TRUTH OR CONSEQUENCES NEW MEXICO

Safety Action Plan

June 2025

TRUTH OR CONSEQUENCES, NM ROAD SAFETY ACTION PLAN

SOUTH CENTRAL COUNCIL OF GOVERNMENTS

Plan adopted June 11, 2025

Plan developed for:

City of Truth or Consequences

Plan developed by:

Wilson & Company, Inc., Engineers & Architects

WILSON & COMPANY
HIGHER RELATIONSHIPS

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY 1

City of Truth or Consequences Vision Zero Resolution 3

2. INTRODUCTION 5

3. VISION & GOALS 6

The Vision 6

4. SAFETY PARTNERS AND TASK FORCE 8

Municipal Representatives 8

NMDOT Partners 8

Community Partners 8

5. THE FIVE E'S OF SAFETY 9

Equity 9

Education 9

Engineering 9

Enforcement 9

Evaluation 9

Justice 40 Equity Data Analysis 10

Climate Change 10

Housing 10

Health 12

Workforce Development 17

6. PLAN DEVELOPMENT PROCESS 21

Taskforce Meetings 21

Taskforce Meeting 1 21

Taskforce Meeting 2 23

Public Engagement 23

Outreach 23

Public Meetings 23

7. EXISTING EFFORTS 28

Truth or Consequences 2021 Multimodal Transportation Safety Action Plan 28

Focus Area 1: Main Street & Broadway Street (Downtown) *29*
Focus Area 2: Smith Avenue (Elementary School Area) *29*
Focus Area 3: New School Road *30*
Previous and Concurrent Studies and Plans 31
New Mexico 2016 Strategic Highway Safety Plan (SHSP) *31*
New Mexico Prioritized Statewide Bicycle Network Plan (2018) *31*
NMDOT Statewide Pedestrian Safety Action Plan (PSAP) (2021) *32*
New Mexico DOT Long Range Statewide Transportation Plan 2045 Plan *33*
Truth or Consequences Downtown Master Plan (2014) *33*
South Central Regional Transportation Plan, 2022 Update *35*
Truth or Consequences General Plan 2014 ..... *36*
NMDOT Active Projects *38*
8. DATA SUMMARY AND ANALYSIS 39
Introduction 39
City Crashes 39
Crash Context *42*
Annual Trend *42*
Severity Classifications (2018-2022) *43*
Classification of Crashes *43*
Collision Manner *44*
Crash Participants 45
Pedestrians *45*
Bicyclists *45*
Heavy Truck Crashes *45*
Crash Locations 46
Rural Vs. Urban *46*
Intersection Relation *47*
Interstate Crashes *47*
Crashes On Curves *48*
Contributing Factors 48
Weather Conditions *48*

Light Conditions *49*
Map of Crash Locations 50
High Injury Network Map 51
Crash Tree Diagram 52
Conditions and Crash Classification Tree *52*
Crash Conclusion 53
9. EMPHASIS AREAS & COUNTERMEASURES 55
Introduction 55
Emphasis Areas 55
Speed Reduction *55*
Roadway Improvements *57*
Multimodal Accessibility *59*
10. IMPLEMENTATION & EVALUATION 61
Phased implementation 61
Project Opportunities 69
Complete Streets Initiative *69*
Active Transportation Corridor Study *70*
Recommended Policies 71
Funding Mechanisms 73
Infrastructure Investment and Jobs Act (IIJA) *73*
Bipartisan Infrastructure Law (BIL) *73*
Multimodal Project Discretionary Grant *74*
Better Utilizing Investments to Leverage Development (BUILD) Grant Program *74*
Safe Streets and Roads for All (SS4A) Discretionary Grant Program *74*
Transportation Alternatives Program (TAP) *75*
Community Developments Block Grant Program (CDBG) *75*
Capital Outlay *75*
Municipal Arterial Program (MAP) *76*
Local Government Planning Fund (LGPF) *76*
Local Government Transportation Project Fund *76*
Public Project Revolving Fund (PPRF) *76*

Recreational Trails Program (RTP)..... 77

11. CONCLUSION 78

12. APPENDIX A: CRASH CLASSIFICATION TREE 79

13. APPENDIX B: IMPLEMENTATION VISUALIZATIONS 80

14. APPENDIX C: PUBLIC ENGAGEMENT EFFORTS 81

15. APPENDIX D: IMPLEMENTATION PLAN 82

LIST OF FIGURES

Figure 5-1. Low Median Income (Percentile) 11
Figure 5-2. Adults Diagnosed with Diabetes (Percentile) 13
Figure 5-3. Adults Diagnosed with Heart Disease (Percentile) 14
Figure 5-4. Adults Diagnosed with Asthma (Percentile) 15
Figure 5-5. Percentage of Adult Population with a Disability 16
Figure 5-6. Percentage of Households with Zero Vehicles 19
Figure 5-7. Linguistic Isolation by Households Speaking a Language Other Than English (Percentile) 20
Figure 6-1. Diagram of Community Safety Action Plan Concepts 22
Figure 6-2. Online Survey Informational Flyer 23
Figure 6-3. April 2025 Public Meeting Flyer 24
Figure 6-4. April 2025 Public Meeting 25
Figure 6-5. April 2025 Public Meeting 25
Figure 6-6. April 2025 Public Meeting 25
Figure 6-7. Public Meeting #2 Engagement Exercise 26
Figure 6-8. Truth or Consequences Annual Fiesta 26
Figure 6-9. Public Engagement Exercise 27
Figure 6-10. Public Engagement Exercise 27
Figure 7-1. Conceptual Bollard Layout at Main Avenue. 29
Figure 7-2. Conceptual Sidewalk Connection along Silver Street 29
Figure 7-3. Conceptual Sidewalk Connection at Pershing Street. 30
Figure 7-4. Overview of General Highway Safety Trends in NM of the Past Five Years 31
Figure 7-5. Crash Cluster and Corridor Identification Map 32
Figure 7-6. New Mexico Transportation System 33
Figure 7-7. Circulation and Wayfinding 34
Figure 7-8. Sidewalk Replacement 34
Figure 7-9. SCRTD Routes in El Paso MPO 35
Figure 7-10. Truth or Consequences Street Functional Classification 36
Figure 7-11. Project Vicinity Map 38
Figure 7-12. Main Avenue & Broadway Street. Road Diet Typical Section and Layout 38

Figure 8-1. Crashes in Truth or Consequences by Year Trends, 2018-2022 42
Figure 8-2. Citywide Crashes by Severity 43
Figure 8-3. Crash Classification 44
Figure 8-4 Collision Manner 44
Figure 8-5. Pedestrian Crashes by Location & Severity 45
Figure 8-6. Heavy Truck Involved Crashes 46
Figure 8-7. Urban Intersection Related Crashes 47
Figure 8-8. Interstate Crashes 47
Figure 8-9. Crashes on Curves by Severity 48
Figure 8-10. Weather Affected Crashes 48
Figure 8-11. Crash Class and Severity in Dark Un-lighted Conditions 49
Figure 8-12. Crash Locations 50
Figure 8-13. High Injury Network 51
Figure 8-14. SSI & Fatal Crash Dashboard 54
Figure 10-1. Third Street SSI Crash Location 69
Figure 10-2. Complete Streets Project in Albuquerque, NM 69
Figure 10-3. San Antonio River Walk, San Antonio, Texas 70
Figure 10-4. Scioto Mile, Columbus, Ohio 70
Figure 10-5. Riverside Drive Existing Conditions 70
Figure 10-6. Marie Street Near Municipal Golf Course 70
Figure 12-1. Crash Tree - Classification & Severity 79

LIST OF TABLES

Table 7-1. Bicyclist-Involved Vehicular Crashes in NM 31
Table 8-1. Citywide Crash Summary 40
Table 8-2. Severity Codes 43
Table 8-3. Rural & Urban Crashes 46
Table 10-1. Implementation Table 62

01

EXECTUTIVE SUMMARY

1. EXECUTIVE SUMMARY

The Vision Zero Safety Action Plan aims to assist in the elimination of all traffic fatalities and severe injuries while promoting safe, healthy, and equitable mobility for all. The City of Truth or Consequences is committed to achieving zero traffic fatalities and severe injuries by the year 2030 through emphasis of the safe systems-based strategy.

The City is dedicated to creating safe streets for everyone, including pedestrians, cyclists, individuals with disabilities, children, elderly, and motorists. In the pursuit of this commitment, there is a group of stakeholders, formerly identified as the *Vision Zero Task Force*. This task force is fully committed to eliminating all traffic related fatalities and serious injuries. Members' objectives are to develop, advocate and implement strategies and policies that focus on creating a safer and more comfortable transportation system for all roadway users. Focus areas include but are not limited to: roadway design and infrastructure analysis, data analysis, public education on roadway safety, policy recommendations, and organizing and encouraging multi-agency collaboration.

This Safety Action Plan addresses crash characteristics in Truth or Consequences rural and urban areas; a high incidence of crashes in dark, unlit areas; overturning/rollover incidents; a high rate of fixed object collisions; and motor vehicle only collisions. The crash characteristics are derived from comprehensive data analysis of crash data from NMDOT (New Mexico Department of Transportation) coupled with stakeholder and public input. Stakeholder and public meetings were critical to the establishment of the implementation plan guiding strategic development. This Plan focuses on equitable investments, data-driven decisions that promote a safety culture, and continuous evaluation through integration of policy efforts, infrastructure improvements, community engagement, and equity.

This Vision Zero Safety Action Plan recognizes significant socioeconomic challenges in Sierra County, particularly in the City of Truth or Consequences, emphasizing the need for targeted efforts to address disparities. This community has high poverty rates and significant Latino and American Indian populations, emphasizing the need for equitable safety improvements.

Recommended projects (**see Section 9**) are categorized into short-term (1-2 years), medium-term (3-5 years), and long-term (5-10 years) initiatives. The selected Vision Zero Task Force will oversee the implementation of this Plan, continuously identify potential partnerships and funding sources, and evaluate progress. To support the Task Force, a supplemental Implementation Plan is included to provide a tier system that can be used during the project prioritization process.

Achieving Vision Zero requires coordinated policy efforts, robust partnerships, and effective evaluation mechanisms. This includes collaboration with local, regional, and state agencies,

and engaging the community. The Vision Zero Safety Action Plan for the City of Truth or Consequences sets a clear path toward eliminating traffic fatalities and severe injuries by 2030. The success of this Plan depends on the ongoing commitment to Vision Zero principles and the collaborative efforts of all stakeholders involved. By combining policy efforts, partnerships, and robust evaluation frameworks, The City of Truth or Consequences aims to create a transportation network that protects all users and achieves the goal of zero fatalities and serious injuries.

CITY OF TRUTH OR CONSEQUENCES VISION ZERO RESOLUTION

RESOLUTION NO. 09 22/23

A RESOLUTION BY THE CITY COMMISSION, THE GOVERNING BODY OF THE CITY OF TRUTH OR CONSEQUENCES, NEW MEXICO, PROCLAIMING THE CITY'S COMMITMENT TO END ALL TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN TRUTH OR CONSEQUENCES THROUGH PARTICIPATION IN THE VISION ZERO PLEDGE.

WHEREAS, Six individuals were needlessly killed, and 135 individuals were injured on the City of Truth or Consequences (hereafter, City) roadways between 2016 and 2020; and,

WHEREAS, the City recognizes the need for action to increase safety and to prevent deaths and injuries on City streets; and,

WHEREAS, City partners such as the South Central Council of Governments ("SCCOG"), the New Mexico Department of Transportation, Truth or Consequences Municipal Schools, and Sierra County have pledged to join with Truth or Consequences to meet this goal; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships leveraging resources and funds to ensure safe and efficient multimodal transportation; and,

WHEREAS, A comprehensive Vision Zero strategy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, and equity; and,

WHEREAS, taking the Vision Zero pledge gives the City access to global best practices and resources; and,

WHEREAS, the Truth or Consequences City Council adopted the Multimodal Transportation Safety Plan in 2021 to utilize best practices for safe and efficient multimodal transportation on City streets; and,

NOW, THEREFORE, BE IT RESOLVED THAT, I, Amanda Forrister, Mayor the City of Truth or Consequences, by virtue of the City Commission of the City of Truth or Consequences, do hereby:

1. Pledge the City of Truth or Consequences' commitment to Vision Zero by addressing and mitigating the high rate of pedestrian and vehicular fatalities and injuries on City roadways, with the ultimate goal of achieving zero fatalities and serious injuries by the year 2030.

2. Order the immediate creation of a Vision Zero Executive Committee responsible for drafting, within 12 months upon securing its funding, a Truth or Consequences Vision Zero Action Plan with the input of multiple City departments, our Vision Zero partners, and Truth or Consequences community members.

PASSED, APPROVED AND ADOPTED this 24th day of August 2022.

Amanda Forrester, Mayor

ATTEST:

Angela Torres, City Clerk

02

INTRODUCTION

2. INTRODUCTION

This Vision Zero Safety Action Plan (SAP) recognizes that "Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all." The City of Truth or Consequences has formally adopted a resolution of commitment towards zero traffic fatalities and serious injuries by the year 2030 to address unmet roadway safety needs. The goal of the Vision Zero initiative is to develop a transportation network that protects all users, with the goal of eliminating roadway fatalities and serious injuries. This Vision Zero Safety Action Plan outlines areas of concern within the City, as well as strategies to reduce crashes and offer roadway infrastructure and safety improvements.

This Plan was developed through data analysis of the most current New Mexico Department of Transportation (NMDOT) crash data at time of project kick-off (2018-2022) as well as input from the public, and local stakeholders formally referenced in this report as the Vision Zero Task Force, to determine areas of emphasis within the City. From this involvement, an implementation plan was developed that combines policy efforts, infrastructure improvements, community engagement, and equitable action to create a clear path toward the Vision Zero goal: Safe Streets for All.

03

VISION & GOALS

3. VISION & GOALS

THE VISION

As a proponent of Vision Zero, the City of Truth or Consequences, New Mexico, commits to creating the necessary conditions to eliminate fatal accidents entirely by 2030, and minimize injury accidents on all roadways within the community.

"The streets of our communities will be safe for everyone who walks, bikes, uses a wheelchair, or drives. The streets will be comfortable, inviting, and accessible for people with varying abilities, for children and seniors, and others. To achieve these goals, Truth or Consequences will implement roadway designs that: maximize safety for the most vulnerable roadway users; reduce driving speed wherever necessary, reduce the frequency and harm of those involved in crashes; and ensure that data on Vision Zero progress is continually collected and updated to improve upon Vision Zero efforts. Methods for engaging in these efforts include:

- Remaining transparent in our analysis of the state of the program and providing data and information to our partner agencies and the public
- Making equitable and context sensitive investments
- Using data to drive decisions
- Establishing a culture of safety and embracing the 5 E's (education, equity, enforcement, evaluation, engineering)"

GOALS

The following goals of the City's Vision Zero program outline specific methods for achieving the vision.

Goal #1: Create a culture of safe driving behavior - Improve compliance with safe driving practices such as not using cell phones, speeding, driving under the influence of alcohol or drugs, and obeying traffic signals and signs.

> **Objective #1A:** Reduce preventable vehicle incidents by ten percent over the next five years through training, programming and campaigns.

Goal #2: Implement roadway design that is forgiving of human errors - Adjust roadway designs and signage to create safe conditions for all road users.

> **Objective #2A:** Design for quick response time to lessen and avoid the impact of crashes. This includes clear striping and signage for drivers, designated bike lanes for cyclists, a complete network of sidewalks for pedestrians, and adequate road lighting for all users.

> **Objective #2B:**
>
> Reduce fatalities and serious injuries through data-driven, and proactive processes to include examination of safety hot spots and systemic safety concerns.

Goal #3: Prioritize street and roadway infrastructure rehabilitation – Roadway infrastructure rehabilitation assist to slow down drivers while enhancing safety without increasing emergency response

times. The result of modernized safety infrastructure leads to community enhancement and revitalization.

Objective #3A: Achieve a year over year reduction in crashes involving serious injuries or fatalities on rehabilitated roadways by five percent.

Objective #3B: Install and upgrade crosswalks, sidewalks, and bike lanes on all City maintained roadways in compliance with ADA and Complete Street standards.

Goal #4: Strengthen local and regional roadway connectivity – Strategic signage placement provides guidance and information for all roadway users. Prioritization of signage assists in good decision making ultimately reducing total fatalities.

Objective #4A:

Designate five percent of the infrastructure budget to roadway signage installation projects in active corridors that are reminders to all roadway users. There are three major types of signage that provide drivers and pedestrians with safety protocol: regulatory, warning, guide. Signs notify roadway users about mandated traffic laws and regulations.

Objective #4B: Conduct community engagement or public surveys prior to designing rehab projects in all neighborhoods to identify local hazards.

Objective #4C:

Ensure all new and upgraded connector roads meet or exceed current safety design standards. (American Association of State Highway Transportation Officials (AASHTO), Complete Streets)

Objective #4D:

Include Complete Streets design elements in all connectivity projects near residential areas to support the growth of the network.

Goal #5: Coordinate land use and transportation systems to support active transportation – Integrating active transportation infrastructure with zoning laws encourages improved safety, long term sustainability, while simultaneously boosting economic development.

Objective #5A:

Expand and enhance pedestrian and bike infrastructure so that residents in urban growth boundaries have accessibility to multi-use amenities by 2030.

04

SAFETY PARTNERS

4. SAFETY PARTNERS AND TASK FORCE

To properly address the needs of the community, the project team identified individuals for a Vision Zero Task Force to assist in the development and implementation of the Safety Action Plan. The Task Force members comprised knowledgeable individuals from the City and community organizations and offered relevant information and recommendations throughout the Safety Action Plan process. Stakeholders and task force members are commonly used interchangeably, however, within this Plan, the task force will be used to describe the members involved in the planning and implementation process.

The Vision Zero Task Force members are listed below. This Task Force will be crucial to the success and implementation of this Plan and should commit to meeting regularly to discuss progress, potential partnerships, intergovernmental collaboration, funding mechanisms, and necessary updates to the Plan.

MUNICIPAL REPRESENTATIVES

Mayor – Rolf Hechler

City Manager – Gary Whitehead

Assistant City Manager – Traci Alvarez

Streets Manager – Buster Smith

Streets Department Support – Brenden Anglin

Police Chief – Luis Tavizon

Sierra County Sheriff – Josh Baker

Sierra County Emergency Services Administrator – Ryan Williams

NMDOT PARTNERS

NMDOT, District 1-

- Andreas Linnan
- Harold Love
- Andrew Guerra

COMMUNITY PARTNERS

Superintendent of Schools, Truth or Consequences – Nicole Burgin

05

FIVE E'S OF SAFETY

5. THE FIVE E'S OF SAFETY

Safe transportation systems require a holistic approach that supports preventable traffic fatalities. Safe systems implementation helps to address structural and institutional racism by correcting previous community disinvestment to close safety gaps.

The 5E's framework for safety encompasses prioritization of actionable safety approaches, efficacy, and risk reduction. The five E's include: Equity, Education, Engineering, Enforcement and Evaluation. This framework allows for the development of a comprehensive and systematic implementation plan.

EQUITY

Equity requires recognizing that communities have been differentially impacted by a variety of circumstances, structures, and historical contexts that have unjustly advantaged some, while unjustly disadvantaging others.

EDUCATION

Educating the community about roadway safety is a continued process that involves participation of both community members, local law enforcement, and local government. The City of Truth or Consequences prioritizes continued educational programming that provides guidance and assistance on the best practices of roadway usage for drivers and pedestrians. The objective for continued roadway safety is to inform community members on successful ways for reducing serious injuries and fatalities on roadways.

ENGINEERING

There are specific design elements that can be used to improve roads through the Safe System approach. The City of Truth or Consequences transportation infrastructure and systems pledges to design accommodating roadway features and amenities that are forgiving of human error.

ENFORCEMENT

Enforcement is a shared responsibility amongst both the community and law enforcers. It helps to ensure that safety regulations, rules and measures are followed continuously and consistently. The purpose of enforcement is to minimize the risk of accidents by deterring dangerous behavior, while simultaneously reducing fatalities and injuries.

EVALUATION

Evaluation of Safe Systems method allows for the creation and maintenance of safe environments. The evaluation component requires accountability and consistency from both community members as well as law enforcement and local government.

JUSTICE 40 EQUITY DATA ANALYSIS

Climate Change

Climate change is as an ongoing equity issue that will impact the lives of many families, including those residing in Truth or Consequences. Climate change severity impacts different groups of populations, but those who are most heavily impacted are individuals and families that are low-income.

Currently, Truth or Consequences ranks in the 84th percentile for low-income households, which are households that earn an annual income equal to twice the federal poverty level or less. In 2022, the last year of the study period evaluated for this Plan, the federal low-income threshold in the State of New Mexico for a household of four was $55,500 and $27,180 for a single individual. Households that are considered low-income are likely to be disproportionately burdened by the effects of climate change as they lack the resources to adapt to the changing climate.

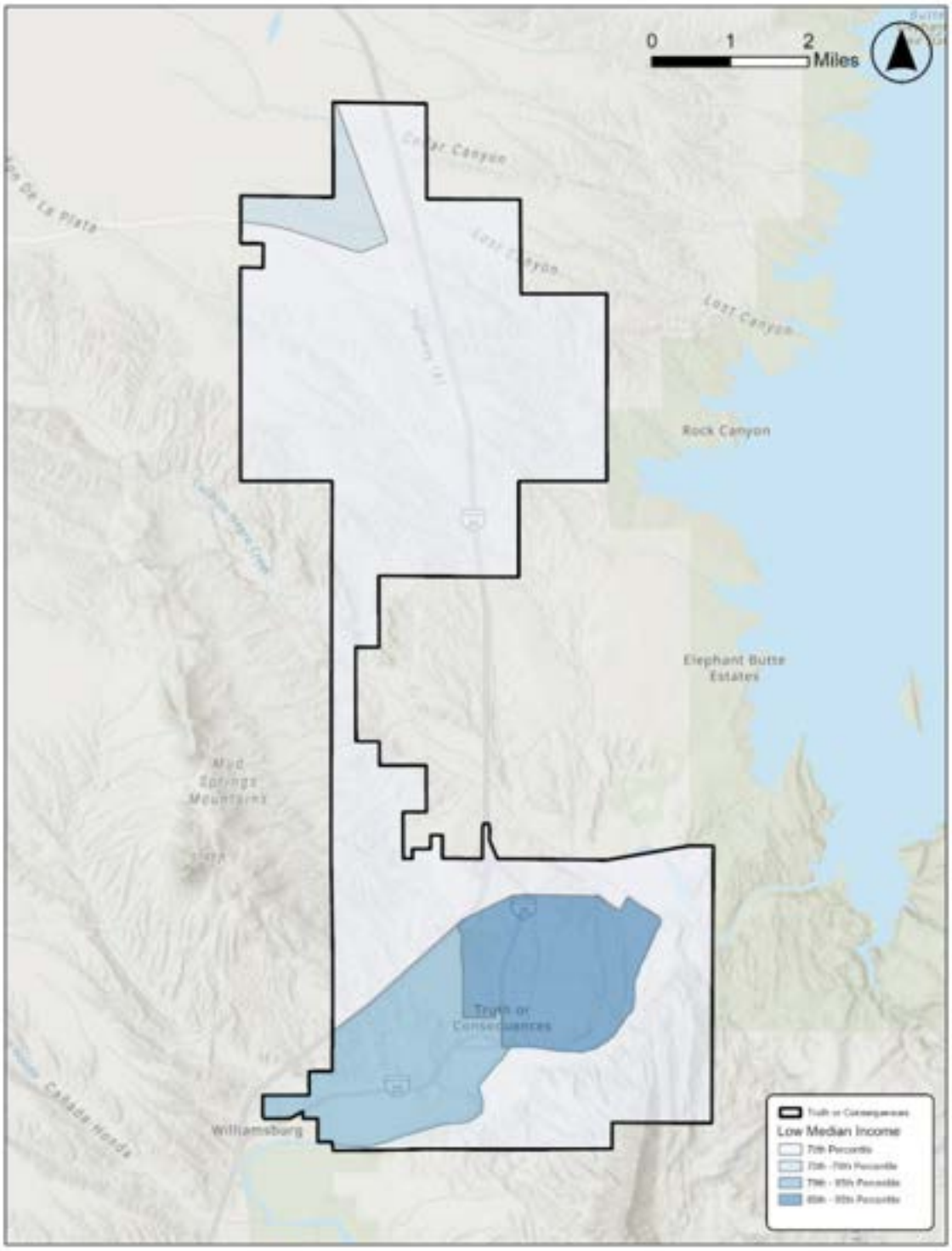
In an environment like Truth or Consequences this might look like a household being unable to afford the electric bill necessary to run air conditioning for longer summers or being unable to commute to work or school without a car due to increasing temperatures.

Additionally, Truth or Consequences is ranked in the 85th percentile for projected flood risk from floods, tides, rain, riverine, and storm surges. Impacts are projected to increase in severity for the next 30 years. This could increase the economic burden for low-income households through property damage or increased insurance costs.

Housing

Housing cost is an additional rising threat for the City of Truth or Consequences, ranking in the 71st percentile for shares of households that are making less than 80 percent of the area median family income and spending more than 30 percent of income on housing. The danger of rising housing costs greatly impacts populations of Truth or Consequences as the City also ranks in the 84th percentile for low-income households. Many houses in the City need structural, electrical, and plumbing upgrades; however, current income ratios do not support equitable and accessible upgrades for many homeowners. The areas shaded in blue in **Figure 5-1** indicate areas of the City where a high number of households are considered low-income and would be burdened by a changing economic landscape.

Figure 5-1. Low Median Income (Percentile)



Health

Health inequities are important to consider in the context of transportation safety, as active transportation improvements are a proven positive resource to improve health outcomes. Active transportation provides both direct and indirect health benefits that could address the health burdens facing the community of Truth or Consequences. By decreasing vehicles on the road, alternative modes can improve air quality and lower respiratory-related health events. Additionally, the light activity associated with active transportation modes has been shown to lower cardiovascular risk and cancer risk. The research into the health benefits of active transportation is growing field and is likely to yield more positive trends in the future.

Truth or Consequences could benefit greatly from an investment into public health through active transportation. The City ranks in the 90th percentile of low life expectancy, leading to chronic diseases, with the City's population ranking in the 98th percentile for heart disease and in the 89th percentile for diabetes. A more detailed look within Truth or Consequences can be found in the figures below. They show the sub-tracts within the City by percentile of the population diagnosed with diabetes, heart disease, asthma, and some disability, respectively.

Figure 5-2. Adults Diagnosed with Diabetes (Percentile)

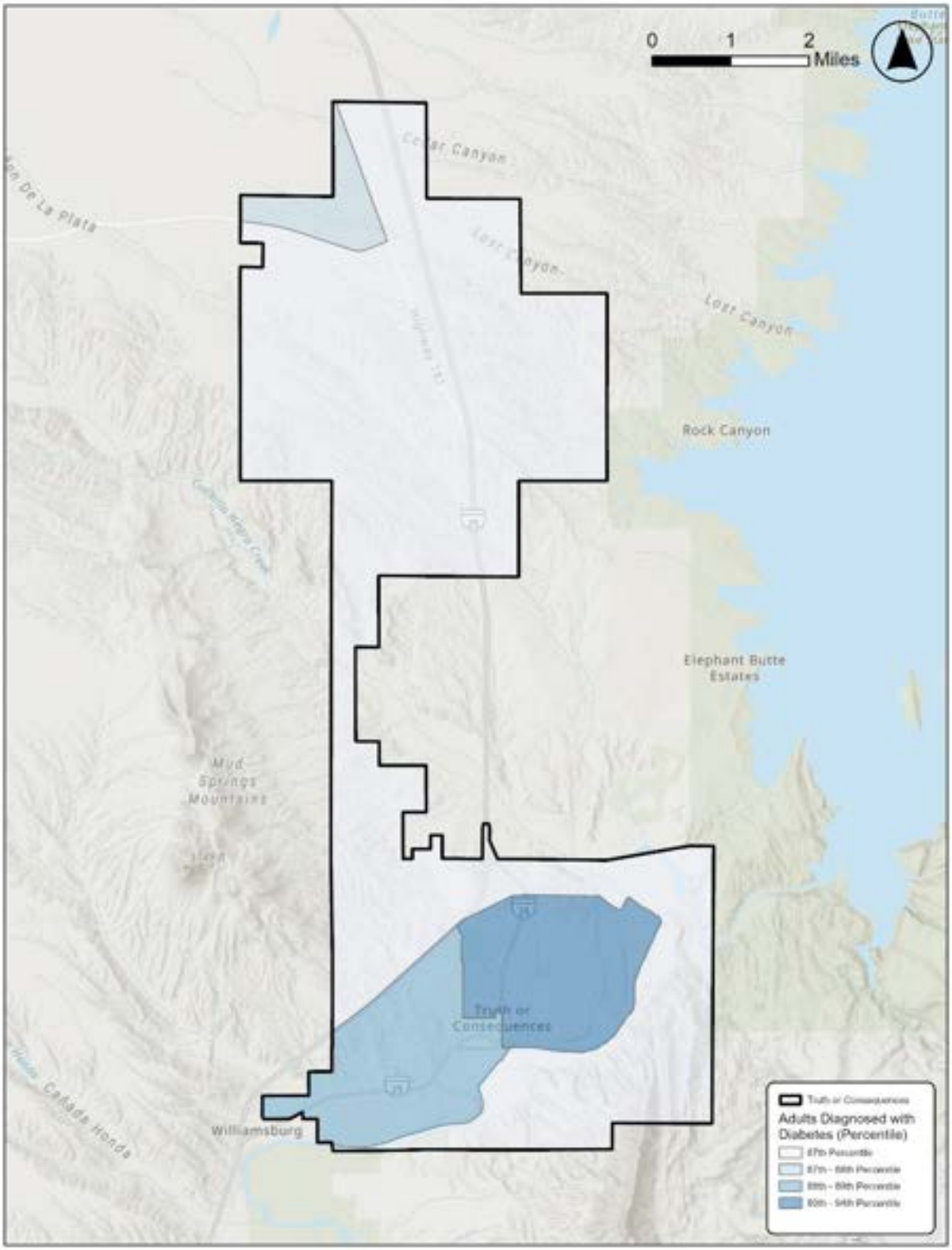


Figure 5-3. Adults Diagnosed with Heart Disease (Percentile)

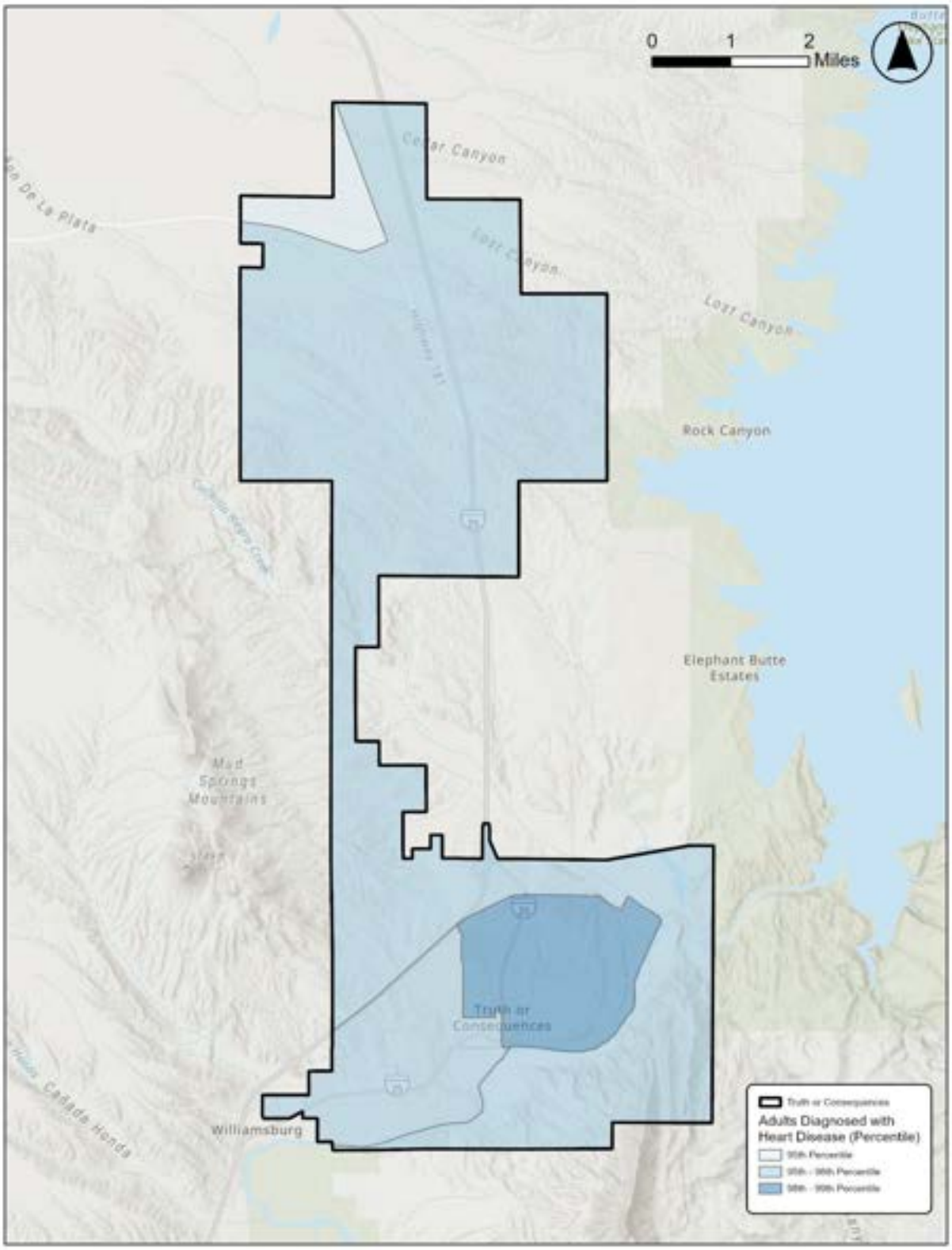


Figure 5-4. Adults Diagnosed with Asthma (Percentile)

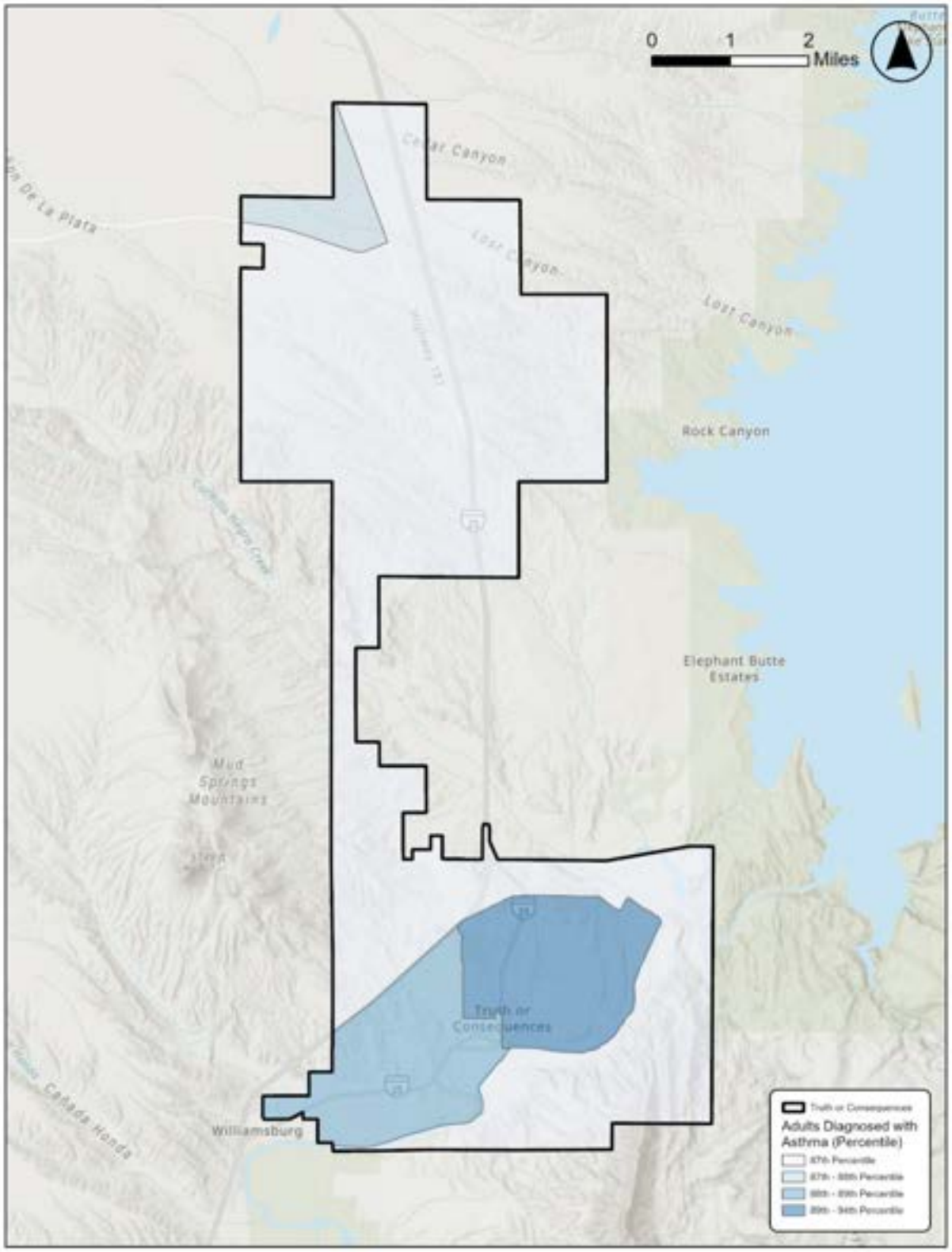
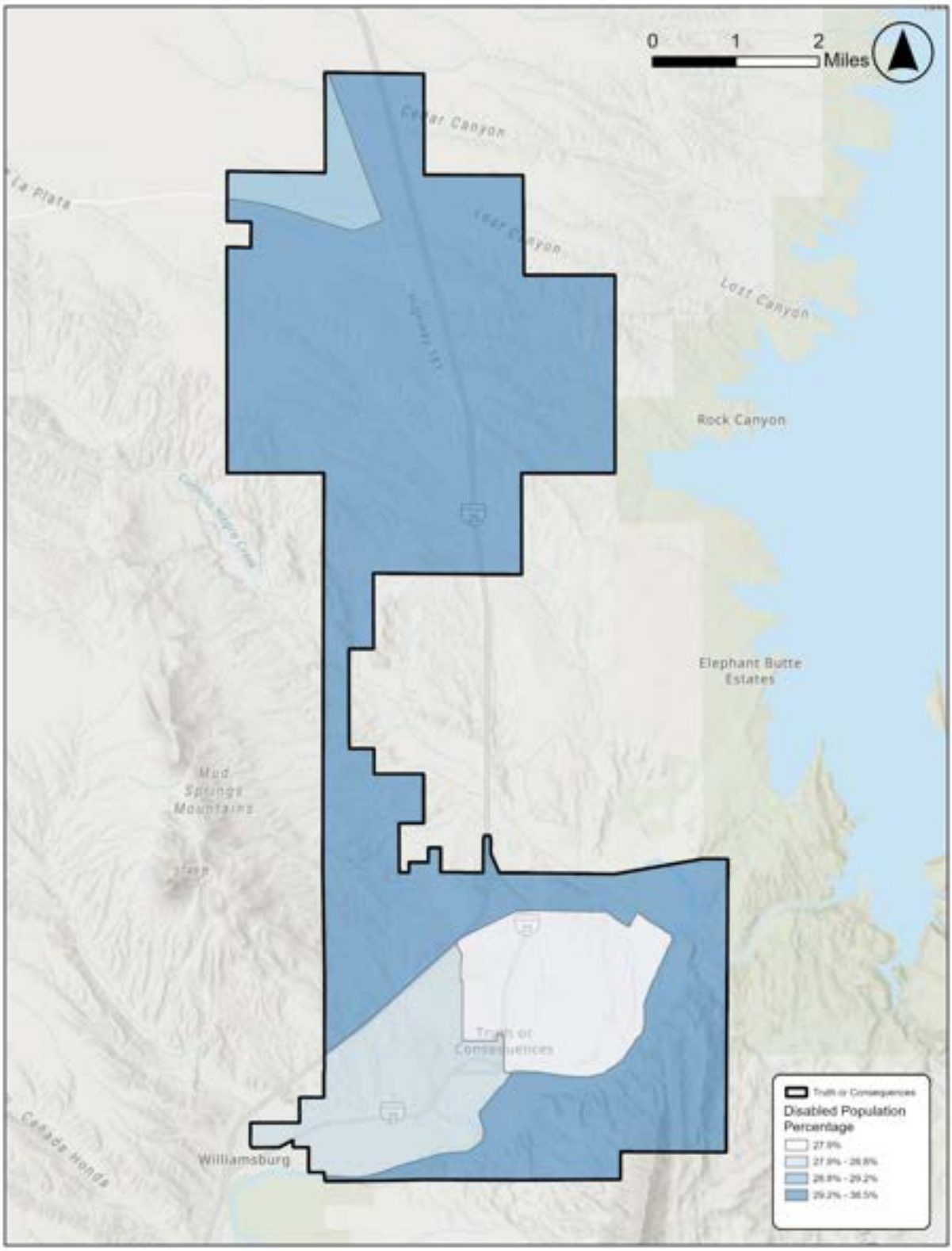


Figure 5-5. Percentage of Adult Population with a Disability



Workforce Development

Truth of Consequence has a strong presence of ageing in place population as well as younger aged individuals, which may explain the higher levels of unemployment, poverty and/or low to median income populations. Truth or Consequences is ranked in the 19th percentile for high school education, indicating slightly above 10 percent of people aged 25 years or older whose high school education is less than a high school diploma.

In addition to education, economic mobility and workforce development are impacted by the quality of the transportation system. A system that does not support multiple modes restricts the economic opportunities of low-income communities by making travel car dependent.

Figure 5-6 shows the percentage of households throughout Truth or Consequences who lack access to a personal vehicle. Areas shaded in light blue gray indicate that five percent of the population in that region do not have access to a vehicle. In the darkest shaded area, just over 11 percent of the population lack access to a vehicle. Projects that will develop active transportation facilities in and around this region will be able to support economic mobility and make the City more accessible for those who do not have access to a vehicle.

Linguistic isolation can also play a role in economic mobility as well as affect the accessibility of transportation systems. When represented geospatially, as in **Figure 5-7**, linguistic isolation shows regions of the City where there is a concentration of households who speak a language other than English. This information can help the City provide appropriate consideration to these communities during public engagement efforts and providing information about transportation resources.

