

Corridor Notes

- NM 14 provides access from I-25 and the Village of Tijeras to unincorporated communities in Bernalillo County that are part of the Albuquerque commuter-shed.
- The NM 14 CMP corridor extends from one mile south of I-25 on NM 333 to the Bernalillo/Sandoval County line.
- Predominant movement is southbound in the AM and northbound in the PM.
- There is no significant **congestion** along the NM 14 corridor. AM peak volumes are above capacity along NM 333 south of I-25 westbound and east of the NM 14 on-ramp.
- Overall observed **speeds** were greater than the posted speed limits.
- **Volumes** are highest north of I-25. Traffic lessens and speeds increase along the sections farthest from I-25, especially north of Frost Rd.
- **Crash rates** along NM 14 are below the regional average.
- The NM 14 study area is projected to experience considerable **growth** in population (127%) and employment (143%) by 2035.

Transit Characteristics

- There is no service along NM 14. NMDOT operates the NM Park and Ride Turquoise Route transit service between Moriarty and Albuquerque with a stop in Tijeras near the intersection of NM 14 and NM 333.

Profile & Statistics

| Corridor Profile | | | |
|------------------------------------|--|-------|--------|
| Study Area | 100.7 Sq. Miles | | |
| Length & No. of Segments | 10.3 Miles - 16 segments | | |
| Functional Class | Rural Minor Arterial: I-40 to Frost Rd Rural Collector: North of Frost Rd | | |
| Access Control | None | | |
| Lanes | 2 - 4 lanes 4 lanes south of Frost Rd | | |
| Intelligent Transportation Systems | Designated corridor: No ITS deployment: No | | |
| Transit | No existing service Facilities: NMDOT Tijeras Park & Ride | | |
| Bicycle Facilities | Lanes: North of I-25 Trail: North of I-25 | | |
| Summary Data | | | |
| Daily Volume | 3,500 - 12,000 | | |
| Average Speeds (PM North) | 26 - 55 mph | | |
| Average Speeds (PM South) | 29 - 54 mph | | |
| Total Delay (PM North) | -25 seconds (-2 sec./mile) | | |
| Total Delay (PM South) | -28 seconds (-3 sec./mile) | | |
| Demographic Trends | | | |
| Measure | 2000 | 2008 | 2035 |
| Population | 8,132 | 9,293 | 21,106 |
| Employment | 1,521 | 1,935 | 4,705 |
| Corridor Ranks | | | |
| Volume/Capacity Ratio | 28 / 30 | | |
| Speed Differential | 30 / 30 | | |
| Crash Rates | 30 / 30 | | |
| Overall Rank | 30 / 30 | | |

ID and Segment Names

| ID | Location | Length (Miles) | Posted Speed (MPH) | 2010 Volume (AWDT) |
|-----|---|----------------|--------------------|--------------------|
| 1.1 | NORTH OF ENT. TO HOLMEN INC. - SOUTH OF N.M. 333 | 0.30 | 35 | 5,821 |
| 1.2 | EAST OF N.M. 337 - WEST OF I-40 EBD OFF RAMP TO N.M. 14 | 0.34 | 35 | 5,817 |
| 1.3 | EAST OF I-40 EBD OFF - WEST OF WEST RAMP TO N.M. 14 | 0.23 | 35 | 9,056 |
| 1.4 | EAST OF WEST RAMP TO NM 14 - SOUTH OF NM 333 | 0.04 | 35 | 10,357 |
| 2.1 | NORTH OF N.M. 333 - SOUTH OF I-40 WBD OFF RAMP | 0.06 | 35 | 11,658 |
| 2.2 | NORTH OF I-40 WBD OFF RAMP - SOUTH OF I-40 WBD ON RAMP | 0.09 | 35 | 8,295 |
| 3.1 | NORTH OF I-40 WBD ON RAMP - AT PERMANENT COUNTER | 0.05 | 40 | 12,088 |
| 3.2 | AT PERMANENT COUNTER - SOUTH OF CIRQUELA | 1.17 | 50 | 11,430 |
| 3.3 | NORTH OF CIRQUELA - SOUTH OF FORREST PARK | 0.77 | 50 | 10,708 |
| 3.4 | NORTH OF FORREST PARK - SOUTH OF SANGRE DE CRISTO | 0.49 | 50 | 11,941 |
| 3.5 | NORTH OF SANGRE DE CRISTO - SOUTH OF CANONCITO | 0.81 | 50 | 11,697 |
| 3.6 | NORTH OF CANONCITO - SOUTH OF RIDGE | 1.15 | 50 | 10,096 |
| 3.7 | NORTH OF RIDGE - SOUTH OF N.M. 536/N.M. 306 | 1.31 | 48 | 8,351 |
| 4.1 | NORTH OF N.M. 536/N.M. 306 - SOUTH OF ENT. TO SCHOOL | 0.60 | 45 | 3,964 |
| 4.2 | NORTH OF ENT. TO SCHOOL - SOUTH OF LA MADERA ROAD | 0.34 | 45 | 5,297 |
| 4.3 | NORTH OF LA MADERA ROAD - BERNALILLO/SANDOVAL C.L. | 3.46 | 50 | 3,531 |

