

Corridor Notes

- Tramway Blvd is a north-south limited access principal arterial in east Albuquerque.
- The CMP corridor extends from Central Ave to Paseo del Norte.
- The most congested portions of Tramway are the small segment from Central to I-40 and between Menaul and Montgomery; **congestion** is largely associated with high peak-period volumes.
- The highest **volumes** along Tramway are between Menaul and Candelaria (33,000 vehicles), but volumes across the corridor are consistently between 25,000 and 30,000.
- Overall **crash rates** across the corridor are below regional averages. Intersections at Montgomery and Central have crash rates twice as high as the regional average.
- Minimal employment **growth** is expected along Tramway, 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

- There is no transit service along Tramway Blvd. However, a number of transit routes originate and terminate at Tramway. Local routes running east-west intersect Tramway at Central, Lomas, Menaul, and Montgomery. Commuter routes intersect Tramway on a number of non-CMP corridors.
- The Montgomery/Tramway Park and Ride facility is an important collection point for transit users bound for Downtown Albuquerque and other parts of the region.

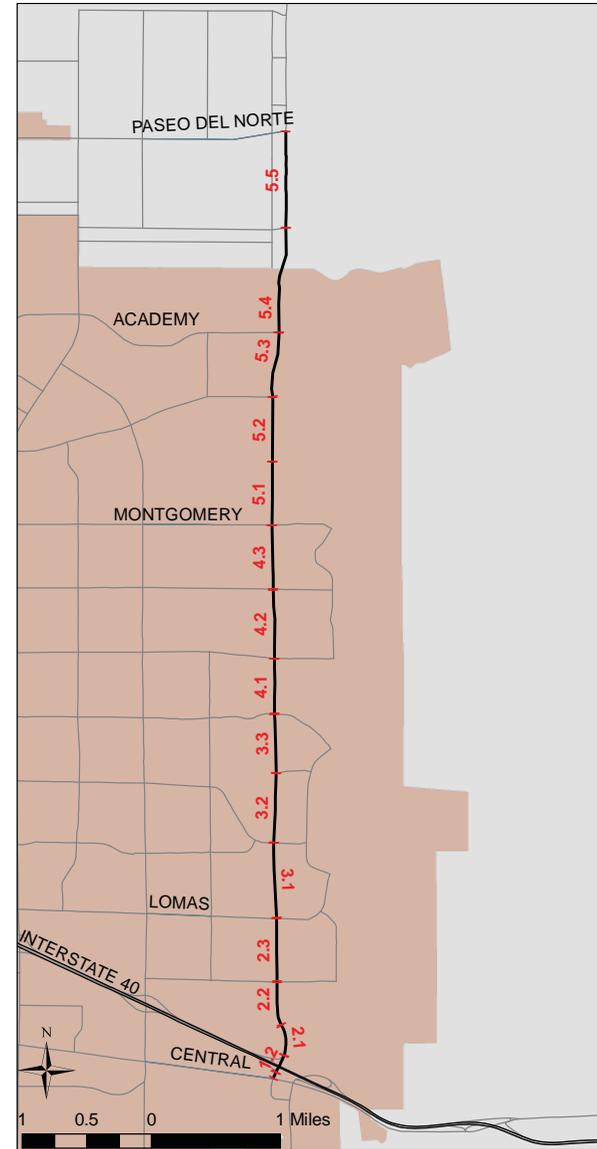
Profile & Statistics

Corridor Profile			
Study Area	17.7 Sq. Miles		
Length & No. of Segments	7.4 Miles - 16 segments		
Functional Class	Principal Arterial		
Access Control	Limited access along entire corridor		
Lanes	4 - 6 lanes Majority of corridor is 4 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV, DMS		
Transit	No service along Tramway Facilities: Montgomery/Tramway Park & Ride		
Bicycle Facilities	Trail: Entire corridor		
Summary Data			
Daily Volume	17,000 - 33,000		
Average Speeds (PM North)	28 - 33 mph		
Average Speeds (PM South)	18 - 48 mph		
Total Delay (PM North)	119 seconds (16 sec./mile)		
Total Delay (PM South)	131 seconds (18 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	53,705	57,782	55,740
Employment	9,893	8,259	9,275
Corridor Ranks			
Volume/Capacity Ratio	12 / 30		
Speed Differential	19 / 30		
Crash Rates	20 / 30		
Overall Rank	15 / 30		

