

Corridor Notes

- Southern Blvd is an east-west principal arterial and a key commercial corridor in the City of Rio Rancho.
- The Southern CMP corridor runs from Rainbowl to NM 528.
- Predominant movement is eastbound in the AM and westbound in the PM.
- The most **congested** section is between Golf Course Rd and Sara. The western section of the corridor experiences no significant congestion.
- The highest volume section of the corridor is between Western Hills and Sara (28,000-29,000) daily vehicles.
- The greatest **speeds** are found between Baltic Ave and Lisbon Ave.
- **Crash rates** along Southern are slightly above the regional average. Intersections at Unser and NM 528 have crash rates that are more than twice the regional average.
- **Growth** in the study area is moderate as population is projected to increase by 25% and employment by 33%. Considerable growth is projected to the west of the CMP corridor and may have an impact on traffic patterns along Southern.

Profile & Statistics

Corridor Profile			
Study Area	13.4 Sq. Miles		
Length & No. of Segments	4.6 Miles - 11 segments		
Functional Class	Principal Arterial		
Access Control	None		
Lanes	2 - 4 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF		
Transit	ABQ Ride : Route 551 (commuter) Route 251 (Rail Runner connection)		
Bicycle Facilities	Trail: Entire corridor		
Summary Data			
Daily Volume	9,000 - 29,000		
Average Speeds (PM East)	17 - 45 mph		
Average Speeds (PM West)	24 - 45 mph		
Total Delay (PM East)	133 seconds (29 sec./mile)		
Total Delay (PM West)	55 seconds (12 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	29,365	36,414	45,369
Employment	6,652	8,539	11,351
Corridor Ranks			
Volume/Capacity Ratio	20 / 30		
Speed Differential	24 / 30		
Crash Rates	21 / 30		
Overall Rank	28 / 30		

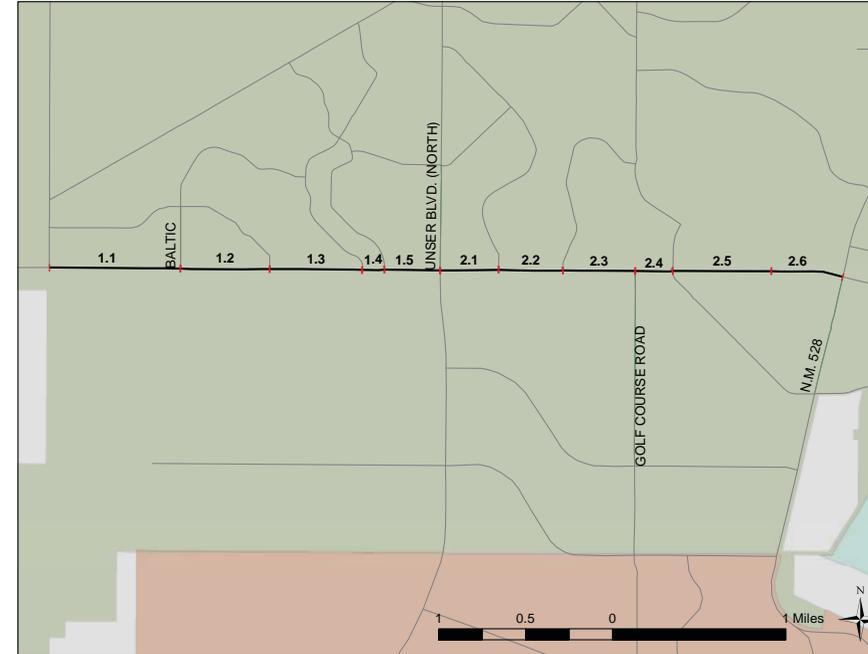
Transit Characteristics

- Multiple ABQ Ride routes originate and terminate at Southern and Unser, two of which (Routes 251 and 551) offer service along the CMP corridor. Route 251 provides connections between Rio Rancho, the Rail Runner station at El Pueblo, and the Journal Center. Commuter Route 551 follows the same route (without a stop at the El Pueblo Rail Runner station). Route 155, which provides local service along Coors, connects to Southern and Unser during the AM and PM peak periods. Commuter Route 96 also originates at Southern and Unser and provides service to Kirtland AFB.
- Overall ridership among the routes serving Southern is modest. The two routes with service along Southern (251 and 551) carried a combined 250 riders per weekday in April 2011.

