

Corridor Notes

- Montgomery Blvd is an east-west principal arterial in the City of Albuquerque.
- The CMP corridor runs between I-25 and Tramway.
- Montgomery continues west of I-25 as Montañó Blvd.
- Predominant movement along Montgomery is westbound in the AM and eastbound in the PM.
- **Congestion** is associated with generally slow speeds across the corridor. Congestion is most severe west of San Mateo and between Pennsylvania and Wyoming – places where there are also high volumes during the peak-periods.
- **Volumes** are highest east of I-25 (over 40,000 daily vehicles) and between Pennsylvania and Wyoming (over 47,000 daily vehicles).
- **Crash rates** are 70% above the regional average and the highest among CMP corridors. Intersections at San Mateo, Wyoming, and Eubank have rates more than three times the regional average.
- Modest **growth** is projected along the study area in employment (7%) by 2035, 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.

Profile & Statistics

Corridor Profile			
Study Area	16.2 Sq. Miles		
Length & No. of Segments	6.3 Miles - 13 segments		
Functional Class	Principal Arterial		
Access Control	Limited access: Coors to Griegos Drain		
Lanes	4 - 6 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - F, CCTV, DMS, VDS		
Transit	ABQ Ride : Route 157 (local)		
Bicycle Facilities	Lanes: Entire corridor		
Summary Data			
Daily Volume	13,000 - 47,000		
Average Speeds (PM East)	12 - 46 mph		
Average Speeds (PM West)	12 - 45 mph		
Total Delay (PM East)	111 seconds (18 sec./mile)		
Total Delay (PM West)	197 seconds (31 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	38,947	42,165	43,512
Employment	17,858	19,065	23,625
Corridor Ranks			
Volume/Capacity Ratio	4 / 30		
Speed Differential	8 / 30		
Crash Rates	8 / 30		
Overall Rank	2 / 30		

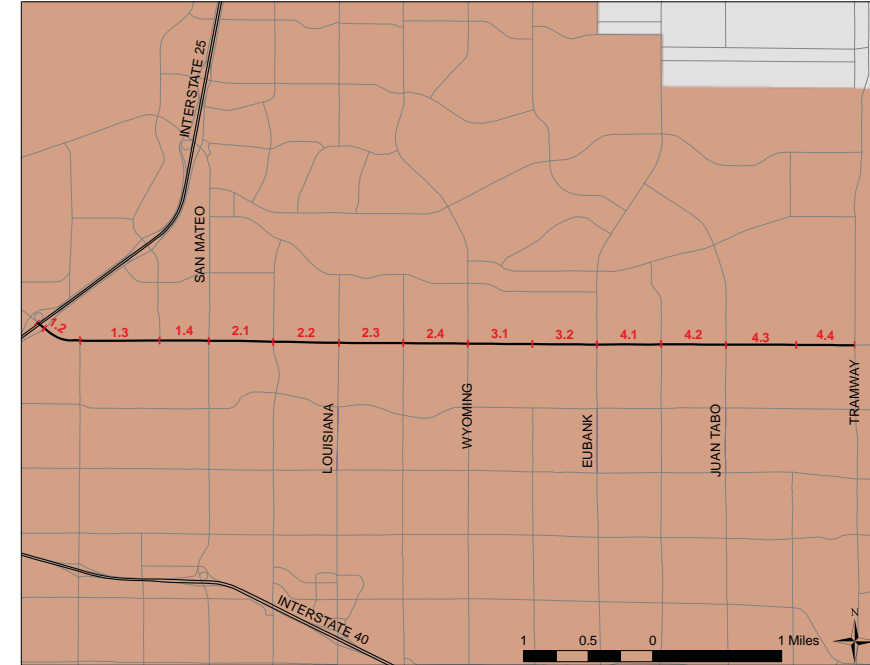
Transit Characteristics

- ABQ Ride operates two routes along portions of Montgomery. Route 5 provides local service along the corridor between Carlisle and Tramway. The route originates/terminates at the Tramway/Montgomery Park & Ride facility and connects the Northwest Heights and Downtown. Route 5 carried more than 3,000 riders per day in April 2011 and has the second-highest ridership of all local routes.
- Route 157 provides service between Kirtland AFB and the Northwest Transit Center and passes along Montgomery between I-25 and Louisiana.

