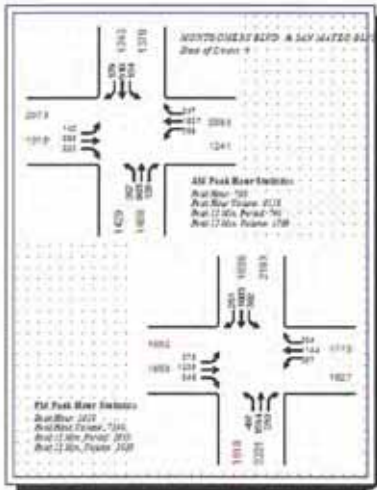


# **Appendix B**

## **Collected Data**



## Summary Intersection Turning Movement Count Report



For more information about MRCOG's traffic counting program, contact Eric Webster at (505) 247-1750 or by email at [ewebster@mrcog-nm.gov](mailto:ewebster@mrcog-nm.gov)



Intersection Turning Movement Counts are traffic counts that register the turning movements that vehicles make at intersections. These counts are performed using visual observation and a hand-held electronic board. For every vehicle passing through an intersection is recorded whether it went straight, turned right, turned right on red or turned left. A distinction is made between cars and trucks. All signalized intersections in the City of Albuquerque are thus counted on a regular basis.

The counts are performed in 3 three-hour intervals on the same day. The count-periods are

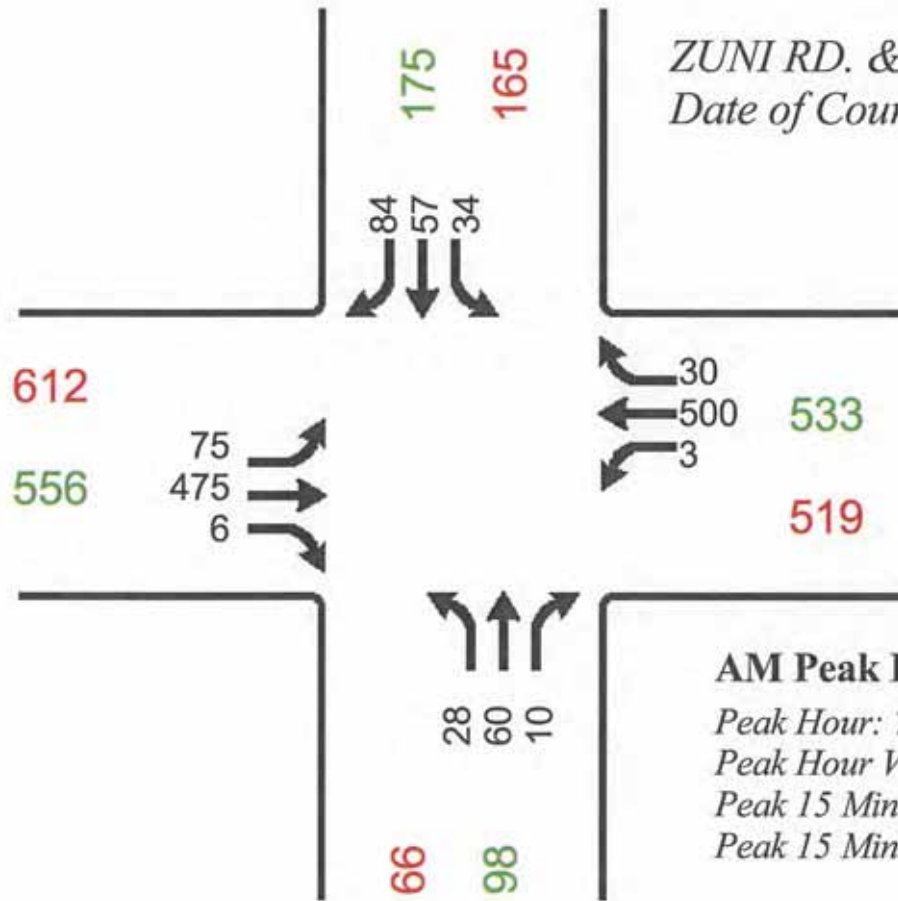
- from 6:45 a.m. to 9:45 a.m.
- from 11:00 a.m. to 2:00 p.m.
- from 3:00 p.m. to 6:00 p.m.

The reason for adhering to these time periods is to make sure that data is collected for the busiest hours of the day.

The summary report generated from this data consists of one page per count (see image on left) and displays the turning movement volumes for the morning and evening peak hours: the four highest consecutive 15-minute intervals detected during the morning count-period (between 6:45 and 9:45 a.m.) and during the evening count-period (between 3:00 and 6:00 p.m.).

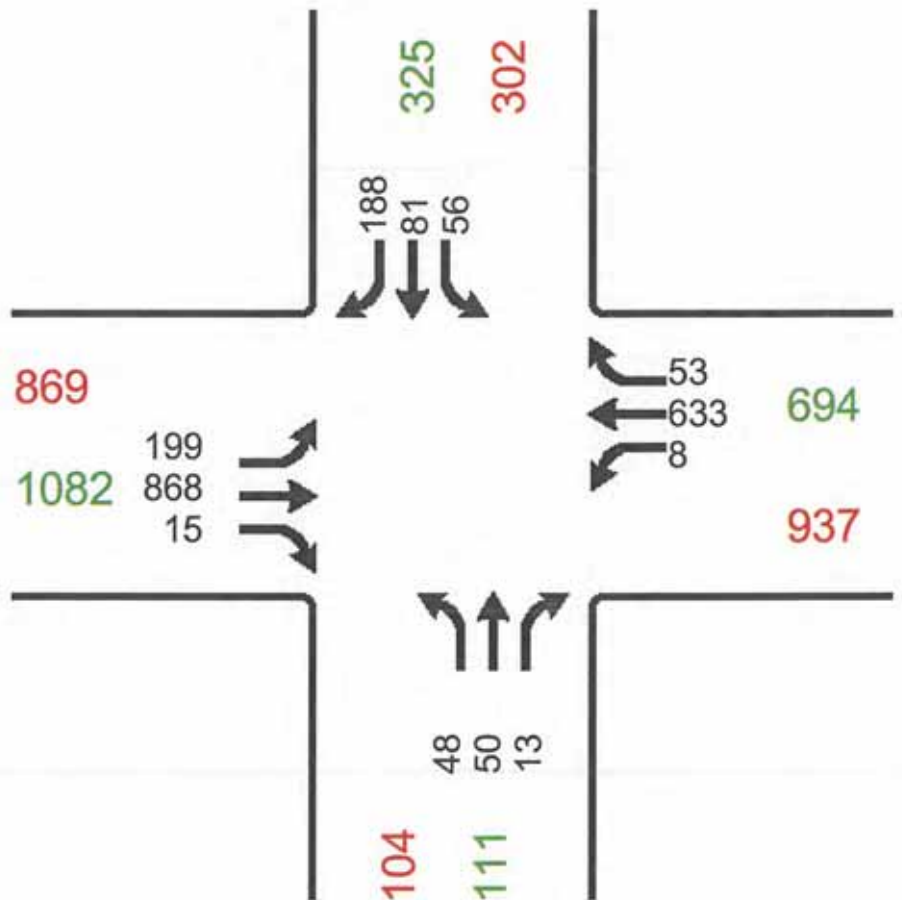
The diagram at the top of the summary report displays the volumes for the a.m. peak hour as well as statistics like the peak hour time (the time the peak hour started), peak hour volume, and the highest 15-minute interval. The diagram at the bottom of the page displays the same information for the p.m. peak hour.

ZUNI RD. & WASHINGTON ST.  
Date of Count: 808



**AM Peak Hour Statistics**

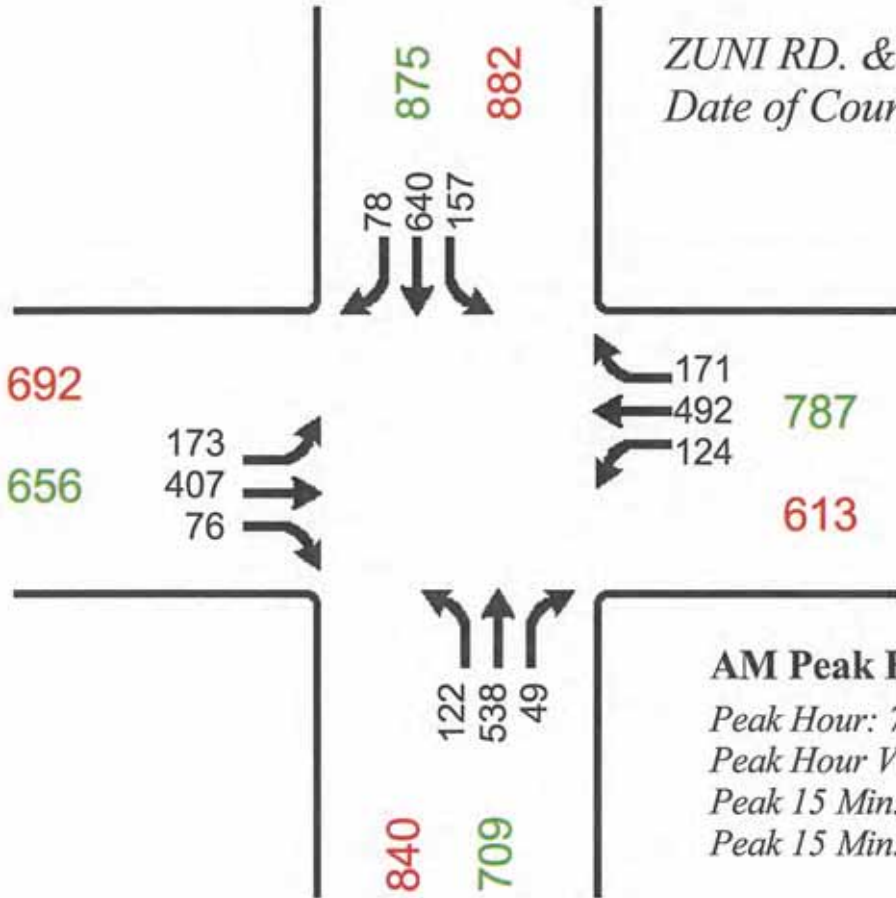
Peak Hour: 745  
Peak Hour Volume: 1362  
Peak 15 Min. Period: 745  
Peak 15 Min. Volume: 376



**PM Peak Hour Statistics**

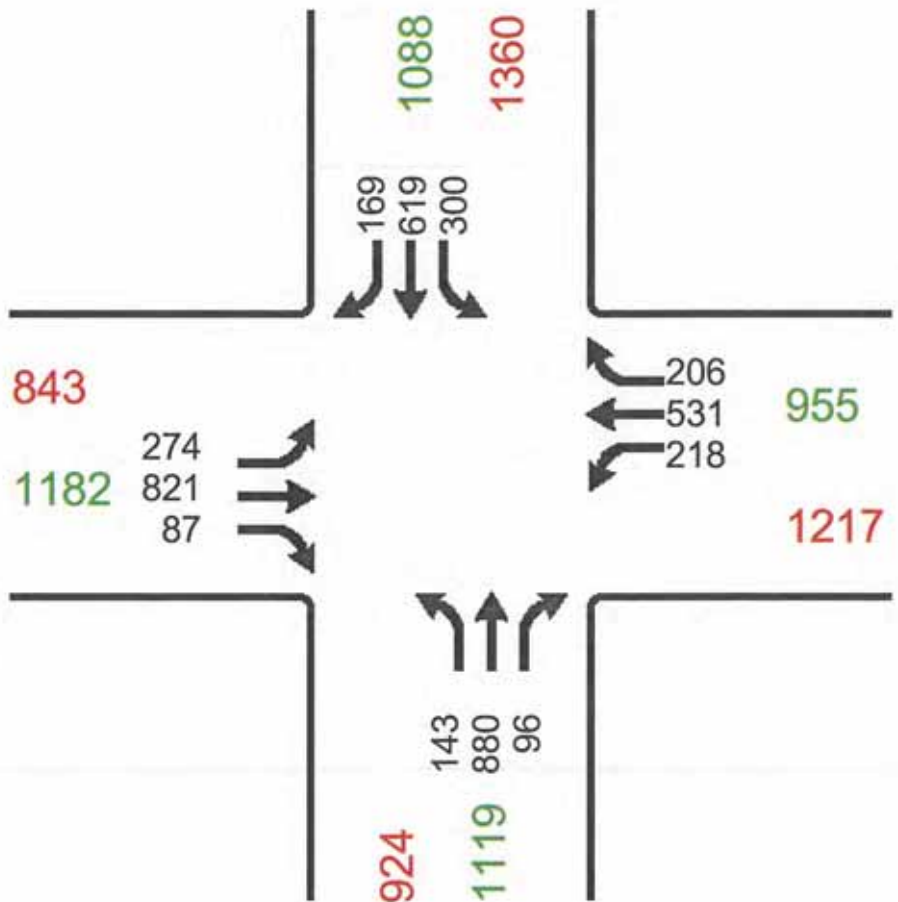
Peak Hour: 1630  
Peak Hour Volume: 2212  
Peak 15 Min. Period: 1700  
Peak 15 Min. Volume: 596

ZUNI RD. & SAN MATEO BLVD.  
Date of Count: 805



**AM Peak Hour Statistics**

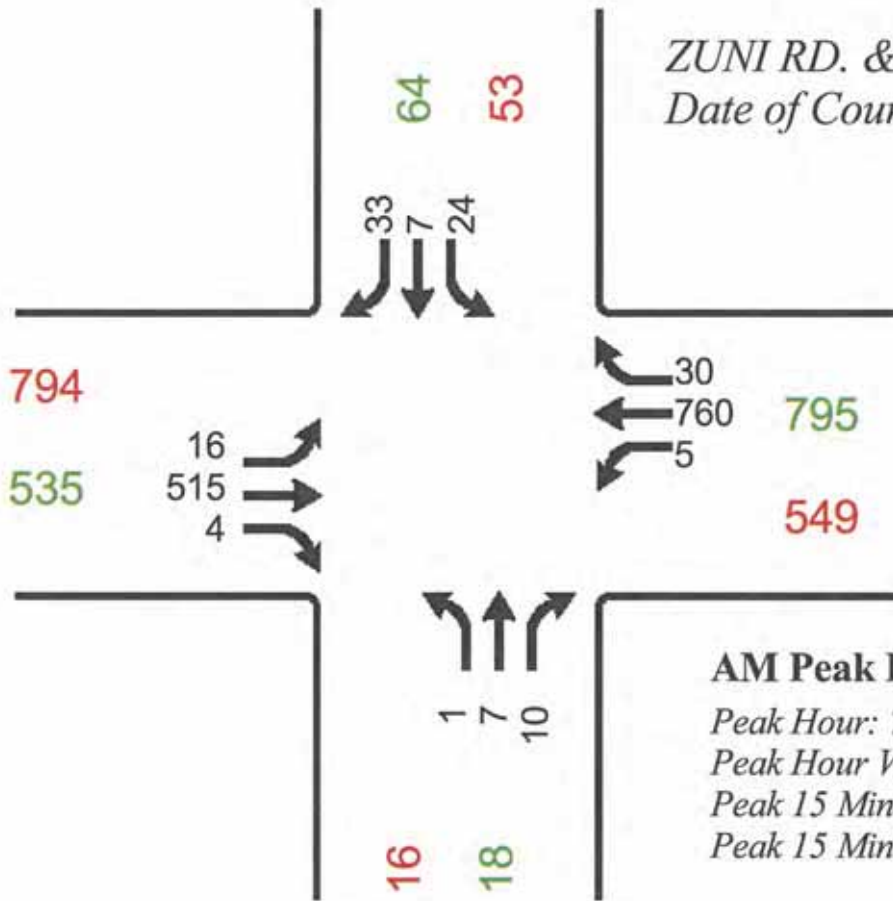
Peak Hour: 700  
Peak Hour Volume: 3027  
Peak 15 Min. Period: 730  
Peak 15 Min. Volume: 823



**PM Peak Hour Statistics**

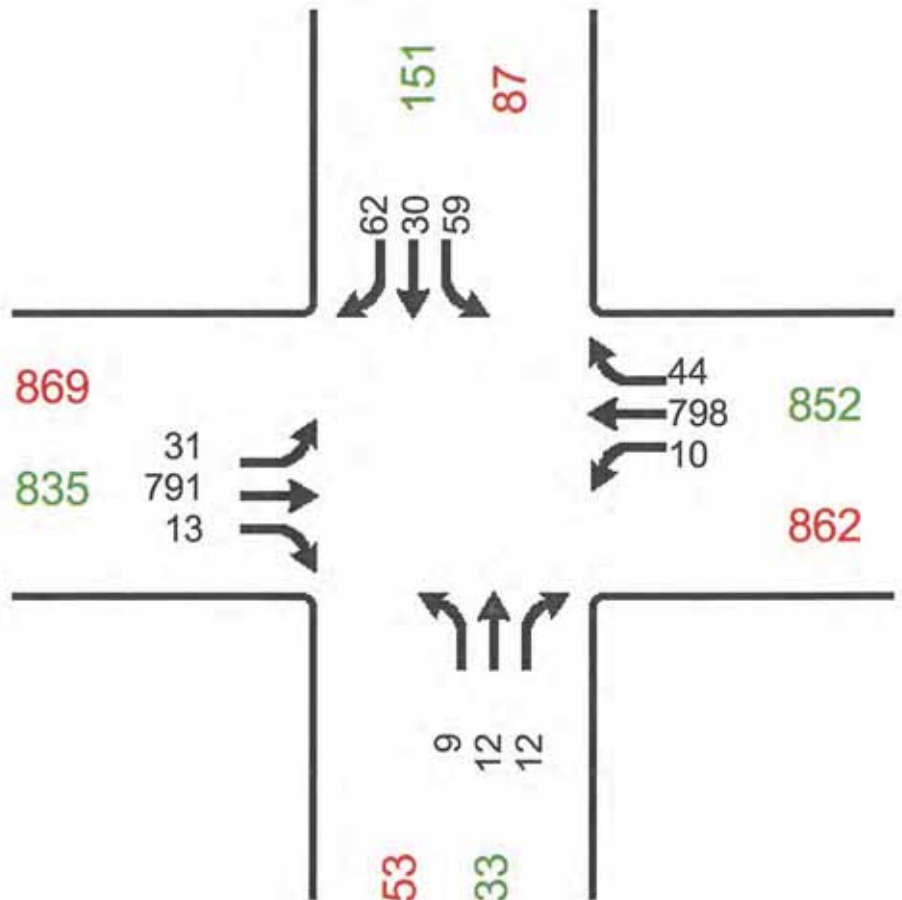
Peak Hour: 1630  
Peak Hour Volume: 4344  
Peak 15 Min. Period: 1700  
Peak 15 Min. Volume: 1123

ZUNI RD. & ALVARADO DR.  
Date of Count: 308



**AM Peak Hour Statistics**

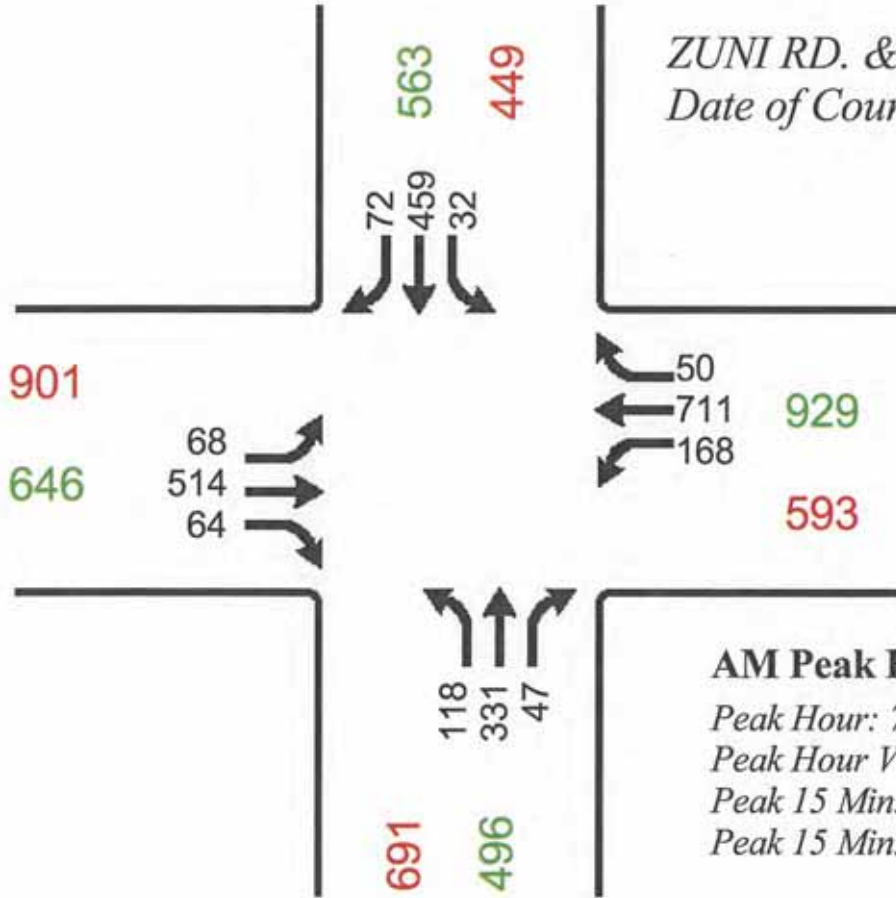
Peak Hour: 700  
Peak Hour Volume: 1412  
Peak 15 Min. Period: 715  
Peak 15 Min. Volume: 430