Figure 5-6. Percentage of Households with Zero Vehicles

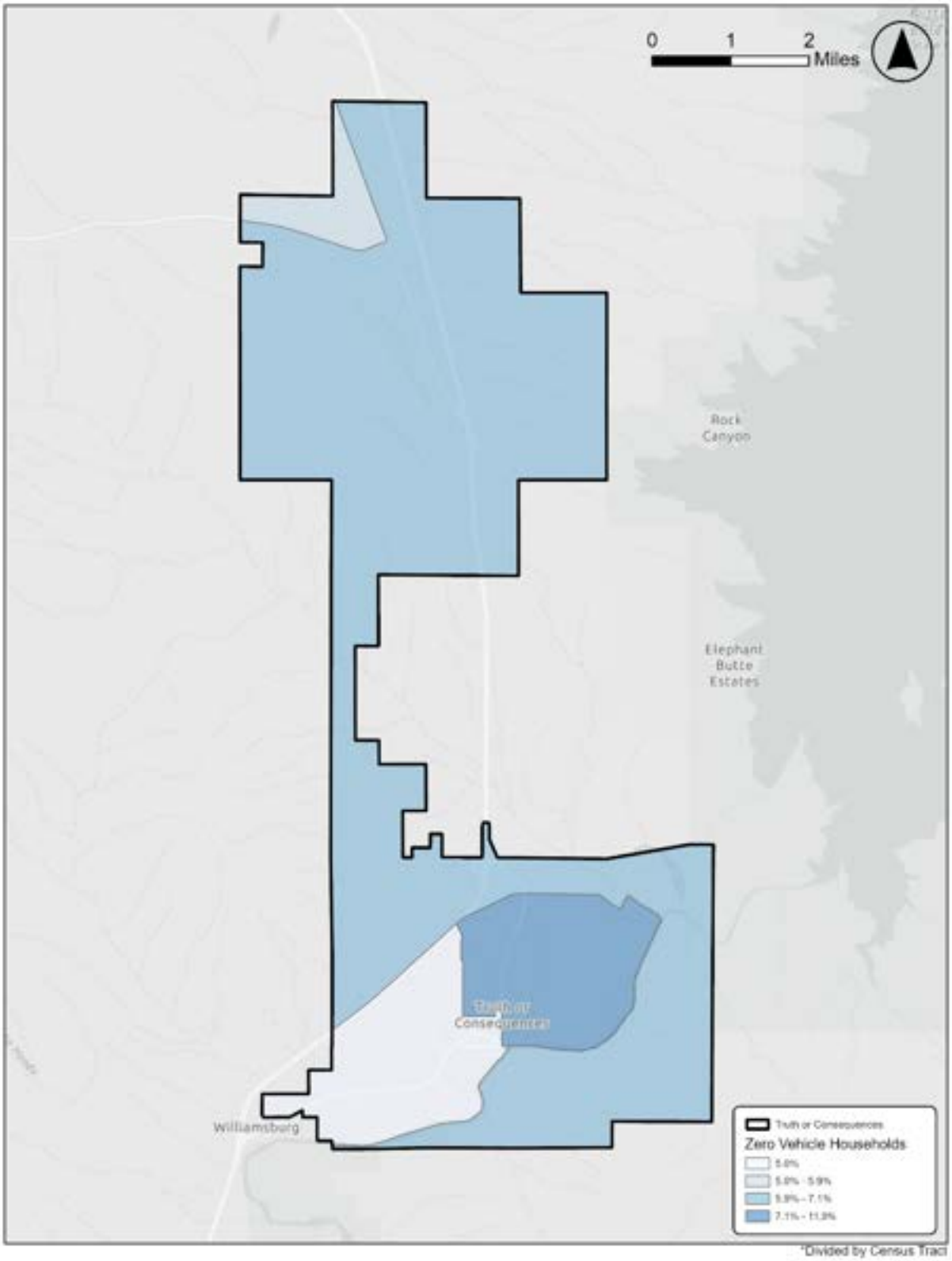
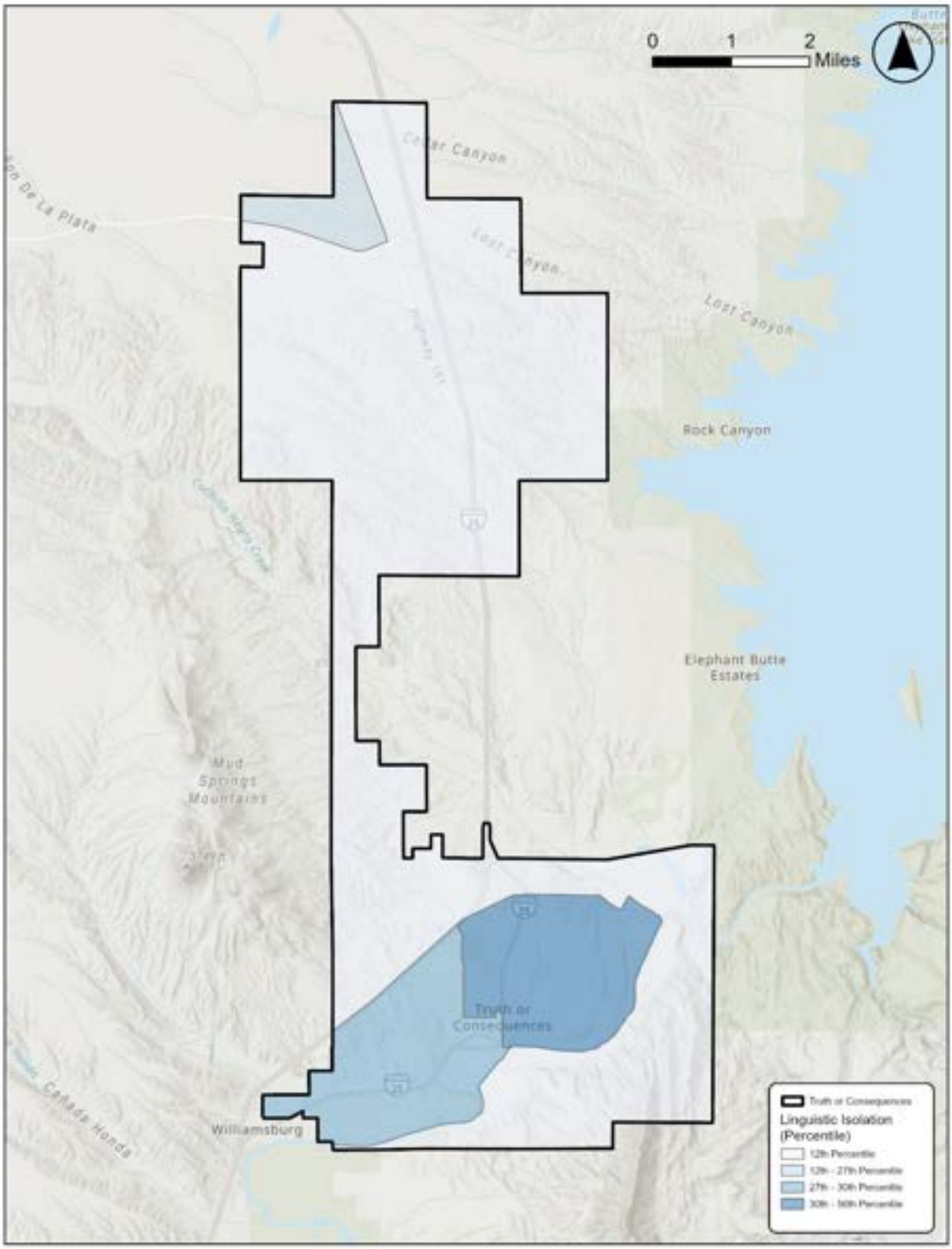


Figure 5-7. Linguistic Isolation by Households Speaking a Language Other Than English (Percentile)



06

PLAN DEVELOPMENT PROCESS

6. PLAN DEVELOPMENT PROCESS

The City of Truth or Consequences has diligently worked on previous traffic, safety, and design projects in years prior to developing this comprehensive and implementable Vision Zero Safety Action Plan. This planning process has included the development of vision and goals, existing conditions and crash analysis, the development of safety countermeasures and recommendations, and implementation planning, all while engaging the Vision Zero Task Force, the public, and regularly collaborating with City staff from different departments.

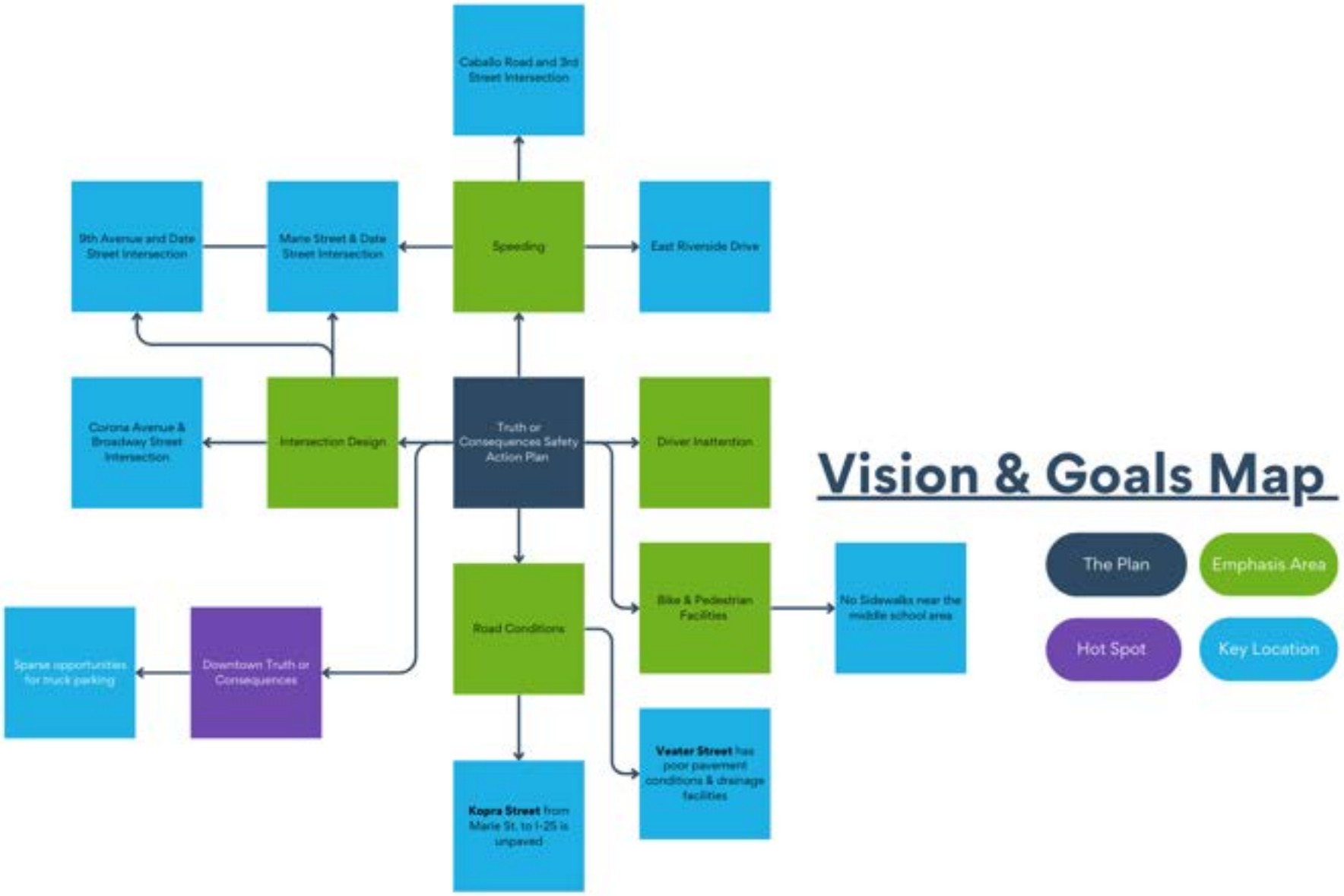


TASKFORCE MEETINGS

Taskforce Meeting 1

The first meeting of the Vision Zero Taskforce was held to inform all parties of their responsibilities in the plan development process, background on the Vision Zero goal, and discuss their vision and goals for the City of Truth or Consequences. **Figure 6-1** shows the results of the discussion amongst the members of the Vision Zero Taskforce as a web of safety concerns and the locations.

Figure 6-1. Diagram of Community Safety Action Plan Concepts



Taskforce Meeting 2

This meeting was held on April 7th, 2025. This meeting included members from New Mexico DOT, Truth or Consequences Police Department, the Superintendent of Schools, and the City of Truth or Consequences.

Notable takeaways from this meeting were presented by the Police Chief Tavizon, who stated that within the last two years there has been a spike in the volume of vehicular accidents and crashes throughout the City of Truth or Consequences, specifically within residential communities.

Additionally, Police staff indicate unsuccessful results from New Mexico State changes to violation ticket pricing for roadway penalties. Decreasing ticket prices for violations results in an adverse impact on drivers' safety and roadway behaviors that prevent accidents and fatalities.

Taskforce members are dedicated to addressing the community's concerns regarding strategies to assist in mitigating high quantity of traffic stops and citations in the City boundaries.

PUBLIC ENGAGEMENT

To develop a successful Vision Zero strategy, connecting with the City's communities is paramount to the efficacy at the implementation stage. The City of Truth or Consequences sought to engage the public to inform of the benefits of *Vision Zero* initiatives as well as gather supplemental information to support the safety data analyses.

Outreach

In late 2024, the project team promoted an online public survey to engage the public ahead of the planned public meeting. The goal of the survey was to gather information about the public's safety concerns, improvements they would like to see, and highlight any potential gaps in the existing safety analysis. The survey received 181 total responses (see **Appendix C** for full breakdown).

The survey was promoted via flyers posted in high traffic areas around the City and in municipal buildings as well as social media. The informational flyer is shown below in **Figure 6-2**, and can be seen in **Appendix C**.

Figure 6-2. Online Survey Informational Flyer



Public Meetings

Public Meeting #1

Public meetings are excellent engagement tools to inform the public of initiatives that are planned for their communities. The City of Truth or Consequences hosted a

joint public meeting on April 17th, 2025, for the City's Comprehensive Plan update as well as the Safety Action Plan, as transportation and safety are a key component in the Comprehensive Plan. The public meeting flyer is shown in **Figure 6- 3**.

Figure 6-3. April 2025 Public Meeting Flyer



The goal of this meeting was to inform community members on the purpose and benefits of the Vision Zero initiative while simultaneously gathering community input from residents that will inform strategy development.

Inform – A representative of the project team presented a high-level overview presentation on the Vision Zero initiative. The presentation included information about the goals of the program, the online survey, and the preliminary plans for using this program in Truth or Consequences.

Engage – Following the presentation, the project team facilitated an engagement exercise with the community members to gather initial information about current safety concerns. The exercise, shown on the next page involved community members placing sticky dots in categories where they have safety concerns with the existing conditions. The team representative facilitated the exercise by offering examples of safety issues that are addressed by Vision Zero initiatives and what that might look like in the community.

In support of the mapping exercise, the project team also offered a comment card option for those who wished to participate in an alternative way. General comments received were specific to improving downtown's pedestrian infrastructure to encourage more inclusivity for all roadway users with the aim to spur additional economic development opportunities within Downtown and other additional active corridors.

Outcome – Through this public meeting, the project team was able to gain insight into the safety concerns of the community. The feedback included concern about the restriping project on Main Avenue and Broadway Street. Meeting participants expressed dissatisfaction with the effort to address this issue thus far and wished to see the striping reverted to conditions beforehand. Feedback also indicated that changes to the lane configuration unintentionally diverted traffic onto the surrounding roadways.

A secondary outcome of this meeting, as with all early-stage public engagement efforts, was information about how to better engage the public in these communities to improve efforts throughout the project development process and for public engagement for future projects.

Figure 6-4. April 2025 Public Meeting



Figure 6-5. April 2025 Public Meeting



Figure 6-6. April 2025 Public Meeting



Public Meeting #2

The City of Truth or Consequences hosted its annual (75th year) *Fiesta* community event on May 2nd through May 4th, 2025. The event featured performances, music, a parade, local vendors, contests, rodeo, games and more. This event provided an inclusive opportunity to share and receive participatory feedback from the community regarding the Truth or Consequences Safety Action Plan.

Figure 6-7 showcases community feedback from a dot democracy engagement activity that captured residents desire for safety improvement in the community.

Figure 6-8. Truth or Consequences Annual Fiesta



Figure 6-7. Public Meeting #2 Engagement Exercise



Figure 6-9. Public Engagement Exercise



The goal of this meeting was to meet the community where they felt comfortable. This event provided an additional opportunity for public engagement that extends across Truth or Consequences diverse community in a way that reflects their current needs, perspectives, and priorities. The event's high attendance facilitated inclusive and constructive engagement among the project team, stakeholders, and community residents.

This public event allowed for increased educational opportunity of current transportation and mobility projects, such as Vision Zero initiative. **Figure 6-9 and Figure 6-10** highlight residents of Truth or Consequences sharing their perspectives regarding safety and mobility in City.

Inform – A representative of the project team presented a high-level overview of Vision Zero initiative. Information included information about the future goals and objectives of the program, open online traffic safety survey, and policy recommendation for using this program in Truth or Consequences.

Engage – Residents and community members in attendance were asked to participate in a public engagement dot democracy exercise. Participants were asked to share their perspectives in relation to safety improvement strategies that are beneficial for Truth or Consequences.

As illustrated in the figures below, the engagement exercise encouraged community members to place sticky dots in categories where they identified safety concerns related to existing conditions. A project team representative facilitated the activity by offering examples of safety issues typically addressed through Vision Zero initiatives and how those strategies could be applied within the community.

Figure 6-10. Public Engagement Exercise



07

EXISTING EFFORTS

7. EXISTING EFFORTS

The City of Truth or Consequences has an existing Multimodal Transportation Safety Plan that was developed in 2021. The efforts of this 2025 Safety Action Plan will build directly from the strategies and emphasis areas outlined in that 2021 Safety Plan. At a regional level, the South-Central New Mexico Council of Governments (SCNMCOG) has been working with NMDOT to prioritize safety improvements throughout Sierra, Socorro, and Doña Ana Counties. These efforts are highlighted throughout the comprehensive and regional plans in the area for various municipalities, with key efforts discussed in the 2022 updates for the SCNMCOG's Regional Transportation Plan update.

These plans have consistent messaging throughout that emphasize the need for safety infrastructure improvements and policy implementation in the region to support the growth that it is experiencing as a major freight corridor. These plans were also reviewed for project and policy recommendations. Projects and policies that have not yet been implemented are included in the safety countermeasures table in **Section 10** as they align with the vision and goals (see **Section 3)** of this Truth or Consequences Safety Action Plan.

TRUTH OR CONSEQUENCES 2021 MULTIMODAL TRANSPORTATION SAFETY ACTION PLAN

The New Mexico Department of Transportation (NMDOT) views Transportation Safety Plans as foundations for communities to address transportation safety challenges, as well as to pursue funding opportunities at the federal, state, regional, and local levels.

The planning process provided a forum for the City of Truth or Consequences and local task force members to provide context, input, and feedback to guide the Plan's development. The City of Truth or Consequences, NMDOT, and Wilson & Company Engineers and Architects partnered to develop this Safety Action Plan. Other collaborators include Sierra County Road Department, Truth or Consequences Police Department, City of Williamsburg, and Truth or Consequences Municipal Schools. This multidisciplinary and inclusive collaboration identified primary safety concerns to enhance safety for pedestrians, bicyclists and motorists in Truth or Consequences.

The community envisions improved roadway safety for residents and visitors through increased vehicle speed limit compliance, suitable pedestrian facilities, accessibility, striping and signage, and reducing intersection conflicts. This safety plan's countermeasures identify transportation safety recommendations: calming traffic, improving pedestrian and bike accessibility, Americans with

Disabilities Act (ADA) compliance, and projects for roadway conditions upgrade.

The proposed improvements were divided into three focus areas with varying and unique needs:

Focus Area 1: Main Street & Broadway Street (Downtown)

- Restriping to narrow lane widths to 10 feet.
- Update sidewalks and supporting facilities such as curb ramps to be ADA compliant.
- Add and update pedestrian warning signage and speed limit signage.
- **Project Improvement:** Add bollards along westbound left lane on Main Avenue and Poplar junction to ensure turn lane usage.

Figure 7-1. Conceptual Bollard Layout at Main Avenue.



- **Project Improvement:** Add a traffic diverter at S. Pershing Street and N. Broadway Street intersections to prevent illegal through-traffic at un-aligned intersections.
- **Project Improvement:** Add diverter median on the northbound approach of S. Foch Street. at N Broadway Street intersection.

Focus Area 2: Smith Avenue (Elementary School Area)

- Ensure speed limit compliance.
- Enhance pedestrian accessibility and safety.
- Add and update signage to ensure Manual on Uniform Traffic Control Devices (MUTCD) compliance.
- Add centerline and edge striping to reduce lane width to 11 feet.
- **Project Improvement:** Install new sidewalks along Smith Avenue and Silver Street to connect to the elementary school.

Figure 7-2. Conceptual Sidewalk Connection along Silver Street



Focus Area 3: New School Road

- Ensure speed limit compliance
- Enhance pedestrian safety
- Add and update signage to ensure MUTCD compliance.
- Add centerline and edge striping to narrow lane width to 11 feet.

Project Improvement: Install a new sidewalk along New School Road and Pershing Street to connect to the high school and middle school.

Figure 7-3. Conceptual Sidewalk Connection at Pershing Street.



PREVIOUS AND CONCURRENT STUDIES AND PLANS

This section will provide an overview of previous and concurrent transportation studies in New Mexico and the City of Truth or Consequences.

New Mexico 2016 Strategic Highway Safety Plan (SHSP)

The SHSP is an important transportation safety plan for the State. The Plan establishes a vision of "Safe Mobility for Everyone." The SHSP identifies ten high-priority emphasis areas, including impaired driving, speeding, pedestrians, and motorcycles. These areas are determined by the frequency each factor contributes to fatal and serious injury crashes. The SHSP also details ten priority emphasis areas, including bicycles, heavy vehicles, and transit. For these emphasis areas, the SHSP recommends several strategies using the 5Es: engineering, education, equity, enforcement, and emergency medical services (EMS). **Figure 7-4** outlines SHSP general highway safety performance measures and trends in New Mexico.

Figure 7-4. Overview of General Highway Safety Trends in NM of the Past Five Years

Performance Measures*	2011 (5-yr avg)	2012 (5-yr avg)	2013 (5-yr avg)	2014 (5-yr avg)	2015 (5-yr avg)
Number of fatalities	395	368	358	347	352
Number of serious injuries	1941	1871	1819	1697	1567
Fatality rate (per HMVMT)	1.52	1.41	1.39	1.36	1.39
Serious injury rate (per HMVMT)	7.45	7.19	7.06	6.65	6.17

*Performance measure data is presented using a five-year rolling average.

Source: New Mexico SHSP, 2016

New Mexico Prioritized Statewide Bicycle Network Plan (2018)

The New Mexico Prioritized Statewide Bicycle Network Plan outlines a statewide bicycle network utilizing the state's existing highway network. There is a strong bicycling culture in New Mexico and a growing demand for additional bikeway infrastructure. Safety, however, is a major concern for bicyclists. In New Mexico, in 2016, bicyclists were involved in about 0.8% of crashes but were injured about 85 percent of the time, reflecting the vulnerability of bicyclists in motor vehicle-involved crashes. A detailed breakdown of crashes involving cyclists in this plan can be found in **Table 7-1**.

Table 7-1. Bicyclist-Involved Vehicular Crashes in NM

Injury Type	2012	2013	2014	2015	2016	Share of Total Vehicular Crashes Involving Bicyclists
Fatalities	7	3	4	7	4	1.1%
Suspected Serious Injuries	31	24	26	29	26	7.0%
Suspected Minor / Possible Injuries	240	214	219	262	287	77.4%
No Injuries	116	66	68	66	54	14.6%
Total	394	307	317	364	371	100.0%

Source: New Mexico Statewide Bicycle Network Plan, 2018

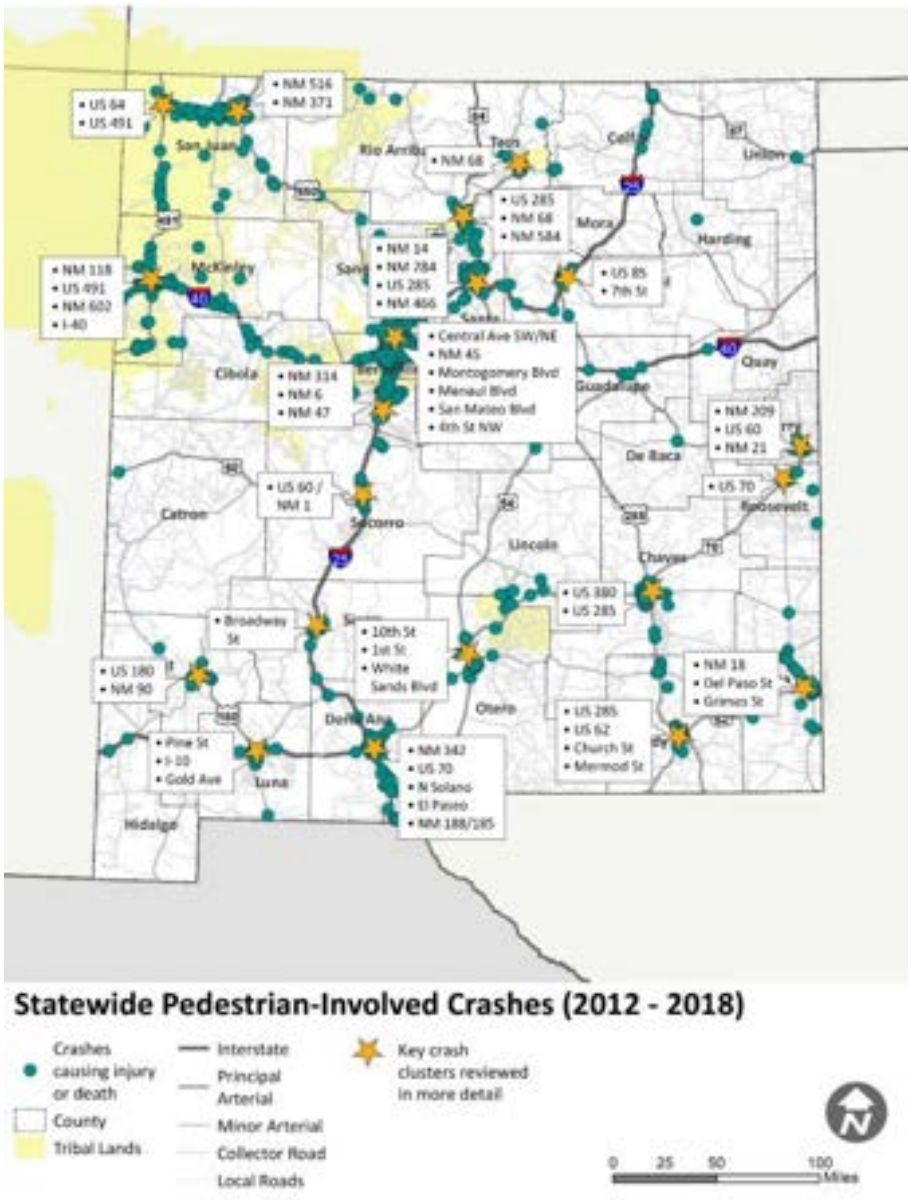
The New Mexico Prioritized Statewide Bicycle Network Plan considers how to support visitors with a safe and connected bicycle network at the state level.

NMDOT Statewide Pedestrian Safety Action Plan (PSAP) (2021)

The PSAP provides a five-year framework of actions to reduce the number of pedestrian-involved injuries and fatalities in New Mexico. Compared to motorized travel, walking is a healthy, non-polluting, low-cost, and quiet form of transportation that is an ideal option for many trips. Studies and data show cross-sector benefits associated with walking and built environments that are pedestrian-friendly.

Figure 7-5 shows clusters of pedestrian-involved crashes throughout New Mexico. The map highlights Broadway Street in Sierra County as key crash cluster to be evaluated further. This is a central corridor in the City of Truth or Consequences that will be evaluated further in this Plan

Figure 7-5. Crash Cluster and Corridor Identification Map



New Mexico DOT Long Range Statewide Transportation Plan 2045 Plan

The New Mexico 2045 Plan reviews the state of transportation in New Mexico today. New Mexico's transportation system (shown in **Figure 7-6**) provides access and connections for the state's residents, businesses, and visitors. The system includes both physical assets such as roads and bridges, bicycle and pedestrian infrastructure, railroads, transit vehicles, and airports, as well as a network of connected intelligent transportation technology. Together, these networks are intended to create a system that allows people and goods to travel reliably and safely to their destinations. Improving NMDOT program delivery approaches and processes can result from strengthened internal capacity and better relationships with partners.

The plan outlines four Safety Performance Targets:

1) Safety
2) Asset Management
3) Travel Time Reliability
4) Emissions Reduction

Figure 7-6. New Mexico Transportation System



Truth or Consequences Downtown Master Plan (2014)

Adopted in 2014, the Downtown Master Plan aims to create a more attractive destination for locals and tourists in Truth or Consequences. There is limited infrastructure in the Downtown area that support Bicycle Facilities and Transit Hubs. Residents of the community acknowledges that this is a priority for the Downtown area. The Plan proposes physical improvements to the streetscapes, intersections, and public spaces by creating a wayfinding system, increasing parking opportunities, addressing drainage challenges, and preserving historic properties in the Hot Springs Bathhouse and Commercial District. **Figure 7-7.** Circulation and Wayfinding

and **Figure 7-8** highlight the improvement plans in this Downtown area.

Master Plan Goals

1. Improving existing utility systems, including water, sanitary sewer, and electricity, to ensure there is adequate capacity for existing and future businesses.
2. Work with NMDOT on redesigning, replacing and installing sidewalks, pedestrian crosswalks, and ADA ramps where needed. This is to also include pedestrian amenity for a truly walkable and bikeable MainStreet District.
3. Develop walking tours and other materials that highlight and celebrate the history of Truth or Consequences.

Figure 7-8. Sidewalk Replacement



Figure 7-7. Circulation and Wayfinding



South Central Regional Transportation Plan, 2022 Update

In 2014, a pilot project spearheaded by the South-Central Regional Transit District (SCRTD) was proposed to expand the number of bus stops and transit connections. The South-Central Regional Transit Planning Organization (SCRTPO) encompasses approximately 14,700 square miles in Socorro, Sierra, and northern Doña Ana Counties.

The SCRTPO has the ultimate goal of increasing the efficiency of transportation systems within the region and assuring that the planning process is comprehensive, cooperative, and continuing. To plan for South Central New Mexico's long term transportation needs, the RTPO must develop strategies that will provide for quality growth, improved safety, and forward progress into the future, while also maintaining and preserving existing rural identity.

Figure 7-9 shows existing transit routes in the SCRTPO network, specifically in the El Paso MPO. Though Sierra county is part of the SCRTPO, most of the active transit routes are in Doña Ana County and the El Paso MPO.

GOALS OUTLINED IN THE 2020 TEN-YEAR RTP

Goal: Maintain and Expand a Safe and Efficient Public Transit System Based on the SCRTD's Available Funding, Performance Measures, and Planning Processes.

Goal: Implement and Use a Public Outreach and Education Plan and Develop a Long- 8 Long Range Transit Plan. This will help guide actions in developing a Coordinated Mobility Action Plan, or a similar group to lobby for transit needs in the SCRTD's boundaries.

Goal: Utilize planning documents of the SCRTD's member organizations; the Las Cruces and El Paso MPOs; other entities such as the Community Action Agency and New Mexico Workforce; and the New Mexico Department of Transportation to inform the long range-transit plan.

Figure 7-9. SCRTD Routes in El Paso MPO



Truth or Consequences General Plan 2014

Active Transportation

With the increased interest in a healthier lifestyle and desire to decrease the amount of greenhouse gas emissions from automobiles, the desire for multimodal transportation is something that has been expressed as a growing need in the South-Central region. More access to bike lanes & trails, walking paths, and other similar areas specifically accessible to alternative modes of transportation are important to have available. Connectivity to the tourist and recreational areas within the region, via alternative modes of transportation is essential in maintaining not only the youthful vitality of those who reside and travel within the region, it is essential to the economic vitality of the region as well.

Major Arterials Access to Healthcare Services

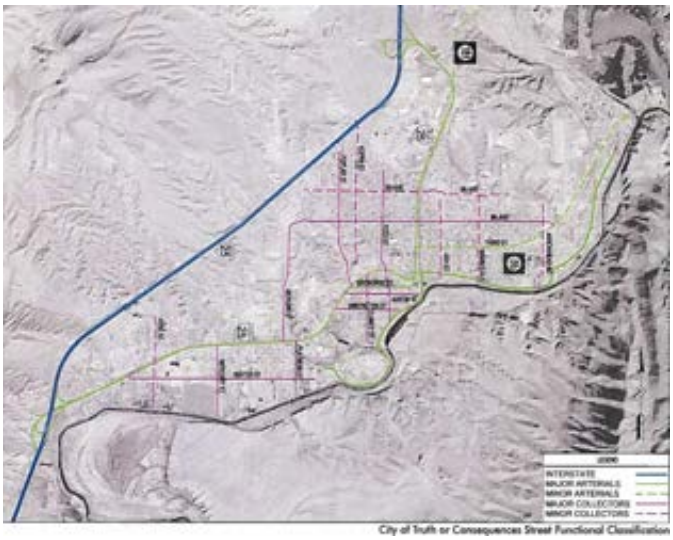
In a mostly rural region with an aging population that is expected to increase, the desire for adequate access to healthcare is vital for the South-Central region. With only two hospitals serving the entire South-Central RTPO area, each located approximately 75 miles apart, many individuals seek specialized care in either Albuquerque or Las Cruces. This highlights the need for reliable, accessible, adequate, and affordable transportation to receive healthcare.

Transit

The Regional Working Group Members of the South Central RTPO identified the lack of active public transportation in rural areas as a significant need. One, that if addressed, would increase employment rates, as well as benefit the economy. The population of the South-Central region consists of a high number of retired and aging individuals who wish to remain active, though may desire the ability to forego driving, and have the option to access public transportation.

STREET FUNCTIONAL CLASSIFICATION SYSTEM

Figure 7-10. Truth or Consequences Street Functional Classification



Major Arterials

Major arterials serve major centers of the Metropolitan Area and provide a high degree of accessibility; abutting land uses may be directly served by them.

- I-25 Business Loop (main/Date/Broadway) from I-25 South (exit 75) to I-25 north (exit 79)

The purpose of the proposed roundabouts on I-25 Business Loop 11/N. Date Street, at New School Road and Smith Avenue, is to improve safety by reducing traveling speeds, improving intersection sight distance, and improving access management throughout the corridor to provide for

the high degree of mobility abutting land uses it directly serves.

Minor Arterials

Minor Arterials are used for trips of moderate length and offer connectivity to the higher arterial system (Principal Arterials). These roads may carry local bus routes. They offer less mobility than Principal Arterials, but more accessibility.

- Third Street (NM 51) from Date Street to the east City Limits
- NM 181 from Date Street to the north City limits

TRANSPORTATION ISSUES OUTLINED IN THE GENERAL PLAN

Regional Bicycle Network

There is opportunity for the three municipalities within Sierra County to collaborate in the development of a regional bicycle trail network. Such a trail system can provide a link between the City of Truth or Consequences, Village of Williamsburg, City of Elephant Butte, and the State Park. Simultaneously, this network can assist with economic development opportunities with diversifying the recreational base of the area.

Trails

Community input at the public meetings indicates support for a regional trail system. There is an uncaptured market of pedestrian traffic that is generated by state parks and RV parks within the City district. Sidewalk and bike lane infrastructures can attract increased pedestrian traffic.

Sidewalks

There are transportation concerns regarding infrastructure that supports the use of sidewalks for walking. Pedestrian traffic is of value to the economic stimulation as well as the health and safety of communities. There are opportunities to include ADA access to extend mobility for all. There are currently sidewalk improvement and replacement projects along Date Street. A sidewalk project is slated along the south side of Broadway (I-25 Loop) from Williamsburg to the Veterans Memorial.

Municipal Airport

The City's annexed land north of the Interstate is a proxy for growth and development given its easy access. Currently there are a few houses in City Land North of I-25 and the airport. Truth or Consequences General Plan 2014 acknowledges the need to complete a transportation study for this area to explore the potential of additional access points or other transportation related issues before allowing additional growth and development in this area.

TRANSPORTATION GOALS, OBJECTIVES AND IMPLEMENTATION STRATEGIES

- Maintain and improve street conditions throughout Truth or Consequences.
- Support the regional transportation system in Sierra County.
- Promote and maintain a safe, convenient transportation system that balances the need for vehicle, pedestrian, and bicycle traffic.
- Improve and promote the Truth or Consequences Municipal Airport.

NMDOT Active Projects

BROADWAY STREET AND MAIN AVENUE ROAD DIET

NMDOT is developing a road diet design concept for the downtown business district in Truth or Consequences, which is comprised of Main Avenue and Broadway Street. shown in **Figure 7-11**. This project is based on the recommendations provided in the 2021 Multimodal Transportation Safety Plan to enhance pedestrian infrastructure and reduce speeds in this area.

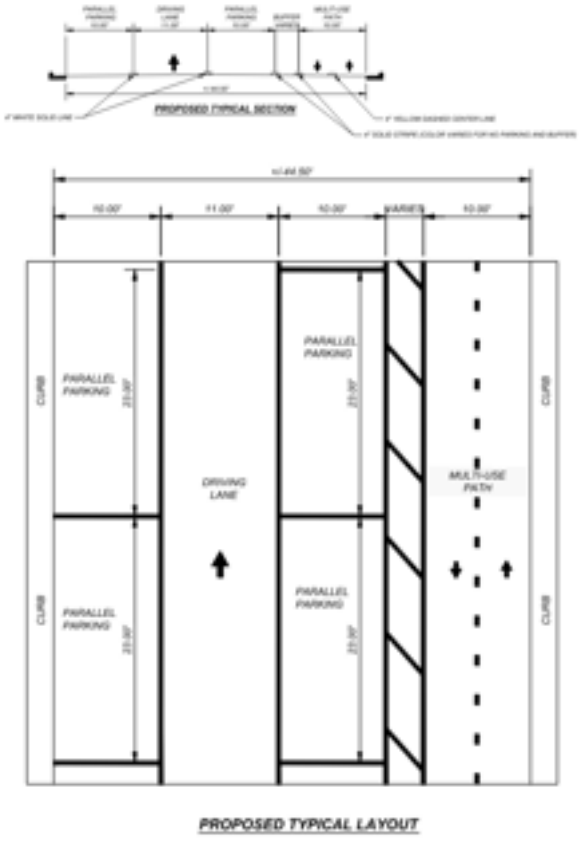
Figure 7-11. Project Vicinity Map



Currently, both Main Avenue and Broadway Street are two-lane one-way roads with on-street parking on both sides of the street. The road diet effort in this project seeks to reduce the space needed for vehicles to slow down traffic and provide more space for other modes. The new road section proposed for this effort is illustrated in **Figure 7-12**. It will include one driving lane and two parallel parking lanes on either side. Additionally, it will include a buffered multiuse path on the south side of the roadway.

New Mexico Department of Transportation recently completed restriping in the downtown Truth or Consequences area. The length of the project consisted of 1.59 miles of restriping. The scope of this project is to place permanent striping along North Broadway Avenue and Main Street between Austin Avenue and First Avenue in the downtown area of Truth or Consequences. The updated permanent striping will use light sensitive paint markings to delineate parking, crosswalks, stop bars and the multiuse path.

Figure 7-12. Main Avenue & Broadway Street. Road Diet Typical Section and Layout



08

DATA ANALYSIS

8. DATA SUMMARY AND ANALYSIS

INTRODUCTION

This chapter presents a general summary of all the crashes that occurred within the City from 2018-2022, defines terminology for how crashes are recorded and classified, and provides a comparative analysis that identifies segments or locations that perform poorly compared to similar locations statewide.

The crash data used in this analysis encompassed all crashes within the city boundary of Truth or Consequences from 2018 through 2022 (2023 NMDOT crash data was not yet available at the time of request).

The dataset included 449 total crashes during the five-year study period, four of which were fatal. These four crashes were reviewed for consistency with the Fatality Analysis Reporting System (FARS) data published by the National Highway Traffic Safety Administration (NHTSA).

FARS crash data reports three fatal crashes within the same 2018-2022 study period. The three crashes in FARS all appear in the NMDOT data, and one NMDOT reported fatality is absent from the FARS data. This crash analysis was conducted considering all four fatal crashes. **Table 8-1** below shows the overall crash summary.

CITY CRASHES

This section details the crash analysis that occurred throughout the City, to give a broader view of which factors contributed most frequently, before drilling down to specific geographies and roadway types in subsequent sections.

