 2010.

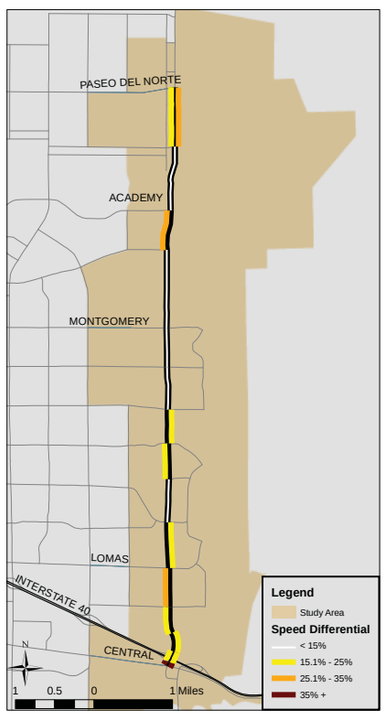
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-SB	AM-NB	PM-SB	PM-NB	AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF CENTRAL - SOUTH OF I-40 EAST OFF RAMP	50	30.5	29.3	17.8	32.5	39.0%	41.4%	64.4%	35.0%
1.2	NORTH OF I-40 EAST OFF RAMP - SOUTH OF I-40 WEST ON RAMP	50	38.0	38.3	41.1	38.0	24.1%	23.4%	17.7%	24.0%
2.1	NORTH OF I-40 N. RAMPS - SOUTH OF CLOUDVIEW	50	44.0	41.3	48.1	33.2	11.9%	17.4%	3.7%	33.7%
2.2	NORTH OF CLOUDVIEW - SOUTH OF COPPER	50	41.3	46.1	47.1	40.4	17.4%	7.8%	5.8%	19.3%
2.3	NORTH OF COPPER - SOUTH OF LOMAS	50	36.9	42.6	39.5	32.7	26.2%	14.7%	21.0%	34.7%
3.1	NORTH OF LOMAS - SOUTH OF INDIAN SCHOOL	50	48.3	40.0	43.7	40.9	3.4%	20.0%	12.6%	18.2%
3.2	NORTH OF INDIAN SCHOOL - SOUTH OF ROVER	50	52.6	48.4	41.8	47.9	-5.2%	3.2%	16.4%	4.3%
3.3	NORTH OF ROVER - SOUTH OF MENAUL	50	42.0	47.6	45.1	50.8	15.9%	4.8%	9.8%	-1.7%
4.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	50	44.8	42.2	39.2	51.6	10.5%	15.6%	21.6%	-3.2%
4.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	50	48.9	50.9	42.1	31.9	2.3%	-1.7%	15.8%	36.1%
4.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	50	46.2	50.3	44.3	28.0	7.6%	-0.5%	11.3%	44.0%
5.1	NORTH OF MONTGOMERY - SOUTH OF MANITOBA	50	45.3	43.9	42.2	38.7	9.3%	12.2%	15.6%	22.5%
5.2	NORTH OF MANITOBA - SOUTH OF SPAIN	50	51.2	49.9	44.8	43.5	-2.5%	0.2%	10.5%	13.0%
5.3	NORTH OF SPAIN - SOUTH OF ACADEMY	50	35.9	52.2	33.1	52.6	28.2%	-4.4%	33.9%	-5.2%
5.4	NORTH OF ACADEMY - SOUTH OF SAN RAFAEL	50	46.5	53.3	41.7	51.9	6.9%	-6.5%	16.7%	-3.8%
5.5	NORTH OF SAN RAFAEL - SOUTH OF PASEO DEL NORTE	50	38.0	37.4	32.1	43.2	24.1%	25.3%	35.8%	13.5%

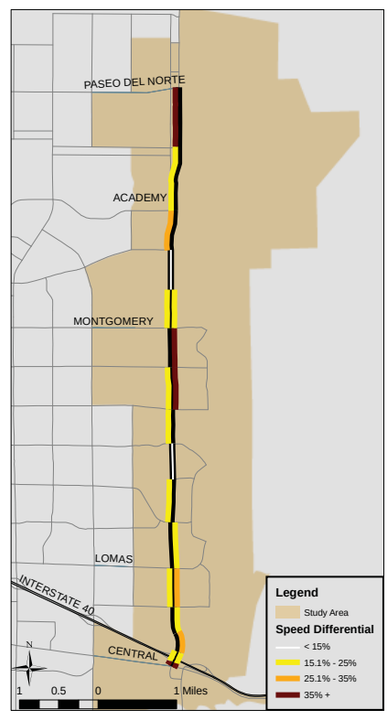
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF CENTRAL - SOUTH OF I-40 EAST OFF RAMP	0.55	0.37	0.75	0.52
1.2	NORTH OF I-40 EAST OFF RAMP - SOUTH OF I-40 WEST ON RAMP	0.57	0.61	0.54	1.00
2.1	NORTH OF I-40 N. RAMPS - SOUTH OF CLOUDVIEW	0.97	0.57	0.71	1.01
2.2	NORTH OF CLOUDVIEW - SOUTH OF COPPER	0.95	0.63	0.81	1.07
2.3	NORTH OF COPPER - SOUTH OF LOMAS	0.66	0.61	0.62	0.97
3.1	NORTH OF LOMAS - SOUTH OF INDIAN SCHOOL	0.75	0.55	0.70	0.86
3.2	NORTH OF INDIAN SCHOOL - SOUTH OF ROVER	0.87	0.74	1.10	0.86
3.3	NORTH OF ROVER - SOUTH OF MENAUL	0.66	0.77	0.81	0.84
4.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	1.10	1.05	1.11	1.03
4.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	0.86	0.73	0.98	0.65
4.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	0.77	0.81	0.95	0.97
5.1	NORTH OF MONTGOMERY - SOUTH OF MANITOBA	0.74	0.61	0.72	0.88
5.2	NORTH OF MANITOBA - SOUTH OF SPAIN	0.71	0.69	0.79	0.89
5.3	NORTH OF SPAIN - SOUTH OF ACADEMY	0.55	0.49	0.74	0.70
5.4	NORTH OF ACADEMY - SOUTH OF SAN RAFAEL	0.53	0.57	0.78	0.62
5.5	NORTH OF SAN RAFAEL - SOUTH OF PASEO DEL NORTE	0.42	0.45	0.57	0.56

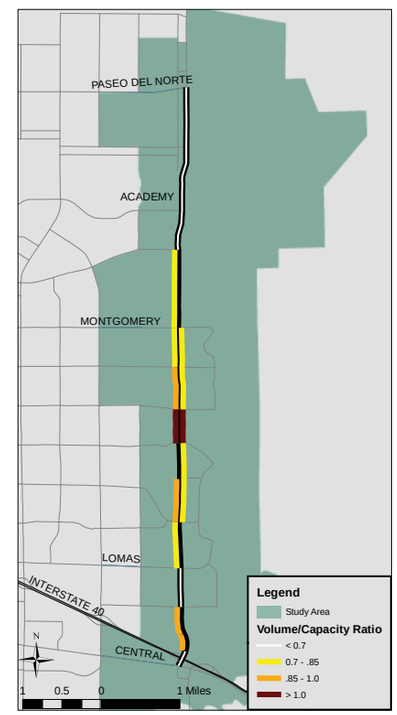
AM Speed Differential



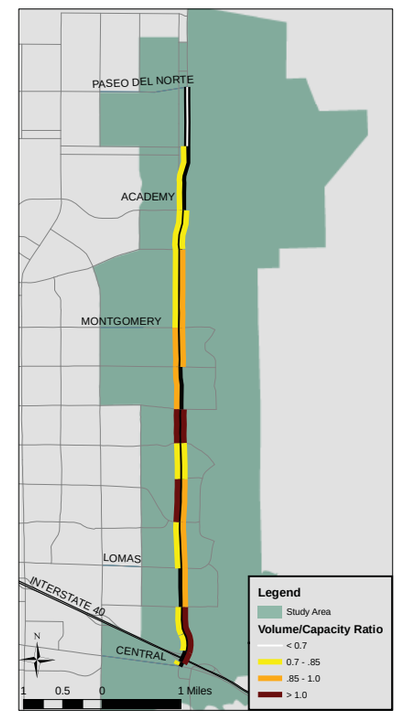
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Tramway Blvd

Travel Time & Delay

PM Peak Travel Time (seconds)	Central	I-40 North Ramps	Copper	Lomas	Menaul	Montgomery	Spain	Academy	Paseo del Norte
Central	X	20	77	131	256	411	499	534	653
I-40 North Ramps	24	X	57	111	236	391	479	513	633
Copper	68	44	X	54	179	335	422	457	577
Lomas	113	89	45	X	125	280	368	403	522
Menaul	245	221	177	132	X	155	243	277	397
Montgomery	372	347	303	258	126	X	87	122	242
Spain	454	430	386	341	209	82	X	35	155
Academy	509	485	441	396	264	138	55	X	120
Paseo del Norte	665	641	597	552	420	293	211	156	X

PM Peak Delay (seconds)	Central	I-40 North Ramps	Copper	Lomas	Menaul	Montgomery	Spain	Academy	Paseo del Norte
Central	x	6	20	39	50	99	115	113	119
I-40 North Ramps	10	x	15	33	44	93	109	107	114
Copper	12	2	x	19	29	79	94	93	99
Lomas	21	12	9	x	11	60	76	74	80
Menaul	39	29	27	17	x	49	65	63	70
Montgomery	59	49	47	38	20	x	16	14	20
Spain	70	60	58	49	31	11	x	-2	5
Academy	89	79	77	67	50	29	19	x	6
Paseo del Norte	131	121	119	110	92	72	61	42	x

Distance (miles)	Central	I-40 North Ramps	Copper	Lomas	Menaul	Montgomery	Spain	Academy	Paseo del Norte
Central	X	0.2	0.8	1.3	2.9	4.3	5.3	5.8	7.4
I-40 North Ramps	0.2	X	0.6	1.1	2.7	4.1	5.1	5.6	7.2
Copper	0.8	0.6	X	0.5	2.1	3.6	4.6	5.1	6.6
Lomas	1.3	1.1	0.5	X	1.6	3.1	4.1	4.6	6.1
Menaul	2.9	2.7	2.1	1.6	X	1.5	2.5	3.0	4.6
Montgomery	4.3	4.1	3.6	3.1	1.5	X	1.0	1.5	3.1
Spain	5.3	5.1	4.6	4.1	2.5	1.0	X	0.5	2.1
Academy	5.8	5.6	5.1	4.6	3.0	1.5	0.5	X	1.6
Paseo del Norte	7.4	7.2	6.6	6.1	4.6	3.1	2.1	1.6	X

PM Peak Delay (seconds/mile)	Central	I-40 North Ramps	Copper	Lomas	Menaul	Montgomery	Spain	Academy	Paseo del Norte
Central	x	27.2	25.7	30.5	17.3	22.8	21.5	19.3	16.1
I-40 North Ramps	47.3	x	25.2	31.2	16.5	22.6	21.3	19.0	15.7
Copper	15.0	3.7	x	38.2	14.1	22.1	20.7	18.3	14.9
Lomas	16.6	10.8	19.1	x	6.7	19.6	18.6	16.2	13.0
Menaul	13.5	10.9	12.9	10.9	x	33.5	26.4	21.3	15.3
Montgomery	13.6	11.9	13.3	12.3	13.9	x	15.7	9.2	6.6
Spain	13.1	11.7	12.7	12.0	12.6	10.8	x	-3.5	2.2
Academy	15.1	14.0	15.2	14.7	16.8	19.6	36.9	x	4.0
Paseo del Norte	17.6	16.8	17.9	17.8	20.2	23.3	29.2	26.8	x

