

Corridor Notes

- Wyoming Blvd is a north-south principal arterial in east Albuquerque.
- The CMP corridor extends from the entrance gate to Kirtland AFB to Paseo del Norte.
- There is moderate **congestion** dispersed across the corridor; congestion is most concentrated in the segments south of San Antonio, south of Academy, and north of Menaul.
- Volumes** (42,000-44,000 daily vehicles) and V/C ratios are highest between Montgomery and Academy, while speed differentials are greatest south of Central and between Menaul and Montgomery.
- Crash rates** are 32% above the regional average. Intersections at Montgomery, Academy, and Paseo del Norte have crash rates more than two-and-a-half times the regional average.
- Minimal employment **growth** (7%) is expected in the Wyoming corridor, 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

- ABQ Ride operates two routes – a local and a commuter – along Wyoming. Local Route 31 runs along the entire corridor and averaged nearly 800 users per weekday in April 2011. Commuter Route 98 runs between the Northwest Transit Center and Kirtland AFB.
- Local routes running east-west intersect Wyoming at Central, Lomas, Menaul, and Montgomery. Commuter routes intersect Lomas on a number of non-CMP corridors.

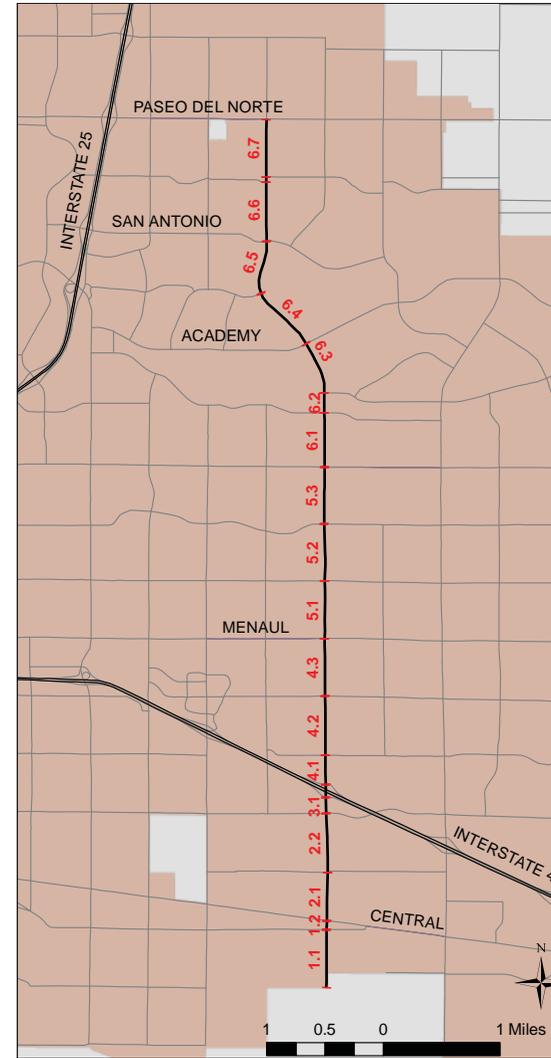
Profile & Statistics

Corridor Profile			
Study Area	5.6 Sq. Miles		
Length & No. of Segments	3.3 Miles - 7 segments		
Functional Class	Principal Arterial		
Access Control	None		
Lanes	Majority of corridor is 2 lanes 4 lanes south of Barcelona		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV		
Transit	ABQ Ride : Route 53 (local), Route 51 (local)		
Bicycle Facilities	Lanes: Entire corridor		
Summary Data			
Daily Volume	15,000 - 24,000		
Average Speeds (PM North)	26 - 36 mph		
Average Speeds (PM South)	23 - 37 mph		
Total Delay (PM North)	72 seconds (22 sec./mile)		
Total Delay (PM South)	86 seconds (26 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	16,431	16,894	16,980
Employment	3,409	3,668	3,835
Corridor Ranks			
Volume/Capacity Ratio	10 / 30		
Speed Differential	17 / 30		
Crash Rates	17 / 30		
Overall Rank	12 / 30		