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	I-25 OVERPASS - WEST OF PAN AM. EAST	0.08	35	42,252
1.2	EAST OF PAN AM. EAST - WEST OF CARLISLE	0.30	35	43,568
1.3	EAST OF CARLISLE - WEST OF JEFFERSON	0.62	35	40,320
1.4	EAST OF JEFFERSON - WEST OF SAN MATEO	0.38	35	46,672
2.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	0.50	38	39,048
2.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	0.51	40	27,663
2.3	EAST OF LOUISIANA - WEST OF PENNSYLVANIA	0.50	40	37,119
2.4	EAST OF PENNSYLVANIA - WEST OF WYOMING	0.50	40	47,017
3.1	EAST OF WYOMING - WEST OF MOON	0.50	40	30,007
3.2	EAST OF MOON - WEST OF EUBANK	0.50	40	29,019
4.1	EAST OF EUBANK - WEST OF MORRIS	0.50	40	30,325
4.2	EAST OF MORRIS - WEST OF JUAN TABO	0.50	40	24,168
4.3	EAST OF JUAN TABO - WEST OF BERMUDA	0.55	40	16,453
4.4	EAST OF BERMUDA - WEST OF TRAMWAY	0.45	40	15,477

ID Location



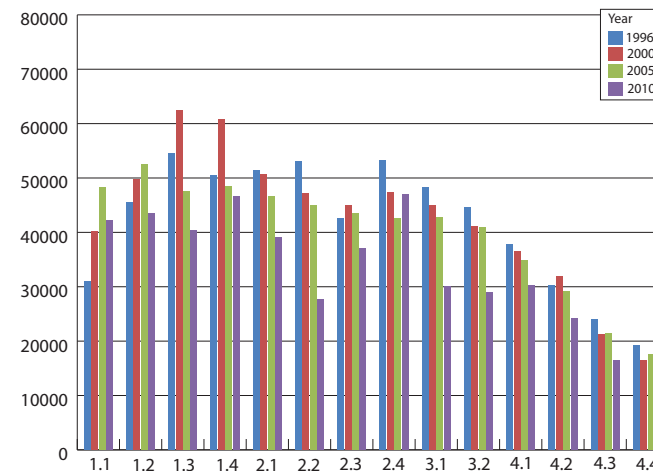
Access Characteristics

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	0	0	0	No	0	0	0	No	No
1.2	4	2	1	No	3	2	1	No	Median Turn Bay
1.3	12	2	0	No	10	1	0	No	MTB / Median Cut
1.4	6	2	1	No	9	1	1	No	Median Turn Bay
2.1	9	1	0	No	7	1	0	No	MTB / Median Cut
2.2	11	3	0	No	11	2	0	No	MTB / Median Cut
2.3	8	2	0	No	6	3	0	No	MTB / Median Cut
2.4	6	1	0	No	5	4	0	No	Median Turn Bay
3.1	9	2	0	No	8	3	0	No	Median Turn Bay
3.2	10	2	0	No	6	3	0	No	Median Turn Bay
4.1	9	3	0	No	7	6	0	No	Median Turn Bay
4.2	3	2	0	No	5	3	1	No	Median Turn Bay
4.3	7	1	0	No	8	3	1	No	MTB / Median Cut
4.4	3	2	1	No	3	4	0	No	Median Turn Bay
Total	97	25	3		88	36	4		

Access Notes

- Montgomery Blvd has **no access control**.
- Most of corridor contains median turn bays to facilitate left turns.
- There are 16 **signalized intersections** along the CMP corridor; an average of one signal **every 0.40 miles**.

Average Weekday Daily Traffic



Volume Notes

- The heaviest volumes along Montgomery Blvd occur between I-25 and San Mateo (40,000-47,000 AWDT in 2010) and between Pennsylvania St and Wyoming Blvd (47,000).
- Overall average volumes decreased by 18% between 2000 and 2008. During that same period, the population in the study area increased by 3%.
- The only segment that experienced an increase in volume (5%) between 2000 and 2010 was at the I-25 overpass.