Safety

Intersections with Reported Crashes 2005-2009

All Crashes along the Corridor

Crash Type	2005	2006	2007	2008	2009
Fatal accident	2	0	3	0	0
Non-fatal accident injury	78	62	68	73	72
Property damage only	124	175	180	151	172
All Crashes	204	237	251	224	244

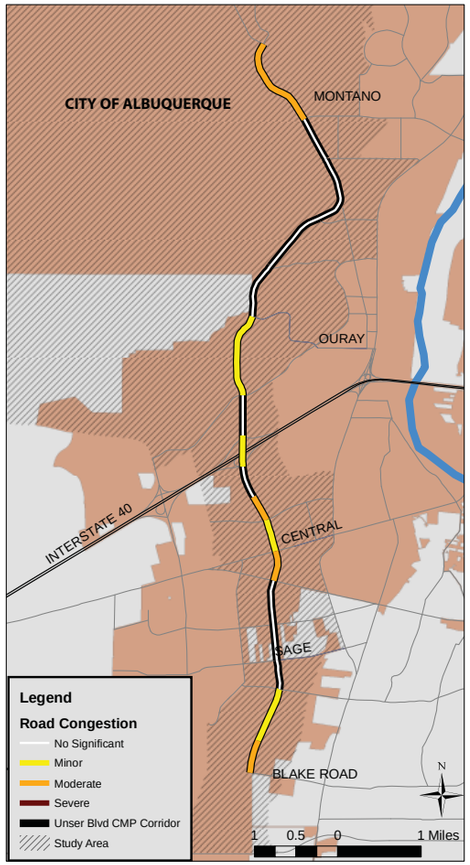
Top Contributing Factors in Crashes Along Tranway

1. Driver inattention 30 %
2. Following too close 21 %
3. Failure to yield 13 %
4. Red light running 8 %
5. Alcohol involved 4 %

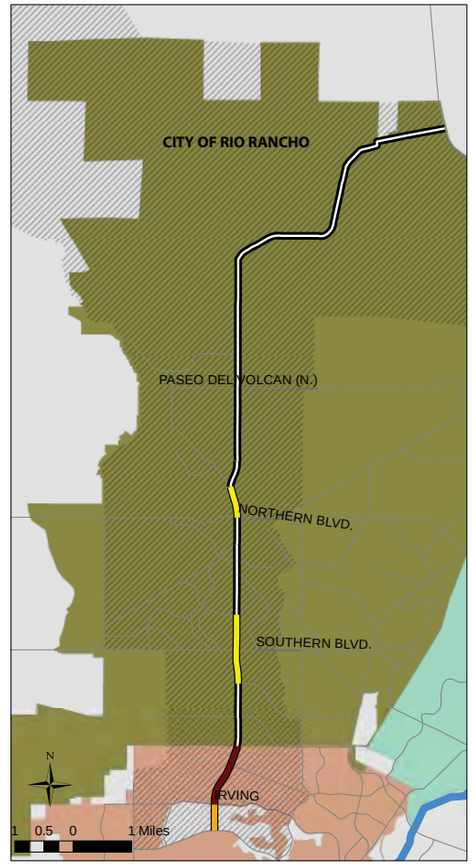
Unser Blvd

#13

Section 1



Section 2



Profile & Statistics

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

Corridor Notes

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

Transit Characteristics

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

Unser Blvd

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF BLAKE RD - SOUTH OF GIBSON WEST	0.40	45	9,412
1.2	NORTH OF GIBSON WEST - SOUTH OF ARENAL	0.67	45	4,929
1.3	NORTH OF ARENAL - SOUTH OF SAGE	0.35	35	10,052
1.4	NORTH OF SAGE - SOUTH OF TOWER	0.43	35	12,382
1.5	NORTH OF TOWER - SOUTH OF BRIDGE BLVD	0.54	40	10,845
1.6	NORTH OF BRIDGE BLVD. - SOUTH OF CENTRAL	0.37	45	15,256
2.1	NORTH OF CENTRAL - SOUTH OF BLUEWATER	0.39	45	21,255
2.2	NORTH OF BLUEWATER - SOUTH OF LOS VOLCANES	0.32	45	22,919
2.3	NORTH OF LOS VOLCANES - SOUTH OF I-40 E. RAMPS	0.39	45	31,647
2.4	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 E. ON RAMP	0.10	45	25,431
2.5	NORTH OF I-40 E. ON RAMP - S OF I-40 WEST RAMPS	0.27	45	28,083
3.1	NORTH OF I-40 WEST RAMPS - SOUTH OF LADERA DRIVE	0.48	45	30,735
3.2	NORTH OF LADERA DRIVE - SOUTH OF OURAY	1.02	45	19,014
3.3	NORTH OF OURAY - SOUTH OF ST. JOSEPHS	0.67	45	20,154
3.4	NORTH OF ST. JOSEPHS - SOUTH OF WESTERN TRAIL	0.83	45	19,833
3.5	NORTH OF WESTERN TRAIL - SOUTH OF DELLYNE	0.89	40	21,988
3.6	NORTH OF DELLYNE - SOUTH OF MONTANO	0.54	40	21,118
4.1	NORTH OF MONTANO - SOUTH OF UNIVERSE BLVD	1.14	35	14,843
5.1	NORTH OF PARADISE - SOUTH OF IRVING	0.45	35	17,531
5.2	NORTH OF IRVING - SOUTH OF MCMAHON	0.74	40	22,080
5.3	NORTH OF McMAHON - SOUTH OF BERN/SAND COUNTY LINE	0.34	40	26,813
5.4	NORTH OF BERN/SAND COUNTY LINE - SOUTH OF 19TH AVE	0.51	45	28,013
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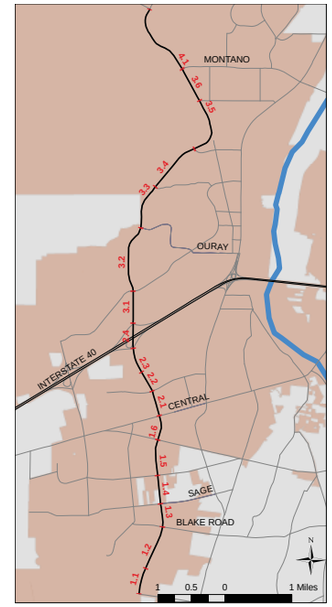
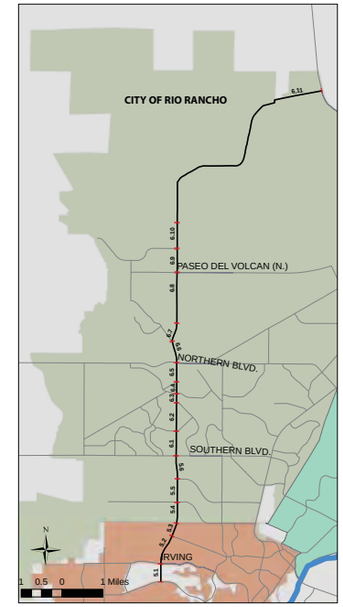
6.9	NORTH OF PASEO DEL VOLCAN - SOUTH OF KING BLVD	0.59	45	11,197
6.10	NORTH OF KING BLVD - SOUTH OF PROGRESS	0.64	50	3,202
6.11	NORTH OF PROGRESS - WEST OF U.S. 550	5.77	45	3,311

Access Characteristics

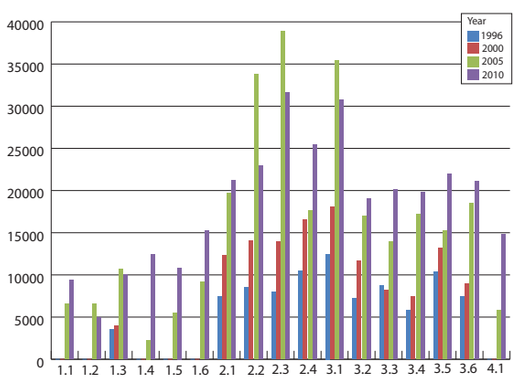
ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	0	1	1	No	0	1	1	No	No
1.2	0	2	1	No	0	2	1	No	No
1.3	0	1	1	No	0	1	1	No	No
1.4	0	2	1	No	0	2	0	No	Median Turn Bay
1.5	0	1	1	No	0	2	1	No	No
1.6	0	2	0	No	0	1	0	No	Median Turn Bay
2.1	0	2	1	No	1	1	1	No	Median Cut
2.2	0	1	1	No	0	2	1	No	No
2.3	0	1	1	No	0	1	1	No	No
2.4	0	0	0	No	0	1	1	No	No
2.5	0	1	0	No	0	1	1	No	No
3.1	0	1	1	No	0	0	0	No	No
3.2	0	3	3	No	0	2	1	No	Median Turn Bay
3.3	0	2	2	No	0	1	1	No	No
3.4	0	1	1	No	0	1	1	No	No
3.5	0	2	1	No	0	2	1	No	Median Turn Bay
3.6	0	2	0	No	0	2	1	No	Median Cut
4.1	0	3	1	No	0	2	1	No	Median Turn Bay
5.1	0	1	1	No	3	2	1	No	Median Turn Bay
5.2	0	2	1	No	0	2	0	No	Median Turn Bay
5.3	0	3	0	No	0	2	1	No	Median Turn Bay
5.4	0	1	0	No	0	1	0	No	No
5.5	0	1	0	No	0	1	0	No	No
5.6	0	1	1	No	0	2	0	No	Median Turn Bay
6.1	4	2	1	No	6	2	3	No	Median Turn Bay
6.2	0	2	0	No	6	2	0	No	Continuous
6.3	1	2	1	No	3	1	0	No	Continuous
6.4	0	1	0	No	0	1	1	No	Median Turn Bay
6.5	0	1	1	No	0	1	1	No	No
6.6	0	2	0	No	0	2	2	No	Median Turn Bay
6.7	0	0	0	No	0	2	0	No	No
6.8	0	1	1	No	0	1	1	No	Median Turn Bay
6.9	0	1	1	No	0	1	0	No	No
6.10	0	0	0	No	0	1	0	No	No
6.11	1	1	0	No	1	0	0	No	Median Turn Bay

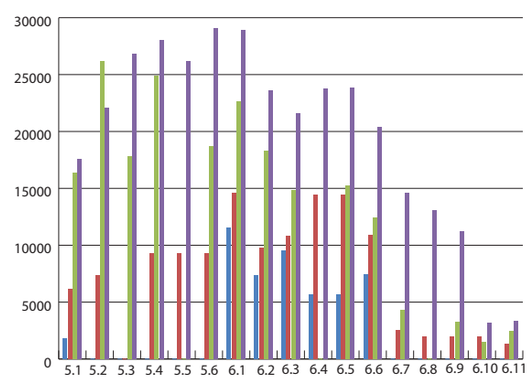
ID Location





Average Weekday Daily Traffic





Volume Notes

- The heaviest volumes along ***northern*** Unser occur between McMahon Blvd and Spring Rd (26,000-29,000 AWDT in 2010); the heaviest volumes along ***southern*** Unser occur around I-40 (31,000-32,000 AWDT in 2010).
- Overall average volumes increased by 118% between 2000 and 2008. During that same period, the population in the study area increased by 79%.
- The highest volume increase (561%) from 2000 to 2010 occurred between Montoyas Arroyo and Paseo del Volcan.