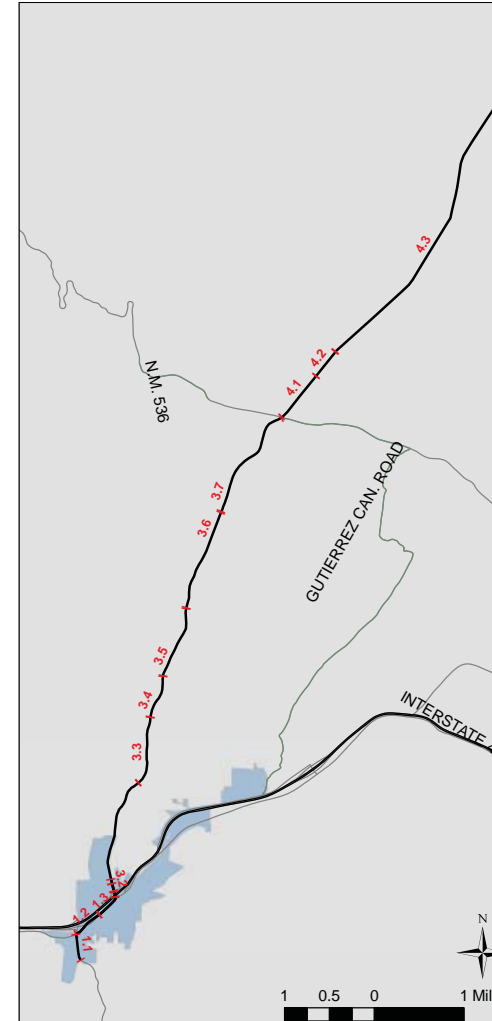
Access Characteristics

| 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 | 6 | 0 | 1 | No | 4 | 0 | 1 | No | No |
| 1.2 | 2 | 0 | 0 | No | 0 | 1 | 1 | No | No |
| 1.3 | 3 | 0 | 0 | No | 0 | 0 | 0 | No | No |
| 2.1 | 0 | 0 | 0 | No | 0 | 1 | 0 | No | No |
| 2.2 | 0 | 1 | 0 | No | 0 | 0 | 0 | No | Continuous |
| 3.1 | 0 | 0 | 0 | No | 0 | 1 | 0 | No | Continuous |
| 3.2 | 6 | 4 | 0 | No | 6 | 3 | 0 | No | Continuous |
| 3.3 | 15 | 1 | 0 | No | 7 | 3 | 0 | No | Continuous |
| 3.4 | 9 | 2 | 0 | No | 7 | 3 | 0 | No | Continuous |
| 3.5 | 12 | 0 | 0 | No | 6 | 3 | 0 | No | Continuous |
| 3.6 | 2 | 1 | 0 | No | 1 | 1 | 0 | No | Continuous |
| 3.7 | 6 | 2 | 1 | No | 5 | 5 | 0 | No | Continuous |
| 4.1 | 8 | 2 | 0 | No | 3 | 2 | 1 | No | Continuous |
| 4.2 | 0 | 0 | 0 | No | 2 | 0 | 0 | No | Continuous |
| 4.3 | 0 | 0 | 0 | No | 0 | 2 | 0 | No | No |
| Total | 63 | 13 | 1 | | 37 | 25 | 2 | | |