**PM Peak Hour Statistics**

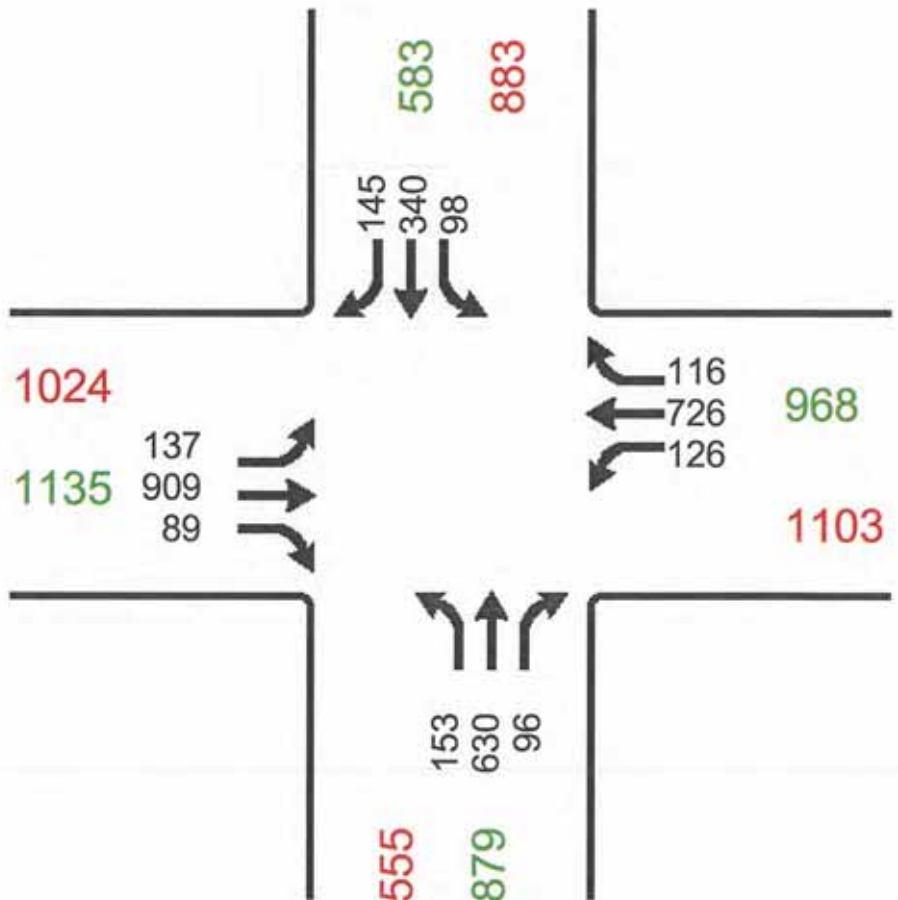
Peak Hour: 1645  
Peak Hour Volume: 1871  
Peak 15 Min. Period: 1700  
Peak 15 Min. Volume: 490

ZUNI RD. & SAN PEDRO DR.  
Date of Count: 508



**AM Peak Hour Statistics**

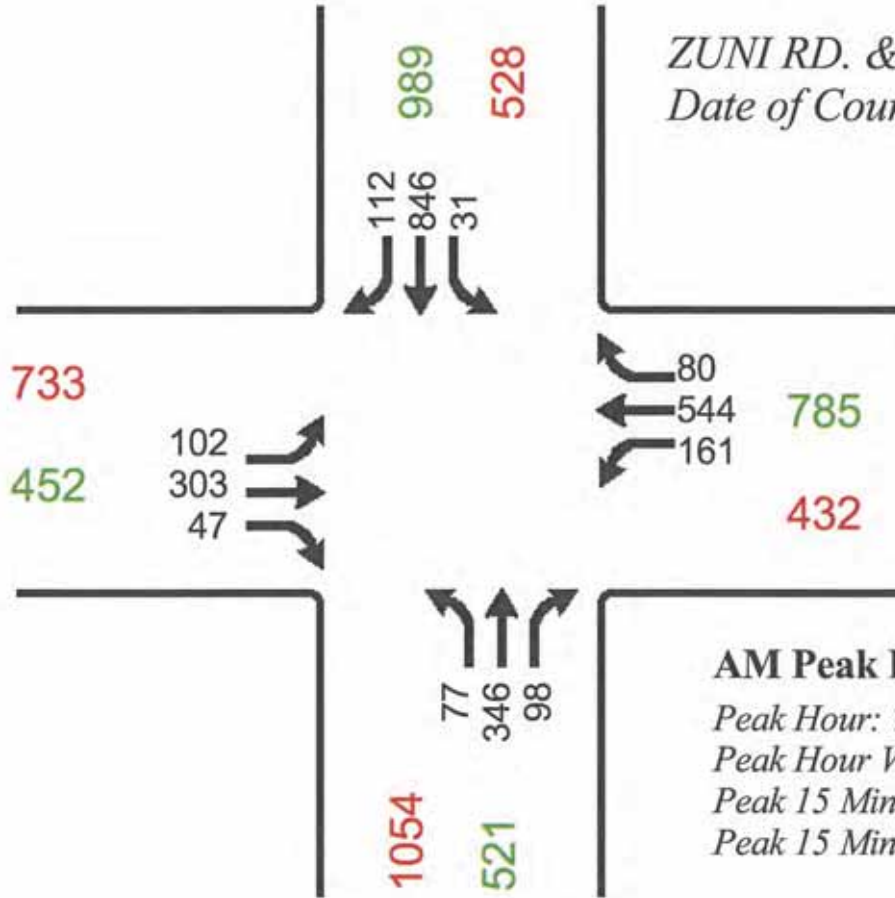
Peak Hour: 700  
Peak Hour Volume: 2634  
Peak 15 Min. Period: 730  
Peak 15 Min. Volume: 776



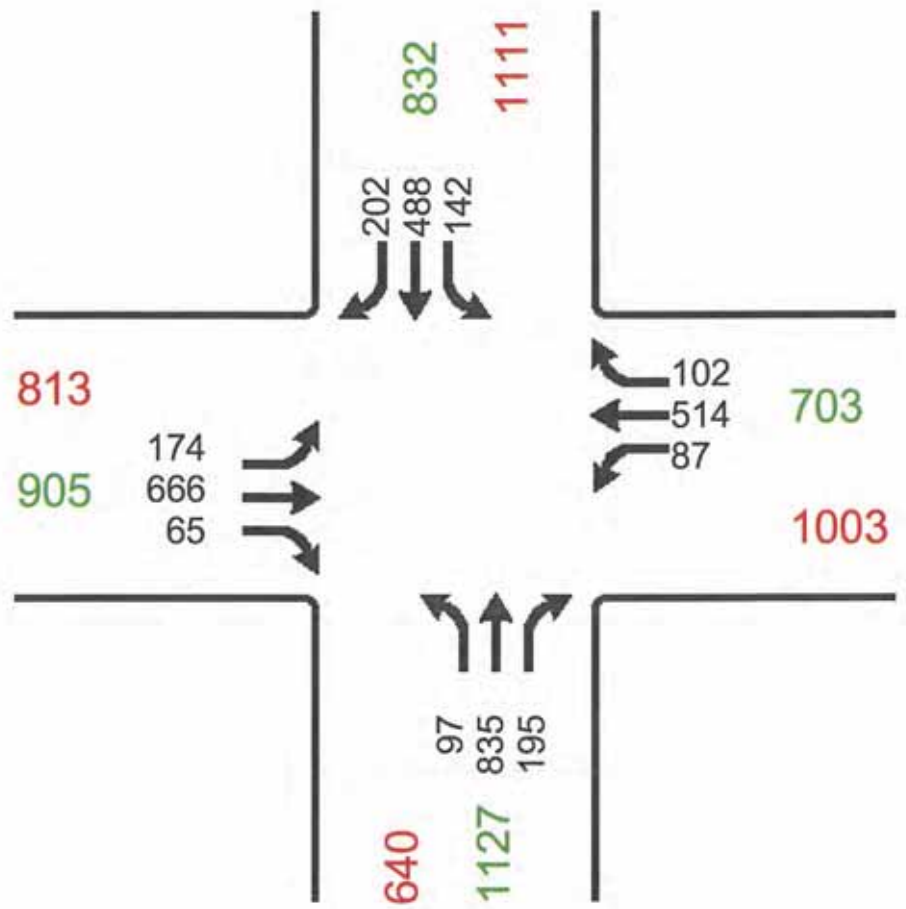
**PM Peak Hour Statistics**

Peak Hour: 1615  
Peak Hour Volume: 3565  
Peak 15 Min. Period: 1700  
Peak 15 Min. Volume: 949

ZUNI RD. & LOUISIANA BLVD.  
Date of Count: 5

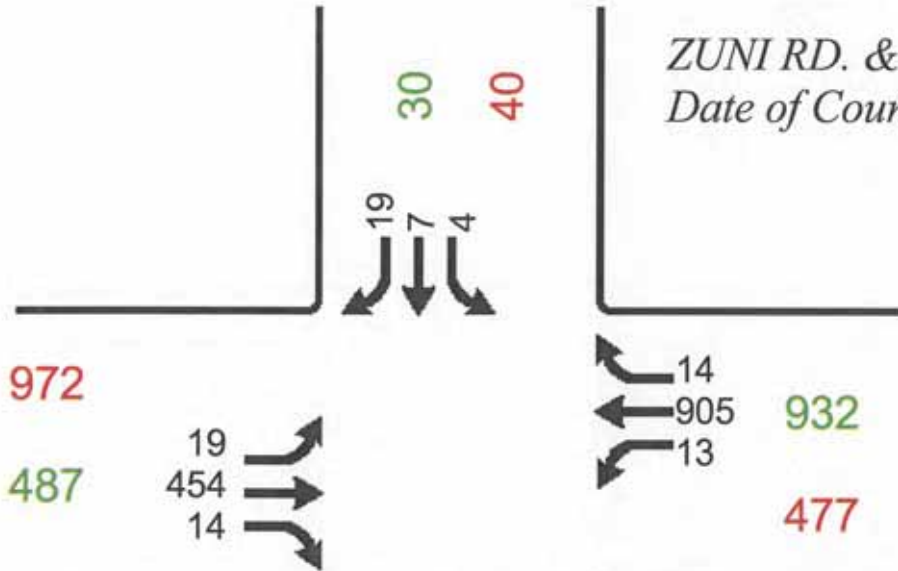


**PM Peak Hour Statistics**  
 Peak Hour: 1630  
 Peak Hour Volume: 3567  
 Peak 15 Min. Period: 1700  
 Peak 15 Min. Volume: 935



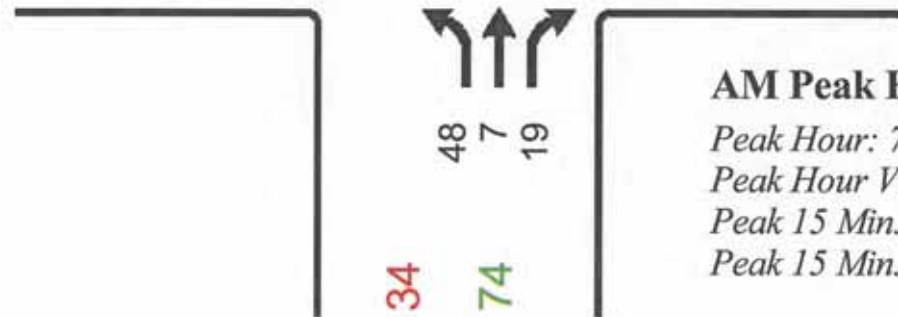


ZUNI RD. & SAN PABLO  
Date of Count: 410



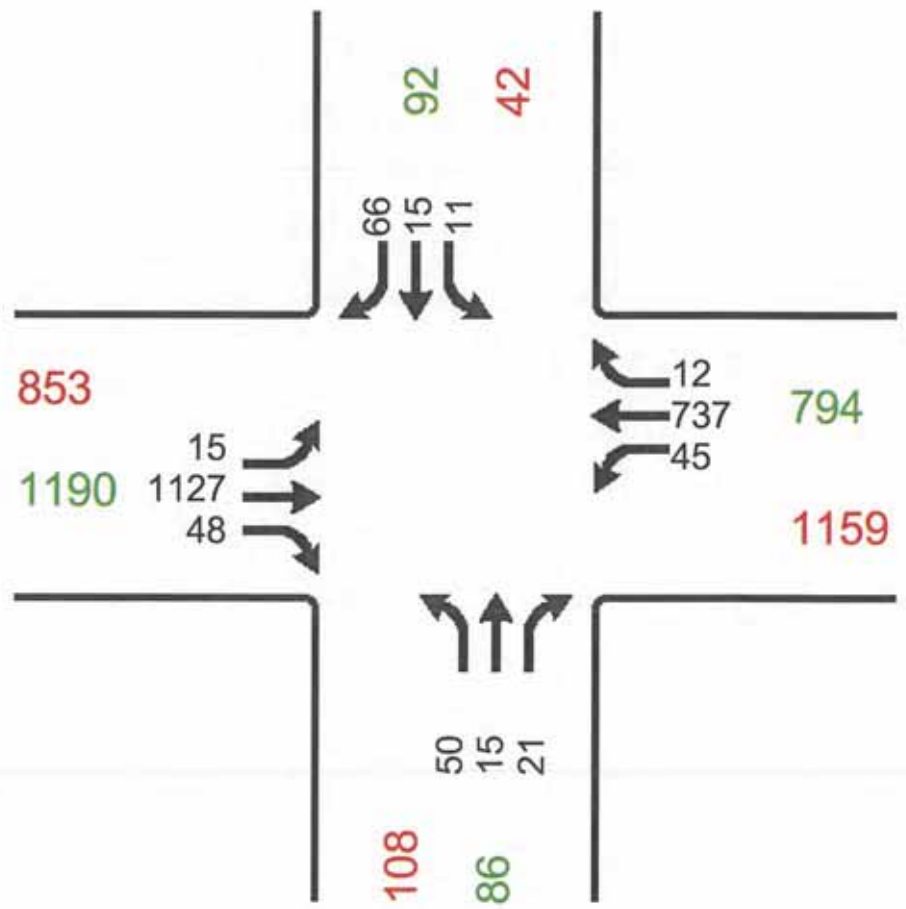
**AM Peak Hour Statistics**

Peak Hour: 700  
Peak Hour Volume: 1523  
Peak 15 Min. Period: 730  
Peak 15 Min. Volume: 426

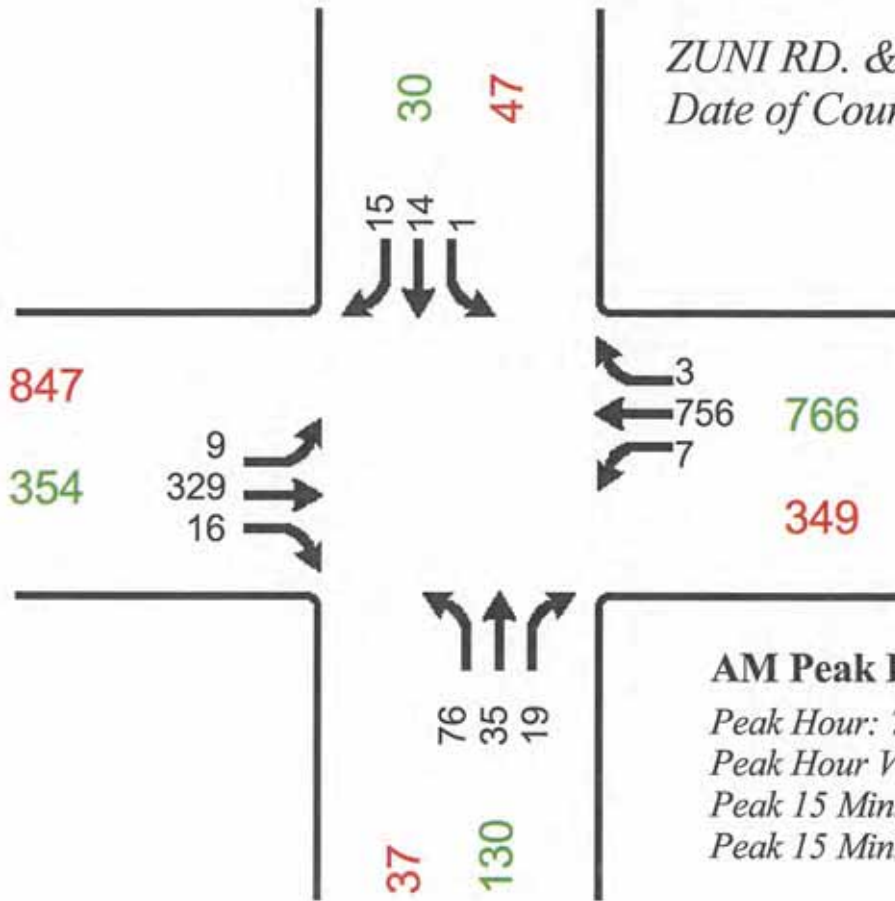


**PM Peak Hour Statistics**

Peak Hour: 1615  
Peak Hour Volume: 2162  
Peak 15 Min. Period: 1630  
Peak 15 Min. Volume: 562

