FAQ

**Why are the polygons shown within the Montana corridor small on the west and large on the east?**

Polygons within the Montana corridor are based on the size of census blocks delineated by the U.S. Census Bureau every 10 years. In general, census blocks are small within a city and large in suburban and urban areas. These statistical areas are bounded by visible features (such as roads), by nonvisible boundaries (such as property lines). For more information, please visit the U.S. Census Bureau website: <https://www.census.gov/newsroom/blogs/random-samplings/2011/07/what-are-census-blocks.html>

**Why is the Montana corridor divided into seven sections?**

For the purposes of this study, the Montana corridor is divided into seven sections accommodating the existing transportation analysis zones (TAZs) used by the El Paso MPO in transportation demand modelling, while taking into account population and employment. The section length varies between 2.3 miles and 4.7 miles. About 120,000 residents live within the Montana Ave. corridor and more than 68,000 workers find here their workplace.

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| --- | --- | --- | --- | --- | --- | --- |
| **Montana Ave. Corridor** | **From** | **To** | **Length** | **Population**  **within 1 mile**  **(U.S. Census Bureau, 2011-2015 average)** | | **Employment**  **within 1 mile**  **(U.S. Census Bureau, 2011-2015 average)** |
| Section 1 | Piedras St. | E Paisano Dr. | 2.5 mi | 30,897 | | 19,200 |
| Section 2 | E Paisano Dr. | Hawkins Blvd. | 3.0 mi | 17,001 | | 36,462 |
| Section 3 | Hawkins Blvd. | N Yarbrough Dr. | 2.3 mi | 13,758 | | 8,686 |
| Section 4 | N Yarbrough Dr. | Joe Battle Blvd. | 3.3 mi | 35,319 | | 2,536 |
| Section 5 | Joe Battle Blvd. | Zaragoza Rd. | 3.9 mi | 20,817 | | 1,813 |
| Section 6 | Zaragoza Rd. | Araceli Ave. | 4.7 mi | 8,148 | | 286 |
| Section 7 | Araceli Ave. | Hueco Tanks Rd. | 4.0 mi | 644 | | 2 |
| **Total** | | | **23.7 mi** | | **126,585** | **68,985** |

**How were the performance measures selected?**

Figure below illustrates the methodology beginning with a review of federal and state guidance, as well as notable peer practices used by transportation agencies in sustainable strategic planning. Performance measures identified during the review of best practices are then divided into six sustainable strategic planning categories: transportation infrastructure, multimodal transportation, safety and security, social impacts and quality of life, economic impacts, and environmental impacts. A set of performance measures is selected from the list of candidate performance measures identified during the review of notable practices taking into consideration its relevance and level of effort for data collection and analysis. The selected performance measures are also used to monitor the progress towards the achievement of El Paso MPO’s System Planning Block objectives.



**What are the Planning Blocks?**

The System Planning Blocks were adopted by the Transportation Policy Board in 2016 and consist of four planning scales. They provide guidance for metropolitan planning through 24 objectives. This pilot study for Montana corridor recommended performance measures for 11 out of the 24 objectives.

