# PUEBLO OF JEMEZ 2024 TRANSPORTATION SAFETY PLAN

October 2024



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# 1. Commitment to Vision Zero

Through the adoption of this plan, the Pueblo of Jemez (also referred to as *Jemez*, *the Pueblo*, or *POJ*) commits to the Vision Zero strategy to improve traffic safety throughout the community by taking a proactive and preventative approach that prioritizes safe, accessible, and equitable mobility for all roadways users. The Pueblo of Jemez sets a target date to eliminate all fatal and injury crashes by 2034. The commitment to Vision Zero starts with this plan and will progress through the following continued efforts<sup>1</sup>:

#### 1. Political Commitment

The Tribal Council commits to the adoption of this plan and the Vision Zero approach with the stated target date.

#### 2. Multi-Disciplinary Leadership

A Vision Zero Taskforce will be created to incorporate the collaboration of different departments and ensure the effort maintains multi-disciplinary perspectives. The Vision Zero Taskforce will be comprised of leadership and staff from the Tribal Administration, Planning, Development, and Transportation Department (PDTD)/Jemez Department of Transportation (JDOT), Public Health Program, Police Department, Tribal Court, Emergency Management Department, Social Services Department, Education Department and Jemez community members.

#### 3. Equity

Community leaders will commit to both an equitable approach to Vision Zero by establishing inclusive and representative processes, and to equitable outcomes by ensuring transparency and measurable benchmarks.

#### 4. Cooperation and Collaboration

A commitment will be made to encourage meaningful cooperation and collaboration among relevant government agencies and community stakeholders to establish a framework for multiple stakeholders to set shared goals and focus on coordination and accountability.

#### 5. Safe System Approach

The Pueblo commits to the U.S. Department of Transportation (USDOT) recognized Safe System approach to roadway safety. This approach recognizes that traffic fatalities and serious injuries are unacceptable and preventable by shifting the focus on transportation system design and operation to anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

#### 6. Data-Driven

Community leaders will gather, analyze, utilize, and share reliable data to understand roadway safety issues and prioritize resources based on evidence of the greatest

<sup>&</sup>lt;sup>1</sup> 9 Components of a Strong Vision Zero Commitment (July 8, 2022). Leah Shahum

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needs and impact. The intersection of different data such as crashes, demographics, and community input will be applied in this effort.

#### 7. Community Engagement

Meaningful community engagement will be prioritized, including community member representation on the Vision Zero Taskforce, and broad public input through outreach and workshops, surveys, and other feedback opportunities.

#### 8. Transparency

Implementation of this Transportation Safety Plan will be transparent to stakeholders, including regular updates on progress or barriers, regular updates on performance measures, and public reports to the community and Tribal leaders.

#### 9. Action Plan

This component calls for the creation of an Action Plan within one year of the initial commitment. The Action Plan should identify strategies, responsible parties, timelines, and performance measures. This TSP document provides the foundation for this plan through provision of strategies and timelines. Continuing efforts will identify parties responsible for implementation, as well as interim targets and performance measures.

# 2. Executive Summary

The Pueblo of Jemez is a federally recognized sovereign Tribe located in north-central New Mexico (NM). The Pueblo is one of the 19 Pueblos in NM whose Tribal members are the last remaining speakers of their Towa language. The safety of its Tribal members and surrounding community is an important priority for the Pueblo. Thus, the Pueblo updates their Transportation Safety Plan (TSP) every five years to address transportation safety issues identified and prioritized by the community, Tribal leaders, and Tribal Administration staff. POJ supports the community's vision for a secure and accessible transportation network and has prioritized traffic, pedestrian, and bicycle safety improvements for their community.

This updated TSP aims to reduce traffic-related injuries and fatalities by identifying and prioritizing critical infrastructure improvement projects and implementing transportation safety education and initiatives that reflect the Pueblo's unique needs and priorities, consider the safe system approach for all safety improvement projects, and meet federal and state requirements for funding eligibility. This update involved reviewing existing plans and data and engaging community members through meetings and surveys to ensure the TSP aligns with community values and safety improvement goals.

The Pueblo understands that to plan, implement, and maintain transportation safety over its transportation and roadway system, collaborative partnerships with federal, state, and local partners are essential. Partners include various local departments, services, organizations, and County, State and Federal municipalities, as further detailed in this report.

To address driver behavior and inattention, the TSP will launch education campaigns focused on safe driving practices, pedestrian and bicycle safety, and youth engagement. Increased enforcement of traffic laws will target behaviors such as aggressive, improper and distracted driving, speeding, and driving under the influence. Additional safety recommendations include implementing traffic calming measures such as the installation of speed humps, road diets, speed radar feedback signs, roadway lighting, signage and roadway markings, and designated pedestrian pathways to ensure safe pedestrian movement.

To address transportation safety issues and offer driver education programs, the Pueblo of Jemez can explore several grant opportunities. Federal grants include the Tribal Transportation Program Safety Fund (TTPSF), Safe Streets and Roads for All (SS4A), Highway Safety Improvement Program (HSIP), and various National Highway Traffic Safety Administration (NHTSA) grants. State grants from the New Mexico Department of Transportation (NMDOT) Traffic Safety Division and private and nonprofit grants from organizations such as the National Safety Council (NSC), State Farm Good Neighbor Citizenship® Company Grants, AAA Foundation for Traffic Safety Grants, America Walks, and Safe Kids Worldwide Grants are also potential funding sources. Collaboration with local foundations, universities, corporations, and neighboring tribes, and partnerships with

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experienced grant writers or consultants, can further enhance the scope and impact of transportation safety initiatives.

The Pueblo's updated TSP aims to enhance transportation safety, support community values, and implement sustainable safety practices. By addressing key safety challenges and leveraging funding opportunities, the Pueblo of Jemez is committed to creating a safer and more accessible transportation network for all.

# 3. Introduction

Jemez Pueblo is located in the north-central region of New Mexico and encompasses nearly 90,000 acres of land, as shown in **Figure 1**. This TSP update is critical to addressing known issues, enhancing safety, and supporting the community's vision for a secure and accessible transportation network. This update aligns with the Pueblo of Jemez's mission and vision, ensuring that transportation safety measures reflect the community's values and goals.

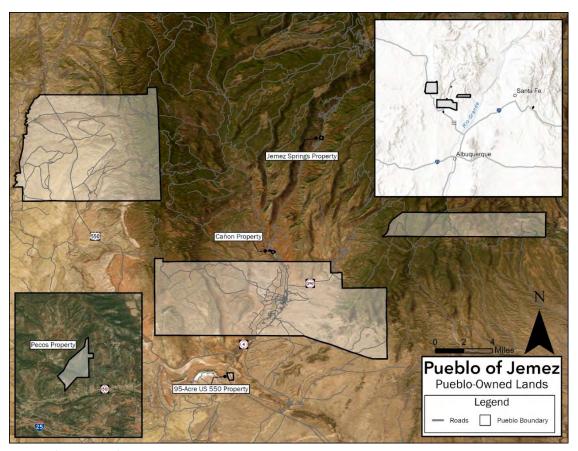


Figure 1: Pueblo Owned Lands

# Key Factors Driving the Need for a TSP

- Community Safety: The TSP aims to reduce traffic-related injuries and fatalities, ensuring safe travel for all community members and visitors.
- Infrastructure Improvements: Identifying and prioritizing necessary infrastructure projects to enhance road safety and accommodate increasing traffic and active transportation.
- Funding Opportunities: Aligning the TSP with requirements of funding agencies, including the Safe Streets and Roads for All implementation grant, to secure financial support for safety projects.

- Community Input: Incorporating feedback from community members to ensure the plan reflects the unique needs and priorities of the Pueblo of Jemez.
- **Compliance:** Meeting federal and state requirements to maintain eligibility for various transportation funding programs.

# Comprehensive Review and Community Engagement

This update contains a comprehensive review of all available data, reports, and information, including but not limited to:

- 2024 New Mexico State Road 4 Road Safety Audit (MP 6 MP 82)
- 2023 Long-Range Transportation Plan
- 2020 Pedestrian Trails & Bikeways Master Plan
- 2018 Transportation Safety Plan (TSP)
- 2007 NM 4 Road Safety Audit
- Tribal enrollment and Census population data
- Available crash data, incidents, infractions, and citations provided by the Jemez Police Department and NMDOT
- Jemez Emergency Management Department incident reports
- Information provided by other stakeholders

A public meeting was held to gather input from community members, ensuring their voices and concerns were integral to the planning process. By focusing on these elements, the Pueblo of Jemez aimed to develop a robust and effective TSP that will enhance safety, support the community's vision and goals, and promote sustainable transportation safety practices.

# Alignment with Community Values

The TSP was developed in consideration of the Pueblo of Jemez's values by prioritizing safety, fostering educational outreach, and supporting Indigenous ways of life. Through comprehensive education, effective implementation, and enforcement of transportation safety measures, the TSP will encourage collaboration and cooperation among all travelers within the Jemez Pueblo. This holistic approach ensures that the transportation network meets current needs and safeguards future generations of the Jemez community. Refer to Safety Strategies & Recommendations detailed further in this report for additional information.

<sup>&</sup>lt;sup>2</sup> Note: The 2024 New Mexico State Road 4 Road Safety Audit (MP6 – MP8) is currently in progress and has not yet been adopted by the Pueblo.

# 4. Vision and Mission Statements

#### **Vision Statement**

Our vision is to cultivate and preserve a resilient transportation network within the Pueblo of Jemez, safeguarding the welfare of our community members, future generations, and visitors. To foster a resilient community that seamlessly integrates modern transportation solutions with our cultural heritage and ensuring safety and accessibility for all while preserving our traditions and strengthening our identity.

#### Mission Statement

Our mission is to educate the community through comprehensive transportation safety measures and practices. Through ongoing educational transportation safety initiatives, we aim to foster awareness and safe practices within our community while upholding the rich tradition of our Indigenous way of life.

# 5. Community Context

# History

Jemez Pueblo is the last remaining Pueblo of the Towa-speaking people. Jemez's ancestors migrated from "Hua-na-tota" (which oral traditions place near the Four Corners area) to Cañon de San Diego in the late 13th century. Today, Jemez Pueblo is one of 19 pueblos in New Mexico, with most of its tribal members residing in the village of Walatowa ("This is the Place"). The Pueblo is a historically rooted hunter-gatherer society. The Jemez people continue to honor their traditional way of life, celebrate their rich culture, and uphold ancestral customs such as agricultural production, hunting and animal husbandry.

The Pueblo of Jemez is a federally recognized sovereign nation with an independent tribal government and tribal court system, empowered to exercise all government powers, fiscal authority, and tribal sovereignty. The tribal government structure includes the Tribal Council, Governor, two Lieutenant Governors, two fiscals, and a sheriff <sup>3</sup>. The Pueblo also has a separate governing body to handle traditional matters, which includes leaders from various traditional roles within the community.

The village of Walatowa serves as a central hub to the community and includes the historic plaza, educational institutions, a United States Post Office, the Jemez Comprehensive Health Care facility and other critical resources that serve the people of Jemez.

The Red Rocks area, located at the northern boundary of the village, is a historic landmark often frequented by tourists. The Pueblo's convenient store, visitor's center and museum, trailheads, and food vendor booths are located at the Red Rocks area and are primary economic drivers for the community. Thousands of tourists traverse the Pueblo annually to visit or pass through seeking various recreational opportunities in the nearby Jemez Mountains.

# **Demographics**

The population of Jemez Pueblo, a federally recognized tribal nation, is historically disadvantaged. The population of the Jemez Pueblo census tract is 2,059 people, and the census tract 9406 is identified as Equity Disadvantaged, Transportation Disadvantaged, Health Disadvantaged, Economy Disadvantaged, according to the <u>Underserved Communities SS4A Map</u>.

Historically, the Census data has shown inaccuracies in reporting population sizes for tribal entities, a trend that was particularly pronounced during the 2020 Census amidst the challenges posed by the COVID-19 pandemic. These discrepancies can significantly impact resource allocation and representation for tribal communities. To address these limitations and enhance the accuracy of our findings, this report supplements the Census data with tribal enrollment figures. Incorporating the Pueblo's enrollment numbers provides data that reflects the actual population of Jemez Pueblo.

According to the Pueblo of Jemez Tribal Enrollment Office, as of 2024 there are 3,952 overall enrolled tribal members of the Pueblo of Jemez. This includes enrolled members, pending enrollment, and naturalized members. Tribal enrollment over the recent years has remained in the upper 3,000s with modest deviations as demonstrated in **Table 1**.

Table 1: Tribal Enrollment, 2018 - 2024

Year	Enrollment	Change		
2018	3,853			
2019	3,887	34		
2020	3,874	-13		
2021	3,838	-36		
2022	3,843	5		
2023	4,006	163		
2024	3,952	-54		

Figure 2 demonstrates Jemez's tribal enrollment by age groups. The majority of Jemez Pueblo members are aged 21 to 40 years old. The high percentage of young adults to early middle-

aged adult members highlight the need for transportation connections to major employment centers and job opportunities located in the Albuquerque and Santa Fe areas.

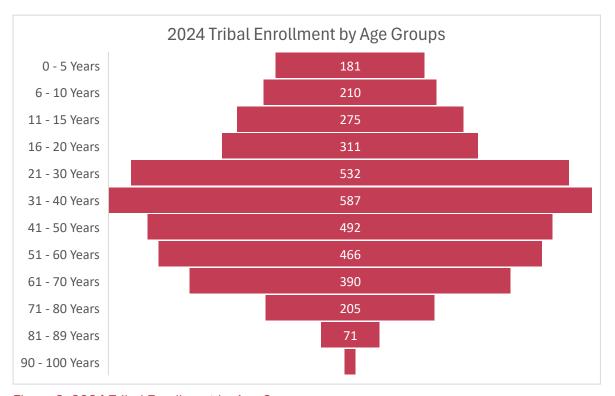


Figure 2: 2024 Tribal Enrollment by Age Groups

# **Existing Road Types**

The Pueblo categorized the various roadway types inside and outside of its jurisdiction to identify and evaluate traffic and active transportation safety concerns. Jurisdictional complexities with the state of New Mexico were identified particularly concerning US 550, NM 290, and NM 4. The Pueblo's roadway network is categorized into three classes: inner village roads, outlying areas roads, and NM State highways and is further defined below.

Inner Village Roads: the system of roads surrounding the central Pueblo area mainly comprised of earthen or gravel surfaces, which are maintained by JDOT. These roads play a vital role in providing tribal members with access to their residences, agricultural lands, and various community services.

**Outlying Area Roads:** roads extending outside the inner village confines, yet within the boundaries of the Pueblo, also maintained by JDOT. These roads serve as pathways for tribal members engaging in activities such as traditional ceremonies, livestock grazing, wood gathering, and hunting. Several of these routes traverse mountainous terrain, necessitating

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regular maintenance to ensure safe access. Furthermore, roads within the Pueblo's forested areas are intermittently maintained by the U.S. Forest Service.

**NM State Highways:** US 550, NM 4, and NM 290 constitute crucial segments of the Pueblo's roadway network, covering approximately 35 miles of state highways overseen by the Pueblo. These roads are subject to maintenance by NMDOT, District 6 staff, whose responsibilities include road upkeep, snow clearance, sign installation, and safety engineering.

US 550 serves as a vital principal arterial highway, connecting Interstate 25 to the Farmington and Four Corners region in northwest New Mexico. It facilitates crucial access for many Tribal members commuting to Albuquerque for employment, shopping, and education.

NM 4 is a minor arterial highway, connecting US 550 from the south to Los Alamos to the north. NM 4 was initially built to provide a westward exit from the Los Alamos National Laboratory, effectively dividing the Pueblo. Serving as the primary north-south thoroughfare, NM 4 grants access to various parts of the village while also connecting to the town of Jemez Springs, Valles Caldera National Park, and Los Alamos. Presently, residential areas, government buildings, and commercial establishments populate both sides of NM 4, posing considerable safety challenges for pedestrians, cyclists, and roadway users. Many properties are situated within 15-feet of the highway, designated areas for public transportation stops are often unmarked, and access to the roadway is not controlled, allowing vehicles to enter and exit the roadway at various locations.

NM 290 in a major collector highway extending in an east-northeast direction from NM 4, offering a connection to the Ponderosa area and the Jemez Canyon lands.

# 6. Community Partnerships

The Pueblo understands that to plan, implement, and maintain transportation safety over its transportation and roadway system, collaborative partnerships with federal, state, and local partners are essential. These partnerships will provide critical administrative, management, and funding support to the Pueblo. The Pueblo also understands that transportation safety, particularly with regard to decreasing crashes, injuries, and deaths, involves partners inside and outside the community. Consequently, the Pueblo has developed effective partnerships that it will continue to foster in addressing the transportation safety issues identified in this document.

# Pueblo of Jemez Partners

<u>Pueblo of Jemez Tribal Governors</u>: The governor acts as the official head of state for the Pueblo and leads the government. Alongside the lieutenant governor and second lieutenant governor, the governor upholds customary and traditional responsibilities and is charged with enforcing laws. In conjunction with Tribal Council, the Tribal leadership provides input and final approval of all safety projects and initiatives for the Pueblo.

<u>Pueblo of Jemez Tribal Council</u>: The tribal council serves as the governing body for the Pueblo, exercising its inherent sovereign powers through legislative and other responsibilities. The council approves the organizational structure, and establishes and funds departments, programs, and services to best meet the needs of the community and its members. The council is responsible for leading the government, enacting laws, and overseeing the implementation of all programs and services provided to tribal members.

<u>Pueblo of Jemez Department of Transportation (PDTD)/Jemez Department of Transportation (JDOT)</u>: Primary point of contact for all Transportation related matters. The PDTD and JDOT staff provide facility maintenance, traffic safety education and campaigns, and transportation planning, design and construction of new roadways, parking lots, bridges, pedestrian paths, and drainage and erosion control infrastructure. They are responsible for managing and administering state and federal grant funding.

<u>Pueblo of Jemez Public Health Program</u>: Collaborates and organizes events on pedestrian and bicycle safety, promotes active transportation and wellness, and addresses animal control issues for the Pueblo. The role of the Public Health Program is to identify and address the health needs of the community. The program also encourages healthy lifestyles, proactively prevents health issues through evidence-based programs and policy recommendations, and aims to eliminate health disparities by promoting equity, quality, and accessibility.

<u>Pueblo of Jemez Police Department:</u> Provides traffic infraction and crash data in support of improving transportation infrastructure and safety culture; collaborates on community outreach and safety events and initiatives. Responsible for enforcement of local laws, the issuance of citations, crowd control and traffic flow during cultural events, mutual aid agreements with local law enforcement jurisdictions, and public education for the Tribal community. The officers patrol the local village, NM 4, NM 290 and US 550, and outlying forested, agricultural and range lands. One of their primary responsibilities is to reduce traffic crashes, injuries, and deaths related to speeding. Additionally, officers provide education on safe driving, seat belt usage, and proper use of safety seats for infants and children.

<u>Pueblo of Jemez Emergency Management Department:</u> Provides first responder capabilities for 911 calls emergency, response data in support of improving transportation infrastructure and safety culture; collaborates on community outreach, safety events, and initiatives. The Emergency Management Department aims to prepare for, respond to, recover from, and mitigate the impacts of major emergencies and disasters. The department fosters an environment of cooperation, coordination, and collaboration with all internal and external departments and agencies responsible for emergency duties. A successful emergency management program relies on a whole-community approach and effective teamwork. The department develops threat and hazard analysis, emergency planning documents, emergency management trainings, and emergency preparedness campaigns.

Pueblo of Jemez Tribal Court: Collaborates on updates to traffic codes.

**Pueblo of Jemez Social Services Department:** Collaborates on community outreach and safety events and initiatives. The role of the Social Services Department is to provide prevention, education, outreach, safety, and shelter to the community. The department offers services such as adult and child welfare, violence intervention for victims, prevention, case management, and referrals.

