

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		

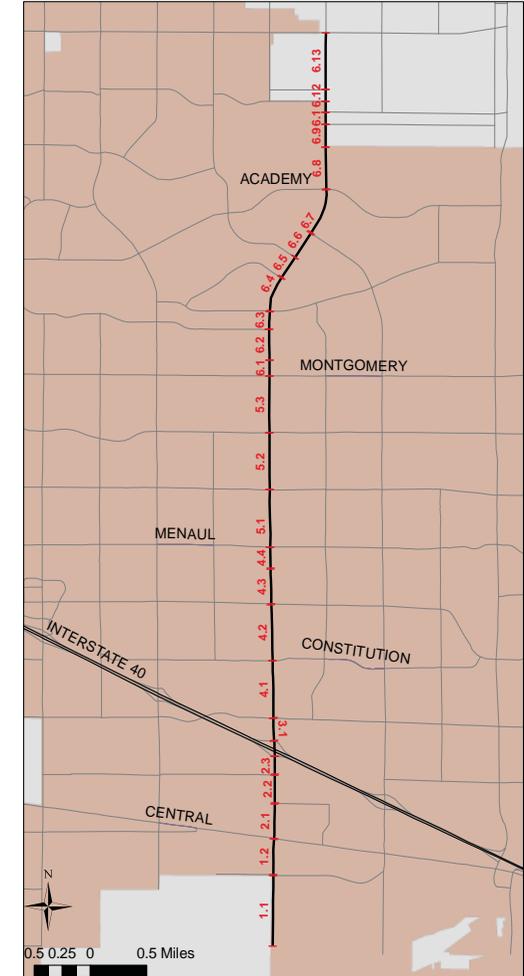
ID and Segment Names

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

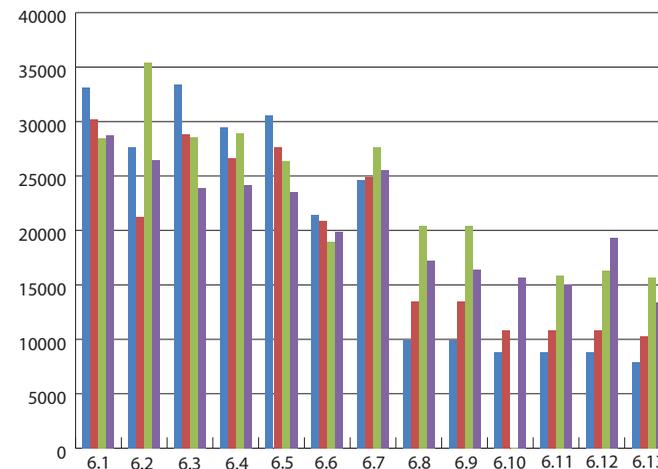
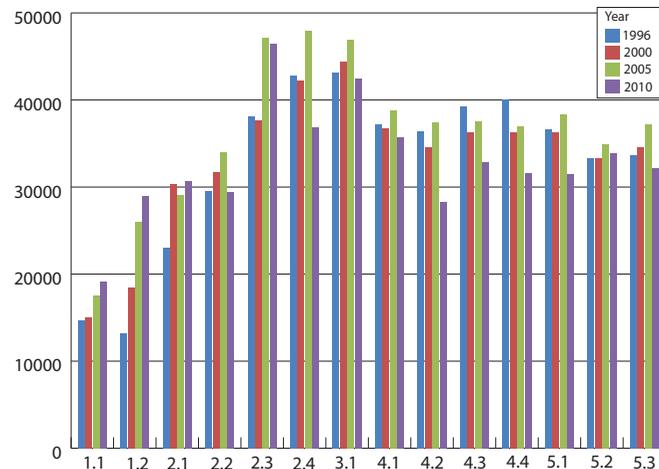
Access Characteristics

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.

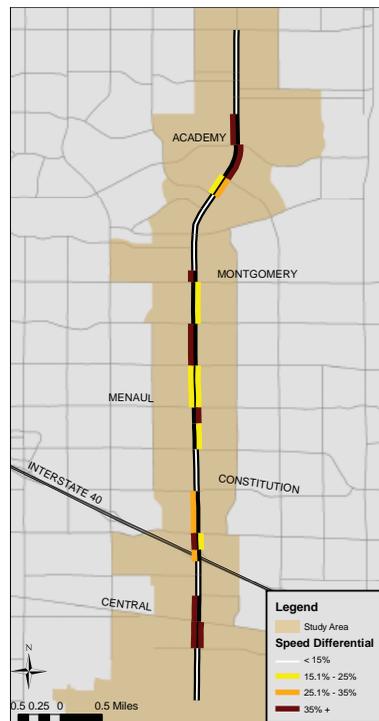
Speed Differential (Observed Speed vs. Posted Speed)

