

Corridor Notes

- Isleta Blvd is a north-south principal arterial that passes through the South Valley area of unincorporated Bernalillo County.
- The Isleta CMP corridor runs from Rio Bravo to Bridge.
- Predominant movement along Isleta is north-bound in the AM and southbound in the PM.
- The most **congested** portion of Isleta is from Rio Bravo to Arenal where speeds are consistently below posted limits; the segment north of Barcelona is noteworthy for high V/C scores.
- The highest **volume** segment is north of Rio Bravo with 22,000 daily vehicles, while the rest of the corridor has 15,000-20,000 daily vehicles.
- Overall **crash rates** along Isleta are slightly below the regional average. Intersections at Rio Bravo and Bridge have crash rates more than twice the regional average.
- Only nominal **growth** is projected in the study area.

Transit Characteristics

- ABQ Ride's Route 53 provides local service long the extent of the Isleta CMP corridor and connects the South Valley with Downtown Albuquerque. In April 2011 the route averaged around 750 riders per weekday. Route 51 runs along Isleta between Rio Bravo and Blake and connects the South Valley area with west Central Ave and southwest Albuquerque.

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 RIO BRAVO - SOUTH OF BARCELONA	0.27	40	22,423
1.2	NORTH OF BARCELONA - SOUTH OF BLAKE RD	0.53	40	15,000
1.3	NORTH OF BLAKE RD - SOUTH OF MCEWEN	0.55	40	15,918
1.4	NORTH OF MCEWEN - SOUTH OF ARENAL	0.50	40	19,656
1.5	N.E. OF ARENAL - S.W. OF ARMIJO ROAD	0.54	35	16,266
1.6	NORTH OF ARMIJO ROAD - SOUTH OF HARDY	0.44	35	15,917
1.7	NORTH OF HARDY - SOUTH OF BRIDGE	0.48	33	14,816

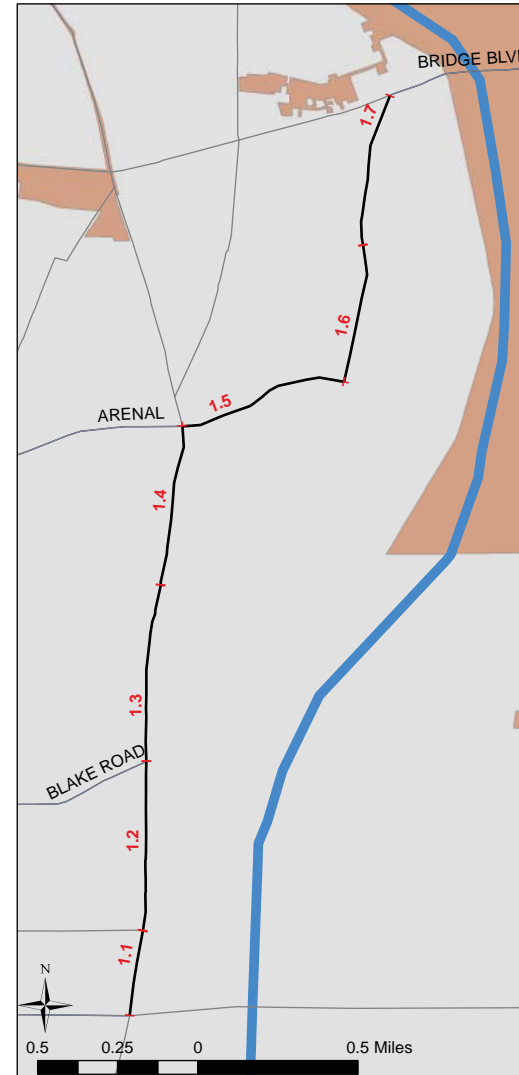
Access Characteristics

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	7	2	0	No	5	3	1	No	Continuous
1.2	12	3	0	No	14	5	0	No	Continuous
1.3	13	3	0	No	11	5	0	No	Continuous
1.4	11	4	1	No	11	3	3	No	Continuous
1.5	5	4	1	No	18	4	0	No	Continuous
1.6	7	0	0	No	14	3	0	No	Continuous
1.7	9	1	2	No	9	5	2	No	Continuous
Total	64	17	4		82	28	6		