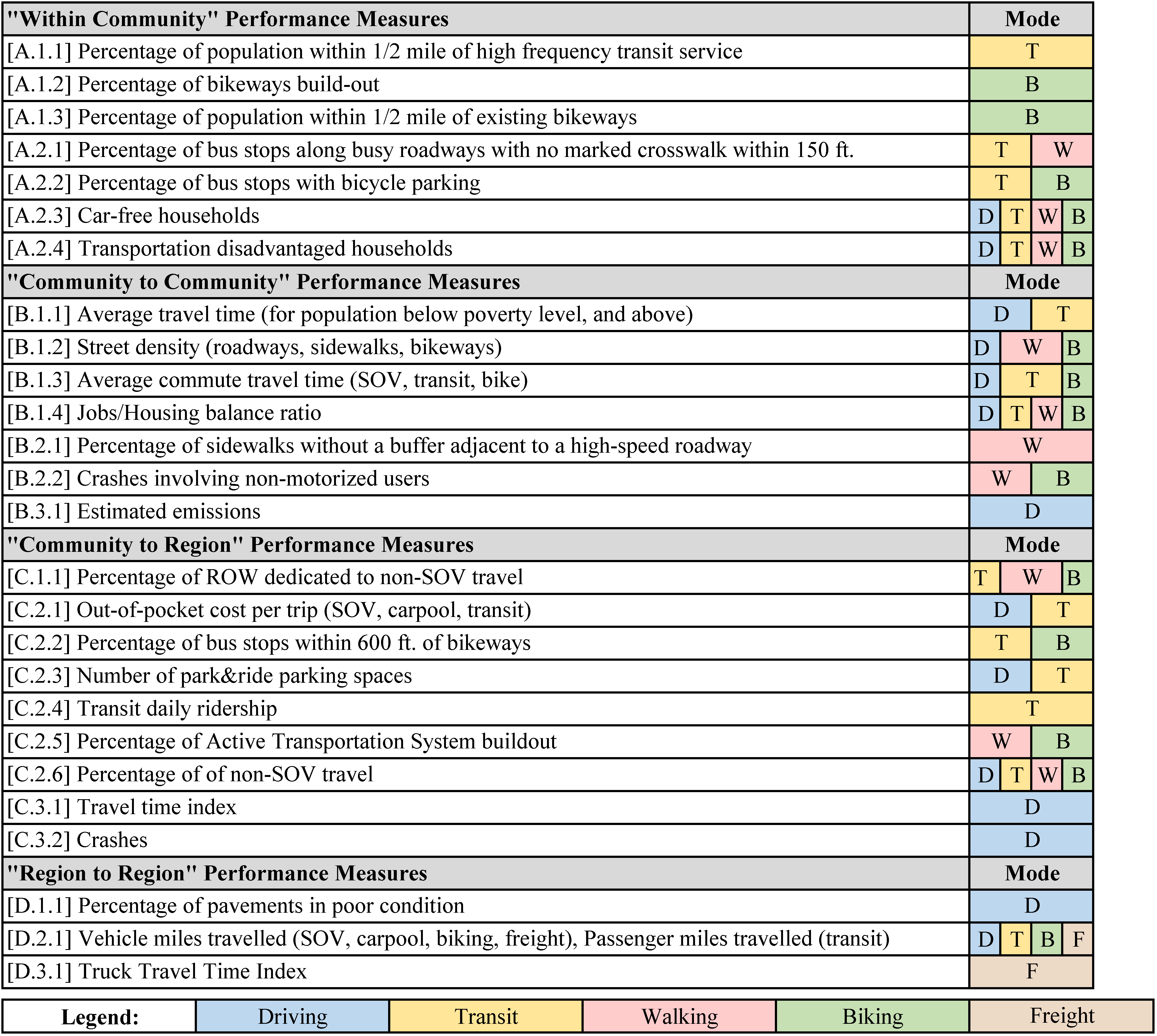
For the purposes of this study, each planning scale is represented by two or three objectives, as the Table below illustrates. Performance measures are selected to assess how well the corridor addresses the objectives. In this table, performance measures are represented by a unique code in the format of *X.x.xx*, where:

* *X* … indicates the EMPO System Planning Block (A for within community, B for community to community, C for community to region, and D for region to region),
* *x* … indicates the objective it addresses for the corresponding planning block, and
* *xx* … distinguishes between performance measures when one objective is addressed by multiple performance measures.

|  |  |  |
| --- | --- | --- |
| **El Paso MPO’s System Planning Block Scale** | **El Paso MPO’s System Planning Block Objectives** | **Selected Performance Measures** |
| A. Within Community | A.1. Encourage multimodal corridors | A.1.1, A.1.2, A.1.3 |
| A.2. Prioritize investment that improves multimodal access to existing or planned transit hubs and that fills gaps in existing multimodal system | A.2.1, A.2.2, A.2.3, A.2.4 |
| B. Community to Community | B.1. Increase multimodal connectivity between employment residential neighborhoods, parks and recreation, facilities, medical facilities, shopping areas, public services, and schools | B.1.1, B.1.2, B.1.3, B.1.4 |
| B.2. Improve the safety, security and mobility on corridors. Better integrate safety improvements for bicycle, pedestrian, and other non-vehicular modes | B.2.1, B.2.2 |
| B.3. Improve the multimodal system while protecting and enhancing the natural environment | B.3.1 |
| C. Community to Region | C.1. Provide incentives for complete streets project design | C.1.1 |
| C.2. Improve mobility and support economic development by providing expanded set of travel options, with emphasis on public transit | C.2.1, C.2.2, C.2.3, C.2.4, C.2.5, C.2.6 |
| C.3. Improve travel time reliability through improved system operations | C.3.1, C.3.2 |
| D. Region to Region | D.1. Preserve, maintain and improve existing infrastructure before adding new capacity | D.1.1 |
| D.2. Reduce delay on critical regional thoroughfares with minimal impact to community, historic and environmental resources | D.2.1 |
| D.3. Improve efficiency and reliability of freight, cargo and goods movement by reducing delay on corridors critical to freight movement | D.3.1 |