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF RAINBOW - WEST OF BALTIC	0.76	40	9,317
1.2	EAST OF BALTIC - WEST OF PECOS LOOP	0.52	40	10,481
1.3	EAST OF PECOS LOOP - WEST OF LISBON	0.53	40	12,891
1.4	EAST OF LISBON - WEST OF TARPON	0.13	40	20,037
1.5	EAST OF TARPON - WEST OF UNSER BLVD	0.32	40	21,308
2.1	EAST OF UNSER BLVD - WEST OF WESTERN HILLS	0.34	40	26,086
2.2	EAST OF WESTERN HILLS - WEST OF NICKLAUS	0.37	40	27,946
2.3	EAST OF NICKLAUS - WEST OF GOLF COURSE	0.42	40	28,196
2.4	EAST OF GOLF COURSE - WEST OF SARA	0.22	40	29,431
2.5	EAST OF SARA - WEST OF PEACHTREE	0.57	40	15,243
2.6	EAST OF PEACHTREE - WEST OF N.M. 528	0.42	35	20,675

ID Location



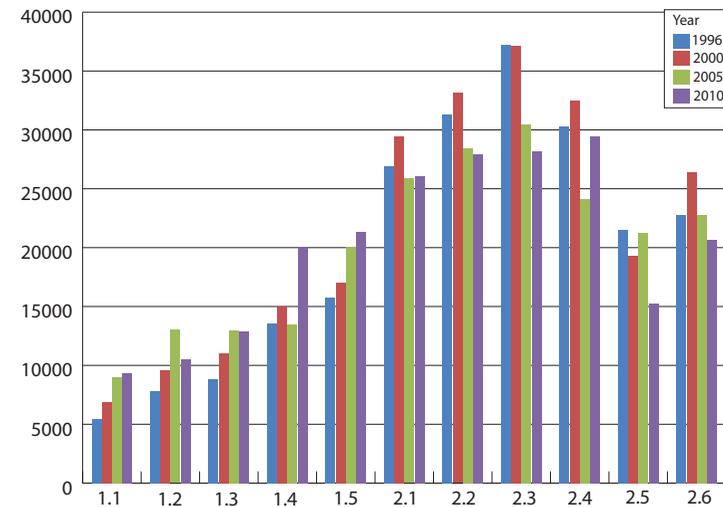
Access Characteristics

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	1	2	0	No	1	3	0	No	Intersection Turn Bay
1.2	2	3	0	No	0	1	0	No	No
1.3	1	3	0	No	0	1	0	No	Median Turn Bay
1.4	0	2	0	No	0	1	1	No	Intersection Turn Bay
1.5	3	2	1	No	3	1	4	No	Median Turn Bay
2.1	6	3	0	No	7	2	1	No	Continuous
2.2	8	4	0	No	6	1	0	No	Continuous
2.3	9	3	1	No	0	1	0	No	Continuous
2.4	1	1	0	No	0	1	0	No	Continuous
2.5	1	8	0	No	7	3	0	No	Continuous
2.6	4	3	1	No	7	2	0	No	Median Turn Bay
Total	36	34	3		31	17	6		

Access Notes

- Southern Blvd has **no access control**.
- There are various forms of center-turn facilities across the corridor.
- There are 12 **signalized intersections** along the CMP corridor; an average of one signal **every 0.38 miles**.