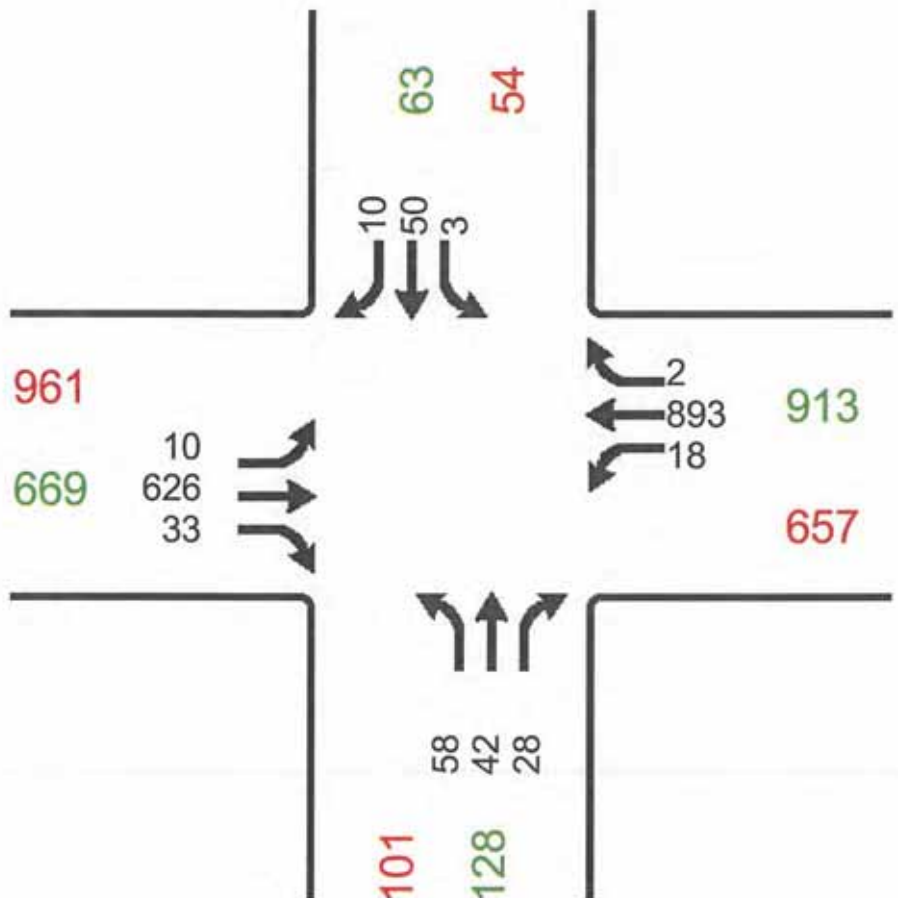


ZUNI RD. & UTAH ST.  
Date of Count: 511



**AM Peak Hour Statistics**

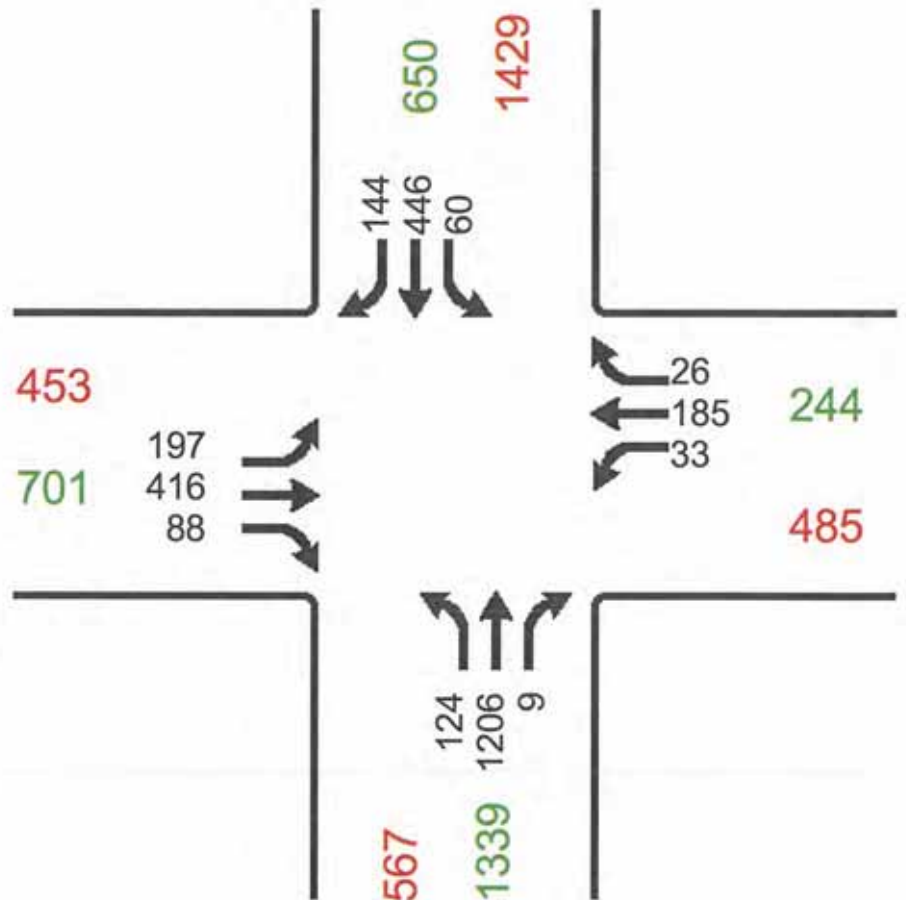
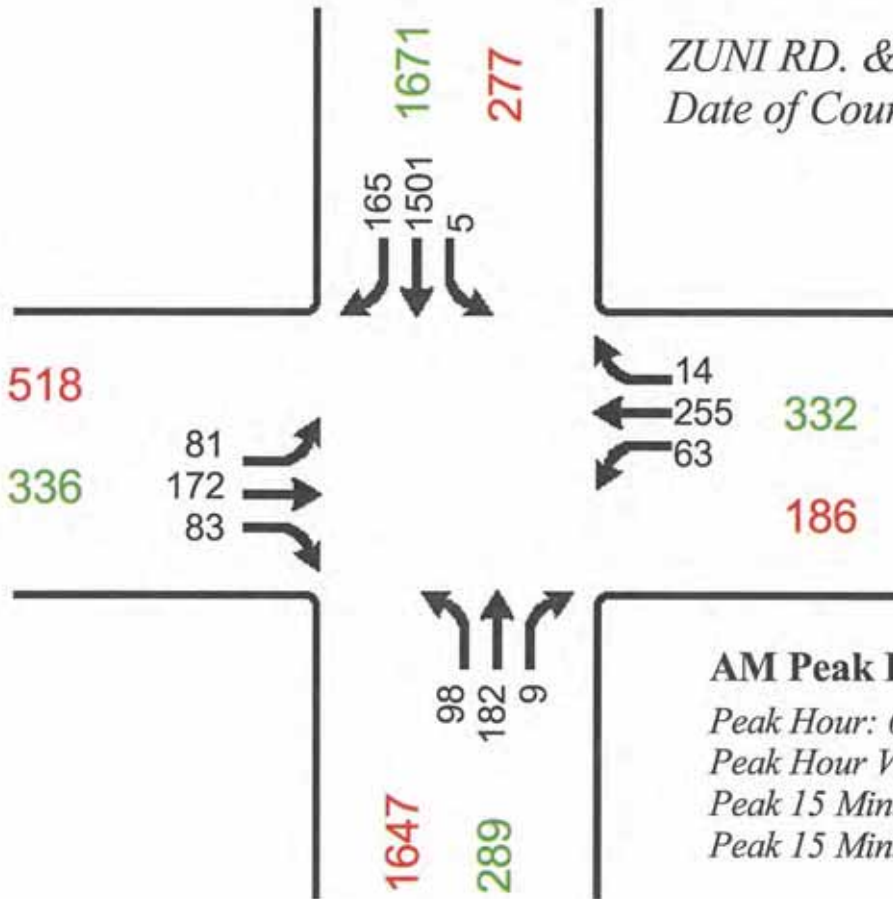
Peak Hour: 700  
Peak Hour Volume: 1280  
Peak 15 Min. Period: 730  
Peak 15 Min. Volume: 371



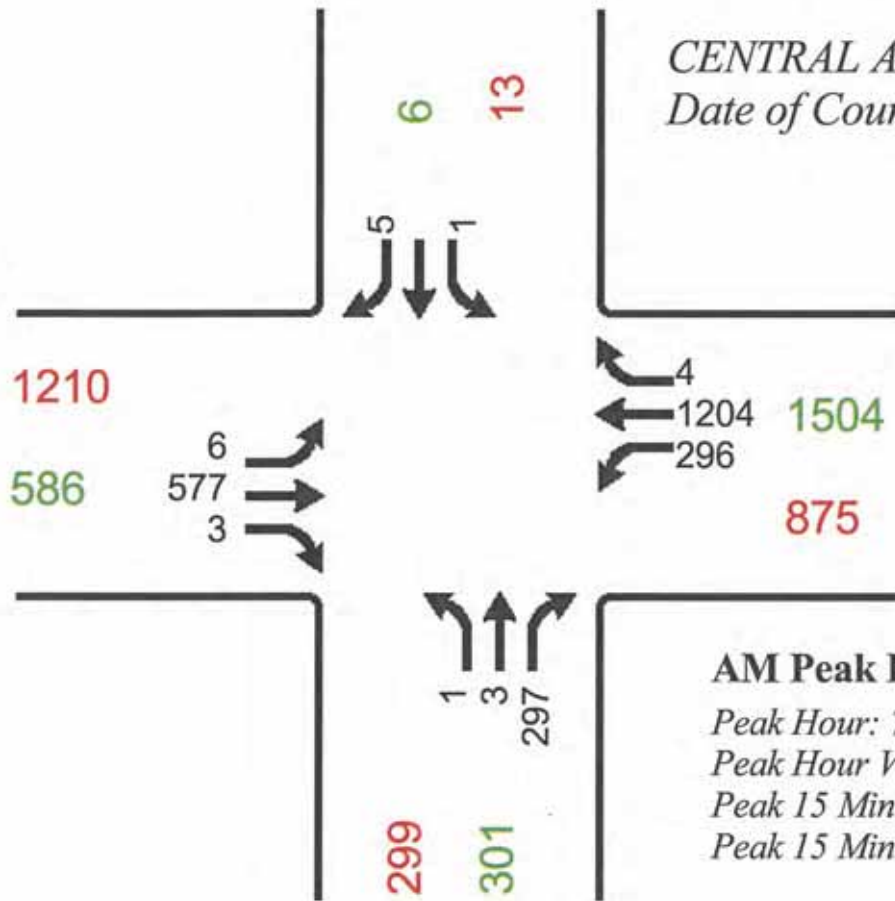
**PM Peak Hour Statistics**

Peak Hour: 1545  
Peak Hour Volume: 1773  
Peak 15 Min. Period: 1615  
Peak 15 Min. Volume: 457

ZUNI RD. & WYOMING BLVD.  
Date of Count: 509

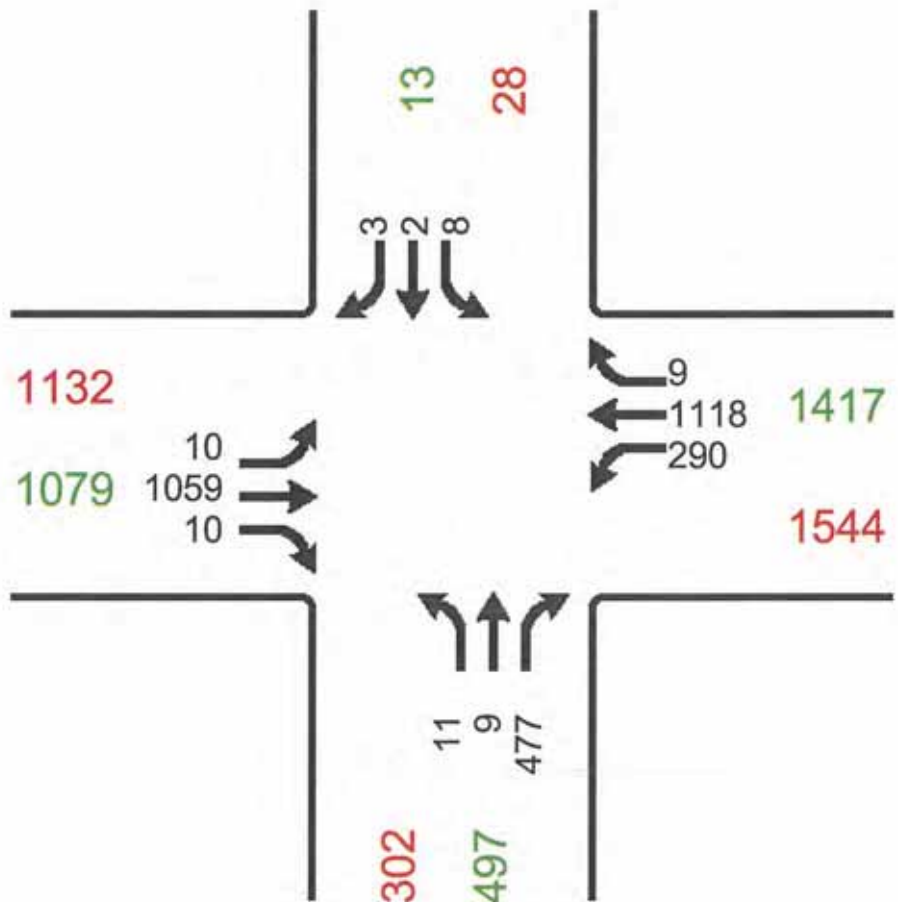


*CENTRAL AVE. & ZUNI RD.  
Date of Count: 304*



**AM Peak Hour Statistics**

*Peak Hour: 715  
 Peak Hour Volume: 2397  
 Peak 15 Min. Period: 730  
 Peak 15 Min. Volume: 662*



**PM Peak Hour Statistics**

*Peak Hour: 1530  
 Peak Hour Volume: 3006  
 Peak 15 Min. Period: 1530  
 Peak 15 Min. Volume: 779*