<u>Pueblo of Jemez Department of Education</u>: Collaborates on student outreach and safety events and initiatives. The role of the Department of Education is to preserve, honor, and promote the traditional language and culture while nurturing the unique talents of everyone. The goal of the department is to develop well-educated, knowledgeable, healthy, and capable leaders to build a stronger and healthier community. The department offers financial aid opportunities through Tribal and Federal funds.

<u>Walatowa High Charter School, San Diego Riverside Charter School, & Jemez Day School:</u> Collaborates on student outreach, safety events and initiatives, and school bus safety and coordinates bus stop location needs.

## **Local Partners**

<u>Jemez Valley Schools</u>: Provides bus transportation to the community, collaborates on school bus safety and coordinates bus stop location needs.

<u>Jemez Springs, San Isidro, Ponderosa, and Cuba</u>: Local stakeholders who provide support of transportation safety projects. Local jurisdictions are neighbors and play a role in maintaining cordial relationships with the Pueblo.

<u>Sandoval County</u>: Provides Emergency Management and Fire Services, and Emergency Dispatch 911 services support; a partnership that the Pueblo values and continues to foster.

#### Universities

<u>UNC National Center for Safe Routes to School, Pedestrian and Bicycle Information Center, UNC Highway Safety Research Center</u>: Provided grant funding and technical support for the Day School Rd. Quick-Build Project to demonstrate need for pedestrian and bicycle safety improvements and promote the safe routes to school initiative.

<u>Texas A&M Transportation Institute, Youth Transportation Safety Program</u>: Provided grant funding for conducting a needs assessment of traffic safety youth outreach within the American Indian/Alaskan Native (AIAN) teen population.

<u>University of New Mexico (UNM)</u>: Provides regular technical assistance trainings and support of transportation safety programs, maintains NM state crash database, and showcases transportation safety projects at webinars and trainings.

## State of New Mexico Partners

NMDOT Main Office and District 6: Provides input, guidance, and technical support on transportation and safety projects, loans devices for data collection and showcases transportation projects at webinars and trainings for Tribes to gain knowledge and collaborate. Provides repairs, maintenance and snow removal on NM state highways (US 550, NM 4, and NM 290) that run through and around the Pueblo.

<u>NMDOT Tribal Liaison</u>: Advocates for funding and support of transportation safety projects and is based in the NMDOT Main Office in Santa Fe. The Liaison is responsible for advocating/intervening on behalf of all Pueblos, Tribes, and Nations in the State of New Mexico as it relates to transportation issues.

<u>Mid-Region Council of Governments (MRCOG)</u>: Advocates for funding and support of Tribal transportation safety projects, provides regional data for use in grant funding applications, and showcases transportation safety projects at webinars and trainings for other Tribes to gain knowledge and collaborate. The MRCOG is a multi-county governmental agency that

assists the New Mexico mid-region local entities to plan responsibly for the future, in light of anticipated growth in New Mexico's mid-region. The MRCOG represents the counties of Bernalillo, Valencia, Torrance, and Sandoval, and provides planning services in the areas of agriculture, economic development, employment growth, land-use, transportation, water, and workforce development. The MRCOG also provides technical assistance such as traffic count data, mapping, and GIS. Much of the federal dollars for transportation, planning, construction, engineering, and transit flow through the MRCOG.

Mid-Region Rural Transportation Planning Organization (MRRTPO): Advocates for funding and support of Tribal transportation safety projects, provides regional data for use in grant funding applications, and showcases transportation safety projects at webinars and trainings for other Tribes to gain knowledge and collaborate. An organization for which the MRCOG is the lead agency. The MRRTPO is a voluntary association of local governments and the NMDOT that provides a forum for members to meet, plan, and work together on issues related to transportation in the middle Rio Grande region. The Pueblo, as the Vice-Chair and Voting Member of the MRRTPO can initiate new construction and repair projects and apply for state and federal funding.

New Mexico State Police: Provides law enforcement response and support; a partnership that the Pueblo values and continues to foster.

## **Federal Partners**

Federal Highway Administration (FHWA) Office of Tribal Transportation (OTT): Provides input and guidance on transportation safety projects, loans devices for data collection, and showcases transportation safety projects at webinars and trainings for Tribes to gain knowledge and collaborate. The Pueblo receives its Tribal Transportation Program (TTP) funding for transportation planning, design, safety projects, bridge projects, construction, and non-construction activities from the FHWA OTT. The funding is used for administrative staff, equipment and road maintenance for Tribal roads. The FHWA OTT Tribal Coordinator is based in New Mexico and provides technical assistance and guidance.

Indian Health Services (IHS): Advocates for safe transportation initiatives such as school bus safety and bicycle helmet use and provides bicycle helmets for distribution to the community. The IHS provides Injury Prevention and Environmental Health Sanitation technical services to the Pueblo. They are a member of the local Injury Prevention Safety Coalition along with the Pueblo of Jemez Police Department, Emergency Management Department, PDTD, and Public Health Program.

<u>Bureau of Indian Affairs (BIA) Southwest Regional Office and Department of Transportation:</u> Provides assistance with updating the Pueblo's transportation facility inventory and recording of transportation facility rights-of-way.

<u>United States Forest Service</u>: Partner in maintaining forest service roads located adjacent to POJ lands. The agency is responsible for the maintenance of Forest Service roads which are used regularly by Tribal members for cultural and traditional activities. Due to the USFS's limited road maintenance staff and resources, JDOT is in the process of contracting with the USFS to perform critical road maintenance services on adjacent Forest Service roads.

<u>Southern Pueblos Fire Department</u>: Partner in emergency response for fires impacting POJ lands. Provides fire suppression and response especially in forested and Bosque areas. Performing road maintenance on the outlying area roads is paramount as it affects emergency response time.

<u>Tribal Technical Assistance Program (TTAP)</u>: Provides regular trainings and support of transportation projects and initiatives, organizes conferences, and showcases transportation safety projects at webinars and trainings. The TTAP's role is to enhance the capacity of federally recognized tribes to manage their highway assets through training and technical assistance. The program offers comprehensive transportation training and assistance to tribal communities, developing the skills and expertise needed to ensure the safety and maintenance of tribal roads.

<u>Local Technical Assistance Program (LTAP)</u>: The Local Technical Assistance Program supports local highway agencies in each state by helping them address the challenges of maintaining and rehabilitating roads and bridges. The program also provides access to best practices and innovative technologies tailored to meet local needs.

America Walks, University of Montana, Stanford Our Place, Cherokee Nation Public Health: Partners in Tribal pedestrian safety initiatives and co-recipients of a Road to Zero (RTZ) grant to carry out the first ever Tribal pedestrian safety project funded by RTZ. America Walks is a leading advocate for walkability, providing organizations and individuals with the tools to create safer, more walkable communities for people of all ages and abilities. Whether helping a small-town build sidewalk or pushing for changes in highway construction policies, they work with people from all walks of life to improve neighborhoods and communities.

<u>Transportation Research Board (TRB) AME 30</u>: The Transportation Research Board (TRB) AME30 Standing Committee on Native American Transportation Issues collaborates with Tribes on Tribal Transportation research needs and outcomes.

### Other Tribes

Collaborative information sharing including the successes and challenges with implementing their Tribal Transportation Programs with local tribes and tribes across the U.S.

# 7. Existing Efforts and Previous Studies

# NM 4 Road Safety Audit (2007)

The NM 4 Road Safety Audit (RSA) was developed by Opus Hamilton in collaboration with the Pueblo of Jemez. The RSA highlights multiple transportation safety issues occurring along NM 4 in the Pueblo of Jemez. During the research and preparation of the 2007 RSA, the following issues were identified:

- Animal collisions accounted for over half of the reported crashes, with all occurring in low-light conditions and all but one involving a domesticated animal.
- Two-thirds of crashes occurred in low-light conditions.
- NM 4 divides the main residential area of the Pueblo of Jemez, many vehicles, pedestrians, and animals must regularly cross the highway.
- Uncontrolled access to properties adjacent to NM 4 may increase the risk of conflicts and collisions.
- Pedestrians walking along NM 4 have no dedicated pedestrian facilities.
- Missing signs, pavement markings, or delineation may limit driver guidance and increase the risk of collision.
- Speeds above the posted speed limit may increase the risk and potential severity of crashes on NM 4.
- Shoulder conditions may deteriorate due to surface drainage flows and traffic.
- Unshielded roadside hazards are present off NM 4.
- Bear Head Canyon Road Limited sight distances, especially at night, increase the risk of collision at this intersection.
- School buses do not consistently operate their flashing lights when picking up and dropping off students.
- Livestock on NM 4 pose a crash risk.

# Pueblo of Jemez Transportation Safety Plan (2018)

The previous Pueblo of Jemez Transportation Safety Plan (TSP) identified the following transportation safety issues:

- Lack of signage, traffic control devices, and traffic calming measures on state highways, village roads, outlying roads, and Forest Service roads.
- Need for bus stop improvements, including consolidation of bus stop locations and installation of signage.
- Lack of pedestrian facilities throughout the Pueblo of Jemez and along NM 4.
- Presence of numerous potential roadside hazards.

- Failure of community members to use seat belts and car safety seats on village roads.
- Lack of livestock control allowing animals to wander along roadways at all hours.
- Excessive speeding on all roads and some roads lack the appropriate signage for enforcement.
- Existing walking paths lack visible signage or safety precautions.
- The intersections of NM 4 and NM 290, NM 4, and Bear Head Canyon Road lack adequate sight distances.
- Access to Tribal Administration facility parking lots and other driveways is uncontrolled.
- Lack of proper drainage on roads throughout the Pueblo of Jemez.

# Pueblo of Jemez Pedestrian Trails and Bikeways Master Plan (2020)

The Pueblo of Jemez Pedestrian Trails and Bikeways Master Plan was developed in 2020 by Bohannan Huston in coordination with the Pueblo of Jemez. The plan documents the following transportation safety issues:

- Overall lack of safety was cited by the community as a major barrier to walking and biking.
- High vehicle speeds were considered a critical safety issue, specifically to pedestrians.
- Drainage issues were considered a major safety issue.
- Safer bus stops needed for the safety of children in the Pueblo.
- Issues around abduction attempts, and the presence of non-tribal people was considered a major safety issue and a barrier to walking and biking in the community.
- Vehicles driving on unpaved roads causing substantial amounts of dust which is irritating to the eyes and skin of pedestrians.
- Stray dogs were considered a barrier to walking and biking in the Village area.
- Lack of safe and direct connections to community destinations and public services such as schools, the library, and the health clinic.
- Elders expressed concerns about safety while walking and noted that many roads are hard to traverse due to flooding and uneven surfaces.
- Children also expressed issues with uneven, muddy, and poorly drained roads.
- The biggest issue for trails and bikeways expressed by the community was access to destinations.
- The biggest obstacle to walking and biking in the community was vehicle conflicts and speeding.

# Pueblo of Jemez Long Range Transportation Plan (2023)

The Pueblo of Jemez Long Range Transportation Plan (LRTP) was developed by Bohannan Huston and Toole Design with the Pueblo of Jemez. The plan documented the following transportation safety issues:

- Village and forest roads experience frequent issues with erosions and sedimentation and are susceptible to flooding.
- Speeding along NM 4 and village roads.
- Many blind spots around the Village were note as a safety concern for drivers and pedestrians.
- Pedestrians expressed safety concerns with excessive vehicle speeds.
- Stray dogs were the most frequently cited barrier to walking and noted as a major source of safety concerns for motorists.

**Table 2: Previously Identified Issues**, summarizes the issues identified through previous efforts, providing the plan, page reference, issue description, type, and current status. The table indicates issues that have been addressed and those that require further action.

Table 2: Previously Identified Issues

PLAN DOCUMENT	PAGE #	DESCRIPTION OF ISSUE	ISSUE TYPE	STATUS
NM 4 RSA	2	Animal collisions accounted for over half of reported crashes, with all occurring in low-light conditions and all but 1 involving a domesticated animal.	Other	Ongoing Issue; however not the cause of most crashes
NM 4 RSA	3	Two-thirds of crashes occurred in low-light conditions.	Lighting	Ongoing Issue; Partially resolved with newly installed lighting in high traffic and pedestrian areas along NM 4
NM 4 RSA	7	NM 4 divides the main residential area, cattle-grazing areas so substantial vehicle, pedestrian and animals must regularly cross the highway.	Other	Ongoing Issue
NM 4 RSA	8	Uncontrolled access to properties adjacent to NM 4 may increase the risk of conflicts and collisions.	Access management	Ongoing Issue along some areas of NM 4 and Red Rocks Area
NM 4 RSA	8	Pedestrians walking along NM 4 have no dedicated pedestrian facilities.	Pedestrian issue	Ongoing Issue along NM 4; Partially resolved with construction of 2-mile pedestrian trail project along NM 4
NM 4 RSA	8	Missing signs, pavement markings, or delineation may limit driver guidance and increase the risk of collision. Excessive signing may distract drivers.	Signage/Traffic control	Ongoing Issue – must ensure compliance with MUTCD standards
NM 4 RSA	8	Speeds above the posted speed limit may increase the risk and potential severity of crashes on NM 4.	Driver behavior	Ongoing Issue
NM 4 RSA	8	Shoulder conditions may deteriorate due to surface drainage flows and traffic.	State of repair	Ongoing Issue

PLAN DOCUMENT	PAGE #	DESCRIPTION OF ISSUE	ISSUE TYPE	STATUS
NM 4 RSA	8	Unshielded roadside hazards along NM 4.	Facility geometry (non- roadway)	Ongoing Issue on NM4 (Concrete Box Culvert)
NM 4 RSA	8	Limited sight distances, especially at night, increase the risk of collision at this intersection. (NM 4 and Bear Head Canyon Road).	Sight distance	Resolved
NM 4 RSA	9	School buses do not consistently operate their flashing lights when picking up and dropping off students.	Other	Ongoing Issue
NM 4 RSA	9	Livestock on the highway pose a crash risk.	Other	Ongoing Issue
2018 TSP	25	Lack of signage, traffic control devices, and traffic calming measures on state highways, village roads, outlying roads and Forest Service roads.	Signage/Traffic control	Ongoing Issue
2018 TSP	25	Bus stop improvements are needed, including consolidation of bus stop locations and installations of signage.	Facility geometry (non- roadway)	Somewhat resolved; need to update every few years
2018 TSP	25	Lack of pedestrian facilities throughout the Pueblo and along NM 4.	Pedestrian issue	Ongoing Issue
2018 TSP	25	Presence of Roadside Hazards.	Facility geometry (non- roadway)	Guardrail needed at steep slopes along NM4
2018 TSP	25	Lack of seat belt and car safety seat use by community members on village roads.	Driver behavior	Ongoing Issue
2018 TSP	26	Lack of livestock control with animals wandering along roadways at all hours.	Other	Ongoing Issue
2018 TSP	26	Excessive speeding on all roadways, some roads lack the appropriate signage for enforcement.	Signage/Traffic control	Ongoing Issue
2018 TSP	26	Existing walking paths lack visible signage or safety precautions.	Missing facilities	Ongoing Issue
2018 TSP	26	The speed limit is excessive near the convenience store and Red Rocks area.	Signage/Traffic control	Ongoing Issue
2018 TSP	26	Access to Tribal Administration facility parking lots and other driveways are uncontrolled.	Access management	Resolved

PLAN DOCUMENT	PAGE #	DESCRIPTION OF ISSUE	ISSUE TYPE	STATUS
2018 TSP	27	The proposed NM 4 highway bypass project is not currently listed on the NMDOT STIP.	Other	Resolved
2018 TSP	27	Lack of proper drainage on roads throughout the Pueblo	Missing facilities	Ongoing Issue
2018 TSP	27	Deterioration of NM 4 shoulders.	State of repair	Ongoing Issue
LRTP	27	Due to its position in the Jemez Mountains, Village and forest roads experience frequent issues with erosion and sedimentation and are susceptible to flooding.	Missing facilities	Ongoing Issue
LRTP	29	Speeding along NM 4 and within the Village Area are ongoing issues.	Driver behavior	Ongoing Issue
LRTP	29	Safety concerns in the Village Area include blind spots.	Sight distance	Ongoing Issue
LRTP	29	Safety concerns include driver non-conformance with traffic rules and off-road vehicle use on roads.	Driver behavior	Ongoing Issue
LRTP	29	Excessive speeding contributes to pedestrian safety concerns.	Pedestrian issue	Ongoing Issue
LRTP	29	Many roadways on the Pueblo are subject to flooding and washouts.	Missing facilities	Ongoing Issue
LRTP	29	Stray dogs are the most frequently cited barrier to walking and are a major source of safety concerns for motorists.	Other	Ongoing Issue
Ped Trails MP	8	Safety was considered by the community as a barrier to walking and biking.	Other	Ongoing Issue
Ped Trails MP	8	High vehicle speeds are considered a critical safety issue, specifically to pedestrians.	Driver behavior	Ongoing Issue
Ped Trails MP	8	Drainage issues are considered a critical safety issue.	Missing facilities	Ongoing Issue
Ped Trails MP	8	General perceptions of crime are considered a critical safety issue.	Other	Ongoing Issue
Ped Trails MP	8	Safer bus stops are needed for the safety of children.	Other	Ongoing Issue
Ped Trails MP	8	Issues around abduction attempts and the presence of non-tribal people is considered a major safety issue.	Other	Ongoing Issue

PLAN DOCUMENT	PAGE #	DESCRIPTION OF ISSUE	ISSUE TYPE	STATUS
Ped Trails MP	8	Presence of outsiders is a barrier to children's ability to walk or bike in the community.	Other	Ongoing Issue
Ped Trails MP	9	Vehicles driving on the unpaved roads causes large amounts of dust which are irritating to eyes and skin of pedestrians.	Pedestrian issue	Ongoing Issue
Ped Trails MP	9	Stray dogs are considered a barrier to walking and biking in the Village Area.	Pedestrian issue	Ongoing Issue
Ped Trails MP	9	Lack of safe and direct connections to community destinations and public services such as schools, library and health clinic was seen as an issue.	Missing facilities	Partially resolved with construction of 2-mile pedestrian trail project along NM 4
Ped Trails MP	10	The location of the Village Area makes flooding and drainage a recurring challenge.	Missing facilities	Ongoing Issue
Ped Trails MP	17	Elders expressed concerns about security while walking.	Pedestrian issue	Ongoing Issue
Ped Trails MP	17	Elders expressed that many roads are hard to traverse walking due to flooding and uneven surfaces.	Pedestrian issue	Ongoing Issue
Ped Trails MP	18	Children also expressed issues with uneven, muddy and poorly drained roads for walking.	Pedestrian issue	Ongoing Issue
Ped Trails MP	18	Youth expressed that conflicts with vehicles were a pedestrian safety concern.	Pedestrian issue	Ongoing Issue
Ped Trails MP	19	The biggest issue for trails and bikeways expressed by the entire community was access to destinations.	Missing facilities	Ongoing Issue
Ped Trails MP	20	The biggest obstacle to walking and biking for the whole community was vehicle conflicts and speeding.	Driver behavior	Ongoing Issue
Safety Data		Data Collection and collaboration with POJ Police Dept. (apply for TTPSF funds to purchase software & maintain database)	Data Collection	Resolution in Progress

# 8. Outreach and Engagement

# **Public Meeting**

A public meeting was conducted on March 20, 2024, at the Pueblo of Jemez Youth Center, located at 145 Bear Head Canyon Road from 6:00 p.m. to 8:00 p.m. where 95 community members attended. The meeting involved a presentation which covered the purpose of a Transportation Safety Plan (TSP), the TSP update, the improvements completed since the last TSP in 2018, an overview of the Pueblo's crash data analysis, and an overview of the PDTD/JDOT transportation safety campaign including the announcement of the safety mascot and slogan contest winners.

The meeting involved feedback from attendees through a survey (digital and hard copy provided) and with interactive boards. One board asked attendees to identify locations of safety issues on a map of the Pueblo, as shown in **Figure 3**; a second board asked for general comments involving transportation issues and solutions. The largest concentration of issues indicated on the map were identified on Day School Road.