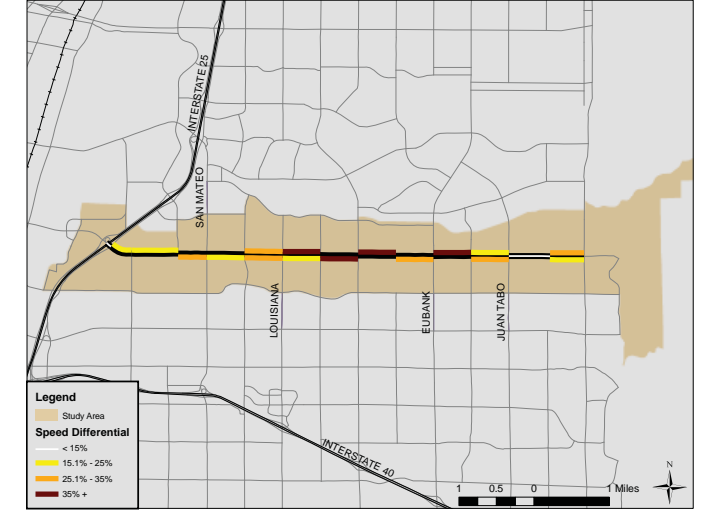
Speed Differential (Observed Speed vs. Posted Speed)

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	I-25 OVERPASS - WEST OF PAN AM. EAST	35	27.2	30.3	31.9	30.4	22.2%	13.6%	8.9%	13.3%
1.2	EAST OF PAN AM. EAST - WEST OF CARLISLE	35	23.7	45.6	28.2	30.7	32.4%	-30.4%	19.5%	12.4%
1.3	EAST OF CARLISLE - WEST OF JEFFERSON	35	31.4	30.1	28.7	29.9	10.4%	14.1%	18.1%	14.5%
1.4	EAST OF JEFFERSON - WEST OF SAN MATEO	35	36.5	20.9	36.4	25.4	-4.3%	40.1%	-4.1%	27.3%
2.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	38	28.6	34.8	32.0	29.9	23.8%	7.1%	14.5%	20.1%
2.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	40	37.7	25.1	28.9	28.8	5.8%	37.3%	27.8%	28.0%
2.3	EAST OF LOUISIANA - WEST OF PENNSYLVANIA	40	40.9	40.5	25.6	33.0	-2.2%	-1.3%	36.1%	17.5%
2.4	EAST OF PENNSYLVANIA - WEST OF WYOMING	40	41.9	25.0	40.8	22.1	-4.7%	37.6%	-2.1%	44.9%
3.1	EAST OF WYOMING - WEST OF MOON	40	24.3	40.1	20.5	39.9	39.2%	-0.2%	48.7%	0.4%
3.2	EAST OF MOON - WEST OF EUBANK	40	43.3	31.3	41.5	27.7	-8.2%	21.7%	-3.6%	30.6%
4.1	EAST OF EUBANK - WEST OF MORRIS	40	25.3	42.6	25.6	41.2	36.9%	-6.6%	35.9%	-3.1%
4.2	EAST OF MORRIS - WEST OF JUAN TABO	40	44.2	32.0	31.7	27.4	-10.5%	20.0%	20.6%	31.6%
4.3	EAST OF JUAN TABO - WEST OF BERMUDA	40	41.5	30.8	37.3	40.1	-3.6%	23.0%	6.9%	-0.3%
4.4	EAST OF BERMUDA - WEST OF TRAMWAY	40	24.8	31.4	28.8	30.7	38.0%	21.4%	28.1%	23.3%