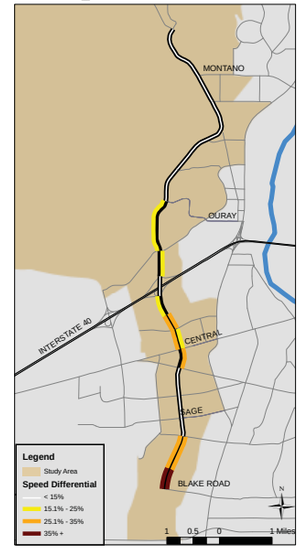
Access Notes

- Unser Blvd is an **access-controlled facility** along the entire CMP corridor.
- There are various forms of center-turn facilities across the corridor, including a stretch of continuous center turn lanes between Spring Rd and Abrazo in the northern portion of the corridor.
- There are 11 **signalized intersections** along the ***northern*** portion of the CMP corridor; an average of one signal **every 1.34 miles**.
- There are 12 **signalized intersections** along the ***southern*** portion of the CMP corridor; an average of one signal **every 0.82 miles.**

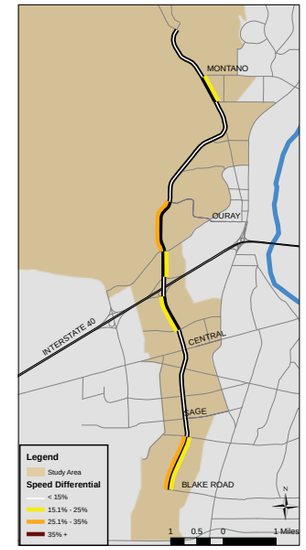
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-SB	AM-NB	PM-SB	PM-NB	AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF BLAKE RD - SOUTH OF GIBSON WEST	45	27.3	27.1	29.6	34.3	39.3%	39.8%	34.3%	23.8%
1.2	NORTH OF GIBSON WEST - SOUTH OF ARENAL	45	31.6	33.3	32.2	34.6	29.7%	26.0%	28.5%	23.0%
1.3	NORTH OF ARENAL - SOUTH OF SAGE	45	33.3	33.1	30.9	34.5	26.1%	26.5%	31.4%	23.4%
1.4	NORTH OF SAGE - SOUTH OF TOWER	45	32.0	28.8	31.4	34.3	28.9%	35.9%	30.3%	23.9%
1.5	NORTH OF TOWER - SOUTH OF BRIDGE BLVD	35	34.9	32.9	31.8	34.0	0.3%	6.1%	9.0%	2.8%
1.6	NORTH OF BRIDGE BLVD. - SOUTH OF CENTRAL	35	30.7	24.6	33.3	36.6	12.2%	29.6%	5.0%	-4.7%
2.1	NORTH OF CENTRAL - SOUTH OF BLUEWATER	40	28.0	32.8	36.7	36.7	29.9%	18.0%	8.3%	8.2%
2.2	NORTH OF BLUEWATER - SOUTH OF LOS VOLCANES	45	32.6	30.0	36.3	41.8	27.6%	33.3%	19.3%	7.1%
2.3	NORTH OF LOS VOLCANES - SOUTH OF I-40 E. RAMPS	45	37.8	47.5	37.6	45.5	15.9%	-5.5%	16.5%	-1.0%
2.4	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 E. ON RAMP	45	44.5	50.3	49.7	45.5	1.0%	-11.7%	-10.4%	-1.1%
2.5	NORTH OF I-40 E. ON RAMP - S OF I-40 WEST RAMPS	45	38.5	31.6	48.3	40.3	14.5%	29.8%	-7.4%	10.5%
3.1	NORTH OF I-40 WEST RAMPS - SOUTH OF LADERA DRIVE	45	39.9	36.4	47.7	35.2	11.3%	19.2%	-6.1%	21.9%
3.2	NORTH OF LADERA DRIVE - SOUTH OF OURAY	45	37.8	39.4	32.0	45.1	16.0%	12.5%	28.9%	-0.2%
3.3	NORTH OF OURAY - SOUTH OF ST. JOSEPHS	45	42.0	47.1	51.1	51.3	6.6%	-4.6%	-13.6%	-14.0%
3.4	NORTH OF ST. JOSEPHS - SOUTH OF WESTERN TRAIL	45	49.4	44.0	50.7	52.3	-9.7%	2.2%	-12.7%	-16.2%
3.5	NORTH OF WESTERN TRAIL - SOUTH OF DELLYNE	45	45.5	47.3	49.7	50.6	-1.1%	-5.1%	-10.6%	-12.5%
3.6	NORTH OF DELLYNE - SOUTH OF MONTANO	40	39.2	44.2	39.6	31.9	2.0%	-10.5%	1.0%	20.3%
4.1	NORTH OF MONTANO - SOUTH OF UNIVERSE BLVD	40	42.5	47.1	44.0	47.1	-6.4%	-17.7%	-9.9%	-17.7%
5.1	NORTH OF PARADISE - SOUTH OF IRVING	35	33.2	37.7	24.3	34.5	5.2%	-7.6%	30.5%	1.5%
5.2	NORTH OF IRVING - SOUTH OF MCMAHON	40	27.8	36.0	29.9	38.5	30.4%	10.0%	25.2%	3.8%
5.3	NORTH OF McMAHON - SOUTH OF BERN/SAND COUNTY LINE	40	35.8	42.1	21.2	33.6	10.5%	-5.3%	46.9%	15.9%
5.4	NORTH OF BERN/SAND COUNTY LINE - SOUTH OF 19TH AVE	45	38.5	48.6	44.3	37.4	14.5%	-8.0%	1.5%	16.9%
5.5	NORTH OF 19TH AVE - SOUTH OF CABEZON	45	44.3	46.6	42.4	32.8	1.5%	-3.6%	5.7%	27.0%
5.6	NORTH OF CABEZON - SOUTH OF SOUTHERN	40	44.2	28.0	44.6	30.6	-10.6%	30.0%	-11.4%	23.5%
6.1	NORTH OF SOUTHERN - SOUTH OF SPRING RD	40	33.5	38.5	28.4	39.6	16.4%	3.8%	28.9%	0.9%
6.2	NORTH OF SPRING RD - SOUTH OF WESTERN HILLS	40	43.5	44.9	46.3	43.8	-8.8%	-12.3%	-15.9%	-9.5%
6.3	NORTH OF WESTERN HILLS - SOUTH OF ABRAZO	45	45.2	47.9	44.1	40.1	-0.5%	-6.3%	2.0%	10.8%
6.4	NORTH OF ABRAZO - SOUTH OF IDALIA	45	45.9	47.7	45.7	44.6	-2.0%	-6.1%	-1.5%	0.8%
6.5	NORTH OF IDALIA - SOUTH OF NORTHERN	45	43.7	44.5	44.9	41.1	2.9%	1.0%	0.3%	8.6%
6.6	NORTH OF NORTHERN - SOUTH OF CHERRY RD	45	27.1	49.6	37.7	44.9	39.9%	-10.2%	16.2%	0.3%
6.7	NORTH OF CHERRY RD - SOUTH OF MONTOYAS ARROYO	45	52.3	51.1	49.6	51.8	-16.3%	-13.6%	-10.2%	-15.1%
6.8	NORTH OF MONTOYAS ARROYO - SOUTH OF PASEO DEL VOLCAN	45	54.6	50.9	49.9	47.5	-21.3%	-13.0%	-10.9%	-5.6%
6.9	NORTH OF PASEO DEL VOLCAN - SOUTH OF KING BLVD	45	40.7	39.1	44.8	36.2	9.5%	13.0%	0.5%	19.6%
6.10	NORTH OF KING BLVD - SOUTH OF PROGRESS	50	48.1	135.9	35.1	46.5	3.8%	-171.9%	29.9%	7.0%
6.11	NORTH OF PROGRESS - WEST OF U.S. 550	45	52.0	51.0	51.8	48.5	-15.4%	-13.3%	-15.1%	-7.9%

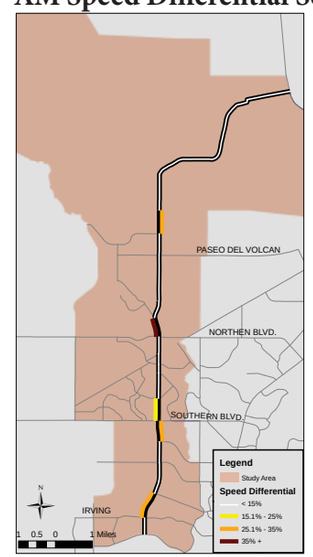
AM Speed Differential Section 1



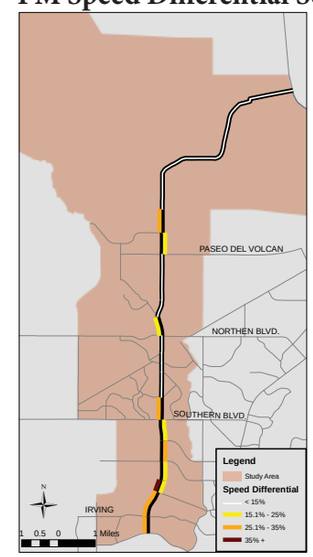
PM Speed Differential Section 1



AM Speed Differential Section 2



PM Speed Differential Section 2



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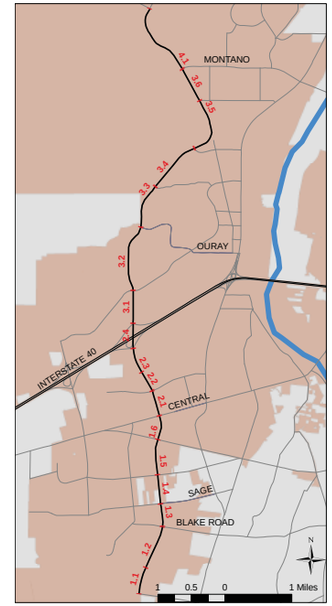
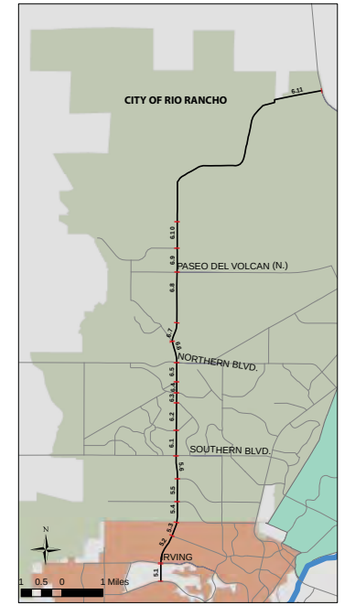
Access Characteristics

