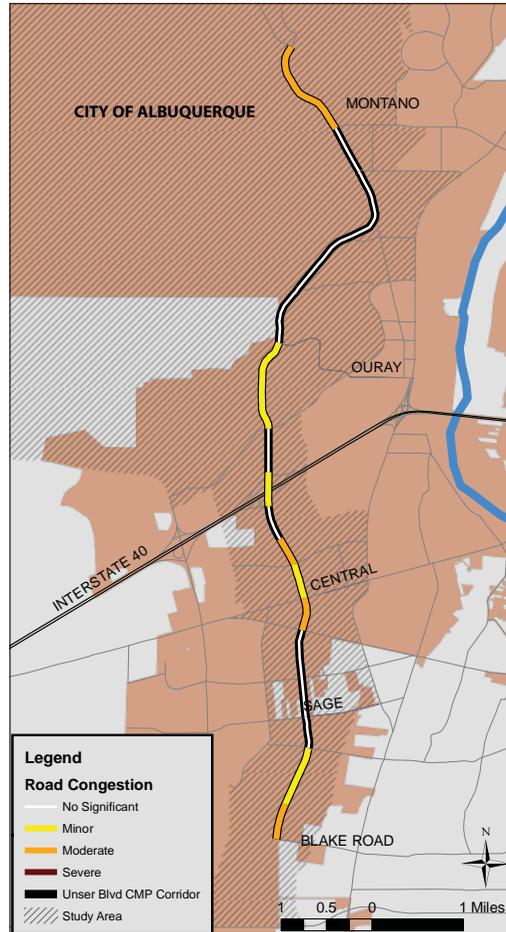
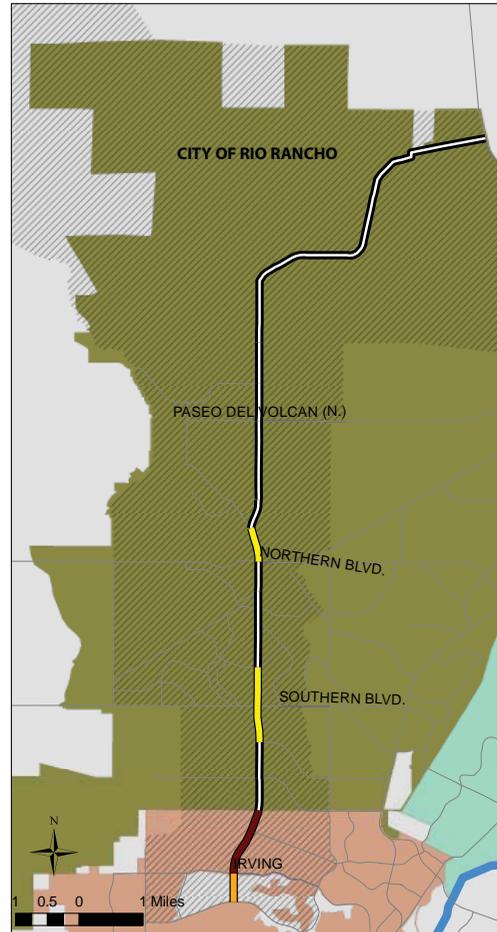


Section 1



Section 2



Profile & Statistics

Corridor Profile			
Study Area	101.7 Sq. Miles		
Length & No. of Segments	23.8 Miles - 35 segments		
Functional Class	Principal Arterial		
Access Control	Limited access: Entire corridor		
Lanes	2 - 6 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV, DMS		
Transit	ABQ Ride : Route 155 (local), 94 (commuter)		
Bicycle Facilities	Trail: Blake to Rainbow Lanes: Tower to Rainbow (small gaps) Trail: Paradise to Farol Lanes: Abrazo to Farol Route: Farol to US 550		
Summary Data			
Daily Volume	3,000 - 32,000		
Average Speeds (PM North)	31 - 52 mph		
Average Speeds (PM South)	21 - 52 mph		
Total Delay (PM North)	39 seconds (2 sec./mile)		
Total Delay (PM South)	97 seconds (4 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	57,723	103,391	207,896
Employment	7,506	13,875	50,296
Corridor Ranks			
Volume/Capacity Ratio	6 / 30		
Speed Differential	29 / 30		
Crash Rates	14 / 30		
Overall Rank	13 / 30		

