

**CITY OF EL PASO, TEXAS  
AGENDA ITEM  
DEPARTMENT HEAD'S SUMMARY FORM**



**DEPARTMENT:** Economic Development

**AGENDA DATE:** 10/14/25

**PUBLIC HEARING DATE:**

**CONTACT PERSON NAME:** Karina Brascgalla

**PHONE NUMBER:** 915-212-0094

**2nd CONTACT PERSON NAME:**

**PHONE NUMBER:**

**DISTRICT(S) AFFECTED:** District 1

**STRATEGIC GOAL:**

No. 1 Create an Environment Conducive to Strong, Sustainable, Economic Development

**SUBGOAL:**

1.1 - Stabilize and expand El Paso's tax base

**SUBJECT:**

Discussion and action on a Resolution approving the allocation of funds from the Texas Economic Development Incentive Program in the estimated amount of \$100,000 to the Streets and Maintenance Department for the implementation of the Northwestern Drive Traffic Safety Improvements Project and authorizing the City Manager, or designee, to execute any budget transfers and associated agreements.

**BACKGROUND / DISCUSSION:**

**COMMUNITY AND STAKEHOLDER OUTREACH:**


**PRIOR COUNCIL ACTION:**

**AMOUNT AND SOURCE OF FUNDING:**

**REPORTING OF CONTRIBUTION OR DONATION TO CITY COUNCIL:**

NAME	AMOUNT (\$)

\*\*\*\*\*REQUIRED AUTHORIZATION\*\*\*\*\*

**DEPARTMENT HEAD:** 

(If Department Head Summary Form is initiated by Purchasing, client department should sign also)

## RESOLUTION

**WHEREAS**, the El Paso City Council (“City”) approved the Texas Economic Development Incentive Program (“TED Program”) – Policy and Guidelines on January 20, 2021; and

**WHEREAS**, the purpose of the TED Fund is to promote economic development within El Paso Electric’s (“EPE”) Texas Service Area through various programs, including Infrastructure Development Assistance and Quality Jobs and Investment Assistance; and

**WHEREAS**, the Infrastructure Development Assistance Program provides financial assistance for public infrastructure improvements benefiting one or more companies committed to creating net-new jobs and/or making new capital investments within EPE’s Texas Service Area; and

**WHEREAS**, Schneider Electric has made multiple commitments to create net-new jobs and investment in the EPE Texas Service Area;

**WHEREAS**, traffic safety is critical to the continued expansion of Schneider Electric facilities in northwest El Paso;

**WHEREAS**, the City desires to allocate \$100,000 from the TED Fund to the Streets and Maintenance department for the *Northwestern Drive Traffic Safety Improvements Project* as detailed in “Exhibit A”;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EL PASO:**

**THAT** the above recitals are accepted as true and correct.

**THAT** the City Council finds that the *Northwestern Drive Traffic Safety Improvements Project* meets the requirements of the TED Program and provides a sufficient net positive impact to EPE’s Texas Service Area; and

**THAT** the City approves the allocation of funds from the Texas Economic Development Incentive Program in the estimated amount of \$100,000 to the Streets and Maintenance Department for implementation of the *Northwestern Drive Traffic Safety Improvements Project*; and

**THAT** the City Manager, or designee, be authorized to execute any budget transfers and associated agreements in order to effectuate the intent of this Resolution.

[SIGNATURES BEGIN ON THE FOLLOWING PAGE]

**PASSED AND APPROVED** this \_\_\_\_\_ day of \_\_\_\_\_ 2025.

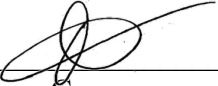
**THE CITY OF EL PASO:**

\_\_\_\_\_  
Renard U. Johnson  
Mayor

**ATTEST:**

\_\_\_\_\_  
Laura D. Prine  
City Clerk

**APPROVED AS TO FORM:**

  
\_\_\_\_\_  
Oscar Gomez  
Assistant City Attorney

**APPROVED AS TO CONTENT:**

  
\_\_\_\_\_  
Karina Brasgalla, Director  
Economic & International Development

## **EXHIBIT A**

### **NORTHWESTERN DRIVE TRAFFIC SAFETY REPORT**

# CITY OF EL PASO

## NORTHWESTERN DR. TRAFFIC CALMING REPORT

April 2025

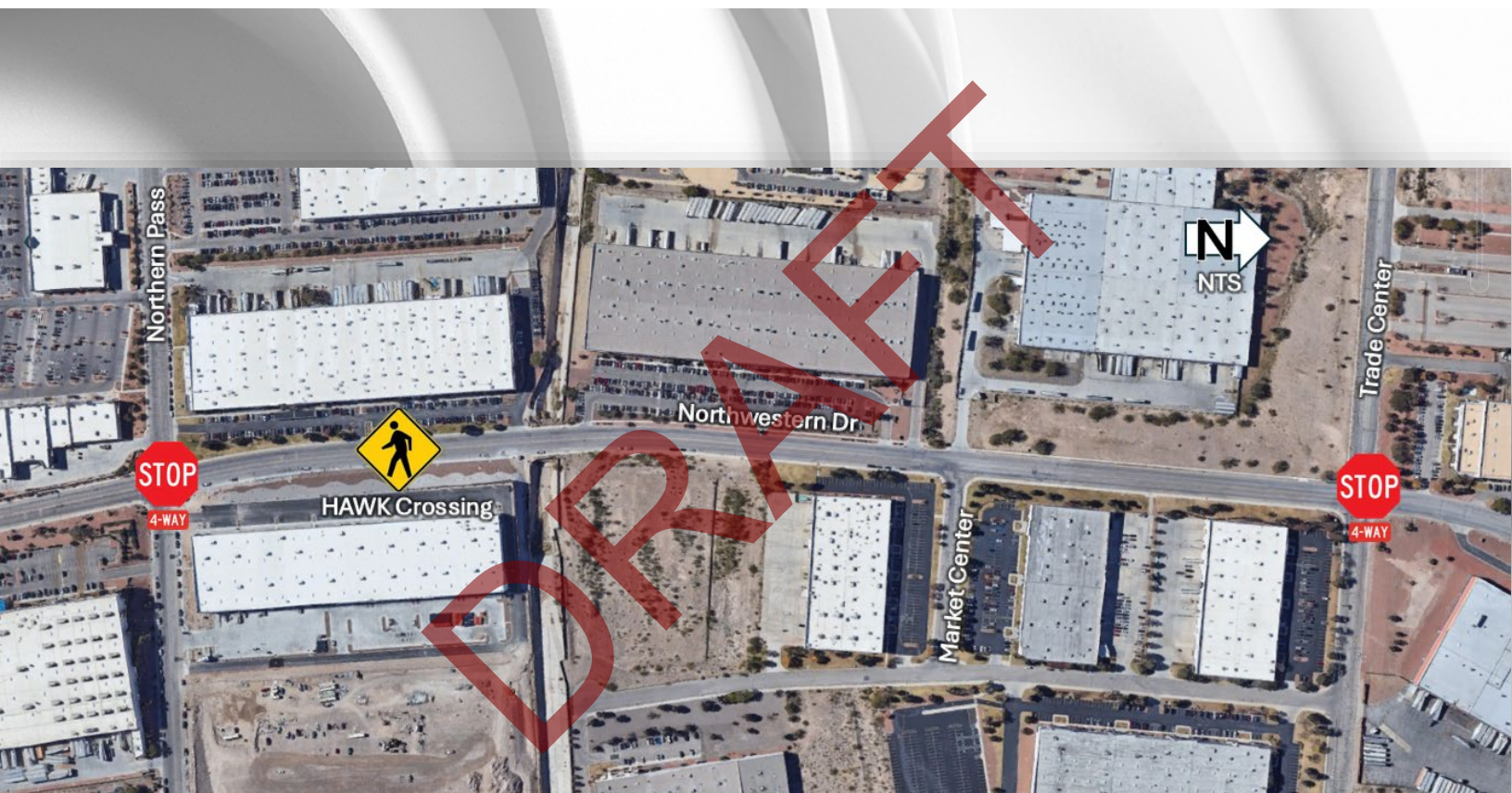


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DRAFT



## INTRODUCTION

Gannett Fleming was retained to study and develop traffic calming treatments and pedestrian crossings on Northwestern Drive and Northern Pass Drive in El Paso. Business growth along the corridors has resulted in increasing traffic and pedestrian crossings.