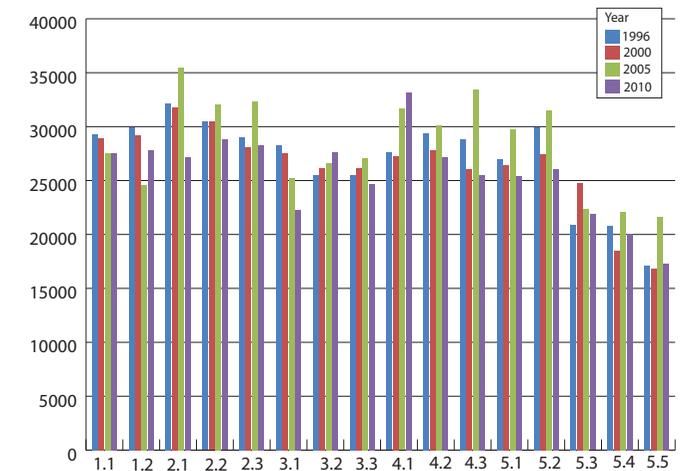
ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF CENTRAL - SOUTH OF I-40 EAST OFF RAMP	0.06	50	27,531
1.2	NORTH OF I-40 EAST OFF RAMP - SOUTH OF I-40 WEST ON RAMP	0.15	50	27,782
2.1	NORTH OF I-40 N. RAMPS - SOUTH OF CLOUDVIEW	0.24	50	27,176
2.2	NORTH OF CLOUDVIEW - SOUTH OF COPPER	0.34	50	28,785
2.3	NORTH OF COPPER - SOUTH OF LOMAS	0.49	50	28,238
3.1	NORTH OF LOMAS - SOUTH OF INDIAN SCHOOL	0.59	50	22,282
3.2	NORTH OF INDIAN SCHOOL - SOUTH OF ROVER	0.55	50	27,660
3.3	NORTH OF ROVER - SOUTH OF MENAUL	0.46	50	24,717
4.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	0.43	50	33,145
4.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	0.54	50	27,164
4.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	0.50	50	25,481
5.1	NORTH OF MONTGOMERY - SOUTH OF MANITOBA	0.49	50	25,382
5.2	NORTH OF MANITOBA - SOUTH OF SPAIN	0.51	50	26,051
5.3	NORTH OF SPAIN - SOUTH OF ACADEMY	0.51	50	21,869
5.4	NORTH OF ACADEMY - SOUTH OF SAN RAFAEL	0.82	50	20,030
5.5	NORTH OF SAN RAFAEL - SOUTH OF PASEO DEL NORTE	0.76	50	17,278

ID Location



Average Weekday Daily Traffic



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	0	1	0	No	0	1	1	No	No
1.2	0	0	0	No	0	1	0	No	Median Turn Bay
2.1	0	1	1	No	0	0	1	No	No
2.2	0	1	1	No	0	1	1	No	No
2.3	0	1	1	No	0	1	1	No	No
3.1	0	1	1	No	0	1	1	No	No
3.2	0	1	1	No	0	1	1	No	No
3.3	0	1	1	No	0	1	1	No	No
4.1	0	1	1	No	0	1	1	No	No
4.2	0	1	1	No	0	1	1	No	No
4.3	0	1	1	No	0	1	1	No	No
5.1	0	1	2	No	0	2	2	No	No
5.2	0	1	1	No	0	1	1	No	No
5.3	0	1	1	No	0	1	1	No	No
5.4	0	2	2	No	0	1	1	No	Median Turn Bay
5.5	0	3	2	No	1	2	3	No	Median Turn Bay
Total	0	18	17		1	17	18		

Access Notes

- Tramway Blvd is an **access-controlled facility** along the entire CMP corridor.
- The only center-turn facilities along Tramway are median turn bays around I-40 and north of Academy.
- There are 19 **signalized intersections** along the CMP corridor; an average of one signal **every 0.39 miles**.