A complete compilation of the TSP's engagement efforts is found in Appendix A.

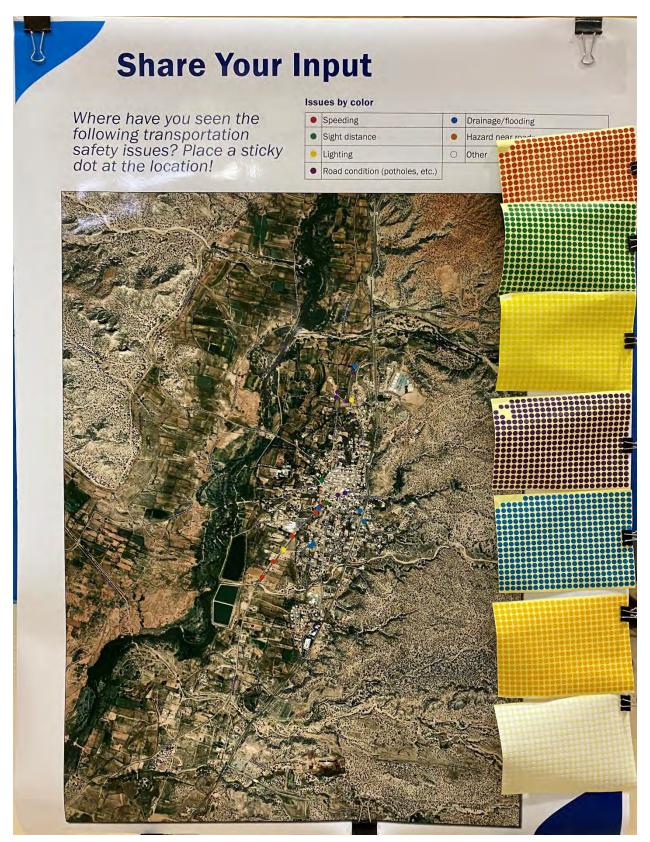
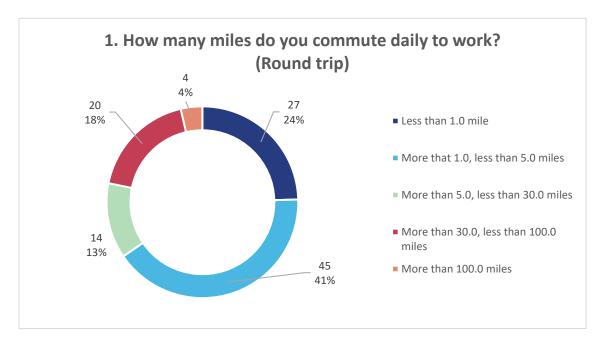
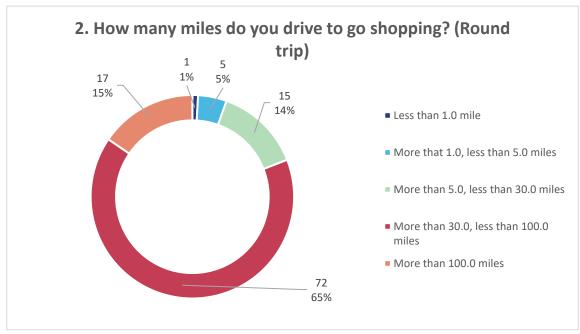


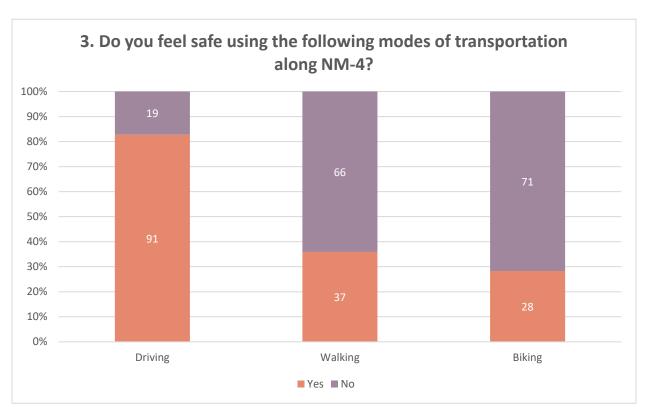
Figure 3: Public Meeting Transportation Safety Issue Location Board

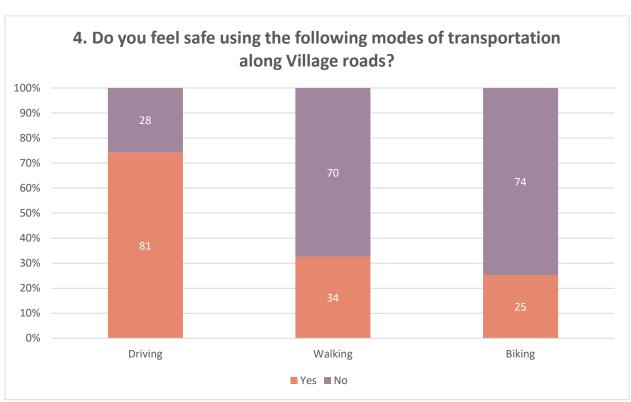
# Survey

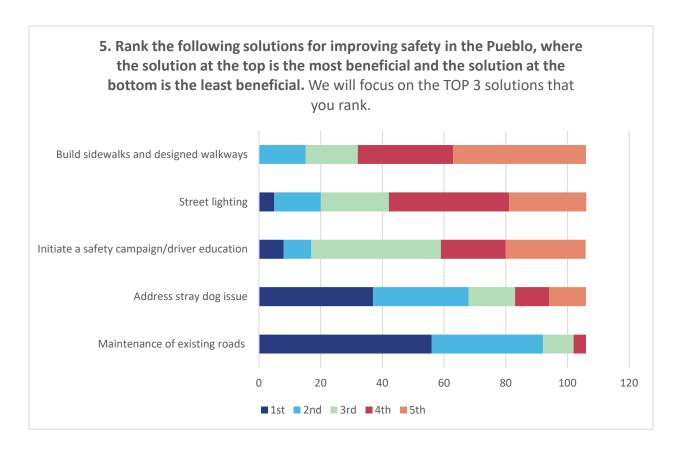
A survey was conducted in March 2024. The survey opened to the public on March 20, 2024 (the day of the public meeting) and closed on April 5, 2024. A paper copy was distributed amongst participants at the public meeting. An online version was also available to allow access for those who did not attend in person. A total of 110 responses were received; results are depicted below. The survey responses aided the project team's understanding of the community's commuting times, their perception of safety on various roads, major issues surrounding transportation, and prioritization of safety improvements.

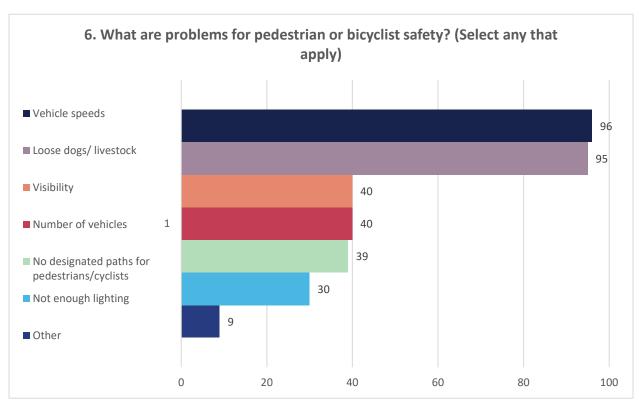


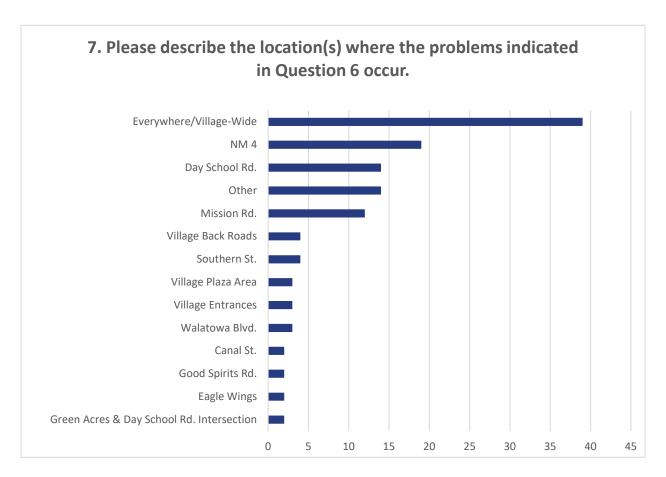




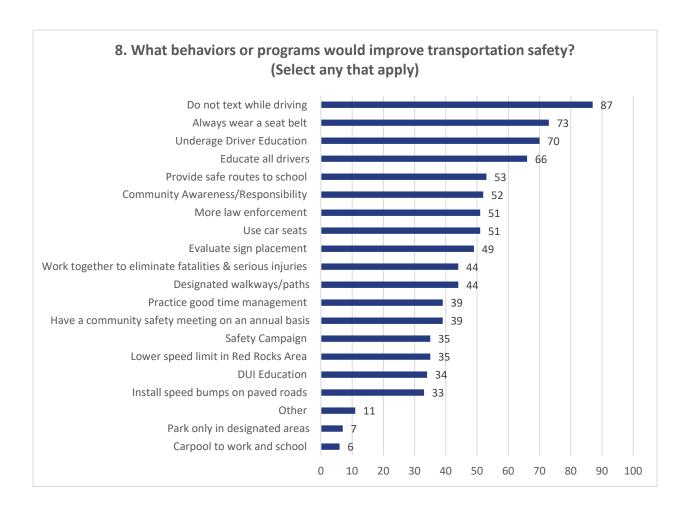


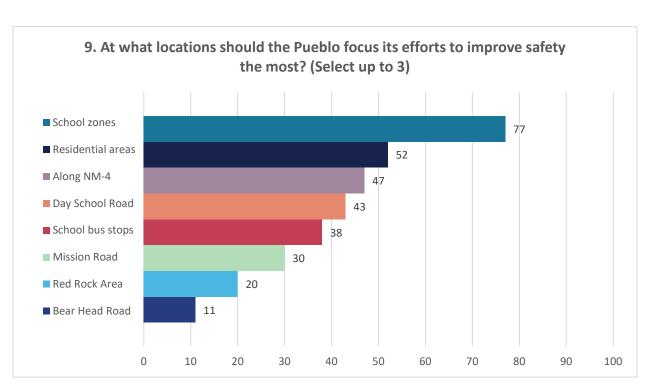






Question 7 "Other" Responses
Knots Landing
Near Library
Near Post Office
Near Clinic
Around Sharp Curves
Dirt Roads
Salt Springs
Cacique Fields
Wagon Rd.
Santos Rd.
Indian School Rd.
Owl Springs Bridge
Civic Center
Day School Rd. & Southern St. Intersection





# 2018 TSP Engagement Efforts

During the 2018 Transportation Safety Plan process, public outreach and meetings with a Safety Committee were conducted. Under the direction of the PDTD, a Safety Committee was formed on October 26, 2017, which included key representatives such as the Pueblo of Jemez Chief of Police, Emergency Management Director, Public Health staff, Injury Prevention staff, and PDTD staff. This committee was also part of the Injury Prevention Safety Coalition, a local partnership that met monthly and included federal agencies such as the IHS Office of Environmental Health and Engineering and the BIA.

To encourage broader community participation and gather input from Tribal members, two community meetings were held on November 16, 2017. The morning session was attended by Tribal organizations and staff, including representatives from the NMDOT District 6 and Central Office, U.S. Forest Service, IHS, Jemez Public Schools, and all members of the Safety Committee. Pueblo leadership was also present to show their support and provide input on the issues discussed. The evening session attracted more Tribal members, who shared concerns as homeowners and local road users, highlighting issues such as drainage, dust, excessive speeding, unsafe walking paths, and NM 4. During both sessions, surveys were distributed to identify safety concerns, commuting distances for work and shopping, and suggestions for improving road safety.

A follow-up meeting was held on November 28, 2017, with PDTD staff to review and analyze the survey results. Most respondents expressed a strong desire for the community to collaborate on reducing injuries and fatalities and recommended holding community safety meetings at least three times per year.<sup>3</sup>

# Additional Transportation Safety Engagement Efforts

The following are engagement efforts conducted outside this plan but support the goal to improve transportation safety. The efforts below describe the program and actions taken to complete equitable public outreach.

## Transportation Safety Slogan & Mascot Contest (2024)

<u>Purpose</u>: To engage the community in promoting transportation safety through a creative safety slogan and mascot contest for youth and adults.

<sup>&</sup>lt;sup>3</sup> Pueblo of Jemez Transportation Safety Plan (2018), page 13

#### **Outreach Efforts:**

- 1/31/24: First community notice via email to all Pueblo of Jemez employees.
- 2/6/24: Flyers sent via email to all Pueblo of Jemez employees.
- Flyers posted in all public areas and department offices throughout the Pueblo.
- Flyers distributed to local schools, including Jemez Day School, San Diego Riverside Charter School, Hemish Immersion Program, Walatowa Childcare, Walatowa Early Childhood Immersion Program, and Walatowa High Charter School. Each student received a flyer.
- 2/27/24 and 3/13/24: Reminder emails sent to all Pueblo of Jemez employees.
- Postings on PDTD Facebook and Instagram accounts.

<u>Incentives</u>: The contest included prizes such as 12 bikes and helmets to encourage participation.

Jemez Day School Quick Build Traffic Calming & Pedestrian-Bicycle Safety Project (2024)

<u>Purpose</u>: Complete a traffic calming and pedestrian-bicycle safety quick-build project to improve the safety of students walking and biking to and from the Jemez Day School.

#### **Engagement Efforts:**

#### • <u>Implementation</u>:

- Jemez Day School students spent the entire day painting the traffic calming devices and planting flowers.
- o Jemez Day School staff and teachers, and the Project Team discussed the importance of traffic and pedestrian safety with the students.

#### • Walk, Bike & Roll to School Day:

- Students learned about traffic and pedestrian-bicycle safety.
- The Project Team set up informational booths and distributed items such as reflective arm bands and blinking bicycle safety lights during the event.
- Students took tours of JDOT's heavy equipment, semi-truck and fleet vehicles, an Emergency Management Department ambulance, the Public Health Department's animal control vehicle, and a Police Department police unit.

#### Community Feedback Survey:

- A survey of the students on the effort was conducted at the Walk, Bike & Roll event and was provided online to the community.
- A majority of the responses recognized a decrease in vehicle speed and an increase in student safety and supported the construction of permanent traffic calming in the area.

#### Bicycle Helmet Incentive Program (2024)

<u>Purpose</u>: To promote bicycle safety by encouraging children in the Pueblo of Jemez to wear helmets while riding bikes.

#### **Program Rules:**

- PDTD/JDOT staff distributed incentives to children observed wearing their helmets while cycling.
- Staff recorded the names, dates, and locations of participants seen wearing helmets.
- Incentives were distributed in safe locations, with PDTD/JDOT fleet safety lights activated.
- Staff communicated pedestrian safety and helmet safety to participants.

#### **Promotion Methods:**

- <u>Email Campaign</u>: Sent to all POJ employees on 6/14/24, 7/9/24, 7/12/24, 7/24/24, and 8/16/24. Each email provided:
  - An update on remaining helmets and encouraged community members to wear helmets to receive incentives.
  - Contact information for requesting free helmets.
- <u>Flyer Distribution</u>: Flyers were posted at various locations, including the POJ Bulletin Board, Library, Post Office, Youth Center, and other departments throughout the Pueblo.
- Youth Presentations: The program was promoted at two youth events:
  - o June 17, 2024: Summer Sports Camp
  - o July 24, 2024: Youth Development Day

#### **Incentives Distributed:**

- Hydration packs.
- \$10 Pueblo Grill gift cards.

<u>Tracking</u>: A log was maintained for all distributed items, including the names of children, distribution dates, and locations.

<u>Implementation</u>: PDTD/JDOT staff alternated driving around the Pueblo to identify helmet wearers.

<u>Donations</u>: The IHS donated helmets for community distribution. Helmets were given to community members who stopped by the PDTD office or were distributed when staff observed a child not wearing a helmet. Helmets were also distributed at the Fun Run event held on May 15, 2024.

These initiatives aimed to improve transportation safety awareness and encourage safe driving and pedestrian/cycling behavior within the community.

# 9. Data Analysis

Crash data was collected and evaluated between the years of 2020 and 2023 and obtained from the Pueblo of Jemez Police Department and NMDOT Traffic Records office crash reports, Jemez Pueblo Emergency Management incident reports. Of the three highways within the Pueblo, crash data was available for routes NM 4 and US 550. The collected data was analyzed to identify crash trends within the Pueblo. Between 2020 to 2023, there were a total of 130 reported crashes within the Pueblo. See **Appendix B** for detailed crash data information.

The crash data sources exhibited inconsistent reporting methods, resulting in certain analyses which do not include all reported crashes. **Table 3** below provides an overview of the sources and their reporting details.

Table 3: Crash Data Sourcing

Source	Crashes	Notes
Pueblo of Jemez Police Department	99	Used as reporting style basis to incorporate other report crashes
Pueblo of Jemez EMS	11	Only date, location, and injury indicated
NMDOT (NM 4 and US 550)	20	No contributing factors indicated
Total	130	

Due to limited staff and funding resources, the Jemez Police Department's crash data is not as detailed as communities with adequate resources. However, the Pueblo is actively working to enhance their crash reporting, data collection, and departmental collaboration. This includes:

- Use of the most current version of the Uniform Crash Report (UCR) to help officers systematically conduct and report on investigations of crashes, and to aid Pueblo departments in obtaining necessary data.
- Obtaining current technology to aid in accurate crash reporting, such as collection of crash locations and use of data analysis tools and software.
- Holding trainings with the Police Department to ensure the thorough completion of crash reports.
- Frequent collaboration and data sharing with the PDTD, Emergency Management, and the state of NM.
- Initiating an effort to collect more data on multi-modal transportation.

### **Crash Locations**

Part of the TSP update consists of an effort to geolocate the crashes assessed in the crash analysis. Based in the information obtained, the crash locations were plotted on a map which helps to visualize hot spots at intersections, on roadways segments, and other areas throughout the Pueblo.

The POJ Police Department crash reports do not provide coordinates of crash locations; therefore, descriptions of primary and secondary roads were used to plot points on the map using ArcGIS software. 23 crashes of the 130 reported were infeasible to locate because of a lack of location description (no mile marker, no intersection, etc.). As stated earlier, this is an aspect of crash data collection that the Pueblo is actively working to improve. **Figure 4** and **Figure 5** on the following pages illustrate the geolocated crashes on the Pueblo's roadway network.

The following observations were concluded from the historical crash data.

- Over half of the crashes in the Pueblo occurred along the main highways of NM 4, NM 290, and US 550.
- Many crashes occurred around community service buildings and Pueblo administrative facilities including the Walatowa Early Childhood Learning Center, Jemez Comprehensive Health Center, and Jemez Pueblo Head Start building.
- Generally, crashes also occurred around the central Village area and on the roads surrounding the church.
- Day School Road, Canal Street, and Walatowa Boulevard, three main thoroughfares in the Pueblo, experienced higher levels of crashes compared to other village roads.
- Most of the crashes with injuries occurred along NM 4 and US 550.

Out of the 130 total reported crashes, 65 were located on the NM state roads that transverse the Pueblo. These highways serve a greater number of vehicles, with Annual Average Weekday Traffic (AAWDT) ranging from 2,100 to 5,700 vehicles per day (vpd) according to the Mid-Regian Council of Governments Traffic Flow Map, and posted speed limits ranging from 30 MPH to 55 MPH. The Pueblo is actively working with NMDOT on various safety plans and improvements projects to help mitigate the safety concerns along these roadways.