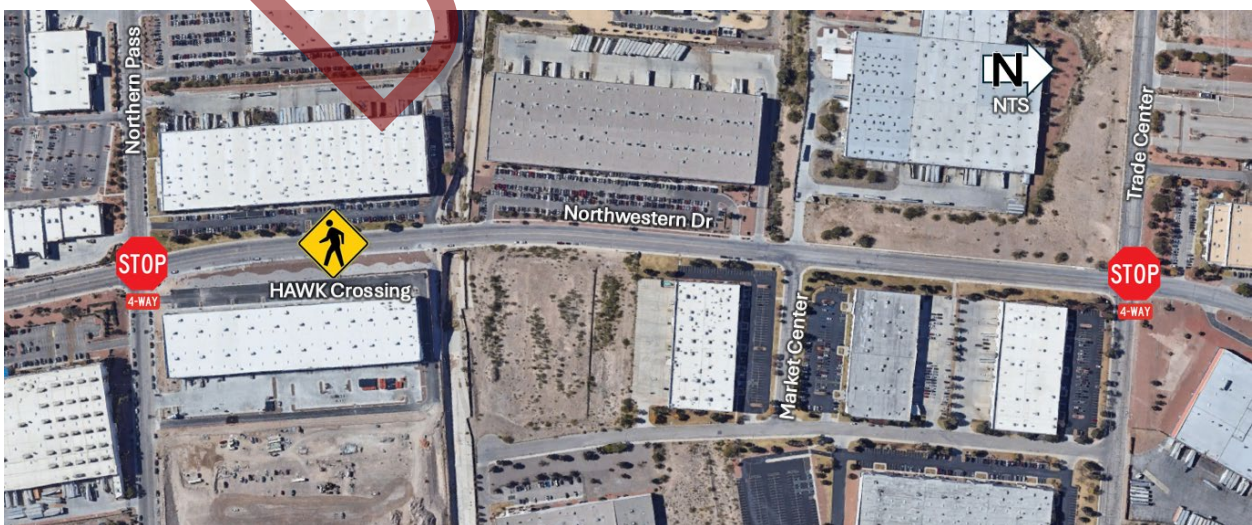
The Gannett Fleming team collected traffic and speed data, performed a topographic survey, performed a traffic analysis, and developed traffic calming concepts. These concepts focused on managing speeds and facilitating pedestrian crossings. The improvements utilize restriping and temporary curbs rather than modifying the street section to allow for lower-cost, faster implementation in this rapidly growing area.

## Study Area

The study area is located in northwest El Paso. Northwestern Road is a four-lane road running north-south and parallel to Interstate 10. Northern Pass Drive is a four-lane, east-west running road with its western terminus at Interstate 10 Frontage Road.

The intersection of Northwestern and Northern Pass is all-way stop controlled. There is a HAWK pedestrian beacon approximately 500 feet north of the intersection on Northwestern. **Figure 1** shows the study area. Northwestern Drive is signed at 40 mph, and Northern Pass at 35 mph.

Figure 1: Study Area





Data Collection and Existing Conditions

A topographic survey was conducted to create planimetric data of the roadways, including pavement widths, face and back of curb, driveway flares, and sidewalks. Based on the survey, both roadways have a nominal pavement width of 64 feet. A 12-foot pedestrian refuge island is located at the HAWK crossing.

Traffic volume and speed data were also collected of the two roads. Turning movement counts were collected at the intersection of Northwestern and Northern Pass. Daily traffic volumes were also collected on each road. Radar spot counts were gathered on Northwestern south of Trade Center Avenue and on Northern Pass east of Northwestern.

Pedestrian counts were also taken at the intersection of Northwestern and Northern Pass, the HAWK crossing, and midblock crossings south of Trade Center Avenue. The area around Market Center contained the most midblock crossing activity.

A tabulation of speed and daily traffic data is shown in **Table 1**. The AM and PM peak hour traffic volumes are shown in **Figure 2**, and **Figure 3** shows daily traffic and pedestrian counts.

Table 1: Speed and Daily Traffic Volumes

Road	Daily Traffic Volume (vehicles/day)	85 <sup>th</sup> Percentile Speed (mph)
Northwestern Dr.	3500	39 NB / 41 SB
Northern Pass Dr.	2500	38 NB / 40 SB

Figure 2: Peak Hour Turning Movement Volumes

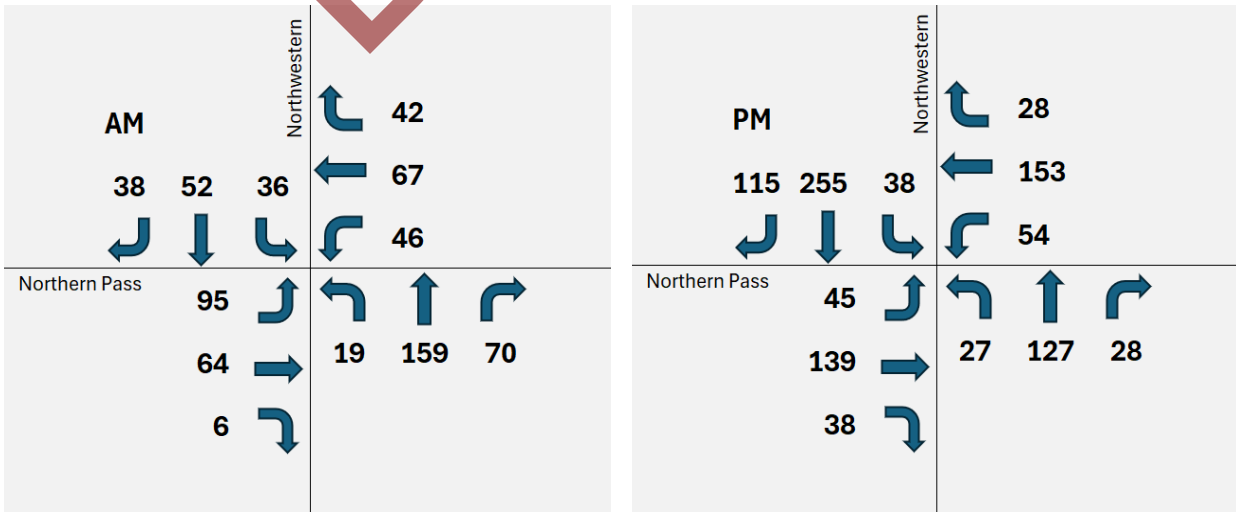


Figure 3: Traffic and Pedestrian Data



A significant percentage of pedestrians are crossing Northwestern at the HAWK crossing. However, there are still numerous crossings to the north. A review of field conditions shows many of these crossings are from people parking on the road and destined for buildings around Market Center. Utilizing the HAWK or crosswalks at Trade Center Ave. could increase walking distances by almost a half mile.