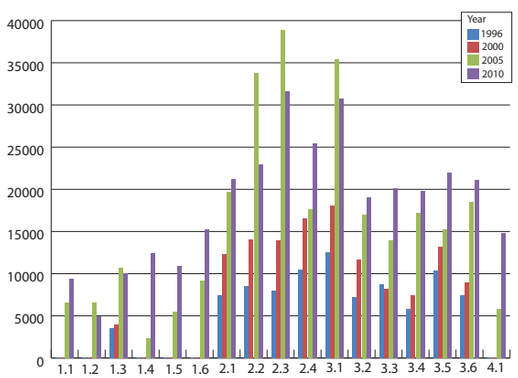
ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	0	1	1	No	0	1	1	No	No
1.2	0	2	1	No	0	2	1	No	No
1.3	0	1	1	No	0	1	1	No	No
1.4	0	2	1	No	0	2	0	No	Median Turn Bay
1.5	0	1	1	No	0	2	1	No	No
1.6	0	2	0	No	0	1	0	No	Median Turn Bay
2.1	0	2	1	No	1	1	1	No	Median Cut
2.2	0	1	1	No	0	2	1	No	No
2.3	0	1	1	No	0	1	1	No	No
2.4	0	0	0	No	0	1	1	No	No
2.5	0	1	0	No	0	1	1	No	No
3.1	0	1	1	No	0	0	0	No	No
3.2	0	3	3	No	0	2	1	No	Median Turn Bay
3.3	0	2	2	No	0	1	1	No	No
3.4	0	1	1	No	0	1	1	No	No
3.5	0	2	1	No	0	2	1	No	Median Turn Bay
3.6	0	2	0	No	0	2	1	No	Median Cut
4.1	0	3	1	No	0	2	1	No	Median Turn Bay
5.1	0	1	1	No	3	2	1	No	Median Turn Bay
5.2	0	2	1	No	0	2	0	No	Median Turn Bay
5.3	0	3	0	No	0	2	1	No	Median Turn Bay
5.4	0	1	0	No	0	1	0	No	No
5.5	0	1	0	No	0	1	0	No	No
5.6	0	1	1	No	0	2	0	No	Median Turn Bay
6.1	4	2	1	No	6	2	3	No	Median Turn Bay
6.2	0	2	0	No	6	2	0	No	Continuous
6.3	1	2	1	No	3	1	0	No	Continuous
6.4	0	1	0	No	0	1	1	No	Median Turn Bay
6.5	0	1	1	No	0	1	1	No	No
6.6	0	2	0	No	0	2	2	No	Median Turn Bay
6.7	0	0	0	No	0	2	0	No	No
6.8	0	1	1	No	0	1	1	No	Median Turn Bay
6.9	0	1	1	No	0	1	0	No	No
6.10	0	0	0	No	0	1	0	No	No
6.11	1	1	0	No	1	0	0	No	Median Turn Bay

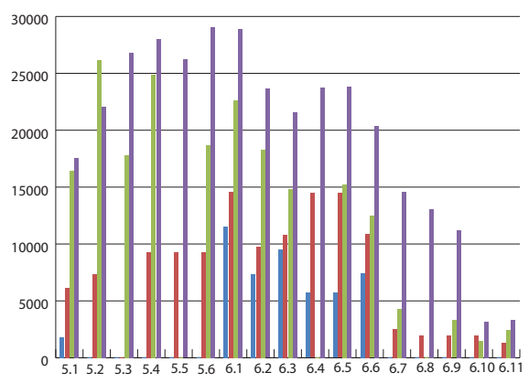
ID Location





Average Weekday Daily Traffic





Volume Notes

- The heaviest volumes along ***northern*** Unser occur between McMahon Blvd and Spring Rd (26,000-29,000 AWDT in 2010); the heaviest volumes along ***southern*** Unser occur around I-40 (31,000-32,000 AWDT in 2010).
- Overall average volumes increased by 118% between 2000 and 2008. During that same period, the population in the study area increased by 79%.
- The highest volume increase (561%) from 2000 to 2010 occurred between Montoyas Arroyo and Paseo del Volcan.

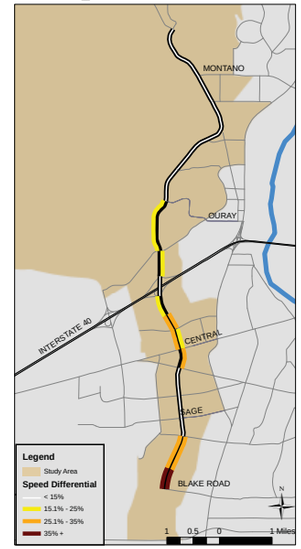
Access Notes

- Unser Blvd is an **access-controlled facility** along the entire CMP corridor.
- There are various forms of center-turn facilities across the corridor, including a stretch of continuous center turn lanes between Spring Rd and Abrazo in the northern portion of the corridor.
- There are 11 **signalized intersections** along the ***northern*** portion of the CMP corridor; an average of one signal **every 1.34 miles**.
- There are 12 **signalized intersections** along the ***southern*** portion of the CMP corridor; an average of one signal **every 0.82 miles.**

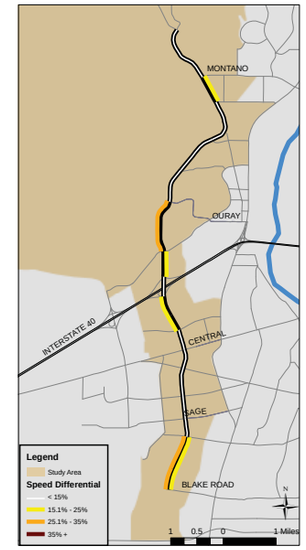
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-SB	AM-NB	PM-SB	PM-NB	AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF BLAKE RD - SOUTH OF GIBSON WEST	45	27.3	27.1	29.6	34.3	39.3%	39.8%	34.3%	23.8%
1.2	NORTH OF GIBSON WEST - SOUTH OF ARENAL	45	31.6	33.3	32.2	34.6	29.7%	26.0%	28.5%	23.0%
1.3	NORTH OF ARENAL - SOUTH OF SAGE	45	33.3	33.1	30.9	34.5	26.1%	26.5%	31.4%	23.4%
1.4	NORTH OF SAGE - SOUTH OF TOWER	45	32.0	28.8	31.4	34.3	28.9%	35.9%	30.3%	23.9%
1.5	NORTH OF TOWER - SOUTH OF BRIDGE BLVD	35	34.9	32.9	31.8	34.0	0.3%	6.1%	9.0%	2.8%
1.6	NORTH OF BRIDGE BLVD. - SOUTH OF CENTRAL	35	30.7	24.6	33.3	36.6	12.2%	29.6%	5.0%	-4.7%
2.1	NORTH OF CENTRAL - SOUTH OF BLUEWATER	40	28.0	32.8	36.7	36.7	29.9%	18.0%	8.3%	8.2%
2.2	NORTH OF BLUEWATER - SOUTH OF LOS VOLCANES	45	32.6	30.0	36.3	41.8	27.6%	33.3%	19.3%	7.1%
2.3	NORTH OF LOS VOLCANES - SOUTH OF I-40 E. RAMPS	45	37.8	47.5	37.6	45.5	15.9%	-5.5%	16.5%	-1.0%
2.4	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 E. ON RAMP	45	44.5	50.3	49.7	45.5	1.0%	-11.7%	-10.4%	-1.1%
2.5	NORTH OF I-40 E. ON RAMP - S OF I-40 WEST RAMPS	45	38.5	31.6	48.3	40.3	14.5%	29.8%	-7.4%	10.5%
3.1	NORTH OF I-40 WEST RAMPS - SOUTH OF LADERA DRIVE	45	39.9	36.4	47.7	35.2	11.3%	19.2%	-6.1%	21.9%
3.2	NORTH OF LADERA DRIVE - SOUTH OF OURAY	45	37.8	39.4	32.0	45.1	16.0%	12.5%	28.9%	-0.2%
3.3	NORTH OF OURAY - SOUTH OF ST. JOSEPHS	45	42.0	47.1	51.1	51.3	6.6%	-4.6%	-13.6%	-14.0%
3.4	NORTH OF ST. JOSEPHS - SOUTH OF WESTERN TRAIL	45	49.4	44.0	50.7	52.3	-9.7%	2.2%	-12.7%	-16.2%
3.5	NORTH OF WESTERN TRAIL - SOUTH OF DELLYNE	45	45.5	47.3	49.7	50.6	-1.1%	-5.1%	-10.6%	-12.5%
3.6	NORTH OF DELLYNE - SOUTH OF MONTANO	40	39.2	44.2	39.6	31.9	2.0%	-10.5%	1.0%	20.3%
4.1	NORTH OF MONTANO - SOUTH OF UNIVERSE BLVD	40	42.5	47.1	44.0	47.1	-6.4%	-17.7%	-9.9%	-17.7%
5.1	NORTH OF PARADISE - SOUTH OF IRVING	35	33.2	37.7	24.3	34.5	5.2%	-7.6%	30.5%	1.5%
5.2	NORTH OF IRVING - SOUTH OF MCMAHON	40	27.8	36.0	29.9	38.5	30.4%	10.0%	25.2%	3.8%
5.3	NORTH OF McMAHON - SOUTH OF BERN/SAND COUNTY LINE	40	35.8	42.1	21.2	33.6	10.5%	-5.3%	46.9%	15.9%
5.4	NORTH OF BERN/SAND COUNTY LINE - SOUTH OF 19TH AVE	45	38.5	48.6	44.3	37.4	14.5%	-8.0%	1.5%	16.9%
5.5	NORTH OF 19TH AVE - SOUTH OF CABEZON	45	44.3	46.6	42.4	32.8	1.5%	-3.6%	5.7%	27.0%
5.6	NORTH OF CABEZON - SOUTH OF SOUTHERN	40	44.2	28.0	44.6	30.6	-10.6%	30.0%	-11.4%	23.5%
6.1	NORTH OF SOUTHERN - SOUTH OF SPRING RD	40	33.5	38.5	28.4	39.6	16.4%	3.8%	28.9%	0.9%
6.2	NORTH OF SPRING RD - SOUTH OF WESTERN HILLS	40	43.5	44.9	46.3	43.8	-8.8%	-12.3%	-15.9%	-9.5%
6.3	NORTH OF WESTERN HILLS - SOUTH OF ABRAZO	45	45.2	47.9	44.1	40.1	-0.5%	-6.3%	2.0%	10.8%
6.4	NORTH OF ABRAZO - SOUTH OF IDALIA	45	45.9	47.7	45.7	44.6	-2.0%	-6.1%	-1.5%	0.8%
6.5	NORTH OF IDALIA - SOUTH OF NORTHERN	45	43.7	44.5	44.9	41.1	2.9%	1.0%	0.3%	8.6%
6.6	NORTH OF NORTHERN - SOUTH OF CHERRY RD	45	27.1	49.6	37.7	44.9	39.9%	-10.2%	16.2%	0.3%
6.7	NORTH OF CHERRY RD - SOUTH OF MONTOYAS ARROYO	45	52.3	51.1	49.6	51.8	-16.3%	-13.6%	-10.2%	-15.1%
6.8	NORTH OF MONTOYAS ARROYO - SOUTH OF PASEO DEL VOLCAN	45	54.6	50.9	49.9	47.5	-21.3%	-13.0%	-10.9%	-5.6%
6.9	NORTH OF PASEO DEL VOLCAN - SOUTH OF KING BLVD	45	40.7	39.1	44.8	36.2	9.5%	13.0%	0.5%	19.6%
6.10	NORTH OF KING BLVD - SOUTH OF PROGRESS	50	48.1	135.9	35.1	46.5	3.8%	-171.9%	29.9%	7.0%
6.11	NORTH OF PROGRESS - WEST OF U.S. 550	45	52.0	51.0	51.8	48.5	-15.4%	-13.3%	-15.1%	-7.9%