Average Weekday Daily Traffic



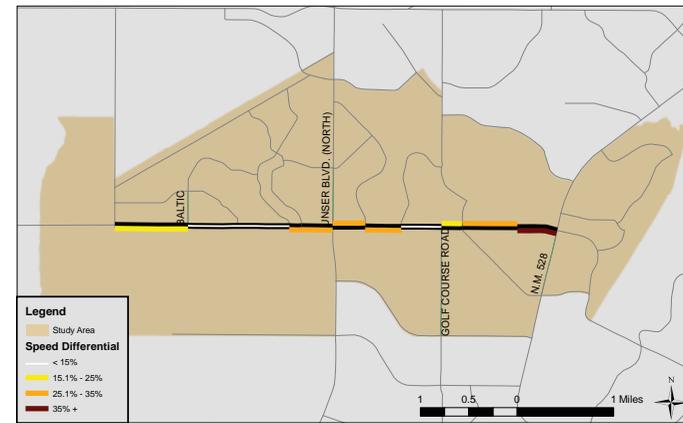
Volume Notes

- The heaviest volumes along Southern Blvd occur between Western Hills Rd and Sara Rd (28,000-29,000 AWDT in 2010).
- Overall average volumes increased by 5% between 2000 and 2008. During that same period, the population in the study area increased by 24%.
- The highest volume increases (34-35%) from 2000 to 2010 occurred between Rainbow Blvd and Baltic Ave and Lisbon Ave and Tarpon Ave.

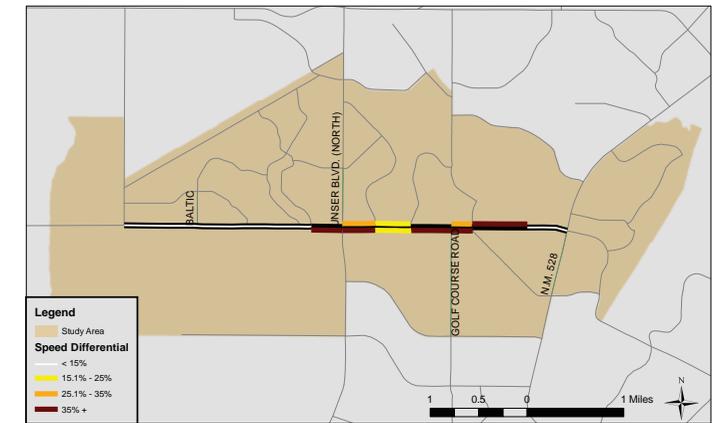
Speed Differential (Observed Speed vs. Posted Speed)

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 RAINBOW - WEST OF BALTIC	40	43.2	33.4	40.0	37.2	-8.0%	16.6%	0.0%	6.9%
1.2	EAST OF BALTIC - WEST OF PECOS LOOP	40	46.7	43.7	44.4	43.4	-16.8%	-9.2%	-11.1%	-8.6%
1.3	EAST OF PECOS LOOP - WEST OF LISBON	40	42.4	39.0	45.2	45.0	-5.9%	2.4%	-12.9%	-12.6%
1.4	EAST OF LISBON - WEST OF TARPON	40	36.8	27.0	42.7	44.3	7.9%	32.5%	-6.7%	-10.6%
1.5	EAST OF TARPON - WEST OF UNSER BLVD	40	39.1	29.6	38.4	16.7	2.2%	25.9%	4.1%	58.2%
2.1	EAST OF UNSER BLVD - WEST OF WESTERN HILLS	40	28.8	36.8	26.6	24.3	27.9%	7.9%	33.6%	39.2%
2.2	EAST OF WESTERN HILLS - WEST OF NICKLAUS	40	36.6	29.4	32.9	32.2	8.5%	26.6%	17.7%	19.5%
2.3	EAST OF NICKLAUS - WEST OF GOLF COURSE	40	39.3	35.2	37.9	17.2	1.8%	11.9%	5.2%	57.0%
2.4	EAST OF GOLF COURSE - WEST OF SARA	40	31.1	35.1	29.5	25.1	22.2%	12.2%	26.3%	37.3%
2.5	EAST OF SARA - WEST OF PEACHTREE	40	27.7	41.9	23.8	36.2	30.6%	-4.8%	40.4%	9.5%
2.6	EAST OF PEACHTREE - WEST OF N.M. 528	35	38.2	22.6	36.8	32.7	-9.1%	35.4%	-5.0%	6.7%

