

Profile & Statistics

Corridor Profile			
Study Area	5.3 Sq. Miles		
Length & No. of Segments	2.6 Miles - 4 segments		
Functional Class	Minor Arterial: Unser to Coors Urban Collector: Coors to Isleta		
Access Control	None		
Lanes	4 lanes (Unser to Coors) 2 lanes (Coors to Isleta)		
Intelligent Transportation Systems	Designated Corridor: No ITS Deployment: No		
Transit	ABQ Ride : Route 51 (local) between Atrisco and Tapia		
Bicycle Facilities	Route: Old Coors to Isleta		
Summary Data			
Daily Volume	8,500 - 13,000		
Average Speeds (PM East)	29 - 33 mph		
Average Speeds (PM West)	30 - 36 mph		
Total Delay (PM East)	18 seconds (7 sec./mile)		
Total Delay (PM West)	4 seconds (2 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	16,036	20,776	23,144
Employment	2,107	2,578	3,516
Corridor Ranks			
Volume/Capacity Ratio	26 / 30		
Speed Differential	28 / 30		
Crash Rates	23 / 30		
Overall Rank	29 / 30		

Corridor Notes

- Arenal runs east-west through southwest Albuquerque and the South Valley area in unincorporated Bernalillo County.
- The CMP corridor runs between Unser Blvd and Isleta Blvd.
- Overall **congestion** on Arenal is low, however there is minor congestion between Unser and Old Coors. The most noteworthy characteristic of Arenal is volume-based congestion east of Coors Blvd in both directions.
- AM eastbound **volume** along the corridor is relatively high but below capacity. The highest volume segment is east of Coors (13,000 vehicles per day).
- Crash rates** across the corridor are slightly above the regional average. The intersection with Coors is particularly prone to incidents, with a crash rate more than three times the regional average.
- Modest **growth** is expected in the study area in population (11%) and employment (36%). Additional population growth is expected to the south and west of Arenal, and future residents may use Arenal for access to other parts of the metropolitan area.

Transit Characteristics

- Two ABQ Ride route pass along parts of Arenal, however there is no service across the entire corridor.
- Route 51 provides service between the South Valley and west Central Ave, and passes along Arenal between Tapia and Atrisco.
- Route 54, which provides service from southwest Albuquerque and Bernalillo County to Downtown, runs along Arenal between Unser and Old Coors before crossing the Rio Grande on Bridge Blvd.
- Average weekday ridership during April 2011 for Routes 51 and 54 were around 200 and 700 respectively.

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF UNSER - WEST OF COORS	0.84	40	10,116
2.1	EAST OF COORS - WEST OF ATRISCO	0.44	30	12,762
2.2	EAST OF ATRISCO - WEST OF TAPIA	0.65	30	10,295
2.3	EAST OF TAPIA - WEST OF ISLETA/GOFF	0.63	30	8,477

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	3	4	1	No	5	4	1	No	Med. Cut / Med. Turn Bay
2.1	13	3	0	No	14	3	1	No	No
2.2	4	2	0	No	0	1	0	No	No
2.3	2	1	1	No	14	2	0	No	Continuous
Total	22	10	2		33	10	2		

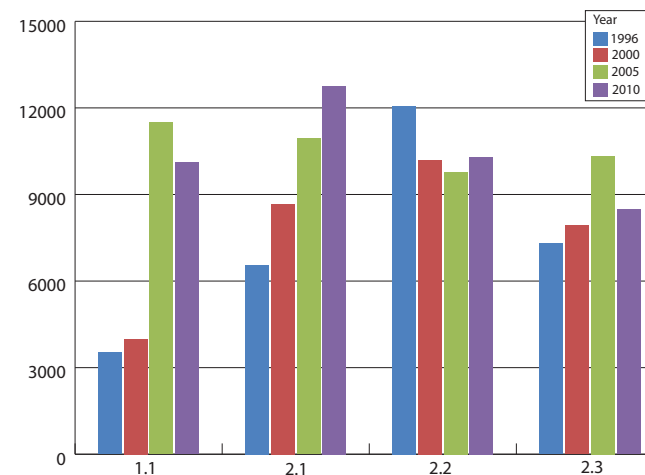
Access Notes

- Arenal Blvd has **no access control**.
- There are center-turn facilities between Unser and Coors and east of Tapia.
- There are 4 **signalized intersections** along the CMP corridor; an average of one signal **every 0.43 miles**.

ID Location



Average Weekday Daily Traffic



Volume Notes

- The heaviest volumes along Arenal Blvd occur between Coors Blvd and Atrisco Dr (28,000-29,000 AWDT in 2010).
- Overall average volumes increased by 31% between 2000 and 2008. During that same period, the population in the study area increased by 30%.
- The highest volume increase (153%) from 2000 to 2010 occurred between Unser and Coors.