AM Speed Differential



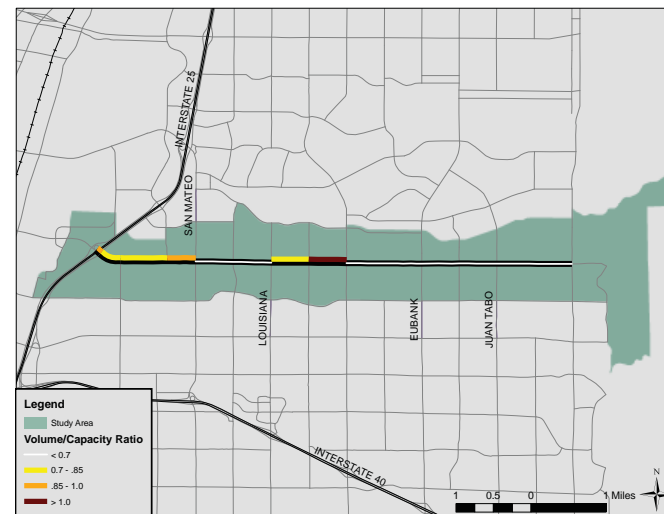
PM Speed Differential



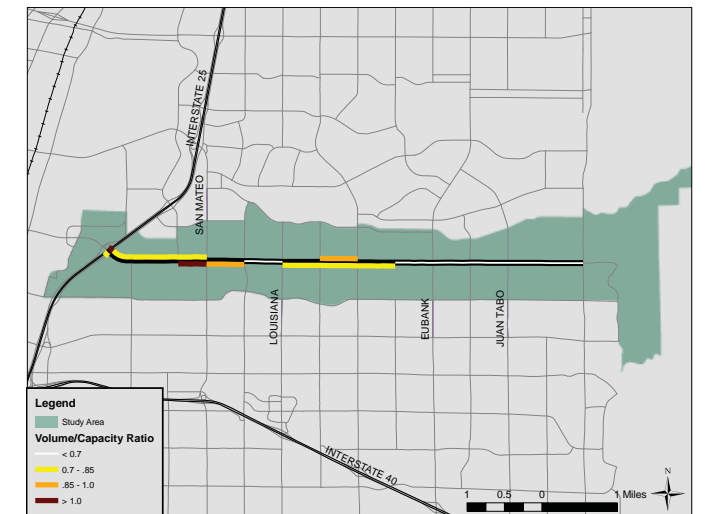
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	I-25 OVERPASS - WEST OF PAN AM. EAST	0.73	0.72	0.90	0.98
1.2	EAST OF PAN AM. EAST - WEST OF CARLISLE	0.74	0.53	0.81	0.64
1.3	EAST OF CARLISLE - WEST OF JEFFERSON	0.73	0.50	0.85	0.67
1.4	EAST OF JEFFERSON - WEST OF SAN MATEO	0.85	0.52	0.83	1.05
2.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	0.70	0.41	0.61	0.92
2.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	0.66	0.41	0.49	0.69
2.3	EAST OF LOUISIANA - WEST OF PENNSYLVANIA	0.82	0.37	0.58	0.79
2.4	EAST OF PENNSYLVANIA - WEST OF WYOMING	1.18	0.39	0.92	0.76
3.1	EAST OF WYOMING - WEST OF MOON	0.60	0.27	0.54	0.71
3.2	EAST OF MOON - WEST OF EUBANK	0.64	0.22	0.56	0.61
4.1	EAST OF EUBANK - WEST OF MORRIS	0.49	0.26	0.45	0.63
4.2	EAST OF MORRIS - WEST OF JUAN TABO	0.43	0.17	0.36	0.50
4.3	EAST OF JUAN TABO - WEST OF BERMUDA	0.33	0.15	0.26	0.41
4.4	EAST OF BERMUDA - WEST OF TRAMWAY	0.24	0.15	0.25	0.37