Corridor Notes

- Unser Blvd is a nearly 24-mile limited-access principal arterial and major north-south facility that connects southwest Bernalillo County, the City of Albuquerque, and the City of Rio Rancho. Unser provides connections from Westside residential areas to I-40 and other east-west roadways and offers access to Rio Rancho City Center.
- The CMP corridor runs between Blake Rd and US 550. There is currently a gap in Unser Blvd between Universe Blvd and Paradise Blvd.
- The corridor is highly varied in its conditions. **Congestion** is minor-to-moderate between Bridge and Ouray and most severe between Montano and McMahon. There is little traffic and uncongested conditions between Northern Blvd and US 550.
- The highest **volumes** along Unser are found around I-40 (30,000 vehicles per day).
- Overall **crash rates** along Unser are right around the regional average. Intersections at Sage and Central have crash rates more than three times the regional average.
- The study area, along with much of the Westside, is projected to experience considerable **growth** by 2035 in population (104,000 or 101%) and employment (36,000 or 262%). Growth in both areas is expected to be the greatest in Rio Rancho and northwest Albuquerque.

Transit Characteristics

- Transit service along Unser is minimal due to a lack of density and unsupportive land uses.
- Route 94 provides commuter service between Montano and I-40, while Unser connects with local transit service at Central and Southern. Commuter Routes 162 and 92 also briefly travel along Unser.
- There is no existing transit service on Unser north of Southern Blvd.

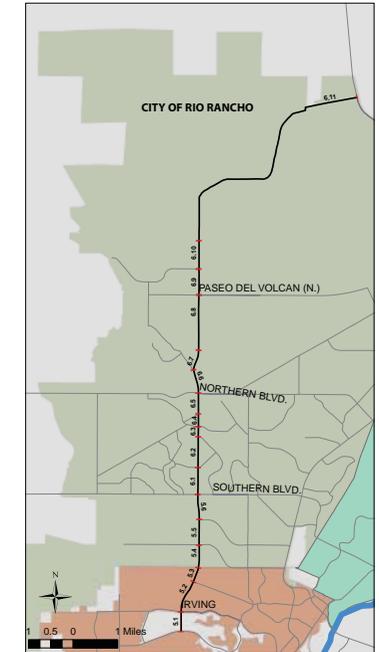
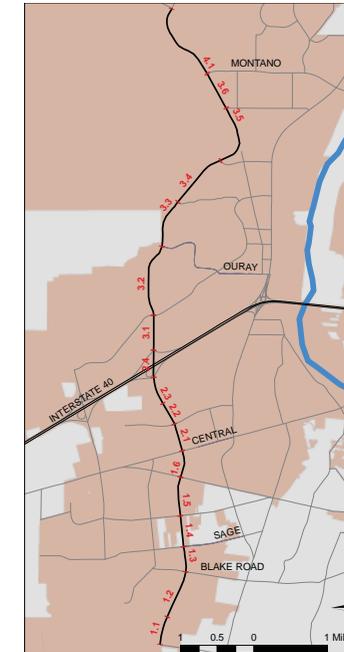
ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF BLAKE RD - SOUTH OF GIBSON WEST	0.40	45	9,412
1.2	NORTH OF GIBSON WEST - SOUTH OF ARENAL	0.67	45	4,929
1.3	NORTH OF ARENAL - SOUTH OF SAGE	0.35	35	10,052
1.4	NORTH OF SAGE - SOUTH OF TOWER	0.43	35	12,382
1.5	NORTH OF TOWER - SOUTH OF BRIDGE BLVD	0.54	40	10,845
1.6	NORTH OF BRIDGE BLVD. - SOUTH OF CENTRAL	0.37	45	15,256
2.1	NORTH OF CENTRAL - SOUTH OF BLUEWATER	0.39	45	21,255
2.2	NORTH OF BLUEWATER - SOUTH OF LOS VOLCANES	0.32	45	22,919
2.3	NORTH OF LOS VOLCANES - SOUTH OF I-40 E. RAMPS	0.39	45	31,647
2.4	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 E. ON RAMP	0.10	45	25,431
2.5	NORTH OF I-40 E. ON RAMP - S OF I-40 WEST RAMPS	0.27	45	28,083
3.1	NORTH OF I-40 WEST RAMPS - SOUTH OF LADERA DRIVE	0.48	45	30,735
3.2	NORTH OF LADERA DRIVE - SOUTH OF OURAY	1.02	45	19,014
3.3	NORTH OF OURAY - SOUTH OF ST. JOSEPHS	0.67	45	20,154
3.4	NORTH OF ST. JOSEPHS - SOUTH OF WESTERN TRAIL	0.83	45	19,833
3.5	NORTH OF WESTERN TRAIL - SOUTH OF DELLYNE	0.89	40	21,988
3.6	NORTH OF DELLYNE - SOUTH OF MONTANO	0.54	40	21,118
4.1	NORTH OF MONTANO - SOUTH OF UNIVERSE BLVD	1.14	35	14,843
5.1	NORTH OF PARADISE - SOUTH OF IRVING	0.45	35	17,531
5.2	NORTH OF IRVING - SOUTH OF MCMAHON	0.74	40	22,080
5.3	NORTH OF MCMAHON - SOUTH OF BERN/SAND COUNTY LINE	0.34	40	26,813
5.4	NORTH OF BERN/SAND COUNTY LINE - SOUTH OF 19TH AVE	0.51	45	28,013
5.5	NORTH OF 19TH AVE - SOUTH OF CABEZON	0.56	45	26,202
5.6	NORTH OF CABEZON - SOUTH OF SOUTHERN	0.57	40	29,072
6.1	NORTH OF SOUTHERN - SOUTH OF SPRING RD	0.61	40	28,918
6.2	NORTH OF SPRING RD - SOUTH OF WESTERN HILLS	0.69	40	23,635
6.3	NORTH OF WESTERN HILLS - SOUTH OF ABRAZO	0.23	45	21,602
6.4	NORTH OF ABRAZO - SOUTH OF IDALIA	0.28	45	23,757
6.5	NORTH OF IDALIA - SOUTH OF NORTHERN	0.47	45	23,836
6.6	NORTH OF NORTHERN - SOUTH OF CHERRY RD	0.54	45	20,381
6.7	NORTH OF CHERRY RD - SOUTH OF MONTOYAS ARROYO	0.47	45	14,579
6.8	NORTH OF MONTOYAS ARROYO - SOUTH OF PASEO DEL VOLCAN	1.24	45	13,059
6.9	NORTH OF PASEO DEL VOLCAN - SOUTH OF KING BLVD	0.59	45	11,197
6.10	NORTH OF KING BLVD - SOUTH OF PROGRESS	0.64	50	3,202
6.11	NORTH OF PROGRESS - WEST OF U.S. 550	5.77	45	3,311

