

### Corridor Notes

- Gibson is an east-west principal arterial that provides access to the Sunport International Airport and Kirtland AFB.
- The CMP corridor runs from Broadway to Louisiana.
- The most **congested** section of the corridor is between University and Carlisle.
- The highest **volumes** (over 30,000) are between Girard and San Mateo.
- Although Gibson is a limited access facility, the corridor is marked by speeds well below posted limits. The highest speeds along Gibson are found between I-25 and University.
- Overall **crash rates** are below the regional average. Intersections at Yale and University have rates more than twice the regional average.
- The study area is projected to experience minimal **growth** in population (8%) and employment (11%).

### Profile & Statistics

Corridor Profile			
Study Area	55.8 Sq. Miles		
Length & No. of Segments	4.2 Miles - 11 segments		
Functional Class	Principal Arterial		
Access Control	Limited Access: University to Louisiana		
Lanes	6 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV, VDS		
Transit	ABQ Ride : 16-18 (local), 196 (commuter) Numerous routes provide service to KAFB		
Bicycle Facilities	Lanes: I-25 to San Mateo Parallel trail from University to San Mateo		
Summary Data			
Daily Volume	15,000 - 33,500		
Average Speeds (PM East)	19 - 49 mph		
Average Speeds (PM West)	19 - 46 mph		
Total Delay (PM East)	111 seconds (26 sec./mile)		
Total Delay (PM West)	201 seconds (48 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	33,130	32,258	34,863
Employment	39,744	43,103	47,745
Corridor Ranks			
Volume/Capacity Ratio	21 / 30		
Speed Differential	2 / 30		
Crash Rates	26 / 30		
Overall Rank	19 / 30		

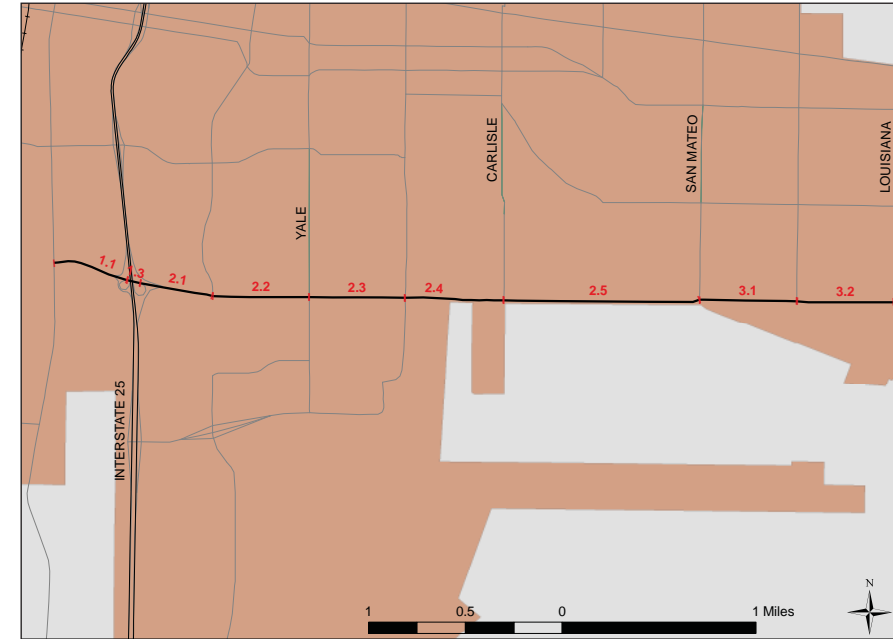
### Transit Characteristics

- ABQ Ride operates one local service (Route 1618) and one commuter service (Route 96) along Gibson. Additional north-south routes intersect Gibson and provide service to the Sunport, the VA hospital at San Mateo, and Kirtland AFB.
- Route 1618, the Broadway/University/Gibson "BUG" bus runs along Gibson between University and Yale and between Carlisle and Louisiana. The route connects the South Broadway area of Bernalillo County, Downtown, the UNM/CNM area, and southeast Albuquerque. Route 1618 averaged over 900 daily users in April 2011, and as many as 20% originated along the Gibson corridor. Route 96 provides peak period commuter service between Rio Rancho and northwest Albuquerque and Kirtland AFB.

### ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF BROADWAY - WEST OF I-25 S. RAMPS	0.33	35	15,257
1.2	I-25 ON RAMP 1	0.07	35	no data
1.3	EAST OF I-25 RAMP 1 - WEST OF I-25 RAMP 2	0.07	35	28,644
1.4	I-25 ON RAMP 2	0.11	35	no data
2.1	EAST OF I-25 N. RAMPS - WEST OF UNIVERSITY	0.27	45	20,632
2.2	EAST OF UNIVERSITY - WEST OF YALE	0.50	45	26,860
2.3	EAST OF YALE - WEST OF GIRARD	0.50	45	27,818
2.4	EAST OF GIRARD - WEST OF CARLISLE	0.51	45	33,460
2.5	EAST OF CARLISLE - WEST OF SAN MATEO	1.01	40	31,242
3.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	0.50	40	25,234
3.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	0.50	40	16,195

### ID Location



### Access Characteristics

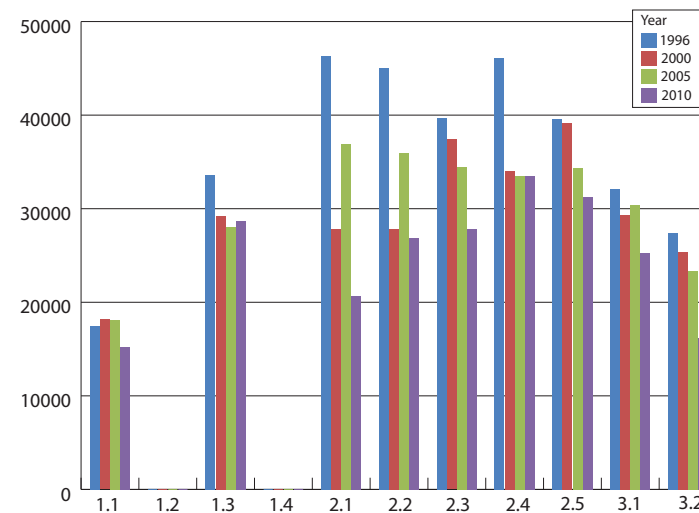
ID	East-Bound				West-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	6	2	1	No	13	1	2	No	Median Turn Bay
1.2*	0	0	0	No	0	0	0	No	No
1.3	0	0	0	No	0	0	0	No	No
1.4*	0	1	0	No	0	0	0	No	No
2.1	4	1	1	No	2	0	0	No	Median Turn Bay
2.2	1	1	1	No	0	4	1	No	Median Turn Bay
2.3	0	1	1	No	0	1	1	No	No
2.4	2	2	1	No	6	2	1	No	Median Turn Bay
2.5	0	1	0	No	19	5	1	No	Median Turn Bay
3.1	7	1	0	No	16	6	0	No	Median Turn Bay
3.2	18	2	0	No	16	7	0	No	MTB / Median Cut
<b>Total</b>	<b>38</b>	<b>12</b>	<b>5</b>		<b>72</b>	<b>26</b>	<b>6</b>		

\*Indicates access-controlled segment

### Access Notes

- Gibson Blvd is an **access-controlled facility** between University and Louisiana Blvd.
- There are median turn bays across most of the corridor.
- There are 12 **signalized intersections** along the CMP corridor; an average of one signal **every 0.36 miles**