## Traffic Analysis

In advance of developing traffic calming solutions, a traffic analysis was performed to determine the number of lanes needed on Northern Pass and Northwestern. A traffic analysis model of the intersection and HAWK crossing was developed using Synchro analysis software. To determine the capacity and throughput of various lane configurations, a sensitivity test was performed to determine the increase in traffic before traffic operations significantly worsened.

Traffic for each alternative was incrementally grown on all movements until the intersection reached a level of service (LOS) E or a volume to capacity ratio 1 on any turning movement. The analysis was performed using Highway Capacity Manual 6th Edition (HCM6) methodology.

**Table 2** shows the existing LOS for the AM and PM peak at the all-way stop-controlled intersection of Northwestern and Northern Pass as well as at the HAWK pedestrian beacon. Both intersections have LOS A in the morning peak hour and LOS B in the afternoon peak hour.

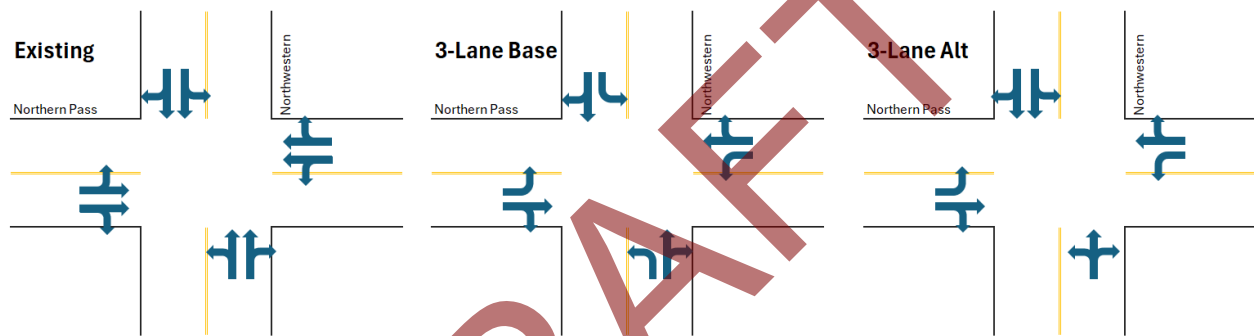
Table 2: Existing Level-of-Service (LOS)

Intersection	AM - LOS	PM - LOS
Northwestern at Northern Pass	A	B
Hawk Crossing	A	B

A three-lane alternative section was developed to reduce the pavement width needed for vehicle lanes. This section consists of one through lane in each direction and a left-turn lane. Away from the intersection, this lane can be utilized as a center turn lane for driveway access. This section is referred to as the 3-Lane Base alternative.

Since the SB through and right-turning traffic on Northwestern Drive is high while the left-turning traffic is relatively low, a second three lane option was developed to better accommodate these traffic patterns. Referred to as the 3-Lane Alt alternative, this option has two SB through lanes with shared left and right turns. There is a single NB lane with shared turns. North of the intersection, this could transition into the 3-Lane Base option. For both options, a single travel lane NB and SB is assumed at the HAWK crossing. The alternative configurations are illustrated in **Figure 4**.

Figure 4: Lane Configurations Analyzed



**Table 3** shows the results of the sensitivity testing. It was determined the afternoon peak hour had higher existing volume to capacity (vc) ratios, and that the all-way stop intersection had less available capacity than the HAWK crossing. Therefore, the sensitivity testing was conducted for the afternoon peak hour at the intersection of Northern Pass and Northwestern for the alternatives. The table reports the allowable percent increase in traffic before the intersection reaches LOS E or has a VC ratio greater than 1 for any turning movement. It also reports the percent reduction in capacity compared to the existing lane configuration.

Table 3: Existing Level-of-Service (LOS)

Alternative	Allowable Traffic Growth %	Capacity Reduction %
Existing (4-Lane)	67	N/A
3-Lane Base	23	26
3-Lane Alt	51	10

The 3-Lane Base option with single through lanes and dedicated left-turn lanes will experience poor LOS with only a 23 percent increase in traffic. However, the 3-Lane Alt with two SB through lanes can operate well with a 51 percent increase in traffic. This is only ten percent less traffic volume than where the existing 4-lane configuration experiences poor levels of service. Throughput could also be increased in the future with the installation of a traffic signal.

## Crash History

Crash Data was queried from TxDOT’s crash database (CRIS) for the previous three years. Query of the crash data extracted from the CRIS are provided in this report on **Appendix A – Crash Data TxDOT’s Crash Database**.

Overall, 20 crashes were reported in the study area, although the frequency of crashes has increased each year. Half of the crashes during this period occurred at the intersection of Northwestern Drive and Northern Pass Drive. Crashes here were a mix of angle, side swipe, and rear end collisions. A summary of crash totals and data are provided in **Table 4**.

Two pedestrian crashes were reported, one of which was a fatality. This occurred an early morning in 2024, when a pedestrian was struck crossing outside a crosswalk north of Trade Center Dr. The other pedestrian crash resulted in a serious injury and occurred when a pedestrian was struck at the crosswalk of the Northwestern and Northern Pass intersection. These pedestrian crashes underscore the importance of managing speeds and establishing safe crossings on the roadways. Collisions with pedestrians are rarely fatal with speeds below 20 mph. However, there is almost a 20 percent chance of fatality when the vehicle is traveling 35 mph, and a greater than 80 percent chance of fatality at speeds of 50 mph<sup>1</sup>

Table 4: Analysis of Total Crashes (Breakdown of the 17 Crashes data)

Data Attribute	Number of Crashes	% of Total
Total Crashes	20	N/A
Total Crashes 2022	4	20%
Total Crashes 2023	7	35%
Total Crashes 2024	9	45%
Northern Pass Intersection	10	50%
Trade Center Intersection	3	15%
Fatal	1	5%
Injury	7	35%
Pedestrian	2	10%

## Traffic Calming

The existing roadways have large pavement widths not fully utilized by the existing four travel lanes. The traffic analysis has also shown that three lanes provide adequate traffic operations on the roadway. As

<sup>1</sup> Monfort, Samuel S. and Mueller, Becky C. “A modern injury risk curve for pedestrian injury in the United States: the combined effects of impact speed and vehicle front-end height”. Insurance Institute for Highway Safety December 2024

such, the existing street cross section encourages higher speed driving while requiring longer pedestrian crossing distances and not improving traffic operations.