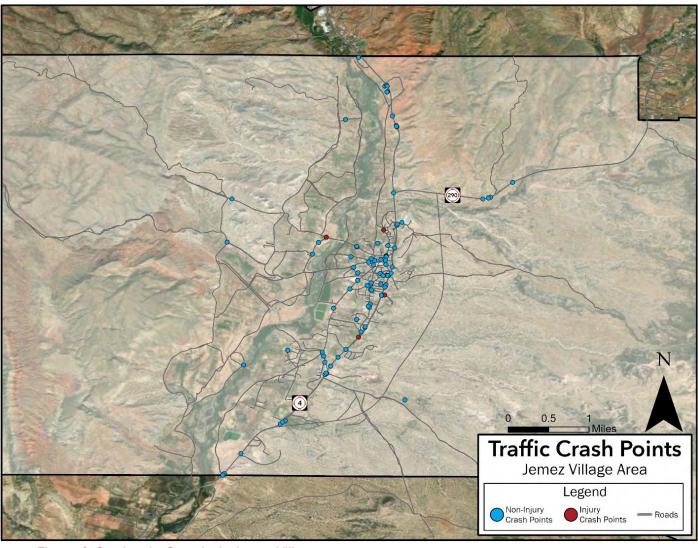


Figure 4: Crashes by Severity in Jemez Village

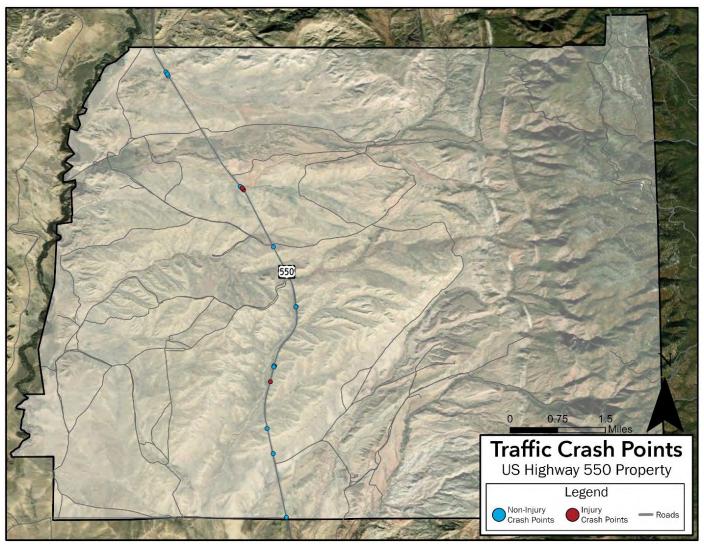
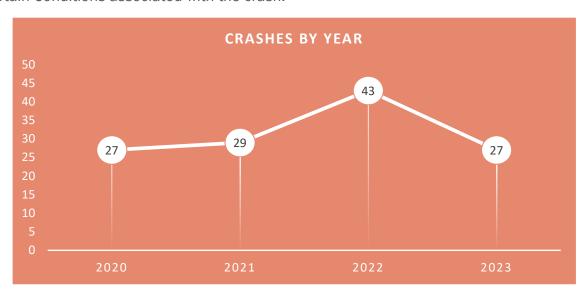
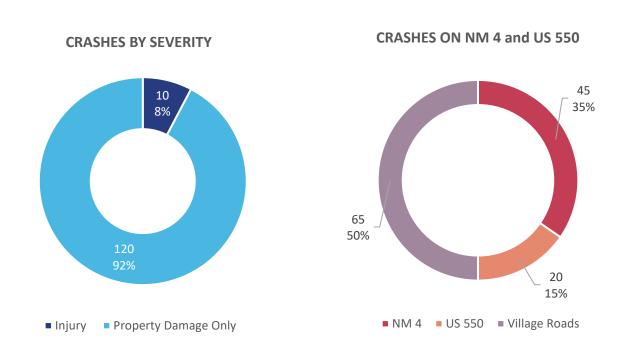


Figure 5: Crashes by Severity on US 550

# Crash Data Analysis

A crash analysis was conducted to help determine crash concentrations and patterns. Below is a snapshot of the crashes in Jemez. Further analysis was conducted on the Crash Type and certain Conditions associated with the crash.





### PUEBLO OF JEMEZ TRANSPORTATION SAFETY PLAN

Notable conclusions pulled from this analysis include:

- 2022 had a notably higher rate of crashes than the other years observed.
- There were no fatal crashes from 2020 to 2023, and 10 injury crashes (10% of total 130 crashes).
- More than half of the injury crashes (6 out of 10) were located on US 550 and NM 4; the remaining 4 crashes occurred on local roads.
- Half of the crashes took place on two roadways: NM 4, with 35% of the analyzed crashes, and US 550 with 15%.

The majority of analyzed crashes are property damage only. However, it is critical to recognize that property damage crashes possess the potential to escalate into injury or fatality incidents under certain conditions. Any small difference in a crash factor could transform a minor collision into a serious one. Therefore, it is essential to consider all types of crashes when designing safety improvements, as mitigating the risk factors associated with property damage-only incidents can effectively reduce the likelihood of more severe outcomes.

### Crash Type

The crash type generally indicates the involvement of other vehicles, persons, or objects and the position of the vehicle after the crash (i.e. overturned or rollover). Results of the crashes analyzed are in **Table 4**. The top 3 crash types with the highest rates are:

- Fixed Object (30%)
- Other Vehicle (22%)
- Parked Vehicle (16%)

Table 4: Crash Type

	31	
CRASH TYPE	NUMBER	%
Fixed Object	38	30%
Other Vehicle	28	22%
Parked Vehicle	20	16%
Overturned	9	7%
Other Object	9	7%
Other Non-Collision	9	7%
Rollover	6	5%
Animal	6	5%
Pedestrian	1	1%
Railroad	0	0%
Cyclist	0	0%
Vehicle on Other Roadway	0	0%
Total	126	100%

These crash types are common in many communities and oftentimes do not have a single reason for their occurrence due to the varying circumstances involved in the crash. This pattern does indicate possible challenges in roadway design, traffic management, and parking infrastructure throughout different areas in the Pueblo. These issues may be addressed by enhancing roadway markings and signage, improving roadway lighting, ensuring sufficient clear zones, and improving management and design of parking areas.

### Conditions

Several conditions may contribute to the possibility and outcome of a crash. Conditions exist within the roadway design and upkeep, the surrounding environment's weather and lighting, or the state of the driver. This analysis focuses on conditions involving contributing factors and lighting.

### **Contributing Factors**

In Jemez's crash report, several different *contributing factors* are listed to easily identify and categorize the conditions associated with the crash. One crash oftentimes has multiple contributing factors. The 22 contributing factors are grouped into buckets to simplify the data, allowing for the identification of similarities and patterns. The buckets and their associated contributing factors are as follows:

# Driver Behavior 1 Other improper driving 2 Improper backing 3 Made improper turn 4 Drove left center 5 Improper overtaking 6 Following too closely 7 Passed stop sign 8 Failed to yield-Police Vehicle(s) 9 Improper lane change 10 Failed to yield right of way 11 Disregarded Traffic Signal 12 Failed to yield-Emergency Vehicle(s)

### External Factor (Infrastructure)

13 Road defect

### External Factor (Traffic)

and how a crash occurred.

14 Avoid no contact vehicle

### Inattention

- 15 Driver inattention
- 16 Cell Phone

### **Speed Related**

- 17 Excessive Speed
- 18 Speed too fast for conditions

### Under Influence of Alcohol

19 Under Influence of Alcohol

### Vehicle Defect

- 20 Other mechanical defect
- 21 Inadequate brakes
- 22 Defective tires

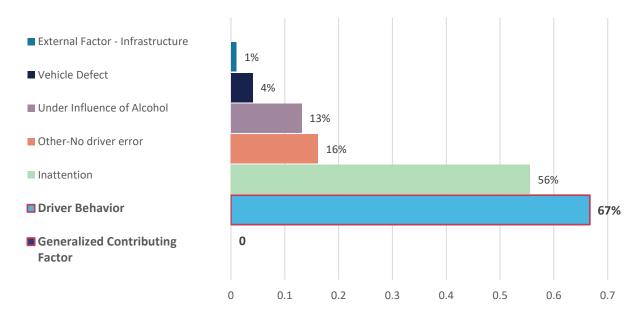
<u>Items to note</u>: "Other – No Driver Error" and "None" are also options for contributing factors on the crash report, but they were omitted from the analysis because they do not provide information for why

Only crashes reported by Pueblo of Jemez Police Department indicated contributing factors; crashes from Jemez Pueblo EMS and NMDOT do not include such fields and are therefore not included in this analysis.

Future improvements to the Pueblo of Jemez Police Department crash reporting system, as described in this report, will further enhance the format.

The initial analysis of contributing factors uses the bucket categorization, revealing that **Driver Behavior** and **Inattention** have the highest rate among crashes.

### CRASHES BY CONTRIBUTING FACTOR (PERCENT)



Taking a closer look at the top two contributing factors, certain conclusions can be made. Among the contributing factors that make up the **Driver Behavior** group, the following have the highest rate:

### Other improper driving (32%)

This is a catch-all for various unsafe driving behaviors not specifically categorized elsewhere. Examples might include aggressive driving (tailgating, weaving through traffic) or other behaviors that violate traffic laws of safe driving practices.

### Improper backing (21%)

This refers to accidents caused by drivers reversing their vehicles in an unsafe manner. It could include failing to check for obstacles or pedestrians before backing up, backing up too quickly, or reversing in an area where backing is prohibited or dangerous.

### Made improper turn (12%)

This involves making turns that are unsafe or illegal. Examples include turning from the wrong lane, not signaling before turning, turning into oncoming traffic, making Uturns where prohibited, or failing to yield the right-of-way to other vehicles or pedestrians while turning.

### • Drove left of center (11%)

This occurs when a vehicle crosses the center line of the roadway into oncoming traffic. It can result from overtaking another vehicle improperly, drifting due to inattention or impairment, or attempting to avoid an obstacle on the road.

This analysis indicates that the **Driver Behavior** crash factor is largely composed of improper driving incidents. Some crashes occur purely due to driver mistake, however, some crashes can be prevented or mitigated through design improvements and countermeasures. The risk of driver behavior and improper driving can be systematically addressed through driver education, trainings, and awareness campaigns, and through roadway design improvements such as strategic roadway markings and signage, implementation of medians, shoulders, dedicated turn lanes, and multimodal infrastructure (discussed further in the Recommendations section).

The highest contributing factors associated with **Inattention** include:

### • Other improper driving (27%)

This is a catch-all for various unsafe driving behaviors not specifically categorized elsewhere. Examples might include aggressive driving (tailgating, weaving through traffic) or other behaviors that violate traffic laws of safe driving practices.

### Excessive speed (20%)

This term specifically refers to driving at a speed that exceeds the posted speed limit. This factor differs from the similar "speed too fast for conditions" in that it is a straightforward violation. The later describes driving that may be within the speed limit but is unsafe for the current roadway surface, traffic, weather, or other conditions.

### • Improper backing (15%)

This refers to accidents caused by drivers reversing their vehicles in an unsafe manner. It could include failing to check for obstacles or pedestrians before backing up, backing up too quickly, or reversing in an area where backing is prohibited or dangerous.

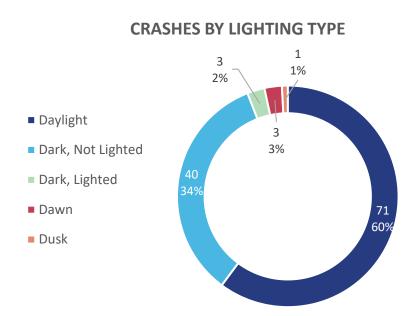
### • Under influence of alcohol (16%)

This indicates that the driver was operating a vehicle while impaired by alcohol consumption. Alcohol may affect cognitive functions, reaction times, coordination, and judgment.

This deeper analysis of inattention may suggest a correlation between driver inattention, excessive speed, and other improper driving caused by a lack of roadway safety measures aimed at maintaining a lower speed or preventing vehicles from reaching an unsafe high speed. Countermeasures to address this issue consist of implementation of Variable Speed Limits (VSLs), strategic roadway markings and signage, or a reconstruction of the roadway to incorporate traffic calming elements. These are described further in the Recommendations section.

### Lighting

Lighting is another important condition observed across the crashes in Jemez. The chart below shows that most crashes occurred during daylight, which has the greatest visibility. However, a large portion of crashes (40 out of 118 or 34%) occurred in areas that are *Dark and Not lighted*. Compared to crashes which occurred in areas that are dark and lighted (3 out of 118 or 2%), the difference is very significant.



This analysis indicates that unlit areas within the Pueblo have a much higher risk for nighttime crashes. This is primarily due to limited visibility of obstacles, road signs, and other travelers. Unlit areas may also contribute to a decreased reaction time to unexpected events, difficulty judging distances leading to miscalculations when driving, and increased fatigue, all of which contribute to a higher risk crashing.

Figure 6 and Figure 7 demonstrate locations in the Pueblo where crashes occurred under various lighting conditions. There are hot spots in the center of the Pueblo, but the highest concentration of dark unlit crashes occurred on the Green Acres roadway, located on the southern end of the Pueblo near the intersection of NM 4. This analysis warrants additional study in this area to determine the best locations for lighting countermeasures to reduce the risk of future crashes caused by lack of lighting.

Fortunately, the issue of minimal to no lighting can be easily addressed through implementation of street lighting, roadside reflectors and delineators, and vegetation management. See the Recommendations section of this report for more information on this countermeasure.

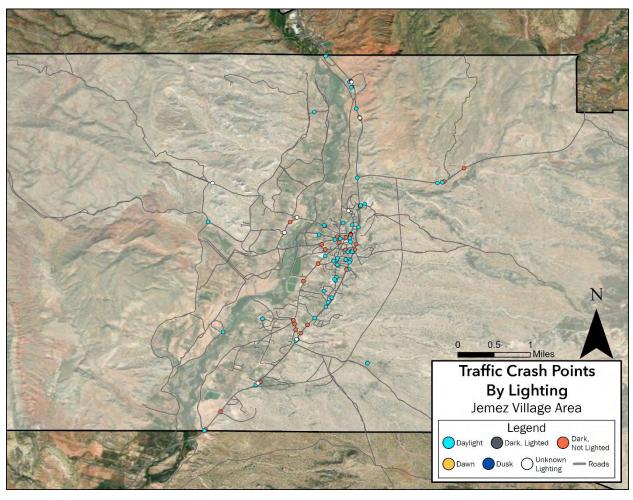


Figure 6: Crashes by Lighting in Jemez Village

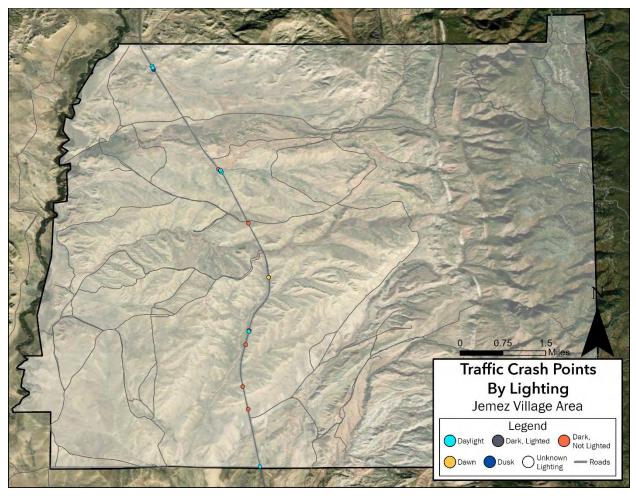


Figure 7: Crashes by Lighting on US 550

# Citation Analysis

Jemez Police Department has consistently issued a substantial number of traffic citations annually, as demonstrated in **Table 5**. On average, the Jemez Police Department issued 4,615 citations per year between 2018 and 2023. The most prevalent category among these citations pertained to speeding violations, constituting approximately 80% of all citations issued between 2018 and 2023. A significant deviation in number of citations occurred in 2020, where overall citations decreased. The decline in citations may plausibly be attributed to the impact of the COVID-19 pandemic.

Table 5: Pueblo of Jemez Citation Count (2018 – 2023)

TYPE	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Yearly Average
Speeding Citations Issued	5,253	4,904	1,117	3,019	4,244	3,765	3,717
Poor Driver Behavior <sup>1</sup>	62	48	28	73	117	117	74
Seat Belt Citations	54	35	18	10	48	52	36
Unlicensed Driver	208	174	68	137	244	210	174
Unregistered Vehicle	198	194	70	155	284	350	209
Uninsured Vehicle	296	228	67	217	260	388	243
Vehicle Defects <sup>2</sup>	52	26	12	19	47	48	34
Excessive Endangerment <sup>3</sup>	5	1	6	1	1	8	4
Total Traffic Citations	6,243	5,707	1,424	3,740	5,426	5,151	4,615

<sup>&</sup>lt;sup>1</sup>Includes careless & reckless driving, improper passing & vehicle overtakes, ignoring traffic control devices, and following too closely.

In 2023, the Pueblo of Jemez witnessed an increase of citations across several categories including poor driver behavior, unregistered vehicles, uninsured vehicles, and excessive endangerment. Despite the increase in particular citation categories, the total number of citations issued in 2023 remained lower than 2018, 2019, and 2022. The citation analysis demonstrates that the categories with the highest rates coincide with the contributing factors with the highest rates from the crash analysis, most notably, the issues relating to driver behavior.

<sup>&</sup>lt;sup>2</sup>Includes broken front & rear lamps, improper use of headlights & turn signals, and broken windshields or windshield wipers.

<sup>&</sup>lt;sup>3</sup>Includes DUI, endangering the welfare of a child, and leaving the scene of an accident.

# 10. Safety Projects, Strategies, and Recommendations

This plan includes strategies, projects, and recommendations specific to the Pueblo. They are determined from safety data, public feedback, and previous and ongoing efforts including the 2018 Transportation Safety Plan, the Pueblo of Jemez Long-Range Transportation Plan, and the current Road Safety Audit conducted for NM 4.

In addition to the identified projects, this section offers a toolbox of strategies that can be implemented in locations throughout Jemez, pending further study. Furthermore, federally adopted actions and approaches are provided based on the Federal Highway Administration's (FHWA) Proven Safety Countermeasures initiative (PSCi). These lists are intended to be a high-level collection of various opportunities for safety improvements; their implementation requires further study on location, feasibility, funding, and evaluation.

# **Project Identification**

The projects identified below in **Table 6** were established through a comprehensive understanding of the data from this TSP in addition to outside transportation related efforts.