**What do the Modes of Transportation mean?**

In order to ensure that the selected performance measures assess transportation across multiple modes, each performance measure was associated with a mode of transportation, such as driving (D), transit (T), walking (W), biking (B), and freight (F). Table below shows the unique code for each performance measure along with the associated transportation mode.



Summary of Performance Measure Evaluation of the Montana Ave. Corridor

Below is summarized the performance measure evaluation conducted in each of the seven sections of the Montana Ave. Corridor. The section location, activity centers, employment, and population is described along with the performance measure results across four planning scales (within community, community to community, community to region, region to region). Performance measures discussed below were calculated based on publicly available information from U.S. Census Bureau, National Performance Management Research Data Set (NPMRDS), and TxDOT. Other data sources included the Travel Demand Model (TDM) of the El Paso MPO, inventory data from the City of El Paso, and inventory data from the local transit provider Sun Metro.

*Section 1*

Section 1 is the west most section of the corridor and stretches across 2.5 miles of Montana Ave. between N Piedras St. and E Paisano Dr. There are more than 20 schools and 17 healthcare facilities. Majority of retail and services is concentrated along Montana Ave., as well as Alameda Ave. south of Montana Ave., and N Piedras St. running from north to south, serving to 30,000 residents who live in this section. Many high-density employment areas are located along I-10, although this section has more inhabitants (9 per acre) than jobs (4 per acre).

**“Within Community” Performance Evaluation:** Almost 1 in every 5 households (18%) does not own a car. Potentially transportation disadvantaged populations in this section include more than 8,800 residents living in poverty, more than 800 residents are minority (non-Hispanic), and more than 5,800 residents are older than 65 years. Additionally, there are more than 3,000 of single-parent households and more than 3,500 households with limited English proficiency. About 1 in 10 residents (9%) lives within a ½ mile of high frequency transit, which is together with Section 2 the highest observed percentage. The majority of bus stops (70%) located at high-volume roads do not have a marked crosswalk, which can cause safety concerns and discourage transit users. None of the 44 miles of bikeways suggested in the 2016 El Paso Bike Plan have been built. Approximately 1% of residents live within a ½ mile from an existing bikeway (nearest is located in Section 2). Bicycle parking at transit stops is available only at the Five Points Transfer Center.

**“Community to Community” Performance Evaluation:** This section has the highest roadway density (27 miles per square mile of land) and the highest density of sidewalks (17 miles per square mile of land). Jobs-Housing balance ratio of this section is 1.76, which can be classified as job rich according to DVRPC (2014) that suggests that predominantly residential areas have ratio less than 1, while balanced housing and job opportunities are in areas with ratio between 1 and 1.29, and a ratio above 1.29 indicates an area with more employment than housing opportunities. No data regarding crashes was available from TxDOT, because Montana Ave. between Piedras St. and Paisano Dr. is not a state highway. Traffic volume in this area produced daily 7,000 pounds of PM10 per acre.

**“Community to Region” Performance Evaluation:** Due to no existing bikeways in this section, the percentage of bus stops within 600 ft. of bikeways is zero. The nearest park and ride lot is located outside of this section, at the Eastside Transfer Center. This section is served by Sun Metro route 21 (65-minute interval), route 22 (65-minute interval), route 25 (60-minute interval), route 30 (70-minute interval, daily ridership 60), route 32 (50-minute interval), route 33 (75-minute interval), route 34 (45-minute interval), route 35 (40-minute interval, daily ridership 2,600), route 36 (55-minute interval), route 41 (70-minute interval), route 50 (40-minute interval, daily ridership 2,000), route 55 (65-minute interval), route 59 (15-minute interval, daily ridership 3,100), route 61 (50-minute interval, daily ridership 1,200), route 62 (60-minute interval), and route 66 (55-minute interval, daily ridership 1,000). About 6% of workers commute by transit, 4% walk, 0.3% bike. Travel time index and crash data is not available because this section is not a state highway.