Volume Notes

- The heaviest volumes along Tramway occur between Menaul Blvd and Candelaria Rd (33,000 AWDT in 2010).
- Overall average volumes decreased by 2% between 2000 and 2008. During that same period, the population in the study area increased by 8%.
- While many segments experienced volume decreases between 2000 and 2010, the volume between Menaul and Candelaria increased by 21% from 2000 to 2010.

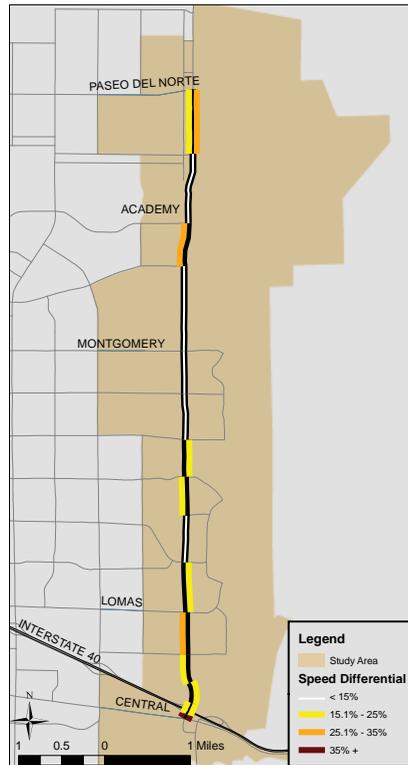
Speed Differential (Observed Speed vs. Posted Speed)

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 CENTRAL - SOUTH OF I-40 EAST OFF RAMP	50	30.5	29.3	17.8	32.5	39.0%	41.4%	64.4%	35.0%
1.2	NORTH OF I-40 EAST OFF RAMP - SOUTH OF I-40 WEST ON RAMP	50	38.0	38.3	41.1	38.0	24.1%	23.4%	17.7%	24.0%
2.1	NORTH OF I-40 N. RAMP - SOUTH OF CLOUDVIEW	50	44.0	41.3	48.1	33.2	11.9%	17.4%	3.7%	33.7%
2.2	NORTH OF CLOUDVIEW - SOUTH OF COPPER	50	41.3	46.1	47.1	40.4	17.4%	7.8%	5.8%	19.3%
2.3	NORTH OF COPPER - SOUTH OF LOMAS	50	36.9	42.6	39.5	32.7	26.2%	14.7%	21.0%	34.7%
3.1	NORTH OF LOMAS - SOUTH OF INDIAN SCHOOL	50	48.3	40.0	43.7	40.9	3.4%	20.0%	12.6%	18.2%
3.2	NORTH OF INDIAN SCHOOL - SOUTH OF ROVER	50	52.6	48.4	41.8	47.9	-5.2%	3.2%	16.4%	4.3%
3.3	NORTH OF ROVER - SOUTH OF MENAUL	50	42.0	47.6	45.1	50.8	15.9%	4.8%	9.8%	-1.7%
4.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	50	44.8	42.2	39.2	51.6	10.5%	15.6%	21.6%	-3.2%
4.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	50	48.9	50.9	42.1	31.9	2.3%	-1.7%	15.8%	36.1%
4.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	50	46.2	50.3	44.3	28.0	7.6%	-0.5%	11.3%	44.0%
5.1	NORTH OF MONTGOMERY - SOUTH OF MANITOBA	50	45.3	43.9	42.2	38.7	9.3%	12.2%	15.6%	22.5%
5.2	NORTH OF MANITOBA - SOUTH OF SPAIN	50	51.2	49.9	44.8	43.5	-2.5%	0.2%	10.5%	13.0%
5.3	NORTH OF SPAIN - SOUTH OF ACADEMY	50	35.9	52.2	33.1	52.6	28.2%	-4.4%	33.9%	-5.2%
5.4	NORTH OF ACADEMY - SOUTH OF SAN RAFAEL	50	46.5	53.3	41.7	51.9	6.9%	-6.5%	16.7%	-3.8%
5.5	NORTH OF SAN RAFAEL - SOUTH OF PASEO DEL NORTE	50	38.0	37.4	32.1	43.2	24.1%	25.3%	35.8%	13.5%