Table 6: Project Identification List

		rable of Project Identification List		
PROJECT	LOCATION	DESCRIPTION	ESTIMATED COST	TIMEFRAME
Safety Campaign	N/A	Conduct Safety Outreach and Trainings at Community Events and Local Schools. Produce promotional items with Safety Mascots & Slogans to promote Traffic, Pedestrian, and Bicycle Safety, and address known behavioral issues such as distracted driving, impaired driving, improper driving, etc.	\$75,000	2025
Traffic Safety Signage	Multiple Locations	Portable electronic message boards with speed monitors to project traffic safety messages and direct traffic during events and roadwork activities, and collect data.	\$125,000	2025
Field Tablets & Software	Multiple Locations	Fieldwork tablets for use in collecting data (photographs, videos, tabulating traffic/pedestrian/bicycle counts), along routes for project planning, updating safety plan, LRTP, and trails & bikeways master plan. Software for data collection.	\$100,000	2025
Virtual Tour Camera & Mounting Device	Multiple Locations	Virtual tour camera to produce interactive 360 imagery (photos and videos) of roadway conditions for analysis of safety improvements.	\$2,000	2025
Solar-powered Roadway Intersection Lighting	Multiple Locations	Installation of Solar Powered Light Poles at intersections where collisions have been documented.	\$150,000	2026
Bus Stop Shelters & Signage	Multiple Locations	Installation of Bus Stop Shelters and Signage in areas where numerous children wait for buses.	\$250,000	2026
Various Pedestrian & Bicycle Pathways	Multiple Locations	Pathway attributes and locations are detailed in the 2020 Pueblo of Jemez Pedestrian Trails and Bikeways Master Plan	Varies	Varies
Safety Barrier for Hemish Path to Wellness Multi-use Pedestrian Trail	NM 4 / Pueblo Place Housing Subdivision to NM 4 / Bear Head Canyon Rd.	Construction of barrier between multi-use pedestrian trail and NM 4 from housing subdivision to Bear Head Canyon Road.  Project requires coordination with NMDOT.	\$2,000,000	2026-2028

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PROJECT	LOCATION DESCRIPTION		ESTIMATED COST	TIMEFRAME
Pedestrian Connection - Pueblo Place Housing Subdivision to Ballpark Complex	NM 4 / Pueblo Place Housing Subdivision to NM 4 / Ballpark Complex	Construction of asphalt-paved multi-use pedestrian trail along NM 4 from housing subdivision to Bear Head Canyon Road. Costs include grading, paving, and drainage improvements, pre-fabricated pedestrian bridges, lighting, and signage & striping.  Project requires coordination with NMDOT.	\$10,000,000	2026-2028
Red Rocks Area Pedestrian Improvements	Red Rocks area	Design and construction of pedestrian improvements in parking and visitor areas, pedestrian crossing infrastructure flashing beacons, signage along NM 4, paved path between Visitor Center and commercial sites, and other improvements to support safe pedestrian travel along and across NM 4. Major Drainage improvement required. Project requires coordination with and approval from NMDOT re: reduction of speed limit and installation of crosswalks.		2026-2028
NM-4 Traffic Safety Improvements	Multiple Locations	Installation of guardrail, signage, and other improvements to address roadway departures, crashes, speeding, and poor lighting conditions.	\$5,000,000	2026-2028
Village Roads Traffic Safety Improvements	Traffic Safety other improvements to address roadway departures,		\$3,000,000	2026-2028
Update Transportation Safety Plan	N/A	Update TSP, including public involvement and agency coordination.	\$25,000	2028

# Safety Strategies & Recommendations

The following set of strategies and recommendations offer guiding actions which can be incorporated in the Pueblo's planning and design process to ensure equitable and effective transportation safety improvements.

### Safe Systems Approach

The U.S. DOT adopted Safe Systems Approach is a holistic and data-driven set of strategies to address and mitigate the risks within a transportation network. This systematic approach to transportation safety focuses on both human mistake and human vulnerability to create the best method for communities to reach the Vision Zero goal. The key focus of the Safe Systems Approach is to proactively address every aspect of crash risks to reduce death and serious injuries through design that accommodates human mistakes. The five leading elements in conducting this approach are listed below with supporting strategies and recommendations.

### 1. Safe Road Users

- ► Education and Outreach: Conduct community-wide education campaigns on safe driving, cycling, and walking practices. Focus on high-risk behaviors such as distracted driving, speeding, and impaired driving.
- ► Targeted Enforcement: Increase traffic law enforcement, particularly those related to the most common crash types and contributing factors identified in the analysis.

### 2. Safe Vehicles

- ► Fleet Safety Standards: Ensure all public service and transit vehicles meet the highest safety standards. Regularly inspect and maintain vehicles to prevent mechanical failures that could lead to crashes.
- ▶ Promote Safe Vehicles: Encourage the use of vehicles equipped with advanced safety features such as automatic emergency braking, lane departure warnings, and blind spot detection.

### 3. Safe Speeds

- ➤ Speed Management: Implement and enforce lower speed limits in high-risk areas. Use Variable Speed Limits (VSLs) to adjust speed limits dynamically based on real-time conditions.
- ► Automated Speed Enforcement: Utilize speed cameras and other automated enforcement tools to deter speeding and enhance compliance with speed limits.

<sup>&</sup>lt;sup>4</sup> USDOT, What Is a Safe System Approach? (2022)

### 4. Safe Roadway Design

- ► Complete Streets Approach: Design streets that are safe and accessible for all users, including pedestrians, cyclists, and motorists. Implement wider walkways, raise pedestrian pathways, and incorporate native plants to create a buffer between the road and the pedestrian and bicycle pathway.
- ➤ Traffic Calming Measures: Incorporate traffic calming elements like speed humps, raised crosswalks, chicanes, and roundabouts to reduce vehicle speeds and improve safety, especially in residential areas and near schools.

### 5. Post-Crash Care

- ▶ Improve Emergency Response: Ensure that emergency services can quickly and effectively respond to crashes. Implement measures such as well-marked emergency access points and improved coordination between agencies.
- ► Support for Crash Victims: Provide support services for crash victims and their families, including medical care, legal assistance, and counseling.

### Additional Strategies for Pueblo of Jemez

The following list of strategies and recommendations was developed through the crash data analysis, integration of feedback from the community, and incorporation of previous plans. By merging these comprehensive recommendations, the Pueblo of Jemez can develop an effective transportation safety plan that aligns with Vision Zero principles, addressing current issues and setting a clear path towards a future with zero traffic fatalities and severe injuries.

### 1. Lighting and Visibility

- ▶ Install Street Lighting: Enhance visibility by installing streetlights, especially in dark and unlit areas where a significant portion of crashes occur. Smart solar streetlights are environmentally friendly and powered by renewable energy, offering numerous benefits for traffic and pedestrian safety. They enhance visibility, making it easier for drivers and pedestrians to navigate streets and reducing the likelihood of accidents. The improved lighting can also help deter crime, making people feel safer when walking at night. Additionally, smart solar streetlights require minimal maintenance and can be programmed to adjust automatically based on time or ambient light levels, providing flexibility to meet specific safety needs. Being powered by the sun, they significantly reduce energy costs and eliminate harmful emissions, contributing to a cleaner environment and a reduced carbon footprint. This sustainable approach not only ensures public safety but also promotes environmental conservation.
- ▶ Roadside Reflectors and Delineators: Use reflectors and delineators to outline road edges and curves, helping drivers maintain lane discipline and avoid drifting off the road.
- ► Enhance Visibility for Signs and Markings: Use high-visibility road markings, reflective signs, and roadside delineators to improve visibility for all road users.

### 2. Parking Management

- ▶ Designated Parking Areas: Improve the design and management of parking areas to reduce accidents involving parked vehicles. Clearly mark parking spaces and ensure adequate space for safe parking maneuvers.
- ▶ Parking Infrastructure: Implement better lighting and surveillance in parking areas to deter improper backing and other unsafe behaviors.

### 3. Community Engagement

▶ Public Involvement: Engage the community in Vision Zero efforts through public meetings, workshops, and surveys. Ensure that community members have a voice in safety planning and implementation.

► Equity Focus: Address disparities in transportation safety by focusing on improvements in underserved and high-risk areas. Ensure that all community members benefit from Vision Zero initiatives.

### 4. Enhanced Roadway Markings and Signage

- ► Improve Roadway Markings: Ensure that lane markings, crosswalks, and other road markings are highly visible and reflective. This can help guide drivers more effectively and reduce improper lane changes and turns.
- ▶ Install Adequate Signage: Place clear and visible traffic signs at critical points, such as intersections and pedestrian crossings, to inform and warn drivers of speed limits, stop signs, and other traffic rules.

### 5. Address Driver Behavior and Inattention

- ▶ Driver Education Campaigns: Launch awareness programs focused on safe driving practices, including the dangers of improper backing, making improper turns, and driving left of center. Emphasize the importance of following traffic signals and signs.
- ► Enforce Traffic Laws: Increase traffic law enforcement, particularly for behaviors such as speeding, aggressive driving, and driving under the influence of alcohol. Use targeted enforcement in areas with high crash rates.

### 6. Wildlife-Vehicle Collision Mitigation

- ▶ Implement WVC Mitigation Projects: Follow NMDOT's example by incorporating escape ramps, game guards, and wildlife crossing structures to reduce wildlife-vehicle collisions (WVC) and improve motorist safety.
- ► Flashing Wildlife Warning Signs: Install flashing warning signs to increase driver awareness and response times, reducing the likelihood of WVC.
- ▶ Utilize NMWCAP Data: Leverage data from the New Mexico Wildlife Corridors Action Plan (NMWCAP) to identify high-risk areas for wildlife crossings and implement targeted mitigation measures.

# FHWA Proven Safety Countermeasures

The following is a list of safety actions from the Proven Safety Countermeasures initiative (PSCi) led by the Federal Highway Administration (FHWA) which are most applicable to the study area. They are taken from the FHWA's collection of 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries on the nation's highways. The complete list of countermeasures can be found here: https://highways.dot.gov/safety/proven-safety-countermeasures

### **SPEED MANAGEMENT**



### Appropriate Speed Limits for All Road Users

When setting a speed limit, agencies should consider a range of factors such as pedestrian and bicyclist activity, crash history, land use context, intersection spacing, driveway density and more. Oftentimes the posted speed limit is too high for the roadway's context and should be reduced. This safety measure is oftentimes implemented alongside other speed management strategies.



### Variable Speed Limits

A variable speed limit (VSL) is a traffic management strategy that uses sensors to automatically adjust speed limits in response to changing road conditions such as traffic speed, volumes, weather, and road surface conditions.

### PEDESTRIAN/BICYCLIST



### Bicycle Lanes

Dedicated bike lanes of varying degrees of separation benefit this vulnerable road user by creating a safer space to cycle. Bike lanes can be included on new roadways or created on existing roads by reallocating space in the right-of-way.



### Crosswalk Visibility Enhancements

Three main crosswalk visibility enhancements help make crosswalks and their users more visible to drivers, reducing the risk of crashes and injury. These include high-visibility crosswalks, lighting, and signing and pavement markings.



### Rectangular Rapid Flashing Beacons (RRFB)

This traffic control safety measure is a pedestrian-activated warning device used at crosswalks to enhance safety. Pedestrians press a button to activate the beacon which flash LED lights to alert drivers of the presence of pedestrians. This can be used in high pedestrian volume areas such as schools.

### **ROADWAY DEPARTURE**



### Wider Edge Lines

Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines. By simply painting a thicker line along the edge of the roadway, the risk of roadway departure is reduced because the edge of the travel lane is more clearly identified and drivers are more able to see the road alignment ahead.



### Longitudinal Rumble Strips and Stripes on Two-Lane Roads

Both safety features use noise and vibration to alert drivers of existing or upcoming roadway characteristics. Rumble strips are placed across the lane, alerting drivers of curves, intersections, pedestrian crossings or zones, or other areas where driver speed should be reduced. Pavement markings are often placed over rumble strips to increase the visibility and durability of the pavement marking during wet, nighttime conditions. Longitudinal rumble strips are milled or raised elements placed on the edge or centerline of the roadway, alerting drivers when their vehicle approaches lane departure.



### Enhanced Delineation and Horizontal Curves

Enhanced delineation at horizontal curves includes a variety of potential strategies that can be implemented in advance of or within curves, in combination, or individually. Potential strategies include:

Potential Strategies	In advance of curve	Within curve
Pavement markings (standard width or wider)	X	Χ
In-lane curve warning pavement markings	X	
Retroreflective strips on sign posts	X	X
Delineators		Х
Chevron signs		Х
Enhanced Conspicuity (larger, fluorescent, and/or retroreflective signs)	X	X
Dynamic curve warning signs (including speed radar feedback signs)	X	
Sequential dynamic chevrons		X



### Roadside Design Improvements at Curves

Roadside design improvements at curves is a strategy encompassing several treatments that target the high-risk roadside environment along the outside of horizontal curves. These treatments can reduce roadway departure fatalities and serious injuries by giving vehicles the opportunity to recover safely and by reducing

### PUEBLO OF JEMEZ TRANSPORTATION SAFETY PLAN

crash severity. Strategies to provide for a safe recovery include implementing a clear zone, slope flattening, and adding or widening shoulders. Strategies to reduce crash severity include cable barriers, metal-beam guardrails, and concrete barriers.



### SafetyEdge<sup>SM</sup>

The SafetyEdge<sup>SM</sup> technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt.

### **INTERSECTIONS**



# Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

This systemic approach to intersection safety involves deploying a package of multiple low-cost countermeasures, including enhanced signing and pavement markings, at a large number of stop-controlled intersections within a jurisdiction. These countermeasures are applied on the through approach and stop approach to increase driver awareness and recognition of the intersections and potential conflicts.



### <u>Dedicated Left- and Right-Turn Lanes at Intersections</u>

This roadway redesign provides a physical separation between turning traffic that is slowing or stopped and adjacent through traffic at approaches to intersections. Turn lanes can be designed to provide for deceleration prior to a turn, as well as for storage of vehicles that are stopped and waiting for the opportunity to complete a turn. This strategy is particularly helpful at two-way stop-controlled intersections where significant turning volumes exist, or where there is a history of turn-related crashes.

### **CROSSCUTTING**



### Lighting

Adequate lighting is imperative to provide a greater visibility range than what is available with only headlights. At nighttime, vehicles traveling at higher speeds may not have the ability to stop once a hazard or change in the road ahead becomes visible by the headlights. Lighting can be applied uniformly across roadway segments of strategic placement where it is needed most. Adequate lighting at intersections is also important since various modes of travel cross paths in these locations.

# 11. Potential Funding Opportunities

The Pueblo of Jemez can explore several grant opportunities to address transportation safety issues and offer driving education programs focused on preventing distracted driving. Here are some options:

### **Federal Grants**

### 1. Tribal Transportation Program Safety Fund (TTPSF)

- o Focuses on reducing transportation-related fatalities and injuries in tribal areas.
- Eligible projects include developing safety plans, data assessment, and infrastructure improvements.
- o <a href="https://highways.dot.gov/federal-lands/tribal/safety/funds">https://highways.dot.gov/federal-lands/tribal/safety/funds</a>

### 2. Safe Streets and Roads for All (SS4A)

- Supports planning and implementation of projects to prevent roadway fatalities and serious injuries.
- o Open to local, tribal, and regional governments.
- Funds can be used for comprehensive safety action plans and implementing projects.
- o <a href="https://www.transportation.gov/grants/SS4A">https://www.transportation.gov/grants/SS4A</a>

### 3. Highway Safety Improvement Program (HSIP)

- Provides funds to States to improve road safety and reduce traffic fatalities and serious injuries.
- o Tribes can collaborate with state agencies to access these funds.
- o Focus on infrastructure-related improvements and systemic safety solutions
- o https://highways.dot.gov/safety/hsip

### 4. National Highway Traffic Safety Administration (NHTSA) Grants

- NHTSA offers various grant programs through state agencies (the 50 States, the District of Columbia, Puerto Rico, the U.S. Territories, and the Bureau of Indian Affairs), including:
  - Section 402 State and Community Highway Safety Grant Program
    - Supports state and community programs to improve driver behavior and prevent accidents.
  - Section 405 National Priority Safety Programs

- Funds specific safety initiatives, including distracted driving prevention, occupant protection, and impaired driving countermeasures.
- <a href="https://www.nhtsa.gov/highway-safety-grants-program">https://www.nhtsa.gov/highway-safety-grants-program</a>

### State Grants

### 1. New Mexico Department of Transportation (NMDOT) Traffic Safety Division Grants

- o Provides funding for traffic safety projects and educational programs.
- Focus areas include distracted driving prevention, seat belt use, impaired driving, and more.
- o Tribes can apply directly or through collaborations with local agencies.

# Private and Nonprofit Grants

### 1. National Safety Council (NSC) Community Traffic Safety Grant

- Supports local traffic safety projects, including public education and awareness campaigns, infrastructure improvements, and enforcement initiatives.
- o Ideal for implementing distracted driving prevention programs.
- o https://www.nsc.org/road/resources/road-to-zero/road-to-zero-grants

### 2. State Farm Good Neighbor Citizenship® Company Grants

- o Funds safety initiatives focusing on driver education and accident prevention.
- o Supports community organizations, schools, and governmental entities.
- o https://www.statefarm.com/about-us/corporate-responsibility/community-grants

### 3. AAA Foundation for Traffic Safety Grants

- Provides funding for research and educational initiatives aimed at improving road safety.
- o Focuses on driver behavior, including distracted driving prevention.
- o <a href="https://aaafoundation.org/">https://aaafoundation.org/</a>

### 4. Safe Kids Worldwide Grants

- Supports programs aimed at preventing injuries to children, including road safety education.
- o Ideal for community-based education programs targeting young drivers and families.
- o https://www.federalgrants.com/Safe-Kids-Worldwide-Grant-Program-18380.html

## Additional Resources

### Local Foundations and Corporations:

 Many local foundations and corporations offer grants for community safety and education programs. Researching local opportunities can yield additional funding sources.

### • Collaboration Opportunities:

 Collaborating with neighboring tribes, local governments, and nonprofit organizations can enhance the scope and impact of transportation safety initiatives and increase access to funding.

To stay informed about grant opportunities, the Pueblo of Jemez can subscribe to relevant mailing lists, regularly check grant announcements on agency websites, and consider partnering with experienced grant writers or consultants.

# **Appendix A**

# **Public Meeting Materials**

- 1. Public Meeting Flyer
- 2. Boards
- 3. Sign in Sheet
- 4. Meeting Results (Written summary and boards)
- 5. Paper Survey
- 6. Paper Survey Results
- 7. Online Results



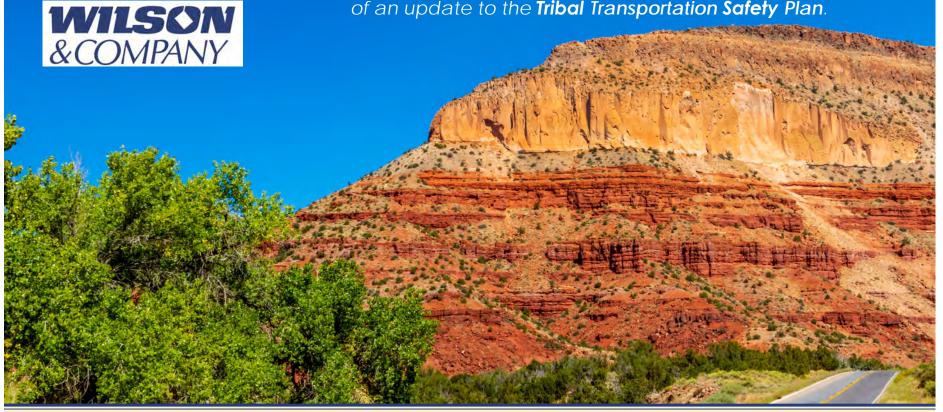
# 1. Public Meeting Flyer



# Join us for a community meeting to discuss transportation safety needs and priorities! WEDNESDAY, MARCH 20, 2024 | 6 PM - 8 PM

PUEBLO OF JEMEZ YOUTH CENTER, 145 BEAR HEAD CANYON RD

The Planning Development and Transportation Department is seeking your input on transportation safety needs and priorities as part of an update to the **Tribal Transportation Safety Plan**.



For more information call the Planning, Development & Transportation Department at (575) 834-0094.

FOOD & BEVERAGES WILL BE PROVIDED!
ATTEND FOR A CHANCE TO WIN PRIZES!