AM Speed Differential



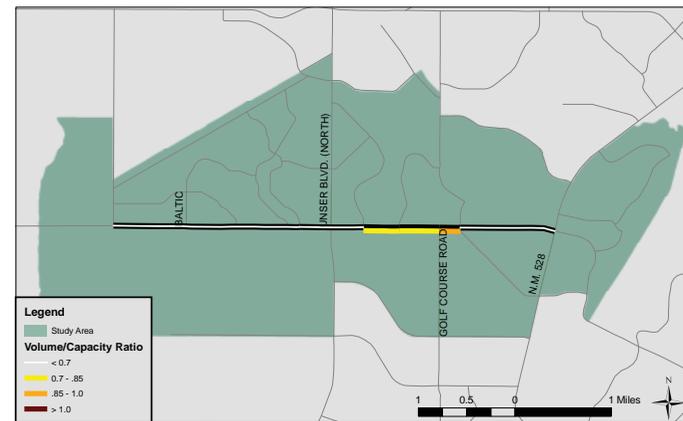
PM Speed Differential



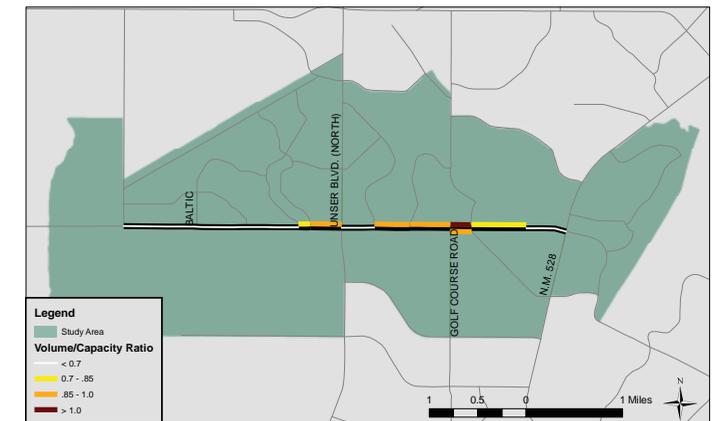
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF RAINBOW - WEST OF BALTIC	0.34	0.34	0.65	0.39
1.2	EAST OF BALTIC - WEST OF PECOS LOOP	0.07	0.53	0.51	0.26
1.3	EAST OF PECOS LOOP - WEST OF LISBON	0.47	0.41	0.66	0.56
1.4	EAST OF LISBON - WEST OF TARPON	0.11	0.51	0.77	0.32
1.5	EAST OF TARPON - WEST OF UNSER BLVD	0.22	0.69	0.94	0.41
2.1	EAST OF UNSER BLVD - WEST OF WESTERN HILLS	0.34	0.32	0.52	0.57
2.2	EAST OF WESTERN HILLS - WEST OF NICKLAUS	0.25	0.76	0.95	0.56
2.3	EAST OF NICKLAUS - WEST OF GOLF COURSE	0.35	0.79	0.99	0.64
2.4	EAST OF GOLF COURSE - WEST OF SARA	0.44	0.88	1.08	0.86
2.5	EAST OF SARA - WEST OF PEACHTREE	0.38	0.34	0.73	0.44
2.6	EAST OF PEACHTREE - WEST OF N.M. 528	0.37	0.50	0.62	0.59