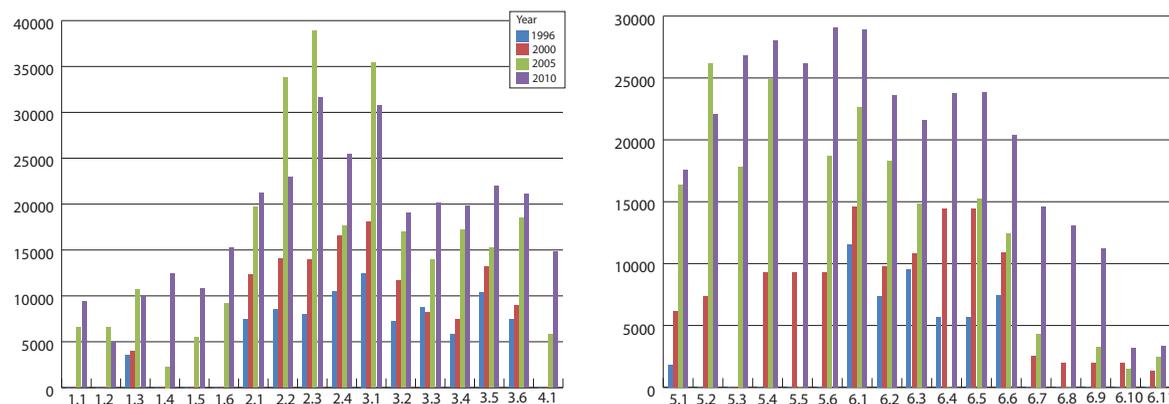
Access Characteristics

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	0	1	1	No	0	1	1	No	No
1.2	0	2	1	No	0	2	1	No	No
1.3	0	1	1	No	0	1	1	No	No
1.4	0	2	1	No	0	2	0	No	Median Turn Bay
1.5	0	1	1	No	0	2	1	No	No
1.6	0	2	0	No	0	1	0	No	Median Turn Bay
2.1	0	2	1	No	1	1	1	No	Median Cut
2.2	0	1	1	No	0	2	1	No	No
2.3	0	1	1	No	0	1	1	No	No
2.4	0	0	0	No	0	1	1	No	No
2.5	0	1	0	No	0	1	1	No	No
3.1	0	1	1	No	0	0	0	No	No
3.2	0	3	3	No	0	2	1	No	Median Turn Bay
3.3	0	2	2	No	0	1	1	No	No
3.4	0	1	1	No	0	1	1	No	No
3.5	0	2	1	No	0	2	1	No	Median Turn Bay
3.6	0	2	0	No	0	2	1	No	Median Cut
4.1	0	3	1	No	0	2	1	No	Median Turn Bay
5.1	0	1	1	No	3	2	1	No	Median Turn Bay
5.2	0	2	1	No	0	2	0	No	Median Turn Bay
5.3	0	3	0	No	0	2	1	No	Median Turn Bay
5.4	0	1	0	No	0	1	0	No	No
5.5	0	1	0	No	0	1	0	No	No
5.6	0	1	1	No	0	2	0	No	Median Turn Bay
6.1	4	2	1	No	6	2	3	No	Median Turn Bay
6.2	0	2	0	No	6	2	0	No	Continuous
6.3	1	2	1	No	3	1	0	No	Continuous
6.4	0	1	0	No	0	1	1	No	Median Turn Bay
6.5	0	1	1	No	0	1	1	No	No
6.6	0	2	0	No	0	2	2	No	Median Turn Bay
6.7	0	0	0	No	0	2	0	No	No
6.8	0	1	1	No	0	1	1	No	Median Turn Bay
6.9	0	1	1	No	0	1	0	No	No
6.10	0	0	0	No	0	1	0	No	No
6.11	1	1	0	No	1	0	0	No	Median Turn Bay