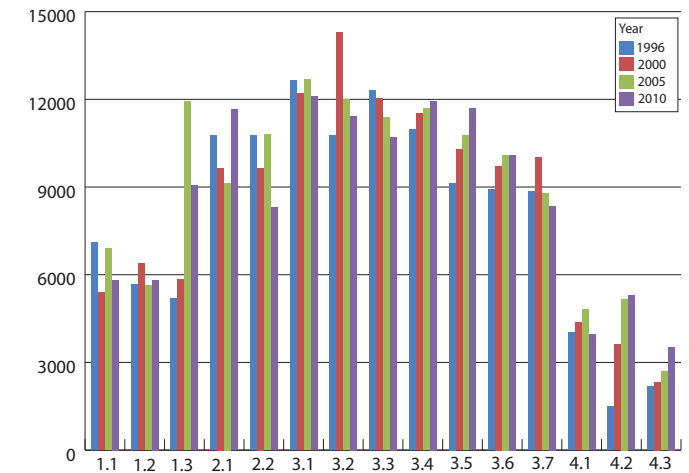
Access Notes

- The NM 14 CMP corridor has **no access control**.
- There are continuous center turn lanes along NM 14 north of I-40.
- There are 5 **signalized intersections** along the CMP corridor; an average of one signal **every 2.24 miles**.

ID Location



Average Weekday Daily Traffic



Volume Notes

- The heaviest volumes along the NM 14 CMP corridor occur between I-40 and Canoncito (11,000-12,000 AWDT in 2010).
- Overall average volumes increased by 7% between 2000 and 2008. During that same period, the population in the study area increased by 14%.
- The highest volume increase (55%) from 2000 to 2010 occurred along NM 333 between the I-40 East off-ramp and NM 14.

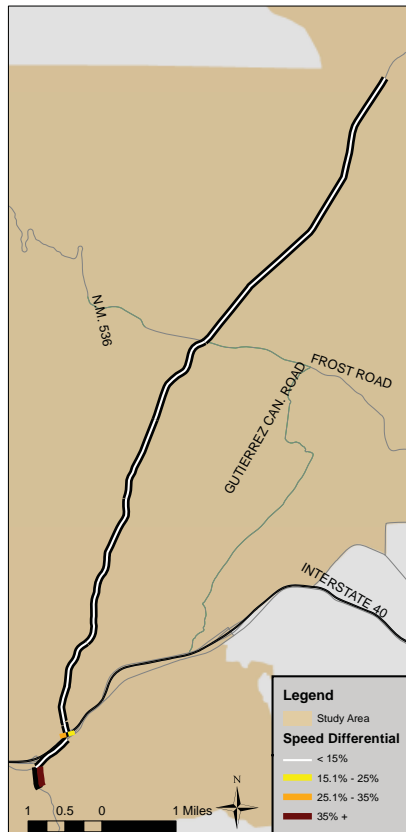
Speed Differential (Observed Speed vs. Posted Speed)

