

- ### Corridor Notes
- Jefferson St is a north-south principal arterial that serves the Journal Center and major employment destinations along the northern I-25 corridor.
  - The Jefferson CMP corridor runs from Montgomery to Alameda.
  - Although overall **congestion** is not severe, there are slow speeds across most of the CMP corridor. The most severe congestion is south of Paseo del Norte and between McLeod and Singer, where delay and slow speeds are common.
  - The highest **volumes** are found south of Paseo del Norte (22,000-24,000 daily vehicles) and between San Antonio and San Francisco (26,000).
  - **Crash rates** along Jefferson are 50% above the regional average. The intersections at Pan American East and Paseo del Norte are particularly prone to incidents, with crash rates three times and four-and-a-half times the regional average respectively.
  - The study area includes the Journal Center and around 35,000 jobs. Employment **growth** in the study area is projected at 13% by 2035, while population totals actually fall due to land being converted from residential to employment use.

- ### Transit Characteristics
- Despite the large number of employment sites in the study area, transit usage is relatively modest. ABQ Ride operates several routes along the corridor, while other routes intersect Jefferson, including Route 141 which originates/terminates around Osuna.
  - Route 140 provides local service north-south along San Mateo and the Jefferson St. CMP corridor. Route 251 provides connections between Rio Rancho, the Rail Runner station at El Pueblo, and the Journal Center. Commuter Route 551 follows the same route (without a stop at the El Pueblo Rail Runner station).
  - Nearby Los Ranchos/El Pueblo Rail Runner Station is the second-most used Rail Runner station with 566 boardings per weekday in April 2011.

## Profile & Statistics

Corridor Profile			
Study Area	4.7 Sq. Miles		
Length & No. of Segments	4.1 Miles - 11 segments		
Functional Class	Minor Arterial		
Access Control	None		
Lanes	4 lanes		
Intelligent Transportation Systems	Designated corridor: No ITS deployment: No		
Transit	ABQ Ride : Route 140 (local); 551 (commuter) Route 251 (Rail Runner connection)		
Bicycle Facilities	Lanes: Singer to Masthead Route: Montgomery to Singer; Paseo Route: Paseo del Norte to Alameda		
Summary Data			
Daily Volume	11,000 - 26,000		
Average Speeds (PM North)	13 - 40 mph		
Average Speeds (PM South)	18 - 45 mph		
Total Delay (PM North)	109 seconds (27 sec./mile)		
Total Delay (PM South)	71 seconds (17 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	5,336	5,572	4,581
Employment	35,050	34,933	39,438
Corridor Ranks			
Volume/Capacity Ratio	18 / 30		
Speed Differential	6 / 30		
Crash Rates	4 / 30		
Overall Rank	9 / 30		

### ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF MONTGOMERY - SOUTH OF MCLEOD	0.45	35	15,079
1.2	NORTH OF MCLEOD - S.E. OF PAN AM. EAST	0.26	35	20,192
1.3	N.W. OF PAN AM. EAST - S.E. OF PAN AM. WEST	0.12	35	13,265
1.4	NORTH OF PAN AM WEST - SOUTH OF SINGER	0.17	35	24,751
1.5	NORTH OF SINGER - SOUTH OF BALLOON PARK RD	0.21	35	15,969
1.6	NORTH OF BALLOON PARK RD - SOUTH OF OSUNA	0.67	35	14,242
2.1	NORTH OF OSUNA - SOUTH OF SAN ANTONIO	0.33	35	15,501
2.2	NORTH OF SAN ANTONIO - SOUTH OF SAN FRANCISCO	0.56	35	26,329
2.3	NORTH OF SAN FRANCISCO - SOUTH OF EL PUEBLO	0.52	35	22,143
2.4	NORTH OF EL PUEBLO - SOUTH OF PASEO DEL NORTE	0.08	35	24,644
3.1	NORTH OF PASEO DEL NORTE - SOUTH OF ALAMEDA BLVD	0.71	40	10,606