### Average Weekday Daily Traffic



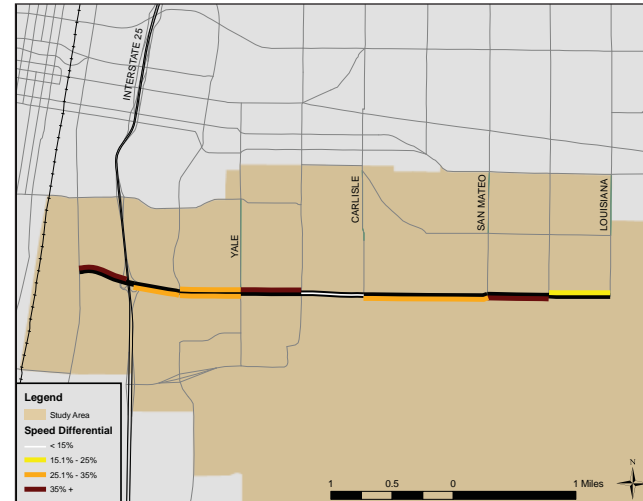
### Volume Notes

- The heaviest volumes along Gibson Blvd occur between Girard Blvd and San Mateo Blvd (31,000-33,500 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%.
- All segments along Gibson experienced volume decreases between 2000 and 2010. The greatest decrease (36%) between 2000 and 2010 occurred between San Pedro Dr and Louisiana Blvd.

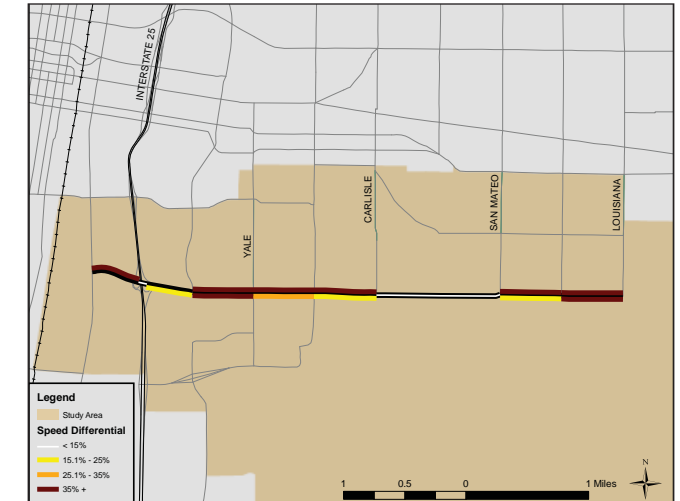
## Speed Differential (Observed Speed vs. Posted Speed)

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 BROADWAY - WEST OF I-25 S. RAMPS	35	21.5	34.4	20.5	37.2	38.5%	1.6%	41.3%	-6.3%
1.2	I-25 ON RAMP 1	35	45.5	39.9	45.0	45.0	-30.0%	-13.9%	-28.6%	-28.6%
1.3	EAST OF I-25 RAMP 1 - WEST OF I-25 RAMP 2	35	48.0	41.0	46.4	49.4	-37.2%	-17.1%	-32.7%	-41.2%
1.4	I-25 ON RAMP 2	35	45.1	40.8	42.3	45.9	-28.9%	-16.5%	-20.9%	-31.2%
2.1	EAST OF I-25 N. RAMPS - WEST OF UNIVERSITY	45	40.7	32.5	39.9	35.6	9.5%	27.9%	11.4%	20.8%
2.2	EAST OF UNIVERSITY - WEST OF YALE	45	30.8	32.6	23.3	28.7	31.5%	27.6%	48.2%	36.3%
2.3	EAST OF YALE - WEST OF GIRARD	45	29.2	42.3	24.5	31.4	35.1%	6.1%	45.6%	30.3%
2.4	EAST OF GIRARD - WEST OF CARLISLE	45	39.3	39.1	28.5	36.9	12.6%	13.1%	36.7%	17.9%
2.5	EAST OF CARLISLE - WEST OF SAN MATEO	40	39.3	28.9	36.4	37.5	1.8%	27.7%	9.1%	6.3%
3.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	40	34.7	23.5	25.6	33.4	13.4%	41.3%	35.9%	16.5%
3.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	40	31.3	n/d	18.7	19.0	21.7%	n/d	53.2%	52.4%