ID Location



Average Weekday Daily Traffic



Volume Notes

- The heaviest volumes along **northern** Unser occur between McMahon Blvd and Spring Rd (26,000-29,000 AWDT in 2010); the heaviest volumes along **southern** Unser occur around I-40 (31,000-32,000 AWDT in 2010).
- Overall average volumes increased by 118% between 2000 and 2008. During that same period, the population in the study area increased by 79%.
- The highest volume increase (561%) from 2000 to 2010 occurred between Montoyas Arroyo and Paseo del Volcan.

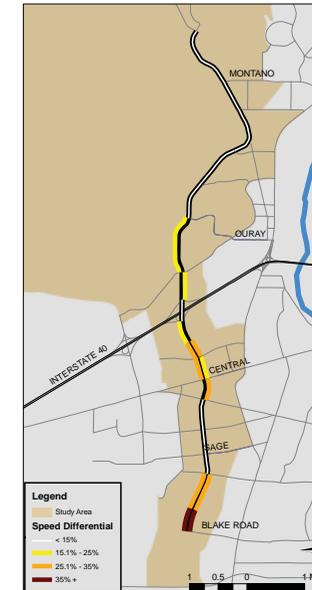
Access Notes

- Unser Blvd is an **access-controlled facility** along the entire CMP corridor.
- There are various forms of center-turn facilities across the corridor, including a stretch of continuous center turn lanes between Spring Rd and Abrazo in the northern portion of the corridor.
- There are 11 **signalized intersections** along the **northern** portion of the CMP corridor; an average of one signal **every 1.34 miles**.
- There are 12 **signalized intersections** along the **southern** portion of the CMP corridor; an average of one signal **every 0.82 miles**.

