

## 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.

## 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			
<i>Measure</i>	<i>2000</i>	<i>2008</i>	<i>2035</i>
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		

## 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.

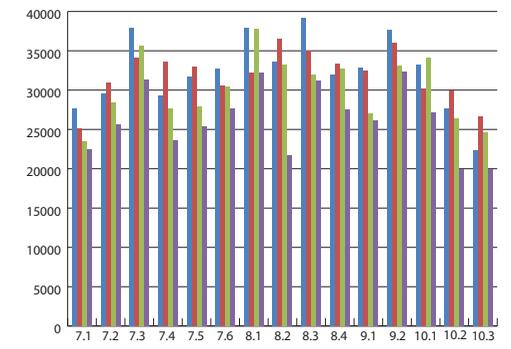
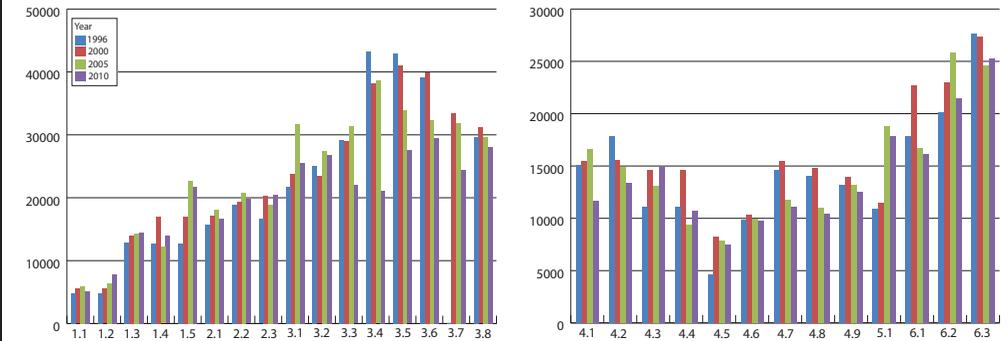
## ID and Segment Names

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 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	No
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
<b>Total</b>	<b>304</b>	<b>124</b>	<b>8</b>		<b>264</b>	<b>136</b>	<b>13</b>		

## Average Weekday Daily Traffic



## ID Location



### 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**.

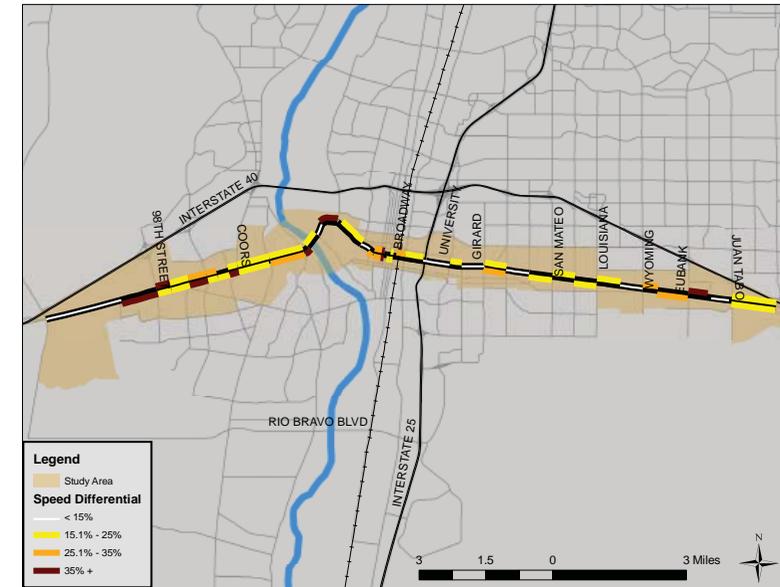
### Volume Notes

- 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.