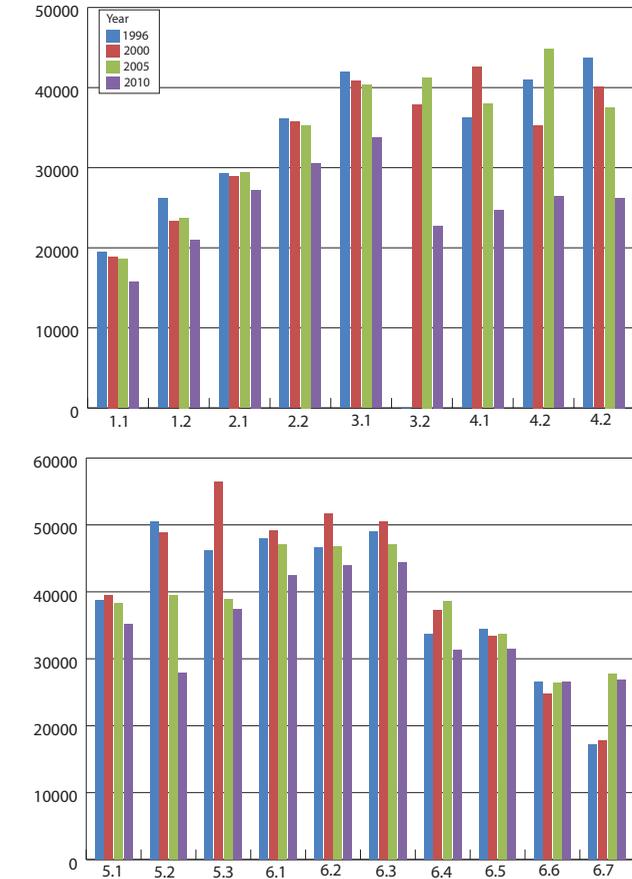
ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF KIRTLAND GATE - SOUTH OF ZUNI	0.50	40	15,785
1.2	NORTH OF ZUNI - SOUTH OF CENTRAL	0.08	40	20,984
2.1	NORTH OF CENTRAL - SOUTH OF COPPER	0.42	40	27,238
2.2	NORTH OF COPPER - SOUTH OF LOMAS	0.51	40	30,550
3.1	NORTH OF LOMAS - SOUTH OF I-40 E. RAMPS	0.14	40	33,706
3.2	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 W. RAMPS	0.11	40	22,764
4.1	NORTH OF I-40 W. RAMPS - SOUTH OF CONSTITUTION	0.25	40	24,742
4.2	NORTH OF CONSTITUTION - SOUTH OF INDIAN SCHOOL	0.51	40	26,405
4.3	NORTH OF INDIAN SCHOOL - SOUTH OF MENAUL	0.50	40	26,232
5.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	0.50	40	35,175
5.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	0.49	40	27,805
5.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	0.49	40	37,436
6.1	NORTH OF MONTGOMERY - SOUTH OF OSUNA	0.47	40	42,407
6.2	NORTH OF OSUNA - SOUTH OF SPAIN	0.17	40	43,929
6.3	NORTH OF SPAIN - SOUTH OF ACADEMY	0.46	40	44,331
6.4	NORTH OF ACADEMY - SOUTH OF BURLISON	0.59	40	31,303
6.5	NORTH OF BURLISON - SOUTH OF SAN ANTONIO	0.46	40	31,409
6.6	NORTH OF SAN ANTONIO - SOUTH OF SAN FRANCISCO	0.51	40	26,563
6.7	NORTH OF SAN FRANCISCO - SOUTH OF PASEO DEL NORTE	0.50	40	26,904