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 BLAKE RD - SOUTH OF GIBSON WEST	45	27.3	27.1	29.6	34.3	39.3%	39.8%	34.3%	23.8%
1.2	NORTH OF GIBSON WEST - SOUTH OF ARENAL	45	31.6	33.3	32.2	34.6	29.7%	26.0%	28.5%	23.0%
1.3	NORTH OF ARENAL - SOUTH OF SAGE	45	33.3	33.1	30.9	34.5	26.1%	26.5%	31.4%	23.4%
1.4	NORTH OF SAGE - SOUTH OF TOWER	45	32.0	28.8	31.4	34.3	28.9%	35.9%	30.3%	23.9%
1.5	NORTH OF TOWER - SOUTH OF BRIDGE BLVD	35	34.9	32.9	31.8	34.0	0.3%	6.1%	9.0%	2.8%
1.6	NORTH OF BRIDGE BLVD. - SOUTH OF CENTRAL	35	30.7	24.6	33.3	36.6	12.2%	29.6%	5.0%	-4.7%
2.1	NORTH OF CENTRAL - SOUTH OF BLUEWATER	40	28.0	32.8	36.7	36.7	29.9%	18.0%	8.3%	8.2%
2.2	NORTH OF BLUEWATER - SOUTH OF LOS VOLCANES	45	32.6	30.0	36.3	41.8	27.6%	33.3%	19.3%	7.1%
2.3	NORTH OF LOS VOLCANES - SOUTH OF I-40 E. RAMPS	45	37.8	47.5	37.6	45.5	15.9%	-5.5%	16.5%	-1.0%
2.4	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 E. ON RAMP	45	44.5	50.3	49.7	45.5	1.0%	-11.7%	-10.4%	-1.1%
2.5	NORTH OF I-40 E. ON RAMP - S OF I-40 WEST RAMPS	45	38.5	31.6	48.3	40.3	14.5%	29.8%	-7.4%	10.5%
3.1	NORTH OF I-40 WEST RAMPS - SOUTH OF LADERA DRIVE	45	39.9	36.4	47.7	35.2	11.3%	19.2%	-6.1%	21.9%
3.2	NORTH OF LADERA DRIVE - SOUTH OF OURAY	45	37.8	39.4	32.0	45.1	16.0%	12.5%	28.9%	-0.2%
3.3	NORTH OF OURAY - SOUTH OF ST. JOSEPHS	45	42.0	47.1	51.1	51.3	6.6%	-4.6%	-13.6%	-14.0%
3.4	NORTH OF ST. JOSEPHS - SOUTH OF WESTERN TRAIL	45	49.4	44.0	50.7	52.3	-9.7%	2.2%	-12.7%	-16.2%
3.5	NORTH OF WESTERN TRAIL - SOUTH OF DELLYNE	45	45.5	47.3	49.7	50.6	-1.1%	-5.1%	-10.6%	-12.5%
3.6	NORTH OF DELLYNE - SOUTH OF MONTANO	40	39.2	44.2	39.6	31.9	2.0%	-10.5%	1.0%	20.3%
4.1	NORTH OF MONTANO - SOUTH OF UNIVERSE BLVD	40	42.5	47.1	44.0	47.1	-6.4%	-17.7%	-9.9%	-17.7%
5.1	NORTH OF PARADISE - SOUTH OF IRVING	35	33.2	37.7	24.3	34.5	5.2%	-7.6%	30.5%	1.5%
5.2	NORTH OF IRVING - SOUTH OF MCMAHON	40	27.8	36.0	29.9	38.5	30.4%	10.0%	25.2%	3.8%
5.3	NORTH OF McMAHON - SOUTH OF BERN/SAND COUNTY LINE	40	35.8	42.1	21.2	33.6	10.5%	-5.3%	46.9%	15.9%
5.4	NORTH OF BERN/SAND COUNTY LINE - SOUTH OF 19TH AVE	45	38.5	48.6	44.3	37.4	14.5%	-8.0%	1.5%	16.9%
5.5	NORTH OF 19TH AVE - SOUTH OF CABEZON	45	44.3	46.6	42.4	32.8	1.5%	-3.6%	5.7%	27.0%
5.6	NORTH OF CABEZON - SOUTH OF SOUTHERN	40	44.2	28.0	44.6	30.6	-10.6%	30.0%	-11.4%	23.5%
6.1	NORTH OF SOUTHERN - SOUTH OF SPRING RD	40	33.5	38.5	28.4	39.6	16.4%	3.8%	28.9%	0.9%
6.2	NORTH OF SPRING RD - SOUTH OF WESTERN HILLS	40	43.5	44.9	46.3	43.8	-8.8%	-12.3%	-15.9%	-9.5%
6.3	NORTH OF WESTERN HILLS - SOUTH OF ABRAZO	45	45.2	47.9	44.1	40.1	-0.5%	-6.3%	2.0%	10.8%
6.4	NORTH OF ABRAZO - SOUTH OF IDALIA	45	45.9	47.7	45.7	44.6	-2.0%	-6.1%	-1.5%	0.8%
6.5	NORTH OF IDALIA - SOUTH OF NORTHERN	45	43.7	44.5	44.9	41.1	2.9%	1.0%	0.3%	8.6%
6.6	NORTH OF NORTHERN - SOUTH OF CHERRY RD	45	27.1	49.6	37.7	44.9	39.9%	-10.2%	16.2%	0.3%
6.7	NORTH OF CHERRY RD - SOUTH OF MONTOYAS ARROYO	45	52.3	51.1	49.6	51.8	-16.3%	-13.6%	-10.2%	-15.1%
6.8	NORTH OF MONTOYAS ARROYO - SOUTH OF PASEO DEL VOLCAN	45	54.6	50.9	49.9	47.5	-21.3%	-13.0%	-10.9%	-5.6%
6.9	NORTH OF PASEO DEL VOLCAN - SOUTH OF KING BLVD	45	40.7	39.1	44.8	36.2	9.5%	13.0%	0.5%	19.6%
6.10	NORTH OF KING BLVD - SOUTH OF PROGRESS	50	48.1	135.9	35.1	46.5	3.8%	-171.9%	29.9%	7.0%
6.11	NORTH OF PROGRESS - WEST OF U.S. 550	45	52.0	51.0	51.8	48.5	-15.4%	-13.3%	-15.1%	-7.9%