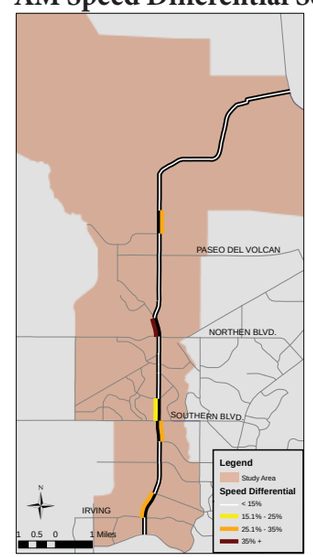
AM Speed Differential Section 1



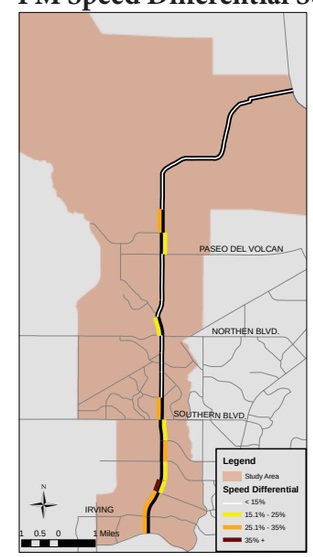
PM Speed Differential Section 1



AM Speed Differential Section 2

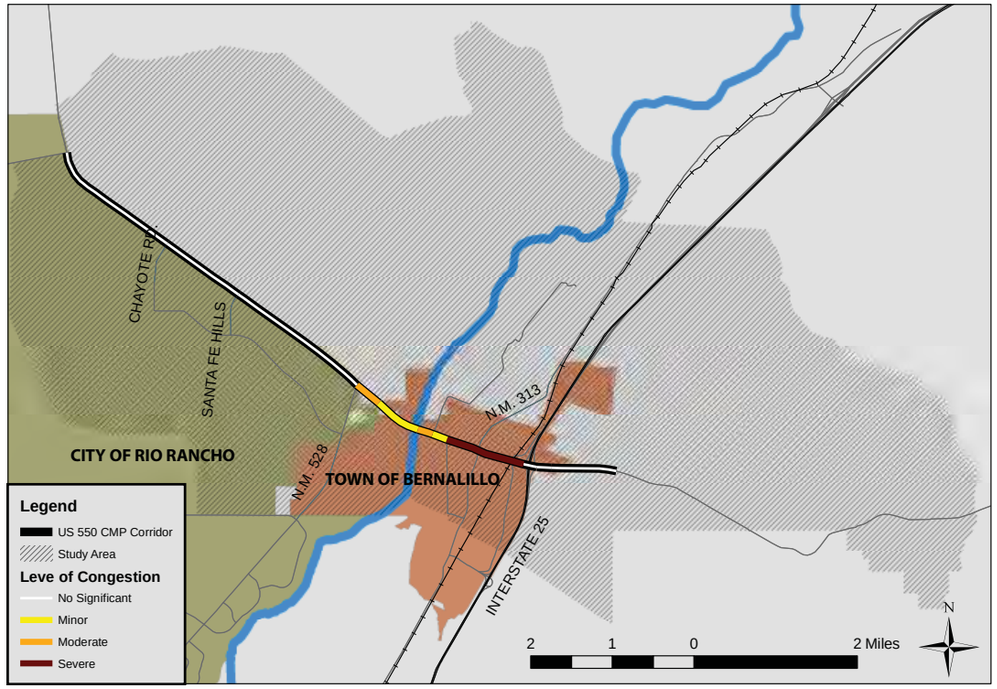


PM Speed Differential Section 2



U.S. 550

#5



Corridor Notes

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

Transit Characteristics

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

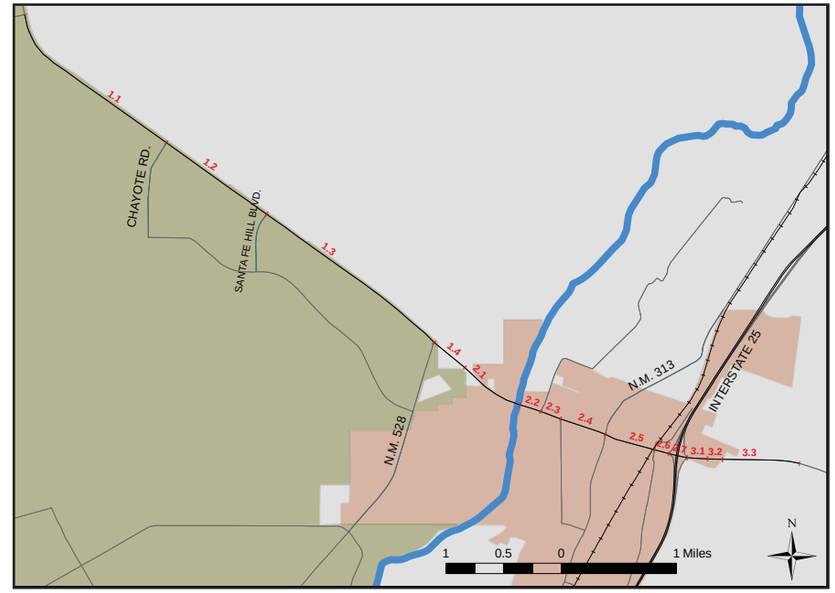
Profile & Statistics

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

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF UNSER BLVD - WEST OF CHAYOTE RD	1.70	65	7,432
1.2	EAST OF CHAYOTE RD - WEST OF SANTA FE HILLS RD	1.07	55	7,627
1.3	EAST OF SANTA FE HILLS RD - WEST OF NM 528	1.83	45	12,759
1.4	EAST OF NM 528 - WEST OF JEMEZ DAM RD	0.35	45	14,074
2.1	EAST OF JEMEZ DAM RD - RIO GRANDE CROSSING	0.58	45	35,309
2.2	RIO GRANDE CROSSING - WEST OF SANTA ANA RD	0.19	40	38,407
2.3	EAST OF SANTA ANA RD - WEST OF DON TOMAS	0.18	40	38,204
2.4	EAST OF DON TOMAS - WEST OF NM 313	0.41	40	42,093
2.5	EAST OF NM 313 - WEST OF HILL ST	0.45	40	20,396
2.6	EAST OF HILL ST - WEST OF I-25 SOUTH RAMPS	0.13	40	9,293
2.7	EAST OF I-25 SOUTH RAMPS - WEST OF I-25 NORTH RAMPS	0.16	40	12,460
3.1	EAST OF I-25 NORTH RAMPS - WEST OF I-25 FRONTAGE ROAD	0.18	40	40,544
3.2	EAST OF I-25 FRONTAGE ROAD - WEST OF PLACITAS TRAIL RD	0.13	40	43,282
3.3	EAST OF PLACITAS TRAIL RD - AMPA BOUNDARY	0.67	45	36,353

ID Location



Access Characteristics

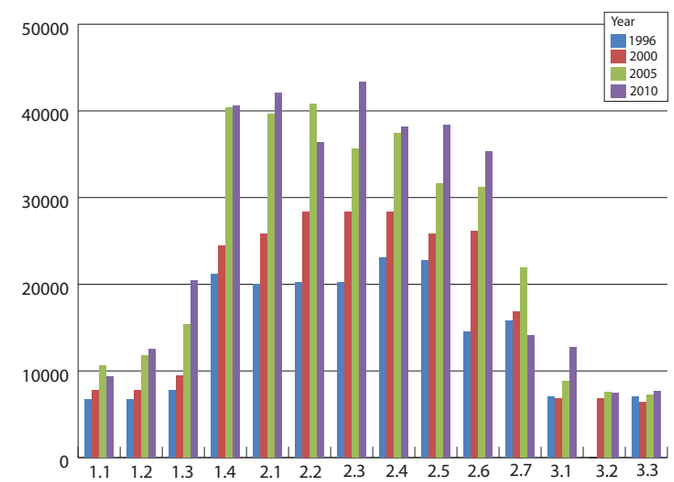
ID	East-Bound				West-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1*	0	0	0	No	0	0	0	No	Median Turn Bay
1.2*	0	0	3	No	0	0	2	No	Median Turn Bay
1.3*	0	2	3	No	0	1	3	No	Median Turn Bay
1.4*	0	1	1	No	0	1	1	No	No
2.1	2	2	1	No	7	2	3	No	Cont. / Med. Turn Bay
2.2	0	1	1	No	0	0	0	No	No
2.3	1	1	2	No	1	1	1	No	Cont. / Med. Turn Bay
2.4	6	0	1	No	11	0	1	No	Continuous
2.5	4	1	2	No	7	1	2	No	Continuous
2.6	0	1	0	No	0	1	1	No	Continuous
2.7	0	1	1	No	0	1	1	No	No
3.1	0	0	1	No	0	0	1	No	No
3.2	0	0	0	No	0	0	0	No	No
3.3	1	0	2	No	1	1	0	No	No
Total	14	10	18		27	9	16		

*Indicates access-controlled segment

Access Notes

- US 550 is an **access-controlled facility** between Unser Blvd and NM 528.
- There is a continuous center turn lane from Camino Don Tomas to the Rail Runner station access road.
- There are 10 **signalized intersections** along the CMP corridor; an average of one signal **every 0.80 miles.**

Average Weekday Daily Traffic



Volume Notes

- The heaviest volumes along US 550 occur between NM 528 and I-25 (40,000-43,000 AWDT in 2010).
- Overall average volumes increased by 52% between 2000 and 2008. During that same period, the population in the study area increased by 105%.
- The highest volume increase (116%) from 2000 to 2010 occurred between NM 528 and Santa Fe Hills Rd.
- In 2010, 36,000 vehicles crossed the Rio Grande along US 550 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 UNSER BLVD - WEST OF CHAYOTE RD	65	57.7	57.5	58.6	59.1	11.3%	11.6%	9.8%	9.0%
1.2	EAST OF CHAYOTE RD - WEST OF SANTA FE HILLS RD	55	61.9	60.7	60.1	62.1	-12.5%	-10.4%	-9.2%	-12.9%
1.3	EAST OF SANTA FE HILLS RD - WEST OF NM 528	45	52.3	46.3	48.0	37.6	-16.2%	-2.8%	-6.7%	16.3%
1.4	EAST OF NM 528 - WEST OF JEMEZ DAM RD	45	51.5	43.4	24.6	38.9	-14.5%	3.5%	45.4%	13.5%
2.1	EAST OF JEMEZ DAM RD - RIO GRANDE CROSSING	45	50.7	44.3	45.1	47.1	-12.7%	1.5%	-0.1%	-4.6%
2.2	RIO GRANDE CROSSING - WEST OF SANTA ANA RD	40	49.1	35.6	44.7	46.6	-22.7%	10.9%	-11.9%	-16.6%
2.3	EAST OF SANTA ANA RD - WEST OF DON TOMAS	40	46.5	34.4	38.5	35.6	-16.3%	14.0%	3.8%	11.0%
2.4	EAST OF DON TOMAS - WEST OF NM 313	40	41.4	24.2	26.0	22.8	-3.4%	39.6%	35.0%	43.1%
2.5	EAST OF NM 313 - WEST OF HILL ST	40	33.0	33.8	18.4	29.3	17.6%	15.5%	53.9%	26.8%
2.6	EAST OF HILL ST - WEST OF I-25 SOUTH RAMPS	40	48.9	41.5	43.4	32.3	-22.2%	-3.8%	-8.4%	19.3%
2.7	EAST OF I-25 SOUTH RAMPS - WEST OF I-25 NORTH RAMPS	40	40.5	39.7	31.0	45.1	-1.3%	0.7%	22.5%	-12.7%
3.1	EAST OF I-25 NORTH RAMPS - WEST OF I-25 FRONTAGE ROAD	40	37.4	43.9	39.0	46.6	6.6%	-9.9%	2.6%	-16.4%
3.2	EAST OF I-25 FRONTAGE ROAD - WEST OF PLACITAS TRAIL RD	40	54.2	48.5	49.5	49.6	-35.4%	-21.2%	-23.9%	-24.1%
3.3	EAST OF PLACITAS TRAIL RD - AMPA BOUNDARY	45	53.6	38.6	50.7	51.7	-19.0%	14.2%	-12.7%	-14.8%