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	1	2	0	No	16	2	0	No	Continuous
1.2	2	1	0	No	5	1	0	No	No
2.1	12	3	0	No	14	2	0	No	MTB / Median Cut
2.2	5	1	1	No	14	3	0	No	MTB / Median Cut
3.1	1	1	2	No	0	1	0	No	No
3.2	0	1	0	No	0	1	0	No	No
4.1	7	3	0	No	6	2	1	No	Median Turn Bay
4.2	6	5	0	No	4	5	0	No	Median Turn Bay
4.3	8	2	2	No	12	4	0	No	Median Turn Bay
5.1	23	4	0	No	14	3	0	No	MTB / Median Cut
5.2	6	4	0	No	9	4	0	No	Median Turn Bay
5.3	10	4	0	No	10	3	0	No	Median Turn Bay
6.1	12	3	0	No	3	2	0	No	Median Turn Bay
6.2	3	1	0	No	0	1	0	No	No
6.3	6	1	1	No	5	1	0	No	Median Turn Bay
6.4	1	1	1	No	1	0	0	No	Median Turn Bay
6.5	0	1	1	No	2	1	0	No	Median Turn Bay
6.6	0	1	0	No	0	1	0	No	Median Turn Bay
6.7	2	3	1	No	5	2	0	No	Median Turn Bay
Total	105	42	9		120	39	1		

Access Notes

- Wyoming Blvd has **no access control**.
- Most of the Wyoming corridor contains median turn bays to facilitate left turns.
- There are 23 **signalized intersections** along the CMP corridor; an average of one signal **every 0.33 miles**.

Volume Notes

- The heaviest volumes along Wyoming occur between Montgomery Blvd and Academy Rd (42,000-44,000 AWDT in 2010).
- Overall average volumes decreased by 11% between 2000 and 2008. During that same period, the population in the study area increased by 2%.
- While most segments experienced volume decreases between 2000 and 2010, the volume between San Francisco Rd and Paseo del Norte increased by 51% from 2000 to 2010.

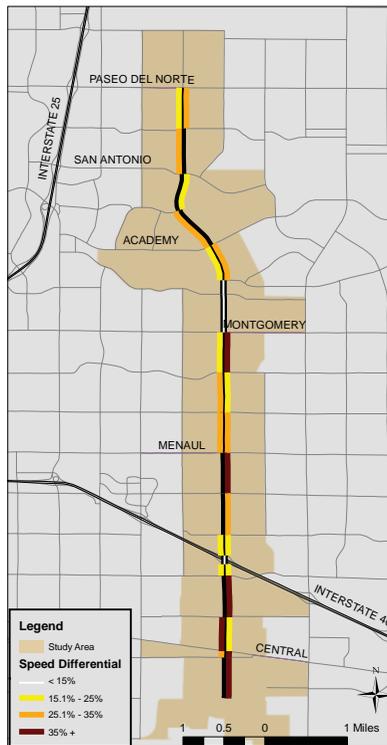
Speed Differential (Observed Speed vs. Posted Speed)

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 KIRTLAND GATE - SOUTH OF ZUNI	40	51.3	46.7	41.0	23.0	-28.2%	-16.7%	-2.4%	42.4%
1.2	NORTH OF ZUNI - SOUTH OF CENTRAL	40	28.0	31.0	33.3	23.5	30.0%	22.4%	16.7%	41.2%
2.1	NORTH OF CENTRAL - SOUTH OF COPPER	40	17.9	42.5	24.0	31.6	55.4%	-6.2%	40.0%	21.0%
2.2	NORTH OF COPPER - SOUTH OF LOMAS	40	37.3	30.0	40.0	22.3	6.8%	25.0%	0.1%	44.3%
3.1	NORTH OF LOMAS - SOUTH OF I-40 E. RAMPS	40	32.4	40.3	39.8	30.9	19.1%	-0.8%	0.5%	22.8%
3.2	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 W. RAMPS	40	37.5	49.2	36.7	41.3	6.2%	-23.0%	8.2%	-3.2%
4.1	NORTH OF I-40 W. RAMPS - SOUTH OF CONSTITUTION	40	30.4	32.7	33.5	30.2	23.9%	18.3%	16.3%	24.6%
4.2	NORTH OF CONSTITUTION - SOUTH OF INDIAN SCHOOL	40	34.1	39.5	32.4	26.9	14.8%	1.1%	19.1%	32.7%
4.3	NORTH OF INDIAN SCHOOL - SOUTH OF MENAUL	40	40.2	23.3	35.5	14.5	-0.5%	41.8%	11.2%	63.8%
5.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	40	26.9	39.1	24.6	27.7	32.7%	2.2%	38.5%	30.8%
5.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	40	29.0	36.0	27.7	30.7	27.6%	9.9%	30.6%	23.3%
5.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	40	31.2	29.7	31.7	25.4	22.0%	25.8%	20.8%	36.5%
6.1	NORTH OF MONTGOMERY - SOUTH OF OSUNA	40	35.4	38.2	25.3	34.2	11.6%	4.4%	36.9%	14.5%
6.2	NORTH OF OSUNA - SOUTH OF SPAIN	40	38.6	42.6	34.6	38.7	3.6%	-6.5%	13.5%	3.2%
6.3	NORTH OF SPAIN - SOUTH OF ACADEMY	40	31.8	31.5	31.1	28.7	20.6%	21.4%	22.4%	28.4%
6.4	NORTH OF ACADEMY - SOUTH OF BURLISON	40	26.9	35.1	31.6	35.3	32.8%	12.3%	20.9%	11.8%
6.5	NORTH OF BURLISON - SOUTH OF SAN ANTONIO	40	37.9	28.7	40.6	31.2	5.2%	28.3%	-1.6%	22.0%
6.6	NORTH OF SAN ANTONIO - SOUTH OF SAN FRANCISCO	40	26.9	38.2	32.6	38.5	32.7%	4.6%	18.6%	3.7%
6.7	NORTH OF SAN FRANCISCO - SOUTH OF PASEO DEL NORTE	40	33.6	33.6	41.3	26.9	16.1%	16.0%	-3.1%	32.7%