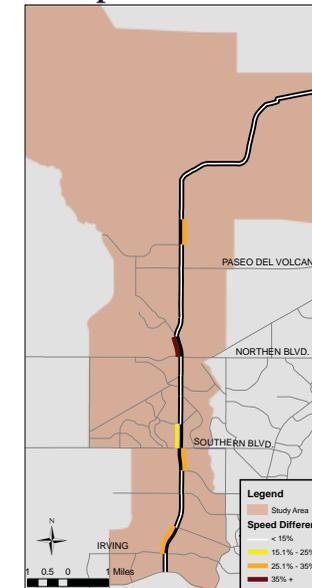
AM Speed Differential Section 1



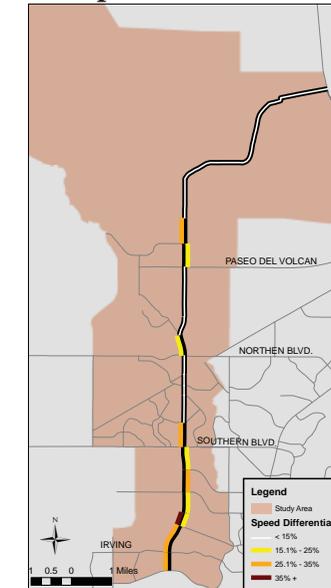
PM Speed Differential Section 1



AM Speed Differential Section 2



PM Speed Differential Section 2



Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF BLAKE RD - SOUTH OF GIBSON WEST	0.23	0.35	0.44	0.19
1.2	NORTH OF GIBSON WEST - SOUTH OF ARENAL	0.10	0.14	0.18	0.09
1.3	NORTH OF ARENAL - SOUTH OF SAGE	0.19	0.29	0.41	0.22
1.4	NORTH OF SAGE - SOUTH OF TOWER	0.50	0.53	0.42	0.53
1.5	NORTH OF TOWER - SOUTH OF BRIDGE BLVD	0.10	0.22	0.28	0.13
1.6	NORTH OF BRIDGE BLVD. - SOUTH OF CENTRAL	0.52	1.21	1.06	0.75
2.1	NORTH OF CENTRAL - SOUTH OF BLUEWATER	0.56	1.04	0.84	0.63
2.2	NORTH OF BLUEWATER - SOUTH OF LOS VOLCANES	0.87	0.84	0.74	0.76
2.3	NORTH OF LOS VOLCANES - SOUTH OF I-40 E. RAMPS	0.38	0.61	0.68	0.54
2.4	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 E. ON RAMP	1.13	0.27	0.96	0.38
2.5	NORTH OF I-40 E. ON RAMP - S OF I-40 WEST RAMPS	0.90	0.47	0.83	0.55
3.1	NORTH OF I-40 WEST RAMPS - SOUTH OF LADERA DRIVE	0.68	0.67	0.69	0.72
3.2	NORTH OF LADERA DRIVE - SOUTH OF OURAY	0.98	0.45	0.64	0.82
3.3	NORTH OF OURAY - SOUTH OF ST. JOSEPHS	0.84	0.57	0.63	0.77
3.4	NORTH OF ST. JOSEPHS - SOUTH OF WESTERN TRAIL	0.61	0.50	0.49	0.67
3.5	NORTH OF WESTERN TRAIL - SOUTH OF DELLYNE	0.98	0.48	0.51	0.95
3.6	NORTH OF DELLYNE - SOUTH OF MONTANO	0.77	0.35	0.49	0.93
4.1	NORTH OF MONTANO - SOUTH OF UNIVERSE BLVD	1.08	0.98	0.96	0.92
5.1	NORTH OF PARADISE - SOUTH OF IRVING	1.35	0.60	1.22	0.87
5.2	NORTH OF IRVING - SOUTH OF MCMAHON	1.64	0.61	1.07	1.42
5.3	NORTH OF MCMAHON - SOUTH OF BERN/SAND COUNTY LINE	1.69	0.74	1.22	1.82
5.4	NORTH OF BERN/SAND COUNTY LINE - SOUTH OF 19TH AVE	0.87	0.41	0.66	0.79
5.5	NORTH OF 19TH AVE - SOUTH OF CABEZON	0.79	0.41	0.61	0.84
5.6	NORTH OF CABEZON - SOUTH OF SOUTHERN	0.83	0.39	0.60	0.80
6.1	NORTH OF SOUTHERN - SOUTH OF SPRING RD	0.70	0.36	0.68	0.78
6.2	NORTH OF SPRING RD - SOUTH OF WESTERN HILLS	0.72	0.31	0.60	0.65
6.3	NORTH OF WESTERN HILLS - SOUTH OF ABRAZO	0.91	0.54	0.61	0.95
6.4	NORTH OF ABRAZO - SOUTH OF IDALIA	1.16	0.66	1.14	1.21
6.5	NORTH OF IDALIA - SOUTH OF NORTHERN	1.35	0.88	1.07	1.46
6.6	NORTH OF NORTHERN - SOUTH OF CHERRY RD	1.30	0.41	0.87	1.51
6.7	NORTH OF CHERRY RD - SOUTH OF MONTOYAS ARROYO	0.12	0.39	0.05	0.43
6.8	NORTH OF MONTOYAS ARROYO - SOUTH OF PASEO DEL VOLCAN	0.49	0.62	0.86	0.65
6.9	NORTH OF PASEO DEL VOLCAN - SOUTH OF KING BLVD	0.49	0.37	0.38	0.43
6.10	NORTH OF KING BLVD - SOUTH OF PROGRESS	0.19	0.21	0.27	0.11
6.11	NORTH OF PROGRESS - WEST OF U.S. 550	0.17	0.27	0.29	0.11