**“Region to Region” Performance Evaluation:** According to FHWA Highway Performance Management System, 19 miles of pavements are in poor condition. Truck travel time index is not available because this section is not a state highway.

*Section 2*

Section 2 covers a 3-mile long section of Montana Ave. between E Paisano Dr. and Hawkins Blvd. Activity centers include 18 schools, 18 healthcare facilities, and a major retail center Bassett Place, serving 17,000 residents. Many high-density employment areas are located along I-10 and the El Paso Airport, which results in more jobs (8 jobs per acre) than population (7 inhabitants per acre).

**“Within Community” Performance Evaluation:** About 1 in every 10 households (11%) does not own a car. Potentially transportation disadvantaged populations in this section include more than 3,200 residents living in poverty, more than 1,000 residents are minority (non-Hispanic), more than 3,000 residents are older than 65 years. Additionally, there are more than 1,500 of single-parent households and more than 1,100 households with limited English proficiency. About 1 in 10 residents (12%) lives within a ½ mile of high frequency transit, which is together with Section 1 the highest observed percentage. Majority of bus stops (88%) located at high-volume roads do not have a marked crosswalk, which can cause safety concerns and discourage transit users. Approximately 3 miles of the 17 miles of bikeways suggested in the 2016 El Paso Bike Plan have been built. More than half of the residents (62%) live within a half mile from an existing bikeway. Bicycle parking at transit stops is available only at the Eastside Transfer Center.

**“Community to Community” Performance Evaluation:** This section has the second highest roadway density (17 miles per square mile of land) and the second highest density of sidewalks (10 miles per square mile of land). Jobs-Housing balance ratio in this section is 3.48, which classifies as job rich (DVRPC, 2014). Based on TxDOT statistics, in the last 5 years there was 1 crash that resulted in an incapacitating injury of a pedestrian or cyclist. Traffic volume in this area produced daily 7,000 pounds of PM10 per acre.

**“Community to Region” Performance Evaluation:** Nearly 17% of bus stops are located within 600 ft. of bikeways. The Eastside Transfer Center offers 103 parking spaces in its park and ride lot. This section is served by Sun Metro route 7 (55-minute interval, daily ridership 1,100), route 25 (60-minute interval), route 31 (90-minute interval, daily ridership 50), route 33 (45-minute interval), route 50 (40-minute interval, daily ridership 2,000), route 55 (65-minute interval), route 70 (30-minute interval in peak, 60-minute interval off-peak), route 75 (service 5 times a day, daily ridership 20), and route 90 (45-minute interval, only from 6 AM to 9 AM and from 4 PM to 6 PM). 4% of workers commute by transit, 6% walk, 0.1% bike. Travel time index for passenger vehicles is 1.9, indicating that travelling during a peak hour can take almost twice as long compared to a free-flow travel. Based on TxDOT statistics, in the last 5 years there was 1 fatal crash and 16 incapacitating crashes.

**“Region to Region” Performance Evaluation:** According to FHWA Highway Performance Management System, 9 miles of pavements are in poor condition. Travel time index for trucks is 2.3, indicating that a 10-minute trip can take up to 23 minutes during a peak hour (compared to a travel time index of 1.9 and 19 minutes for personal vehicles).

*Section 3*

Section 3 looks at a 2.3-mile long section of Montana Ave. between Hawkins Blvd. and N Yarbrough Dr. There are 11 schools and 6 healthcare facilities, serving to 13,000 residents. As this section is dominantly residential with a low density of employment, there are more inhabitants (9 per acre) than jobs (3 per acre).