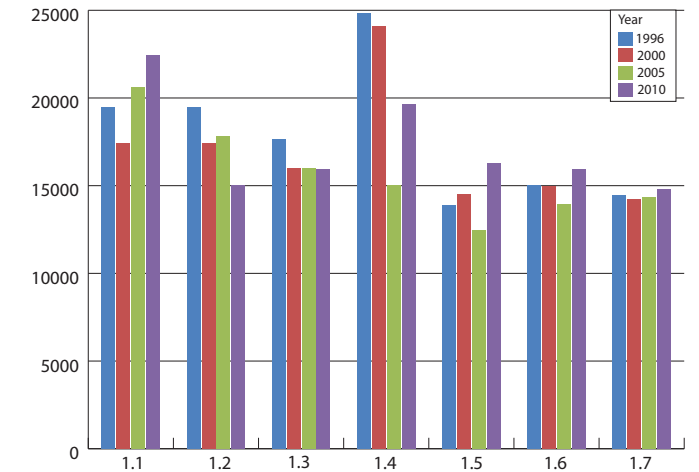
Access Notes

- The Isleta Blvd CMP corridor has **no access control**.
- There are continuous center-turn lanes along the extent of the CMP corridor.
- There are 7 **signalized intersections** along the CMP corridor; an average of one signal **every 0.47 miles**.

ID Location



Average Weekday Daily Traffic



Volume Notes

- The heaviest volumes along Isleta Blvd occur between Rio Bravo Blvd and Barcelona Rd (46,500 AWDT in 2010).
- Overall average volumes increased by 5% between 2000 and 2008. During that same period, the population in the study area increased by 3%.
- The highest volume increase (29%) from 2000 to 2010 also occurred between Rio Bravo and Barcelona Rd.

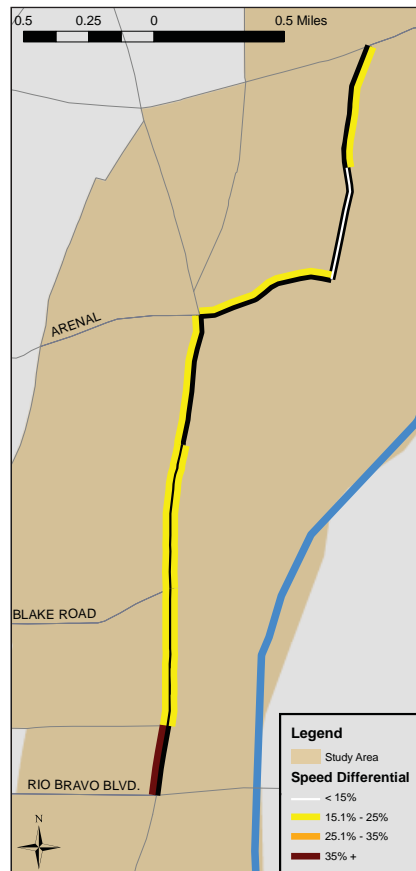
Speed Differential (Observed Speed vs. Posted Speed)

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 RIO BRAVO - SOUTH OF BARCELONA	40	19.2	35.0	23.0	28.8	51.9%	12.4%	42.5%	28.0%
1.2	NORTH OF BARCELONA - SOUTH OF BLAKE RD	40	30.6	31.4	31.4	26.4	23.5%	21.4%	21.5%	33.9%
1.3	NORTH OF BLAKE RD - SOUTH OF MCEWEN	40	31.8	33.8	29.4	28.4	20.6%	15.4%	26.5%	28.9%
1.4	NORTH OF MCEWEN - SOUTH OF ARENAL	40	31.9	36.0	27.4	32.4	20.3%	10.0%	31.5%	19.1%
1.5	N.E. OF ARENAL - S.W. OF ARMIJO ROAD	35	27.6	31.9	25.7	30.5	21.2%	9.0%	26.6%	12.9%
1.6	NORTH OF ARMIJO ROAD - SOUTH OF HARDY	35	39.7	37.3	37.3	35.7	-13.5%	-6.4%	-6.4%	-2.1%
1.7	NORTH OF HARDY - SOUTH OF BRIDGE	30/35	33.0	25.7	33.8	33.6	0.9%	22.8%	-1.4%	-0.8%