## AM Speed Differential



## PM Speed Differential



## Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF BROADWAY - WEST OF I-25 S. RAMPS	0.22	0.30	0.39	0.26
1.2	I-25 ON RAMP 1	0.23	0.68	0.50	0.44
1.3	EAST OF I-25 RAMP 1 - WEST OF I-25 RAMP 2	0.23	1.07	0.60	0.62
1.4	I-25 ON RAMP 2	0.29	0.91	0.60	0.60
2.1	EAST OF I-25 N. RAMPS - WEST OF UNIVERSITY	0.34	0.75	0.59	0.59
2.2	EAST OF UNIVERSITY - WEST OF YALE	0.31	0.82	0.75	0.45
2.3	EAST OF YALE - WEST OF GIRARD	0.40	0.68	0.80	0.51
2.4	EAST OF GIRARD - WEST OF CARLISLE	0.42	0.86	1.02	0.57
2.5	EAST OF CARLISLE - WEST OF SAN MATEO	0.40	0.74	0.98	0.48
3.1	EAST OF SAN MATEO - WEST OF SAN PEDRO	0.47	0.52	0.67	0.52
3.2	EAST OF SAN PEDRO - WEST OF LOUISIANA	0.33	0.27	0.41	0.28

## AM Volume/Capacity Ratio



## PM Volume/Capacity Ratio



## Travel Time & Delay

PM Peak Travel Time (seconds)	Broadway	I-25 West Ramps	I-25 East Ramps	University	Yale	Girard	Carlisle	San Mateo	San Pedro	Louisiana
Broadway	X	37	42	79	141	198	248	345	399	494
I-25 West Ramps	63	X	5	42	104	161	211	308	362	457
I-25 East Ramps	68	5	X	37	99	156	206	303	357	452
University	103	40	34	X	63	119	169	266	320	415
Yale	180	117	111	77	X	57	107	204	258	353
Girard	252	190	184	150	73	X	50	147	201	296
Carlisle	317	254	249	214	137	65	X	97	151	246
San Mateo	417	354	349	314	237	165	100	X	54	149
San Pedro	488	425	419	385	308	235	171	71	X	95
Louisiana	584	521	516	481	404	332	267	167	96	X

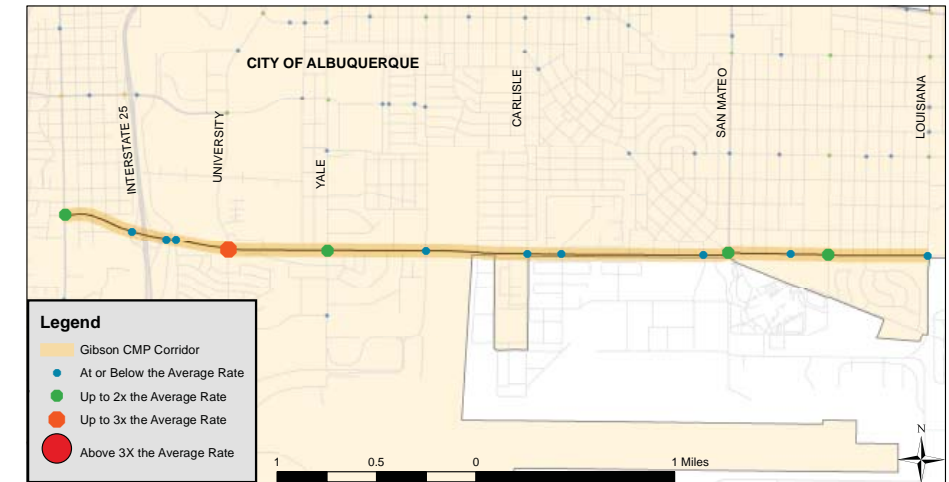
PM Peak Delay (seconds)	Broadway	I-25 West Ramps	I-25 East Ramps	University	Yale	Girard	Carlisle	San Mateo	San Pedro	Louisiana
Broadway	X	-4	-6	-3	20	37	46	52	61	111
I-25 West Ramps	22	X	-2	1	24	41	50	56	65	114
I-25 East Ramps	20	-2	X	3	26	43	52	58	67	117
University	21	-1	1	X	23	40	49	55	64	114
Yale	58	36	38	37	X	17	26	32	41	91
Girard	91	69	71	70	33	X	9	15	24	74
Carlisle	115	93	95	94	57	24	X	6	15	65
San Mateo	124	102	104	103	66	33	9	X	9	59
San Pedro	149	127	129	128	91	58	34	25	X	50
Louisiana	201	179	181	180	143	109	86	77	51	X