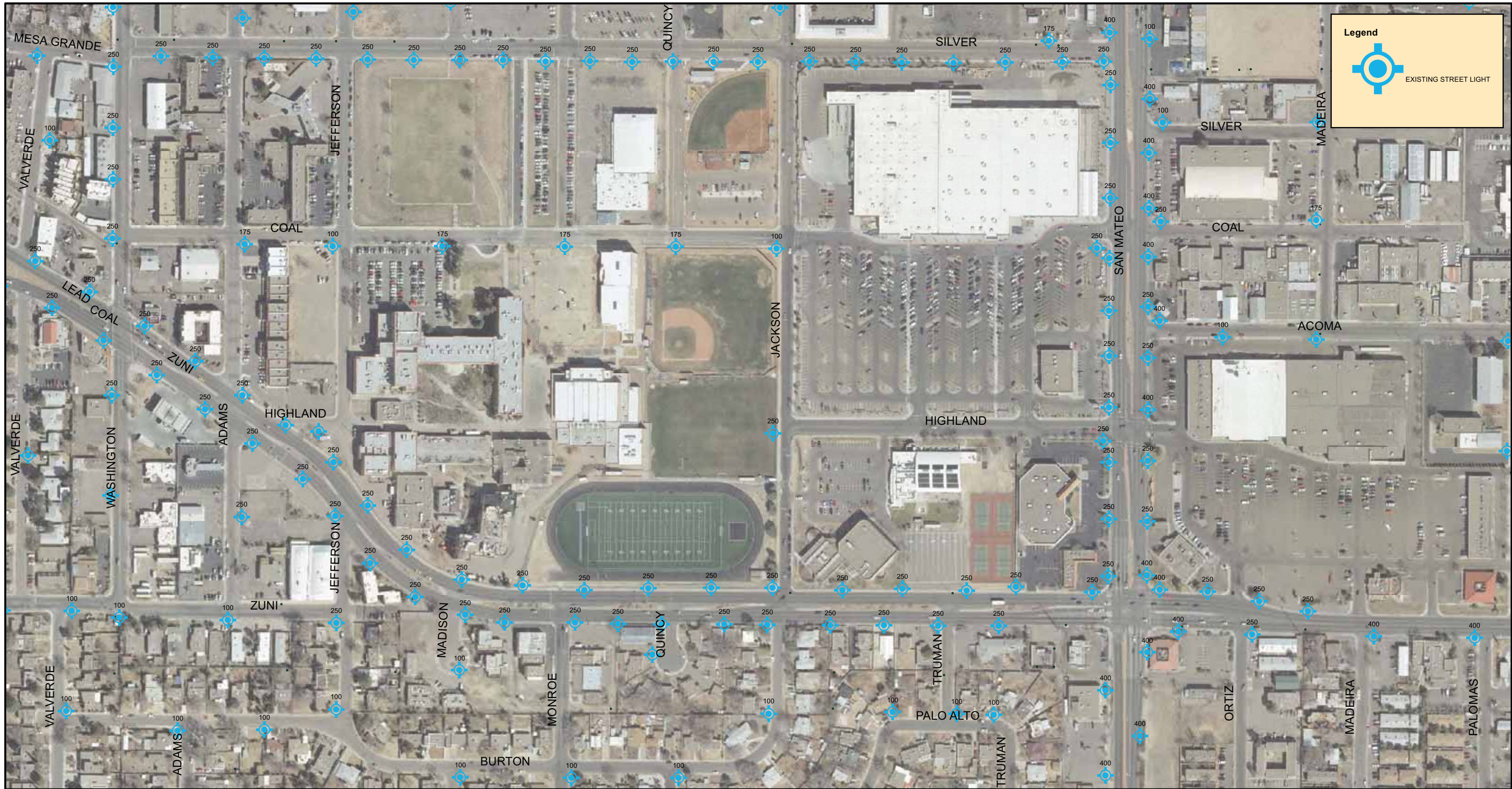
# Traffic Engineering Division

Date: 3/2/2011


Created By: M. Carrasco 505-857-8684

Location: ZUNI RD SE BTW WASHINGTON ST SE  
AND CENTRAL AVE E

Case ID: NA



**Legend**



EXISTING STREET LIGHT



0 250 500 Feet 1 inch = 250 feet

**B-13**

# Traffic Engineering Division

Date: 3/2/2011

Created By: M. Carrasco 505-857-8684

Location: ZUNI RD SE BTW WASHINGTON ST SE  
AND CENTRAL AVE E

Case ID: NA



**Legend**



EXISTING STREET LIGHT



0 250 500 Feet 1 inch = 250 feet

**B-14**

# Traffic Engineering Division

Date: 3/2/2011

Created By: M. Carrasco 505-857-8684

Location: ZUNI RD SE BTW WASHINGTON ST SE  
AND CENTRAL AVE E

Case ID: NA



# Traffic Engineering Division

Date: 3/2/2011

Created By: M. Carrasco 505-857-8684

Location: ZUNI RD SE BTW WASHINGTON ST SE  
AND CENTRAL AVE E

Case ID: NA



**Legend**



EXISTING STREET LIGHT



0 250 500 Feet 1 inch = 250 feet

**B-16**



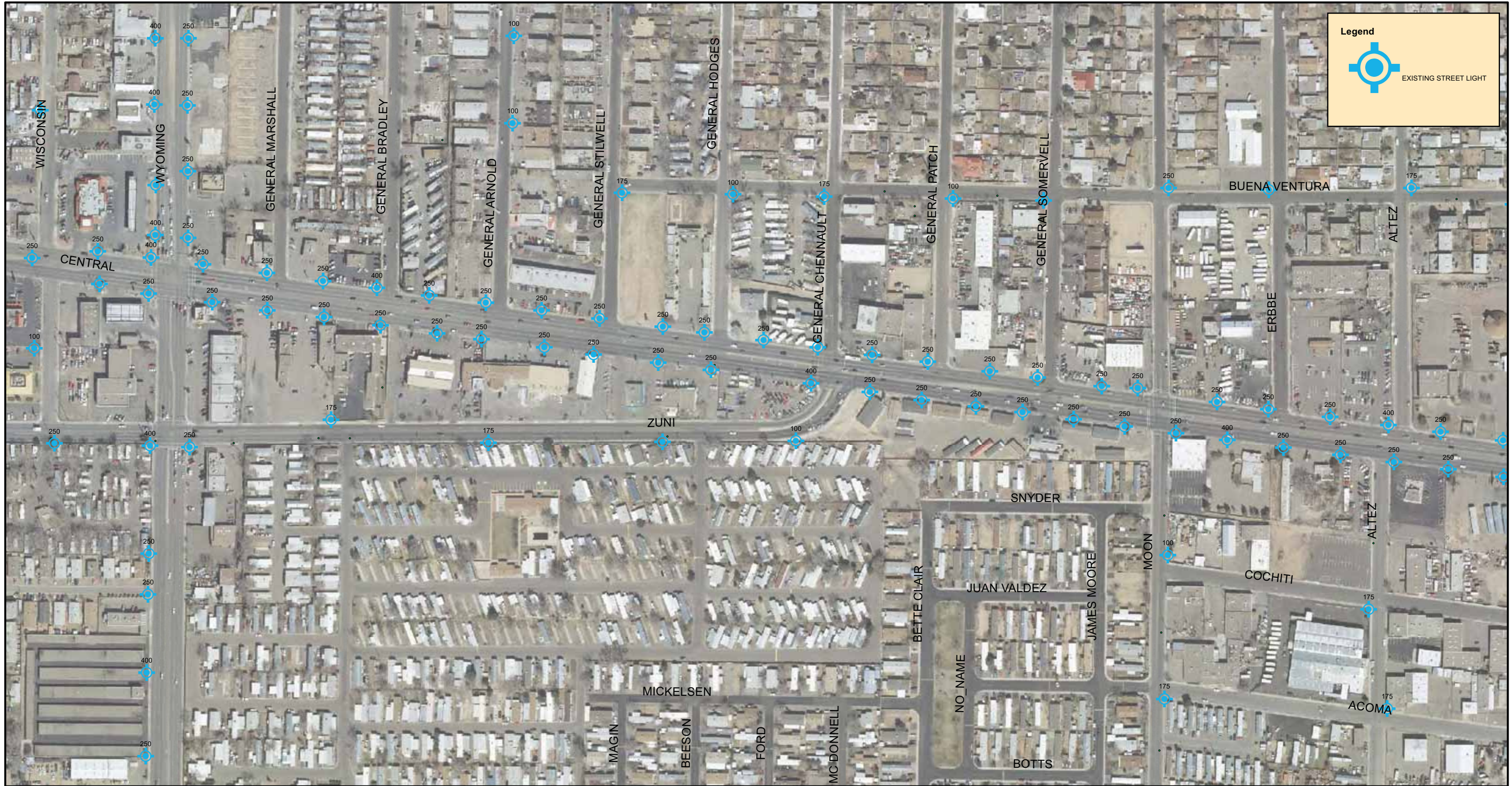
# Traffic Engineering Division

Date: 3/2/2011

Created By: M. Carrasco 505-857-8684

Location: ZUNI RD SE BTW WASHINGTON ST SE  
AND CENTRAL AVE E

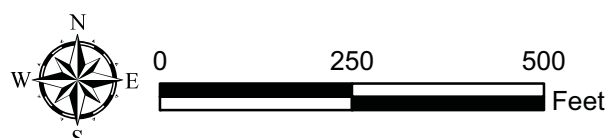
Case ID: NA



**Legend**

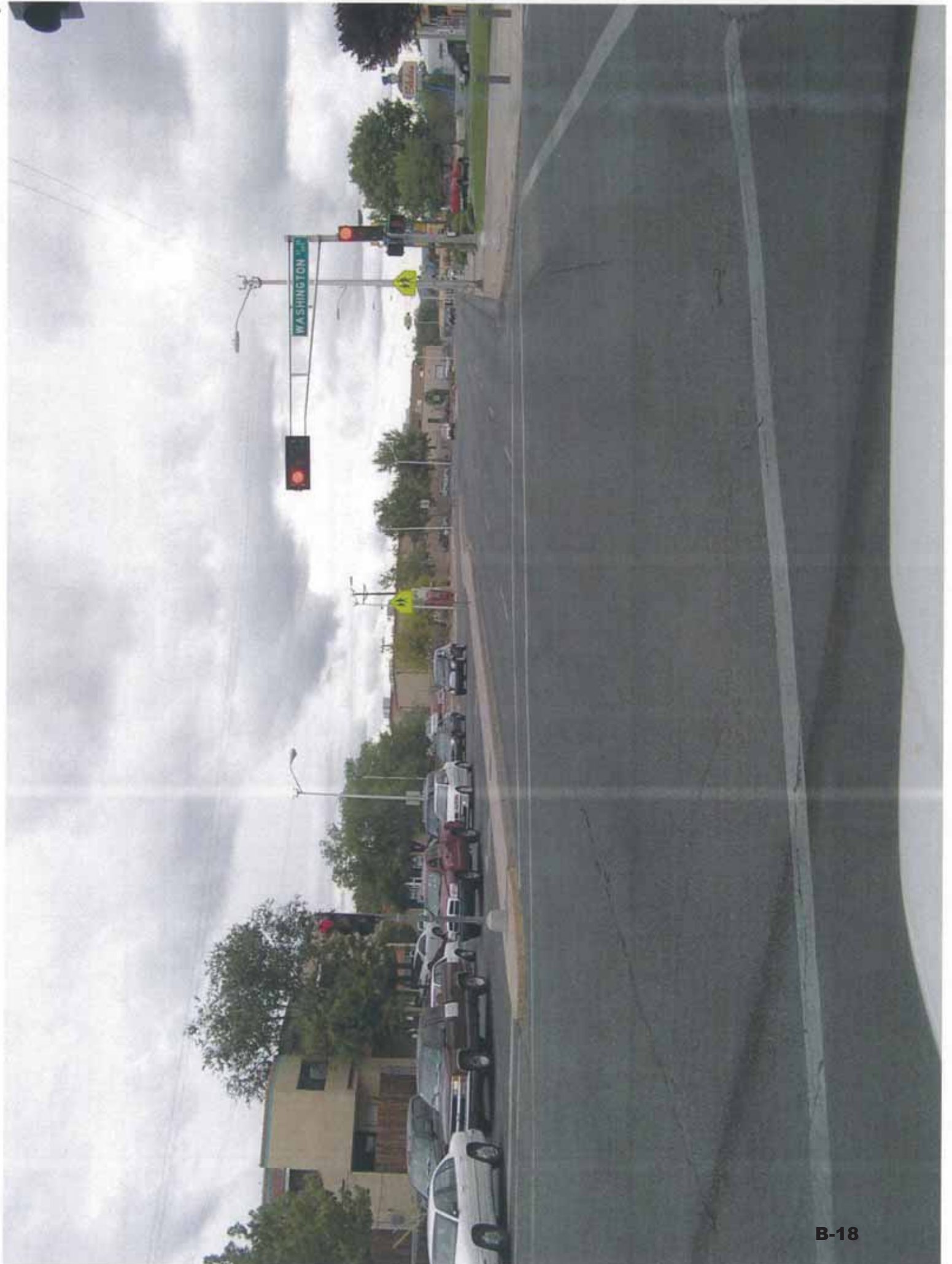


EXISTING STREET LIGHT



0 250 500 Feet 1 inch = 250 feet

**B-17**





3



B-20

4



5



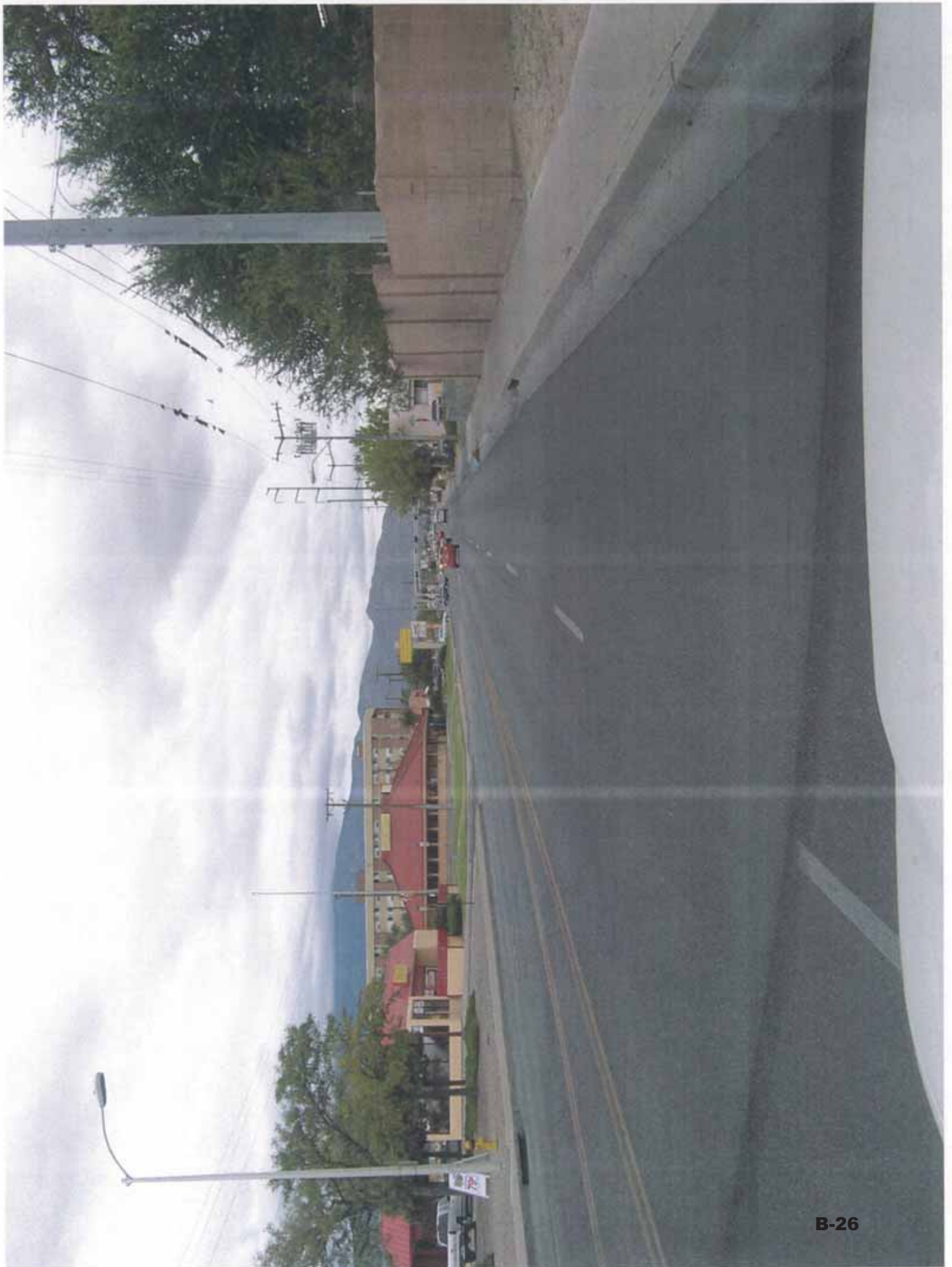
6



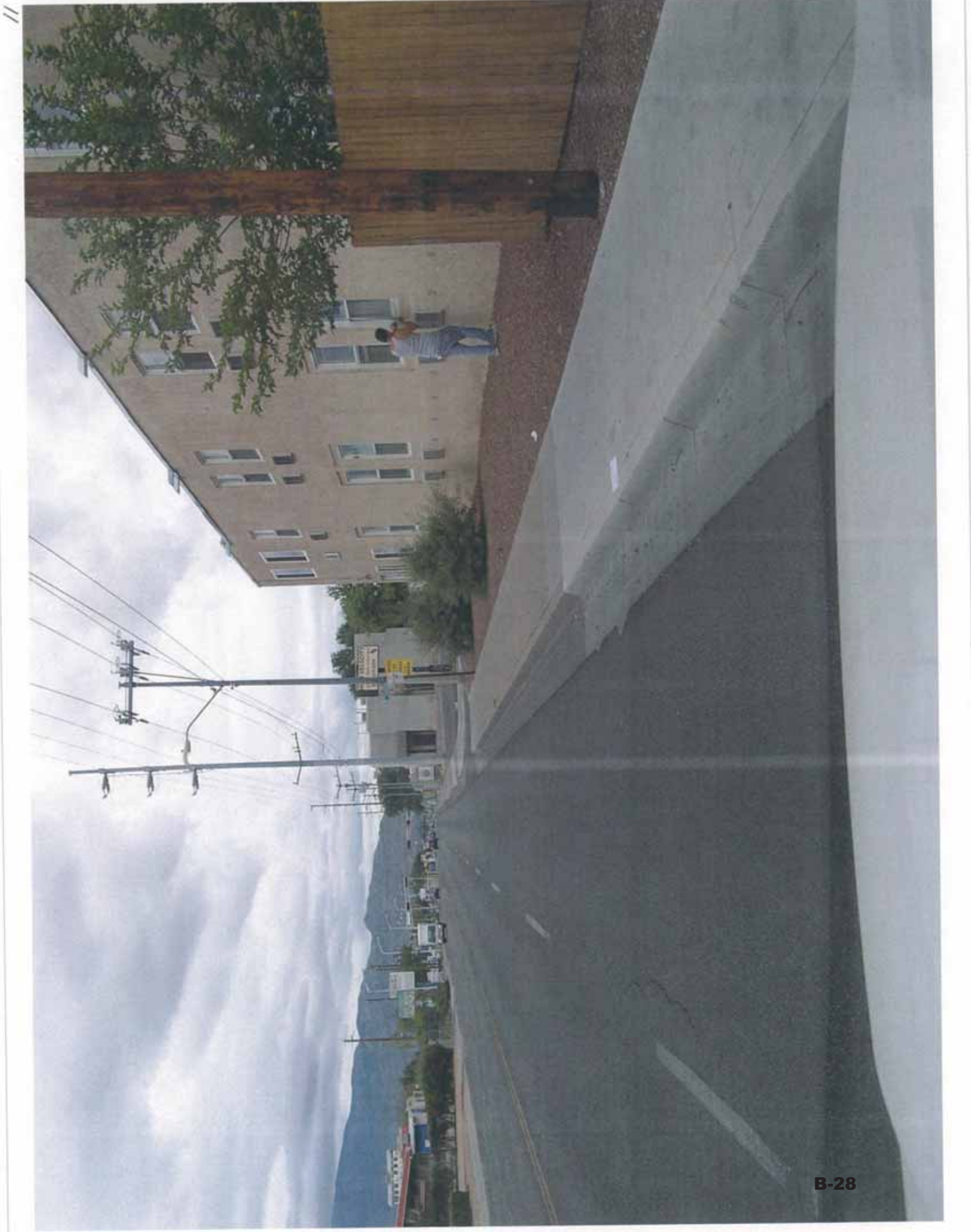












12







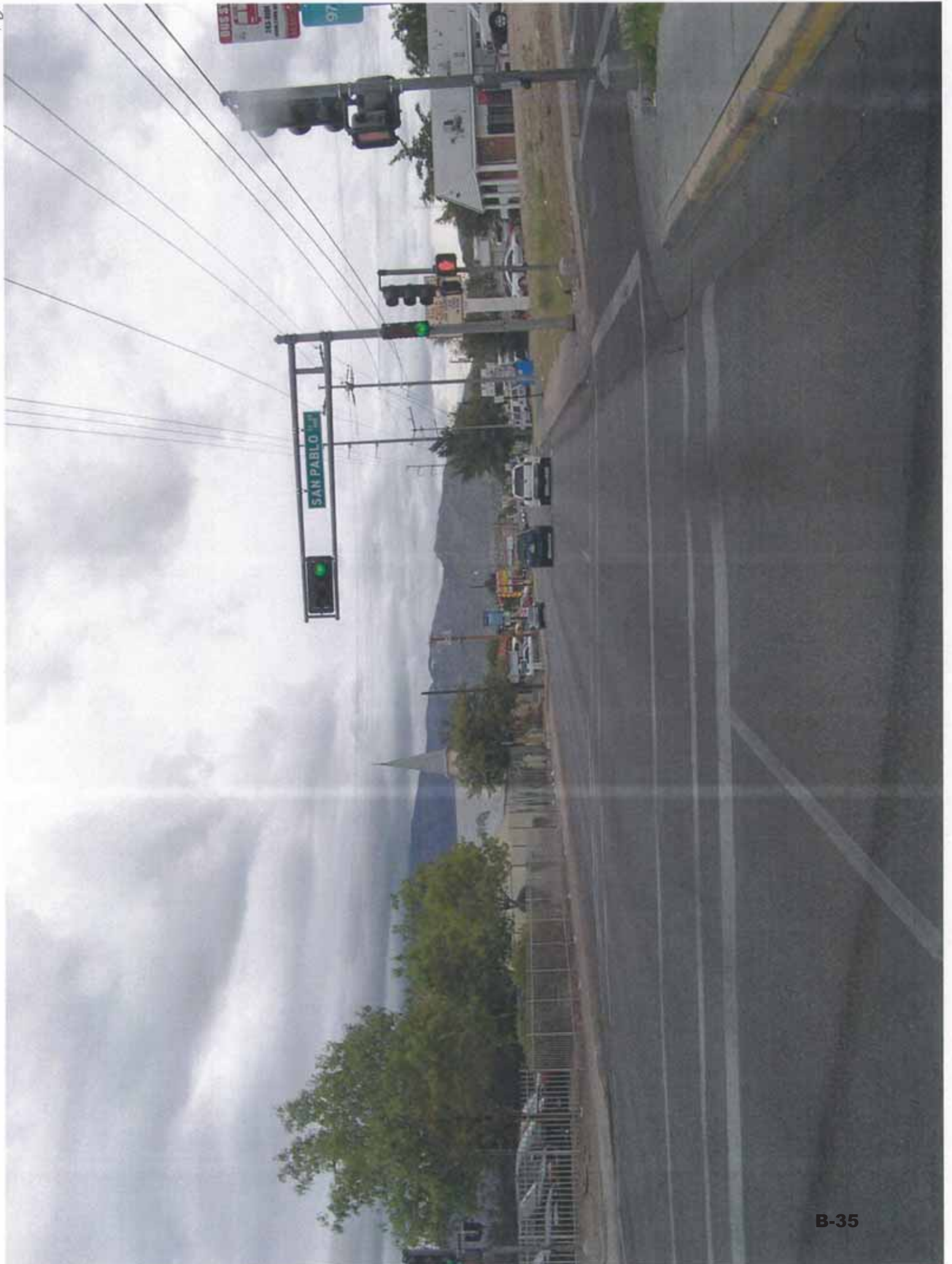


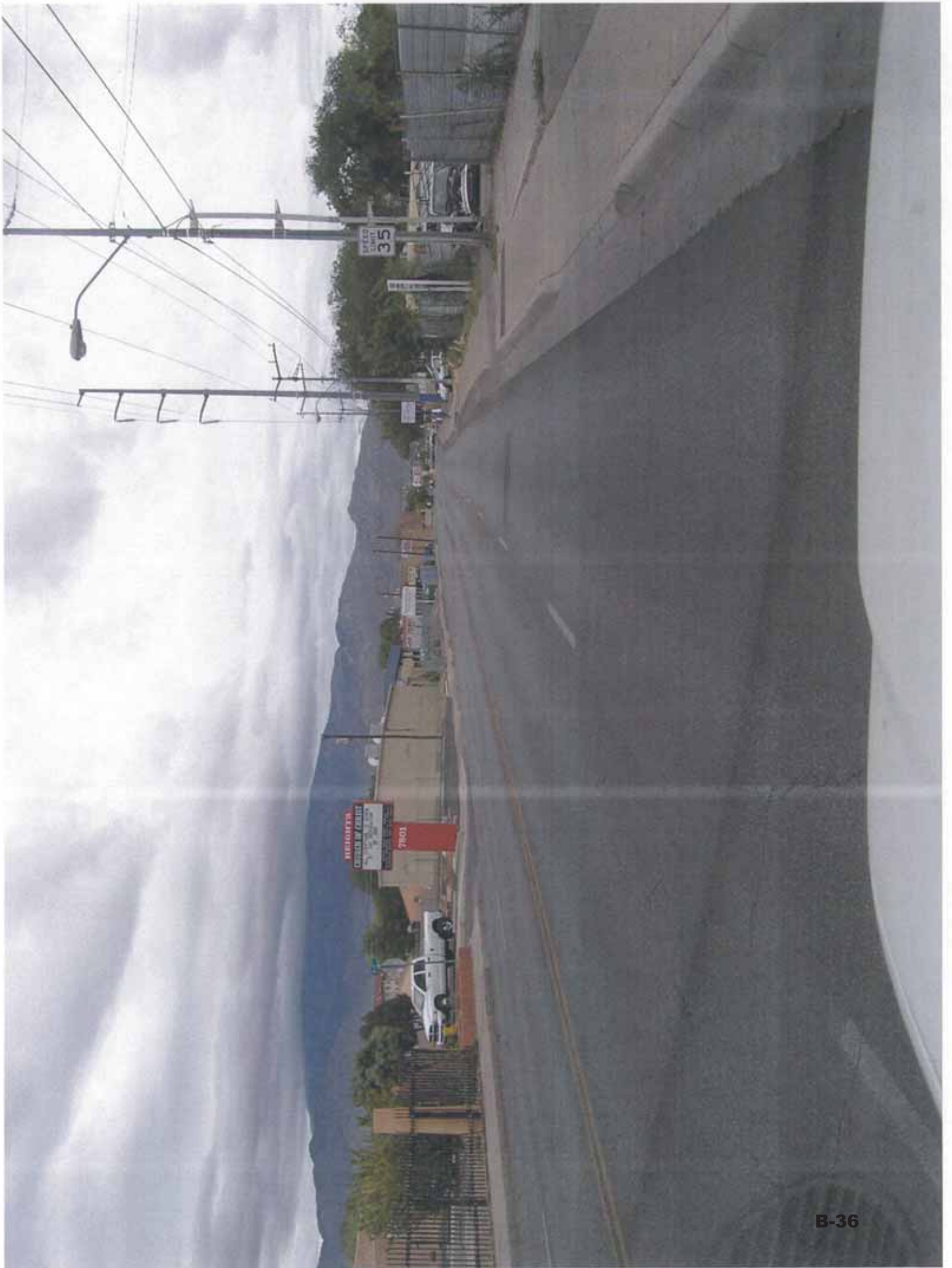




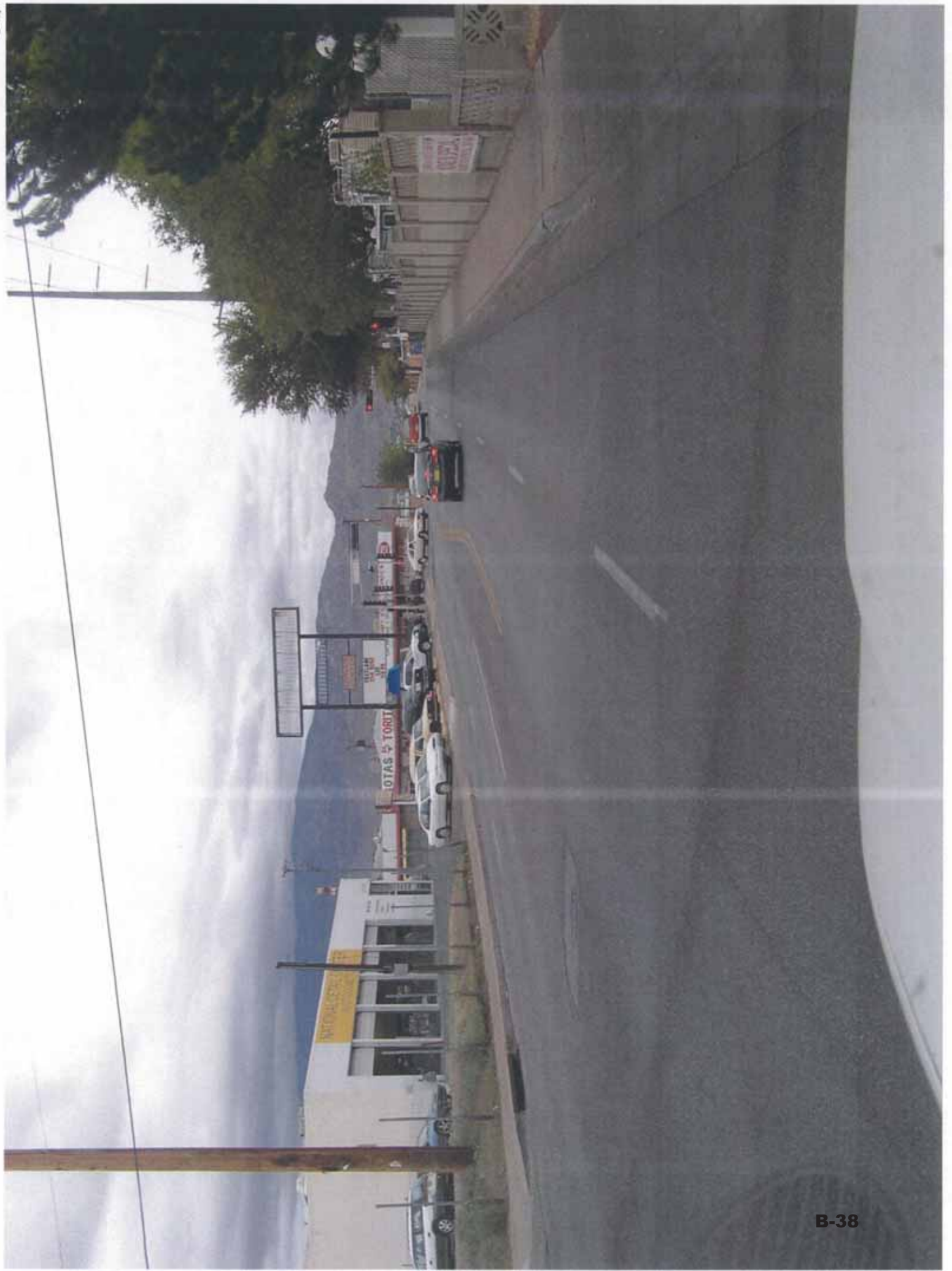
17

















24



B-41





Central



Zuni @ Central looking South



WB

B-45



WB



WB



WB





WB

36



WB

B-50



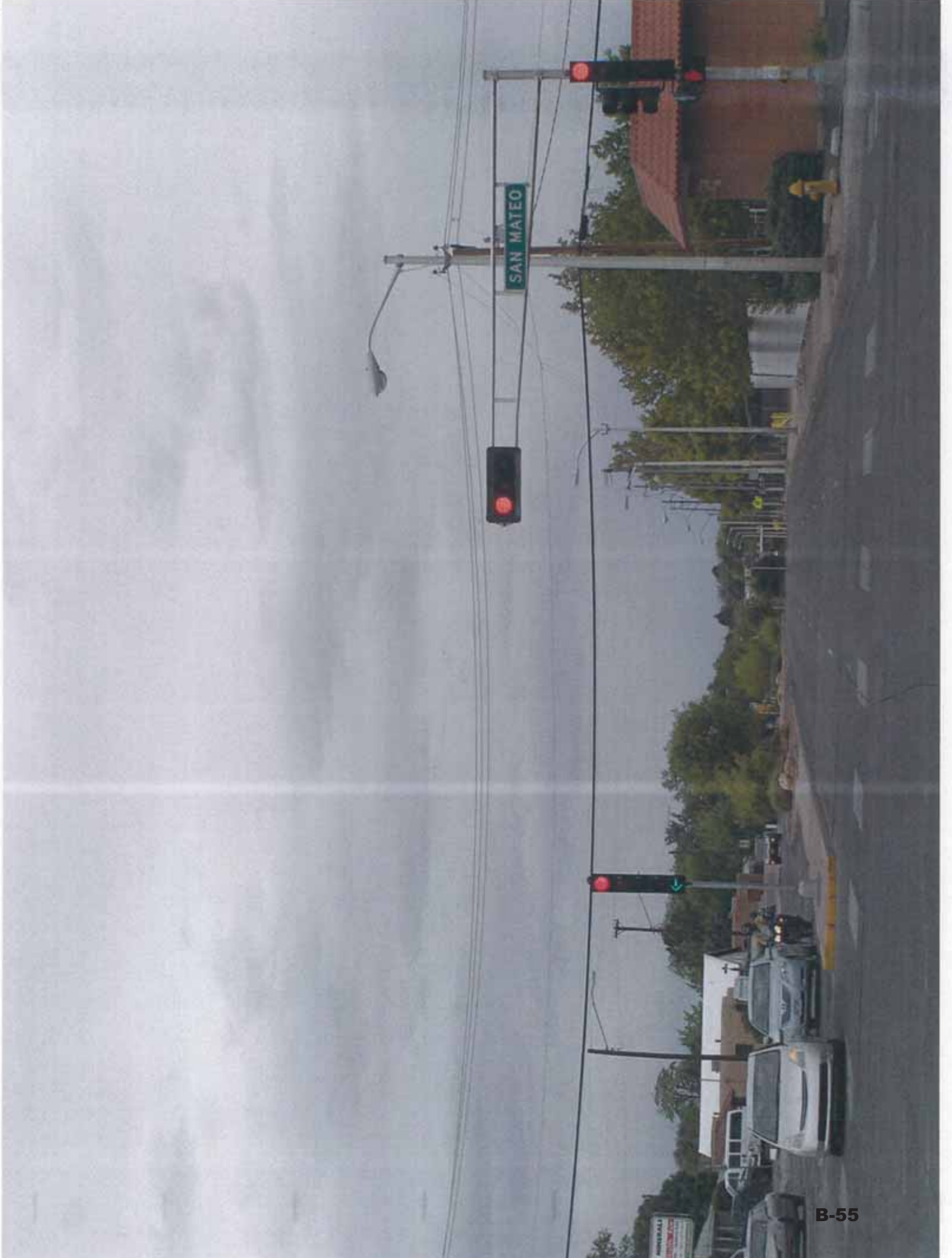
WB

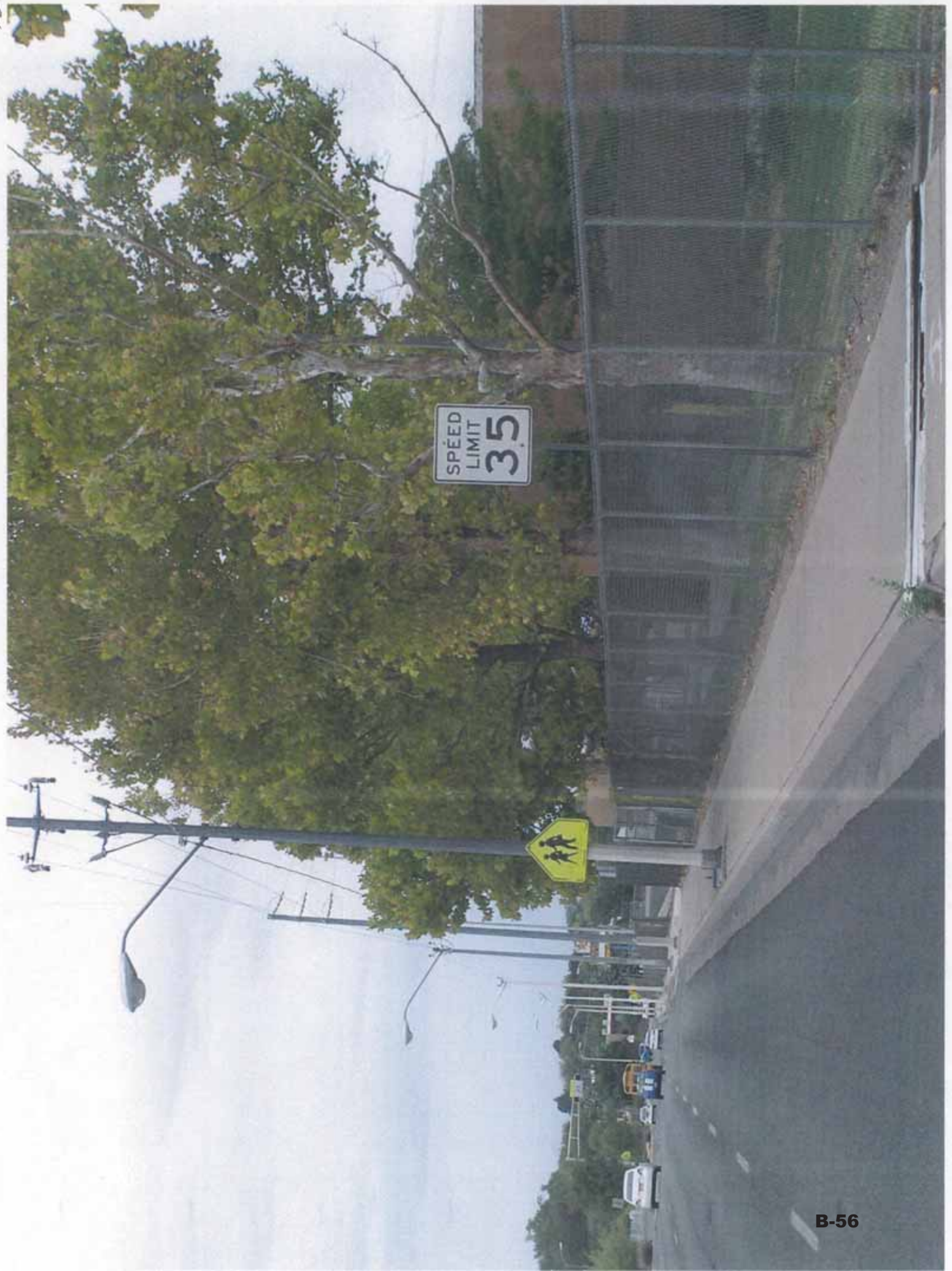


WB

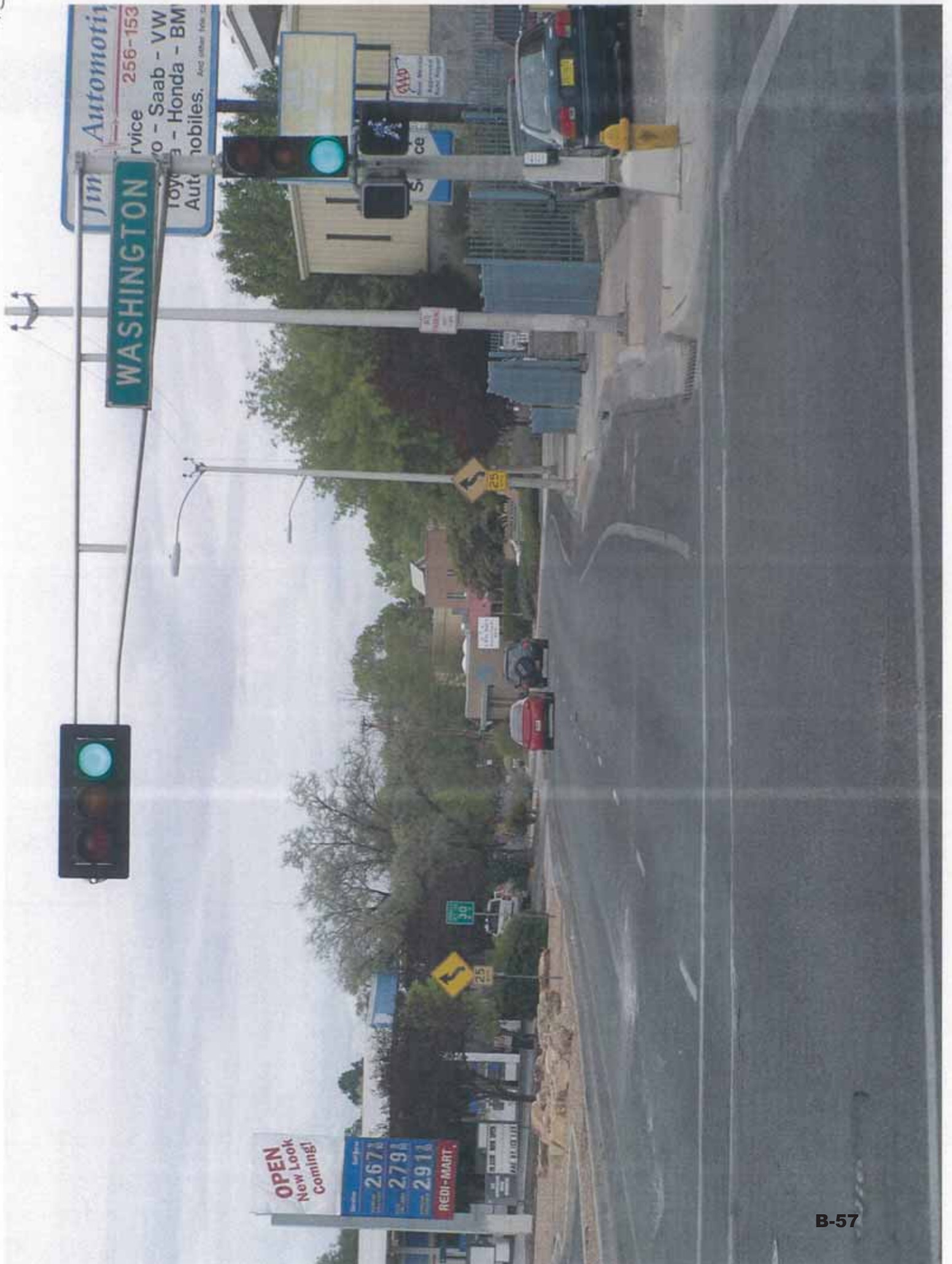












# Appendix C

## Crash Data and Analysis

Zuni Road Crash Analysis  
1/1/08 - 11/8/10

	2008 Crashes			2009 Crashes			2010 Crashes (to 11/08)			January 1, 2008 to November 8, 2010 Stats			2008 Daily Traffic Flow				2009 Daily Traffic Flow								
	PD	Injury	TOTAL	PD	Injury	Fatal	BIKE	TOTAL	PD	Injury	BIKE	TOTAL	Injury/Fatal Crashes	All Crashes	Total Vehicles Entering	Injury/Fatal Rate PMVE	Overall Crash Rate PMVE	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg
San Mateo	41	13	54	41	10	0	0	51	32	3	0	35	26	140	41,881,100	0.62	3.34	19,100	19,400	27,100	17,500	18,500	19,000	24,100	17,200