Table 8-1. Citywide Crash Summary

Total		Fatal Crashes		Serious Injury Crashes		Property Damage Only Crashes		Total Crashes	
		Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
	All Crash Totals	***4***	***1%***	***17***	***4%***	***336***	***75%***	***449***	***100%***

Crash Classification		Fatal Crashes		Serious Injury Crashes		Property Damage Only Crashes		Total Crashes	
		Number	% of Fatal	Number	% of SSI	Number	% of PDO	Number	Percentage
	Other Vehicle	1	25.0%	0	0.0%	136	40.5%	172	38.3%
	Fixed Object	1	25.0%	2	12.5%	77	22.9%	85	18.9%
	Other (Non-Collision)	1	25.0%	4	25.0%	21	6.3%	40	8.9%
	Pedalcyclist	0	0.0%	0	0.0%	0	0.0%	1	0.2%
	Pedestrian	1	25.0%	0	0.0%	0	0.0%	7	1.6%
	Animal	0	0.0%	0	0.0%	11	3.3%	11	2.4%
	Left Blank	0	0.0%	10	62.5%	91	27.1%	133	29.6%
	All Crash Totals	**4**		**16**		**336**		***449***	

Manner of Impact		Fatal Crashes		Serious Injury Crashes		Property Damage Only Crashes		Total Crashes	
		Number	% of Fatal	Number	% of SSI	Number	% of PDO	Number	Percentage
	Front-to-Front	0	0.0%	2	11.8%	6	1.8%	11	2.4%
	Front-to-Rear	0	0.0%	3	18.8%	12	3.6%	20	4.5%
	Front-to-Side	1	25.0%	2	12.5%	18	5.4%	27	6.0%
	Unknown	3	75.0%	9	56.3%	286	85.1%	373	83.1%
	Other	0	0.0%	1	6.3%	1	0.3%	2	0.4%
	Rear-to-Rear	0	0.0%	0	0.0%	1	0.3%	1	0.2%
	Rear-to-Side	0	0.0%	0	0.0%	1	0.3%	1	0.2%
	Sideswipe	0	0.0%	0	0.0%	11	3.3%	14	3.1%
	All Crash Totals	**4**		**17**		**336**		**449**	

Total Ped Involved Crash Summary Citywide (2018-2022)

		Fatal Crashes		Serious Injury Crashes		Property Damage Only Crashes		Total Ped Crashes	
		Number	% of Ped	Number	% of Ped	Number	% of Ped	Number	% of Total
People	Pedestrian Involved Crash Totals	1	10.0%	3	30.0%	0	0.0%	10	2.2%

Total Bike Involved Crash Summary Citywide (2018-2022)

		Fatal Crashes		Serious Injury Crashes		Property Damage Only Crashes		Total Crashes	
		Number	% of Bike	Number	% of Bike	Number	% of Bike	Number	Percentage
Bike/Ped	Bicyclist Involved Crash Totals	0	0.0%	1	50.0%	0	0.0%	2	0.4%

Crash Context

The crash trends studied in Truth or Consequences closely resembles that of the statewide crash trends in New Mexico. The University of New Mexico and NMDOT release an annual report of the statewide crash trends documented in the calendar year. This study, however, considers crash data over a five-year period which is equivalent to just one percent of the total crashes experienced in New Mexico in a single year. Given the discrepancy of scale, the statewide data is included in this analysis only to provide supplemental context.

The 2022 NMDOT Traffic Crash Annual Report lists a fatality rate of one percent equivalent to that seen in Truth or Consequences and an injury rate of 31 percent, which is slightly higher than the injury rate of 25 percent in Truth or Consequences.

New Mexico overall also experienced similar contributing factors in severe crashes such as driver inattention (12 percent of fatal crashes), alcohol involvement (38 percent of fatal crashes), and dark unlit conditions (33 percent of fatal crashes). Additionally, the statewide trends also indicated a high percentage of hit-and-run incidents, at 18 percent of total crashes over five years. This is mirrored in Truth or Consequences, with an overall incidence rate of 16 percent.

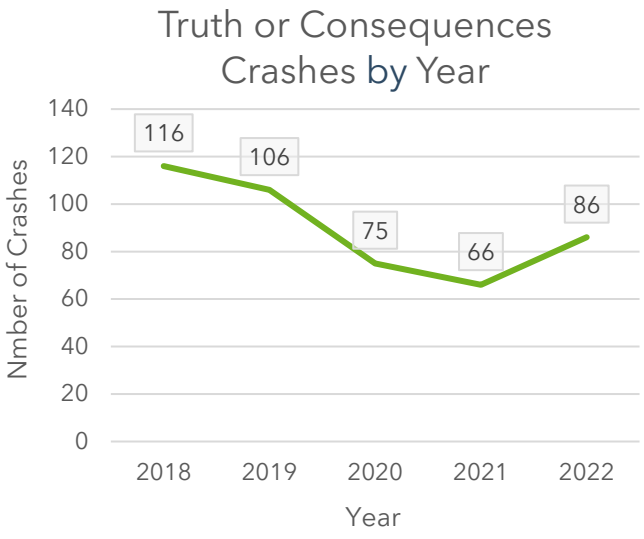
Truth or Consequences experienced a higher rate of overturning/rollover incidents at nine percent of all crashes, compared to the statewide rate of three percent. There also was a similarly high rate of fixed object collisions, at 19 percent of all crashes in Truth or Consequences, compared to the statewide rate of 12 percent.

Notably, the statewide rate of motor vehicle only collisions was higher than the rate in Truth or consequences, at 72 percent and 38 percent, respectively. Given the City's semi-rural location, it's likely to see a more varied set of crash classifications compared to the rest of the state's population which includes larger urban centers.

Annual Trend

Figure 8-1 shows the total number of crashes by year. Truth or Consequences experienced a slight downward trend in 2020 and into 2021, likely related to the COVID-19 pandemic during which crashes were down nationwide. In the latter portion of the study period crashes increased but were still down compared to pre-COVID levels.

Figure 8-1. Crashes in Truth or Consequences by Year Trends, 2018-2022



Severity Classifications (2018-2022)

Table 8-2 displays how law enforcement classifies crash severity in their crash reporting, using five numeric codes. For much of the analysis that follows, crashes at severity level two and three will be combined and referred to collectively as "Other Injury" crashes. Fatal and suspected serious injury crashes (SSI) crashes are analyzed separately but are sometimes referred to together as "Severe Crashes".

Figure 8-2 shows the breakdown of crash severity, including property damage only (PDO) crashes, other injury crashes (which combines codes two and three), suspected serious injury crashes, and fatal crashes.

Classification of Crashes

Law enforcement utilizes a list of uniquely identifiable crash characteristics to classify crashes in their reporting. These classes help paint a broad picture of the most common crashes occurring in the City. The classification summary of all the Citywide crashes is shown in **Figure 8-3**. Most commonly the accident involves multiple motor vehicles and are classified as "Other Vehicle" crashes. These crashes also have manner of collision recorded which is described later. Object crashes occur when a vehicle runs into something other than a moving vehicle, on or off the road. These include guard rails, trees, telephone poles, parked cars, debris in the road, etc. Pedestrian and Pedalcyclist tend to have a higher severity on average than other crashes. Non-Collision crashes are normally single vehicle crashes including road departure or rollover accidents (often caused by inattention, roadway conditions, or excessive speed). A high number of crashes shown have no recorded classification, which often means that law enforcement did not have enough information to classify it.

Table 8-2. Severity Codes

Severity Description	Severity Code
"Property Damage Only" (PDO)	1
"Possible Injury"	2
"Suspected Minor Injury"	3
"Suspected Serious Injury" ("Suspected Incapacitating Injury" or "SSI")	4
"Fatal"	5

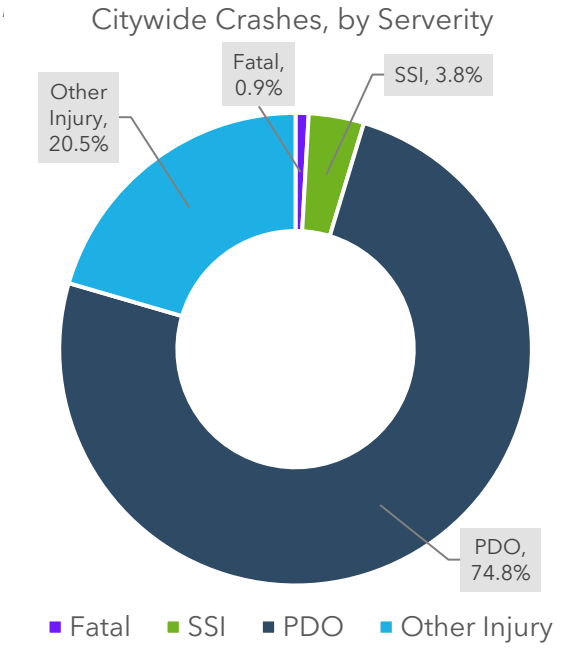
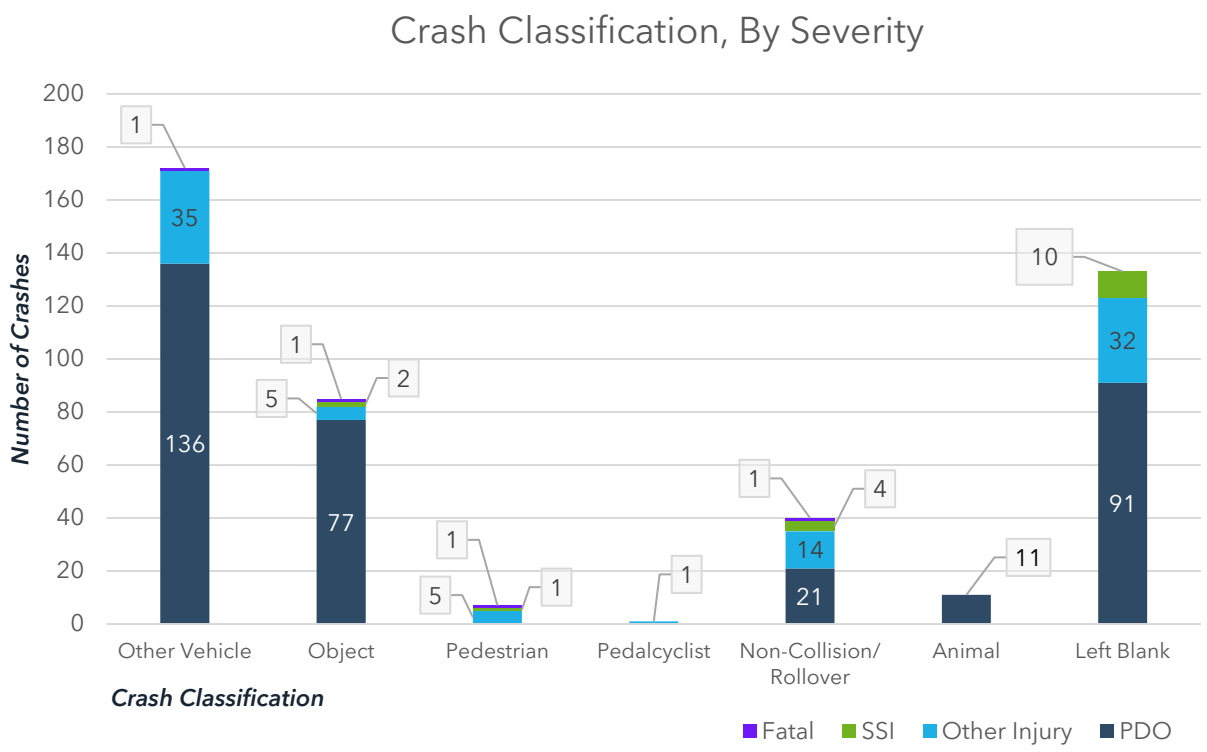


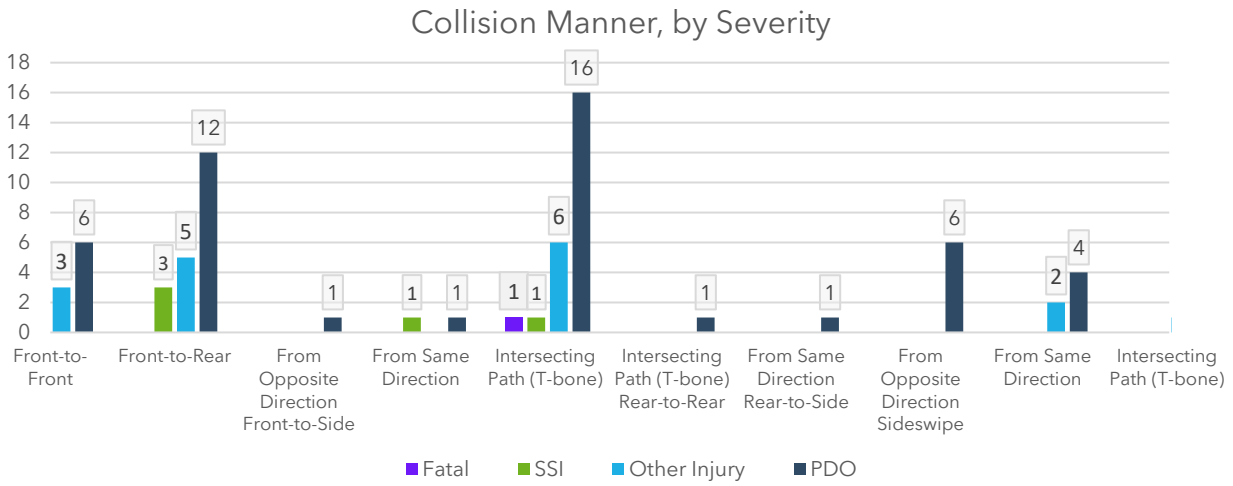
Figure 8-3. Crash Classification



Collision Manner

Of the 172 collisions between multiple vehicles, nineteen crashes were fully coded. Among these, rear-end and sideswipe crashes occurred seven times each, and one sideswipe from the same direction resulted in a fatality.

Figure 8-4 Collision Manner

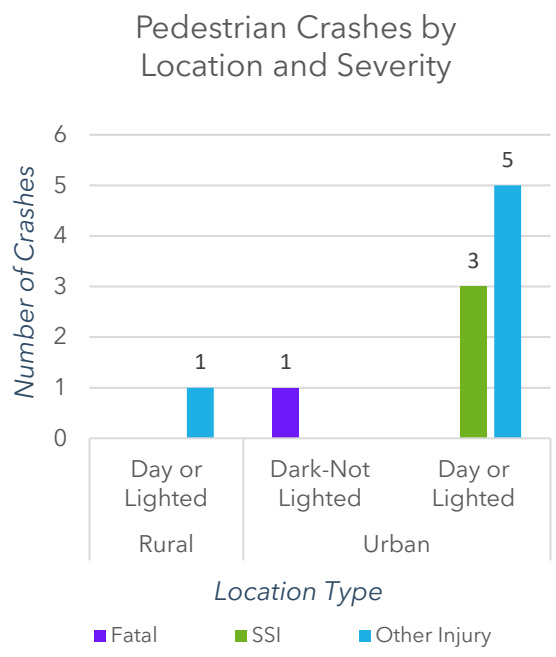


CRASH PARTICIPANTS

Pedestrians

Ten crashes during the study period involved pedestrians, with all but one of them occurring in urban locations. While this number only represents two percent of all crashes, it represents nearly 20 percent of all severe crashes, including 25 percent of all fatal crashes. Every pedestrian crash has the potential to be serious, so each location where a pedestrian was involved was examined and potential countermeasures were considered.

Figure 8-5. Pedestrian Crashes by Location & Severity



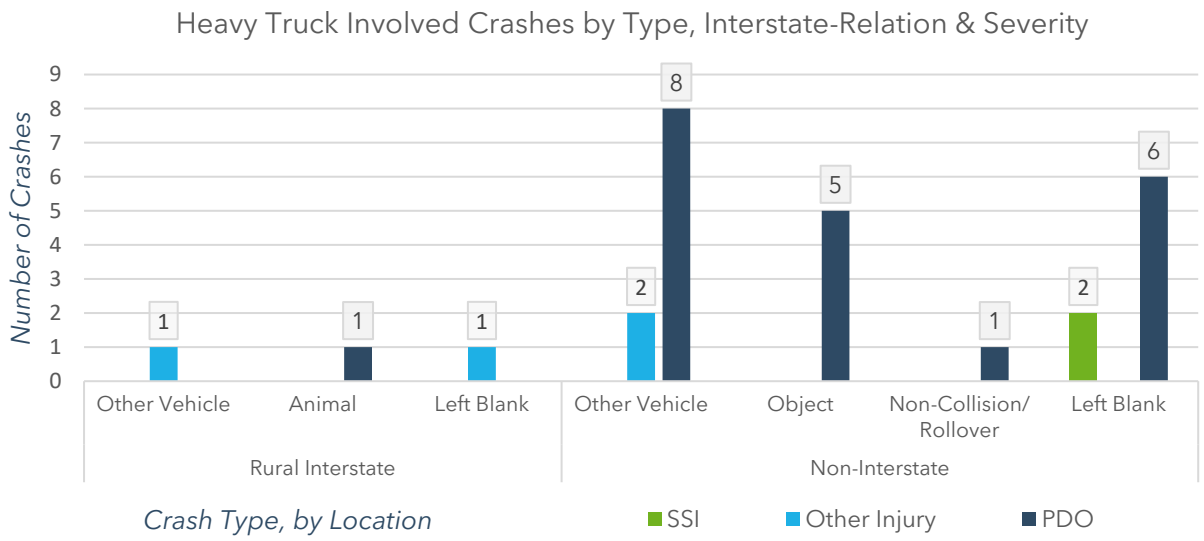
Bicyclists

Two crashes involved people riding bicycles, referred to as "pedalcyclists" in the data. Both occurred in an urban location and resulted in an injury, one of which was severe. Both of these crashes occurred in daylight, and one involved a heavy truck. No obvious environmental or geometric factors are evident. Nationally, bicycle crashes are most likely to occur where roadway infrastructure fails to protect cyclists or when inattentive driving—often compounded by poor lighting.

Heavy Truck Crashes

Figure 8-6 shows the crashes that involved heavy trucks. Heavy truck crashes accounted for six percent of all crashes in the City, but nearly ten percent of all severe crashes involved trucks, neither of which occurred on Interstate 25. There were no fatal crashes involving heavy trucks during the study period. Three heavy truck crashes occurred on the Interstate. Law Enforcement failed to classify one third of the heavy truck-involved crashes. This Plan will provide analysis of locations of truck-involved crashes to determine whether an engineering solution exists.

Figure 8-6. Heavy Truck Involved Crashes



CRASH LOCATIONS

Rural Vs. Urban

Table 8-3 classifies citywide crashes by urban and rural areas, with the exception of crashes on the interstate, which fall into its own category discussed later in this section. 405 crashes occurred on state or local roadways. Of these crashes, 34 occurred on rural roads within the City. The proportion of rural crashes involving other vehicles was lower than in the urban areas, with non-collision crashes and object crashes combined to account for over 40 percent. All fatal crashes in the study occurred on urban streets, each in a different class of crashes.

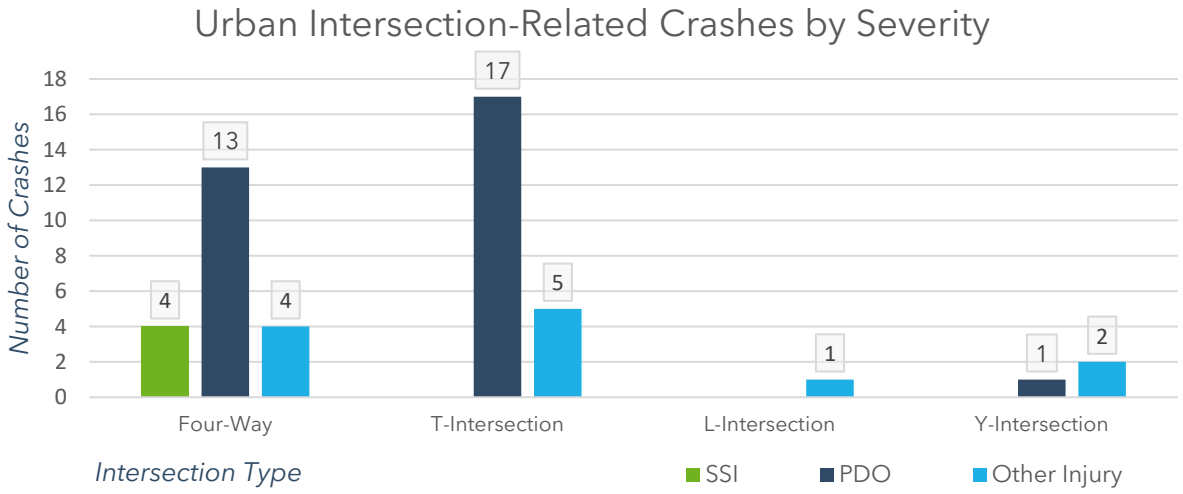
Table 8-3. Rural & Urban Crashes

	Crash Severity				
Location	**PDO**	**Injury**	**SSI**	**Fatal**	**Total**
Rural	**24**	**8**	**2**	**0**	**34**
Urban	**279**	**75**	**13**	**4**	**371**

Intersection Relation

Table 8-3 shows the 371 crashes that occurred in urban areas, 47 happened at intersections (not including highway ramp intersections), or 12.7 percent. Almost all of those were distributed nearly evenly between four-way and T intersections. Four of the crashes at four-way intersections resulted in SSI. Vision Zero Suite tools will identify some intersections where numbers and severity of crashes are significantly higher than statewide averages, and this Plan will recommend countermeasures to reduce accidents at those locations.

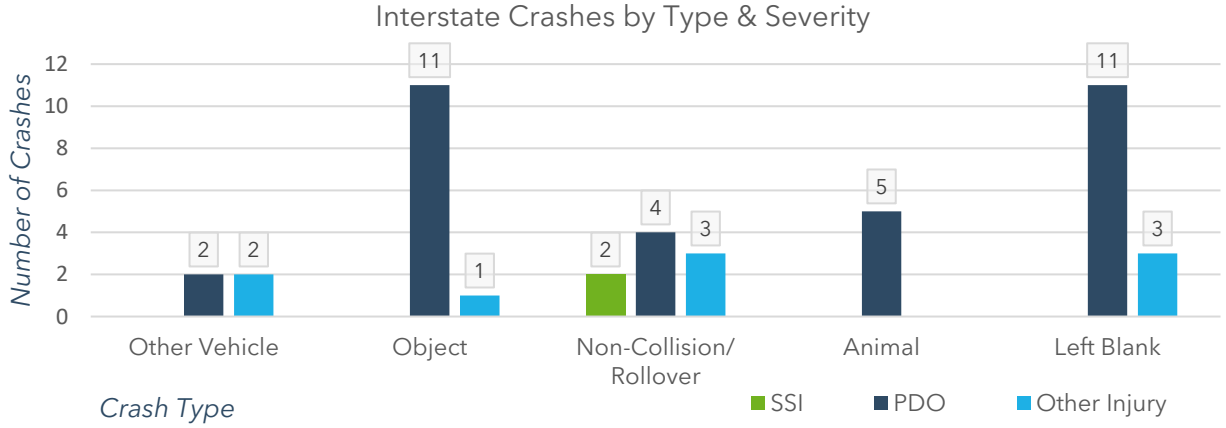
Figure 8-7. Urban Intersection Related Crashes



Interstate Crashes

Interstate 25 is an active roadway within the City in which 44 crashes occurred. The distribution of crash types for Interstate crashes was very different from the general case. A crash in Truth or Consequences is four times more likely to involve multiple vehicles colliding when it doesn't occur on the Interstate, while crashes with objects or non-collisions/rollovers are both about 10 percent more likely on the Interstate (see **Figure 8-8**).

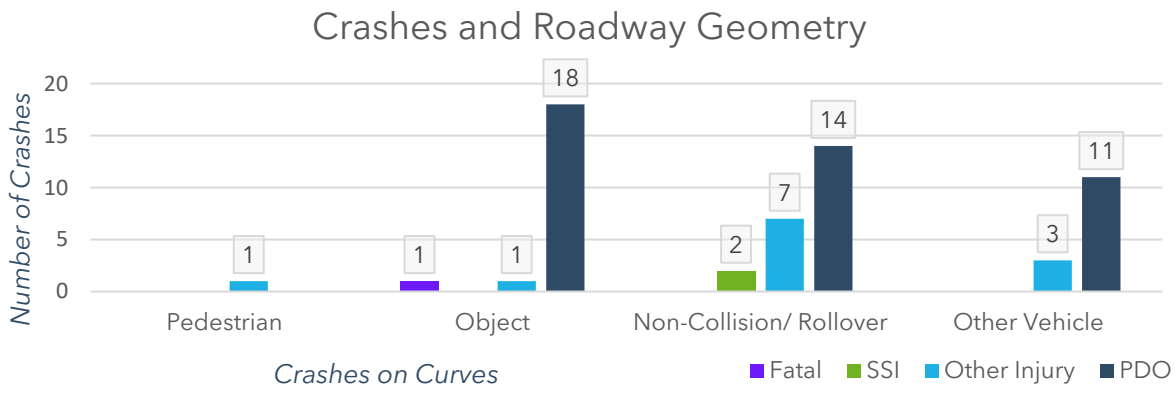
Figure 8-8. Interstate Crashes



Crashes On Curves

56 crashes occurred in locations that are on a curve, accounting for 12.5 percent of all crashes and three severe crashes including one fatality. **Figure 8-9** shows the interaction of curves with grades in the road. 57 percent of crashes occurring on curves, including all the severe crashes, also occurred on a hill. This study identifies curve locations with multiple accidents and recommends countermeasures to reduce accidents at those locations.

Figure 8-9. Crashes on Curves by Severity

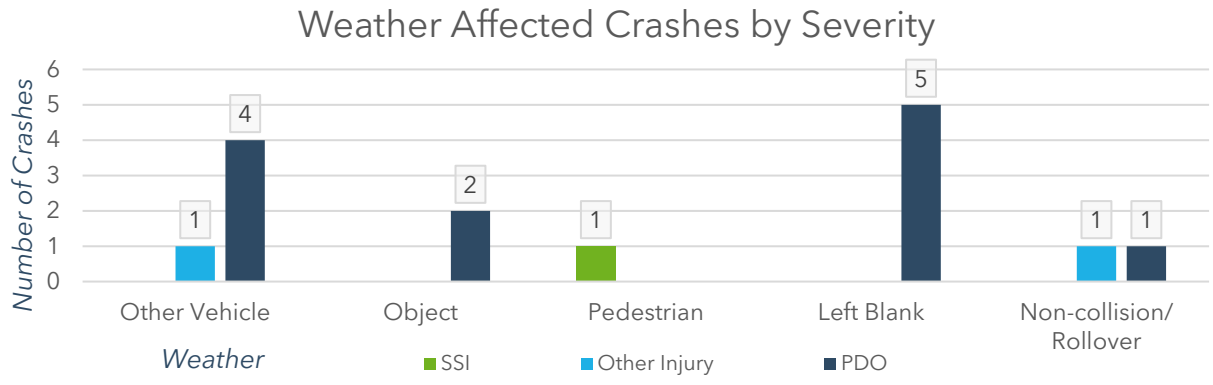


CONTRIBUTING FACTORS

Weather Conditions

Law enforcement only recorded weather conditions as a factor in 15 crashes. The most common class of crashes affected by weather were collisions involving multiple vehicles. Below in **Figure 8-10** reflects crashes related to weather**.** Overall, one weather-related crash involved a pedestrian and resulted in a suspected serious injury. Only two others resulted in other injuries with the remainder producing property damage only.

Figure 8-10. Weather Affected Crashes



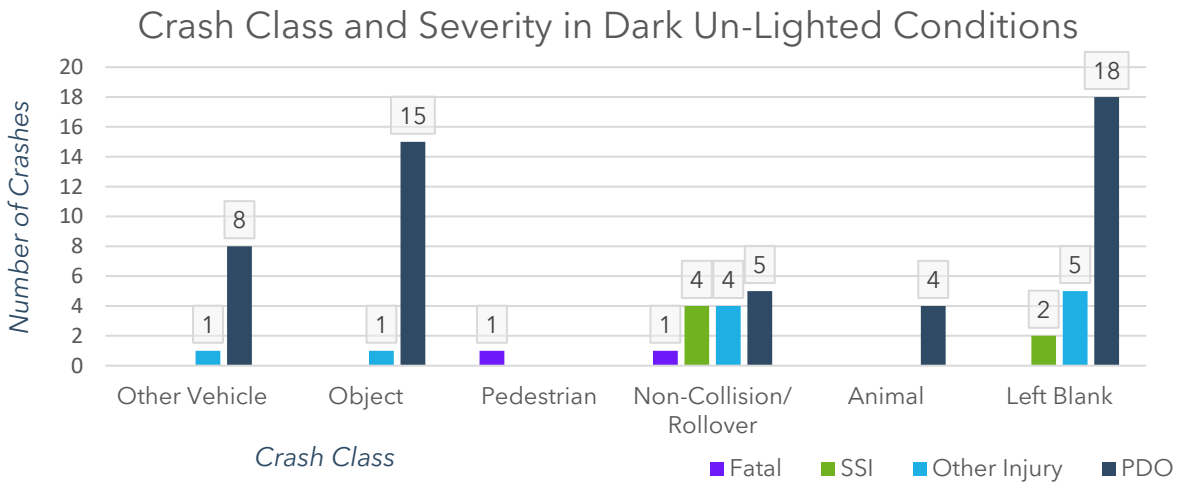
Light Conditions

Light conditions were reported in all but ten crashes during the study period. **Figure 8-11** showcases the City's crash classes and severity. This study grouped together the following responses by law enforcement to describe crashes as occurring in daylight or lit conditions:

- Dark-Lighted
- Dawn
- Daylight
- Dusk

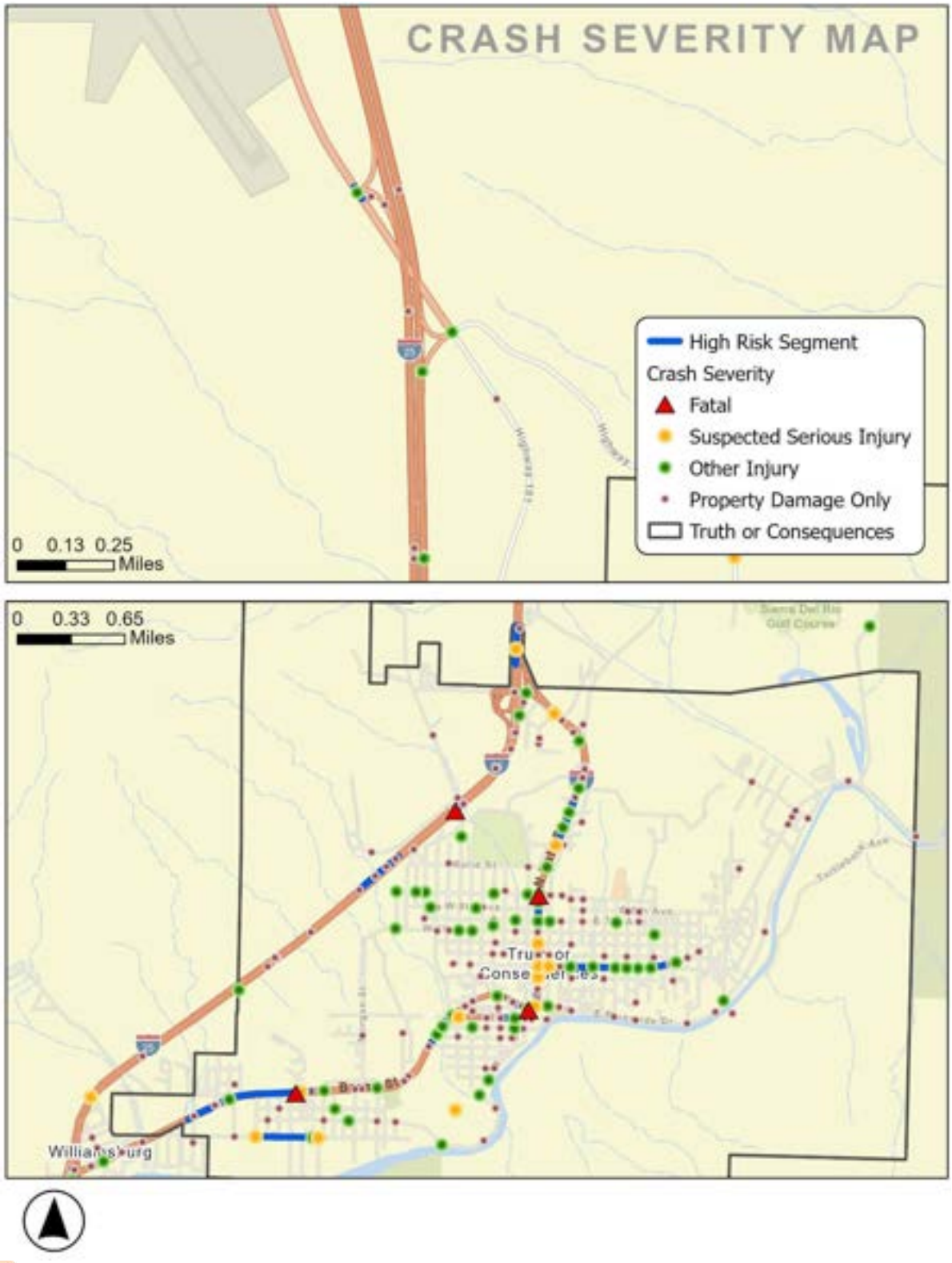
The only value used by law enforcement to indicate darkness was "Dark-Not Lighted," which occurred 69 times. Crashes in darkness were five percent more likely to result in suspected serious injury crashes, and more than four times more likely to result in fatality. 29 percent of Dark-Not Lighted crashes occurred on the Interstate. This study will identify other locations where dark-unlit crashes were clustered or severe, and recommend countermeasures as needed. Inadequate lighting conditions on the Interstate have been closely linked to an increased incidence of vehicular crashes.

Figure 8-11. Crash Class and Severity in Dark Un-lighted Conditions



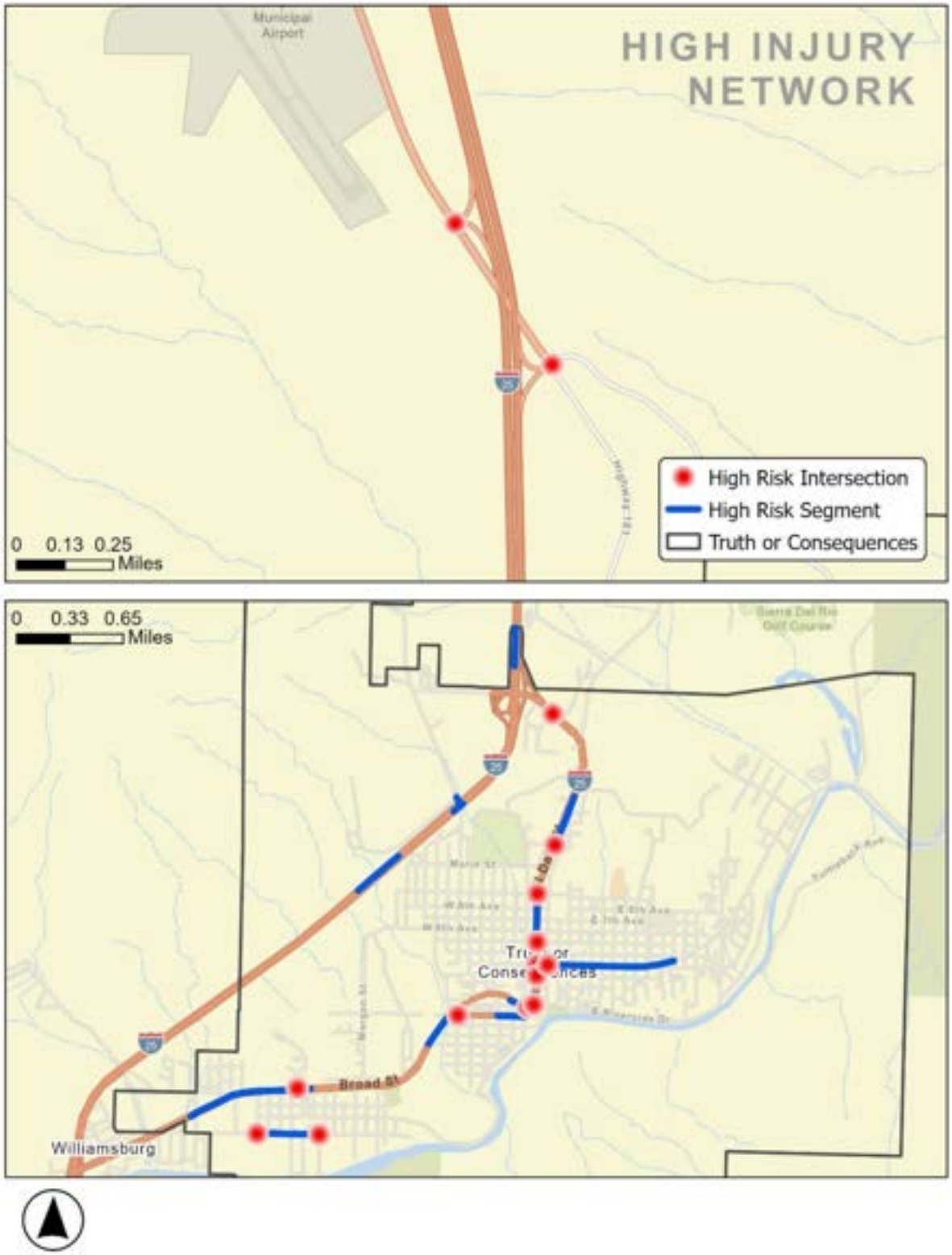
MAP OF CRASH LOCATIONS

Figure 8-12. Crash Locations



HIGH INJURY NETWORK MAP

Figure 8-13. High Injury Network



CRASH TREE DIAGRAM

Crash Trees serve as an analytical tool to create a more in-depth picture of the crashes occurring in the City. A crash tree was developed to show how external conditions contribute to the crashes of different classifications. It established a more precise baseline to develop project recommendations. The most granular level of data shown is the percentage breakdown of a certain criterion by crash severity. This is the primary metric used in this analysis to determine the significance of a particular road condition, collision manner, or location for safety concerns.

Conditions and Crash Classification Tree

This crash tree separates out interstate crashes from all other crashes and shows the crash classifications that were most common given weather and light conditions. "Wet" roads for the purpose of this analysis include rain and snow. As in above sections, "Daylight" also includes crashes in which lighting was not a contributing factor, for example during dawn, dusk, and locations where streetlights provided sufficient lighting.

Within the "Classification" category, there is the sub-category "Left Blank" that a significant portion of the data will fall under. This includes crashes that had no applicable class in the NMDOT crash coding system or incidents where there was not enough data available. In certain instances, 50 percent or more of the crashes on a particular branch may fall into this category.

Ten percent of crashes Citywide occurred on Interstate 25. Of those crashes, 45 percent occurred in dark and unlit areas, compared to the 12 percent elsewhere in the City.

None of the pedestrian and bicycle crashes in the City occurred on the Interstate, and all bike and pedestrian crashes occurred in lighted locations, except for one. Non-collision and rollover crashes were four times more likely to occur in the dark than lighted conditions for non-interstate crashes. A detailed crash tree schematic can be found in **Appendix A** of this report.

CRASH CONCLUSION

The results of the study reveal gaps in the safety of the transportation network in Truth or Consequences. During the study period between 2018 and 2022, the City experienced a severe crash rate of four percent and an injury crash rate of twenty percent. Most crashes within the city limits occur on or near major arterials or major collectors such as Date Street, Main Avenue, Broadway Street, Riverside Drive, and New School Road.

Common crash characteristics like a high frequency of severe front- to-rear collisions and overturning and rollover incidents are indicative of excessive speeding and distracted or impaired driving behavior.

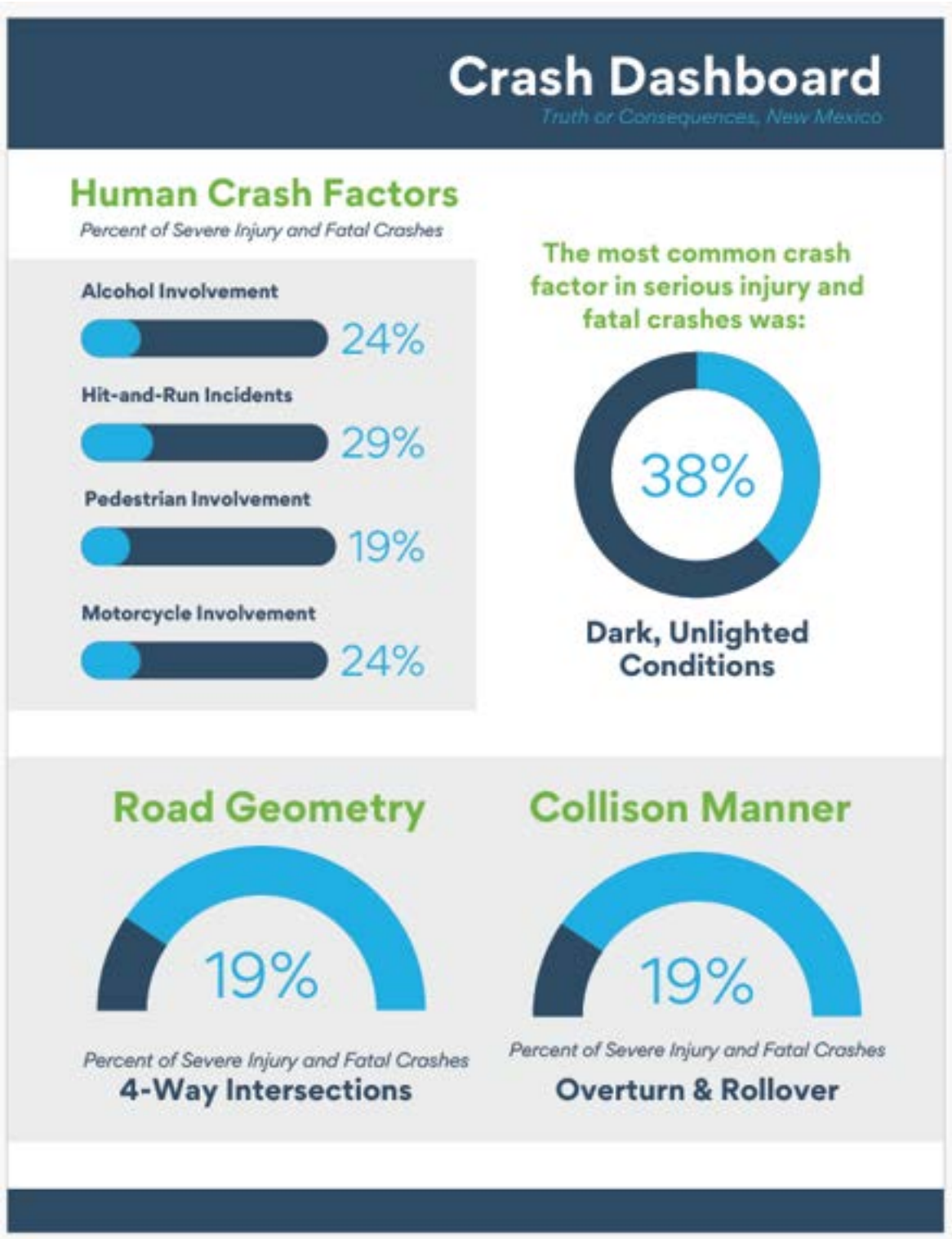
Additionally, a substantial proportion of crashes involved pedestrians, all of which resulted in pedestrian injuries. Notably, nearly all pedestrian crashes that led to severe injuries occurred at intersections or designated pedestrian crossings, highlighting a critical visibility issue at these locations.

