

- ### 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.

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		

- ### 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.

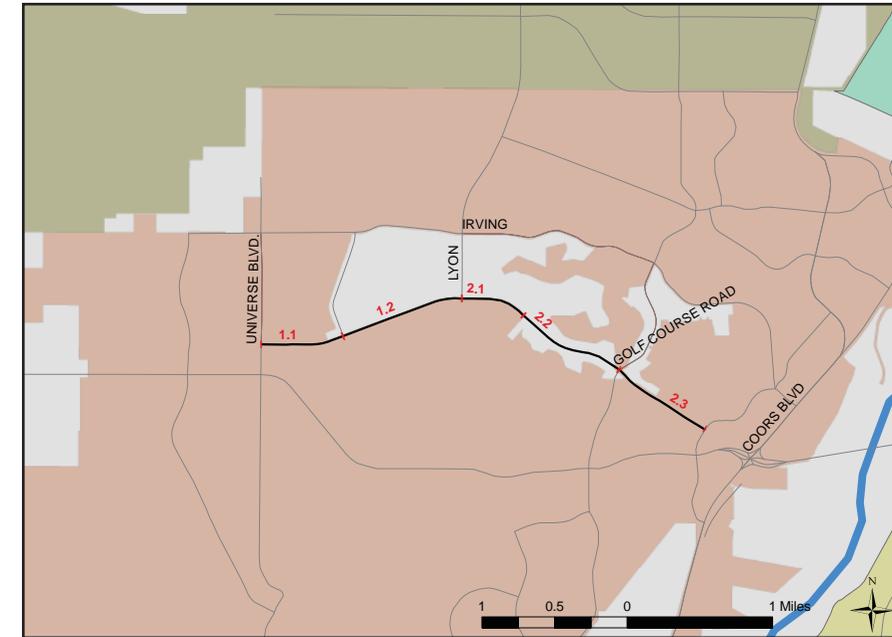
ID and Segment Names

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

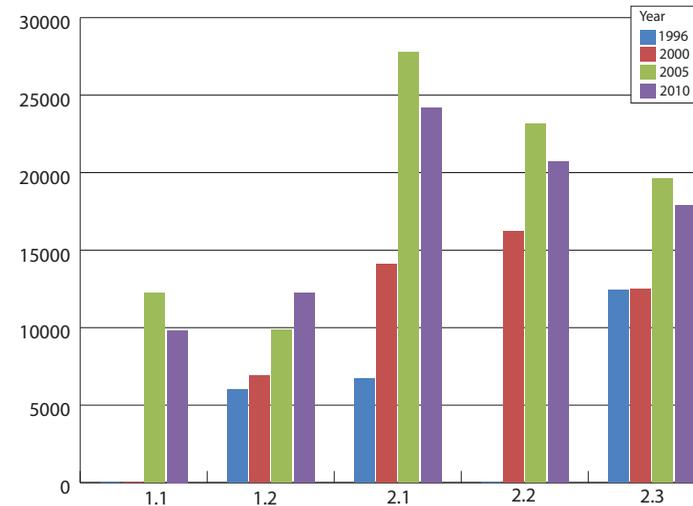
Access Characteristics

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		

ID Location



Average Weekday Daily Traffic



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.

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**.

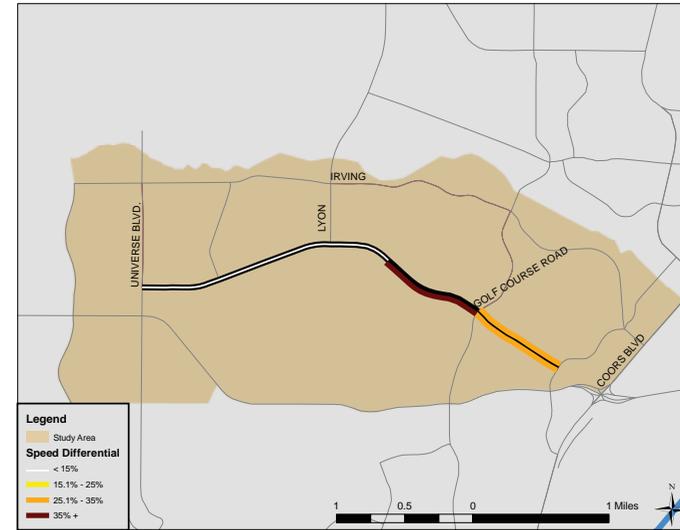
Paradise Blvd

Speed Differential & Volume/Capacity

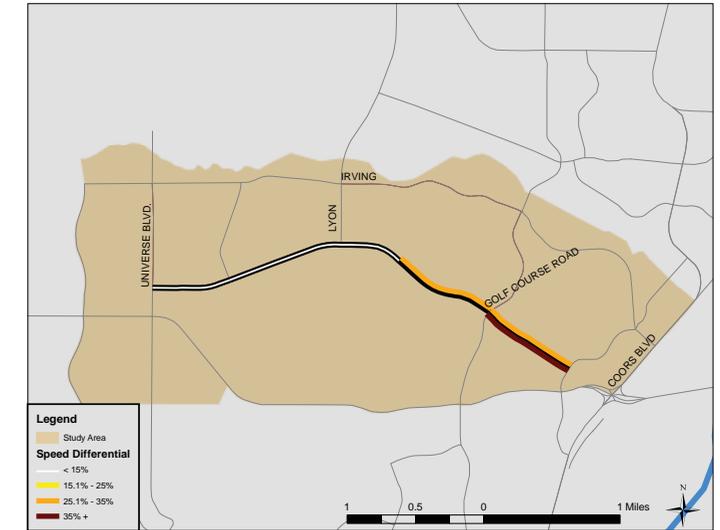
Speed Differential (Observed Speed vs. Posted Speed)