San Pedro	12	7	19	16	5	0	1	21	17	2	0	19	14	59	32,537,050	0.43	1.81	18,900	19,100	13,300	12,000	18,500	18,500	13,100	11,800
Louisiana	16	9	25	20	7	0	1	27	14	7	0	21	23	73	40,570,900	0.57	1.80	21,700	18,900	20,000	18,300	21,200	18,500	19,600	17,900
San Pablo	5	4	9	5	3	0	0	8	3	2	0	5	9	22	NA			NA	NA	NA	NA	NA	NA	NA	NA
Pennsylvania	5	7	12	9	14	1	3	24	5	4	1	9	26	45	NA			15,700	21,700	NA	NA	16,800	21,200	NA	NA
Utah	5	7	12	5	3	0	0	8	5	3	0	8	13	28	NA			9,400	15,700	24,900	NA	9,200	16,800	NA	NA
Wyoming	26	4	30	16	12	0	0	28	15	6	0	21	22	79	34,609,300	0.64	2.28	31,800	27,000	24,900	16,300	32,800	26,500	24,400	16,000
Central	10	4	14	6	4	0	0	10	10	5	0	15	13	39	35,667,850	0.36	1.09				9,400				9,200

	2010 Daily Traffic Flow (assumed same as 2009)				2008 Yearly Entering Vehicles				2009 Yearly Entering Vehicles				2010 Entering Vehicles (Jan 1 - Nov 8)				Total Entering
	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	
San Mateo	18,500	19,000	24,100	17,200	3,495,300	3,550,200	4,959,300	3,202,500	3,376,250	3,467,500	4,398,250	3,139,000	2,886,000	2,964,000	3,759,600	2,683,200	41,881,100
San Pedro	18,500	18,500	13,100	11,800	3,458,700	3,495,300	2,433,900	2,196,000	3,376,250	3,376,250	2,390,750	2,153,500	2,886,000	2,886,000	2,043,600	1,840,800	32,537,050
Louisiana	21,200	18,500	19,600	17,900	3,971,100	3,458,700	3,660,000	3,348,900	3,869,000	3,376,250	3,577,000	3,266,750	3,307,200	2,886,000	3,057,600	2,792,400	40,570,900
San Pablo			NA	NA													
Pennsylvania	16,800	21,200	NA	NA													
Utah			NA	NA													
Wyoming	9,200	16,800	24,400	16,000	1,720,200	2,873,100	4,556,700	2,982,900	1,679,000	3,066,000	4,453,000	2,920,000	1,435,200	2,620,800	3,806,400	2,496,000	34,609,300
Central	32,800	26,500		9,200	5,819,400	4,941,000	-	1,720,200	5,986,000	4,836,250	-	1,679,000	5,116,800	4,134,000	-	1,435,200	35,667,850

CRASHES  
 ZUNI (WASHINGTON TO MOON)  
 01/01/2008 TO 12/31/2008

CASE #	LOC	DIR	C/T	#	DATE OF CRASH	MILITARY TIME	INJURY	INJURY CODE		
								NUMBER INJURED	A	B
LEAD/WASHINGTON										
80125088	I			2	5/15/2008	19:44	N			
80107726	I			2	3/29/2008	16:55	N			
LEAD/ADAMS										
NONE										
LEAD/JEFFERSON										
NONE										
ZUNI/LEAD										
80148778	I			2	7/18/2008	12:17	I	1		1
ZUNI/MONROE										
80188906	PP			3	10/30/2008	10:02	N			
80149652	I			3	7/20/2008	20:59	N			
ZUNI/JACKSON										
80186684	I			2	10/24/2008	14:44	I			
80157566	I			2	8/10/2008	16:05	N			
ZUNI/TRUMAN										
80193842	I			5	11/11/2008	15:55	N			