| 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 ENT. TO HOLMEN INC. - SOUTH OF N.M. 333 | 35 | 35.6 | 21.5 | 35.5 | 25.9 | -1.7% | 38.6% | -1.4% | 26.1% |
| 1.2 | EAST OF N.M. 337 - WEST OF I-40 EBD OFF RAMP TO N.M. 14 | 35 | 38.5 | 37.2 | 35.2 | 35.2 | -9.9% | -6.3% | -0.6% | -0.6% |
| 1.3 | EAST OF I-40 EBD OFF - WEST OF WEST RAMP TO N.M. 14 | 35 | 39.2 | 39.2 | 40.0 | 35.5 | -12.0% | -12.0% | -14.3% | -1.6% |
| 1.4 | EAST OF WEST RAMP TO NM 14 - SOUTH OF NM 333 | 35 | 32.7 | 19.6 | 34.0 | 27.6 | 6.7% | 43.9% | 2.8% | 21.2% |
| 2.1 | NORTH OF N.M. 333 - SOUTH OF I-40 WBD OFF RAMP | 35 | 25.1 | 28.8 | 29.1 | 35.9 | 28.2% | 17.8% | 16.9% | -2.5% |
| 2.2 | NORTH OF I-40 WBD OFF RAMP - SOUTH OF I-40 WBD ON RAMP | 35 | 43.8 | 39.6 | 52.3 | 43.1 | -25.0% | -13.0% | -49.4% | -23.2% |
| 3.1 | NORTH OF I-40 WBD ON RAMP - AT PERMANENT COUNTER | 40 | 47.5 | 44.4 | 50.5 | 46.9 | -18.7% | -10.9% | -26.2% | -17.2% |
| 3.2 | AT PERMANENT COUNTER - SOUTH OF CIRQUELA | 50 | 49.0 | 49.1 | 50.0 | 49.5 | 2.1% | 1.7% | 0.0% | 1.1% |
| 3.3 | NORTH OF CIRQUELA - SOUTH OF FORREST PARK | 50 | 52.2 | 52.2 | 51.4 | 51.4 | -4.5% | -4.5% | -2.8% | -2.8% |
| 3.4 | NORTH OF FORREST PARK - SOUTH OF SANGRE DE CRISTO | 50 | 51.2 | 52.0 | 48.6 | 49.5 | -2.3% | -4.0% | 2.7% | 1.0% |
| 3.5 | NORTH OF SANGRE DE CRISTO - SOUTH OF CANONCITO | 50 | 51.1 | 51.6 | 49.7 | 50.6 | -2.2% | -3.2% | 0.5% | -1.2% |
| 3.6 | NORTH OF CANONCITO - SOUTH OF RIDGE | 50 | 53.8 | 53.2 | 52.8 | 52.5 | -7.5% | -6.4% | -5.7% | -4.9% |
| 3.7 | NORTH OF RIDGE - SOUTH OF N.M. 536/N.M. 306 | 45/50 | 49.0 | 52.9 | 49.5 | 50.4 | -1.5% | -9.5% | -2.4% | -4.3% |
| 4.1 | NORTH OF N.M. 536/N.M. 306 - SOUTH OF ENT. TO SCHOOL | 45 | 46.3 | 46.3 | 43.9 | 43.9 | -2.9% | -2.9% | 2.4% | 2.4% |
| 4.2 | NORTH OF ENT. TO SCHOOL - SOUTH OF LA MADERA ROAD | 45 | 46.3 | 47.9 | 42.9 | 46.6 | -3.0% | -6.5% | 4.6% | -3.5% |
| 4.3 | NORTH OF LA MADERA ROAD - BERNALILLO/SANDOVAL C.L. | 50 | 54.9 | 49.6 | 53.9 | 55.3 | -9.7% | 0.8% | -7.7% | -10.7% |