Driver behavior factored heavily into SSI crashes with 29 percent of crashes resulting in a hit-and-run incident. Notably, there was no documented overlap between these incidents and impaired drivers. There was not enough data available to verify that these crashes were correctly coded. Instead, there was an overlap between hit-and-run crashes and crashes that involved pedestrians, bicyclists, and motorcyclists. Given the context of these hit-and-run incidents, it reinforces the evidence of the lack of multimodal accessibility in the area.

Severe crashes were exacerbated by the lack of lighting facilities, with 35 percent of SSI crashes occurring in un-lighted conditions and 50 percent of fatal crashes occurring in un-lighted conditions. A lack of lighting facilities limits a driver's ability to navigate roadways effectively, especially in areas with unique geometry, such as curves, junctions, or hillcrests.

This analysis highlights which systems need the most support: infrastructure, people, and policy. These systems, or Emphasis Areas, will be the focus of the recommendations given in this safety action plan.

Figure 8-14. SSI & Fatal Crash Dashboard



09

EMPHASIS AREAS & COUNTERMEASURES

9. EMPHASIS AREAS & COUNTERMEASURES

INTRODUCTION

Emphasis areas will focus the efforts by the City of Truth or Consequences and Task Force towards countermeasures that will provide the greatest progress towards Vision Zero.

The crash analysis in this Plan, combined with the existing efforts outlined in the 2021 Transportation Safety Plan, and improvement projects coordinated with NMDOT, will help identify critical emphasis areas and countermeasures to address transportation safety concerns in the City.

The safety countermeasures in this Plan are derived from the Federal Highway Safety Administration's (FHWA) "Proven Safety Countermeasures", the National Highway Traffic Safety Administration's (NHTSA) database of "Countermeasures that Work, "current highway design and traffic operational standards, and existing plan recommendations. Additional input from the Vision Zero Task Force was utilized to consolidate this information to craft precise countermeasures for the transportation safety issues affecting the City of Truth or Consequences.

The following section, Implementation & Evaluation, will list all recommended projects and efforts necessary to reach the City of Truth or Consequences' goal of Vision Zero.

EMPHASIS AREAS

The safe systems approach considers all facets of the transportation network to reduce and ultimately eliminate traffic fatalities.

The following emphasis areas are derived from crash data analysis of the most prevalent crash factors in fatal and SSI crashes over a five-year period within the City of Truth or Consequences. Ultimately, there were three aspects or systems that were shown to be under-performing regarding safety:

- **Speeding**
- **Roadway Facilities**
- **Multimodal Accessibility**

Evidence-based, proven safety countermeasures can be utilized to increase the safety of the transportation network by targeting the gaps in these emphasis areas. Countermeasures are aimed at addressing specific aspects of the crash characteristics and existing conditions to reduce the frequency and severity of various crash scenarios.

Speed Reduction

IMPAIRED & DISTRACTED DRIVING

Over the five-year study period, five serious incidents, two fatalities, and three serious injuries, occurred in crashes that involved an impaired driver.

NHTSA recommends systemic countermeasures to reduce alcohol-related (DUI or DWI) crashes. These countermeasures are categorized by Legislation and Licensing, Enforcement, and Strategies for Behavioral Change. Current DUI statutes in the state of New Mexico include several effective countermeasures that reduce recidivism, including interlock devices and alcohol

screening programs for first time offenders. This Plan recommends additional complimentary countermeasures to reduce the incidence of alcohol-involved crashes.

Countermeasure 1: Lower Blood Alcohol Content Limits

Consider lowering the Blood Alcohol Content (BAC) limit to 0.05 g/dL in Sierra County or coordinate efforts with NMDOT to advocate for a statewide legislation change.

Countermeasure 2: Publicized Sobriety Checkpoints

Given Truth or Consequence's reputation as a tourist destination and the indication that most impaired driving crashes occurred outside urban areas, sobriety checkpoints could be useful on high-traffic weekends or as needed near major highways. It is worth noting that sobriety checkpoints have a maximum efficacy period of one week, according to a study of Los Angeles sobriety checkpoints (Morisson et al., 2019).

Countermeasure 3: Alcohol Screening and Intervention

According to the NHTSA, alcohol screening has a high level of effectiveness in reducing alcohol-related incidents.

Currently, a health screening is a mandatory penalty for a first DWI offense in the state of New Mexico, as well as following the treatment plan outlined by the mandatory screening.

Consider coordinating an effort with Sierra County to develop a restorative plan for first-time DUI/DWI offenders that allows for reduced penalties for participation in drug and/or alcohol treatment and mental health counseling. For example, participating in outpatient treatment for a set period could reduce the hours of community service needed or reduce the number of days with a vehicle interlock device.

OVERTURNING & ROLLOVER CRASHES

Overturning and Rollover incidents occurred at a disproportionately high frequency within the study period.

Without considering severity, overturning and rollover incidents accounted for only three percent of the City crashes. However, these incidents accounted for 19 percent of the fatal and suspected serious injury (SSI) crashes and 24 percent of all SSI crashes specifically.

Additionally, two of the three rollover crashes that occurred on a curve, involved an impaired driver which emphasizes the need for additional countermeasures to address impaired driving alongside road geometry countermeasures.

The FHWA outlines proven countermeasures for Road Departure, that address the conditions of the rollover incidents that occurred in Truth or Consequences. These countermeasures include:

- Enhanced Delineation for Horizontal Curves
- Roadside Design Improvements at Curves
- Wider Edge Lines

These countermeasures address the road conditions that contribute to overturning and rollover incidents by accommodating for driver error or speeding. Additional countermeasures that tackle visibility and speed enforcement along rural segments

of Interstate 25 will also support the curve delineation countermeasures.

Countermeasure 1: Variable Speed Limits

Establish a variable or reduced speed limit corridor on segments of I-25 that are close to the city limits to mitigate severe crashes due to driver inattention, DUI, or poor visibility.

Countermeasure 2: Road Safety Audits

Consider implementing a road safety audit of rural highway areas within a certain distance of city limits to locate areas in need of roadway improvements such as guardrail, slope flattening, and/or additional clear zone.

Countermeasure 3: Curve Warning

Add enhanced curve delineation measures such as large advance warning signs, in-lane warning marking, and advance dynamic radar signs for speed enforcement.

Countermeasure 4: Educational Outreach

Design and implement a contemporary curriculum for young drivers to establish a culture of safe driving behavior.

Roadway Improvements

INTERSECTIONS

Based on the crash data codes recorded by NMDOT, five of the 21 (24 percent) severe crashes occurred at an intersection in Truth or Consequences. Based on an in-depth analysis via GIS and other mapping tools, eight of the 21 severe incidents had a recorded location at an intersection, which increases the percentage of severe incidents in these conditions to 38 percent. Two of the eight incidents involved a pedestrian, and an additional two incidents involved a motorcycle.

The FHWA outlines seven countermeasures to address safety concerns at intersections. The most applicable countermeasure for the incidents in Truth or Consequences is the "Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections." The recommended low-cost countermeasures could include:

A) Enhanced pavement markings that delineate through lane edge lines
B) Doubled-up (left and right), oversized advance "Stop Ahead" intersection warning signs (can also include flashing beacon)
C) Removal of vegetation, parking, or obstructions that limit sight distance
D) Retroreflective sheeting on signposts
E) Properly placed stop bar

Date Street was identified as a key improvement corridor that could benefit from the implementation of the FHWA safety countermeasure of "Access Management." Existing roundabout improvements were completed by NMDOT along this corridor at key intersections near the I-25 and NM 181 interchanges. These improvements could be supported by additional changes at the Date Street, Broadway Street, and Main Avenue junction and throughout the dense section of the corridor between 1st Avenue and 9th Avenue.

Based on the details of the severe crashes in Truth or Consequences, the FHWA countermeasures should be expanded

upon to accurately mitigate the safety concerns.

Countermeasure 1: Visibility Improvements

Improve intersection visibility as needed throughout the project area and in critical locations along major thoroughfares, such as Date Street and Broadway Street. This could include additional signing and striping as well as reconfiguration of intersections.

Countermeasure 2: High-Visibility Crossings

Improve pedestrian crossing facilities at intersections, especially near the downtown area and other high-pedestrian traffic areas. Specific countermeasures to address pedestrian and bike-related crashes will be addressed in the subsequent section.

Countermeasure 3: Signal Warrant Analysis

Conduct signal warrant analysis at existing stop-controlled intersections near high-traffic corridors, such as Date Street and Broadway Street to evaluate future signalization for enhanced safety.

Countermeasure 4: Intersection Reconfiguration

Perform a study to assess reconfiguring the Broadway and Main Avenue transition and the Date Street and Main Avenue transition for enhanced driver, bike, and pedestrian safety.

LIGHTING

Out of all the severe crashes in the City, both fatal and serious injury, 38 percent occurred in dark unlit conditions. These conditions were most prominent in fatal incidents, with 50 percent of fatal crashes occurring in dark unlit areas. 29 percent of serious injury crashes also occurred in these conditions.

Uniquely, only one pedestrian incident occurred in dark-unlit conditions. This is likely due to the high number of rural highways in the vicinity of Truth or Consequences compared to urban intersections or pedestrian facilities.

FHWA's proven safety countermeasures incorporate lighting improvements specifically for urban intersections. For rural highways, installing lighting fixtures can be impractical due to cost and complexity. Additional FHWA countermeasures that would be effective in unlit conditions include:

A) High-Visibility Pavement Markings
B) Longitudinal Rumble Strips and Stripes

The following specific countermeasures address the safety concerns in Truth or Consequences that are caused by dark-unlit road conditions.

Countermeasure 1: Striping

Implement targeted re-striping efforts along streets and highways in the project area. Utilize retroreflective paint or thermoplastic along with retroreflective raised markers.

Countermeasure 2: Expand Lighting Facilities

Install overhead lighting in key corridors and address gaps in existing facilities to enhance safety and quality of experience.

Multimodal Accessibility

CYCLIST & PEDESTRIAN SAFETY

Between 2018 and 2022, 10 crashes occurred that involved a pedestrian. Of these 10 crashes, four (40 percent) resulted in serious injury or fatality. The other 60 percent resulted in an injury, though not classified as severe.

In the same period, two crashes involved a cyclist, one resulting in a serious injury, the other resulting in an injury not classified as severe.

(See **Section 8** for an explanation of severe injuries in the context of crash classification.)

Three pedestrian-involved crashes were also classified as "Hit and Run" incidents and the singular severe bicyclist-involved crash was also considered a Hit and Run.

At least two of the four pedestrian incidents involved an impaired driver, and one fatal crash involved both an impaired driver and impaired pedestrian.

Safety countermeasures aimed at addressing pedestrian safety in key corridors throughout the City of Truth or Consequences were a focal point of the 2021 Transportation Safety Plan. These countermeasures included enhanced signage and visibility in the downtown area and new sidewalk facilities to enhance sidewalk connectivity near the elementary, middle, and high school in the City.

Additionally, the FHWA outlines proven safety countermeasures to address the safety of pedestrians and cyclists on our roadways. Some applicable countermeasures that could be effective in Truth or Consequences include:

a) Crosswalk Visibility Enhancements
b) Pedestrian Activated Beacons (HAWK or RRFB, CRFB)
c) Dedicated Bike Lanes; included buffered or protected bike lanes
d) Road Diets or Reconfiguration

Based on the data available, these proven safety countermeasures can be adopted in targeted areas in varying combinations to address the specific needs of Truth or Consequences.

Countermeasure 1: Signalized Pedestrian Crossings

Enhance intersections on high-volume roadways include high-visibility pedestrian crossings. Signalized crossing should be a standard on 4+ lane roadways in the project area.

Countermeasure 2: Complete Streets Design Guidelines

Revise street design guidelines to include dedicated and buffered bike lanes on high-volume roadways such as Date Street and Broadway Street.

Countermeasure 3: Feasibility Studies

Conduct a feasibility study of Riverside Drive or a similar roadway for redevelopment as an active transportation corridor. A dedicated, large active transportation corridor or loop will keep recreational cyclists off busy roadways.

Countermeasure 4: Enforcement Strategies

Implement traffic enforcement systems to discourage hit-and-run incidents. Current data indicated that punitive measures are not effective in reducing the frequency of these incidents (Grembeck & Griswold, 2012) Methods that target the ability of an offender to escape (see Colorado's

Medina Alert Program) or reduce incidence of offenders (see California's Safe and Responsible Driver Act) have seen the most positive impacts.

Distracted and impaired driving countermeasures are applicable for both rollover crashes and pedestrian crashes, which further highlights the need for a safe systems approach.

MOTORCYCLES & ATVS

Between 2018 and 2022, the City of Truth or Consequences experienced 28 crashes that involved a motorcycle or other form of ATV.

Nearly half of these crashes (43 percent) resulted in some injury, and 14 percent resulting in a severe injury. There was one fatal motorcycle-involved crash, which is equivalent to 4 percent of all motorcycle crashes, and 25 percent of all fatal incidents in the project area.

Based on an in-depth analysis of the most severe crashes in this classification, SSI and fatal incidents, the three most common factors in these incidents were:

1. Driver Inattention
2. Improper Driving
3. Speeding

Based on the data and information available, driver inattention and improper driving were on the part of the motorcycle operator in four of the five severe incidents.

The singular fatal incident involved a motorcycle operator without a helmet and two of the SSI incidents also involved operators without helmets. It is worth noting that the operators who failed to use proper safety protection were over 65 years of age and under 25 years of age; two demographic groups that have a higher risk profile.

Given the crash factors in these motorcycle incidents, the applicable FHWA countermeasures involve an increase in visibility at intersections. This could include:

a) Installation of high visibility stop bar striping at intersections
b) Installation of pavement edge striping or raised curbs at intersections

Based on the specific severe incidents that occurred in Truth or Consequences, additional countermeasures are recommended to fully and precisely mitigate severe motorcycle incidents.

Countermeasure 1: Motorcycle Safety Education

Provide additional educational courses for motorcycle licenses and/or amend existing drivers' education courses to include an additional motorcycle safety component.

Countermeasure 2: Maintain Clear Zones

Increase street maintenance efforts to maintain proper clear zone within City-owned right-of-way. Additional amendments to City ordinances to fence vacant lots could reduce inadvertent encroachment into clear zones

10

IMPLEMENTATION & EVALUATION

10. IMPLEMENTATION & EVALUATION

The implementation section of this Plan seeks to synthesize the data analysis, existing efforts, and policy goals into measurable actions that will guide the City of Truth or Consequences towards Vision Zero. Implementation visualizations can be seen in **Appendix B**.

PHASED IMPLEMENTATION

These actions can be categorized into one of three phases: short-term, medium-term, and long-term. Actions and projects are categorized by a myriad of factors, such as urgency, funding availability, and coordination efforts needed. Some general factors are listed below to illustrate the framework of the implementation plan.

Short-Term (0-2 years)

- Immediate effort required in the following one to two years from Plan adoption
- Project funding (if necessary) sources exist and may be currently allocated
- Project may be currently listed on the City's Capital Improvement Project (CIP) list

Medium-Term (3-5 years)

- Near-term effort required within three to five years from Plan adoption
- Funding source may not yet be identified
- Projects should be publicized and coordinated with all agency partners

Long-Term (5-10+)

- Longer-range efforts are to be implemented five-ten plus years from Plan adoption
- Projects may require additional preliminary studies or coordination efforts before implementation is feasible
- Large-scale projects that require additional stakeholders' coordination and funding

Table 10-1 lists the recommended actions of this Plan to achieve the goals outlined in **Section 3**. These actions encompass design improvements, studies, policy changes, enforcement methodologies, education efforts, and any additional efforts that will help to address the safety gaps revealed in the development of this Plan.

Each action is categorized by the goal it is supporting, its phased implementation timeframe, and the five E's of safety it addresses.

To support the next steps in the implementation efforts of this plan, a supplemental Implementation Plan is included in **Appendix D**. This document provides a template that can be used by the City to help prioritize the implementation projects (see **Table 10-1**) in the future.

Table 10-1. Implementation Table

#	Action	Location/Jurisdiction	Timeframe	FY 26 Planning Level Cost	5 E's				
					Equity	Education	Engineering	Enforcement	Evaluation
Goal #1: Create a culture of safe driving behavior									
1.1	Develop regular reporting methodology and schedule for Vision Zero efforts	Truth or Consequences	Short	-	✓	✓	✓	✓	✓
1.2	Add additional training programs for law enforcement to maintain and improve consistent and complete crash reporting	Truth or Consequences	Short	-		✓	✓	✓	✓
1.3	Coordinate with South Central Council of Governance (SCCOG) to host/establish a Vision Zero collaboration event to foster regional coaction towards Vision Zero, track progress, and award community members or/and organizations making an impact towards improving traffic safety	Truth or Consequences; Regional	Long	-	✓	✓			✓
1.4	Implement pedestrian, bicycle, and motorcycle safety programs in collaboration with New Mexico Department of Public Safety (NMDPS) including policy, roadway enforcement, public communication, safety education, and engineering seminars	Truth or Consequences; Sierra County	Short	-	✓	✓		✓	✓
1.5	Establish variable speed corridors on Interstate 25	Interstate 25 (MP 77 to MP 80 & MP 83 to MP 88)	Short	$325,620/mile	✓			✓	
1.6	Collaborate with Sierra County and NMDOT to increase civil traffic fines to promote safe speeds	Truth or Consequences; Sierra County	Short	-	✓		✓	✓	✓
1.7	Implement High Visibility Enforcement (HVE) and/or High Visibility Patrols (HVP) directed at motorists	As needed throughout the City	Short	-	✓	✓		✓	✓
1.8	Targeted use of speed safety cameras and speed feedback signs on corridors of high speeding frequency	Interstate 25 (MP 77 to MP 80 & MP 83 to MP 88); I 25 Business Loop; Broadway Street (City Limits to Date Street); as needed throughout the City	Medium	$92,192 each				✓	
1.9	Provide additional educational resources for motorcycle licenses or amend existing licensure process to include an additional motorcycle safety course	Truth or Consequences	Medium	-	✓	✓		✓	✓
1.10	Install "Share the Road" signs to reduce motorcycle involved crashes	I 25 Business Loop (Main Avenue to H.R. Ashbaugh Drive); Broadway Street (City Limits to Date Street); Interstate 25 (MP 77 to MP 80 & MP 83 to MP 88); Third Street (Date Street to City Limits)	Short	$9,246 each				✓	
1.11	Consider amending existing ordinances to require vacant lots to be fenced and enforced with fines for lack of compliance due to high frequency of ATV and sight distance related crashes	Truth or Consequences	Medium	$80/foot of fencing				✓	✓
1.12	Consider additional licenses or driver's license requirements for ATV use	Truth or Consequences; Sierra County	Short	-		✓		✓	✓
1.13	Design and implement a curriculum for young drivers to establish a culture of safe driving in Truth or Consequences	Truth or Consequences	Short	-	✓	✓	✓	✓	✓
1.14	Amend local laws to establish passenger limits for Graduated Drivers' License (GDL) holders	Truth or Consequences; Sierra County	Medium	-		✓		✓	✓
1.15	Amend local laws to establish nighttime driving limits for Graduated Drivers' (GDL) holders	Truth or Consequences; Sierra County	Medium	-		✓		✓	✓

Implementation Table Continued…

#	Action	Location/Jurisdiction	Timeframe	FY 26 Planning Level Cost	5 E's				
					Equity	Education	Engineering	Enforcement	Evaluation
1.16	Offer additional driver's education "refresher" courses aimed at new drivers, older adults, new resident, and interested existing license holders	Truth or Consequences	Medium	-		✓		✓	✓
1.17	Develop a public campaign to promote safe driving practices and discourage impaired driving	Truth or Consequences; Sierra County	Short	-	✓	✓		✓	✓
1.18	Coordinate effort to lower the legal blood alcohol content limit to 0.05 g/dL in Sierra County	Truth or Consequences; Sierra County	Long	-				✓	✓
1.19	Coordinate public health awareness campaign in Sierra County to reduce rates of DUI/DWI offences	Truth or Consequences; Sierra County	Long	-				✓	✓
1.20	Secure funding and implement publicized sobriety checkpoints in high traffic areas and/or during high traffic periods	As needed throughout the City	Medium	-				✓	✓
1.21	Research and pilot enforcement systems that discourage hit and run incidents (amber alert style system, etc.)	Truth or Consequences; Sierra County	Long	-	✓	✓		✓	✓
1.22	Consider a public art installation memorial in the scenic memorial park at the Date Street/Main Avenue junction	Date Street / Main Avenue Intersection; Broadway Street / Main Avenue Intersection	Medium	-	✓	✓			✓
1.23	Create a "Safe People" Community Ambassador opportunity within the Vision Zero Task Force to allow for additional community participation	Truth or Consequences	Short	-	✓	✓			✓
1.24	Reevaluate the location of the Silver Street speed feedback sign.	Silver Street	Short	-			✓	✓	✓
Goal #2: Implement roadway design that is forgiving of human errors									
2.1	Perform a feasibility study for a point to point microtransit system in Truth or Consequences and Sierra County	Truth or Consequences; Sierra County	Medium		✓	✓			✓
2.2	Install High Friction Surface Treatments (HFST)	Interstate 25 (MP 77 through MP 80 & MP 83 to MP 88)	Long	$3,457,300/mile			✓		
2.3	Implement targeted re-striping efforts along Interstate 25, NM 195, NM 51, and other state highways in the City. Utilize retroreflective paint or thermoplastic along with retroreflective raised markers	Interstate 25 (City Limits (MP 77) through MP 80); NM 195; NM 51; NM 181 (Date Street to Butte Road)	Short	$39,798-$48,167/mile			✓	✓	
2.4	Add enhanced curve delineation measures such as large advance warning signs, in-lane warning marking, and advance dynamic radar signs for speed enforcement, where all curve locations have at least two warning measures	NM 179 & NM 51 Junction; NM 179 (north of NM 51 junction); Mims Drive (Smith Street to Hagan Street); NM 195 (Interstate 25 to City Limits); NM 181 (south of NM 195 junction)	Medium	chevrons: $67,804/mile curve warning signs: $9,246 each			✓	✓	
2.5	Enhance existing curve delineation signage with Sequential Lighted Chevron Signage Systems where feasible	NM 179 & NM 51 Junction; NM 179 (north of NM 51 junction); Mims Drive (Smith Street to Hagan Street); NM 195 (Interstate 25 to City Limits); NM 181 (south of NM 195 junction)	Short	$397,980 each			✓	✓	
2.6	Develop road signing and marking standard guidelines for Truth or Consequences that emphasizes high visibily signage	Truth or Consequences	Medium	-	✓		✓	✓	✓

Implementation Table Continued…

#	Action	Location/Jurisdiction	Timeframe	FY 26 Planning Level Cost	5 E's				
					Equity	Education	Engineering	Enforcement	Evaluation
2.7	Utilize Complete Streets strategies throughout the City to expand the active transportation network, promote neighborhood placemaking, and establish roadway functional classification standards	Along I 25 Business Loop (including downtown): Third Street; NM 181 (Date Street to Butte Road); all major collector streets; as needed throughout the study area	Medium	$6,484,260/mile					
2.8	Consider implementing corridor access management and driveway consolidation along Broadway Street through the Interstate 25 Business Loop	Broadway Street (City Limits to Date Street); I 25 Business Loop (Main Avenue to H.R. Ashbaugh Drive)	Medium						
2.9	Conduct road safety audits (RSA) on nearby roadways and intersections for targeted safety improvements	Interstate 25 (MP 77 to MP 80 & MP 83 to MP 88); NM 51; Riverside Drive, Date Street & 9th Street intersection, Date Street & Marie Street intersection	Medium	$75,000 each					
2.10	Consider reconfiguring intersection of NM 51 Third Avenue and Caballo Road to enhance visibility and navigability	NM 51 Third Avenue / Caballo Road Intersection	Long	traffic signal: $769,160 each single lane roundabout: $7,694,280 each					
Goal #3 Prioritize street and roadway infrastructure rehabilitation									
3.1	Increase street maintenance efforts to maintain proper clear zone within City owned right of way. Consider a future effort to develop street design guidelines that include a wider clear zone around roadways (specifically in residential areas)	South of Broadway Street; South of Third Avenue; as needed throughout the City	Medium	$1,026,440/mile					
3.2	Conduct signal warrant analysis at existing stop-controlled intersections near high traffic corridors, such as Date Street and Broadway Street to evaluate future signalization for enhanced safety	Date Street; Broadway Street; 9th Avenue; Third Street; As needed throughout the City	Short						
3.3	Consider reconfiguring the Broadway and Main Avenue transition and the Date Street and Main Avenue transition for enhanced driver, bike, and pedestrian safety	Broadway Road / Main Avenue Intersection; Date Street / Main Avenue Intersection	Medium	traffic signal: $769,160 each single lane roundabout: $7,694,280 each					
3.4	Update roadway markings throughout City to adhere to the most current MUTCD and NMDOT standards by roadway functional classification. This could include raised pavement markers, retroreflective striping, and wider edge lines	NM 179 (NM 51 to City Limits); NM 51 (MP 79 to City Limits); as needed throughout the City	Medium	$39,798-$48,167/mile					
3.5	Update roadway striping and/or add chicanes on lower volume roadways (collectors or minor collectors) to include wider edge lines for speed reduction	Numbered Avenues (2nd Avenue-9th Avenue); Foch Street (Marie Street to Main Avenue); Riverside Drive (Date Street to Cherry Lane); Marshall Street (Iron Street to Platinum Street); Visitor Street (City Limits to End); as needed throughout the City; E Smith Avenue (Date Street to Silver Street); N Silver Street, New School Road, N Pershing Street	Short	$39,798-$48,167/mile					
3.6	Install targeted lane departure mitigation measures such as longitudinal rumble strips, centerline rumble strips, safety edges, median barriers, and wider edge lines on high volume roadways	Interstate 25 (MP 77 to MP 80); NM 179 (NM 51Junction to City Limits); NM 195 (NM 181 junction to City Limits); as needed throughout the City	Long	rumble strips: $28,140/mile raised barrier median: $3,333,920/mile high visibility striping: $39,798/mile					

Implementation Table Continued…

#	Action	Location/Jurisdiction	Timeframe	FY 26 Planning Level Cost	5 E's				
					Equity	Education	Engineering	Enforcement	Evaluation
3.7	Install guardrail where warranted	Riverside Drive - Marshall Street (Clancy Street to Wyona Drive); Turtleback Avenue (Dodson Ranch to City Limits); NM 181 (south of Interstate 25 junction); NM 195 (east of NM 181 junction)	Medium	$667,320/mile			✓		✓
3.8	Consider shoulder widening on highways within the City Limits to a minimum width of 6 feet where feasible	Interstate 25 (MP 77 to MP 80); NM 179 (NM 51Junction to City Limits); NM 195 (NM 181 junction to City Limits); NM 181 (south of Interstate 25 junction); as needed throughout the City	Medium	$1,313,200/mile			✓		✓
3.9	Update pedestrian warning signage (W11-2)	Broadway Street / Post Street; Broadway Street / Clancy Street; Broadway Street / Daniels Street; Broadway Street / Foch Street; Broadway Street / Jones Street; N Pershing Street / Truth or Consequences Middle School and Hot Springs High School; Broadway Street / Pershing Street; Broadway Street /Mims Street	Short	$9,246 each	✓		✓	✓	
3.10	Update pavement markings near Truth or Consequences Middle School & Hot Springs Highschool to meet striping standards	N Pershing Street/New School Road	Short	$22,110 each	✓		✓	✓	
3.11	Continental crosswalk striping refresh and in street pedestrian warning signage (R1-6 or similar)	Main Avenue / Poplar Street ; Main Avenue / Clancy Street; Main Avenue/ Foch Street; Main Avenue / Jones Street; Main Avenue / Pershing Street; Broadway Street / Post Street; Broadway Street / Clancy Street; Broadway Street / Daniels Street; Broadway Street / Foch Street; Broadway Street / Jones Street; Broadway Street /Pershing Street; Broadway Street / Mims Street	Short	$14,740 each	✓		✓	✓	
3.12	Enforce ADA Compliance (fix sidewalk cracks, remove obstructions from sidewalks, min 36" sidewalk width, etc.) on all existing pedestrian facilities	Main Avenue (Broadway Street to Date Street); Broadway Street (Main Avenue to Date Street); as needed throughout the City	Short	$1,354,740/mile	✓		✓	✓	✓
3.13	ADA compliant sidewalk additions for connectivity to existing pedestrian facilities on and near schools	N Silver Street; N Pershing Street; New School Road	Short	$1,354,740/mile	✓			✓	
3.14	Consider scoping study for intersection improvements	Intersection at Foch Street / Main Street	Medium	-	✓		✓	✓	✓
3.15	Consider scoping study for intersection improvements	Intersection at Date Street / Marie Street	Medium	-	✓		✓	✓	✓
3.16	Consider scoping study for intersection improvements	Intersection at Date Street / 9th Avenue	Medium	-	✓		✓	✓	✓
3.17	Conduct systematic FHWA outlined low cost safety improvements that improve intersection visibility at stop controlled intersections	I 25 Business Loop Corridor; School Zone Corridors; Residential areas or low volume to high volume transition areas	Medium	signage: $9,246 each crosswalk: $14,740 each edge striping: $39,798/mile	✓		✓	✓	✓
3.18	Bollard addition at WB lane on Main Avenue near Post Street Junction	Main Avenue & Post Street	Short	$9,246 each			✓	✓	
3.19	Add diverter median (or alternative traffic barrier) at at intersections to enhanc maneuverability and enforce compliance with traffic laws	Intersection N. Broadway Street / S. Foch Street; Intersection N. Broadway Street / S. Pershing Street	Medium	$1,846,520/mile			✓		

Implementation Table Continued…

#	Action	Location/Jurisdiction	Timeframe	FY 26 Planning Level Cost	5 E's				
					Equity	Education	Engineering	Enforcement	Evaluation
3.20	Address gaps in overhead lighting facilities throughout residential and commercial areas in the City	As needed throughout the City	Medium	$1,385,560/mile	✓		✓		✓
3.21	Perform a Pavement Assessment Study to determine areas in of resurfacing or reconstruction	As needed throughout the City	Medium	-	✓		✓	✓	✓
3.22	Perform Road Drainage Assessment to upgrade existing drainage facilities to current standards	As needed throughout the City	Long	-			✓		✓
3.23	Ensure ample designated truck parking for commercial vehicles	I 25 Business Loop Corridor; Main Avenue; Broadway Street; as needed throughout the City	Short	-			✓	✓	
Goal #4: Strengthen local and regional roadway connectivity									
4.1	Coordinate with NMDOT's Long Range Statewide Transportation Plan and performance measures	Regional; State wide	Long		✓	✓	✓	✓	✓
4.2	Consider coordination with SCCOG and NMDOT to pursue and organize funding requests with other municipalities within Sierra County and the state of New Mexico for improvements to the regional transportation system	Regional	Long	-			✓		✓
4.3	Consider a feasibility study of Riverside Drive or a similar roadway for redevelopment as an active transportation corridor. A dedicated, large active transportation corridor or loop will keep recreational cyclists off of high volume roadways	Riverside Drive (Broadway Street to Cherry Lane); Marie Street; Truth or Consequences	Long	multi use path: $1,354,740/mile			✓		✓
4.4	Design and construct new pavement sections for unpaved road sections	Kopra Street (Golf Club Drive to City Limits); Turtleback Avenue (Dodson Ranch to City Limits); Ed Bailey Drive (Golf Club Drive to Pershing Street); Marshall Street (Steel Street to Brass Street and Coal Street to Wyona Avenue); as needed throughout the City	Long	$6,150,600/lane/mile	✓		✓		
4.5	Consider community gateway feature or other placemaking facilities to incidicate shift in traffic facilities	Broadway Street / Main Avenue Intersection; Date Street / Main Avenue Intersection	Short	-	✓		✓		✓
4.6	Perform a roadway sign inventory to address absent and incorrect signage in residential areas	As needed throughout the City	Long	-	✓	✓	✓	✓	✓
4.7	Consider dedicated and buffered bike lanes on high volume roadways such as Date Street and Broadway Street	Date Street (Main Avenue to H.R. Ashbaugh Drive); Broadway Street (NM 187 to Main Avenue)	Medium	-	✓		✓		✓
4.8	Install permanent classification counter equipment to improve multimodal volume counts	As needed throughout the City	Long	$55,342 each	✓		✓	✓	
Goal #5: Strengthen land use and transportation systems to increase multimodal mobility									
5.1	Address gaps in existing pedestrian infrastructure with upgrades to ensure ADA compliance	Third Avenue; as needed throughout the City	Medium	$1,354,740/mile	✓		✓		✓
5.2	Advertise opportunities and wayfinding for alternative modes	Throughout the City and connecting regionally	Medium	-	✓	✓	✓		
5.3	Consider installing separated multi use paths where possible on high volume roadways	I 25 Business Loop Corridor; Broadway Street (City Limits to Date Street)	Short	$1,354,740/mile	✓	✓	✓		✓

Implementation Table Continued…

#	Action	Location/Jurisdiction	Timeframe	FY 26 Planning Level Cost	5 E's				
					Equity	Education	Engineering	Enforcement	Evaluation
3.22	Perform Road Drainage Assessment to upgrade existing drainage facilities to current standards	As needed throughout the City	Long	-			✓		✓
3.23	Ensure ample designated truck parking for commercial vehicles	I 25 Business Loop Corridor; Main Avenue; Broadway Street; as needed throughout the City	Short	-			✓	✓	
Goal #4: Strengthen local and regional roadway connectivity									
4.1	Coordinate with NMDOT's Long Range Statewide Transportation Plan and performance measures	Regional; State wide	Long		✓	✓	✓	✓	✓
4.2	Consider coordination with SCCOG and NMDOT to pursue and organize funding requests with other municipalities within Sierra County and the state of New Mexico for improvements to the regional transportation system	Regional	Long	-			✓		✓
4.3	Consider a feasibility study of Riverside Drive or a similar roadway for redevelopment as an active transportation corridor. A dedicated, large active transportation corridor or loop will keep recreational cyclists off of high volume roadways	Riverside Drive (Broadway Street to Cherry Lane); Marie Street; Truth or Consequences	Long	multi-use path: $1,354,740/mile			✓		✓
4.4	Design and construct new pavement sections for unpaved road sections	Kopra Street (Golf Club Drive to City Limits); Turtleback Avenue (Dodson Ranch to City Limits); Ed Bailey Drive (Golf Club Drive to Pershing Street); Marshall Street (Steel Street to Brass Street and Coal Street to Wyona Avenue); as needed throughout the City	Long	$6,150,600/lane/mile	✓		✓		
4.5	Consider community gateway feature or other placemaking facilities to incidicate shift in traffic facilities	Broadway Street / Main Avenue Intersection; Date Street / Main Avenue Intersection	Short	-	✓		✓		✓
4.6	Perform a roadway sign inventory to address absent and incorrect signage in residential areas	As needed throughout the City	Long	-	✓	✓	✓	✓	✓
4.7	Consider dedicated and buffered bike lanes on high volume roadways such as Date Street and Broadway Street	Date Street (Main Avenue to H.R. Ashbaugh Drive); Broadway Street (NM 187 to Main Avenue)	Medium	-	✓		✓		✓
4.8	Install permanent classification counter equipment to improve multimodal volume counts	As needed throughout the City	Long	$55,342 each	✓		✓	✓	
Goal #5: Strengthen land use and transportation systems to increase multimodal mobility									
5.1	Address gaps in existing pedestrian infrastructure with upgrades to ensure ADA compliance	Third Avenue; as needed throughout the City	Medium	$1,354,740/mile	✓		✓		✓
5.2	Advertise opportunities and wayfinding for alternative modes	Throughout the City and connecting regionally	Medium	-	✓	✓	✓		
5.3	Consider installing separated multi-use paths where possible on high volume roadways	I 25 Business Loop Corridor; Broadway Street (City Limits to Date Street)	Short	$1,354,740/mile	✓	✓	✓		✓
5.4	Consider ADA compliant pedestrian facilities to connect Golf Course parking lot (Marie Street and Juniper Street) to Pershing Street	Marie Street (Juniper Street to Pershing Street)	Medium	$1,354,740/mile	✓		✓		✓
5.5	Utilize pedestrian islands or medians to shorten crossing distance along crossing locations greater than two lanes in one direction, per NACTO street design guidelines	I 25 Business Loop Corridor; Broadway Street (City Limits to Date Street) Main Avenue; Riverside Drive; as needed throughout the City	Medium	$1,846,520/mile			✓	✓	

Implementation Table Continued…

#	Action	Location/Jurisdiction	Timeframe	FY 26 Planning Level Cost	5 E's				
					Equity	Education	Engineering	Enforcement	Evaluation
5.4	Consider ADA compliant pedestrian facilities to connect Golf Course parking lot (Marie Street and Juniper Street) to Pershing Street	Marie Street (Juniper Street to Pershing Street)	Medium	$1,354,740/mile	✓		✓		✓
5.5	Utilize pedestrian islands or medians to shorten crossing distance along crossing locations greater than two lanes in one direction, per NACTO street design guidelines	I-25 Business Loop Corridor; Broadway Street (City Limits to Date Street) Main Avenue; Riverside Drive; as needed throughout the City	Medium	$1,846,520/mile			✓	✓	
5.6	Conduct signal warrant studies for Pedestrian Hybrid Beacons (PHB) or High Intensity Activated CrossWalk (HAWK) signals to reduce distance between signalized pedestrian crossing locations	I-25 Business Loop Corridor (Main Avenue to H.R. Ashbaugh Drive); Main Avenue (Broadway Street to Date Street); Broadway Street (City Limits to Date Street)	Short	$55,342 each	✓		✓		✓
5.7	Ensure handicap spaces in on-street parking areas per Public Right-of-Way Accessibility Guidelines (PROWAG)	I-25 Business Loop Corridor (Main Avenue to H.R. Ashbaugh Drive); Main Avenue (Broadway Street to Date Street); Broadway Street (Main Avenue to Date Street); as needed throughout the City	Short		✓		✓	✓	✓
5.8	Verify that handicap spaces are properly signed and have adequate space, ramps, and other necessary facilities	I-25 Business Loop Corridor; Broadway Street (City Limits to Main Date Street); Main Avenue; Riverside Drive; as needed throughout the City	Short		✓		✓	✓	✓
5.9	Collaborate with NMDOT to participate in the Safe Routes to School program by identifying and developing the necessary walking and biking routes	School areas throughout the City	Medium		✓			✓	✓
5.10	Review and update zoning codes to enhance multimodal accommodation and coordinate with the City's Comprehensive Plan	As needed throughout the City	Medium	$50,000 - $100,000/study	✓		✓	✓	✓
5.11	Develop a street design guideline toolbox for the City of Truth or Consequences that prioritizes safe streets and active transportation facilities	Truth or Consequences	Long		✓	✓	✓	✓	✓
5.12	Conduct a corridor study of Marie Street	Truth or Consequences	Short	$150,000/study	✓	✓	✓		✓
5.13	Improve pedestrian crossing facilities at intersections in combination with ***Item 3.17***, specifically near the downtown area and other high pedestrian traffic areas	I-25 Business Loop Corridor; Third Avenue (Library Lane to Caballo Avenue); as needed throughout the City	Short	crosswalk: $14,740 each signage: $9,246 each	✓		✓	✓	✓
5.14	Conduct a corridor scoping study for Turtleback Avenue to address erosion control, sharp turns, and future development in the area	Turtleback Avenue	Short			✓	✓		✓

PROJECT OPPORTUNITIES

The following are additional roadway opportunities for the City.

Complete Streets Initiative

At the time of this development for this Plan, NMDOT and the City of Truth or Consequences are implementing a Complete Streets reconfiguration effort along Main Avenue based on recommendations from the 2021 Transportation Safety Plan (see **Figure 7-12**).

Further analysis in this Plan demonstrates that additional roadways throughout the City of Truth or Consequences could benefit from Complete Streets improvements.

The goal of Complete Streets is to create a transportation system that is accessible for all users, not just vehicles. Complete Streets improvements can include changes to land widths, pavement area, additional multiuse paths or sidewalks, bike lanes, high-visibility crossings, and any additional streetscape improvements that expand the use of public right-of-way.

Figure 10-1. Third Street SSI Crash Location



Figure 10-1 shows the location of an SSI crash in the City of Truth or Consequences. Third Street, or NM 51, is classified as a minor arterial roadway, which serves as a connection of NM 51 to the principal arterial Date Street. Given the lower volume of traffic minor arterials are designed to support, they are great candidates for Complete Streets improvements as they will offer the most connectivity for all modes without the possibility of compromise to their existing capacity. **Figure 10-2** shows an example of what Complete Streets improvements can look like on a higher volume roadway.

Figure 10-2. Complete Streets Project in Albuquerque, NM



Based on the available aerial imagery of Third Street, there is an opportunity to expand multimodal facilities along the corridor as well as increase the visibility of road pavement markings for ease of driver navigation and improving safety for all road users.

Third Street is not the only roadway in Truth or Consequences that could benefit from improvements towards the goal of Complete Streets. Roadways such as Marshall Street, Veater Street, and Marie Street all have ample public right-of-way to support additional multimodal facilities without needing any lane reduction based on planning-level observations.

A Complete Streets Initiative throughout the City of Truth or Consequences has the potential to address a variety of road safety issues that affect all road users and foster a deeper sense of community by creating accessible public spaces.

Active Transportation Corridor Study

The Truth of Consequences General Plan outlines a vision for the City as a tourist destination, with an emphasis on tourism driven by its natural resources.

Active transportation corridors are a creative way for people to interface with nature in a convenient and accessible way. On a large scale, river-walks are a successful development strategy for establishing a community destination

These corridors can span many miles and contain a variety of different land uses and transportation modalities. Below in **Figure 10-3** and **Figure10-4** are examples in Texas and Ohio of riverwalk projects.

Figure 10-3. San Antonio River Walk, San Antonio, Texas



Figure 10-4. Scioto Mile, Columbus, Ohio



The current conditions of Riverside Drive vary throughout the corridors with some areas set up as commercial and tourist centers and others as residential areas. **Figure 10-5** shows what one section of the corridor looks like at the time of plan development. Given its diverse uses and proximity to the Rio Grande, Riverside Drive has potential to be developed into a vibrant active transportation corridor.

Figure 10-5. Riverside Drive Existing Conditions



Another location that has the potential to become an active transportation corridor is the roadways surrounding the Municipal Golf Course: Marie Street, Parway Drive, Pershing Street, and Ed Bailey Drive.

The roadways form a loop around a public destination that is conveniently accessible from Date Street. The low-volume roadways make this location a viable site to develop with recreational use in mind. As a dedicated active transportation facility, this location could provide safe, mode separation for active recreation, keeping people away from higher-volume roads such as Broadway Street and Date Street.