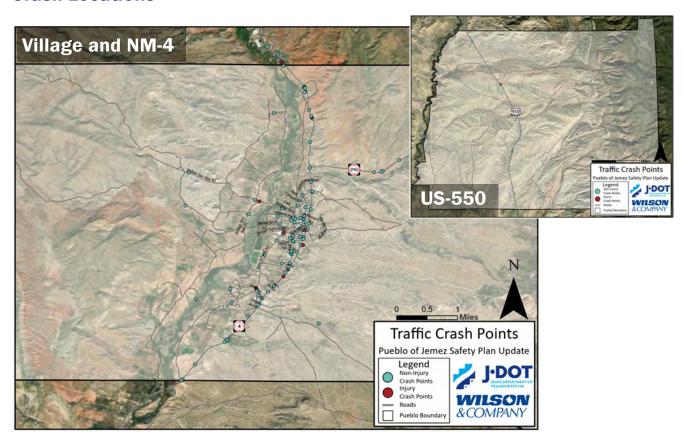


# 2. Boards

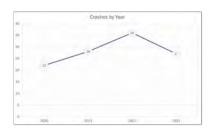
# **Safety Issues**

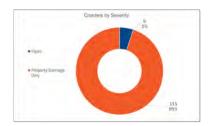
Analysis of Crash Report Data Jan. 1, 2020 through Dec. 31, 2023

### **Crash Locations**

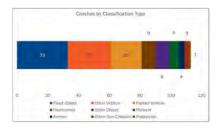


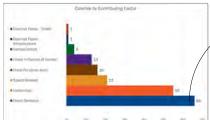
### **Crash Characteristics**

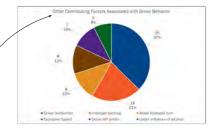














# **Share Your Input**

Where have you seen the following transportation safety issues? Place a sticky dot at the location!

### Issues by color

	Speeding	•	Drainage/flooding
•	Sight distance	•	Hazard near roadway
•	Lighting	0	Other
	Road condition (potholes, etc.)		



# **Share Your Input**

Write additional comments on a sticky note and place below

What are other transportation safety <u>issues</u> in the Pueblo not discussed tonight?			

What are other <u>solutions</u> to transportation safety issues that you would like to see put in place?

If you're talking about a specific location, please write where!





# 3. Sign In Sheet



### Community Meeting - Transportation Safety Plan Wednesday, March 20, 2024 6:00 PM - 8:00 PM



Pueblo of Jemez Youth Center - 145 Bear Head Canyon Rd.

Name	Phone Number	Email Address
Maria Modafer	~	
Angela Dunkah		angela. dichlich & Jones
Calvin Malch		Culvin, melelena Quenez publo. Us
Kaitlin Victories		Kaitlin Victorino@jemezpheldo.org
Tordan Chinana		Jordan Chinana Bemez pueblo org
Silo C Magaire		
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IVAN GAERUPIN	505-487-0066	Wan guellup in 44@ 9 meil. com
HIDUAN A. Lovetto	575-834-7942	alberta. Toretto @jemegruplo.org.
Vorma L. Toya		
Virginia traqua	505-389-6919	Vugna Fragu Q g mail Com
Tillie Shends	505-523-3361	
Cyrus Lucero	(505) 280-5913	cyrus. lucero@jemez quedo, 024
V		





Name	Phone Number	Email Address
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Mayrianna Stit	(575)834-3217	Maurianna. STA Quemezquello. Or Matthew. Chenin Demoz Reyby
MATTHEWAL CHILDREN	505-220-2733	
ladorer Sandic	(505)-503-2842	Jadrien 99 Qicloud, com
BEN BACHWIRTZ-LOPEZ	505-348-4008	blachwirtz-lopez@milsonco.com
Todd Loreth	505-366-1036	Told Loveth @ Tremer pueblo.org
Jarrice Shendo	505-250-9944	Jamick, Thendo @ Jewez pueblo .ong
LORRAINE CHINAWA	505 220-7326	+ Holorsanie a gahou. Com
CATION VIGIL	505-250-5419	consile jemez queblo-us
Sheri Bozic		
Dennis Vigil		Dennis. Vis 16 Jenez Proble org
Rugsell Andryin	505-977-5218	Russell. Garby & Jemes Pueblo . 089
Maria Tsethlikai	915 422 6725	maria, tsethlikai @jenespublo. us.





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### 4. Meeting Results

(Written Summary and Images of Boards)

#### **Q&A Session Summary – Transportation Safety Plan Community Meeting**

An attendee asked if the NM4 trail would be extended. Sheri Bozic said there were plans to extend it and other trails, as described in the Pueblo's Pedestrian & Trails Master Plan. The Pueblo would extend these facilities as funding could be secured. She added that it would be more likely for the trail to be extended to the south rather than the north, given the space constraints at the s-curve to the north.

An attendee said that the foundation of the fence of his mother's property had been damaged by crews grading the road near the intersection of Good Spirits Road and Owl Spring Road. The fenceposts were now leaning. He asked if there was a solution to this. Vince Toya said that JDOT crews frequently have to repair damage to the dirt/gravel roads in the Village from rainstorms and winter storms. Pueblo leadership do not allow construction of paved roadways or curb-and-gutter because roads in this area are traditional footpaths.

Mr. Loretto complimented JDOT crews on their work. He asked about plans to improve a problem location on Buffalo Hill Road. Vince Toya responded that JDOT was aware of the issues. He agreed that the location should receive attention, especially because of there being a bus stop located there. He said that funding and right-of-way issues have been the main challenges to addressing the issues there.

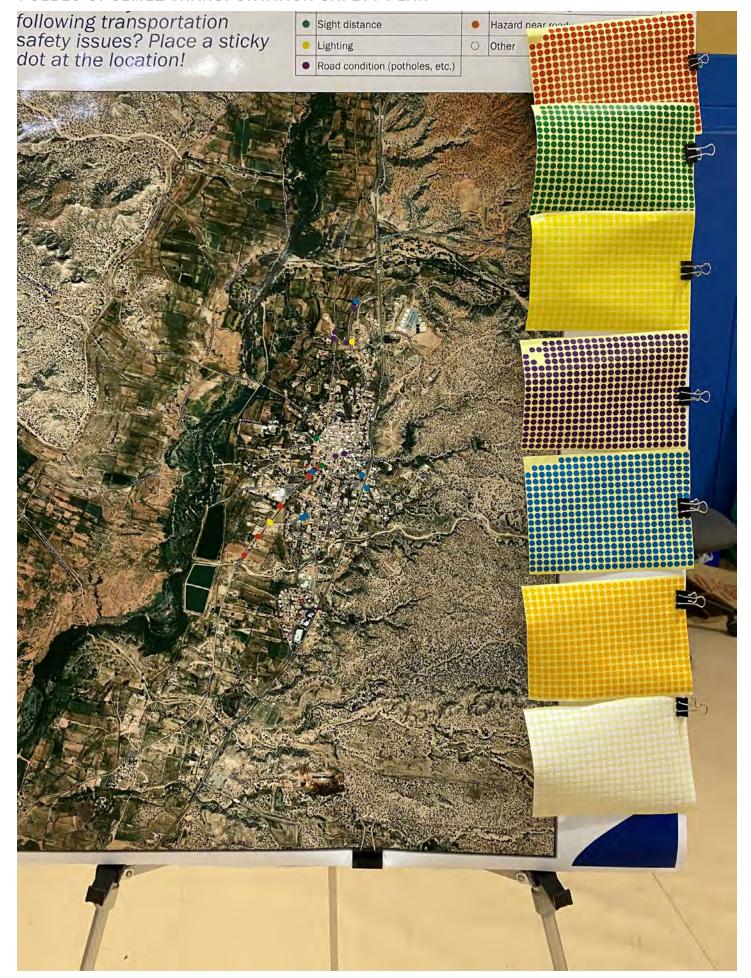
An attendee asked if there were plans to add a barrier between the new NM4 trail and the roadway. Ms. Bozic responded that barriers would be very costly there. Also, the roadway belongs to the NMDOT, which has very specific standards for what can be placed along a trail. They are concerned that a barrier element could become a projectile if impacted, presenting its own type of hazard to trail users. Ben Bachwirtz-Lopez added that the 30-mph speed limit that existing along the portion NM4 that parallels the trail helps provide for safety of trail users. Trail users are much less likely to be severely injured by vehicles traveling at that speed. Adherence to that speed limit and enforcement of the limit are important to providing for pedestrian/bicyclist safety along the trail.

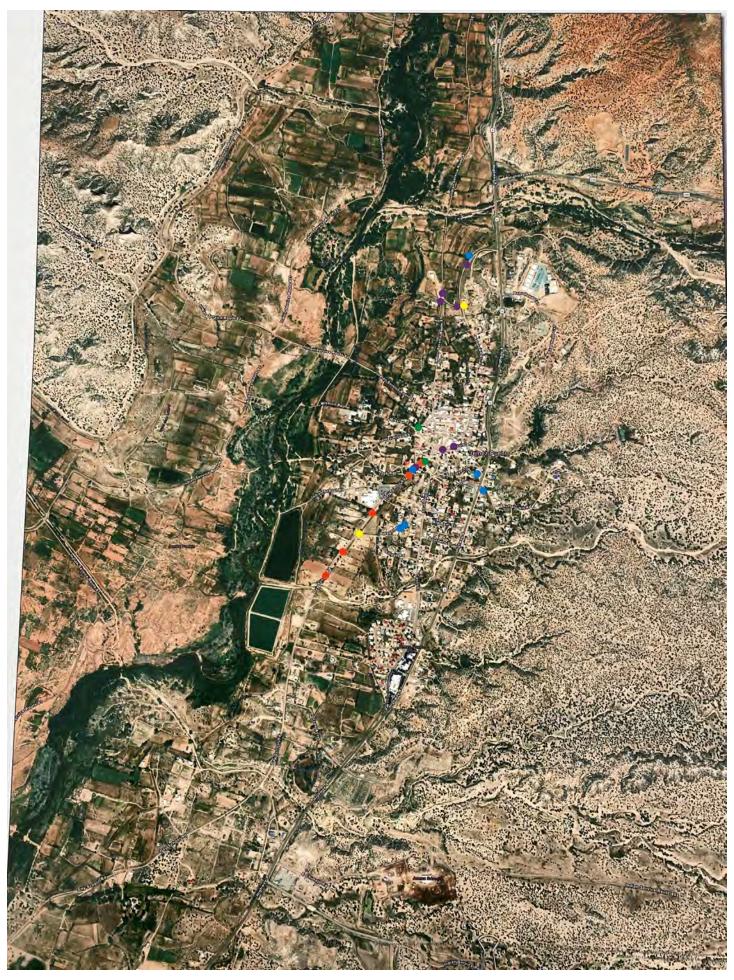
An attendee shared a concern about the parking that the NM4 trail had removed. Ms. Bozic explained that JDOT was aware of concerns about availability of parking, and that she was concerned about the parking situation at future feast days. She added, though, that the community had requested the trail, so that is why it was built. She emphasized that parking on the trail was not allowed, and that the police department would issue tickets to violators. Vince Toya added that, although many people thought the trail had eliminated parking spaces on their properties, the trail was located on right-of-way owned by the Pueblo, not any individual property owner.

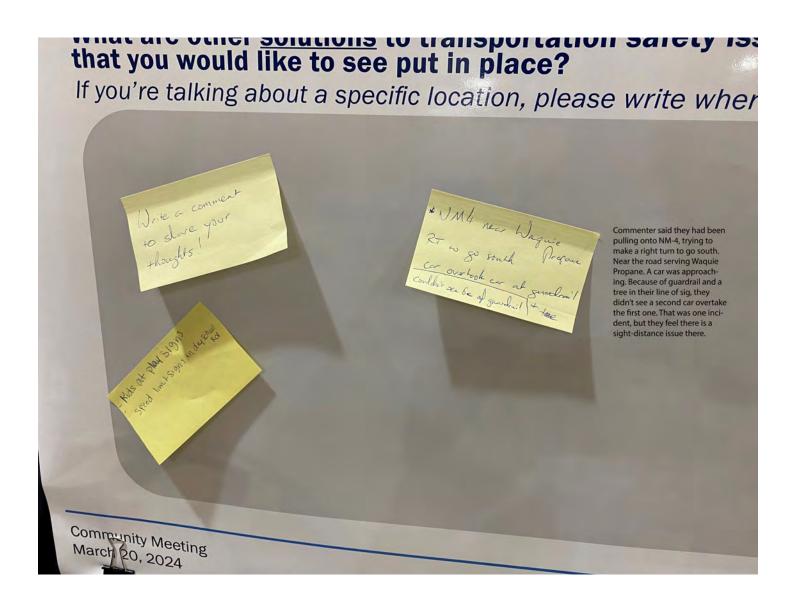
An attendee shared a concern about dust generated by cars traveling on Village dirt/gravel roads. Especially during hot, dry summer periods, a lot of dust was created, leading to real health issues for the community. Mr. Toya acknowledged the issue and said that JDOT did what it could to mitigate dust by applying water to these roads. There are limitations to what JDOT can do because water supplies are limited, and oil-based alternatives would damage nearby agricultural fields.

An attendee asked about plans to extend the NM4 trail to Day School Road She also seconded the concern raised by the previous commenter about air quality from dust, and added that the two mines nearby also contributed to diminished air quality for community members. Ms. Bozic...

An attendee asked a question about lighting in Towa. Mr. Toya explained that JDOT was working on a procedure so that Pueblo could shut off lights when it needed to.









## **5. Paper Survey**

# 2024 Transportation Safety **Survey**

ess than 1.0 mile		Less than	1.0 mile		
More than 1.0, less than 5.0 mile	les	More than	1.0, less than 5	.0 miles	 
More than 5.0, less than 30.0 m	niles	More than	5.0, less than 3	0.0 miles	<u> </u>
More than 30.0, less than 100.0	O miles	More than	30.0, less than	100.0 miles	 
More than 100.0 miles		More than	100.0 miles		<u> </u>
Do you feel safe using the follow	wing modes of transporta	tion along these re	pads?		
3. NM-4		4	. Village roads		
Ye	es No			Yes No	
Driving			Driving		
Walking			Walking		
Bicycling			Bicycling		
5. What <b>TOP 3</b> solutions would i	Maintenance of existing	roads (repairing	uk 1-3, with 1=so	olution with most benefit)	
	-	roads (repairing resurfacing, markings/drainag n/driver educatior	2)	olution with most benefit)	
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**Transportation Safety Plan** 



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8.	What behaviors or	programs would im	prove transpo	ortation safety?	(Select an	v that apply)
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Always wear a seat belt	Educate all drivers	Designated walkways/paths	Evaluate sign placement	Use of car seats	Work together to eliminate fatalities & serious injuries	Do not text while driving
Have a community safety meeting on an annual basis	Install speed bumps on paved roads	More law enforcement	Provide safe routes to school	Carpool to work and school	Use the transit system	Lower speed limit in Red Rocks Area
Community Awareness/ Responsibility	Practice good time management	DUI Education	Underage Driver Education	Safety Campaign	Park only in designated areas	Other

At what locations should the	Pueblo focus its efforts to improve	safety the most?	(Salact up to 3)
<b>3.</b> At what locations should the	Fuebio <b>iocus</b> ils enoris lo imbrove	Salety the most:	(Select up to S)

School Zones	
Red Rocks Area	
Residential areas	
Mission Road	
Bear Head Road	
Along NM-4	
Day School Road	
School bus stops	
Other:	

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### **6. Paper Survey Results**



# 2024 Transportation Safety **Survey**

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ore than 1.0, less than 5.0 i	miles			More tha	n 1.0, less than 5	.0 miles	
ore than 5.0, less than 30.0	) miles			More that	n 5.0, less than 3	0.0 miles	X
ore than 30.0, less than 10	0.0 miles	X		More that	n 30.0, less than	100.0 miles	
ore than 100.0 miles				More that	n 100.0 miles		
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Do you feel safe using the fo	llowing mode	es of trans	portation a	along these	roads?		
3. NM-4					4. Village roads		
	Yes	No				Yes	No
Driving	X				Driving	X	
Walking		Ø			Walking	X	
Bicycling		X			Bicycling		X
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i. What <b>TOP 3</b> solutions would	Maintena potholes, improving Street lig Initiate a	ance of exi , sealing co g signage/ hting safety car stray dog i	sting road: rack, resur road mark mpaign/dr ssue	s (repairing facing, facing, ings/drainagiver education)	David Z		
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**Transportation Safety Plan** 



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### Transportation Safety Survey

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8. What behaviors or programs would improve transportation safety? (Select any that apply)

Always wear a seat belt	Educate all drivers	Designated walkways/paths	Evaluate sign placement	Use of car seats	Work together to eliminate fatalities & serious injuries	Do not text while driving
					and the last of th	
Have a community safety meeting on an annual basis	Install speed bumps on paved roads	More law enforcement	Provide safe routes to school	Carpool to work and school	Use the transit system	Lower speed limit in Red Rocks Area
						4
Community Awareness/ Responsibility	Practice good time management	DUI Education	Underage Driver Education	Safety Campaign	Park only in designated areas	Other

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Beardinger	Red Rocks Area	
	Residential areas	
	Mission Road	· ·
	Bear Head Road	PA DIA MINISTRA
	Along NM-4	
Sutresection	Day School Road	
	School bus stops	
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# 2024 Transportation Safety **Survey**

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Nore than 1.0, less than	5.0 miles			More tha	n 1.0, less thar	5.0 miles		
fore than 5.0, less than	30.0 miles			More tha	n 5.0, less than	30.0 miles		
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More than 100.0 miles			More than 100.0 miles			Tal		
Do you feel safe using to	he following m	nodes of tr	ansportatio		roads? 4. Village roads	Yes	No	
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Walking	IMI				Walking		W/N	
Bicycling								
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### Transportation Safety Survey

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8. What behaviors or programs would improve transportation safety? (Select any that apply)

Always wear a seat belt	Educate all drivers	Designated walkways/paths	Evaluate sign placement	Use of car seats	Work together to eliminate fatalities & serious injuries	Do not text while driving
9			0			
Have a community safety meeting on an annual basis	Install speed bumps on paved roads	More law enforcement	Provide safe routes to school	Carpool to work and school	Use the transit system	Lower speed limit in Red Rocks Area
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Community Awareness/ Responsibility	Practice good time management	DUI Education	Underage Driver Education	Safety Campaign	Park only in designated areas	Other
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	School Zones		
9.	Red Rocks Area	T.	
	Residential areas		
	Mission Road		
	Bear Head Road	V	
	Along NM-4		
	Day School Road		
	School bus stops		
	Other:		

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# 2024 Transportation Safety **Survey**