The following goals were identified for alternative cross sections of Northwestern and Northern Pass:

- Manage speeds on the road
- Better utilize the existing pavement width
- Improve quality for all modes of transportation

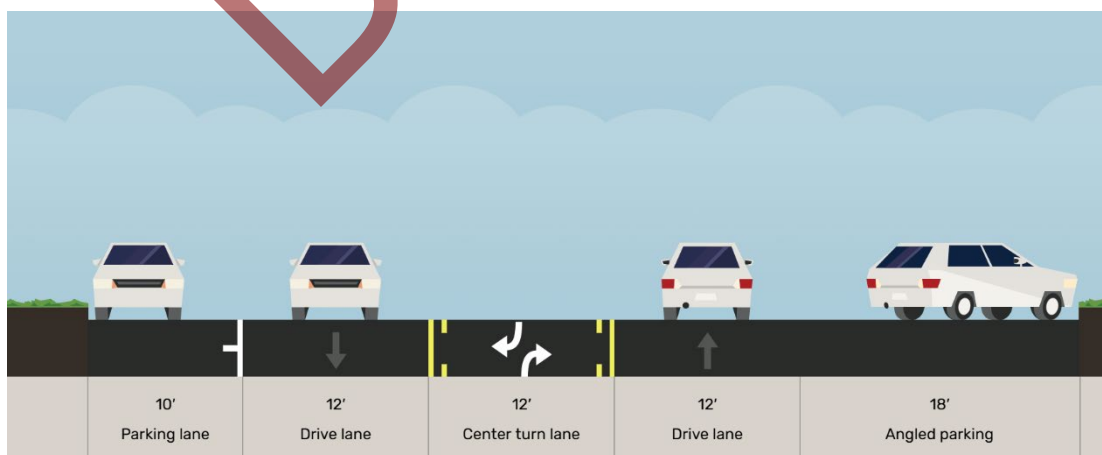
Based on these goals and the existing roadway geometries, traffic calming concepts were developed that could be implemented within the existing curb lines of both roads. All concepts include the reduction in lanes from four travel lanes to two travel lanes with a center turn lane. Converting a four-lane undivided roadway to a three-lane section has been shown to reduce crashes by approximately 40 percent.<sup>2</sup>

## Parking Alternative

This alternative utilizes extra pavement space for on-street parking. Vehicles are currently parallel parking along stretches of the roads, but it is not officially designated or marked for parking. Designating and striping parking bays can better manage and control the parking locations. Parking maneuvers also help to slow speeds.

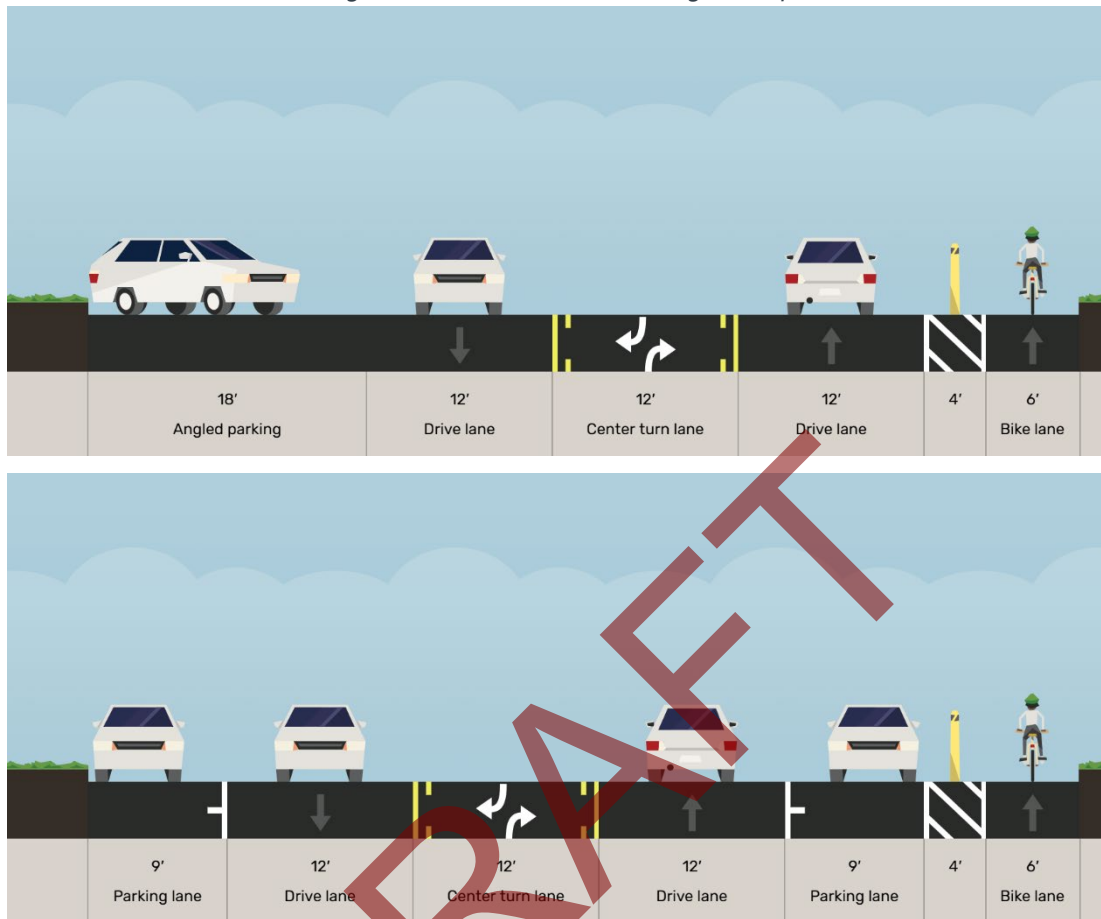
On Northwestern Drive, parallel parking on one side of the road and angle parking on the other can be accommodated with a three-lane section. On Northern Pass Drive, parallel parking can be added on both sides of the road, or angle parking on one side while maintaining the existing northbound bike lane. **Figure 5** shows a typical section with parking on Northwestern, and **Figures 6** shows two options for parking on Northern Pass.

*Figure 5: Northwestern Parking Concept*



<sup>2</sup> Lim, L., and Fontaine, M. D. "Development of Road Diet Segment and Intersection Crash Modification Factors". *Transportation Research Record 1-12*, Transportation Research Board, Washington, D.C., (2022).

Figures 6: Northern Pass Parking Concepts



Within the limits of the study area, these concepts can provide approximately 170 additional parking spaces on Northwestern and 60 additional parking spaces on Northern Pass.

## Temporary Curb Alternative

While modifying the existing curb line and pavement widths are not considered as part of this study, temporary curb installations can be used to better delineate the travel way. Use of temporary curb also allows for the implementation of curves and transitions in the long straight sections of the road. Adding minor alignment changes actively manages speeds and prevents cars from accelerating over long, straight distances.

The new curbline also visibly reduces the travel way to drivers, giving the appearance of a more narrow, lower speed roadway. On Northern Pass, the curb also provides a more physical separation between the travel and bike lane.