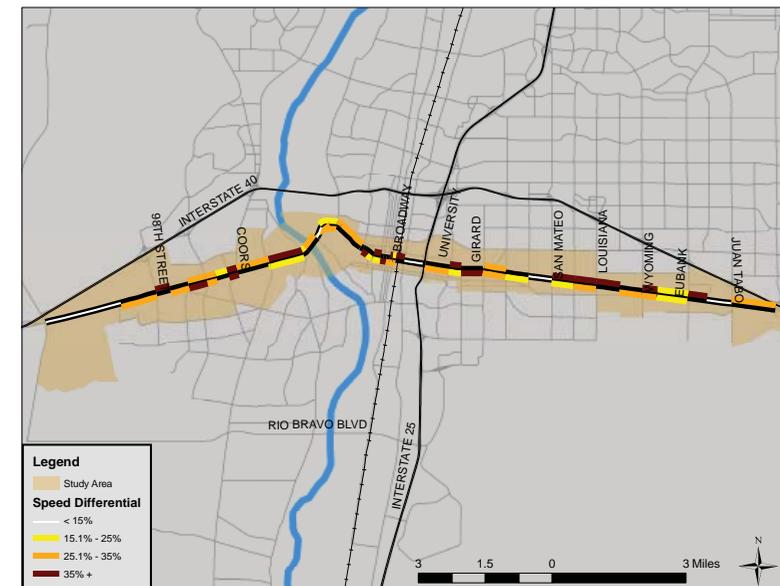
## Speed Differential (Observed Speed vs. Posted Speed)

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



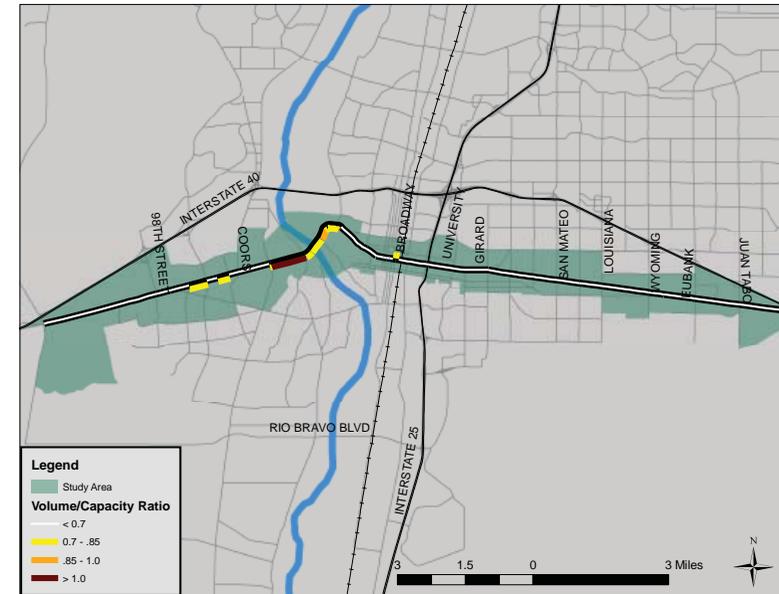
## PM Speed Differential



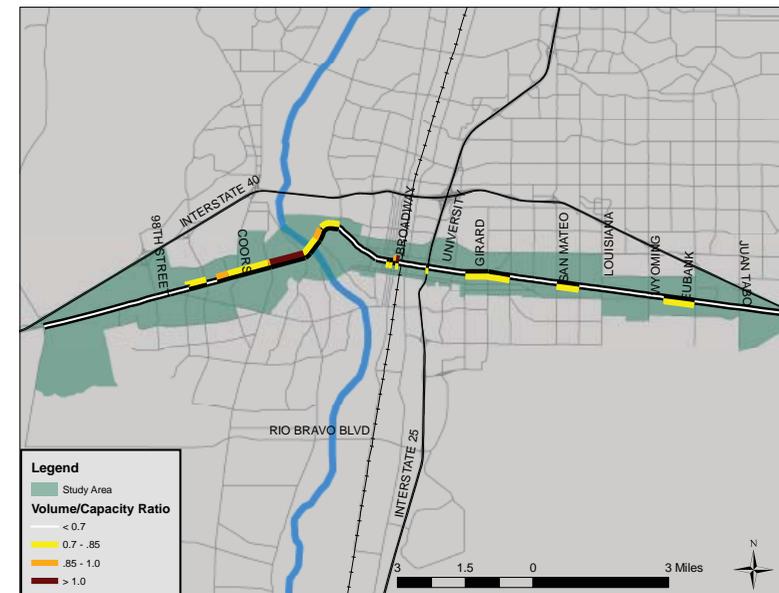
### Volume/Capacity Ratio

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

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)	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

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 %