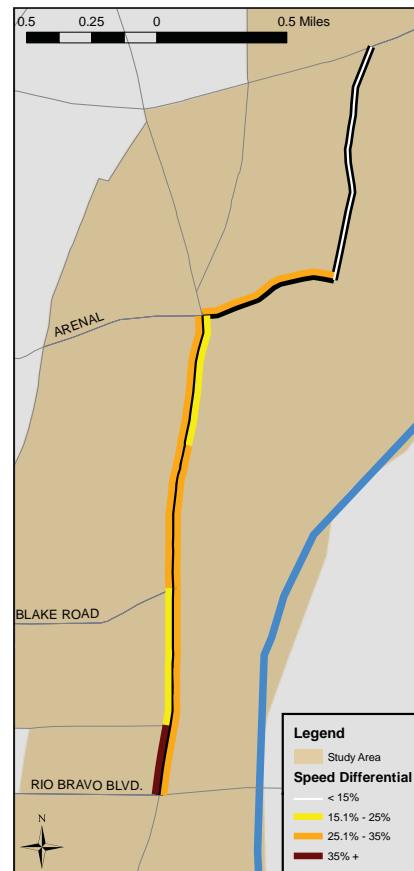
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF RIO BRAVO - SOUTH OF BARCELONA	0.57	0.33	0.78	0.54
1.2	NORTH OF BARCELONA - SOUTH OF BLAKE RD	0.58	0.89	0.91	1.15
1.3	NORTH OF BLAKE RD - SOUTH OF MCEWEN	0.60	0.57	0.83	0.81
1.4	NORTH OF MCEWEN - SOUTH OF ARENAL	0.65	0.86	1.05	0.81
1.5	N.E. OF ARENAL - S.W. OF ARMIJO ROAD	0.45	0.70	0.74	0.43
1.6	NORTH OF ARMIJO ROAD - SOUTH OF HARDY	0.70	1.14	1.44	0.62
1.7	NORTH OF HARDY - SOUTH OF BRIDGE	0.35	0.99	0.98	0.62