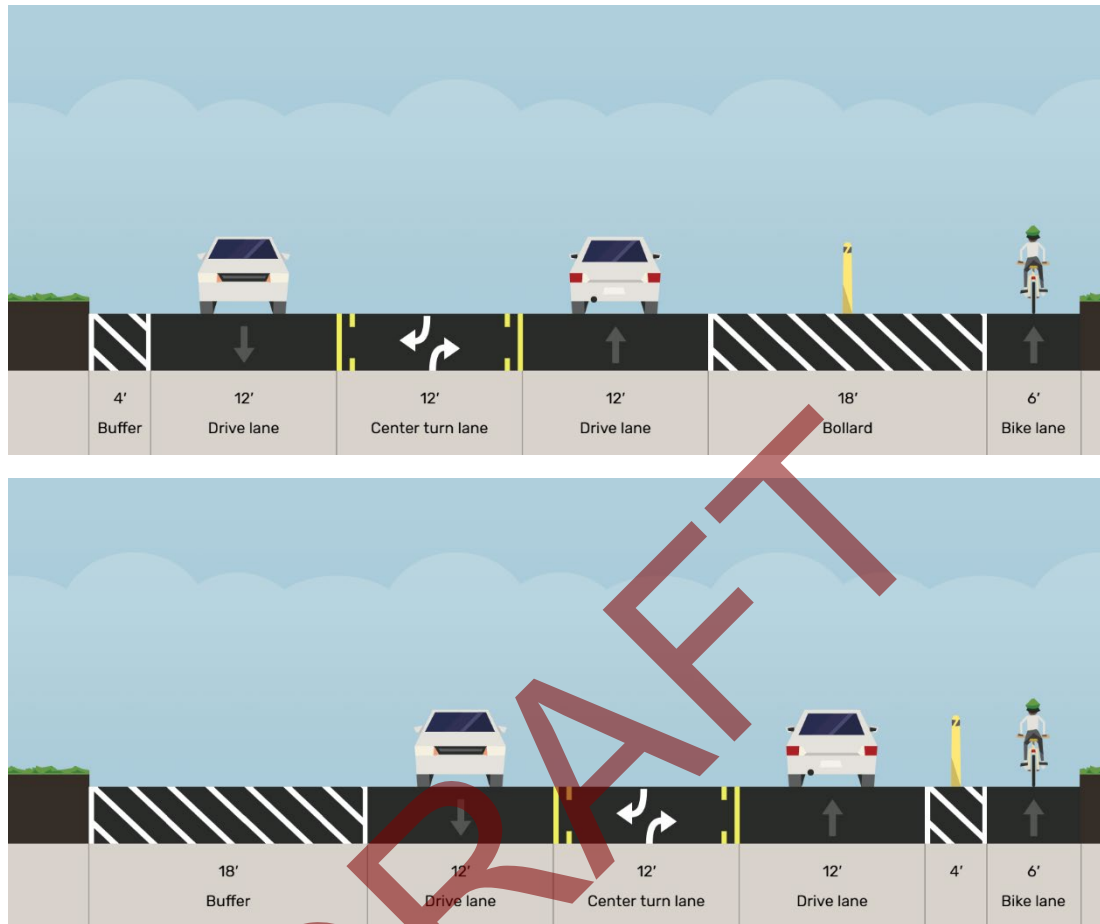
**Figures 7** shows a three-lane section with the alignment shifted to the left and then right. **Figure 8** shows the shifted alignments for North Pass.

*Figures 7: Northwestern Temporary Curb Sections*





Figures 8: Northern Pass Temporary Curb Sections



**Figure 9** shows treatment options for the temporary curb. Using a plastic mountable curb with candlestick delineators is a low-cost option that provides good visibility and delineation. However, the delineators require more maintenance. The temporary rubber curb is higher cost but is more durable and is a more physical barrier. Both can be directly applied to and removed from the existing pavement.

This option also allows for the remaining pavement to be reutilized for other purposes. For example, **Figure 10** shows a food truck on Northwestern that can be placed behind the curb line, providing a safer location with more opportunities to gather than with the current section.

Figure 9: Northern Pass Temporary Curb Sections

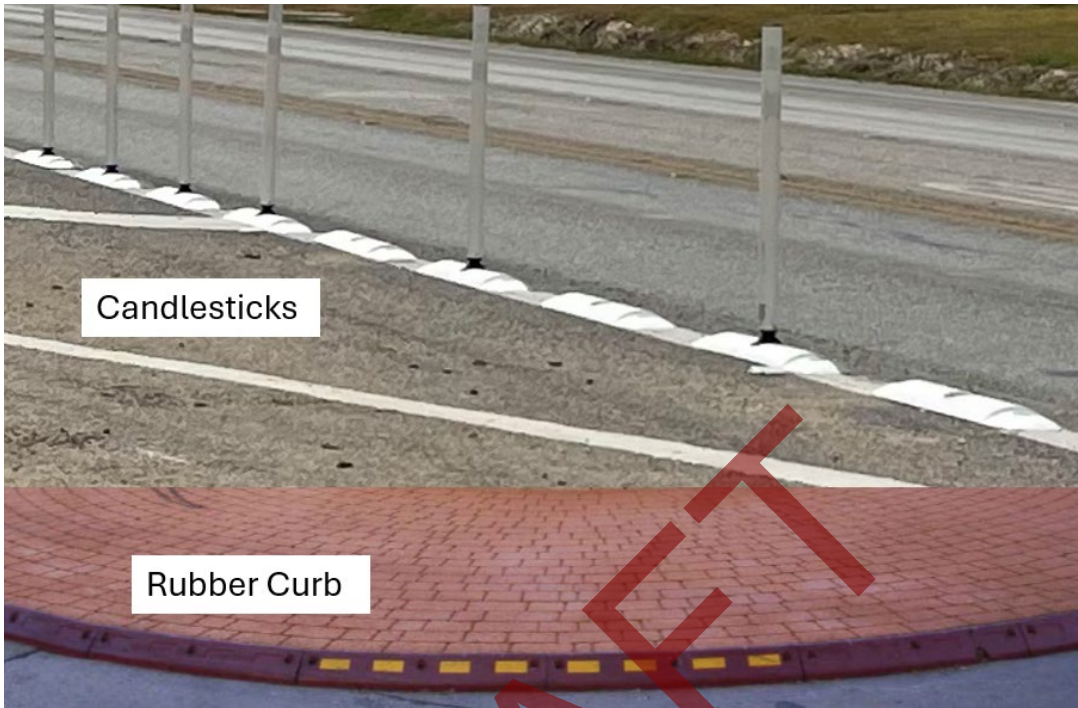
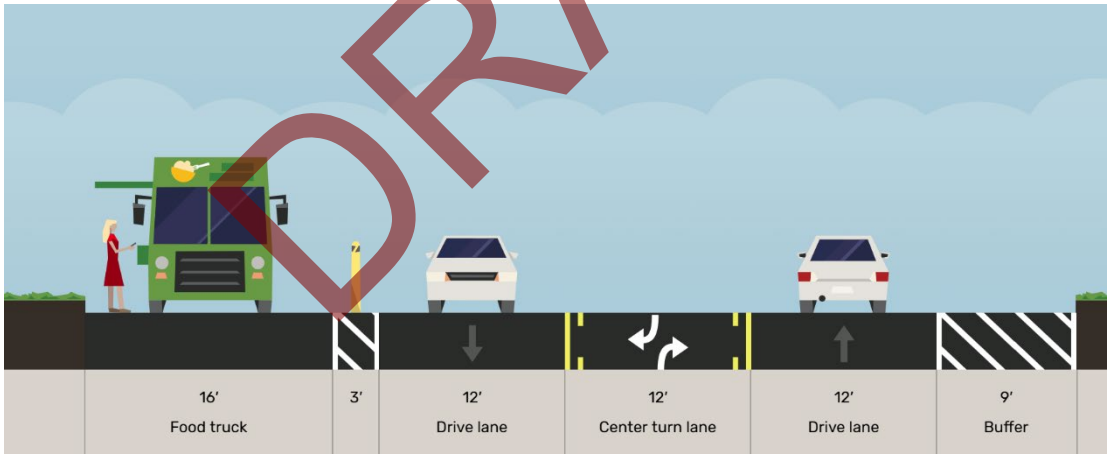


Figure 10: Temporary Curb with Food Truck Concept



Alternative Evaluation

Both alternatives provide a reimagining of the roadways as lower speed, multimodal facilities. While each has distinct benefits, there are distinct issues associated with each. **Table 5** provides positive and negative aspects of the parking alternative, and **Table 6** discusses the temporary curb benefits and drawbacks.