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Rainbow	Baltic	Pecos Loop	Lisbon	Tarpon	Unser	Western Hills	Nicklaus	Golf Course	Sara	Peachtree	NM 528
Rainbow	X	73	116	158	169	238	288	329	417	448	504	550
Baltic	68	X	43	85	96	165	215	256	343	375	431	477
Pecos Loop	110	42	X	43	53	122	172	213	301	332	388	434
Lisbon	152	84	43	X	10	79	129	171	258	289	346	392
Tarpon	163	95	53	11	X	69	119	160	248	279	335	381
Unser	193	125	83	41	30	X	50	91	179	210	266	312
Western Hills	239	171	129	87	76	46	X	41	129	160	216	262
Nicklaus	279	211	170	127	116	86	40	X	87	118	175	221
Golf Course	319	251	209	167	156	126	80	40	X	31	88	133
Sara	346	277	236	193	182	152	107	66	27	X	57	102
Peachtree	431	363	322	279	268	238	192	152	112	86	X	46
NM 528	472	404	362	320	309	279	233	193	153	127	41	X

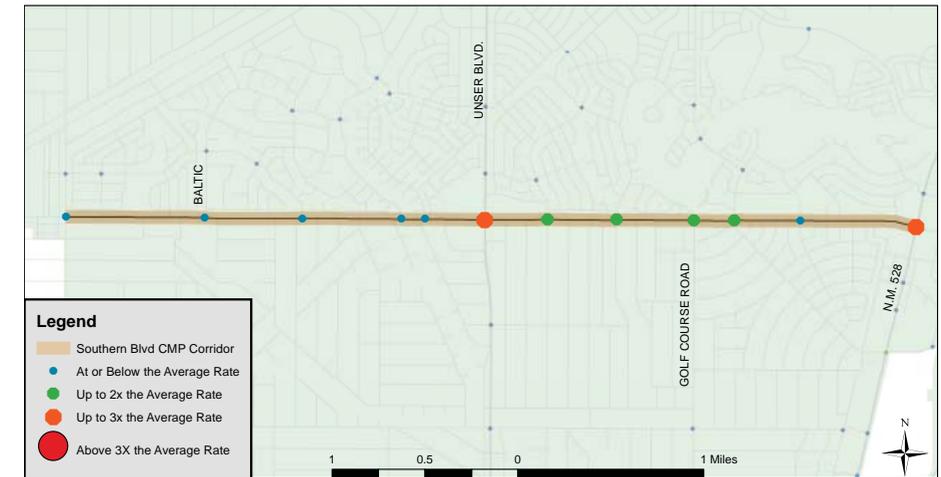
Distance (miles)	Rainbow	Baltic	Pecos Loop	Lisbon	Tarpon	Unser	Western Hills	Nicklaus	Golf Course	Sara	Peachtree	NM 528
Rainbow	X	0.8	1.3	1.8	1.9	2.3	2.6	3.0	3.4	3.6	4.2	4.6
Baltic	0.8	X	0.5	1.0	1.2	1.5	1.8	2.2	2.6	2.8	3.4	3.8
Pecos Loop	1.3	0.5	X	0.5	0.7	1.0	1.3	1.7	2.1	2.3	2.9	3.3
Lisbon	1.8	1.0	0.5	X	0.1	0.4	0.8	1.2	1.6	1.8	2.4	2.8
Tarpon	1.9	1.2	0.7	0.1	X	0.3	0.7	1.0	1.4	1.7	2.2	2.6
Unser	2.3	1.5	1.0	0.4	0.3	X	0.3	0.7	1.1	1.3	1.9	2.3
Western Hills	2.6	1.8	1.3	0.8	0.7	0.3	X	0.4	0.8	1.0	1.6	2.0
Nicklaus	3.0	2.2	1.7	1.2	1.0	0.7	0.4	X	0.4	0.6	1.2	1.6
Golf Course	3.4	2.6	2.1	1.6	1.4	1.1	0.8	0.4	X	0.2	0.8	1.2
Sara	3.6	2.8	2.3	1.8	1.7	1.3	1.0	0.6	0.2	X	0.6	1.0
Peachtree	4.2	3.4	2.9	2.4	2.2	1.9	1.6	1.2	0.8	0.6	X	0.4
NM 528	4.6	3.8	3.3	2.8	2.6	2.3	2.0	1.6	1.2	1.0	0.4	X