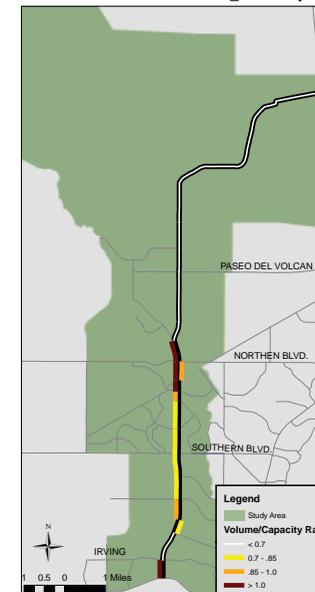
AM Volume/Capacity Ratio Section 1



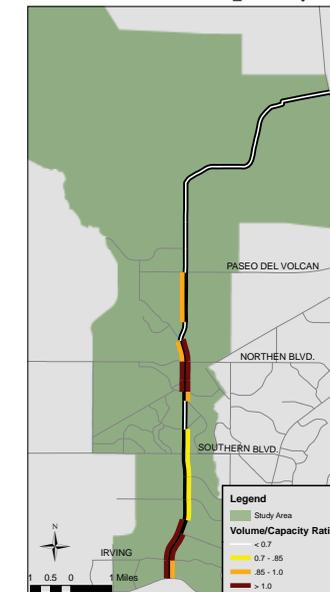
PM Volume/Capacity Ratio Section 1



AM Volume/Capacity Ratio Section 2



PM Volume/Capacity Ratio Section 2



Travel Time & Delay

PM Peak Travel Time (seconds)	Blake	Arenal	Central	I-40 South Ramps	St. Josephs	Montaño	Universe	Paradise	McMahon	Southern	Idalia	Paseo del Volcan	U.S. 550
Blake	X	111	303	399	610	791	878						
Arenal	124	X	192	288	498	679	766						
Central	331	207	X	96	306	487	575						
I-40 South Ramps	438	314	107	X	210	391	478						
St. Josephs	664	540	333	226	X	181	268						
Montaño	836	712	505	398	172	X	87						
Universe	929	806	598	491	265	93	X						
Paradise								X	116	331	486	696	1232
McMahon								155	X	215	370	580	1117
Southern								349	194	X	155	366	902
Idalia								521	365	172	X	210	746
Paseo del Volcan								733	577	384	212	X	536
U.S. 550								1247	1092	898	726	514	X