**Within Community” Performance Evaluation:** About 1 in every 10 households (10%) does not own a car. Potentially transportation disadvantaged populations in this section include more than 2,400 residents living in poverty, more than 400 residents are minority (non-Hispanic), more than 2,100 residents are older than 65 years. Additionally, there are more than 1,000 of single-parent households and more than 499 households with limited English proficiency. High frequency transit service not available. Majority of bus stops (71%) located at high-volume roads do not have a marked crosswalk, which can cause safety concerns and discourage transit users. Approximately 3 miles of the 13 miles of bikeways suggested in the 2016 El Paso Bike Plan have been built. More than 75% of population lives within a half mile from an existing bikeway. No bicycle parking at transit stops was observed.

**“Community to Community” Performance Evaluation:** This section has a roadway density of 11 miles per square mile of land and a density of sidewalks about 9 miles per square mile of land. Jobs-Housing balance ratio of 0.19, which classifies as housing rich (DVRPC, 2014). Based on TxDOT statistics, in the last 5 years there were 3 crashes that resulted in an incapacitating injury of a pedestrian or cyclist. Traffic volume in this area produced daily 900 pounds of PM10 per acre.

**“Community to Region” Performance Evaluation:** Approximately half of the of bus stops (54%) are within 600 ft. of bikeways. The nearest park and ride lot is located outside of this section, at the Eastside Transfer Center. This section is served by Sun Metro route 51 (60-minute interval), route 52 (70-minute interval), route 58 (75-minute interval), route 67 (80-minute interval), and route 75 (service 5 times a day, daily ridership 20). Approximately 1% of workers commute by transit, 1% walk, 0.06% bike. Travel time index for passenger vehicles is 1.7, indicating that a 10-minute trip can take up to 17 minutes during a peak hour. Based on TxDOT statistics, in the last 5 years there was no fatal crash and 14 incapacitating crashes.

**“Region to Region” Performance Evaluation:** According to FHWA Highway Performance Management System, 6 miles of pavements are in poor condition. Travel time index for trucks is 1.9, indicating that a 10-minute trip can take up to 19 minutes during a peak hour.

*Section 4*

Section 4 includes 3.3 miles of Montana Ave. between N Yarbrough Dr. and Joe Battle Blvd. Activity centers include 12 schools, 4 healthcare facilities, and the Lone Star golf club. This section is predominantly residential, as 31,000 residents live here. With 12 inhabitants per acre, this section has the highest population density. However, there is less than one job per acre.

**“Within Community” Performance Evaluation:** About 1 in 20 households (4%) does not own a car. Potentially transportation disadvantaged populations in this section include more than 5,200 residents living in poverty, more than 1,300 residents are minority (non-Hispanic), more than 2,300 residents are older than 65 years. Additionally, there are more than 2,500 of single-parent households and more than 1,000 households with limited English proficiency. High frequency transit service not available. Majority of bus stops (77%) located at high-volume roads do not have a marked crosswalk, which can cause safety concerns and discourage transit users. Approximately 8 miles of the 35 miles of bikeways suggested in the 2016 El Paso Bike Plan have been built. More than 9 in 10 residents (94%) live within a ½ mile from an existing bikeway. No bicycle parking at transit stops was observed.

**“Community to Community” Performance Evaluation:** This section has a roadway density of 13 miles per square mile of land and a density of sidewalks equals to 9 miles per square mile of land. Jobs-Housing balance ratio is 0.28, which classifies as housing rich (DVRPC, 2014). Based on TxDOT statistics, in the last 5 years there was 1 crash that resulted in an incapacitating injury of a pedestrian or cyclist. Traffic volume in this area produced daily 900 pounds of PM10 per acre.

**“Community to Region” Performance Evaluation:** Majority of the bus stops (70%) are located within 600 ft. of bikeways. The nearest park and ride lot is located outside of this section, at Edgemere/RC Poe bus stop in Section 5. This section is served by Sun Metro route 51 (60-minute interval), route 58 (75-minute interval), route 67 (80-minute interval), route 69 (55-minute interval), and (service only 5 times a day, daily ridership 20). 1% of workers commute by transit, 3% walk, 0.05% bike. Travel time index for passenger vehicles is 1.6, indicating that a 10-minute trip can take up to 16 minutes during a peak hour. Based on TxDOT statistics, in the last 5 years there were 2 fatal crashes and 12 incapacitating crashes.

**“Region to Region” Performance Evaluation:** According to FHWA Highway Performance Management System, 1 mile of pavements is in poor condition. Travel time index for trucks is 1.8, indicating that a 10-minute trip can take up to 18 minutes during a peak hour.