Distance (miles)	Broadway	I-25 West Ramps	I-25 East Ramps	University	Yale	Girard	Carlisle	San Mateo	San Pedro	Louisiana
Broadway	X	0.4	0.5	0.9	1.4	1.8	2.4	3.4	3.9	4.4
I-25 West Ramps	0.4	X	0.1	0.5	1.0	1.5	2.0	3.0	3.5	4.0
I-25 East Ramps	0.5	0.1	X	0.4	0.9	1.4	1.9	2.9	3.4	3.9
University	0.9	0.5	0.4	X	0.5	1.0	1.5	2.5	3.0	3.5
Yale	1.4	1.0	0.9	0.5	X	0.5	1.0	2.0	2.5	3.0
Girard	1.8	1.5	1.4	1.0	0.5	X	0.5	1.5	2.0	2.5
Carlisle	2.4	2.0	1.9	1.5	1.0	0.5	X	1.0	1.5	2.0
San Mateo	3.4	3.0	2.9	2.5	2.0	1.5	1.0	X	0.5	1.0
San Pedro	3.9	3.5	3.4	3.0	2.5	2.0	1.5	0.5	X	0.5
Louisiana	4.4	4.0	3.9	3.5	3.0	2.5	2.0	1.0	0.5	X

PM Peak Delay (seconds/mile)	Broadway	I-25 West Ramps	I-25 East Ramps	University	Yale	Girard	Carlisle	San Mateo	San Pedro	Louisiana
Broadway	X	-9.1	-12.2	-3.2	14.7	20.1	19.5	15.5	15.8	25.3
I-25 West Ramps	55.3	X	-30.0	1.9	24.6	28.1	25.3	18.8	18.6	28.8
I-25 East Ramps	43.2	-25.3	X	7.6	28.9	31.0	27.4	20.0	19.6	29.8
University	24.5	-2.1	2.1	X	45.6	40.2	32.5	21.9	21.2	32.3
Yale	42.9	37.8	42.8	74.6	X	34.8	26.0	16.0	16.4	30.1
Girard	49.4	47.8	51.5	70.8	67.0	X	17.5	9.9	11.9	29.2
Carlisle	48.7	47.4	50.1	62.5	56.6	46.5	X	6.1	10.0	32.1
San Mateo	36.8	34.3	35.8	41.0	32.7	21.6	9.0	X	17.8	58.4
San Pedro	38.6	36.7	37.9	42.6	36.2	28.7	22.7	50.4	X	99.2
Louisiana	45.9	44.9	46.2	51.1	47.2	43.3	42.5	76.3	102.4	X

## Safety

### Intersections with Reported Crashes 2005-2009



### All Crashes along the Corridor

Crash Type	2005	2006	2007	2008	2009
Fatal accident	3	1	1	1	1
Non-fatal accident injury	83	77	67	52	58
Property damage only	144	164	183	164	139
All Crashes	230	242	251	217	198

### Top Contributing Factors in Crashes Along Gibson

1. Driver inattention 28 %
2. Following too close 17 %
3. Failure to yield 16 %
4. Red light running 6 %
5. Improper turn 5 %