Figure 10-6. Marie Street Near Municipal Golf Course



RECOMMENDED POLICIES

The Policy section outlines decision-making frameworks that cohesively shape transportation safety within the community. Below are effective policies that can support and guide infrastructure investments, influence driver and pedestrian behavior, and establish accountability for safety outcomes. This section identifies recommended policies that support safe, equitable mobility and highlights opportunities for improvement in alignment with Vision Zero principles for reducing traffic-related injuries and fatalities.

1) **Provide well maintained public transportation facilities and infrastructure**

   Goal: Increase multimodal options and public transportation ridership.

   Action: Implement a comprehensive maintenance and inspection program to assess public transportation systems and infrastructure.

2) **Facilitate the creation of accessible educational programs for all communities**

   Goal: Promote safety resource sharing to address road safety.

   Action: Implement and expand digital learning platforms and in person support services for new and experienced roadway users.

3) **Promote the development of safe, convenient, accessible, and interconnected transportation networks**

   Goal: Improve road conditions, reduce traffic crashes and improve public safety.

   Action: Enhance and expand transportation systems and roadway features to ensure safety and inclusive mobility.

4) **Align multimodal transportation and land use developments**

   Goal: Enhance the accessibility, efficiency, and sustainability of urban and regional transportation systems.

   Action: Align transportation projects and land use planning with the goals of the existing multimodal transportation plan to elevate sustainable, connected communities.

5) **Develop local collaborative approaches to supporting public and private partnerships**

   Goal: Advance collaborative, multi-sector approach that brings together local governments, businesses, and community organizations.

   Action: Establish a regional partnership task force.

6) **Adopt a Street Design Guideline**

   Goal: Generate a comprehensive and inclusive set of street design standards.

   Action: Form a task force that will create and implement safety, accessibility, sustainability, and multimodal transportation principles.

7) Ensure equitable access of multimodal transportation across communities

Goal: Expand and improve cohesion of multimodal transportation options to ensure all communities and their members have equitable and safe access to efficient roadways.

Action: Address infrastructure gaps with pedestrian and public transit access through targeted assessment for future improvement projects specific to underserved areas.

8) Uphold ADA standards and apply to pedestrian facilities

Goal: Ensure that all pedestrian facilities are in updated compliance with the American Disabilities Act (ADA).

Action: Create a step by step phased implementation plan that includes ADA compliance audit for all pedestrian facilities.

9) Boost local economic growth by improving transportation access and activity in key business areas

Goal: Apply safe street design principles to assist local businesses grow along key roads.

Action: Support public-private partnerships that encourage continued public infrastructure improvements and opportunities for mixed use.

FUNDING MECHANISMS

There are a variety of financing tools and incentives that local governments in New Mexico can use to support transportation safety projects. The United States Department of Transportation as well as the State of New Mexico offer incentives targeted at improving safety and reducing traffic fatalities. Additionally, state law enables public contributions to public-private partnerships that provide public benefits such as safety, mobility, connectivity, and equity in rural areas.

Infrastructure Investment and Jobs Act (IIJA)

Infrastructure Investment Jobs Act, also known as Bipartisan Infrastructure Law, is a federal investment enacted in 2021 to modernize and strengthen the nation's infrastructure. The law advocates spending across key areas including transportation and climate resilience. The aim of this Act is to improve public safety, expand economic opportunity, and promote equity through funding projects that reconnect underserved communities through enhancing mobility, safety and sustainability.

Bipartisan Infrastructure Law (BIL)

New programs under the Bipartisan Infrastructure Law focus on key infrastructure priorities including rehabilitating bridges in critical need of repair, reducing carbon emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and access to economic opportunity.

BIL PROGRAMS

1. Bridge Formula Program (BFP)

The BIL establishes the Bridge Formula Program. BFP funds may be used for highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads. The General Fund for 2025 and 2026 is $5.500 Billion.

2. Reconnecting Communities Pilot Program

Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including mobility, access, or economic development. Eligible activities include up to $2 million in planning grants and up to $5 million for capital projects, including the removal and replacement of eligible facilities.

3. Surface Transportation Block Grant

The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Goals include preserving and improving the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

4. Planning Program

BIL supports planning programs that provide funding and set procedural requirements for multimodal transportation planning in metropolitan

areas and states that have long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration. Planning activities under this program include:

- development of transportation plans and programs
- planning, design, and evaluation of a public transportation project
- technical studies related to public transportation

Multimodal Project Discretionary Grant

The Multimodal Project Discretionary Grant Program (MPDG) is a U.S. Department of Transportation initiative that combines three major grant programs—MEGA, INFRA, and Rural Surface Transportation Grant—to support large, complex transportation projects. It funds infrastructure that improves safety, mobility, and economic strength across multiple transportation modes, with a focus on rural, regional, and national significance.

Multimodal Project Discretionary Grant Program (MPDG)

MPDG supports large and complex projects that are regionally or nationally significant such as: highway, bridge, or transit corridor improvements. The goal is improving passenger movement, roadway safety, and community resilience.

Infrastructure for Rebuilding America (INFRA)

INFRA provides grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. The goal of INFRA is to support community safety, the movement of people and goods, and reduce traffic flow.

Rural Surface Transportation Grant Program

The Rural Safe Transportation Grant specifically targets rural communities for road, bridge and transit improvements. This program supports projects that improve and expand the surface transportation infrastructure within local areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

The U.S. Department of Transportation's (USDOT) Better Utilizing Investments to Leverage Development (BUILD) grant program provides grants for surface transportation infrastructure projects with significant local or regional impact. Projects include multimodal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

Safe Streets and Roads for All (SS4A) Discretionary Grant Program

The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused

on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micro mobility users, and commercial vehicle operators. The program provides funding to develop the tools to help strengthen a community's approach to roadway safety and save lives and is designed to meet the needs of diverse local, Tribal, and regional communities that differ dramatically in size, location, and experience administering Federal funding. There is a 20% match requirement for this grant.

Transportation Alternatives Program (TAP)

The New Mexico Department of Transportation Alternatives Program (TAP) is a federal reimbursement program authorized through the FAST Act as part of the Surface Transportation Block Grant (STBG) Program. TAP funds can generally be used for bicycle and pedestrian infrastructure and activities, in addition to other projects, as outlined in the NM Active Transportation and Recreational Programs Guide. Each state's department of transportation administers the program using its own competitive process, in accordance with the law. The local match is 14.56 percent. Applications are due annually in September to the local MPO/RTPO for submittal to NMDOT.

Community Developments Block Grant Program (CDBG)

The New Mexico Department of Finance and Administration CDBG program assist's local government entities, local representatives, and citizens with the appropriate use of public funds and to strengthen their ability to better serve New Mexico communities to improve their quality of life. The Department of Finance and Administration, Local Government Division (LGD), provides administrative and technical support to local entities throughout the State of New Mexico. Eligible activities include community infrastructure, such as water, sewer, storm drain, and street improvements.

Capital Outlay

The New Mexico Department of Finance and Administration, Capital Outlay Projects Bureau defines a "capital outlay project" as the acquisition, improvement, alteration or reconstruction of assets of a long-term character that are intended to continue to be held or used, including land, buildings, machinery, furniture and equipment. Capital outlay funding cannot be used for operating expenses; salaries; materials and supplies; events, brochures, pamphlets and publications; and retroactive reimbursements of previous purchases. Eligible activities include equipment having a value over $10,000 dollars and a useful life of ten years or more; major renovations or repairs; acquisitions of something already in existence; plan and design specific to a capital project; new structures, meaning the construction of new buildings; and non-structural improvements to land, meaning the grading, leveling, drainage, and landscaping thereof and the construction of roadways, fences, ditches, and sanitary sewers. Funding is 100 percent grant funded, and applications are due annually during the New Mexico Legislative Session.

Municipal Arterial Program (MAP)

This New Mexico Department of Transportation program assists municipalities to construct and reconstruct streets, which are principal extensions of the rural highway system and other streets which qualify under New Mexico Department of Transportation (NMDOT) criteria. Project eligibility for this program is the degree to which the route would assist in the distribution of state highway system traffic. The four general criteria are: (1) a thorough extension of state highway routes, (2) major connections between state highway routes, (3) major streets of services to state highways, and (4) major local services streets. The local match is 25%. Applications are due annually by March 15th to the local NMDOT district office.

Local Government Planning Fund (LGPF)

The New Mexico Finance Authority LGPF provides capital necessary for proper planning of vital public projects, including infrastructure, water and wastewater preliminary engineering reports, long-term master plans, water conservation plans, economic development plans or energy audits. Eligible project types include: Preliminary Engineering Reports (PER), Environmental Information Documents, plans to implement the Local Economic Development Act Plans to reduce blight pursuant to the Metropolitan Redevelopment Act, Water Conservation Plans, Comprehensive Plans, Priority Infrastructure Projects identified in Infrastructure Capital Improvement Plans (ICIP), Asset management Plans, Master Plans, Economic Development Feasibility Studies, and Energy audits. Applications are accepted year-round, and the maximum award amount is $50,000, which may consist of 100 percent grant or grant/match combination.

Local Government Transportation Project Fund

Local and tribal governments are eligible to apply for state funded grants. Eligible projects are in the following categories: (1) environmental and other studies; (2) planning; (3) design; (4) construction; and (5) acquisition of rights of way necessary for the development of transportation infrastructure, which includes highways, streets, roadways, bridges, crossing structures and parking facilities, including all areas for vehicular, transit, bicycle or pedestrian use for travel, ingress, egress and parking. The Metropolitan or Regional Transportation Planning Organizations (MPO/RTPO) will use the following criteria to prioritize their planning-area projects; the district office will also use the criteria to rank projects from their District. The local match is 5%. Applications are due annually in May to the local MPO/RTPO for submittal to the NMDOT.

Public Project Revolving Fund (PPRF)

The Public Project Revolving Fund (PPRF) assists a wide range of public entities in accessing the capital markets at low or below-market interest rates. The PPRF is used to finance public projects such as infrastructure improvements, roadway projects, water system upgrades, fire and law enforcement equipment, public buildings, hospitals and healthcare facilities, electric and broadband utilities, quality of life projects, and more. The PPRF provides both market-rate loans and loans

to disadvantaged communities at subsidized rates. Loans of up to 30 years, based upon the useful life of the project, offered at low, fixed interest rates. Entities with median household incomes less than the State's median household income are eligible to receive 0 percent or 2 percent interest rates for up to $500,000 per entity per fiscal year subject to availability of funds.

Recreational Trails Program (RTP)

The New Mexico Department of Transportation Recreational Trails Program (RTP) is a federal reimbursement program and provides funding to eligible entities within New Mexico to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized uses. These Federal funds benefit recreationists who enjoy hiking, bicycling, in-line skating, equestrianism, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, and off-road four-wheel driving. NMDOT is pleased to provide access to funding for quality, diverse recreational trail projects that will improve New Mexicans' quality of life and safety across the state. The local match is 14.56 percent. Applications are due annually in September to the local MPO/RTPO for submittal to NMDOT.

11

CONCLUSION

11. CONCLUSION

The Vision Zero Safety Action Plan for the City of Truth or Consequences is a testament to the community's proactive stance. It represents a comprehensive and collaborative approach to roadway safety, committing to eliminating traffic fatalities and severe injuries by 2030. Through the City's commitment, the community is taking a significant step towards achieving safe, healthy, and equitable mobility for all residents.

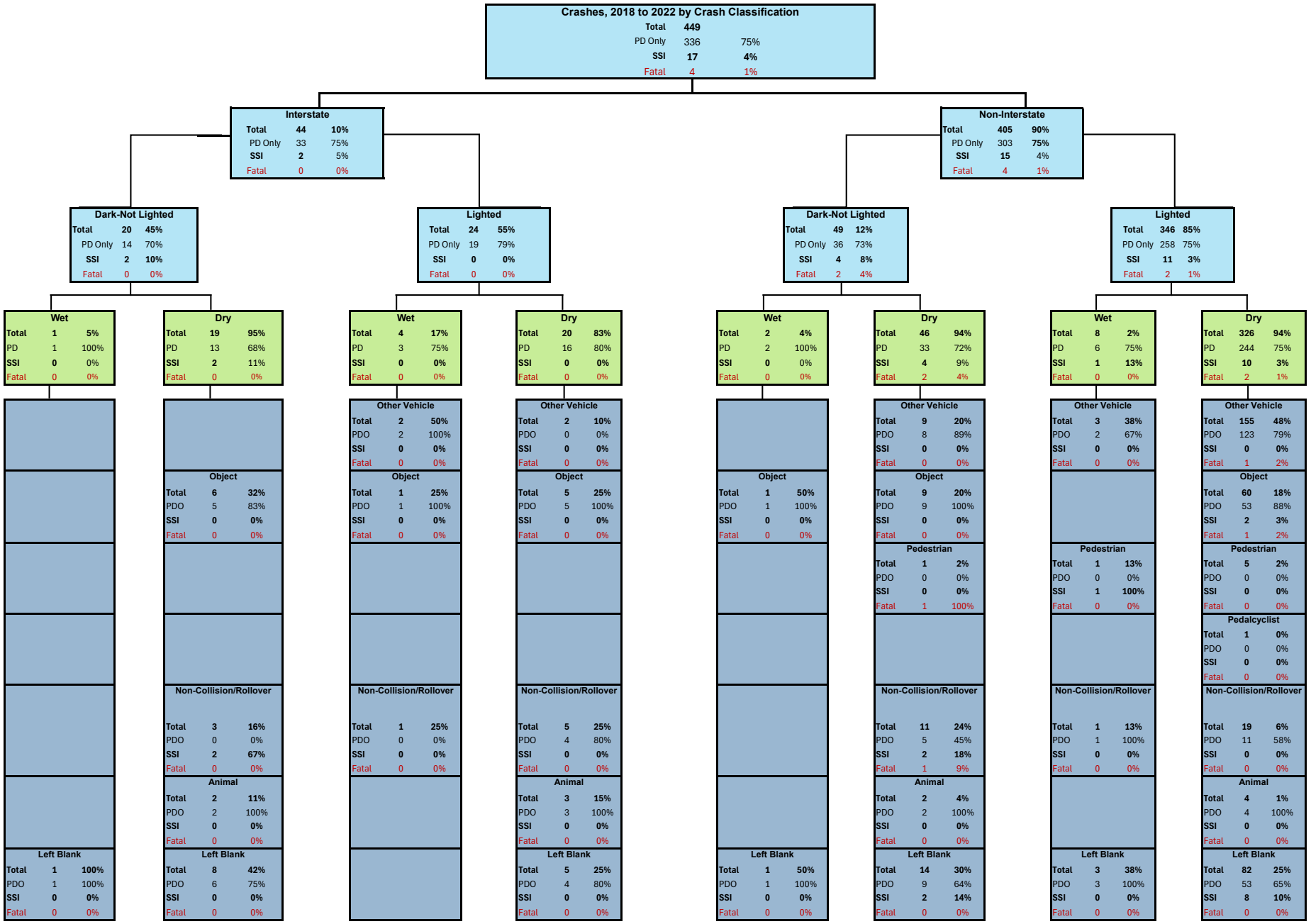
Through robust data analysis, community engagement, and strategic partnerships, the Plan outlines clear goals and actionable strategies to enhance roadway safety. The coordinated efforts of local governments, regional councils, and state agencies, supported by various funding mechanisms, will be crucial in implementing the recommended safety countermeasures.

Regular monitoring, transparent reporting, and adaptive planning are essential to the Plan's success. The City of Truth or Consequences can and will continually refine its strategies based on new data and emerging best practices. By treating the Vision Zero Safety Action Plan as a living document, the City maintains that its roadway safety measures are always up-to-date and effective.

Ultimately, the success of the Vision Zero initiative relies on the continued commitment to its principles and the collaborative efforts of all stakeholders. The City of Truth or Consequences is poised to create a safer, more inclusive transportation network that benefits all roadway users, paving the way for a future free of traffic fatalities and severe injuries.

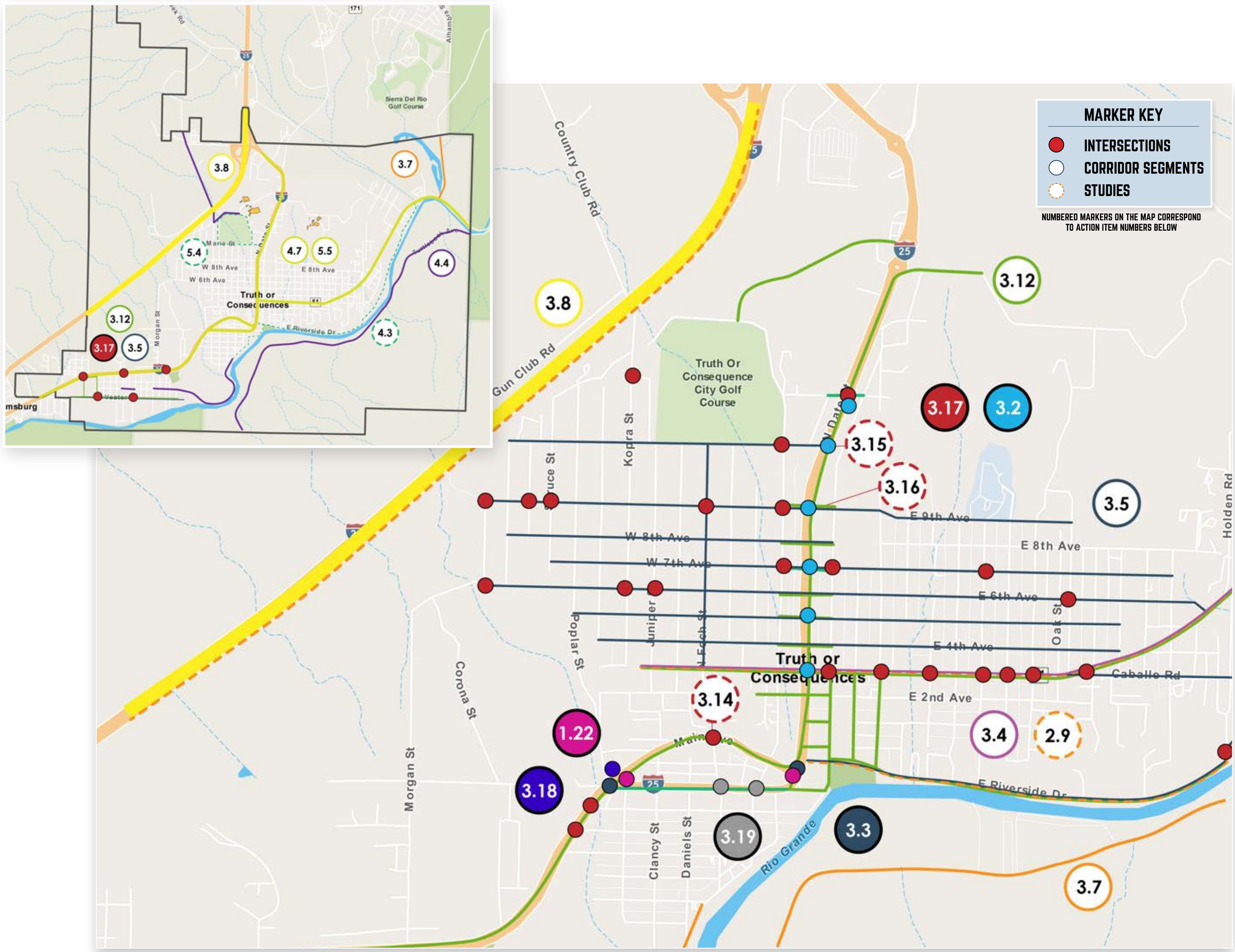
12

APPENDIX A


Crashes, 2018 to 2022 by Crash Classification
Total 449
PD Only 336 75%
SSI 17 4%
Fatal 4 1%
Interstate
Total 44 10%
PD Only 33 75%
SSI 2 5%
Fatal 0 0%
Non-Interstate
Total 405 90%
PD Only 303 75%
SSI 15 4%
Fatal 4 1%
Dark-Not Lighted
Total 20 45%
PD Only 14 70%
SSI 2 10%
Fatal 0 0%
Lighted
Total 24 55%
PD Only 19 79%
SSI 0 0%
Fatal 0 0%
Dark-Not Lighted
Total 49 12%
PD Only 36 73%
SSI 4 8%
Fatal 2 4%
Lighted
Total 346 85%
PD Only 258 75%
SSI 11 3%
Fatal 2 1%
Wet
Total 1 5%
PD 1 100%
SSI 0 0%
Fatal 0 0%
Dry
Total 19 95%
PD 13 68%
SSI 2 11%
Fatal 0 0%
Wet
Total 4 17%
PD 3 75%
SSI 0 0%
Fatal 0 0%
Dry
Total 20 83%
PD 16 80%
SSI 0 0%
Fatal 0 0%
Wet
Total 2 4%
PD 2 100%
SSI 0 0%
Fatal 0 0%
Dry
Total 46 94%
PD 33 72%
SSI 4 9%
Fatal 2 4%
Wet
Total 8 2%
PD 6 75%
SSI 1 13%
Fatal 0 0%
Dry
Total 326 94%
PD 244 75%
SSI 10 3%
Fatal 2 1%
Left Blank
Total 1 100%
PDO 1 100%
SSI 0 0%
Fatal 0 0%
Object
Total 6 32%
PDO 5 83%
SSI 0 0%
Fatal 0 0%
Non-Collision/Rollover
Total 3 16%
PDO 0 0%
SSI 2 67%
Fatal 0 0%
Animal
Total 2 11%
PDO 2 100%
SSI 0 0%
Fatal 0 0%
Left Blank
Total 8 42%
PDO 6 75%
SSI 0 0%
Fatal 0 0%
Other Vehicle
Total 2 50%
PDO 2 100%
SSI 0 0%
Fatal 0 0%
Object
Total 1 25%
PDO 1 100%
SSI 0 0%
Fatal 0 0%
Non-Collision/Rollover
Total 1 25%
PDO 0 0%
SSI 0 0%
Fatal 0 0%
Other Vehicle
Total 2 10%
PDO 0 0%
SSI 0 0%
Fatal 0 0%
Object
Total 5 25%
PDO 5 100%
SSI 0 0%
Fatal 0 0%
Non-Collision/Rollover
Total 5 25%
PDO 4 80%
SSI 0 0%
Fatal 0 0%
Animal
Total 3 15%
PDO 3 100%
SSI 0 0%
Fatal 0 0%
Left Blank
Total 5 25%
PDO 4 80%
SSI 0 0%
Fatal 0 0%
Object
Total 1 50%
PDO 1 100%
SSI 0 0%
Fatal 0 0%
Left Blank
Total 1 50%
PDO 1 100%
SSI 0 0%
Fatal 0 0%
Other Vehicle
Total 9 20%
PDO 8 89%
SSI 0 0%
Fatal 0 0%
Object
Total 9 20%
PDO 9 100%
SSI 0 0%
Fatal 0 0%
Pedestrian
Total 1 2%
PDO 0 0%
SSI 0 0%
Fatal 1 100%
Non-Collision/Rollover
Total 11 24%
PDO 5 45%
SSI 2 18%
Fatal 1 9%
Animal
Total 2 4%
PDO 2 100%
SSI 0 0%
Fatal 0 0%
Left Blank
Total 14 30%
PDO 9 64%
SSI 2 14%
Fatal 0 0%
Other Vehicle
Total 3 38%
PDO 2 67%
SSI 0 0%
Fatal 0 0%
Pedestrian
Total 1 13%
PDO 0 0%
SSI 1 100%
Fatal 0 0%
Non-Collision/Rollover
Total 1 13%
PDO 1 100%
SSI 0 0%
Fatal 0 0%
Left Blank
Total 3 38%
PDO 3 100%
SSI 0 0%
Fatal 0 0%
Other Vehicle
Total 155 48%
PDO 123 79%
SSI 0 0%
Fatal 1 2%
Object
Total 60 18%
PDO 53 88%
SSI 2 3%
Fatal 1 2%
Pedestrian
Total 5 2%
PDO 0 0%
SSI 0 0%
Fatal 0 0%
Pedalcyclist
Total 1 0%
PDO 0 0%
SSI 0 0%
Fatal 0 0%
Non-Collision/Rollover
Total 19 6%
PDO 11 58%
SSI 0 0%
Fatal 0 0%
Animal
Total 4 1%
PDO 4 100%
SSI 0 0%
Fatal 0 0%
Left Blank
Total 82 25%
PDO 53 65%
SSI 8 10%
Fatal 0 0%

13

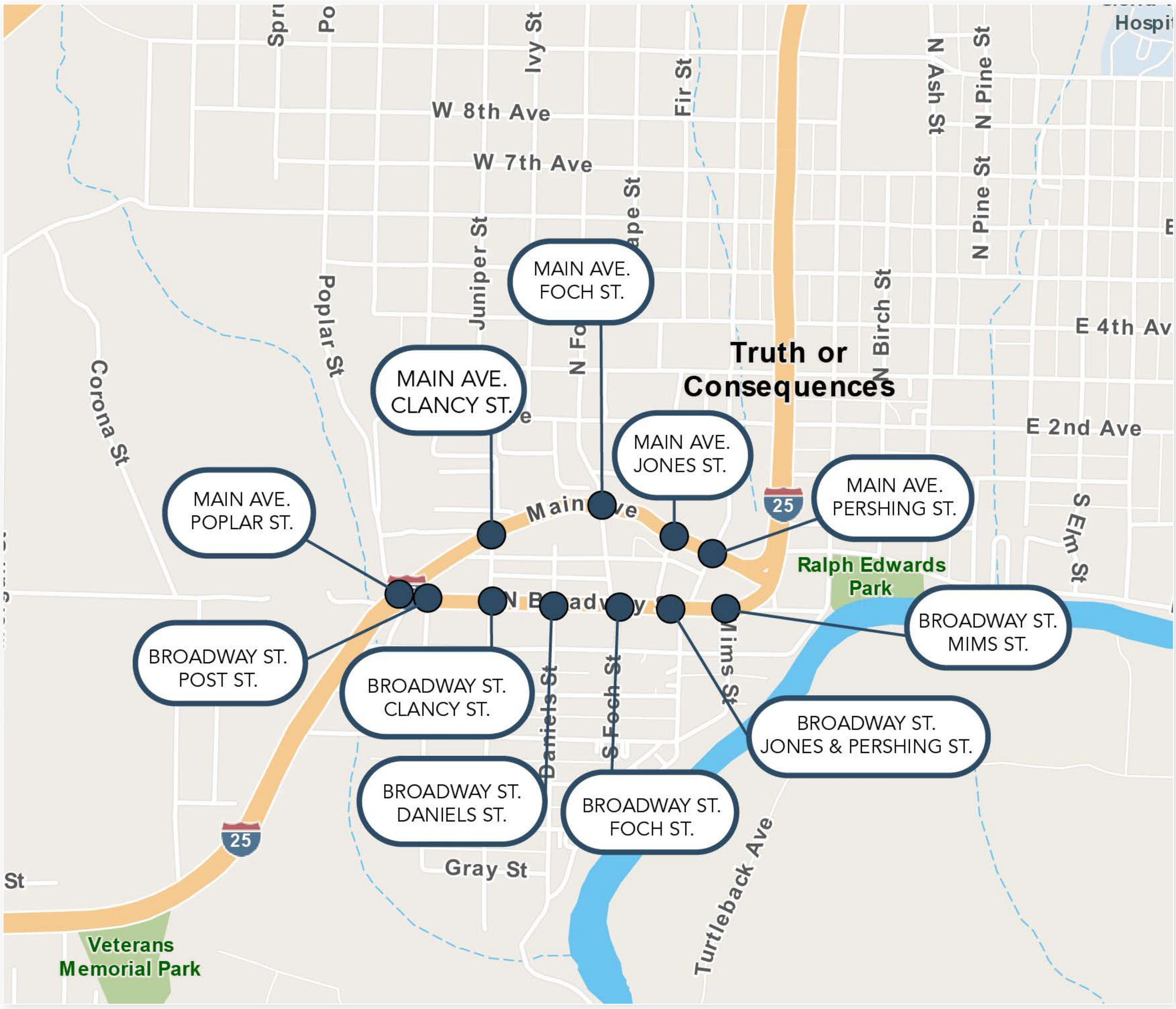
APPENDIX B



#	Action	Location/Jurisdiction	Timeframe
1.22	Consider a public art installation memorial in the scenic memorial park at the Date Street/Main Avenue junction	Date Street / Main Avenue Intersection; Broadway Street / Main Avenue Intersection	Medium
2.9	Conduct road safety audits on nearby freeways/highways for targeted safety improvements	Interstate 25 (MP 77 to MP 80 & MP 83 to MP 88); NM 51; Riverside Drive	Medium
3.2	Conduct signal warrant analysis at existing stop-controlled intersections near high-traffic corridors, such as Date Street and Broadway Street to evaluate future signalization for enhanced safety	Date Street; Broadway Street; 9th Avenue; Third Street; As needed throughout the City	Short
3.3	Consider reconfiguring the Broadway and Main Avenue transition and the Date Street and Main Avenue transition for enhanced driver, bike, and pedestrian safety	Broadway Road / Main Avenue Intersection; Date Street / Main Avenue Intersection	Medium
3.4	Update roadway markings throughout City to adhere to the most current MUTCD and NMDOT standards by roadway functional classification. This could include raised pavement markers, retroreflective striping, and wider edge lines	NM 179 (NM 51 to City Limits); NM 51 (MP 79 to City Limits); as needed throughout the City	Medium
3.5	Update roadway striping and/or add chicanes on lower volume roadways (collectors or minor collectors) to include wider edge lines for speed reduction	Numbered Avenues (2nd Avenue-9th Avenue); Foch Street (Marie Street to Main Avenue); Riverside Drive (Date Street to Cherry Lane); Marshall Street (Iron Street to Platinum Street); Veater Street (City Limits to End)l; as needed throughout the City; E Smith Avenue (Date Street to Silver Street); N Silver Street, New School Road; N Pershing Street	Short
3.7	Install guardrail where warranted	Riverside Drive - Marshall Street (Clancy Street to Wyona Drive); Turtleback Avenue (Dodson Ranch to City Limits); NM 181 (south of Interstate 25 junction); NM 195 (east of NM 181 junction)	Medium
3.8	Consider shoulder widening on highways within the City Limits to a minimum width of 6 feet where feasible	Interstate 25 (MP 77 to MP 80); NM 179 (NM 51Junction to City Limits); NM 195 (NM 181 junction to City Limits); NM 181 (south of Interstate 25 junction); as needed throughout the City	Medium
3.12	Enforce ADA Compliance (fix sidewalk cracks, remove obstructions from sidewalks, min 36" sidewalk width, etc.) on all existing pedestrian facilities	Main Avenue (Broadway Street to Date Street); Broadway Street (Main Avenue to Date Street); as needed throughout the City	Short
3.14	Consider scoping study for intersection improvements	Intersection at Foch Street / Main Street	Medium
3.15	Consider scoping study for intersection improvements	Intersection at Date Street / Marie Street	Medium
3.16	Consider scoping study for intersection improvements	Intersection at Date Street / 9th Avenue	Medium
3.17	Conduct systematic FHWA-outlined low-cost safety improvements that improve intersection visibility at stop controlled intersections	I-25 Business Loop Corridor; School Zone Corridors; Residential areas or low-volume to high-volume transition areas	Medium
3.18	Bollard addition at WB lane on Main Avenue near Post Street Junction	Main Avenue & Post Street	Short
3.19	Add diverter median (or alternative traffic barrier) at at intersections to enhane maneuverability and enforce compliance with traffic laws	Intersection N. Broadway Street / S. Foch Street; Intersection N. Broadway Street / S. Pershing Street	Medium
4.3	Consider a feasibility study of Riverside Drive or a similar roadway for redevelopment as an active transportation corridor. A dedicated, large active transportation corridor or loop will keep recreational cyclists off of high volume roadways	Riverside Drive (Broadway Street to Cherry Lane); Marie Street; Truth or Consequences	Long
4.4	Design and construct new pavement sections for unpaved road sections	Kopra Street (Golf Club Drive to City Limits); Turtleback Avenue (Dodson Ranch to City Limits); Ed Bailey Drive (Golf Club Drive to Pershing Street); Marshall Street (Steel Street to Brass Street and Coal Street to Wyona Avenue); as needed throughout the City	Long
5.4	Consider ADA compliant pedestrian facilities to connect Golf Course parking lot (Marie Street and Juniper Street) to Pershing Street	Marie Street (Juniper Street to Pershing Street)	Medium
5.5	Utilize pedestrian islands or medians to shorten crossing distance along crossing locations greater than two lanes in one direction, per NACTO street design guidelines	I-25 Business Loop Corridor; Broadway Street (City Limits to Date Street) Main Avenue; Riverside Drive; as needed throughout the City	Medium

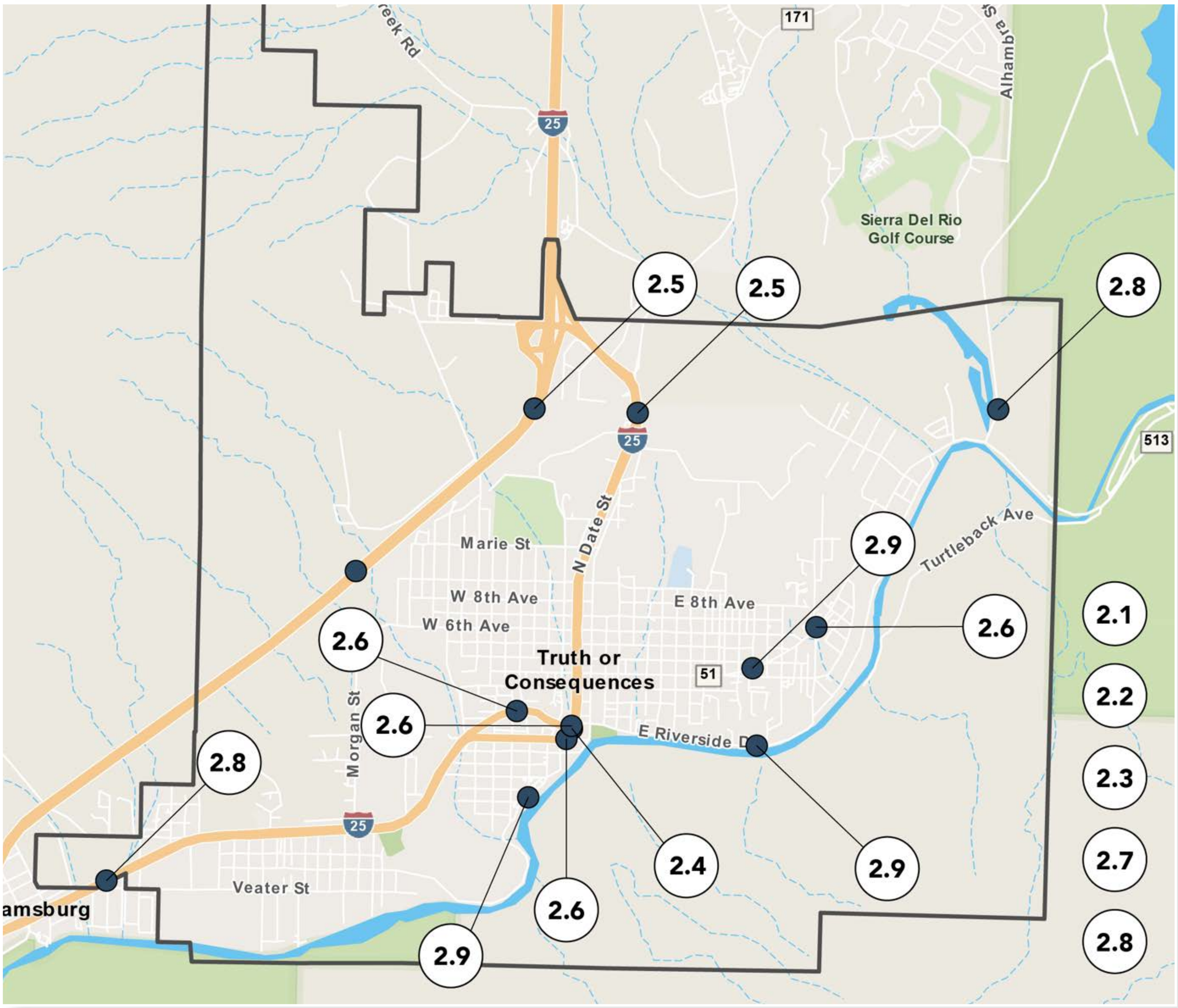
TRUTH OR CONSEQUENCES
SIERRA COUNTY, NM

RECOMMENDED ROADWAY DESIGN IMPROVEMENTS & PLANNING STUDIES



#	Action	Location/Jurisdiction	Timeframe
3.9	Update pedestrian warning signage (W11-2)	Broadway Street / Post Street; Broadway Street / Clancy Street; Broadway Street / Daniels Street; Broadway Street / Foch Street; Broadway Street / Jones Street; N Pershing Street / Truth or Consequences Middle School and Hot Springs High School; Broadway Street / Pershing Street; Broadway Street /Mims Street	Short
3.11	Continental crosswalk striping refresh and in-street pedestrian warning signage (R1-6 or similar)	Main Avenue / Poplar Street ; Main Avenue / Clancy Street; Main Avenue/ Foch Street; Main Avenue / Jones Street; Main Avenue / Pershing Street; Broadway Street / Post Street; Broadway Street / Clancy Street; Broadway Street / Daniels Street; Broadway Street / Foch Street; Broadway Street / Jones Street; Broadway Street /Pershing Street; Broadway Street / Mims Street	Short
5.6	Conduct signal warrant studies for Pedestrian Hybrid Beacons (PHB) or High-Intensity Activated CrossWalK (HAWK) signals to reduce disance between signalized pedestrian crossing locations	I-25 Business Loop Corridor (Main Avenue to H.R. Ashbaugh Drive); Main Avenue (Broadway Street to Date Street); Broadway Street (City Limits to Date Street)	Short
5.7	Ensure handicap spaces in on-street parking areas per Public Right-of-Way Accessibility Guidelines (PROWAG)	I-25 Business Loop Corridor (Main Avenue to H.R. Ashbaugh Drive); Main Avenue (Broadway Street to Date Street); Broadway Street (Main Avenue to Date Street); as needed throughout the City	Short
5.13	Improve pedestrian crossing facilities at intersections in combination with Item 3.17, specifically near the downtown area and other high-pedestrian traffic areas	I-25 Business Loop Corridor; Third Avenue (Library Lane to Caballo Avenue); as needed throughout the City	Short

+ ACTION ITEM NUMBERS ABOVE ARE APPLICABLE TO ALL INTERSECTIONS NAMED ON THE MAP



#	Action	Location/Jurisdiction	Timeframe
2.1	Perform a feasibility study for a point-to-point microtransit system in Truth or Consequences and Sierra County	Truth or Consequences; Sierra County	Medium
2.2	Install High-Friction Surface Treatments (HFST)	Interstate 25 (MP 77 through MP 80 & MP 83 to MP 88)	Long
2.3	Implement targeted re-striping efforts along Interstate 25, NM 195, NM 51, and other state highways in the City. Utilize retroreflective paint or thermoplastic along with retroreflective raised markers	Interstate 25 (City Limits (MP 77) through MP 80); NM 195; NM 51; NM 181 (Date Street to Butte Road)	Short
2.4	Add enhanced curve delineation measures such as large advance warning signs, in-lane warning marking, and advance dynamic radar signs for speed enforcement, where all curve locations have at least two warning measures	NM 179 & NM 51 Junction; NM 179 (north of NM 51 junction); Mims Drive (Smith Street to Hagan Street); NM 195 (Interstate 25 to City Limits); NM 181 (south of NM 195 junction)	Medium
2.5	Enhance existing curve delineation signage with Sequential Lighted Chevron Signage Systems where feasible	NM 179 & NM 51 Junction; NM 179 (north of NM 51 junction); Mims Drive (Smith Street to Hagan Street), NM 195 (Interstate 25 to City Limits); NM 181 (south of NM 195 junction)	Short
2.6	Develop road signing and marking standard guidelines for Truth or Consequences that emphasizes high-visibily signage	Truth or Consequences	Medium
2.7	Utilize Complete Streets strategies throughout the City to expand the active transportation network, promote neighborhood placemaking, and establish roadway functional classification standards	Along I-25 Business Loop (including downtown); Third Street; NM-181 (Date Street to Butte Road); all major collector streets; as needed throughout the study area	Medium
2.8	Consider implempenting corridor access management and driveway consolidation along Broadway Street through the Interstate 25 Business Loop	Broadway Street (City Limits to Date Street); I-25 Business Loop (Main Avenue to H.R. Ashbaugh Drive)	Medium
2.9	Conduct road safety audits on nearby freeways/highways for targeted safety improvements	Interstate 25 (MP 77 to MP 80 & MP 83 to MP 88); NM 51; Riverside Drive	Medium
2.10	Consider reconfiguring intesection of NM 51-Third Avenue and Caballo Road to enhance visbility and navigability	NM 51-Third Avenue / Caballo Road Intersection	Long

+ NUMBERED MARKERS ON THE MAP CORRESPOND TO ACTION ITEM NUMBERS ABOVE

14

APPENDIX C

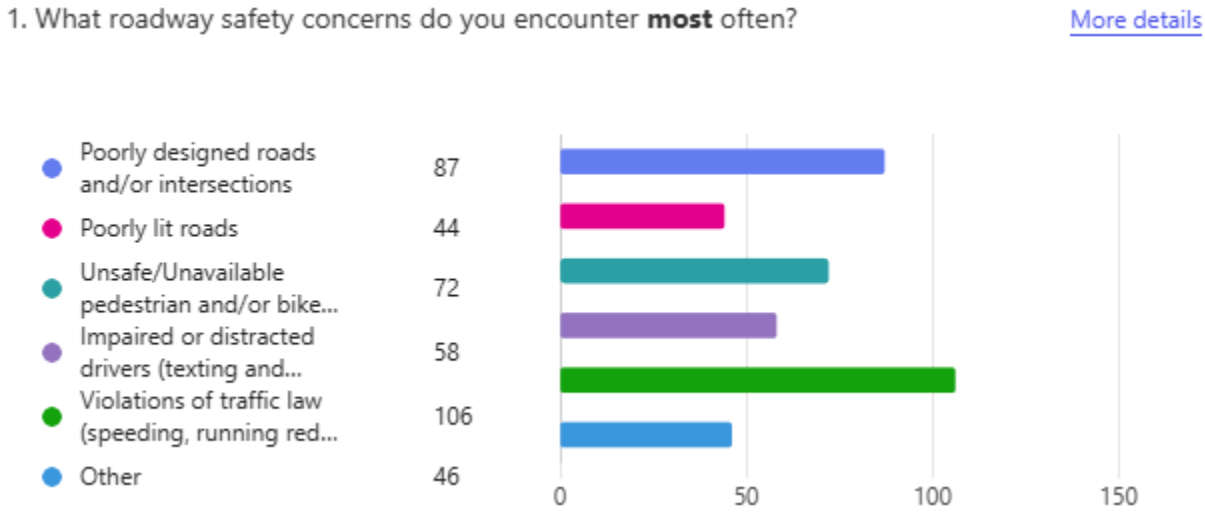
As part of its public engagement efforts, Truth or Consequences conducted multiple forms of community outreach, including an online survey. The survey was open from November 15, 2024, to June 11, 2025, and received a total of **181 responses**.