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ess than 1.0 mile	11000		Less th	an 1.0 mile		
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lore than 100.0 miles			More th	nan 100.0 miles		
Do you feel safe using the	e following m	odes of transpo	ortation along thes	e roads?		
3. NM-4				4. Village roads		
	Yes	No			Yes	No
Driving	V			Driving	V	
Walking				Walking		V
Bicycling		V		Bicycling		V
5. What <b>TOP 3</b> solutions w	Mainte	enance of exist les, sealing cra	ting roads (repairing ck, resurfacing,	g	solution with m	nost benefit)
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5. What <b>TOP 3</b> solutions w	Mainte pothol improvement Street Initiate Address	enance of exist les, sealing cra ving signage/ro lighting e a safety camp ss stray dog iss	ting roads (repairing ck, resurfacing, oad markings/drain paign/driver educat	g age) 3	solution with m	nost benefit)
5. What <b>TOP 3</b> solutions we will be a solution of the solutio	Mainte pothol improvents Street Initiate Address Build st	enance of exist es, sealing cra ving signage/ro lighting e a safety camp ss stray dog iss sidewalks and	ting roads (repairing ck, resurfacing, pad markings/drain paign/driver educat sue designed walkways	g age) 3 tion 1 s 2	solution with m	nost benefit)
	Mainte pothol improvents Street Initiate Address Build st	enance of exist es, sealing cra ving signage/ro lighting e a safety camp ss stray dog iss sidewalks and	ck, resurfacing, ck, resurfacing, ck, resurfacing, cad markings/drain paign/driver educations designed walkways  (Select any that	g age) 3 tion 1 s 2		- 1
What are <b>problems for pe</b>	Mainte pothol improvents Street Initiate Address Build st	enance of exist es, sealing cra ving signage/ro lighting e a safety camp ss stray dog iss sidewalks and	ck, resurfacing, ck, resurfacing, ck, resurfacing, cad markings/drain paign/driver educations designed walkways  (Select any that	g age)  3 tion  1 s 2 apply)		- 1
What are <b>problems for pe</b> <b>6.</b> Possible problem	Mainte pothol improvents Street Initiate Address Build st	enance of exist les, sealing cra ving signage/ro lighting e a safety camp es stray dog iss sidewalks and bicyclist safety	ck, resurfacing, ck, resurfacing, ck, resurfacing, cad markings/drain paign/driver educations designed walkways  (Select any that	g age)  3 tion  1 s 2 apply)		- 1
What are <b>problems for pe 6.</b> Possible problem  Vehicle speeds	Mainte pothol improvene Street Initiate Address Build street Build str	enance of exist les, sealing cra ving signage/ro lighting e a safety camp es stray dog iss sidewalks and bicyclist safety	ck, resurfacing, ck, resurfacing, ck, resurfacing, chad markings/drain paign/driver educations designed walkways  (Select any that a control of the control	g age)  3 tion  1 s 2 apply)		- 1
What are <b>problems for pe 6.</b> Possible problem  Vehicle speeds  Number of vehicles	Mainte pothol improvene Street Initiate Address Build street Build str	enance of exist les, sealing cra ving signage/ro lighting e a safety camp es stray dog iss sidewalks and bicyclist safety	ck, resurfacing, ck, resurfacing, ck, resurfacing, chad markings/drain paign/driver educations designed walkways  (Select any that a control of the control	g age)  3 tion  1 s 2 apply)		- 1
What are <b>problems for pe 6.</b> Possible problem  Vehicle speeds  Number of vehicles  No designated paths for	Mainte pothol improvents and street Initiate Address Build street Buil	enance of exist les, sealing cra ving signage/ro lighting le a safety camp liss stray dog iss sidewalks and libitocyclist safety  /cyclists	ck, resurfacing, ck, resurfacing, ck, resurfacing, chad markings/drain paign/driver educations designed walkways  (Select any that a control of the control	g age)  3 tion  1 s 2 apply)		- 1
What are <b>problems for pe 6.</b> Possible problem  Vehicle speeds  Number of vehicles  No designated paths for  Not enough lighting  Visibility (walkers/cyclist)	Mainte pothol improvents and street Initiate Address Build street Buil	enance of exist les, sealing cra ving signage/ro lighting le a safety camp liss stray dog iss sidewalks and libitocyclist safety  /cyclists	ck, resurfacing, ck, resurfacing, ck, resurfacing, chad markings/drain paign/driver educations designed walkways  7. W	g age)  Jage)  J		pe location)

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 $\textbf{8.} \ \textbf{What behaviors or programs} \ \textbf{would improve transportation safety?} \ \textbf{(Select any that apply)}$ 

Always wear a seat belt	Educate all drivers	Designated walkways/paths	Evaluate sign placement	Use of car seats	Work together to eliminate fatalities & serious injuries	Do not text while driving
d		TV	7	V	Y	
Have a community safety meeting on an annual basis	Install speed bumps on paved roads	More law enforcement	Provide safe routes to school	Carpool to work and school	Use the transit system	Lower speed limit in Red Rocks Area
V			V			
Community Awareness/ Responsibility	Practice good time management	DUI Education	Underage Driver Education	Safety Campaign	Park only in designated areas	Other (Town 65)
V			V	N	M	

School Zones	0		
Red Rocks Area			
Residential areas			
Mission Road	V		
Bear Head Road Canyon 2	4 DX	₹	
Along NM-4			
Day School Road	0		
School bus stops			
Other: Blind Corners			

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# 2024 Transportation Safety **Survey**

ess than 1.0 mile			Less tha	an 1.0 mile			
ore than 1.0, less than !	5.0 miles		More th	an 1.0, less than	5.0 miles		
ore than 5.0, less than 3	re than 5.0, less than 30.0 miles			More than 5.0, less than 30.0 miles  More than 30.0, less than 100.0 miles			
ore than 30.0, less thar							
ore than 100.0 miles			More th	More than 100.0 miles			
				THE STATE OF THE S	en enim		
Do you feel safe using th	ie following mod	des of transpo	rtation along these				
3. NM-4				4. Village roads			
O D	Yes	No		D. C. C.	Yes	No	
Driving		A		Driving	N N		
Walking		<b>A</b>		Walking		TA:	
Bicycling				Bicycling		4	
. What <b>TOP 3</b> solutions v	Mainten- potholes improvin	ance of existing, sealing cracking signage/roa	et in the Pueblo? (F ing roads (repairing k, resurfacing, ad markings/drains	illum e plant	solution with r	nost benefit)	
. What <b>TOP 3</b> solutions v	Mainten potholes improvin Street lig Initiate a	ance of existir s, sealing crack ng signage/roa ghting a safety campa	ng roads (repairing k, resurfacing, ad markings/draina aign/driver educat	age) \	solution with r	nost benefit)	
. What <b>TOP 3</b> solutions v	Mainten- potholes improvin Street lig Initiate a	nance of existing, sealing cracing signage/roaghting a safety campa stray dog issu	ng roads (repairing k, resurfacing, ad markings/drain: aign/driver educat ue	age)	solution with r	nost benefit)	
. What <b>TOP 3</b> solutions v	Mainten- potholes improvin Street lig Initiate a	nance of existing, sealing cracing signage/roaghting a safety campa stray dog issu	ng roads (repairing k, resurfacing, ad markings/draina aign/driver educat	age) \	solution with r	nost benefit)	
	Mainten- potholes improvin Street lig Initiate a Address Build sid	ance of existir s, sealing cracing signage/roa ghting a safety campa stray dog issu dewalks and de	ng roads (repairing k, resurfacing, ad markings/drain: aign/driver educat ue esigned walkways	age)   lon   lon   3	solution with r	nost benefit)	
/hat are <b>problems for p</b> o	Mainten- potholes improvin Street lig Initiate a Address Build sid	ance of existir s, sealing cracing signage/roa ghting a safety campa stray dog issu dewalks and de	ng roads (repairing k, resurfacing, ad markings/draina aign/driver educatue esigned walkways	age) I			
	Mainten- potholes improvin Street lig Initiate a Address Build sid	ance of existir s, sealing cracing signage/roa ghting a safety campa stray dog issu dewalks and de	ng roads (repairing k, resurfacing, ad markings/draina aign/driver educatue esigned walkways	age)   lon   lon   3			
/hat are <b>problems for p</b> o <b>6.</b> Possible problem	Mainten- potholes improvin Street lig Initiate a Address Build sid	ance of existir s, sealing cracing signage/roa ghting a safety campa stray dog issu dewalks and de	ng roads (repairing k, resurfacing, ad markings/draina aign/driver educatue esigned walkways	age) I			
/hat are <b>problems for p</b> o <b>6.</b> <i>Possible problem</i> Vehicle speeds	Mainten- potholes improvin Street lig Initiate a Address Build sid	ance of existing, sealing cracing signage/roarghting a safety campa stray dog issudewalks and decyclist safety?	ng roads (repairing k, resurfacing, ad markings/draina aign/driver educatue esigned walkways	age) I			
/hat are <b>problems for po</b> 6. Possible problem Vehicle speeds Number of vehicles	Mainten- potholes improvin Street lig Initiate a Address Build sid	ance of existing, sealing cracing signage/roarghting a safety campa stray dog issudewalks and decyclist safety?	ng roads (repairing k, resurfacing, ad markings/draina aign/driver educatue esigned walkways	age) I			
/hat are <b>problems for po</b> 6. Possible problem Vehicle speeds Number of vehicles No designated paths for	Mainten- potholes improvin Street lig Initiate a Address Build sid edestrian or bid r pedestrians/cy	ance of existing, sealing cracing signage/road ghting a safety campa stray dog issudewalks and decyclist safety?	ng roads (repairing k, resurfacing, ad markings/draina aign/driver educatue esigned walkways  7 (Select any that a 7. W	age)   lion   3	blem? (Descrit	be location)	
/hat are <b>problems for po</b> 6. Possible problem Vehicle speeds Number of vehicles No designated paths for Not enough lighting Visibility (walkers/cyclis	Mainten- potholes improvin Street lig Initiate a Address Build sid edestrian or bid r pedestrians/cy	ance of existing, sealing cracing signage/road ghting a safety campa stray dog issudewalks and decyclist safety?	ng roads (repairing k, resurfacing, ad markings/draina aign/driver educatue esigned walkways  7 (Select any that a 7. W	age) I	blem? (Descrit	be location)	

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8. What behaviors or programs would improve transportation safety? (Select any that apply)

Always wear a seat belt	Educate all drivers	Designated walkways/paths	Evaluate sign placement	Use of car seats	Work together to eliminate fatalities & serious injuries	Do not text while driving
X	æ					X
Have a community safety meeting on an annual basis	Install speed bumps on paved roads	More law enforcement	Provide safe routes to school	Carpool to work and school	Use the transit system	Lower speed limit in Red Rocks Area
Community Awareness/ Responsibility	Practice good time management	DUI Education	Underage Driver Education	Safety Campaign	Park only in designated areas	Other
			X	A		Spdill

School Zones	Latin mean	
Red Rocks Area		
Residential areas		
Mission Road		
Bear Head Road	DE DESCRIPTION OF THE PROPERTY	databa
Along NM-4		1 10
Day School Road		
School bus stops		
Other:		Ī

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## 7. Online Survey Results

### Pueblo of Jemez/Walatowa 2024 Transportation Safety Survey

1. How many miles do you commute daily to work? (Round trip)

Less than 1.0 mile 27

More than 1.0, less than 30.0 mil... 14

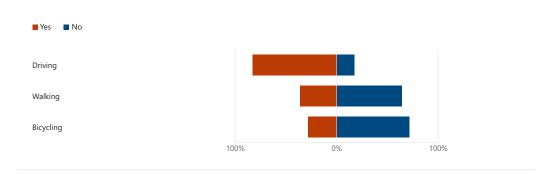
More than 30.0, less than 100.0 ... 20

More than 100.0 miles 4

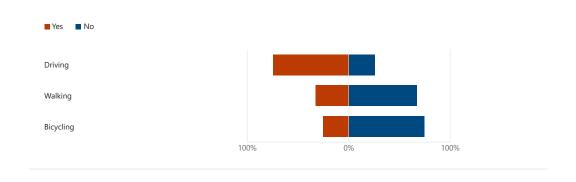
2. How many miles do you drive to go **shopping**? (Round trip)



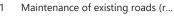
3. Do you feel safe using the following modes of transportation along NM-4?



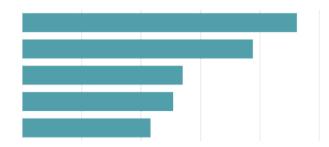
4. Do you feel safe using the following modes of transportation along Village roads?



5. Rank the following solutions for improving safety in the Pueblo, where the solution at the top is the most beneficial and the solution at the bottom is the least beneficial. We will focus on the **TOP 3** solutions that you rank. (*Arrange the options by clicking and dragging*)

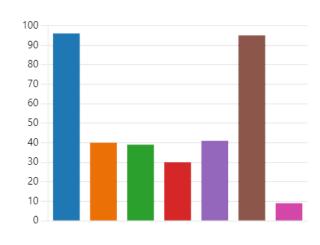


- 2 Address stray dog issue
- 3 Initiate a safety campaign/driver...
- 4 Street lighting
- 5 Build sidewalks and designed w...



6. What are **problems for pedestrian or bicyclist safety**? (Select any that apply)





7. Please describe the location(s) where the problems indicated in Question 6 occur.

89

Responses

Latest Responses

"Village area, down day school rd, and towards the river near Riverside Chart...

"Within in the Pueblo away from Highway 4"

"Mission Road Between highway 4 and the Pueblo Church. "

 ${\bf 13}$  respondents (  ${\bf 15}\%)$  answered  ${\bf Day}$  for this question.

walkway and the road Rd and Southern plaza road mission road
Speed in village School Road road narrows School Rd dogs within the Pueblo

Mission Rd

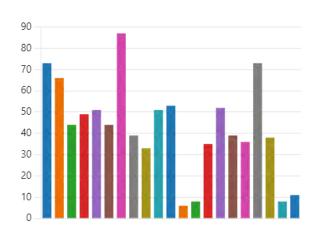
dogs/livestock Road intersection
loose dogs
Village area

Vehicles
Stop signs
Rd Village roads
Stray dogs

**Road Between highway** 

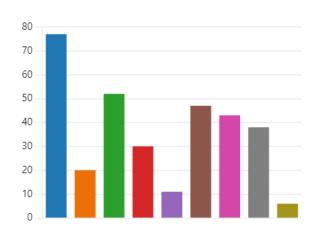
#### 8. What **behaviors or programs** would improve transportation safety? (Select any that apply)





#### 9. At what locations should the Pueblo focus its efforts to improve safety the most? (Select up to 3)

School zones	77
Red Rock Area	20
Residential areas	52
Mission Road	30
Bear Head Road	11
Along NM-4	47
Day School Road	43
School bus stops	38
Other	6



# **Appendix B**Crash Report Data

	CAD	Internal																
UCR_no	Number	ID Fatal_Inj	Date	YEAR City Day_wk	Occurred	At_Int	Class_1	Class_2	Class_3	Lighting		Cont_Fact_V1_2	Cont_Fact_V1_3	Cont_Fact_V1_4	Cont_Fact_V1_5			
30304209	22007613	100.01 n/a	1/16/2002		511 Big Rock Rd.		Parked_Veh			Dark_NotLighted		5 11 1 1 1 1 2 2	0.11			Driver_inattn	Other_improper	
30233099	200100658	100.02 n/a 100.03 n/a	1/10/2020 1/22/2020	2020 Jemez Pue Friday 2020 Jemez Wednesday	Eagle Wings Rd. Green Acres	Ditch Bank Rd.	Other_Obj Fixed Object			Dark_NotLighted Dark NotLighted	Speed_too_fast Failed to yield	Failed_yield_PD Passed stop	Cell					Cons_alc Cons_alc
30233099	200610354	100.04 n/a	3/1/2020	2020 Jemez Sunday	Jemez River Rd.	Church St	Pedestrian	Fixed Obje	lect	Daylight Daylight	Failed_to_yield PD	Failed yield emer						Not cons alc
30233102		<b>100.05</b> Injury	4/13/2020	2020 Jemez Pue Monday	Highway 4	Sheep Springs Way	Other_Obj			Daylight	Excess_Speed	Drove_leftofcent	DUI	Other_improper				Cons_alc
30233103		<b>100.06</b> n/a	5/9/2020	2020 Jemez Saturday	Jemez Pueblo Senior Center		Other_Vehicle			Daylight								Not_cons_alc
	201450402	<b>100.07</b> n/a	5/24/2020	2020 Jemez Pue Sunday	Highway 4	Mile Marker 7	Overturned	Rollover	Fixed_Object	Daylight	Speed_too_fast	Driver_inattn	DUI					Not_cons_alc
	201530633	100.08 n/a	6/2/2020	2020 Jemez Tuesday	US 550	Mile Marker 44	Fixed_Object			Dark_NotLighted	_	DUI	Other increase					Cons_alc
23223260	201800482	100.09 n/a 100.10 n/a	6/20/2020 6/30/2020	2020 Jemez Pue Sunday 2020 Jemez Tuesday	Walatowa Blvd Wagon Rd	Day School Rd	Fixed_Object Fixed_Object			Daylight Dark NotLighted	Driver_inattn DUI	DUI	Other_improper					Cons_alc Cons_alc
	201930299	100.11 n/a	7/11/2020	,	State Road 4	Milepost 2	Other Vehicle			Daylight Daylight	Drove leftofcent	Other improper						Unk
30233109	20014421	<b>100.12</b> n/a	8/11/2020	2020 Pueblo of Tuesday	West Wagon Rd.	Canal Street	Other_Vehicle			Daylight	Driver_inattn	None						Not_cons_alc
30233110	20027695	<b>100.13</b> n/a	9/6/2020	2020 Jemez Sunday	Walatowa Blvd	Turquoise St	Parked_Veh			Dark_Lighted	Excess_Speed	Driver_inattn						Cons_alc
	20028479	<b>100.14</b> n/a	9/7/2020	2020 Jemez Pueblo	195 Owl Springs Way		Fixed_Object			Daylight	Excess_Speed	Imp_turn	Driver_inattn	DUI				Cons_alc
23223457 30233113	20031561 20053581	100.15 n/a 100.16 n/a	9/14/2020 10/31/2020	2020 Jemez Pue Monday 2020 Jemez Pue Saturday	5117 Hwy 4 /Civic Center Highway 4	Milepost 5.5	Parked_Veh Other Vehicle			Daylight Daylight	Imp_backing	None Foll too close	Driver inattn					Not_cons_alc  Not cons alc
23223458	20053581	100.16 n/a	11/16/2020		249 Walatowa	Milepost 5.5	Fixed Object			Daylight Dark NotLighted	Excess_Speed Excess Speed	Speed too fast	Avoid veh	Driver inattn	Other_improper			Unk
	20067652	<b>100.18</b> n/a	11/30/2020	2020 Jemez	Day School Rd.		Other Vehicle			Dark NotLighted	Driver inattn	None			ooper			Not cons alc
23223552	20077716	<b>100.19</b> n/a	12/21/2020	2020 Jemez Pue Monday	Day School Rd.		Other_Vehicle			Dark_Lighted	Drove_leftofcent	Driver_inattn						Cons_alc
23223553	21011292	<b>100.20</b> n/a	1/26/2021		State Road 4	Bear Head Canyon	Fixed_Object			Dark_NotLighted	Driver_inattn							Unk
2222215	24 020040	100.21 n/a	1/29/2021	,	5117 NM Highway 4		Other_Vehicle			Daylight	Driver_inattn	None						Not_cons_alc
23223460	21-039949 210404722	100.22 n/a 100.23 n/a	3/27/2021 3/29/2021	2021 Jemez Saturday 2021 Jemez Pue Monday	Indian Service Rd. 822 129A Canal Street		Other_Obj Parked Veh			Daylight Daylight	Other_improper Cell	Driver inattn	Other improper	Imp backing				Not_cons_alc
30233122	210404/22	100.24 n/a	4/20/2021		South Arroyo Lane	091 South Arroyo Lane	Fixed Object			Daylight Dark NotLighted		Other_improper	Other_iniproper	IIIIh Dackiiik				Unk
30233123	21061853	<b>100.25</b> Injury	5/9/2021	2021 Jemez Pue Sunday	Arroyo	Off Road	Overturned			Daylight	Other_improper							Not_cons_alc
23223554	21070017	<b>100.26</b> n/a	5/25/2021		State Road 4	Milepost 5	Other_Vehicle			Daylight	Driver_inattn							Unk
	21073403	<b>100.27</b> n/a	5/31/2021		Sheep Springs Circle	Sheep Springs Ct.	Parked_Veh			Daylight	None					Other_improper	Imp_backing	
23223555	21074261	100.28 Injury 100.29 n/a	6/1/2021 6/6/2021		Day School Rd.	DIA 202	Rollover			Daylight	Other_improper	Dairen inatta	lana lana ah					Unk Unk
	21077022 21083810	100.29 n/a 100.30 n/a	6/19/2021		Canal St US Highway 550	BIA 382	Other_Obj Overturned			Daylight Daylight	Passed_stop Excess Speed	Driver_inattn  Driver_inattn	Imp_lane_ch					Not cons alc
30233129	21087616	100.31 n/a	6/25/2021	2021 Jemez Pue Friday	Jemez Pueblo Clinic		Other Vehicle			Daylight	Imp_backing	Diver_matti						Unk
30233130	21093912	<b>100.32</b> n/a	7/6/2021		Parking Lot of 7401 Hwy 4		Parked_Veh			Daylight	Driver_inattn					None		Not_cons_alc
30304194	21109502	<b>100.33</b> n/a	8/2/2021	2021 Jemez Pue Monday			Fixed_Object			Daylight	Driver_inattn							Not_cons_alc
30304195	21100911	100.34 n/a	8/5/2021		Saw Mill Rd.	Highway 4	Fixed_Object			Daylight	Driver_inattn							Not_cons_alc
30304196 30304197	2118032 21131442	100.35 n/a 100.36 n/a	9/7/2021 9/11/2021	,	State Road 4 Saint Michael Road	Highway 4	Animal Fixed_Object			Daylight  Dark NotLighted	Other Other improper							Not_cons_alc  Not cons alc
30304197	21131442	100.37 n/a	9/13/2021		BIA-22	Iligiiway 4	Rollover			Daylight Daylight	Driver inattn							Cons alc
30304199	21131155	<b>100.38</b> n/a	9/13/2021	2021 Jemez Pue Sunday	Arroyo		Overturned			Dark_NotLighted	_							Unk
30304200	21141178	<b>100.39</b> n/a	10/2/2021		51 Big Bear St.		Fixed_Object			Daylight	Imp_backing							Not_cons_alc
30304201	21162189	<b>100.40</b> n/a	11/5/2021	2021 Jemez Pue Friday	Highway 4		Other_Obj			Dark_NotLighted								Not_cons_alc
30304202	21163848	100.41 n/a 100.42 n/a	11/15/2021	2021 Jemez Pue Monday 2021 Jemez Pue Monday	Highway 4		Fixed_Object			Daylight	Def_tires	Other						Not_cons_alc
30304203 30304204	21184845	100.42 n/a	12/27/2021 1/4/2022	2021 Jemez Pue Tuesday	Indian Service Rte 82 504 Mission Rd.		Overturned Parked Veh			Daylight	Driver_inattn None					Imp turn		Not_cons_alc  Not cons alc
30304204	22005782	100.44 n/a	1/5/2022	2022 Jemez Pue Wednesday			Other Vehicle			Daylight	None					Driver inattn		Not cons alc
30304208	22006894	<b>100.45</b> n/a	1/6/2022			Santos Rd/Towa Plaza	Parked_Veh			Dark_NotLighted	None					_		Unk
	22003092	<b>100.46</b> n/a	1/7/2022		State Rd 4		Fixed_Object			Dark_NotLighted		Other_mech						Unk
30304205	22003706	100.47 n/a	1/8/2022		State Road 290	Shara Cariana Sir	Fixed_Object			Dark_NotLighted		Speed_too_fast	Driver_inattn	DUI	Other_improper	luce a salela		Cons_alc
30304212 30304210	22020493 22017654	100.48 n/a 100.49 n/a	2/4/2022 2/5/2022	2022 Jemez Pue Friday 2022 Jemez Pue Saturday	Day School Rd. Southern St.	Sheep Springs Cir Wagon Rd	Parked_Veh Other Vehicle			Dark_NotLighted Daylight	None					Imp_overtake Driver inattn		Not_cons_alc Unk
30304210	22017034	100.49 n/a	2/8/2022	2022 Jemez Puel Saturday	Journal of	Canal St. /Southern St.	Animal			Daylight	Other					Dilver_matth		Unk
30304213	22041453	<b>100.51</b> n/a	3/21/2022	2022 Jemez Pue Monday	Day School Rd.	Bush Arroyo Dr.	Other_N-Col.			Dark_NotLighted								Cons_alc
30304214		<b>100.52</b> n/a	4/5/2022		Highway 4	Green Acres Road	Animal			Dark_NotLighted								Unk
30304215	22064809	100.53 n/a	5/4/2022	2022 Jemez Pue Wednesday		Canal St. /Southern St.	Fixed_Object			Daylight	Driver_inattn							Not_cons_alc
30304216 30304217	22068950 22069191	100.54 n/a 100.55 n/a	5/11/2022 5/12/2022	2022 Jemez Pue Wednesday 2022 Jemez Thursday	Day School Rd. NM-4/Canal Ln		Fixed_Object Fixed_Object			Daylight Dark NotLighted	Driver_inattn	Driver inattn	DUI	Other_improper				Unk Cons alc
30304217		100.56 n/a	5/12/2022		BIA Route 824		Overturned			Daylight	Speed_too_fast	Other_improper	501	Other_improper				Unk
	22072427	100.57 n/a	5/17/2022		513 Walatowa Blvd		Fixed_Object			Daylight	Other	p. oper						
30304222	22080729	<b>100.58</b> n/a	5/19/2022	2022 Jemez Pue Wednesday		Highway 4	Fixed_Object			Daylight	Driver_inattn	Imp_lane_ch						Not_cons_alc
	22073884	<b>100.59</b> n/a	5/20/2022		Highway 4		Parked_Veh			Daylight	Other_improper							Not_cons_alc
30304221	22078545 23094045	100.60 n/a 100.61 n/a	5/28/2022 5/30/2022		BIA 382 Walatowa Ave.	State Road 4	Fixed_Object			Daylight	Other Other	None						Not_cons_alc Unk
30304251	23094045	100.61 n/a 100.62 n/a	6/1/2022		309 Wagon Rd.	Walatowa Blvd.	Parked_Veh Parked Veh			Daylight Daylight	Driver_inattn	Imp backing				None		Unk
30304224		100.63 n/a	6/23/2022	2022 Jemez Pue Thursday			Fixed_Object			Daylight	Driver_inattn	Road_def				.tone		Not_cons_alc
30304225	22093660	<b>100.64</b> n/a	6/24/2022		Pumpkin St		Parked_Veh			Daylight	Imp_overtake	None				None		Not_cons_alc
30304226	22099190	<b>100.65</b> n/a	7/2/2022		State Road 4 Mile Post 2		Other_Vehicle			Dark_NotLighted		None						Unk
30304227	22110462	100.66 n/a	7/22/2022		State Road 290		Fixed_Object			Daylight	Driver_inattn	Other						Unk
30304229 30304230	22139340 22150256	100.67 n/a 100.68 n/a	9/12/2022 9/29/2022		Farm Road 113 Jemez Pueblo Clinic Parking Lot		Overturned Other Vehicle			Daylight Daylight	Imp_overtake Driver inattn	Driver_inattn Imp_backing						Not_cons_alc Unk
30304230	22150256	100.69 n/a	10/5/2022	2022 Jemez Pue Wednesday			Other_Vehicle			Daylight	Drove_leftofcent	Imp_backing Imp_turn	Driver inattn			Driver_inattn		Not_cons_alc
30304232	22155915	100.70 n/a	10/10/2022	2022 Jemez Pue Tuesday	· ,		Other_Vehicle			Daylight	Driver_inattn	Imp_tarn						Not_cons_alc
		1 '				•			•			<u> </u>	•					