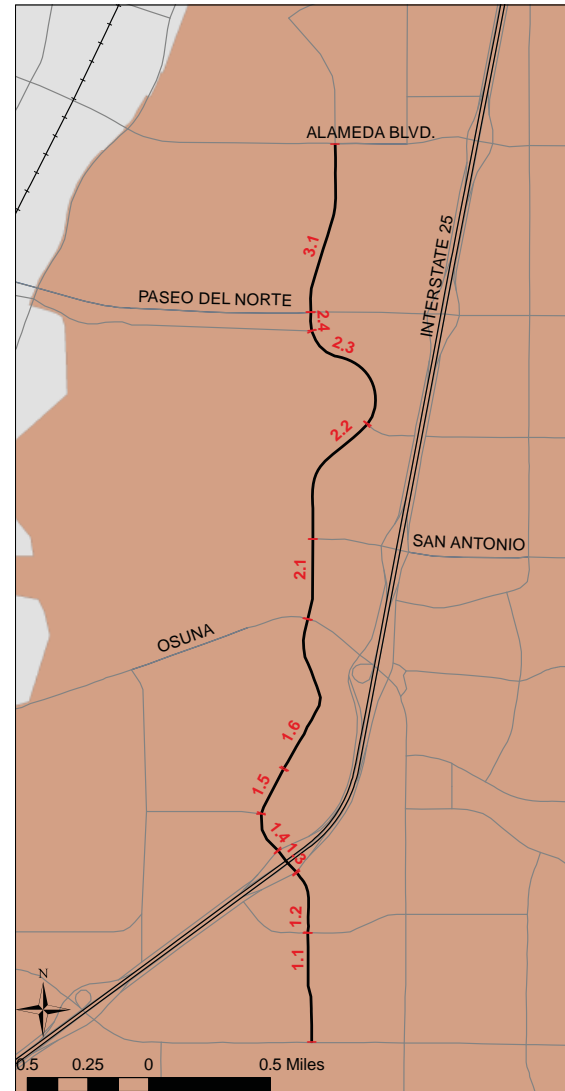
### Access Characteristics

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	9	4	0	No	11	2	1	No	No
1.2	7	0	1	No	1	4	0	No	No
1.3	0	1	0	No	0	1	0	No	No
1.4	0	1	1	No	1	1	1	No	Median Turn Bay
1.5	0	1	0	No	5	1	0	No	Median Turn Bay
1.6	6	2	1	No	10	2	0	No	Median Turn Bay
2.1	3	1	0	No	5	1	0	No	No
2.2	6	4	0	No	10	3	0	No	Continuous / MTB
2.3	3	3	0	No	4	1	0	No	Median Turn Bay
2.4	0	1	1	No	0	0	0	No	No
3.1	9	3	0	No	14	1	1	No	Median Turn Bay
<b>Total</b>	<b>43</b>	<b>21</b>	<b>4</b>		<b>61</b>	<b>17</b>	<b>3</b>		

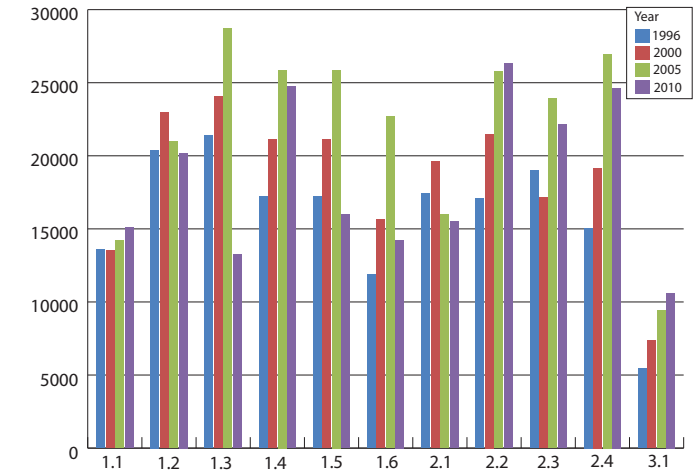
### Access Notes

- The Jefferson St CMP corridor has **no access control**.
- There are median turn bays across much of Jefferson St. to the north of I-40; there is a short stretch of continuous center-turn lanes between San Antonio and San Francisco.
- There are 12 **signalized intersections** along the CMP corridor; an average of one signal **every 0.34 miles**.