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Montgomery Blvd Intersections														
	I-25 Overpass	Pan American East	Carlisle	Jefferson	San Mateo	San Pedro	Louisiana	Pennsylvania	Wyoming	Moon	Eubank	Morris	Juan Tabo	Bermuda	Tramway
I-25 Overpass	X	9	45	119	173	233	297	351	433	478	543	587	652	701	755
Pan American East	9	X	35	110	164	224	287	342	424	469	534	577	643	692	745
Carlisle	47	38	X	74	128	188	252	306	388	434	498	542	608	657	710
Jefferson	125	116	78	X	54	114	178	232	314	359	424	468	533	582	636
San Mateo	163	154	115	38	X	60	124	178	260	305	370	414	480	529	582
San Pedro	219	210	172	94	56	X	64	118	200	245	310	354	419	468	522
Louisiana	282	273	235	157	120	63	X	54	136	182	246	290	356	405	458
Pennsylvania	353	344	305	227	190	134	70	X	82	127	192	236	301	351	404
Wyoming	397	388	349	272	234	178	114	44	X	45	110	154	219	269	322
Moon	485	476	437	360	322	266	202	132	88	X	65	108	174	223	276
Eubank	528	519	481	403	365	309	246	175	131	43	X	44	109	159	212
Morris	598	589	551	473	435	379	316	246	201	114	70	X	66	115	168
Juan Tabo	655	646	608	530	492	436	373	302	258	170	127	57	X	49	102
Bermuda	708	699	660	583	545	489	425	355	311	223	180	110	53	X	53
Tramway	764	756	717	639	602	546	482	412	368	280	236	166	110	57	X

Distance (miles)	Montgomery Blvd Intersections														
	I-25 Overpass	Pan American East	Carlisle	Jefferson	San Mateo	San Pedro	Louisiana	Pennsylvania	Wyoming	Moon	Eubank	Morris	Juan Tabo	Bermuda	Tramway
I-25 Overpass	X	0.1	0.4	1.0	1.4	1.9	2.4	2.9	3.4	3.9	4.4	4.9	5.4	5.9	6.4
Pan American East	0.1	X	0.3	0.9	1.3	1.8	2.3	2.8	3.3	3.8	4.3	4.8	5.3	5.9	6.3
Carlisle	0.4	0.3	X	0.6	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.6	6.0
Jefferson	1.0	0.9	0.6	X	0.4	0.9	1.4	1.9	2.4	2.9	3.4	3.9	4.4	4.9	5.4
San Mateo	1.4	1.3	1.0	0.4	X	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.6	5.0
San Pedro	1.9	1.8	1.5	0.9	0.5	X	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.1	4.5
Louisiana	2.4	2.3	2.0	1.4	1.0	0.5	X	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0
Pennsylvania	2.9	2.8	2.5	1.9	1.5	1.0	0.5	X	0.5	1.0	1.5	2.0	2.5	3.0	3.5
Wyoming	3.4	3.3	3.0	2.4	2.0	1.5	1.0	0.5	X	0.5	1.0	1.5	2.0	2.5	3.0
Moon	3.9	3.8	3.5	2.9	2.5	2.0	1.5	1.0	0.5	X	0.5	1.0	1.5	2.0	2.5
Eubank	4.4	4.3	4.0	3.4	3.0	2.5	2.0	1.5	1.0	0.5	X	0.5	1.0	1.5	2.0
Morris	4.9	4.8	4.5	3.9	3.5	3.0	2.5	2.0	1.5	1.0	0.5	X	0.5	1.0	1.5
Juan Tabo	5.4	5.3	5.0	4.4	4.0	3.5	3.0	2.5	2.0	1.5	1.0	0.5	X	0.5	0.5
Bermuda	5.9	5.9	5.6	4.9	4.6	4.1	3.5	3.0	2.5	2.0	1.5	1.0	0.5	X	0.5
Tramway	6.4	6.3	6.0	5.4	5.0	4.5	4.0	3.5	3.0	2.5	2.0	1.5	1.0	0.5	X