CAD	Internal																	
UCR_no Number	ID	Fatal_Inj	Date	YEAR City Day		At_Int	Class_1	Class_2		Lighting	Cont_Fact_V1_1	Cont_Fact_V1_2	Cont_Fact_V1_3	Cont_Fact_V1_4	Cont_Fact_V1_5	Cont_Fact_V2_1	Cont_Fact_V2_2	
30304233 22158499	100.71		10/16/2022	2022 Jemez Pue Suno	, ,		Fixed_Object			Daylight								Unk
20204225 22407444	100.72		11/12/2022	2022 Jemez Pue Satu		Mile Post 5	Other_Vehicle			Daylight	None					Driver_inattn	Imp_backing	Not_cons_alc
30304235 22187114	100.73	-	12/9/2022	2022 Jemez Pue Frida			Other_Vehicle			Daylight	None							Unk
30304236 22192690 30304239 22197517	100.74 100.75		12/19/2022 12/29/2022	2022 Jemez Pue Mon 2022 Jemez Thur	,		Fixed_Object Fixed Object			Daylight  Dark NotLighted	Driver_inattn Other							Not_cons_alc Unk
30304238	100.76		1/2/2023	2023 Jemez Pue Mon			Other Obj			Dark_NotEighted_ Daylight	None							Not cons alc
30304240 23003518	100.77		1/7/2023		day Shooting Staf Blvd	Mission Rd	Other Vehicle			Dark NotLighted						Imp turn	Driver inattn	Not cons alc
23006051	100.78		1/12/2023	2023 Jemez Pue Thur	, ,	Mile Marker 49	Other Vehicle		-	Daylight	None					Other_improper	Dirici_mater	Not cons alc
30304242 23028683	100.79		2/21/2023	2023 Jemez Pue Tues	· · · · ·		Parked Veh			Dark NotLighted		DUI				Other	None	Cons ctrl sub
3034245 23047735	100.80		3/24/2023	2023 Jemez Pue Frida	·		Other_Obj			Daylight	Driver_inattn							Not_cons_alc
3034245 23047735	100.81	. n/a	3/27/2023	2023 Jemez Pue Mon	ay Head Start Access Rd.		Other_Vehicle			Daylight	Other					Imp_turn	Driver_inattn	Not_cons_alc
30304247 230076105	100.82	n/a	5/13/2023	2023 Jemez Satu	day State Rd 290	Milepost 1	Overturned	Rollover	Fixed_Object	Dark_NotLighted	Excess_Speed	Speed_too_fast	Drove_leftofcent	DUI				Cons_alc
30304248 23078871	100.83		5/18/2023	2023 Jemez Thur	,	J.T. Romero	Other_Vehicle			Daylight	Imp_turn	Driver_inattn				None		Unk
30304249 23090936	100.84		6/7/2023	2023 Jemez Pue Thur	day 7413 Hwy 4	Mile Marker 7.5	Fixed_Object			Daylight	Other_improper							Unk
30304252 23094132	100.85		6/12/2023	2023 Jemez Pue Mon	,		Fixed_Object			Dark_Lighted	Excess_Speed	Speed_too_fast	Drove_leftofcent	Driver_inattn	Other_improper			Not_cons_alc
30304250 23097791	100.86		6/18/2023	2023 Jemez Pue Suno	, ,		Other_Vehicle			Daylight	Excess_Speed	Disreg_signal	Imp_overtake	Foll_too_close	Imp_turn	None		Unk
30304253 23116078	100.87		7/15/2023	2023 Pueblo of JSatu			Parked_Veh		+	Dark_NotLighted						None		
30304245 23118351		Injury	7/21/2023	2023 Jemez Frida			Overturned	Rollover		Daylight	None	Land Landing				None		11.1
30304256 23143812	100.89		9/4/2023	2023 Jemez Pue Mon	,		Parked_Veh			Daylight	Driver_inattn	Imp_backing	lara bradian			None		Unk
30304257 23145662 30304258 23170720	100.90		9/7/2023 10/15/2023	2023 Jemez Pue Thur 2023 Pueblo of JSund			Parked_Veh Other Obj			Daylight  Dark NotLighted	Driver_inattn	Other Speed too fast	Imp_backing DUI			None		Unk Cons alc
30304259 23175545	100.91		10/13/2023	2023 Jemez Frida	*		Parked Veh		+	Dark NotLighted		Speed_too_rast	DOI			None		COIIS_aic
30304261 23176424	100.92		10/30/2023	2023 Jemez Pue Mon	<u> </u>	MM 3	Other Vehicle			Dark_NotLighted_	Excess Speed					Foll too close	Driver inattn	Unk
30304261 23191831	100.94		11/27/2023	2023 Jemez Mon	, , , , , , , , , , , , , , , , , , , ,	Mile Post 7	Rollover			Dark_NotLighted		Drove leftofcent	Driver inattn			1011_100_11030	Driver_matti	Unk
30304261 23193845	100.95		12/1/2023	2023 Jemez Pue Frida	<i>'</i>	iville i doc /	Parked Veh			Dark NotLighted		None	Briter_materi					Not_cons_alc
30304263 23206940	100.96		12/27/2023	2023 Jemez Pue Wed			Parked Veh		+	Daylight	Other					Driver inattn	Imp backing	Not cons alc
30304266 24027280	100.97	n/a	2/11/2024	2024 Jemez Pue Sund			Other_N-Col.			Dark_NotLighted	Other_mech					_	1_ 0	Unk
30304265 24024417	100.98	n/a	2/15/2024	2024 Jemez Pue Thur	day Mission Rd.	NM Highway 4	Other_Vehicle			Dark_NotLighted	Driver_inattn	DUI	Other_improper	Imp_backing		None		Cons_alc
24013766	100.99	n/a		Jemez Satu	day Highway 550		Fixed_Object	Other_Ob	ij	Daylight	Driver_inattn							Not_cons_alc
30144737	200.01	n/a	6/5/2020	2020 Cañon Frida	8154 HIGHWAY 4 IN PARKING	PARKING LOT	Other_Vehicle			Daylight								Not_cons_alc
710493472	200.02	n/a	9/29/2020	2020 None Tues	ay HIGHWAY 4	HIGHWAY 290	Other_Vehicle			Dark_NotLighted								Not_cons_alc
710493521	200.03		10/2/2020	2020 Cañon Frida		CAMINO AMARILLO	Other_N-Col.			Daylight								Not_cons_alc
30233121	200.04		4/10/2021	2021 None Satu		MM7	Other_Vehicle			Daylight								Not_cons_alc
710494648	200.05		5/23/2021	2021 Cañon Suno	<u>'</u>		Fixed_Object			Daylight								Not_cons_alc
710494625		Injury	10/19/2021	2021 Cañon Tues	,	NOT AN INTERCECTION	Animal		+	Dark_NotLighted								Not_cons_alc
710494804	200.07 300.01		11/21/2021 2/23/2020	2021 Cañon Suno 2020	<u>'</u>	NOT AN INTERSECTION	Other_Vehicle			Dark_NotLighted								Not_cons_alc
		Injury	11/17/2020	2020	Hwy 550 MM 34 249 Walatowa Blvd													
	300.02	, ,	11/3/2021	2022	Jemez Pueblo ?? Walk up to Jeme:	FMS												
		Injury	8/16/2022	2022	West Side Owl Springs / Tribal roa													_
	300.05		11/2/2022	2022	Hwv 4 MM 3													
	300.06		1/30/2023	2023	Rt 823 and Farm Road 119													
	300.07	+	5/14/2023	2023	Owl Springs and Farm Rd 118													
	300.08	, -	7/20/2023	2023	Hwy 4 / Walatowa Timber Road													
	300.09		9/3/2023	2023	Walatowa Visitors Center													
	300.10		11/17/2023	2023	Hwy 4 MM 7													
	300.11		11/18/2023	2023	Hwy 550 MM 28													
710492040	400.01		4/13/2020	2020 None Mon			Fixed_Object			Daylight								Not_cons_alc
710492931	400.02	-	10/25/2020	2020 None Suno	•	NO INTERSECTION	Other_N-Col.			Dark_NotLighted								Not_cons_alc
710628121	400.03		10/26/2020	2020 None Mon			Other_N-Col.			Daylight - ·								Not_cons_alc
710634726	400.04	, -	11/7/2020		day US 550	NOT AT INTERSECTION				Dusk								Not_cons_alc
710494146	400.05		12/13/2020	2020 None Sund		MILE MARKER 41.5	Fixed_Object			Daylight								Not_cons_alc
710494210	400.06		8/27/2021	2021 None Frida			Fixed_Object			Dark_NotLighted								Not_cons_alc
710630553 710629627	400.07 400.08		1/1/2022 1/7/2022	2022 None Satu 2022 None Frida	day US 550 US 550	NOT AT INTERSECTION	Fixed_Object Other N-Col.			Daylight Daylight								Not_cons_alc
710629627	400.08		2/24/2022		day US HIGHWAY 550	NOT AT INTERSECTION	Other N-Col.			Daylight Dark NotLighted								Not_cons_alc  Not cons alc
710494874	400.09		2/24/2022		day US 550		Other N-Col.			Dark_NotLighted Dawn								Not_cons_alc
710494952	400.10	,	5/9/2022	2022 None Mon	,		Other_N-Col.			Dark_NotLighted								Not cons alc
710495547	400.11		6/24/2022	2022 None Frida		N/A	Animal			Dark NotLighted								Not cons alc
710495773	400.13		8/16/2022		ay US HIGHWAY 550	,,	Fixed Object			Dark NotLighted								Not_cons_alc
120.007.0	100.13	, ,	0, 20, 2022			I.	ca_ojccc		1		-1	1	1	1	1	1	I	

# **Appendix C**Tribal Council Resolution



#### TRIBAL COUNCIL RESOLUTION NO. 2024 - 53

# APPROVING AND ADOPTING THE 2024 TRANSPORTATION SAFETY PLAN, AND COMMITTING TO THE VISION ZERO STRATEGY INCLUDING THE TARGET DATE OF ELIMINATING ALL FATAL AND INJURY CRASHES BY 2034

At a duly called meeting of the Tribal Council of the Pueblo of Jemez held on the 13<sup>th</sup> day of December 2024, the following resolution was adopted:

- WHEREAS, the Pueblo of Jemez is a duly recognized sovereign tribal government with a Governor and Tribal Council empowered to exercise all governmental powers, fiscal authority and tribal sovereignty; and
- WHEREAS, the Pueblo of Jemez is a federally recognized sovereign tribal government with a Governor and Tribal Council empowered to initiate and carry out programs for the benefit of the Jemez tribal members; and
- WHEREAS, the Pueblo of Jemez has a Tribal Transportation Program (TTP) Referenced Funding Agreement with the Federal Highway Administration (FHWA) to perform the planning, research, design, engineering, construction, and maintenance of highway, road, bridge, parkway, or transit facility programs or projects that are located on, or which provide access to the Pueblo of Jemez, along with related program administration activities and associated transportation services authorized by the TTP, 23 U.S.C. §§ 201-202, as amended by the Surface Transportation Reauthorization Act of 2021 (STRA-21), Div. A of Pub. L. 117-58, also colloquially known as the "Bipartisan Infrastructure Law," or "BIL". 25 CFR Part 170 and 23 CFR Part 661; and
- WHEREAS, the Pueblo of Jemez updates their Transportation Safety Plan (TSP) approximately every five (5) years to include new safety data, remove completed transportation safety projects and add new transportation safety projects and initiatives; and
- WHEREAS, the Pueblo of Jemez received a TTP Safety Program Fund grant for \$10,000 to update their existing 2018 TSP and intends to apply for additional funding for new transportation safety projects and initiatives; and
- WHEREAS, the Pueblo of Jemez Tribal Council members have reviewed and provided comments on the draft 2024 TSP; and

TRIBAL COUNCIL RESOLUTION NO. 2024 - 53
APPROVING AND ADOPTING THE 2024 TRANSPORTATION SAFETY PLAN, AND COMMITTING TO THE VISION ZERO STRATEGY INCLUDING THE TARGET DATE OF ELIMINATING ALL FATAL AND INJURY CRASHES BY 2034 PAGE TWO

- WHEREAS, Vision Zero is a nationwide strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all, and for which a commitment to is required by applicants seeking specific safety grant funds such as the Safe Streets and Roads for All program; and
- WHEREAS, the Pueblo of Jemez Tribal Council commits to the TSP's Vision Zero strategy to improve traffic safety throughout the community by taking a proactive and preventative approach that prioritizes safe, accessible, and equitable mobility for all roadways users and sets a target date to eliminate all fatal and injury crashes by 2034; and
- NOW THEREFORE BE IT RESOLVED THAT the Pueblo of Jemez Tribal Council approves and adopts the 2024 Transportation Safety Plan and Vision Zero Strategy and authorizes the Governor, Tribal Administration and Planning, Development and Transportation Department staff to proceed with the implementation of the TSP and Vision Zero Strategy; and

TRIBAL COUNCIL RESOLUTION 2024-53
APPROVING AND ADOPTING THE 2024 TRANSPORTATION SAFETY PLAN, AND COMMITTING TO THE VISION ZERO STRATEGY INCLUDING THE TARGET DATE OF ELIMINATING ALL FATAL AND INJURY CRASHES BY 2034 PAGE THREE

Raymond Loretto, DVM

#### CERTIFICATION

I, the undersigned, as Governor of the Pueblo of Jemez do hereby certify that the Jemez Tribal Council at a duly called meeting, convened on the 13th day of December 2024, at the Pueblo of Jemez, New Mexico, approved the foregoing resolution that a quorum was present and that 8 voted for and 0 opposed and 0 abstained. Governor Peter Madalena Lieuténant Governor TRIBAL COUNCIL: Dominic Gachupin David M. Toledo Raymond Gachupin Vincent A. Toya

David R. Yepa