Table 5: Parking Alternative Pros and Cons

Parking Alternatives Pros	Parking Alternatives Cons
Provides more structure to on-street parking that is already occurring.	Addition of parking adds more conflicts and potentially more crashes.
Providing parking closer to employment destinations may reduce midblock crossings.	Increased conflicts with cyclists where bike lanes are not present.
Fully utilizes existing pavement section.	May not be desirable to adjacent businesses.
Encourages slower speeds.	
Lower cost; it only requires striping.	

Table 6: Temporary Curb Pros and Cons

Temporary Curb Pros	Temporary Curb Cons
Narrow travel way and shifts reduce speeds.	Higher cost than striping-only alternatives.
Easily removable.	Large width of unused pavement.
Increased separation from peds and cyclists.	Removes existing on-street parking.
Allows for repurposing unused pavement.	

While the alternatives are presented as distinct options, they are not exclusive to each other. Parking could be implemented on Northwestern Dr. while Northern Pass Dr. has temporary curbs installed. Inset parking could also be added to certain sections of a road that is narrowed with temporary curb.

Discussions with stakeholders and City staff should be conducted to determine which treatments best meet the needs of the road users.

## **Pedestrian Crossings**

There is a HAWK pedestrian crossing on Northwestern Drive, approximately 500 feet north of the Northern Pass intersection. Additional crosswalks are located at the all-way stop-controlled intersections of Northwestern at Northern Pass and Northwestern at Trade Center Dr.

The HAWK is heavily utilized, and the intersection crosswalks also have significant ped crossings. However, more than 70 ped crossings per day were counted without utilizing a crosswalk. A majority of these crossings were clustered on Northwestern near the Market Center intersection. A potential off-site parking lot for offices on Northwestern may further increase demand for pedestrian crossings in this area.

A midblock crossing in this area would provide a safer crossing for pedestrians crossing in this area and is also located approximately halfway between the existing HAWK beacon and crossings at the Trade Center intersection.

Additional mid-block crossings on Northern Pass Drive may also be beneficial. Locations should be determined based on discussions with adjacent businesses on potential off-site parking locations and future pedestrian generators.

With current pedestrian volumes, it does not appear a HAWK would be warranted in this location. However, a (Rectangular Rapid Flashing Beacon) RRFB on a raised pedestrian crosswalk or other enhanced treatments combined with additional signage can add awareness to pedestrians.

The calming alternatives identified in this report result in reduced travel way width. If pedestrian crossings are still located at the existing curb lines, they are set back further from traffic, reducing awareness by vehicles. It also does not reduce pedestrian crossing distances. Bulb-outs should be utilized at crossings to reduce the crossing distances. These bulb-outs can be constructed with a temporary curb but should include tactile surfaces and delineated pedestrian paths. Push-button poles for HAWK and RRFB locations should also be located near the crossing.

## **Interstate 10 Reconstruction**

Upcoming construction of Interstate 10 in the vicinity of the project area has the potential to increase traffic volumes on Northwestern for the duration of construction on the interstate. While utilization of Northwestern Drive as a relief route for Interstate 10 should not be officially designated or encouraged, the proximity and parallel alignment of the corridors make it likely that some traffic will organically transfer to Northwestern Drive when significant lane closures occur on Interstate 10.

Short-term traffic increases on Northwestern Dr. have the potential to increase well beyond the growth thresholds previously identified in this report. Because of this, it may be desirable to delay implementation of the three-lane section until completion of the improvements on Interstate 10 in order to provide as

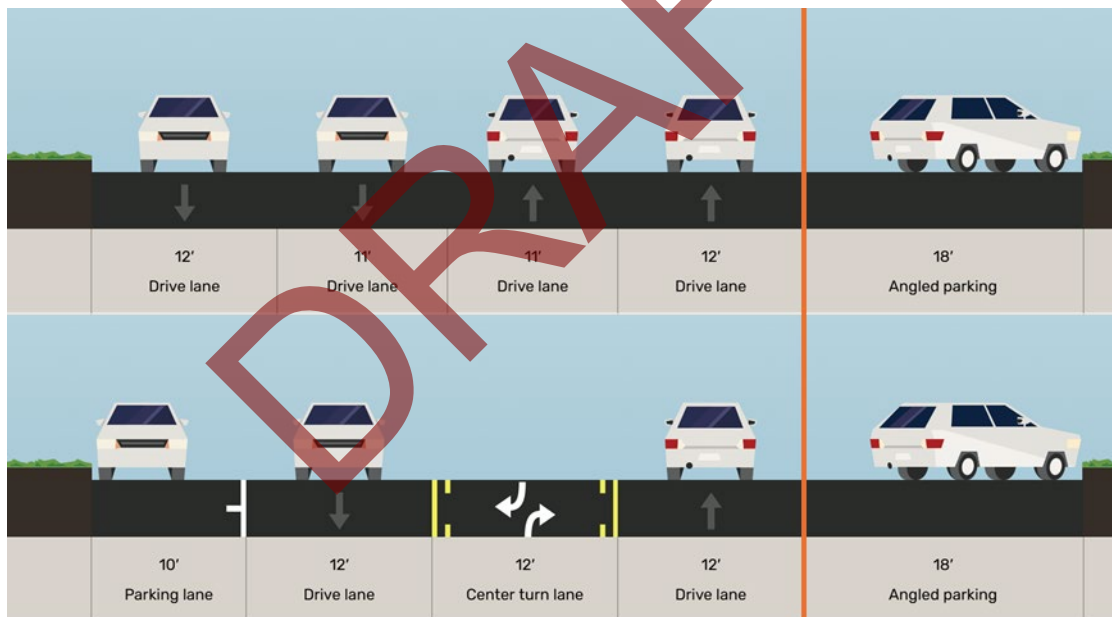
much throughput as possible during construction. However, this does not mean all traffic calming improvements on Northwestern Drive must be delayed.

The existing pavement width can provide for four travel lanes with approximately 18 feet of pavement unused. Both the parking and temporary curb alternatives can be implemented with four travel lanes. By planning in advance for both sections, a four-lane section can be efficiently converted to a three-lane section with restriping and edge treatments on only one side of the road.

**Figures 11** through **13** illustrate how a 4-lane section could be converted to three while minimizing changes to the calming concepts. For example, angle parking could be incorporated with 4-lanes. When the road is converted to a three-lane section, the angle parking would remain unchanged and parallel parking could be added on the other side.

Similarly, for temporary curb, one curb line could be held constant, therefore only one side of the curb would need to be relocated when the section is narrowed to three lanes.

*Figure 11: Parking Alternative: 4 to 3-Lane Conversion*



Similarly, for temporary curbs, one curb line could be held constant, so only one side of the curb would need to be relocated when the section is narrowed to three lanes.

Implementing the traffic calming measures initially with four lanes allows the calming benefits to be realized without reducing throughput and provide speed management for traffic detouring from Interstate 10.