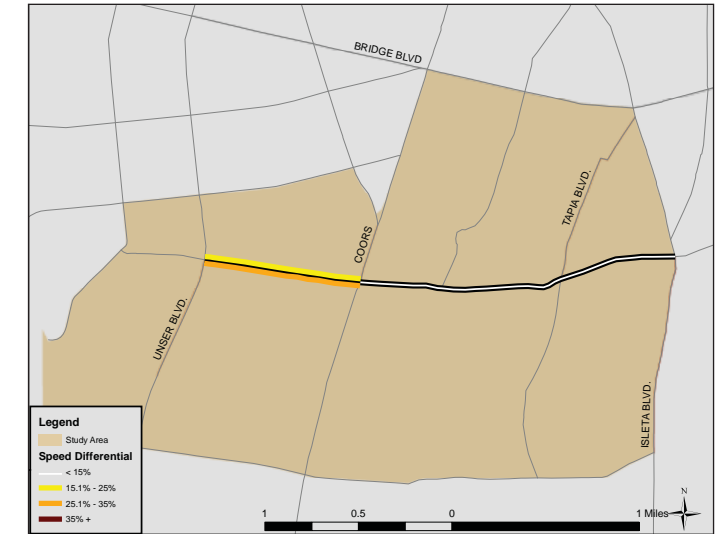
Speed Differential (Observed Speed vs. Posted Speed)

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 UNSER - WEST OF COORS	40	35.5	26.4	30.3	29.7	11.4%	34.0%	24.2%	25.8%
2.1	EAST OF COORS - WEST OF ATRISCO	30	29.6	31.3	33.2	32.4	1.2%	-4.4%	-10.6%	-8.0%
2.2	EAST OF ATRISCO - WEST OF TAPIA	30	32.2	24.4	36.0	29.2	-7.2%	18.7%	-20.1%	2.8%
2.3	EAST OF TAPIA - WEST OF ISLETA/GOFF	30	31.5	42.9	30.8	32.7	-4.9%	-43.0%	-2.7%	-9.1%

AM Speed Differential



PM Speed Differential



Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF UNSER - WEST OF COORS	0.19	0.39	0.46	0.35
2.1	EAST OF COORS - WEST OF ATRISCO	0.97	0.89	0.75	0.87
2.2	EAST OF ATRISCO - WEST OF TAPIA	0.46	0.74	0.78	0.49
2.3	EAST OF TAPIA - WEST OF ISLETA/GOFF	0.39	0.77	0.75	0.47

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Unser	Coors	Atrisco	Tapia	Isleta/Goff
Unser	X	102	150	231	300
Coors	100	X	48	129	198
Atrisco	158	58	X	80	149
Tapia	223	123	65	X	69
Isleta/Goff	296	196	138	73	X

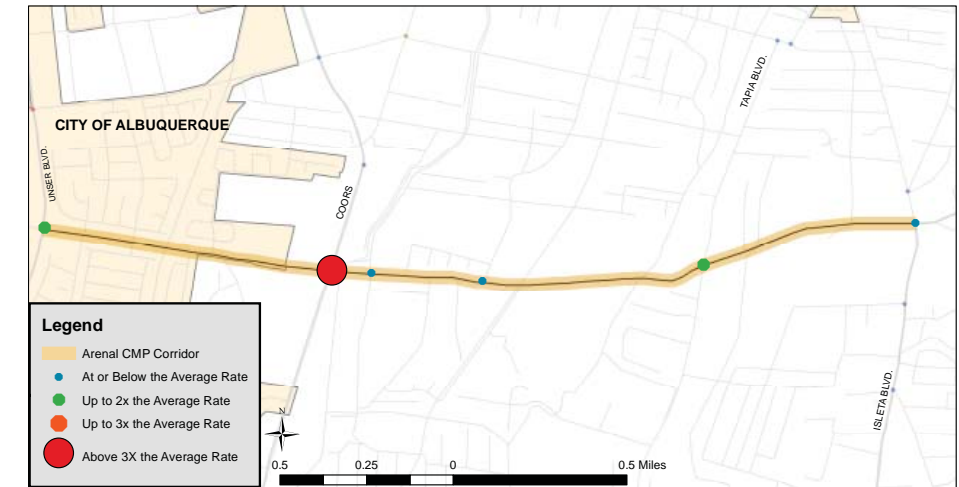
PM Peak Delay (seconds)	Unser	Coors	Atrisco	Tapia	Isleta/Goff
Unser	x	26	-8	-4	18
Coors	24	x	-4	-2	-8
Atrisco	30	6	x	0	-4
Tapia	17	-7	-13	x	-6
Isleta/Goff	15	-9	-15	-2	x

Distance (miles)	Unser	Coors	Atrisco	Tapia	Isleta/Goff
Unser	X	0.8	1.3	1.9	2.6
Coors	0.8	X	0.4	1.1	1.7
Atrisco	1.3	0.4	X	0.7	1.3
Tapia	1.9	1.1	0.7	X	0.6
Isleta/Goff	2.6	1.7	1.3	0.6	X

PM Peak Delay (seconds/mile)	Unser	Coors	Atrisco	Tapia	Isleta/Goff
Unser	x	10.3	-6.2	-2.1	7.2
Coors	28.7	x	-8.9	-1.5	-4.6
Atrisco	23.3	12.8	x	0.0	-3.2
Tapia	8.6	-6.9	-20.0	x	-10.0
Isleta/Goff	5.7	-5.5	-11.8	-3.2	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	0	1	0	0
Non-fatal accident injury	26	19	18	13	20
Property damage only	59	72	53	57	58
All Crashes	85	91	72	70	78

Top Contributing Factors in Crashes Along Arenal

1. Driver inattention 23 %
2. Failure to yield 20 %
3. Following too close 20 %
4. Improper turn 6 %
5. Excessive speed 5 %