### ID Location



### Average Weekday Daily Traffic



### Volume Notes

- The heaviest volumes along Jefferson St occur between Ellison Rd and Paseo del Norte (22,000-26,000 AWDT in 2010).
- Overall average volumes increased by 11% between 2000 and 2008. During that same period, the population in the study area increased by 4%.
- The highest volume increase (44%) from 2000 to 2010 occurred between Paseo del Norte and Alameda Blvd.

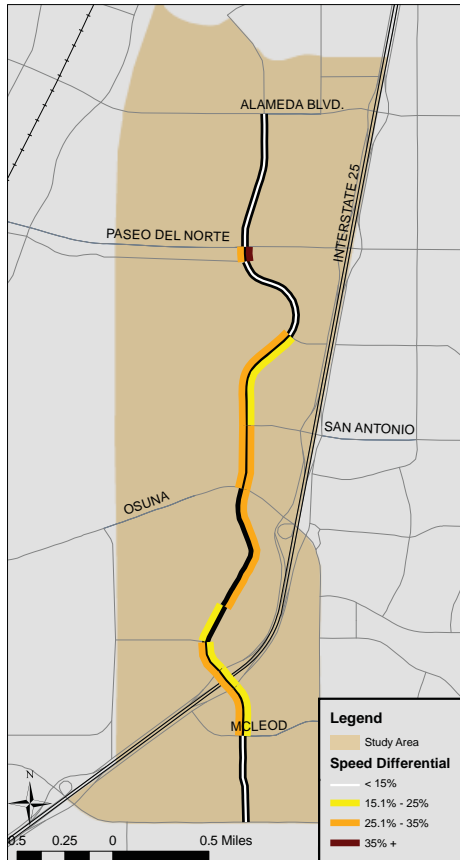
## Speed Differential (Observed Speed vs. Posted Speed)

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 MONTGOMERY - SOUTH OF MCLEOD	35	36.0	35.0	28.4	34.9	-2.9%	-0.1%	18.9%	0.2%
1.2	NORTH OF MCLEOD - S.E. OF PAN AM. EAST	35	22.8	26.7	28.2	13.0	34.8%	23.6%	19.5%	62.8%
1.3	N.W. OF PAN AM. EAST - S.E. OF PAN AM. WEST	35	25.5	26.8	25.1	25.1	27.3%	23.4%	28.3%	28.1%
1.4	NORTH OF PAN AM WEST - SOUTH OF SINGER	35	25.9	29.2	17.7	26.2	26.1%	16.5%	49.5%	25.1%
1.5	NORTH OF SINGER - SOUTH OF BALLOON PARK RD	35	27.4	39.7	25.5	39.6	21.8%	-13.4%	27.0%	-13.1%
1.6	NORTH OF BALLOON PARK RD - SOUTH OF OSUNA	35	38.8	23.1	37.1	26.9	-10.8%	33.9%	-6.1%	23.2%
2.1	NORTH OF OSUNA - SOUTH OF SAN ANTONIO	35	23.9	24.2	21.0	24.9	31.7%	30.9%	39.9%	28.9%
2.2	NORTH OF SAN ANTONIO - SOUTH OF SAN FRANCISCO	35	23.2	29.1	27.4	32.0	33.8%	17.0%	21.6%	8.6%
2.3	NORTH OF SAN FRANCISCO - SOUTH OF EL PUEBLO	35	35.8	37.4	39.7	38.2	-2.2%	-6.9%	-13.3%	-9.3%
2.4	NORTH OF EL PUEBLO - SOUTH OF PASEO DEL NORTE	35	22.9	13.7	31.1	12.9	34.6%	61.0%	11.1%	63.2%
3.1	NORTH OF PASEO DEL NORTE - SOUTH OF ALAMEDA BLVD	40	37.1	37.5	44.6	37.6	7.3%	6.3%	-11.6%	6.0%