ZUNI/SAN MATEO

80170012 I

3

#

9/11/2008

17:33

1

I

1

80211934	PP		5
80210266	I		4
80208460	I		3
80205814	30'	N	3
80202280	PP		5
80202173	I		2
80200799	100'	E	5
80199559	100'	E	5
80195821	100'	W	4
80191758	I		1
80185298	50'	E	3
80185021	I		2
80182650	PP		5
80180919	I		2
80180648	300'	N	2
80175446	I		2
80172981	I		2
80167002	PP		5
80164992	I		B
80161050	PP		5
80158791	I		2
80160614	I		2
80155134	PP		5
80151705	I		B
80150216	PP		5
80150720	I		2
80145602	I		3
80147577	PP		5
80145057	PP		3
80142866	PP		5
80143274	PP		5
80132659	I		3
80132439	I		3

12/31/2008	13:00
12/26/2008	22:10
12/21/2008	7:48
12/14/2008	12:47
12/5/2008	8:41
12/4/2008	20:52
12/1/2008	12:01
11/27/2008	13:11
11/17/2008	19:00
11/6/2008	17:50
10/21/2008	7:04
10/17/2008	13:00
10/13/2008	8:00
10/8/2008	12:40
10/8/2008	16:26
9/25/2008	7:05
9/18/2008	22:20
8/31/2008	21:00
8/29/2008	16:29
8/15/2008	16:45
8/12/2008	16:20
8/12/2008	0:01
8/3/2008	16:35
7/26/2008	0:36
7/22/2008	10:45
7/14/2008	21:40
7/9/2008	21:52
7/4/2008	10:30
7/4/2008	12:00
6/30/2008	9:00
6/24/2008	12:00
6/5/2008	12:41
6/4/2008	19:04

				1
				1
				1
				1
				2
				1

N N I N I N N N I N N N N N I N N N N I N N N N N N N I

80130539	PP		5
80126467	I		2
80126493	PP		4
80124209	I		5
80123831	PP		5
80151057	PP		5
80119914	PP		5
80117693	I		3
80117348	I		2
80114536	I		2
80112541	I		2
80109839	I		2
80105816	I		3
80002731	I		1
80002125	PP		5
80001130	I		5
80003915	I		5
80003889	PP		3
80000613	PP		5
80000311	PP		4
80000604	I		5

# #

5/24/2008	15:00
5/19/2008	12:40
5/14/2008	16:00
5/13/2008	12:39
5/12/2008	12:00
5/10/2008	13:00
4/29/2008	11:30
4/26/2008	17:13
4/25/2008	19:12
4/17/2008	17:32
4/11/2008	21:57
4/4/2008	12:10
3/23/2008	11:38
2/22/2008	9:12
2/12/2008	12:00
1/30/2008	15:10
1/30/2008	2:00
1/17/2008	15:00
1/6/2008	15:30
1/2/2008	15:38
1/1/2008	14:45

N									
N									
N									
I	4				1			3	
N									
N									
N									
I	1							1	
N									
I	1							1	
N									
I	1							1	
I	2							2	
I	2							2	
N									
N									
N									
N									
N									
N									
N									
N									

ZUNI/ORTIZ

NONE

ZUNI/MADEIRA

80206865	PP		1
80172211	I		5
80121567	50' E		2
80003689	I		3
80003176	I		3

# #

12/17/2008	11:49
9/17/2008	7:20
5/6/2008	17:20
2/27/2008	7:48
2/14/2008	12:36

N									
N									
N									
N									
N									
I	2							2	

ZUNI/PALOMAS

80205059	100' W		3
----------	--------	--	---

12/12/2008	13:57
------------	-------

N									
---	--	--	--	--	--	--	--	--	--

80165011	I		3
80172405	PP		5
80138382	I		3
80125712	I		3
80112480	I		2
80109461	I		3
80000038	I		B

# # # # #

8/29/2008	16:27
8/10/2008	16:20
6/20/2008	13:45
5/17/2008	9:11
4/11/2008	18:21
4/3/2008	13:22
1/4/2008	19:14

N N N I I N I

	5	5	
	1		1

ZUNI/ALVARADO

80209157	150'	W	3
80190559	I		2
80181273	I		P
80178140	I		4
80157068	100'	W	5
80133731	I		3
80125355	I		3
80119990	I		2
80107729	I		2
80004162	I		3
80003618	I		3
80003305	I		3
80001865	I		3
80000390	50'	E	4

# # # # # # # #

12/23/2008	8:14
11/3/2008	12:45
10/10/2008	11:22
10/2/2008	7:38
8/9/2008	1:55
6/8/2008	11:02
5/16/2008	14:32
5/2/2008	14:44
3/29/2008	14:43
3/6/2008	10:13
2/25/2008	17:39
2/23/2008	8:57
1/25/2008	12:21
1/8/2008	9:34

I I I N N I N N N N I N I I N

I			1
I			
1			1
3			3
1			1
1			1

ZUNI/VALENCIA

80195806	I		2
80186834	I		2
80156248	I		3
80123879	I		3
80118286	I		4
80109926	I		2

# #

11/17/2008	18:03
10/24/2008	19:29
8/7/2008	7:54
5/12/2008	14:27
4/28/2008	11:50
4/4/2008	15:34

N N N I N N

1			1

ZUNI/CARDENAS

80172906	I		3
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#

9/18/2008	17:40
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N




80172880	I		P
80149288	I		2
80002316	I		2

9/17/2008	15:47
7/19/2008	17:21
1/31/2008	17:18

80172880	I		P
80149288	I		2
80002316	I		2

N  
I  
N

ZUNI/CAGUA

80191303	I		2
80168722	I		3
80115886	50'	W	5

11/5/2008	13:19
9/8/2010	12:35
4/21/2008	15:30

80191303	I		2
80168722	I		3
80115886	50'	W	5

N  
N  
N

ZUNI/SAN PEDRO

80209242	I		3
80187925	I		2
80181308	I		5
80178683	220'	N	2
80171172	I		2
80152380	I		4
80149482	I		2
80148016	I		3
80125883	I		3
80125850	I		3
80005204	I		2
80124873	I		2
80121592	I		3
80109701	I		3
80105580	I		2
80105199	300'	N	3
80003883	PP		5
80002489	I		3
80000316	I		B

12/23/2008	11:49
10/27/2008	20:46
10/4/2008	13:00
10/3/2008	14:16
9/14/2008	13:30
7/27/2008	22:37
7/20/2008	9:10
7/16/2008	12:21
5/17/2008	19:47
5/17/2008	17:48
5/16/2008	14:45
5/15/2008	11:21
5/6/2008	19:01
4/4/2008	7:52
3/22/2008	13:18
3/21/2008	11:36
2/20/2008	22:00
2/7/2008	17:08
1/14/2008	17:00

#  
#  
#  
#  
#  
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I  
I  
N  
I  
N  
N  
N  
I  
N  
N  
N  
N  
N  
N  
I  
N  
N  
I  
N

ZUNI/ARIZONA

80151967	I		5
80130630	I		2

7/26/2008	15:45
5/30/2008	15:44

80151967	I		5
80130630	I		2

N  
N

ZUNI/CALIFORNIA

80208265	I								
80003597	30'	W					1		2

N  
I

12/20/2008	17:17
2/25/2008	14:41

#

80208265	I			3
80003597	30'	W		2

ZUNI/DAKOTA

NONE

ZUNI/FLORIDA

80203849	I								
80181284	I								
80163411	10'	S							

N  
N  
N

12/9/2008	10:15
10/10/2008	12:02
8/25/2008	16:50

ZUNI/GEORGIA

80107413	I								
80002430	I								

N  
N

3/28/2008	13:00
2/7/2008	0:04

ZUNI/INDIANA

80202788	I								
80199834	I						1		1
80192190	I								
80181074	I								
80167949	I								
80155384	I								
80148958	100'	E							
80135596	I								
80124674	PP								2
80122915	I								

N  
I  
N  
I  
N  
N  
N  
N  
I  
N

12/6/2008	12:24
11/28/2008	15:46
11/7/2008	18:44
10/9/2008	18:02
9/6/2008	12:05
8/4/2008	22:09
7/18/2008	20:05
6/13/2008	7:27
5/14/2008	17:53
5/9/2008	22:57

#  
#  
#

80202788	I				2
80199834	I				2
80192190	I				2
80181074	I				3
80167949	I				3
80155384	I				3
80148958	100'	E			4
80135596	I				3
80124674	PP				1
80122915	I				2

ZUNI/KENTUCKY

80189882	PP								
80149545	I								

N  
N

11/1/2008	17:43
7/20/2008	13:35

80189882	PP				3
80149545	I				3



80133517	I		2
80106690	I		2
80105324	I		2
80101447	PP		5
80001488	I		3

#

6/7/2008	19:54
3/26/2008	11:14
3/21/2008	18:37
3/11/2008	16:50
1/22/2008	14:01

1			1
4		2	2

I  
N  
I  
N  
N

ZUNI/CHAMA

80102194	I		5
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3/14/2008	14:13
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1			1
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I

ZUNI/MESILLA

80121366	I		2
80120661	I		2

5/6/2008	8:59
5/4/2008	11:50


N  
N

ZUNI/ESPANOLA

80165414	I		2
80147578	I		5
80131389	I		2

8/30/2008	18:10
6/21/2008	18:30
6/1/2008	20:53


N  
N  
N

ZUNI/SAN PABLO

80195750	I		3
80175313	I		1
80160607	I		2
80160579	I		2
80109153	I		5
80003853	I		2
80002235	200' N		2
80002913	I		2
80001809	I		3

#

11/17/2008	15:43
9/24/2008	18:31
8/18/2008	15:00
8/9/2008	0:01
4/2/2008	19:14
2/20/2008	7:25
2/19/2008	22:50
2/16/2008	18:58
1/23/2008	19:23

2		1	1
2			2
2			2
1			1

N  
I  
N  
N  
N  
I  
N  
I  
I

ZUNI/GROVE

NONE

ZUNI/CHARLESTON

80153403	I		3	7/30/2008	13:31	N			
80132044	I		2	6/3/2008	16:42	N			
80112432	I		2	4/11/2008	16:37	N			
80003344	I		3	3/2/2008	17:30	N			
80003814	I		1	2/24/2008	12:48	N			
80000947	I		3	1/30/2008	9:53	N			
80000042	I		3	1/3/2008	15:30	N			

ZUNI/DALLAS

80144398	I		3	7/6/2008	19:38	N			
80001339	I		3	1/18/2008	21:04	I			
80000468	I		5	1/8/2008	18:16	N			

ZUNI/PENNSYLVANIA

80200887	I		2	12/1/2008	15:24	I	2		2
80183535	I		3	10/16/2008	15:32	I	1		1
80160298	I		3	8/17/2008	21:29	I			
80161350	I		5	7/9/2008	9:00	N			
80145754	I		5	7/9/2008	19:45	N			
80145508	I		3	7/9/2008	16:09	I	1		1
80143379	I		3	7/3/2008	14:09	N			
80136778	I		3	6/16/2008	12:34	I	1		1
80117325	I		2	4/25/2008	18:11	N			
80113938	I		3	4/16/2008	11:38	I	1		1
80105318	I		2	3/21/2008	18:29	N			
80000030	I		5	1/1/2008	20:03	I	1		1

ZUNI/RHODE ISLAND

80172355	I		5	9/15/2008	17:25	N			
80005332	I		2	5/23/2008	17:30	N			
80121841	200'	W	2	5/7/2008	13:05	I	1		1
80108434	I		3	3/31/2008	12:45	N			

80002239	PP		4
80001958	I		1

2/18/2008	21:00
1/30/2008	16:22

#	
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N

I

I

ZUNI/TENNESSEE

80113075	I		2
80001479	I		3

4/13/2008	20:09
1/18/2008	20:00

#	
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I

N

ZUNI/TEXAS

80116233	PP		5
80105577	I		5
80000584	I		2

4/11/2008	16:30
3/22/2008	13:45
1/21/2008	19:40

#	
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N

I

I

ZUNI/UTAH

80198274	50'	E	2
80184488	I		2
80184073	I		2
80183767	I		3
80178261	I		3
80179724	I		2
80162130	I		5
80105745	I		5
80004224	I		3
80002868	I		2
80001944	I		3
80000748	I		2

11/24/2008	8:26
10/18/2008	21:35
10/17/2008	19:01
10/17/2008	7:39
10/2/2008	12:27
9/26/2008	19:10
8/22/2008	0:01
3/23/2008	0:14
3/6/2008	16:10
2/22/2008	18:21
2/4/2008	7:26
1/25/2008	13:40

#	
#	
#	
#	

I

N

I

I

N

N

N

N

I

I

N

ZUNI/VERMONT

80207490	I		3
80156027	I		2
80123755	25'	W	2

12/18/2008	20:55
8/6/2008	15:01
5/12/2008	9:47

#	
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N

N

N

ZUNI/VIRGINIA



80000069	I			3		1/6/2008	6:42	I	1				1
80000106	I			2		1/4/2008	13:31	N					

#  
#

80211978	I			4		12/25/2008	12:00	N					
80207914	I			3		12/19/2008	18:53	I	1				1
80198189	I			1		11/23/2008	23:23	N					
80188937	I			3		10/30/2008	12:12	N					
80175061	I			3		9/24/2008	9:22	I	1				1
80162557	I			3		8/23/2008	12:23	N					
80159772	I			1		8/16/2008	6:37	N					
80155956	I			3		8/6/2008	12:22	I	1				1
80151500	I			4		7/25/2008	14:16	N					
80143767	PP			1		7/4/2008	17:08	N					
80131537	I			5		5/31/2008	14:25	N					
80003749	I			1		2/28/2008	23:27	N					
80001412	I			1		1/20/2008	15:23	N					

ZUNI/CENTRAL

CENTRAL/GEN. CHENNAULT

80151060	I	105'	E	5		11/23/2008	14:09	I	1				1
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80131981	I			3		6/3/2008	13:47	I					
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CENTRAL/GEN. PATCH

CENTRAL/GEN. SOMERVILL

NONE

CENTRAL/MOON

80179162	I			2		10/4/2008	19:25	I	1				1
80159529	340'	W		2		8/15/2008	15:56	I	1				1
80157122	I			3		8/9/2008	7:01	I	1				1
80143439	I			3		7/3/2008	17:23	N					

#  
#

80179162	I			2		10/4/2008	19:25	I	1				1
80159529	340'	W		2		8/15/2008	15:56	I	1				1
80157122	I			3		8/9/2008	7:01	I	1				1
80143439	I			3		7/3/2008	17:23	N					



80135023	I		2	6/11/2008	16:57				
80107696	I		2	3/29/2008	12:03				
80107427	I		2	3/28/2008	16:07	1			1
80106406	I		3	3/25/2008	14:01				
80104915	I		2	3/20/2008	14:50				

N  
N  
I  
N  
N

**CODES**

LOC=location (I=intersection, PP=on private property, or specified distance from the intersection).  
 DIR=direction from intersection (N,S,E,W).  
 C/T=crash type (1=front impact, 2=rear impact, 3=side impact/right angle, 4=side swipe/glancing, 5=other/unknown, B=bicyclist).  
 # = crash occurring inside the stop bars.  
 INJURY (I=injury, N=no injury, F=fatal).  
 INJURY CODE (A=incapacitated, B=visible injury, C=complaint of injury/not visible).

Compiled by APD Traffic Division, 02/04/2011.  
 Source: APD New World and Tiburon Systems.

CRASHES  
 ZUNI (WASHINGTON TO MOON)  
 01/01/2009 TO 12/31/2009

CASE #	LOC	DIR	C/T	#	DATE OF CRASH	MILITARY TIME	INJURY	INJURY CODE			
								NUMBER INJURED	A	B	C
LEAD/WASHINGTON	90076043	I		3	7/30/2009	12:05	I	2		1	1
LEAD/ADAMS											
NONE											
LEAD/JEFFERSON											
NONE											
ZUNI/LEAD											
NONE											
ZUNI/MONROE	90118137	I		5	11/24/2009	14:03	I	1			1
	90106434	I		3	10/21/2009	15:49	N				
	90104272	I		3	10/15/2009	13:45	N				
ZUNI/JACKSON	90114834	I		1	11/14/2009	18:10	N				
	90088410	I		3	8/27/2009	7:20	N				
	90012115	I		3	2/3/2009	12:28	I	1			1
ZUNI/TRUMAN											



90049744	I		2
90046978	500'	N	2
90050533	PP		3
90041967	I		4
90039530	I		4
90039038	PP		5
90033071	I		1
90029060	PP		3
90027036	I		1
90025314	I		5
90025154	I		3
90019936	I		2
90016377	I		3
90014378	I		5
90012956	I		2
90011505	I		3
90008226	400'	E	2
90001548	I		2

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5/17/2009	18:00
5/11/2009	13:40
5/8/2009	16:32
4/28/2009	10:29
4/21/2009	15:47
4/18/2009	16:00
4/3/2009	14:50
3/22/2009	17:30
3/17/2009	10:30
3/12/2009	12:10
3/12/2009	5:25
2/25/2009	12:23
2/15/2009	1:50
2/7/2009	11:30
2/5/2009	14:00
2/1/2009	17:28
1/23/2009	14:41
1/4/2009	14:35

N

I

N

N

N

N

N

N

N

N

ZUNI/ORTIZ

90055535	I		3
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6/3/2009	19:48
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I

ZUNI/MADEIRA

NONE

ZUNI/PALOMAS

90099629	I		2
90099311	PP		4
90096670	I		2
90092258	I		3
90087019	I		2
90080223	I		2
90051224	I		3
90049771	I		2

#

#

#

10/2/2009	11:08
10/1/2009	13:38
9/24/2009	11:51
9/11/2009	18:01
8/28/2009	14:35
8/9/2009	15:30
5/22/2009	18:13
5/19/2009	9:53

N

N

I

N

N

N

N

I

2			
1			1
1			1

1			1
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2			2
1			1

1			1

N  
I  
N

4/3/2009	18:23
2/4/2009	14:16
1/20/2009	14:00

ZUNI/ALVARADO

1			1
1			1
2			2
4		1	3

N  
I  
I  
N  
N  
N  
I  
N  
N  
N  
I  
N

10/21/2009	6:55
10/14/2009	15:59
9/20/2009	11:31
8/31/2009	15:35
8/14/2009	14:36
6/1/2009	16:37
4/17/2009	14:12
3/30/2009	15:15
3/26/2009	16:20
3/15/2009	16:28
3/11/2009	13:30

#

90106252	114'	W	2
90103949	I		2
90095314	I		2
90088158	I		2
90081723	I		2
90054675	I		2
90038091	I		3
90031637	I		2
90030314	I		3
90026362	I		3
90025309	I		2

#  
#

ZUNI/VALENCIA

1			1
3			3
1			1

I  
N  
N  
I  
I  
N

9/22/2009	7:30
9/21/2009	8:00
8/31/2009	8:02
2/23/2009	17:21
2/18/2009	15:33
1/7/2009	15:50

ZUNI/CARDENAS


N  
N  
N

8/9/2009	16:38
5/1/2009	8:00
1/6/2009	14:49

ZUNI/CAGUA

2			2

N  
I

10/2/2009	18:00
6/6/2009	11:29

90054999	I		3	6/2/2009	13:09	N				
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ZUNI/SAN PEDRO

6/2/2009	13:09	N			
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#					
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90121185	I		5	11/24/2009	13:20	N				
90117412	I		2	11/22/2009	13:00	N				
90110962	30'	W	2	11/3/2009	18:28	I	2			5
90103523	I		2	10/13/2009	13:44	N				
90101065	30'	E	2	10/6/2009	15:35	N				
90086957	I		1	8/28/2009	12:50	N				
90077901	I		B	8/4/2009	12:53	I	1			1
90074742	I		3	7/26/2009	22:50	I	1			1
90066194	200'	N	2	7/3/2009	12:29	N				
90053084	I		2	5/28/2009	11:00	N				
90048560	I		2	5/15/2010	15:43	N				
90046670	100'	W	2	5/10/2010	17:00	N				
90043236	I		2	5/1/2009	15:17	N				
90038144	I		3	4/17/2009	16:23	N				
90024168	I		3	3/9/2009	11:10	N				
90024096	I		3	3/7/2009	17:30	N				
90018200	I		3	2/21/2009	13:17	N				
90016874	I		1	2/16/2009	21:57	I	1			1
90012568	30'	S	2	2/4/2009	16:27	N				
90001828	I		3	1/6/2009	12:11	I	1			1
90001848	I		2	1/6/2009	13:17	N				