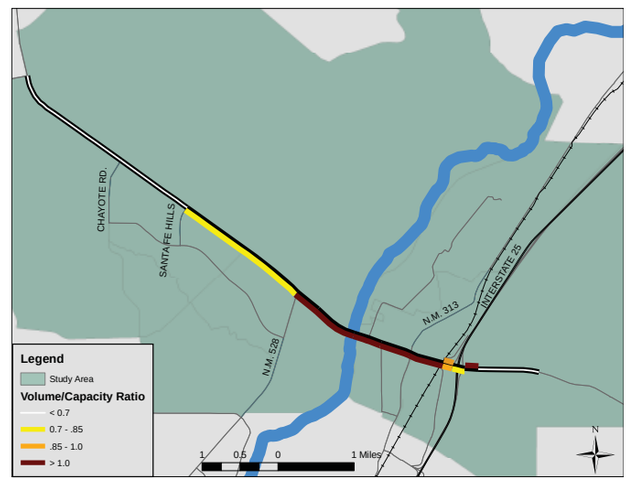
AM Speed Differential

PM Speed Differential

Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF UNSER BLVD - WEST OF CHAYOTE RD	0.19	0.32	0.32	0.24
1.2	EAST OF CHAYOTE RD - WEST OF SANTA FE HILLS RD	0.24	0.46	0.46	0.29
1.3	EAST OF SANTA FE HILLS RD - WEST OF NM 528	0.23	0.77	0.63	0.42
1.4	EAST OF NM 528 - WEST OF JEMEZ DAM RD	0.47	1.28	1.10	0.62
2.1	EAST OF JEMEZ DAM RD - RIO GRANDE CROSSING	0.65	1.44	1.42	0.80
2.2	RIO GRANDE CROSSING - WEST OF SANTA ANA RD	0.71	1.32	1.33	0.81
2.3	EAST OF SANTA ANA RD - WEST OF DON TOMAS	0.63	1.32	1.44	0.78
2.4	EAST OF DON TOMAS - WEST OF NM 313	0.58	1.22	1.21	0.81
2.5	EAST OF NM 313 - WEST OF HILL ST	0.55	1.19	1.21	0.72
2.6	EAST OF HILL ST - WEST OF I-25 SOUTH RAMPS	0.92	0.88	1.22	1.03
2.7	EAST OF I-25 SOUTH RAMPS - WEST OF I-25 NORTH RAMPS	0.61	0.85	0.90	0.65
3.1	EAST OF I-25 NORTH RAMPS - WEST OF I-25 FRONTAGE ROAD	1.02	0.29	0.34	0.68
3.2	EAST OF I-25 FRONTAGE ROAD - WEST OF PLACITAS TRAIL RD	0.73	0.17	0.22	0.62
3.3	EAST OF PLACITAS TRAIL RD - AMPA BOUNDARY	0.69	0.13	0.20	0.62

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio

Travel Time & Delay

PM Peak Travel Time (seconds)	Unser	Chayote	Santa Fe Hills	NM 528	Jemez Dam Road	Rio Grande Crossing	Santa Ana	Don Tomas	NM 313	Hill Street	I-25 South On Ramp	I-25 North On Ramp
Unser	X	104	166	341	373	418	432	451	516	572	586	599
Chayote	105	X	62	237	269	314	329	347	413	468	482	495
Santa Fe Hills	169	64	X	175	207	252	267	285	350	406	420	433
NM 528	306	202	137	X	32	77	92	110	175	231	245	258
Jemez Dam Road	357	253	188	51	X	45	59	78	143	198	213	226
Rio Grande Crossing	404	299	235	98	47	X	15	33	99	154	168	181
Santa Ana	419	315	250	113	62	15	X	19	84	139	153	167
Don Tomas	436	332	268	130	79	33	17	X	65	120	135	148
NM 313	493	389	325	187	136	90	74	57	X	55	70	83
Hill Street	581	477	412	275	224	177	162	145	88	X	14	28
I-25 South On Ramp	592	487	423	286	235	188	173	156	99	11	X	13
I-25 North On Ramp	611	506	442	305	254	207	192	175	118	30	19	X

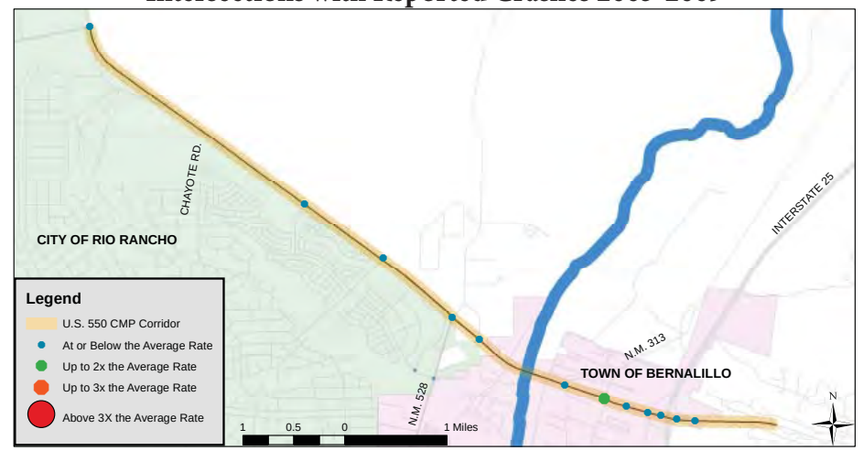
PM Peak Delay (seconds)	Unser	Chayote	Santa Fe Hills	NM 528	Jemez Dam Road	Rio Grande Crossing	Santa Ana	Don Tomas	NM 313	Hill Street	I-25 South On Ramp	I-25 North On Ramp
Unser	x	9	1	30	34	32	30	32	60	75	77	76
Chayote	10	x	-8	21	25	23	20	23	51	65	68	66
Santa Fe Hills	4	-6	x	29	33	31	28	31	59	73	76	72
NM 528	-5	-15	-9	x	4	2	0	2	30	45	48	46
Jemez Dam Road	18	8	14	23	x	-2	-4	-2	26	40	43	42
Rio Grande Crossing	18	8	14	23	0	x	-2	0	28	42	45	44
Santa Ana	16	6	12	21	-2	-2	x	2	30	45	48	46
Don Tomas	17	7	13	22	-1	-1	1	x	28	43	46	44
NM 313	37	27	33	42	19	19	21	20	x	15	18	16
Hill Street	84	74	80	89	66	66	68	67	47	x	3	1
I-25 South On Ramp	84	73	79	88	65	65	67	66	46	-1	x	-2
I-25 North On Ramp	88	78	83	93	69	70	71	71	51	3	4	x

Distance (miles)	Unser	Chayote	Santa Fe Hills	NM 528	Jemez Dam Road	Rio Grande Crossing	Santa Ana	Don Tomas	NM 313	Hill Street	I-25 South On Ramp	I-25 North On Ramp
Unser	X	1.7	2.8	4.6	5.0	5.5	5.7	5.9	6.3	6.8	6.9	7.1
Chayote	1.7	X	1.1	2.9	3.3	3.8	4.0	4.2	4.6	5.1	5.2	5.4
Santa Fe Hills	2.8	1.1	X	1.8	2.2	2.8	3.0	3.1	3.5	4.0	4.1	4.3
NM 528	4.6	2.9	1.8	X	0.3	0.9	1.1	1.3	1.7	2.2	2.3	2.5
Jemez Dam Road	5.0	3.3	2.2	0.3	X	0.6	0.8	1.0	1.4	1.8	1.9	2.1
Rio Grande Crossing	5.5	3.8	2.8	0.9	0.6	X	0.2	0.4	0.8	1.2	1.4	1.5
Santa Ana	5.7	4.0	3.0	1.1	0.8	0.2	X	0.2	0.6	1.0	1.2	1.3
Don Tomas	5.9	4.2	3.1	1.3	1.0	0.4	0.2	X	0.4	0.9	1.0	1.2
NM 313	6.3	4.6	3.5	1.7	1.4	0.8	0.6	0.4	X	0.4	0.6	0.7
Hill Street	6.8	5.1	4.0	2.2	1.8	1.2	1.0	0.9	0.4	X	0.1	0.3
I-25 South On Ramp	6.9	5.2	4.1	2.3	1.9	1.4	1.2	1.0	0.6	0.1	X	0.2
I-25 North On Ramp	7.1	5.4	4.3	2.5	2.1	1.5	1.3	1.2	0.7	0.3	0.2	X

PM Peak Delay (seconds/mile)	Unser	Chayote	Santa Fe Hills	NM 528	Jemez Dam Road	Rio Grande Crossing	Santa Ana	Don Tomas	NM 313	Hill Street	I-25 South On Ramp	I-25 North On Ramp
Unser	x	5.5	0.5	6.5	6.9	5.8	5.2	5.4	9.5	11.0	11.2	10.7
Chayote	6.0	x	-7.5	7.1	7.7	6.0	5.1	5.3	10.9	12.9	13.1	12.4
Santa Fe Hills	1.6	-5.5	x	15.6	15.1	11.2	9.6	9.7	16.5	18.4	18.5	16.8
NM 528	-1.0	-5.2	-5.0	x	12.5	2.5	-0.1	1.5	17.4	20.7	20.7	18.7
Jemez Dam Road	3.7	2.5	6.4	66.5	x	-3.5	-5.8	-2.5	18.7	22.2	22.2	19.7
Rio Grande Crossing	3.3	2.1	5.1	24.8	-0.1	x	-12.8	-1.0	35.1	34.3	33.1	28.5
Santa Ana	2.9	1.5	4.1	19.0	-2.4	-9.5	x	11.2	50.4	42.9	40.6	34.4
Don Tomas	2.9	1.6	4.1	16.8	-1.2	-3.1	3.6	x	68.1	49.7	46.1	38.1
NM 313	5.9	5.8	9.2	24.4	13.7	23.9	34.6	48.5	x	32.9	30.4	21.5
Hill Street	12.5	14.6	20.0	41.2	36.3	53.5	65.0	78.1	105.3	x	21.6	3.8
I-25 South On Ramp	12.1	14.1	19.2	38.5	33.4	47.7	57.0	67.0	80.2	-7.0	x	-10.1
I-25 North On Ramp	12.4	14.5	19.4	37.6	32.9	45.4	53.3	61.2	68.3	11.5	26.2	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

