

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.

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

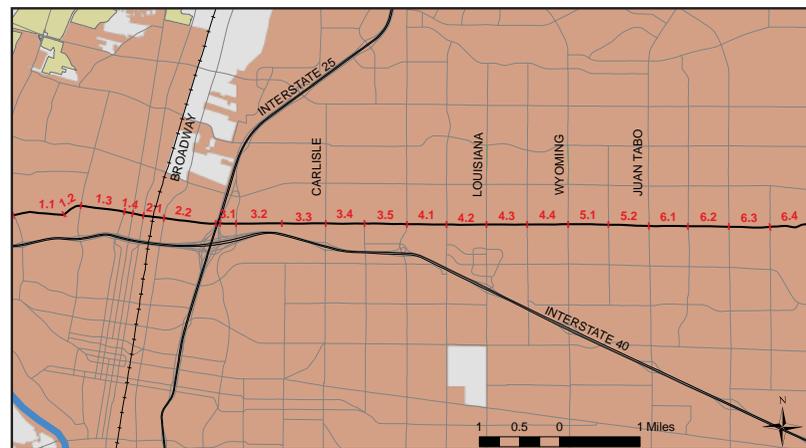
Access Characteristics

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		

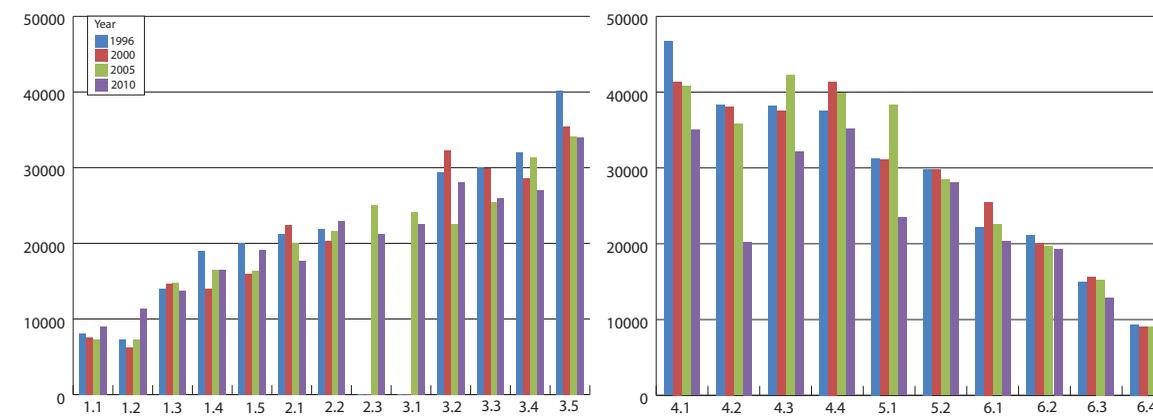
Access Notes

- 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.

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	EAST 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

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)	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

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 %