#					
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11/24/2009	13:20	N			
11/22/2009	13:00	N			
11/3/2009	18:28	I	2		
10/13/2009	13:44	N			
10/6/2009	15:35	N			
8/28/2009	12:50	N			
8/4/2009	12:53	I	1		
7/26/2009	22:50	I	1		
7/3/2009	12:29	N			
5/28/2009	11:00	N			
5/15/2010	15:43	N			
5/10/2010	17:00	N			
5/1/2009	15:17	N			
4/17/2009	16:23	N			
3/9/2009	11:10	N			
3/7/2009	17:30	N			
2/21/2009	13:17	N			
2/16/2009	21:57	I	1		
2/4/2009	16:27	N			
1/6/2009	12:11	I	1		
1/6/2009	13:17	N			

#					
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90106669	I		3	10/22/2009	11:03	I	3			2
90052132	I		3	5/25/2009	18:53	N				
90051058	I		2	5/22/2009	13:25	N				
90025646	I		2	3/13/2009	14:20	N				

ZUNI/ARIZONA

10/22/2009	11:03	I	3		
5/25/2009	18:53	N			
5/22/2009	13:25	N			
3/13/2009	14:20	N			

#					
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90118121	47'	W	2	11/24/2009	13:37	I	1			1
90114512	I		2	11/13/2009	18:02	N				

ZUNI/CALIFORNIA

11/24/2009	13:37	I	1		
11/13/2009	18:02	N			

#					
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90113878	I		B	11/10/2009	17:10	I							
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ZUNI/DAKOTA

90118118	I		2	11/24/2009	13:19	I						1	
90065796	I		2	7/2/2009	11:15	N							

ZUNI/FLORIDA

90128644	I		3	12/26/2009	18:38	I						2	
90092493	I		2	9/12/2009	11:07	I						1	
90071946	I		3	7/19/2009	11:12	I						1	
90046710	I		3	5/10/2009	19:54	I						4	
90024860	I		2	3/11/2009	9:46	I						6	

ZUNI/GEORGIA

90119667	PP		5	11/1/2009	8:30	N							
90109168	I		4	10/29/2009	16:56	N							
90052782	150'	S	4	5/24/2009	21:00	N							
90049876	I		3	5/19/2009	13:55	I						2	
90043625	I		2	5/2/2009	16:12	N							
90013435	300'	W	2	2/6/2009	19:06	I						1	

ZUNI/INDIANA

90116818	I		3	11/20/2009	15:57	I						2	
90110356	75'	E	2	11/2/2009	8:24	I						1	
90107185	I		4	10/16/2009	0:01	N							
90086131	I		4	8/26/2009	10:15	I						1	
90054105	I		B	5/30/2009	22:43	I							
90050843	PP		3	5/21/2009	22:55	N							
90045785	I		3	5/8/2009	8:47	N							
90019662	I		P	2/24/2009	15:25	I						1	
90007126	10'	S	1	1/20/2009	17:30	N							

ZUNI/KENTUCKY





ZUNI/ALCAZAR

90071995	I		2	7/19/2009	16:20				
90018311	I		5	2/20/2009	17:26				

N  
N

ZUNI/CHAMA

NONE

ZUNI/MESILLA

90098231	I		2	9/28/2009	16:20				
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N

ZUNI/ESPANOLA

90082055	I		2	8/15/2009	10:30				
90063084	I		2	6/24/2009	17:31	1			1
90047394	PP		5	5/12/2009	2:55				

N  
I  
N

ZUNI/SAN PABLO

90122687	I		3	12/8/2009	15:07				
90115399	I		3	11/16/2009	15:37				
90086557	I		2	8/27/2009	12:11				
90078401	I		3	8/5/2009	16:26	1			1
90077636	I		3	8/3/2009	17:36	2			2
90071332	I		2	7/17/2009	17:31				
90028685	I		2	3/21/2009	23:28				
90027359	50'	W	2	3/18/2009	9:42	3		1	2

N  
N  
N  
I  
I  
N  
N  
I

ZUNI/GROVE

NONE

ZUNI/CHARLESTON



ZUNI/TEXAS

90106394	I		3	10/21/2009	13:41	N				
90084998	I		2	8/23/2009	11:43	N				
90045900	I		3	5/8/2009	13:18	I	2			2
90042743	I		3	4/30/2009	11:49	I	1		1	
90009762	I		3	1/27/2009	21:26	N				

ZUNI/RHODE ISLAND

90121984	I		2	12/6/2009	16:42	I	2			2
90115059	I		2	11/15/2009	15:24	N				
90099402	I		3	10/1/2009	18:14	I				
90071696	I		2	7/18/2009	17:51	I				
90055846	I		2	6/4/2009	16:15	N				
90033803	I		3	4/5/2009	17:48	I	1		1	
90010037	I		1	1/28/2009	16:15	I	3	1		2

ZUNI/TENNESSEE

90129520	I		3	12/29/2009	16:16	I	2			2
90050886	I		1	5/22/2009	1:18	N				

ZUNI/UTAH

90125032	I		2	12/15/2009	13:36	N				
90111597	I		3	11/5/2009	13:40	N				
90111466	I		3	11/5/2009	8:20	I	1		1	
90100317	I		3	10/4/2009	14:16	N				
90078395	I		1	8/5/2009	17:09	N				
90024322	I		2	3/9/2009	17:12	N				
90021436	I		3	3/1/2009	17:20	I	1		1	
90015026	I		3	2/11/2009	13:52	I	6			6

ZUNI/VERMONT

NONE

ZUNI/VIRGINIA

90115654	I		2
90110059	25'	E	5
90094638	I		3
90073069	I		2
90030063	I		3

# #

11/17/2009	0:01
11/1/2009	2:31
9/18/2009	13:16
7/22/2009	12:22
3/25/2009	22:28

N I I N N

2		2	
2		1	1

ZUNI/WISCONSIN

90115351	I		2
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11/16/2009	15:10
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I

1			1
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ZUNI/WYOMING

90128738	I		2
90128363	I		2
90128024	I		3
90120282	I		3
90112260	I		1
90097446	I		3
90095557	I		2
90094246	I		2
90091854	I		2
90083102	I		3
90079419	I		3
90068756	I		2
90067970	I		2
90067902	I		5
90067928	I		5
90065295	I		3
90050038	I		2
90048703	I		3
90039771	I		2
90036867	10'	W	2
90031685	I		3
90029787	I		3

# # # # # # # # # # # # # # # #

12/27/2009	1:42
12/25/2009	12:20
12/23/2009	22:27
12/1/2009	17:09
11/7/2009	0:45
9/26/2009	11:30
9/21/2009	8:00
9/17/2009	13:23
9/10/2009	18:37
8/16/2009	12:10
8/8/2009	9:01
7/10/2009	13:41
7/8/2009	0:01
7/7/2009	17:52
7/7/2009	17:28
6/30/2009	20:01
5/19/2009	20:24
5/15/2009	22:36
4/22/2009	11:51
4/14/2009	12:31
3/30/2009	16:41
3/25/2009	8:48

N I N N N I N N N N N N I N N N I I N N I I I

1			1
2		2	
1			1
1			
1			1
2			2
2			2
2		1	1

1				1
1				
1				1
1			1	

I  
I  
I  
N  
I  
N

3/23/2009	17:00
3/20/2009	10:50
3/9/2009	12:30
2/27/2009	16:30
2/8/2009	15:05
1/5/2009	17:45

#  
  
#  
#

90029296	I		3
90028217	I		1
90024200	I		2
90020763	I		3
90014046	I		3
90001594	I		2

ZUNI/CENTRAL

2	1			1
2				2
2				2
5		1		4

N  
N  
I  
I  
I  
I  
N  
N

9/5/2009	18:00
7/22/2009	22:35
6/24/2009	9:28
4/12/2009	13:35
3/18/2009	11:50
2/11/2009	16:06
1/21/2009	18:42
1/7/2009	15:41

#  
#  
#  
#

90091033	I		4
90073291	I		1
90062886	I		3
90036198	I		3
90027418	I		3
90015084	I		3
90007562	I		4
90002252	30'	E	2

CENTRAL/GEN. CHENNAULT


N  
N

6/20/2009	11:06
4/25/2009	16:50

CENTRAL/GEN. PATCH

NONE

CENTRAL/GEN. SOMERVELL

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N

2/4/2009	16:25
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CENTRAL/MOON

1				1

N  
I  
N  
N

12/19/2009	12:55
12/17/2009	16:50
12/3/2009	9:00
6/25/2009	14:41

#

90126474	30'	W	2
90125862	400'	W	2
90120810	I		2
90063376	I		3

90063314	I		3	#	6/25/2009	11:16	I	1			1
90052045	I		3		5/25/2009	15:01	I	1			1
90010820	I		3		1/30/2009	16:24	I	1			1
90005607	I		4		1/16/2009	13:04	N				
90001465	I		3	#	1/5/2009	12:31	N				

### CODES

LOC=location (I=intersection, PP=on private property, or specified distance from the intersection).

DIR=direction from intersection (N,S,E,W).

C/T=crash type (1=front impact, 2=rear impact, 3=side impact/right angle, 4=side swipe/glancing, 5=other/unknown, P=pedestrian, B=bicyclist).

# = crash occurring inside the stop bars.

INJURY (I=injury, N=no injury, F=fatal).

INJURY CODE (A=incapacitated, B=visible injury, C=complaint of injury/not visible).

Compiled by APD Traffic Division, 02/04/2011.

Source: APD Tiburon System.

CRASHES  
 ZUNI (WASHINGTON TO MOON)  
 01/01/2010 TO 11/8/2010

CASE #	LOC	DIR	C/T	#	DATE OF CRASH	MILITARY TIME	INJURY	NUMBER INJURED	INJURY CODE			
									A	B	C	
LEAD/WASHINGTON												
NONE												
LEAD/ADAMS												
NONE												
LEAD/JEFFERSON												
NONE												
ZUNI/LEAD												
NONE												
ZUNI/MONROE												
	100022450	I		3	3/8/2010	14:48	N					
ZUNI/JACKSON												
	100082484	I		3	8/26/2010	7:50	N					
	100016087	I		3	2/17/2010	17:22	I	1				1
ZUNI/TRUMAN												
	100089029	I		3	9/13/2010	12:41	N					
	100049823	I		3	5/26/2010	15:26	N					

ZUNI/SAN MATEO

100106213	40'	N	2	11/1/2010	14:35				
100102659	I		3	10/22/2010	6:59				
100102802	I		4	10/20/2010	17:09				
100098919	I		3	10/9/2010	19:15				
100092711	I		3	9/23/2010	10:12	2			2
100086038	I		2	9/4/2010	19:00				
100079712	I		1	8/18/2010	4:00				
100077024	I		2	8/10/2010	15:48				
100069260	PP		5	7/18/2010	17:20				
100065415	I		2	7/8/2010	21:53				
100065151	I		3	7/8/2010	8:21				
100063473	I		2	7/2/2010	21:20				
100061458	I		3	6/28/2010	15:45				
100061333	PP		5	6/27/2010	17:15				
100054459	I		2	6/8/2010	16:53				
100049540	PP		3	5/25/2010	17:37				
100044013	50'	W	2	5/10/2010	11:35				
100037940	PP		5	4/23/2010	10:30				
100036823	200'	E	3	4/20/2010	9:26				
100036864	I		5	4/20/2010	9:20				
100036452	PP		5	4/16/2010	19:45				
100033834	I		5	4/11/2010	11:32				
100032024	I		2	4/6/2010	8:28				
100029762	PP		2	3/20/2010	0:01				
100029621	I		2	3/29/2010	17:45				
100026068	I		2	3/19/2010	9:35				2
100025469	PP		3	3/17/2010	18:50				
100023589	I		1	3/11/2010	19:08				
100022739	PP		3	3/7/2010	21:00				
100021115	I		2	3/4/2010	18:46	1			1
100020586	PP		5	3/2/2010	13:30				
100015501	PP		5	2/14/2010	20:30				
100005379	I		5	1/13/2010	17:45				
100003488	PP		4	1/11/2010	12:00				
100001874	PP		5	1/6/2010	15:40				

N N N N N I N



ZUNI/ORTIZ

100017664	I		3		2/22/2010	13:54	N				
100002725	I		3		1/8/2010	20:00	I	1			1

ZUNI/MADEIRA

100090152	100'	S	4		9/16/2010	14:40	N				
100068196	I		1		7/16/2010	16:57	N				
100039768	I		3		4/28/2010	13:51	N				
100022736	250'	W	2		3/9/2010	12:03	N				
100017037	I		2		2/20/2010	14:02	N				

ZUNI/PALOMAS

100085103	I		4		9/1/2010	18:00	N				
100050220	I		2		5/27/2010	15:57	N				
100043743	I		3		5/9/2010	12:25	N				
100039488	I		1		4/27/2010	16:35	N				
100006702	I		2		1/20/2010	15:54	N				

ZUNI/ALVARADO

100076700	I		2		8/9/2010	16:59	I	3			3
100081869	I		2		8/4/2010	15:00	I	1			1
100035883	I		2		4/17/2010	10:00	N				
100034496	I		2		4/13/2010	12:03	I	1			1
100026147	I		3		3/19/2010	12:06	I	2	2		
100015469	I		3		2/16/2010	7:30	N				
100011734	I		3		2/4/2010	13:54	N				
100003363	300'	W	1		1/11/2010	7:40	N				

ZUNI/VALENCIA

100106409	I		2		11/2/2010	7:19	N				
100099390	I		3		10/12/2010	16:41	I	2			2




N  
N

2/5/2010	18:16
2/3/2010	20:00

ZUNI/ARIZONA

1			1	

I  
I  
I  
N

9/29/2010	16:55
7/10/2010	21:10
4/28/2010	16:12
2/4/2010	16:06

ZUNI/CALIFORNIA

NONE

ZUNI/DAKOTA

2				2

I  
N  
I  
N

11/3/2010	8:58
9/21/2010	18:03
5/23/2010	16:00
5/12/2010	18:01

ZUNI/FLORIDA

1				1
1				1

N  
I  
I  
N

11/8/2010	7:50
9/22/2010	16:25
4/22/2010	17:30
2/18/2010	15:00

ZUNI/GEORGIA

1			1	

I

10/7/2010	13:01
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ZUNI/INDIANA


N  
N  
N

9/28/2010	19:45
9/11/2010	14:25
9/11/2010	12:04

100012189	100'		2
100011268	PP		5

100094926	I		2
100066146	I		P
100039822	50'	W	2
100011769	I		2

100106774	I		2
100092173	I		2
100048774	I		3
100044899	I		3

#

100108470	I		2
100092504	I		P
100037748	I		2
100017619	I		5

100097621	I		3
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#

100094663	I		2
100088389	.10M		5
100088347	I		2

100081794	I		P
100080215	I		3
100066935	100'	E	2
100024587	I		2
100010998	I		3

#

8/20/2010	20:59
8/19/2010	15:01
7/13/2010	11:04
3/14/2020	18:10
2/2/2010	11:00

I  
F  
I  
N  
N

1			
3			3

ZUNI/KENTUCKY

100096971	I		2
100018112	I		2

10/5/2010	14:46
2/23/2010	17:52

N  
N


ZUNI/LOUISIANA

100104109	I		4
100098862	I		3
100098945	I		5
100098922	I		3
100095414	I		3
100094626	I		2
100094208	I		2
100091587	I		5
100079434	PP		5
100076910	I		2
100064644	I		2
100059044	I		3
100059088	I		3
100055001	I		2
100044834	I		3
100044761	I		1
100040925	I		2
100028034	I		2
100024270	I		2
100006175	I		2
100004869	I		2

#

#

#

#

#

10/26/2010	14:34
10/11/2010	9:10
10/11/2010	8:06
10/11/2010	11:39
9/30/2010	22:02
9/28/2010	17:53
9/27/2010	16:27
9/17/2010	14:30
8/14/2010	12:00
8/10/2010	10:49
7/6/2010	15:55
6/21/2010	16:50
6/21/2010	19:07
6/7/2010	17:00
5/12/2010	15:50
5/11/2010	17:40
5/1/2010	15:10
3/25/2010	7:54
3/13/2010	16:35
1/16/2010	16:15
1/15/2010	9:12

I  
N  
N  
N  
N  
I  
N  
N  
N  
N  
N  
N  
N  
N  
N  
I  
I  
I  
N  
I  
I  
N  
N  
N  
N

2			2
4			4
2		1	1
2			2
1			1
1			1

ZUNI/ALCAZAR

100104761	50'	E	2
100104751	I		3
100059096	I		3
100047315	I		5
100048040	I		2
100031172	I		3

#

#

10/28/2010	14:44
10/28/2010	13:49
6/21/2010	19:51
5/15/2010	8:50
5/15/2010	10:00
4/3/2010	10:09

N  
I  
I  
N  
N  
N

1			1
3			3

ZUNI/CHAMA

NONE

ZUNI/MESILLA

100075958	I		2
100059403	I		3
100032975	I		2

8/7/2010	10:04
6/22/2010	16:41
4/8/2010	20:09

N  
N  
N


ZUNI/ESPANOLA

NONE

ZUNI/SAN PABLO

100103204	I		2
100102159	I		2
100053140	I		4
100011491	I		2
100010792	I		2

10/23/2010	19:01
10/20/2010	17:10
6/4/2010	21:36
2/3/2010	18:51
2/1/2010	17:07

N  
I  
N  
I  
N

1			1
1			1

ZUNI/GROVE

100100024	I		2
100075054	I		P
100045369	PP		1

10/14/2010	15:08
8/4/2010	22:56
5/13/2010	0:25

N  
I  
N


ZUNI/CHARLESTON



100106785	I		2
100067141	I		3

11/3/2010	9:25
7/13/2010	20:00

100106785	I		2
100067141	I		3

I  
N

3

ZUNI/UTAH

100080892	I		2
100078493	I		3
100073489	I		3
100062045	I		3
100055142	I		1
100038990	PP		1
100036666	I		3
100022894	I		1

8/21/2010	12:22
8/14/2010	14:00
7/31/2010	11:35
6/30/2010	10:28
6/10/2010	15:26
4/26/2010	12:27
4/19/2010	17:39
3/9/2010	18:05

100080892	I		2
100078493	I		3
100073489	I		3
100062045	I		3
100055142	I		1
100038990	PP		1
100036666	I		3
100022894	I		1

N  
N  
I  
N  
I  
N  
N  
N  
I

1  
1

ZUNI/VERMONT

100045427	I		2
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5/14/2010	8:28
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100045427	I		2
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N

ZUNI/VIRGINIA

100068955	I		P
100044850	I		3
100041779	I		3
100034494	PP		5

7/18/2010	20:21
5/12/2010	15:25
5/4/2010	8:30
4/13/2010	6:00

100068955	I		P
100044850	I		3
100041779	I		3
100034494	PP		5

I  
N  
N  
N

1

ZUNI/WISCONSIN

100099756	I		2
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10/13/2010	17:42
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100099756	I		2
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N

ZUNI/WYOMING

100108121	I		2
100106198	I		3
100105980	I		2
100097413	I		3
100096254	I		2
100094490	I		2

11/6/2010	21:00
11/1/2010	14:27
10/31/2010	22:37
10/6/2010	17:51
9/27/2010	16:55
9/27/2010	16:50

100108121	I		2
100106198	I		3
100105980	I		2
100097413	I		3
100096254	I		2
100094490	I		2

N  
N  
N  
N  
I  
N

1  
1





CENTRAL/GEN. PATCH

NONE

CENTRAL/GEN. SOMERVELL

100054286	600'	N	2	6/8/2010	9:52	N				
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CENTRAL/MOON

	15'	W	#						
100088335	I		2	9/11/2010	12:39	N			
100077227	I		3	8/11/2010	9:00	I			2
100066383	I		4	7/11/2010	18:12	N			
100054066	I		2	6/7/2010	16:15	I			1

**CODES**

LOC=location (I=intersection, PP=on private property, or specified distance from the intersection).

DIR=direction from intersection (N,S,E,W).

C/T=crash type (1=front impact, 2=rear impact, 3=side impact/right angle, 4=side swipe/glancing, 5=other/unknown, P=pedestrian, B=bicyclist).

# = crash occurring inside the stop bars.

INJURY (I=injury, N=no injury, F=fatal).

INJURY CODE (A=incapacitated, B=visible injury, C=complaint of injury/not visible).

Compiled by APD Traffic Division, 02/04/2011.

Source: APD Tiburon System.