PM Peak Delay (seconds)	Montgomery Blvd Intersections														
	I-25 Overpass	Pan American East	Carlisle	Jefferson	San Mateo	San Pedro	Louisiana	Pennsylvania	Wyoming	Moon	Eubank	Morris	Juan Tabo	Bermuda	Tramway
I-25 Overpass	X	1	6	16	31	43	61	70	107	107	127	126	147	147	159
Pan American East	1	X	4	15	30	42	60	69	106	106	126	125	145	145	158
Carlisle	8	7	X	11	25	38	55	65	102	102	122	120	141	141	153
Jefferson	22	22	14	X	15	27	45	54	91	91	111	110	130	130	143
San Mateo	21	20	13	-2	X	12	30	39	76	76	96	95	116	116	128
San Pedro	29	28	21	7	8	X	18	27	64	64	84	83	104	103	116
Louisiana	47	46	38	24	26	18	X	10	46	46	66	65	86	86	98
Pennsylvania	72	71	64	50	51	43	25	X	37	37	57	55	76	76	88
Wyoming	71	70	63	49	50	42	24	-1	X	0	20	19	39	39	52
Moon	114	113	106	91	93	85	67	42	43	X	20	19	39	39	52
Eubank	112	111	104	90	91	83	66	40	41	-2	X	-1	19	19	32
Morris	137	137	129	115	117	108	91	65	66	24	25	X	21	21	33
Juan Tabo	149	148	141	127	128	120	102	77	78	35	37	12	X	0	12
Bermuda	153	152	144	130	132	124	106	81	82	39	41	15	4	X	12
Tramway	169	168	160	146	148	140	122	97	98	55	56	31	20	16	X

PM Peak Delay (seconds/mile)	Montgomery Blvd Intersections														
	I-25 Overpass	Pan American East	Carlisle	Jefferson	San Mateo	San Pedro	Louisiana	Pennsylvania	Wyoming	Moon	Eubank	Morris	Juan Tabo	Bermuda	Tramway
I-25 Overpass	X	15.8	14.8	16.4	22.5	23.0	25.5	24.4	31.6	27.6	29.0	25.8	27.2	24.7	24.9
Pan American East	10.1	X	14.5	16.4	22.9	23.3	25.8	24.7	32.0	27.9	29.2	25.9	27.4	24.8	25.0
Carlisle	21.8	24.8	X	17.4	25.5	25.0	27.5	25.9	33.8	29.0	30.3	26.7	28.2	25.4	25.5
Jefferson	22.4	23.5	22.8	X	38.6	30.4	32.1	28.7	38.0	31.5	32.7	28.2	29.7	26.4	26.4
San Mateo	15.1	15.4	12.6	-4.1	X	24.2	29.6	26.1	37.9	30.4	32.0	27.0	28.8	25.3	25.5
San Pedro	15.4	15.7	13.8	7.5	16.3	X	34.9	27.1	42.4	32.0	33.5	27.5	29.5	25.5	25.7
Louisiana	19.5	19.9	19.1	17.5	25.6	34.7	X	19.1	46.3	31.0	33.1	26.0	28.6	24.1	24.5
Pennsylvania	24.9	25.4	25.4	26.3	33.9	42.7	50.9	X	73.2	36.8	37.8	27.7	30.5	25.0	25.3
Wyoming	21.0	21.2	20.9	20.4	25.0	27.9	24.4	-1.9	X	0.3	20.0	12.4	19.7	15.4	17.2
Moon	29.3	29.7	30.1	31.6	46.4	53.9	60.4	65.2	132.5	X	39.7	18.5	26.2	19.1	20.6
Eubank	25.6	25.9	25.9	26.5	30.4	33.2	32.8	26.8	41.1	-3.2	X	-2.7	19.5	12.5	15.8
Morris	28.1	28.4	28.6	29.6	33.2	36.0	36.3	32.7	44.2	23.7	50.4	X	41.6	19.7	22.0
Juan Tabo	27.7	27.9	28.1	28.9	32.0	34.2	34.1	30.8	39.0	23.6	36.9	23.4	X	-0.3	27.3
Bermuda	25.7	25.9	26.0	26.4	29.0	30.5	29.9	26.5	32.1	19.0	26.2	14.6	2.3	X	27.3
Tramway	26.4	26.6	26.7	27.1	29.5	31.0	30.5	27.6	32.5	22.0	28.2	20.8	9.8	10.6	X

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	2	3	2	0
Non-fatal accident injury	195	149	196	191	169
Property damage only	373	384	576	472	520
All Crashes	568	535	775	665	689

Top Contributing Factors in Crashes Along Montgomery

1. Driver inattention 31 %
2. Following too close 20 %
3. Failure to yield 17 %
4. Red light running 5 %
5. Improper turn 4 %