*Section 5*

Section 5 is a 3.9-mile long section of Montana Ave. between Joe Battle Blvd. and Zaragoza Rd. Activity centers include 3 schools, medical facilities located along Edgemere Blvd., and a retail center at Joe Battle, that serve more than 20,000 residents living in this section. Except the retail center at Joe Battle, this section has a low density of employment. This mostly residential area results in more inhabitants (6 per acre) than jobs (1 per acre).

**“Within Community” Performance Evaluation:** Only 1 in 100 households (1%) does not own a car. Potentially transportation disadvantaged populations in this section include more than 3,800 residents living in poverty, more than 1,400 residents are minority (non-Hispanic), more than 800 residents are older than 65 years. Additionally, there are more than 1,100 of single-parent households and more than 500 households with limited English proficiency. High frequency transit service not available. Majority of bus stops (97%) located at high-volume roads do not have a marked crosswalk, which can cause safety concerns and discourage transit users. Approximately 3 miles of the 17 miles of bikeways suggested in the 2016 El Paso Bike Plan have been built. About one third of the population (34%) lives within a ½ mile from an existing bikeway. No bicycle parking at transit stops was observed.

**“Community to Community” Performance Evaluation:** This section has a roadway density of 9 miles per square mile of land and a density of sidewalks equals to 4 miles per square mile of land). Jobs-Housing balance ratio is 0.25, which classifies as housing rich (DVRPC, 2014). Based on TxDOT statistics, in the last 5 years there was 1 crash that resulted in an incapacitating injury of a pedestrian or cyclist. Traffic volume in this area produced daily 400 pounds of PM10 per acre.

**“Community to Region” Performance Evaluation:** More than a half of the bus stops (52%) are within 600 ft. of bikeways. The Edgemere/RC Poe bus stop offers 103 parking spaces in its park and ride lot. This section is served by Sun Metro route 51 (60-minute interval), route 60 (60-minute interval), and route 75 (service only 5 times a day, daily ridership 20). 0.1% of workers commute by transit, 0.3% walk, 0% bike. Travel time index for passenger vehicles is 1.6, indicating that a 10-minute trip can take up to 16 minutes during a peak hour. Based on TxDOT statistics, in the last 5 years there were 3 fatal crashes and 4 incapacitating crashes.

**“Region to Region” Performance Evaluation:** According to FHWA Highway Performance Management System, 2 miles of pavements are in poor condition. Travel time index for trucks is 1.8, indicating that a 10-minute trip can take up to 18 minutes during a peak hour.

*Section 6*

Section 6 is a 4.7-mile long section of Montana Ave. between Zaragoza Rd. and Araceli Ave. It crosses from the City of El Paso into the El Paso County, which affected the data availability in this case study. There are four schools as well as some smaller retail and services scattered along the Montana Ave. This section has a very low density of employment (0.05 jobs per acre) and mostly residential or undeveloped land (1 inhabitant per acre, total 8,000 residents).

**“Within Community” Performance Evaluation:** About 1 in 10 (9%) households does not own a car. Potentially transportation disadvantaged populations in this section include more than 2,300 residents living in poverty, about 80 residents are minority (non-Hispanic), more than 800 residents are older than 65 years. Additionally, there are more than 500 of single-parent households and more than 500 households with limited English proficiency. High frequency transit service not available. Exact location of county transit stops was not available. None of the 5 miles of bikeways suggested in the 2016 El Paso Bike Plan have been built. No bicycle parking at transit stops was observed.

**“Community to Community” Performance Evaluation:** This section has a roadway density of 8 miles per square mile of land and a density of sidewalks is unknown. Jobs-Housing balance ratio is 0.14, which can be classified as housing rich (DVRPC, 2014). Based on TxDOT statistics, in the last 5 years there was 1 crash that resulted in an incapacitating injury of a pedestrian or cyclist. Traffic volume in this area produced daily 70 pounds of PM10 per acre.