Volume/Capacity Ratio

| ID | Location | Ratio | | | |
|-----|---|-------|-------|-------|-------|
| | | AM-SB | AM-NB | PM-SB | PM-NB |
| 1.1 | NORTH OF ENT. TO HOLMEN INC. - SOUTH OF N.M. 333 | 0.08 | 0.56 | 0.56 | 0.15 |
| 1.2 | EAST OF N.M. 337 - WEST OF I-40 EBD OFF RAMP TO N.M. 14 | 0.45 | 0.26 | 0.25 | 0.50 |
| 1.3 | EAST OF I-40 EBD OFF - WEST OF WEST RAMP TO N.M. 14 | 1.04 | 0.16 | 0.23 | 0.76 |
| 1.4 | EAST OF WEST RAMP TO NM 14 - SOUTH OF NM 333 | 0.77 | 0.17 | 0.22 | 0.61 |
| 2.1 | NORTH OF N.M. 333 - SOUTH OF I-40 WBD OFF RAMP | 0.50 | 0.19 | 0.21 | 0.46 |
| 2.2 | NORTH OF I-40 WBD OFF RAMP - SOUTH OF I-40 WBD ON RAMP | 0.11 | 0.24 | 0.08 | 0.47 |
| 3.1 | NORTH OF I-40 WBD ON RAMP - AT PERMANENT COUNTER | 0.26 | 0.18 | 0.13 | 0.46 |
| 3.2 | AT PERMANENT COUNTER - SOUTH OF CIRQUELA | 0.42 | 0.12 | 0.19 | 0.46 |
| 3.3 | NORTH OF CIRQUELA - SOUTH OF FORREST PARK | 0.39 | 0.10 | 0.18 | 0.43 |
| 3.4 | NORTH OF FORREST PARK - SOUTH OF SANGRE DE CRISTO | 0.44 | 0.11 | 0.22 | 0.44 |
| 3.5 | NORTH OF SANGRE DE CRISTO - SOUTH OF CANONCITO | 0.41 | 0.13 | 0.19 | 0.45 |
| 3.6 | NORTH OF CANONCITO - SOUTH OF RIDGE | 0.38 | 0.09 | 0.18 | 0.39 |
| 3.7 | NORTH OF RIDGE - SOUTH OF N.M. 536/N.M. 306 | 0.09 | 0.31 | 0.33 | 0.13 |
| 4.1 | NORTH OF N.M. 536/N.M. 306 - SOUTH OF ENT. TO SCHOOL | 0.24 | 0.12 | 0.16 | 0.36 |
| 4.2 | NORTH OF ENT. TO SCHOOL - SOUTH OF LA MADERA ROAD | 0.29 | 0.37 | 0.37 | 0.28 |
| 4.3 | NORTH OF LA MADERA ROAD - BERNALILLO/SANDOVAL C.L. | 0.20 | 0.16 | 0.11 | 0.16 |