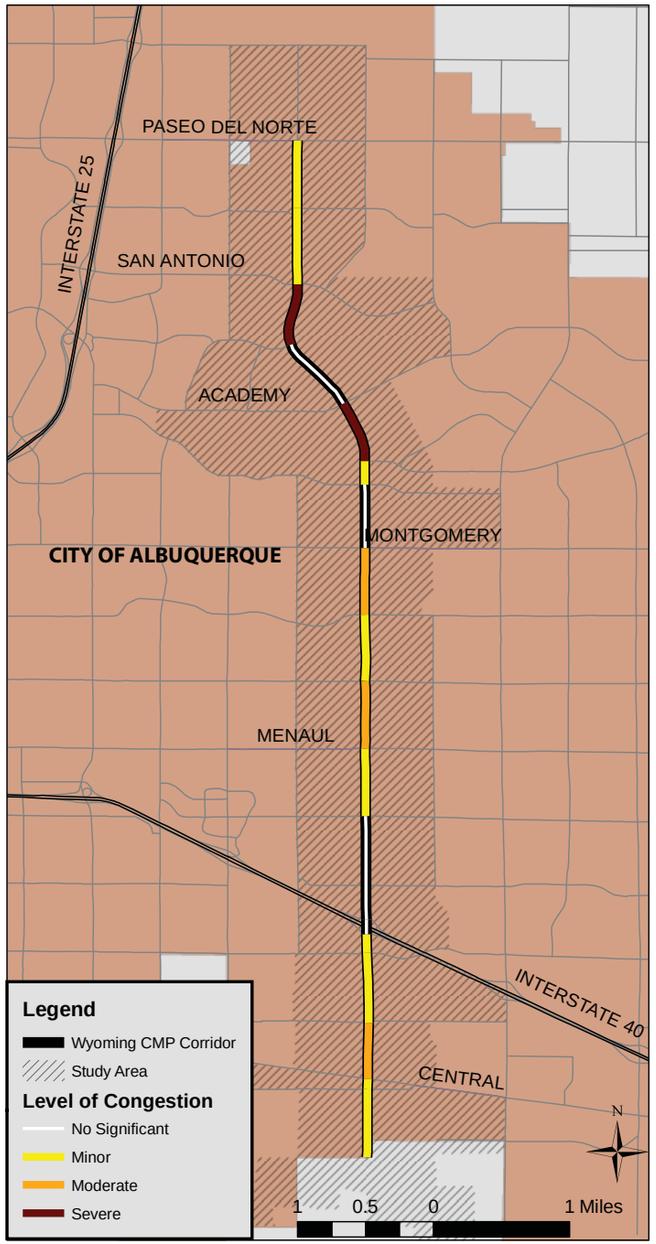
Crash Type	2005	2006	2007	2008	2009
Fatal accident	1	0	1	0	0
Non-fatal accident injury	50	5	39	5	47
Property damage only	82	19	79	7	95
All Crashes	133	24	119	12	142

Top Contributing Factors in Crashes Along U.S. 550

1. Following too close 41 %
2. Driver inattention 16 %
3. Failure to yield 13 %
4. Alcohol involved 6 %
5. Improper turn 4 %

Wyoming Blvd

#16



Corridor Notes

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

Transit Characteristics

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

Profile & Statistics

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

Wyoming Blvd

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF KIRTLAND GATE - SOUTH OF ZUNI	0.50	40	15,785
1.2	NORTH OF ZUNI - SOUTH OF CENTRAL	0.08	40	20,984
2.1	NORTH OF CENTRAL - SOUTH OF COPPER	0.42	40	27,238
2.2	NORTH OF COPPER - SOUTH OF LOMAS	0.51	40	30,550
3.1	NORTH OF LOMAS - SOUTH OF I-40 E. RAMPS	0.14	40	33,706
3.2	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 W. RAMPS	0.11	40	22,764
4.1	NORTH OF I-40 W. RAMPS - SOUTH OF CONSTITUTION	0.25	40	24,742
4.2	NORTH OF CONSTITUTION - SOUTH OF INDIAN SCHOOL	0.51	40	26,405
4.3	NORTH OF INDIAN SCHOOL - SOUTH OF MENAUL	0.50	40	26,232
5.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	0.50	40	35,175
5.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	0.49	40	27,805
5.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	0.49	40	37,436
6.1	NORTH OF MONTGOMERY - SOUTH OF OSUNA	0.47	40	42,407
6.2	NORTH OF OSUNA - SOUTH OF SPAIN	0.17	40	43,929
6.3	NORTH OF SPAIN - SOUTH OF ACADEMY	0.46	40	44,331
6.4	NORTH OF ACADEMY - SOUTH OF BURLISON	0.59	40	31,303
6.5	NORTH OF BURLISON - SOUTH OF SAN ANTONIO	0.46	40	31,409
6.6	NORTH OF SAN ANTONIO - SOUTH OF SAN FRANCISCO	0.51	40	26,563
6.7	NORTH OF SAN FRANCISCO - SOUTH OF PASEO DEL NORTE	0.50	40	26,904

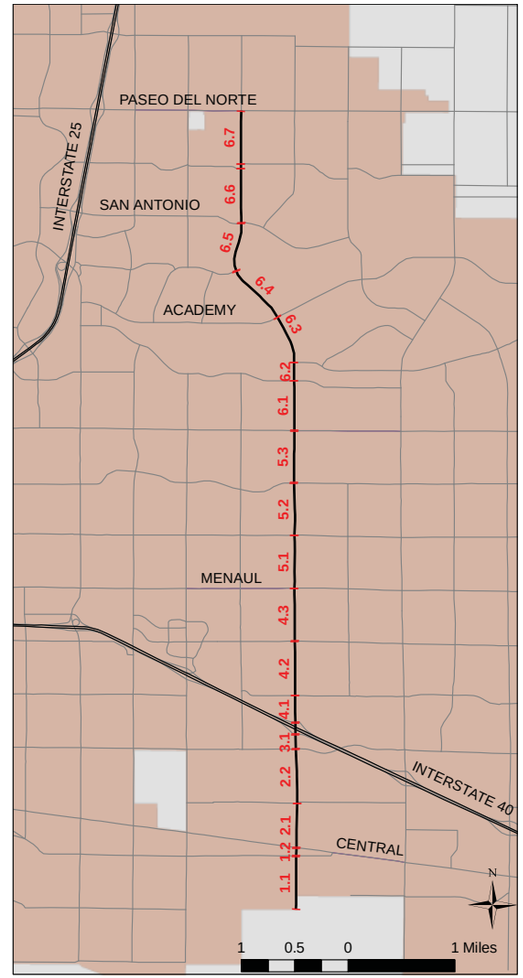
Access Characteristics

ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	1	2	0	No	16	2	0	No	Continuous
1.2	2	1	0	No	5	1	0	No	No
2.1	12	3	0	No	14	2	0	No	MTB / Median Cut
2.2	5	1	1	No	14	3	0	No	MTB / Median Cut
3.1	1	1	2	No	0	1	0	No	No
3.2	0	1	0	No	0	1	0	No	No
4.1	7	3	0	No	6	2	1	No	Median Turn Bay
4.2	6	5	0	No	4	5	0	No	Median Turn Bay
4.3	8	2	2	No	12	4	0	No	Median Turn Bay
5.1	23	4	0	No	14	3	0	No	MTB / Median Cut
5.2	6	4	0	No	9	4	0	No	Median Turn Bay
5.3	10	4	0	No	10	3	0	No	Median Turn Bay
6.1	12	3	0	No	3	2	0	No	Median Turn Bay
6.2	3	1	0	No	0	1	0	No	No
6.3	6	1	1	No	5	1	0	No	Median Turn Bay
6.4	1	1	1	No	1	0	0	No	Median Turn Bay
6.5	0	1	1	No	2	1	0	No	Median Turn Bay
6.6	0	1	0	No	0	1	0	No	Median Turn Bay
6.7	2	3	1	No	5	2	0	No	Median Turn Bay
Total	105	42	9		120	39	1		

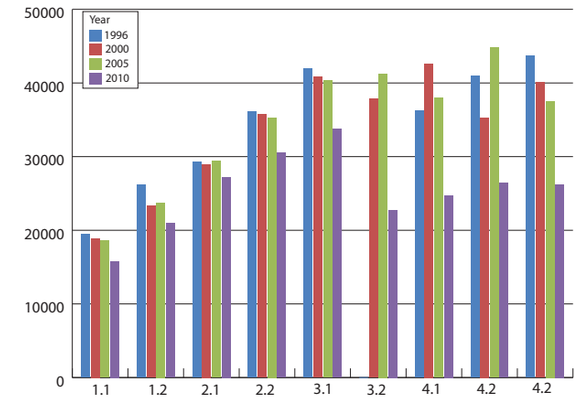
Access Notes

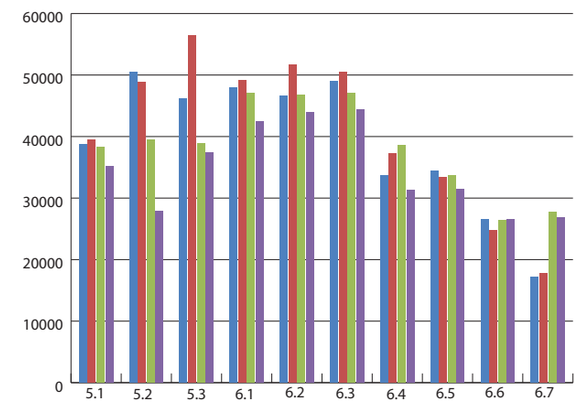
- Wyoming Blvd has **no access control.**
- Most of the Wyoming corridor contains median turn bays to facilitate left turns.
- There are 23 **signalized intersections** along the CMP corridor; an average of one signal **every 0.33 miles.**

ID Location



Average Weekday Daily Traffic





Volume Notes

- The heaviest volumes along Wyoming occur between Montgomery Blvd and Academy Rd (42,000-44,000 AWDT in 2010).
- Overall average volumes decreased by 11% between 2000 and 2008. During that same period, the population in the study area increased by 2%.
- While most segments experienced volume decreases between 2000 and 2010, the volume between San Francisco Rd and Paseo del Norte increased by 51% from 2000 to 2010.