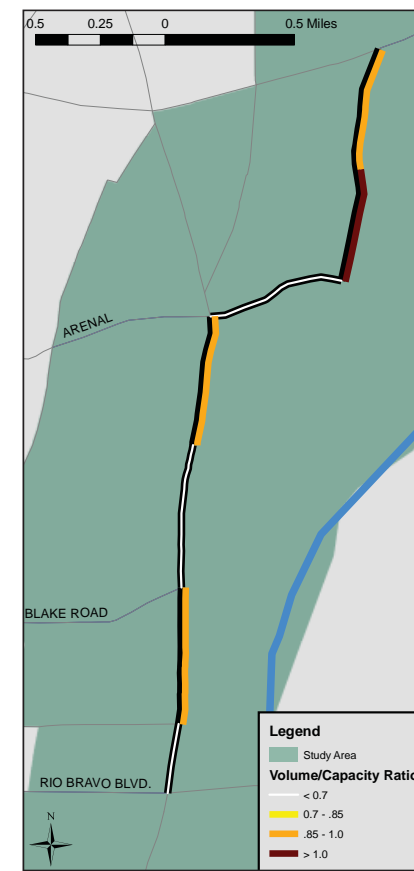
AM Speed Differential



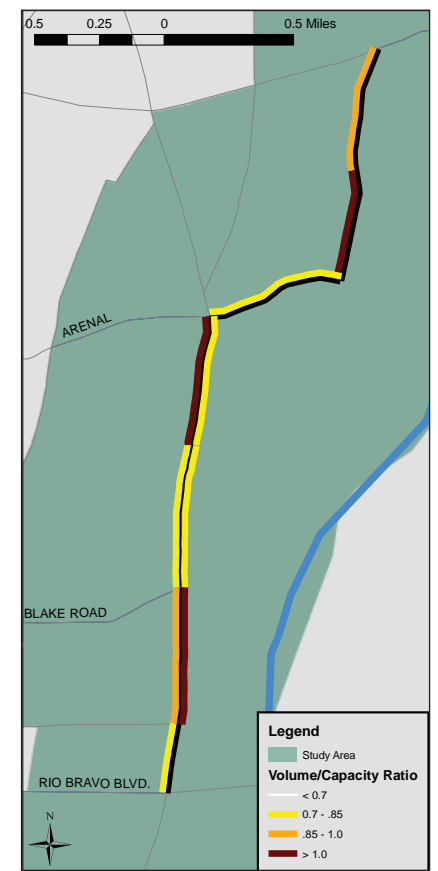
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Rio Bravo	Barcelona	Blake Road	McEwen	Arenal	Armijo Road	Hardy	Bridge Blvd
Rio Bravo	X	34	106	176	232	295	339	391
Barcelona	42	X	72	142	198	262	306	357
Blake Road	103	60	X	70	126	190	234	285
McEwen	170	128	68	X	56	120	164	215
Arenal	237	194	134	66	X	64	108	159
Armijo Road	312	270	210	142	76	X	44	95
Hardy	354	312	252	184	118	42	X	52
Bridge Blvd	406	364	303	235	169	93	51	X

Distance (miles)	Rio Bravo	Barcelona	Blake Road	McEwen	Arenal	Armijo Road	Hardy	Bridge Blvd
Rio Bravo	X	0.3	0.8	1.4	1.9	2.4	2.8	3.3
Barcelona	0.3	X	0.5	1.1	1.6	2.1	2.6	3.0
Blake Road	0.8	0.5	X	0.6	1.1	1.6	2.0	2.5
McEwen	1.4	1.1	0.6	X	0.5	1.0	1.5	2.0
Arenal	1.9	1.6	1.1	0.5	X	0.5	1.0	1.5
Armijo Road	2.4	2.1	1.6	1.0	0.5	X	0.4	0.9
Hardy	2.8	2.6	2.0	1.5	1.0	0.4	X	0.5
Bridge Blvd	3.3	3.0	2.5	2.0	1.5	0.9	0.5	X

PM Peak Delay (seconds)	Rio Bravo	Barcelona	Blake Road	McEwen	Arenal	Armijo Road	Hardy	Bridge Blvd
Rio Bravo	x	9	34	54	65	73	72	72
Barcelona	18	x	24	45	55	64	63	62
Blake Road	31	13	x	20	31	39	38	38
McEwen	49	31	18	x	11	19	18	18
Arenal	70	52	39	21	x	8	7	7
Armijo Road	90	72	59	41	20	x	-1	-1
Hardy	87	69	56	38	17	-3	x	0
Bridge Blvd	86	69	56	38	17	-3	-1	x

PM Peak Delay (seconds/mile)	Rio Bravo	Barcelona	Blake Road	McEwen	Arenal	Armijo Road	Hardy	Bridge Blvd
Rio Bravo	x	35.1	42.4	40.0	34.9	30.5	25.5	21.6
Barcelona	66.4	x	46.1	41.3	34.9	29.9	24.5	20.4
Blake Road	38.7	24.6	x	36.6	29.3	24.5	18.8	15.1
McEwen	36.2	28.6	32.4	x	21.3	18.2	12.2	9.0
Arenal	37.6	32.7	36.7	41.5	x	15.3	7.5	4.7
Armijo Road	37.5	33.9	36.9	39.3	37.3	x	-2.1	-1.5
Hardy	30.8	27.0	27.7	25.9	17.9	-6.2	x	-0.9
Bridge Blvd	26.1	22.5	22.1	19.2	11.5	-3.7	-1.4	x

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	0	0	0	0
Non-fatal accident injury	38	22	21	26	31
Property damage only	119	81	103	93	103
All Crashes	157	103	124	119	134

Top Contributing Factors in Crashes Along Isleta

1. Following too close 28 %
2. Driver inattention 23 %
3. Failure to yield 14 %
4. Red light running 5 %
5. Excessive speed 5 %