

2012 CMP Strategies Matrix		Active Roadway Management					Travel Demand Management/Alternative Travel Modes									Physical Roadway Capacity							
		Expanded traffic signal timing and coordination - ITS	Traffic signal equipment modernization - ITS	Traveler information devices - ITS	Communications networks and roadway surveillance - ITS	Access management	Fixed guideways and dedicated transit lanes	Transit service expansion	Transit vehicle information	Transit intersection queue-jump lanes and signal priority	Electronic fare collection	Park & Ride facilities	Off-street multi-use trails	On-street bicycle treatments	Parking management	Intersection turn lanes	Deceleration lanes	Freight Improvement Strategies	Grade-separated railroad crossings	New grade-separated intersections	New travel lanes (general purpose)	New roadways	
	Non-CMP Corridor (NC)																						R
	Interstate 25																						I25
	Interstate 40																						I40
1	Alameda Blvd.																						1
2	Montano Rd.																						2
3	Paseo del Norte Blvd.																						3
4	Bridge/Cesar Chavez Blvd.																						4
5	US 550																						5
6	Paradise Blvd.																						6
7	NM 47																						7
8	Coors Blvd.																						8
9	Jefferson St.																						9
10	Montgomery Blvd.																						10
11	Eubank Blvd.																						11
12	Isleta Blvd.																						12
13	Unser Blvd.																						13
14	Dennis Chavez/Rio Bravo																						14
15	Tramway Blvd.																						15
16	Wyoming Blvd.																						16
17	Irving Blvd.																						17
18	Osuna/San Mateo Blvd.																						18
19	Gibson Blvd.																						19
20	Central Ave.																						20
21	NM 528																						21
22	Fourth St.																						22
23	Second St.																						23
24	NM 6																						24
25	Broadway Blvd.																						25
26	Lomas Blvd.																						26
27	Menaul Blvd.																						27
28	Southern Blvd.																						28
29	Arenal Blvd.																						29
30	NM 14																						30

High Priority Regional Strategies

- Electronic fare collection
- Telework and flexible schedules
- Ridesharing travel services
- Alternative travel mode events and assistance
- Traffic management center
- Incident management plans
- Incident response and Courtesy Patrol

Medium Priority Regional Strategies

- Roadway signage improvements (wayfinding)

Location-Specific Strategies*

- Ramp Meters
- New (or converted) HOV/HOT/Truck Lanes
- Roundabout intersections

* These strategies are only appropriate in a few locations. Consult the CMP Toolkit for appropriate locations and priority levels.

^ See CMP Toolkit for additional corridors for which the strategy is a high priority.

- High Priority
- Medium Priority
- Low Priority
- Not Appropriate