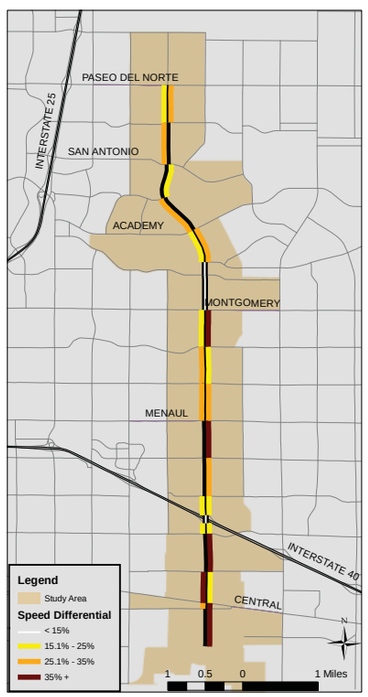
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-SB	AM-NB	PM-SB	PM-NB	AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF KIRTLAND GATE - SOUTH OF ZUNI	40	51.3	46.7	41.0	23.0	-28.2%	-16.7%	-2.4%	42.4%
1.2	NORTH OF ZUNI - SOUTH OF CENTRAL	40	28.0	31.0	33.3	23.5	30.0%	22.4%	16.7%	41.2%
2.1	NORTH OF CENTRAL - SOUTH OF COPPER	40	17.9	42.5	24.0	31.6	55.4%	-6.2%	40.0%	21.0%
2.2	NORTH OF COPPER - SOUTH OF LOMAS	40	37.3	30.0	40.0	22.3	6.8%	25.0%	0.1%	44.3%
3.1	NORTH OF LOMAS - SOUTH OF I-40 E. RAMPS	40	32.4	40.3	39.8	30.9	19.1%	-0.8%	0.5%	22.8%
3.2	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 W. RAMPS	40	37.5	49.2	36.7	41.3	6.2%	-23.0%	8.2%	-3.2%
4.1	NORTH OF I-40 W. RAMPS - SOUTH OF CONSTITUTION	40	30.4	32.7	33.5	30.2	23.9%	18.3%	16.3%	24.6%
4.2	NORTH OF CONSTITUTION - SOUTH OF INDIAN SCHOOL	40	34.1	39.5	32.4	26.9	14.8%	1.1%	19.1%	32.7%
4.3	NORTH OF INDIAN SCHOOL - SOUTH OF MENAUL	40	40.2	23.3	35.5	14.5	-0.5%	41.8%	11.2%	63.8%
5.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	40	26.9	39.1	24.6	27.7	32.7%	2.2%	38.5%	30.8%
5.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	40	29.0	36.0	27.7	30.7	27.6%	9.9%	30.6%	23.3%
5.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	40	31.2	29.7	31.7	25.4	22.0%	25.8%	20.8%	36.5%
6.1	NORTH OF MONTGOMERY - SOUTH OF OSUNA	40	35.4	38.2	25.3	34.2	11.6%	4.4%	36.9%	14.5%
6.2	NORTH OF OSUNA - SOUTH OF SPAIN	40	38.6	42.6	34.6	38.7	3.6%	-6.5%	13.5%	3.2%
6.3	NORTH OF SPAIN - SOUTH OF ACADEMY	40	31.8	31.5	31.1	28.7	20.6%	21.4%	22.4%	28.4%
6.4	NORTH OF ACADEMY - SOUTH OF BURLISON	40	26.9	35.1	31.6	35.3	32.8%	12.3%	20.9%	11.8%
6.5	NORTH OF BURLISON - SOUTH OF SAN ANTONIO	40	37.9	28.7	40.6	31.2	5.2%	28.3%	-1.6%	22.0%
6.6	NORTH OF SAN ANTONIO - SOUTH OF SAN FRANCISCO	40	26.9	38.2	32.6	38.5	32.7%	4.6%	18.6%	3.7%
6.7	NORTH OF SAN FRANCISCO - SOUTH OF PASEO DEL NORTE	40	33.6	33.6	41.3	26.9	16.1%	16.0%	-3.1%	32.7%

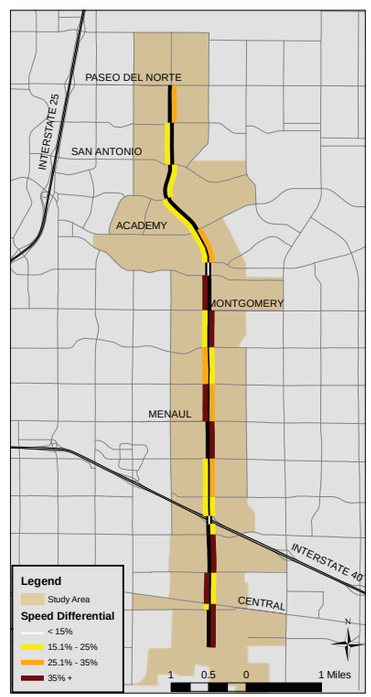
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF KIRTLAND GATE - SOUTH OF ZUNI	0.67	0.10	0.19	1.01
1.2	NORTH OF ZUNI - SOUTH OF CENTRAL	0.62	0.15	0.27	0.67
2.1	NORTH OF CENTRAL - SOUTH OF COPPER	0.69	0.17	0.35	0.74
2.2	NORTH OF COPPER - SOUTH OF LOMAS	0.72	0.31	0.48	0.81
3.1	NORTH OF LOMAS - SOUTH OF I-40 E. RAMPS	0.86	0.34	0.52	0.91
3.2	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 W. RAMPS	0.42	0.47	0.36	0.58
4.1	NORTH OF I-40 W. RAMPS - SOUTH OF CONSTITUTION	0.49	0.43	0.40	0.57
4.2	NORTH OF CONSTITUTION - SOUTH OF INDIAN SCHOOL	0.56	0.40	0.58	0.59
4.3	NORTH OF INDIAN SCHOOL - SOUTH OF MENAUL	0.51	0.38	0.50	0.67
5.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	0.78	0.48	0.63	0.80
5.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	0.66	0.46	0.60	0.75
5.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	0.66	0.44	0.68	0.80
6.1	NORTH OF MONTGOMERY - SOUTH OF OSUNA	0.81	0.52	0.75	0.93
6.2	NORTH OF OSUNA - SOUTH OF SPAIN	0.97	0.59	0.82	1.05
6.3	NORTH OF SPAIN - SOUTH OF ACADEMY	0.95	0.59	0.88	1.06
6.4	NORTH OF ACADEMY - SOUTH OF BURLISON	0.52	0.22	0.57	0.41
6.5	NORTH OF BURLISON - SOUTH OF SAN ANTONIO	1.02	0.50	0.91	1.03
6.6	NORTH OF SAN ANTONIO - SOUTH OF SAN FRANCISCO	0.77	0.47	0.69	0.93
6.7	NORTH OF SAN FRANCISCO - SOUTH OF PASEO DEL NORTE	0.69	0.54	0.70	0.86

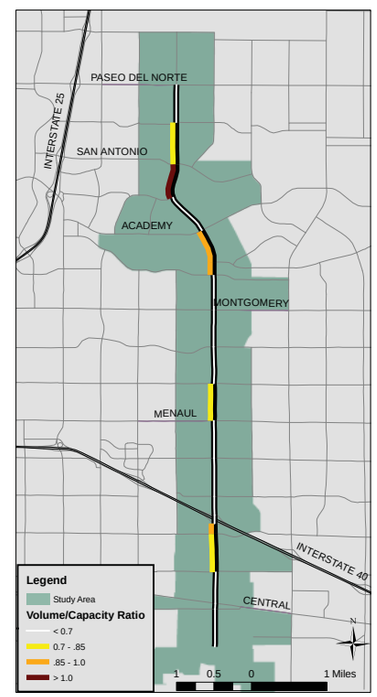
AM Speed Differential



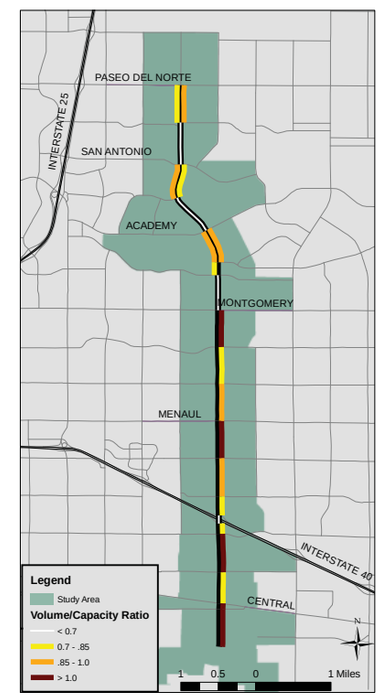
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Wyoming Blvd

Travel Time & Delay

PM Peak Travel Time (seconds)	Kirtland AFB Gate	Central	Lomas	I-40 North Ramps	Menaul	Montgomery	Spain	Academy	San Antonio	Paseo del Norte
Kirtland AFB Gate	X	90	220	246	468	660	725	783	896	1011
Central	52	X	130	156	378	570	635	693	806	921
Lomas	161	109	X	26	248	440	505	563	676	790
I-40 North Ramps	184	132	23	X	222	414	480	537	650	765
Menaul	319	266	158	135	X	192	257	315	428	542
Montgomery	511	459	350	327	192	X	65	123	236	351
Spain	596	543	435	412	277	85	X	58	171	285
Academy	649	597	488	465	330	138	53	X	113	227
San Antonio	756	704	595	572	438	245	161	107	X	115
Paseo del Norte	857	804	696	672	538	346	261	208	100	X

PM Peak Delay (seconds)	Kirtland AFB Gate	Central	Lomas	I-40 North Ramps	Menaul	Montgomery	Spain	Academy	San Antonio	Paseo del Norte
Kirtland AFB Gate	x	38	85	88	197	255	263	280	298	322
Central	0	x	47	50	159	217	225	242	260	284
Lomas	25	25	x	3	112	171	179	195	214	237
I-40 North Ramps	26	26	1	x	109	168	175	192	210	234
Menaul	47	47	22	21	x	59	66	83	101	125
Montgomery	106	106	81	80	59	x	8	24	43	66
Spain	133	133	108	107	86	27	x	16	35	59
Academy	145	145	120	119	98	39	12	x	19	42
San Antonio	159	158	133	132	111	52	25	13	x	24
Paseo del Norte	168	168	142	142	121	61	34	22	9	x

Distance (miles)	Kirtland AFB Gate	Central	Lomas	I-40 North Ramps	Menaul	Montgomery	Spain	Academy	San Antonio	Paseo del Norte
Kirtland AFB Gate	X	0.6	1.5	1.8	3.0	4.5	5.1	5.6	6.6	7.7
Central	0.6	X	0.9	1.2	2.4	3.9	4.6	5.0	6.1	7.1
Lomas	1.5	0.9	X	0.2	1.5	3.0	3.6	4.1	5.1	6.1
I-40 North Ramps	1.8	1.2	0.2	X	1.3	2.7	3.4	3.8	4.9	5.9
Menaul	3.0	2.4	1.5	1.3	X	1.5	2.1	2.6	3.6	4.6
Montgomery	4.5	3.9	3.0	2.7	1.5	X	0.6	1.1	2.1	3.2
Spain	5.1	4.6	3.6	3.4	2.1	0.6	X	0.5	1.5	2.5
Academy	5.6	5.0	4.1	3.8	2.6	1.1	0.5	X	1.0	2.1
San Antonio	6.6	6.1	5.1	4.9	3.6	2.1	1.5	1.0	X	1.0
Paseo del Norte	7.7	7.1	6.1	5.9	4.6	3.2	2.5	2.1	1.0	X

PM Peak Delay (seconds/mile)	Kirtland AFB Gate	Central	Lomas	I-40 North Ramps	Menaul	Montgomery	Spain	Academy	San Antonio	Paseo del Norte
Kirtland AFB Gate	x	65.8	56.1	50.2	65.2	56.8	51.2	49.9	44.9	42.1
Central	0.6	x	50.1	42.5	65.1	55.5	49.4	48.1	42.9	40.1
Lomas	16.9	27.0	x	13.7	74.4	57.2	49.2	47.7	41.6	38.6
I-40 North Ramps	15.0	22.1	3.8	x	86.2	61.1	51.8	49.9	43.0	39.6
Menaul	15.7	19.2	14.5	16.6	x	39.7	31.3	32.1	28.0	27.0
Montgomery	23.7	27.1	27.1	29.2	40.0	x	12.0	21.9	19.9	21.0
Spain	26.0	29.2	29.8	31.7	40.6	42.2	x	35.6	23.3	23.3
Academy	26.0	28.9	29.3	31.0	38.0	35.4	25.9	x	17.9	20.6
San Antonio	23.9	26.1	26.0	27.1	30.7	24.4	16.8	12.8	x	23.4
Paseo del Norte	21.9	23.7	23.2	24.0	26.0	19.5	13.7	10.9	9.0	x

Safety

Intersections with Reported Crashes 2005-2009

All Crashes along the Corridor

Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	2	2	1	1
Non-fatal accident injury	249	232	196	154	175
Property damage only	568	551	561	500	475
All Crashes	817	785	759	655	651

Top Contributing Factors in Crashes Along Wyoming

1. Driver inattention 31 %
2. Following too close 20 %
3. Failure to yield 14 %
4. Red light running 6 %
5. Improper turn 4 %