AM Speed Differential



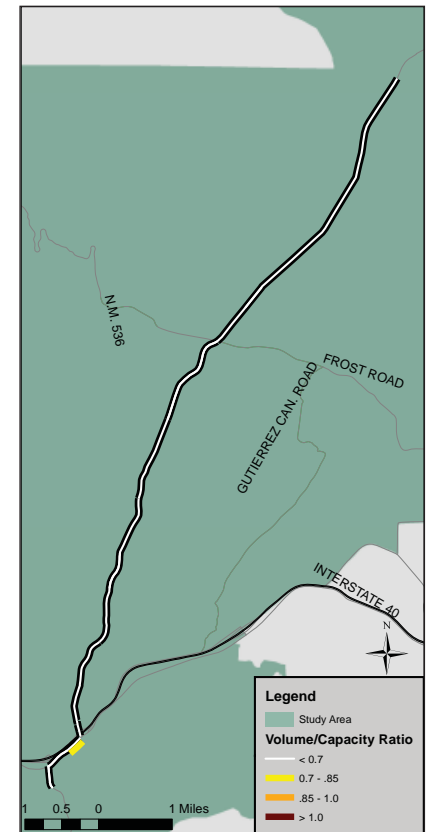
PM Speed Differential



AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

| PM Peak Travel Time (seconds) | Ent. to Holmen Inc. | N.M. 14 West Ramp | I-40 Westbound Ramp | Ciruela Rd. | Sangre de Cristo | Cañoncito | Ridge Dr. | Frost Rd. | La Madera Rd. | County Line |
|-------------------------------|---------------------|-------------------|---------------------|-------------|------------------|-----------|-----------|-----------|---------------|-------------|
| Ent. to Holmen Inc. | X | 0 | 8 | 93 | 129 | 187 | 266 | 359 | 386 | 611 |
| N.M. 14 West Ramp | 21 | X | 8 | 93 | 129 | 187 | 266 | 359 | 386 | 611 |
| I-40 Westbound Ramp | 27 | 6 | X | 85 | 121 | 179 | 258 | 352 | 378 | 603 |
| Ciruela Rd. | 112 | 91 | 85 | X | 36 | 93 | 172 | 266 | 293 | 518 |
| Sangre de Cristo | 148 | 127 | 121 | 36 | X | 58 | 137 | 230 | 257 | 482 |
| Cañoncito | 207 | 186 | 180 | 95 | 59 | X | 79 | 173 | 199 | 425 |
| Ridge Dr. | 285 | 264 | 258 | 173 | 137 | 78 | X | 94 | 120 | 346 |
| Frost Rd. | 381 | 360 | 354 | 269 | 233 | 174 | 96 | X | 26 | 252 |
| La Madera Rd. | 410 | 389 | 382 | 298 | 261 | 203 | 124 | 29 | X | 225 |
| County Line | 641 | 620 | 614 | 529 | 493 | 434 | 356 | 260 | 232 | X |

| Distance (miles) | Ent. to Holmen Inc. | N.M. 14 West Ramp | I-40 Westbound Ramp | Ciruela Rd. | Sangre de Cristo | Cañoncito | Ridge Dr. | Frost Rd. | La Madera Rd. | County Line |
|---------------------|---------------------|-------------------|---------------------|-------------|------------------|-----------|-----------|-----------|---------------|-------------|
| Ent. to Holmen Inc. | X | 0.9 | 1.1 | 2.3 | 3.6 | 4.4 | 5.5 | 6.8 | 7.8 | 11.2 |
| N.M. 14 West Ramp | 0.9 | X | 0.2 | 1.4 | 2.7 | 3.5 | 4.6 | 6.0 | 6.9 | 10.4 |
| I-40 Westbound Ramp | 1.1 | 0.2 | X | 1.2 | 2.5 | 3.3 | 4.4 | 5.8 | 6.7 | 10.2 |
| Ciruela Rd. | 2.3 | 1.4 | 1.2 | X | 1.3 | 2.1 | 3.2 | 4.5 | 5.5 | 8.9 |
| Sangre de Cristo | 3.6 | 2.7 | 2.5 | 1.3 | X | 0.8 | 2.0 | 3.3 | 4.2 | 7.7 |
| Cañoncito | 4.4 | 3.5 | 3.3 | 2.1 | 0.8 | X | 1.2 | 2.5 | 3.4 | 6.9 |
| Ridge Dr. | 5.5 | 4.6 | 4.4 | 3.2 | 2.0 | 1.2 | X | 1.3 | 2.3 | 5.7 |
| Frost Rd. | 6.8 | 6.0 | 5.8 | 4.5 | 3.3 | 2.5 | 1.3 | X | 0.9 | 4.4 |
| La Madera Rd. | 7.8 | 6.9 | 6.7 | 5.5 | 4.2 | 3.4 | 2.3 | 0.9 | X | 3.5 |
| County Line | 11.2 | 10.4 | 10.2 | 8.9 | 7.7 | 6.9 | 5.7 | 4.4 | 3.5 | X |