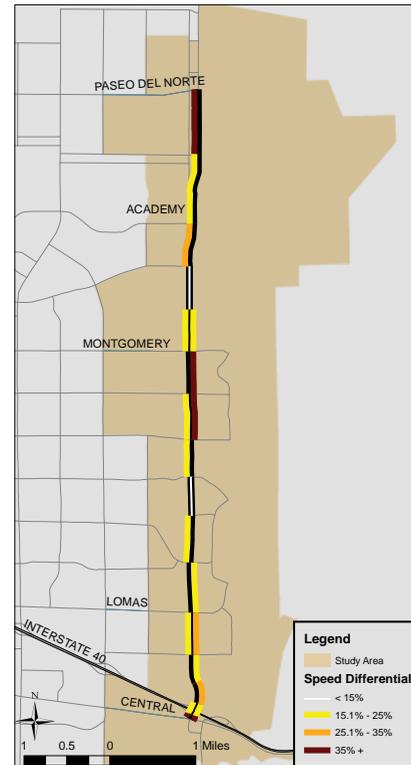
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF CENTRAL - SOUTH OF I-40 EAST OFF RAMP	0.55	0.37	0.75	0.52
1.2	NORTH OF I-40 EAST OFF RAMP - SOUTH OF I-40 WEST ON RAMP	0.57	0.61	0.54	1.00
2.1	NORTH OF I-40 N. RAMP - SOUTH OF CLOUDVIEW	0.97	0.57	0.71	1.01
2.2	NORTH OF CLOUDVIEW - SOUTH OF COPPER	0.95	0.63	0.81	1.07
2.3	NORTH OF COPPER - SOUTH OF LOMAS	0.66	0.61	0.62	0.97
3.1	NORTH OF LOMAS - SOUTH OF INDIAN SCHOOL	0.75	0.55	0.70	0.86
3.2	NORTH OF INDIAN SCHOOL - SOUTH OF ROVER	0.87	0.74	1.10	0.86
3.3	NORTH OF ROVER - SOUTH OF MENAUL	0.66	0.77	0.81	0.84
4.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	1.10	1.05	1.11	1.03
4.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	0.86	0.73	0.98	0.65
4.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	0.77	0.81	0.95	0.97
5.1	NORTH OF MONTGOMERY - SOUTH OF MANITOBA	0.74	0.61	0.72	0.88
5.2	NORTH OF MANITOBA - SOUTH OF SPAIN	0.71	0.69	0.79	0.89
5.3	NORTH OF SPAIN - SOUTH OF ACADEMY	0.55	0.49	0.74	0.70
5.4	NORTH OF ACADEMY - SOUTH OF SAN RAFAEL	0.53	0.57	0.78	0.62
5.5	NORTH OF SAN RAFAEL - SOUTH OF PASEO DEL NORTE	0.42	0.45	0.57	0.56

AM Speed Differential



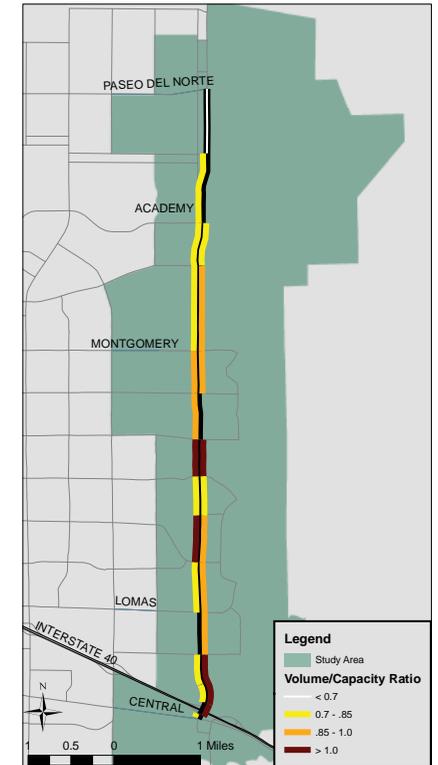
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Tramway CMP Corridor								
	Central	I-40 North Ramps	Copper	Lomas	Menaul	Montgomery	Spain	Academy	Paseo del Norte
Central	X	20	77	131	256	411	499	534	653
I-40 North Ramps	24	X	57	111	236	391	479	513	633
Copper	68	44	X	54	179	335	422	457	577
Lomas	113	89	45	X	125	280	368	403	522
Menaul	245	221	177	132	X	155	243	277	397
Montgomery	372	347	303	258	126	X	87	122	242
Spain	454	430	386	341	209	82	X	35	155
Academy	509	485	441	396	264	138	55	X	120
Paseo del Norte	665	641	597	552	420	293	211	156	X