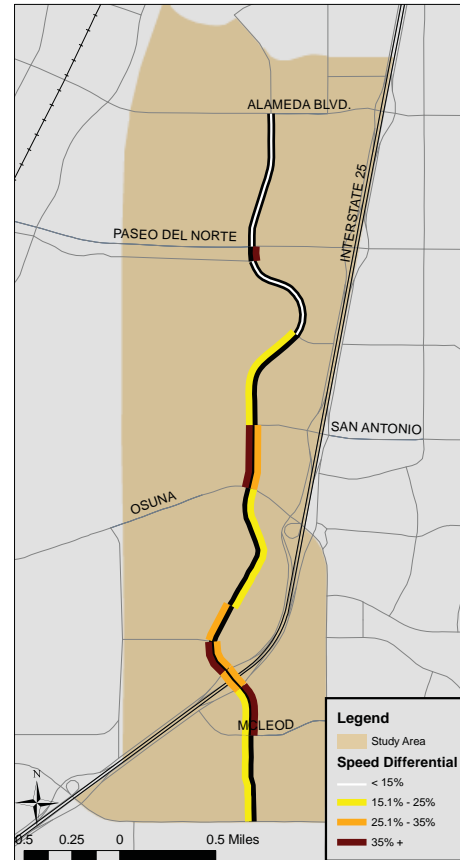
## Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF MONTGOMERY - SOUTH OF MCLEOD	0.39	0.50	0.64	0.50
1.2	NORTH OF MCLEOD - S.E. OF PAN AM. EAST	0.75	0.74	0.85	0.95
1.3	N.W. OF PAN AM. EAST - S.E. OF PAN AM. WEST	0.65	0.32	0.53	0.48
1.4	NORTH OF PAN AM WEST - SOUTH OF SINGER	0.48	0.86	0.97	0.48
1.5	NORTH OF SINGER - SOUTH OF BALLOON PARK RD	0.61	0.52	0.83	0.41
1.6	NORTH OF BALLOON PARK RD - SOUTH OF OSUNA	0.76	0.49	0.53	0.59
2.1	NORTH OF OSUNA - SOUTH OF SAN ANTONIO	0.64	0.41	0.57	0.46
2.2	NORTH OF SAN ANTONIO - SOUTH OF SAN FRANCISCO	0.84	0.93	0.79	0.54
2.3	NORTH OF SAN FRANCISCO - SOUTH OF EL PUEBLO	1.06	0.39	0.45	0.65
2.4	NORTH OF EL PUEBLO - SOUTH OF PASEO DEL NORTE	1.34	0.27	0.46	0.82
3.1	NORTH OF PASEO DEL NORTE - SOUTH OF ALAMEDA BLVD	0.34	0.76	0.30	0.57