**“Community to Region” Performance Evaluation:** Due to no existing bikeways in this section, the percentage of bus stops within 600 ft. is zero. The nearest park and ride lot is located outside of this section, at Edgemere/RC Poe bus stop in Section 5. This section is served by the El Paso County Transit route number 20 with frequency between 60 and 150 minutes. About 0.5% of workers commute by transit, 0.8% walk, none of the workers reported to bike. Travel time index for passenger vehicles is 1.4, indicating that a 10-minute trip can take up to 14 minutes during a peak hour. Based on TxDOT statistics, in the last 5 years there was 1 fatal crash and 8 incapacitating crashes.

**“Region to Region” Performance Evaluation:** According to FHWA Highway Performance Management System, there are no pavements in poor condition. Travel time index for trucks is 1.4, indicating that a 10-minute trip can take up to 14 minutes during a peak hour.

*Section 7*

Section 1 is the east most section in this case study and includes a 4-mile long section of Montana Ave. between Araceli Ave. and Hueco Tanks Rd. The entire section is located in the El Paso County, El Paso County, which affected the data availability in this case study. No schools, healthcare, or major retail are located in this section. This section consists of residential development and undeveloped land. Data indicated no jobs and population density of 0.1 inhabitants per acre (600 residents).

**“Within Community” Performance Evaluation:** More than 1 in every 10 households (16%) do not own a car. Potentially transportation disadvantaged populations in this section include about 90 residents living in poverty, about 10 residents are minority (non-Hispanic), more than 60 residents are older than 65 years. Additionally, there are more than 30 of single-parent households and more than 30 households with limited English proficiency. High frequency transit service is not available. Location of county transit stops was not available. Existing bicycle infrastructure and information about planned bikeways in this section was not available. No bicycle parking at transit stops was observed.

**“Community to Community” Performance Evaluation:** This section has a roadway density of 2 miles per square mile of land and a density of sidewalks is unknown. Jobs-Housing balance ratio is 0.01, which can classify as housing rich. Based on TxDOT statistics, in the last 5 years there was no crash that resulted in an incapacitating injury or a fatality of a pedestrian or cyclist. Traffic volume in this area produced daily 3 pounds of PM10 per acre.

**“Community to Region” Performance Evaluation:** Due to no existing bikeways in this section, the percentage of bus stops within 600 ft. is zero. The nearest park and ride lot is located outside of this section, at Edgemere/RC Poe bus stop in Section 5. This section is not served by Sun Metro nor the El Paso County Transit. About 2% of workers commute by transit, 1% walk, 0% bike. Travel time index for passenger vehicles is 1.3, indicating that a 10-minute trip can take up to 13 minutes during a peak hour. Based on TxDOT statistics, in the last 5 years there was no fatal crash and 3 incapacitating crashes.

**“Region to Region” Performance Evaluation:** According to the FHWA Highway Performance Management System, there are no pavements in poor condition. Travel time index for trucks is 1.3, indicating that a 10-minute trip can take up to 13 minutes during a peak hour.

*Overall Montana Ave. Corridor Assessment*

Montana Ave. is of major importance in the El Paso metropolitan planning area, because it provides a connection to the El Paso international airport, is a freight thoroughfare, and together with Interstate I-10 provides a connection between the rapidly growing Horizon City and the City of El Paso.

Overall, the case study results indicate that transportation mode choice reflects the availability and density of transportation infrastructure. Desired performance targets have not been established, however the results indicate areas that are in need of improvement:

* Transit low frequency: East of Hawkins Blvd. the headway between buses is 60 minutes and more.
* Scarce safe opportunities for pedestrians to cross high-volume roadways: Less than 30% of bus stops on busy roadways in each section are located within 150 ft. of a marked crosswalk).
* Bikeways providing connections inconsistently throughout the corridor: While around 15% of the planned bikeways have been built between Paisano Dr. and Zaragoza Rd., there are no bikeways in Section 1 between Piedras St. and Section 6 and 7, east of Zaragoza Rd.
* Missing sidewalks especially in the east of the corridor: Sidewalks are scarce east of Joe Battle Blvd. in Sections 5,6, and 7.
* Disbalance in housing and employment: Employment is scarce east of Hawkins Blvd in Sections 3,4,5,6, and 7.
* Crashes often occurring in the same area: Majority of serious injuries in years 2012-2016 occurred between Paisano Dr. and Joe Battle Blvd in Sections 2,3, and 4. While 3 of the 7 fatal crashes that occurred between 2012-2016 were in Section 5 between Tierra Este Rd. and Tiera Dorada).