

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 | | |

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. RAMP | 0.10 | 35 | 40,059 |
| 3.4 | NORTH OF I-40 E. RAMP - SOUTH OF I-40 W. RAMP | 0.09 | 35 | 29,825 |
| 4.1 | NORTH OF I-40 W. RAMP - 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 |

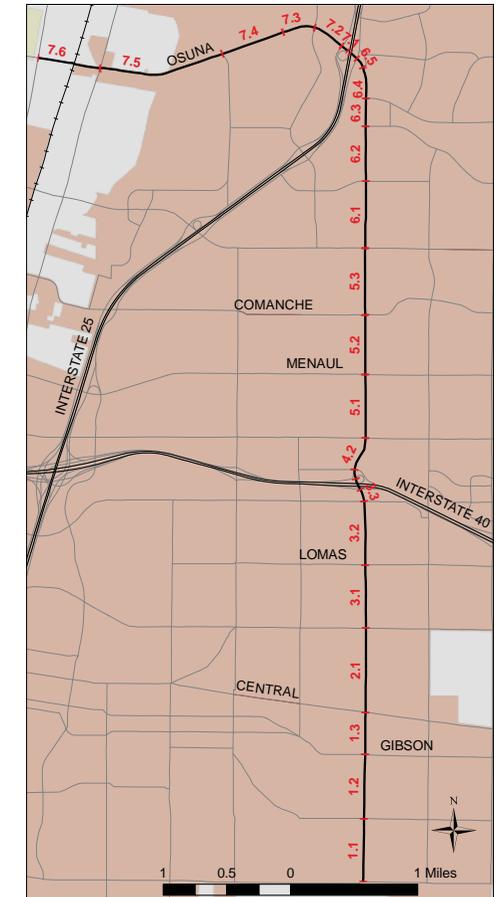
Access Characteristics

| 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 | Continuous |
| 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 | | |

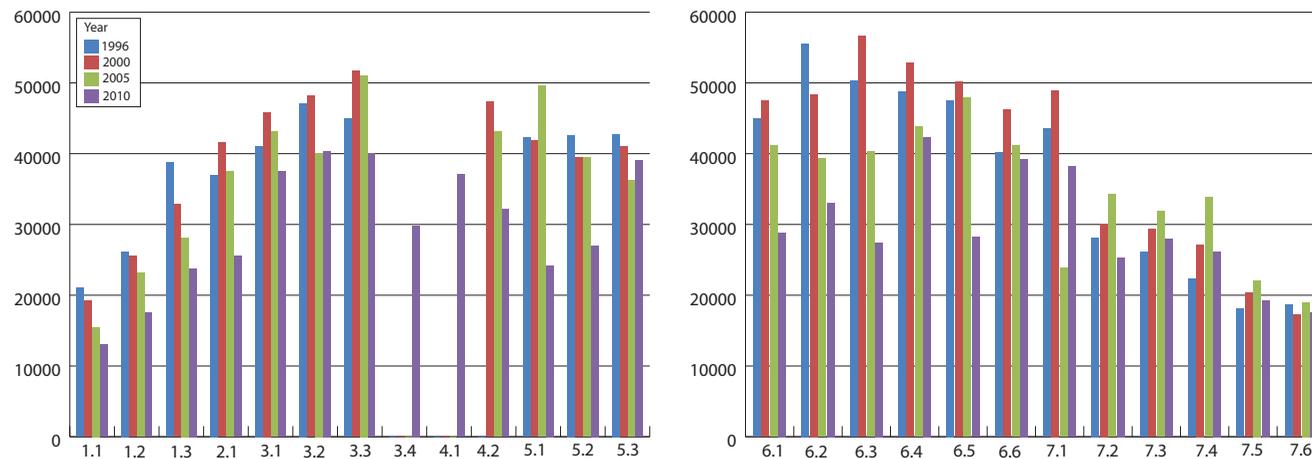
Access Notes

- 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 & Volume/Capacity

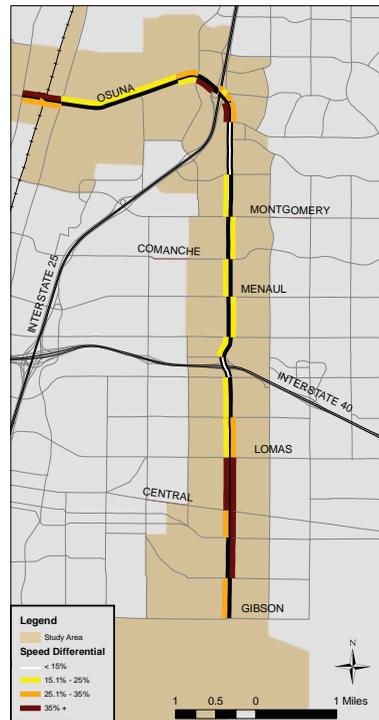
Speed Differential (Observed Speed vs. Posted Speed)

| 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. RAMP | 35 | 37.2 | 42.1 | 34.2 | 38.5 | -6.2% | -20.4% | 2.2% | -10.0% |
| 3.4 | NORTH OF I-40 E. RAMP - SOUTH OF I-40 W. RAMP | 35 | 36.6 | 40.6 | 26.8 | 34.4 | -4.6% | -16.1% | 23.5% | 1.6% |
| 4.1 | NORTH OF I-40 W. RAMP - 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. RAMP | 0.66 | 0.34 | 0.65 | 0.63 |
| 3.4 | NORTH OF I-40 E. RAMP - SOUTH OF I-40 W. RAMP | 0.31 | 0.55 | 0.43 | 0.88 |
| 4.1 | NORTH OF I-40 W. RAMP - 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 |

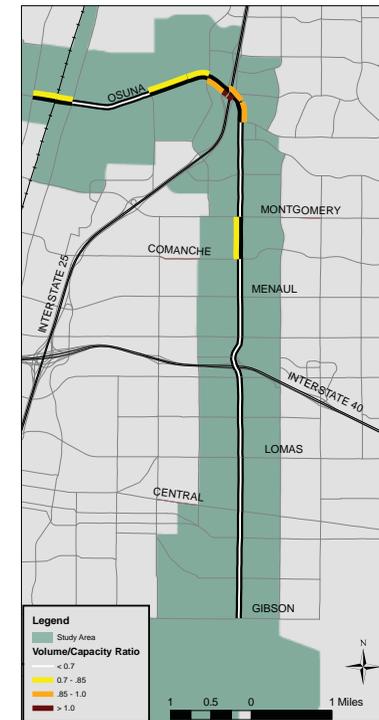
AM Speed Differential



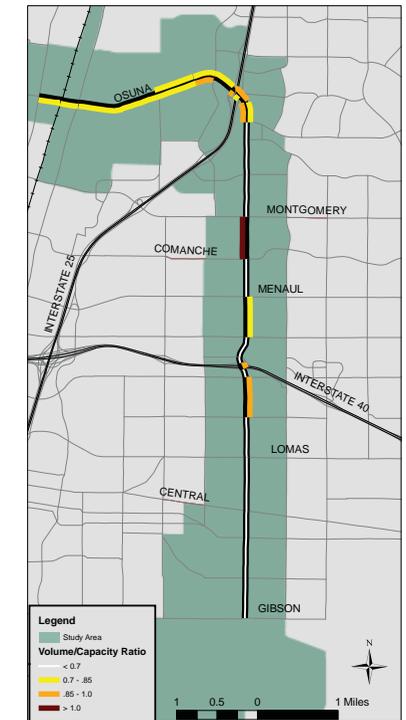
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



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 |

| 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) | 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 |

| 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 %