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



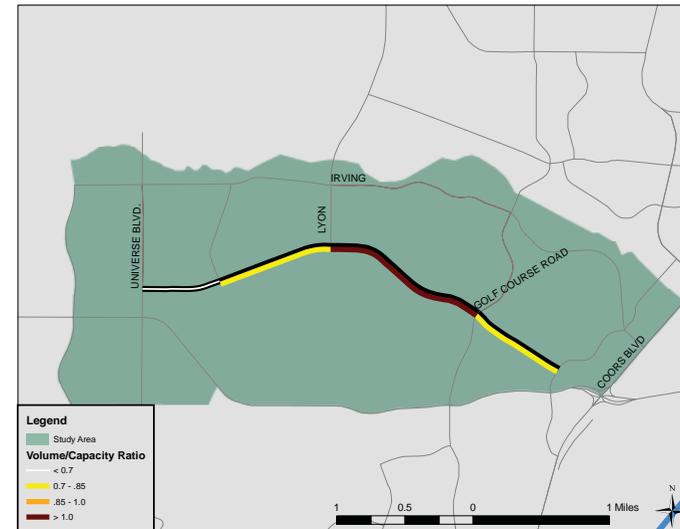
PM Speed Differential



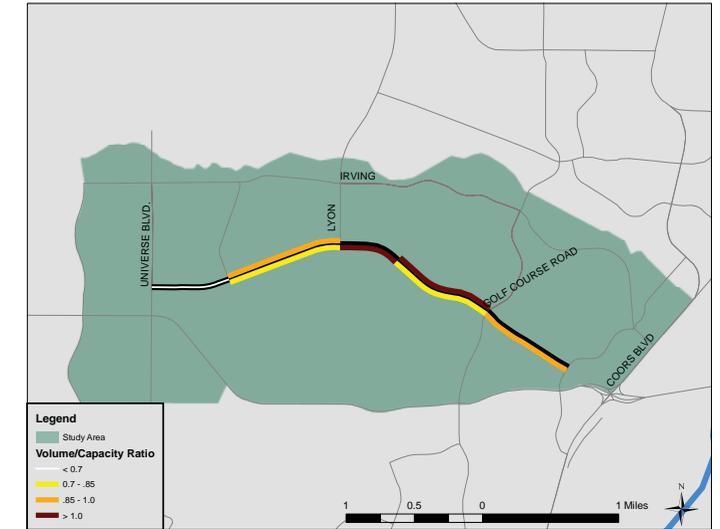
Volume/Capacity Ratio

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



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

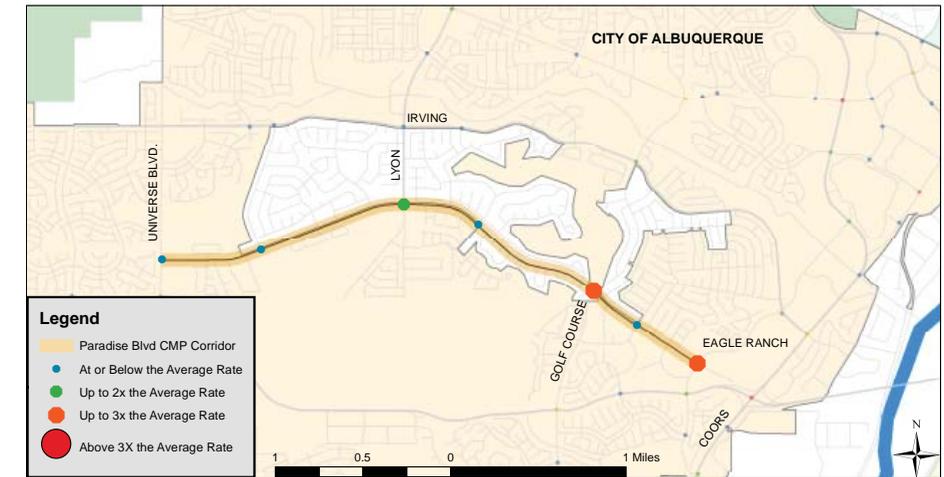
PM Peak Delay (seconds)	Universe	La Paz	Lyon	Justin	Golf Course	Eagle Ranch
Universe	x	4	-5	-12	-14	27
La Paz	-4	x	-8	-16	-18	23
Lyon	-7	-3	x	-8	-9	32
Justin	0	4	7	x	-2	39
Golf Course	30	34	37	29	x	41
Eagle Ranch	59	63	66	59	30	x

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 %