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%
6.11	NORTH OF DEL REY - SOUTH OF SAN RAFAEL	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%

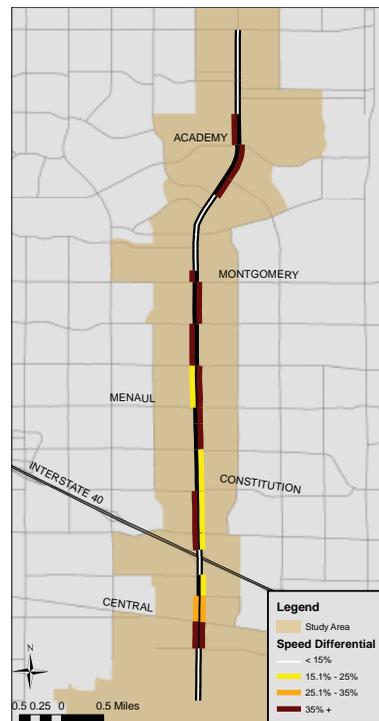
Volume/Capacity Ratio

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
6.11	NORTH OF DEL REY - SOUTH OF SAN RAFAEL	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

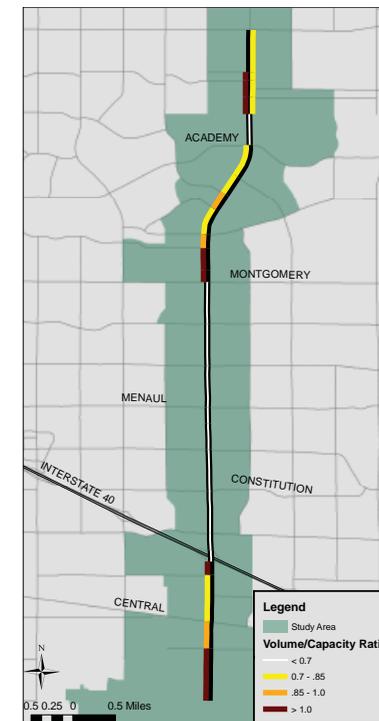
AM Speed Differential



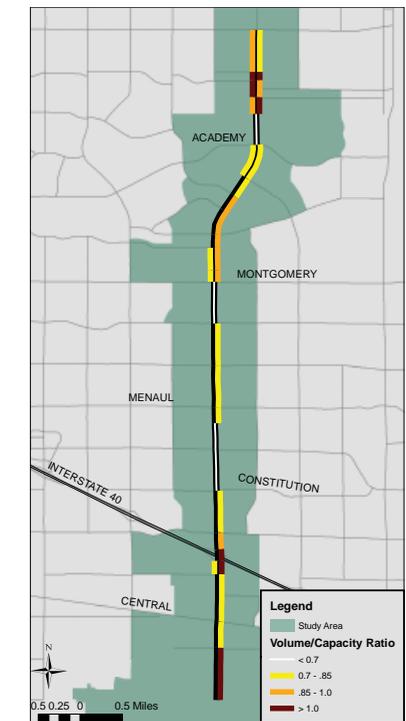
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



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

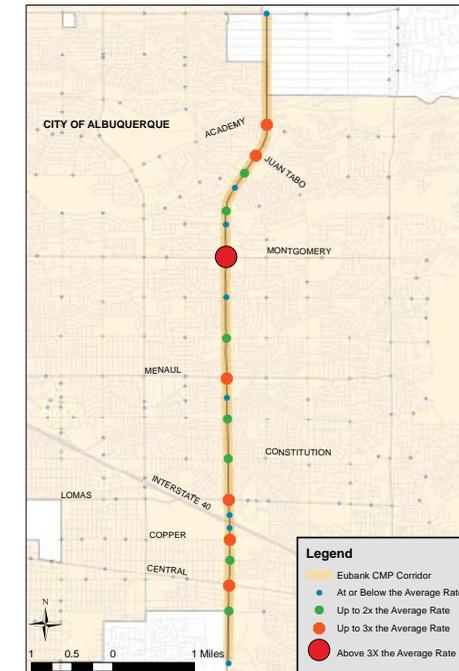
PM Peak Delay (seconds)	Eubank Gate	Central	I-40 North Ramps	Lomas	Menaul	Montgomery	Spain	Juan Tabo	San Antonio	Paseo del Norte
Eubank Gate	x	26	46	50	111	181	184	199	276	280
Central	16	x	20	24	85	156	158	173	250	254
I-40 North Ramps	30	14	x	4	65	135	138	153	230	234
Lomas	41	25	11	x	61	131	134	149	226	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 %