Figures 12: Temporary Curb Alternative: 4 to 3-Lane Conversion

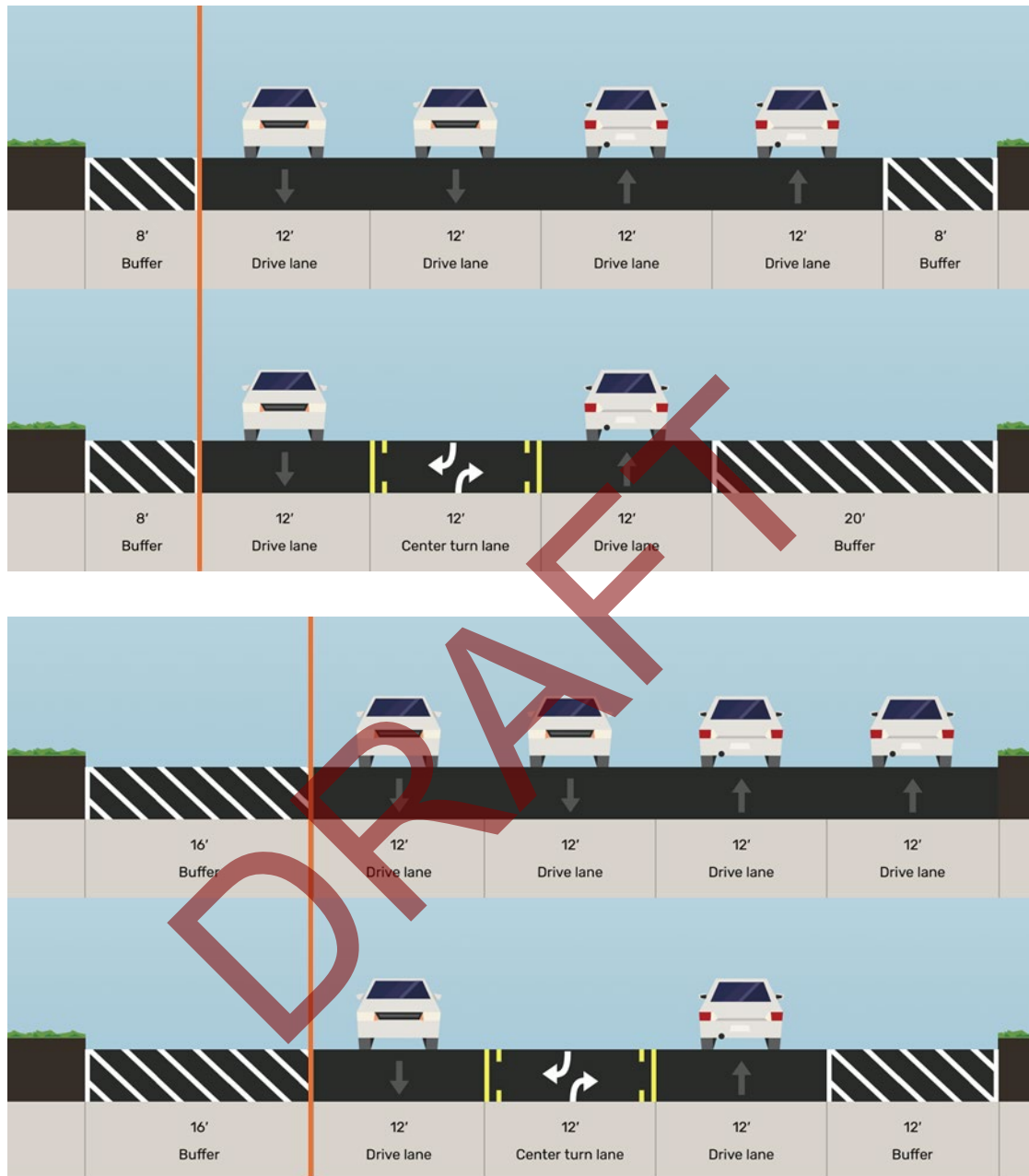
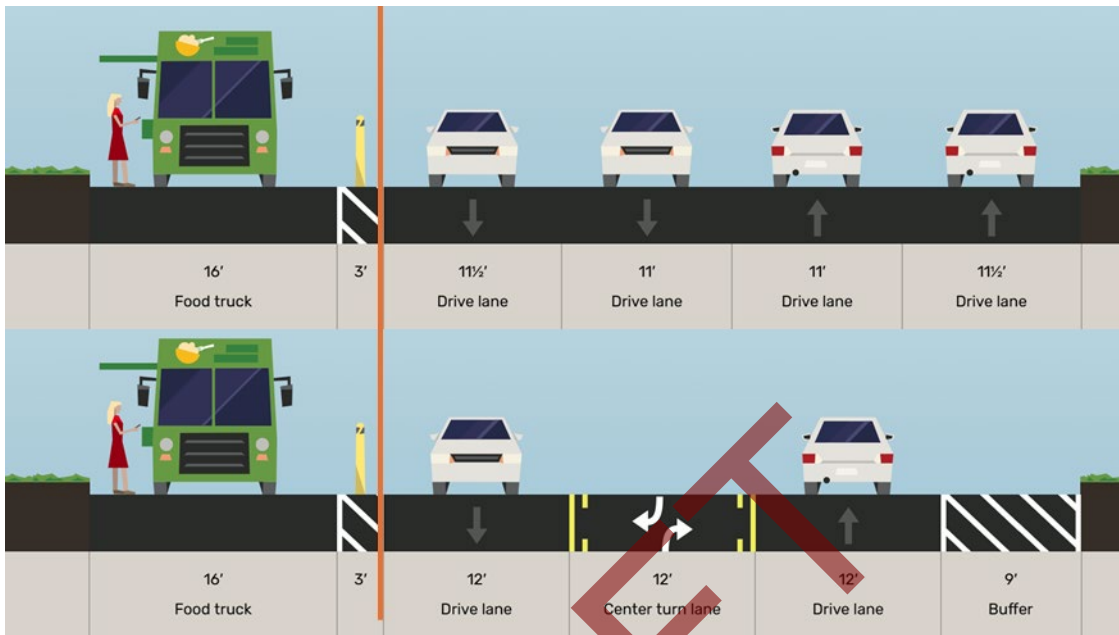


Figure 13: Temporary Curb with Food Truck: 4 to 3-Lane Conversion



### Costs

Opinions of probable cost were developed for the parking temporary curb alternatives. These costs include pavement markings, pavement prep, mobilization, and 30 percent contingency. They do not include additional midblock crossings.

However, these crossings are expected to have similar cost for either alternative. The costs are shown in **Table 7**. The costs including temporary curb are significantly higher than for the parking-only alternative. Installing parking on Northwestern and Northern Pass can be implemented with only pavement markings. Detailed breakdowns of cost can be found in the **Appendix B – Alternatives Engineer’s Probable Cost Estimates**.

Table 7: Engineer’s Opinion of Probable Cost

Alternatives	Cost
Parking	\$ 79,171.06
Temporary Curb	\$714,527.53



## Conclusion

Traffic calming measures on Northwestern and Northern Pass Drives can help to reduce speeds and change the character of the roads to better match the context of the area. A three-lane section can accommodate future traffic growth, but alternatives should be initially implemented with four through lanes on Northwestern Dr. to accommodate potential increases in traffic during improvements on Interstate 10 in the vicinity of the project area.

Implementing on-street parking on both roads can be an effective and low-cost speed management tool. However, it also creates more conflicts with vehicles and cyclists and may not be desirable to local businesses and property owners.

A temporary curb can also be used to create a narrower travel way within the existing pavement and allow for added curvature and transitions in long tangent sections of roadway. This option is more expensive due to the cost and installation of the curve but reduces conflicts and separates all modes of transportation. A combination of inset parking and a temporary curb can also be used.

A midblock crossing on Northwestern Dr. near the Market Center intersection will provide a pedestrian crossing in an area where a significant number of pedestrian crossings were observed. Midblock crossings on Northern Pass should also be considered to capture pedestrian crossings from off-site parking lots.