| PM Peak Delay (seconds) | Ent. to Holmen Inc. | N.M. 14 West Ramp | I-40 Westbound Ramp | Ciruela Rd. | Sangre de Cristo | Cañoncito | Ridge Dr. | Frost Rd. | La Madera Rd. | County Line |
|-------------------------|---------------------|-------------------|---------------------|-------------|------------------|-----------|-----------|-----------|---------------|-------------|
| Ent. to Holmen Inc. | x | 0 | -2 | -1 | -1 | -1 | -5 | -9 | -10 | -34 |
| N.M. 14 West Ramp | -3 | x | -2 | -1 | -1 | -1 | -5 | -9 | -10 | -34 |
| I-40 Westbound Ramp | -6 | -3 | x | 1 | 1 | 1 | -3 | -7 | -8 | -32 |
| Ciruela Rd. | -6 | -3 | 0 | x | 0 | 0 | -4 | -8 | -9 | -33 |
| Sangre de Cristo | -5 | -2 | 1 | 1 | x | -1 | -5 | -9 | -10 | -34 |
| Cañoncito | -5 | -2 | 1 | 1 | 0 | x | -4 | -8 | -9 | -33 |
| Ridge Dr. | -9 | -6 | -3 | -3 | -4 | -4 | x | -4 | -5 | -29 |
| Frost Rd. | -12 | -9 | -5 | -5 | -6 | -7 | -2 | x | -1 | -25 |
| La Madera Rd. | -10 | -7 | -4 | -4 | -5 | -5 | -1 | 1 | x | -24 |
| County Line | -28 | -25 | -22 | -22 | -23 | -23 | -19 | -17 | -18 | x |

| PM Peak Delay (seconds/mile) | Ent. to Holmen Inc. | N.M. 14 West Ramp | I-40 Westbound Ramp | Ciruela Rd. | Sangre de Cristo | Cañoncito | Ridge Dr. | Frost Rd. | La Madera Rd. | County Line |
|------------------------------|---------------------|-------------------|---------------------|-------------|------------------|-----------|-----------|-----------|---------------|-------------|
| Ent. to Holmen Inc. | x | 0.0 | -1.7 | -0.4 | -0.1 | -0.3 | -0.9 | -1.3 | -1.3 | -3.0 |
| N.M. 14 West Ramp | -3.4 | x | -9.2 | -0.6 | -0.2 | -0.3 | -1.1 | -1.5 | -1.5 | -3.3 |
| I-40 Westbound Ramp | -5.8 | -16.2 | x | 0.8 | 0.5 | 0.2 | -0.7 | -1.3 | -1.2 | -3.2 |
| Ciruela Rd. | -2.7 | -2.2 | 0.0 | x | 0.3 | -0.2 | -1.3 | -1.8 | -1.7 | -3.7 |
| Sangre de Cristo | -1.4 | -0.8 | 0.4 | 0.8 | x | -0.8 | -2.3 | -2.6 | -2.3 | -4.4 |
| Cañoncito | -1.1 | -0.5 | 0.4 | 0.6 | 0.4 | x | -3.4 | -3.2 | -2.6 | -4.8 |
| Ridge Dr. | -1.7 | -1.4 | -0.7 | -1.0 | -2.1 | -3.9 | x | -3.1 | -2.2 | -5.1 |
| Frost Rd. | -1.7 | -1.4 | -0.9 | -1.2 | -2.0 | -2.7 | -1.7 | x | -1.0 | -5.7 |
| La Madera Rd. | -1.3 | -1.0 | -0.6 | -0.7 | -1.2 | -1.6 | -0.4 | 1.4 | x | -7.0 |
| County Line | -2.5 | -2.4 | -2.2 | -2.5 | -3.0 | -3.4 | -3.3 | -3.8 | -5.2 | x |

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

| Crash Type | 2005 | 2006 | 2007 | 2008 | 2009 |
|---------------------------|------|------|------|------|------|
| Fatal accident | 1 | 1 | 1 | 0 | 2 |
| Non-fatal accident injury | 6 | 7 | 11 | 5 | 6 |
| Property damage only | 15 | 12 | 18 | 9 | 14 |
| All Crashes | 22 | 20 | 30 | 14 | 22 |

Top Contributing Factors in Crashes Along N.M. 14 / N.M. 333

1. Failure to yield 20 %
2. Driver inattention 19 %
3. Too fast for conditions 9 %
4. Alcohol involved 9 %
5. Following too close 5 %