PM Peak Delay (seconds)	Tramway CMP Corridor								
	Central	I-40 North Ramps	Copper	Lomas	Menaul	Montgomery	Spain	Academy	Paseo del Norte
Central	X	6	20	39	50	99	115	113	119
I-40 North Ramps	10	X	15	33	44	93	109	107	114
Copper	12	2	X	19	29	79	94	93	99
Lomas	21	12	9	X	11	60	76	74	80
Menaul	39	29	27	17	X	49	65	63	70
Montgomery	59	49	47	38	20	X	16	14	20
Spain	70	60	58	49	31	11	X	-2	5
Academy	89	79	77	67	50	29	19	X	6
Paseo del Norte	131	121	119	110	92	72	61	42	X

Distance (miles)	Tramway CMP Corridor								
	Central	I-40 North Ramps	Copper	Lomas	Menaul	Montgomery	Spain	Academy	Paseo del Norte
Central	X	0.2	0.8	1.3	2.9	4.3	5.3	5.8	7.4
I-40 North Ramps	0.2	X	0.6	1.1	2.7	4.1	5.1	5.6	7.2
Copper	0.8	0.6	X	0.5	2.1	3.6	4.6	5.1	6.6
Lomas	1.3	1.1	0.5	X	1.6	3.1	4.1	4.6	6.1
Menaul	2.9	2.7	2.1	1.6	X	1.5	2.5	3.0	4.6
Montgomery	4.3	4.1	3.6	3.1	1.5	X	1.0	1.5	3.1
Spain	5.3	5.1	4.6	4.1	2.5	1.0	X	0.5	2.1
Academy	5.8	5.6	5.1	4.6	3.0	1.5	0.5	X	1.6
Paseo del Norte	7.4	7.2	6.6	6.1	4.6	3.1	2.1	1.6	X

PM Peak Delay (seconds/mile)	Tramway CMP Corridor								
	Central	I-40 North Ramps	Copper	Lomas	Menaul	Montgomery	Spain	Academy	Paseo del Norte
Central	X	27.2	25.7	30.5	17.3	22.8	21.5	19.3	16.1
I-40 North Ramps	47.3	X	25.2	31.2	16.5	22.6	21.3	19.0	15.7
Copper	15.0	3.7	X	38.2	14.1	22.1	20.7	18.3	14.9
Lomas	16.6	10.8	19.1	X	6.7	19.6	18.6	16.2	13.0
Menaul	13.5	10.9	12.9	10.9	X	33.5	26.4	21.3	15.3
Montgomery	13.6	11.9	13.3	12.3	13.9	X	15.7	9.2	6.6
Spain	13.1	11.7	12.7	12.0	12.6	10.8	X	-3.5	2.2
Academy	15.1	14.0	15.2	14.7	16.8	19.6	36.9	X	4.0
Paseo del Norte	17.6	16.8	17.9	17.8	20.2	23.3	29.2	26.8	X

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

Crash Type	2005	2006	2007	2008	2009
Fatal accident	2	0	3	0	0
Non-fatal accident injury	78	62	68	73	72
Property damage only	124	175	180	151	172
All Crashes	204	237	251	224	244

Top Contributing Factors in Crashes Along Tranway

1. Driver inattention 30 %
2. Following too close 21 %
3. Failure to yield 13 %
4. Red light running 8 %
5. Alcohol involved 4 %