# Appendix D

## Opinion of Probable Cost

# Zuni Road Study

## Opinion of Probable Cost

Alternative 1A

ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	COST	
				Unit Cost	Cost
<b>ALTERNATIVE 1A- ROAD DIET by Restriping</b>					
<b>WASHINGTON TO SAN MATEO</b>					
	CONSTRUCTION ENGINEERING	L.S.	1		\$2,000.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING	L.S.	1		\$5,000.00
340.010	SIDEWALK 4" THICK PCCC, INCL. SUBGRADE COMPACTION	SQ.YD.	56	\$24.00	\$1,333.33
340.060	CURB & GUTTER, MEDIAN, PC CONCRETE	LIN. FT.	700	\$23.00	\$16,100.00
343.080	EXISTING CURB & GUTTER, PC CONCRETE, REMOVE AND DISPOSE	LIN. FT.	450	\$5.30	\$2,385.00
	MEDIAN LANDSCAPING	LIN. FT.	200	\$100.00	\$20,000.00
422.112	TRAFFIC SIGNAL MAINTARM, ANY SIZE, REMOVE AND RELOCATE	EACH	2	\$500.00	\$1,000.00
441.001	REFLECTORIZED PLASTIC MARKINGS (6" STRIPES BOTH SIDES OF BIKE LANE)	L.F.	11,600	\$2.00	\$23,200.00
441.031	REFLECTORIZED PLASTIC SYMBOL, BIKE	EACH	6	\$200.00	\$1,200.00
450.XXX	SIGNING	L.S.	1	\$2,000.00	\$2,000.00
	MEDIAN FENCING	LIN.FT.	1,600	\$50.00	\$80,000.00
	BUS SHELTER	L.S.	1	\$22,000.00	\$22,000.00
	DESIGN COSTS	L.S.	1		\$8,000.00
	SUBTOTAL				\$184,218.33
	7% NMGR				\$12,895.28
	CONTINGENCY, 20%				\$39,422.72
	<b>TOTAL, ROUNDED</b>				<b>\$240,000.00</b>
<b>ALTERNATIVE 1A- ROAD DIET by Restriping</b>					
<b>SAN MATEO TO WYOMING</b>					
	CONSTRUCTION ENGINEERING	L.S.	1		\$10,000.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING	L.S.	1		\$25,000.00
340.010	SIDEWALK 4" THICK PCCC, INCL. SUBGRADE COMPACTION	SQ.YD.	167	\$24.00	\$4,000.00
340.060	CURB & GUTTER, MEDIAN, PC CONCRETE	LIN. FT.	900	\$23.00	\$20,700.00
343.03	ASPHALT CONCRETE, >4", SAWCUT, REMOVE & DISPOSE	S.Y.	520	\$10.00	\$5,200.00
343.080	EXISTING CURB & GUTTER, PC CONCRETE, REMOVE AND DISPOSE	LIN. FT.	900	\$5.30	\$4,770.00
	MEDIAN LANDSCAPING	LIN. FT.	450	\$100.00	\$45,000.00
344.04	COLD MILL, AC, 2"	S.Y.	58,667	\$3.25	\$190,666.67
366.022	ASPHALT CONCRETE, SUPERPAVE, 2", M	S.Y.	58,667	\$9.50	\$557,333.33
422.XXX	TRAFFIC SIGNAL MODIFICATIONS	EACH	8	\$10,000.00	\$80,000.00

441.001	REFLECTORIZED PLASTIC MARKINGS (LANE STRIPES)	L.F.	66,000	\$0.50	\$33,000.00
441.031	REFLECTORIZED PLASTIC SYMBOL, BIKE	EACH	24	\$200.00	\$4,800.00
450.XXX	SIGNING	L.S.	1	\$5,000.00	\$5,000.00
	BUS SHELTER	EACH	16	\$22,000.00	\$352,000.00
	DESIGN COSTS	L.S.	1		\$50,000.00
					\$1,387,470.00
	SUBTOTAL				\$97,122.90
	7% NMGR				\$296,918.58
	CONTINGENCY, 20%				\$1,800,000.00
	<b>TOTAL, ROUNDED</b>				
<b>ALTERNATIVE 1A- ROAD DIET by Restriping</b>					
<b>WYOMING TO CENTRAL</b>					
	CONSTRUCTION ENGINEERING	L.S.	1		\$2,000.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING	L.S.	1		\$5,000.00
340.010	SIDEWALK 4" THICK PCCC, INCL. SUBGRADE COMPACTION	SQ.YD.	156	\$24.00	\$3,733.33
340.05	CURB & GUTTER, STD, PC CONCRETE	LIN. FT.	300	\$20.00	\$6,000.00
340.060	CURB & GUTTER, MEDIAN, PC CONCRETE	LIN. FT.	700	\$23.00	\$16,100.00
343.03	ASPHALT CONCRETE, >4", SAWCUT, REMOVE & DISPOSE	S.Y.	173	\$10.00	\$1,733.33
343.080	EXISTING CURB & GUTTER, PC CONCRETE, REMOVE AND DISPOSE	LIN. FT.	700	\$5.30	\$3,710.00
	MEDIAN LANDSCAPING	LIN. FT.	150	\$100.00	\$15,000.00
344.04	COLD MILL, AC, 2"	S.Y.	10,133	\$3.25	\$32,933.33
366.022	ASPHALT CONCRETE, SUPERPAVE, 2", M	S.Y.	10,133	\$9.50	\$96,266.67
422.XXX	TRAFFIC SIGNAL MODIFICATIONS	EACH	1	\$10,000.00	\$10,000.00
441.001	REFLECTORIZED PLASTIC MARKINGS (LANE STRIPES)	L.F.	11,400	\$0.50	\$5,700.00
441.031	REFLECTORIZED PLASTIC SYMBOL, BIKE	EACH	4	\$200.00	\$800.00
450.XXX	SIGNING	L.S.	1	\$2,000.00	\$2,000.00
	BUS SHELTER	EACH	1	\$22,000.00	\$22,000.00
	DESIGN COSTS	L.S.	1		\$8,000.00
					\$230,976.67
	SUBTOTAL				\$16,168.37
	7% NMGR				\$49,429.01
	CONTINGENCY, 20%				\$300,000.00
	<b>TOTAL, ROUNDED</b>				

# Zuni Road Study

## Opinion of Probable Cost

Alternative 1B

ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	Unit Cost	COST
<b>ALTERNATIVE 1B- ROAD DIET by Reconstructing Curb and Gutter</b>					
<b>WASHINGTON TO SAN MATEO</b>					
	CONSTRUCTION ENGINEERING	L.S.	1		\$5,000.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING	L.S.	1		\$10,000.00
340.05	CURB & GUTTER, STD, PC CONCRETE	LIN. FT.	5,800	\$20.00	\$116,000.00
340.010	SIDEWALK 4" THICK PCCC, INCL. SUBGRADE COMPACTION	SQ.YD.	6,500	\$24.00	\$156,000.00
340.060	CURB & GUTTER, MEDIAN, PC CONCRETE	LIN. FT.	700	\$23.00	\$16,100.00
343.03	ASPHALT CONCRETE, >4", SAWCUT, REMOVE & DISPOSE	S.Y.	3,222	\$10.00	\$32,222.22
343.080	EXISTING CURB & GUTTER, PC CONCRETE, REMOVE AND DISPOSE	LIN. FT.	6,250	\$5.30	\$33,125.00
	MEDIAN LANDSCAPING	LIN. FT.	200	\$100.00	\$20,000.00
344.04	COLD MILL, AC, 2"	S.Y.	23,200	\$3.25	\$75,400.00
366.022	ASPHALT CONCRETE, SUPERPAVE, 2" , M	S.Y.	23,200	\$9.50	\$220,400.00
422.112	TRAFFIC SIGNAL MASTARM, ANY SIZE, REMOVE AND RELOCATE	EACH	2	\$500.00	\$1,000.00
441.001	REFLECTORIZED PLASTIC MARKINGS (LANE STRIPES)	L.F.	11,600.00	\$0.50	\$5,800.00
441.001	REFLECTORIZED PLASTIC MARKINGS (6" STRIPES BOTH SIDES OF BIKE LANE)	L.F.	11,600	\$2.00	\$23,200.00
441.031	REFLECTORIZED PLASTIC SYMBOL, BIKE	EACH	6	\$200.00	\$1,200.00
450.XXX	SIGNING	L.S.	1	\$5,000.00	\$5,000.00
	MEDIAN FENCING	LIN.FT.	1,600	\$50.00	\$80,000.00
	BUS SHELTER	L.S.	1	\$22,000.00	\$22,000.00
	DESIGN COSTS	L.S.	1		\$30,000.00
	SUBTOTAL				\$852,447.22
	7% NMGR				\$59,671.31
	CONTINGENCY, 20%				\$182,423.71
	<b>TOTAL, ROUNDED</b>				<b>\$1,100,000.00</b>
<b>ALTERNATIVE 1B- ROAD DIET by Reconstructing Curb and Gutter</b>					
<b>SAN MATEO TO WYOMING</b>					
	CONSTRUCTION ENGINEERING	L.S.	1		\$20,000.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING	L.S.	1		\$40,000.00
340.05	CURB & GUTTER, STD, PC CONCRETE	LIN. FT.	22,000	\$20.00	\$440,000.00
340.010	SIDEWALK 4" THICK PCCC, INCL. SUBGRADE COMPACTION	SQ.YD.	14,667	\$24.00	\$352,000.00
340.060	CURB & GUTTER, MEDIAN, PC CONCRETE	LIN. FT.	900	\$23.00	\$20,700.00
343.03	ASPHALT CONCRETE, >4", SAWCUT, REMOVE & DISPOSE	S.Y.	12,742	\$10.00	\$127,422.22

343.080	EXISTING CURB & GUTTER, PC CONCRETE, REMOVE AND DISPOSE	LIN. FT.	22,900	\$5.30	\$121,370.00
	MEDIAN LANDSCAPING	LIN. FT.	450	\$100.00	\$45,000.00
344.04	COLD MILL, AC, 2"	S.Y.	58,667	\$3.25	\$190,666.67
366.022	ASPHALT CONCRETE, SUPERPAVE, 2", M	S.Y.	58,667	\$9.50	\$557,333.33
422.XXX	TRAFFIC SIGNAL MODIFICATIONS	EACH	8	\$10,000.00	\$80,000.00
441.001	REFLECTORIZED PLASTIC MARKINGS (LANE STRIPES)	L.F.	66,000	\$0.50	\$33,000.00
441.031	REFLECTORIZED PLASTIC SYMBOL, BIKE	EACH	24	\$200.00	\$4,800.00
450.XXX	SIGNING	L.S.	1	\$5,000.00	\$5,000.00
	BUS SHELTER	EACH	16	\$22,000.00	\$352,000.00
	DESIGN COSTS	L.S.	1		\$70,000.00
					\$2,459,292.22
					\$172,150.46
					\$526,288.54
					<b>\$3,200,000.00</b>
<b>ALTERNATIVE 1B- ROAD DIET by Reconstructing Curb and Gutter</b>					
<b>WYOMING TO CENTRAL</b>					
	CONSTRUCTION ENGINEERING	L.S.	1		\$5,000.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING	L.S.	1		\$10,000.00
340.010	SIDEWALK 4" THICK PCCC, INCL. SUBGRADE COMPACTION	SQ.YD.	2,533	\$24.00	\$60,800.00
340.05	CURB & GUTTER, STD, PC CONCRETE	LIN. FT.	4,100	\$20.00	\$82,000.00
340.060	CURB & GUTTER, MEDIAN, PC CONCRETE	LIN. FT.	700	\$23.00	\$16,100.00
343.03	ASPHALT CONCRETE, >4", SAWCUT, REMOVE & DISPOSE	S.Y.	2,284	\$10.00	\$22,844.44
343.080	EXISTING CURB & GUTTER, PC CONCRETE, REMOVE AND DISPOSE	LIN. FT.	4,500	\$5.30	\$23,850.00
	MEDIAN LANDSCAPING	LIN. FT.	150	\$100.00	\$15,000.00
344.04	COLD MILL, AC, 2"	S.Y.	10,133	\$3.25	\$32,933.33
366.022	ASPHALT CONCRETE, SUPERPAVE, 2", M	S.Y.	10,133	\$9.50	\$96,266.67
422.XXX	TRAFFIC SIGNAL MODIFICATIONS	EACH	1	\$10,000.00	\$10,000.00
441.001	REFLECTORIZED PLASTIC MARKINGS (LANE STRIPES)	L.F.	11,400	\$0.50	\$5,700.00
441.031	REFLECTORIZED PLASTIC SYMBOL, BIKE	EACH	4	\$200.00	\$800.00
450.XXX	SIGNING	L.S.	1	\$2,000.00	\$2,000.00
	BUS SHELTER	EACH	1	\$22,000.00	\$22,000.00
	DESIGN COSTS	L.S.	1		\$12,000.00
					\$417,294.44
					\$29,210.61
					\$89,301.01
					<b>\$540,000.00</b>

Appendix E  
Comments on Zuni Study  
Draft Report



Karen Alarid, AIA  
EXECUTIVE DIRECTOR

Sent via Email: [mmirza@cabq.gov](mailto:mmirza@cabq.gov)

August 30, 2011

Moby Mirza, Project Manager  
City of Albuquerque  
Department of Municipal Development  
Transportation Development Division  
One Civic Plaza  
Albuquerque, NM 87103

Subject: Zuni Road Study  
Washington Street to Central Avenue

Mr. Mirza:

We have reviewed the draft of the above referenced study dated August 2011. We appreciate the opportunity to comment on this study. Our primary concern is for the safety of the children and young adults who attend our schools and for this reason we encourage the City of Albuquerque to provide flashing beacons, wider sidewalks and bicycle lanes, medians, curb bump outs, ladder crosswalks and fencing in selected medians.

We at APS are constantly looking for ways to provide safe campuses and classrooms for our students and appreciate that the city is looking for opportunities to do the same on our city streets. And although we encourage the COA to complete these upgrades, APS is unable to participate in financing these public street upgrades.

Please contact Annelle Darby (848-8829) in the future regarding this project. She is the staff architect for the Highland Cluster and those are the schools that are impacted by any changes that are made to Zuni Road. She will in turn provide information or specific contacts that you will need.

Sincerely,

Karen Alarid  
Executive Director, Capital

Cc: Brad Winter, Chief Operations Officer, APS  
Marty Eckert, Director, Real Estate, APS  
Kizito Wijenje, Director, Facilities Master Plan, APS  
Annelle Darby, Architect, APS



## Comments from City of Albuquerque Traffic Engineering

We received a copy of the Zuni Road alternative/study book. After reviewing the recommendations, we have some very serious concerns and would like to forward them for your consideration prior to any engineering work/design going forward.

1. We previously discussed the lack of research and engineering completed at the intersections. Only road segments were analyzed. One or more of these intersections are already a capacity/service level issue. We believe the decreased traffic on Zuni will have a serious impact on the service levels on Central intersections. Service levels at each intersection impacted by the proposals should be included in any proposed changes. In addition, the impact of corridor synchronization is needed.

The budget available for the Zuni Road study did not allow a detailed intersection analysis to be part of the scope. As mentioned, as part of the study a volume-to-capacity analysis was done to determine if a road diet section would be expected to accommodate year 2035 peak hour volumes, and the results of this analysis suggested that the road diet would be feasible. One of the recommendations of the study is to perform a more detailed intersection analysis to determine if a road diet along Zuni is feasible and if the existing and future intersection level of service can accommodate it.

2. There is one or more unprotected mid-block crossings and pedestrian islands proposed. Traffic Engineering supports median refuges in general. With that said, some of the locations are questionable.

A. One proposed unprotected crossing is immediately prior to or past (depending on direction of travel) a major curve in the road. This is a very dangerous location to encourage crossing. If a median refuge is proposed, it would be better with out any striping of a crosswalk. Striping a crosswalk provides a false sense of security for crossing pedestrians and bicyclists that could result in serious injury or worse. At this location there would be no warning as the vehicles round the curve.

The study recommends that the existing striped crosswalk at Highland High School be removed and that no new crosswalk be installed, for the reasons you cite.

B. Unprotected crossings are proposed immediately adjacent to, but not at, a cross street. Vehicles upon turning could be confronted with crossing pedestrians and crossing pedestrians may not be able to anticipate vehicles turning onto the road, again causing concern for serious injury or worse.

Placing the crosswalks at a mid-block location results in fewer conflict points – the pedestrian needs to look only at the perpendicular through traffic on Zuni. In contrast, a crosswalk at an intersection requires a pedestrian to consider three conflicting traffic movements – in addition to the perpendicular traffic on Zuni he must consider right-turning movements from the adjacent side street and left-turning movements from the opposing side street.

C. There is discussion of installing HAWK signals. We do not support these. They are a major maintenance cost with minimal benefit.  
The reference to the HAWK signal in the report was a suggestion from a study stakeholder. HAWK signals are not recommended in the study.

D. While there are crash/injury statistics quoted, and averages and comparisons made, there does not appear to be any in depth analysis of what caused the crashes/injuries. Many, if not most, or possibly all, of the accidents would not be prevented or reduced by the suggested crossing improvements, yet credit is taken that they will improve safety.

Point taken; however, the study does not state that the recommendations will improve safety. The wording used throughout the report is that the recommendations “may” improve safety or “would be expected” to improve safety.

3. There are three recognized ways to reduce accidents and improve roadway service levels, as well as calm traffic. They are Engineering, Enforcement, and Education. This study addresses only engineering, to the extent that it responds to ideas generated by the stakeholders. There is no discussion about opportunities for enforcement and education. Both of these opportunities are relatively inexpensive and would likely modify driver behavior and possibly yield immediate reductions in crashes or injuries and an increase in traffic calming.

Agreed; addressing enforcement and education were beyond the scope of the study.

4. The author acknowledges #1 above as an issue, but concludes the proposed changes are improvements with out quantifying what improvements are expected and what negative impacts might occur. This needs to be part of any funding and prioritization decision making.

Again, one of the recommendations of the study is to perform a more detailed intersection analysis prior to design to determine the expected impacts of the road diet and develop mitigating measures, if necessary.

5. There is discussion and a recommendation to "lengthen" the school zone at a location. School zones are established by consensus between APD, APS, the school principal and Traffic Engineering. In general, shorter school zones prove to be more effective in changing driver behavior and compliance. Longer school zones are ignored by some motorist and create safety and enforcement issues.

The recommended lengthening of the school zone would add 250 feet to the west end and 450 feet to the east end. While it is true that longer school zones are associated with greater speeds, the expected increase in speed is very small—just under one mph of additional speed for each 500 feet increase in school zone length (“Speeds in School Zones.” Texas Transportation Institute, February 2009). Conversely, the longer school zone would cover two locations where both the Highland High School principal and nearby residents have said have high numbers of students crossing – Adams Street and Jackson Street. We will add to the study recommendations that prior to design all concerned parties (APS, Highland High School, APD and the City) should meet to discuss the extents of the school zone.

## Karen Aspelin

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**From:** Karen Aspelin [Kaspelin@vectorm.com]  
**Sent:** Monday, August 22, 2011 12:59 PM  
**To:** 'Mirza, Moby'  
**Subject:** Zuni crashes

Hi, Moby. I reviewed the crash reports you brought over, and I don't think that any of them can be attributed to the design of Zuni or the Zuni/San Pedro intersection. The causes of these crashes were:

- 1) An eastbound driver rear-ended a car stopped at the San Pedro signal on Zuni, and that car subsequently hit the car in front of it. (attributed to driver inattention, sobriety unknown)
- 2) A driver on westbound Zuni had a "medical event," crossed into the eastbound lanes of Zuni, and broadsided a car stopped to make a northbound left turn at San Pedro.
- 3) A driver on northbound San Pedro was nearing a red light at Zuni but her brakes malfunctioned, so she couldn't stop. She ran through the red light at Zuni and collided with drivers both eastbound and westbound on Zuni.
- 4) A driver on southbound San Pedro hit a westbound driver on Zuni who had run a red light.
- 5) Two police cars were on a call with lights and sirens on traveling westbound on Zuni. The first car had to make a u-turn in the middle of Zuni after it accidentally missed its turn at San Pedro. The second police car collided with the first one.

We can discuss tomorrow.

Karen Aspelin, P.E., P.T.O.E.  
Vector Engineering, LLC  
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Albuquerque, NM 87109

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