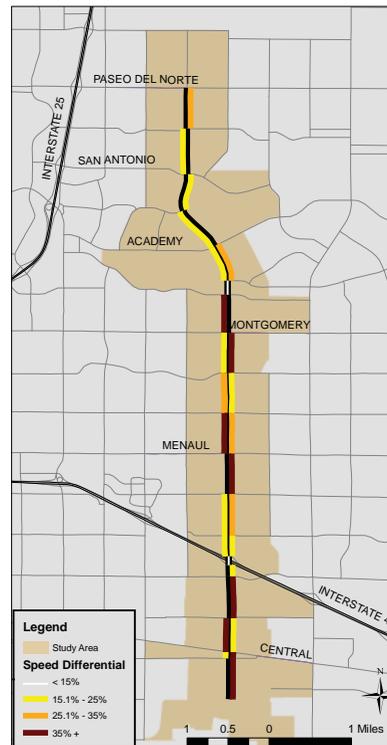
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF KIRTLAND GATE - SOUTH OF ZUNI	0.67	0.10	0.19	1.01
1.2	NORTH OF ZUNI - SOUTH OF CENTRAL	0.62	0.15	0.27	0.67
2.1	NORTH OF CENTRAL - SOUTH OF COPPER	0.69	0.17	0.35	0.74
2.2	NORTH OF COPPER - SOUTH OF LOMAS	0.72	0.31	0.48	0.81
3.1	NORTH OF LOMAS - SOUTH OF I-40 E. RAMPS	0.86	0.34	0.52	0.91
3.2	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 W. RAMPS	0.42	0.47	0.36	0.58
4.1	NORTH OF I-40 W. RAMPS - SOUTH OF CONSTITUTION	0.49	0.43	0.40	0.57
4.2	NORTH OF CONSTITUTION - SOUTH OF INDIAN SCHOOL	0.56	0.40	0.58	0.59
4.3	NORTH OF INDIAN SCHOOL - SOUTH OF MENAUL	0.51	0.38	0.50	0.67
5.1	NORTH OF MENAUL - SOUTH OF CANDELARIA	0.78	0.48	0.63	0.80
5.2	NORTH OF CANDELARIA - SOUTH OF COMANCHE	0.66	0.46	0.60	0.75
5.3	NORTH OF COMANCHE - SOUTH OF MONTGOMERY	0.66	0.44	0.68	0.80
6.1	NORTH OF MONTGOMERY - SOUTH OF OSUNA	0.81	0.52	0.75	0.93
6.2	NORTH OF OSUNA - SOUTH OF SPAIN	0.97	0.59	0.82	1.05
6.3	NORTH OF SPAIN - SOUTH OF ACADEMY	0.95	0.59	0.88	1.06
6.4	NORTH OF ACADEMY - SOUTH OF BURLISON	0.52	0.22	0.57	0.41
6.5	NORTH OF BURLISON - SOUTH OF SAN ANTONIO	1.02	0.50	0.91	1.03
6.6	NORTH OF SAN ANTONIO - SOUTH OF SAN FRANCISCO	0.77	0.47	0.69	0.93
6.7	NORTH OF SAN FRANCISCO - SOUTH OF PASEO DEL NORTE	0.69	0.54	0.70	0.86