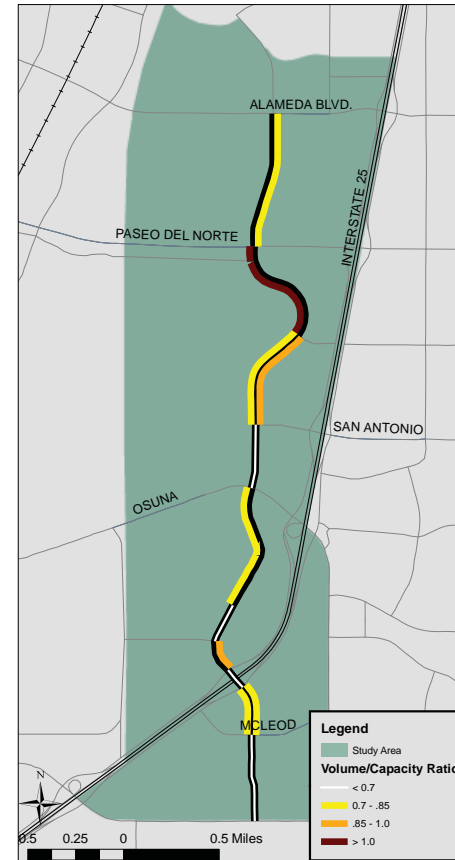
### AM Speed Differential



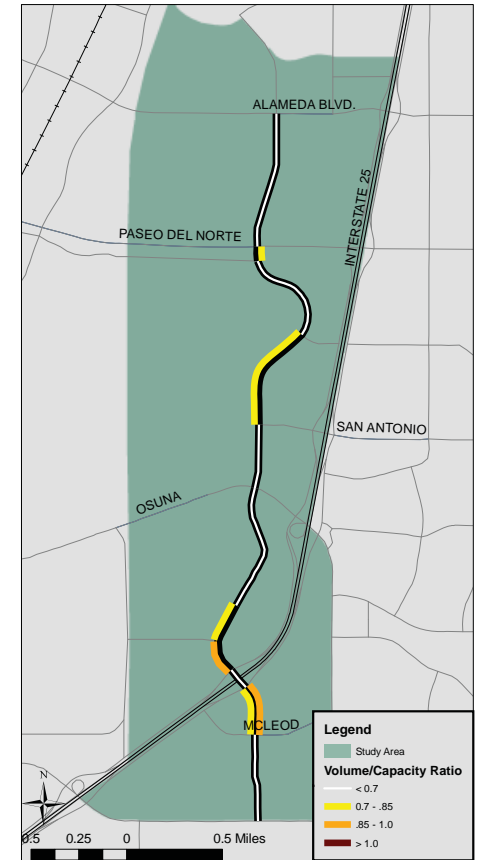
### PM Speed Differential



### AM Volume/Capacity Ratio



### PM Volume/Capacity Ratio



## Travel Time & Delay

PM Peak Travel Time (seconds)	Montgomery	McLeod	Pan American East	Pan American West	Singer	Digital Parking Lot	Osuna	Ellison	San Francisco	El Pueblo	Paseo del Norte	Alameda
Montgomery	X	47	119	136	160	179	268	316	379	429	450	518
McLeod	57	X	72	89	113	132	221	269	333	382	404	471
Pan American East	91	33	X	17	41	60	149	197	261	310	331	399
Pan American West	108	50	17	X	24	43	132	180	244	293	314	382
Singer	143	86	52	35	X	19	108	156	220	269	291	358
Digital Parking Lot	173	115	82	65	30	X	89	137	201	250	271	339
Osuna	237	180	146	129	94	64	X	48	112	161	182	250
Ellison	294	237	203	186	151	121	57	X	64	113	134	202
San Francisco	368	311	277	260	225	195	131	74	X	49	71	139
El Pueblo	416	358	325	308	272	243	178	121	47	X	22	89
Paseo del Norte	425	367	334	317	281	252	187	130	56	9	X	68
Alameda	482	424	391	374	338	309	244	187	113	66	57	X

Distance (miles)	Montgomery	McLeod	Pan American East	Pan American West	Singer	Digital Parking Lot	Osuna	Ellison	San Francisco	El Pueblo	Paseo del Norte	Alameda
Montgomery	X	0.5	0.7	0.8	1.0	1.2	1.9	2.2	2.8	3.3	3.4	4.1
McLeod	0.5	X	0.3	0.4	0.6	0.8	1.4	1.8	2.3	2.8	2.9	3.6
Pan American East	0.7	0.3	X	0.1	0.3	0.5	1.2	1.5	2.1	2.6	2.7	3.4
Pan American West	0.8	0.4	0.1	X	0.2	0.4	1.0	1.4	1.9	2.5	2.5	3.3
Singer	1.0	0.6	0.3	0.2	X	0.2	0.9	1.2	1.8	2.3	2.4	3.1
Digital Parking Lot	1.2	0.8	0.5	0.4	0.2	X	0.7	1.0	1.6	2.1	2.2	2.9
Osuna	1.9	1.4	1.2	1.0	0.9	0.7	X	0.3	0.9	1.4	1.5	2.2
Ellison	2.2	1.8	1.5	1.4	1.2	1.0	0.3	X	0.6	1.1	1.2	1.9
San Francisco	2.8	2.3	2.1	1.9	1.8	1.6	0.9	0.6	X	0.5	0.6	1.3
El Pueblo	3.3	2.8	2.6	2.5	2.3	2.1	1.4	1.1	0.5	X	0.1	0.8
Paseo del Norte	3.4	2.9	2.7	2.5	2.4	2.2	1.5	1.2	0.6	0.1	X	0.7
Alameda	4.1	3.6	3.4	3.3	3.1	2.9	2.2	1.9	1.3	0.8	0.7	X