The word cloud below highlights key terms and recurring themes expressed by respondents, reflecting their primary concerns regarding street safety within the community.



The following questions were presented to residents to gather their perspectives on traffic and street safety in Truth or Consequences:

1)



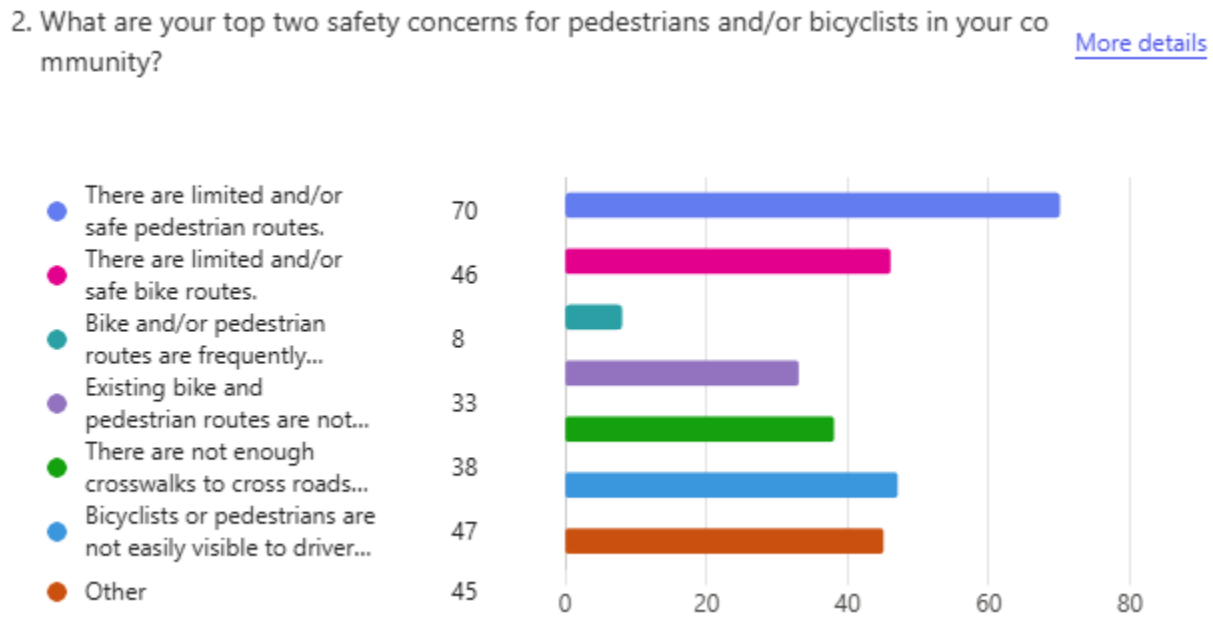
The first survey question asked respondents to identify specific areas of concern related to roadway safety in Truth or Consequences. A total of 179 responses were recorded.

The top concern, selected by 26% of respondents (106 votes), was "Violation of Traffic Laws" (e.g., speeding, running red lights). The second most cited issue was "Poorly

Designed Roads and/or Intersections," receiving 21% (87 votes). The third concern, noted by 17% (72 votes), was "Unsafe or Unavailable Pedestrian and/or Bicycle Paths."

These results suggest that the community recognizes multiple, distinct safety challenges that warrant further attention and targeted solutions.

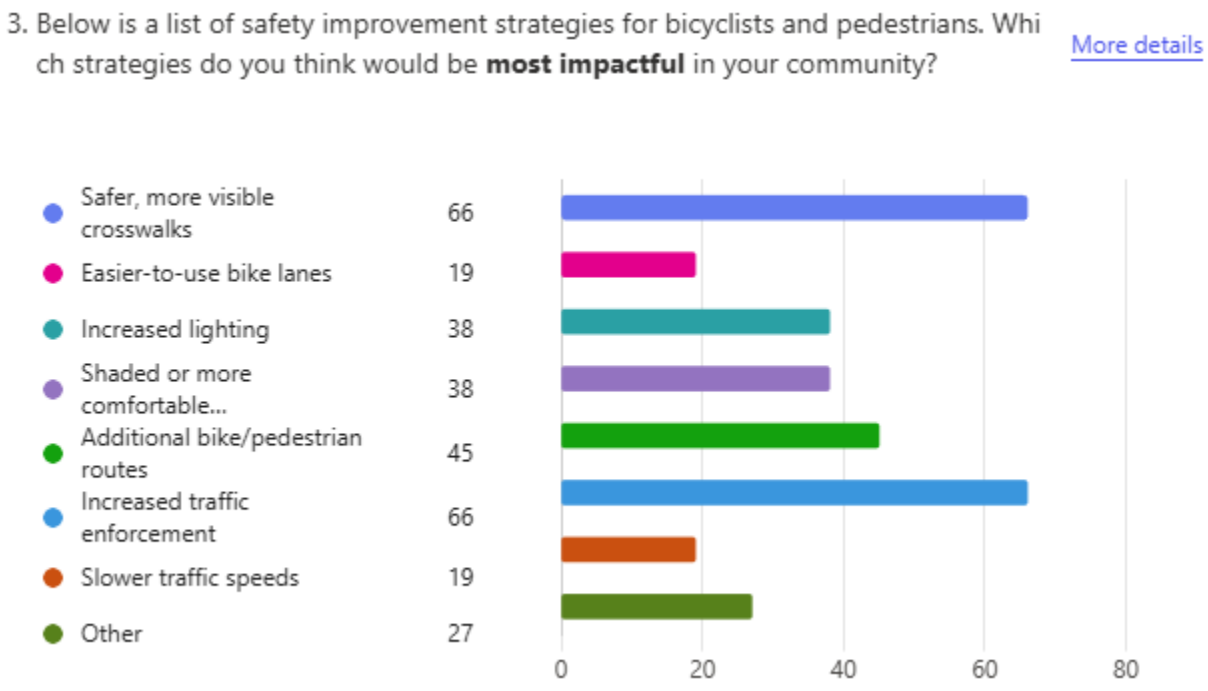
2)



The second survey question asked respondents to identify their top two safety concerns for pedestrians and bicyclists in their community. A total of 175 responses were received.

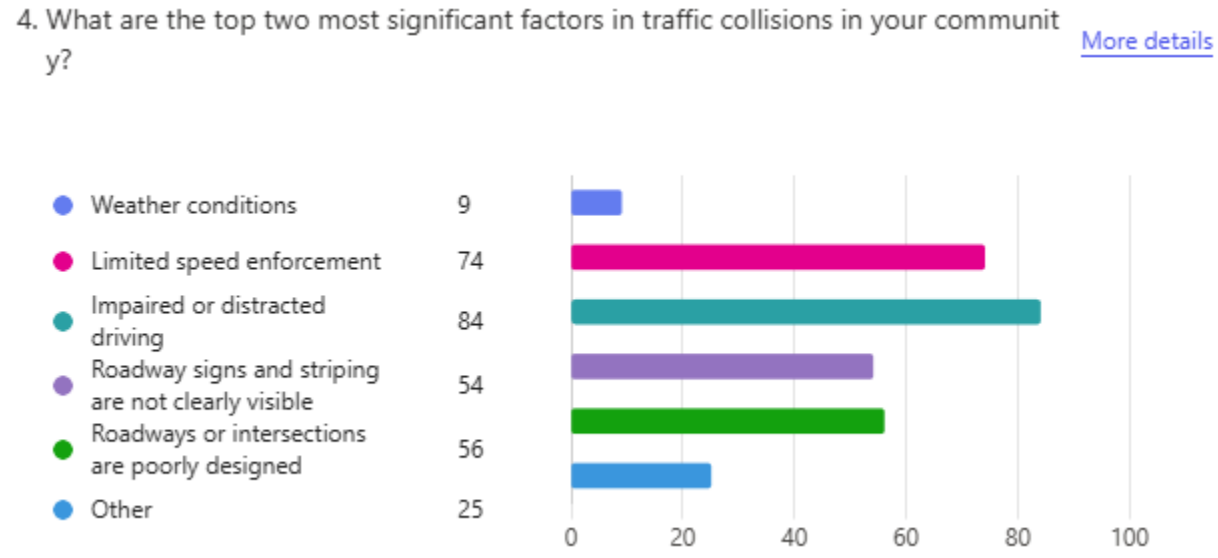
The most frequently cited concern was "Limited and/or unsafe pedestrian routes," selected by 24% of respondents (70 votes). The second concern was "Pedestrians or bicyclists are not easily visible to drivers," chosen by 16% (47 votes). Closely following was "Limited and/or unsafe bicycle routes," with 16% (46 votes).

3)



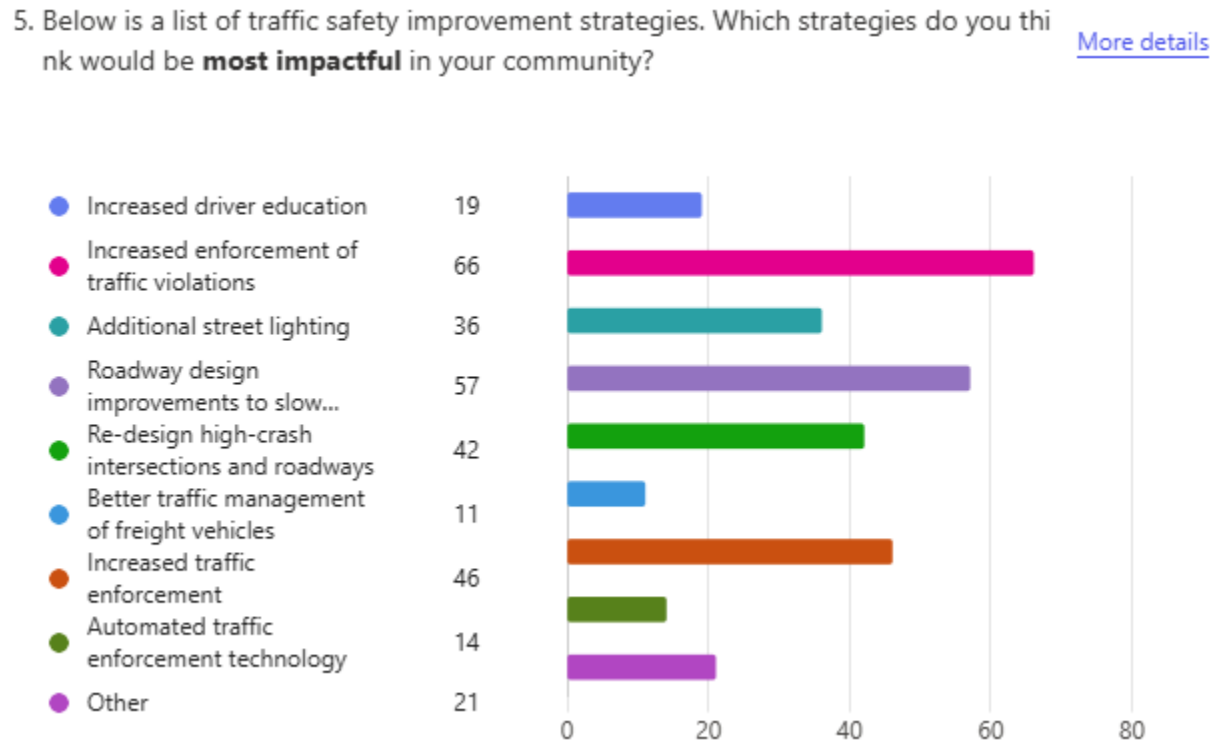
Respondents voted for preferred strategies that are the most impactful for the community. A total of 179 responses were received. The highest priority of impactful improvements is ‘Safer, more visible crosswalks’ with (21%) 66 votes and ‘Increased traffic enforcement’ 21% with 66 votes. Followed by ‘Increased lighting’ and “Shaded or more comfortable bike and pedestrian paths’ with 12% (38 votes).

4)



The community voted for the top two most significant factors in traffic collision. A total of 181 responses were received. The highest ranked factor is ‘Impaired or distracted driving’ with 28% (84 votes). The second voted factor in traffic collision is ‘Limited speed enforcement’ with 25% (74 votes). The third most selected factor is ‘Roadway or intersections are poorly designed’ with 19% (56 votes).

5)



Respondents were asked to select their preference of strategies that are most important to the community for improving traffic safety. A total of 173 responses were received. The strategy voted for the most is ‘Increased enforcement of traffic violations’ with 21% (66 votes). The second preferred strategy is ‘Roadway design improvements to slow down traffic in certain areas’ with 18% (57 votes).

6)

6. In your experience, are there any specific roadways, intersections, or other areas t hat have traffic safety issues? More details

134
Responses

Latest Responses

"Elephant Butte took control of their streets from nmdo..."

"The new traffic patterns downtown are great, cars are ... "

...

ID	Start time	Completion time	Email	What roadway safety concerns do you encounter most often?	What are your top two safety concerns for pedestrians and/or bicyclists in your community?	Below is a list of safety improvement strategies for bicyclists and pedestrians. Which strategies do you think would be most impactful in your community?	What are the top two most significant factors in traffic collisions in your community?	Below is a list of traffic safety improvement strategies. Which strategies do you think would be most impactful in your community?	In your experience, are there any specific roadways, intersections, or other areas that have traffic safety issues?
1	12/26/24 11:22:07	12/26/24 11:25:42	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;No enforcement of stop sign violations or speeding in the bath district in 6 years have never seen anyone written for stop sign violations ;	There are limited and/or safe pedestrian routes. ;	Increased traffic enforcement;	Limited speed enforcement;No enforcement of existing traffic laws;	Increased enforcement of traffic violations;Roadway design improvements to slow down traffic in certain areas;	Post street has become a drag strip
2	12/26/24 11:40:49	12/26/24 11:49:12	anonymous	Mobility scooters using the roadways creating hazards.;	Mobility scooter users riding in the roads, not obeying any pedestrian laws. Entitled and cre	Increased traffic enforcement;Pedestrian laws need to be followed by these scooter users. No enforcement. They are entitled to be hazardous. ;	Impaired or distracted driving;Pedestrians not following laws.;	Increased enforcement of traffic violations;Educate the mobility scooter pedestrians. Before they become road kill.;	Scooters travelling from junkology corner, going across the road and turning left (south) in front of 25mph vehicles. Using the road. Hoping people slow down. Saw a guy do this right in front of a 3 pack of vehicles. He clearly didn't look before heading into the road. Mere feet were between him and a front bumper. And a police officer was the second car behind... her saw it, he did nothing. Pedestrian is jaywalking and not supposed to be riding that wheelchair in the darn road!
3	12/26/24 12:20:13	12/26/24 12:22:55	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;	There are not enough crosswalks to cross roads safely. ;	Safer, more visible crosswalks;Increased traffic enforcement;	Limited speed enforcement;	Increased enforcement of traffic violations;Increased traffic enforcement;	Broadway, near all the businesses. The speeding is insane.
4	12/26/24 12:12:48	12/26/24 12:35:12	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;Unsafe/Unavailable pedestrian and/or bike paths;Poorly lit roads ;Poorly designed roads and/or intersections;Unsafe, blind corner at Austin and Cedar;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Increased traffic enforcement;Fix blind corner at Austin and Cedar with crosswalk and speed bumps;	Roadways or intersections are poorly designed;Impaired or distracted driving;	Additional street lighting ;Roadway design improvements to slow down traffic in certain areas;	The crosswalk at Austin and Cedar is a blind corner and drivers often break the 15 mile an hour speed limit, forcing them to drive on the wrong side of the road and causing many near head-on collisions as well as many collisions with guests crossing the street. Speeding drivers in the past have plowed over the Sign at Riverbend Hot Springs twice, one fence, and one dog in the past 30 years. We were promised a crosswalk from the city and nothing has been done. Painting the curbs red would also prevent people from parking on the curve, which makes it even more dangerous.
5	12/26/24 12:49:35	12/26/24 12:55:05	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Poorly designed roads and/or intersections;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Easier-to-use bike lanes;Increased traffic enforcement;	Impaired or distracted driving;Roadway signs and striping are not clearly visible ;	Increased enforcement of traffic violations;Increased traffic enforcement;	Foch/Main- often cars are speeding coming along Main and do not pay attention to the crosswalk.
6	12/26/24 12:56:36	12/26/24 12:59:57	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Unsafe/Unavailable pedestrian and/or bike paths;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;	Increased traffic enforcement;Slower traffic speeds;	Limited speed enforcement;Roadway signs and striping are not clearly visible ;	Increased enforcement of traffic violations;Vetter indication of One Ways;	Broadway and Main, Foch and Main Limited visibility, too high speeds in downtown
7	12/26/24 13:42:43	12/26/24 13:46:46	anonymous	Poorly designed roads and/or intersections;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;	Increased lighting;Safer, more visible crosswalks;	Driver inattention, not necessarily impaired or distracted ;	Re-design high-crash intersections and roadways;Increased driver education;	Foch intersections at Main and Broadway...can't see oncoming traffic coming
8	12/26/24 14:49:50	12/26/24 14:56:23	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe pedestrian routes. ;There are not enough crosswalks to cross	Increased traffic enforcement;Slower traffic speeds;	Impaired or distracted driving;Limited speed enforcement;	Increased enforcement of traffic violations;Roadway design improvements to slow down traffic in certain areas;	I'm at the Visitor Center on Broadway Broadway & frequently see people driving at very high speeds - some of the guys in trucks are going at least 50mph during the day on the weekends. Also, I frequently see people driving the wrong way on the one-way street (Broadway). I saw 3 in one 2 hour period on Saturday Dec 7th.
9	12/26/24 15:11:23	12/26/24 15:14:20	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Poorly designed roads and/or intersections;Poorly lit roads ;	There are not enough crosswalks to cross roads safely. ;Bicyclists or pedestrians are not eas	Safer, more visible crosswalks;Increased lighting;	Impaired or distracted driving;Roadways or intersections are poorly designed;	Additional street lighting ;Re-design high-crash intersections and roadways;	
10	12/26/24 16:24:30	12/26/24 16:29:48	anonymous	Poorly lit roads ;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;	Increased lighting;	Impaired or distracted driving;	Additional street lighting ;More ONE WAY signs downtown;	The biggest issue I've had is 1. Drivers in the right lane turning LEFT onto foch causing the person in the left lane to slam on the brakes. And 2. Several times I personally have or witnessed an almost head on collision just past A&B, on that curve going towards family dollar, because of a wrong way driver coming TOWARDS A&B. And 3. 3rd st is very dark at night, and it doesn't help when bicyclists and pedestrians are wearing all black walking on the white line.
11	12/26/24 16:44:50	12/26/24 16:50:53	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Poorly designed roads and/or intersections;Visual obstructions (cars, shrubbery) at intersections;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Safer, more visible crosswalks;	Visual obstructions at intersections;	Increased traffic enforcement;Enforcement of parking restrictions at intersections, other visual blocks to oncoming traffic.;	Roundabout "rules of the road" - failure to yield right-of-way. Many residential streets with very limited visibility at intersections. Vehicles parked too near intersections. Greenery blocking vision.
12	12/26/24 16:48:04	12/26/24 16:52:25	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Crosswalks that can't be seen by drivers so they don't even slow down;	Existing bike and pedestrian routes are not comfortable to use.;There are not enough cross	Safer, more visible crosswalks;Shaded or more comfortable bike/pedestrian paths;	Limited speed enforcement;Roadway signs and striping are not clearly visible ;	Additional street lighting ;Roadway design improvements to slow down traffic in certain areas;	Foch & Main is very dangerous for pedestrians, drivers do not respect the crosswalk. Drivers also do not stop at the stop signs along N Foch. All along Broadway, pedestrians step out from between cars and cross at risky locations. Cars race down Austin Ave.
13	12/26/24 17:00:04	12/26/24 17:04:52	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;Unsafe/Unavailable pedestrian and/or bike paths;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;Existing bi	Safer, more visible crosswalks;Increased traffic enforcement;	Impaired or distracted driving;Limited speed enforcement;	Increased enforcement of traffic violations;Roadway design improvements to slow down traffic in certain areas;	9th and Date St needs better signage for fire department and the non working safety light. Folks don't know what to do. Also, crosswalks need bright signage, enforcement, better visibility especially on Main St and Broadway.
14	12/26/24 17:08:49	12/26/24 17:13:01	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;	There are not enough crosswalks to cross roads safely. ;	Safer, more visible crosswalks;	Limited speed enforcement;Impaired or distracted driving;	Automated traffic enforcement technology;Increased enforcement of traffic violations;	3rd street people speed all the time.
15	12/26/24 17:07:45	12/26/24 17:13:21	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;	don't group bike and pedestrian together, our main sidewalks our good downtown, but bad	Shaded or more comfortable bike/pedestrian paths;	with the exception of the roundabouts, the main cause of speeding is people wanting to get from point a to b, only more quickly. our design should slow that natural inclination down. ;	Roadway design improvements to slow down traffic in certain areas;Re-design high-crash intersections and roadways;	main street when it becomes a one way, from about the dog park to CHF thrift store. i think that needs to become a one way.
16	12/26/24 17:24:29	12/26/24 17:29:59	anonymous	Poorly designed roads and/or intersections;Violations of traffic law (speeding, running red lights, etc.) ;Unsafe/Unavailable pedestrian and/or bike paths;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Additional bike/pedestrian routes;Increased traffic enforcement;	Impaired or distracted driving;Limited speed enforcement;	Roadway design improvements to slow down traffic in certain areas;Automated traffic enforcement technology;	More sidewalks on every street to get people off the street and Just getting people not to speed
17	12/26/24 17:35:35	12/26/24 17:40:13	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Pot holes due to water.;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Shaded or more comfortable bike/pedestrian paths;Increased traffic enforcement;	Impaired or distracted driving;Roadway signs and striping are not clearly visible ;	Additional street lighting ;Re-design high-crash intersections and roadways;	Marie Street, the whole street people speed, there are huge potholes, and many don't stop at the stop sign on grape.
18	12/26/24 17:47:20	12/26/24 17:50:41	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	There are not enough crosswalks to cross roads safely. ;Bicyclists or pedestrians are not eas	Safer, more visible crosswalks;Increased traffic enforcement;	Roadway signs and striping are not clearly visible ;Impaired or distracted driving;	Increased enforcement of traffic violations;Increased traffic enforcement;	Interior residential streets lack signage and traffic enforcement
19	12/26/24 17:52:15	12/26/24 17:57:34	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;	There are limited and/or safe bike routes. ;There are limited and/or safe pedestrian routes.	Shaded or more comfortable bike/pedestrian paths;Additional bike/pedestrian routes;	Limited speed enforcement;Roadway signs and striping are not clearly visible ;	Re-design high-crash intersections and roadways;Roadway design improvements to slow down traffic in certain areas;	Coming down the hill from veterans home, around the corner by bullocks.
20	12/26/24 19:46:06	12/26/24 19:51:42	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Poorly designed roads and/or intersections;Unsafe/Unavailable pedestrian and/or bike paths;Overgrown shrubs blocking clear views at intersections, oversized vehicles parked to close to an intersection block cling clear views. Crosswalks paint faded, hard to see and find;	There are not enough crosswalks to cross roads safely. ;There are limited and/or safe pedes	Safer, more visible crosswalks;Increased lighting;	Roadway signs and striping are not clearly visible ;Limited speed enforcement;	Additional street lighting ;	
21	12/26/24 19:49:41	12/26/24 19:53:13	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;	enforce the present speed limits;	Limited speed enforcement;	Increased enforcement of traffic violations;maybe speed bumps on Broadway to slow people down;	every one drives to fast in whole damn town. Broadway isn't marked very well as being one way!
22	12/26/24 19:49:23	12/26/24 19:55:00	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;Unsafe roa	Additional bike/pedestrian routes;	Roadways or intersections are poorly designed;Limited speed enforcement;	Re-design high-crash intersections and roadways;	Austin behind the downtown businesses - people don't follow stop signs (i.e. Clancy, Post...)
23	12/26/24 19:58:03	12/26/24 20:03:01	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;	Safer, more visible crosswalks;Shaded or more comfortable bike/pedestrian paths;	Roadway signs and striping are not clearly visible ;Roadways or intersections are poorly designed;	Better traffic management of freight vehicles;Additional street lighting ;	9th and Date
24	12/26/24 19:59:14	12/26/24 20:03:31	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;Speeding;	There are limited and/or safe bike routes. ;	Additional bike/pedestrian routes;Increased traffic enforcement;	Limited speed enforcement;	Increased traffic enforcement;	
25	12/26/24 20:02:11	12/26/24 20:06:21	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;	There are limited and/or safe pedestrian routes. ;Wheelchair operators who seem to be too	Increased traffic enforcement;Safer, more visible crosswalks;	Impaired or distracted driving;	Increased enforcement of traffic violations;Increased traffic enforcement;	
26	12/26/24 21:08:45	12/26/24 21:14:04	anonymous	Poorly designed roads and/or intersections;Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe bike routes. ;There are not enough crosswalks to cross roads s	Safer, more visible crosswalks;Safer bike lanes;	Roadways or intersections are poorly designed;Limited speed enforcement;	Re-design high-crash intersections and roadways;Increased enforcement of traffic violations;	Broadway and Foch, hard to see around cars parked on Broadway. Traffic circles, people speeding, changing lanes or not yielding.
27	12/26/24 21:15:34	12/26/24 21:21:50	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;Existing bil	Increased traffic enforcement;Safer, more visible crosswalks;	Roadways or intersections are poorly designed;Impaired or distracted driving;	Roadway design improvements to slow down traffic in certain areas;Re-design high-crash intersections and roadways;	The crosswalk at Foch & Main is very hazardous. Drivers speed up Main and don't keep an eye out for pedestrians. Also, in general all the pedestrian signs & crosswalk stripes on the street are in need of refreshing. You can barely see the strips anymore.
28	12/26/24 23:22:48	12/26/24 23:28:36	anonymous	Poorly designed roads and/or intersections;	There are limited and/or safe bike routes. ;	Additional bike/pedestrian routes;	Roadways or intersections are poorly designed;	Re-design high-crash intersections and roadways;	Walking up on N Pershing street from Main st, the hill without sidewalks makes it dangerous to walk up.
29	12/27/24 3:17:29	12/27/24 3:19:14	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;	There are limited and/or safe pedestrian routes. ;There are not enough crosswalks to cross	Safer, more visible crosswalks;	Roadway signs and striping are not clearly visible ;	Increased enforcement of traffic violations;Roadway design improvements to slow down traffic in certain areas;	
30	12/27/24 4:45:52	12/27/24 4:51:38	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;The police seem to be the worse offenders of the speed limits. I have seen the TorC police vehicles speeding excessively down Main and Broadway. ;	There are not enough crosswalks to cross roads safely. ;Speeders not paying attention ;	Safer, more visible crosswalks;Increased traffic enforcement;	I don't have access to this information. ;	Increased enforcement of traffic violations;Increased traffic enforcement;	Specifically Main and Broadway. People speeding excessively including the police.
31	12/27/24 9:40:34	12/27/24 9:48:47	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;Major speeding on Broadway and N Date St;	People driving riding their scooters on the roadway with no regard to vehicle traffic;	Increased traffic enforcement;	Limited speed enforcement;It is hard to see vehicles coming from some intersections ae down on the right side intersection by EL FARO you cannot see the vehicles coming down Broadway when you are trying to pull out, same situation on same street by the Movie Theatre;	Increased enforcement of traffic violations;Increased traffic enforcement;	The street Light at Date St many people speed through that intersection daily. Also, currently the roundabouts are being driven through like a race tract. What has happened with traffic eenforcement in T or C? I see state police stopping more vehicles than our own PD.
32	12/27/24 10:15:45	12/27/24 10:18:49	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe pedestrian routes. ;	Additional bike/pedestrian routes;Slower traffic speeds;	Impaired or distracted driving;Limited speed enforcement;	Roadway design improvements to slow down traffic in certain areas;Increased traffic enforcement;	Downtown
33	12/27/24 14:52:53	12/27/24 17:37:29	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Poorly lit roads ;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Drivers not yielding to crosswalks, crosswalks need signage with light and repainting ;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Increased lighting;Additional bike/pedestrian routes;	Limited speed enforcement;Impaired or distracted driving;	Additional street lighting ;Roadway design improvements to slow down traffic in certain areas;	Marie Street, Palo Verde Street, and Morgan street are poorly lit and need a way to slow down traffic. These streets need a pedestrian and bike route. It would be really great to have a bike / pedestrian path network around town. I run often (5 to 6 days per week) and I often have to run on poorly lit roads. Drivers don't yield to crosswalks 90% of the time.
34	12/27/24 17:46:02	12/27/24 17:48:29	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe bike routes. ;There are limited and/or safe pedestrian routes.	Additional bike/pedestrian routes;Shaded or more comfortable bike/pedestrian paths;	Roadway signs and striping are not clearly visible ;Limited speed enforcement;	Increased driver education;Increased enforcement of traffic violations;	
35	12/27/24 20:50:58	12/27/24 21:00:55	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;	There are limited and/or safe bike routes. ;	Easier-to-use bike lanes;Additional bike/pedestrian routes;	Roadway signs and striping are not clearly visible ;	Re-design high-crash intersections and roadways;Better signage downtown so visitors don't drive the wrong way on the one way streets ;	Intersection of Marie and Date
36	12/28/24 1:47:24	12/28/24 1:53:15	anonymous	People driving the wrong way on one-way streets downtown. We need big white arrows in both lanes on the streets pointing the way.;	There are not enough crosswalks to cross roads safely. ;	Safer, more visible crosswalks;	Roadway signs and striping are not clearly visible ;	Striping;	As mentioned on question 1, we need big white arrows painted on both lanes on the downtown one-way streets and the words ONE WAY. So many tourists turn onto these streets from a side road..and off they go..the wrong way.
37	12/28/24 7:16:59	12/28/24 7:21:42	anonymous	Poorly lit roads ;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Safer, more visible crosswalks;Additional bike/pedestrian routes;	Impaired or distracted driving;Weather conditions;	Additional street lighting ;Better traffic management of freight vehicles;	No
38	12/28/24 7:16:53	12/28/24 7:22:02	anonymous	Not stopping at a cross walk for pedestrians ;	There are not enough crosswalks to cross roads safely. ;	Safer, more visible crosswalks;	Roadway signs and striping are not clearly visible ;	Increased traffic enforcement;	At outer edge pizza, there's almost nobody that's stops at the cross walk there.
39	12/28/24 19:41:24	12/28/24 19:52:09	anonymous	As long as drivers are watching their speeds, it all seems okay to me. ;	I'm not a biker, so I can't address that, but I'd sure hate to lose a traffic lane. ;	Increased traffic enforcement;To keep both traffic lanes, could we have a good bike lane on one side of the street only? They are one-way streets, and that would keep parking on one side of the street, bike lane on the other.;	I've never seen a traffic collision on our streets.;	Roadway design improvements to slow down traffic in certain areas;Increased traffic enforcement;	I'm not on the road that much, but do travel through town a few times a week, and I've never seen or had any issues. I read that both of our two-lane, one-way roads downtown might be changed to one lane each, still going in their current directions, and the second lane would be used for a bike lane. I was thinking about this as I drove downtown and it seemed a little claustrophobic. I definitely prefer keeping both roads one-way, two-lanes as they are now.
40	1/6/25 18:24:47	1/6/25 18:26:04	anonymous	Poorly designed roads and/or intersections;Poorly lit roads ;Unsafe/Unavailable pedestrian and/or bike paths;	There are not enough crosswalks to cross roads safely. ;Existing bike and pedestrian routes	Safer, more visible crosswalks;Increased lighting;	Roadway signs and striping are not clearly visible ;Roadways or intersections are poorly designed;	Additional street lighting ;Re-design high-crash intersections and roadways;	More lit streets!
41	1/6/25 20:21:20	1/6/25 20:25:09	anonymous	Poorly designed roads and/or intersections;	Bikers wear black and do not follow rules of the road;Bicyclists or pedestrians are not easily	Bikers need to respect traffic laws and wear high visibility clothing and lights on there bikes the issue is the bikers;			
42	1/12/25 15:54:42	1/12/25 16:15:15	anonymous	Poorly designed roads and/or intersections;Unsafe/Unavailable pedestrian and/or bike paths;Poorly lit roads ;Violations of traffic law (speeding, running red lights, etc.) ;	Existing bike and pedestrian routes are not comfortable to use.;Pedestrian crosswalks are n	Safer, more visible crosswalks;Additional bike/pedestrian routes;	Limited speed enforcement;Roadway signs and striping are not clearly visible ;	Automated traffic enforcement technology;Roadway design improvements to slow down traffic in certain areas;	Foch & Main needs to be a stoplight all 4 ways. Very dangerous intersection in my opinion. I drive around to avoid that. Drivers go too fast on Main.
43	1/15/25 13:59:58	1/15/25 14:09:30	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;	Traffic descending Tingley Hill approaching the crosswalk at Bullocks Grocery is often too fas	Safer, more visible crosswalks;Increased traffic enforcement;	Roadway signs and striping are not clearly visible ;Impaired or distracted driving;	Increased enforcement of traffic violations;Roadway design improvements to slow down traffic in certain areas;	As stated previously, crosswalk at Bullocks Grocery sees too much speeding traffic from Tingley Hill