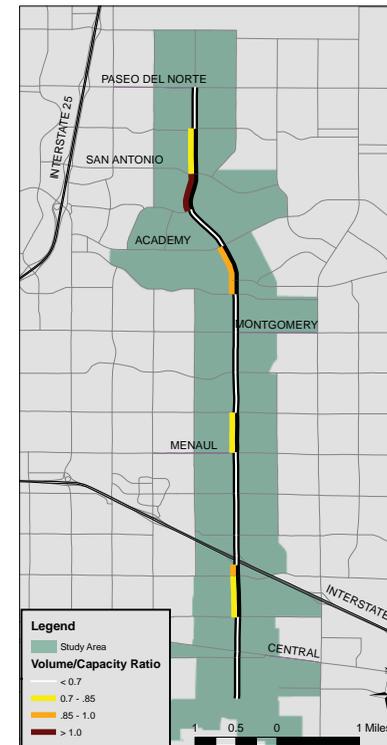
AM Speed Differential



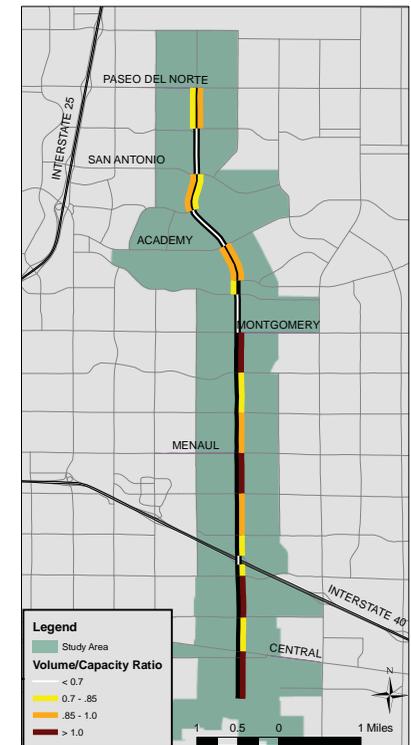
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Kirtland AFB Gate	Central	Lomas	I-40 North Ramps	Menaul	Montgomery	Spain	Academy	San Antonio	Paseo del Norte
Kirtland AFB Gate	X	90	220	246	468	660	725	783	896	1011
Central	52	X	130	156	378	570	635	693	806	921
Lomas	161	109	X	26	248	440	505	563	676	790
I-40 North Ramps	184	132	23	X	222	414	480	537	650	765
Menaul	319	266	158	135	X	192	257	315	428	542
Montgomery	511	459	350	327	192	X	65	123	236	351
Spain	596	543	435	412	277	85	X	58	171	285
Academy	649	597	488	465	330	138	53	X	113	227
San Antonio	756	704	595	572	438	245	161	107	X	115
Paseo del Norte	857	804	696	672	538	346	261	208	100	X