Outreach to local property owners and businesses should be conducted to gain feedback on potential options and build consensus towards implementation of a traffic calming treatment for the corridor.

*Appendix – A*

*TxDOT's Crash Records Informational Systems (CRIS) Data*

All crash data available using this tool represents reportable data collected from Texas Peace Officer’s Crash Reports (CR-3) received and processed by the Texas Department of Transportation (Department) as of 04/06/2025. The Department makes no warranty, representation or guaranty as to the content, accuracy, timeliness or completeness of any of the information provided as a result of your query. Any opinions and conclusions resulting from analysis performed on the crash data must be represented as your own and not those of the State of Texas or the Department.

Query Result Counts:  
**Your query returned a total of 20 Crashes containing 42 Units and 52 Persons**

Filters Applied to current Query:  
**Crash Information Data (Year) 2002, 2023 or 2024**

Crash ID	Crash Date	Crash Severity	Crash Year	Intersecting Street Name	Intersection Related	Latitude	Longitude	Manner of Collision	Street Name	First Harmful Event
18705599	1/18/2022	B - SUSPECTED MINOR INJURY	2022	NORTHWESTERN DR	INTERSECTION	31.889205	-106.5775003	ANGLE - BOTH GOING STRAIGHT	NORTHERN PASS	MOTOR VEHICLE IN TRANSPORT
18867377	4/22/2022	N - NOT INJURED	2022	NORTHWESTERN DR	INTERSECTION	31.889205	-106.5775003	ANGLE - BOTH GOING STRAIGHT	NORTHERN PASS DR	MOTOR VEHICLE IN TRANSPORT
19163475	10/5/2022	A - SUSPECTED SERIOUS INJURY	2022	N/A	NON INTERSECTION	31.889205	-106.5775003	ONE MOTOR VEHICLE - GOING STRAIGHT	NORTHWESTERN DR	PEDESTRIAN
19299330	12/1/2022	99 - UNKNOWN	2022	NORTHWESTERN DR	INTERSECTION RELATED	31.889205	-106.5775003	ONE MOTOR VEHICLE - TURNING RIGHT	NORTHERN PASS DR	FIXED OBJECT
19333189	1/11/2023	N - NOT INJURED	2023	NORTHWESTERN DR	INTERSECTION	31.889205	-106.5775003	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NORTHERN PASS DR	MOTOR VEHICLE IN TRANSPORT
19376411	2/6/2023	B - SUSPECTED MINOR INJURY	2023	NORTHWESTERN DR	INTERSECTION	31.889205	-106.5775003	ANGLE - BOTH GOING STRAIGHT	NORTHERN PASS	MOTOR VEHICLE IN TRANSPORT
19432432	3/8/2023	N - NOT INJURED	2023	TRADE CENTER AVE	INTERSECTION	31.897795	-106.5782203	ANGLE - BOTH GOING STRAIGHT	NORTHWESTERN DR	MOTOR VEHICLE IN TRANSPORT
19461644	3/20/2023	N - NOT INJURED	2023	N/A	NON INTERSECTION	31.894355	-106.5782403	ONE MOTOR VEHICLE - GOING STRAIGHT	NORTHWESTERN DR	PARKED CAR
19531275	5/3/2023	B - SUSPECTED MINOR INJURY	2023	N/A	NON INTERSECTION	31.889205	-106.5775003	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NORTHWESTERN DR	MOTOR VEHICLE IN TRANSPORT
19591437	6/8/2023	N - NOT INJURED	2023	NORTHWESTERN DR	NON INTERSECTION	31.889205	-106.5775003	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NORTHERN PASS DR	MOTOR VEHICLE IN TRANSPORT
19658943	7/14/2023	N - NOT INJURED	2023	NORTHWESTERN DR	INTERSECTION	31.897795	-106.5782203	ANGLE - BOTH GOING STRAIGHT	TRADE CENTER AVE	MOTOR VEHICLE IN TRANSPORT
20163849	5/3/2024	K - FATAL INJURY	2024	N/A	NON INTERSECTION	31.89804	-106.5782203	ONE MOTOR VEHICLE - GOING STRAIGHT	NORTHWESTERN DR	PEDESTRIAN
20178492	5/10/2024	C - POSSIBLE INJURY	2024	NORTHWESTERN DR	INTERSECTION	31.889205	-106.5775003	ANGLE - BOTH GOING STRAIGHT	NORTHERN PASS DR	MOTOR VEHICLE IN TRANSPORT
20265276	6/28/2024	B - SUSPECTED MINOR INJURY	2024	NORTHWESTERN DR	INTERSECTION RELATED	31.889205	-106.5775003	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NORTHWESTERN DR	MOTOR VEHICLE IN TRANSPORT
20300148	7/22/2024	N - NOT INJURED	2024	NORTHWESTERN DR	INTERSECTION RELATED	31.897795	-106.5781557	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	TRADE CENTER AVE	MOTOR VEHICLE IN TRANSPORT
20362213	8/29/2024	N - NOT INJURED	2024	TRADE CENTER AVE	INTERSECTION	31.897791	-106.5782204	ANGLE - BOTH GOING STRAIGHT	NORTHWESTERN DR	MOTOR VEHICLE IN TRANSPORT
20450902	10/18/2024	N - NOT INJURED	2024	TRADE CENTER AVE	INTERSECTION	31.897795	-106.5782203	ANGLE - BOTH GOING STRAIGHT	NORTHWESTERN DR	MOTOR VEHICLE IN TRANSPORT
20456121	10/21/2024	C - POSSIBLE INJURY	2024	N/A	DRIVEWAY ACCESS	31.894355	-106.5782403	ONE MOTOR VEHICLE - GOING STRAIGHT	NORTHWESTERN DR	OTHER OBJECT
20512765	11/18/2024	N - NOT INJURED	2024	N/A	NON INTERSECTION	31.894945	-106.5782603	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NORTHWESTERN DR	MOTOR VEHICLE IN TRANSPORT
20523940	11/19/2024	N - NOT INJURED	2024	N/A	NON INTERSECTION	31.895219	-106.5782565	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NORTHWESTERN DR	MOTOR VEHICLE IN TRANSPORT

*Appendix – B*

*Alternatives Engineer's Probable Cost Estimates*

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Preliminary Opinions Of Probable Cost- Northwestern Traffic Calming

Parking Option				
Item	Unit	Qty.	Unit Cost	Cost
6" Pavement Marking	LF	19855	2.03	\$ 40,305.65
Elim Exist Markings	LF	7650	1.1	\$ 8,415.00
Mobilization	LS	1	0.15	\$ 7,308.10
Traffic Control/Work Zones	LS	1	0.1	\$ 4,872.07
Subtotal				\$ 60,900.81
30% Contingency				\$ 18,270.24
<b>Parking Option - Total Costruction Cost</b>				<b>\$ 79,171.06</b>

Temporary Curb Option				
Item	Unit	Qty.	Unit Cost	Cost
6" Pavement Marking	LF	11475	2.03	\$ 23,294.25
Elim Exist Markings	LF	7650	1.1	\$ 8,415.00
Rubber Curb	LF	5100	100	\$ 510,000.00
Mobilization	LS	1	0.15	\$ 4,756.39
Traffic Control/Work Zones	LS	1	0.1	\$ 3,170.93
Subtotal				\$ 549,636.56
30% Contingency				\$ 164,890.97
<b>Temporary Curb Option - Total Construction Cost</b>				<b>\$ 714,527.53</b>