ID	Start time	Completion time	Email	What roadway safety concerns do you encounter most often?	What are your top two safety concerns for pedestrians and/or bicyclists in your community?	Below is a list of safety improvement strategies for bicyclists and pedestrians. Which strategies do you think would be most impactful in your community?	What are the top two most significant factors in traffic collisions in your community?	Below is a list of traffic safety improvement strategies. Which strategies do you think would be most impactful in your community?	In your experience, are there any specific roadways, intersections, or other areas that have traffic safety issues?
44	1/31/25 11:38:24	1/31/25 11:57:13	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;	There are limited and/or safe bike routes. ;Existing bike and pedestrian routes are not comf	Additional bike/pedestrian routes;Easier-to-use bike lanes;	Roadway signs and striping are not clearly visible ;	Re-design high-crash intersections and roadways;Improved road conditions;	Potholes are difficult for both vehicles and pedestrians, Pershing St for example between Marie and Barton and down by 8th. Sidewalks should have consistent ramps to enhance usage by bikes, trikes, and pedestrians. The main travel paths should be clear and easier to navigate from the most accessed ingress and egress like downtown to Walmart. It is challenging to go out into the road from the sidewalk on a bike heading south on Date when there is suddenly no ramp and a high curb between 3rd and 2nd street by Statefarm. I would like to see more sidewalk sweeping on Date to encourage the use of the great sidewalk to Walmart. Clearing debris would make it easier on scooters, bikes, and pedestrians to travel.
45	4/18/25 8:05:33	4/18/25 8:13:52	anonymous	Poorly designed roads and/or intersections;Unsafe/Unavailable pedestrian and/or bike paths;The leaks have improved, but there is still the issue of flooding in streets in heavy rain events, we need places for that water to flow & then percolate into the ground vs. sending straight to river. ;	Existing bike and pedestrian routes are not comfortable to use.;Drivers ignore posted signa	Safer, more visible crosswalks;Shaded or more comfortable bike/pedestrian paths;	Weather conditions;Impaired or distracted driving;	Roadway design improvements to slow down traffic in certain areas;Traffic calming chicanes (look them up) amazing slow down traffic & capture water;	The curve or Main St. downtown. I appreciate that the cones have been placed where the parking spots were located on the left side. That is the most dangerous couple hundred feet, because driving around that corner you cannot see pedestrians & then driving North (or S) on Foch, it is difficult to see cars coming from the East.
46	4/18/25 9:16:18	4/18/25 9:22:59	anonymous	Poorly designed roads and/or intersections;Poorly lit roads ;Violations of traffic law (speeding, running red lights, etc.) ;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;	Increased lighting;Safer, more visible crosswalks;	Impaired or distracted driving;Roadways or intersections are poorly designed;	Better traffic management of freight vehicles;Increased driver education;	Road diet needs to go away
47	4/18/25 9:27:22	4/18/25 9:29:31	anonymous	Poorly designed roads and/or intersections;	There are not enough crosswalks to cross roads safely. ;	Safer, more visible crosswalks;	Impaired or distracted driving;	Increased driver education;	Intersections of Foch and Broadway and Foch and Main. The visibility is horrifying and dangerous.
48	4/18/25 9:54:56	4/18/25 9:59:12	anonymous	Poorly lit roads ;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;	Safer, more visible crosswalks;Slower traffic speeds;	Limited speed enforcement;Roadway signs and striping are not clearly visible ;	Increased traffic enforcement;Roadway design improvements to slow down traffic in certain areas;	Foch and Main St. visibility . Broadway and Foch Visibility.
49	4/18/25 9:59:31	4/18/25 10:04:59	anonymous	Poorly lit roads ;Poorly designed roads and/or intersections;	There are not enough crosswalks to cross roads safely. ;Bicyclists or pedestrians are not eas	Safer, more visible crosswalks;Increased traffic enforcement;	Impaired or distracted driving;	Increased enforcement of traffic violations;Increased traffic enforcement;	The slow drivers are a more serious issue than the faster drivers. The DOT has reduced the speed limits on N Date and S Broadway from what they were years ago and we had less crashes and less complaints then
50	4/18/25 10:24:52	4/18/25 10:31:32	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe pedestrian routes. ;Existing bike and pedestrian routes are no	Increased traffic enforcement;Safer, more visible crosswalks;	Limited speed enforcement;Roadways or intersections are poorly designed;	Increased enforcement of traffic violations;Re-design high-crash intersections and roadways;	The redesign of roads in the commercial part of the historic district. We need traffic light or a 4 way stop at Foch and back to 2 lanes of traffic
51	4/18/25 11:21:39	4/18/25 11:26:43	anonymous	Poorly designed roads and/or intersections;Unsafe/Unavailable pedestrian and/or bike paths;The new striping downtown is dangerous for pedestrians, bicyclist, and drivers;Existing bike Bike and pedestrian route on Austin Street;Easier-to-use bike lanes;			Roadway signs and striping are not clearly visible ;Roadways or intersections are poorly designed;	Roadway design improvements to slow down traffic in certain areas;Re-design high-crash intersections and roadways;	Downtown Broadway and Main Street needs to go back to the original design. It's dangerous as it is now and put biking over on Austin Street.
52	4/18/25 12:05:15	4/18/25 12:14:19	anonymous	Redo the Broadway Date Street one lane lining fiasco. If you have one lane make the parking both sides of where the curb is at and not in the middle of the road and if there's a bike lane put it next to the Lane that cars are driving in because that's where the bike lane should be.;	Change the Crazy Design downtown Broadway and Date Street cuz that's more unsafe than;	Safer, more visible crosswalks;Increased lighting;	Impaired or distracted driving;Roadway signs and striping are not clearly visible ;	Increased driver education;Re-design high-crash intersections and roadways;	The the newly designed Broadway Main Street Road configuration.
53	4/18/25 12:48:16	4/18/25 12:53:25	anonymous	Poorly designed roads and/or intersections;	There are limited and/or safe pedestrian routes. ;	Get rid of the stupid one lane down town !!!!;	Impaired or distracted driving;Roadways or intersections are poorly designed;	Increased driver education;	Get rid of the new one lane down town
54	4/18/25 12:49:31	4/18/25 12:58:41	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Poorly designed roads and/or intersections;	There are limited and/or safe pedestrian routes. ;Existing bike and pedestrian routes are no	Shaded or more comfortable bike/pedestrian paths;Increased traffic enforcement;	Limited speed enforcement;Roadways or intersections are poorly designed;	Roadway design improvements to slow down traffic in certain areas;Increased traffic enforcement;	Riverside Dr and Morgan - lots of speeders Downtown - the change to single lane had slowed traffic down A LOT. However, for some reason, the flashing light at Foch and Main seems to confuse people. I see numerous people stopping and treating it like a stop sign which causes vehicles behind them to get angry and act road ragey.
55	4/18/25 13:37:51	4/18/25 13:40:11	anonymous	None once in a long while someone goes the wrong way in Broadway. ;	This is not a problem. Why make it one? ;	Increased traffic enforcement;I find it very hard to believe that you have tons of pedestrians asking for this. Leave well enough alone already.;			If you really wanna find a problem, the intersection on eighth and third at the flashing yellow light. It's hard to see the oncoming traffic when you're approaching State Street from eighth. I think the name of the building is Nails and Moore is obstructing a view.
56	4/18/25 14:13:19	4/18/25 14:32:21	anonymous	Poorly designed roads and/or intersections;Poorly lit roads ;Unsafe/Unavailable pedestrian and/or bike paths;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	There are not enough crosswalks to cross roads safely. ;Bicyclists or pedestrians are not eas	Slower traffic speeds;Safer, more visible crosswalks;	Impaired or distracted driving;Weather conditions;	Additional street lighting ;Roadway design improvements to slow down traffic in certain areas;	The round abouts, and stop lights, and exits to leave town south and north.
57	4/18/25 15:15:06	4/18/25 15:19:15	anonymous	Poorly designed roads and/or intersections;		Shaded or more comfortable bike/pedestrian paths;	Limited speed enforcement;Roadways or intersections are poorly designed;	Increased traffic enforcement;Radar cameras for spoeding;	Definitely the new one lane roads downtown are not the right design. Put bike paths on side streets.
58	4/18/25 15:39:16	4/18/25 15:44:58	anonymous	Poorly designed roads and/or intersections;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;Existing bil	Increased traffic enforcement;Safer, more visible crosswalks;	Roadways or intersections are poorly designed;Limited speed enforcement;	Automated traffic enforcement technology;Increased enforcement of traffic violations;	The roads of Main and Broadway, are a TRUE disaster. Put it back the way it was and put speed camera's for speeders.
59	4/18/25 10:00:06	4/18/25 17:38:11	anonymous	Poorly maintained roads, potholes;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Additional bike/pedestrian routes;More sidewalks, but especially all down Veater St.;	Roadways or intersections are poorly designed;	Better traffic management of freight vehicles;	Most of the streets servicing the neighborhoods off of Veater St are perpetually in an abysmal state
60	4/18/25 17:39:21	4/18/25 17:49:48	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Poorly lit roads ;	3rd st needs sidewalks, lighting etc. It would be good yo have save walking to hospital. My	Increased lighting;	Roadway signs and striping are not clearly visible ;	Additional street lighting ;Re-design high-crash intersections and roadways;	I've seen where people don't stop at crosswalks for people that are standing there. Like foch and Broadway or bullocks and main. Maybe we need a red flasher or visible stop signs.
61	4/18/25 20:33:28	4/18/25 20:35:31	anonymous	Poorly lit roads ;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe bike routes. ;There are limited and/or safe pedestrian routes.	Increased lighting;Additional bike/pedestrian routes;	Limited speed enforcement;	Additional street lighting ;Re-design high-crash intersections and roadways;	
62	4/18/25 21:46:46	4/18/25 21:50:19	anonymous	Poorly designed roads and/or intersections;Violations of traffic law (speeding, running red lights, etc.) ;	Bicyclists and pedestrians do not represent a large enough portion of the population to justi	Safer, more visible crosswalks;Increased traffic enforcement;	Limited speed enforcement;Impaired or distracted driving;	Increased enforcement of traffic violations;Increased traffic enforcement;	
63	4/18/25 23:18:00	4/18/25 23:32:22	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Poorly lit roads ;Lack of or inadequate handicap parking;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;There are l	Increased traffic enforcement;Slower traffic speeds;	Impaired or distracted driving;Roadways or intersections are poorly designed;	Increased enforcement of traffic violations;Automated traffic enforcement technology;	No handicapped parking downtown for local business so I don't go there to support local business during popular events
64	4/19/25 5:33:12	4/19/25 5:36:32	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe pedestrian routes. ;There are not enough crosswalks to cross	Safer, more visible crosswalks;Shaded or more comfortable bike/pedestrian paths;	Limited speed enforcement;Roadway signs and striping are not clearly visible ;	Roadway design improvements to slow down traffic in certain areas;Increased traffic enforcement;	3 roundabouts in succession are over kill and very confusing
65	4/19/25 6:23:41	4/19/25 6:28:49	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Poorly designed roads and/or intersections;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	Bike and/or pedestrian routes are frequently blocked.;There are limited and/or safe bike ro	Easier-to-use bike lanes;Shaded or more comfortable bike/pedestrian paths;	Limited speed enforcement;Impaired or distracted driving;	Roadway design improvements to slow down traffic in certain areas;Automated traffic enforcement technology;	The bump outs from the sidewalks cut into the bike lane so one has to ride on the stripe for the bike lane or go into the road to get around bump outs and cars parked in the bike lane. There needs to be enforcement for people speeding.
66	4/19/25 7:09:38	4/19/25 7:18:53	anonymous	Poorly designed roads and/or intersections;Violations of traffic law (speeding, running red lights, etc.) ;	Bike routes are not needed, for years bikes road with traffic;	Not on main roads;	Roadways or intersections are poorly designed;Impaired or distracted driving;	Re-design high-crash intersections and roadways;Increased traffic enforcement;	Foch
67	4/19/25 8:42:21	4/19/25 8:45:09	anonymous	Poorly designed roads and/or intersections;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe pedestrian routes. ;	Shaded or more comfortable bike/pedestrian paths;Safer, more visible crosswalks;	Limited speed enforcement;Impaired or distracted driving;	Roadway design improvements to slow down traffic in certain areas;Re-design high-crash intersections and roadways;	New broadway and main single traffic is hard to manuever
68	4/19/25 15:06:53	4/19/25 15:10:44	anonymous	Poorly designed roads and/or intersections;Poorly lit roads ;Unsafe/Unavailable pedestrian and/or bike paths;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Easier-to-use bike lanes;Additional bike/pedestrian routes;	Impaired or distracted driving;Roadway signs and striping are not clearly visible ;	Increased traffic enforcement;Roadway design improvements to slow down traffic in certain areas;	There needs to be more signage down town. Bike lane signs, parking, one way/do not enter. Also, there are a lot of neighborhoods without street signs and vague intersections with yield signs that can easily be missed.
69	4/19/25 15:59:45	4/19/25 16:03:01	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Shaded or more comfortable bike/pedestrian paths;Increased traffic enforcement;	Weather conditions;Limited speed enforcement;	Increased driver education;	
70	4/20/25 14:33:57	4/20/25 14:41:58	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Unsafe/Unavailable pedestrian and/or bike paths;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;There are l	Slower traffic speeds;Shaded or more comfortable bike/pedestrian paths;	Roadways or intersections are poorly designed;It's hard to tell if a car is coming down the street when you want to turn on said street. ;	Roadway design improvements to slow down traffic in certain areas;Increased traffic enforcement;	Trying to turn onto Broadway and/or Main Street. You have to pull out into the street to see if anyone is coming.
71	4/20/25 19:58:27	4/20/25 20:02:33	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe bike routes. ;Drivers don't respect right of way or have low aw	Additional bike/pedestrian routes;Increased traffic enforcement;	Limited speed enforcement;	Increased enforcement of traffic violations;Automated traffic enforcement technology;	The biggest problem is speeding. It makes every road unsafe.
72	4/20/25 21:53:59	4/20/25 22:03:54	anonymous	Poorly designed roads and/or intersections;	I actually feel quite safe as a pedestrian.;	Easier-to-use bike lanes;Additional bike/pedestrian routes;	Roadways or intersections are poorly designed;	Re-design high-crash intersections and roadways;	When crossing Riverside at Cedar going north, I can't see past a large shrub on the left and have to pull out further than think is safe. I used to avoid this route because of that shrub, but now I take it because I'm avoiding merging onto the weird new traffic pattern on Broadway which feels even more unsafe. I think we're stuck with that bizarre design, but the shrub can be trimmed way back.
73	4/21/25 15:29:57	4/21/25 15:34:06	anonymous	Lack of wheelchair accessible parking;	Existing bike and pedestrian routes are not comfortable to use.;Many of the sidewalks and c	Additional bike/pedestrian routes;Slower traffic speeds;	Impaired or distracted driving;Roadways or intersections are poorly designed;	Roadway design improvements to slow down traffic in certain areas;Automated traffic enforcement technology;	I feel like Main and Broadway are more dangerous for pedestrians trying to cross the street with the new design, especially for shorter folks that can't see over the parked cars.
74	4/21/25 16:04:15	4/21/25 16:06:21	anonymous	Poorly designed roads and/or intersections;Unsafe/Unavailable pedestrian and/or bike paths;Cars speeding around the tight curve on Turtleback Ave. ;	Existing bike and pedestrian routes are not comfortable to use.;There are limited and/or saf	Easier-to-use bike lanes;Shaded or more comfortable bike/pedestrian paths;	Roadways or intersections are poorly designed;Roadway signs and striping are not clearly visible ;	Additional street lighting ;Roadway design improvements to slow down traffic in certain areas;	Turtleback Ave has several dangerous turns, the hill is in bad shape.
75	4/21/25 18:01:22	4/21/25 18:03:45	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Unsafe/Unavailable pedestrian and/or bike paths;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Additional bike/pedestrian routes;Slower traffic speeds;	Impaired or distracted driving;Weather conditions;	Increased driver education;Roadway design improvements to slow down traffic in certain areas;	people drive too fast when moving through town
76	4/21/25 19:37:57	4/21/25 20:09:35	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Poorly designed roads and/or intersections;Poorly maintained roads, potholes, leaks;	There are limited and/or safe pedestrian routes. ;Bicyclists or pedestrians are not easily visil	Increased lighting;Additional bike/pedestrian routes;	Roadways or intersections are poorly designed;Limited speed enforcement;	Roadway design improvements to slow down traffic in certain areas;Additional street lighting ;	
77	4/22/25 13:07:20	4/22/25 13:09:15	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Additional bike/pedestrian routes;Slower traffic speeds;	Limited speed enforcement;Impaired or distracted driving;	Increased enforcement of traffic violations;Roadway design improvements to slow down traffic in certain areas;	
78	4/24/25 17:00:17	4/24/25 17:18:48	anonymous	driving in bike lane;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;There are l	Increased traffic enforcement;Safer, more visible crosswalks;	Roadway signs and striping are not clearly visible ;Impaired or distracted driving;	Better traffic management of freight vehicles;Re-design high-crash intersections and roadways;	Main Street and sometimes Broadway, People drive and park in bike lanes
79	4/26/25 17:47:07	4/26/25 17:49:22	anonymous	Poorly designed roads and/or intersections;	Design of downtown a pedestrian was already hit;	Better design ;	Cell phones ;	Re-design high-crash intersections and roadways;	Downtown new design is a complete shit show
80	4/26/25 21:25:15	4/26/25 21:30:16	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;Poorly designed "improvements" - traffic circles and downtown.;	Existing bike and pedestrian routes are not comfortable to use.;There are limited and/or saf	Easier-to-use bike lanes;Slower traffic speeds;	Roadways or intersections are poorly designed;Impaired or distracted driving;	Re-design high-crash intersections and roadways;Better traffic management of freight vehicles;	The traffic circles - failing to yield and changing lanes without proper precautions.
81	4/27/25 10:42:54	4/27/25 10:43:59	anonymous	Poorly designed roads and/or intersections;Poorly lit roads ;Unsafe/Unavailable pedestrian and/or bike paths;	There are not enough crosswalks to cross roads safely. ;There are limited and/or safe pedes	Safer, more visible crosswalks;Increased lighting;	Impaired or distracted driving;	Re-design high-crash intersections and roadways;Automated traffic enforcement technology;	
82	5/1/25 12:15:24	5/1/25 12:21:19	anonymous	Poorly designed roads and/or intersections;no sidewalks;	There are limited and/or safe pedestrian routes. ;Limited sidewalks in residential areas;	Build sidewalks;Safer, more visible crosswalks;	Limited speed enforcement;	Roadway design improvements to slow down traffic in certain areas;	The community doesn't have a lot of accidents, nor is there bikes. The city needs sidewalks in residential areas.
83	5/2/25 9:54:58	5/2/25 9:59:20	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Unsafe/Unavailable pedestrian and/or bike paths;Require city employees to drive the speed limit and stop at stop signs;	There are limited and/or safe bike routes. ;There are not enough crosswalks to cross roads :	Increased traffic enforcement;Slower traffic speeds;	Limited speed enforcement;ignoring stop signs and no enforcement;	Increased enforcement of traffic violations;Roadway design improvements to slow down traffic in certain areas;	Post street is a dragstrip sine the illegal homes and a bridge were built on Wyona. We need the police to stop speeding and stop sign violations in the bath district. There is currently zero enforcement and the PD ignores stop signs.
84	5/3/25 18:21:28	5/3/25 18:29:50	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;There are l	Easier-to-use bike lanes;	Impaired or distracted driving;Roadways or intersections are poorly designed;	Re-design high-crash intersections and roadways;Additional street lighting ;	The loop is a little scary. Handicap parking needed afraid of someone opening a door as you are passing by.
85	5/5/25 14:44:19	5/5/25 14:52:29	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Poorly lit roads ;Poorly designed roads and/or intersections;Unsafe/Unavailable pedestrian and/or bike paths;	There are limited and/or safe pedestrian routes. ;Bicyclists or pedestrians are not easily visil	Increased lighting;Increased traffic enforcement;	Limited speed enforcement;Roadway signs and striping are not clearly visible ;	Increased enforcement of traffic violations;Roadway design improvements to slow down traffic in certain areas;	I've almost been hit multiple times near Ralph Edwards Park at the intersection of Riverside and S. Cedar Street. People heading north on S. Cedar Street simply do not look both ways at traffic coming on Riverside. Given that you want traffic calming near a park, what about 4-way Stop signs? Or relocate the power pole and make the people at 175A trim back their shrubbery. With the new street parking/striping, you now have to take into account two-way bicycle traffic when most people are used to one-way travel. Pedestrian/bike crashes are bound to happen. The need to teach parallel parking skills has become very apparent since traffic comes to a standstill while people attempt to park in the new spaces. The lanes are too narrow. Please do something about the "improved" traffic flow options. From left to right, driving lane, bike lane, parking, sidewalk. Like normal cities have.
86	5/15/25 17:12:29	5/15/25 17:15:10	anonymous	Poorly designed roads and/or intersections;	There are limited and/or safe pedestrian routes. ;Bike and/or pedestrian routes are frequer	Additional bike/pedestrian routes;Shaded or more comfortable bike/pedestrian paths;	Roadways or intersections are poorly designed;	Better traffic management of freight vehicles;Additional street lighting ;	
87	5/16/25 7:01:57	5/16/25 7:23:13	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;	There are not enough crosswalks to cross roads safely. ;There are limited and/or safe pedes	remove the 40 mph near the roundabout ;Safer, more visible crosswalks;	Impaired or distracted driving;Roadway signs and striping are not clearly visible ;	Additional street lighting ;Roadway design improvements to slow down traffic in certain areas;	Yield signs in the residential areas are useless, some streets have Stop signs others have the Yield sign, (most people just go through the Yield sign and not even slow down. On at least two occasions having the right-a-way I have almost been hit by drivers just going through the Yield intersection. In residential areas all should be Stop signs on the North/South Street at the intersection. And corners should be clear of overgrown trees and bushes that impede the vision of drivers.
88	5/19/25 7:17:16	5/19/25 7:22:08	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Unsafe/Unavailable pedestrian and/or bike paths;	There are limited and/or safe pedestrian routes. ;Existing bike and pedestrian routes are no	Additional bike/pedestrian routes;Shaded or more comfortable bike/pedestrian paths;	Limited speed enforcement;	Increased enforcement of traffic violations;	
89	5/19/25 16:29:22	5/19/25 16:33:28	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Additional bike/pedestrian routes;Increased traffic enforcement;	Impaired or distracted driving;Limited speed enforcement;	Increased enforcement of traffic violations;Increased traffic enforcement;	Foch street has excessive speeding.

ID	Start time	Completion time	Email	What roadway safety concerns do you encounter most often?	What are your top two safety concerns for pedestrians and/or bicyclists in your community?	Below is a list of safety improvement strategies for bicyclists and pedestrians. Which strategies do you think would be most impactful in your community?	What are the top two most significant factors in traffic collisions in your community?	Below is a list of traffic safety improvement strategies. Which strategies do you think would be most impactful in your community?	In your experience, are there any specific roadways, intersections, or other areas that have traffic safety issues?
90	5/19/25 16:37:06	5/19/25 16:44:20	anonymous	Poorly designed roads and/or intersections;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;Poorly lit roads ;Unsafe/Unavailable pedestrian and/or bike paths;	There are limited and/or safe pedestrian routes. ;Bicyclists or pedestrians are not easily visi	Increased lighting;Increased traffic enforcement;	Limited speed enforcement;Impaired or distracted driving;	Increased enforcement of traffic violations;Increased traffic enforcement;	The bike and pedestrian lanes so called on Main and Broadway that confuse especially out of towners and get cars driving down them.the traffic jams on these streets
91	5/19/25 16:43:50	5/19/25 16:47:44	anonymous	Poorly designed roads and/or intersections;Poorly lit roads ;Unsafe/Unavailable pedestrian and/or bike paths;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	Existing bike and pedestrian routes are not comfortable to use.;Bicyclists or pedestrians are	Increased traffic enforcement;Increased lighting;	Impaired or distracted driving;Roadways or intersections are poorly designed;	Additional street lighting ;Increased traffic enforcement;	The new stripping downtown is a major issue. I personally have almost hit ppl and vehicle doors opening. It needs to go back to two lanes.
92	5/19/25 16:46:05	5/19/25 16:52:14	anonymous	Poorly lit roads ;Violations of traffic law (speeding, running red lights, etc.) ;Pedestrians walking out in front of you without warning;	There are plenty of routes for pedestrians/bikes however plenty of time they do not abide t	Increased lighting;Increased traffic enforcement;	Impaired or distracted driving;Roadway signs and striping are not clearly visible ;	Additional street lighting ;Increased enforcement of traffic violations;	The curve near the club going TO family dollar in TorC. Too many times I've seen or heard of collisions happening or almost happening due to wrong way drivers coming the direction of family dollar.
93	5/19/25 16:57:56	5/19/25 17:04:31	anonymous	Poorly designed roads and/or intersections;Unsafe/Unavailable pedestrian and/or bike paths;Poorly paved and maintained roads;	Pedestrians need more shade and rest areas. Water fountains.;	Shaded or more comfortable bike/pedestrian paths;Slower traffic speeds;	Roadway signs and striping are not clearly visible ;Poor road and street conditions;	Roadway design improvements to slow down traffic in certain areas;Increased signage;	Main Street with the so called road diet. Actually, the road diet is a spectacularly ridiculous and does not enhance the City but ncreases its user unfriendly vibe.
94	5/19/25 16:57:24	5/19/25 17:05:31	anonymous	Poorly lit roads ;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Poorly designed roads and/or intersections;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;	Increased lighting;Safer, more visible crosswalks;	Roadway signs and striping are not clearly visible ;	Additional street lighting ;	Silver St north sometimes seems like a speedway and with the terrible condition of the street surface can cause some divers to swerve around and throw their control off. It is a mainly traveled street to the hospital too, luckily not used by ambulances. Better lighting along Silver would be good too.
95	5/19/25 17:06:01	5/19/25 17:07:38	anonymous	Poorly designed roads and/or intersections;Poorly lit roads ;Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe pedestrian routes. ;There are not enough crosswalks to cross	Increased lighting;Safer, more visible crosswalks;	Weather conditions;Limited speed enforcement;	Additional street lighting ;Increased enforcement of traffic violations;	
96	5/19/25 17:02:38	5/19/25 17:10:32	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;	Cars not stopping for pedestrians. ;	Pedestrians stepping into traffic before looking for cars.;	Limited speed enforcement;Impaired or distracted driving;	Increased driver education;Increased traffic enforcement;	As a Veteran Police Officer, traffic law education, enforcement of turn signals and cell phone use while driving.
97	5/19/25 17:12:04	5/19/25 17:23:58	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Poorly designed roads and/or intersections;	There are limited and/or safe pedestrian routes. ;Existing bike and pedestrian routes are no	Safer, more visible crosswalks;Additional bike/pedestrian routes;	Roadway signs and striping are not clearly visible ;Roadways or intersections are poorly designed;	Additional street lighting ;Re-design high-crash intersections and roadways;	Riverside is a speedway. third street by Rio grande Bridge is a mess during summer with tubers trash and campers and drinkers
98	5/19/25 17:24:44	5/19/25 17:27:17	anonymous	Poorly designed roads and/or intersections;Unsafe/Unavailable pedestrian and/or bike paths;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Additional bike/pedestrian routes;	Impaired or distracted driving;Distracted driving ;	Increased enforcement of traffic violations;Increased traffic enforcement;	
99	5/19/25 17:32:06	5/19/25 17:37:01	anonymous	Poorly designed roads and/or intersections;Poorly lit roads ;Unsafe/Unavailable pedestrian and/or bike paths;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	There are not enough crosswalks to cross roads safely. ;There are limited and/or safe bike r	Increased traffic enforcement;Slower traffic speeds;	Impaired or distracted driving;Limited speed enforcement;	Increased enforcement of traffic violations;Increased traffic enforcement;	First and Date people failing to yield to pedestrians\no crosswalk. Marie and Date no crosswalk, pedestrians take their chances with people speeding through there.
100	5/19/25 17:34:31	5/19/25 17:37:07	anonymous	Poorly lit roads ;	There are not enough crosswalks to cross roads safely. ;Bicyclists or pedestrians are not eas	Increased lighting;Additional bike/pedestrian routes;	Impaired or distracted driving;Roadway signs and striping are not clearly visible ;	Additional street lighting ;Re-design high-crash intersections and roadways;	
101	5/19/25 17:47:30	5/19/25 17:51:30	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;Poorly designed roads and/or intersections;	There are not enough crosswalks to cross roads safely. ;There are limited and/or safe bike r	Slower traffic speeds;Safer, more visible crosswalks;	Limited speed enforcement;Roadways or intersections are poorly designed;	Automated traffic enforcement technology;Increased enforcement of traffic violations;	
102	5/19/25 17:44:18	5/19/25 17:56:33	anonymous	Inconsistent speed limits on major roads ;	The road stripping downtown is confusing ;	Shaded or more comfortable bike/pedestrian paths;Consistent traffic speeds;			
103	5/19/25 17:54:54	5/19/25 17:56:49	anonymous	Poorly designed roads and/or intersections;	There are not enough crosswalks to cross roads safely. ;	Safer, more visible crosswalks;Increased lighting;	Impaired or distracted driving;	Increased driver education;	
104	5/19/25 18:54:41	5/19/25 18:56:23	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe pedestrian routes. ;	Increased traffic enforcement;	Limited speed enforcement;	Increased enforcement of traffic violations;	Palo Verde Dr
105	5/19/25 19:31:06	5/19/25 19:40:30	anonymous	Poorly designed roads and/or intersections;Poorly lit roads ;Correct the mistake of the downtown road stripping;	There are limited and/or safe pedestrian routes. ;If you're making bicycling a priority put th	Safer, more visible crosswalks;Bike paths off the main thoroughfares;	Roadways or intersections are poorly designed;And poorly maintained;	Enhanced road maintenance ;	Many swerve to miss potholes, etc. As you properly maintain the roadways you will see enhanced traffic safety.
106	5/19/25 19:59:42	5/19/25 20:01:25	anonymous	Poorly designed roads and/or intersections;Poorly lit roads ;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;	Safer, more visible crosswalks;Increased lighting;	Impaired or distracted driving;Roadway signs and striping are not clearly visible ;	Increased enforcement of traffic violations;Automated traffic enforcement technology;	The roundabout Broadway and main crazy for a small town particularly with our all the RV traffic we have
107	5/19/25 21:02:43	5/19/25 21:08:41	anonymous	Poorly lit roads ;Unsafe/Unavailable pedestrian and/or bike paths;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Easier-to-use bike lanes;Signage, flashing lights at crosswalks, partitioning and proper signage for existing multi use lanes;	Limited speed enforcement;Impaired or distracted driving;	Increased enforcement of traffic violations;Roadway design improvements to slow down traffic in certain areas;	Streets like Riverside, Foch, Silver that do not have frequent stop signs are unsafe and need speed tables or humps!!
108	5/19/25 20:49:46	5/19/25 21:11:32	anonymous	Poorly designed roads and/or intersections;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Unsafe/Unavailable pedestrian and/or bike paths;	There are not enough crosswalks to cross roads safely. ;Get rid of the bicycle lanes on Broac	Separate pedestrian and bicycle issues. They should be separate from each other. ;Increased traffic enforcement;	Roadways or intersections are poorly designed;Roadway signs and striping are not clearly visible ;	Re-design high-crash intersections and roadways;Put the painted lanes back the way they were. Provide detailed traffic study data to the public. How has traffic on Austin Street and Cedar Street been affected (what increase)? People bypass Main and Broadway because of the crazy paint on the roads. Data please. Has Bullocks and other businesses lost revenue? Have emergency vehicles had to change their normal routes through town.;	Broadway and Daniels. Broadway and Foch.
109	5/19/25 21:16:25	5/19/25 21:19:38	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Poorly designed roads and/or intersections;	There are limited and/or safe pedestrian routes. ;	Increased traffic enforcement;	Roadway signs and striping are not clearly visible ;Roadways or intersections are poorly designed;	Increased enforcement of traffic violations;Increased traffic enforcement;	Kopra and Golf course road stop signs never respected. Speeding on 9th st. Speeding on Kopra from 6th to I25.
110	5/19/25 22:05:08	5/19/25 22:11:10	anonymous	Poorly designed roads and/or intersections;Poorly lit roads ;Quality of roads;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;	Increased lighting;	Roadway signs and striping are not clearly visible ;Old people ;	Better traffic management of freight vehicles;Additional street lighting ;	Broadway and Main streets new design is dangerous and will create unnecessary injuries
111	5/19/25 22:27:39	5/19/25 22:31:47	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Poorly designed roads and/or intersections;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;There are l	Safer, more visible crosswalks;Increased traffic enforcement;	Impaired or distracted driving;Limited speed enforcement;	Increased enforcement of traffic violations;Automated traffic enforcement technology;	Main and Broadway with the cars parked in the middle of the road obstructs visibility. I don't use either road anymore.
112	5/19/25 22:50:39	5/19/25 22:55:02	anonymous	Poorly designed roads and/or intersections;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;		Increased traffic enforcement;More visual corners on Broadway and main, can't see traffic coming;	Limited speed enforcement;Roadways or intersections are poorly designed;	Roadway design improvements to slow down traffic in certain areas;Re-design high-crash intersections and roadways;	Foch to Broadway,foch to main both bad. Corners to turn on or to see traffic
113	5/19/25 23:20:32	5/19/25 23:23:17	anonymous	Poorly lit roads ;Unsafe/Unavailable pedestrian and/or bike paths;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;Existing bil	Increased lighting;Safer, more visible crosswalks;	Roadway signs and striping are not clearly visible ;Impaired or distracted driving;	Roadway design improvements to slow down traffic in certain areas;Re-design high-crash intersections and roadways;	
114	5/19/25 23:45:24	5/19/25 23:47:56	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Poorly lit roads ;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Shaded or more comfortable bike/pedestrian paths;Additional bike/pedestrian routes;		Roadway design improvements to slow down traffic in certain areas;	
115	5/19/25 23:41:45	5/19/25 23:49:51	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;No one uses turn signals ;	None;	Increased traffic enforcement;	Impaired or distracted driving;Roadways or intersections are poorly designed;	Increased traffic enforcement;	Main and Broadway with the cars parked in the middle of the road obstructs visibility. I don't use either road anymore.
116	5/20/25 6:10:34	5/20/25 6:14:32	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;Poorly designed roads and/or intersections;	There are not enough crosswalks to cross roads safely. ;There are limited and/or safe pedes	Increased traffic enforcement;Safer, more visible crosswalks;	Impaired or distracted driving;Limited speed enforcement;	Increased enforcement of traffic violations;Increased traffic enforcement;	Diet road design is a joke, it's made going downtown more dangerous. And now the marking are getting dirty and you really can't see the ridiculous design
117	5/20/25 11:28:24	5/20/25 11:29:54	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;	loose dogs;	Shaded or more comfortable bike/pedestrian paths;Additional bike/pedestrian routes;	Impaired or distracted driving;	Roadway design improvements to slow down traffic in certain areas;	
118	5/20/25 13:46:52	5/20/25 13:51:06	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Additional bike/pedestrian routes;Increased traffic enforcement;	Limited speed enforcement;Impaired or distracted driving;	Increased enforcement of traffic violations;Increased traffic enforcement;	
119	5/20/25 13:59:00	5/20/25 14:02:59	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Poorly designed roads and/or intersections;	There are limited and/or safe pedestrian routes. ;Bicyclists or pedestrians are not easily visi	Safer, more visible crosswalks;Increased lighting;	Weather conditions;Impaired or distracted driving;	Additional street lighting ;Increased traffic enforcement;	
120	5/20/25 15:06:07	5/20/25 15:08:12	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Poorly designed roads and/or intersections;Violations of traffic law (speeding, running red lights, etc.) ;	Bike and/or pedestrian routes are frequently blocked.;There are not enough crosswalks to c	Safer, more visible crosswalks;Increased traffic enforcement;	Limited speed enforcement;Roadways or intersections are poorly designed;	Increased enforcement of traffic violations;Increased traffic enforcement;	
121	5/20/25 19:12:29	5/20/25 19:16:02	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;Poorly designed roads and/or intersections;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;There are l	Increased traffic enforcement;Safer, more visible crosswalks;	Impaired or distracted driving;Roadways or intersections are poorly designed;	Roadway design improvements to slow down traffic in certain areas;Re-design high-crash intersections and roadways;	
122	5/20/25 19:17:02	5/20/25 19:21:19	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe bike routes. ;There are limited and/or safe pedestrian routes.	Easier-to-use bike lanes;Additional bike/pedestrian routes;	Limited speed enforcement;Impaired or distracted driving;	Increased enforcement of traffic violations;Roadway design improvements to slow down traffic in certain areas;	The new bike lanes on Broadway and Main are GREAT but too many drivers of cars etc. don't understand the concept, nor that the bike lanes are two-way. It is dangerous to ride your bike when there's traffic.
123	5/20/25 19:45:28	5/20/25 19:52:13	anonymous	Poorly designed roads and/or intersections;	Poor design of recent road changes;	Bike lane not necessary. Provides unsafe traffic conditions;	Roadways or intersections are poorly designed;Crosswalks not visible with parking in the middle of the road. An accident waiting to happen. ;	Change to no bike lane or at least place parking along the curb and not in the middle of the road. ;	Since changing the downtown design people not using crosswalks and walking out in between cars parked in the middle of the road.
124	5/20/25 19:54:03	5/20/25 19:56:45	anonymous	Poorly designed roads and/or intersections;Poorly lit roads ;Violations of traffic law (speeding, running red lights, etc.) ;	There are not enough crosswalks to cross roads safely. ;Existing bike and pedestrian routes	Increased lighting;Safer, more visible crosswalks;	Roadway signs and striping are not clearly visible ;Roadways or intersections are poorly designed;	Re-design high-crash intersections and roadways;Increased traffic enforcement;	
125	5/20/25 19:59:49	5/20/25 20:01:58	anonymous	Poorly designed roads and/or intersections;Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;	Existing bike and pedestrian routes are not comfortable to use.;	Increased traffic enforcement;	Roadways or intersections are poorly designed;	Increased enforcement of traffic violations;	
126	5/21/25 7:48:13	5/21/25 7:53:51	anonymous	Poorly designed roads and/or intersections;Peds don't look to see if an cars are coming. They also have a responsibility to look to vehicles before just stepping out in traffic. That is called " play stupid games" ;	Peds are irresponsible and don't do their part in looking for vehicles before stepping out . ;	N/A;	Roadways or intersections are poorly designed;		S-21-25 Broadway and Main. POOR DESIGN. Ridiculous idea! Too many blind spots now.
127	5/21/25 10:49:33	5/21/25 10:51:21	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;	There are not enough crosswalks to cross roads safely. ;	Shaded or more comfortable bike/pedestrian paths;	Limited speed enforcement;	Increased enforcement of traffic violations;	
128	5/21/25 12:28:59	5/21/25 12:40:58	anonymous	My main concern is the new "street diet." I don't like driving on Main, and now even Broadway feels risky. Near the post office, a passenger in a parked car opened their door right in front of me - right in my driving lane. I had to stop to avoid hitting it, which made those behind me stop, too. These changes are making our streets more dangerous, not less. I think we should return to the previous layout.;	I don't ride a bike or walk in busy areas, so I don't have an opinion. While driving, I've never had a issue with a biker or walker.;				Just the new traffic diet. I'm not out on the streets much during high traffic times, so I don't see most of the things other residents complain about. I'm retired, and plan my visits to town to take advantage of the best times to drive and shop.
129	5/21/25 15:43:23	5/21/25 15:45:00	anonymous	Poorly designed roads and/or intersections;Unsafe/Unavailable pedestrian and/or bike paths;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;There are l	Increased traffic enforcement;Easier-to-use bike lanes;	Roadway signs and striping are not clearly visible ;Roadways or intersections are poorly designed;	Roadway design improvements to slow down traffic in certain areas;Increased traffic enforcement;	
130	5/21/25 16:02:13	5/21/25 16:04:47	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe bike routes. ;There are not enough crosswalks to cross roads s	Shaded or more comfortable bike/pedestrian paths;Increased traffic enforcement;	Limited speed enforcement;Impaired or distracted driving;	Increased enforcement of traffic violations;Roadway design improvements to slow down traffic in certain areas;	The new striping in the downtown may be confusing to some but it is working to slow traffic down. Keep it that way.
131	5/21/25 19:48:58	5/21/25 19:54:18	anonymous	Poorly designed roads and/or intersections;Poorly lit roads ;Unsafe/Unavailable pedestrian and/or bike paths;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;		Increased lighting;Increased traffic enforcement;			I don't often travel in the southern neighborhood of the "metal streets" ie Tin, Aluminum etc but the potholes down there are ridiculous. As well as severe water leak issues
132	5/21/25 20:27:42	5/21/25 20:38:43	anonymous	Poorly designed roads and/or intersections;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;Poorly lit roads ;Unsafe/Unavailable pedestrian and/or bike paths;	There are limited and/or safe pedestrian routes. ;Bicyclists or pedestrians are not easily visi	Shaded or more comfortable bike/pedestrian paths;Safer, more visible crosswalks;	Impaired or distracted driving;Roadways or intersections are poorly designed;	Re-design high-crash intersections and roadways;Increased driver education;	
133	5/21/25 21:04:31	5/21/25 21:12:04	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Dangerous crosswalks, especially at Bullock's;	There are limited and/or safe pedestrian routes. ;Flashing crosswalk signs needed;	Safer, more visible crosswalks;Increased traffic enforcement;	Limited speed enforcement;Visibility intersections due to parked cars;	Increased enforcement of traffic violations;Increased traffic enforcement;	New road marking are creating issues for emergency vehicles.
134	5/22/25 9:10:15	5/22/25 9:18:21	anonymous	Poorly designed roads and/or intersections;Violations of traffic law (speeding, running red lights, etc.) ;Unsafe/Unavailable pedestrian and/or bike paths;	Existing bike and pedestrian routes are not comfortable to use.;Bicyclists or pedestrians are	Slower traffic speeds;Increased traffic enforcement;	Roadways or intersections are poorly designed;Limited speed enforcement;	Re-design high-crash intersections and roadways;Automated traffic enforcement technology;	The newly designed bike paths and parking in the downtown area have created many issues:visibility, safety, and people are still speeding. I would put in a camera to automatically ticket people speeding and use that money for city projects. I find the bike path to be unnecessary and pray to God you don't make Foth a one way street downtown like I've heard is happening. You could easily put bike paths on side streets or alley ways that access the downtown area.
135	5/22/25 9:12:04	5/22/25 9:19:02	anonymous	Poorly designed roads and/or intersections;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;	Safer, more visible crosswalks;	Roadway signs and striping are not clearly visible ;Roadways or intersections are poorly designed;	Re-design high-crash intersections and roadways;	merging onto Broadway and main from any of the side streets especially Foch is difficult to see on-coming traffic and also look around parked vehicles for pedestrians that may be using the new path. Also noticed now that a lot of people parking in the new parking are now just walking across the street not using cross walks.
136	5/22/25 9:50:10	5/22/25 9:51:24	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Additional bike/pedestrian routes;Slower traffic speeds;	Impaired or distracted driving;Limited speed enforcement;	Increased enforcement of traffic violations;Increased traffic enforcement;	
137	5/22/25 10:24:07	5/22/25 10:31:41	anonymous	Poorly designed roads and/or intersections;Violations of traffic law (speeding, running red lights, etc.) ;Poor visibility in residential intersections;	Existing bike and pedestrian routes are not comfortable to use.;There are limited and/or saf	Shaded or more comfortable bike/pedestrian paths;Additional bike/pedestrian routes;	Roadways or intersections are poorly designed;Vehicles, vegetation block visibility in intersections;	Increased enforcement of traffic violations;Increased traffic enforcement;	Low intersection visibility in all parts of town (east, west, hot springs district). Vehicles parked up to the corner. Overgrown shrubbery obstructs view. Drivers roll through stop signs. Drivers coming from lake often ignore roundabout protocol and pull out in front, ignoring yield signs.