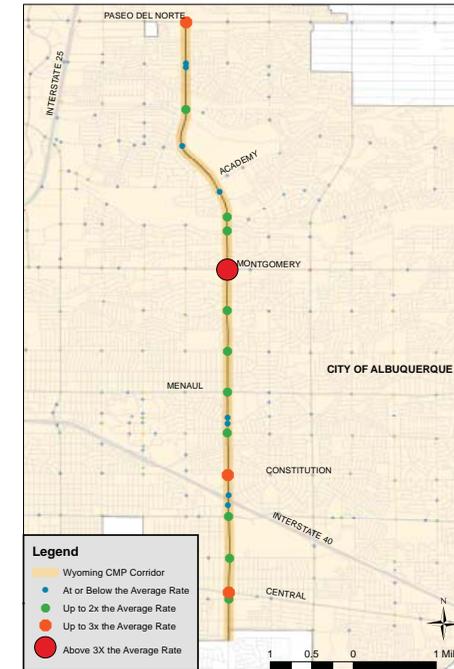
Distance (miles)	Kirtland AFB Gate	Central	Lomas	I-40 North Ramps	Menaul	Montgomery	Spain	Academy	San Antonio	Paseo del Norte
Kirtland AFB Gate	X	0.6	1.5	1.8	3.0	4.5	5.1	5.6	6.6	7.7
Central	0.6	X	0.9	1.2	2.4	3.9	4.6	5.0	6.1	7.1
Lomas	1.5	0.9	X	0.2	1.5	3.0	3.6	4.1	5.1	6.1
I-40 North Ramps	1.8	1.2	0.2	X	1.3	2.7	3.4	3.8	4.9	5.9
Menaul	3.0	2.4	1.5	1.3	X	1.5	2.1	2.6	3.6	4.6
Montgomery	4.5	3.9	3.0	2.7	1.5	X	0.6	1.1	2.1	3.2
Spain	5.1	4.6	3.6	3.4	2.1	0.6	X	0.5	1.5	2.5
Academy	5.6	5.0	4.1	3.8	2.6	1.1	0.5	X	1.0	2.1
San Antonio	6.6	6.1	5.1	4.9	3.6	2.1	1.5	1.0	X	1.0
Paseo del Norte	7.7	7.1	6.1	5.9	4.6	3.2	2.5	2.1	1.0	X

PM Peak Delay (seconds)	Kirtland AFB Gate	Central	Lomas	I-40 North Ramps	Menaul	Montgomery	Spain	Academy	San Antonio	Paseo del Norte
Kirtland AFB Gate	X	38	85	88	197	255	263	280	298	322
Central	0	X	47	50	159	217	225	242	260	284
Lomas	25	25	X	3	112	171	179	195	214	237
I-40 North Ramps	26	26	1	X	109	168	175	192	210	234
Menaul	47	47	22	21	X	59	66	83	101	125
Montgomery	106	106	81	80	59	X	8	24	43	66
Spain	133	133	108	107	86	27	X	16	35	59
Academy	145	145	120	119	98	39	12	X	19	42
San Antonio	159	158	133	132	111	52	25	13	X	24
Paseo del Norte	168	168	142	142	121	61	34	22	9	X

PM Peak Delay (seconds/mile)	Kirtland AFB Gate	Central	Lomas	I-40 North Ramps	Menaul	Montgomery	Spain	Academy	San Antonio	Paseo del Norte
Kirtland AFB Gate	X	65.8	56.1	50.2	65.2	56.8	51.2	49.9	44.9	42.1
Central	0.6	X	50.1	42.5	65.1	55.5	49.4	48.1	42.9	40.1
Lomas	16.9	27.0	X	13.7	74.4	57.2	49.2	47.7	41.6	38.6
I-40 North Ramps	15.0	22.1	3.8	X	86.2	61.1	51.8	49.9	43.0	39.6
Menaul	15.7	19.2	14.5	16.6	X	39.7	31.3	32.1	28.0	27.0
Montgomery	23.7	27.1	27.1	29.2	40.0	X	12.0	21.9	19.9	21.0
Spain	26.0	29.2	29.8	31.7	40.6	42.2	X	35.6	23.3	23.3
Academy	26.0	28.9	29.3	31.0	38.0	35.4	25.9	X	17.9	20.6
San Antonio	23.9	26.1	26.0	27.1	30.7	24.4	16.8	12.8	X	23.4
Paseo del Norte	21.9	23.7	23.2	24.0	26.0	19.5	13.7	10.9	9.0	X

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	2	2	1	1
Non-fatal accident injury	249	232	196	154	175
Property damage only	568	551	561	500	475
All Crashes	817	785	759	655	651

Top Contributing Factors in Crashes Along Wyoming

1. Driver inattention 31 %
2. Following too close 20 %
3. Failure to yield 14 %
4. Red light running 6 %
5. Improper turn 4 %