PM Peak Delay (seconds)	Montgomery	McLeod	Pan American East	Pan American West	Singer	Digital Parking Lot	Osuna	Ellison	San Francisco	El Pueblo	Paseo del Norte	Alameda
Montgomery	X	0	45	50	56	54	74	88	94	89	103	107
McLeod	11	X	45	50	56	54	74	88	94	89	103	107
Pan American East	17	7	X	5	11	8	29	43	48	44	57	61
Pan American West	22	11	5	X	6	3	24	38	44	39	53	57
Singer	40	29	22	17	X	-3	18	32	38	33	47	51
Digital Parking Lot	48	37	30	25	8	X	21	35	40	35	49	53
Osuna	44	33	26	22	4	-4	X	14	19	15	29	33
Ellison	66	56	49	44	27	19	23	X	5	1	15	19
San Francisco	82	72	65	60	43	35	39	16	X	-5	9	13
El Pueblo	76	65	59	54	36	28	32	10	-6	X	14	18
Paseo del Norte	77	66	60	55	37	29	33	11	-5	1	X	4
Alameda	71	60	53	48	31	23	27	4	-12	-6	-7	X

PM Peak Delay (seconds/mile)	Montgomery	McLeod	Pan American East	Pan American West	Singer	Digital Parking Lot	Osuna	Ellison	San Francisco	El Pueblo	Paseo del Norte	Alameda
Montgomery	X	0.2	63.6	60.3	55.8	44.1	39.5	39.9	33.7	27.0	30.5	26.2
McLeod	24.0	X	173.4	131.8	101.3	70.2	52.0	50.1	40.3	31.3	35.1	29.4
Pan American East	24.4	25.0	X	40.3	36.8	16.4	24.8	28.6	23.4	16.9	21.6	18.2
Pan American West	26.7	29.8	40.6	X	34.4	9.0	23.0	27.6	22.4	15.8	20.7	17.4
Singer	39.4	52.1	76.3	100.8	X	-11.9	20.8	26.6	21.2	14.4	19.7	16.5
Digital Parking Lot	39.2	48.2	60.4	66.5	38.1	X	31.1	34.7	25.6	17.0	22.8	18.6
Osuna	23.3	23.0	22.6	20.6	4.7	-5.9	X	41.8	21.6	10.4	19.0	14.8
Ellison	30.0	31.6	32.7	32.1	22.2	18.9	68.4	X	9.7	0.8	12.5	10.0
San Francisco	29.7	30.8	31.5	31.0	24.2	22.3	43.2	28.4	X	-8.7	15.2	10.1
El Pueblo	23.1	22.9	22.7	21.9	15.9	13.7	22.8	8.9	-12.1	X	177.1	22.6
Paseo del Norte	22.9	22.7	22.4	21.6	15.8	13.6	22.3	9.2	-8.9	12.8	X	5.7
Alameda	17.3	16.4	15.8	14.9	10.0	8.0	12.2	2.2	-9.1	-7.2	-9.4	X

## Safety

### Intersections with Reported Crashes 2005-2009



### All Crashes along the Corridor

Crash Type	2005	2006	2007	2008	2009
Fatal accident	0	1	0	1	1
Non-fatal accident injury	123	126	109	75	93
Property damage only	242	280	299	239	246
All Crashes	365	407	408	315	340

### Top Contributing Factors in Crashes Along Jefferson

1. Driver inattention 30 %
2. Following too close 22 %
3. Failure to yield 13 %
4. Improper turn 4 %
5. Red light running 4 %