PM Peak Delay (seconds)	Rainbow	Baltic	Pecos Loop	Lisbon	Tarpon	Unser	Western Hills	Nicklaus	Golf Course	Sara	Peachtree	NM 528
Unser	X	5	1	-4	-5	35	55	63	113	124	130	133
Golden	0	X	-4	-9	-10	30	50	58	108	119	124	128
San Ildefonso	-5	-5	X	-5	-6	34	53	61	111	123	128	131
Valle Vista	-10	-10	-5	X	-1	39	59	67	117	128	133	137
Taylor Ranch Rd	-11	-11	-6	-1	X	40	60	68	118	129	135	138
Coors Blvd	-10	-10	-5	1	1	X	20	28	77	89	94	97
Winter Haven	6	6	10	16	17	15	X	8	58	69	75	78
Rancho Caballero	13	13	18	23	24	23	7	X	50	61	67	70
4th St.	15	15	20	25	26	25	9	2	X	12	17	20
2nd St.	22	22	27	32	33	32	16	9	7	X	5	8
Edith	57	57	61	67	67	66	51	44	42	35	X	3
Renaissance	55	55	59	65	65	64	49	42	40	33	-2	X

PM Peak Delay (seconds/mile)	Rainbow	Baltic	Pecos Loop	Lisbon	Tarpon	Unser	Western Hills	Nicklaus	Golf Course	Sara	Peachtree	NM 528
Unser	X	6.7	1.1	-2.2	-2.6	15.6	21.1	21.2	33.3	34.5	31.1	28.9
Golden	0.0	X	-7.1	-8.6	-8.6	20.1	27.1	26.2	41.0	42.0	36.5	33.4
San Ildefonso	-3.6	-9.0	X	-10.0	-9.8	34.4	40.4	36.4	52.8	52.8	44.3	39.7
Valle Vista	-5.6	-9.7	-10.3	X	-8.7	87.2	74.7	57.8	74.1	71.6	56.6	49.2
Taylor Ranch Rd	-5.6	-9.2	-9.4	-5.7	X	125.1	90.8	66.0	81.3	77.7	60.3	52.0
Coors Blvd	-4.3	-6.4	-5.1	1.1	3.8	X	58.1	39.1	68.8	66.4	49.4	41.9
Winter Haven	2.2	3.1	7.9	20.2	25.2	45.4	X	21.8	73.4	69.1	47.5	39.1
Rancho Caballero	4.4	5.9	10.4	19.9	23.1	31.8	19.4	X	119.2	96.7	55.5	43.1
4th St.	4.4	5.7	9.3	15.9	17.9	21.9	11.7	4.9	X	53.6	21.6	16.7
2nd St.	6.1	7.7	11.4	17.9	39.3	47.8	48.7	65.7	182.4	X	9.4	8.5
Edith	13.6	16.6	21.2	28.3	30.2	34.7	32.4	36.4	53.0	61.1	X	7.3
Renaissance	11.9	14.3	17.9	23.3	24.7	27.6	24.6	25.8	33.0	33.2	-4.9	X

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	0	0	0	1
Non-fatal accident injury	68	83	63	54	59
Property damage only	132	151	117	119	145
All Crashes	200	234	180	173	205

Top Contributing Factors in Crashes Along Southern

1. Following too close	26 %
2. Driver inattention	22 %
3. Failure to yield	17 %
4. Red light running	5 %
5. Alcohol involved	4 %