ID	Start time	Completion time	Email	What roadway safety concerns do you encounter most often?	What are your top two safety concerns for pedestrians and/or bicyclists in your community?	Below is a list of safety improvement strategies for bicyclists and pedestrians. Which strategies do you think would be most impactful in your community?	What are the top two most significant factors in traffic collisions in your community?	Below is a list of traffic safety improvement strategies. Which strategies do you think would be most impactful in your community?	In your experience, are there any specific roadways, intersections, or other areas that have traffic safety issues?
138	5/22/25 10:34:59	5/22/25 10:40:05	anonymous	Poorly lit roads ;Poorly designed roads and/or intersections;The new bike lane makes me feel safe as an avid cyclist and frequent pedestrian.;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Shaded or more comfortable bike/pedestrian paths;Additional bike/pedestrian routes;	Impaired or distracted driving;Limited speed enforcement;	Increased enforcement of traffic violations;Roadway design improvements to slow down traffic in certain areas;	Date streets bike lanes are not ideal, the curbs jutting out into the lane make it difficult to make sure traffic has enough space when needing to navigate around the curb as a cyclist. I find the downtown lane to be fantastic as far as ease of use goes, and I believe the decrease in average speed of cars because of it is a massive improvement as a pedestrian.
139	5/22/25 10:40:57	5/22/25 11:06:17	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Poorly lit roads ;Violations of traffic law (speeding, running red lights, etc.) ;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;Existing bil	Increased traffic enforcement;Increased lighting;	Roadways or intersections are poorly designed;Limited speed enforcement;	Additional street lighting ;Increased enforcement of traffic violations;	
140	5/22/25 11:39:56	5/22/25 11:42:50	anonymous		Existing bike and pedestrian routes are not comfortable to use.;	Shaded or more comfortable bike/pedestrian paths;Easier-to-use bike lanes;	Roadways or intersections are poorly designed;New striping and flow is confusing;		
141	5/22/25 12:03:35	5/22/25 12:08:25	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;Lack of clear signage;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;Lack of sig	Safer, more visible crosswalks;Increased traffic enforcement;	Impaired or distracted driving;Roadway signs and striping are not clearly visible ;	Increased enforcement of traffic violations;Roadway design improvements to slow down traffic in certain areas;	I would like to see speed control on roads that have few stop signs. (Riverside, Water, Foch, Silver. Speed tables or something similar
142	5/22/25 12:18:34	5/22/25 12:22:46	anonymous	Poorly designed roads and/or intersections;Violations of traffic law (speeding, running red lights, etc.) ;	Just stop already ;	Seriously stop;	Our roads with tge exceptions of Maine and Broadway are fine. Just stop already ;	Like already stated.. things are fine. Stop trying to make something out of nothing;	Yes Maine and Broadway. Put it back and leave foch and the rest of OUR streets alone
143	5/22/25 12:51:22	5/22/25 12:57:37	anonymous	Poorly designed roads and/or intersections;Violations of traffic law (speeding, running red lights, etc.) ;	new lane painting increased risk to pedestrians and bicycles;Existing bike and pedestrian rou	Increased traffic enforcement;	Impaired or distracted driving;	Increased enforcement of traffic violations;Re-design high-crash intersections and roadways;	The new lane painting on Broadway and main encourages bicycles to go both ways, yet no signage to cross traffic to be aware that bicycles may be coming from the "wrong" direction. (Both streets are one way for cars so cross street drivers are mainly looking for car traffic...having bicycle traffic allowed in the opposite direction of the car traffic will lead to accidents.)
144	5/22/25 14:13:17	5/22/25 14:16:25	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Additional bike/pedestrian routes;Shaded or more comfortable bike/pedestrian paths;	Impaired or distracted driving;Roadway signs and striping are not clearly visible ;	Increased driver education;Re-design high-crash intersections and roadways;	Down town is too narrow
145	5/22/25 16:54:13	5/22/25 17:00:35	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Poorly lit roads ;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;There are l	Increased lighting;Increased traffic enforcement;	Limited speed enforcement;Impaired or distracted driving;	Increased enforcement of traffic violations;Additional street lighting ;	9th and Date
146	5/22/25 19:02:20	5/22/25 19:04:18	anonymous	Poorly lit roads ;Poorly designed roads and/or intersections;Unsafe/Unavailable pedestrian and/or bike paths;		Increased lighting;Shaded or more comfortable bike/pedestrian paths;	Roadway signs and striping are not clearly visible ;Impaired or distracted driving;	Increased driver education;Increased enforcement of traffic violations;	
147	5/22/25 20:47:04	5/22/25 20:48:26	anonymous	Poorly lit roads ;	There are limited and/or safe pedestrian routes. ;	Increased lighting;	Roadways or intersections are poorly designed;Roadway signs and striping are not clearly visible ;	Additional street lighting ;	
148	5/23/25 7:22:05	5/23/25 7:34:08	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Poorly designed roads and/or intersections;	People just drive too fast every where in this town. People are used to the round abouts no	Increased traffic enforcement;I think a lot more things take priority over bike riders bike riders;	Limited speed enforcement;People drive too fast;	Increased driver education;Increased enforcement of traffic violations;	The round abouts eleminated several left turn hazards but, people don't yield like they should.
149	5/23/25 10:15:19	5/23/25 10:17:41	anonymous	Poorly lit roads ;Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Increased lighting;Safer, more visible crosswalks;	Impaired or distracted driving;Limited speed enforcement;	Additional street lighting ;Roadway design improvements to slow down traffic in certain areas;	
150	5/23/25 14:53:22	5/23/25 14:55:08	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;	There are not enough crosswalks to cross roads safely. ;Bicyclists or pedestrians are not eas	Increased lighting;	Impaired or distracted driving;	Increased driver education;	
151	5/23/25 15:12:56	5/23/25 15:15:20	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Unsafe/Unavailable pedestrian and/or bike paths;	Existing bike and pedestrian routes are not comfortable to use.;Increase traffic enforcement	Easier-to-use bike lanes;Increased traffic enforcement;	Limited speed enforcement;	Increased enforcement of traffic violations;Increased traffic enforcement;	
152	5/23/25 15:47:22	5/23/25 15:51:18	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;I don't have issues ;	None. ;	Increased traffic enforcement;How many ppl are actually concerned about this ;	Limited speed enforcement;Impaired or distracted driving;	Increased enforcement of traffic violations;Increased traffic enforcement;	At the corner of 9th and and date, of you are at the stop sign looking west, it's hard to see oncoming traffic due to the nail salon. That's all.
153	5/23/25 19:31:20	5/23/25 19:36:52	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Poorly designed roads and/or intersections;	There are limited and/or safe pedestrian routes. ;Existing bike and pedestrian routes are no	Easier-to-use bike lanes;Shaded or more comfortable bike/pedestrian paths;	Roadways or intersections are poorly designed;	Roadway design improvements to slow down traffic in certain areas;Re-design high-crash intersections and roadways;	Two way bike lanes downtown on one way streets are dangerous
154	5/24/25 11:11:13	5/24/25 11:22:05	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Easier-to-use bike lanes;Additional bike/pedestrian routes;	Impaired or distracted driving;Roadways or intersections are poorly designed;	Roadway design improvements to slow down traffic in certain areas;Re-design high-crash intersections and roadways;	
155	5/24/25 19:45:52	5/24/25 20:07:34	anonymous	Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;Redesigned stripping in downtown T or C NM is a huge safety concern. People exiting their parked vehicle into the driving lane is extremely dangerous. When I was needing a walker after surgery I had to exit in the driving lane and actually stopped traffic getting my walker out of the vehicles and getting to the curb. Vehicles parked in the former driving lane are subject to being hit from behind. Very poor design. ;	Just keep it simple. Return to two lane traffic downtown and just install stop signs every cou	Slower traffic speeds;Safer, more visible crosswalks;	Impaired or distracted driving;Limited speed enforcement;	Install stop signs or speed bumps to reduce speed where needed instead of redesigning streets;	Downtown T or C NM after streets were redesigned. Dangerous for people exiting vehicles into traffic lane. The prior two lanes worked well. Just install stop signs every couple blocks to slow down speeders. Not enough bikers to warrant bike lane downtown. Cones everywhere are a distraction and unsightly. Parking in middle of street is a safety issue and confusing.
156	5/25/25 7:30:17	5/25/25 7:34:45	anonymous	Poorly designed roads and/or intersections;Violations of traffic law (speeding, running red lights, etc.) ;		Increased traffic enforcement;	Roadways or intersections are poorly designed;Roadway signs and striping are not clearly visible ;	Increased traffic enforcement;Increased enforcement of traffic violations;	Since they redid downtown that's been the big issue.
157	5/25/25 20:41:45	5/25/25 20:47:19	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Increased traffic enforcement;Easier-to-use bike lanes;			
158	5/26/25 8:00:39	5/26/25 8:03:10	anonymous	Poorly lit roads ;Unsafe/Unavailable pedestrian and/or bike paths;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;	There are limited and/or safe pedestrian routes. ;There are limited and/or safe bike routes.	Increased lighting;Additional bike/pedestrian routes;	Impaired or distracted driving;Roadway signs and striping are not clearly visible ;	Additional street lighting ;Roadway design improvements to slow down traffic in certain areas;	Marie street need improvement including better lighting
159	5/26/25 9:16:37	5/26/25 9:24:02	anonymous	Poorly designed roads and/or intersections;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;	There are limited and/or safe pedestrian routes. ;There are not enough crosswalks to cross	Safer, more visible crosswalks;Shaded or more comfortable bike/pedestrian paths;	Impaired or distracted driving;Limited speed enforcement;	Re-design high-crash intersections and roadways;Increased traffic enforcement;	The new design of downtown is not safe. Parked vehicles in the middle of the street block the view. People open their doors into traffic and walk in the traffic lane. I have nearly driven into oncoming traffic and bicyclists/pedestrians because I couldn't see them from the side streets. Please, go back to 2 lanes in each direction and put parking in the alley or along Austin St. or the side streets.
160	5/26/25 9:54:22	5/26/25 10:02:06	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Unsafe/Unavailable pedestrian and/or bike paths;Poorly designed roads and/or intersections;	Bike and/or pedestrian routes are frequently blocked.;Bicyclists or pedestrians are not easil	Shaded or more comfortable bike/pedestrian paths;Additional bike/pedestrian routes;	Limited speed enforcement;	Increased enforcement of traffic violations;Roadway design improvements to slow down traffic in certain areas;	Too often large trucks, or pick ups, speed on Broadway and Main. Lesser since recent changes in traffic road graphics. In residential areas two way or four way stops are often not seen or ignored. Better road striping that reinforces a stop sign would help.
161	5/26/25 10:45:45	5/26/25 10:50:22	anonymous	Poorly designed roads and/or intersections;Violations of traffic law (speeding, running red lights, etc.) ;	There are not enough crosswalks to cross roads safely. ;Bicyclists or pedestrians are not eas	Slower traffic speeds;Safer, more visible crosswalks;	Limited speed enforcement;Roadways or intersections are poorly designed;	Roadway design improvements to slow down traffic in certain areas;Increased traffic enforcement;	The new road diet middle parking lanes are unsafe for drivers entering or exiting their cars.
162	5/26/25 11:14:01	5/26/25 11:19:12	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Poorly designed roads and/or intersections;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;Bike and/o	Increased lighting;Shaded or more comfortable bike/pedestrian paths;	Impaired or distracted driving;Limited speed enforcement;	Increased enforcement of traffic violations;Additional street lighting ;	Visibility of on coming traffic on main and Foch. Lack of speed enforcement in the city as a whole
163	5/26/25 13:41:59	5/26/25 13:54:30	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;	There are limited and/or safe bike routes. ;Existing bike and pedestrian routes are not comf	Shaded or more comfortable bike/pedestrian paths;Additional bike/pedestrian routes;	Weather conditions;Limited speed enforcement;	Roadway design improvements to slow down traffic in certain areas;Re-design high-crash intersections and roadways;	When turning left from Marr Ave onto hwy 25, I have to pull out too far to see if any traffic is coming form the left hand side due to the fence and cactus blocking the view.
164	5/26/25 17:55:44	5/26/25 17:59:41	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;			Limited speed enforcement;Impaired or distracted driving;	Increased enforcement of traffic violations;	South Broadway speeding
165	5/26/25 21:38:33	5/26/25 21:44:39	anonymous	Poorly designed roads and/or intersections;Poorly lit roads ;Violations of traffic law (speeding, running red lights, etc.) ;	There are not enough crosswalks to cross roads safely. ;	Increased lighting;Easier-to-use bike lanes;	Weather conditions;Impaired or distracted driving;	Increased enforcement of traffic violations;Increased traffic enforcement;	
166	5/27/25 6:58:42	5/27/25 7:04:07	anonymous	More signage and street arrows at intersections ;	There are not enough crosswalks to cross roads safely. ;Need flashing pavement crosswalk l	Safer, more visible crosswalks;	Roadway signs and striping are not clearly visible ;	Increased driver education;Additional street lighting ;	Tourists often drive wrong way on Broadway or main because signage is inadequate.
167	5/27/25 14:01:12	5/27/25 14:04:19	anonymous	Poorly designed roads and/or intersections;Poorly lit roads ;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Violations of traffic law (speeding, running red lights, etc.) ;	Existing bike and pedestrian routes are not comfortable to use.;Bike and/or pedestrian rout	Safer, more visible crosswalks;Increased traffic enforcement;	Roadways or intersections are poorly designed;Impaired or distracted driving;	Increased enforcement of traffic violations;Automated traffic enforcement technology;	Every single intersection in downtown t or c. You CAN NOT see around the parked cars in the parking lane, and if a pedestrian or bycicalist tried to cross at a cross walk while someone is turning into traffic, they can't be seen.
168	5/27/25 18:10:38	5/27/25 18:15:10	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Poorly designed roads and/or intersections;	Existing bike and pedestrian routes are not comfortable to use.;	Increased lighting;Shaded or more comfortable bike/pedestrian paths;	Roadway signs and striping are not clearly visible ;Roadways or intersections are poorly designed;	Additional street lighting ;	While the old lane configuration downtown had its issues, the current configuration seems to have created more safety issues than it solved.
169	5/27/25 20:46:48	5/27/25 20:50:02	anonymous	Poorly designed roads and/or intersections;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;	Bike and/or pedestrian routes are frequently blocked.;	Bike lane from caballo to elephant butte —using Austin — and also up to Walmart ;	Roadway signs and striping are not clearly visible ;Just paint arrows on Broadway and Main already!! ;	PAINT ARROWS ON ONE WAY PAVEMENT;	Holy crap the new multi use lane! I've almost gotten hit by a car while getting out of a truck next to it
170	5/28/25 18:34:47	5/28/25 18:46:24	anonymous	Poorly designed roads and/or intersections;Poorly lit roads ;Unsafe/Unavailable pedestrian and/or bike paths;	There are limited and/or safe pedestrian routes. ;Existing bike and pedestrian routes are no	Safer, more visible crosswalks;Additional bike/pedestrian routes;	Roadways or intersections are poorly designed;Roadway signs and striping are not clearly visible ;	Re-design high-crash intersections and roadways;Better traffic management of freight vehicles;	In my experience nearly all the residential roads are designed so that a vehicle has to stick its nose way out to see if an intersection is safe- this is Not safe. In addition there is a lot of pedestrian traffic, but there are little to no sidewalks and this is Not safe either when both pedestrians and vehicles are in the same street. At the very least there should be programs to educate the public on how to share the road safely.
171	5/29/25 6:55:48	5/29/25 6:59:45	anonymous		Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;	Safer, more visible crosswalks;Additional bike/pedestrian routes;	Roadway signs and striping are not clearly visible ;Roadways or intersections are poorly designed;	Increased driver education;	Downtown area needs more education about the new road diet design
172	5/29/25 11:57:31	5/29/25 12:04:10	anonymous	Poorly designed roads and/or intersections;	The current downtown striping presents hazards for parking and for exiting vehicles. The do	Increased traffic enforcement;Increased lighting;	Limited speed enforcement;Striping is horrible,;	Additional street lighting ;Re stripe downtown or make it two lane.;	The intersections of Foch and Broadway are of concern.
173	5/29/25 15:06:14	5/29/25 15:11:37	anonymous	Poorly designed roads and/or intersections;Unsafe/Unavailable pedestrian and/or bike paths;	There are limited and/or safe pedestrian routes. ;	Safer, more visible crosswalks;	Limited speed enforcement;	Roadway design improvements to slow down traffic in certain areas;	
174	5/30/25 8:57:23	5/30/25 9:01:45	anonymous	Poorly designed roads and/or intersections;Unsafe/Unavailable pedestrian and/or bike paths;Violations of traffic law (speeding, running red lights, etc.) ;	There are not enough crosswalks to cross roads safely. ;Bicyclists or pedestrians are not eas	Increased traffic enforcement;Safer, more visible crosswalks;	Limited speed enforcement;Impaired or distracted driving;	Increased traffic enforcement;Increased driver education;	pot holes are a problem everywhere. speeding on 9th between date and silver
175	5/30/25 9:23:26	5/30/25 9:29:22	anonymous	Pot holes & torn up roads that cause accidents;	There are limited and/or safe bike routes. ;Bicyclists or pedestrians are not easily visible to c	Safer, more visible crosswalks;Additional bike/pedestrian routes;	Roadway signs and striping are not clearly visible ;ROAD CONDITIONS CAUSING ACCIDENTS;	Additional street lighting ;REPAIR ROAD SO YOU CAN CONCENTRACTE ON DRIVING AND NOT ON POT HOLES;	Vehicles passing on Foch Street between 9th and Marie, and passing on the hill. School days and students, especially.
176	5/30/25 10:32:43	5/30/25 10:38:57	anonymous	Flooding;	Bike and/or pedestrian routes are frequently blocked.;Existing bike and pedestrian routes a	Shaded or more comfortable bike/pedestrian paths;Additional bike/pedestrian routes;	Impaired or distracted driving;Roadway signs and striping are not clearly visible ;	Better traffic management of freight vehicles;Roadway design improvements to slow down traffic in certain areas;	The striping of the traffic light intersection leading to Walmart does not have a yellow line. Instead, there are only white lines, making the two-way road appear as a one-way road. The parking in the middle of the street on main street also blocks visibility to the point where it's shocking that more accidents haven't occurred already.
177	5/30/25 12:32:11	5/30/25 12:36:30	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;the stupid parking stripes downtown. cars should not be able to park in the middle of the road.;Poorly designed roads and/or intersections;	we dont need bikes patsh because there are about seven bikes in the whole town;	Increased traffic enforcement;we have bike lanes already and the bicyclists wont use them;	Impaired or distracted driving;	Increased traffic enforcement;re-stripe downtown so that cars aren't parking in the middle of the road.;	brings broadway and main back to the way they were
178	5/30/25 12:50:38	5/30/25 12:56:26	anonymous	Poorly lit roads ;Violations of traffic law (speeding, running red lights, etc.) ;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;	There are limited and/or safe pedestrian routes. ;Existing bike and pedestrian routes are no	Increased lighting;Increased traffic enforcement;	Limited speed enforcement;Impaired or distracted driving;	Increased driver education;Increased enforcement of traffic violations;	I never see the main roads where the roundabouts are, being patrolled, and I see LOTS of speeding, oddly parked vehicles, drunk or tired drivers, etc. in that area. All the cops seem to be focused in residential areas more than the main roads, which I agree is necessary to a point, but I get very upset seeing traffic laws being broken constantly on the main roads with no cops in sight, but then you turn onto Ash street and see 4 cops following each other. We also NEED signs explaining what's going on with the new downtown striping. If you want to keep it as is, or adjust it, either way is fine, but MARK WITH SIGNS what I am supposed to do while driving. As a local, if I don't even understand, there's no away an out-of-towner would.
179	5/31/25 14:31:56	5/31/25 14:34:31	anonymous	no sidewalks, variable sidewalks;	Bicyclists or pedestrians are not easily visible to drivers and have limited lighting.;There are l	Shaded or more comfortable bike/pedestrian paths;Additional bike/pedestrian routes;	Roadway signs and striping are not clearly visible ;	Better traffic management of freight vehicles;Roadway design improvements to slow down traffic in certain areas;	
180	5/31/25 15:37:37	5/31/25 15:43:02	anonymous	Unsafe/Unavailable pedestrian and/or bike paths;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;	There are limited and/or safe bike routes. ;There are limited and/or safe pedestrian routes.	Additional bike/pedestrian routes;Shaded or more comfortable bike/pedestrian paths;	Impaired or distracted driving;I'm not sure you'd have to read accident reports;	Increased traffic enforcement;The new additions of the One lane one ways, And the roundabouts are a fantastic, safer and easier to navigate way through town;	The new traffic patterns downtown are great, cars are going much more slowly, and people are driving more carefully. The bicycle lanes are fantastic, encouraging more people to travel by bike and be able to do so safely. The roundabouts are also a great addition to traffic patterns in town.
181	5/31/25 17:05:55	5/31/25 17:13:12	anonymous	Violations of traffic law (speeding, running red lights, etc.) ;Impaired or distracted drivers (texting and driving, driving under the influence, driving tired) ;Poorly designed roads and/or intersections;	Pedestrians and bicyclists are most endangered by the high percentage of stoned, drunk, ag	Increased traffic enforcement;	Impaired or distracted driving;	Increased enforcement of traffic violations;Roadway design improvements to slow down traffic in certain areas;	Elephant Butte took control of their streets from nmdot. We should do same. This survey is poorly designed, needs less and better questions, most people will not fill this out

14

APPENDIX D

TRUTH OR CONSEQUENCES NEW MEXICO

Implementation Plan

Supplement to the Safety Action Plan

Truth or Consequences

June 2025

INTRODUCTION

This Vision Zero Safety Action Plan (SAP) recognizes that "Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all." The City of Truth or Consequences has formally adopted a resolution of commitment towards zero traffic fatalities and serious injuries by the year 2030 to address unmet roadway safety needs. The goal of the Vision Zero initiative is to develop a transportation network that protects all users, with the goal of eliminating roadway fatalities and serious injuries. This Vision Zero Safety Action Plan outlines areas of concern within the City, as well as strategies to reduce crashes and offer roadway infrastructure and safety improvements.

This Plan was developed through data analysis of the most current New Mexico Department of Transportation (NMDOT) crash data at time of project kick-off (2018-2022) as well as input from the public, and local stakeholders formally referenced in this report as the Vision Zero Task Force, to determine areas of emphasis within the City. From this involvement, an implementation plan was developed that combines policy efforts, infrastructure improvements, community engagement, and equitable action to create a clear path toward the Vision Zero goal: Safe Streets for All.

This Implementation Plan is designed to guide the Vision Zero Task Force as they take steps towards Vision Zero. It will outline a system that can be used to prioritize projects to advance into the next stage of development.

SAFETY ACTION PLAN VISION & GOALS

THE VISION

As a proponent of Vision Zero, the City of Truth or Consequences, New Mexico, commits to creating the necessary conditions to eliminate fatal accidents entirely by 2030, and minimize injury accidents on all roadways within the community.

"The streets of our communities will be safe for everyone who walks, bikes, uses a wheelchair, or drives. The streets will be comfortable, inviting, and accessible for people with varying abilities, for children and seniors, and others. To achieve these goals, Truth or Consequences will implement roadway designs that: maximize safety for the most vulnerable roadway users; reduce driving speed wherever necessary, reduce the frequency and harm of those involved in crashes; and ensure that data on Vision Zero progress is continually collected and updated to improve upon Vision Zero efforts. Methods for engaging in these efforts include:

- Remaining transparent in our analysis of the state of the program and providing data and information to our partner agencies and the public
- Making equitable and context sensitive investments
- Using data to drive decisions
- Establishing a culture of safety and embracing the 5 E's (education, equity, enforcement, evaluation, engineering)"

GOALS

The following goals of the City's Vision Zero program outline specific methods for achieving the vision.

Goal #1: Create a culture of safe driving behavior - Improve compliance with safe driving practices such as not using cell phones, speeding, driving under the influence of alcohol or drugs, and obeying traffic signals and signs.

- **Objective #1A:** Reduce preventable vehicle incidents by ten percent over the next five years through training, programming and campaigns.

Goal #2: Implement roadway design that is forgiving of human errors - Adjust roadway designs and signage to create safe conditions for all road users.

- **Objective #2A:** Design for quick response time to lessen and avoid the impact of crashes. This includes clear striping and signage for drivers, designated bike lanes for cyclists, a complete network of sidewalks for pedestrians, and adequate road lighting for all users.
- **Objective #2B:** Reduce fatalities and serious injuries through data-driven, and proactive processes to include examination of safety hot spots and systemic safety concerns.

Goal #3: Prioritize street and roadway infrastructure rehabilitation – Roadway infrastructure rehabilitation assist to slow down drivers while enhancing safety without increasing

emergency response times. The result of modernized safety infrastructure leads to community enhancement and revitalization.

- **Objective #3A:** Achieve a year over year reduction in crashes involving serious injuries or fatalities on rehabilitated roadways by five percent.
- **Objective #3B:** Install and upgrade crosswalks, sidewalks, and bike lanes on all City maintained roadways in compliance with ADA and Complete Street standards.

Goal #4: Strengthen local and regional roadway connectivity – Strategic signage placement provides guidance and information for all roadway users. Prioritization of signage assists in good decision making ultimately reducing total fatalities.

- **Objective #4A:** Designate five percent of the infrastructure budget to roadway signage installation projects in active corridors that are reminders to all roadway users. There are three major types of signage that provide drivers and pedestrians with safety protocol: regulatory, warning, guide. Signs notify roadway users about mandated traffic laws and regulations.
- **Objective #4B:** Conduct community engagement or public surveys prior to designing rehab projects in all neighborhoods to identify local hazards.
- **Objective #4C:** Ensure all new and upgraded connector roads meet or exceed current safety design standards. (American Association of State Highway Transportation Officials (AASHTO), Complete Streets)
- **Objective #4D:** Include Complete Streets design elements in all connectivity projects near residential areas to support the growth of the network.

Goal #5: Coordinate land use and transportation systems to support active transportation – Integrating active transportation infrastructure with zoning laws encourages improved safety, long term sustainability, while simultaneously boosting economic development.

- **Objective #5A:**
- Expand and enhance pedestrian and bike infrastructure so that residents in urban growth boundaries have accessibility to multi-use amenities by 2030.

PHASED IMPLEMENTATION

These actions can be categorized into one of three phases: short-term, medium-term, and long-term. Actions and projects are categorized by a myriad of factors, such as urgency, funding availability, and coordination efforts needed. Some general factors are listed below to illustrate the framework of the implementation plan.

Short-Term (0-2 years)

- Immediate effort required in the following one to two years from Plan adoption
- Project funding (if necessary) sources exist and may be currently allocated
- Project may be currently listed on the City's Capital Improvement Project (CIP) list

Medium-Term (3-5 years)

- Near-term effort required within three to five years from Plan adoption
- Funding source may not yet be identified
- Projects should be publicized and coordinated with all agency partners

Long-Term (5-10+)

- Longer-range efforts are to be implemented five-ten plus years from Plan adoption
- Projects may require additional preliminary studies or coordination efforts before implementation is feasible
- Large-scale projects that require additional stakeholders' coordination and funding

Table 1 lists the recommended actions of this Plan to achieve the goals outlined in Section 3 of the SAP, also reiterated in this document in the above section. These actions encompass design improvements, studies, policy changes, enforcement methodologies, education efforts, and any additional efforts that will help to address the safety gaps revealed in the development of this Plan. Each action is categorized by the goal it is supporting, its phased implementation timeframe, and the five E's of safety it addresses.

PROJECT PRIORITIZATION

In order to efficiently execute the implementation projects outlined in this Plan, the projects are categorized into three priority tiers based on project readiness and timeframe (short, medium, and long-term), cost, funding availability, applicable emphasis areas for each project, and overall safety impact. Both projected timeframes, as described above, and project cost are typical and expected constraints for the implementation of any project, regardless of project type. To best meet the safety goals outlined in the SAP, projects were weighed on the strength of their safety impact alongside the feasibility constraints posed by time and cost barriers. The safety impact of a project is defined through the Five Es of Safety: Equity, Education, Engineering, Enforcement, and Evaluation. Though not all projects can address all five categories, projects that have the ability to address multiple will have a broad safety impact that can use time and funding resources efficiently. Priority tiers and safety impact categories are shown in **Table 1** for each implementation item proposed in the Plan.

The highest priority projects will be ranked in **Tier One** (shown in green in Table 1), due to their high-level of safety impact with regards to the Five Es as well as a feasible planning-level cost and short implementation timeframe to meet the goal year of 2030.

Considering this same horizon year of 2030, projects that have high or unknown costs and long or unpredictable timeframes will have a reduced safety impact, regardless of the efficacy of the proposed countermeasures. Projects with these barriers are included in **Tier Three** (shown in blue in Table 1),) of this implementation plan as they are valid safety improvement projects but may not be most effective in the timeframe outlined in the Plan. As the SAP is updated by the two municipalities, the prioritization tier of these projects can be reevaluated with new information and/or changing priorities and available funding.

Tier Two (shown in purple in Table 1),) projects fall in between Tier One and Tier Three; they encompass projects that will have positive safety impacts that are in line with the goals of the SAP, but have a prohibitively higher cost or longer timeframe that could reduce the impact of the project within the timeframe of the SAP. It is important to note that no project included in this Plan has a low safety impact or is unfeasible. All included projects are highly valuable and proven-effective countermeasures to improve transportation safety for all road users in these two municipalities.

Table 1. 2025 SAP Implementation Project Recommendations

#	Priority Tier	Action	Location/Jurisdiction	Timeframe	FY 26 Planning Level Cost	5 E's				
						Equity	Education	Engineering	Enforcement	Evaluation
Goal #1: Create a culture of safe driving behavior										
1.1	1	Develop regular reporting methodology and schedule for Vision Zero efforts	Truth or Consequences	Short	-					
1.2	1	Add additional training programs for law enforcement to maintain and improve consistent and complete crash reporting	Truth or Consequences	Short	-					
1.3	1	Coordinate with South Central Council of Governance (SCCOG) to host/establish a Vision Zero collaboration event to foster regional coaction towards Vision Zero, track progress, and award community members or/and organizations making an impact towards improving traffic safety	Truth or Consequences; Regional	Long	-					
1.4	1	Implement pedestrian, bicycle, and motorcycle safety programs in collaboration with New Mexico Department of Public Safety (NMDPS) including policy, roadway enforcement, public communication, safety education, and engineering seminars	Truth or Consequences; Sierra County	Short	-					
1.5	3	Establish variable speed corridors on Interstate 25	Interstate 25 (MP 77 to MP 80 & MP 83 to MP 88)	Short	$325,620/mile					
1.6	1	Collaborate with Sierra County and NMDOT to increase civil traffic fines to promote safe speeds	Truth or Consequences; Sierra County	Short	-					
1.7	1	Implement High Visibility Enforcement (HVE) and/or High Visibility Patrols (HVP) directed at motorists	As needed throughout the City	Short	-					
1.8	2	Targeted use of speed safety cameras and speed feedback signs on corridors of high speeding frequency	Interstate 25 (MP 77 to MP 80 & MP 83 to MP 88); I-25 Business Loop; Broadway Street (City Limits to Date Street); as needed throughout the City	Medium	$92,192 each					
1.9	1	Provide additional educational resources for motorcycle licenses or amend existing liscenure process to include an additional motorcycle safety course	Truth or Consequences	Medium	-					
1.10	1	Install "Share the Road" signs to reduce motorcycle involved crashes	I-25 Business Loop (Main Avenue to H.R. Ashbaugh Drive)); Broadway Street (City Limits to Date Street); Interstate 25 (MP 77 to MP 80 & MP 83 to MP 88); Third Street (Date Street to City Limits)	Short	$9,246 each					
1.11	1	Consider amending existing ordinances to require vacant lots to be fenced and enforced with fines for lack of compliance due to high frequency of ATV and sight distance related crashes	Truth or Consequences	Medium	$80/foot of fencing					
1.12	2	Consider additional licenses or driver's license requirements for ATV use	Truth or Consequences; Sierra County	Short	-					
1.13	2	Design and implement a curriculum for young drivers to establish a culture of safe driving in Truth or Consequences	Truth or Consequences	Short	-					
1.14	2	Amend local laws to establish passenger limits for Graduated Drivers' License (GDL) holders	Truth or Consequences; Sierra County	Medium	-					
1.15	2	Amend local laws to establish nighttime driving limits for Graduated Drivers' (GDL) holders	Truth or Consequences; Sierra County	Medium	-					
1.16	1	Offer additional driver's education "refresher" courses aimed at new drivers, older adults, new resident, and interested exisiting license holders	Truth or Consequences	Medium	-					
1.17	1	Develop a public campaign to promote safe driving practices and discourage impaired driving	Truth or Consequences; Sierra County	Short	-					
1.18	2	Coordinate effort to lower the legal blood alcohol content limit to 0.05 g/dL in Sierra County	Truth or Consequences; Sierra County	Long	-					
1.19	2	Coordinate public health awareness campaign in Sierra County to reduce rates of DUI/DWI offences	Truth or Consequences; Sierra County	Long	-					

#	Priority Tier	Action	Location/Jurisdiction	Timeframe	FY 26 Planning Level Cost	5 E's				
						Equity	Education	Engineering	Enforcement	Evaluation
1.20	1	Secure funding and implement publicized sobriety checkpoints in high-traffic areas and/or during high-traffic periods	As needed throughout the City	Medium	-				✓	✓
1.21	1	Research and pilot enforcement systems that discourage hit-and-run incidents (amber-alert style system, etc.)	Truth or Consequences; Sierra County	Long	-	✓	✓		✓	✓
1.22	1	Consider a public art installation memorial in the scenic memorial park at the Date Street/Main Avenue junction	Date Street / Main Avenue Intersection; Broadway Street / Main Avenue Intersection	Medium	-	✓	✓			✓
1.23	1	Create a "Safe People" Community Ambassador opportunitiy within the Vision Zero Task Force to allow for additional community participation	Truth or Consequences	Short	-	✓	✓			✓
1.24	1	Reevaluate the location of the Silver Street speed feedback sign.	Silver Street	Short	-			✓	✓	✓
Goal #2: Implement roadway design that is forgiving of human errors										
2.1	2	Perform a feasibility study for a point-to-point microtransit system in Truth or Consequences and Sierra County	Truth or Consequences; Sierra County	Medium		✓	✓			✓
2.2	3	Install High-Friction Surface Treatments (HFST)	Interstate 25 (MP 77 through MP 80 & MP 83 to MP 88)	Long	$3,457,300/mile			✓		
2.3	1	Implement targeted re-striping efforts along Interstate 25, NM 195, NM 51, and other state highways in the City. Utilize retroreflective paint or thermoplastic along with retroreflective raised markers	Interstate 25 (City Limits (MP 77) through MP 80); NM 195; NM 51; NM 181 (Date Street to Butte Road)	Short	$39,798-$48,167/mile			✓	✓	
2.4	2	Add enhanced curve delineation measures such as large advance warning signs, in-lane warning marking, and advance dynamic radar signs for speed enforcement, where all curve locations have at least two warning measures	NM 179 & NM 51 Junction; NM 179 (north of NM 51 junction); Mims Drive (Smith Street to Hagan Street); NM 195 (Interstate 25 to City Limits); NM 181 (south of NM 195 junction)	Medium	chevrons: $67,804/mile curve warning signs: $9,246 each			✓	✓	
2.5	1	Enhance existing curve delineation signage with Sequential Lighted Chevron Signage Systems where feasible	NM 179 & NM 51 Junction; NM 179 (north of NM 51 junction); Mims Drive (Smith Street to Hagan Street); NM 195 (Interstate 25 to City Limits); NM 181 (south of NM 195 junction)	Short	$397,980 each			✓	✓	
2.6	3	Develop road signing and marking standard guidelines for Truth or Consequences that emphasizes high-visibily signage	Truth or Consequences	Medium	-	✓		✓	✓	✓
2.7	3	Utilize Complete Streets strategies throughout the City to expand the active transportation network, promote neighborhood placemaking, and establish roadway functional classification standards	Along I-25 Business Loop (including downtown); Third Street; NM-181 (Date Street to Butte Road); all major collector streets; as needed throughout the study area	Medium	$6,484,260/mile	✓		✓		✓
2.8	2	Consider implemenenting corridor access management and driveway consolidation along Broadway Street through the Interstate 25 Business Loop	Broadway Street (City Limits to Date Street); I-25 Business Loop (Main Avenue to H.R. Ashbaugh Drive)	Medium		✓		✓		✓
2.9	1	Conduct road safety audits (RSA) on nearby roadways and intersections for targeted safety improvements	Interstate 25 (MP 77 to MP 80 & MP 83 to MP 88); NM 51; Riverside Drive, Date Street & 9th Street intersection, Date Street & Marie Street intersection	Medium	$75,000 each	✓		✓		✓
2.10	3	Consider reconfiguring intesection of NM 51-Third Avenue and Caballo Road to enhance visbility and navigability	NM 51-Third Avenue / Caballo Road Intersection	Long	traffic signal: $769,160 each single-lane roundabout: $7,694,280 each	✓		✓		✓
Goal #3 Prioritize street and roadway infrastructure rehabilitiation										
3.1	3	Increase street maintenance efforts to maintain proper clear zone within City-owned right-of-way. Consider a future effort to develop street design guidelines that include a wider clear zone around roadways (specifically in residential areas)	South of Broadway Street; South of Third Avenue; as needed throughout the City	Medium	$1,026,440/mile				✓	✓

#	Priority Tier	Action	Location/Jurisdiction	Timeframe	FY 26 Planning Level Cost	5 E's				
						Equity	Education	Engineering	Enforcement	Evaluation
3.2	1	Conduct signal warrant analysis at existing stop-controlled intersections near high-traffic corridors, such as Date Street and Broadway Street to evaluate future signalization for enhanced safety	Date Street; Broadway Street; 9th Avenue; Third Street; As needed throughout the City	Short	-			✓		✓
3.3	3	Consider reconfiguring the Broadway and Main Avenue transition and the Date Street and Main Avenue transition for enhanced driver, bike, and pedestrian safety	Broadway Road / Main Avenue Intersection; Date Street / Main Avenue Intersection	Medium	traffic signal: $769,160 each single-lane roundabout: $7,694,280 each			✓		✓
3.4	1	Update roadway markings throughout City to adhere to the most current MUTCD and NMDOT standards by roadway functional classification. This could include raised pavement markers, retroreflective striping, and wider edge lines	NM 179 (NM 51 to City Limits); NM 51 (MP 79 to City Limits); as needed throughout the City	Medium	$39,798-$48,167/mile			✓	✓	✓
3.5	1	Update roadway striping and/or add chicanes on lower volume roadways (collectors or minor collectors) to include wider edge lines for speed reduction	Numbered Avenues (2nd Avenue-9th Avenue); Foch Street (Marie Street to Main Avenue); Riverside Drive (Date Street to Cherry Lane); Marshall Street (Iron Street to Platinum Street); Veater Street (City Limits to End)); as needed throughout the City; E Smith Avenue (Date Street to Silver Street); N Silver Street, New School Road; N Pershing Street	Short	$39,798-$48,167/mile			✓	✓	
3.6	2	Install targeted lane departure mitigation measures such as longitudinal rumble strips, centerline rumble strips, safety edges, median barriers, and wider edge lines on high volume roadways	Interstate 25 (MP 77 to MP 80); NM 179 (NM 51Junction to City Limits); NM 195 (NM 181 junction to City Limits); as needed throughout the City	Long	rumble strips: $28,140/mile raised barrier median: $3,333,920/mile high-visibility striping: $39,798/mile			✓	✓	
3.7	2	Install guardrail where warranted	Riverside Drive - Marshall Street (Clancy Street to Wyona Drive); Turtleback Avenue (Dodson Ranch to City Limits); NM 181 (south of Interstate 25 junction); NM 195 (east of NM 181 junction)	Medium	$667,320/mile			✓		✓
3.8	3	Consider shoulder widening on highways within the City Limits to a minimum width of 6 feet where feasible	Interstate 25 (MP 77 to MP 80); NM 179 (NM 51Junction to City Limits); NM 195 (NM 181 junction to City Limits); NM 181 (south of Interstate 25 junction); as needed throughout the City	Medium	$1,313,200/mile			✓		✓
3.9	1	Update pedestrian warning signage (W11-2)	Broadway Street / Post Street; Broadway Street / Clancy Street; Broadway Street / Daniels Street; Broadway Street / Foch Street; Broadway Street / Jones Street; N Pershing Street / Truth or Consequences Middle School and Hot Springs High School; Broadway Street / Pershing Street; Broadway Street /Mims Street	Short	$9,246 each	✓		✓	✓	
3.10	1	Update pavement markings near Truth or Consequences Middle School & Hot Springs Highschool to meet striping standards	N Pershing Street/New School Road	Short	$22,110 each	✓		✓	✓	
3.11	1	Continental crosswalk striping refresh and in-street pedestrian warning signage (R1-6 or similar)	Main Avenue / Poplar Street ; Main Avenue / Clancy Street; Main Avenue/ Foch Street; Main Avenue / Jones Street; Main Avenue / Pershing Street; Broadway Street / Post Street; Broadway Street / Clancy Street; Broadway Street / Daniels Street; Broadway Street / Foch Street; Broadway Street / Jones Street; Broadway Street /Pershing Street; Broadway Street / Mims Street	Short	$14,740 each	✓		✓	✓	
3.12	2	Enforce ADA Compliance (fix sidewalk cracks, remove obstructions from sidewalks, min 36" sidewalk width, etc.) on all existing pedestrian facilities	Main Avenue (Broadway Street to Date Street); Broadway Street (Main Avenue to Date Street); as needed throughout the City	Short	$1,354,740/mile	✓		✓	✓	✓
3.13	2	ADA compliant sidewalk additions for connectivity to exisiting pedestrian facilities on and near schools	N Silver Street; N Pershing Street; New School Road	Short	$1,354,740/mile	✓			✓	

#	Priority Tier	Action	Location/Jurisdiction	Timeframe	FY 26 Planning Level Cost	5 E's				
						Equity	Education	Engineering	Enforcement	Evaluation
3.14	1	Consider scoping study for intersection improvements	Intersection at Foch Street / Main Street	Medium	-	✓		✓	✓	✓
3.15	1	Consider scoping study for intersection improvements	Intersection at Date Street / Marie Street	Medium	-	✓		✓	✓	✓
3.16	1	Consider scoping study for intersection improvements	Intersection at Date Street / 9th Avenue	Medium	-	✓		✓	✓	✓
3.17	1	Conduct systematic FHWA-outlined low-cost safety improvements that improve intersection visibility at stop controlled intersections	I-25 Business Loop Corridor; School Zone Corridors; Residential areas or low-volume to high-volume transition areas	Medium	signage: $9,246 each crosswalk: $14,740 each edge striping: $39,798/mile	✓		✓	✓	✓
3.18	1	Bollard addition at WB lane on Main Avenue near Post Street Junction	Main Avenue & Post Street	Short	$9,246 each			✓	✓	
3.19	2	Add diverter median (or alternative traffic barrier) at at intersections to enhane maneuverability and enforce compliance with traffic laws	Intersection N. Broadway Street / S. Foch Street; Intersection N. Broadway Street / S. Pershing Street	Medium	$1,846,520/mile			✓		
3.20	3	Address gaps in overhead lighting facilities throughout residential and commercial areas in the City	As needed throughout the City	Medium	$1,385,560/mile	✓		✓		✓
3.21	3	Perform a Pavement Assessment Study to determine areas in of resurfacing or reconstruction.	As needed throughout the City	Medium	-	✓		✓	✓	✓
3.22	3	Perform Road Drainage Assessment to upgrade exisitng drainage facilities to current standards	As needed throughout the City	Long	-			✓		✓
3.23	1	Ensure ample designated truck parking for commercial vehicles	I-25 Business Loop Corridor; Main Avenue; Broadway Street; as needed throughout the City	Short	-			✓	✓	
Goal #4: Strengthen local and regional roadway connectivity										
4.1	2	Coordinate with NMDOT's Long-Range Statewide Transportation Plan and performance measures	Regional; State-wide	Long		✓	✓	✓	✓	✓
4.2	2	Consider cooridnation with SCCOG and NMDOT to pursue and organize funding requests with other municipalities within Sierra County and the state of New Mexico for improvements to the regional transportation system	Regional	Long	-			✓		✓
4.3	3	Consider a feasibility study of Riverside Drive or a similar roadway for redevelopment as an active transportation corridor. A dedicated, large active transportation corridor or loop will keep recreational cyclists off of high volume roadways	Riverside Drive (Broadway Street to Cherry Lane); Marie Street; Truth or Consequences	Long	multi-use path: $1,354,740/mile			✓		✓
4.4	2	Design and construct new pavement sections for unpaved road sections	Kopra Street (Golf Club Drive to City Limits); Turtleback Avenue (Dodson Ranch to City Limits); Ed Bailey Drive (Golf Club Drive to Pershing Street); Marshall Street (Steel Street to Brass Street and Coal Street to Wyona Avenue); as needed throughout the City	Long	$6,150,600/lane/mile	✓		✓		
4.5	1	Consider community gateway feature or other placemaking facilties to incidicate shift in traffic facilities	Broadway Street / Main Avenue Intersection; Date Street / Main Avenue Intersection	Short	-	✓		✓		✓
4.6	3	Perform a roadway sign inventory to address absent and incorrect signage in residential areas	As needed throughout the City	Long	-	✓	✓	✓	✓	✓
4.7	2	Consider dedicated and buffered bike lanes on high-volume roadways such as Date Street and Broadway Street	Date Street (Main Avenue to H.R. Ashbaugh Drive); Broadway Street (NM 187 to Main Avenue)	Medium	-	✓		✓		✓
4.8	2	Install permanent classification counter equipment to improve multimodal volume counts	As needed throughout the City	Long	$55,342 each	✓		✓	✓	
Goal #5: Strengthen land use and transportation systems to increase multimodal mobility										
5.1	2	Address gaps in exisitng pedestrian infrastructure with upgrades to ensure ADA compliance	Third Avenue; as needed throughout the City	Medium	$1,354,740/mile	✓		✓		✓
5.2	1	Advertise opportunities and wayfinding for alternative modes	Throughout the City and connecting regionally	Medium	-	✓	✓	✓		

#	Priority Tier	Action	Location/Jurisdiction	Timeframe	FY 26 Planning Level Cost	5 E's				
						Equity	Education	Engineering	Enforcement	Evaluation
5.3	2	Consider installing separated multi-use paths where possible on high volume roadways	I-25 Business Loop Corridor; Broadway Street (City Limits to Date Street)	Short	$1,354,740/mile	✓	✓	✓		✓
5.4	2	Consider ADA compliant pedestrian facilities to connect Golf Course parking lot (Marie Street and Juniper Street) to Pershing Street	Marie Street (Juniper Street to Pershing Street)	Medium	$1,354,740/mile	✓		✓		✓
5.5	2	Utilize pedestrian islands or medians to shorten crossing distance along crossing locations greater than two lanes in one direction, per NACTO street design guidelines	I-25 Business Loop Corridor; Broadway Street (City Limits to Date Street) Main Avenue; Riverside Drive; as needed throughout the City	Medium	$1,846,520/mile			✓	✓	
5.6	1	Conduct signal warrant studies for Pedestrian Hybrid Beacons (PHB) or High-Intensity Activated CrossWalK (HAWK) signals to reduce disance between signalized pedestrian crossing locations	I-25 Business Loop Corridor (Main Avenue to H.R. Ashbaugh Drive); Main Avenue (Broadway Street to Date Street); Broadway Street (City Limits to Date Street)	Short	$55,342 each	✓		✓		✓
5.7	1	Ensure handicap spaces in on-street parking areas per Public Right-of-Way Accessibility Guidelines (PROWAG)	I-25 Business Loop Corridor (Main Avenue to H.R. Ashbaugh Drive); Main Avenue (Broadway Street to Date Street); Broadway Street (Main Avenue to Date Street); as needed throughout the City	Short	-	✓		✓	✓	✓
5.8	1	Verify that handicap spaces are properly signed and have adequate space, ramps, and other necessary facilities	I-25 Business Loop Corridor; Broadway Street (City Limits to Main Date Street); Main Avenue; Riverside Drive; as needed throughout the City	Short	-	✓		✓	✓	✓
5.9	1	Collaborate with NMDOT to participate in the Safe Routes to School program by identifying and developing the necessary walking and biking routes	School areas throughout the City	Medium	-	✓			✓	✓
5.10	1	Review and update zoning codes to enhance multimodal accommodation and coordinate with the City's Comprehensive Plan	As needed throughout the City	Medium	$50,000 - $100,000/study	✓		✓	✓	✓
5.11	2	Develop a street design guideline toolbox for the City of Truth or Consequences that prioritizes safe streets and active transportation facilities	Truth or Consequences	Long	-	✓	✓	✓	✓	✓
5.12	1	Conduct a corridor study of Marie Street	Truth or Consequences	Short	$150,000/study	✓	✓	✓		✓
5.13	1	Improve pedestrian crossing facilities at intersections in combination with ***Item 3.17***, specifically near the downtown area and other high-pedestrian traffic areas	I-25 Business Loop Corridor; Third Avenue (Library Lane to Caballo Avenue); as needed throughout the City	Short	crosswalk: $14,740 each signage: $9,246 each	✓		✓	✓	✓
5.14	1	Conduct a corridor scoping study for Turtleback Avenue to address erosion control, sharp turns, and future development in the area	Turtleback Avenue	Short	-		✓	✓		✓

CONCLUSION

While full investment and commitment to these countermeasures will require factors such as time and funding, in the short term, the City of Truth or Consequences may begin to seek additional funding to begin design and construction on identified Tier 1 priority projects. The Vision Zero Task Force will be responsible for meeting a minimum of twice a year to oversee the implementation of the recommended countermeasures, as well as continuing to identify funding sources that will assist in the completion of projects in Tier 2 and Tier 3. Success of this Plan relies on the continued commitment to Vision Zero, an ongoing priority for the community.