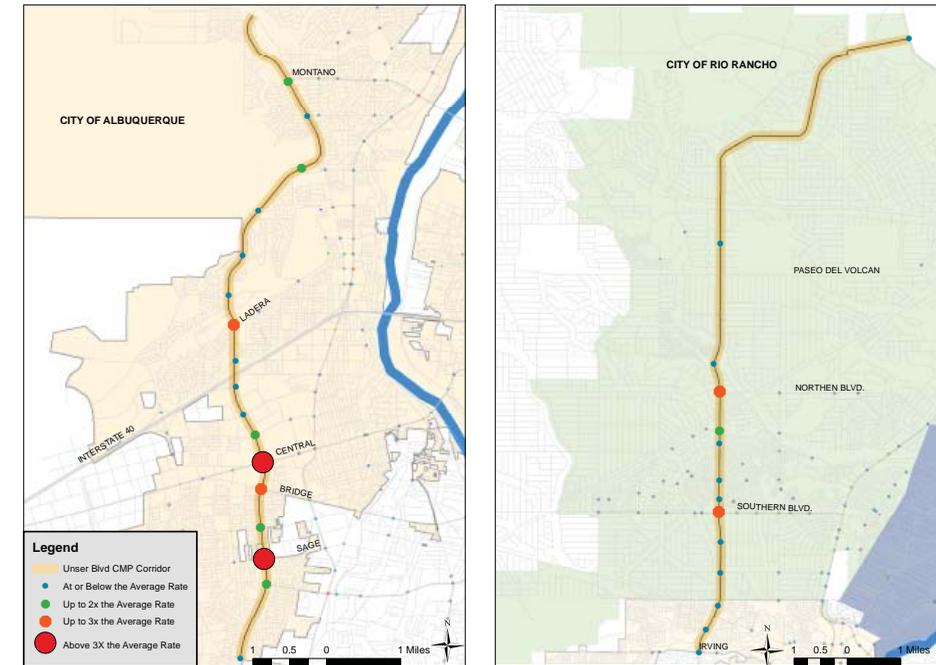
PM Peak Delay (seconds)	Blake	Arenal	Central	I-40 South Ramps	St. Josephs	Montaño	Universe	Paradise	McMahon	Southern	Idalia	Paseo del Volcan	U.S. 550
Blake	X	26	48	53	59	54	39						
Arenal	38	X	22	27	33	29	13						
Central	76	38	X	5	11	6	-9						
I-40 South Ramps	91	53	15	X	6	2	-14						
St. Josephs	113	75	38	22	X	-5	-20						
Montaño	100	62	24	9	-14	X	-15						
Universe	90	52	15	-1	-23	-9	X						
Paradise								X	3	50	47	41	22
McMahon								43	X	47	44	38	19
Southern								68	25	X	-2	-9	-28
Idalia								82	39	14	X	-6	-25
Paseo del Volcan								77	35	9	-5	X	-19
U.S. 550								37	-6	-32	-45	-41	X

Distance (miles)	Blake	Arenal	Central	I-40 South Ramps	St. Josephs	Montaño	Universe	Paradise	McMahon	Southern	Idalia	Paseo del Volcan	U.S. 550
Blake	X	1.1	2.9	4.0	6.6	8.8	10.0						
Arenal	1.1	X	1.9	3.0	5.5	7.8	8.9						
Central	2.9	1.9	X	1.1	3.6	5.9	7.0						
I-40 South Ramps	4.0	3.0	1.1	X	2.5	4.8	5.9						
St. Josephs	6.6	5.5	3.6	2.5	X	2.3	3.4						
Montaño	8.8	7.8	5.9	4.8	2.3	X	1.1						
Universe	10.0	8.9	7.0	5.9	3.4	1.1	X						
Paradise								X	1.2	3.2	5.0	7.7	14.7
McMahon								1.2	X	2.0	3.8	6.5	13.5
Southern								3.2	2.0	X	1.8	4.5	11.5
Idalia								5.0	3.8	1.8	X	2.7	9.7
Paseo del Volcan								7.7	6.5	4.5	2.7	X	7.0
U.S. 550								14.7	13.5	11.5	9.7	7.0	X

PM Peak Delay (seconds/mile)	Blake	Arenal	Central	I-40 South Ramps	St. Josephs	Montaño	Universe	Paradise	McMahon	Southern	Idalia	Paseo del Volcan	U.S. 550
Blake	X	24.3	16.4	13.1	9.0	6.2	3.9						
Arenal	35.6	X	11.8	9.1	6.0	3.7	1.5						
Central	25.8	20.2	X	4.4	3.1	1.1	-1.3						
I-40 South Ramps	22.6	17.9	14.1	X	2.5	0.4	-2.3						
St. Josephs	17.2	13.7	10.3	8.8	X	-2.1	-6.0						
Montaño	11.3	7.9	4.1	1.8	-6.1	X	-13.6						
Universe	9.1	5.9	2.1	-0.1	-6.8	-8.1	X						
Paradise								X	2.8	15.7	9.5	5.3	1.5
McMahon								36.0	X	23.4	11.6	5.8	1.4
Southern								21.5	12.8	X	-1.3	-2.0	-2.4
Idalia								16.5	10.4	7.7	X	-2.4	-2.6
Paseo del Volcan								10.0	5.3	2.0	-1.8	X	-2.7
U.S. 550								2.5	-0.4	-2.7	-4.7	-5.8	X

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

Crash Type	2005	2006	2007	2008	2009
Fatal accident	1	0	0	1	2
Non-fatal accident injury	147	128	120	122	136
Property damage only	262	296	251	221	258
All Crashes	410	424	371	344	396

Top Contributing Factors in Crashes Along Unser

1. Driver inattention 28 %
2. Following too close 19 %
3. Failure to yield 14 %
4. Alcohol involved 5 %
5. Red light running 5 %